

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA25/0012 – 435 Scarborough Beach Road, Osborne Park – Development Application – Showrooms with associated car parking and landscaping	
Chairperson:	Philip Gresley	
Panel members:	Tony Blackwell Peter Ciemitis Jackson Liew	
Local government officers:	Karina Bowater Shaun Wheatland Sam Michie Simone Palmer	Acting Coordinator Planning Acting Coordinator Planning Acting Senior Planning Officer DRP Support Officer
Observers	Zeinab Kashmar Nayan Khairnar Adam Stillitano	Planning Officer Planning Officer Senior Planning Officer
Date:	27 February 2025	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Robert Walker	Planning Solutions (<i>Applicant – not in attendance</i>)
	Milla Harris	Planning Solutions
	Brad Schrader	Realcom
	Stephen Shircore	Meyer Shircore
	Owners	KKC Pty Ltd

Observer/s

Briefings		
Development assessment overview	Sam Michie	Acting Senior Planning Officer
Technical issues	Sam Michie	Acting Senior Planning Officer
Design Review		
Proposed development	Item 1 – DA25/0012 – 435 Scarborough Beach Road, Osborne Park – Development Application – Showrooms with associated car parking and landscaping	
Property address	435 Scarborough Beach Road, Osborne Park	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Stephen Shircore	Meyer Shircore

Key issues / recommendations	This is the first review of the proposed development at 435 Scarborough Beach Road, Osborne Park. The Panel acknowledges the overall intent of the proposal and its alignment with the current commercial character of the area. However, several key design principles require further attention, and a follow-up review is recommended to address outstanding issues. Key areas for improvement include context and character, where the proposal does not yet respond to the future vision of the Local Development Plan (LDP). Landscaping is significantly under-provided, requiring a stronger emphasis on tree canopy and pedestrian amenity. Functionality and build quality should be refined, particularly in waste management, service vehicle access, and the placement of transformers. The signage strategy is cluttered and impacts both legibility and aesthetics, while the large structural gestures do not align with the site's future urban character. The Panel recommends further refinement of these elements before the next review. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation Item 1 – DA25/0012 – 435 Scarborough Beach Road, Osborne Park – Development Application – Showrooms with associated car parking and landscaping DRP Meeting – Thursday 27 February 2025		
	S	<i>Design Principle satisfied</i>
	P	<i>Design Principle pending further attention</i>
	N	<i>Design Principle not satisfied</i>
Principle 1 Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	P	1a. The proposal does not provide a clear response to the existing or future context of the area. The Panel acknowledges that it is difficult to design for the aspirational vision of the Local Development Plan (LDP) at this stage, but there is no explanation or design narrative about how the proposal anticipates and responds to the future urban character. 1b. The large-format retail design leans towards a bulk-store aesthetic, which does not align with the future intent for this site under the LDP. The Panel recommends further refinement to ensure the development contributes positively to the evolving streetscape. 1c. The Panel recommends further investigation into future road widening scenarios, supported by diagrams and design analysis, to optimize landscaping and pedestrian amenity. This should include strategically planting trees now in locations that will eventually become future street trees, allowing them to mature and provide significant canopy coverage by the time road widening occurs. 1d. The electrical substation to the west is an architectural and urban design challenge that requires resolution. The Panel recommends exploring how it can be better integrated into the design to reduce its visual impact. 1e. The relationship between the development and pedestrian movement should be clarified. The proposal does not clearly demonstrate how pedestrians will move between the Freedom Furniture site and the new development to facilitate comparison shopping. The existing and future footpath connections should be seamless. 1f. Signage appears visually cluttered, detracting from the overall legibility of the development. The Panel recommends a more cohesive signage strategy that minimizes excess signage while maintaining effective wayfinding. 1g. The placement and articulation of entry points should be reconsidered to improve pedestrian access and connectivity. Additional street facing shop entries could help integrate the development better with its surroundings. 1h. The Panel supports the gesture of the glazing along the streetscape, as it enhances transparency and engagement with the public realm.
Principle 2 Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	N	2a. The proposal falls significantly below the 10% landscaping requirement, which is a major concern. The lack of landscape will negatively impact the pedestrian experience, urban heat mitigation, and overall site sustainability. 2b. The Panel emphasized the need for additional landscaping to enhance the pedestrian experience within the car park. To offset the shortfall in overall landscaping, a higher proportion of shade trees should be incorporated to provide adequate canopy coverage, as the current provision is insufficient. 2c. The current tree species selection is not appropriate, as it is not particularly waterwise and does not align with the lower-level native shrub planting. A more suitable palette of native, drought-tolerant trees should be introduced to enhance sustainability and long-term viability. 2d. The landscaping strategy should prioritize shade and pedestrian comfort, particularly in the car park. The introduction of larger canopy trees is essential to

		provide shade and reduce the urban heat island effect. 2e. The Panel recommended enhancing the pedestrian experience within the car park by increasing tree coverage and soft landscaping to reduce the dominance of hard surfaces. A review of the extent of hardscaping should be undertaken to identify opportunities for additional landscaping and shade provision. 2f. The proposal should explore planting strategies to ensure trees and landscaping reach maturity before future urban changes take place.
Principle 3 Built form and scale		<i>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.</i>
	S	3a. This principle is supported by the Panel.
Principle 4 Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	P	4a. The back-of-house areas, including bin storage, service areas, and utilities, require further resolution. These areas should be mapped out in greater detail to ensure they are functionally efficient and screened from public view. 4b. The Panel raised concerns about waste management and how bin collection will be handled. Further clarification is needed to ensure adequate space and accessibility for collection services. 4c. The transformer located at the front and western side of the site is negatively impacting pedestrian movement and overall site functionality. The Panel recommends exploring alternative placements or design solutions to minimize its disruption to key pedestrian routes and public interface.
Principle 5 Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	P	5a. The Panel strongly encourages the Applicant to demonstrate a clear commitment to sustainability initiatives, as current provisions appear generic and underdeveloped. A more defined sustainability narrative should be provided to clarify the specific strategies being implemented. 5b. The proposal lacks clarity on water-sensitive urban design (WSUD) measures, particularly how stormwater will be managed on-site. Given the extensive impermeable surfaces, including roofing, car parks, and concrete areas, alternative strategies such as permeable paving, increased vegetation, or stormwater harvesting should be explored to mitigate runoff and reduce urban heat impacts. 5c. The development should consider mitigation of the urban heat island effect through increased tree canopy, reflective surfaces, and shading devices. The large expanse of hard surfaces currently lacks interventions that would enhance thermal comfort for pedestrians. 5d. Further details should be provided on passive design principles, such as building orientation, natural ventilation, and shading elements, to demonstrate how the proposal is optimizing energy efficiency. The inclusion of photovoltaic (PV) cells is supported, but more information is needed on their placement and expected contribution to energy use reduction. 5e. A life-cycle cost analysis should be provided to reinforce the long-term sustainability benefits of the proposed materials and design choices. This will help demonstrate the economic feasibility of sustainability initiatives over the building's lifespan.
Principle 6 Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>

