



City of
Melville

AGENDA

DEVELOPMENT ADVISORY UNIT MEETING

NOTICE OF MEETING

I respectfully bring to the attention of Committee Members that a Development Advisory Unit Meeting will be held in the Melville Civic Centre, 10 Almondbury Road, Booragoon on Monday, 27 July 2026 commencing at 1:00 PM.

Kate Bainbridge
Manager Development Approvals

The City of Melville acknowledges the Bibbulmun people as the Traditional Custodians of the land on which the City stands today and pays its respects to the Whadjuk people, and Elders past, present and future.

Use this link to access the [City of Melville Council Meetings YouTube channel](#) to watch the live stream or access the recordings of public Council meetings.

OFFICIAL**Development Advisory Unit**

1. The DAU is not a decision making forum – it is an operational meeting to inform the recommendation to the Manager Statutory Planning on Development Applications and other planning proposals.
2. Should any Elected Member wish to discuss the content of any item included as part of the attached agenda, please contact Kate Bainbridge, Manager Statutory Planning and Building. Contact should be established as soon as possible after the publication of the agenda to the City of Melville website. Contact details are as follows: Tel 9364 0626 or via the Elected Members Portal.
3. Should an Elected Member propose that an item on this agenda be referred to Council for determination, a request to that effect must be made to the Chief Executive Officer (CEO). This request shall be made in accordance with the requirements set out by DAU Terms of Reference contained within Local Planning Policy LPP 1.1 'Planning Process and Decision Making'.
4. Should any applicant or adjoining property owner object to any proposal included as part of this DAU agenda, then an opportunity exists to request that the application be determined by Council. All such requests should be referred to an Elected Member of Council for the Ward within which the development application is located. An Elected Member may request that the application be determined by Council. Any call up request from an Elected Member shall be made in accordance with the requirements set out by DAU Terms of Reference contained within Local Planning Policy LPP 1.1 'Planning Process and Decision Making'.
5. In the absence of any referral request, a decision on any application included as part of this DAU agenda can take place under delegated authority to the Manager Statutory Planning and Building, after midday on the second Monday after the Friday publication of the minutes to the City's website. In the event that the DAU Agenda is not published to the City's website until the Monday after the DAU meeting, a decision on the application can still take place the following Monday.

DISTRIBUTED: 7 AUGUST 2026

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OFFICIAL**1 ATTENDANCE AND APOLOGIES****In Attendance**

<u>Officer</u>	<u>Role</u>
Ms K Bainbridge	Manager Statutory Planning
Mr J Caracciolo	Acting Principal Statutory Planner
Mr M Byrne-McLean	Statutory Planner
Mr C Sturges	Acting Senior Statutory Planner
Mr L Johnson	Senior Statutory Planner
Mr T Nguyen	Senior Environmental Health Officer
Ms M Bairns	Senior Building Surveyor
Mr S Sze	Senior Building Surveyor

Apologies

Nil.

2 BUSINESS

	Matters for consideration	Notes from meeting
UP26/119	DA-2026-511 - 89 (Lot 800) North Lake Road, Myaree - Eight Warehouse/Storage Units	

3 OUTCOMES

The following items are to have recommendations created and included in the next agenda:

- Nil.

The following items are to be deferred to the next DAU and represented with more information:

- Nil.

OFFICIAL**4 ITEMS****UP26/119 Eight Warehouse/Storage Units at Nos. 89 (Lot 800) North Lake Road, Myaree**

Ward	Central
Category	Operational
File Number:	UP26/119
Responsible Officer:	Manager Development Approvals
Voting Requirements:	Simple Majority
Officer Disclosure of Interest:	None
Application Number:	DA-2026-511
Applicant:	CF Town Planning & Development
Owner:	Pastmito Pty Ltd
Proposal:	Eight Warehouse/Storage Units
Attachments:	1. Development Plans

COUNCIL'S ROLE

Quasi-Judicial: When the Council determines an application/matter that directly affects a person's rights and interests. The judicial character arises from the obligation to abide by the principles of natural justice.

