Metro-Inner North Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 28 June 2023; 9:30am
Meeting Number: MINJDAP/186
Meeting Venue: Electronic Means

To connect to the meeting via your computer -
https://us06web.zoom.us/j/84806930093

To connect to the meeting via teleconference dial the following phone number - 08 7150 1149
Insert Meeting ID followed by the hash (#) key when prompted - 848 0693 0093

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

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Attendance

DAP Members

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

Officers in attendance

Tracey Baglin (City of Stirling)
Adrian Di Nella (City of Stirling)
Amanda Sheers (City of Stirling)

Minute Secretary

Adele McMahon (DAP Secretariat)

Applicants and Submitters

Derek Bickley (Dynamic Planning)

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

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

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

5. Declarations of Due Consideration

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 Derek Bickley (Dynamic Planning) presenting in support of the recommendation for the application at Item 8.1. The presentation will address in support of the report recommendation subject to the removal of Condition 11.

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 901 (40) Hutton Street, Osborne Park

Development Description:	Industry-Service and Office
Applicant:	Dynamic Planning and Development
Owner:	Assunta Ranieri & Goldtrace Corporation Pty Ltd
Responsible Authority:	City of Stirling
DAP File No:	DAP/23/02445

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

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/21/02136 DR60/2022	City of Nedlands	No. 43 Esplanade, Nedlands	Proposed Mixed Use Development – One consulting room and three multiple dwellings	01/04/2022
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022
DAP/22/02219 DR154/2022	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022

Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02191 DR192/2022	City of Vincent	No. 391 (Lot: 20) Lord Street, Mount Lawley	Proposed Mixed Use Development	31/10/2022
DAP/22/02276 DR194/2022	Town of Cottesloe	19 Napoleon Street (Lot 20) Cottesloe (Also Known As 19 & 21 Napoleon Street)	Four-Storey Office Building with Rooftop Terrace, and Change of Use of Existing Ground Floor Buildings To 'Restaurant and Small Bar)	04/11/2022
DAP/22/02218 DR216/2022	City of Subiaco	No. 414 (Lot 27) Rokeby Road, Subiaco	Demolition Of Existing Building and Construction of a Six Storey Mixed Use Development (Ten Multiple Dwellings and Three Office Tenancies)	07/12/2022
DAP/22/02366 DR74/2023	City of Stirling	House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales	22/05/2023
DAP/22/02364 DR75/2023	City of Bayswater	504A & 504-508 (Lot 30,4) Guildford Road, Bayswater	Proposed service station, fast food outlet and showroom development	23/05/2023
DAP/22/02248	City of Vincent	No. 129 (Lot: 62; D/P: 956) Loftus Street, Leederville	Proposed Child Care Premises	24/05/2023
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023

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

Government of **Western Australia**
Development Assessment Panels

Presentation Request Form

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

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

Presentation Request Guidelines

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

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

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

Presenter Details

Name	Derek Bickley
Company (if applicable)	Dynamic Planning and Developments
Please identify if you have any special requirements:	**YES** ☐ **NO** ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro-Inner North Joint Development Assessment Panel
Meeting Date	28/06/2023
DAP Application Number	DAP/23/02445
Property Location	Lot 901 (40) Hutton Street, Osborne Park
Agenda Item Number	8.1

Presentation Details

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

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Development Assessment Panels

Presentation Content*

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

Brief sentence summary for inclusion on the Agenda	*The presentation will address:* The presentation will be in support of the report recommendation subject to the removal of Condition 11.

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:

See Attached

METRO-INNER NORTH JOINT DEVELOPMENT ASSESSMENT PANEL
INDUSTRY – SERVICE AND OFFICE
LOT 901 (NO. 40) HUTTON STREET, OSBORNE PARK

28 JUNE 2023



DYNAMIC
PLANNING
AND DEVELOPMENTS

Responsible Authority Recommendation

- The City of Stirling have recommended approval for the proposed development, which we are fully supportive of.
- In reviewing the proposed conditions of approval, we seek the modification of Condition 11.

1. **Approve** DAP Application reference DAP/23/02445 and accompanying plans as listed in Condition 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 the City of Stirling Local Planning Scheme No. 3, for an Industry Service and Office at Lot 901 House Number 40 Hutton Street, Osborne Park, subject to the following conditions:



SITE CONTEXT

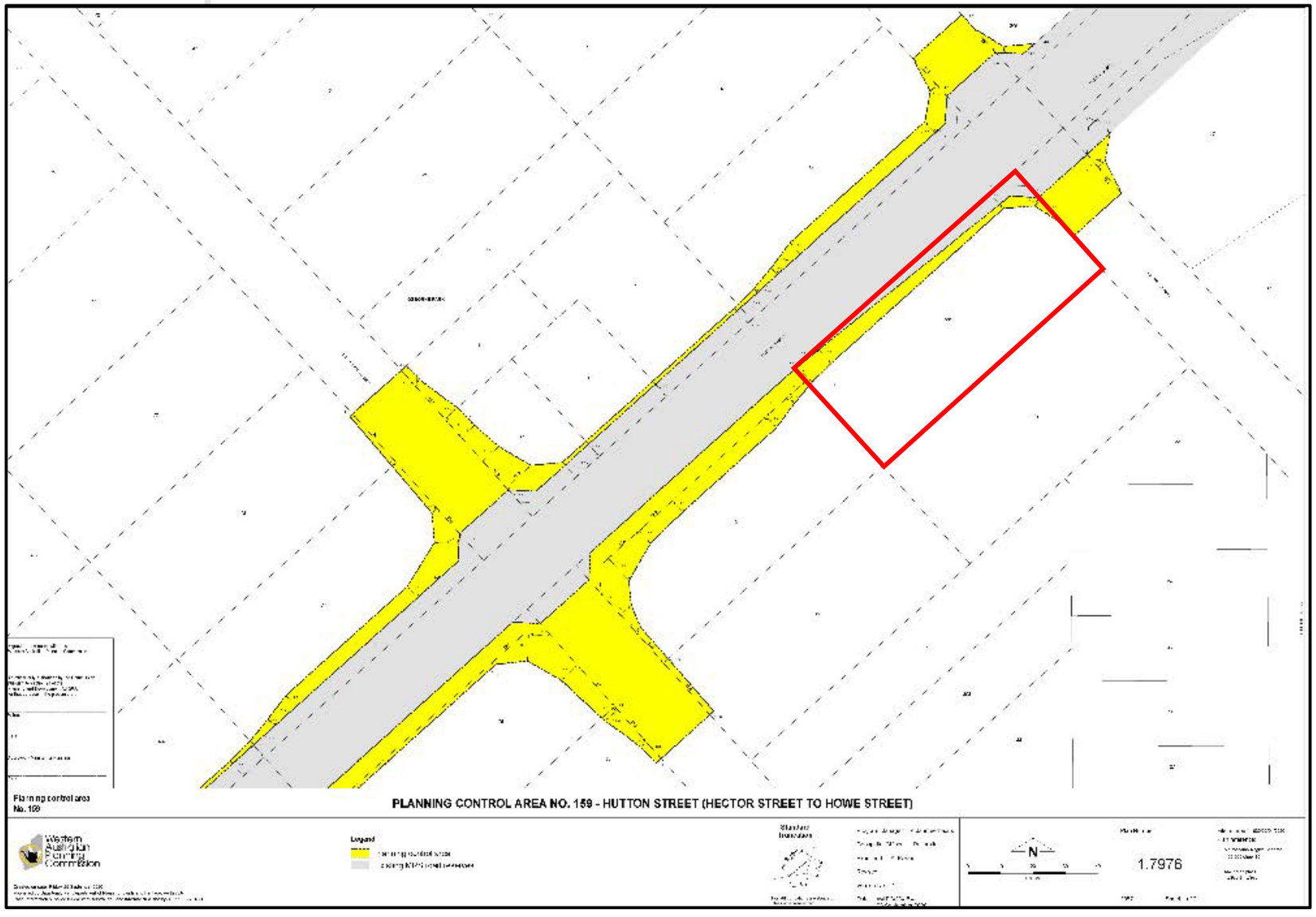
Situated in an industrial area that is experiencing a face lift from a dilapidated built form to a more modern industrial character.

- Coates Osborne Park (87m)
- TackleWest Osborne Park (180m)
- Carpet Call Osborne Park (240m)
- Jaycar Electronics (450m)

The corner of Hutton Street and Hector Street West. Hutton Street is reserved under the MRS as a ‘Other Regional Road’ and a ‘Primary Regional Road’ after the Hector Street West Intersection.

Planning Framework

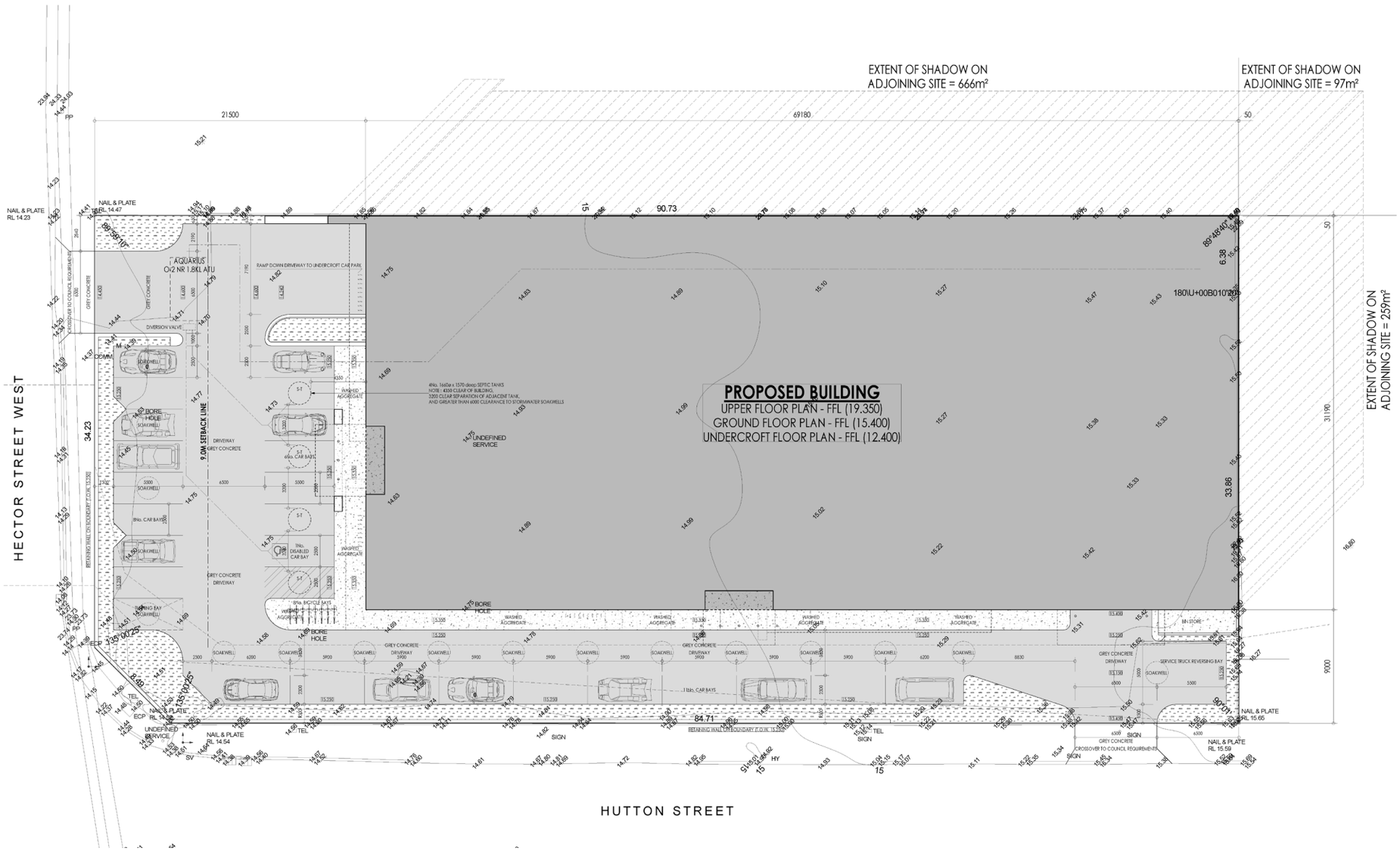
- Zoned 'Industrial' under Local Planning Scheme No. 3.
- 'Industry – Service' is Permitted (P), 'Office' is Discretionary (D)
- The subject site is impacted by Planning Control Area 159 (PCA 159).
- PCA 159 is for the future upgrade of Hutton Street and to facilitate its regional road function and as such no development is to prejudice the purpose or function of the land reserved for 'Other Regional Road'.



DYNAMIC PLANNING AND DEVELOPMENTS

Proposed Development – Pre Road widening

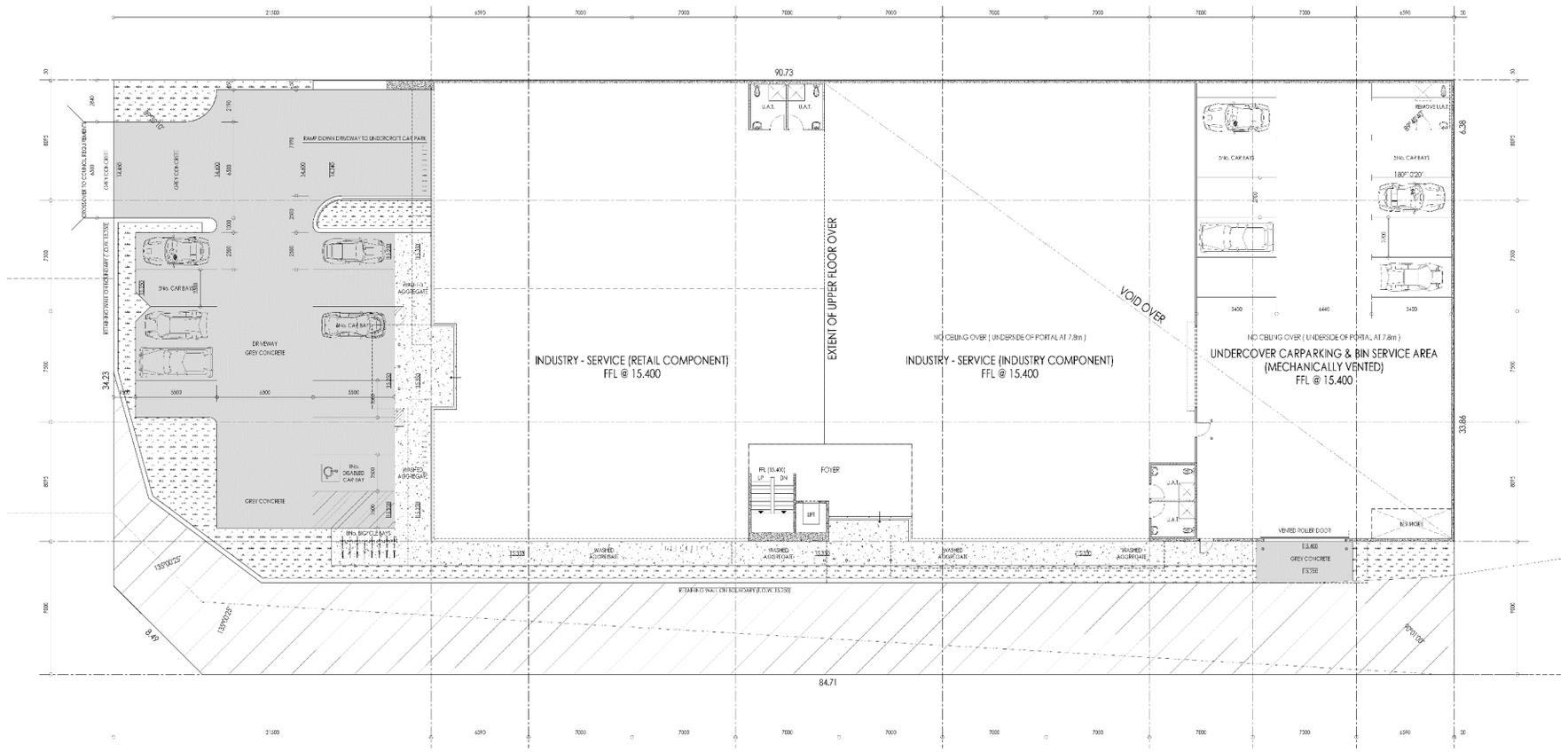
- The proposed development seeks approval for a dual land use of ‘Industry (Service)’ and ‘Office’ at the subject site.
- The proposed development is multilevel with an under-croft carpark, ground floor service industry component and first floor office.
- Access is proposed to be via two crossovers, one to Hector Street West and one to Hutton Street.
- The built form of the proposed development is Industry – Service (Retail) 413sqm, Industry – Service (Industry) 1,664sqm and Office 935sqm.



DYNAMIC PLANNING AND DEVELOPMENTS

Proposed Development – Post Road widening

- Removal of the 10 car parking bays running perpendicular to Hutton Street.
- 542sqm of the Industry – Service (industrial) is converted to undercover carparking (268sqm) and Bin service area (274sqm).
- Visitor access will occur primarily via the Hector Street West crossover, with the Hutton Street crossover being primarily used by trucks servicing the industrial component and service vehicles.



PROPOSED FUTURE RENOVATION DUE TO ROAD WIDENING

SITE AREA
3637m²

LANDSCAPING PROVIDED
190m²

BAYS PROVIDED : UNDERCROFT FLOOR
53 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
01 = MOTOR BIKE BAYS
00 = BICYCLE BAYS

BAYS PROVIDED : GROUND FLOOR
21 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
00 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

BAYS PROVIDED : TOTAL
74 = CAR BAYS
02 = DISABLED CAR BAY
02 = SHARED AREA

CAR BAYS REQUIRED : OFFICE
1 BAY / 30m² GFA
AREA = 930m² (870m² upper floor + 65m² ground floor foyer)
BAYS REQUIRED = 31.167

CAR BAYS REQUIRED : INDUSTRY - SERVICE (INDUSTRY COMPONENT)
1 BAY / 50m² GFA
AREA = 1' 22m²
BAYS REQUIRED = 22.440

CAR BAYS REQUIRED : INDUSTRY - SERVICE (RETAIL COMPONENT)
8 BAYS / 100m² GLA
AREA = 4' 3m²
BAYS REQUIRED = 33.040

CAR BAYS REQUIRED : TOTAL
31.167 = 22.440 + 33.040 = 86.647
LESS 55 = 4.353

MILANKOV DESIGNS
mdm

DYNAMIC PLANNING AND DEVELOPMENTS

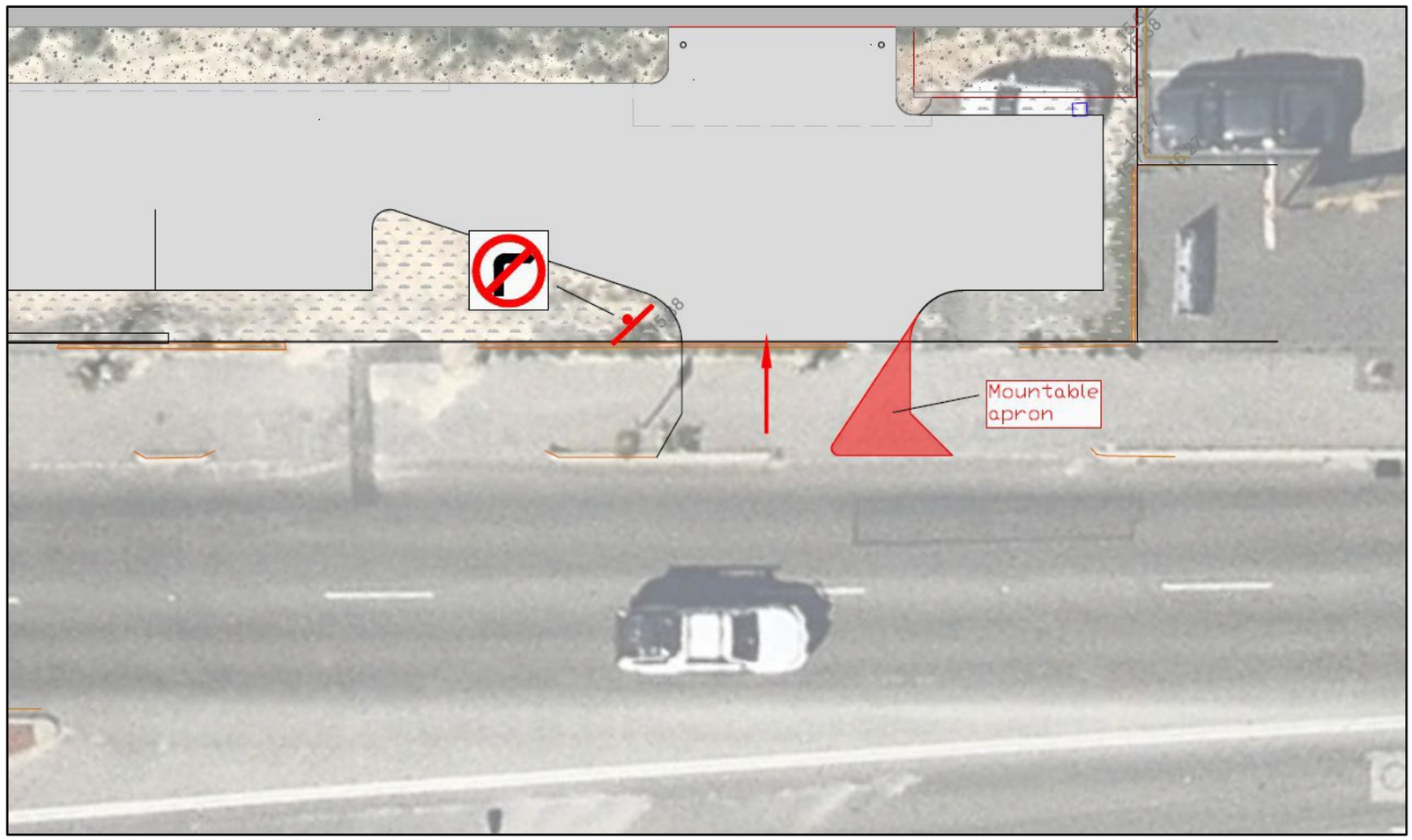
Conditions of Approval

- We are supportive of the proposed recommendation for approval and seek some minor modifications to the proposed conditions of approval.
- The condition we seek a modification to is Condition 11 which relates to installation of a raised median.
- We seek the deletion of this condition 11 as the provided TIS indicates that the proposed Hutton Street crossover would be able to operate satisfactorily as an entry only crossover (including right in movement from Hutton Street based on previous analysis) during the short term (before widening) without undermining the traffic operations and safety of Hutton Street.

11.	Prior to commencement of works, a raised median island is to be installed on Hutton to prevent right turn access in and out of the development. The median island shall be provided at the cost of the owner/applicant and is to be designed and constructed to the satisfaction of the City.

Conditions of Approval

- The proposed crossover on Hutton Street would be located in front of an existing crossover on the opposite side of Hutton Street.
- An extension of the existing solid median on Hutton Street to prohibit right turn movements from Hutton Street into the development is not appropriate and practical as it will restrict traffic movements into the existing development on the other side of the road.
- In the short term, the left-in entry movement would be enforced by signage, line marking and crossover layout. This is the only practical option available to enforce the left-in nature of the crossover.
- A one-way circulation system along the Hutton Street parking isle supplemented by appropriate line marking is suggested to improve traffic circulation and minimise traffic conflict on site.



DYNAMIC PLANNING AND DEVELOPMENTS

Conclusion

- In summary, we support the City's recommendation of approval and seek minor modifications to the proposed conditions of approval (i.e. deletion of condition 11).
- The provided technical reports demonstrate that the development will function effectively.
- We consider that the development will provide a quality-built form outcome that contributes positively to the character of the Osborne Park Industrial Area.





DYNAMIC
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HUTTON STREET, HOUSE NUMBER 40, LOT 901, OSBORNE PARK – INDUSTRY-SERVICE AND OFFICE

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-North JDAP	
Local Government Area:	City of Stirling	
Applicant:	Dynamic Planning and Developments	
Owner:	Assunta Ranieri and Goldtrace Corporation Pty Ltd	
Value of Development:	$2,100,000 ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Stirling	
Authorising Officer:	Stevan Rodic, Director Planning and Development	
LG Reference:	DA22/1483	
DAP File No:	DAP/23/02445	
Application Received Date:	10 February 2023	
Report Due Date:	16 June 2023	
Application Statutory Process Timeframe:	90 Days with an additional 42 days as agreed between the Applicant and City of Stirling	
Attachment(s):	1. Aerial Location Plan 2. Development Plans 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No. 3 Zoning Map 5. Planning Control Area No. 159 Plan 6. Applicant's Planning Report including: a. Landscaping Technical Note b. Transport Impact Statement c. Waste Management Plan 7. Landscaping Plan 8. Schedule of referral responses from statutory/public authorities 9. Amended Traffic Impact Statement (dated May 2023)	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

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

1. **Approve** DAP Application reference DAP/23/02445 and accompanying plans as listed in Condition 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 the City of Stirling Local Planning Scheme No. 3, for an Industry Service and Office at Lot 901 House Number 40 Hutton Street, Osborne Park, 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 four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

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

Drawing Title	Date/Version	Drawn By
Feature and Contour Survey	16/3/2022	Land Surveys
Site Plan 1/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Undercroft Floor Plan 3/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Ground Floor Plan 4/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Ground Floor Plan – Proposed Future Renovation 5/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Upper Floor Plan 6/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Roof Plan 6a/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Elevation Plan 7/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Elevation Plan 8/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Aerial/Site Plan 9/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.
Artist Impression 10/10	Sketch 15	Milankov Designs & Project Management Pty Ltd.

4. Prior to the commencement of development, an 'Application to Construct or Install an Apparatus for the Treatment of Sewerage' is to be submitted and approved by the City of Stirling.

Landscaping

5. Prior to the lodgement of a Building Permit, an amended and detailed landscaping plan for the development site is to be submitted to, and approved by the City of Stirling. The following details are to be included:

    (i) All landscaped areas are to be applied with 75mm minimum depth organic mulch and reticulated;
    (ii) A minimum of three (3) advanced trees planted on site within a 9m² deep soil area, outside of the Planning Control Area; and
    (iii) All trees within the Planning Control Area, to be removed from the landscaping plan.

6. Prior to the lodgement of a Building Permit, a detailed landscaping plan for the development site, following the road widening of Hutton Street is to be submitted to, and approved by the City of Stirling. The following details are to be included:

    (i) All landscaped areas are to be applied with 75mm minimum depth organic mulch and reticulated; and
    (ii) A minimum of six (6) advanced trees planted on site within a 9m² deep soil area.

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

Parking and Access

8. Prior to the occupation of the development, the redundant crossovers shall be removed, and the kerbing and road reserve reinstated at the landowner's expense in accordance with the City's Local Planning Policy 6.7 – Parking and Access to the satisfaction of the City of Stirling.

9. All crossovers shall be designed and constructed in accordance with the City of Stirling's Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling. Crossovers are to be installed prior to occupation of the development.

10. Prior to the occupation of the development, a minimum of 79 vehicle parking bays in the areas marked on the development plans shall be constructed. All driveways, parking and manoeuvring areas shall be hard surface, drained and maintained in accordance with the City's Local Planning Policy 6.7 – Parking and Access and Australian Standards AS2890.01 (as amended).

11. Prior to commencement of works, a raised median island is to be installed on Hutton to prevent right turn access in and out of the development. The median island shall be provided at the cost of the owner/applicant and is to be designed and constructed to the satisfaction of the City.

12. For all proposed works within the road reserve relating to the subject development, a separate written approval is required from the City's Engineering Service Unit. Detailed civil engineering construction plans must be submitted by a suitably qualified person, for approval of the Manager Engineering Services or his representative. Written approval must be obtained from the City, prior to any work occurring within the road reserve.

13. A bond shall be paid for all construction works within the road reserve, prior to commencement of the works. The bond shall be determined by the City's Engineer Subdivisions and Development Works and will be based on the approved civil engineering constructions plans. The bond will be returned once all works within the road reserve have been completed in accordance with the approved civil engineering construction plans and to the satisfaction of the City's Manager Engineering Services.

14. Payment to the City of a 1.5% inspection fee for the construction works within the road reserve is required, for the cost of construction as estimated by the City's Engineer Subdivisions and Development Works for works within the road reserve.

15. Payment to the City of a 12 months defects liability period retention bond of 5% is required, for the cost of construction as estimated by the City's Engineer Subdivisions and Development Works for works within the road reserve.

16. Prior to the occupation of the development all driveways, parking and manoeuvring areas shall be hard surface, drained and maintained in accordance with the City's Local Planning Policy 6.7 – Parking and Access and Australian Standards AS2890.01 (as amended).

17. For the duration of the development or unless otherwise approved, the landowner is to ensure that future tenants are made aware of the following:

    '*Operational management for development on site is to ensure that all waste and delivery vehicles to access the site are restricted to a maximum 6.4m vehicle length'.*

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

<u>General</u>

19. Prior to commencement of development, a schedule of colours, materials and finishes for the development is to be submitted for the City of Stirling approval and thereafter implemented to the satisfaction of the City of Stirling.

20. The percentage of 'Office' use is to remain consistent with the approved plans, such that the Office use is incidental to the predominant 'Industry-Service' land use. Any proposed internal layout changes that increase the Office component will require development approval.

21. The landowner/applicant is required at their expense, to remove all structures and development (including the bin store) located within the Other Regional Road reservation and Planning Control Area 159 at the time when the reserved land is required for the upgrading of Hutton Street.

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

23. External lighting shall be positioned so as to not adversely affect the amenity of the locality in accordance with Australian Standard AS/NZ 4282 (as amended), to the satisfaction of the City of Stirling.

Advice Notes

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

2. If an applicant is aggrieved by this determination, there is a right of appeal under Part 14 of the Planning and Development Act 2005. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.

3. This is a Development Approval under the City of Stirling Local Planning Scheme and related policies. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws

4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.

5. The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.

6. Development is to comply in all respects with the attached approved plans which have been stamped accordingly

7. An 'Advanced Tree 'is defined in the City's Local Planning Policy 6.11 – Trees and Development as: *means a tree which requires planting in at least a 90 litre container or greater size and which is at least 2 metres in height and at least 2 years of age.*

8. In regard to Conditions 5 and 6, these conditions relate to the requirement for an amended Landscaping Plan (Attachment 7) to address the requirement to remove tree planting within the PCA, and for a new Landscaping Plan for the post road widening scenario to be provided, to allow for additional tree plantings in accordance with Local Planning Policy 6.11 Trees and Development.

9. In regard, to Condition 19, the schedule of finishes is to include any visible (from street view) external boundary walls. The external boundary and visible walls shall be treated to the same standard as the rest of the development.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial Other Regional Road
Local Planning Scheme	Local Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Industry Other Regional Road
Structure Plan/Precinct Plan	N/A
Use Class and permissibility:	Industry-Service and Office
Lot Size:	3,632m^2
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Site Context

The subject site is vacant and is located at the south-western corner of Hutton Street and Hector Street West. It is approximately 9km north-west of the Perth CBD and is bound by Hector Street West to the north-east and Hutton Street to the north-west. The immediate locality is characterised by Showroom/Warehouse development within the Osborne Park Industrial Area.

The subject site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Industry' under the City of Stirling's Local Planning Scheme No. 3 (LPS3) (Attachment 4).

Previous Applications

Since 2015, there have been five (5) applications lodged for the subject site. The latest and current approval issued by the Metro Inner-North Joint Development Assessment Panel (JDAP) was on 5 August 2020 for a Service Station. This approval was subject

to conditions primarily relating to landscaping, and modifications to the median island on Hutton Street to ensure safe vehicular ingress and egress.

Proposal:

On 10 February 2023, the City received a Form 1 Development Assessment Panel application, proposing a two-storey building with an undercroft and 'Industry-Service' and 'Office' land uses, located at Lot 901, House Number 40, Hutton Street, Osborne Park WA 6017.

A summary of the proposed development is provided below:

- A two storey building with an under-croft car park;
- The ground floor comprises the Industry-Service land use which has 2,077m^2 of floor area (413m^2 being the retail component and 1,664m^2 industry component);
- The Office land use component has a 935m^2 gross floor area (65m² on the ground floor and 870m² on the first floor);
- The provision of 79 car parking bays (54 within the under-croft car park and 25 at ground level) including universal bays. A total of 8 bicycle bays is at ground level;
- Vehicle access is proposed to be via two (2) crossovers, one (1) to Hector Street West and one to Hutton Street;
- A total of 201m^2 of landscaping on site and within the street verge, which includes nine (9) street tree plantings;
- A bin store has been proposed adjacent to the service entry and in proximity to the Hutton Street crossover, with a service truck reversing bay provided; and
- A site plan (indicated as Ground Floor Plan – Proposed Future Renovation) detailing the changes to be undertaken on-site to accommodate the future Hutton Street road widening.

The City requested amended plans and additional information from the applicant on 30 March 2023 following an assessment of the proposal. The request for further information identified concerns with the development relating to vehicle access, wastewater disposal, landscaping, general development standards and comments received from external agencies including the Department of Planning, Lands and Heritage and Water Corporation.

A request for a 'Stop the Clock' time extension to the 16 June 2023 was approved to allow the applicant time to address the request for information.

The applicant provided the City with amended plans and supporting justification to address the key issues including an amended Traffic Impact Statement (TIS) dated May 2023, to address vehicular access into the site. Further commentary on the key issues and TIS are detailed later in the report.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

- *Planning and Development (Development Assessment Panels) Regulations 2011*
- Metropolitan Region Scheme (MRS)
- City of Stirling Local Planning Scheme No.3 (LPS3)

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
- Government Sewerage Policy 2019
- Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Local Policies

- Local Planning Policy 4.3 - Industrial Design Guidelines (LPP 4.3)
- Local Planning Policy 6.1 - Advertising Signs (LPP 6.1)
- Local Planning Policy 6.3 - Bin Storage Areas (LPP 6.3)
- Local Planning Policy 6.6 - Landscaping (LPP 6.6)
- Local Planning Policy 6.7 - Parking and Access (LPP 6.7)
- Local Planning Policy 6.11 - Trees and Development (LPP 6.11)

Planning Control Area No. 159 Hutton Street (Hector Street to Howe Street)

Planning Control Area 159 (PCA 159) was created under the *Planning and Development Act 2005* for the purpose of future road upgrades to Hutton Street and to facilitate its regional road function without being prejudiced by future development.

A copy of the PCA Plan is included at Attachment 4.

Consultation:

Public Consultation

In accordance with Clause 64 of Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City's LPP 6.18 this development application did not require public consultation to adjoining landowners or within a 200 metre radius of the subject site.

Referrals/consultation with Government/Service Agencies

The development application has been referred to the Department of Planning, Lands and Heritage (DPLH) in respect of the PCA 159 and adjacent Other Regional Road reserve (Hutton Street).

The development application was also referred to Main Roads Western Australia (MRWA) due to the proposed vehicular access points being within proximity of the traffic signals at the intersection of Hector Road West and Hutton Street.

The development application has been referred to Water Corporation due to the site/area not connected to existing wastewater infrastructure.

Department of Planning, Lands and Heritage Submission

On 27 March 2023, DPLH advised the City that it does not support the development proposed citing the following:

- The Department does not support construction of any permanent structures within the road reservation and PCA land;
- DPLH recommended that the City review the proposed building setbacks, parking provisions, gradients, refuse management and internal swept paths due to a potential requirement for additional land resumption outside of the PCA;
- The location and access type of the proposed vehicular access including service vehicles should be reconsidered and demonstrated such that it does not affect the function of Hutton Street to operate as an ORR; and
- The right turn-in from Hutton Street is not supported.

The City also confirmed with DPLH that the proposed retaining wall and soakwells do not constitute permanent structures. DPLH further advised that the preference is that tree plantings within the PCA and Hutton Street road reservation are discouraged. As such, the City is recommending that the Landscaping Plan (Attachment 7) be amended to remove all tree plantings within the PCA or road reservation via condition 5 as stated below:

5. *"Prior to the lodgement of a Building Permit, an amended and detailed landscaping plan for the development site is to be submitted to, and approved by the City of Stirling. The following details are to be included:*

    (iv) All landscaped areas are to be applied with 75mm minimum depth organic mulch and reticulated;
    (v) A minimum of three (3) advanced trees planted on site within a 9m² deep soil area, outside of the Planning Control Area; and
    (vi) All trees within the Planning Control Area, to be removed from the landscaping plan."

Following the DPLH and City advice, the applicant amended their Transport Impact Statement (TIS, Attachment 9) to limit the Hutton Street crossover to left-in/left-out movements only. The TIS recommends a mountable crossover apron and directional signage to deter right hand movements into and out of the Hutton Street crossover.

The City forwarded a copy of the amended TIS to DPLH. Upon receipt and review of the amended TIS, DPLH reiterated that they do not support the proposed Hutton Street crossover configuration, citing the following concerns:

- No right right-in turn from Hutton Street is supported due to vehicles stopping on Hutton Street to wait for oncoming westbound passing traffic to enter the site; and
- The mountable apron does not restrict right-in movements from motor vehicles. The mountable apron introduces an additional hazard for vehicles undertaking a right-in from Hutton Street (motorists may stop/slowdown in the middle of southbound lanes) to negotiate the mountable apron designed for the refuse truck or rear end crashes within the northbound lanes.

Accordingly, the City has explored alternate options with the applicant to address the concerns highlighted by DPLH. This is discussed within the 'Parking and Access' section of the report.

Main Roads Western Australia Submission

MRWA advised that they have no objection to the application.

Water Corporation Submission

The Water Corporation advised of the lack of sewer infrastructure and the extensive costs for the works needs to access and connect to any new infrastructure.

This information was relayed to the applicant with the applicant subsequently confirming their intention to install an Alternative Treatment Unit (ATU) on site.

Design Review Panel Advice

This application was not referred to the Design Review Panel for comment as it did not meet the City's Terms of References of items to be considered by the Panel

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the City's LPS 3, State and Local Planning Policies. The following maters have been identified as key considerations in the determination of this application:

1. Proposed Land Use (LPS3 & LPP 4.3)
2. Built Form (LPP4.3 and SPP7.0)
3. Parking and Access (LPP 6.7)
4. Landscaping and Trees (LPP 6.6 and LPP 6.11)
5. Waste Service Facilities
6. *State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)*
7. *Planning and Development (Local Planning Schemes) Regulations 2015*

1. Proposed Land Use

Under LPS3, the proposed development includes an 'Industry-Service' and 'Office' land uses. Table 1: Zoning Table of LPS3 prescribes 'Industry-Service' within the Industry Zone as a 'P' use. Under LPS3 a 'P' use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme. Table 1; Zoning Table of LPS3 prescribes 'Office' within the Industry Zone as a 'D' use. Under LPS3 a 'D' use is not permitted unless the Council, or in this instance the JDAP, has exercised its discretion by granting planning approval.

In considering the appropriateness of the proposal, the development is to be assessed against the objectives of the Industry Zone under LPS3, and any relevant local planning policies. Local Planning Policy 4.3 Industrial Design Guidelines (LPP 4.3) divides the City's Industry Zone into precinct areas and sets out the planning guidance for development within the City's Industrial areas. This site falls within the 'Other Precincts' area.

The City provides the following comments relating to land use against LPP 4.3 and the Industry Zone of LPS3:

LPP 4.3 – Streetscape Relationship

Requirement	Officer Comment
• Office uses shall only be incidental to the predominant use of each tenancy and no greater than 30% of gross floor area of each tenancy.	The proposed development includes an Office component of 31% of the gross floor area. This policy requirement is to ensure that office space is not sublet as a separate land use component. The allowance for office space is to enable businesses to provide on-site services such as reception, payroll, human resources, drafting and as a venue for meeting business customers. Safeguarding the predominant industrial character of the industrial areas is paramount. The proposal includes 3,012m^2 gross floor area broken down into 2,077m^2 industrial land use and 935m^2 office component, in lieu of 903.6m^2 office space. The approximately 32m² office space is considered a minor variation, which does not impact or restrict the operation of the predominant use of the site, being the Industry-Service land use. The variation, is supported on this basis subject to a condition being recommended for any future operational changes to be required to submit a development application (refer condition 20).

LPS3 - Industry Zone Objectives	
Objective	**Officer Comment**
a) To provide for a range of industrial and business development, as well as facilities for the storage and distribution of goods.	As a tenant has not been procured for the site, consideration is given to the proposed development and its ability to incorporate the necessary facilities. The development incorporates a Service and retail area for the Industry-Service component with the former being of a size to allow for storage of goods. The Office component of the development provides space for the incidental business management functions to the Industry-Service tenancy.
b) To ensure a high standard of development appropriate to a modern industrial area and which is	The proposed design of the built form is of a high standard and incorporates

conducive to safe and convenient access by all clientele.	building façade elements as required under LPP4.3. The development is able to achieve a safe environment for staff and clientele in terms of access and manoeuvring on site. The vehicle access arrangements are discussed later within the report.

As shown above the development is considered to meet the land use requirements of LPP4.3 and the Objectives of LPS3 relating to the Industry Zone. The scale and intensity of the proposal is considered compatible with the existing and future intent of the locality. The development provides sufficient building setbacks and design elements that will enhance the streetscape.

2. Built form

The table below demonstrates the proposal's compliance against the built form and design requirements of LPP4.3:

LPP 4.3 – Built Form and Design			
	Requirement	**Provided**	**Compliance**
Primary Street Setback (Hutton Street)	9m (to the sites lot boundary, which changes upon road widening)	9m building setback and 7m to bin store.	No
Secondary Street Setback (Hector Street West)	9m	21.5m	Yes
Street Facade	To be articulated to break-up straight plain facades.	Four (4) elements of interest.	Yes
Corner sites	To give prominence	Feature blades extend above the normal roof line.	Yes

It should be noted the building setbacks are taken from the outer-most edge of the PCA boundaries (the PCA extends up to a maximum 6.2m within the site from Hutton Street). The provided building setbacks however, do not impact the PCA land in its current form, or after road widening of Hutton Street has occurred.

Following road widening, the building setback from Hutton Street will be reduced to a minimum 2.2m, however, DPLH has indicated additional land, within the site, but outside of the PCA may be required for the future road widening. This is a possibility only and if required could reduce the setback to 2m.

The bin store which is situated within the primary street setback area will be relocated within the north-western corner of the building following road widening (refer to Ground Floor Plan – Proposed Future Renovation 5/10). Given the bin storage area represents 8% of the frontage length, is constructed of similar materials, and has a height of 2m, the building setback variation is supported and is considered a temporary minor incursion.

DPLH noted that there may be additional land outside of the PCA required for the road widening, however, the City considers that it is unreasonable to seek significant modifications to the design based on the possibility of additional land requirements and without any approved design drawings of the road extension.

Furthermore, the City notes there are a number of existing development sites with varying building setbacks from Hutton Street. The existing building setbacks will be reduced significantly upon road widening from approximately 0m to a maximum 9m.

The resultant 2.2m building setback from Hutton Street, following the road widening, is not considered to detrimentally impact the streetscape or prejudice the purpose of the PCA. The reduced street setback, following road widening, will result in the removal of the hardstand access aisle and car parking bays (non-permanent structures), leaving the remaining land area to provide low soft landscaping and built form to define this streetscape.

In light of the reasons above, the proposed built form of the development is supported.

3. Parking and Access

Local Planning Policy 6.7 Parking and Access, provides the following vehicular parking ratios in table 1 for the proposed land uses:

LPP 6.7 – Parking and Access		
Activity/Use	**Car Parking Ratio**	**Required**
Industry - Service	1 bay per 50m^2 of gross floor area (GFA); except: Where a retail component of an Industry – Service is permissible and proposed, car parking for this component of the development is to be assessed using the relevant Retail ratio; Proposal includes 1664m^2 GFA for Industry - Service	33.28 bays
Shop	5,000 or less = 1 bay per 12.5m^2 of GLA Proposal includes 413m^2 of retail component.	33.04 bays
Office	1 bay per 50m2 of GFA; Proposal includes 935m^2 of Office GFA	18.7 bays
Sub Total		**85.02 bays**
Car Parking Reductions	5% (as the development provides 15 bicycle bays in lieu of the required 8 bays)	80.76 (81 bays rounded up)
Sub Total		**81 bays**
Total Provided	Before Hutton Street road widening	**79 bays**
Total Provided	After Hutton Street road widening	**76 bays**

The proposal results in a shortfall of two bays before the Hutton Street road widening and five bays following the Hutton Street road widening.

The design of the car parking bays and associated accessways has, in consultation with the City, been amended and a revised TIS (Attachment 9) provided to address such matters as:

- The requirement for a left in/left out only turning movement from Hutton Street;
- The Waste pickup manoeuvring on site and access and egress movements;
- The requirement for a turning bay in the car parking area fronting Hector Street West (due to the proposed one way system from the Hutton Street crossover access point); and
- Car parking arrangements, access movements and conflict points.

The proposed servicing arrangement and parking shortfall is considered acceptable against the Objectives of LPP 6.7 as tabled below:

LPP 6.7 – Parking and Access	
Objective	**Officer Comment**
a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;	The development includes a shortfall of two bays before the Hutton Street road widening and five bays post road widening. The site has access to public transport and allows for cycling and walking to site. The nearest bus stop on Collingwood Street (approximately 100m away) services the 413 bus route which travels to the Glendalough Train Station. The City is of the view the provision of car parking is sufficient to cater for the development and is unlikely to result in a parking problem. Additionally, the development provides 15 bicycle bays, as means to provide alternate forms of transport for users, which will help reduce the demand of car parking.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The design of the vehicle access points to car parking areas are generally supported with sufficient crossovers, legible access and adequate sightlines provided. However, the City has concerns regarding the possibility for east bound vehicles travelling along Hutton Street entering the site and blocking through traffic on Hutton Street creating a safety hazard. The TIS details the measures to be undertaken to deter right-hand turns into the subject site from Hutton Street, as well

	as right-hand egress out onto Hutton Street. These measures include the installation of signage to indicate that right turn movements from Hutton Street are not allowed and the installation of a raised soft apron on the crossover. These measures provide visual deterrents only and are not considered satisfactory to the City or to DPLH as they do not physically or legally restrict movements and could cause more driver confusion at this junction. It should be noted the Service Station which was previously approved for this site (DAP/20/01771) included a condition for the median strip on Hutton Street to be extended further west and prevent vehicles east bound being able to access the subject site. Following discussions with the applicant regarding the safety concerns for the Hutton Street crossover, the applicant has agreed to the City's recommended condition to construct the median strip (condition 10). In relation to Waste and Delivery vehicles, the TIS demonstrates that the maximum size waste and delivery vehicle that can safely manoeuvre into and on site is a 6.4m vehicle. Larger vehicles accessing and parking in the allocated service bay would overhang the driveway area within the site, creating potential queuing issues and a safety hazard with vehicles attempting to access parking bays via the Hutton Street crossover. The Service and Delivery Reversing Bay marked on the site plan also acts as the service bay for waste collection and deliveries. Vehicles can access this via a left in movement from Hutton Street. As the proposed development has not yet secured a tenant for the premises, there is concern how the vehicle size restriction will be relayed and enforced by the future tenants. The Waste Management Plan provided by the applicant does not reference the size

	of the waste vehicle and the TIS does not include specific details in relation to delivery vehicles. Therefore, the City recommends that a condition be imposed restricting access to the site from of vehicles greater than 6.4m (Condition 17).
c) To prioritise access by public transport, walking and cycling;	The development provides opportunity for access to the site by walking and cycling via the existing footpath and road network. Sufficient bicycle parking has also been provided on site
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	Sufficient bicycle parking (15 bays provided, 8 bays required) has been provided onsite for the development. End of Trip facilities are not proposed nor required as part of this application.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	The submitted TIS prepared by Transcore (dated 31 May 2023) has been reviewed by the City's Engineering Services Business Unit and the additional traffic generated by this development can be accommodated within the surrounding road network.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	An oversupply of car parking is not proposed as part of the development. The development provides a sufficient number of car parking bays, in addition to a surplus of bicycle bays, as means to provide alternative forms of transport.
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	The parking bays provided for the development has been split between ground level and undercroft parking levels thereby reducing the visual impact on the surrounding locality.

