



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 5 August 2025; 9:30am
Meeting Number: MIDAP/90
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/90 - 5 August 2025 - City of Perth](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF PERTH

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 100 (No.20) Sutherland Street, West Perth - Proposed self storage facility – DAP/25/02888
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



ATTENDANCE	
<i>Specialist DAP Members</i>	<i>DAP Secretariat</i>
Eugene Koltasz (Presiding Member)	Kristen Parker
Clayton Higham (Deputy Presiding Member)	Ashlee Kelly
Francesca Lefante	
<i>Part B – City of Perth</i>	
Cr Raj Doshi (Local Government DAP Member, City of Perth)	



PART A – INTRODUCTION

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- 2. Apologies**
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PART B – CITY OF PERTH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 100 (No.20) Sutherland Street, West Perth - Proposed self storage facility – DAP/25/02888

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – LOT 100 (NO. 20) SUTHERLAND STREET, WEST PERTH – PROPOSED SELF STORAGE FACILITY

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Perth
Applicant:	Taylor Burrell Barnett
Owner:	Offa Pty Ltd
Value of Development:	\$27 million
Responsible Authority:	City of Perth
Authorising Officer:	Maria Cooke, General Manager Planning and Sustainability
LG Reference:	DAP-2025/5069
DAP File No:	DAP/25/02888
Application Received Date:	7 March 2025
Report Due Date:	25 July 2025
Application Statutory Process Timeframe:	90 Days with an additional 33 days agreed
Attachment(s):	1. Location Plan 2. Development Plans (22 July 2025) 3. Perspectives Plans (22 July 2025) 4. Applicants address of State Planning Policy 7.0 Design of the Built Environment 5. Main Roads WA submission

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/25/02888 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Perth Planning Scheme No. 2, subject to the following conditions:

Conditions

1. The development being constructed with high quality and durable materials and finishes and to a level of detailing that is consistent with the elevations and perspectives received on 22 July 2025 (A5.01, A5.02, A5.03, A5.04, A7.01, A7.02 and A7.03), with final details of the design including a sample board of the proposed materials, colours and finishes being submitted for approval by the City prior to applying for a building permit.
2. No part of the development, is permitted to be constructed within or encroach into the Primary Regional Road Reservation for Mitchell Freeway.

3. A final landscaping and reticulation plan, being submitted for approval by the City prior to applying for a building permit. The approved landscaping being installed prior to occupation of the development and thereafter maintained to a high standard to the satisfaction of the City.
4. A lighting plan for the development including details of how the architectural elements will be illuminated to provide an attractive building at night and ensuring the lighting meets the relevant standards and does not result in any nuisance to neighbouring property owners in terms of light spill, being submitted for approval by the City prior to applying for the relevant building permit.
5. The approved boundary walls, retaining walls and footings being wholly contained within the boundaries of the subject lot, with final details being submitted for approval by the City prior to applying for a building permit.
6. The fencing/gates to be a minimum 75% visually permeable, with final details being submitted for approval to the City prior to applying for a building permit.
7. The proposed floor levels of the pedestrian and vehicle entrances to the building being designed to match the current levels of the immediately adjacent footpath, to the satisfaction of the City.
8. On-site stormwater disposal/management being to the City's specifications with details being submitted for approval by the City prior to applying for a building permit.
9. The Waste Management Plan prepared by PTG Consulting dated 21 July 2025, being implemented by the building manager/operator on an ongoing basis to the satisfaction of the City.
10. All car parking bays, loading bays, vehicle entrances, aisle widths and circulation areas complying with the Australian Standard AS2890.1, with a certificate of compliance by an architect or engineer being submitted for approval by the City prior to applying for a building permit.
11. Vehicle movement to and from Sutherland Street being limited to left-in, left-out and right-in only, on an ongoing basis to the satisfaction of City. Final details of the proposed measures to implement this requirement being submitted for approval to the City, prior to applying for a building permit.
12. All redundant crossovers being removed and the verge and footpaths being reinstated in accordance with the City's specifications to the City's satisfaction and at the expense of the developer/landowner. All new proposed crossovers being located and constructed to the City's specification and satisfaction prior to occupation of the development, with any additional works external to the property boundaries of the site not being approved as part of this development and being subject to a separate application for approval.
13. Illumination of the signs complying with the requirements of AS4282-2023 and no part of the illuminated signs to contain flashing, pulsating or flickering lights.
14. The signs being appropriately framed and with any wiring or ducting being concealed from view.

15. Any proposed building plant and services including air-conditioning condensers, lift overruns, piping, ducting, water tanks, transformers, fire boosters and fire control rooms being located or screened so that they cannot be viewed from any location external to the building (including from above) and to minimise any visual and noise impact. This includes any such plant or services located within the vehicle entrance of the development, with details of the location and screening of such plant and services being submitted for approval by the City prior to applying for a building permit.
16. A construction management plan for the proposal drawn up in accordance with the City's pro-forma and requirements being submitted for approval by the City prior to applying for a demolition permit and/or a building permit.

Advice Notes

1. 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.
2. The City advises that the existing street trees on Sutherland Street will not be permitted to be pruned, relocated or removed to accommodate construction works at the site, without prior approval by the City, with the amenity value of the trees to be included in any works bond associated with any building permit issued by the City.
3. The final plans and details submitted to the City of Perth to satisfy the conditions of this approval will be verified by the City Architect and Alliance Manager Development Approvals. Any substantive changes to the approved plans will need to be made via a Form 2 process.
4. The applicant is advised that any non-residential/tenant car parking bays provided as part of the development will need to be licensed by the Department of Transport in accordance with the requirements of the Perth Parking Management Act. Development approval facilitating the construction and use of bays under relevant planning legislation should not be construed as implied approval from the Department of Transport for the future licensing and use of any car parking bays.
5. Main Roads advises that Lot 100 is currently impacted by land reserved as Primary Regional Road under the Metropolitan Region Scheme for the future upgrade of Mitchell Freeway.
6. Main Roads advises that they are currently undertaking project development investigations for the Mitchell Freeway upgrade. Access to Lot 100 on Sutherland Street may be altered/removed in future as part of this project.
7. Main Roads advised that the construction of the Mitchell Freeway upgrade is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

8. The Water Corporation advise that the development may impact on Water Corporation owned and operated assets and any development within the “Prescribed Proximities” of various Water Corporation assets requires approval to be obtained from the Water Corporation prior to any works being commenced on site.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban and Primary Regional Road
Local Planning Scheme	City Planning Scheme No. 2
Local Planning Scheme - Zone/Reserve	Residential/Commercial
Structure Plan/Precinct Plan	P11 Hamilton
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Storage - Contemplated ‘C’
Lot Size:	4,357m ²
Existing Land Use:	Vacant land and Third Party Advertising
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Self storage facility (‘Storage’)
Proposed Plot Ratio Area	8,712m ²
Proposed No. Storeys	7 Storeys
Proposed No. Dwellings	Nil

The application seeks approval for the construction of a seven (7) storey self-storage facility at the subject site comprising of 526 storage units that range in size from 7.7m² to 28.5m². Vehicle access to the facility is proposed from both Sutherland and Roe Street with parking located adjacent to both entries. The main pedestrian entry is proposed via Roe Street adjacent to the box shop.

Specific details of the proposed development are as follows:

Ground floor	This level contains 76 storage units (notionally shown on the plans), a box shop (28.5m ²), 15) car parking bays, two (2) truck
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	parking bays, one (1) ACROD parking bay, universally accessible toilet, cleaners store and an external bin enclosure.
Levels 1	This level contains 80 storage units (notionally shown on the plans), two (2) lifts and three (3) sets of stairs to service the upper floors.
Levels 2-6	These levels each contain 74 storage units (notionally shown on the plans), two (2) lifts and three (3) sets of stairs to service the upper floors.

In support of the proposal, the applicant advises that:

- *“The development provides an opportunity to service a growing demand for self-storage facilities in the Perth CBD and surrounding areas.*
- *The proposed development meets the intent of the planning framework, and represents the optimal use given the constraints of the subject site.*
- *The proposed development generally complies with the City of Perth Local Planning Scheme No. 2, as well as relevant State and Local Planning Policies. It includes only minor variations to development requirements, all of which are intended to enhance the site's overall integration with the surrounding streetscape.*
- *The built form and landscaping outcome is of a very high quality based on the nature of the use and will provide a valuable contribution to the streetscape of the local area.*
- *The site design provides for efficient access and egress to the development without compromising on the safety or efficiency of the road network or negatively impacting on the existing streetscape.*

Background:

The subject site is located on the corner of Sutherland Street and Roe Street in West Perth. The lot has a total area of 4,357m² and is currently vacant except for a large static advertising sign in the southwest corner of the site (facing the intersection).

City West, a large retail showroom development, is located to the west on the opposite side of Sutherland Street. Watertown, a retail outlet development, is located to the south of Roe Street, separated by the Transperth Fremantle train line. The subject site is partially reserved for primary regional roads under the Metropolitan Region Scheme (MRS) as is bound by Mitchell freeway and the Transperth Yanchep line to the north. Lot 1033 abuts the site to the east and is used as a power supply and maintenance yard for the train line.

Legislation and Policy:

Legislation

Planning and Development Act 2005 s. 162

Metropolitan Region Scheme (MRS)

City Planning Scheme No. 2 (CPS2) clauses 6, 26, 27, 33, 36 and the Hamilton (P11) Precinct Plan

Planning and Development (Local Planning Schemes) Regulations 2015 – Deemed Provisions for Local Planning Schemes clauses 60, 67 and 68

State Government Policies

State Planning Policy 7.0 – Design of the Built Environment
Perth Parking Policy (PPP)

Local Policies

Public Notification/Advertising Procedure (2.2)
City Development Design Guidelines (4.1)
Building Heights and Setbacks (4.4)
Plot Ratio (4.5)
Signs (4.6)
Loading and Unloading (5.2)
Bicycle Parking and End of Journey Facilities (5.3)

Consultation:

Public Consultation

The proposed development includes variations to the street building height and setback requirements of the City Planning Scheme No. 2 (CPS2). As such, the application was advertised to the owners and occupiers of the surrounding properties for a period of 21 days, closing on 14 May 2025.

The properties notified included lot 1033 Railway Street and those in the immediate vicinity at 66-84 Railway Street, 840 Wellington Street, 2 Delhi Street and units 1-48/5 Delhi Street.

No submissions were received during the advertising period.

Referrals/consultation with Government/Service Agencies

Main Roads WA

The application was referred to Main Roads WA (MRWA) as the site is partially reserved primary regional roads under the Metropolitan Region Scheme. Main Roads WA advised that they supported the proposal subject to the following conditions and advice notes:

Conditions

- 1. No part of the development, is permitted within the Primary Regional Road Reservation for Mitchell Freeway.*
- 2. No stormwater is to be discharged onto the road reserve.*

Advice

- a) Lot 100 is currently impacted by land reserved as Primary Regional Road under the Metropolitan Region Scheme for the future upgrade of Mitchell Freeway.*

- b) *Main Roads is currently undertaking project development investigations for the Mitchell Freeway upgrade. Access to Lot 100 on Sutherland Street may be altered/removed in future as part of this project.*
- c) *The construction of the Mitchell Freeway upgrade is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.*

Water Corporation

The application was referred to Water Corporation for comment. Water Corporation advised that it owns and operates several water-related assets in close proximity to this site.