	P	6a. The pedestrian experience within the development requires further refinement. While the covered pedestrian areas are a positive feature, the overall site remains highly vehicle-dominated, with limited pedestrian-focused design elements. The introduction of additional shade trees, improved footpath connections, and more generous landscaping would enhance pedestrian comfort and usability. 6b. The lack of shade and landscaping in the car park negatively impacts the thermal comfort of users. Increased tree planting and shaded walkways would significantly improve the experience for pedestrians moving between parking areas and retail tenancies. 6c. Whilst the provision of awnings is a positive, the depth could be increased to further enhance effective weather protection along key pedestrian routes. 6d. The interface between public spaces and retail entries should be strengthened to create a more welcoming and engaging environment. Consideration should be given to more defined entry points, seating opportunities, and high-quality paving treatments to enhance the overall experience.
Principle 7 Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	P	7a. The Panel commented that the overall site layout is legible and generally supported. 7b. The building signage strategy is overly cluttered, reducing the legibility of individual tenants and making navigation less effective. While large-format retail developments typically rely on signage for visibility from vehicles, the excessive number of signs diminishes their effectiveness and contributes to visual overload. A more restrained and cohesive signage approach would improve clarity for visitors while maintaining strong brand visibility. 7c. The Panel suggested that a stronger pedestrian presence should be established within the car park by incorporating contrasting paving materials to clearly define pedestrian pathways. Additionally, breaking the car park into distinct sections with strategic landscaping and surface treatments would help calm vehicle movement and enhance pedestrian safety. 7d. The main pedestrian access from the street should be emphasized, as the current design does not make these connections obvious. Stronger entry statements, defined walkways, and consistent paving treatments would help establish a clearer arrival experience. 7e. The Panel noted that there are currently no tenancy entries facing the main street and encouraged the Applicant to incorporate to improve connectivity and engagement with the public realm.
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	P	8a. The Panel raised concerns about waste management logistics, particularly how bin collection will be handled and whether it will conflict with pedestrian or vehicle movements. Further clarification is needed. 8b. The current design does not clearly demonstrate how service vehicle movements will be managed to minimize conflicts with pedestrians and general traffic flow. The Applicant should provide additional details on loading areas, swept paths, and access points to ensure a safe and functional layout.
Principle 9 Community		<i>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.</i>
	P	9a. The Panel suggested that the proposal could benefit from the inclusion of human-scale public art or other design elements to create a more engaging and inviting environment for pedestrians and visitors. This would help soften the large-format retail character of the development and contribute to a stronger sense of place.

Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	P	10a. The southwest corner of Building 2, which has a strong presence within the car park, should be further refined to enhance its architectural articulation and visual impact. Given its prominence, this corner presents an opportunity to better engage with the public realm and reinforce the overall design language of the development. 10b. The building signage strategy is overly cluttered, detracting from the overall aesthetic quality of the development. The excessive number of signs diminishes their effectiveness and creates visual noise. A more restrained and cohesive approach to signage would improve both tenant visibility and the overall architectural expression of the building. 10c. The Panel encourages the use of pedestrian awnings. Additionally, the retail entry points should be more clearly defined in the architecture, both for legibility and as an opportunity to enhance the overall aesthetics of the development. 10d. The large angled structural gestures are inconsistent with the intended future character outlined in the Local Development Plan (LDP). While the current "big box" format suits the existing context, the Panel recommends refining the architectural composition to ensure the built form is more articulated and responsive to the area's evolving character.

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	<i>DR1 27/2/2025</i>	<i>DR2</i>	<i>DR3</i>
Principle 1 - Context and character	P		
Principle 2 - Landscape quality	N		
Principle 3 - Built form and scale	S		
Principle 4 - Functionality and build quality	P		
Principle 5 - Sustainability	P		
Principle 6 - Amenity	P		
Principle 7 - Legibility	P		
Principle 8 - Safety	P		
Principle 9 - Community	P		
Principle 10 - Aesthetics	P		

Recommendations Summary
Item 1 –DA25/0012 – 435 Scarborough Beach Road, Osborne Park
DRP Meeting – Thursday 27 February 2025