SUMMARY

- Development approval is sought for the construction of a warehouse/storage facility comprising 8 self-storage units at No.89 (Lot 800) North Lake Road, Myaree.
- The subject site is zoned Service Commercial (Restricted Use 3) under the City of Melville Local Planning Scheme No. 6 (LPS6). Clause 20 (Table 5) under LPS6 sets out restricted classes of use for specified land that apply instead of the classes of use that are permissible in the zone in which the land is located. The subject site falls under No.3 of Table 5 within LPS6 and one of the restricted uses able to be considered is that of warehouse/storage which is proposed as part of this development application.
- The subject site abuts R20 residential zoned properties to the west and Service Commercial R3 zoned properties to the north and south.
- The proposed development includes the demolition of the existing building on-site and the construction of eight (8) warehouse/storage units. The units are being constructed for storage purposes only and not for businesses to operate. There will be no manufacturing or other commercial activities at the subject site and given the relatively small scale of the facility, there will be no administration or reception area provided for customers. There will be no staff or site manager on site at any time.
- The application has been assessed against LPS6, the Residential Design Codes Volume 1 Part B (R-Codes) and relevant local planning policies.
- The proposed development requires a performance assessment in relation to the primary street landscaping strip, weather protection (awnings), end-of-trip facilities, land use permissibility and number of car parking bays provided on-site.
- The development application was advertised to affected adjoining properties in accordance with Local Planning Policy 1.1 'Planning Process and Decision Making' (LPP1.1) from 17 June to 2 July 2026. During the consultation period, two (2) submissions were received, both

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objecting to the proposal and raising concerns regarding building bulk, setbacks, overshadowing, noise and impacts on amenity.

- A summary of the submissions was provided to the applicant for consideration. In response, the proposal was amended to increase the lot boundary setbacks, thereby achieving compliance with Table 2a of the R-Codes.
- This application was discussed in accordance with Local Planning Policy 1.1 (LPP1.1) at the Development Advisory Unit (DAU) meeting held on Monday 27 July 2026. At the meeting, it was considered that the proposed development is acceptable when assessed against the relevant planning framework.
- The City recommends that approval be granted subject to conditions.
- A condition of development approval has been recommended to prevent another 'D' discretionary land use operating within any of the subject warehouse/storage units which otherwise won't be exempt under the planning framework, without first obtaining development approval.

OFFICER RECOMMENDATION

That the Development Advisory Unit recommends approval of the development subject to the following conditions:

Conditions:

- 1. This Development Approval requires the development to be undertaken in accordance with the submitted application, enclosed plans (referenced Site Plan, Ground Floor Plan, Mezzanine Floor Plan and Elevations) stamped as approved. It does not relate to any other development on this lot and must substantially commence within 2 years from the date of the decision letter.**
- 2. Prior to demolition or construction commencing, a Demolition and Construction Management Plan (CMP) is to be submitted to and approved by the City. The CMP will require approval by the City prior to the issue of the associated Building Permit or Demolition Permit. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City. Any modifications to the CMP are to be approved by the City in writing.**
- 3. Prior to the commencement of development, a stormwater design plan is to be submitted for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City and thereafter all stormwater generated on site is to be retained on site in accordance with the approved plan.**
- 4. Prior to commencement of development, a detailed landscaping and reticulation plan for the subject site and/or the road verge(s) adjacent to the site is to be submitted to and approved in writing by the City which is consistent with the concept landscaping plan which forms part of this approval. The landscaping plan is to include proposed details of (but is not limited to):**
 - a. The location, number and type of proposed trees and shrubs including planter size and planting density**
 - b. Any lawns to be established;**
 - c. Any existing vegetation and/or landscaped areas to be retained; and**
 - d. Any verge treatments**

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

5. Prior to the commencement of construction, detailed plans are required to be provided and approved by the City for the design of the parking bays, manoeuvring areas, driveway and points of ingress and egress demonstrating compliance with the relevant Australian Standards. The development is required to be constructed in accordance with the approved plans to the satisfaction of the City, and thereafter be maintained for the life of the development.
6. Prior to the occupation of the development, the subject site is to be served by an approved vehicle crossover constructed to the City's specifications and satisfaction.
7. Prior to the initial occupation of the development, the northern and southern boundary walls shall be finished to the same finish as the rest of the development walls, to the satisfaction of the City.
8. This approval is limited to the warehouse/storage use as shown on the approved plans. No retail sales, trade sales, display area for customers, or other activities involving the general public are permitted from the site, and the premises shall not be open to the public.
9. The subject site is to be secured by gate/fence or other security measure to prevent access to the site by the general public.
10. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.