The original TIS submitted with the application proposed a right turn movement from Hutton Street into the development site at the proposed Hutton Street crossover in the short term i.e. prior to road widening. This TIS also included multiple conflict points due to the proposed one way flow of traffic along the Hutton Street aisle frontage and access by a 8.8m length waste vehicle.

Since the initial application lodgement, the TIS has been amended several times with the applicant submitting a final amendment to propose left in/left out movements from Hutton Street and a 6.6m length waste vehicle, with visual deterrents for right turn movements from Hutton Street east bound traffic.

Both the City and DPLH hold concerns with the visual deterrents proposed as ineffective means to restrict east bound vehicular traffic, causing safety hazards on Hutton Street. The DPLH reiterated that it does not support the development without a physical barrier being provided on Hutton Street restricting right turn movements.

It should be noted that the previous JDAP approval for a Service Station on this site (DAP/20/01771) included a condition of approval requiring an extension of the median strip along Hutton Street to limit east bound traffic entering the site and ensure west bound left-in, left-out manoeuvres on Hutton Street are enforced.

Following discussions with the City and the applicant, it has been agreed that a condition should be imposed for the construction of a median strip to restrict right turn movements from Hutton Street as follows:

10. *"Prior to commencement of works, a raised median island is to be installed on Hutton to prevent right turn access in and out of the development. The median island shall be provided at the cost of the owner/applicant and is to be designed and constructed to the satisfaction of the City."*

On the basis of the above, and the conditional median strip construction the development has achieved the Objectives of LPP 6.7 and can be supported.

4. Landscaping and Trees

The following local planning framework is applicable to the assessment of Street Tree planting:

- Local Planning Policy 4.3 – Industrial Design Guidelines (LPP4.3)
- Local Planning Policy 6.6 **–** Landscaping (LPP 6.6)
- Local Planning Policy 6.11 **–**Trees and Development (LPP 6.11)

LPP 4.3 – Industrial Design Guidelines LPP 6.6 – Landscaping LPP 6.11 – Trees and Development	
Requirement	**Assessment**
LPP 6.6 – Street trees - The provision of new street trees are required where no street trees currently exist. Species must be approved by the City.	No Street Trees exist along this section of Hutton Street and Hector Road West. The verge areas on both Hutton Street and Hector Road West do not have sufficient verge space for street trees due to footpaths and the need to maintain sightlines to the signalled traffic intersection. Furthermore, the future road widening to Hutton Street precludes the ability for tree plantings in the verge area and PCA, as recommended by DPLH.
LPP 4.3 and LPP 6.6 – In all industrial precincts (except the Balcatta Precinct), a landscaped area not less than 1.5m wide shall be provided adjoining all street boundaries, primarily as planting bed.	A 1.2m wide landscaping strip is proposed (excluding the retaining wall) in lieu of 1.5m. The City has assessed the landscaping plan and associated technical note and confirm that the 1.2m wide landscaping strip is capable of sustaining the indicated shrub plantings.

	The variation to the landscape strip width is supported on this basis.
LPP 6.6 – Parking Areas – A minimum of 1 tree per 6 bays in open parking areas. *LPP 6.11 - Advanced Trees on development sites:* *Site area over 2,000m^2 – 1 advanced tree for every 500m^2 (or part thereof).* *A minimum of 9sqm deep soil area to be provided for the trees.* *NB: Advanced Trees can be provided within open car parking areas as required by LPP 6.6.*	Eight Advanced Trees are required for the development on site pre-road widening as required by LPP 6.11. Five trees are required within the open car parking areas as per LPP 6.6. However, only three (3) trees are located outside of the PCA. As previously mentioned DPLH have recommend that no tree plantings occur within the PCA road widening area. The City sought advice on the possible timeframe for the Hutton Street road widening with the DPLH advising that the initial detailed design phase should be complete within 24 months. The City supports the location of the three advanced trees provided in the location specified on the Landscaping Plan (Attachment 7) given that no additional tree plantings can be provided within the PCA. Notwithstanding this, the City notes that the Landscaping Plan provided shows seven tree plantings within the PCA and does not detail shrub and low planting details, as well as mulching requirements. Following the land resumption for road widening, the development is required to provide for seven Advanced Trees as the resultant land size would equate to approximately 3040m². The 'Proposed Future Renovation Ground Floor Plan' (Sheet 5/10) shows a significant modification to the hardstand area within the Hutton Street boundary, allowing for landscaping opportunities and additional tree plantings within the site. The City notes an additional four advanced trees (to the already existing three) can be placed within the site following land resumption. In light of the above, the City recommends two conditions of approval. Condition 4 relates to an updated landscaping plan pre-road widening to

	remove all tree plantings within the road reserve and PCA. Condition 5 relates to an amended landscaping plan post-road widening to provide for an additional four advanced trees (making up the total of seven required).

As detailed above, the proposed development seeks to vary the number of advanced trees within the site and outside of the PCA (LPP6.11) as well as the width of the landscaping strip (LPP6.6).

An assessment against the relevant policy objectives follows (to note, LPP4.3 does not contain any specific policy objectives in relation to the reduced landscaping strip width):

LPP 6.6 – Landscaping	
Objectives	**Comment**
• *To promote improved landscaping provision and design;*	The proposed 1.2m landscaping strip will allow for vegetation within an improved and designated landscaped area. The post road widening scenario also includes a 1.2m wide landscaping strip.
• *To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;*	The visual appeal of the proposed development is a vast improvement to the current site conditions and previous site conditions. Further, the development provides for a buffer to the street boundaries and allows for screening of the service entry to Hutton Street.
• *To provide shade and 'green relief' in built up area; and*	Due to the site location, street trees are not a viable option. However, landscaping is provided where possible and suitable to assist in providing green relief on site.
• *To promote more environmentally sustainable landscaping.*	The reduced 1.2m width landscaping strip proposes shrub plantings suitable in this location. Given the future road widening the landscaping strip will be temporary in the short term, which is supported by DPLH. The provision of a detailed landscaping plan provides the opportunity to discuss what shrub species would ensure a more environmentally sustainable approach post road widening.

LPP 6.6 – Landscaping	
Objectives	**Comment**
d) To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have	The smaller native species trees included on the landscaping plan are suitable for the 1.2m depth, 9m² deep soil area. The larger tree species are located within an area

been removed or do not exist on zoned land;	providing a greater depth deep soil area appropriate to the size of the tree. However, only one large and two small trees are currently located outside of the PCA and as previously discussed, DPLH recommend that no tree planting is undertaken in the PCA. As detailed above, the City believes the amended landscaping plan following road widening of Hutton Street will achieve the objectives of LPP 6.6.

As detailed in the assessment above, the City supports the variation in the landscaping and tree provision subject to appropriate conditions as discussed above.

5. Waste Service Facilities

Wastewater sewer facilities are not currently available for the subject site/area. The applicant has advised, following much discussion, that the development will use an 'Aerobic Treatment Unit' (ATU) to dispose of wastewater.

The proposal is to include an ATU under the hard surface entrance to the car parking area.

The estimated daily waste volume (based on 20 office staff, 10 warehouse staff and a maximum of 5 staff showering per day) is as follows:

Type of Premises	User Type	Number of Person	Combined Flow L/Person/Day	Total
Office and Warehouse	Office Staff (non-showering)	20	30	600
	Warehouse Staff (non-showering)	10	30	300
	Warehouse Staff (showering)	5	70	350
	Visitors	5	10	50
Total				**1,300Lpd**
System Size - Recommendation				1,800L (1.8KL)

The estimated daily waste volumes are greater than 540L meaning that an application for 'Apparatus for the Treatment of Sewage' is required to be approved by the Department of Health. Upon lodgement of the application, the City will refer this to the Department of Health for approval.

The Government Sewerage Policy 2019 (GSP) is applicable to this development. Inadequate consideration of on-site sewage requirements at the development stage has in the past lead to significant issues at construction/building stage of development when it becomes evident that lots are not capable of accommodating the development, on-site systems and the associated setback requirements.

To this end, the City recommends that a condition be imposed requiring approval of the apparatus prior to the commencement of development.

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

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

The City's summary of the application against the 10 Design Principles of SPP 7.0 is tabled below:

SPP 7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
1.Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The local area is historically an industrial precinct with low to medium design aspects ranging from tin warehouse units to brick form design buildings with little street activation/presence.
2. Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The development proposes planting of 10 Advanced Trees and landscaping onsite in accordance with the City's LPP 6.11 and LPP 6.6 respectively. Due to the proposed road widening within the PCA, the City accepts that the land and verge areas are restricted and supports the proposal to reduce the number of tree plantings whilst retaining the landscaping strip areas. The landscaping proposed includes one large and two small trees on site (and outside of the PCA) which integrates with the development and the site.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The development is sited at a prominent corner with the design being considerate of this. The development includes a two-storey design height that is in keeping with the surrounding area. The proposed built form compliments and enhances the existing streetscape character of the area with its modest height and mix of colours, materials and design feature elements.
4. Functionality and build quality	The site is constrained in terms of the PCA and the future road widening of Hutton Street.

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.	The development plans include a pre and post road widening scenario. This demonstrates the flexibility of the developments ability to change over the life cycle of the development, by allowing for the ground floor industry component of the building to house staff car parking and the bin store. The development demonstrates good design in meeting the requirement for future road widening whilst not compromising on the outcome or functional use of the development site.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development design enhances the built environment and provides social and economic opportunities. The number of onsite car parking and bicycle parking bays is sufficient for the development needs whilst allowing for alternative transport options. The design of the built form allows for future changes to address the resumption of land for road widening. Through the provision of an amended landscaping plan, an improved landscaping outcome can be achieved which will ensure a positive environmental delivery.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The proposed development promotes activation with the entries to both Hutton Street and Hector Road West, which enhances the external amenity. There is little information in the plans relating to any proposed staff amenities within the building. The applicant has advised that a tenant has not been secured for the premises. Once a tenant is secured, the internal layout may include staff facilities such as a lunchroom. The internal floor spaces allow room for this inclusion.
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.*	The building entries are clearly defined by the entry features and double glazed doors facing both Hutton Street and Hector Street West. Windows are provided on both levels facing and providing visual surveillance onto Hector Street West and Hutton Street.
8. Safety	The built form includes passive surveillance of the adjoining streets.

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The development as discussed earlier in the report includes some safety concerns in regard to vehicular access and egress via Hutton Street. The City recommends a condition to extend the median strip and prevent vehicles travelling east bound on Hutton Street to enter the site.
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.*	The site is located within the Osborne Park Industrial area providing primarily Warehousing and Industry uses. Access to the site is available via a pedestrian footpath, public transport or passenger vehicle, and a lift is provided internally to allow for diverse access arrangements. The development includes a foyer/reception area which facilitates social interaction.
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.*	The built form is designed to enhance and improve the existing streetscapes with its two-storey frontage and mix of materials and colours to provide visual interest.

7. Planning and Development (Local Planning Schemes) Regulations 2015 and Planning Regulations Amendment Regulations 2020

An assessment against Schedule 2, Part 9, Cause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* has been undertaken. The City's response to each point requiring consideration is outlined in the table below:

Matter	Officer Comment
a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area; and	The development is consistent with the provisions of Local Planning Scheme No. 3 and the *Planning and Development (Local Planning Schemes) Regulations 2015.*
b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving; and	The development is generally consistent with relevant State and Local Planning Policies.

c) Any approved State planning policy; and	The development has been assessed against the applicable State planning framework and generally satisfies the policy objectives as set out in this report.
f) Any policy of the State; and	The development has been assessed against the applicable State policies and generally satisfies the policy objectives as set out in this report.
g) Any local planning policy for the Scheme area; and	The development has been assessed against the City's local planning framework and complies with the policy objectives as detailed within the 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; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development; and*	The proposed development is compatible with the character of the existing local area. The streetscape in terms of landscaping could be improved in line with LPP4.3 provisions following the road widening works. The requirement for a Landscaping Plan post road widening will address this aspect of the proposal and enhance the streetscape. The built form is of a comparable scale to that in the local area with the area having a mix of older style warehouse developments, to more modern two storey developments.
n) the amenity of the locality including the following: *(i) environmental impacts of the development;* *(ii) the character of the locality; and* *(iii) social impacts of the development; and*	The development will add towards the amenity of the site. This is achieved by the addition of landscaping and an articulated designed building which incorporated various colours, materials, and feature design elements.
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 subject site has no vegetation on site worthy of retention. The development provides landscaping in accordance with the applicable planning provisions and in accordance with the applicable development plans.
s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles; and*	Concerns have been raised in relation to the access and egress movements from Hutton Street, which can be addressed via a condition of approval, to extend the median island further west

t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety; and	The amended TIS has demonstrated the development proposes a nominal increase in traffic generation, and that the surrounding road network can accommodate the increased traffic
s) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);*	Public transport is available approximately 100m from the site. The development provides for pedestrian and cyclist access with bicycle bays being provided in accordance with LPP6.7 and adjacent footpaths. The waste collection vehicle size and manoeuvring is adequate for the site operations as amended. The conditional Hutton Street median strip and requirement for updated Waste Management Plan will address previously raised concerns to ensure operations are undertaken as advised.
za) the comments or submissions received from any authority consulted under clause 66.	All referral comments received from consulted authorities as per Clause 66 of the *Planning and Development (Local Planning Schemes) Regulations 2015* have been taken into consideration in the recommendations of this report.

Conclusion:

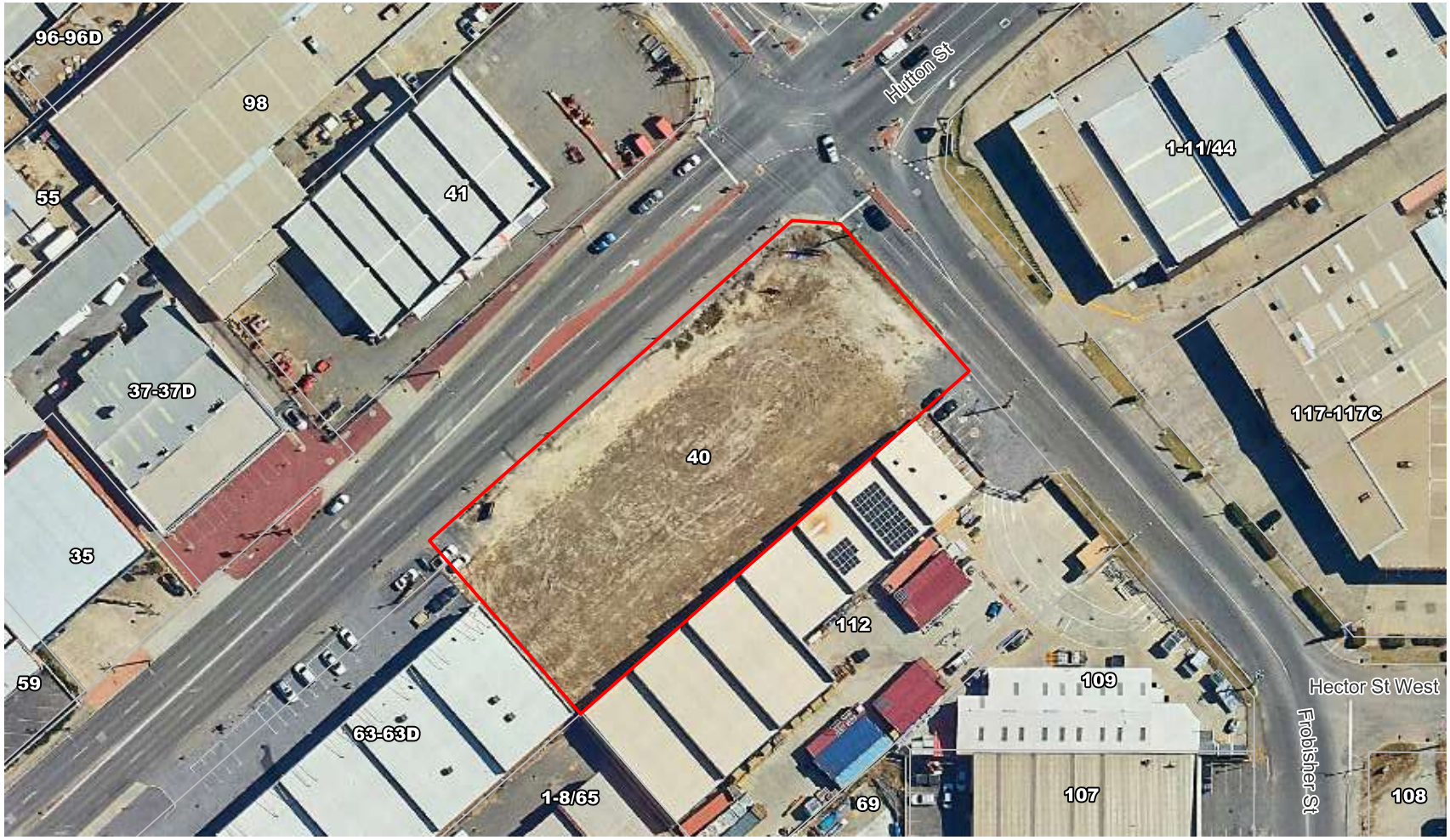
The application seeks approval for a two (2) storey building with an undercroft car park for use as Industry-Service and Office tenancy. The proposed development is located on the south-western corner of Hutton Street and Hector Street West, Osborne Park with approximately 601m^2 of land being required for road widening along Hutton Street. Hutton Street is an Other Regional Road and has a Planning Control Area in place to protect development from prejudicing future road widening and upgrades.

Access to the site is from Hector Street West and Hutton Street. Access from Hector Street is permitted for full vehicle ingress and egress and provides direct access for car parking on the ground floor fronting Hector Street and within the undercroft. The proposed Hutton Street access (pre-road widening) is restricted to left in / left out manoeuvres subject to a condition requiring the median strip on Hutton Street be extended further west, to enhance vehicle safety. The Hutton Street access will allow vehicular access to the car parking area, service bay and bin store in the short term. These access and egress movements are suitable.

The Hutton Street road widening, including the corner truncation area will result in the removal of car parking bays, retaining walls, landscaping and the bin store in the street frontages. The road widening will reduce the Hutton Street setback to the built form and access from Hutton Street will be modified and limited to a future undercover parking area and the bin store within the building.

The landscaping response on-site and the overall site planning of the development is sympathetic to its surrounds and the built form is appropriately scaled within its setting.

The development of an Industry-Service tenancy with an incidental Office component in this location and accordingly the application is recommended for approval subject to conditions.



City of Stirling
City of Choice

City of Stirling does not warrant the accuracy of this information and any person using, or relying upon, such information does so on the basis that the City shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

Aerial Location Plan

22/03/2023

1:1250

N

SERVICE LEGEND

DRAINAGE
- COMBO PIT
- GRATE
- SIDE ENTRY PIT
- STORM WATER MANHOLE

ELECTRICITY
- CABLE MANHOLE
- CABLE PIT / BOX — ECP, ECB
- CABLE DOME
- CONSUMER POLE — CP
- LIGHT POLE — LP
- POWER POLE — PP
- STAY POLE — SP
- STAY WIRE ANCHOR — SWA
- O/H POWER LINE — 0.00

GAS
- GAS MANHOLE
- GAS MARKER — G
- GAS METER — GM
- GAS VALVE — GV

SEWERAGE
- SEWER MANHOLE
- PROPERTY CONNECTION — PC
- SEWER LINE

TELECOMMUNICATION
- TEL / COMMS MANHOLE
- TEL / COMMS MARKER — T, C
- TEL / COMMS PIT — TEL, COM

WATER
- FLUSH POINT — FP
- HYDRANT — HY
- STOP VALVE — SV
- TAP — TAP
- WATER MARKER — W
- WATER METER — M
- WATER LINE

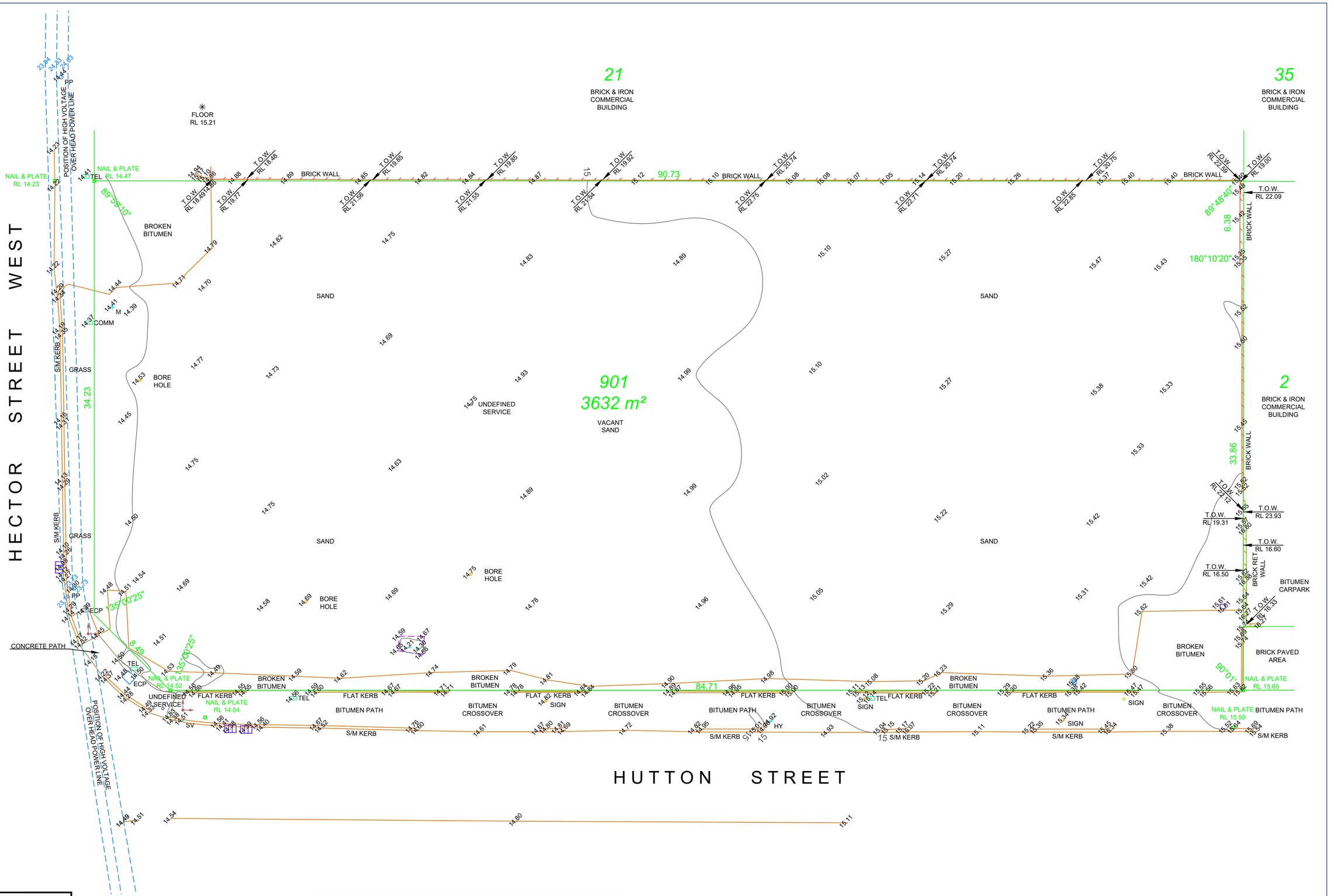
SURVEY
- DATUM
- PEG FOUND — PF

OTHER
- AWNING / EAVES — 0.00
- ROOF RIDGE — 0.00
- FLOOR RL
- WINDOW / DOOR — 1ST
- BANK - BOTTOM
- BANK - TOP

SERVICE RECORD

SERVICE \ STATUS	LOCATED	AVAILABLE	NO SERVICE	CONFIRM
WATER	✓			
SEWERAGE			✓	✓
GAS			✓	✓
TEL / COMM	✓			
POWER U/G	✓			
POWER O/H	✓			

SERVICES MARKED CONFIRM REQUIRE BUILDER / CLIENT TO CONFIRM POSITION AND / OR AVAILABILITY ON SITE.



NOTE:
APPROXIMATE AHD LEVEL DERIVED FROM ROAD REFERENCE MARK H016-144

WARNING!
BOUNDARY RE-ESTABLISHMENT SURVEY REQUIRED TO CONFIRM LOT BOUNDARY POSITION AND DIMENSIONS.

NO SEWER INFORMATION WAS AVAILABLE AT TIME OF SURVEY. IF FURTHER INFORMATION IS REQUIRED PLEASE ENQUIRE WITH THE WATER CORPORATION.

REV	DESCRIPTION	DRN	DATE	APP

LOT : 901 (# 40) HUTTON STREET
SUBURB : OSBORNE PARK
DIAGRAM 98163
AUTHORITY : CITY OF STIRLING
C/T : 2176 / 11

BUILDERS / CLIENTS: SITE SURVEY only. The information shown on this plan is current at the time of survey. Verify boundary information, easements etc. from the Certificate of Title, Plan / Diagram or a Boundary Repeg. Boundary position approximate only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer / water may vary from schematic presentation, clearances to be checked on site. Confirm service information with relevant Authorities. Refer to "Dial Before You Dig" for underground service confirmation. Consult Land Surveys on any anomaly before design and construction.

SCALE : 1:200 @ A2 Landscape

CLIENT : PIRONE BUILDERS
SURVEYED ON : 16/03/2022
SURVEYOR : AD
DRAFTER : ED

Land Surveys
19 Brennan Way
BELMONT WA 6104
Telephone (08) 9477 4477
Fax (08) 9477 4499
admin@landsurveys.net.au

JOB No : 2205680 - PLAN: FS - DRG: 001 - REV. A - SHEET 1 OF 1

Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023

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LS F 220

EXTENT OF SHADOW ON ADJOINING SITE = 666m²

EXTENT OF SHADOW ON ADJOINING SITE = 97m²

EXTENT OF SHADOW ON ADJOINING SITE = 259m²

HECTOR STREET WEST

HUTTON STREET

PROPOSED BUILDING
UPPER FLOOR PLAN - FFL (19.350)
GROUND FLOOR PLAN - FFL (15.400)
UNDERCROFT FLOOR PLAN - FFL (12.400)

AQUARIUS
O-2 NR 1.8KL ATU

4No. 1660ø x 1570 deep SEPTIC TANKS
NOTE - 4350 CLEAR OF BUILDING,
3200 CLEAR SEPARATION OF ADJACENT TANK,
AND GREATER THAN 6000 CLEARANCE TO STORMWATER SOAKWELLS

RAMP DOWN DRIVEWAY TO UNDERCROFT CAR PARK

DRIVEWAY
GREY CONCRETE

9.0M SETBACK LINE

6No. CAR BAYS

8No. CAR BAYS

1No. DISABLED CAR BAY

8No. BICYCLE BAYS

TURNING BAY

11No. CAR BAYS

WASHED AGGREGATE

GREY CONCRETE DRIVEWAY

RETAINING WALL ON BOUNDARY (T.O.W. 15.250)

CROSSOVER TO COUNCIL REQUIREMENTS

BIN STORE

SERVICE TRUCK REVERSING BAY

UNDEFINED SERVICE

NAIL & PLATE RL 14.47

NAIL & PLATE RL 14.23

NAIL & PLATE RL 14.54

NAIL & PLATE RL 15.65

NAIL & PLATE RL 15.59

BORE HOLE

SOAKWELL

DIVERSION VALVE

SIGN

TEL

SV

HY

PP

ECP

OMM

21500

69180

90.73

84.71

34.23

6.38

31.190

33.86

90.07

135°00'25"

89°48'40"

SOAKWELL CALCULATIONS

ROOF AREA = 2335m²
PAVING AREA = 1250m²
TOTAL IMPERVIOUS AREA = 3585m²

VOLUME CAPACITY REQUIRED : 3585m² x 0.015m = 53.775m³

SOAKWELL SIZES : 1800ø x 1200DEEP
SOAKWELL CAPACITY : 3.05m³
SOAKWELL QUANTITY : 18

VOLUME CAPACITY PROVIDED : 3.05m³ x 18 = 54.900m³

SOAKWELL — INDICATES 1800ø x 1200DEEP INTERCONNECTED CONCRETE SOAKWELLS WITH GRATED LID (FALL PAVING TOWARDS SOAKWELLS)

NORTH

SITE PLAN
SCALE 1:150

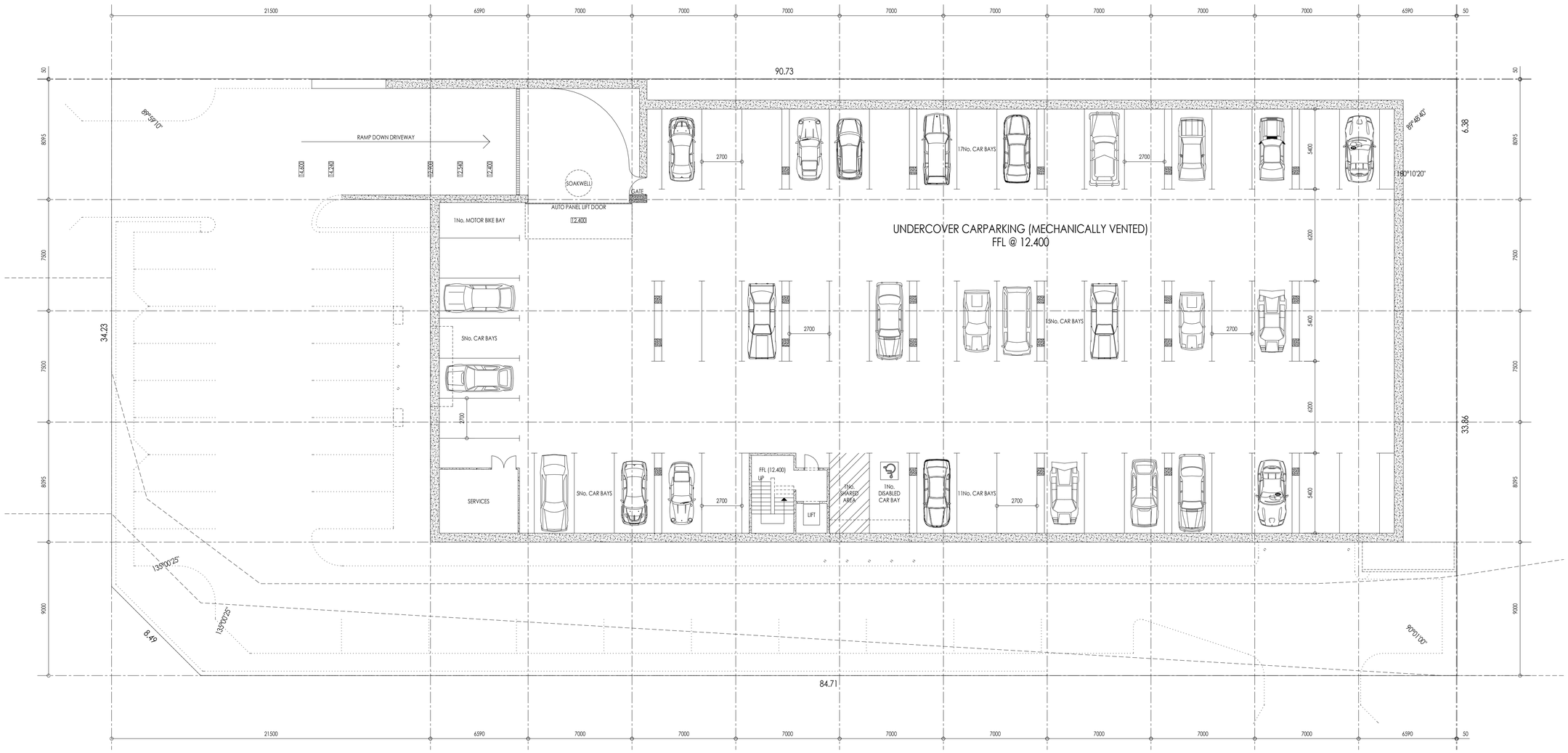
INDUSTRY (SERVICE) & OFFICE

1/10 Sketch # 15

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

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NORTH

UNDERCROFT FLOOR PLAN

SCALE 1:150

INDUSTRY (SERVICE) & OFFICE

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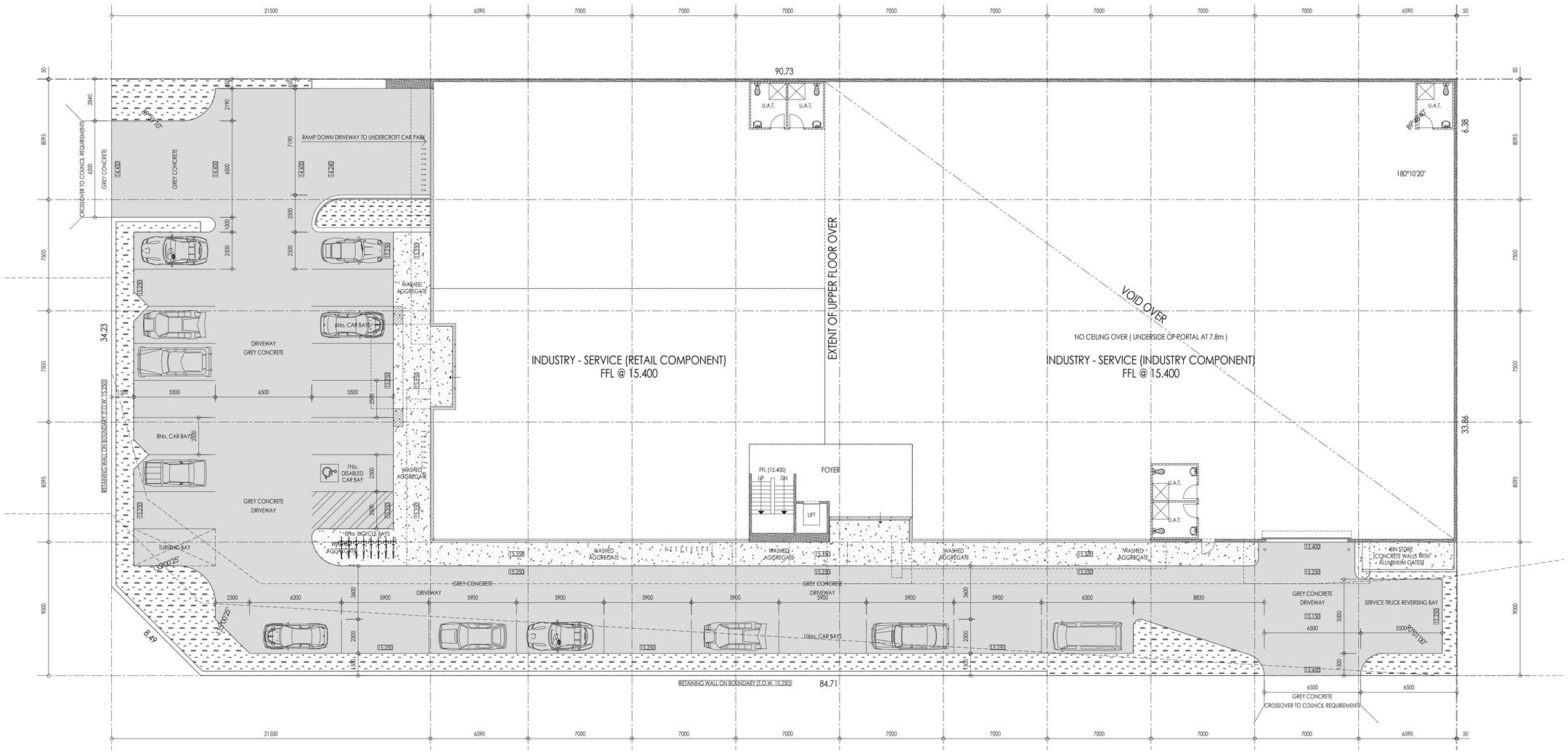
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SITE AREA
3632m²

LANDSCAPING PROVIDED
215m²

BAYS PROVIDED : UNDERCROFT FLOOR
53 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
01 = MOTOR BIKE BAYS
00 = BICYCLE BAYS

BAYS PROVIDED : GROUND FLOOR
24 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
00 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

BAYS PROVIDED : TOTAL
77 = CAR BAYS
02 = DISABLED CAR BAY
02 = SHARED AREA
01 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

CAR BAYS REQUIRED : OFFICE
1 BAY / 30m² GFA
AREA = 935m² (870m² upper floor + 65m² ground floor foyer)
BAYS REQUIRED = 31.167

CAR BAYS REQUIRED : INDUSTRY - SERVICE (INDUSTRY COMPONENT)
1 BAY / 50m² GFA
AREA = 1664m²
BAYS REQUIRED = 33.280

CAR BAYS REQUIRED : INDUSTRY - SERVICE (RETAIL COMPONENT)
8 BAYS / 100m² GLA
AREA = 413m²
BAYS REQUIRED = 33.040

CAR BAYS REQUIRED : TOTAL
31.167 + 33.280 + 33.040 = 97.487
LESS 5% = 4.874
TOTAL = 92.613

NORTH

GROUND FLOOR PLAN
SCALE 1:150

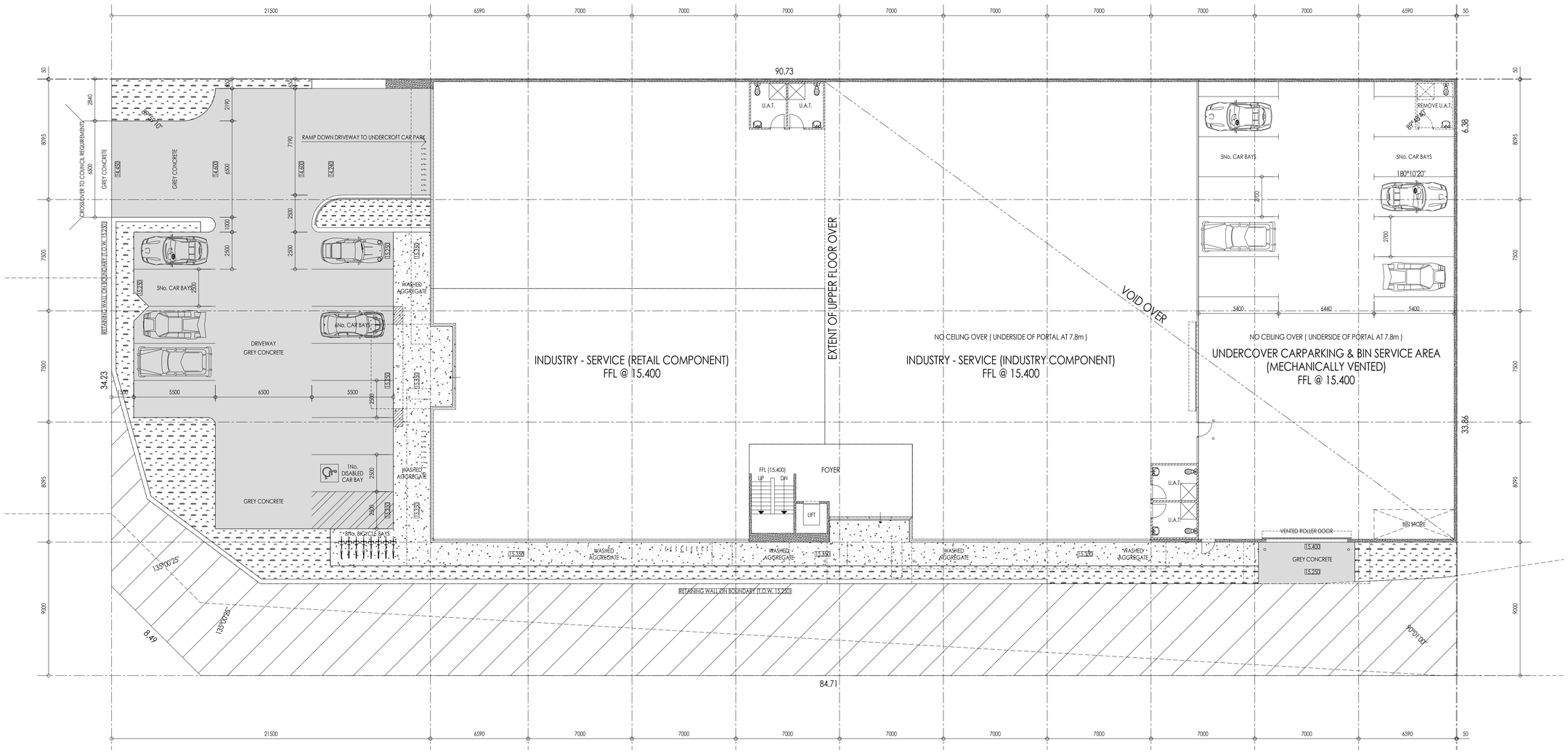
INDUSTRY (SERVICE) & OFFICE

4/10 Sketch # 15

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PROPOSED FUTURE RENOVATION DUE TO ROAD WIDENING

NORTH

GROUND FLOOR PLAN
SCALE 1:150

SITE AREA
3632m²

LANDSCAPING PROVIDED
190m²

BAYS PROVIDED : UNDERCROFT FLOOR
53 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
01 = MOTOR BIKE BAYS
00 = BICYCLE BAYS

BAYS PROVIDED : GROUND FLOOR
21 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
00 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

BAYS PROVIDED : TOTAL
74 = CAR BAYS
02 = DISABLED CAR BAY
02 = SHARED AREA
01 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

CAR BAYS REQUIRED : OFFICE
1 BAY / 30m² GFA
AREA = 935m² (870m² upper floor + 65m² ground floor foyer)
BAYS REQUIRED = 31.167

CAR BAYS REQUIRED : INDUSTRY - SERVICE (INDUSTRY COMPONENT)
1 BAY / 50m² GFA
AREA = 1122m²
BAYS REQUIRED = 22.440

CAR BAYS REQUIRED : INDUSTRY - SERVICE (RETAIL COMPONENT)
8 BAYS / 100m² GLA
AREA = 413m²
BAYS REQUIRED = 33.040

CAR BAYS REQUIRED : TOTAL
31.167 + 22.440 + 33.040 = 86.647
LESS 5% = 4.332
TOTAL = 82.315

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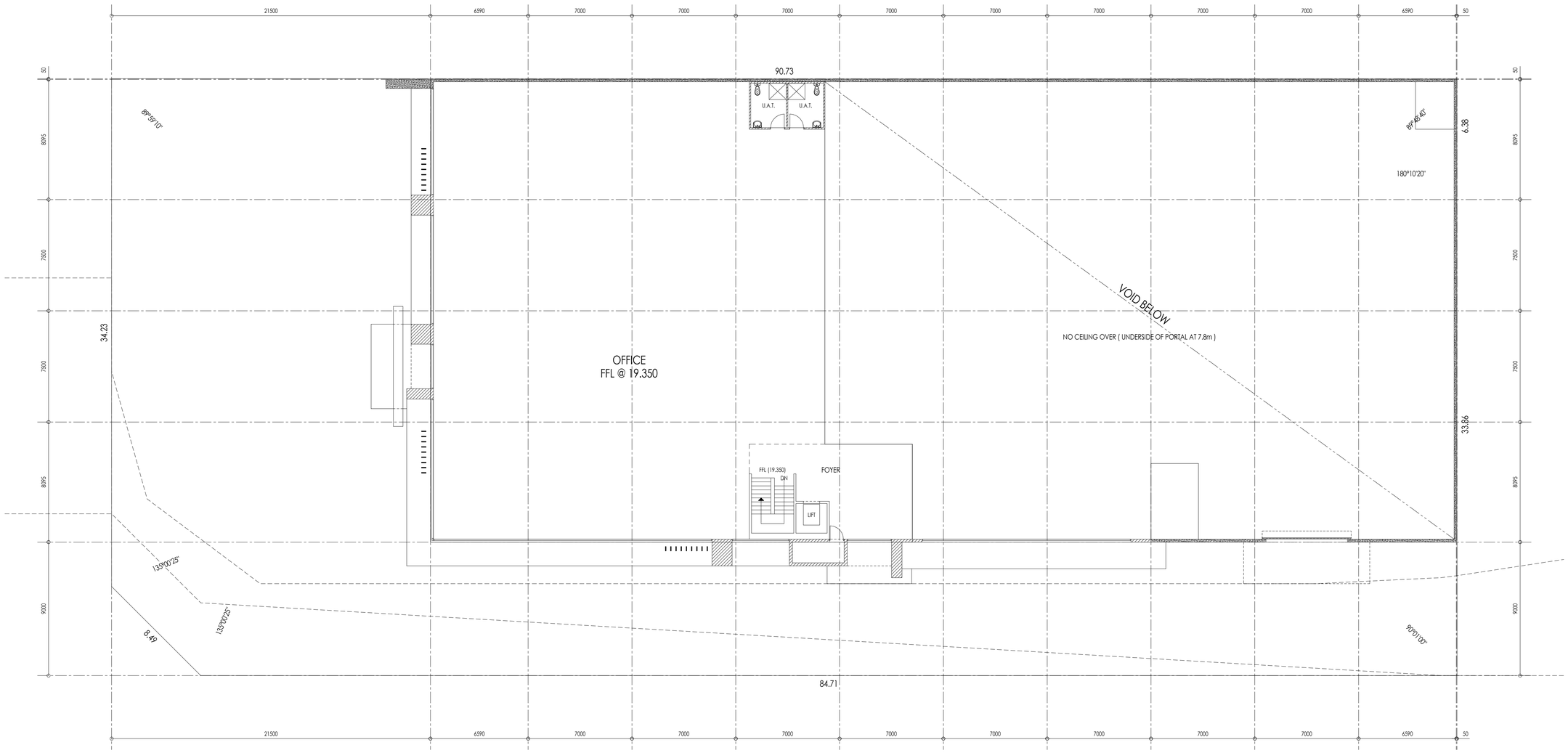
INDUSTRY (SERVICE) & OFFICE