DR1 – DRP Recommendations DRP Meeting – 27/02/2024	DR1 – Applicant Response DRP Meeting – 27/02/2025	DR2 DRP Recommendations DRP Meeting –	DR2 – Applicant Response DRP Meeting –
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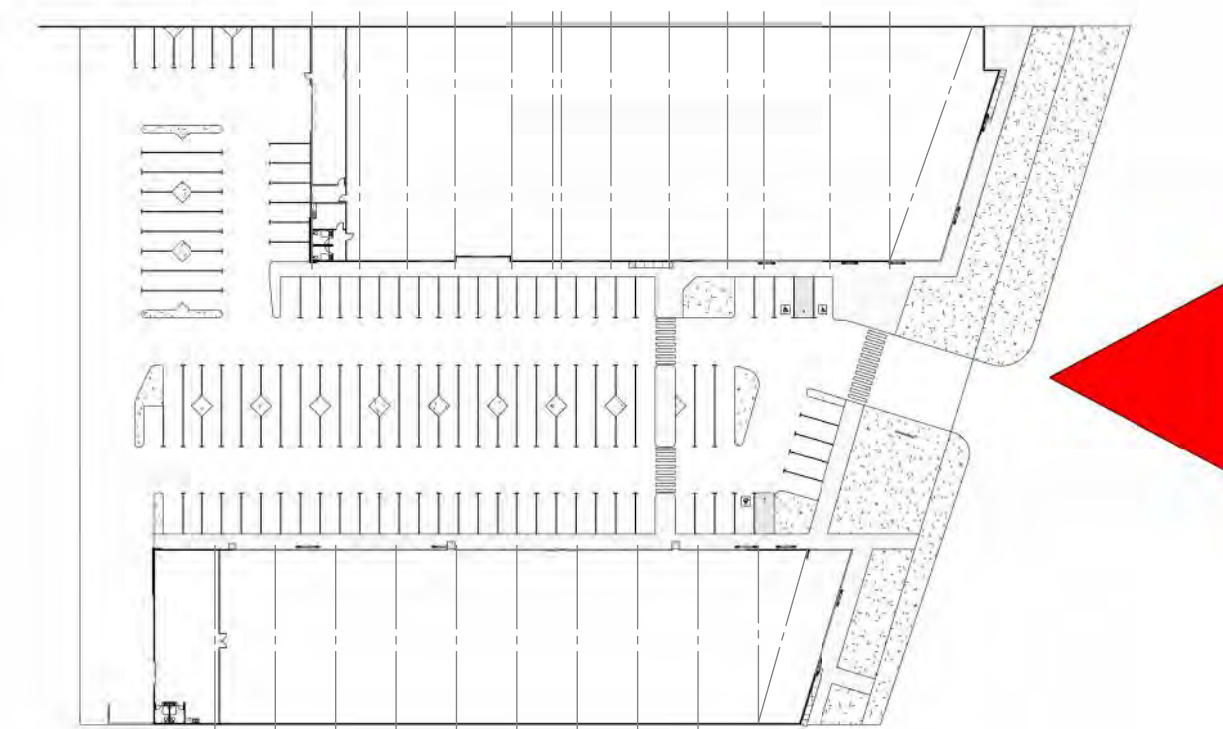
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STAGE 1 : PROPOSED BUILDINGS AT 6.98m SCARBOROUGH BEACH ROAD SETBACK.



LOCATION PLAN

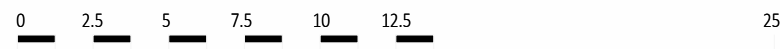
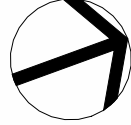
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STAGE 1

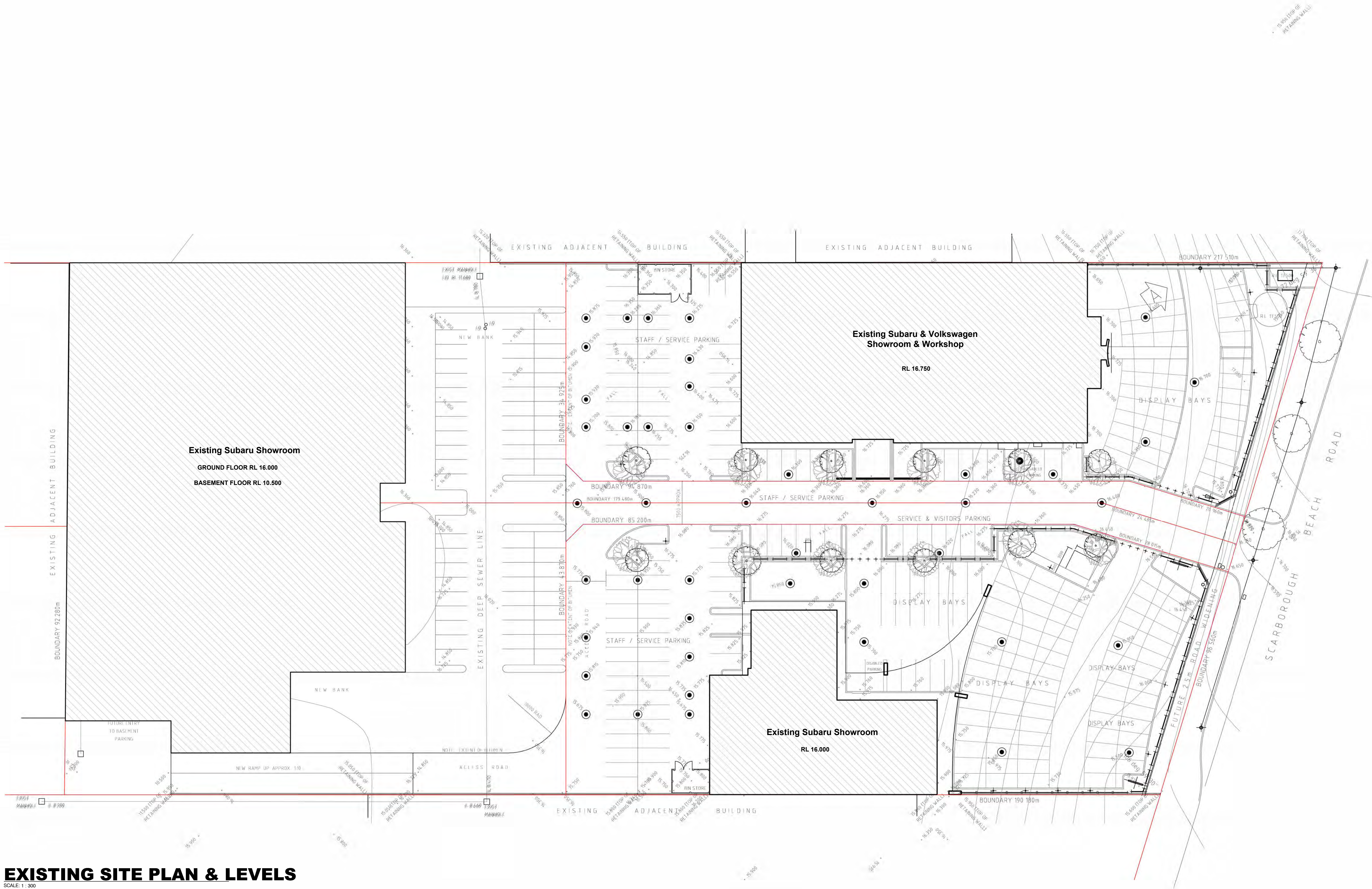
meyer
shircore
architects

PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : 435 SCARBOROUGH BEACH RD, OSBORNE PARK
FOR : KKC PTY. LTD BY: VEND PROPERTY