PURPOSE

The purpose of this report is to provide an outline of the key matters of consideration for the proposed development, outline where discretion is required to be exercised and appropriateness of this discretion against the relevant performance criteria and outline DAU reasoning for support.

STRATEGIC ALIGNMENT

Outcome	3	Sustainable, connected development and transport infrastructure across our City.
	4	Economic prosperity and vibrant resilient communities and businesses.
Objective	3	Sustainable and Connected Development
	3.1	Facilitate enhanced and sustainable urban development and amenity.
	3.4	Protect and promote the City's character and heritage.
	4	Vibrant and Prosperous
	4.4	Support local business growth and resilience.
	4.5	Facilitate a business friendly experience

OFFICIAL**BACKGROUND**

The subject development application seeks approval for the construction of eight warehouse/storage units at No. 89 (Lot 800) North Lake Road, Myaree. The proposal involves demolition of existing buildings and structures on-site and construction of an industrial building comprising of eight self-storage units, with a total floor area of 1,069.29sqm including mezzanine levels. Under the provisions of City's Local Planning Scheme No. 6 (LPS6), the subject site is zoned 'Service Commercial R3'. The R3 refers to the Restricted zoning over the property which is in place to further limit the permitted and discretionary land uses given the interface the subject site has to the rear with residential properties.

Under LPS6, a warehouse/storage land use is defined as:

"premises including indoor or outdoor facilities used for

- a) the storage of goods, equipment, plant or materials; or*
- b) the display or the sale by wholesale of goods."*

The subject site is located within an established service commercial area of Myaree, where similar warehouse/storage developments have previously been approved, including facilities at No. 244 Leach Highway and No. 37 McCoy Street.

The development comprises eight self-storage units ranging from 80sqm to 132.22sqm, each with a mezzanine level and individual toilet facilities. Two on-site car parking bays including one accessible bay are provided along with a communal toilet accessed externally. The configuration of the development also provides space in front of the storage units for users to park in front of the units. The subject site is proposed to be secured with a fence and gate to prevent unauthorised access to the site.

The application was advertised from 17 June 2026 to 2 July 2026 with two submissions received, both raising objections. A summary of the submissions is provided below within the 'engagement' section of this report. Advertising was undertaken to adjoining residential landowners because the setbacks originally proposed along the rear western residential interface did not satisfy the applicable requirements of Table 2a of the Residential Design Codes Volume 1 (R-Codes), as required by Clause 32 of LPS6. Following referral of the submissions to the applicant, amended plans were submitted providing compliant setbacks. The amended plans were subsequently provided to both submitters for comment; one submitter provided no further response, while the other maintained their objection to the proposal.

As a result of the objections received, the application has progressed through the City's DAU process with a recommendation that the Warehouse/Storage development be supported subject to conditions.

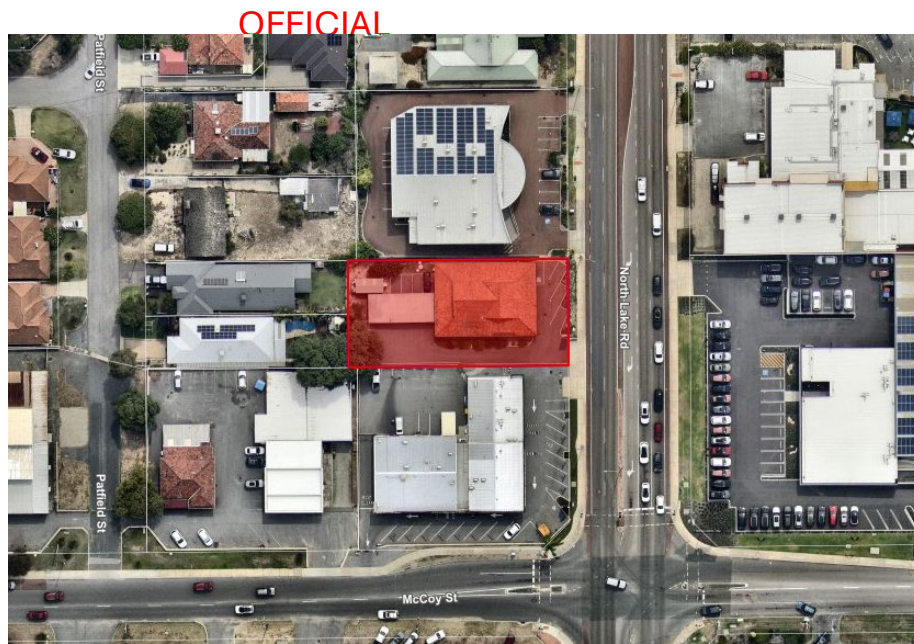


Figure 1: Aerial image of subject site (marked in red)