5/10 Sketch # 15

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NORTH

UPPER FLOOR PLAN

SCALE 1:150

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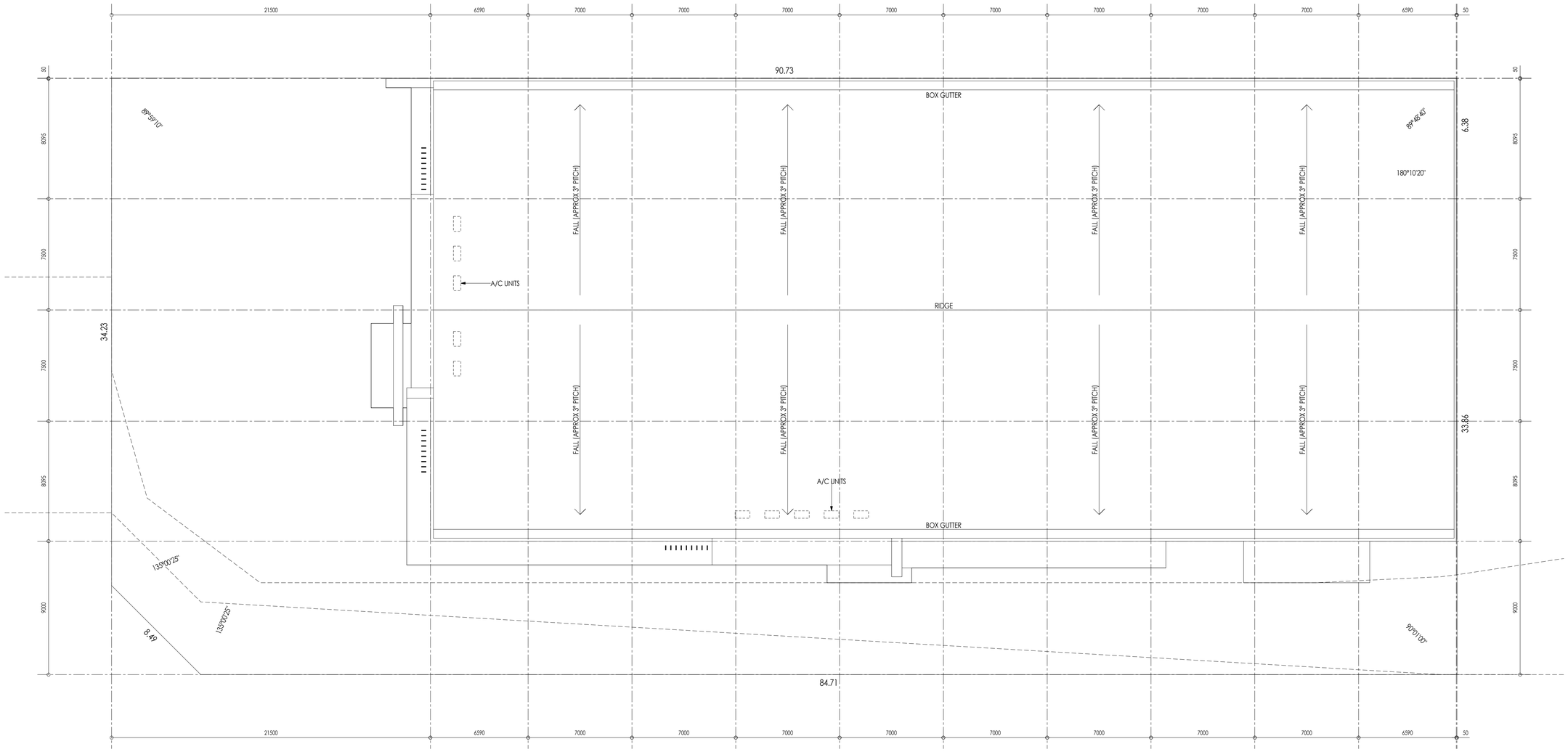
INDUSTRY (SERVICE) & OFFICE

6/10 Sketch # 15

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NORTH

ROOF PLAN
SCALE 1:150

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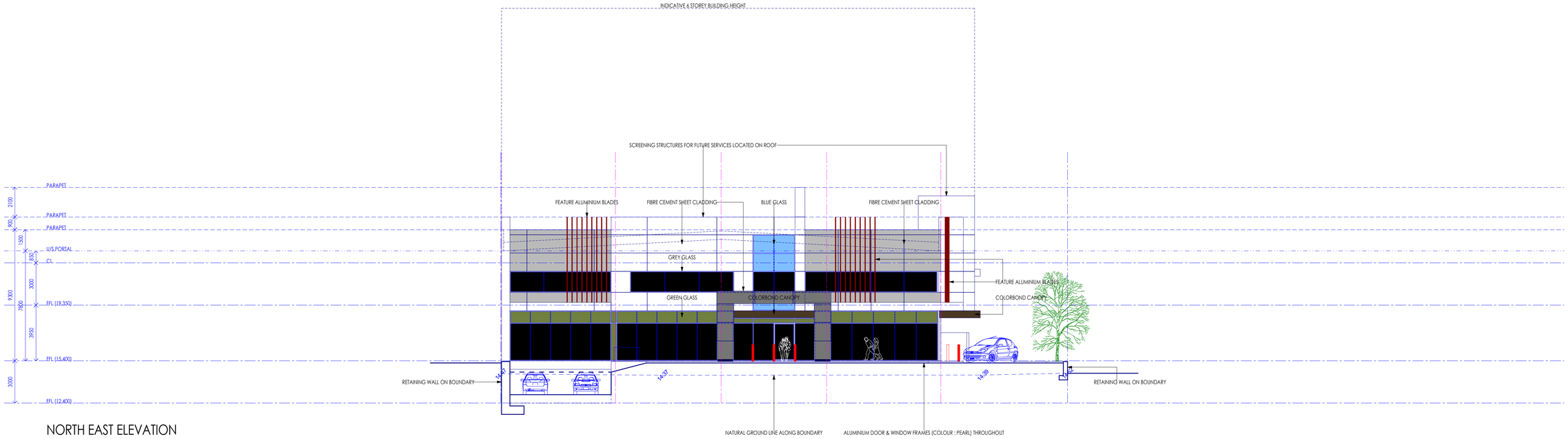
INDUSTRY (SERVICE) & OFFICE

6a/10 Sketch # 15

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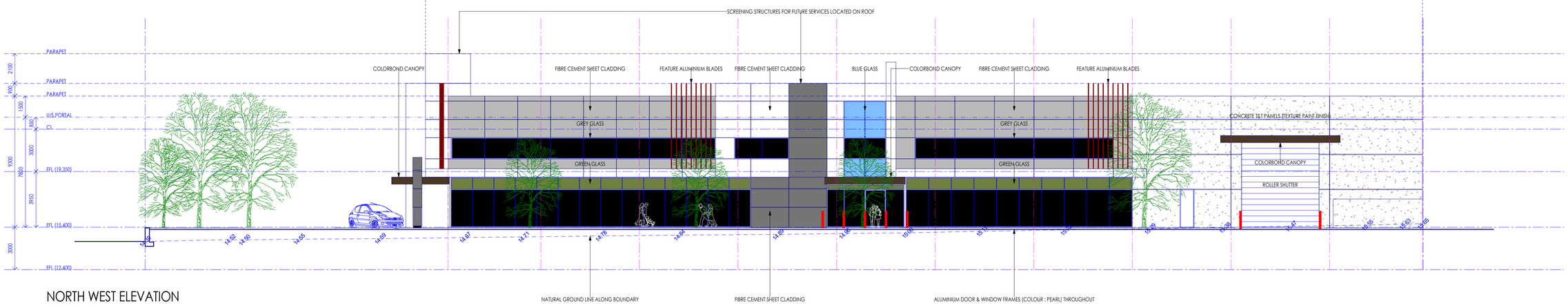
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NORTH EAST ELEVATION

SCALE 1:150



NORTH WEST ELEVATION

SCALE 1:150

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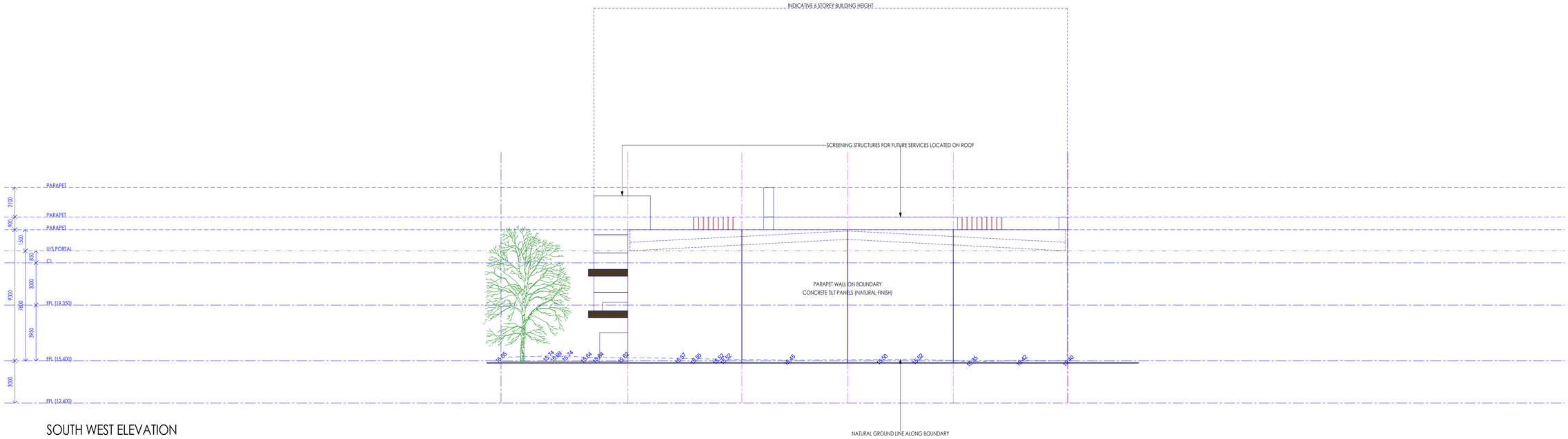
INDUSTRY (SERVICE) & OFFICE

7/10 Sketch # 15

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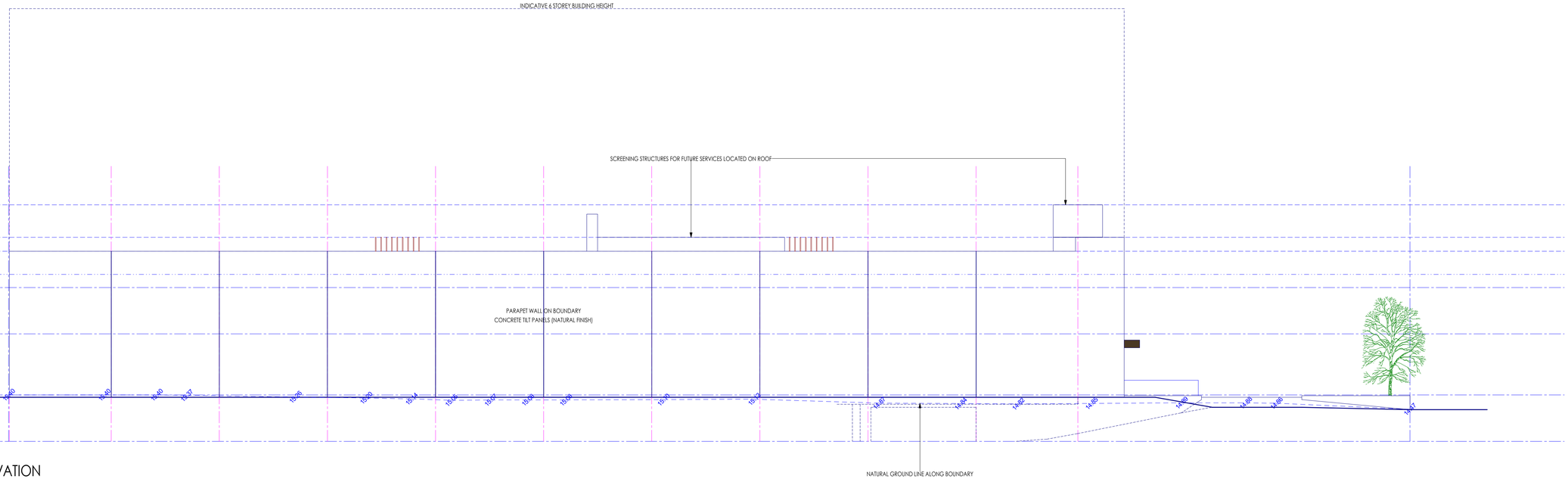
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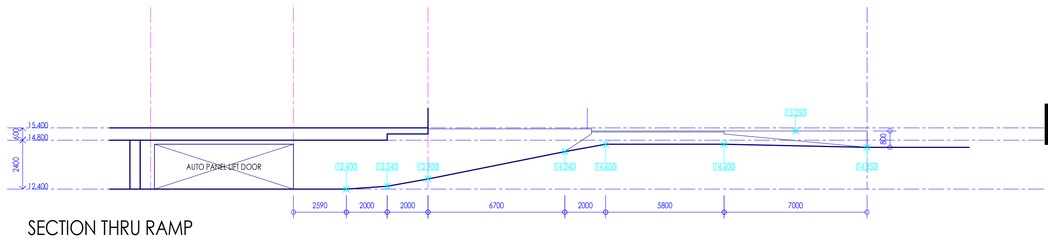
SOUTH WEST ELEVATION

SCALE 1:150



SOUTH EAST ELEVATION

SCALE 1:150



SECTION THRU RAMP

SCALE 1:150

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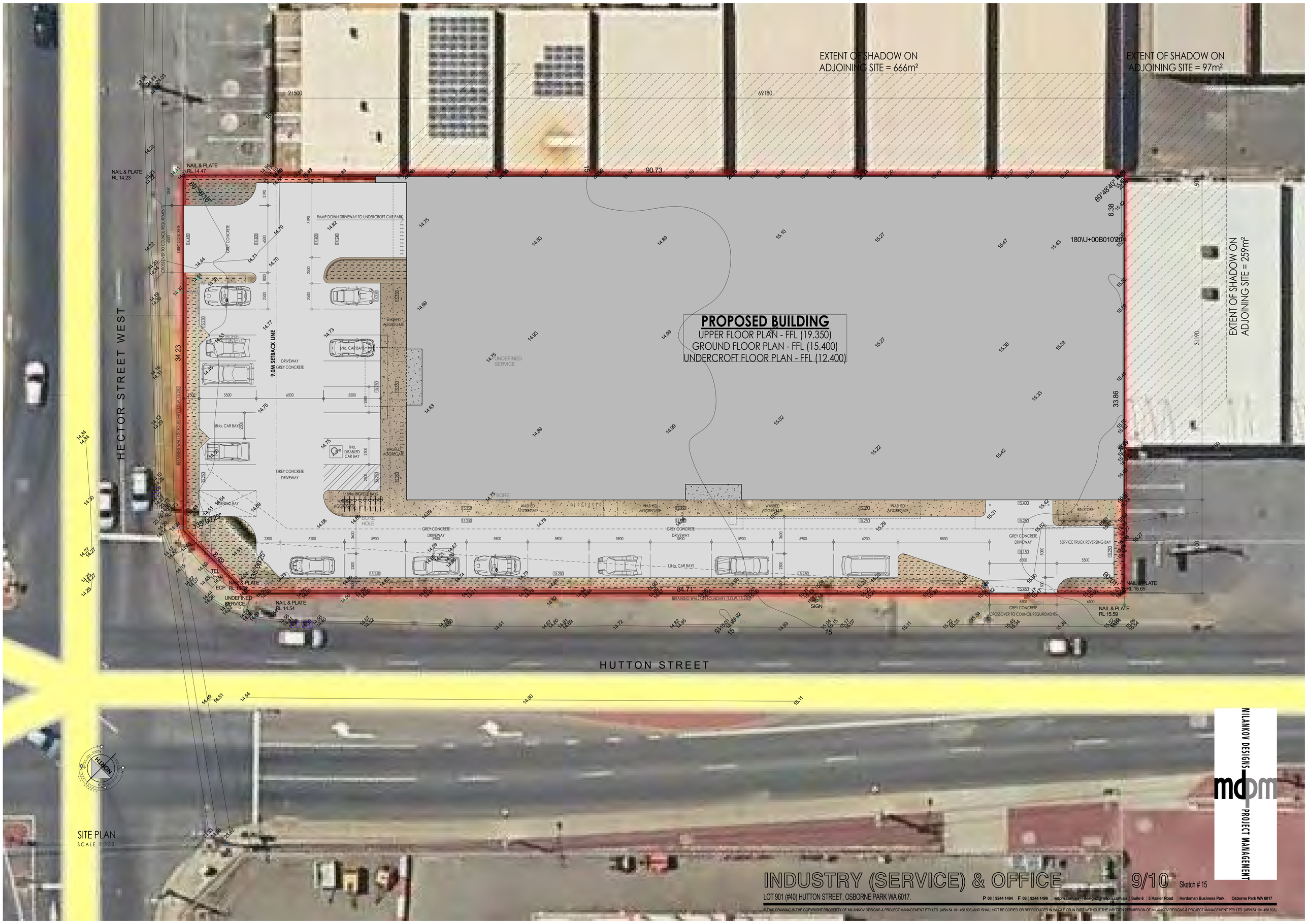
INDUSTRY (SERVICE) & OFFICE

8/10 Sketch # 15

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SITE PLAN
SCALE 1:150

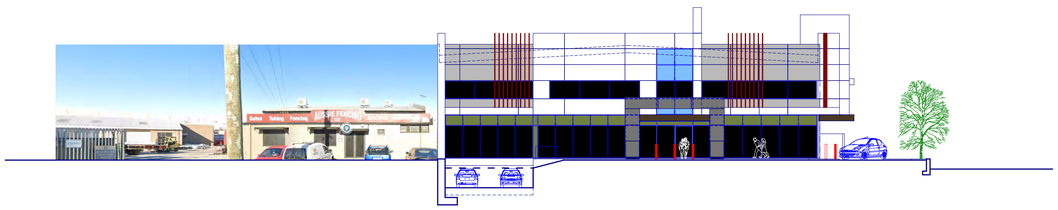
INDUSTRY (SERVICE) & OFFICE

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

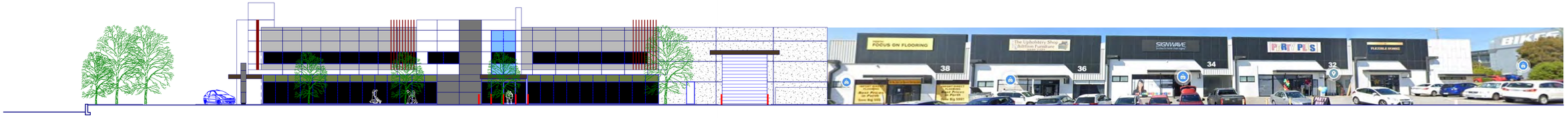
9/10 Sketch # 15

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NORTH EAST ELEVATION
SCALE 1:250



NORTH WEST ELEVATION
SCALE 1:250

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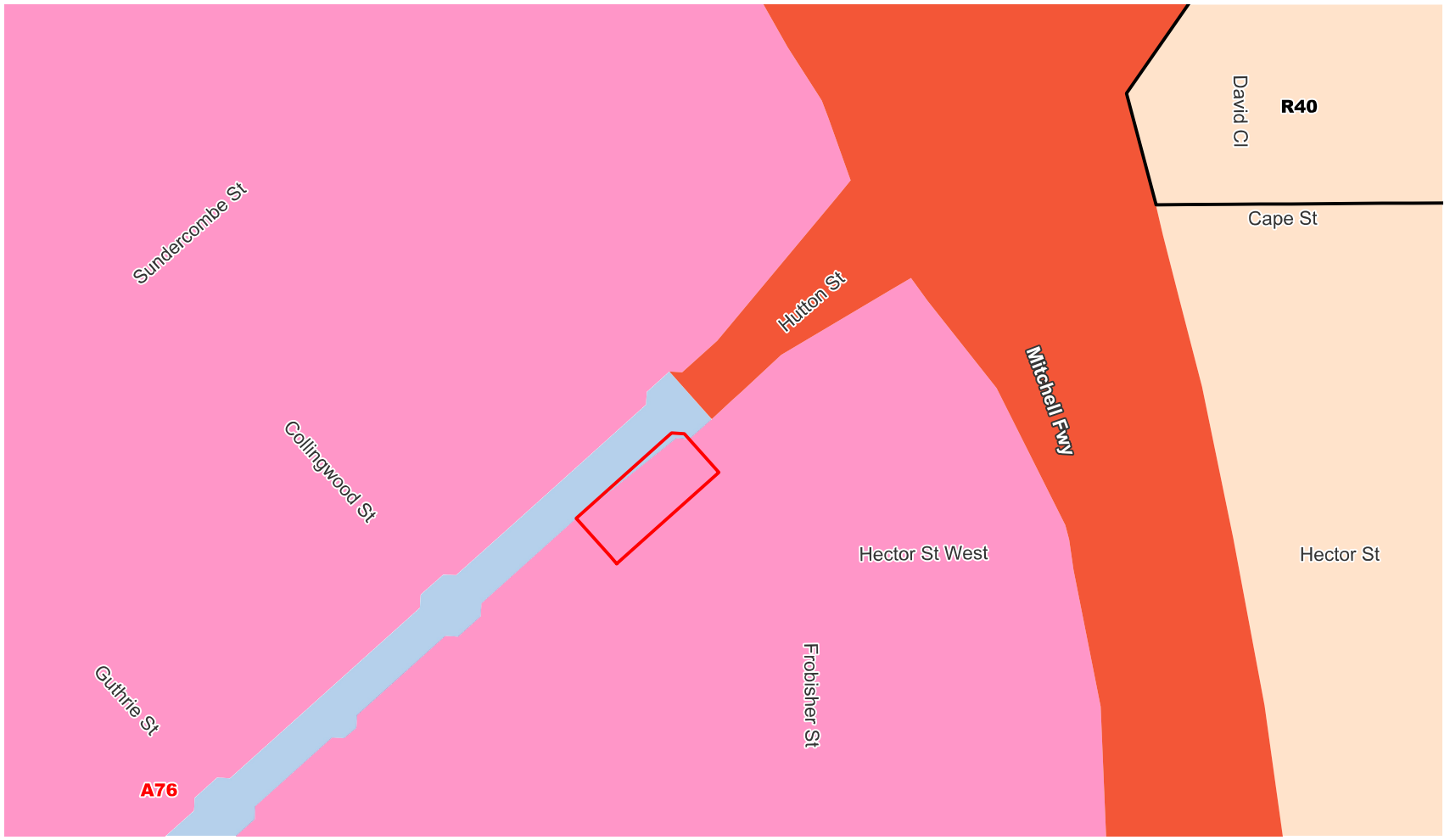
INDUSTRY (SERVICE) & OFFICE

10/10 Sketch # 15

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

P 08 | 9244 1494 F 08 | 9244 1496 | mdpm.com.au | design2@mdpm.com.au | Suite 6 | 5 Hasler Road | Herdsman Business Park | Osborne Park WA 6017

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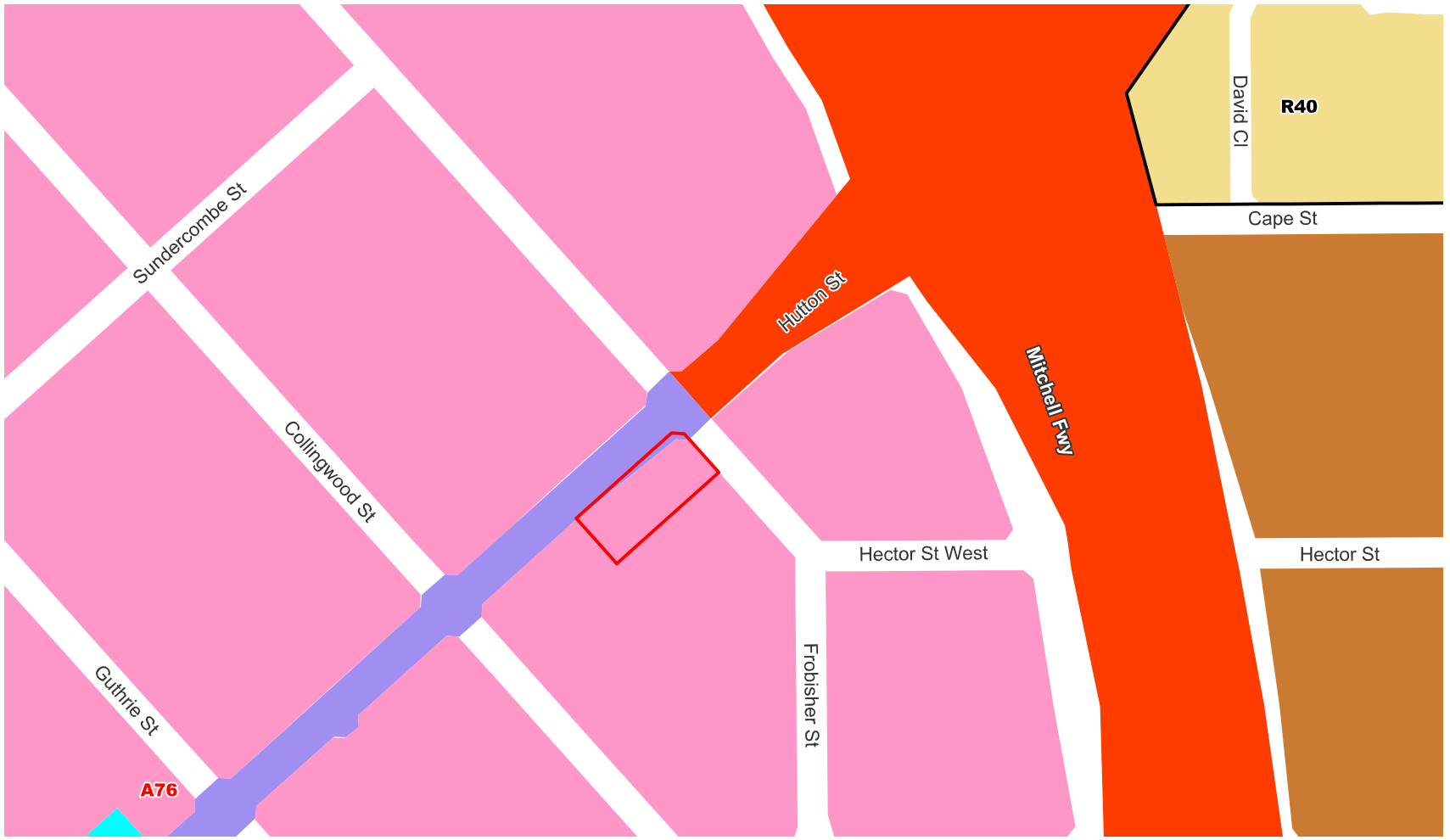
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Metropolitan Region Scheme Zoning Map

22/03/2023

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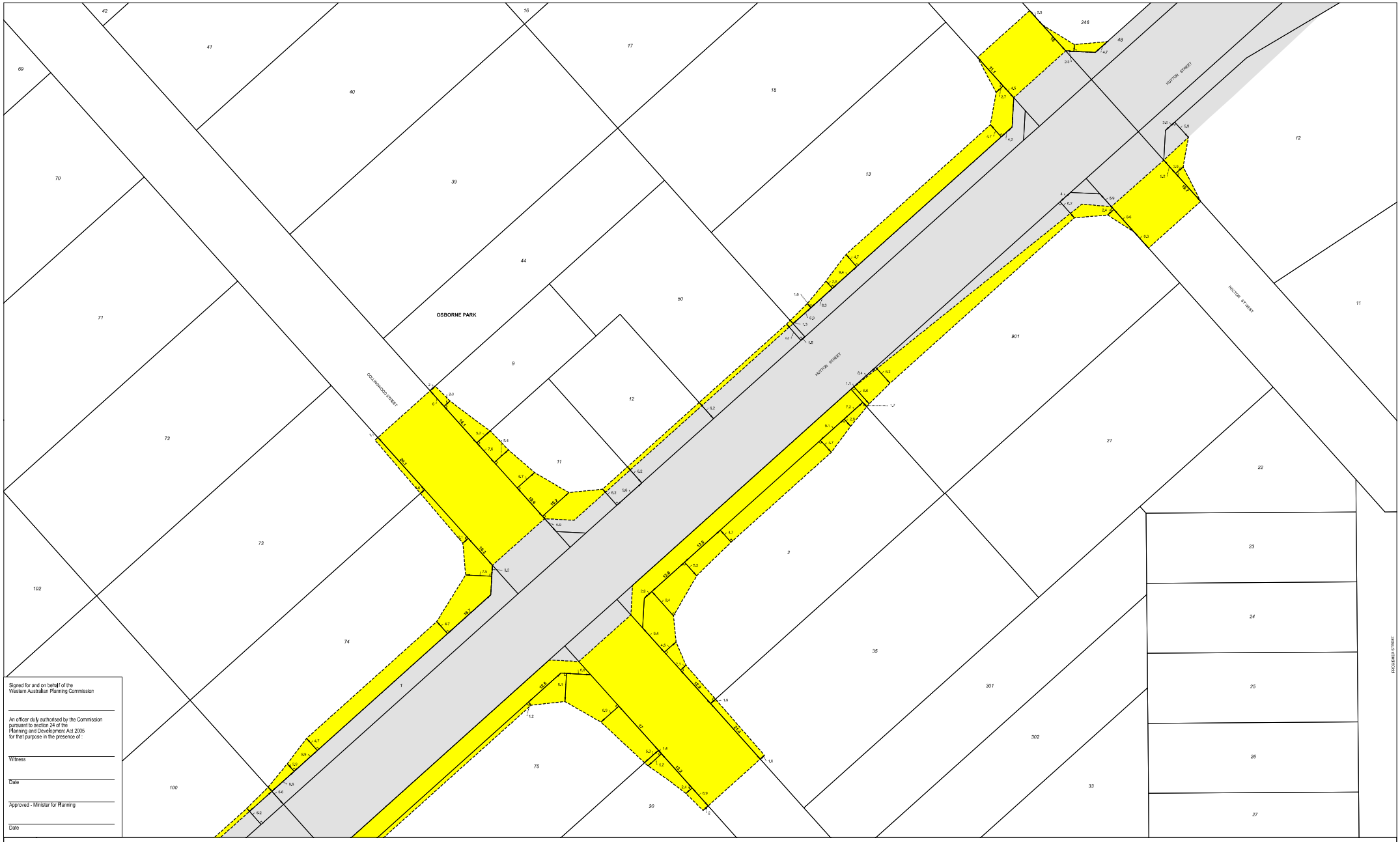
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Local Planning Scheme No. 3 Zoning Map

22/03/2023

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N



Signed for and on behalf of the
Western Australian Planning Commission

An officer duly authorised by the Commission
pursuant to section 24 of the
Planning and Development Act 2005
for that purpose in the presence of :

Witness

Date

Approved - Minister for Planning

Date

Planning control area
No. 159

PLANNING CONTROL AREA NO. 159 - HUTTON STREET (HECTOR STREET TO HOWE STREET)

Western Australian Planning Commission

Legend

- Planning control area
- Existing MRS road reserves

Standard Truncation



Note: All truncations are standard unless otherwise shown

Program Manager: P. Jahmeerbacus
Geospatial Officer: J. Ballarotta
Examined: A. Power
Revised:
Version No: 1
Date: WAPC/294.8.4
23 September 2020

N

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metres

Plan Number
1.7976
3057 Sheet 1 of 2

File number: 835/02/01/0020
Plan reference:
Metropolitan Region Scheme
1:25,000 sheet 15

Amending plans:
1.7975 & 1.7976

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PROPOSED INDUSTRY (SERVICE) AND OFFICE

LOT 901 (No. 40) HUTTON STREET, OSBORNE PARK



PROJECT REF: 1580

PLANNING REPORT

DYNAMIC PLANNING AND DEVELOPMENTS

Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023

Prepared for
Pirone Builders
1/8 Commerce St
MALAGA WA 6090

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DYNAMIC PLANNING AND DEVELOPMENTS

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PLANNING REPORT

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DYNAMIC PLANNING AND DEVELOPMENTS

1.0 Introduction

Dynamic Planning and Developments acts on behalf of M&CA Pirone Pty Ltd ATF The M&CA Pirone Family Trust T/A Pirone Builders, in support of an application for Approval to Commence Development at Lot 901 (No. 40) Hutton Street, Osborne Park (herein referred to as the 'subject site')

This planning report has been prepared in support of an Application for Planning Approval for a proposed 'Industry (Service) and Office' at the subject site. The planning report contains the following pertinent details of the proposal relevant to the assessment of the proposed application:

- Details of the proposal;
- Detailed assessment of the proposal against the relevant planning provisions applicable under the City of Stirling Local Planning Scheme No. 3 (LPS No. 3) and any relevant Local Planning Policies; and
- Detailed justification of any variations sought.

In addition to this planning report, the following documentation has been provided in order to assist the City of Stirling in making a recommendation on the proposed application:

- Certificate of Title pertaining to the subject site (**Appendix 1**);
- Relevant development plans (**Appendix 2**);
- A Traffic Impact Assessment (**Appendix 3**);
- TDL Landscape Report (**Appendix 4**);
- Completed and signed City of Stirling Development Application Form, MRS Form 1 and DAP Form 1.

As the subject site is impacted by Planning Control Area 159 and the future road widening of Hutton Street, we have prepared future development plans for the site post road widening in addition to the DA package. This report will undertake an assessment of the proposed development pre and post road widening to ensure compliance with the planning framework and the developments functionality in both scenarios.

It will be demonstrated in subsequent sections of this submission that the proposed development is entirely appropriate for approval.



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2.0 Site Details

2.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address
901	98163	2176	11	40 Hutton Street

The area of the subject site is 3,632m².

A copy of the Certificate of Title pertinent to the subject site is contained in **Appendix 1**.

2.2 Locational and Land Use Context

2.2.1 Regional and Local Context

The subject site is located within the City of Stirling municipal area within the suburb of Osborne Park. The subject site is located on the corner of Hutton Street and Hector Street West. Hutton Street is reserved as a 'Other Regional Road' and a 'Primary Regional Road' after the Hector Street West Intersection under the provisions of the MRS. Hutton Street connects to Mitchell Freeway a 'Primary Regional Road' that provides connectivity to the greater Perth area.

The surrounding industrial development is experiencing a face lift from a dilapidated built form to a more modern industrial character. This can be seen in the below Figure 1 containing street view images of the subject site and surrounding lots.



Street View of Subject Site from Hutton Street



Street View of Hector Street West and Subject Site and surrounding industrial development



Street View of Collingwood Street and surrounding industrial development

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Street View of Hutton Street and industrial development opposite subject site

Figure 1 – Streetscape images



Figure 2 – Regional Context

As such, it is intended that the proposed development will frame the street corner, assist in activating the Hutton Street streetscape and provide quality-built form in line with the intended character of the area. The proposed development will therefore contribute positively to the area and facilitate the ongoing improvement of the area's amenity. The subject site is surrounded by a range of industrial development in all directions, with the draft Herdsman Glendalough Structure Plan affecting the area to the southwest.

Figures 2 and 3 depict the subject site in its regional and local context, respectively.



Figure 3 – Local Context

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3.0 Planning Framework

3.1 Metropolitan Region Scheme (MRS)

The subject site is zoned 'Industrial' and is impacted by the 'Other Regional Road' reservation under the provisions of the Metropolitan Region Scheme (MRS).

For reasons outlined further in this report, the proposed development is considered to be consistent with the 'Industrial' MRS zoning applicable to the subject site.

3.1.1 Planning Control Area 159

The subject site is impacted by Planning Control Area 159 (PCA 159). PCA 159 is for the future upgrade of Hutton Street and to facilitate its regional road function and as such no development is to prejudice the purpose or function of the land reserved for 'Other Regional Road'. As such we have provided future plans for the development of the site post the ceding of land required for the upgrade of Hutton Street.

Figure 4 illustrates the subject sit in the context of PCA 159.

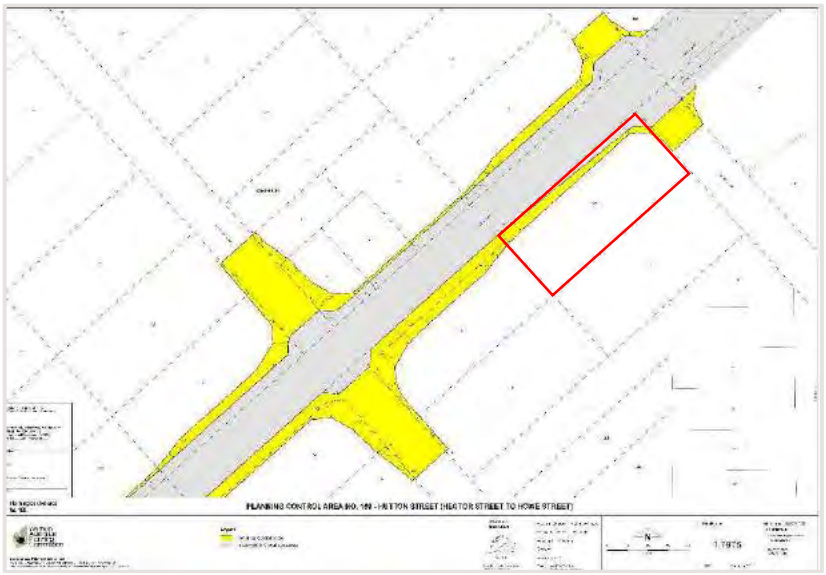


Figure 4 – PCA 159 Map

3.2 City of Stirling Local Planning Scheme No. 3 (LPS No. 3)

3.2.1 Zoning

The subject site is zoned 'Industry' under the provisions of LPS No. 3. The objectives of the 'Industry' zone is outlined in Clause 4.2.6 of LPS No. 3 and has been provided below:

a) *To provide for a range of industrial and business development, as well as facilities for the storage and distribution of goods.*
b) *To ensure a high standard of development appropriate to a modern industrial area and which is conducive to safe and convenient access by all clientele*

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Detailed assessment of the proposal against the provisions LPS No. 3 and any relevant Local Planning Policies is further covered under section 5.0 of this planning report.

Figures 5 and 6 illustrates the subject site in the context of the land use zoning applicable under the provisions of LPS No. 3 and MRS, respectively.



Figure 5 – LPS No. 3 Zoning Map



Figure 6 – MRS Zoning Map

3.2.2 Land Use Permissibility

The permissibility of land uses is determined with regard to the City of Stirling Local Planning Scheme No. 3. Table 1 of the LPS No. 3 specifies the land uses capable of approval in the 'Industrial' zone.

Land use permissibility is further discussed under section 5.0 as part of the detailed assessment against the provisions of the LPS No. 3.

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DYNAMIC PLANNING AND DEVELOPMENTS

4.0 Proposal Details

The proposed development seeks approval for a dual land use of 'Industry (Service)' and 'Office' at the subject site.

4.1 Development Details

Key aspects of the proposed development pre-road widening have been summarised below:

- The proposed development is multilevel with an under-croft carpark, ground floor service industry component and first floor office.
- The ground floor car parking area provides for 1 disabled bay, 10 bicycle bays and 24 parking bays. Further a bin store and service truck reversing bay has been provided.
- The under-croft car parking provides 1 disabled car bay, 1 motor bike bay, 5 bicycle bays and 53 car parking bays.
- A total of 201sqm of landscaping to the on-site car park area, as well as the street verge is proposed. This landscaping will include 9 trees proposed on-site as informed by the TDL landscaping report **Appendix 3**.
- The Industry – Service (retail component) will include 413sqm of built form area with the primary access point from the internal car park facing Hector Street West.
- The Industry – Service (industry component) will include 1,664sqm of built form area with primary access being the Hutton Street foyer and service entrance.
- The Office component will include 935sqm (870sqm upper floor and 65sqm ground floor) of built form area with primary access being via the Hutton Street foyer.
- A bin store has been proposed adjacent to the service entry and in proximity to the Hutton Street crossover, with a service truck reversing bay provided.
- Access is proposed to be via two crossovers, one to Hector Street West and one to Hutton Street.

The proposed development can be seen in Figure 7, with a full suite of scaled plans contained in **Appendix 2**.

Key changes to the proposed development post road widening have been summarised below:

- Removal of the 10 car parking bays running perpendicular to Hutton Street.
- 542sqm of the Industry – Service (industrial component) is converted to undercover carparking (268sqm) and Bin service area (274sqm).
- The landscaping area is moved back to be in accordance with PCA area.
- Visitor access will occur primarily via the Hector Street West crossover, with the Hutton Street crossover being primarily used by trucks servicing the industrial component and service vehicles.

The proposed future development form post road widening can be seen in Figure 8.

The proposed development is considered to have appropriately considered the amenity of the adjoining industrial development and the industrial component of the development will not have negative impacts on the surrounding locale.

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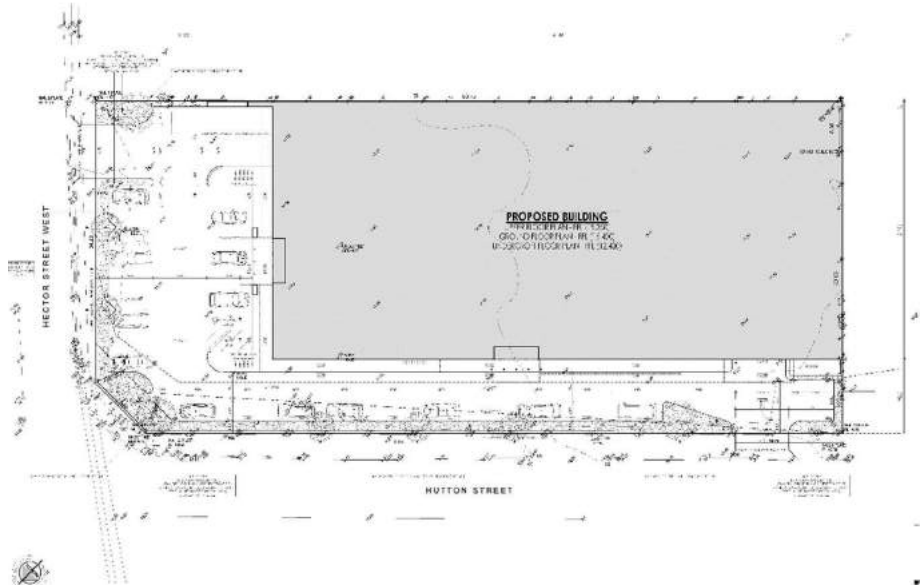


Figure 7 – Proposed Development Plans

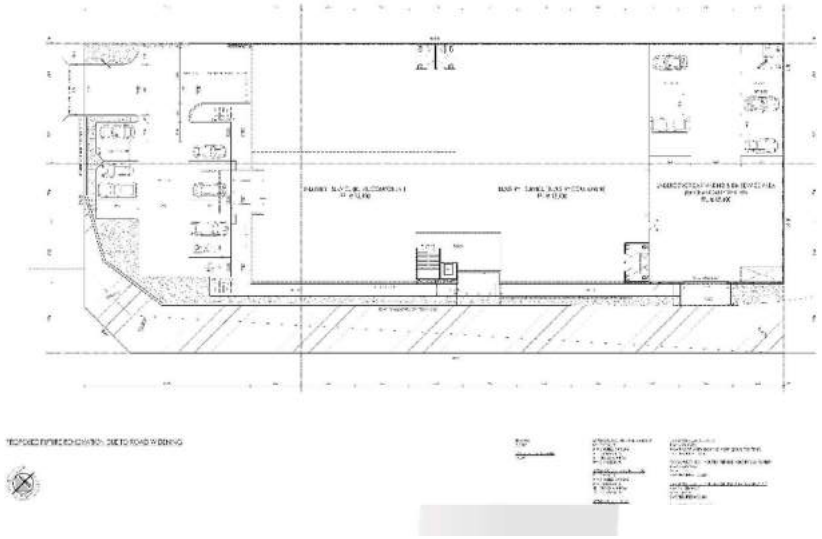


Figure 8 – Future Development Plans (Post-Road Widening)

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5.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the provisions of the following documents:

- City of Stirling Local Planning Scheme No. 3 (LPS No. 3);
- City of Stirling Local Planning Policy 6.3 – Bin Storage Areas;
- Local Planning Policy 6.2 – Bicycle Parking;
- Local Planning Policy 6.7 – Parking and Access;
- Local Planning Policy 4.3 – Industrial Design Guidelines; and
- Local Planning Policy 6.6 – Landscaping.

The below sections will address the relevant land use permissibility and development requirements outlined in the abovementioned statutory planning documents.

5.1 Land Use Permissibility

The proposed development includes two (2) separate land uses being 'Industry - Service' and 'Office' which are defined in the City's LPS No. 3 as:

Industry – Service means:

a) An industry – light carried out from premises which may have a retail shop front and from which goods manufactured on the premises may be sold; or

b) Premises having a retail shop front and used as a depot for receiving goods to be serviced.

Office means premises used for administration, clerical, technical, professional or other like business activities.

For the purposed of clarity we have provided the definition of Industry – Light referenced within the land use definition of Industry – Service.

Industry – Light means an industry:

a) In which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises do not cause any injury or adversely affect the amenity of the locality;

b) The establishment or conduct of which does not, or will not, impose an undue load on any existing or proposed service for the supply or provision of essential services.

As noted in Section 2.0 above, the relevant land use permissibility for these uses are detailed within Table 1 of LPS No. 3. In accordance with these provisions, the proposed 'Industry - Service' is a 'Permitted (P)' land use and the 'Office' land use is 'Discretionary (D)' meaning that approval is possible pending compliance with the applicable development requirements.

Compliance with the applicable development requirements has been addressed below in Section 5.2. Further, it is considered that the proposed land use is consistent with the objectives of the 'Industrial' zone in the LPS No. 3 as:

- As it facilitates the development of the site suitable for the operation of industrial and business uses with suitable storage and access to facilitate the movement of goods.

- As justified within the following sections of this report the development proposes a high standard of quality development that is consistent with the City's industrial design guidelines that provides safe an efficient access.

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In light the above the proposed 'Industry – Service and Office' development warrants favourable consideration and support.

5.2 Development Requirements

The relevant development requirements pertaining to the proposed development are outlined in:

- City of Stirling Local Planning Scheme No. 3 (LPS No. 3);
- City of Stirling Local Planning Policy 6.3 – Bin Storage Areas;
- Local Planning Policy 6.7 – Parking and Access;
- Local Planning Policy 6.2 – Bicycle Parking;
- Local Planning Policy 4.3 – Industrial Design Guidelines; and
- Local Planning Policy 6.6 – Landscaping.

As the proposed development is waiting confirmation of a tenant the advertising signs will be confirmed at a later stage to ensure they meet the prospective tenants requirements. As such a signage strategy can be conditioned as part of a development approval or the signage will be the subject of a future Development Application with the City of Stirling.

An assessment of the proposed development's compliance both pre and post road widening with the abovementioned documents has been provided below in following sections.

5.3 Supporting Consultant Reports

In addition to this Development Application the following reports have been prepared in support of the proposed development.

A Traffic Impact Statement (TIS) has been prepared by Transcore and a Landscaping technical note has been prepared by TDL Landscaping Architects in relation to the proposed Industry (Service) and Office development located on the subject site.

5.3.1 Traffic Impact Statement (TIS)

The TIS addresses the key issues such as traffic generation and distribution of the proposed development, access and egress movement patterns and parking supply. In addition, the TIS has been updated to address the comments from the City of Stirling and the Department of Planning, Lands and Heritage (DPLH) which were received in September 2022 on the previous Development Application. The TIS assess the functionality of the proposed development both pre and post road widening. The key points of the TIS are as follows:

- The updated TIS demonstrates the suitability of the turning paths including the 300mm manoeuvring clearances.
- Additional Swept Paths have been provided to demonstrate the vehicle movement on site.
- Additional development plans have been provided demonstrating the functionality of the development post road widening.
- The ramp grade has been adjusted to be compliant for customer parking, with a section plan provided.
- Car parking bays have been adjusted as per the City of Stirling comments.
- The car parking bay shortfall has been appropriately justified through the availability of public transport, alternative modes of transport.
- Further service industrial development is moving towards being more automated and robotic, with less

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reliance on human staff members and Post Covid, flexible working arrangements have been adopted by most of the businesses.