DATE:	FEB 2025	PROJECT NUMBER
REVISION:	19	9421
SHEET:	1-1	© Meyer Shircore & Associates ACN 115 189 216 Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008 PO Box 1294 Subiaco WA 6904 t: 08 9381 8511 e: msa@meyershircore.com.au
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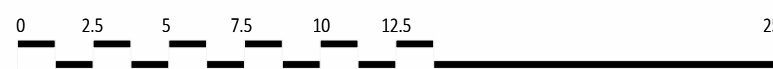


STAGE 1

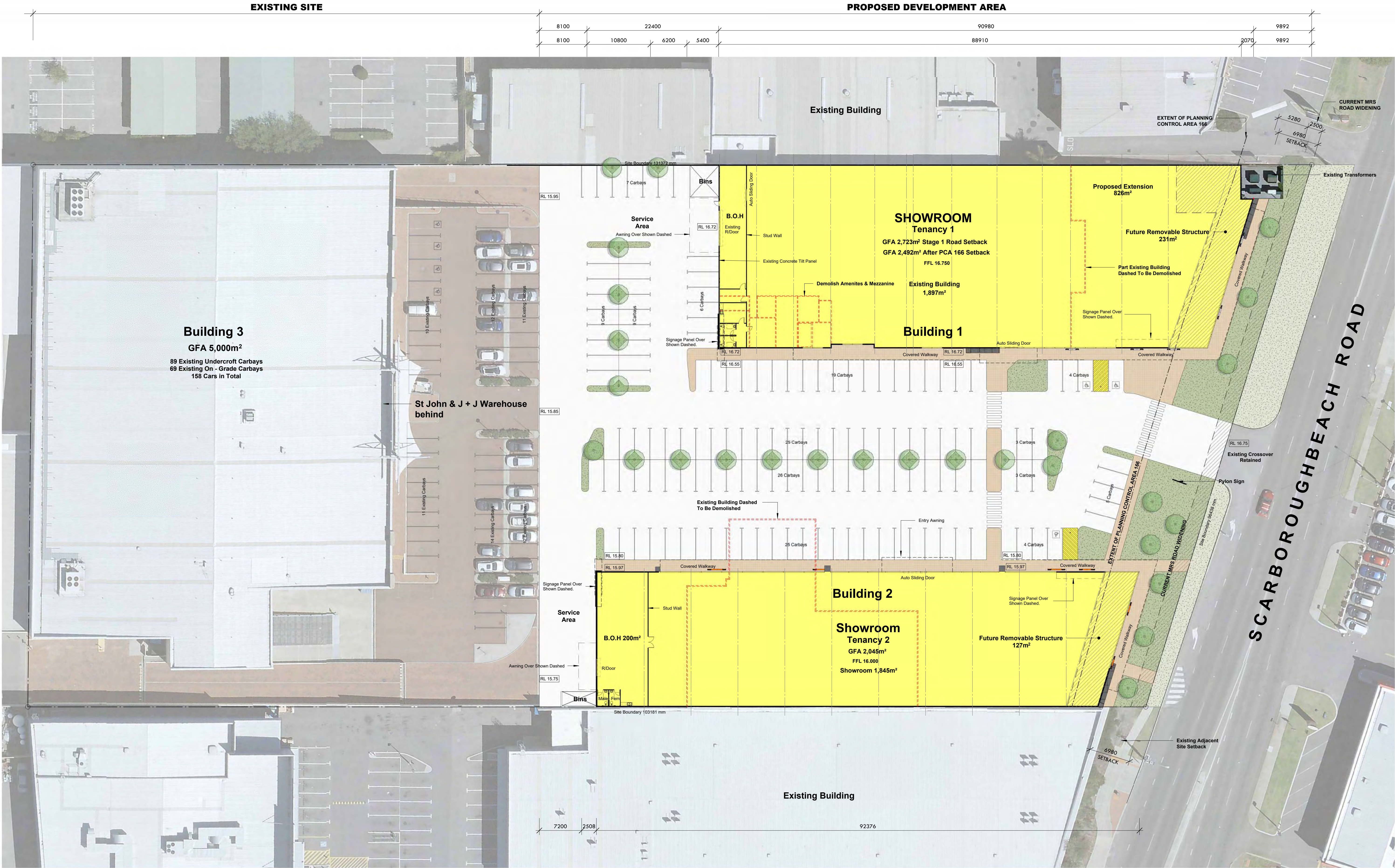
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SCALE:	1 : 300 @B1	



SITE PLAN
SCALE: 1 : 300

SITE CRITERIA

1. Site Area		
a. Site Area		18,800m²
2. Landscaping		
i. L/S Provided		670m²
ii. Trees Required		
a. Developed Land	10,815m² @ 1/500m²	
iii. Trees Provided	Total	22 Trees
3. Proposed Development Floor Area (GFA)		
a. Tenancy 1		
i. Showroom		2,723m²
b. Tenancy 2		
i. Showroom		2,045m²
Total		4,768m²
4. Site Cover (GFA)		
a. Building 1		2,723m²
b. Building 2		2,045m²
c. Building 3 (Existing Warehouse)		5,000m²
Total		9,768m² (52%)
5. Plot Ratio		
i. Required Plot Ratio of 0.5		9,400m²
ii. Provided		
a. Building 1 (NLA)		2,676m²
b. Building 2 (NLA)		2,001m²
c. Building 3 (Existing Warehouse NLA)		4,280m²
Total Plot Ratio		8,957m²
6. Carparking		
i. Cars Required		
a. Showroom	3,269m² @ 1/30m²	109 Cars
Total Car required		
b. Warehouse	1,500m² @ 1/50m²	30 Cars
ii. Cars Provided		139 Cars
a. On grade		
Total Car provided		145 Cars

Note:
Parking calculations for J + J Warehouse to rear not calculated in above figures