The site is also traversed from west to east by at least three drainage and sewer pipes that are no longer in use. These buried pipes may be encountered by the developer during site works and construction.

The applicant is to be advised that development within the “Prescribed Proximities” of various Water Corporation assets requires approval to be obtained from the Water Corporation prior to any works being commenced on site. While it doesn’t appear from the development plans that our assets will be impacted, it is the proponent’s responsibility to ensure approval is sought before site works for the protection and/or relocation of any pipes and for ground disturbing works that have the potential to impact buried pipes.

Design Review Panel Advice

The proposed development was considered by the City of Perth Design Review Panel (DRP) at its meeting held on 10 April 2025, where the DRP resolve to advise that it:

1. **ACKNOWLEDGES** *the following strengths of the proposal:*
 - a) *An internal configuration of storage units allowing access to natural light, view and vista at the termination to corridor access ways that assist with way finding, natural light and ventilation for users.*
 - b) *An external design which includes window openings which coincide with internal circulation pathways that bring some level of fenestration and the perception of passive surveillance over the public realm.*
 - c) *An external designs which includes facade recesses at corridor terminations that assist with mediating the built form and scale of the development through expressed reveals and the breaking down of overall volume.*
 - d) *The inclusion of pre-finished, pre-cast and textured concrete facade panels that have the capacity to express a quality finish which is also low maintenance and durable.*
 - e) *The inclusion of an awning across the front of the building at the street edge that creates some sense of streetscape scale on a built form that does not demonstrate a podium expression.*
 - f) *Generous floor to floor heights that potentially support future adaptability of the development.*
 - g) *A stormwater management strategy that includes concealed downpipes.*
 - h) *A design that includes early consideration for landscape opportunities.*

2. **REQUESTS** the proponent:

- a) *Review the ground floor corner treatments in order to amplify the perception of streetscape engagement and passive surveillance. Potential design modifications to consider include:*
 - *Relocating the box room and/or lobby entry to the corner intersection and incorporating some fenestration and window openings.*
 - *Concentrating and applying high quality artwork to the blank wall expression at ground at the street intersection.*
- b) *Review the expression of the building to incorporate additional fenestration in the western façade at and above level two, where a corridor aligns with the street elevation.*
- c) *Review the exclusion of supporting amenities and facilities including bicycle parking, end of trip facilities, bathroom facilities, cleaners storage and offices etc.*
- d) *Review the proposed access to the development especially the location and design of the fencing, security gates and intercoms if the building is not staffed to ensure access and use is legible and does not result in queuing/obstructing Roe Street.*
- e) *Consider a more ‘playful’ built form expression with additional variety in volumetric geometry to incorporate additional interest into the development. Potential design modifications could include a varied parapet height, additional fenestration, stair tower articulation and further detail resolution in the pre-cast texture and joints.*
- f) *Consider the opportunity to incorporate additional landscaping, especially additional tree canopy and permeable paving, in the proposed (or an increased) street setback area and the car park.*
- g) *Consider the opportunity for the development to contribute to the night time environment in the locality by incorporating lighting of the built form.*
- h) *Ensure that the proposed pre-finished, textured concrete panels will not rely on a painted application which will reduce the quality and durability of the development.*
- i) *Consider appointing an ESD professional to assist to demonstrate the range of sustainable design initiatives the development can achieve including future adaptability of the building, EV charging, PVs, battery power storage and natural ventilation.*
- j) *Consider engaging a high quality artist to develop a series of works to mitigate the blank and inactive nature of the ground floor facade and corner treatments.*

The applicant subsequently met with the City officers and submitted revised plans and details to address the DRP’s comments. The following sections include details of the extent to which the revised development plans respond to the design matters raised by the DRP.

Planning Assessment:

Land Use

The subject site is located in the ‘Residential/Commercial’ use area of the Hamilton Precinct (P11) under City Planning Scheme No.2 (CPS2). The Hamilton Precinct will be redeveloped to provide for a vibrant and sustainable, residential rich, mixed use precinct that complements the city centre, a wide range of commercial uses will be provided which primarily serve the needs of the city centre, West Perth and nearby

health, educational, business and retail uses. Where possible, vacant sites should be avoided.

The site is also located within the future 'West Perth Neighbourhood' under the City's Local Planning Strategy endorsed by the Western Australian Planning Commission in May 2023.

This future 'West Perth Neighbourhood' will increase the residential population to create more vibrancy and activity outside of office hours, while maintaining the neighbourhoods function as a secondary office area. The north-eastern portion of the neighbourhood will be maintained as a mixed-use area with a greater emphasis on residential and commercial/secondary office development and the neighbourhoods commercial growth needs.

The application proposes a self-storage facility, which falls within the 'Storage' use under CPS2, which is a contemplated 'C' use within the Residential/Commercial use area of the Hamilton Precinct (P11).

The site is currently vacant with the exception of billboard signage and has been for some time. The applicant has advised that the site has been challenging to the develop due to the sites proximity to major transport routes and the unusual shape of the lot. The proposed storage facility will be open/accessible for users 24 hours a day seven days a week which will have the potential to facilitate activation and passive surveillance to the surrounding area. Whilst other uses, or a mix of uses may be considered more desirable in this precinct, the site faces challenges due to its location, accessibility and the immediately surrounding area. The Mitchell Freeway abuts the site to the north, Transperth railway reserve abuts to the east and south, which results in a harsh environment, unsuitable for sensitive land uses. It is recognised that the proposed storage facility will provide a necessary service and amenity to the existing and emerging residential population and businesses within the precinct and greater area. As such, the proposed use is considered to be consistent with the precinct statement of intent with the building being designed to incorporate interactive street frontages, and the architectural detailing contributing positively to the streetscape and surrounding area.

Development Requirements

New buildings within the Precinct are to incorporate a high standard of architectural design and attractive facades due to the precincts high visibility from major transport networks and its proximity to the city centre. New development should be constructed to the street with the upper floors setback above a podium level to create a pleasant pedestrian environment and maintain an urban edge. Additionally, buildings should be designed to address the street, as well as any public spaces in the traditional manner, in order to promote vitality and encourage passive surveillance. Car parking should also be restricted in number, strategically located and also screened as is practical from public view. Carparks should not visually detract from the public environment, built form or be visible from the street or public spaces.

The site is located within the north-eastern end of the future West Perth Neighbourhood under the City's Local Planning Strategy. The neighbourhood is identified for high scale mixed use (greater than 16 storeys) that enhance the vibrancy of the neighbourhood whilst optimising the development opportunities on underutilised land.

The proposal's compliance with the current development standards of CPS2 is summarised below (Note: figures and description in **bold** signify non-compliance with the development standards).

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	2.0:1 (8,714m ²)	1.99:1 (8,712m ²)	Complies
Maximum Street (Podium) Building Height:			
Sutherland Street	5 storeys (maximum)	7 storeys	Variation Sought
Roe Street	5 storeys (maximum)	7 storeys	Variation Sought
Maximum Building Height:	8 storeys	7 storeys	Complies
Setbacks:			
Sutherland Street (east)			
- Lower building levels	Nil (required for 80% of frontage)	2 metres	Variation Sought
- Upper building levels	5 metre setback for building above the street podium height	2 metres	Variation Sought
Roe Street (south)			
- Lower building levels	Nil (required for 80% of frontage)	1.7 metres	Variation Sought
- Upper building levels	5 metre setback for building above the street podium height	1.7 metres	Variation Sought
<u>Side (east)</u>			
- Lower building levels	Nil (required within 10 metres of street alignment)	25.2 metres (within 10m of Roe Street)	Variation sought
- Upper building levels	3 metres	9.3 metres	Complies

Provision	Requirement	Proposal	Assessment
Car Parking:			
Commercial Tenant	87 bays (maximum)	16 bays	Complies
Bicycle Parking and End of Trip Facilities:			
- Bicycle Parking	25 bays	9 bays	Variation Sought
- End of Trip Facilities	8 (4 Male, 4 Female)	Nil	Variation Sought

Variations to the maximum street building height, setback and bicycle parking requirements applicable to the development can be granted in accordance with Clause 36 of the City Planning Scheme and provided the decision maker is satisfied that:

“36(3)(c)

- (i) *if approval were to be granted, the development would be consistent with:*
 - (A) *the orderly and proper planning of the locality;*
 - (B) *the conservation of the amenities of the locality; and*
 - (C) *the statement of intent set out in the relevant precinct plan; and*
- (ii) *the non-compliance would not have any undue adverse effect on:*
 - (A) *the occupiers or users of the development;*
 - (B) *the property in, or the inhabitants of, the locality; or*
 - (C) *the likely future development of the locality.”*

Building Design and Presentation to Street

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) addresses design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. SPP 7.0 sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is considered that the applicant has provided sufficient justification to demonstrate the proposed development satisfies the ten design principles of SPP 7.0. (See attachment four (4) for the applicants assessment against SPP 7.0)

The City’s DRP acknowledged the proposed external façade design as a strength of the proposal including the use of pre-finished, pre-cast and textured concrete facade panels which express a quality finish that is also low maintenance and durable.. The external design and integration of windows, which coincide with internal circulation pathway and promote the perception of passive surveillance over the public realm.

The City’s DRP requested that the applicant consider a number of design modifications including:

- improvements to the activation and surveillance of Sutherland and Roe Streets by relocating the box shop and/of lobby entrance;
- improve the built form expression which may include extending the façade fenestration into the western facade;

- improve access to the development to ensure access is legible and does not result in queuing in the streets;
- increase landscaping, tree canopy and permeable paving;
- incorporate lighting to contribute to night time environment; and
- consider sustainable design initiatives.

In response to the Panel's advice, the applicant submitted revised plans addressing the matters raised as follows:

- *"The box shop has been located at the primary entrance point intentionally as a way finding device and for ease of access to customers. As a result we are not supportive of relocating this to the corner, as it would be both inconveniently located and cause confusion for customers.*
- *We appreciate this recommendation and have undertaken a review of the submitted development plans and incorporated additional windows to provide improved fenestration at the upper levels facing onto the street.*
- *We appreciate the panel's feedback on this matter. We have added an additional setback to the gate to ensure that customers can arrive and safely pull into the entry point / access the intercom. The intercom is to be connected to the Store Local centralised call centre which manages our facilities and is monitored and managed 24 hours a day 7 days a week.*
- *We appreciate this recommendation and have undertaken a review of the submitted development plans and have provided stepping in the parapets as recommended by the DRP members.*
- *Because of the unique constraints to the site there is no practical opportunity to increase the building setback further without compromising the overall function of the site. We consider the landscaping response to the site to be outstanding, as we have incorporated extensive landscaping and tree planting throughout to soften the impact of the built form and car parking and provide a greater level of amenity for customers accessing the site, and the broader public interfacing with the site. We have updated the Landscape Concept Plan provided to reflect revisions to the overall site design.*
- *We support this recommendation and have included notional lighting of this on the revised plans. Lighting proposals will be further considered as a component of detailed design.*
- *We appreciate the panel's feedback on this matter and have annotated the voluntary sustainable design initiatives on the revised development plans. We will seek to ensure these are incorporated at detailed design stages."*

With regards to the corner elevation of Sutherland and Roe Street, the design has not been amended to relocate the box shop and main entrance to the corner as to not cause customer confusion and navigation. The plans have been modified to include a variety of different size windows to further enhance the visual appeal of the building corner and reduce the extent of the existing solid wall. This is considered to partly address the DRP's concerns and improve the design of the corner and presentation to the street.