- The access and egress arrangements for the proposed development are provided via an existing full movement crossover on Hector Street West and a proposed entry only crossover on Hutton Street.

5.3.2 Landscaping Technical Note

Tim Davies Landscaping (TDL) was commissioned to review the proposed landscaping design following a review of the City of Stirling's Landscaping local policy. TDL have specifically commented on the appropriateness of tree selection and the deep soil area provided to each tree. The landscaping plan for the development has been updated to reflect the recommendations made by TDL, the key recommendations and changes are as follows:

- Based on their assessment TDL recommends the following landscaping species:
    - Locate Platanus acerifolia, London Plane trees to the wider garden beds where minimum 9m2 of deep soil is provided and the minimum width of garden bed is at least 2 meters. These locations (4) are marked with green circle on the marked-up plan – refer to Figure 9
    - The species selection of the remaining trees located within the narrow planting beds. Select small to medium scale trees with less invasive root system. These locations (4) are marked with yellow circle on the marked-up plan – refer to Figure 9.
    - Nibs for tree planting to the 90-degree parking bays on Hector Street frontage have been provided. This will increase the deep soil area surrounding the tree, whilst the base of the tree will be positioned further away from the retaining wall. Refer to Figure 10 for indicative layout.

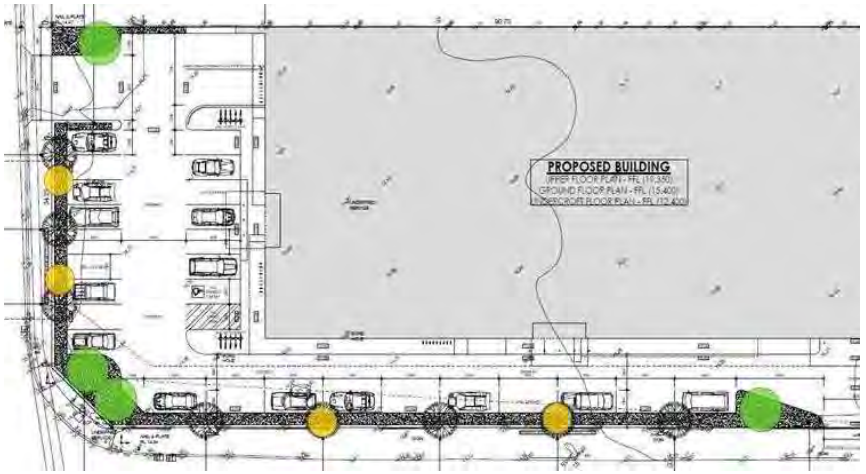


Figure 9 – Landscaping Plan Markup

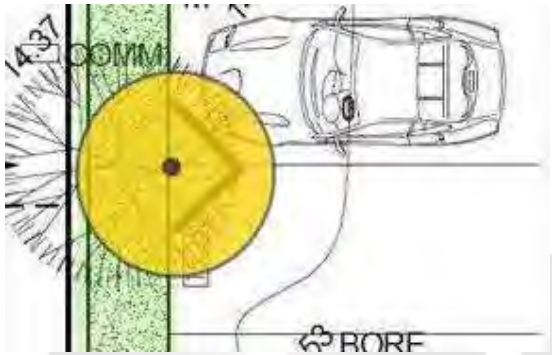


Figure 10 – Landscaping Nibs

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5.4 Development Requirements Assessment

5.4.1 Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)

Table 1 below provides an assessment of the proposal against the relevant requirements outlined in LPP 6.3. Where there are variations to the applicable requirements, these have been noted in red.

Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)	Proposed Development Compliance		
Development Provisions	**Pre-Road Widening**	**Post-Road Widening**	
• Bin storage areas in non-residential zones shall have the following minimum sizes: o 10sqm and o Width of 3.5m • Location of Bin Storage Area: o Shall be located behind the building setback line; o Shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre • Design of Bin Storage Area: o Shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street; o Materials shall match with the building; o Shall be sealed and regularly cleaned and maintained; and o Stormwater and effluent drainage facilities shall be contained within this area.	• The proposed bin store area is over 10sqm and with a width greater than 3.5m • Location of Bin Storage Area: o The bin store is not located behind the building setback line, however the bin store is setback 7m from Hutton Street and is appropriately screened from view. o A service truck reversing bay has been provided to ensure that there is sufficient access and manoeuvrability. • Design of Bin Storage Area: o The bin store area will be screened from view to a height of 1.8m o Materials match the building. o The area will be maintained to the satisfaction of the City. o Not applicable.	• The proposed bin store area is over 10sqm and with a width greater than 3.5m • Location of Bin Storage Area: o The bin store is located behind the building setback line. o An area has been provided to allow the manoeuvrability of the bulk refuse truck, with the turning movements demonstrated within the TIS. • Design of Bin Storage Area: o The bin store area will be screened from view to a height of 1.8m o Materials match the building. o The area will be maintained to the satisfaction of the City. • Not applicable.	✓

Table 1 – LPP 6.3 Assessment

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5.4.2 Local Planning Policy 6.7 – Parking & Access (LPP 6.7) & Local Planning Policy 6.2 – Bicycle Parking (LPP 6.2)

Table 2 below provides an assessment of the proposal against the relevant requirements outlined in LPP 6.7 & LPP 6.2. Where there are variations to the applicable requirements, these have been noted in red.

Local Planning Policy 6.7 – Parking and Access (LPP 6.7)	Proposed Development Compliance		
Development Provisions	**Pre-Road Widening**	**Post-Road Widening**	
• Industry – Service: ○ 1 bay per 50m2 of GFA (industry component); and ○ 8 bays per 100m2 of GLA (retail component). • Office: ○ 1 bay per 30m2 of GFA. • Car Parking Reduction of 5%: ○ The proposed development provides an additional number of bicycle bays at least 10% more than the total required as per specifications in 6.2 Bicycle Parking; • Development Applications for non-residential development must provide a Transport Impact Assessment. • Non-Residential Parking Layout, Design and Access	• The proposed development requires a total of 92 car parking bays after the reduction of 5% is applied for providing 15 bicycle bays. ○ The proposed development provides for 81 car parking bays plus two shared bays representing a shortfall of 11 bays. ○ This shortfall is considered appropriate based on the Traffic Impact Statement (TIS) prepared by Transcore, and due to the nature of the proposed uses they are unlikely to experience an overlap of peak parking times. ○ See justification above in section 5.3.1 and the TIS prepared by	• The proposed development requires a total of 82 car parking bays after the reduction of 5% is applied for providing 15 bicycle bays. ○ The proposed development provides for 77 car parking bays plus two shared bays representing a shortfall of 5 bays. ○ This shortfall is considered appropriate based on the Traffic Impact Statement (TIS) prepared by Transcore, and due to the nature of the proposed uses they are unlikely to experience an overlap of peak parking times. ○ See justification above in section 5.3.1 and the TIS prepared by	✓

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	Transcore (**Appendix 3**). • A Traffic Impact Statement has been prepared by Transcore demonstrating the suitability of the proposed development. • The access arrangements and car parking layout are compliant with the requirements of the City's policy's and Australian Standards.	Transcore (**Appendix 3**). • A Traffic Impact Statement has been prepared by Transcore demonstrating the suitability of the proposed development. • The access arrangements and car parking layout are compliant with the requirements of the City's policy's and Australian Standards.
Local Planning Policy 6.2 – Bicycle Parking (LPP 6.2)	**Proposed Development Compliance**	
Development Provisions	**Pre-Road Widening**	**Post-Road Widening**
• 1 Space per 400sqm of the gross floor area (GFA)	• The development has provided for 15 bicycle bays, that is above the policies requirement of 8 bicycle bays.	• The development has provided for 15 bicycle bays, that is above the policies requirement of 8 bicycle bays.

Table 2 – LPP 6.7 & 6.2 Assessment

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5.4.3 Local Planning Policy 4.3 – Industrial Design Guidelines (LPP 4.3)

Table 3 below provides an assessment of the proposal against the relevant requirements outlined in LPP 4.3. Where there are variations to the applicable requirements, these have been noted in red.

Local Planning Policy 4.3 – Industrial Design Guidelines (LPP 4.3)	Proposed Development Compliance		
Development Provisions	**Pre-Road Widening**	**Post-Road Widening**	
Street Setbacks: • 1.5m landscaping strip on all street frontages; and • 9.0m buildings setback on primary street frontages. • Secondary Street setbacks to be 9.0m and may be reduced to 6.0m on lots less than 2000m² in area.	• A 1.5m landscaping strip is proposed on all street frontages. • A 9m setback is proposed on primary street frontage. • The secondary street frontage is greater than 9m.	• A 1m landscaping strip is proposed on the street frontage to Hutton Street. This is offset by increased areas of landscaping on the corner and in the previous bin store area. • The proposed development is setback 2.8m from Hutton Street.	✓
Street Façade: • The street façade shall be articulated to break-up straight plain facades through the use of at least four of the following in the Herdsman Precinct and three of the following in all other precincts: ○ Openings; ○ Awnings over windows; ○ Use of different colours and textures; and ○ Indentations and extrusions with details to break the building into individual elements. • The facades of buildings facing the street shall be constructed of brick, stone, glass or painted or rendered concrete; • Alternative materials may be approved for the portion of the facade above 3.6m from the ground level; and • The use of taller parapets and/or awnings is encouraged above the entrance to buildings to clearly identify the entry point;	• The use of windows, openings, differing colours and textures and building indentation and extrusions to improve the articulation of the street façade. • A combination of glass and rendered concrete is proposed for the building facades. • Additional materials are proposed above 3.95m to improve the presentation to the street. • Parapets and or awnings are proposed over the entry ways.	• The use of windows, openings, differing colours and textures and building indentation and extrusions to improve the articulation of the street façade. • A combination of glass and rendered concrete is proposed for the building facades. • Additional materials are proposed above 3.95m to improve the presentation to the street. • Parapets and or awnings are proposed over the entry ways.	✓
Roof Features	• The development is not above 6 storeys in height.	• The development is not above 6 storeys in height.	✓

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• Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.			
Corner Sites • Buildings located on corner sites are encouraged to give additional prominence to the street corner by using landmark features such as: o Architectural roof features that protrude above the normal roof line; o Increased parapet heights with additional detail, colour and textures; and o Increase the number of storeys at the street corner.	• The proposed development includes an Architectural roof feature that extends above the normal roof line, and is visually prominent from the corner. • Further visual articulation is proposed along the first floor to increase the prominence of the corner building.	• The proposed development includes an Architectural roof feature that extends above the normal roof line, and is visually prominent from the corner. • Further visual articulation is proposed along the first floor to increase the prominence of the corner building.	✓
Activity and Uses • Office uses shall only be incidental to the predominant use of each tenancy and no greater than 30% of gross floor area of each tenancy.	• The office land use occupies 30% of the gross floor area, this includes 140sqm of the foyer.	• The office land use occupies 32% of the gross floor area, minus the 140sqm of the foyer. This only due to the removal of 542sqm of Industry land use to accommodate the car parking and bin service area.	✓
Use of Setback Area • Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage of fuel, except in underground tanks; and • The primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials.	• The setback area will not be used for any of the items listed. • The primary and secondary setback areas are used for car parking.	• The setback area will not be used for any of the items listed. • The primary and secondary setback areas are used for car parking.	✓
Vehicle Access • All vehicle movements shall be able to enter and exit the site in a forward gear.	• All vehicles are able to enter and exit the site in a forward gear.	• All vehicles are able to enter and exit the site in a forward gear.	✓
Pedestrian Access • Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development.	• A footpath has been provided to allow pedestrian access to the entry points of the proposed development.	• A footpath has been provided to allow pedestrian access to the entry points of the proposed development.	✓

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Crossovers • A maximum of two crossover shall be permitted for all sites, one for entry and one for exiting.	• Two crossovers are proposed.	• Two crossovers are proposed.	✓
Sustainability Design Standards • In order to optimise the sustainability of buildings, applicants are required to provide the following features in new buildings: o AAA rated showerheads, tap ware and low flow regulators, dual flush toilets; o Low flow triple dripper or coarse sprays and timer connection; o High efficiency lighting; and o Gas/solar hot water system.	• These items can be conditioned as a part of the planning approval or building permit for the internal fit out.	• These items can be conditioned as a part of the planning approval or building permit for the internal fit out.	✓
Safety and Surveillance • The following design features shall be avoided to improve safety and reduce graffiti: o Entrapment areas, blind corners and narrow pathways; o Long expanses of blank walls (treatment with anti graffiti paint required where permitted); o Dead ends and hidden recesses shall be avoided; o Landscaping and other elements shall not create a visual barrier between 0.5 and 2.0m above finished floor levels or ground level as applicable; o Rear loading shall be secure at night and preferably enclosed to reduce light and noise spill during night loading; o Loading bay access lanes and other areas that may be dead ends at night shall be secured; and o Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.	• No entrapment areas, blind corners and narrow pathways are proposed. • No large blank walls are proposed. • No dead ends or hidden recesses are proposed. • The landscaping does not create a visual barrier. • The under croft car parking area will be secured via a Auto Panel Lift Door and gate. • All service areas are can be passively viewed from the internal activity areas.	• No entrapment areas, blind corners and narrow pathways are proposed. • No large blank walls are proposed. • No dead ends or hidden recesses are proposed. • The landscaping does not create a visual barrier. • The under croft car parking area will be secured via a Auto Panel Lift Door and gate. • All service areas are can be passively viewed from the internal activity areas.	✓

Table 3 – LPP 4.3 Assessment

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5.2.3 Local Planning Policy 6.6 – Landscaping (LPP 6.6)

Table 4 below provides an assessment of the proposal against the relevant requirements outlined in LPP 6.6. Where there are variations to the applicable requirements, these have been noted in red.

Local Planning Policy 6.6 – Landscaping (LPP 6.6)	Proposed Development Compliance		
Development Provisions			
• All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; • The inclusion of verge areas (abutting the site) in the overall landscaping design is required. • Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. • 1 tree per 6 bays for non-residential development is required in open parking areas. • In all industrial precincts (except the Balcatta Precinct), a landscaped area not less than 1.5m wide shall be provided adjoining all street boundaries, primarily as planting bed;	• All planting areas achieve the minimum width and minimum plantable area requirements. • The verge area has been included in the overall landscaping design. • The species chosen has been informed by a Technical Note Prepared by TDL landscape architects (**Attachment 4**). • 9 trees are proposed for the open parking area. • The landscaped area provides a 1.5m wide landscaped strip to all street boundaries.	• All planting areas achieve the minimum width and minimum plantable area requirements. • The verge area has been included in the overall landscaping design. • The species chosen has been informed by a Technical Note Prepared by TDL landscape architects (**Attachment 4**). • 2 trees are proposed for the open parking area. • The landscaped area provides a 1.5m wide landscaped strip to Hector Street West and a 1m wide landscaped strip Hutton Street. This is offset by increased areas of landscaping on the corner and in the previous bin store area.	✓

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6.0 Conclusion

Based on the contents of this planning report, it is clear that the proposed development is deemed to warrant favourable consideration and approval for the following reasons:

- The proposal is consistent with the objectives of the 'Industrial' zone within the City of Stirling Local Planning Scheme No. 3;
- The proposed 'Office' and 'Industry – Service' land uses are capable of approval within the zoning applicable under the City of Stirling Local Planning Scheme No. 3, with the 'Office' land use being an appropriate discretionary land use;
- The proposed development has considered the future impacts of the Hutton Street road widening, with the planning assessment being performed for pre and post road widening;
- The Transport Impact Statement has demonstrated the suitability of the proposed developments access arrangements, all vehicle movements and parking provision both pre and post road widening;
- The Landscaping Plan has been reviewed by Tim Davies Landscaping, with all design recommendations being incorporated into the proposed development to ensure the suitability of all landscaping proposed;
- The proposal is generally compliant with the development standards included within the City of Stirling LPS No. 3 and the other relevant local planning policies. Where variations are present they are considered insignificant and inconsequential, and have been appropriately justified; and
- The proposal will result in a high quality development within the area that will positively contribute to the streetscape, the surrounding neighbourhood, and the provision of employment and diversity of businesses within the City of Stirling.

For these reasons, we respectfully request that the Joint Development Assessment Panel grant conditional approval for the proposed development.

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Appendices

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APPENDIX 1 - Certificate of Title

Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023

WESTERN AUSTRALIA

REGISTER NUMBER	
901/D98163	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
2	**13/5/2011**

VOLUME **2176** FOLIO **11**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BG Roberts
REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 901 ON DIAGRAM 98163

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GOLDTRACE CORPORATION PTY LTD OF PO BOX 19 LEEDERVILLE WA 6902
IN 1/10 SHARE
ASSUNTA RANIERI OF UNIT 4 51 SOUTH PERTH ESPLANADE SOUTH PERTH WA 6151
IN 9/10 SHARE
AS TENANTS IN COMMON

(T O158962) REGISTERED 27/5/2019

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

1. *O158963 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 27/5/2019.

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

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

STATEMENTS:

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

SKETCH OF LAND:	2176-11 (901/D98163)
PREVIOUS TITLE:	1345-115
PROPERTY STREET ADDRESS:	40 HUTTON ST, OSBORNE PARK.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING L670335

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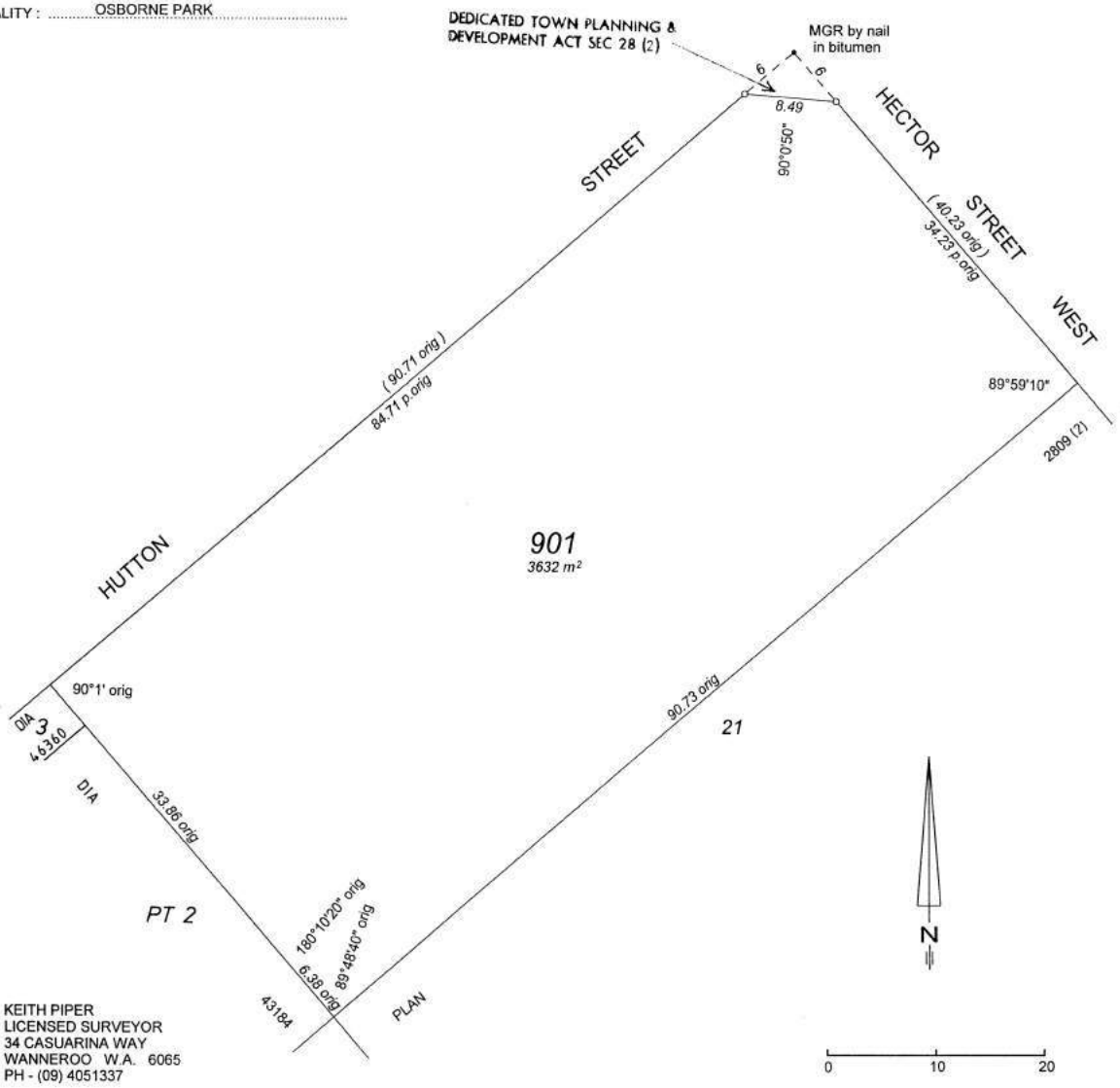
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LAND DESCRIPTION	ON	CERTIFICATE OF TITLE	FIELD BOOK
LOT 1 OF PERTHSHIRE LOCATION Au	PLAN DIAGRAM 43185 INDEX BG34 (2) 11.30 PUBLIC	VOLUME 1345 FOLIO 115	7 8 2 0 1

DIA 98163

TOTAL AREA
3650 m²

LOCAL AUTHORITY : CITY OF STIRLING
LOCALITY : OSBORNE PARK



KEITH PIPER
LICENSED SURVEYOR
34 CASUARINA WAY
WANNEROO W.A. 6065
PH - (09) 4051337

SURVEYOR'S CERTIFICATE - Reg . 54
I K . H . PIPER hereby certify that this plan is a correct representation of the survey and / or calculations from measurements recorded in the field book lodged for the purposes of this plan and that it complies with the relevant written law (s) in relation to which it is lodged .
Licensed Surveyor 3 . 12 . 98 Date

APPROVED BY
WESTERN AUSTRALIAN PLANNING COMMISSION
FILE 110216
FOR CHAIRMAN
DATE 8 JULY 1999

SCALE 1 : 400
ALL DISTANCES ARE IN METRES

IN ORDER FOR DEALINGS
SUBJECT TO
SEC. 28(2) OF T.P. & D. ACT
FOR INSPECTOR OF PLANS & SURVEYS DATE 9.7.99
APPROVED 2-11-99
INSPECTOR OF PLANS & SURVEYS DATE APPROVED

DOLA
Department of LAND ADMINISTRATION

OFFICE OF TITLES DIAGRAM
98163

SURVEYOR'S CERTIFICATE - Compiled
I hereby certify that this compiled plan -
(a) is a correct and accurate representation of the survey (s) of the subject land ; and
(b) is in accordance with the relevant law in relation to which it is lodged .
Licensed Surveyor Date

EARLY ISSUE ☐
LODGED
DATE 22.6.99
FEE PAID $208
ASSESS No 238199

TYPE OF VALIDATION
FULL AUDIT
LEGAL COMPONENT N.D.TUCKER
DOCKET
~~PLAN~~/DIAGRAM 98000
CERTIFIED CORRECT 6.7.99
F . S . C .

LASER PRINTED D.F.T.

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Diagram 98163

Lot	Certificate of Title	Lot Status	Part Lot
901	2176/11	Registered	

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APPENDIX 2 - Development Plans

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EXTENT OF SHADOW ON ADJOINING SITE = 666m²

EXTENT OF SHADOW ON ADJOINING SITE = 97m²

EXTENT OF SHADOW ON ADJOINING SITE = 259m²

HECTOR STREET WEST

HUTTON STREET

PROPOSED BUILDING
UPPER FLOOR PLAN - FFL (19.350)
GROUND FLOOR PLAN - FFL (15.400)
UNDERCROFT FLOOR PLAN - FFL (12.400)

AQUARIUS
O-2 NR 1.8KL ATU

4No. 1660ø x 1570 deep SEPTIC TANKS
NOTE - 4350 CLEAR OF BUILDING,
3200 CLEAR SEPARATION OF ADJACENT TANK,
AND GREATER THAN 6000 CLEARANCE TO STORMWATER SOAKWELLS

RAMP DOWN DRIVEWAY TO UNDERCROFT CAR PARK

DRIVEWAY
GREY CONCRETE

9.0M SETBACK LINE

6No. CAR BAYS

8No. CAR BAYS

1No. DISABLED CAR BAY

8No. BICYCLE BAYS

TURNING BAY

11No. CAR BAYS

WASHED AGGREGATE

GREY CONCRETE DRIVEWAY

RETAINING WALL ON BOUNDARY (T.O.W. 15.250)

CROSSOVER TO COUNCIL REQUIREMENTS

BIN STORE

SERVICE TRUCK REVERSING BAY

UNDEFINED SERVICE

NAIL & PLATE RL 14.47

NAIL & PLATE RL 14.23

NAIL & PLATE RL 14.54

NAIL & PLATE RL 15.65

NAIL & PLATE RL 15.59

BORE HOLE

SOAKWELL

DIVERSION VALVE

SIGN

TEL

SV

HY

PP

ECP

OMM

21500

69180

90.73

84.71

34.23

6.38

31.190

33.86

90.07

135°00'25"

89°48'40"

SOAKWELL CALCULATIONS

ROOF AREA = 2335m²
PAVING AREA = 1250m²
TOTAL IMPERVIOUS AREA = 3585m²

VOLUME CAPACITY REQUIRED : 3585m² x 0.015m = 53.775m³

SOAKWELL SIZES : 1800ø x 1200DEEP
SOAKWELL CAPACITY : 3.05m³
SOAKWELL QUANTITY : 18

VOLUME CAPACITY PROVIDED : 3.05m³ x 18 = 54.900m³

SOAKWELL — INDICATES 1800ø x 1200DEEP INTERCONNECTED CONCRETE SOAKWELLS WITH GRATED LID (FALL PAVING TOWARDS SOAKWELLS)

NORTH

SITE PLAN
SCALE 1:150

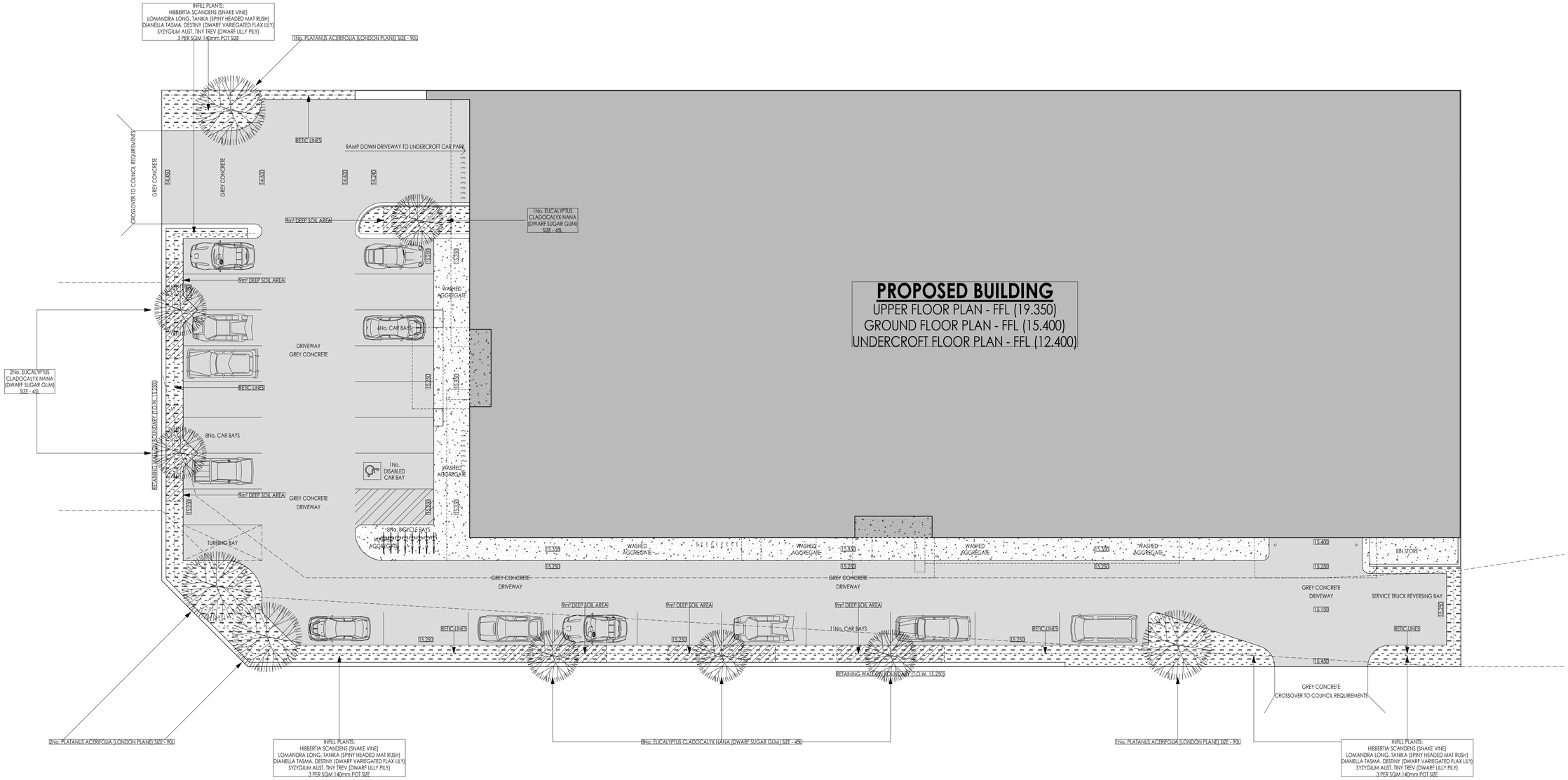
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1/10 Sketch # 15

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

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PROPOSED BUILDING
UPPER FLOOR PLAN - FFL (19.350)
GROUND FLOOR PLAN - FFL (15.400)
UNDERCROFT FLOOR PLAN - FFL (12.400)

NORTH

LANDSCAPE PLAN
SCALE 1:150

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PROJECT MANAGEMENT

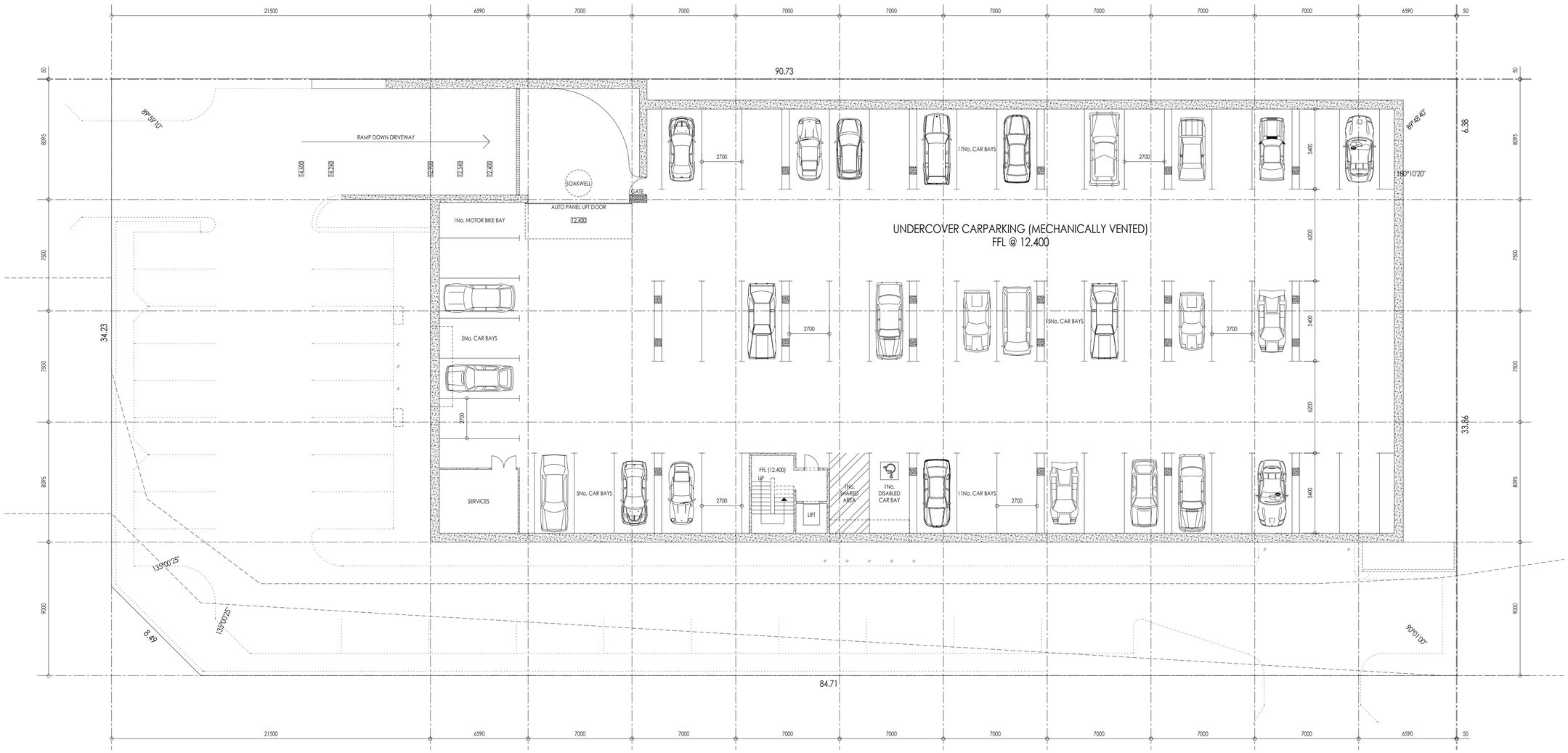
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NORTH

UNDERCROFT FLOOR PLAN

SCALE 1:150

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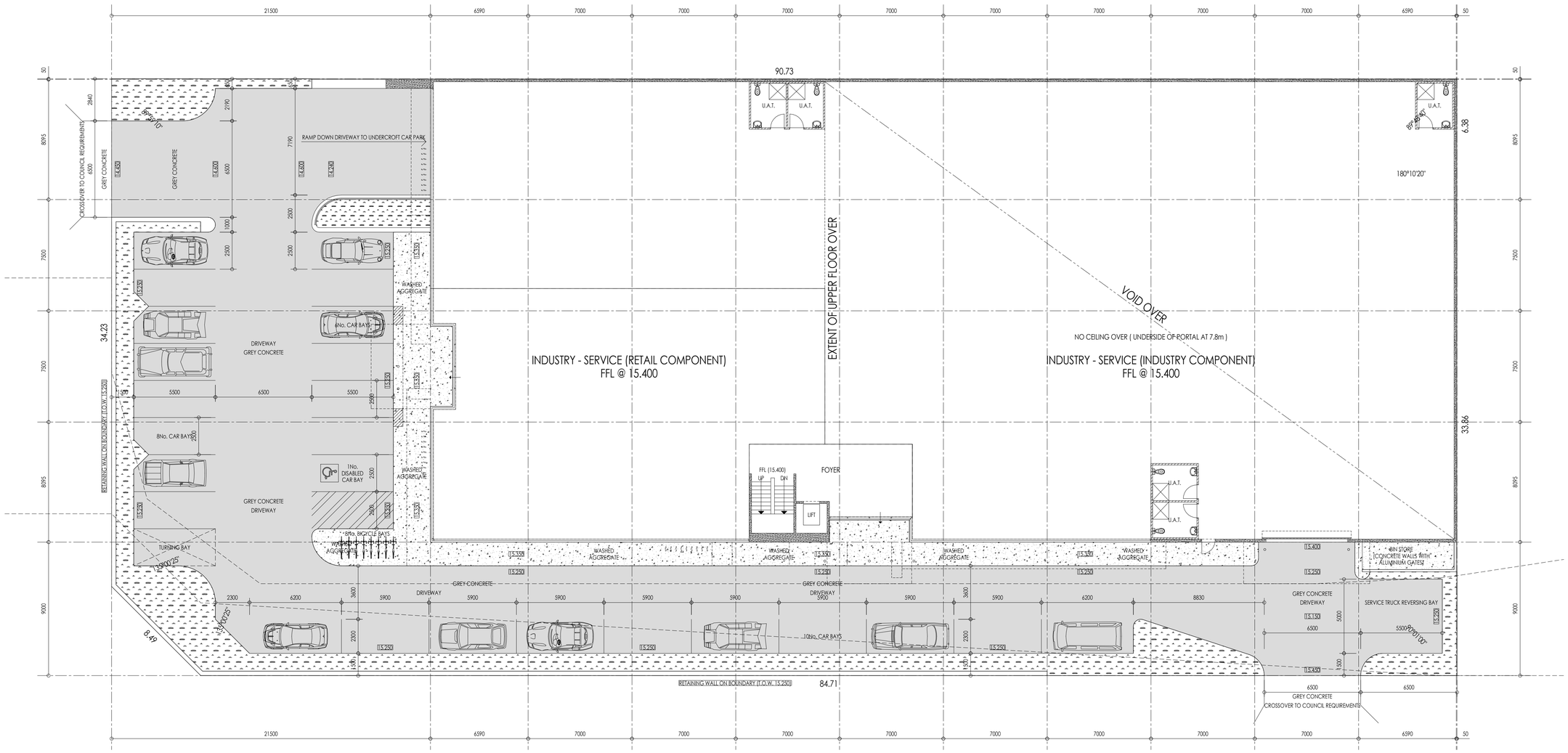
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SITE AREA
3632m²

LANDSCAPING PROVIDED
215m²

BAYS PROVIDED : UNDERCROFT FLOOR
53 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
01 = MOTOR BIKE BAYS
00 = BICYCLE BAYS

BAYS PROVIDED : GROUND FLOOR
24 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
00 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

BAYS PROVIDED : TOTAL
77 = CAR BAYS
02 = DISABLED CAR BAY
02 = SHARED AREA
01 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

CAR BAYS REQUIRED : OFFICE
1 BAY / 30m² GFA
AREA = 935m² (870m² upper floor + 65m² ground floor foyer)
BAYS REQUIRED = 31.167

CAR BAYS REQUIRED : INDUSTRY - SERVICE (INDUSTRY COMPONENT)
1 BAY / 50m² GFA
AREA = 1664m²
BAYS REQUIRED = 33.280

CAR BAYS REQUIRED : INDUSTRY - SERVICE (RETAIL COMPONENT)
8 BAYS / 100m² GLA
AREA = 413m²
BAYS REQUIRED = 33.040

CAR BAYS REQUIRED : TOTAL
31.167 + 33.280 + 33.040 = 97.487
LESS 5% = 4.874
TOTAL = 92.613

NORTH

GROUND FLOOR PLAN
SCALE 1:150

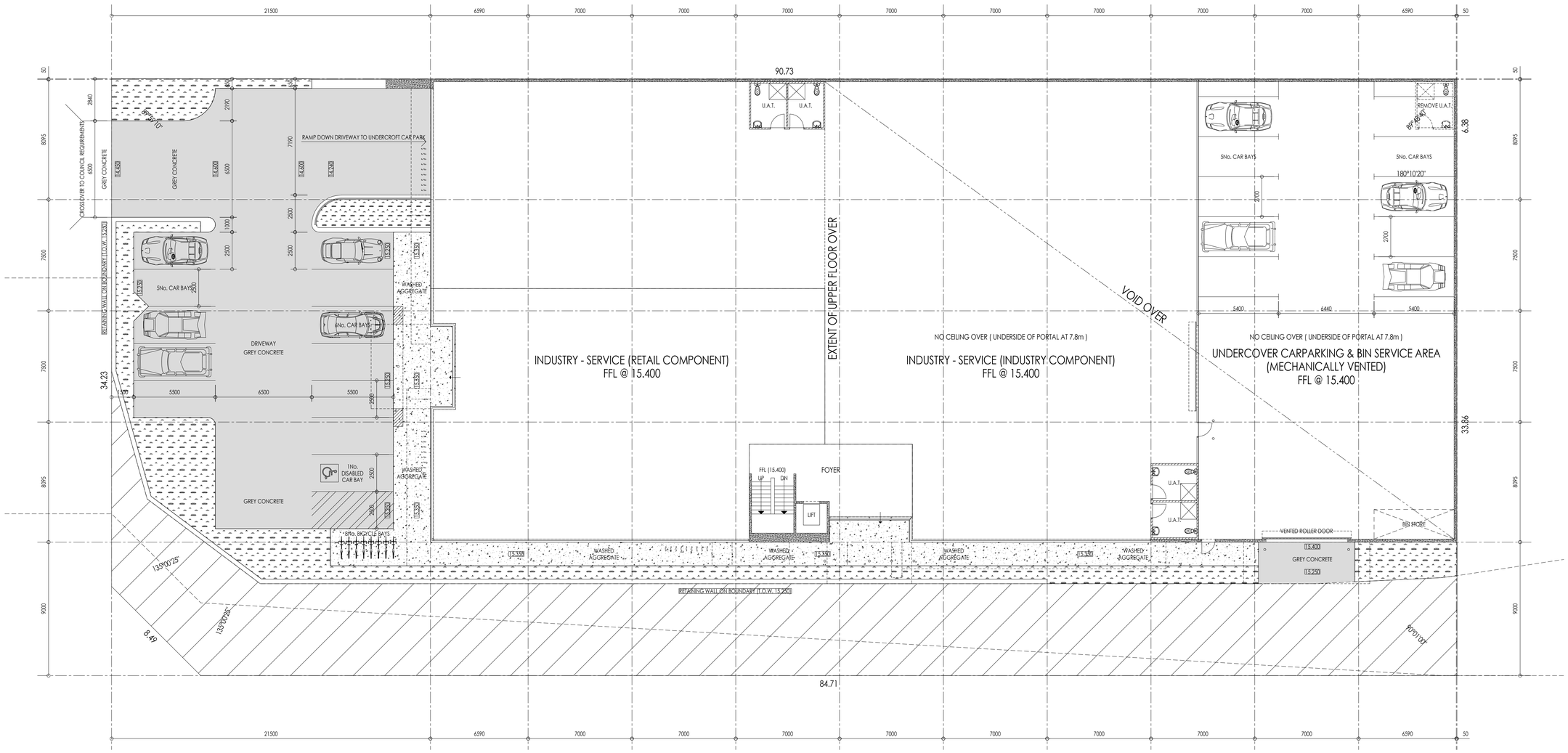
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PROPOSED FUTURE RENOVATION DUE TO ROAD WIDENING

NORTH

GROUND FLOOR PLAN
SCALE 1:150

SITE AREA
3632m²

LANDSCAPING PROVIDED
190m²

BAYS PROVIDED : UNDERCROFT FLOOR
53 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
01 = MOTOR BIKE BAYS
00 = BICYCLE BAYS

BAYS PROVIDED : GROUND FLOOR
21 = CAR BAYS
01 = DISABLED CAR BAY
01 = SHARED AREA
00 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

BAYS PROVIDED : TOTAL
74 = CAR BAYS
02 = DISABLED CAR BAY
02 = SHARED AREA
01 = MOTOR BIKE BAYS
08 = BICYCLE BAYS

CAR BAYS REQUIRED : OFFICE
1 BAY / 30m² GFA
AREA = 935m² (870m² upper floor + 65m² ground floor foyer)
BAYS REQUIRED = 31.167

CAR BAYS REQUIRED : INDUSTRY - SERVICE (INDUSTRY COMPONENT)
1 BAY / 50m² GFA
AREA = 1122m²
BAYS REQUIRED = 22.440

CAR BAYS REQUIRED : INDUSTRY - SERVICE (RETAIL COMPONENT)
8 BAYS / 100m² GLA
AREA = 413m²
BAYS REQUIRED = 33.040

CAR BAYS REQUIRED : TOTAL
31.167 + 22.440 + 33.040 = 86.647
LESS 5% = 4.332
TOTAL = 82.315

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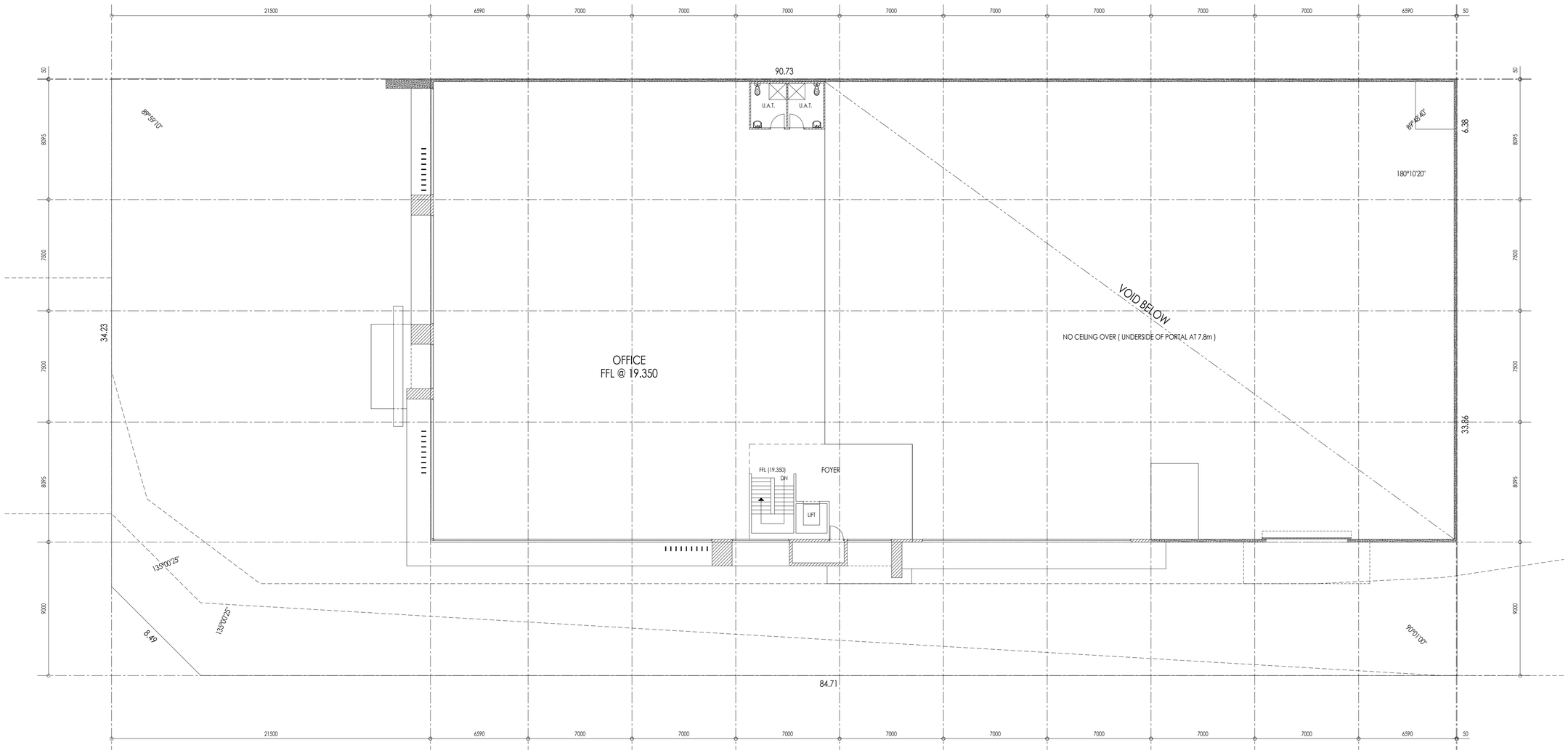
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NORTH