Figure 2: LPS6 zoning layer of subject site (marked in red)

Scheme Provisions

MRS Zoning	Urban
LPS Zoning	Service Commercial R3
R-Code	N/A
Use Type	Warehouse/storage
Use Class	Restricted Use – D

OFFICIAL**Site Details**

Lot Area	1247sqm
Retention of Existing Vegetation	N/A
Street Tree(s)	N/A
Street Furniture (drainage pits etc.)	N/A
Site Details	Existing commercial building

CONSIDERATION

The application has been assessed against the provisions of LPS6, the R-Codes and relevant Local Planning and Council Policies. The proposal complies with all the relevant development requirements except for those matters listed below, for which a performance assessment is required.

Local Planning Scheme and Local Policy RequirementsCity of Melville Local Planning Scheme No. 6

Scheme Provision	Scheme Requirement	Proposed	Comments
Land Use Permissibility	Warehouse /Storage R3 Restricted Use LPS6 Warehouse /Storage definition: <i>"premises including indoor or outdoor facilities used for a) the storage of goods, equipment, plant or materials; or the display or the sale by wholesale of goods."</i>	Warehouse /Storage which is one of the restricted uses listed under Table 5 of LPS6 for the subject site.	Requires assessment against zone objectives. Refer to discussion below.
Clause 32 – Additional Site and Development Requirements	Primary street – 6m setback, including 3m landscaping strip.	Portion of landscaping strip not 3m in width.	Requires exercise of discretion under Clause 34 of LPS6 and Clause 67 of the deemed provisions.

OFFICIAL**City of Melville Local Planning Policy 1.6 – Car Parking and Access**

Development Requirement	Required	Proposed	Comments
On site car parking	Warehouse/storage – 1/100sqm Net Lettable Area (NLA) 1,068sqm = 11 car bays required	Two car bays proposed (one visitor bay and one ACROD bay)	Requires assessment using Policy objectives. Refer to discussion below.

Local Planning Policy 2.1 – Non-Residential Development

Policy Provision	Policy Requirement	Proposed	Comments
Weather Protection	Where possible minimum depth of an awning to be 2.5m, where not possible due, as deep as practical for weather protection	No awnings proposed above the warehouse/storage-unit entrances.	The development is not intended to accommodate customer-facing activities, with access generally limited to unit owners/lessors via the roller doors and side pedestrian entrances. Given the operational nature of the development, weather protection is not considered necessary to facilitate regular pedestrian access or customer activity. Furthermore, the provision of awnings may also conflict with access and manoeuvring requirements for larger vehicles more likely to access the site. Accordingly, the absence of awnings is supported.

Comment**Land Use**

In considering the discretionary nature of the land use proposed, it is necessary to take into consideration the zone objectives table of LPS6, the other matters for consideration under Clause 67 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The proposed warehouse/storage use is a Restricted Use No. 3 in Table 5 of LPS6, which lists warehouse/storage as a use that may be considered on the land instead of the classes of use that are permissible in the Service Commercial zone subject of Table 3 of LPS6. Accordingly, the proposed use is capable of approval, subject to assessment against the relevant planning framework.

In considering the appropriateness of the use, the City is to assess the use in the context of the listed Service Commercial zone objectives of LPS6. The listed zone objectives and the City's comments regarding the appropriateness of the use are listed below:

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Service Commercial Zone Objectives	Assessment
<i>Accommodate commercial activities which, because of the nature of their business, require good vehicular access and/or large sites.</i>	The proposed use provides smaller businesses flexible options for their warehouse/store needs which are suitable within a service commercial area, with lower frequency of vehicle movements making the use suitable adjacent to residential especially given the proposed built form.
<i>To prohibit residential development.</i>	The proposal is not for residential development.
<i>To provide for a range of commercial and industrial services and associated services as well as facilities for the storage and distribution of goods, which are required to meet the needs of the sub-regional community and which, by reason of their scale, character and requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within any of the Centre zones.</i>	The proposed development will provide storage/warehouse units within the locality, which will add to the diversity of current business activity within the City. The land use is compatible with the character of the streetscape and adds to the land use diversity to the service commercial zone without compromising the amenity of the residential properties to the rear.
<i>Provide for a range of wholesale sales, showrooms, trade and services which by reason of their scale character, operational or land requirements, are not generally appropriate in, or cannot conveniently or economically be accommodated in, the central area, shops and offices or industrial zones.</i>	The warehouse/storage facility will not compromise the continued operation of existing industrial/service commercial activities located within the Myaree area or give rise to any land use or traffic conflicts.
<i>To ensure the nature, form and scale of development is such as not to prejudice the commercial services provided for within any of the Centre zones, recognising the strategic significance of such centres with reference to their accessibility and co-location efficiencies.</i>	The proposed development will complement existing business activities established in the immediate locality and provide a development that is of appropriate scale/bulk within the immediate area.
<i>To ensure the design and landscaping of development is conducive to safe and efficient vehicular access, safe and convenient pedestrian access between adjacent premises and a level of visual amenity which is compatible with any adjacent commercial, mixed-use or residential areas.</i>	The proposed development will not impact the amenity of the area and will provide a building that comprises an articulated front façade, with appropriate landscaping. The visual amenity can be seen as compatible with the surrounding residential and service commercial zone given the setback to the rear and nature of the land use being lower intensity.

While it is acknowledged that the proposal adjoins residential properties to the rear, the planning framework specifically anticipates an interface between the Service Commercial and Residential zones through the restricted zoning to limit the service commercial land uses to those which are more compatible adjacent to the residential zone. The assessment therefore focuses on whether the development has appropriately mitigated potential amenity impacts through the intensity of the development and it's design, rather than whether commercial development should occur on the land.

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In this instance, the proposal provides compliant building setbacks to lot boundaries, a building height significantly below the maximum permitted, additional landscaping, primary street fencing, no overlooking opportunities, low operational activity and separation of vehicle movements from adjoining residences. Collectively, these measures provide an appropriate transition between the differing land uses and ensure that the amenity of adjoining residential properties is appropriately protected.

Landscaping

The proposal does not provide a continuous 3-metre-wide landscaped strip within the primary street setback area. The development provides 31.7sqm of landscaping within the first three metres of the primary street setback, with 13.6sqm occupied by vehicular access and an accessible parking bay. A further 25.7sqm of soft landscaping is provided elsewhere within the 6-metre street setback.

The setback area also includes three 2m x 2m deep-soil zones within the first 3-metres and one additional deep-soil zone within the 6-metre primary street setback. These areas will support tree planting, improve canopy cover, soften the building bulk and enhance the streetscape. Reticulated turf is also proposed within the verge adjoining the existing footpath.

Although the proposal varies the prescribed landscaped strip width, the overall extent and distribution of landscaping within the street setback are considered sufficient. The non-landscaped portions are limited to necessary access and parking, and the proposed treatment is an improvement on the limited landscaping evident at several adjoining properties. Subject to the landscaping being installed and maintained in accordance with the approved plans, the proposed landscaping design is considered to achieve an acceptable streetscape and amenity outcome.

Car Parking

LPP 1.6 requires the provision of eleven (11) on-site car parking bays. The proposal provides two (2) bays, comprising one visitor bay and one accessible bay, resulting in a shortfall of nine bays against the prescribed standard.

In considering the discretionary nature of the car parking shortfall, it is necessary to take into consideration the objectives of LPP 1.6 which are as follows:

- 1. To facilitate the development of adequate, safe and convenient parking facilities that meets the needs of users.*
- 2. Promote environmentally sustainable development.*
- 3. Facilitate active, vibrant and successful places.*
- 4. Support local businesses and economically viable development.*
- 5. Enable healthy lifestyles and travel choices.*
- 6. To ensure that development proposals incorporate an appropriate level of parking.*
- 7. To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.*
- 8. To promote alternative transport modes by incorporating flexibility to reduce parking requirements where alternative transport options exist.*
- 9. To promote "shared" or publicly available parking in preference to exclusive, single user parking.*

The proposal is a smaller scale facility containing eight individual warehouse/storage units. Unlike traditional warehouses, showrooms or other commercial premises, the development is not expected to generate continuous customer activity, regular staff attendance or high turnover of vehicle movements throughout the day. Storage facilities are characterised by intermittent and short visits, with users typically accessing their storage unit infrequently and for limited periods.