The Panel recommended fenestration and windows be aligned with internal corridors above the first level. The plans have been modified to improve fenestration on the building and align all internal corridors with windows to allow for greater access to natural light, this addresses the matters raised by the DRP.

It was further recommended that fencing and access gates be amended to ensure legible access and minimise the potential for queuing at Roe Street. The plans have

been modified and the fences/gates setback has been increased to ensure safe legible access and mitigation of potential queuing, this addresses the matters raised by the DRP.

Modifications to the external appearance of the building through volumetric geometry, varied parapet heights, additional fenestration and texturization of materials was requested to be considered by the applicant. In response to this advice, the applicant submitted revised plans which provide increased geometry, varied heights and stepping of the parapet, additional fenestrations throughout the façade and greater detail on the texture of the pre-cast concrete walls. These revisions are considered to address the matters raised by the DRP.

The Panel requested the applicant consider increasing the street setbacks to allow for additional and improved landscaping and to increase landscaping throughout the car parking areas on site. Due to site constraints, the applicant advised it was not possible to increase the setback of the building to provide additional landscaping. An updated landscape plan was however provided which reflected the amendments to the proposed landscape as a result of design changes in the building. This justification and revised landscape plan are considered sufficient.

Increased lighting on the development to contribute to the night-time development of the area and mitigate the blank and inactive nature of the ground floor facade and corner treatments was requested to be explored by the applicant. Revised plans notionally show increased lighting with perspectives depicting the view of the building during dark hours. A condition has been recommended to be imposed which requires the final lighting details to be provided.

The Panel requested consideration be given to sustainable design initiatives such as EV charging stations, PV solar panels, battery power storage and natural ventilation. Revised plans have been submitted which show indicative locations for solar panels. The applicant has further advised they will consider additional sustainability measures during the detailed design phase.

A retaining wall was initially proposed along Roe Street, which was located outside of the property boundary. Revised plans were submitted which relocated the retaining wall within the property boundary, with further modifications including seating and a garden planter to create visual interest and reduce the bulk of the wall on the streetscape. The revised plans are considered sufficient.

Overall, it is considered that the development is contemporary in design, suitable for its location, with a variety of materials, finishes and colours being used to accentuate features. However, it is recommended any approval be conditioned to require the applicant to submit final details refining the remaining matters outlined above for the City's approval at the building permit stage.

Building Height and Setbacks

The development proposes variations to the street building height and setback requirements of the Hamilton Precinct Plan (P11) of CPS2.

The overall building height complies with the requirements of the Hamilton Precinct plan, whereby there is no prescribed maximum height limit in metres, however, there is an eight (8) storey maximum building height limit. The proposed development is seven (7) storeys.

The development proposes a variation to the podium height on Sutherland Street and Roe Street, which specifies a 5 storey maximum height on both streets, with a total height of 7 storeys proposed. In this instance, as no tower component has been proposed, the variation will allow for a cohesive building appearance, whilst also not impinging on the buildings functionally. The shape of the building is consistent with the non-residential developments within the surrounding area, which also do not incorporate a podium and tower built form. The variations are not considered to detract from the existing streetscape and will not be dominant or impose on the street environment and can therefore be supported based on the design being consistent with the requirements of clause 36 of CPS2.

The proposed development is further seeking variations to the podium level side setback requirements under the Hamilton Precinct plan for non-residential use groups. Under section 2 of the Hamilton Precinct a minimum nil (required within 10 metres of street alignment) setback is required, with a setback of 25.2 metres proposed (within 10 metres of Roe Street). The intent of this requirement is to create a consistent built form to the lot boundary along the street to create a high level of amenity between adjoining properties. In this case, the 25.2 metre variation is considered acceptable as the subject site is isolated and the neighbouring property at Lot 1033 to the east is used as a power supply and maintenance yard for the train line and unlikely to be developed in the future. Furthermore, the unique shape and size of the subject site makes it difficult to meet these requirements.

A variation is proposed to the street setback requirements of the podium and the upper levels of the building to both Sutherland Street and Roe Street. A 2 metre setback is proposed to the building façade on Sutherland Street and a 1.7 metre setback is proposed to the building façade on Roe Street. The setbacks are considered acceptable due to the unique shape of the property due to the primary regional road reserve. The proposal will not have any adverse amenity impacts as there are no other developments or developable lots abutting the site except for Lot 1033 to the east which is used as a power supply and maintenance yard for the train line.

The street setback and lot boundary setbacks variations are not considered to adversely impact on the amenity of adjoining sites, by way of bulk, overshadowing, loss of light or ventilation or any unreasonable impact on views/outlook, nor do they result in excessive building bulk into the streetscape. Given the above, the street building height and setback variations are supported in accordance with the objectives and principles Hamilton Precinct and the relevant provisions of Clause 36 of CPS2.

Traffic and Site Access

The development proposes two vehicular access points being from Roe Street and Sutherland Street. Vehicular access from Roe Street will require the construction of a new crossover which is proposed to be restricted to left in, left out and access being via an automatic gate and intercom system. The proposed access from Roe Street and its configuration is supported as it is acceptable in regard to location and vehicle movements.

Additional vehicular access is proposed to Sutherland Street. An existing crossover currently exists at this location. It is proposed to permit full movement, left in, left out, right in, right out from this location. The location of the access point from Sutherland Street is acceptable, however, the City does not support full vehicle movements, recommending that vehicle movements be restricted to left in, left out and right in only

and to construct a traffic island to limit vehicle movements. Traffic movements are requested to be limited due to potential traffic hazards being generated as Sutherland Street receives heavy northbound traffic flows onto Mitchell Freeway, which increases the risk associated with right turns and insufficient refuge space for vehicles in the median to accommodate right turning vehicles. Furthermore, this results in a consistent approach to traffic management on Sutherland Street where the City West development adjacent to the site is accessed via left in, left out. The City undertook a meeting with the applicant in attempt to work through this concern, however, neither the City or applicant were able to resolve this concern, as such, the applicant provided the following response to the recommended amendments:

'We do not support the proposed removal of the right out onto Sutherland Street, as we consider the analysis undertaken as part of the submitted Transport Impact Statement comprehensively demonstrates that the risks associated with right turn movements are very minor, and manageable in the context of the road design and existing and forecasted traffic volumes on this road, and those coming from the development. We understand from our meeting that the City is not willing to move on this position and will include a recommended condition requiring the removal of the right out onto Sutherland Street, with minor updates required to the development plan as a result.'

Due to the above, it is recommended that a condition be imposed which restricts vehicle movements on Sutherland Street to left in, left out, right in movements only, with a traffic island being constructed, with final details being submitted and approved by the City prior to submission of a building permit.

Vehicle access into the site is restricted by the inclusion of automatic gates. Gates were originally proposed on the boundary from both Roe Street and Sutherland Street and it was requested by the City that the applicant submit amended plans to provide a setback for the gates the boundary to provide vehicle queuing space. Amended plans were received by the applicant which setback the automatic sliding gates to 4.5m for Roe Street. Vehicle gates are still proposed on the boundary to Sutherland Street, however, due to the existing width of the original crossover, there is an ample area for vehicle queuing. Based on the above, the gate locations are considered acceptable.

Final details of the vehicle gates have not been provided. A condition has therefore been recommended that final details of the gates be provided to the City for approval prior to submission of a building permit.

Signage

The development proposes four (4) wall signs to each of the building facades. The signs are illuminated and will be constructed of white aluminium. The content of the signs contains the business name being Store Local Self Storage. The signage on the northern and southern elevations are the same size at 16.83m², the western elevation is the smallest at 8.6m² and the eastern elevation is the largest in size at 34.09m².

The City's Local Planning Policy No. 46 – Signs, provides the following neighbourhood principles for the West Perth area:

"Signage should be of a scale, design and style that is reflective of its setting within the neighbourhood, restraint is to be exercised in the predominantly residential areas. Digital signage should be used in exceptional circumstances only, and where it adds vibrancy and interest for pedestrians within public spaces. Digital signage in residential

areas or with an interface towards residential uses, is considered inappropriate. Third-party signage may be considered appropriate in certain locations in accordance with Section 7 of the policy.”

The proposed signage is consistent with the neighbourhood principals, the signs are not digital, and smaller in scale where they interface toward residential areas.

LPP 4.6 requires that wall signs meet the following specific requirements.

- i. A wall sign located at first floor level or below should not exceed 4m² in area.*
- ii. A wall sign located above the first-floor level of a building (excluding a wall sign identified in clause iii below) should not exceed 20m² in area or 25% of the wall area (whichever is less).*
- iii. A wall sign located at the top of a building (and where the building is greater than 29 metres in height) should not be more than the combined height of two typical floors of the building.*
- iv. Wall signs that are located above the first-floor level of a building (excluding signs located at the top of a building) may be considered at a size greater than 20m² in exceptional circumstances where:*
 - a) The policy objective, neighbourhood principles and area principles have been met;*
 - b) The sign is not located on a residential building or facing a residential dwelling;*
 - c) The design and construction of the sign is integrated into the overall development;*
 - d) The sign location and orientation on the building provides a positive contribution to the streetscape; and*
 - e) The scale of the sign does not visually dominate the wall it is attached to.*
- v. Only one wall sign shall be permitted per elevation, except where it can be satisfactorily demonstrated that a further sign would be compatible with the design and scale of the building, would not result in visual clutter, and would make a positive contribution to the streetscape and/or city skyline.*
- vi. The illumination of wall signs at the top of buildings may be appropriate in locations where it can demonstrate that it will add interest and vibrancy to the City’s night skyline and will not adversely affect the amenity of occupants of nearby buildings.*
- vii. Where illuminated, wall signs shall not flash, pulsate or flicker, and in the opinion of the local government, be so intense to cause nuisance or hazard to the public.*
- viii. A wall sign that proposes third-party advertising or on premises advertising should*
 - a) Not exceed 4m² area where the wall sign is located at first floor level or below.*
 - b) Not exceed 20m² area or 25% of the wall area (whichever is less) where the sign located above the first floor level of a building;*
 - c) Third-party advertising is not permitted at the top of the building;*
 - d) Maximum of one third party advertising sign; and*
 - e) Not extend to the full height or width of the wall.*

The proposed signage on the northern, southern and western elevations is compliant with LPP 4.6 and CPS2 as it does not occupy an area greater than 20m² per elevation. However, the signage on the eastern elevation exceeds the acceptable size for wall signage by 14.09m². It is noted that the height of the proposed building is just under 29m at 28.17m. If the building was 29m in height, the sign on the eastern façade would comply with the requirements of iii of LPP 4.6 as the height of the sign does not exceed the combined height of two floors. The proposed sign is considered to satisfy the exceptional criteria of LPP 4.6 noting the sign faces toward the Mitchell Freeway and will not have any adverse visual amenity impacts on any residential areas. The sign has been designed to respond to eastern elevation and is not considered to dominate this elevation. As such, the variation is considered minor and can be supported in accordance with the exceptional criteria of LPP 4.6.

Waste Management

A waste management plan has been provided, it proposes an external bin enclosure which will be located to the north east of the proposed building and not visible from either Sutherland or Roe Street. The bin enclosure has been located externally within this area due to ease of access for servicing and operational requirements. The waste management plan and external bin enclosure is supported in its configuration as the proposed self-storage facility unlikely to generate large amounts of waste due the nature of use and the limited number of people attending the site on a daily basis. Furthermore, it will not have any visual amenity impacts due to its location, due to this it is considered acceptable.