UPPER FLOOR PLAN

SCALE 1:150

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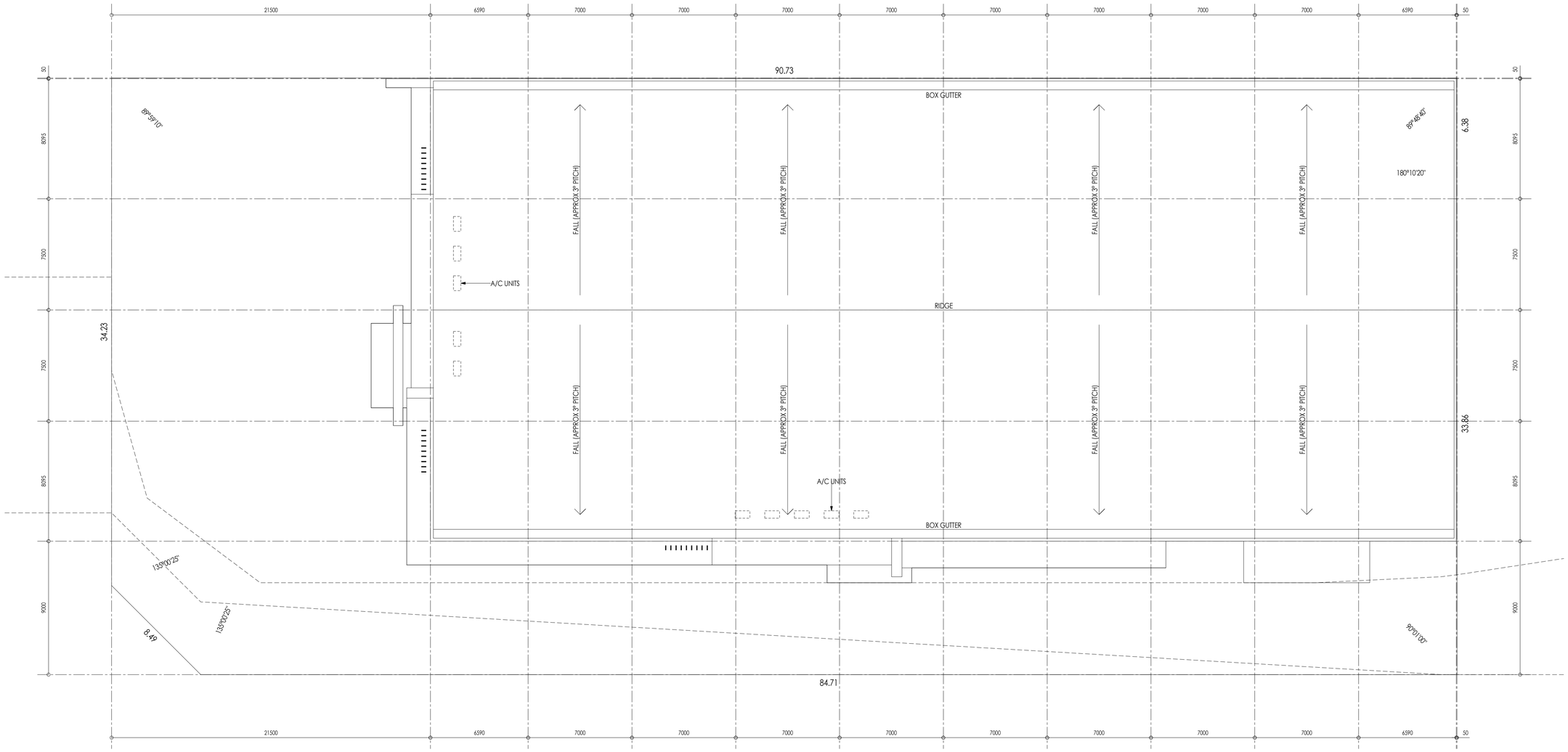
INDUSTRY (SERVICE) & OFFICE

6/10 Sketch # 15

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NORTH

ROOF PLAN
SCALE 1:150

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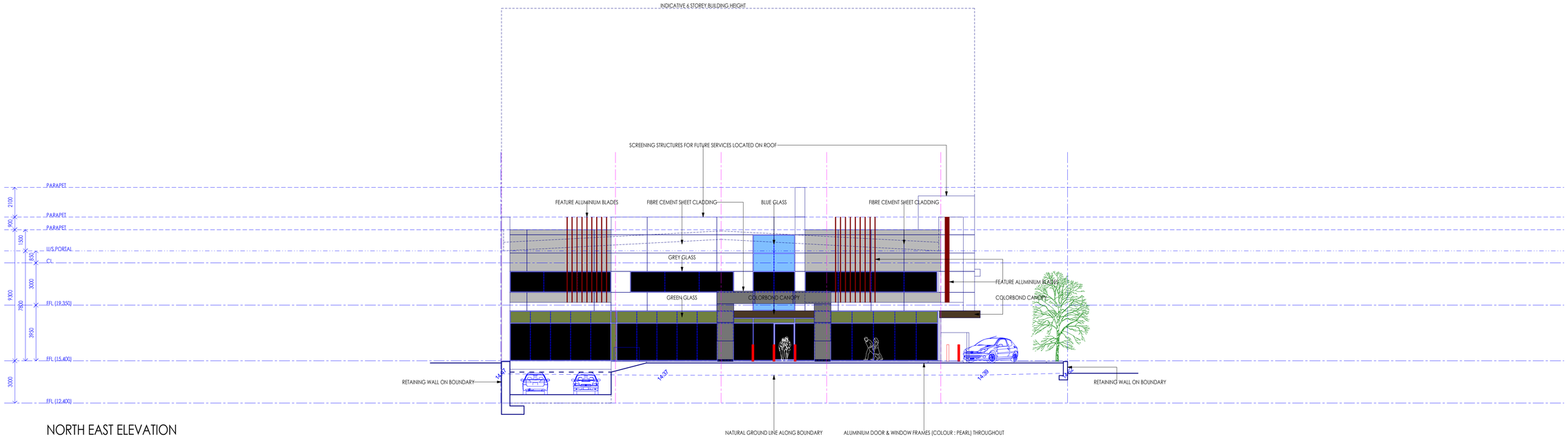
INDUSTRY (SERVICE) & OFFICE

6a/10 Sketch # 15

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

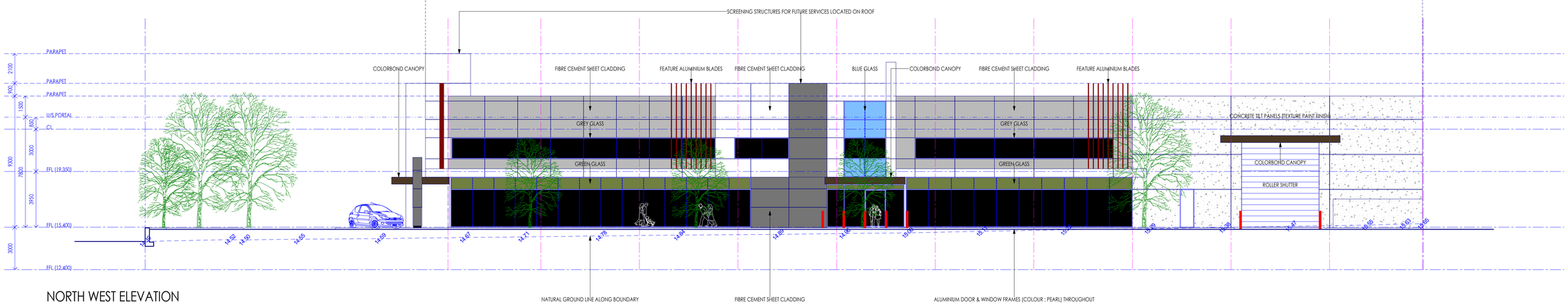
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NORTH EAST ELEVATION

SCALE 1:150



NORTH WEST ELEVATION

SCALE 1:150

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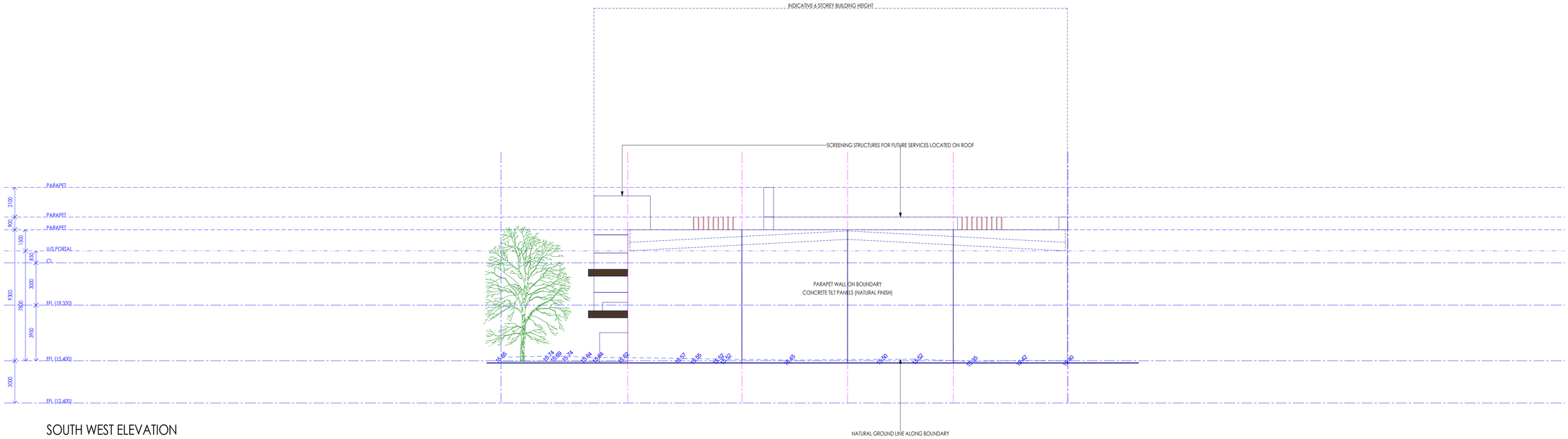
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7/10 Sketch # 15

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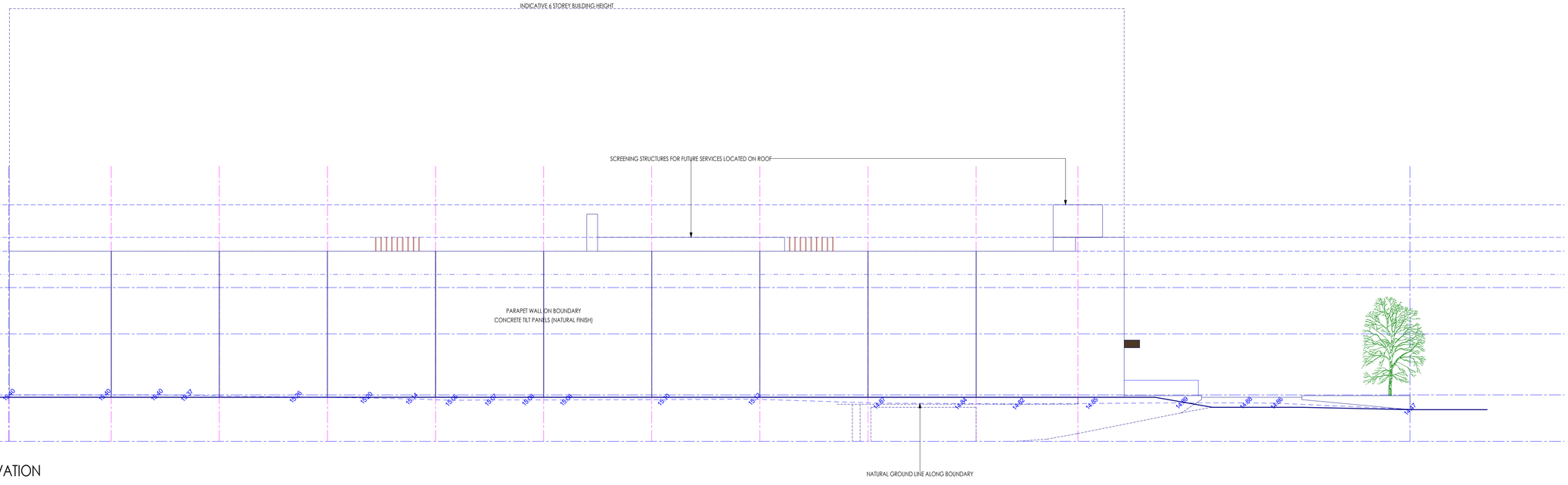
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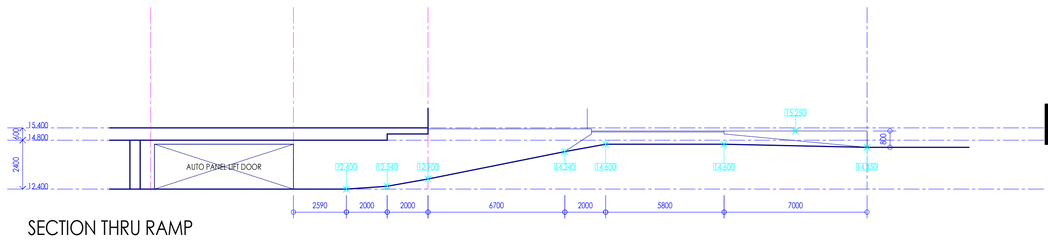
SOUTH WEST ELEVATION

SCALE 1:150



SOUTH EAST ELEVATION

SCALE 1:150



SECTION THRU RAMP

SCALE 1:150

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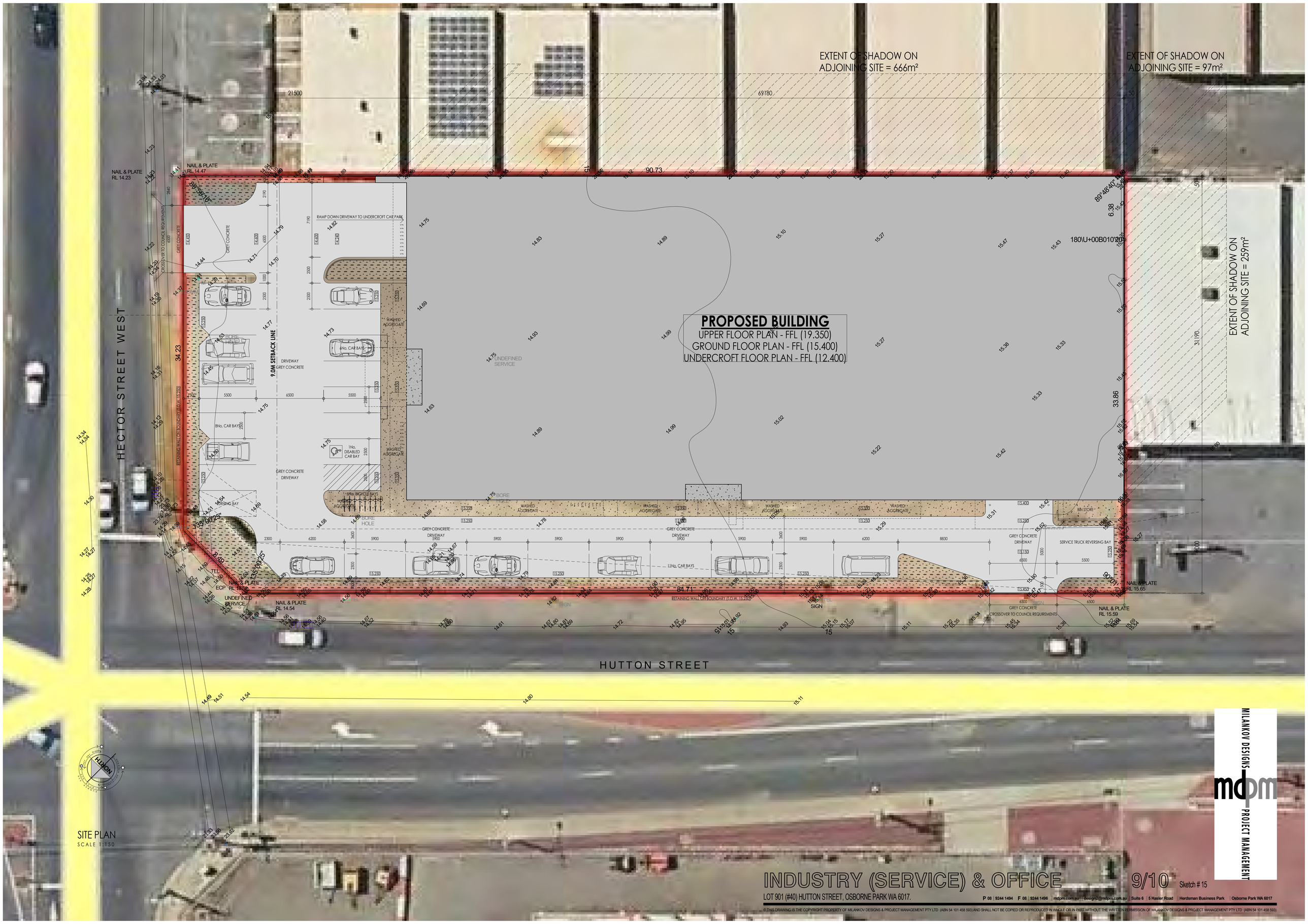
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SITE PLAN
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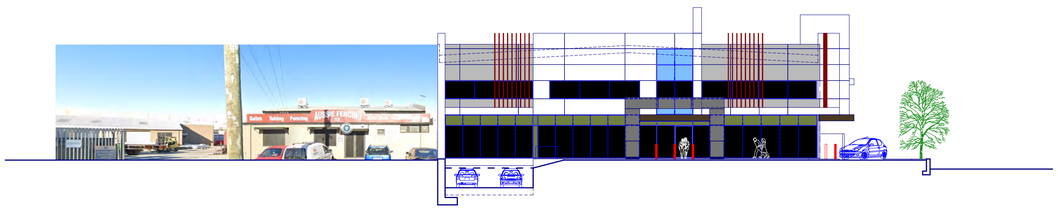
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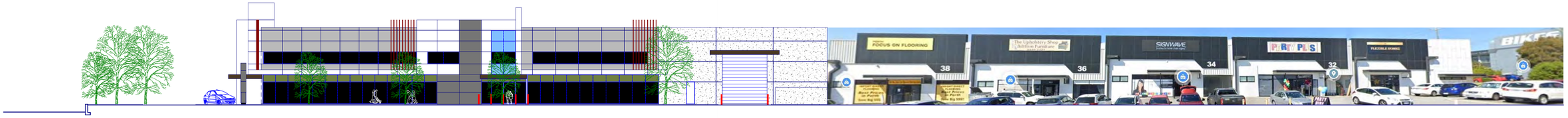
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NORTH EAST ELEVATION
SCALE 1:250



NORTH WEST ELEVATION
SCALE 1:250

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INDUSTRY (SERVICE) & OFFICE

10/10 Sketch # 15

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APPENDIX 3 - Traffic Impact Assessment

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Version: 1, Version Date: 10/02/2023

transcore
20 years anniversary

transport planning
traffic engineering
modelling

Proposed Industry (Service) & Office

Lot 901 (40) Hutton Street, Osborne Park

Revised Transport Impact Statement

PREPARED FOR:
Milankov Designs & Project Management

May 2023

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1 Introduction

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Milankov Designs & Project Management with regard to the proposed Industry (Service) & Office development to be located at Lot 901 (40) Hutton Street, Osborne Park, in the City of Stirling.

Transcore previously prepared a TIS in November 2022 which addressed the comments from the City of Stirling and Department of Planning, Land and Heritage (DPLH) dated September 2022 on the original Development Application (DA). Accordingly, amended plans were prepared by Dynamic Planning and Developments to demonstrate a long-term solution for the site with the proposed development being able to accommodate the future road widening and Planning Control Area along Hutton Street. The amended plans were provided in addition to the revised DA set to show the future form of the site. The revised DA set still use the current road widening area for parking until such time that the land is required and road widening is implemented.

The 2022 revised DA plans and supporting documents were provided to the City on 25 November 2022. The City and DPLH have reviewed the provided documents and requested further information regarding the vehicle access arrangements and design. Accordingly, the design of the development plan changed slightly and Transcore updated the TIS to provide the requested information outlined in the City's letter to Dynamic Planning and Developments on 30 March 2023. Transcore updated TIS which was provided in April 2023. The City has now requested a further update to the TIS to include further information regarding:

- Layout and control of the proposed Hutton Street crossover in the short-term scenario (before widening); and,
- Queuing area for the undercover parking accessed from Hutton Street during the long-term scenario (after widening).

This second revised TIS update addresses the City's latest requests.

The subject site is currently vacant. As shown in **Figure 1**, the subject site is located at the south-east corner of the signalised intersection of Hutton Street and Hector Street West. The subject site is bounded by Hutton Street to the west, Hector Street West to the north and commercial/industrial properties to the east and south. Vehicle access to the site is currently available from the existing full movement crossovers on Hector Street West and Hutton Street.

The location of the site in the Metropolitan Regional Scheme (MRS) is shown in **Figure 2.** This figure also shows zones and reservations of the MRS around the subject site. The Planning Control Area (PCA) shown in yellow in **Figure 2** identifies the extent of the proposed road widening along Hutton Street in this vicinity.

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

those developments that would be likely to generate moderate volumes of traffic[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks".*

Section 6 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a TIS is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, parking supply and City's latest requirements.



Figure 1: Location of subject site

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



Figure 2: MRS and PCA

2 Proposed Development

Two revised sets of plans are prepared by Dynamic Planning and Development for before and after the proposed road widening along Hutton Street. The long-term plans are prepared to ensure that the proposed development would be functional and can accommodate the future road widening and PCA along Hutton Street.

The updated plans for the short term utilise the current road widening area for parking until such a time that the land is required and road widening is implemented.

A copy of the revised development plans (short-term and long-term) is included in **Appendix A.** The development application is for a proposed Industry (Service) & Office development in three levels comprising:

- 935m^2 GFA office;
- 1,664m^2 GFA industry (service component); and,
- 413m^2 GLA retail.

The proposed development provides 77 car bays including two disabled bays with two shared areas in two levels: 53 bays underground and 24 bays on ground floor. In addition, 1 motorbike bay and 8 bicycle bays are planned for the proposed development.

In the long term and after the Hutton Street Road widening, the on-ground parking bays along Hutton Street will be removed. Approximately, 542sqm of the proposed industry area at the south-east corner of the site would also be allocated for the service and bin storage area.

The proposed long-term plan shows a total of 74 parking bays including 2 disabled bays and 2 shared areas.

In the short term and before road widening, the waste collection and delivery will be accommodated within the site via the proposed bin store area at the south west corner of the site. The turn path analysis provided in **Appendix B** confirms satisfactory traffic movements of service vehicles entering and exiting the proposed development.

In the long term and after the road widening, the bin storage area will be moved inside the undercover car parking area. Turn path analysis undertaken shows that waste collection and service trucks can enter and exit the proposed service and bin store area satisfactorily.

Pedestrian access to the subject site is available via the existing external footpath network running along both sides of Hutton Street and the eastern side of Hector Street West.

3 Vehicle Access and Parking

3.1 Access

3.1.1 Short Term (before widening)

The access and egress arrangements for the proposed development in the short term are provided via an existing full movement crossover on Hector Street West and a proposed left in entry only crossover on Hutton Street as illustrated in **Figure 3**. The crossovers will be marked and signed as appropriate to communicate their respective operations clearly and effectively.

Traffic modelling and analysis undertaken indicates that the proposed Hutton Street crossover would be able to operate satisfactorily as an entry only crossover (including right in movement from Hutton Street based on previous analysis) during the short term (before widening) without undermining the traffic operations and safety of Hutton Street. Although the analysis documented in this 2nd revised TIS has been based on a left in only crossover on Hutton Street as requested by City and DPLH.

By way of background, Transcore was the traffic engineer for the same site for the previous development applications (Industrial – Recreation Centre DA18/0516 and the proposed service station DAP/20/01771). The Hutton Street crossover for the approved Industrial – Recreation Centre was in the form of a full movement crossover to be located almost at the same location as the current DA application. The Hutton Street crossover for the approved service station was located in front of the the existing solid median on Hutton Street and therefore, it was suggested to extend the median slightly to enforce the left in/ left out movement at the crossover.

It should be noted that the proposed development crossover on Hutton Street would be located in front of an existing crossover on the opposite side of Hutton Street, therefore extension of the existing solid median on Hutton Street to prohibit right turn movements from Hutton Street into the development is not appropriate and practical as it will restrict traffic movements into the existing development on the other side of the road. It is our understanding that in the longer term and as part of the Hutton Street widening project, the existing solid median would be extended to enforce left in/ left out movement at the development crossover on Hutton Street.

However, in the short term, the left in entry movement would be enforced by signage and line marking and layout of the proposed crossover as shown in **Figure 3** to satisfy DPLH and City of Stirling requirements. This is the only practical option available to enforce the left in nature of the crossover.

A one-way circulation system along the Hutton Street parking isle supplemented by appropriate line marking is suggested to improve traffic circulation and minimise traffic conflict on site.

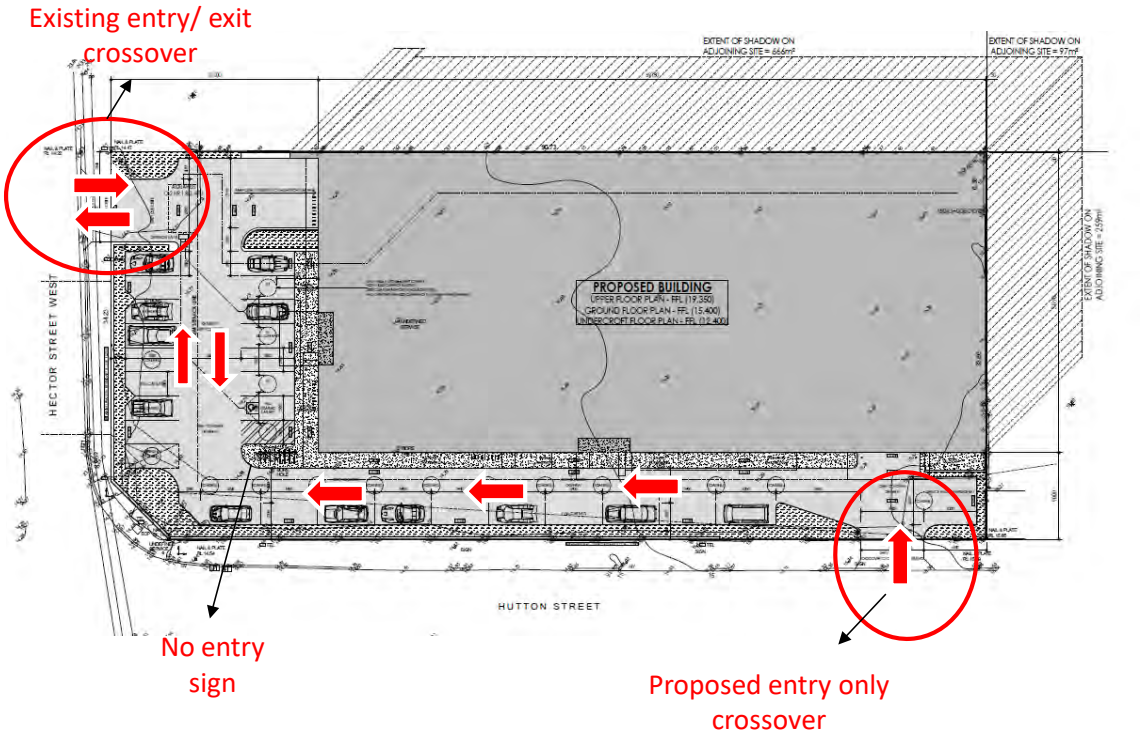


Figure 3: Location of the proposed crossovers

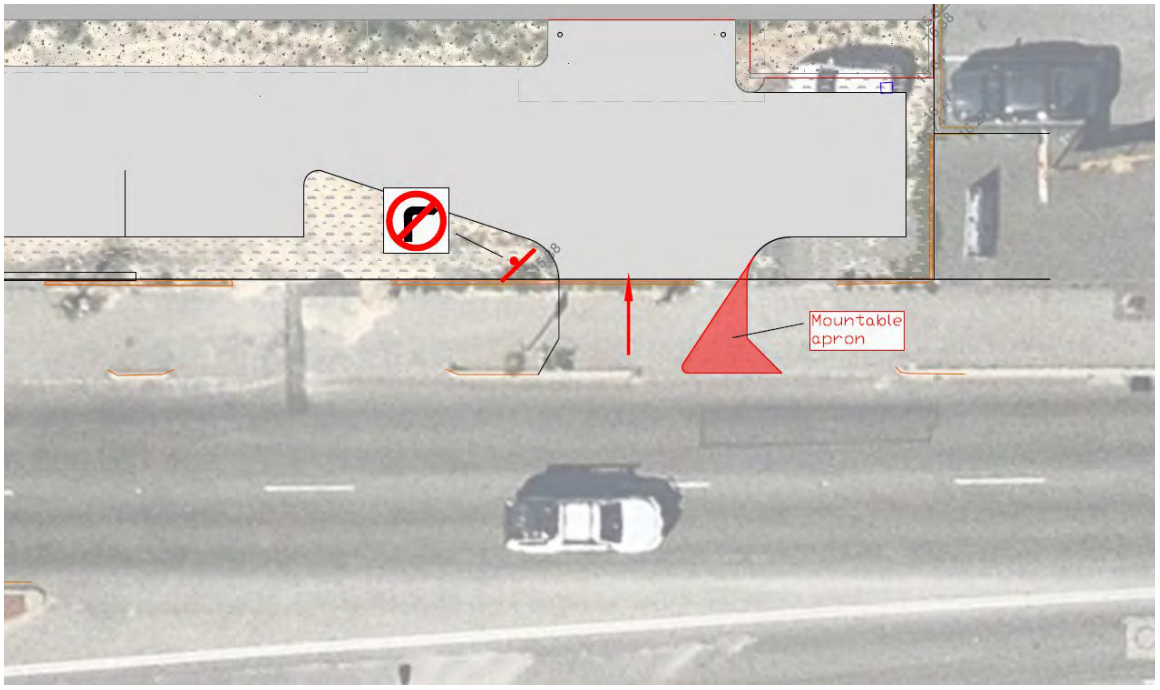


Figure 4: proposed Hutton Street crossover layout during the short term (before road widening)

3.1.2 Long Term (after widening)

In the longer term and after the proposed road widening along Hutton Street, the proposed driveway and the parallel parking bays along Hutton Street will be removed. At this stage, the main access/ egress to the site would be via the existing full movement crossover on Hector Street West. The proposed crossover on Hutton Street would be used infrequently by waste collection and service vehicles. Some staff would also use this crossover to access/ egress the proposed 10 car bays in the undercover parking area behind the proposed bin service area. This crossover would need to facilitate the entry and exit of service vehicles and staff vehicles in the long term. It is our understanding that in longer term and as part of the Hutton Street widening project this crossover would be operating as left in/ left out crossover.

The traffic assessments undertaken in this TIS assume a left in/ left out crossover on Hutton Street for long term scenario.

3.2 Parking

Based on the development plan attached in **Appendix A**, the proposed development provides a total of 77 car parking spaces including two disabled bays with two shared areas in two levels: 53 bays underground and 24 bays on ground floor. In addition, 1 motorbike bay and 8 bicycle bays are planned for the proposed development.

The proposed long-term plan shows a total of 74 parking bays including 2 disabled bays and 2 shared areas. It is our understanding that theoretically, there would be 14-bay shortfall pre-road widening and the 7-bay shortfall post-road widening, however, it should be noted that:

- The site has good coverage by public transport and it is expected that some of the staff would use public transport to attend the site;
- Other modes of transport such as walking, cycling and e-scooters are also expected;
- Service industrial development is moving towards being more automated and robotic, with less reliance on human staff members, hence, reducing the parking demand; and,
- Post Covid, flexible working arrangements have been adopted by most of the businesses, meaning not all office staff will be onsite, further reducing the parking demand.

On this basis it is expected that adequate parking supply is provided on site to address the parking requirements for the proposed development. The parking layout of the proposed development is in line with the requirement of AS 2890.1:2004 Parking Facilities-Off street car parking.

The proposed Hutton Street crossover in the long-term would be used infrequently by service vehicles and 10 staff vehicles accessing the undercover parking. The proposed undercover parking area will have a roller door which will be electronically timed to open up to 1 hour before and after the operating hours of the site, ensuring free-flowing movement and no queuing of cars behind the roller door.

Section 3.4 of the AS 2890.1:2004 Parking Facilities-Off street car parking indicates that *"at an entry point, there should be a queuing area between the vehicle control point and the property boundary to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows in the frontage road. The size of the queuing area shall be calculated from Table 3.3 for a carpark with* ***boom gates and ticket issuing devices*** *at entry points"*. Table 3.3 indicates that for a car park less than 100 cars there should be minimum of 2 cars queue area.

It is evident from Table 3.3 that the proposed queuing requirement is relevant to big car parks which are controlled by boom gates and ticket issuing devices and include generally casual (short-staying) and mixed patronage.

However, in this instance the undercover car park would be used by only 10 staff which would arrive during the morning and depart in the afternoon. The roller door will be electronically timed to open up to 1 hour before and after the operating hours of the site. Therefore, queuing is not expected at the Hutton Street crossover.

4 Provision for Service Vehicles

4.1.1 Short term (before road widening)

Waste collection will be accommodated within the site before road widening. A bin store area is proposed near the left in entry only crossover on Hutton Street. Turn path analysis undertaken indicates that a 6.4 truck would be able to turn left into the site from Hutton Street crossover, reverse back into the loading area and exit via Hector Street West in forward gear.

It is anticipated that waste collection will take place outside the peak operating periods of the proposed development to minimise disruption to traffic flow on Hutton Street. Turn path analysis undertaken in **Appendix B** shows that when the rubbish truck is parked at the bin store area a B99 passenger car can enter the site from Hutton Street crossover (refer Sk03d).

4.1.2 Long term (after road widening)

In the longer term and after road widening on Hutton Street, a bin store area will be provided within the proposed undercover parking area. The waste collection truck would left-enter and left-exit the bin store area via the proposed crossover on Hutton Street.

Turn path analysis undertaken for a 6.4m waste collection truck in **Appendix B** confirms satisfactory access, egress and circulation within the site.

Separate turn path analysis was undertaken and is provided in Appendix B for the turning movements of B99 and B85 cars at the bottom of the basement ramp to demonstrate that two vehicles can pass at this point.

5 Hours of Operation

The proposed development is expected to operate during normal business hours during the week.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Trip Generation

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

6.2 The Proposed Development Trip Generation

TRMS NSW – Guide to Traffic Generating Developments Updated Traffic Surveys 04a (2013) was used to estimate the trip generation of the proposed office and retail component of the development. For the proposed industry (service) component of the development, the trip rates from the Institute of Transport Engineers Trip Generation Manual (11th Edition) were sourced.

It should be noted that retail and industry land use typically generate minimal trips during weekday AM peak hour, however, for the purpose of this assessment no adjustment factors have been applied to these land uses.

Due to the land use mix within the proposed development incidences of multi-purpose trips (i.e., cross-trade) are anticipated. However, again for the conservative assessment no cross trade was assumed for the proposed development.

Accordingly, it is estimated that the proposed development would generate a total of about 326 daily trips (both inbound and outbound) with about 46vph and 40vph during the AM and PM peak hours respectively (refer **Table 1**).

In longer term and after road widening the GFA of the service industry area would reduce slightly and accordingly, it is expected that the trip generation of the proposal would reduce slightly in the longer term as shown in **Table 2**.

Table 1: Trip generation of the proposed development (short-term)

Land use	Quantity	Daily Rate	AM Peak	PM Peak	Cross Trade	Daily Trips	AM Trips	PM Trips	AM		PM	
									IN	OUT	IN	OUT
Office	**935**	0.11	0.016	0.012	0	103	15	11	12	3	2	9
Retail	**413**	0.33	0.042	0.042	0	136	17	17	9	9	9	9
Service Industry	**1664**	0.05	0.01	0.01	0	87	13	12	11	3	2	9
TOTAL TRAFFIC						**326**	**46**	**40**	**31**	**14**	**13**	**27**

Table 2: Trip generation of the proposed development (long-term)

Land use	Quantity	Daily Rate	AM Peak	PM Peak	Cross Trade	Daily Trips	AM Trips	PM Trips	AM		PM	
									IN	OUT	IN	OUT
Office	**935**	0.11	0.016	0.012	0	103	15	11	12	3	2	9
Retail	**413**	0.33	0.042	0.042	0	136	17	17	9	9	9	9
Service Industry	**1122**	0.05	0.01	0.01	0	59	9	8	7	2	2	6
TOTAL TRAFFIC						**298**	**41**	**36**	**28**	**13**	**12**	**24**

6.3 Traffic Flow

The distribution of traffic to and from the proposed development has been evaluated by considering the catchment area of the proposed development, existing traffic patterns and the identified key traffic routes. The trip distribution of the development-generated traffic is illustrated in **Figure 5** and **Figure 6** for the short and long-term scenarios.

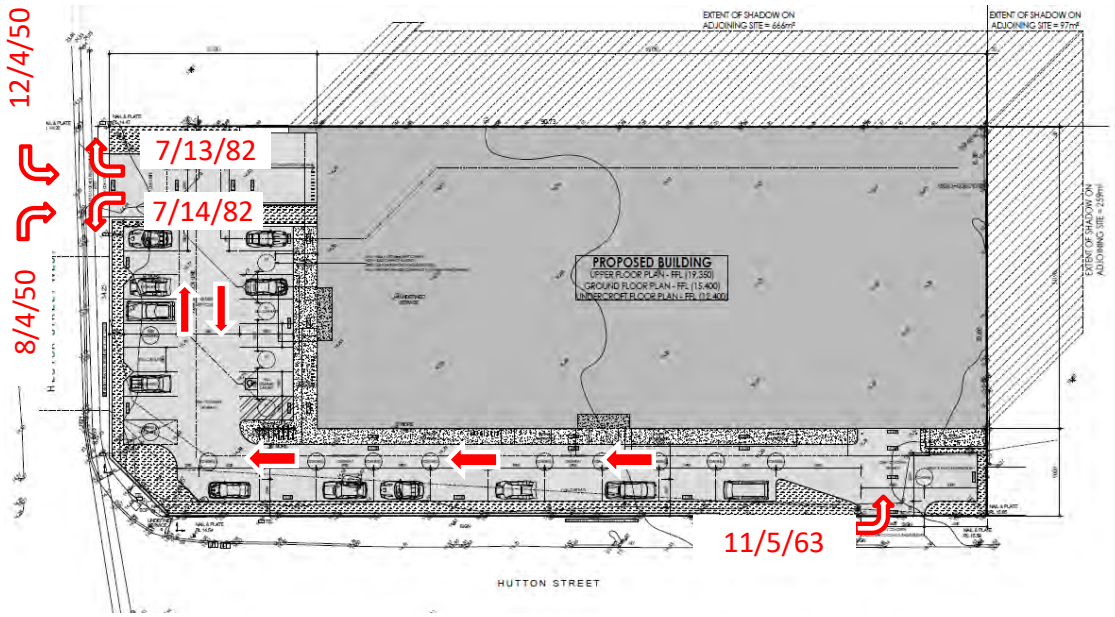


Figure 4: Short term, estimated traffic movements for the proposed development – AM/ PM/ Daily

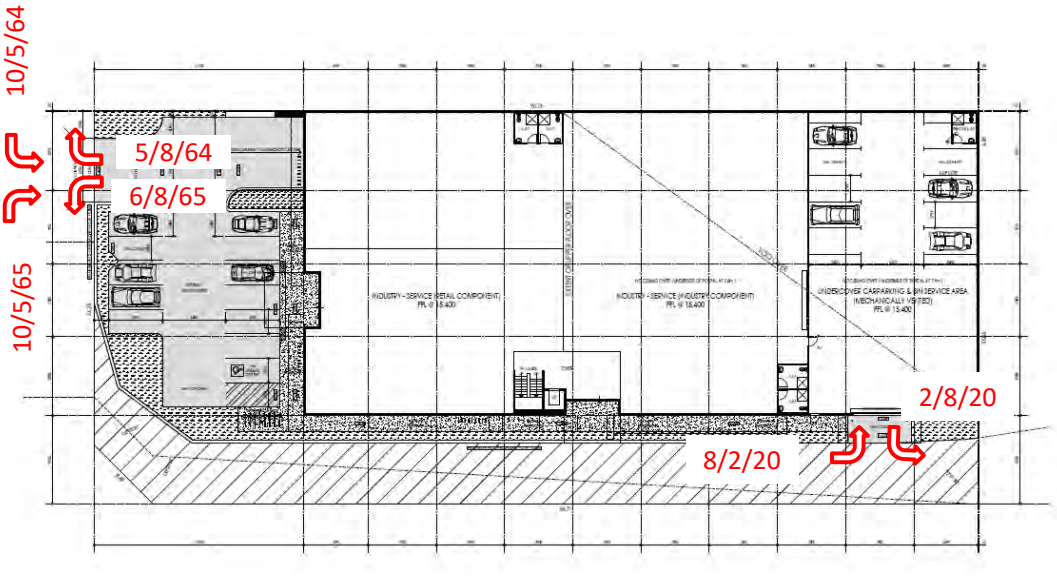


Figure 5: Long-term, estimated traffic movements for the proposed development – AM/ PM/ Daily

6.4 Impact on Surrounding Roads

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

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

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.2**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not require further assessment.

7 Traffic Management on the Frontage Streets

The existing road network and its classification in the Main Roads WA Functional Road Hierarchy is shown in **Figure 7.**

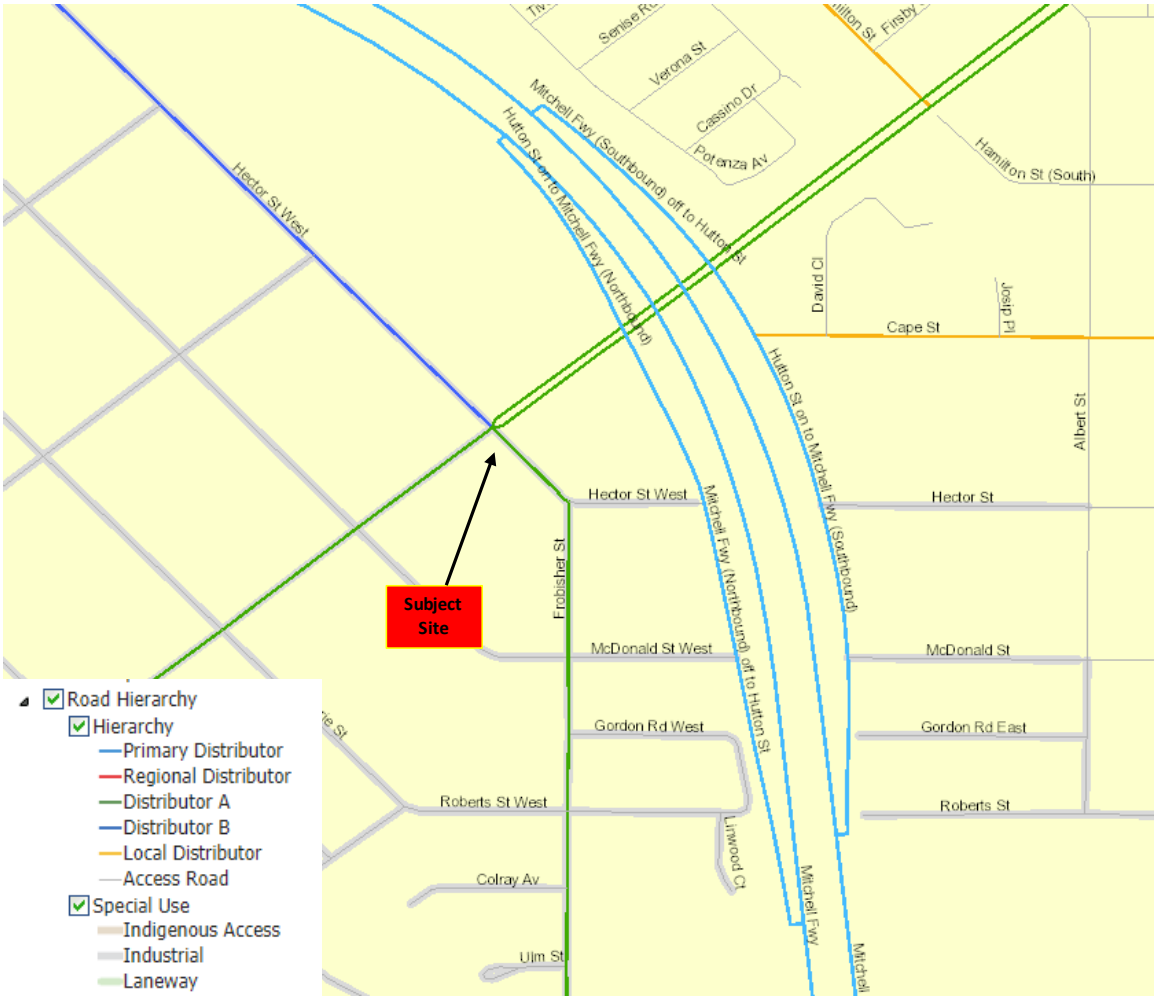


Figure 6: Existing road hierarchy

Hutton Street in the vicinity of the subject site is constructed as a four-lane road with pedestrian paths on both sides of the road. Hutton Street is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under a sign posted speed limit of 60 km/h adjacent to the subject site, as shown in **Figure 8.**



Figure 7: Southbound view along Hutton Street in the vicinity of the subject site

Hector Street West in the immediate vicinity of the subject site is constructed as an approximately 14m wide single carriageway two lane road with pedestrian paths on the east side of the road. The existing carriageway is wide enough to effectively accommodate two traffic lanes on each direction of the road in this vicinity.

Hector Street West to the west of the Hutton Street is classified as a *Distributor B* road, it is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under a sign posted speed limit of 60 km/h, as show in **Figure 9**.