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

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

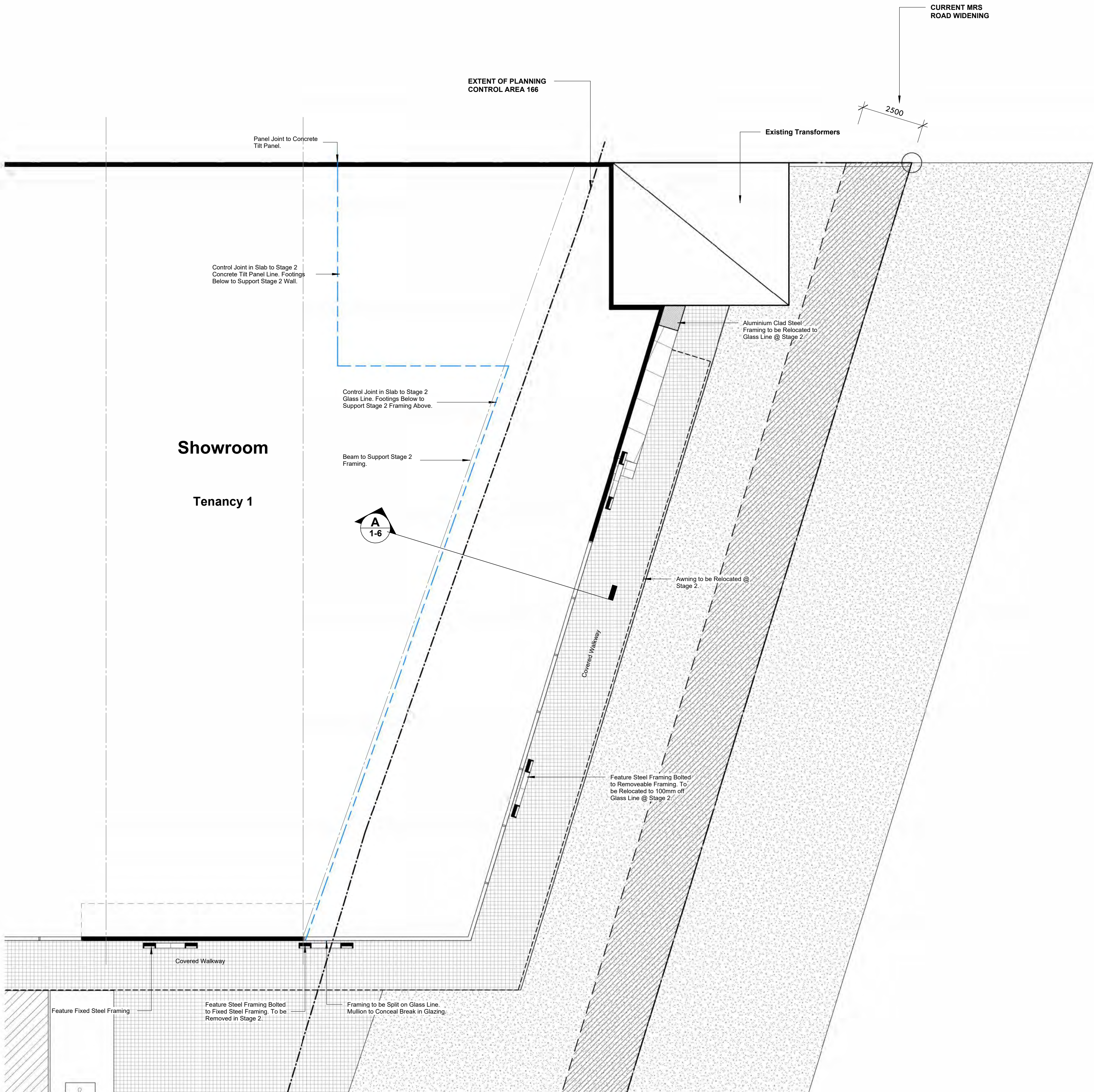
Net Floor Area: NFA
A. Net Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

STAGE 1



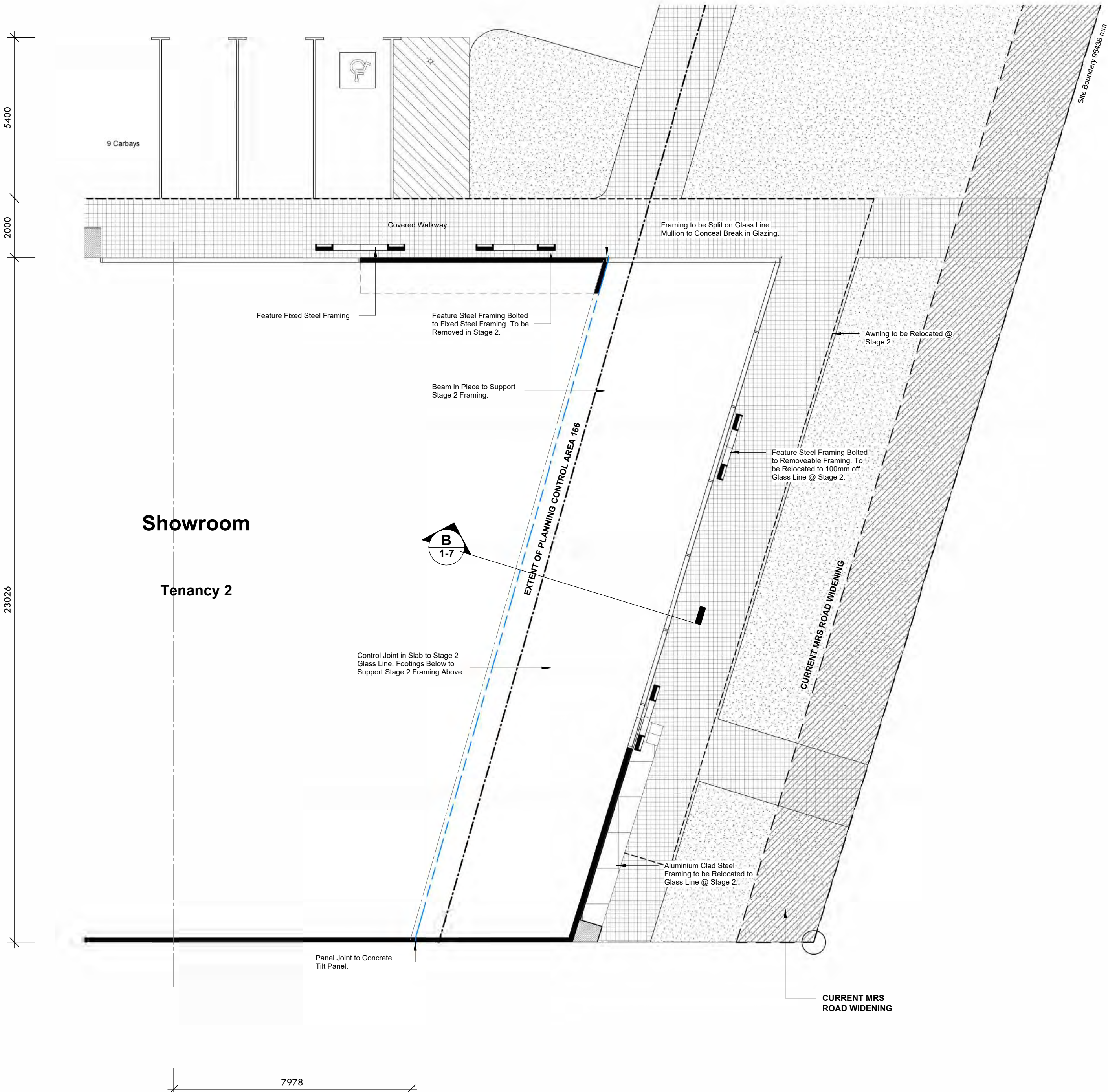
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BUILDING 1 CONSTRUCTION PLAN (STAGE 1)