Bicycle Parking and End of Journey Facilities

A minimum of 25 bicycle parking bays, four (4) male and four (4) female showers are required for the development under the local planning policy 5.3 - Bicycle Parking and End of Journey Facilities Policy (LPP 5.3) where only nine (9) bays are and one (1) universally accessible toilet has been provided.

It is considered users of the facility are unlikely to travel to the site using bicycles. Given the anticipated low demand for these facilities by users a variation to the Policy can be supported.

The proposal includes a cleaner's store for general maintenance, upkeep and cleaning of the site, this has been proposed as the site is unstaffed. These were not originally proposed, however added by the applicant at the request of the City. These additions are supported as they will provide extra amenities on site for users/customers.

Conclusion:

It is considered that the proposed development is generally consistent with the statement of intent for the Hamilton Precinct under CPS2 with the proposed self storage facility providing an service and amenity that will support the existing and emerging residential population of the immediate and wider locality.

While the proposed development incorporates variations to the street building (podium) height and setback development standards for the site, for the reasons outlined in the report, it is considered that if approval were to be granted, the development would be consistent with the orderly and proper planning of the locality, the Statement of Intent for the Hamilton Precinct and the Local Planning Strategy. Furthermore, it has been assessed that the non-compliances would not have any

undue adverse effect on the properties in the locality or the likely future development of the locality and can therefore be supported within clause 36 of CPS2.

In response to concerns of the City's DRP, the applicant provided revised plans and elevations which have improved the external appearance of the development and the internal layout. It is noted that some specific design matters, as outlined in this report, will require further consideration and resolution at the detailed design stage and are recommended to be conditions as part of any approval.

Based on the above, it is recommended that the proposed development for the construction of a seven-storey self storage facility be supported subject to the recommended conditions of approval.

Attachment 1 – Location Plan

20 (LOT 100) Sutherland Street, West Perth



Attachment 2 – Development Plans (22 July 2025)



Sheet List	
SHEET NAME	SHEET NUMBER
COVERSHEET	A0.00
PROPOSED SITE PLAN	A1.05
GROUND FLOOR PLAN	A2.01
LEVEL 1 FLOOR PLAN	A2.02
LEVEL 2 FLOOR PLAN	A2.03
LEVEL 3 FLOOR PLAN	A2.05
LEVEL 4 FLOOR PLAN	A2.06
LEVEL 5 FLOOR PLAN	A2.07
LEVEL 6 FLOOR PLAN	A2.08
ROOF PLAN	A4.01
ELEVATIONS	A5.01
ELEVATIONS 2	A5.02
SIGNAGE DIMENSIONS 1	A5.03
SINAGE DIMENSIONS 2	A5.04
SECTIONS	A6.01
ARTISTIC IMPRESSION PERSPECTIVE	A7.01
ARTISTIC IMPRESSION PERSPECTIVE 2	A7.02
ARTISTIC IMPRESSION PERSPECTIVE 3	A7.03

B		03/06/25	DA REVISIONS	PwN	APP
B		03/06/25	DA REVISIONS	PwN	APP
REV	DATE	DESCRIPTION			APP

DEVELOPMENT APPLICATION

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ARCHITECTURAL

STORELOCAL WEST PERTH

20 SUTHERLAND STREET, WEST PERTH

COVERSHEET

DRAWN	AK	DESIGNED	PwN
CHECKED	PwN	APPROVED	PwN
SCALE	DATE	03/06/25	
T&A PROJ NO.	324-045		

(at A0)

REDUCTION



DRAWING NO. A0.00

REV. B

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NOTE:

PLEASE REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR LANDSCAPE PLAN

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

LEVEL	GFA	BUILDERS GFA	CIRCULATION	NLA
LEVEL 6	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 5	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 4	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 3	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 2	1745 m ²	1962 m ²	517 m ²	1228 m ²
LEVEL 1	1962 m ²	1962 m ²	643 m ²	1319 m ²
GROUND FLOOR	1962 m ²	1962 m ²	709 m ²	1253 m ²
TOTAL	12649 m ²	12866 m ²	3937 m ²	8712 m ²

REV	DATE	DESCRIPTION	APP
F	20/06/25	DA REVISIONS	PvN
E	19/06/25	DA REVISIONS	PvN
D	03/06/25	DA REVISIONS	PvN
C	21/05/25	DA REVISIONS	PvN
B	02/04/25	WASTE AREA NOTED	PvN
A	16/02/25	ISSUED FOR DA	PvN

DEVELOPMENT APPLICATION
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ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
PROPOSED SITE PLAN

DRAWN	AK	DESIGNED	PvN	REDUCED	BLAO
CHECKED	PvN	APPROVED	PvN		
SCALE	1:200	DATE	20/06/25	DRAWING No.	REV.
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GROUND FLOOR PLAN
1 : 200

LEGEND:

- LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS
- STORAGE UNITS
- CORRIDORS
- LIFTS & FIRE STAIRS
- BOX SHOP

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

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TOTAL STORAGE (NLA) L2-6: 6140 m²

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E	19/06/25	DA REVISIONS	PvH
D	03/06/25	DA REVISIONS	PvH
C	21/05/25	DA REVISIONS	PvH
B	02/04/25	WASTE AREA NOTED	PvH
A	14/02/25	ISSUED FOR DA	PvH

DEVELOPMENT APPLICATION
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ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
GROUND FLOOR PLAN

DRAWN	AK	DESIGNED	PvH	REDUCTION	SCALE	DATE	DRAWING No.	REV.
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- LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS
- STORAGE UNITS
- CORRIDORS
- LIFTS & FIRE STAIRS
- BOX SHOP

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

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LEVEL 4	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 3	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 2	1745 m ²	1962 m ²	517 m ²	1228 m ²
LEVEL 1	1962 m ²	1962 m ²	643 m ²	1319 m ²
GROUND FLOOR	1962 m ²	1962 m ²	709 m ²	1253 m ²
TOTAL	12649 m ²	12866 m ²	3937 m ²	8712 m ²

LEVEL 1 FLOOR PLAN
1 : 200

REV	DATE	DESCRIPTION	APP
D	20/06/25	DA REVISIONS	PvH
C	09/06/25	DA REVISIONS	PvH
B	27/05/25	DA REVISIONS	PvH
A	14/02/25	ISSUED FOR DA	PvH

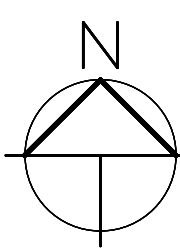
DEVELOPMENT APPLICATION
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ALL DIMENSIONS TO BE PRINTED IN COLOR.

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ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
LEVEL 1 FLOOR PLAN



DRAWN	AK	DESIGNED	PvH	REDUCED	1
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| | STORAGE UNITS |
| | CORRIDORS |
| | LIFTS & FIRE STAIRS |
| | BOX SHOP |

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

LEVEL	GFA	BUILDERS GFA	CIRCULATION	NLA
LEVEL 6	1745 m²	1745 m²	517 m²	1228 m²
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LEVEL 4	1745 m²	1745 m²	517 m²	1228 m²
LEVEL 3	1745 m²	1745 m²	517 m²	1228 m²
LEVEL 2	1745 m²	1962 m²	517 m²	1228 m²
LEVEL 1	1962 m²	1962 m²	643 m²	1319 m²
GROUND FLOOR	1962 m²	1962 m²	709 m²	1253 m²
TOTAL	12649 m²	12866 m²	3937 m²	8712 m²

D	20/06/25	DA REVISIONS		Pv
C	03/06/25	DA REVISIONS		Pv
B	27/05/25	DA REVISIONS		Pv
A	16/02/25	ISSUED FOR DA		Pv
REV	DATE	DESCRIPTION		AP

DEVELOPMENT APPLICATION

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ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
LEVEL 2 FLOOR PLAN

DRAWN		AK	DESIGNED	PvN	REDUCTION	
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	LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS
	STORAGE UNITS
	CORRIDORS
	LIFTS & FIRE STAIRS
	BOX SHOP

PLOT RATIO: 2.00

L2 - L6 FLOOR AREA: 8725 m²

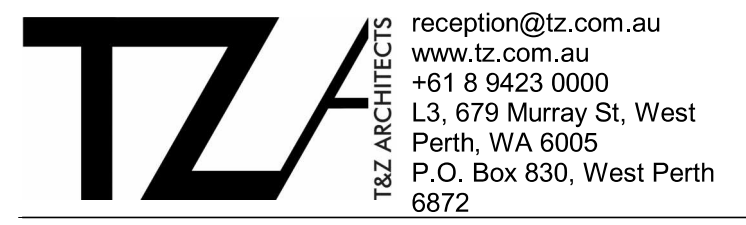
TOTAL STORAGE (NLA) L2-6: 6140 m²

LEVEL	GFA	BUILDERS GFA	CIRCULATION	NLA
LEVEL 6	1745 m ²	1745 m ²	517 m ²	1228 m ²
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REV	DATE	DESCRIPTION	APP

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ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
LEVEL 3 FLOOR PLAN

DRAWN		AK	DESIGNED	PvN	REDUCTION	
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SCALE As indicated		DATE	20/06/25		DRAWING No.	REV.
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- LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS
- STORAGE UNITS
- CORRIDORS
- LIFTS & FIRE STAIRS
- BOX SHOP

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

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GROUND FLOOR	1962 m ²	1962 m ²	709 m ²	1253 m ²
TOTAL	12649 m ²	12866 m ²	3937 m ²	8712 m ²

LEVEL 4 FLOOR PLAN
1 : 200

REV	DATE	DESCRIPTION	APP
D	20/06/25	DA REVISIONS	PvN
C	09/06/25	DA REVISIONS	PvN
B	27/05/25	DA REVISIONS	PvN
A	16/02/25	ISSUED FOR DA	PvN