Figure 8: eastbound view along Hector Street West in the vicinity of the subject site

Existing average weekday traffic (AWT) volumes for Hutton Street and Hector Street West have been obtained from the Main Roads WA and illustrated in **Figure 10.**

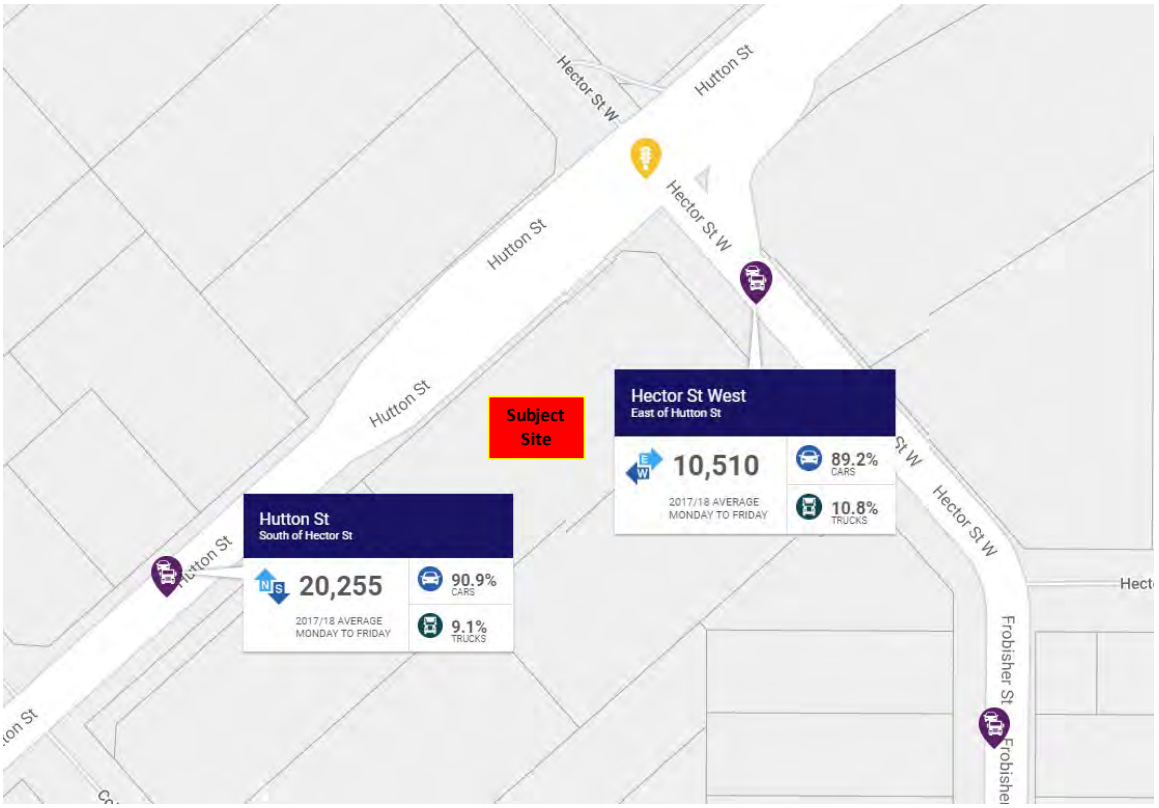


Figure 9: Existing traffic counts on Hutton Street and Hector Street West

The latest traffic count information sourced from Main Roads WA indicates that Hutton Street (south of Hector Street) carried approximately 20,255 vehicles per day (2017/2018) with about 1,524vph during AM (8:15-9:15) and 1,903vph during PM (4:15-5:15) peak hours. Similarly, Hector Street West (east of Hutton Street) carried approximately 10,510 vehicles per day with about 933vph during AM (7:45-8:45) and 785vph during PM (4:45-5:45).

8 Public Transport Access

Nearby public transport services are shown in **Figure 11**. The subject site does not have direct accessibility to bus services. However, bus service 413 runs along Collingwood Street, which is approximately 100m to the south of the subject site. This bus route passes through Glendalough and Stirling train stations and provides opportunity to transfer to other connecting bus and rail services.

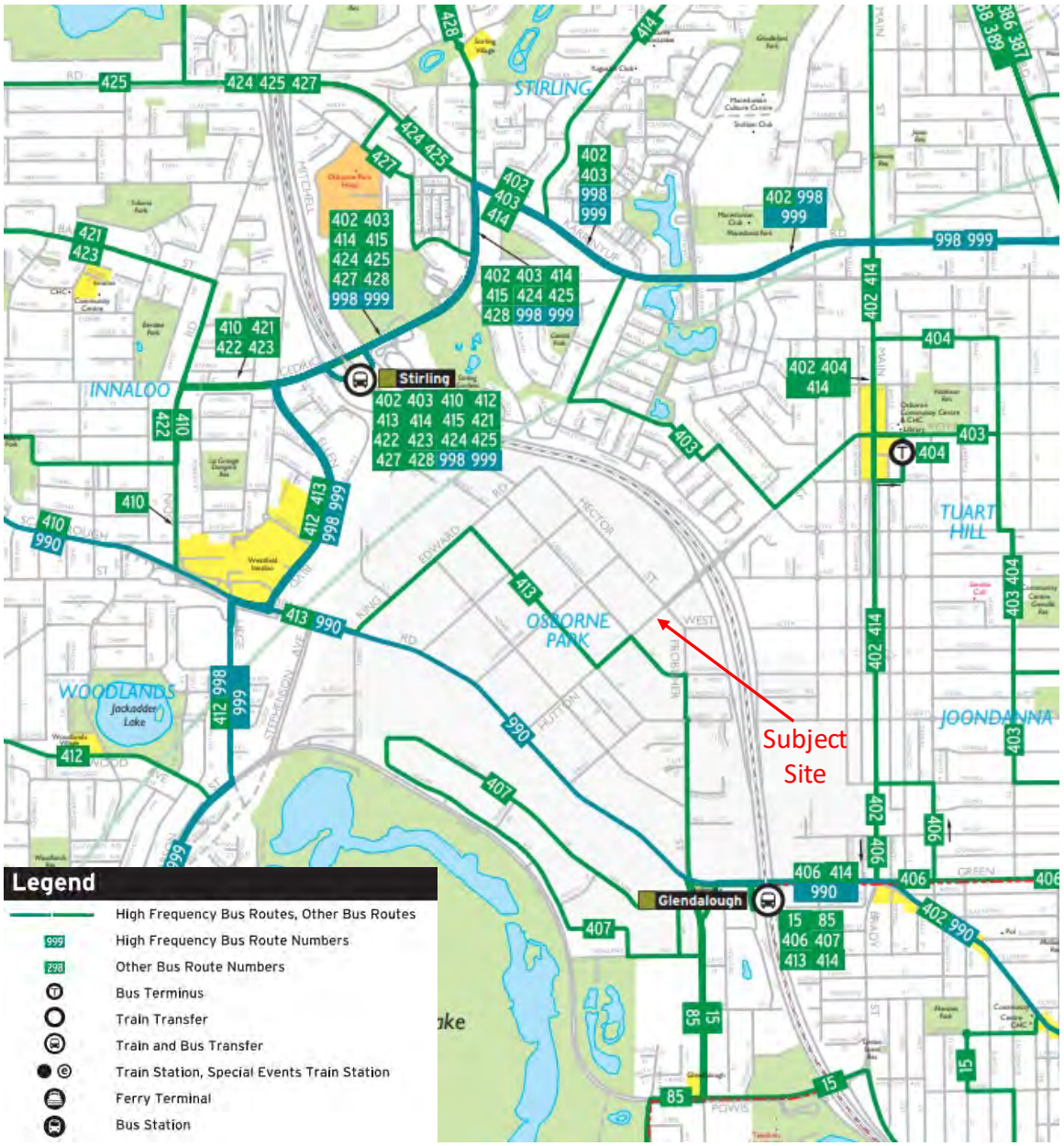


Figure 10: Existing bus routes (Transperth Map)

9 Pedestrian and Cycle Access

Pedestrian access to the subject site is available via the existing external footpath network running along both sides of Hutton Street and the eastern side of Hector Street West.

The Perth Bicycle Network Map (see **Figure 12**) shows the existing cyclist connectivity to the subject site. The subject site is not directly accessible by the cyclist. However, a Principle Shared Path (PSP) route is provided along the railway line to the east in the vicinity of the subject site.

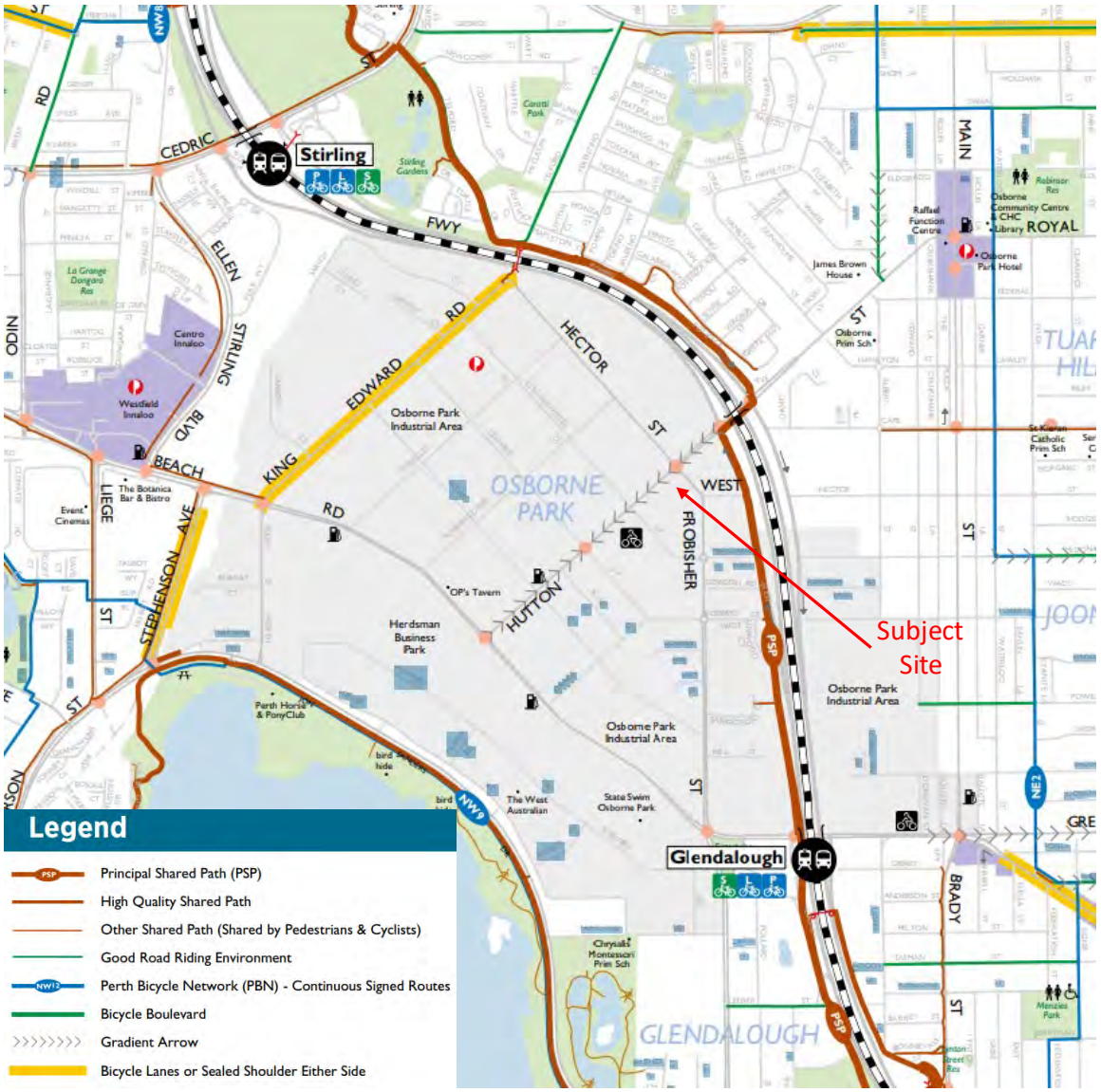


Figure 11: Perth bicycle network map (DoT)

10 Site Specific Issues

Other that the issues associated with the development crossover on Hutton Street, no other site-specific transport issues have been identified for the proposed development.

The proposed long-term plans demonstrate that the proposed development is able to accommodate the future road widening and PCA.

In the short-term the access and egress arrangements for the proposed development are provided via an existing full movement crossover on Hector Street West and a proposed left entry only crossover on Hutton Street.

In the long-term and as part of the Hutton Street widening project, the proposed Hutton Street crossover would be operating as a left in/ left out crossover. The proposed Hutton Street crossover in the long-term would be used infrequently by service vehicles and 10 staff vehicles accessing the undercover parking.

The proposed undercover parking would generate maximum of 10 trips during the morning peak hours (8 vehicles in and 2 vehicles out). The roller door will be automatically left open before and during the arrival of the staff vehicles so no queueing is anticipated at Hutton Street crossover and at the entry to the undercover parking. The commercial waste contractor will be organised outside the normal operating hours to ensure that no conflict with the daily operation of the site will be experienced.

11 Safety Issues

No particular transport safety issues have been identified for the proposed development.

12 Conclusions

This 2nd Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Milankov Designs & Project Management with regard to the proposed Industry (Service) & Office development to be located at Lot 901 (40) Hutton Street, Osborne Park, in the City of Stirling.

Two sets of plans are prepared by Dynamic Planning and Developments for before and after the proposed road widening along Hutton Street. The long-term plans are prepared to ensure that the proposed development would be functional and can accommodate the future road widening and PCA along Hutton Street. The updated plans for the short term use the current road widening area for parking until such a time that the land is required and road widening.

The access and egress arrangements for the proposed development are provided via an existing full movement crossover on Hector Street West and a proposed left in entry only crossover on Hutton Street. In the longer term and after the proposed road widening along Hutton Street, the proposed driveway and the parallel parking bays along Hutton Street will be removed. At this stage, the main access/ egress to the site would be via the existing full movement crossover on Hector Street West. After the widening of Hutton Street in the longer term, the proposed Hutton Street crossover would be operating as a left in/ left out crossover.

Waste collection will be undertaken on site. Turn path analysis undertaken for a 6.4m waste collection truck confirms satisfactory access, egress and circulation for both short and long term.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is relatively low and as such would not have a significant impact on the surrounding road network.

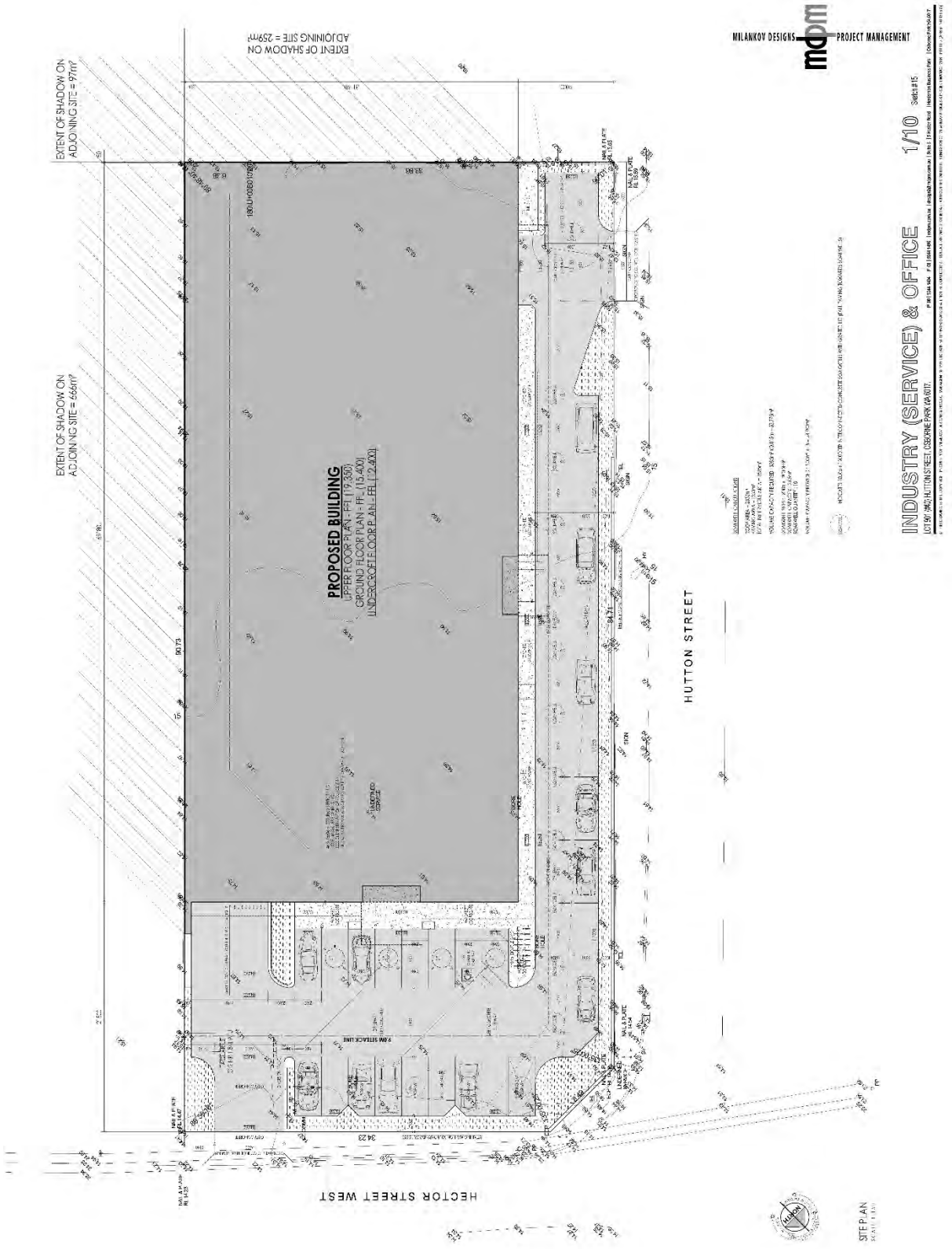
It is anticipated that the proposed parking supply for the development would address the parking requirements for the proposed development.

It is concluded that the traffic related issues should not form an impediment to the approval of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN

Short-term plan



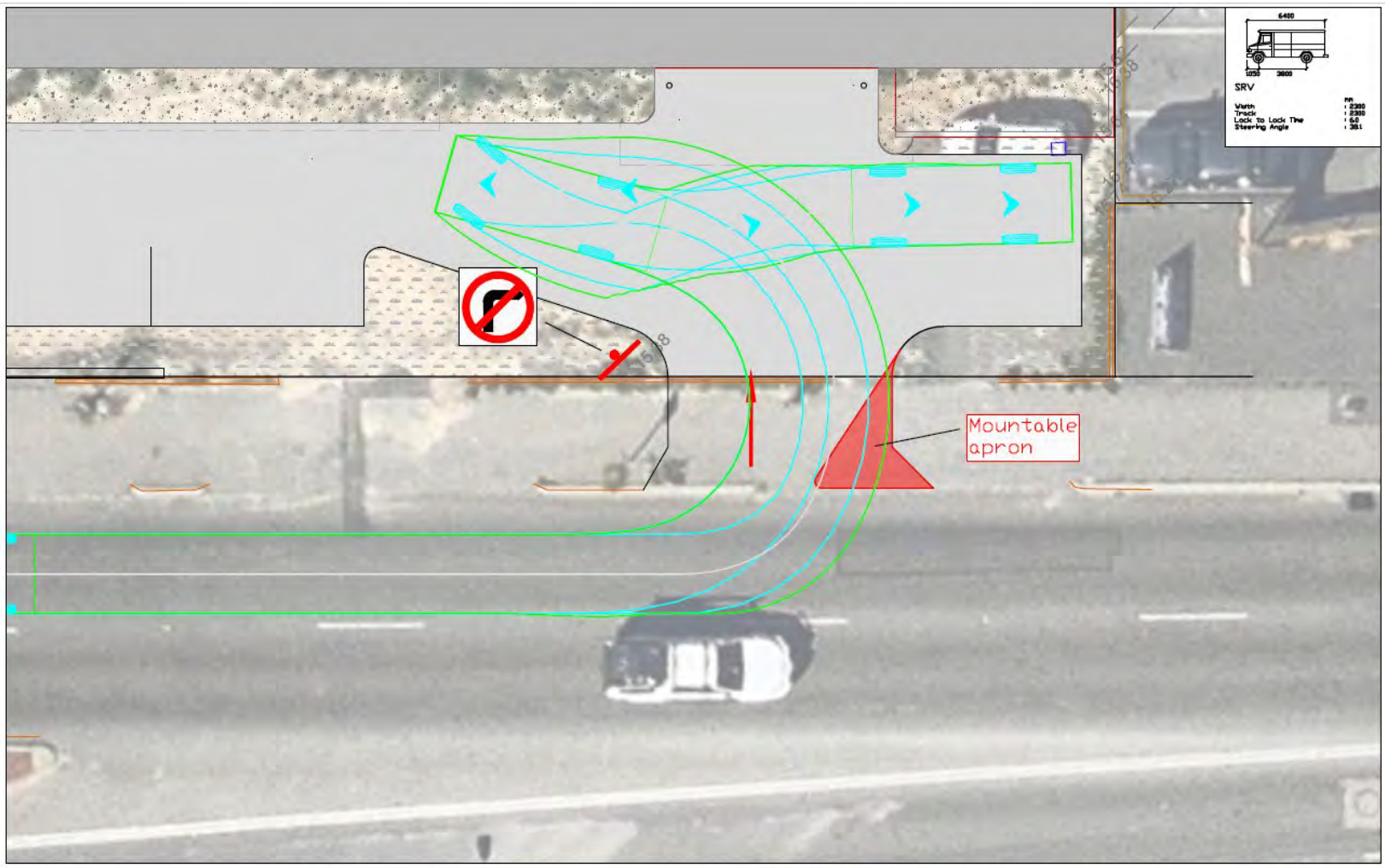
Long-term plan

Appendix B

TURN PATH ANALYSIS

Short-Term & Long-Term Plans

SHORT TERM



Lot 901 (40) Hutton Street, Osborne Park

6.4m Service Vehicle

Short term scenario: service vehicle entry

LEGEND

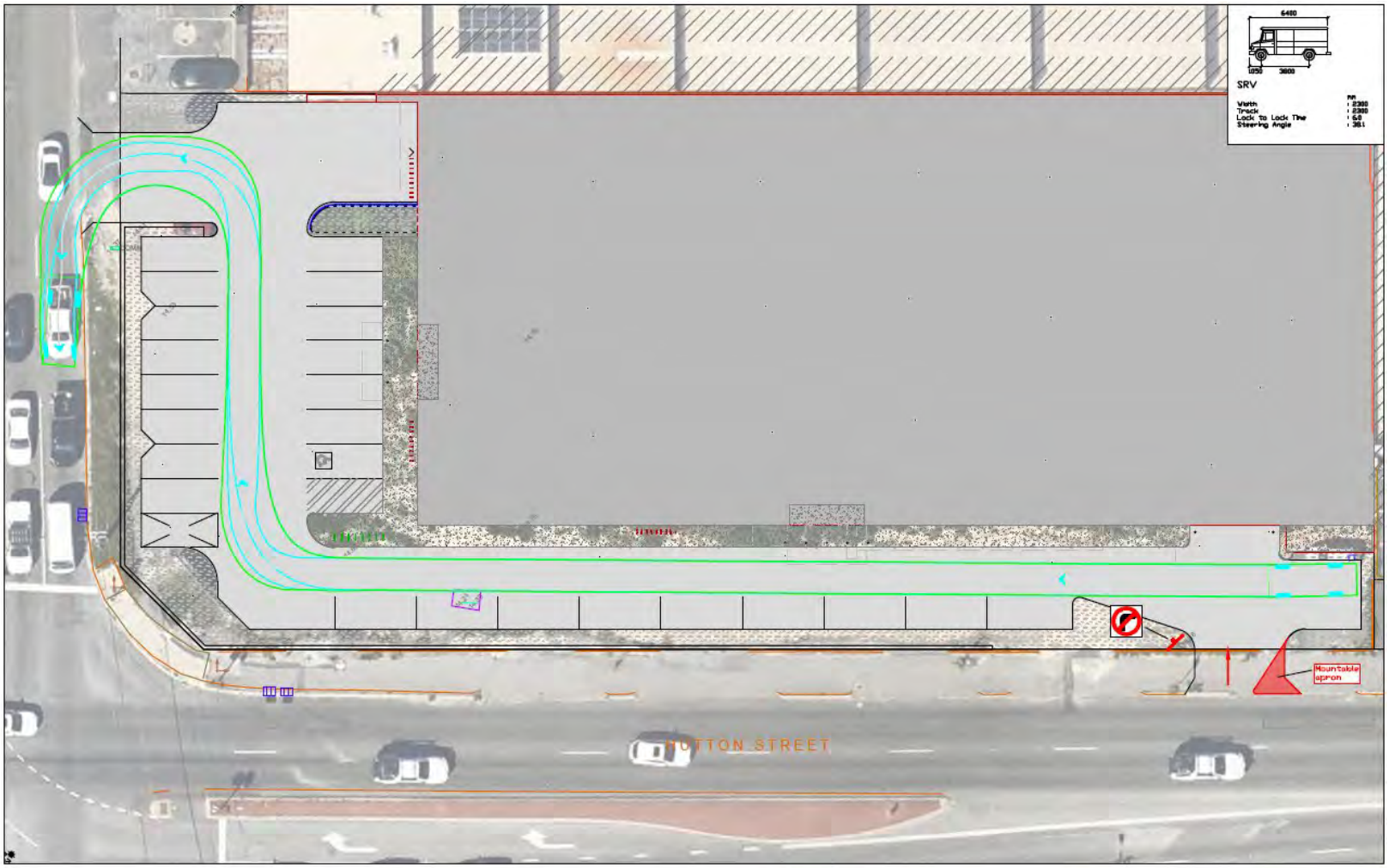
Vehicle Body

Wheel Path

t22.161.sk21

30/5/2023

Scale: 1:100 @ A3



Lot 901 (40) Hutton Street, Osborne Park

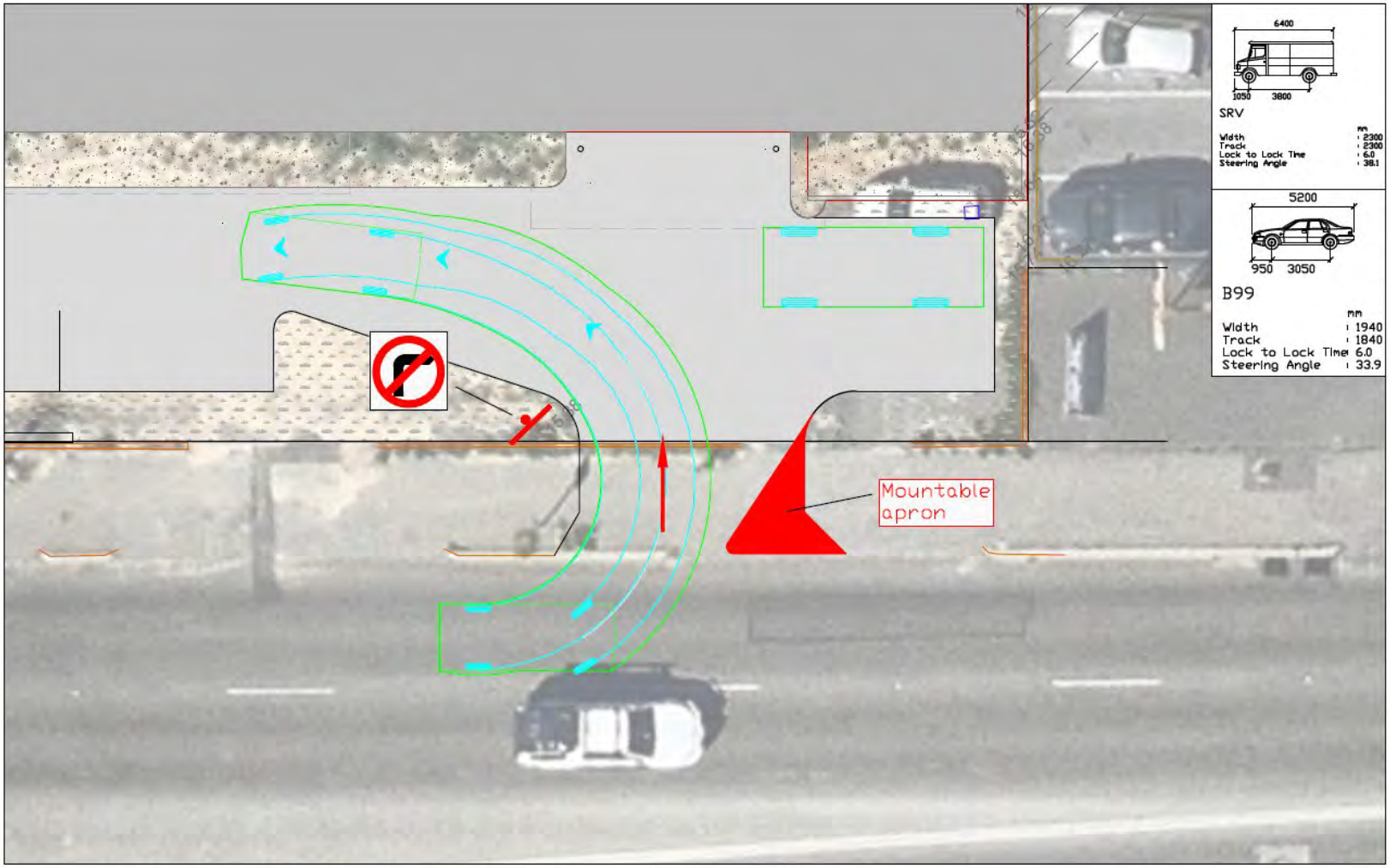
6.4m Service Vehicle
Short term scenario: service vehicle exit

LEGEND

Vehicle Body
Wheel Path

t22.161.sk22
30/5/2023
Scale: 1:250 @ A3

transcore



Lot 901 (40) Hutton Street, Osborne Park

B99 Passenger Vehicle & 6.4m Service Vehicle

Left turn entry of passenger vehicle and parked service vehicle

LEGEND

Vehicle Body

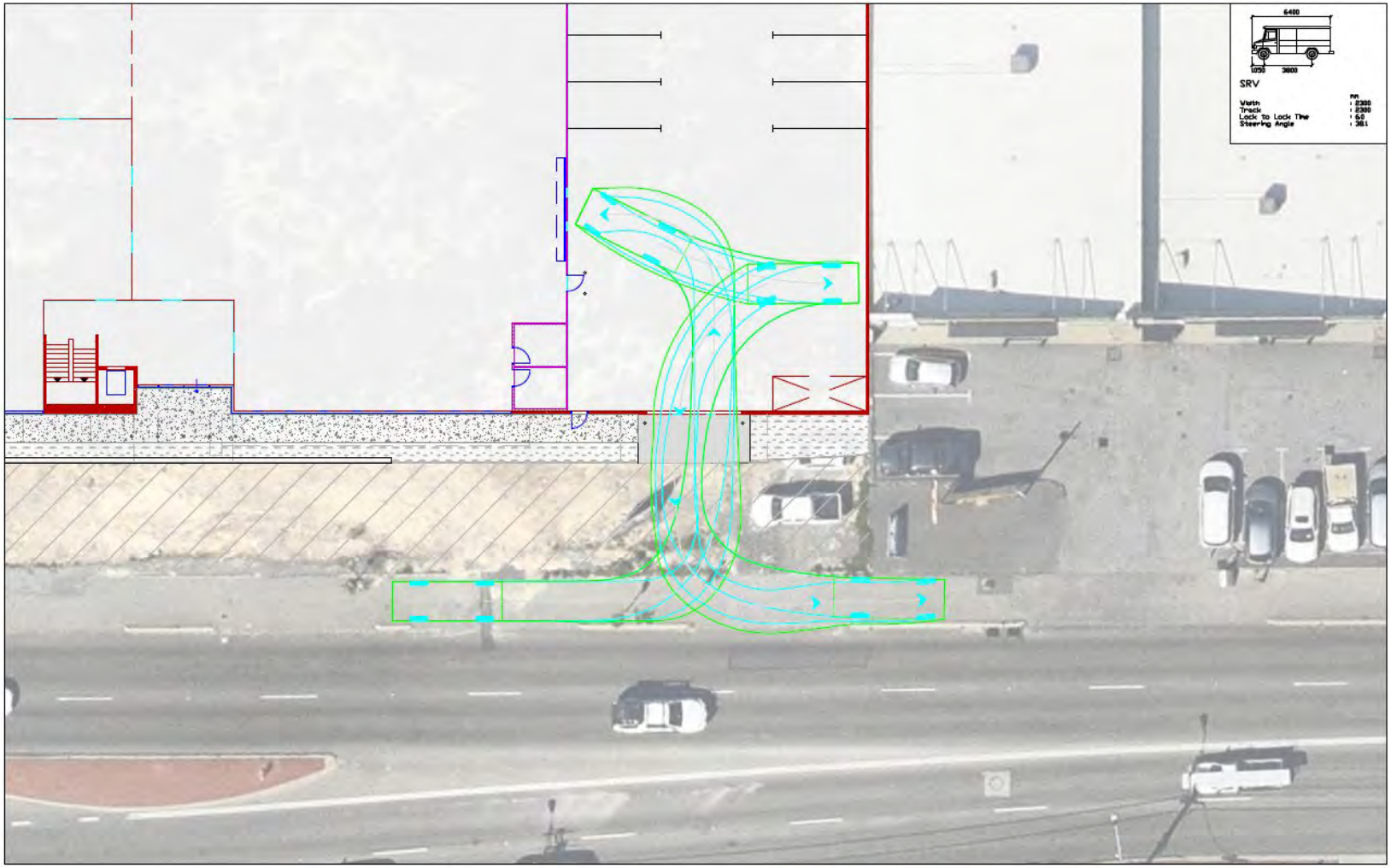
Wheel Path

t22.161.sk24

30/5/2023

Scale: 1:100 @ A3

LONG TERM



Lot 901 (40) Hutton Street, Osborne Park

6.4m Service Vehicle

Long term scenario: service vehicle entry and exit

LEGEND

Vehicle Body

Wheel Path

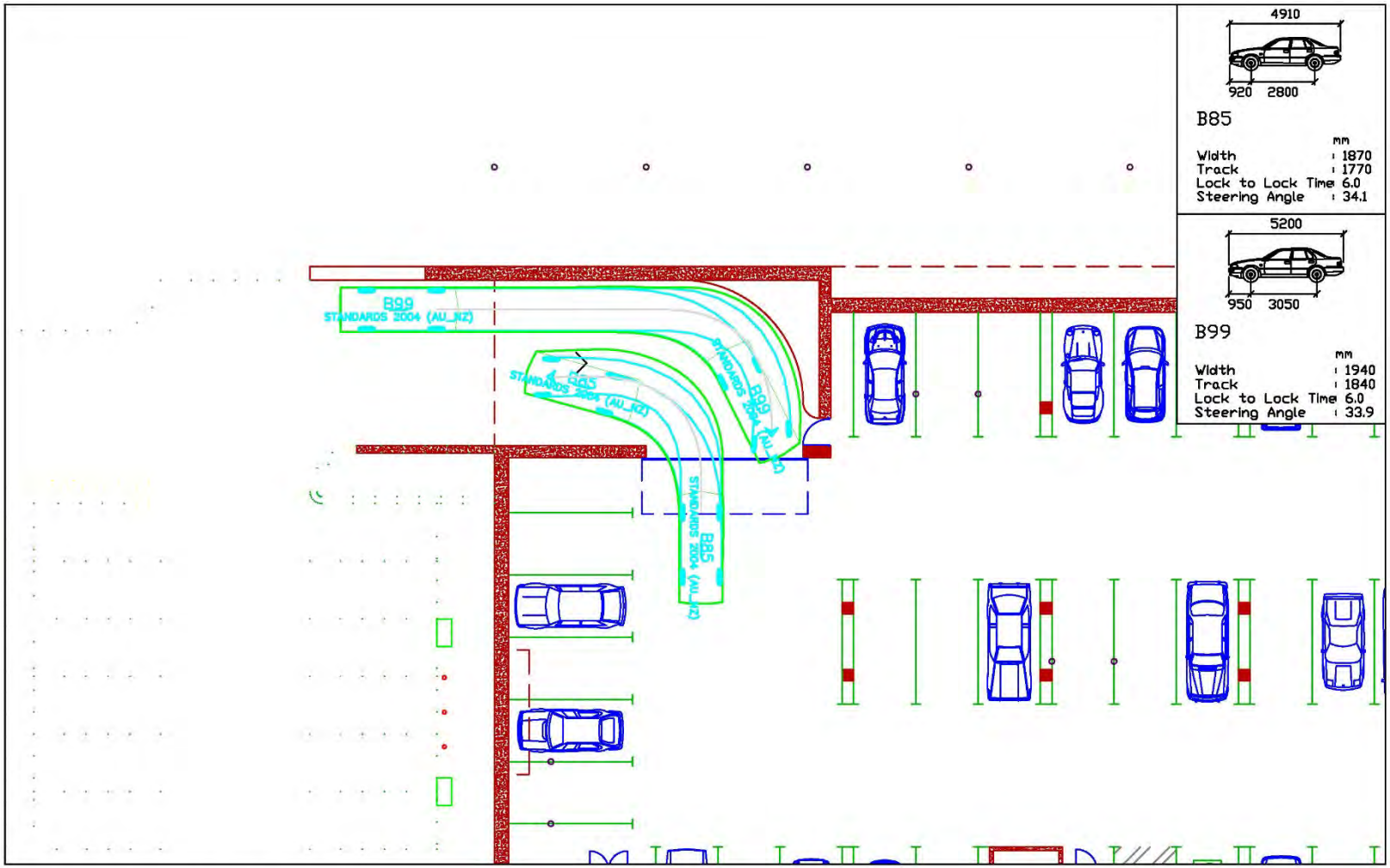
t22.161.sk23

30/5/2023

Scale: 1:200 @ A3

transcore

TURN PATHS FOR B99 AND B85 CARS



Lot 901 (40) Hutton Street, Osborne Park

B85 and B99 Passenger Car

LEGEND

Vehicle Body

Wheel Path

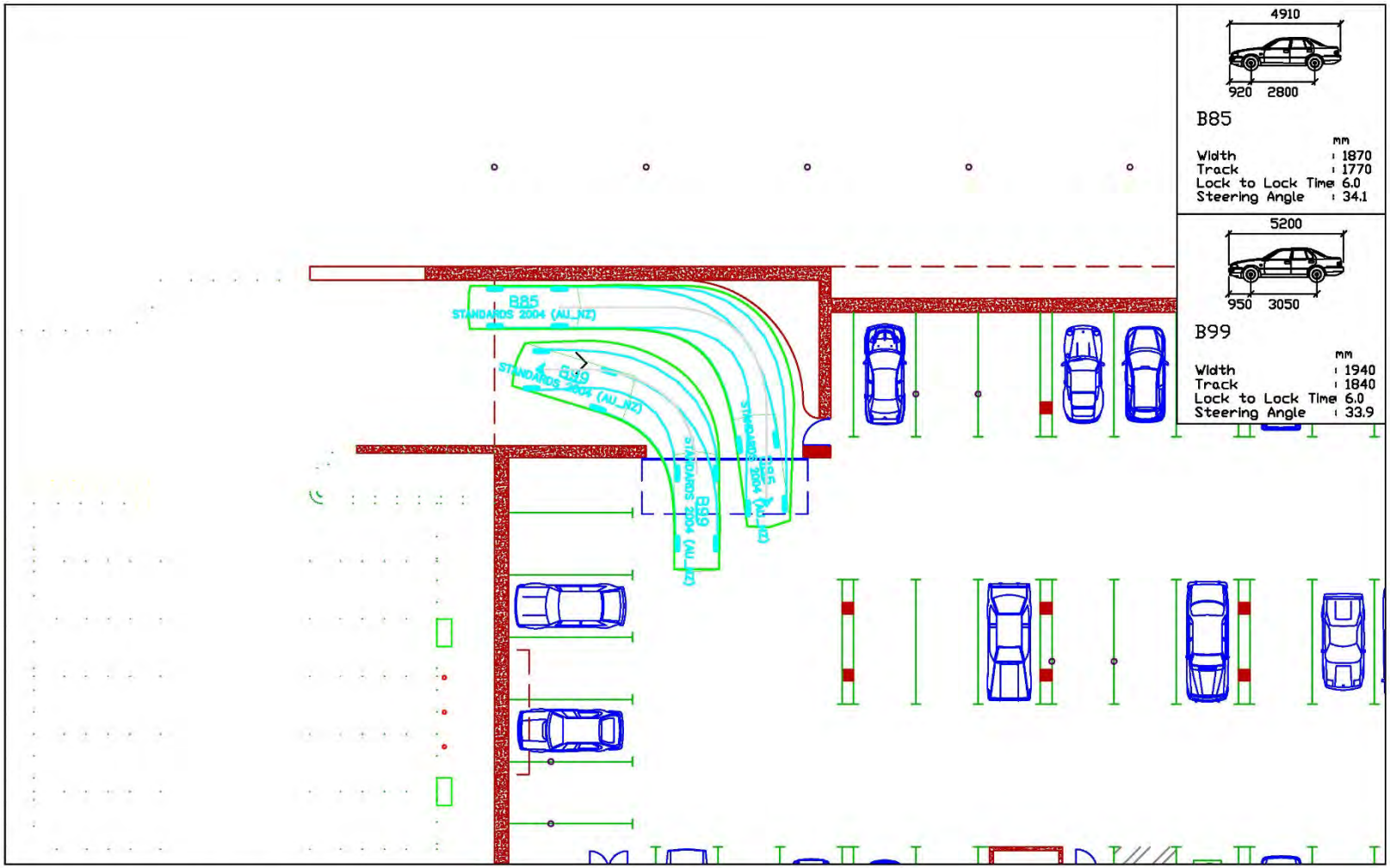
300mm Clearance

t22.161.sk016

6/4/2023

Scale: 1:150 @ A3

transcore



Lot 901 (40) Hutton Street, Osborne Park

B85 and B99 Passenger Car

LEGEND

Vehicle Body

Wheel Path

300mm Clearance

t22.161.sk016

6/4/2023

Scale: 1:150 @ A3

transcore

APPENDIX 4 – TDL Landscaping Technical Note

Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023

LOT 901 (40) HUTTON STREET, OSBORNE PARK INDUSTRY (SERVICE) AND OFFICE BUILDING

LANDSCAPE DESIGN REVIEW

Prepared by TDL

3 PITINO COURT
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Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023

Contents

Contents 2
Background 3
Design Overview 3
Conclusions 4
Recommendations 5

Document Control

Revision	Date	Issue	Prepared by	Reviewed by	Notes
A	03/11/2022	Comment	AF	TD	

According to the MDPM drawing, the following soil space is provided for tree planting:

- Trees are positioned within new garden beds. Total area of continuous garden bed is approx. 160-170m^2. This includes wider soil spaces at the truncation and adjacent the crossover
- Width of garden bed at proposed tree locations: 1.1m
- Adjacent finishes:
  - Asphalt carpark
  - Existing footpath in Hutton Street verge
  - Turf in Hector Street verge (assumed retention of existing treatment)
  - Retaining wall along lot boundary between new garden beds and verge treatments. Verge is lower than the planting beds behind. Retaining height varies from 0 along Hutton Street to 880mm to Hector Street.
- Proposed tree stock size: 200L

Conclusions

On review, TDL advises that the selected species of *Platanus acerifolia*, London Plane are not suitable for planting in the proposed locations due to the following considerations:

- The trees are positioned on a 550mm offset from the back of retaining wall. The elevated position behind the structure will restrict surface root growth in that direction. Trees are also expected to put load on the retaining structure.
- Mature trunk diameter is almost the same as the width of garden bed space provided. This means a restricted root space environment where root damage is expected to occur resulting in:
  - Lifting the surrounding asphalt
  - Causing cracks and damage to the retaining structure
- Fruit drops may become a trip hazard along Hutton Street, although in this particular area it is expected to be low risk.
- 200L tree stock has a rootball diameter of 500-700mm. Excavation and planting of tree stock at this size is not practical in the proposed tight space behind retaining structures.

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Recommendations

Based on the above, TDL recommend the following amendments to the design:

- Relocate *Platanus acerifolia*, London Plane trees to the wider garden beds where minimum 9m2 of deep soil is provided and the minimum width of garden bed is at least 2 meters. These locations (4) are marked with green circle on the marked-up plan – refer to Figure 1.
- Change the species selection of the remaining trees located within the narrow planting beds. Select small to medium scale trees with less invasive root system. These locations (4) are marked with yellow circle on the marked-up plan – refer to Figure 1.

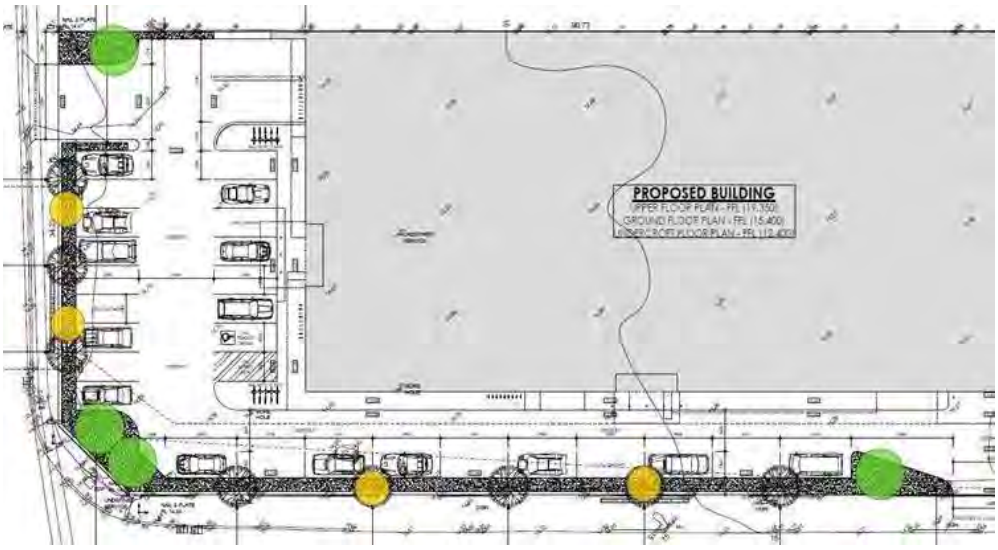


Figure 1 Recommended large tree positioning to take advantage of the available garden bed spaces

- Provide nibs for tree planting to the 90-degree parking bays on Hector Street frontage. This will increase the deep soil area surrounding the tree, whilst the base of the tree will be positioned further away from the retaining wall. Refer to Figure 2 for indicative layout.

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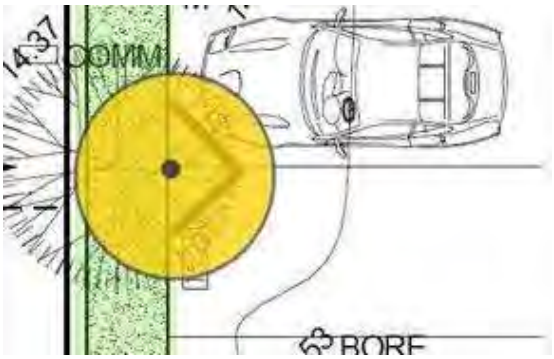


Figure 2 Tree nibs in 90-degree parking bay

MDPM has revised their landscape drawings accordingly, please refer site plan / landscape plan provided by MDPM.

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Version: 1, Version Date: 10/02/2023

APPENDIX 5 – Waste Management Plan

Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023

DYNAMIC PLANNING AND DEVELOPMENTS

WASTE MANAGEMENT PLAN



LOT 901 (NO. 40) HUTTON STREET, OSBORNE PARK
WASTE MANAGEMENT PLAN

OUR REF: 1580

INTRODUCTION

This waste management plan pertains to the following:

Development: Proposed Industry (Service) and Office development.

Address: Lot 901 (No. 40) Hutton Street, Osborne Park

This waste management plan is to address the operational phases of the development and has been developed having reference to the WALGA *Commercial and Industrial Waste Management Plan Guidelines* and the City of Melbourne's *Waste Generation Rates 2016.*

Once approved by the City, waste collection and disposal is to be undertaken in accordance with this Waste Management Plan, subject to any additional conditions of planning approval.

The development consists of:

☒ Residential

If yes, how many dwellings? **N/A**

☑ Non-Residential Tenancies

If yes, complete the table below:

Land Use	***No. of Tenancies***	***Gross Leasable Area (GLA)***
Industry – Service	1	1,664sqm
Industry – Service (Retail)	1	413sqm
Industry – Service (Office)	1	870sqm

WASTE AND RECYCLABLES CAPACITY

In the absence of the City of Stirling having applicable waste generation rates, the rates used in the below table are based on both the WALGA *Commercial and Industrial Waste Management Plan Guidelines* and the City of Melbourne's *Waste Generation Rates 2016*.