The proposal does not include office accommodation, retail sales, display areas or customer service functions that would ordinarily generate a higher parking demand. Accordingly, the operational parking demand is anticipated to be substantially lower than that generated by many other land uses contemplated within the Service Commercial zone.

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It is also noted that visits to individual storage units are generally dispersed throughout the day rather than occurring simultaneously. Given the limited number of units, the likelihood of multiple users requiring parking at the same time is considered low, reducing the practical demand for on-site parking.

Importantly, the purpose of the City's parking standards is to ensure that an appropriate level of parking is provided to accommodate the anticipated demand generated by a development, rather than to require the application to meet numerical standards where the characteristics of a particular land use demonstrate a lower parking requirement. For example, if 11 bays were provided on site, the functionality of the space would be impacted and would not result in a better planning outcome. Furthermore, the built form does not lend to other uses which would have high parking demand. This is proposed to be reinforced through condition of development approval limiting public access to the site via gate or fence.

In this instance, the City is satisfied that the provision of two visitor parking bays inclusive of an ACROD bay appropriately reflects the expected parking demand associated with the proposed use and built form. The proposal is not anticipated to result in parking overspill onto surrounding roads given the location of the site on North Lake Road making on-street parking not possible.

Furthermore, requiring additional parking beyond the operational needs of the development would result in unnecessary hardstand areas, reducing opportunities for landscaping and providing no demonstrated planning benefit. The proposed parking provision therefore represents an efficient use of the site while remaining consistent with the intent and objectives of LPP 1.6.

The proposal is not intended to operate as a retail or staffed premises with users expected to access their individual storage unit independently and leave shortly thereafter or park direct in front of their unit, resulting in very low parking demand and minimal overlap between users.

Accordingly, the proposed parking shortfall is considered acceptable and supported.

Height, Bulk and Finish

The proposed development has a maximum concealed roof height of approximately 8.3 metres, which is well below the 10.5 metre maximum building height permitted within the Service Commercial zone. The maximum height occurs only at the front (eastern) portion of the site where the natural ground level rises toward North Lake Road.

The majority of the building has an overall height of approximately 8.0 metres, being approximately 2.5 metres below the maximum height permitted under the applicable planning framework.

The development has been designed to appropriately transition to the adjoining residential properties to the west. In particular, the mezzanine level has been setback 3.1 metres from the western boundary, while the ground floor wall is setback 1.8 metres, both of which comply with the applicable setback requirements.

The site falls toward the west, reducing the building's apparent height from the adjoining residential properties. Along the western elevation, the mezzanine height ranges from approximately 7.1 metres at the northern end to 5.6 metres at the southern end.

The proposed prefabricated, lightweight construction is permissible under the planning framework. Its height, bulk and scale are appropriate within the Service Commercial zone and provide a suitable transition to the adjoining residential properties.

The development satisfies the applicable deemed-to-comply provisions of the R-Codes, including lot boundary setbacks, open space and building height. Accordingly, assessment against the corresponding design principles is not required.

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Overall, the proposed built form does not require the exercise of discretion and achieves an appropriately scaled built form through compliant setbacks and boundary walls, a building height below the permitted maximum and open space exceeding the minimum requirement.

Submission Concerns

Submissions raised concerns regarding building height and bulk, visual amenity, landscaping and boundary treatments, overshadowing, noise and operational activity, external lighting, and retaining walls and finished levels. The proposal was subsequently amended after advertising to provide compliant setbacks to the western residential interface to address concerns.

The building height is below the maximum permitted and, together with compliant setbacks, boundary fencing, landscaping and articulated external finishes, provides an appropriate transition to the adjoining residential properties. The western elevation comprises the rear of the storage units and contains no active frontage or windows – only access doors to service the rear setback area. Given the site orientation and compliant building height, any additional overshadowing of the western properties would be limited and is not considered unreasonable. The retaining works respond to the site's existing topography and are not expected to result in unreasonable visual or amenity impacts.

The proposed self-storage use is expected to generate low and intermittent levels of activity and less than the existing approved use on site (office/consulting/medical uses). All vehicle access and circulation are located within the eastern portion of the site from North Lake Road, away from the residential interface. No loading areas, mechanical plant, major openings or external lighting impacts are proposed along the western boundary. Furthermore, the design and location of any mechanical plant will need to comply with separate noise legislation and can be located on the roof with appropriate acoustic treatment to minimise impact on residential properties.