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

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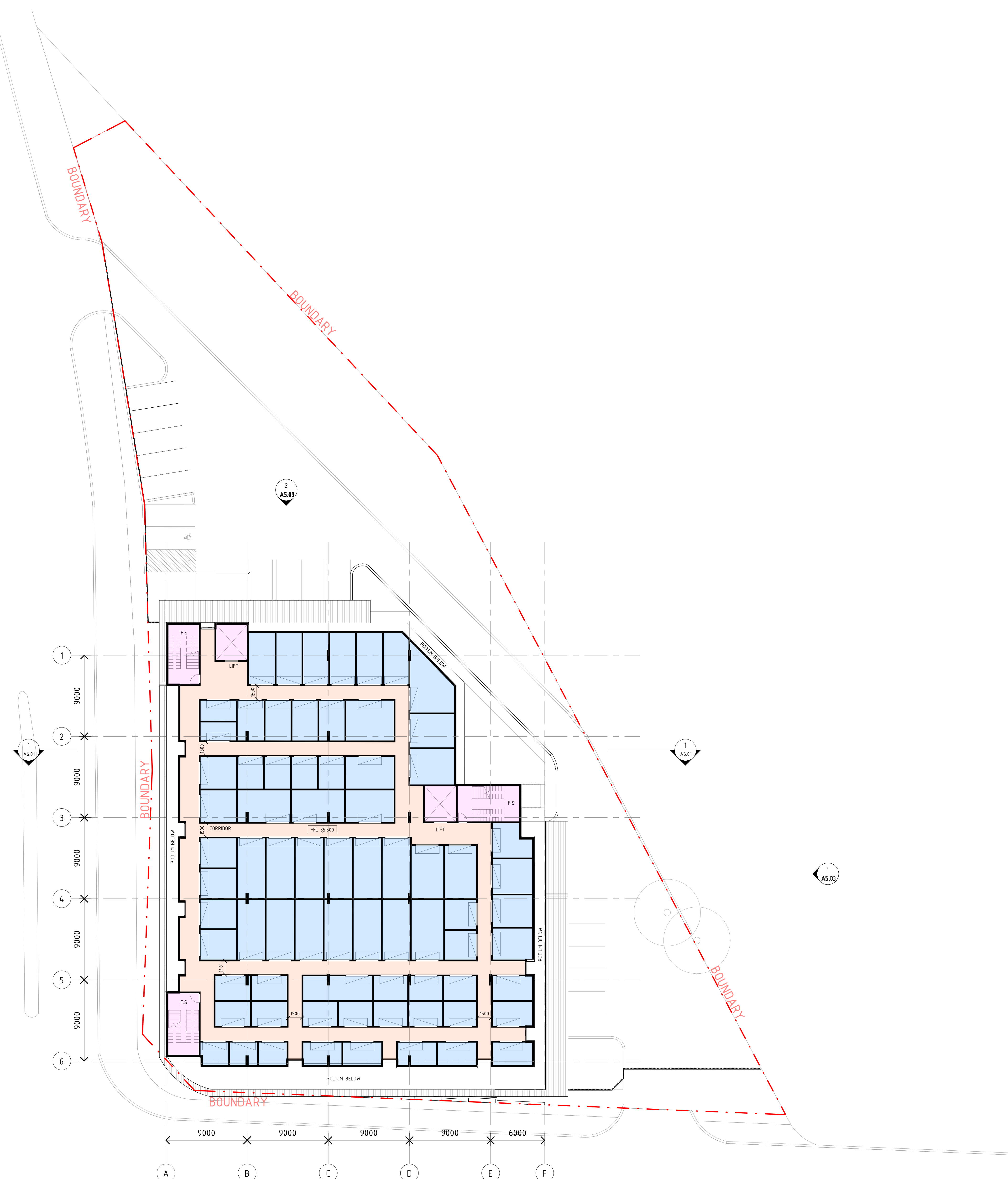
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Perth, WA 6005
P.O. Box 830, West Perth
6872

ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
LEVEL 4 FLOOR PLAN

DRAWN	AX	DESIGNED	PvN	REDUCTION	1	1
CHECKED	PvN	APPROVED	PvN			
SCALE	Indicated	DATE	20/06/25	DRAWING No.	REV.	
TZA PROJ No.	3.24.045			A2.06	D	

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LEVEL 5 FLOOR PLAN
1 : 200

LEGEND:

- | | |
|---|---|
|  | LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS |
|  | STORAGE UNITS |
|  | CORRIDORS |
|  | LIFTS & FIRE STAIRS |
|  | BOX SHOP |

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

LEVEL	GFA	BUILDERS GFA	CIRCULATION	NLA
LEVEL 6	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 5	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 4	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 3	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 2	1745 m ²	1962 m ²	517 m ²	1228 m ²
LEVEL 1	1962 m ²	1962 m ²	643 m ²	1319 m ²
GROUND FLOOR	1962 m ²	1962 m ²	709 m ²	1253 m ²
TOTAL	12649 m ²	12866 m ²	3937 m ²	8712 m ²

D	20/06/25	DA REVISIONS		Pv
C	03/06/25	DA REVISIONS		Pv
B	27/05/25	DA REVISIONS		Pv
A	14/02/25	ISSUED FOR DA		Pv
REV	DATE	DESCRIPTION		AP

DEVELOPMENT APPLICATION

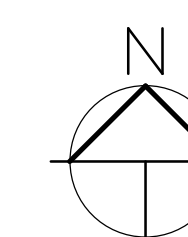
NOT FOR CONSTRUCTION

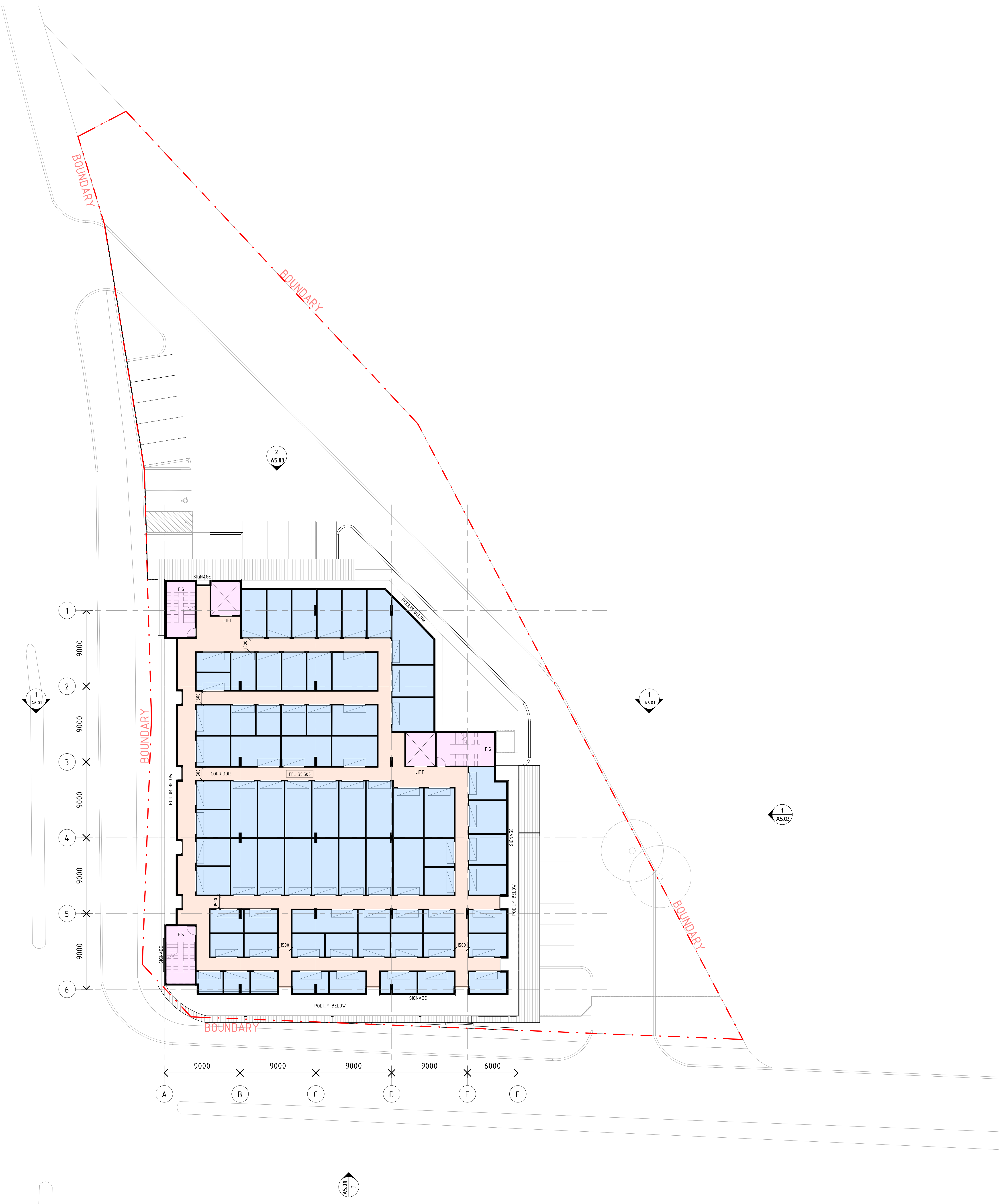


ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
LEVEL 5 FLOOR PLAN

DRAWN AK		DESIGNED P v N	REDUCTION $\frac{1}{2}$	
CHECKED P v N		APPROVED P v N		
SCALE As indicated		DATE 20/06/25	DRAWING No.	REV
T&Z PROJ No. 3.24.045			A2.07	D

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LEGEND:

- LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS
- STORAGE UNITS
- CORRIDORS
- LIFTS & FIRE STAIRS
- BOX SHOP

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

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LEVEL 4	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 3	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 2	1745 m ²	1962 m ²	517 m ²	1228 m ²
LEVEL 1	1962 m ²	1962 m ²	643 m ²	1319 m ²
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LEVEL 6 FLOOR PLAN
1: 200

REV	DATE	DESCRIPTION	APP
D	20/06/25	DA REVISIONS	PvN
C	09/06/25	DA REVISIONS	PvN
B	27/05/25	DA REVISIONS	PvN
A	16/02/25	ISSUED FOR DA	PvN

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

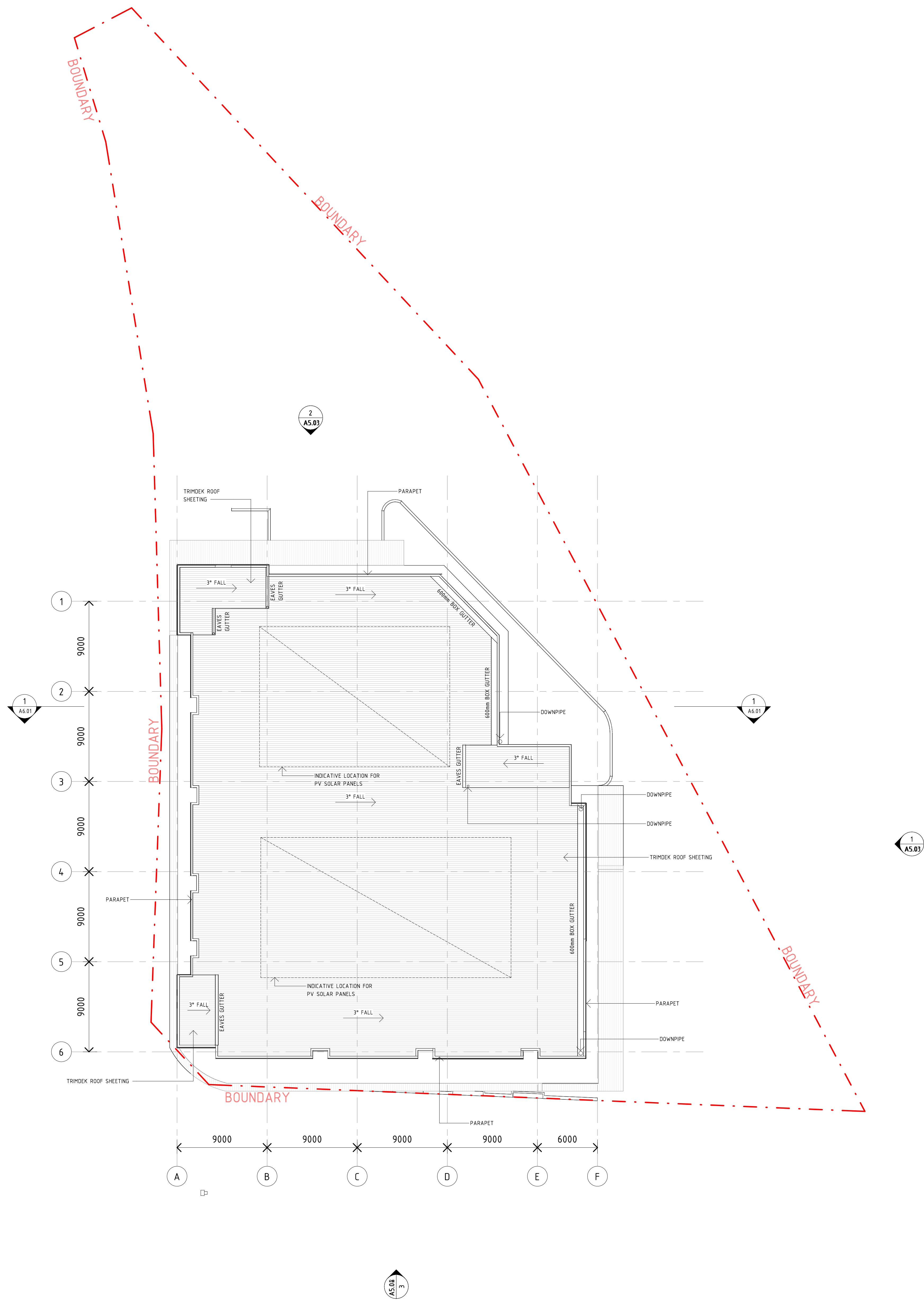
CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK TO INSURE DIMENSIONS, REPORT ANY DISCREPANCIES FOR DECISION BEFORE PROCEEDING TO WORK. ALL DIMENSIONS TO BE PRINTED IN FULL.