SCALE: 1 : 100



BUILDING 2 CONSTRUCTION PLAN (STAGE 1)

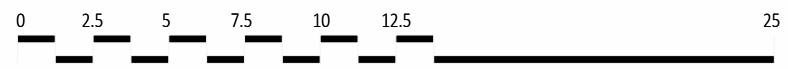
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STAGE 1



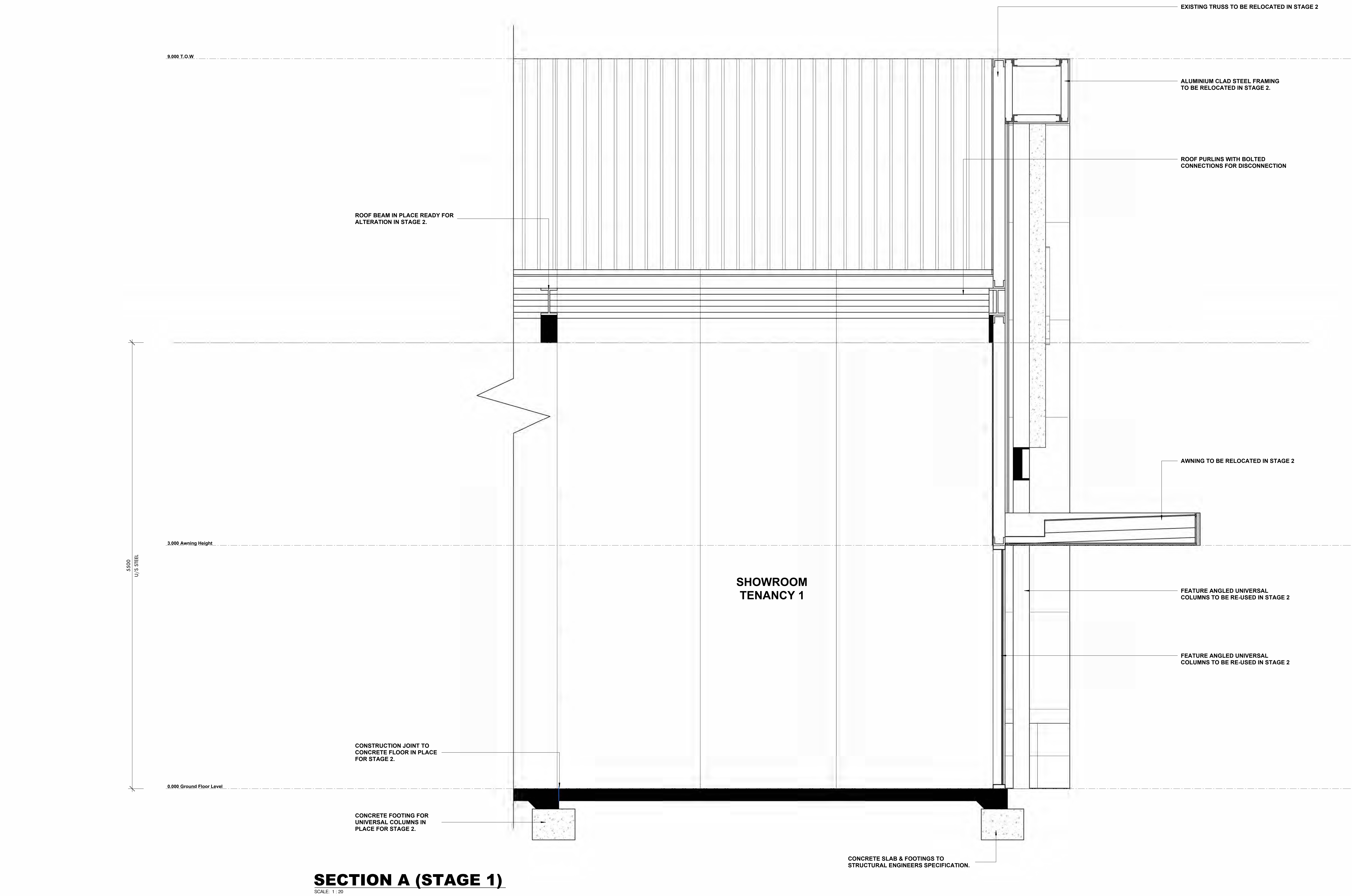
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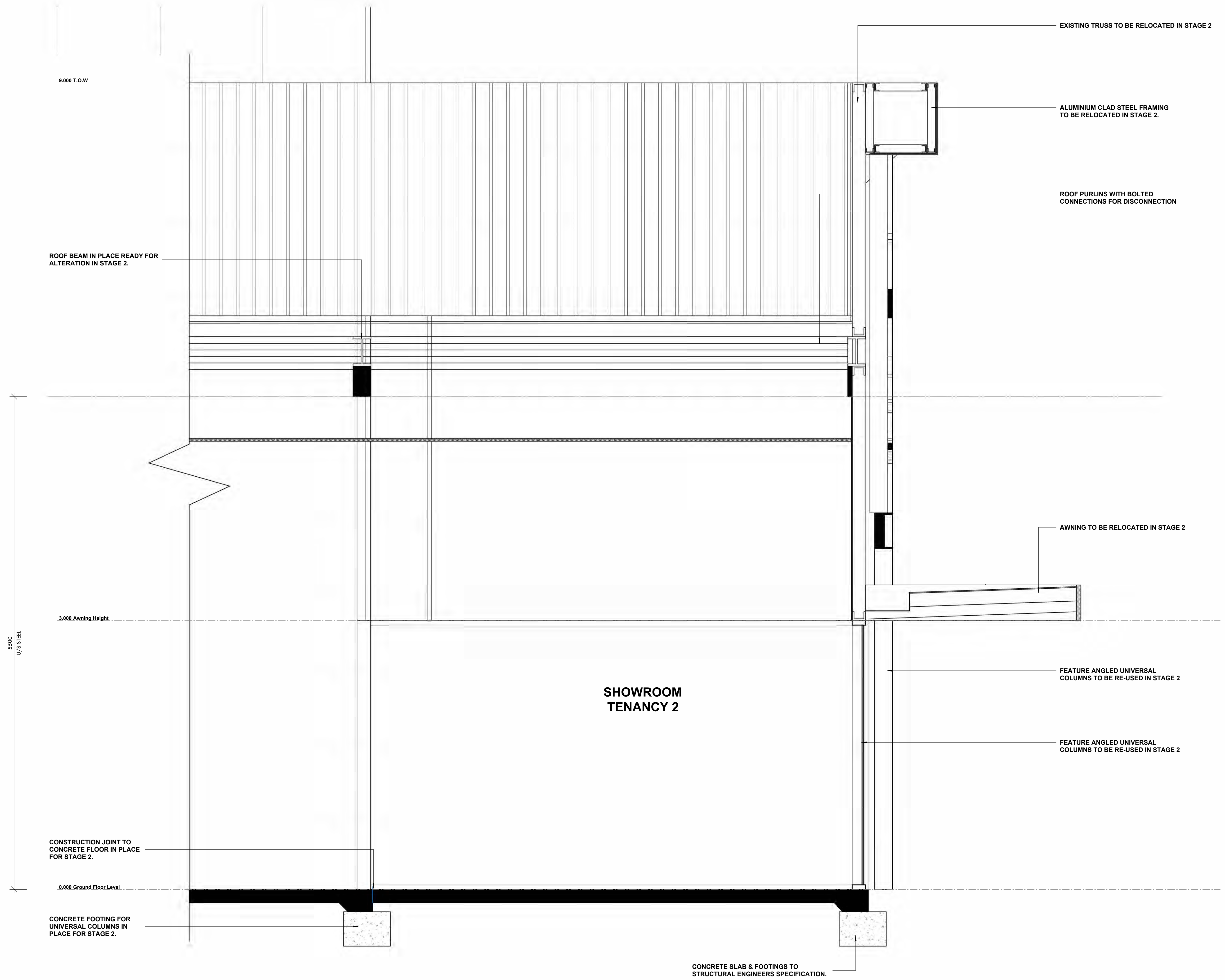
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PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