Accordingly, the matters raised in the submissions have been appropriately addressed and the proposal is not expected to adversely affect the amenity of adjoining residential properties. The objections are therefore not upheld.

ENGAGEMENT

Advertising Required	Yes
Neighbour's Comment Supplied	Yes
Reason	Required pursuant to LPP1.1 Planning Process and Decision Making Clause 1.7.6
Support/Object	Two (2) submissions (objections)

The application was advertised on 17/06/2026 to 02/07/2026. Two submissions were received that raised concerns and/or objected to the proposal.

A summary of the content of the objections received and a response is provided in the table below:

Submission Number	Summary of Submission	Support / Objection	Officer's Comment	Action (Condition / Uphold / Not Uphold)
1	Concern regarding the building's height and bulk at the residential interface, with a request for reduced	Objection	The proposed building height and setbacks comply with the applicable planning requirements,	Not uphold

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	height, increased setbacks or design measures to mitigate its perceived scale. Concern that the external finishes and limited articulation would create an intrusive built form, with muted colours and additional detailing requested to reduce visual bulk. Request for continuous landscaping and mature tree planting along the western boundary to provide an effective residential buffer. Concern regarding potential residential amenity impacts from vehicle movements, noise, external lighting and the management of the commercial–residential interface.		with the proposed height well below the maximum permitted in the Service Commercial zone. Together with the site's fall toward the rear residential interface, this reduces the building's apparent scale and provides an appropriate transition to adjoining residential properties. As no building height or setback discretion is sought, it is not appropriate to require further modification. The contemporary industrial design is consistent with the intended character of the Service Commercial zone with varied materials, colours and articulation reduce the visual mass of the building. The western elevation contains no major openings, active frontages or overlooking opportunities and will be partly screened by boundary fencing. Accordingly, the proposal is not expected to result in negative visual amenity or privacy impacts. The amended plans provide compliant setbacks to the western rear boundary, supplemented by boundary fencing to reinforce separation between the land uses. These measures provide a proportionate and effective residential buffer, and no further setback modification is considered necessary.	
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2	Concerns around excessive visual bulk and scale Concerns with overshadowing and loss of solar access Concerns around residential buffering and landscaping Concerns with noise and operational impacts Concerns with retaining walls and finished levels	Objection	The proposed use is considered less intense than the current approved use (office/medical/consulting rooms) and has access from North Lake Road, with no loading areas, major openings, mechanical plant or external lighting proposed along the residential interface. Accordingly, noise and amenity impacts are expected to be minimal. As the adjoining residential properties are west of the site, the western properties will not have direct overshadowing. In any event, the compliant building height and site orientation will limit overshadowing accordingly. Vehicle access and circulation are confined to the eastern portion of the site, away from adjoining residences, further limiting operational impacts. The retaining works respond to the site's natural slope and are required to facilitate access and finished levels of the development. They are not expected to cause unreasonable visual or amenity impacts. Overall, the proposal is compatible with the Service Commercial zone and appropriately manages the residential interface, with no unreasonable impact on adjoining residential amenity.	Not uphold
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OFFICIAL**SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications presented as part of this report.

LEGISLATIVE AND POLICY ALIGNMENT

The proposal has been assessed in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (P&D Regs), LPS6, LPP 1.1, LPP 1.6, LPP 2.1, and the R-Codes. The requirements of the LPS6, P&D Regs and LPP 1.1 necessitated the advertising of the application. Based on objections received regarding the amenity impact from the warehouse/storage facility, the application has been referred through the City's Development Assessment Unit (DAU) process prior to determination at either Council or by officers under delegation.

FINANCIAL IMPLICATIONS

There are no direct financial implications for the City relating to this proposal.

CONSEQUENCE

This application is proposed to be approved under delegation as per the officer recommendation through the Development Advisory Unit (DAU) Process. However, should Elected Members have an alternative view, the DAU 'call-up' procedures provide opportunity to call this matter up for formal Council consideration at the next available Council meeting following call up.

BRIEFING FORUM – FURTHER INFORMATION

This section may be updated following the Agenda Briefing Forum to include any Elected Members questions and responses, or requests for further information.

5 OUTCOMES FOLLOWING CALL UP PERIOD

This section will be updated following the closure of the call up period – please refer to the DAU Terms of Reference for further information.

6 CLOSURE

1:00PM