TZA ARCHITECTURAL
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6872

ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
LEVEL 6 FLOOR PLAN

DRAWN	AK	DESIGNED	PvN	REDUCTION
CHECKED	PvN	APPROVED	PvN	1
SCALE	Indicated	DATE	20/06/25	DRAWING No.
TZA PROJ No.	3.24.045			A2.08
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MATERIAL LEGEND:



TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

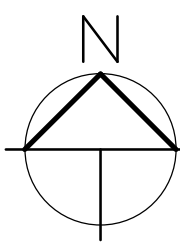
L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

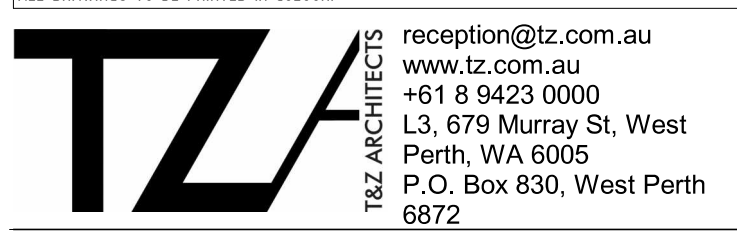
LEVEL	GFA	BUILDERS GFA	CIRCULATION	NLA
LEVEL 6	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 5	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 4	1745 m ²	1745 m ²	517 m ²	1228 m ²
LEVEL 3	1745 m ²	1745 m ²	517 m ²	1228 m ²
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REV	DATE	DESCRIPTION	APP
D	20/06/25	DA REVISIONS	PvN
C	09/06/25	DA REVISIONS	PvN
B	27/05/25	DA REVISIONS	PvN
A	16/02/25	ISSUED FOR DA	PvN

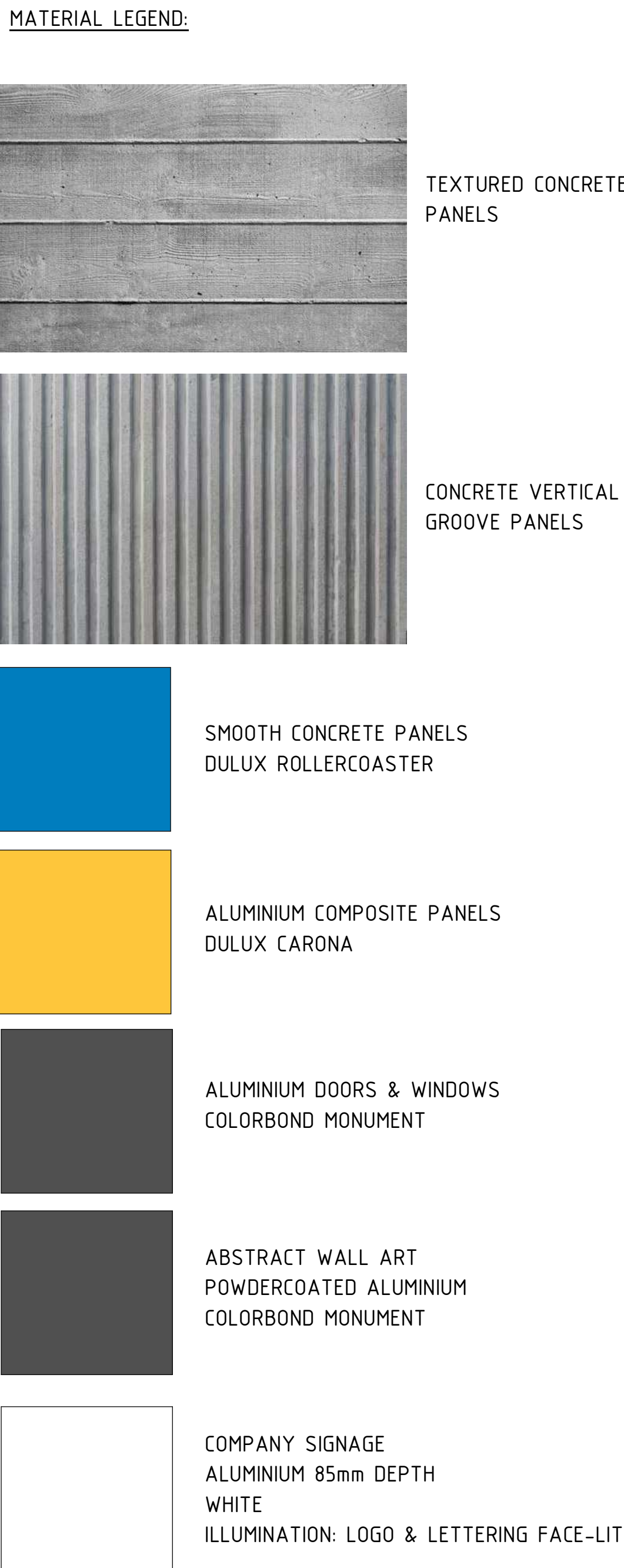
DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK TO INSURE DIMENSIONS, REPORT ANY DISCREPANCIES FOR DECISION BEFORE PROCEEDING TO WORK. ALL DIMENSIONS TO BE PRINTED IN CLASH.



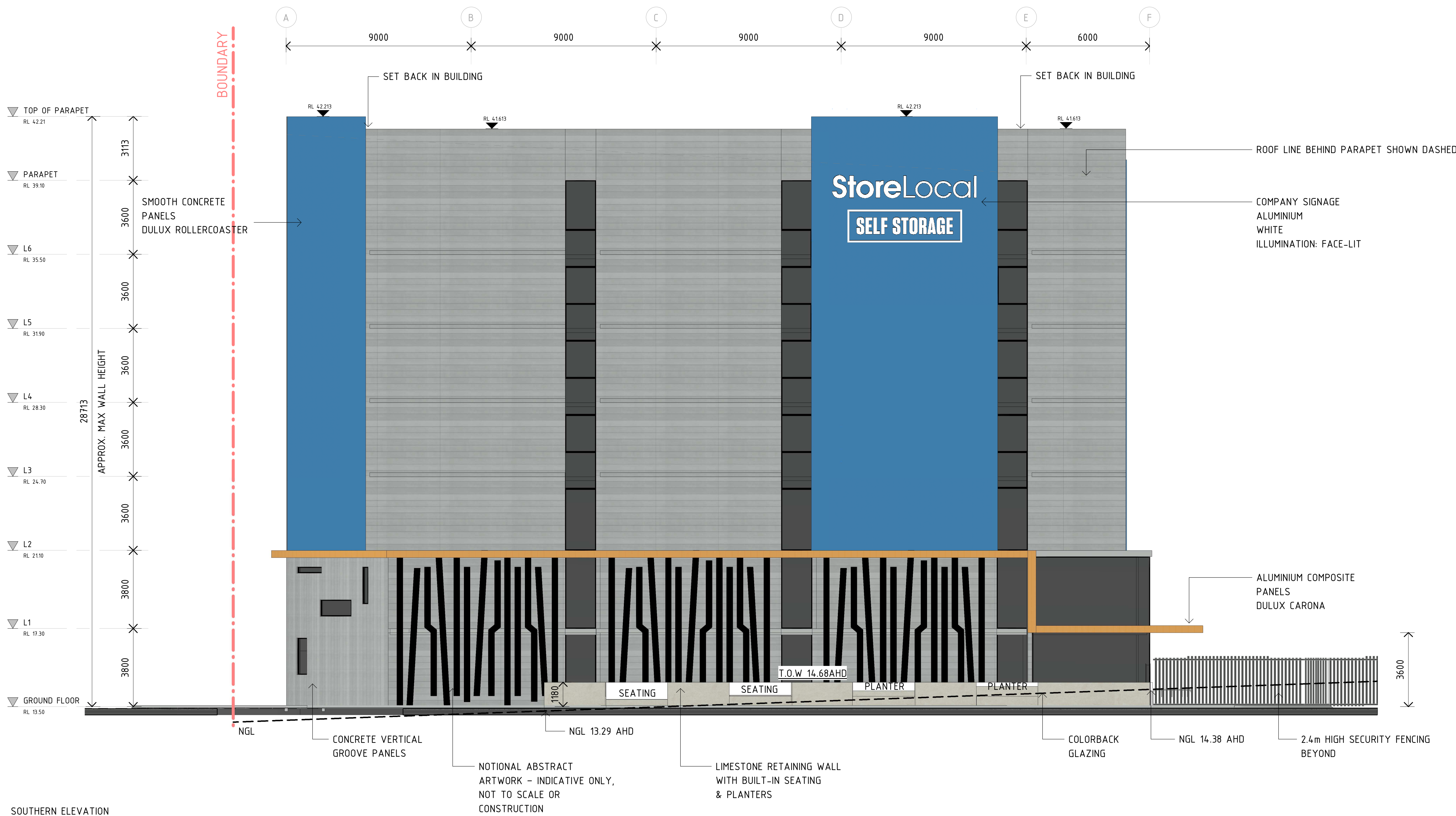
ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
ROOF PLAN