STAGE 1

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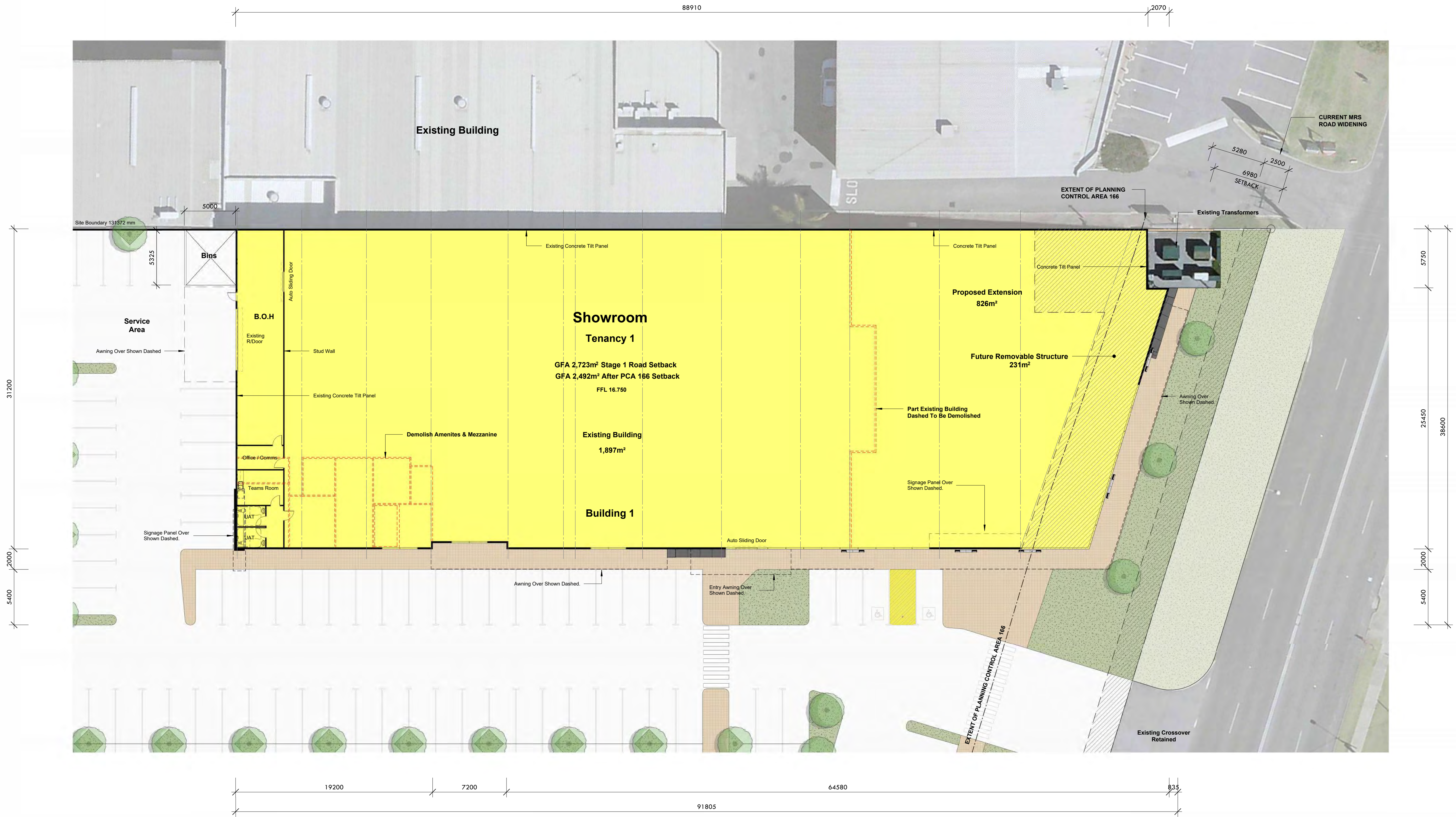