Land Use	***Total Waste Requirement***	***Total Recycling Requirement***
Industry – Service Component		
Warehouse (1,664sqm)	10L / 100m^2 floor area / day = 832L p/w	10L / 100m^2 floor area / day = 832L p/w
Industry – Service (Retail) Component		
Showroom (413sqm)	40L / 100m^2 floor area / day = 826L p/w	10L / 100m^2 floor area / day = 206.5L p/w
Industry – Office Component		
Office (870sqm)	10L / 100m^2 floor area / day = 435L p/w	10L / 100m^2 floor area / day = 435L p/w
Total Generated	**2,093L total, per week**	**1,473.5L total, per week**

BIN SELECTION

Type of bins to service the development:

Non-Residential

Please circle selected bin size:

Bin Capacity	**80L**	**120L**	**140L**	**240L**	**360L**
Height (mm)	870	940	1065	1080	1100
Depth (mm)	530	560	540	735	885
Width (mm)	450	485	500	580	600
Approx. footprint (m^2)	0.24	0.27	0.27	0.43	0.53

Total number of bins proposed: **6 x 360L general waste and 5 x 360L recycle waste bins per unit**

BIN STORE & COLLECTION ARRANGEMENT

Total Non-Residential (litres) generated	A maximum of 2,093L of general and 1,473.5L of recycle waste

No of bins proposed	6 x 360L general and 5 x 360L recycle bins on a once a week pick up on a fixed designated collection day.
Total waste capacity	2,160L – General Waste 1,800L – Recycle Waste
Bin area required	5.83sqm
Bin store area proposed	11sqm
Bin store area proposed post-road widening	10.7sqm

Collection

- ☑ On-Site
- ☒ Street Collection

A commercial waste contractor will be engaged to manage refuse collection and it is proposed to have this occur on a fixed designated collection day outside of staff operating hours. The location of the bin store is such that collection can occur on site with the waste truck to utilize the reversing bay available at the front of the site.

Bin Compound Information

The location of the relevant bin storage area has been identified on the development plans – please refer **Attachment 1**.

The proposed bin store will be located toward the front of the site for ease of servicing and in close proximity to the dedicated reversing bay. The bin store will ensure the bins are stored in a fully enclosed area and will be screened from view from the street. Within the bin store there is a designated tap and a drain to enable cleaning and maintenance of the bins. As the bin store is communal, we expect waste to be collected within each unit using smaller individual bins and then staff will transfer the waste collected internally to the communal bins within the designated bin store.

Servicing / collection of bins is made easy by virtue of the dedicated reversing bay and its proximity to the bin store.

OTHER CONSIDERATIONS

Other Waste Requirements

Liquid or hazardous waste generated on-site? **N/A**
If Yes, please detail collection arrangements:

_____

_____

_____

Medical waste products controlled by the *Environmental Protection (Controlled Waste) Regulations 2004* generated on-site? **N/A**

If Yes, please detail collection arrangements:

_____

_____

_____

Will processing, retail and/or wholesale of animal products occur on-site? **N/A**

If Yes, please detail collection arrangements:

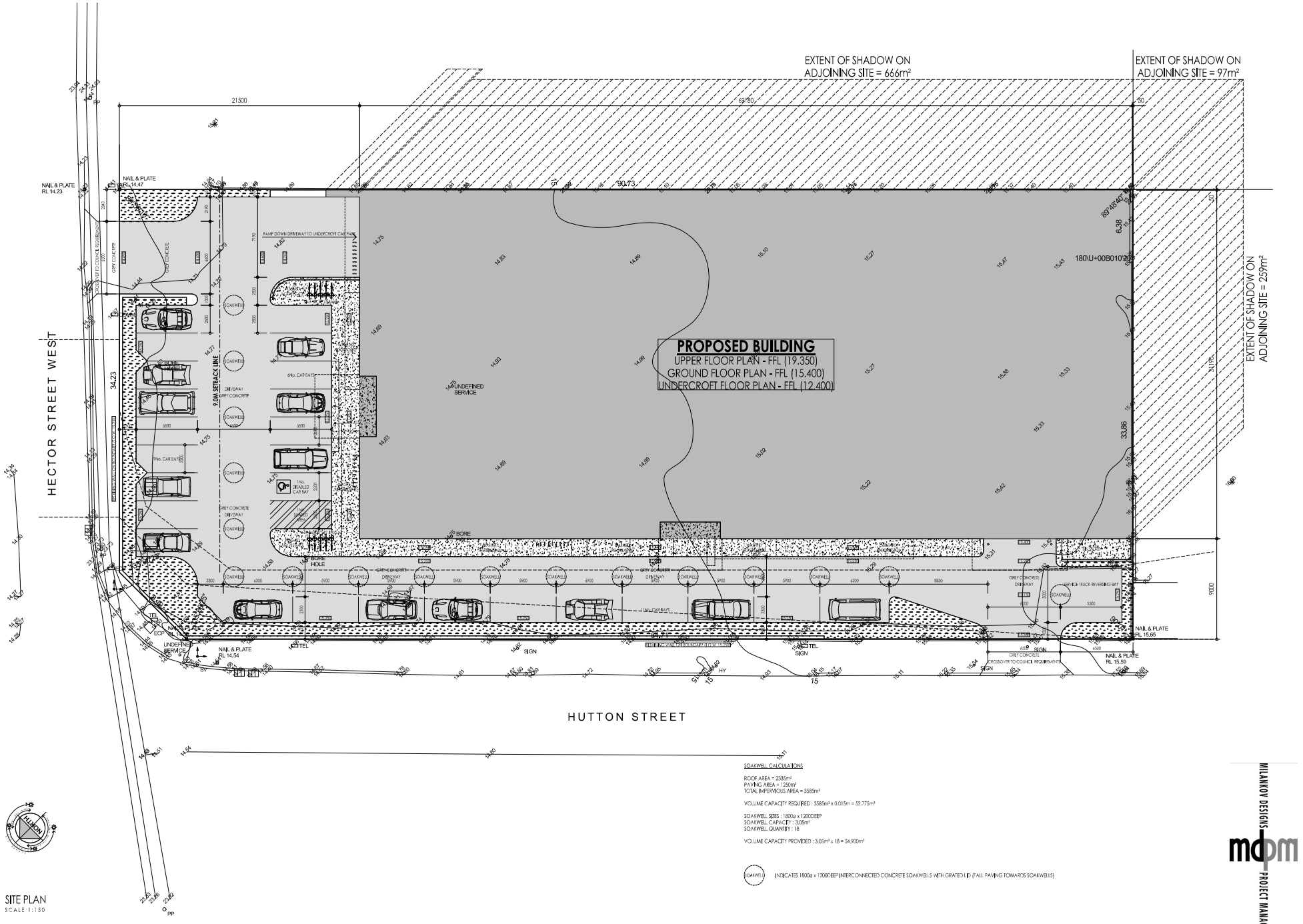
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APPENDIX 6 – Drainage Management Plan

Document Set ID: 10763987
Version: 1, Version Date: 10/02/2023



SITE PLAN
SCALE 1:150

SOAKWELL CALCULATIONS

ROOF AREA = 2335m²
PAVING AREA = 1250m²
TOTAL IMPERVIOUS AREA = 3585m²

VOLUME CAPACITY REQUIRED : 3585m² x 0.015m = 53.775m³

SOAKWELL SIZES : 1800ø x 1200DEEP
SOAKWELL CAPACITY : 3.05m³
SOAKWELL QUANTITY : 18

VOLUME CAPACITY PROVIDED : 3.05m³ x 18 = 54.900m³

(SOAKWELL) INDICATES 1800ø x 1200DEEP INTERCONNECTED CONCRETE SOAKWELLS WITH GRATED LID (FALL PAVING TOWARDS SOAKWELLS)

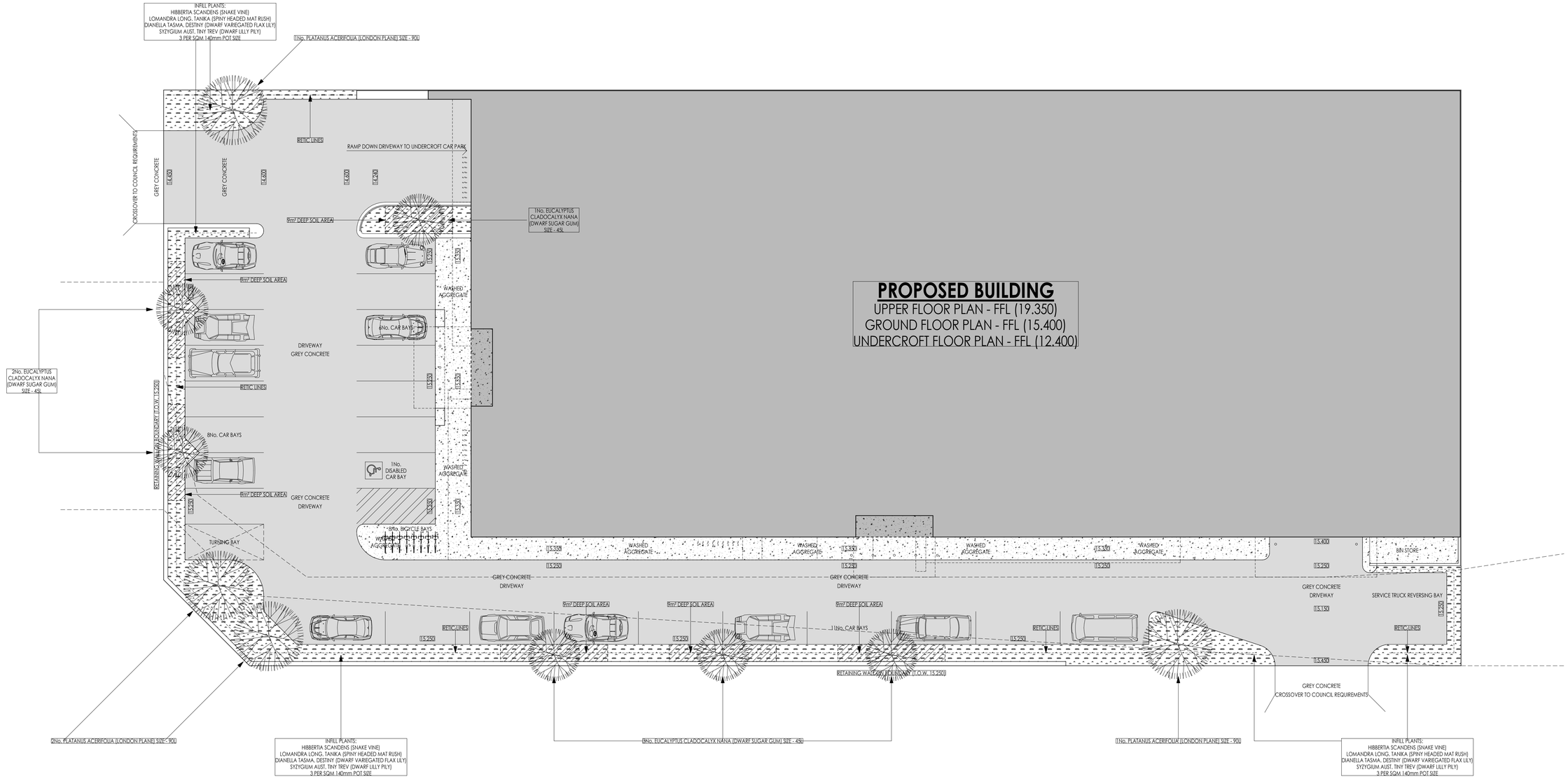
INDUSTRY (SERVICE) & OFFICE

1/10 Sketch # 13

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

MILANKOV DESIGNS + PROJECT MANAGEMENT
P 08 | 9244 1494 F 08 | 9244 1496 | mdpm.com.au | design2@mdpm.com.au | Suite 6 | 5 Haslar Road | Herdsman Business Park | Osborne Park WA 6017

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PROPOSED BUILDING
UPPER FLOOR PLAN - FFL (19.350)
GROUND FLOOR PLAN - FFL (15.400)
UNDERCROFT FLOOR PLAN - FFL (12.400)

NORTH

LANDSCAPE PLAN
SCALE 1:150

MILANKOV DESIGNS
mdpm
PROJECT MANAGEMENT

INDUSTRY (SERVICE) & OFFICE

2/10 Sketch # 15

LOT 901 (#40) HUTTON STREET, OSBORNE PARK WA 6017.

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Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

City of Stirling
25 Cedric Street
Stirling WA 6021

Your ref: DA22/1483
Our ref: 20-50983-4
Enquiries: Mani Ragireddy (Ph: 6551 9051)

27 March 2023

Attention: Tracey Baglin

Dear Tracey,

Re: Lot 901 (40) Hutton Street, Osborne Park

Further to your correspondence of 23 February 2023, the following comments are provided with respect to the revised Transport Impact Statement (TIS) dated 24 November 2022.

Stirling City Centre Structure Plan

The upgrading of Hutton Street was originally initiated in 2007/08 by the City of Stirling, the then Department of Planning and other stakeholders as part of a review of the Stirling City Centre Structure Plan. This review identified the need for an alternative arterial route to replace the originally planned functions of Stephenson Highway (now Stephenson Avenue) with Hutton Street being identified as a long-term freight route. Hutton Street has been reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) since November 1992.

Planning Control Area 159

A Planning Control Area (PCA) was implemented in 2010 to protect additional land required for the upgrade of Hutton Street between Hector Street West and Howe Street to ensure that no development occurs on the land which may prejudice this purpose until it may be reserved for a regional road in the MRS.

Land Requirements

It is noted that car parking bays, landscaping, and an access point (on to an ORR) for the proposed development are located within the land reserved under the MRS and the PCA for Hutton Street. WAPC Land Requirement Plan Number 1.7374 and PCA 159 indicate that an additional area of approximately 601m^2 (on Lot 901) is reserved and protected for future road upgrades. The future road upgrades will impact upon the parking bays including the truck reversing bay.

Background

Transcore has been working with the applicant since 2019. The initial application for this site proposed a 7-11 development. The Department recommended right-turn restrictions for Hutton Street access (i.e. left-in/left-out only from Hutton Street). As part of the initial investigations and based on Transcore's recommendations, the applicant agreed for the Hutton Street access to operate as left-in/left-out as a result of its function as an ORR. The Department recommended left-in/left-out at the Hutton Street access point (TIS dated 27 June 2022) for the same land-uses.

Revised Transport Impact Statement (TIS)

The revised TIS (dated 24 November 2022) states that a number of parking bays are located within the MRS and PCA area. The following land uses are proposed at the subject site:

1. 935m^2 (revised from 870m^2) GFA office;
2. 1,664m^2 GFA industry (service component);
3. 413m^2 GFA retail;

Access

Section 3.1 of the TIS states that the proposed crossover on Hutton Street is entry only (with right turn movement from Hutton Street allowed) in the short term, and entry plus exit (with left-in/left-out) in the longer term. In the short term, there may be some vehicular conflicts between vehicles entering from Hutton and Hector Streets given the lack of turn around facilities. It is recommended that the City investigates safety issues within the parking aisles. The proposed right turn-in access from Hutton Street is not supported.

Crash History

A total of 2 right-angle and 3 rear-end crashes occurred along Hutton Street mid-block in the vicinity of the proposed access between 2017 and 2021. During the same period, the signalised intersection of Hutton Street and Hector Street West recorded a total of 60 crashes (57 between 2015 to 2019) including 2 hospitalisations and 8 requiring medical attention. The proposed right turn-in from Hutton Street has the potential to contribute to additional crashes.

Hutton Street Design

As per the Department's correspondence dated 9 September 2022, the Department continues to work with the City on the long-term design for Hutton Street considering the land reserved under MRS and PCA 159 (formerly PCA 110). The draft concept design (design) includes three traffic lanes in each direction (adjacent to subject lot) with a continuous median, a principal shared path on the southern side and auxiliary turn lanes at intersections. The design was issued to the Department for feedback in October 2022 and subsequently the City has also provided comments.

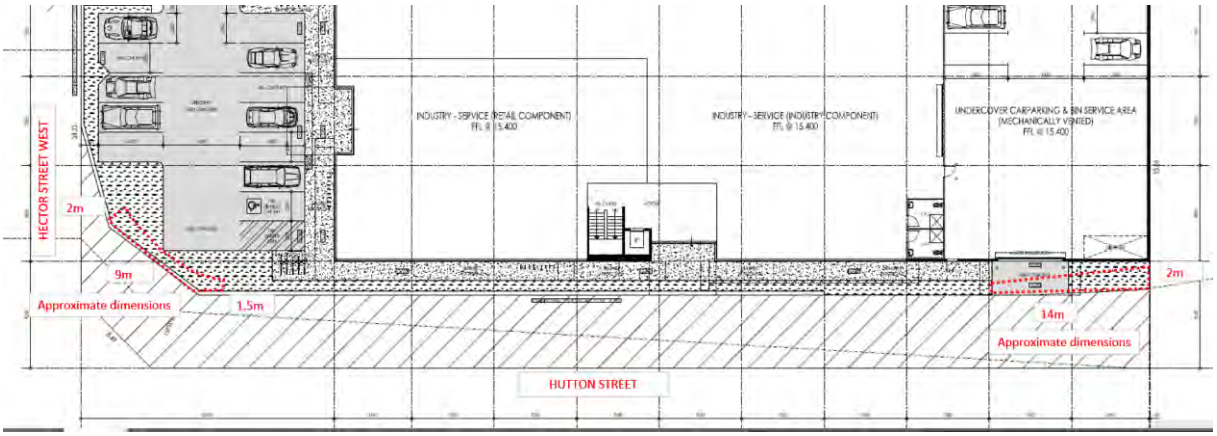


Figure 1 Potential Land requirements for a Principal Shared Path (based on a draft concept design)

The design is in accordance with the long-term plan for Hutton Street that connects Mitchell Freeway and Jon Sanders Drive. On the meeting held on 8 July 2020 between the City, the proponent, Transcore and the Department regarding the Development Application for a 7-11 (DA20/0489), the Department advised the proponent on the plan to convert Hutton Street and Hector/Frobisher Streets

to left in/left out as part of the corridor study. Due to the proposed principal shared path on the southern side of Hutton Street, the Department advises that the design may require additional land on the south-western and on the north-eastern corners of the subject lot beyond the PCA/MRS boundary. Refer to Figure 1 for approximate dimensions.

The proposed building structure may not comply with the setback requirements per the City's Local Planning Policy 4.3 Industrial Design Guidelines.

Waste Management

Transcore's sketch t22.161.sk01b (dated 20/10/2022) at Appendix B depicts an 8.8m service vehicle turning right from Hutton Street which is not consistent with the previous recommendations by the Department. Based on safety grounds and per pervious discussions with Transcore, the right turn-in from Hutton Street into the subject site is not supported.

Further, the swept path assessment (sketch t22.161.sk13) of the 8.8m service vehicle for the long term scenario uses the existing kerbside lane to turn left into the subject site. This depicted manoeuvre will not be possible to be undertaken from the kerbside lane when Hutton Street is widened. The movement as presented in the swept path is not supported.

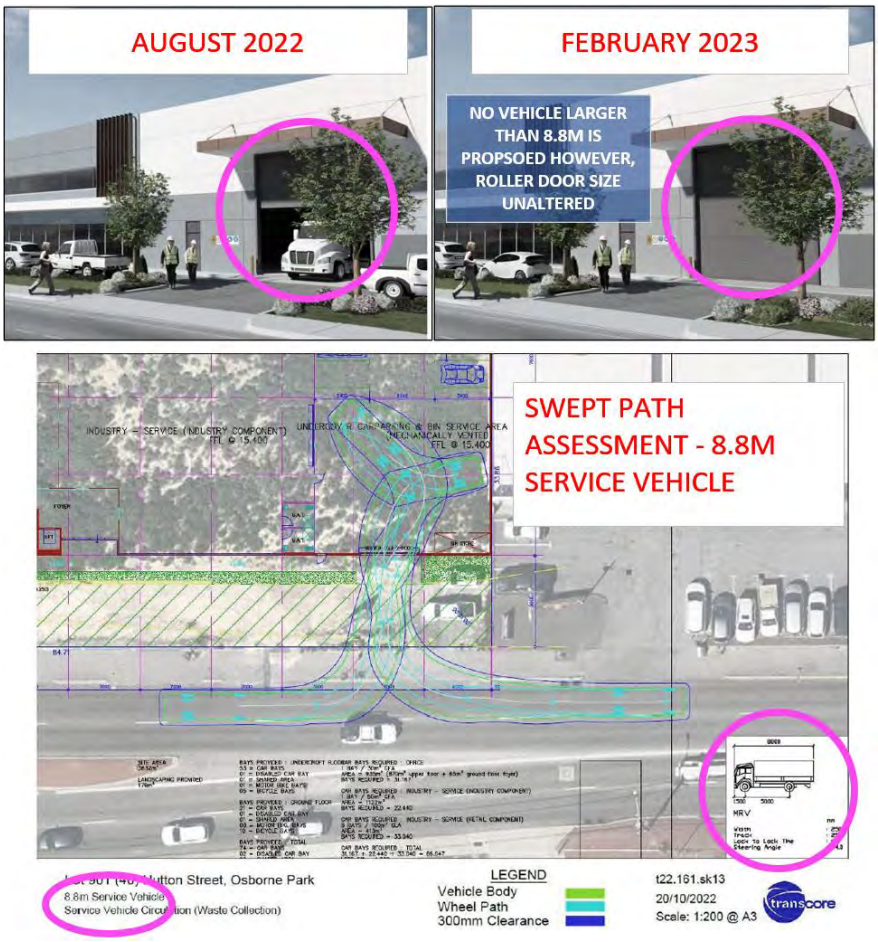


Figure 2 Proposed access, vehicle type and swept path assessment

Figure 2 compares Hutton Street's elevation between the current and previous version of the proposal (Service Industry and Office development) and the provided swept path assessment. It is noted that the swept path for the 8.8m service truck within the undercover area appears tight and the undercover area underutilised. It is recommended that the City reviews the swept path assessment within the proposed building.

Recommendations

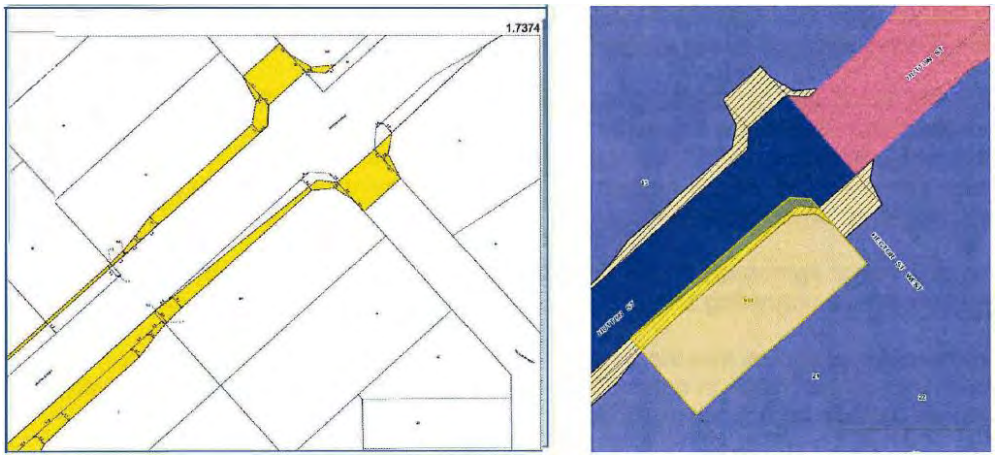
The Department does not support the development proposed in its current form and provides the following recommendations:

- The Department does not support construction of any permanent structures within the reserved MRS and PCA land;
- The location and access type of the proposed vehicular access including service vehicles should be reconsidered and demonstrated such that it does not affect the function of Hutton Street to operate as an ORR. The right turn-in from Hutton Street is not supported. The access arrangement proposed from Hutton Street should consider the following:
    - The Commission's Regional Roads (Vehicular Access) Policy D.C 5.1 which seeks to minimise the number of new crossovers onto regional roads (refer to model subdivision condition T21);
    - The future function of Hutton Street (Stirling City Centre Structure Plan) that will cater for a significant proportion of freight vehicles and increased regional movements; and,
    - Improved road safety (reduction in number of crashes).
- It is recommended that the City reviews the proposed building setback requirements (Local Planning Policy 4.3 Industrial Design Guidelines), parking provision, gradients and refuse management access in line with the Hutton Street's role and function; and
- It is recommended that the City reviews internal swept paths, turnaround facilities and potential non-compliant movements within and/or from the carpark.

Thank you for your correspondence. If you require further information, please do not hesitate to contact Mani Ragireddy at mani.ragireddy@dplh.wa.gov.au.

Regards,

Simon Luscombe
Principal Planning Officer
Strategy and Engagement



Land Requirement Plan 1.7374

Enquiries: Samantha Lappan on (08) 9323 6161
Our Ref: 20/4234 (D23#361969)
Your Ref: DA22/1483

19 April 2023

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Email: planning@stirling.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED INDUSTRY (SERVICE) AND OFFICE – LOT 901 (40) HUTTON STREET OSBORNE PARK – DA22/1483

In response to correspondence received on 15 March 2023, please be advised Main Roads has no objections to the above application.

The support of this application is valid for a period of four (4) years from the date of this letter. Any changes or date extensions relating to this application must be referred to Main Roads for comment and recommendation.

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

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

Yours sincerely

Anne Walsh
Planning Assessment Coordinator

transcore
20 years anniversary

transport planning
traffic engineering
modelling

Proposed Industry (Service) & Office

Lot 901 (40) Hutton Street, Osborne Park

Revised Transport Impact Statement

PREPARED FOR:
Milankov Designs & Project Management

May 2023

Document history and status

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1 Introduction

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Milankov Designs & Project Management with regard to the proposed Industry (Service) & Office development to be located at Lot 901 (40) Hutton Street, Osborne Park, in the City of Stirling.

Transcore previously prepared a TIS in November 2022 which addressed the comments from the City of Stirling and Department of Planning, Land and Heritage (DPLH) dated September 2022 on the original Development Application (DA). Accordingly, amended plans were prepared by Dynamic Planning and Developments to demonstrate a long-term solution for the site with the proposed development being able to accommodate the future road widening and Planning Control Area along Hutton Street. The amended plans were provided in addition to the revised DA set to show the future form of the site. The revised DA set still use the current road widening area for parking until such time that the land is required and road widening is implemented.

The 2022 revised DA plans and supporting documents were provided to the City on 25 November 2022. The City and DPLH have reviewed the provided documents and requested further information regarding the vehicle access arrangements and design. Accordingly, the design of the development plan changed slightly and Transcore updated the TIS to provide the requested information outlined in the City's letter to Dynamic Planning and Developments on 30 March 2023. Transcore updated TIS which was provided in April 2023. The City has now requested a further update to the TIS to include further information regarding:

- Layout and control of the proposed Hutton Street crossover in the short-term scenario (before widening); and,
- Queuing area for the undercover parking accessed from Hutton Street during the long-term scenario (after widening).

This second revised TIS update addresses the City's latest requests.

The subject site is currently vacant. As shown in **Figure 1**, the subject site is located at the south-east corner of the signalised intersection of Hutton Street and Hector Street West. The subject site is bounded by Hutton Street to the west, Hector Street West to the north and commercial/industrial properties to the east and south. Vehicle access to the site is currently available from the existing full movement crossovers on Hector Street West and Hutton Street.

The location of the site in the Metropolitan Regional Scheme (MRS) is shown in **Figure 2.** This figure also shows zones and reservations of the MRS around the subject site. The Planning Control Area (PCA) shown in yellow in **Figure 2** identifies the extent of the proposed road widening along Hutton Street in this vicinity.

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

those developments that would be likely to generate moderate volumes of traffic[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks".*

Section 6 of Transcore's report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a TIS is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, parking supply and City's latest requirements.



Figure 1: Location of subject site

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



Figure 2: MRS and PCA

2 Proposed Development

Two revised sets of plans are prepared by Dynamic Planning and Development for before and after the proposed road widening along Hutton Street. The long-term plans are prepared to ensure that the proposed development would be functional and can accommodate the future road widening and PCA along Hutton Street.

The updated plans for the short term utilise the current road widening area for parking until such a time that the land is required and road widening is implemented.

A copy of the revised development plans (short-term and long-term) is included in **Appendix A.** The development application is for a proposed Industry (Service) & Office development in three levels comprising:

- 935m^2 GFA office;
- 1,664m^2 GFA industry (service component); and,
- 413m^2 GLA retail.

The proposed development provides 77 car bays including two disabled bays with two shared areas in two levels: 53 bays underground and 24 bays on ground floor. In addition, 1 motorbike bay and 8 bicycle bays are planned for the proposed development.

In the long term and after the Hutton Street Road widening, the on-ground parking bays along Hutton Street will be removed. Approximately, 542sqm of the proposed industry area at the south-east corner of the site would also be allocated for the service and bin storage area.

The proposed long-term plan shows a total of 74 parking bays including 2 disabled bays and 2 shared areas.

In the short term and before road widening, the waste collection and delivery will be accommodated within the site via the proposed bin store area at the south west corner of the site. The turn path analysis provided in **Appendix B** confirms satisfactory traffic movements of service vehicles entering and exiting the proposed development.

In the long term and after the road widening, the bin storage area will be moved inside the undercover car parking area. Turn path analysis undertaken shows that waste collection and service trucks can enter and exit the proposed service and bin store area satisfactorily.

Pedestrian access to the subject site is available via the existing external footpath network running along both sides of Hutton Street and the eastern side of Hector Street West.

3 Vehicle Access and Parking

3.1 Access

3.1.1 Short Term (before widening)

The access and egress arrangements for the proposed development in the short term are provided via an existing full movement crossover on Hector Street West and a proposed left in entry only crossover on Hutton Street as illustrated in **Figure 3**. The crossovers will be marked and signed as appropriate to communicate their respective operations clearly and effectively.

Traffic modelling and analysis undertaken indicates that the proposed Hutton Street crossover would be able to operate satisfactorily as an entry only crossover (including right in movement from Hutton Street based on previous analysis) during the short term (before widening) without undermining the traffic operations and safety of Hutton Street. Although the analysis documented in this 2nd revised TIS has been based on a left in only crossover on Hutton Street as requested by City and DPLH.

By way of background, Transcore was the traffic engineer for the same site for the previous development applications (Industrial – Recreation Centre DA18/0516 and the proposed service station DAP/20/01771). The Hutton Street crossover for the approved Industrial – Recreation Centre was in the form of a full movement crossover to be located almost at the same location as the current DA application. The Hutton Street crossover for the approved service station was located in front of the the existing solid median on Hutton Street and therefore, it was suggested to extend the median slightly to enforce the left in/ left out movement at the crossover.

It should be noted that the proposed development crossover on Hutton Street would be located in front of an existing crossover on the opposite side of Hutton Street, therefore extension of the existing solid median on Hutton Street to prohibit right turn movements from Hutton Street into the development is not appropriate and practical as it will restrict traffic movements into the existing development on the other side of the road. It is our understanding that in the longer term and as part of the Hutton Street widening project, the existing solid median would be extended to enforce left in/ left out movement at the development crossover on Hutton Street.

However, in the short term, the left in entry movement would be enforced by signage and line marking and layout of the proposed crossover as shown in **Figure 3** to satisfy DPLH and City of Stirling requirements. This is the only practical option available to enforce the left in nature of the crossover.

A one-way circulation system along the Hutton Street parking isle supplemented by appropriate line marking is suggested to improve traffic circulation and minimise traffic conflict on site.

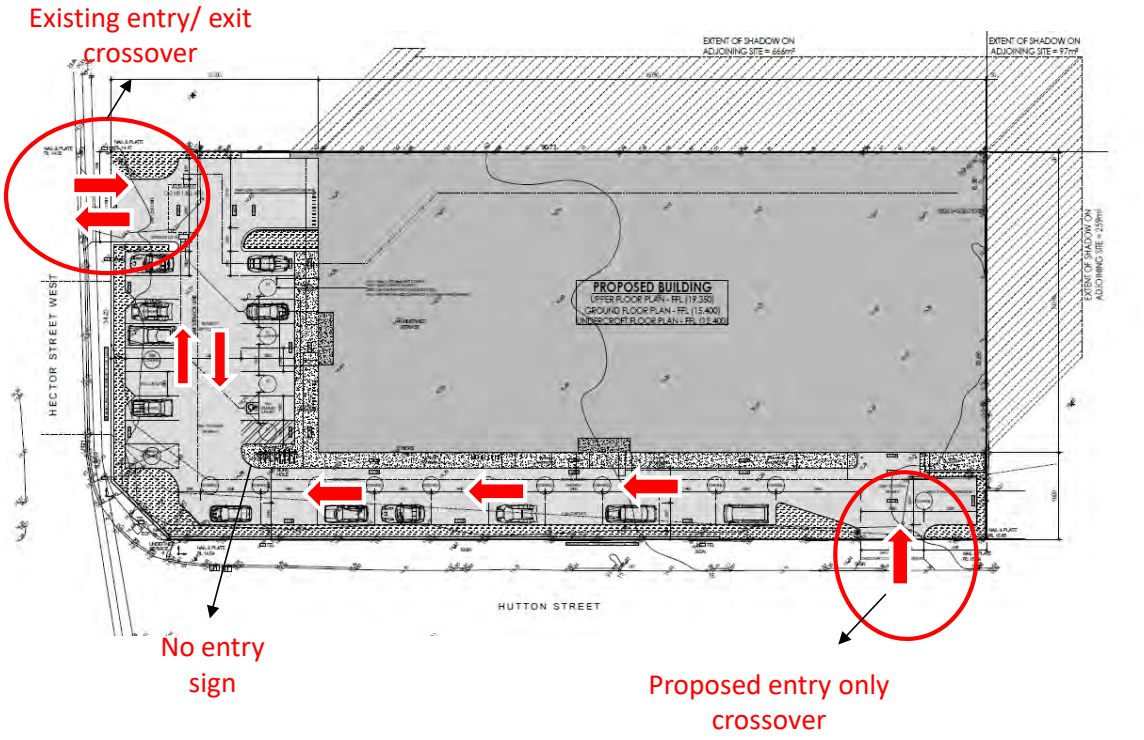


Figure 3: Location of the proposed crossovers

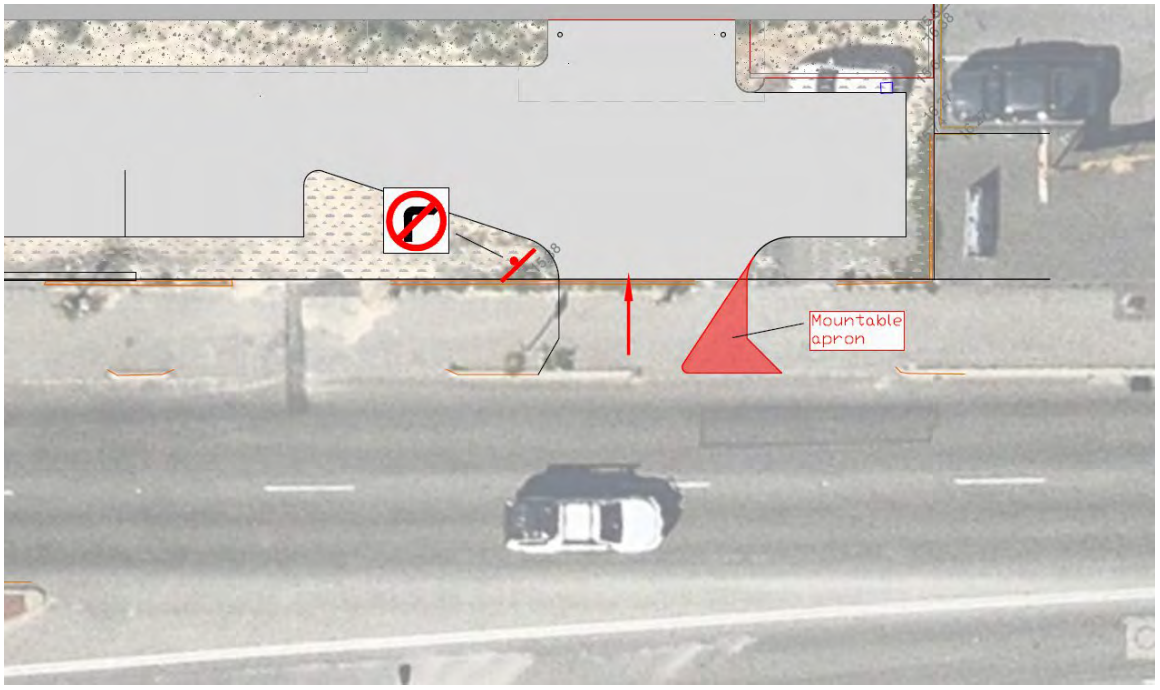


Figure 4: proposed Hutton Street crossover layout during the short term (before road widening)

3.1.2 Long Term (after widening)

In the longer term and after the proposed road widening along Hutton Street, the proposed driveway and the parallel parking bays along Hutton Street will be removed. At this stage, the main access/ egress to the site would be via the existing full movement crossover on Hector Street West. The proposed crossover on Hutton Street would be used infrequently by waste collection and service vehicles. Some staff would also use this crossover to access/ egress the proposed 10 car bays in the undercover parking area behind the proposed bin service area. This crossover would need to facilitate the entry and exit of service vehicles and staff vehicles in the long term. It is our understanding that in longer term and as part of the Hutton Street widening project this crossover would be operating as left in/ left out crossover.

The traffic assessments undertaken in this TIS assume a left in/ left out crossover on Hutton Street for long term scenario.

3.2 Parking

Based on the development plan attached in **Appendix A**, the proposed development provides a total of 77 car parking spaces including two disabled bays with two shared areas in two levels: 53 bays underground and 24 bays on ground floor. In addition, 1 motorbike bay and 8 bicycle bays are planned for the proposed development.

The proposed long-term plan shows a total of 74 parking bays including 2 disabled bays and 2 shared areas. It is our understanding that theoretically, there would be 14-bay shortfall pre-road widening and the 7-bay shortfall post-road widening, however, it should be noted that:

- The site has good coverage by public transport and it is expected that some of the staff would use public transport to attend the site;
- Other modes of transport such as walking, cycling and e-scooters are also expected;
- Service industrial development is moving towards being more automated and robotic, with less reliance on human staff members, hence, reducing the parking demand; and,
- Post Covid, flexible working arrangements have been adopted by most of the businesses, meaning not all office staff will be onsite, further reducing the parking demand.

On this basis it is expected that adequate parking supply is provided on site to address the parking requirements for the proposed development. The parking layout of the proposed development is in line with the requirement of AS 2890.1:2004 Parking Facilities-Off street car parking.

The proposed Hutton Street crossover in the long-term would be used infrequently by service vehicles and 10 staff vehicles accessing the undercover parking. The proposed undercover parking area will have a roller door which will be electronically timed to open up to 1 hour before and after the operating hours of the site, ensuring free-flowing movement and no queuing of cars behind the roller door.

Section 3.4 of the AS 2890.1:2004 Parking Facilities-Off street car parking indicates that *"at an entry point, there should be a queuing area between the vehicle control point and the property boundary to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows in the frontage road. The size of the queuing area shall be calculated from Table 3.3 for a carpark with* ***boom gates and ticket issuing devices*** *at entry points"*. Table 3.3 indicates that for a car park less than 100 cars there should be minimum of 2 cars queue area.

It is evident from Table 3.3 that the proposed queuing requirement is relevant to big car parks which are controlled by boom gates and ticket issuing devices and include generally casual (short-staying) and mixed patronage.

However, in this instance the undercover car park would be used by only 10 staff which would arrive during the morning and depart in the afternoon. The roller door will be electronically timed to open up to 1 hour before and after the operating hours of the site. Therefore, queuing is not expected at the Hutton Street crossover.

4 Provision for Service Vehicles

4.1.1 Short term (before road widening)

Waste collection will be accommodated within the site before road widening. A bin store area is proposed near the left in entry only crossover on Hutton Street. Turn path analysis undertaken indicates that a 6.4 truck would be able to turn left into the site from Hutton Street crossover, reverse back into the loading area and exit via Hector Street West in forward gear.

It is anticipated that waste collection will take place outside the peak operating periods of the proposed development to minimise disruption to traffic flow on Hutton Street. Turn path analysis undertaken in **Appendix B** shows that when the rubbish truck is parked at the bin store area a B99 passenger car can enter the site from Hutton Street crossover (refer Sk03d).

4.1.2 Long term (after road widening)

In the longer term and after road widening on Hutton Street, a bin store area will be provided within the proposed undercover parking area. The waste collection truck would left-enter and left-exit the bin store area via the proposed crossover on Hutton Street.

Turn path analysis undertaken for a 6.4m waste collection truck in **Appendix B** confirms satisfactory access, egress and circulation within the site.

Separate turn path analysis was undertaken and is provided in Appendix B for the turning movements of B99 and B85 cars at the bottom of the basement ramp to demonstrate that two vehicles can pass at this point.

5 Hours of Operation

The proposed development is expected to operate during normal business hours during the week.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Trip Generation

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

6.2 The Proposed Development Trip Generation

TRMS NSW – Guide to Traffic Generating Developments Updated Traffic Surveys 04a (2013) was used to estimate the trip generation of the proposed office and retail component of the development. For the proposed industry (service) component of the development, the trip rates from the Institute of Transport Engineers Trip Generation Manual (11th Edition) were sourced.

It should be noted that retail and industry land use typically generate minimal trips during weekday AM peak hour, however, for the purpose of this assessment no adjustment factors have been applied to these land uses.

Due to the land use mix within the proposed development incidences of multi-purpose trips (i.e., cross-trade) are anticipated. However, again for the conservative assessment no cross trade was assumed for the proposed development.

Accordingly, it is estimated that the proposed development would generate a total of about 326 daily trips (both inbound and outbound) with about 46vph and 40vph during the AM and PM peak hours respectively (refer **Table 1**).

In longer term and after road widening the GFA of the service industry area would reduce slightly and accordingly, it is expected that the trip generation of the proposal would reduce slightly in the longer term as shown in **Table 2**.

Table 1: Trip generation of the proposed development (short-term)

Land use	Quantity	Daily Rate	AM Peak	PM Peak	Cross Trade	Daily Trips	AM Trips	PM Trips	AM		PM	
									IN	OUT	IN	OUT
Office	**935**	0.11	0.016	0.012	0	103	15	11	12	3	2	9
Retail	**413**	0.33	0.042	0.042	0	136	17	17	9	9	9	9
Service Industry	**1664**	0.05	0.01	0.01	0	87	13	12	11	3	2	9
TOTAL TRAFFIC						**326**	**46**	**40**	**31**	**14**	**13**	**27**

Table 2: Trip generation of the proposed development (long-term)

Land use	Quantity	Daily Rate	AM Peak	PM Peak	Cross Trade	Daily Trips	AM Trips	PM Trips	AM		PM	
									IN	OUT	IN	OUT
Office	**935**	0.11	0.016	0.012	0	103	15	11	12	3	2	9
Retail	**413**	0.33	0.042	0.042	0	136	17	17	9	9	9	9
Service Industry	**1122**	0.05	0.01	0.01	0	59	9	8	7	2	2	6
TOTAL TRAFFIC						**298**	**41**	**36**	**28**	**13**	**12**	**24**

6.3 Traffic Flow

The distribution of traffic to and from the proposed development has been evaluated by considering the catchment area of the proposed development, existing traffic patterns and the identified key traffic routes. The trip distribution of the development-generated traffic is illustrated in **Figure 5** and **Figure 6** for the short and long-term scenarios.

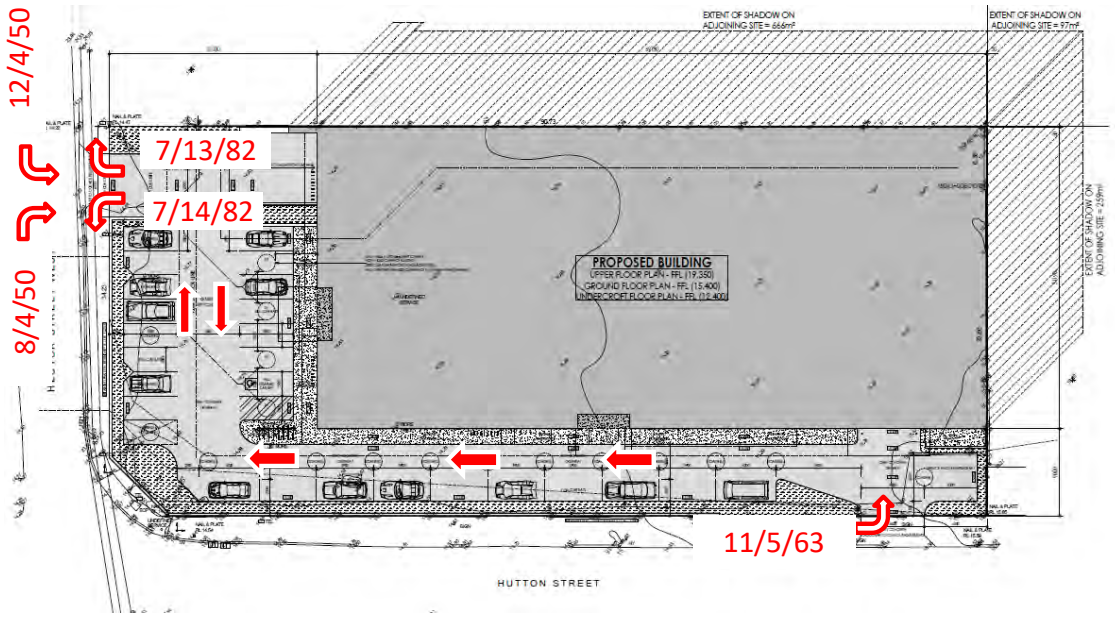


Figure 4: Short term, estimated traffic movements for the proposed development – AM/ PM/ Daily

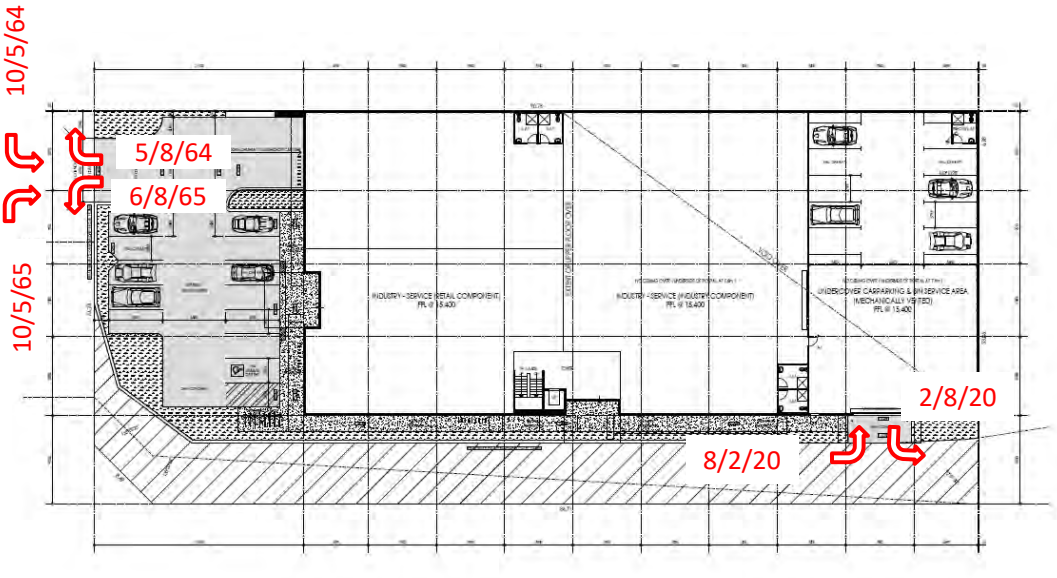


Figure 5: Long-term, estimated traffic movements for the proposed development – AM/ PM/ Daily

6.4 Impact on Surrounding Roads

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

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

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane). As detailed in **Section 6.2**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore the impact of the development traffic on the surrounding road network will not be significant and does not require further assessment.