DRAWN	AK	DESIGNED	PvN	REDUCTION	1	1
CHECKED	PvN	APPROVED	PvN			
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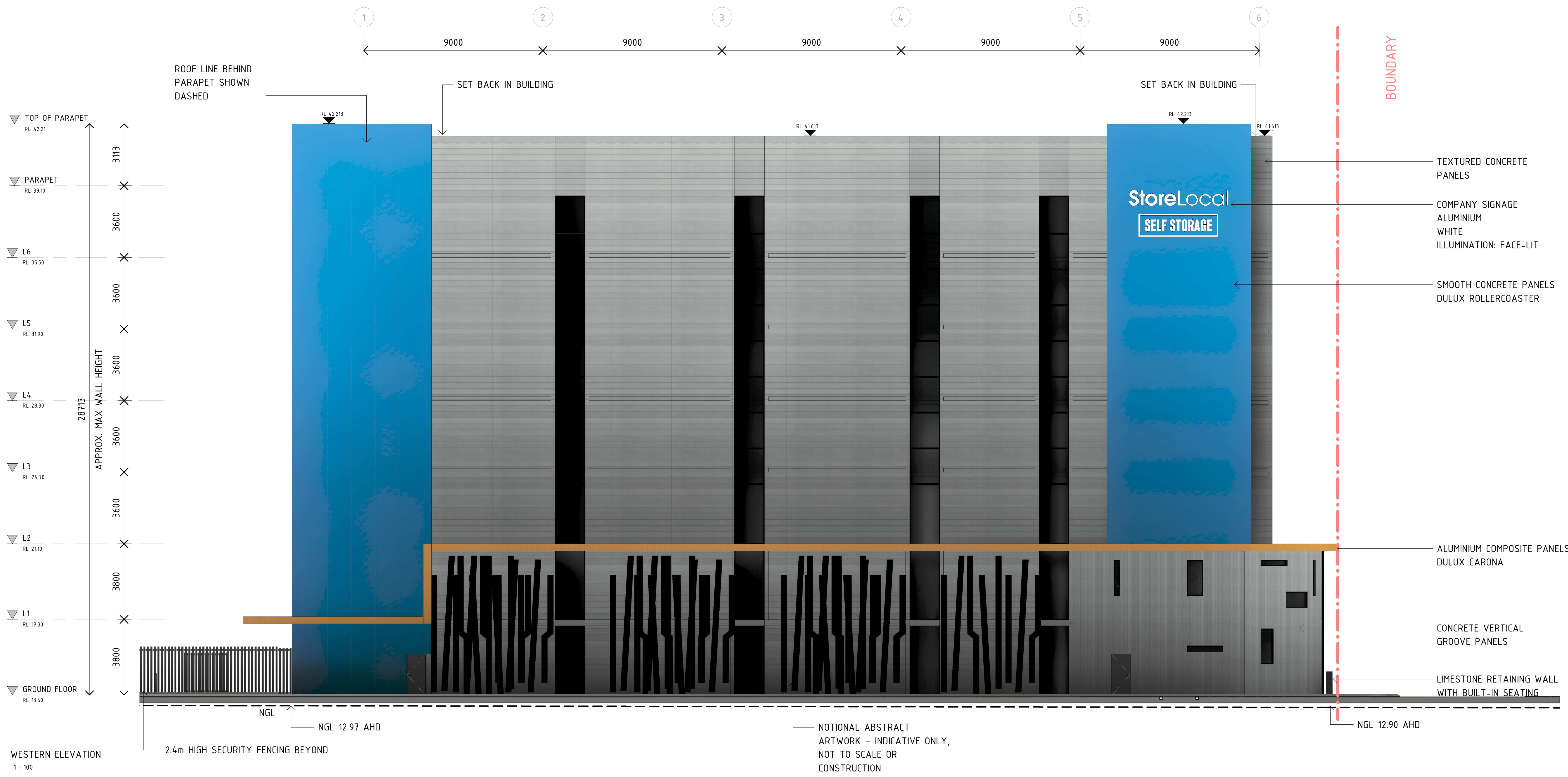
NORTHERN ELEVATION
1 : 100





MATERIAL LEGEND:

- TEXTURED CONCRETE PANELS
- CONCRETE VERTICAL GROOVE PANELS
- SMOOTH CONCRETE PANELS DULUX ROLLERCOASTER
- ALUMINIUM COMPOSITE PANELS DULUX CARONA
- ALUMINIUM DOORS & WINDOWS COLORBOND MONUMENT
- ABSTRACT WALL ART POWDERCOATED ALUMINIUM COLORBOND MONUMENT
- COMPANY SIGNAGE ALUMINIUM 85mm DEPTH WHITE ILLUMINATION: LOGO & LETTERING FACE-LIT



REV	DATE	DESCRIPTION	APP
C	03/06/25	DA REVISIONS	PJM
B	21/05/25	DA REVISIONS	PJM
A	14/02/25	ISSUED FOR DA	PJM

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

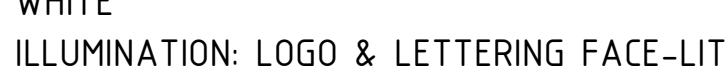
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ALL DRAWINGS TO BE PRINTED IN COLOUR.

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TZA Architects Pty Ltd, 830, West Perth 6872

ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
ELEVATIONS 2

DRAWN	AK	DESIGNED	PJM	REDUCED	at A0
CHECKED	PJM	APPROVED	PJM	1	1
SCALE	Indicated	DATE	03/06/25	DRAWING No.	REV.
TZA PROJ No.	324.045			A5.02	C

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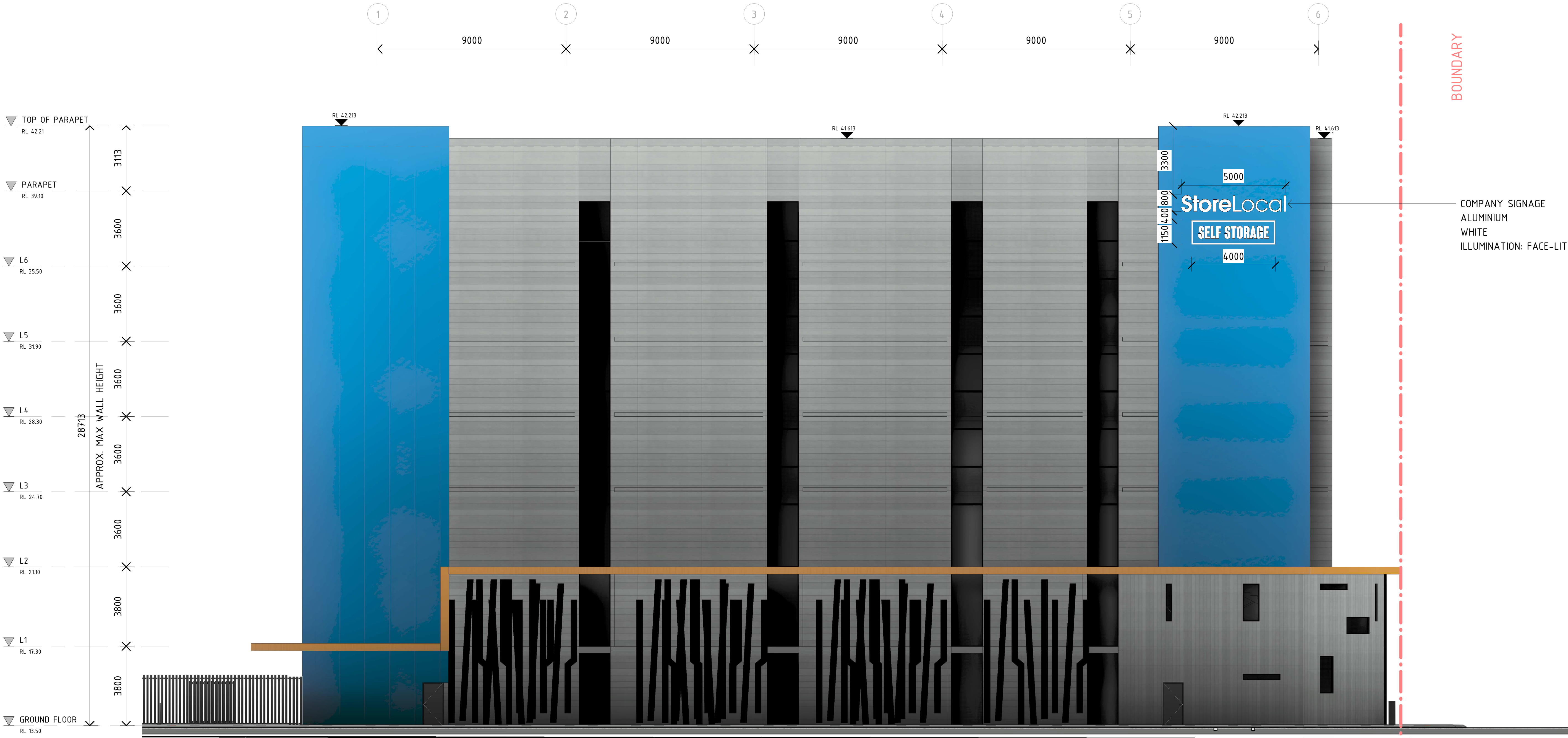
1 : 100

MATERIAL LEGEND:

- TEXTURED CONCRETE PANELS
- CONCRETE VERTICAL GROOVE PANELS
- SMOOTH CONCRETE PANELS
DULUX ROLLERCOASTER
- ALUMINIUM COMPOSITE PANELS
DULUX CARONA
- ALUMINIUM DOORS & WINDOWS
COLORBOND MONUMENT
- ABSTRACT WALL ART
POWDERCOATED ALUMINIUM
COLORBOND MONUMENT
- COMPANY SIGNAGE
ALUMINIUM 85mm DEPTH
WHITE
ILLUMINATION: LOGO & LETTERING FACE-LIT



SOUTHERN ELEVATION Copy 1
1 : 100



WESTERN ELEVATION Copy 1
1 : 100

REV	DATE	DESCRIPTION	P/N	APP
A	03/06/25	DA REVISIONS		

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION

CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. TO FIGURED DIMENSIONS, REPORT ANY DISCREPANCIES FOR DECISION BEFORE PROCEEDING TO WORK. ALL DRAWINGS TO BE PRINTED IN COLOR.

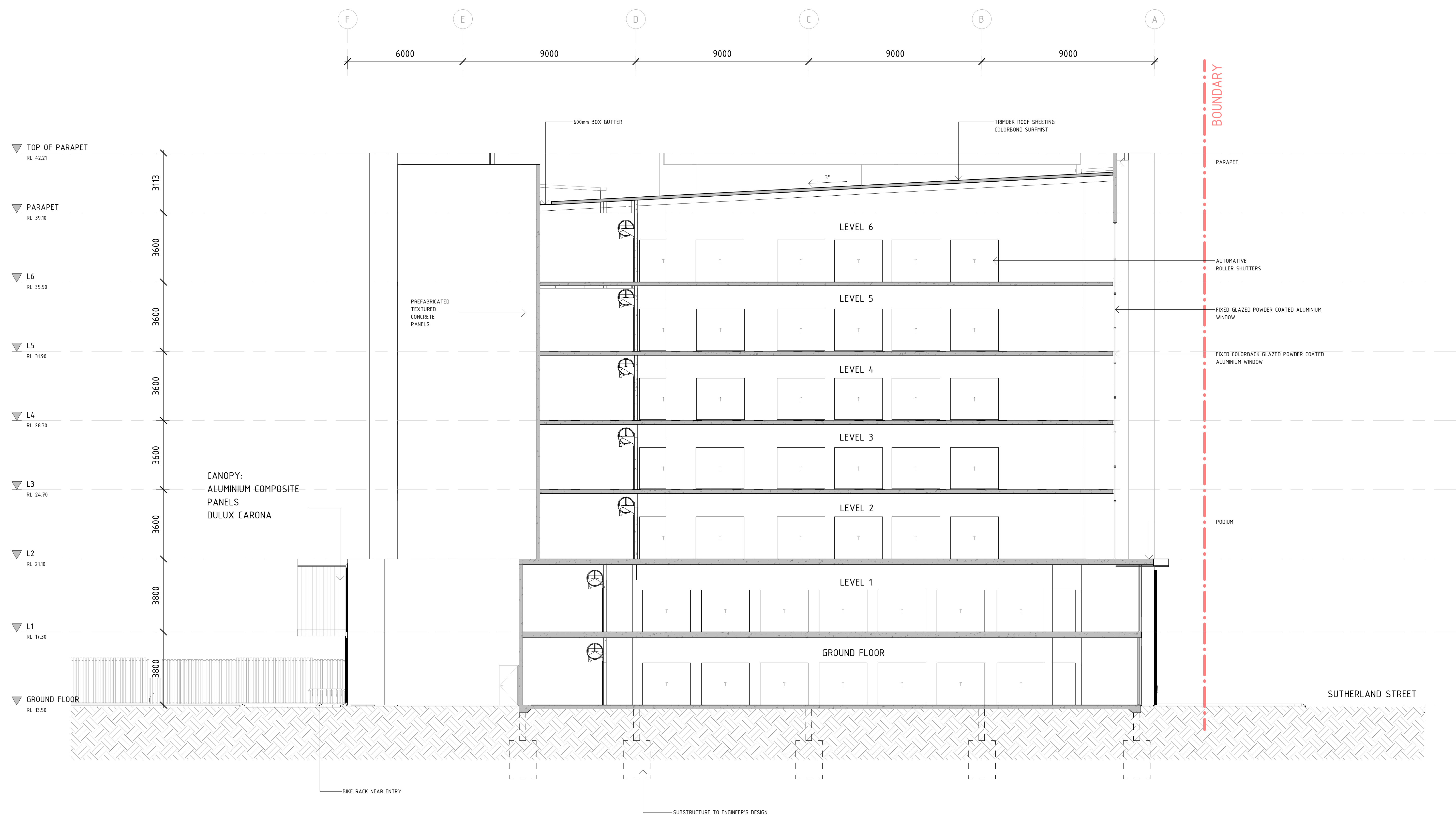
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L3, 479 Murray St, West Perth, WA 6005
TZA Architects Pty Ltd, 830, West Perth 6872

20 SUTHERLAND STREET, WEST PERTH
SINAGE DIMENSIONS 2

DRAWN	AK	DESIGNED	P/N	REDUCTION	at A0
CHECKED	P/N	APPROVED	P/N	1	1

SCALE: Indicated DATE: 03/06/25 DRAWING No. REV. 3.24.045 A5.04 A

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SECTION AA
1 : 100

B	03/06/25	DA REVISIONS		Pri
A	27/05/25	DA REVISIONS		Pri
REV	DATE	DESCRIPTION		AP

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK TO FIGURED DIMENSIONS, REPORT ANY DISCREPANCIES FOR DECISION BEFORE PROCEEDING TO WORK.



ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
SECTIONS

DRAWN		AK	DESIGNED	PyN	REDUCTION	at A0
CHECKED		PyN	APPROVED	PyN	0	
SCALE		1 : 100	DATE		03/06/25	DRAWING No.
T&Z PROJ No.		3.24.045				A6.01
						B

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GROUND FLOOR PLAN
1 : 200

LEGEND:

- LANDSCAPING - REFER LANDSCAPE ARCHITECTS DRAWINGS
- STORAGE UNITS
- CORRIDORS
- LIFTS & FIRE STAIRS
- BOX SHOP

TOTAL SITE AREA: 4357 m²

PLOT RATIO: 2.00

GROUND & L1 FLOOR AREA: 3924 m²

L2 - L6 FLOOR AREA: 8725 m²

TOTAL STORAGE (NLA) GROUND FLOOR & L1: 2572 m²

TOTAL STORAGE (NLA) L2-6: 6140 m²

TOTAL STORAGE AREA (NLA): 8712 m²

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REV	DATE	DESCRIPTION	APP
F	20/06/25	DA REVISIONS	PvH
E	19/06/25	DA REVISIONS	PvH
D	03/06/25	DA REVISIONS	PvH
C	21/05/25	DA REVISIONS	PvH
B	02/04/25	WASTE AREA NOTED	PvH
A	14/02/25	ISSUED FOR DA	PvH

DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION

CHECK ALL SHEDDING ON SITE BEFORE COMMENCING WORK TO PREVENT SHEDDING. REPORT ANY DISCREPANCIES FOR DESIGN BEFORE PROCEEDING TO WORK.
ALL DRAWINGS TO BE PRINTED IN COLOR.

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6872

ARCHITECTURAL
STORELOCAL WEST PERTH
20 SUTHERLAND STREET, WEST PERTH
GROUND FLOOR PLAN

DRAWN	AK	DESIGNED	PvH	REDUCTION	SCALE	DATE	DRAWING No.	REV.
CHECKED	PvH	APPROVED	PvH	1	1:200	20/06/25	A2.01	F
SCALE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
TZA PROJ No.	3.24.045							

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NOTE:

LOGO SHOWN ON
PERSPECTIVES IS JUST A
PLACEHOLDER. REFER TO
ELEVATIONS FOR CORRECT
COMPANY SIGNAGE.

ARTISTIC IMPRESSION OF THE WESTERN AND SOUTHERN ELEVATION FROM THE CORNER OF ROE STREET & SUTHERLAND STREET

[illegible]



NOTE:

LOGO SHOWN ON
PERSPECTIVES IS JUST A
PLACEHOLDER. REFER TO
ELEVATIONS FOR CORRECT
COMPANY SIGNAGE.

ARTISTIC IMPRESSION OF THE SOUTHERN AND EASTERN ELEVATION FROM ROE STREET

[illegible]



NOTE:

LOGO SHOWN ON
PERSPECTIVES IS JUST A
PLACEHOLDER. REFER TO
ELEVATIONS FOR CORRECT
COMPANY SIGNAGE.

ARTISTIC IMPRESSION OF NORTHERN ELEVATION FROM SUTHERLAND STREET

[illegible]

Attachment 4 – Applicants address of State
Planning Policy 7.0 Design of the Built
Environment

3.2 State Planning Policies

3.2.1 State Planning Policy 7.0 Design of the Built Environment

State Planning Policy 7.0 Design and Built Environment (spp7.0) seeks to address the design quality and built form outcomes in Western Australia, and seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes.

The policy includes the following 10 principles for good design, which are intended to inform the design, review and decision – making processes for built environment proposals across the State. These are outlined and addressed in **Table 2** below.

Table 2: SPP7.0 Assessment – Design of the Built Environment

Principle	Provision	Alignment of Proposal
1. Context and Character	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The proposed design includes a number of variations to the Precinct 11 – Hamilton Design requirements for the purpose of enhancing the characteristics and contributing to the sense of place in the area. For example, incorporating setbacks where none are required can provide additional space for landscaping. This helps create a smoother transition between the existing character of the area and the subject site.
2. Landscape Quality	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	Extensive landscaping is proposed within the subject site. The proposed application intends to set back the building to allow for further landscaping to be included on subject site adjacent to the existing footpaths, to soften the impact of the building, recognising that the streetscape façade will not be activated given the dormant nature of the proposed land use.
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 buildings are appropriately scaled, with the development application making optimal use of the site's irregular triangular shape. The design maximizes development capacity while considering the restrictions imposed by the Primary Regional Road reserve to the north.
4. Functionality and Build Quality	Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over a full life cycle.	The design results in a highly functional site, with clear access/egress and circulation points, and ease of access for unitholders to their storage units.
5. Sustainability	Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The proposal provides for extensive onsite landscaping and provides supply of much needed storage space for the growing residential and business population of the City of Perth. Solar power installation will significantly reduce the facility's grid energy consumption.
6. Amenity	Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for	The proposal is supported by easily accessible parking, and extensive landscaping to improve the visitor experience. The landscaping also improves the visual

Principle	Provision	Alignment of Proposal
	occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.	amenity from the street and assists with integrating the seven-storey development to the subject area.
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 proposed development is easily identifiable and accessible from the surrounding street network, with the internal design accommodating a legible movement network.
8. Safety	Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The proposed design provides safe vehicle and pedestrian networks, and provides clear sightlines throughout the development site, minimising the risk of personal harm and supporting safe behaviour and use. There is monitored CCTV surveillance across all accessible areas in the facility. It is important to note that the proposed facility will only be accessible only to those leasing storage units via an access code at the gated access.
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 development will accommodate the local and wider community needs for storage in the area. Most residential sites within the local area are predominantly apartments, and the community will benefit from increased options in a site which is easily accessible.
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 building has been designed to be a striking and attractive form, with differentiation in colours and materials to appropriately reflect the desired built form and quality of development within the City of Perth.

3.3 City of Perth Local Planning Scheme No. 2

The City of Perth Local Planning Scheme No.2 (LPS2) was gazetted on 9 January 2004. The LPS2 area is divided into 15 precincts, with the subject site is located within Precinct 11 – Hamilton. The permitted land uses for this precinct are outlined in the P11 Use Group tables in Schedule 3.

The site is zoned as 'Residential – Commercial' under LPS2, which applies to parts of Precincts 10, 11, and 14. Within LPS2, land uses are categorized as either 'Preferred Uses' or 'Contemplated Uses.' The land use group 'Storage' is classified as a 'C' use under the P11 Hamilton Use Group tables, meaning it is a 'Contemplated' use for the site.

Any determination regarding a contemplated use will be made in accordance with Clause 67 of the Deemed Provisions. There are further development provisions identified for Precinct 11 – Hamilton which are outlined in **Section 3.4** of this report.

According to LPS2, the land use group 'Storage' aligns with the definition of 'Warehouse' in Schedule 4, which is defined as

" means premises used for the storage of goods, whether or not commercial transactions involving the sale of the goods are carried out in or on that building or land."

Attachment 5 – Main Roads WA Submission



mainroads
WESTERN AUSTRALIA

Enquiries: Michelle Doherty on (08) 9323 6390
Our Ref: 18/9445 (D25#494182)
Your Ref: DAP-2025/5069

28 May 2025

Chief Executive Officer
City of Perth
GPO Box C120
PERTH WA 6839

Email: info.city@cityofperth.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED SELF STORAGE FACILITY – REF. DAP-2025/5069 – DAP/25/02888 – LOT 100 (20) SUTHERLAND STREET WEST PERTH

In response to correspondence received on 14 April 2025, Main Roads supports the proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1. No part of the development, is permitted within the Primary Regional Road Reservation for Mitchell Freeway.

Justification for Condition

Land within the subject site is currently reserved as Primary Regional Road and is required in future for the Mitchell Freeway Upgrade project. No form of the development is permitted within the identified land requirement. This includes but is not limited to vehicle manoeuvring areas, car parking, building anchors, awnings, retaining walls and any associated infrastructure services required to service this private development.

2. No stormwater is to be discharged onto the road reserve.

Justification for Condition

To ensure there is sufficient capacity in the State road stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

- a) Lot 100 is currently impacted by land reserved as Primary Regional Road under the Metropolitan Region Scheme for the future upgrade of Mitchell Freeway.



mainroads
WESTERN AUSTRALIA

- b) Main Roads is currently undertaking project development investigations for the Mitchell Freeway upgrade. Access to Lot 100 on Sutherland Street may be altered/removed in future as part of this project.
- c) The construction of the Mitchell Freeway upgrade is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

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

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

Should the City disagree with the above conditions or require further information please do not hesitate to contact Michelle Doherty on (08) 9323 6390.

Please ensure a copy of the City's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Doherty'.

Michelle Doherty
Planning Assessment Officer



PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**