7 Traffic Management on the Frontage Streets

The existing road network and its classification in the Main Roads WA Functional Road Hierarchy is shown in **Figure 7.**

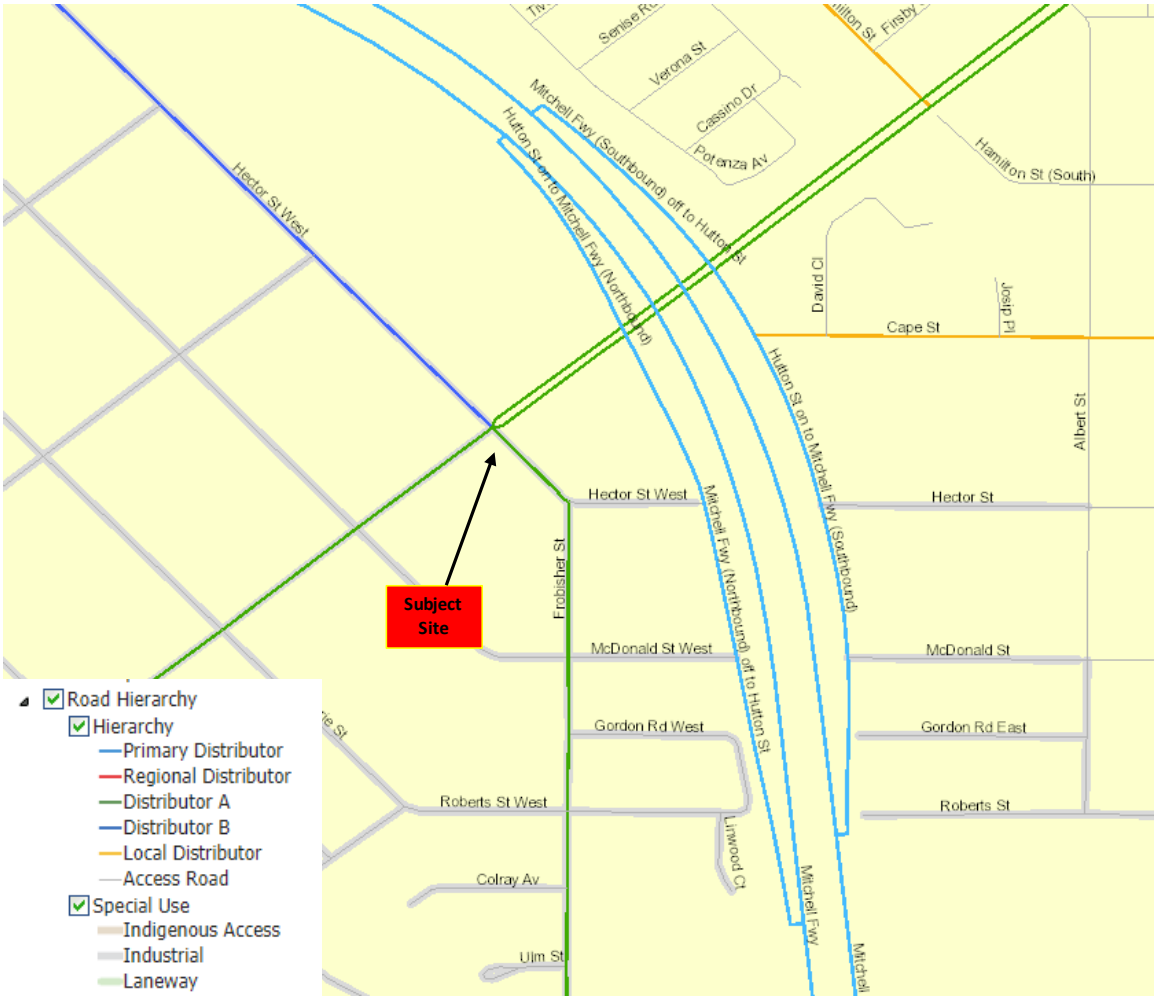


Figure 6: Existing road hierarchy

Hutton Street in the vicinity of the subject site is constructed as a four-lane road with pedestrian paths on both sides of the road. Hutton Street is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under a sign posted speed limit of 60 km/h adjacent to the subject site, as shown in **Figure 8.**



Figure 7: Southbound view along Hutton Street in the vicinity of the subject site

Hector Street West in the immediate vicinity of the subject site is constructed as an approximately 14m wide single carriageway two lane road with pedestrian paths on the east side of the road. The existing carriageway is wide enough to effectively accommodate two traffic lanes on each direction of the road in this vicinity.

Hector Street West to the west of the Hutton Street is classified as a *Distributor B* road, it is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* and operates under a sign posted speed limit of 60 km/h, as show in **Figure 9**.



Figure 8: eastbound view along Hector Street West in the vicinity of the subject site

Existing average weekday traffic (AWT) volumes for Hutton Street and Hector Street West have been obtained from the Main Roads WA and illustrated in **Figure 10.**

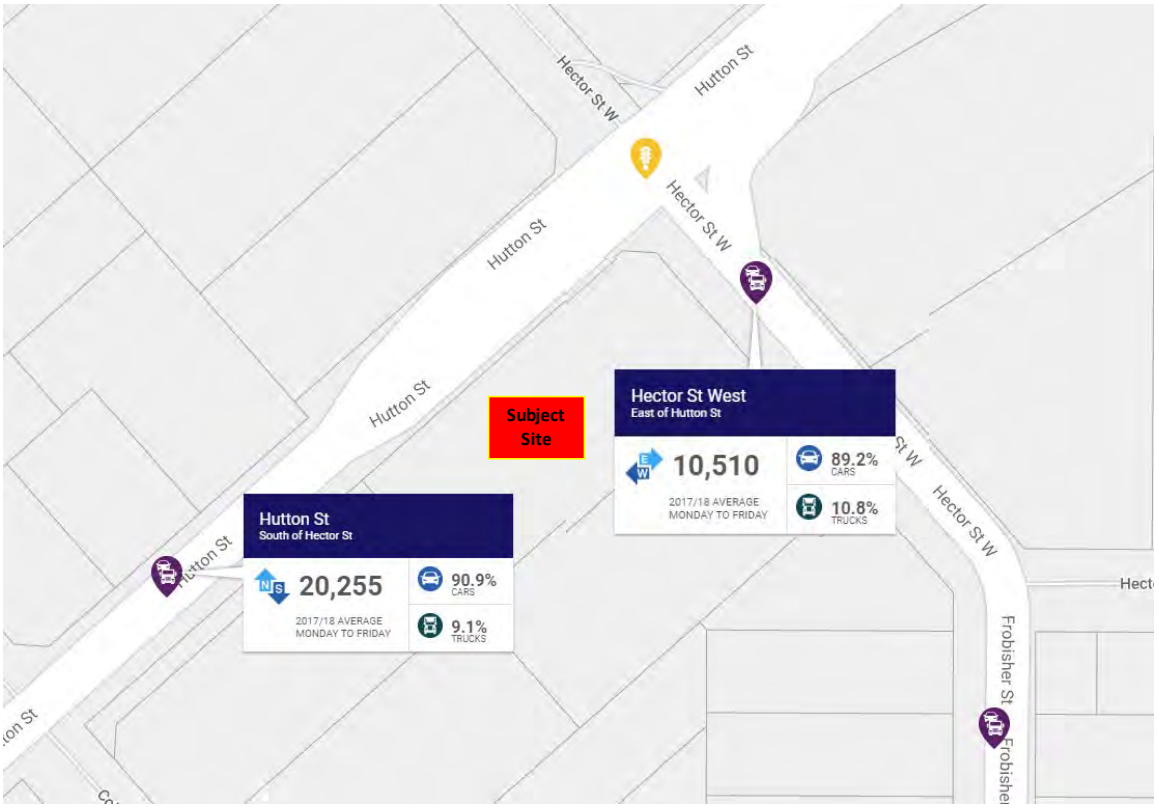


Figure 9: Existing traffic counts on Hutton Street and Hector Street West

The latest traffic count information sourced from Main Roads WA indicates that Hutton Street (south of Hector Street) carried approximately 20,255 vehicles per day (2017/2018) with about 1,524vph during AM (8:15-9:15) and 1,903vph during PM (4:15-5:15) peak hours. Similarly, Hector Street West (east of Hutton Street) carried approximately 10,510 vehicles per day with about 933vph during AM (7:45-8:45) and 785vph during PM (4:45-5:45).

8 Public Transport Access

Nearby public transport services are shown in **Figure 11**. The subject site does not have direct accessibility to bus services. However, bus service 413 runs along Collingwood Street, which is approximately 100m to the south of the subject site. This bus route passes through Glendalough and Stirling train stations and provides opportunity to transfer to other connecting bus and rail services.

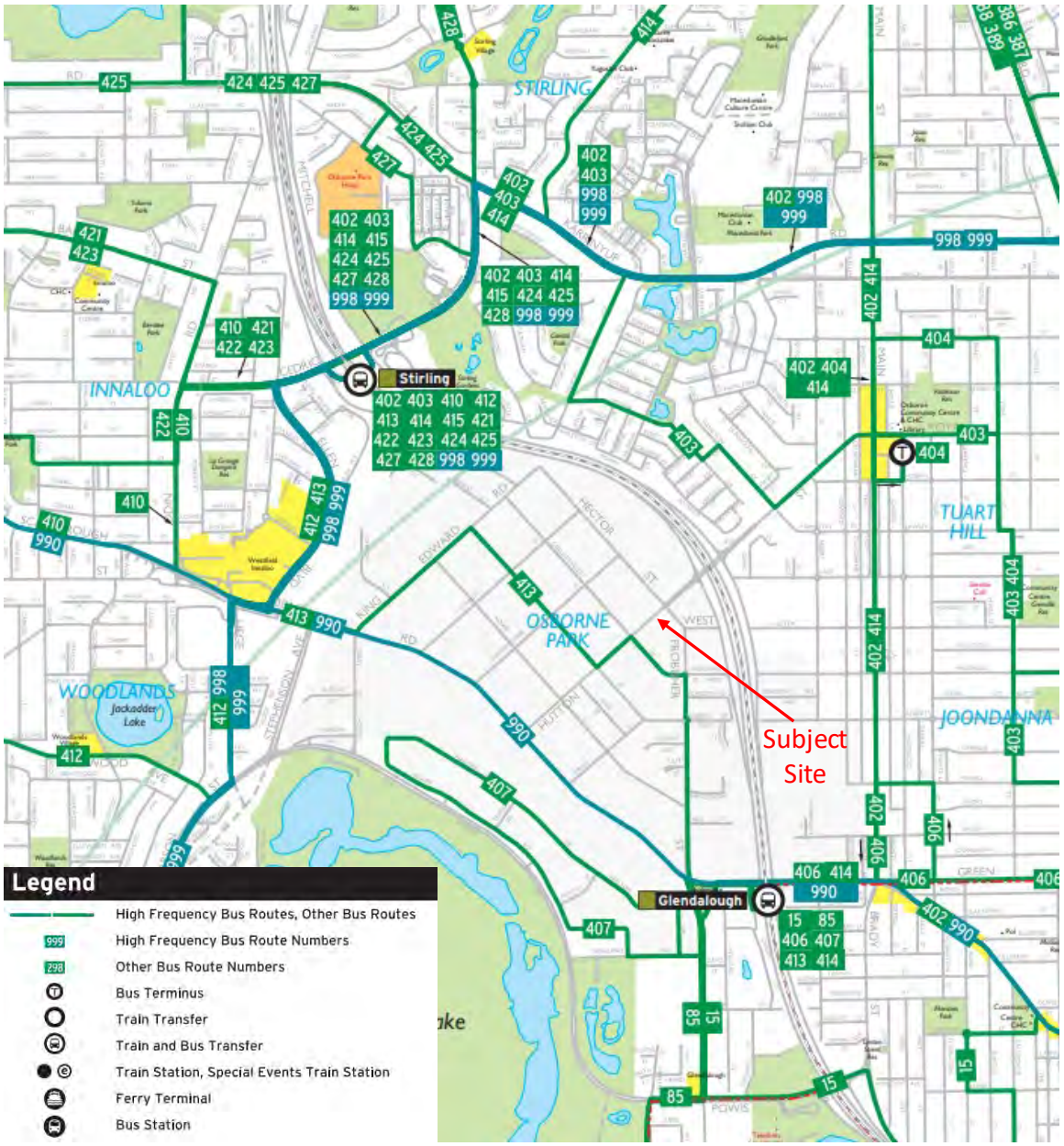


Figure 10: Existing bus routes (Transperth Map)

9 Pedestrian and Cycle Access

Pedestrian access to the subject site is available via the existing external footpath network running along both sides of Hutton Street and the eastern side of Hector Street West.

The Perth Bicycle Network Map (see **Figure 12**) shows the existing cyclist connectivity to the subject site. The subject site is not directly accessible by the cyclist. However, a Principle Shared Path (PSP) route is provided along the railway line to the east in the vicinity of the subject site.

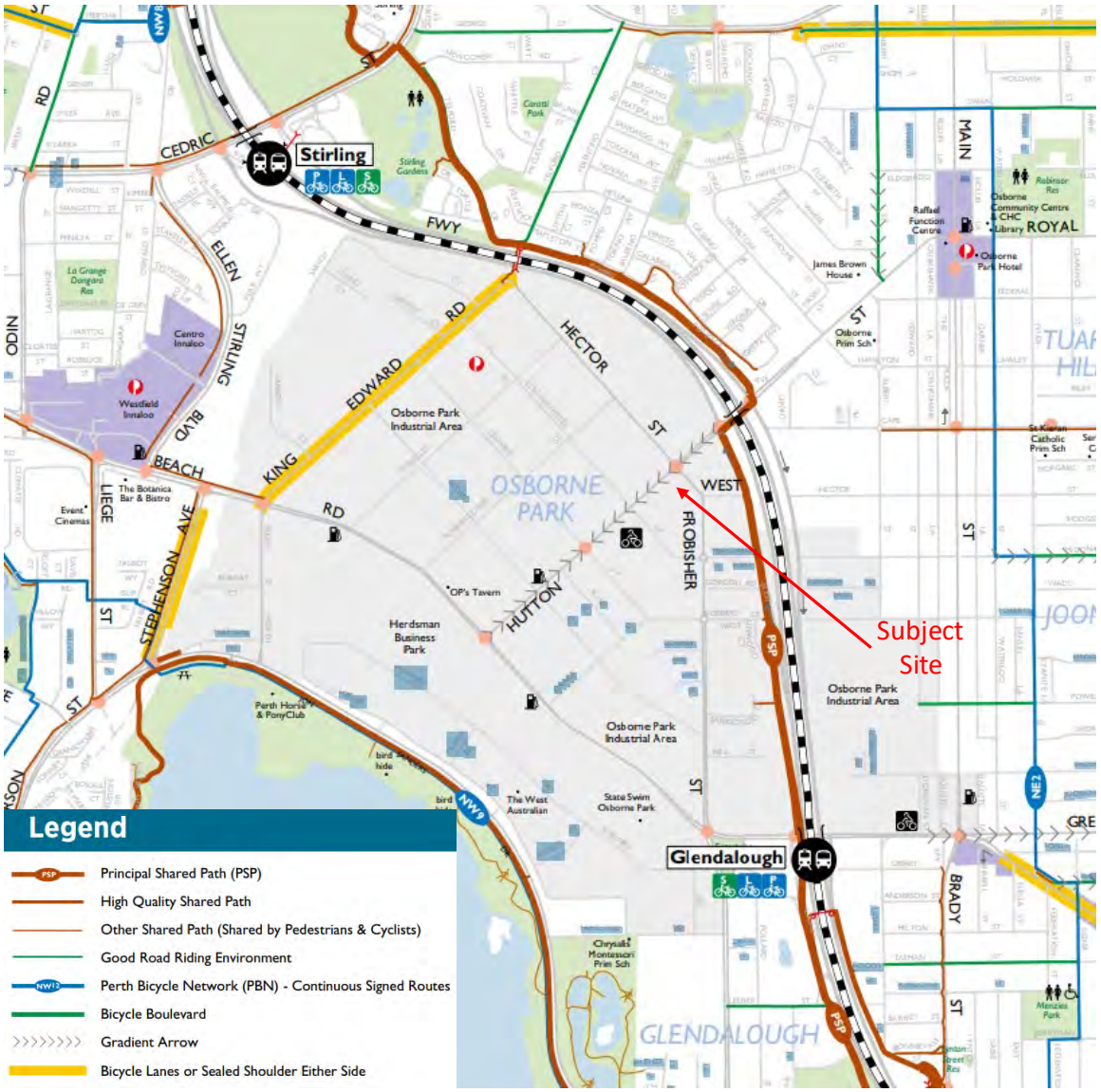


Figure 11: Perth bicycle network map (DoT)

10 Site Specific Issues

Other that the issues associated with the development crossover on Hutton Street, no other site-specific transport issues have been identified for the proposed development.

The proposed long-term plans demonstrate that the proposed development is able to accommodate the future road widening and PCA.

In the short-term the access and egress arrangements for the proposed development are provided via an existing full movement crossover on Hector Street West and a proposed left entry only crossover on Hutton Street.

In the long-term and as part of the Hutton Street widening project, the proposed Hutton Street crossover would be operating as a left in/ left out crossover. The proposed Hutton Street crossover in the long-term would be used infrequently by service vehicles and 10 staff vehicles accessing the undercover parking.

The proposed undercover parking would generate maximum of 10 trips during the morning peak hours (8 vehicles in and 2 vehicles out). The roller door will be automatically left open before and during the arrival of the staff vehicles so no queueing is anticipated at Hutton Street crossover and at the entry to the undercover parking. The commercial waste contractor will be organised outside the normal operating hours to ensure that no conflict with the daily operation of the site will be experienced.

11 Safety Issues

No particular transport safety issues have been identified for the proposed development.

12 Conclusions

This 2nd Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Milankov Designs & Project Management with regard to the proposed Industry (Service) & Office development to be located at Lot 901 (40) Hutton Street, Osborne Park, in the City of Stirling.

Two sets of plans are prepared by Dynamic Planning and Developments for before and after the proposed road widening along Hutton Street. The long-term plans are prepared to ensure that the proposed development would be functional and can accommodate the future road widening and PCA along Hutton Street. The updated plans for the short term use the current road widening area for parking until such a time that the land is required and road widening.

The access and egress arrangements for the proposed development are provided via an existing full movement crossover on Hector Street West and a proposed left in entry only crossover on Hutton Street. In the longer term and after the proposed road widening along Hutton Street, the proposed driveway and the parallel parking bays along Hutton Street will be removed. At this stage, the main access/ egress to the site would be via the existing full movement crossover on Hector Street West. After the widening of Hutton Street in the longer term, the proposed Hutton Street crossover would be operating as a left in/ left out crossover.

Waste collection will be undertaken on site. Turn path analysis undertaken for a 6.4m waste collection truck confirms satisfactory access, egress and circulation for both short and long term.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is relatively low and as such would not have a significant impact on the surrounding road network.

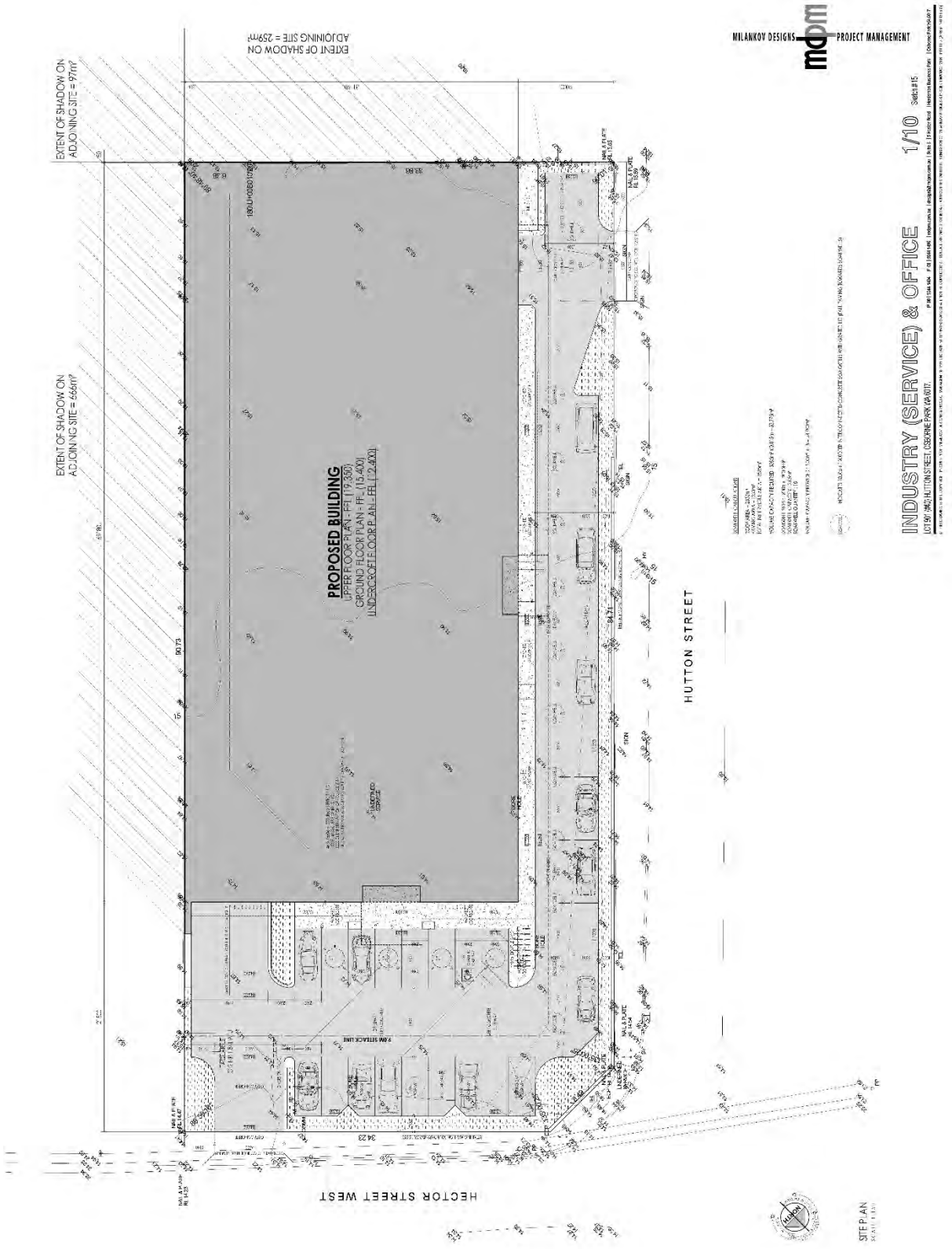
It is anticipated that the proposed parking supply for the development would address the parking requirements for the proposed development.

It is concluded that the traffic related issues should not form an impediment to the approval of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN

Short-term plan



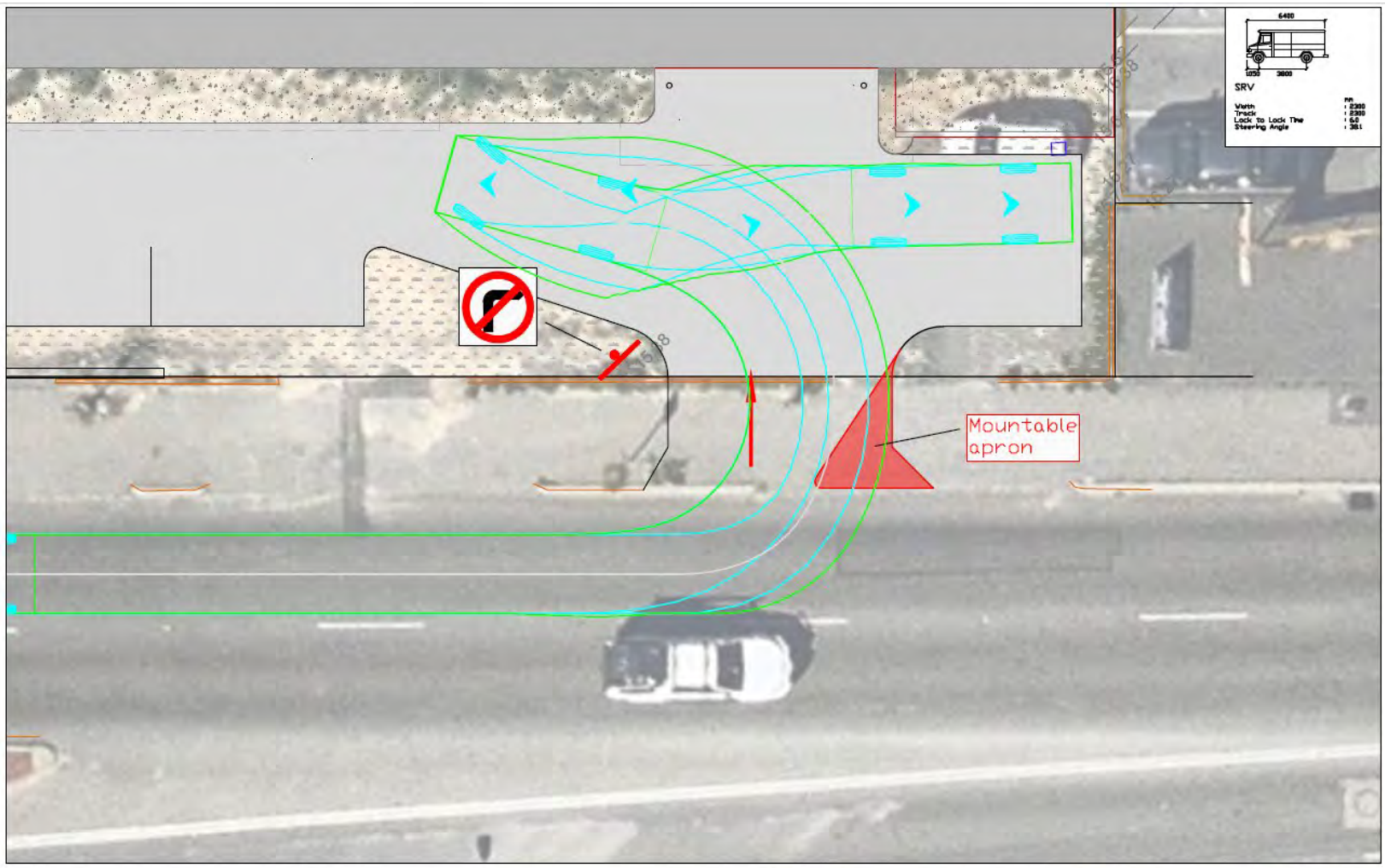
Long-term plan

Appendix B

TURN PATH ANALYSIS

Short-Term & Long-Term Plans

SHORT TERM



Lot 901 (40) Hutton Street, Osborne Park

6.4m Service Vehicle

Short term scenario: service vehicle entry

LEGEND

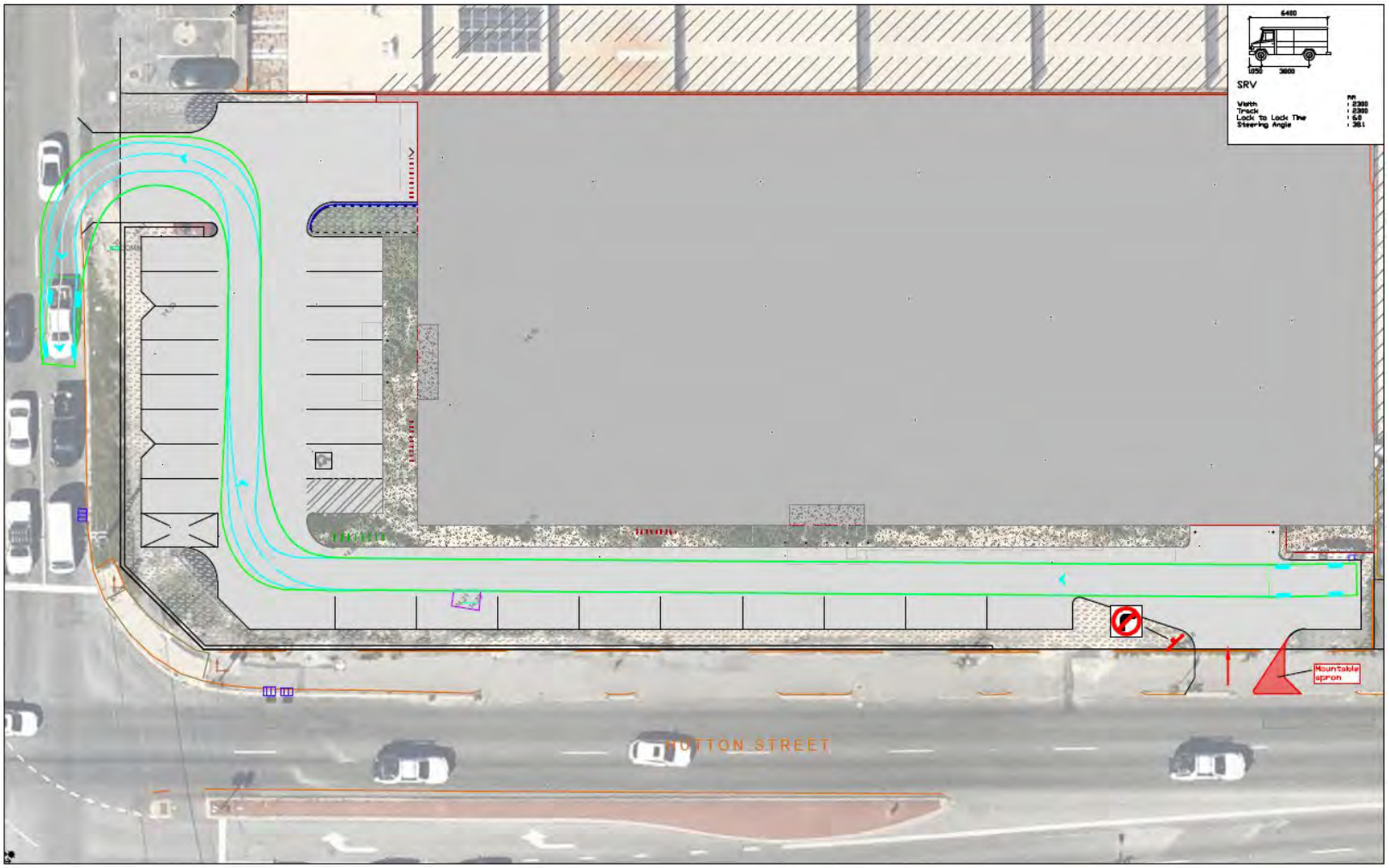
Vehicle Body

Wheel Path

t22.161.sk21

30/5/2023

Scale: 1:100 @ A3



Lot 901 (40) Hutton Street, Osborne Park

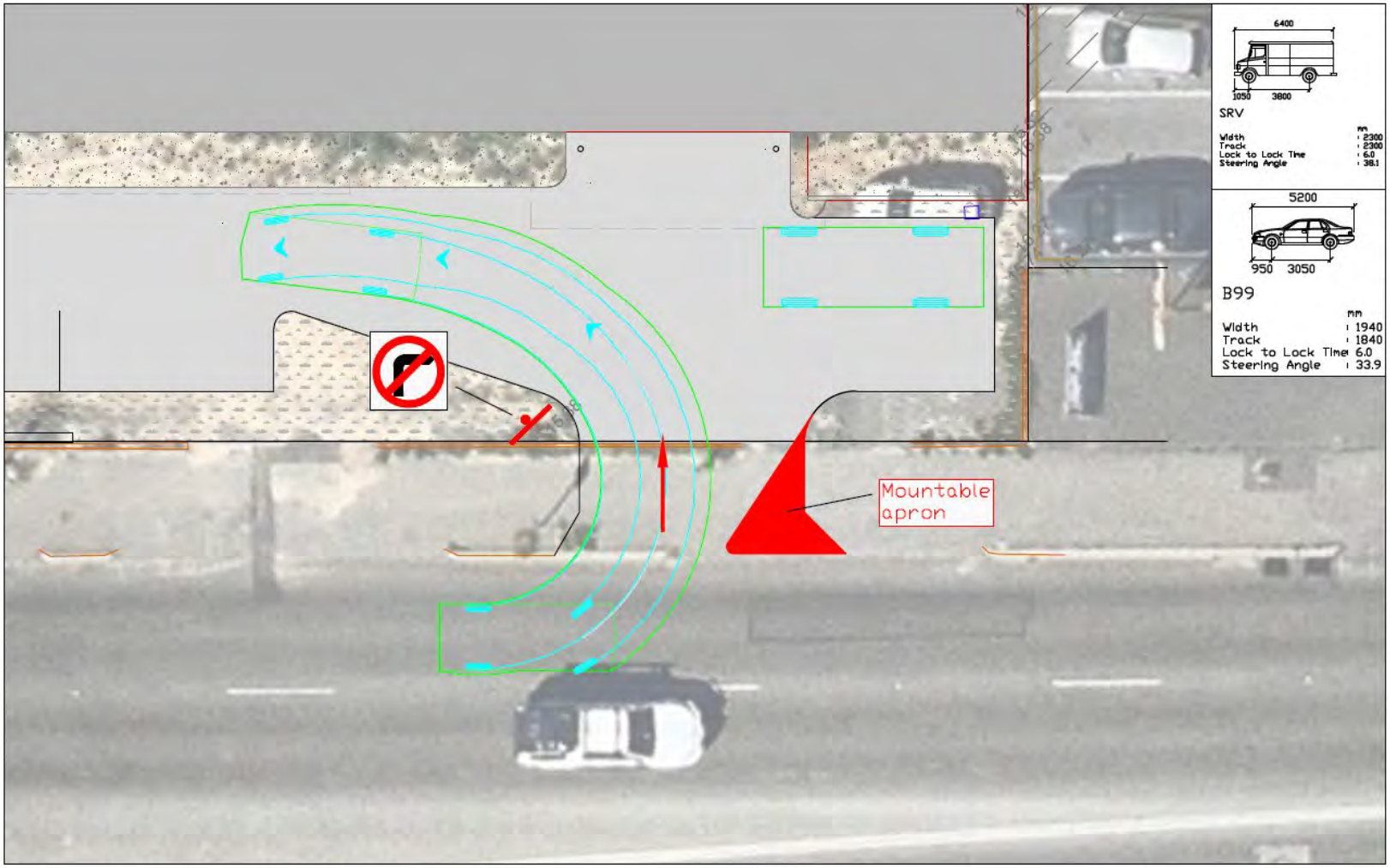
6.4m Service Vehicle
Short term scenario: service vehicle exit

LEGEND

Vehicle Body
Wheel Path

t22.161.sk22
30/5/2023
Scale: 1:250 @ A3

transcore



Lot 901 (40) Hutton Street, Osborne Park

B99 Passenger Vehicle & 6.4m Service Vehicle

Left turn entry of passenger vehicle and parked service vehicle

LEGEND

Vehicle Body

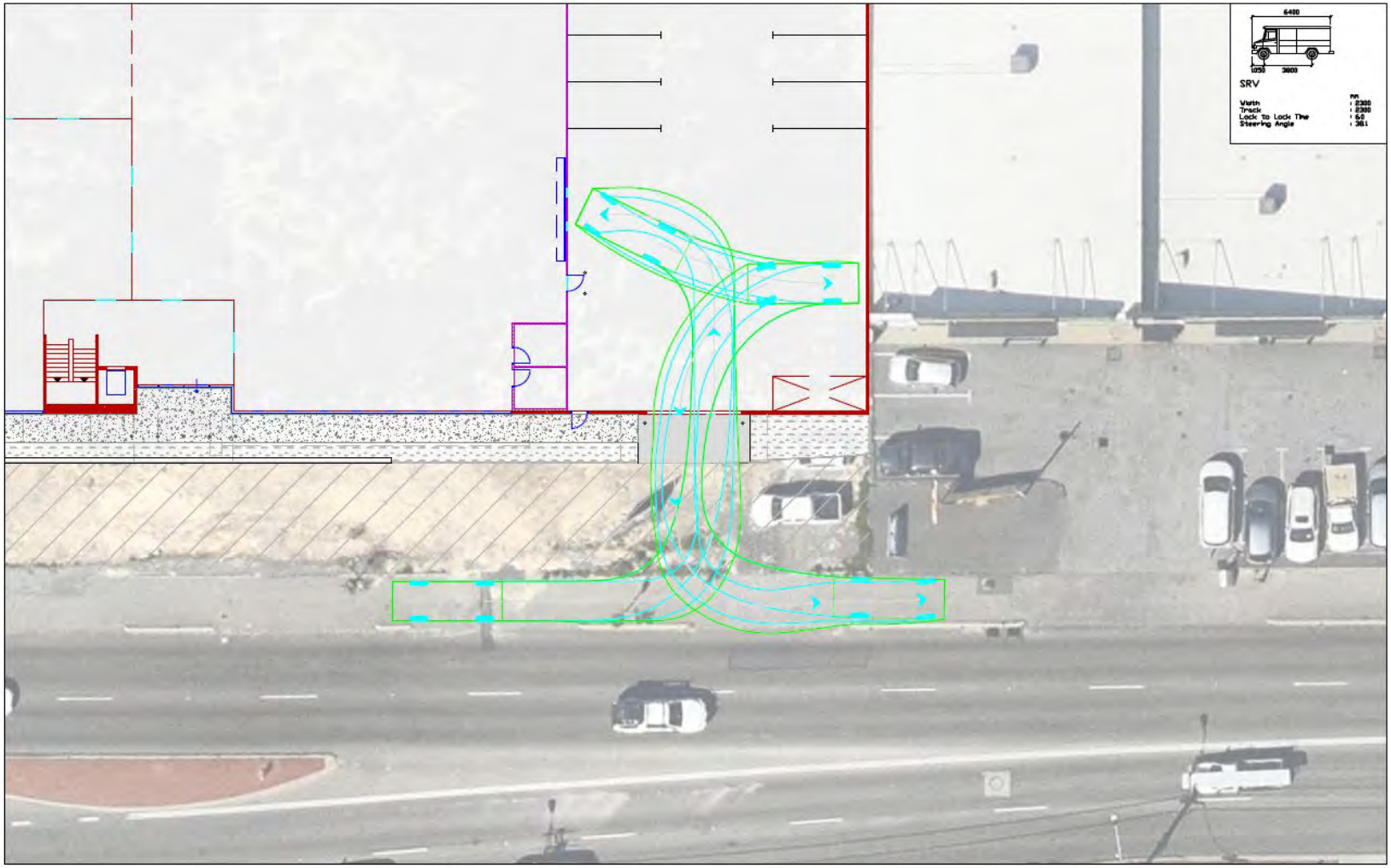
Wheel Path

t22.161.sk24

30/5/2023

Scale: 1:100 @ A3

LONG TERM



Lot 901 (40) Hutton Street, Osborne Park

6.4m Service Vehicle

Long term scenario: service vehicle entry and exit

LEGEND

Vehicle Body

Wheel Path

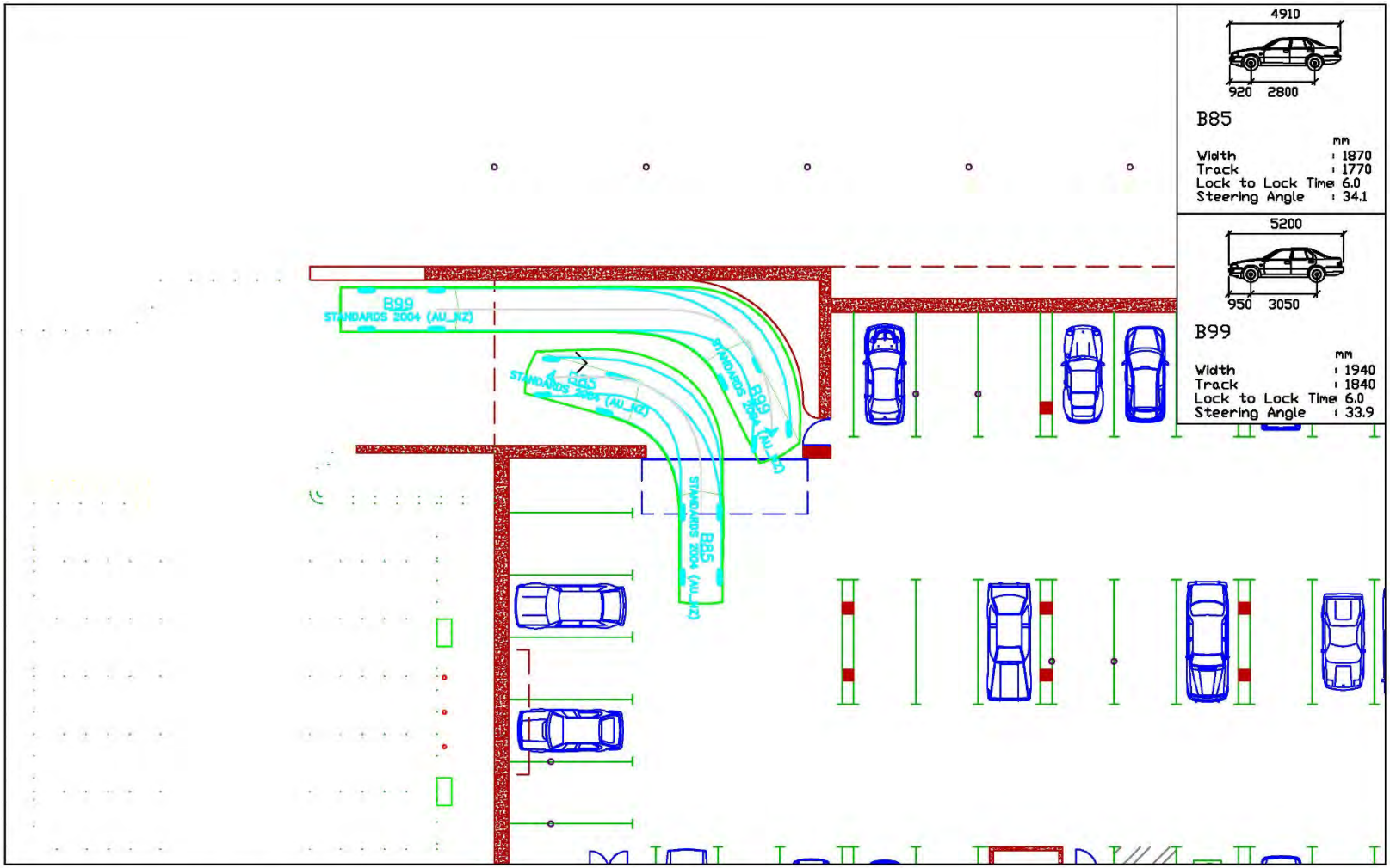
t22.161.sk23

30/5/2023

Scale: 1:200 @ A3

transcore

TURN PATHS FOR B99 AND B85 CARS



Lot 901 (40) Hutton Street, Osborne Park

B85 and B99 Passenger Car

LEGEND

Vehicle Body

Wheel Path

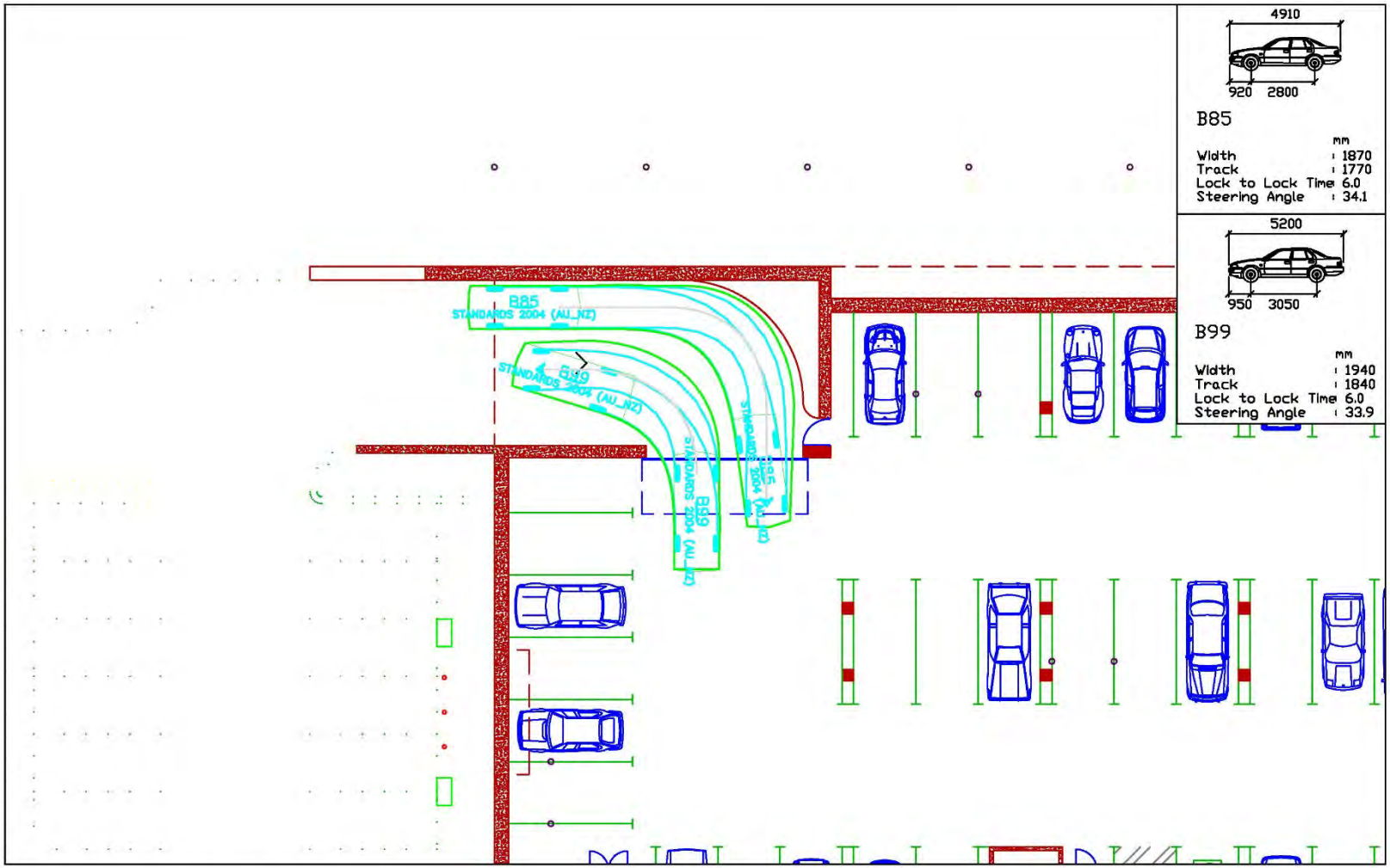
300mm Clearance

t22.161.sk016

6/4/2023

Scale: 1:150 @ A3

transcore



Lot 901 (40) Hutton Street, Osborne Park

B85 and B99 Passenger Car

LEGEND

Vehicle Body

Wheel Path

300mm Clearance

t22.161.sk016

6/4/2023

Scale: 1:150 @ A3

transcore