SECTION B (STAGE 1)
SCALE: 1 : 20

STAGE 1

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BUILDING 1 GROUND FLOOR PLAN

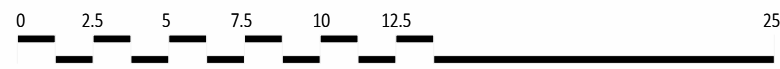
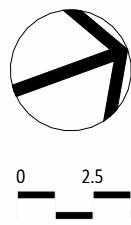
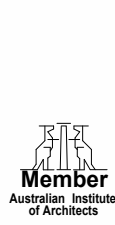
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STAGE 1



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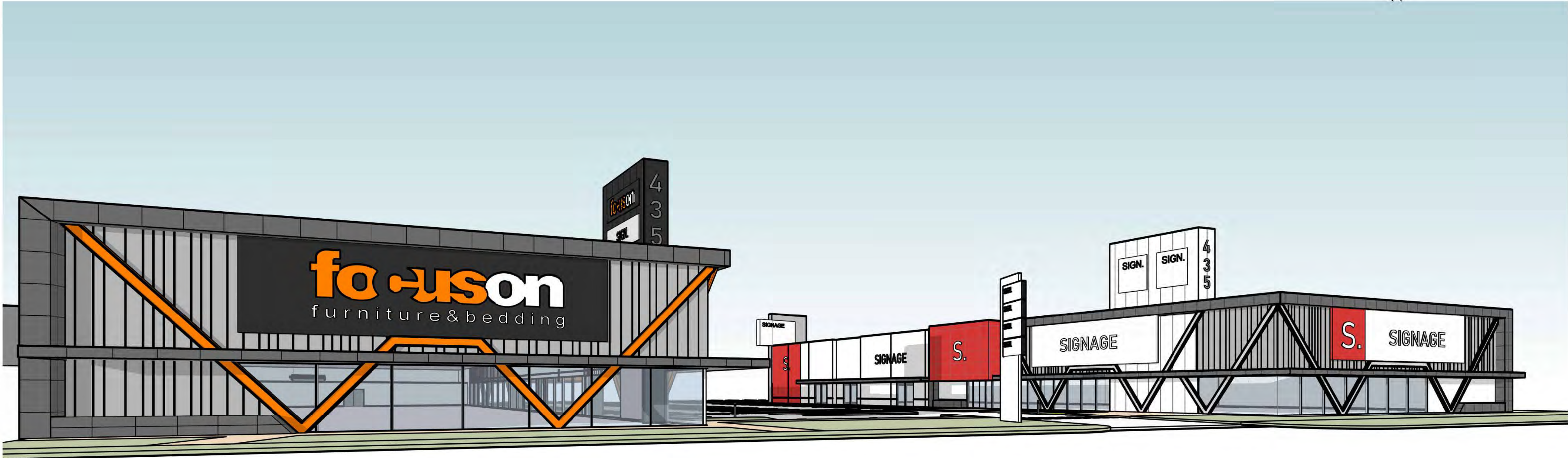
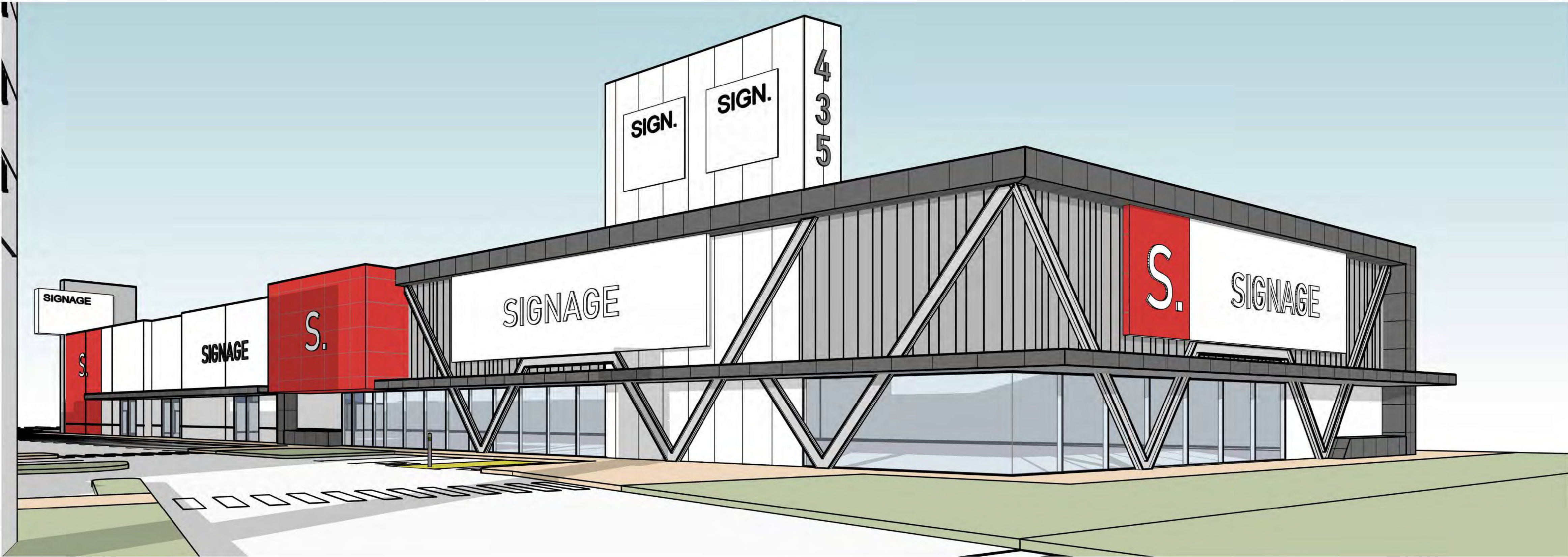
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PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : 435 SCARBOROUGH BEACH RD, OSBORNE PARK
FOR : KKC PTY. LTD BY: VEND PROPERTY



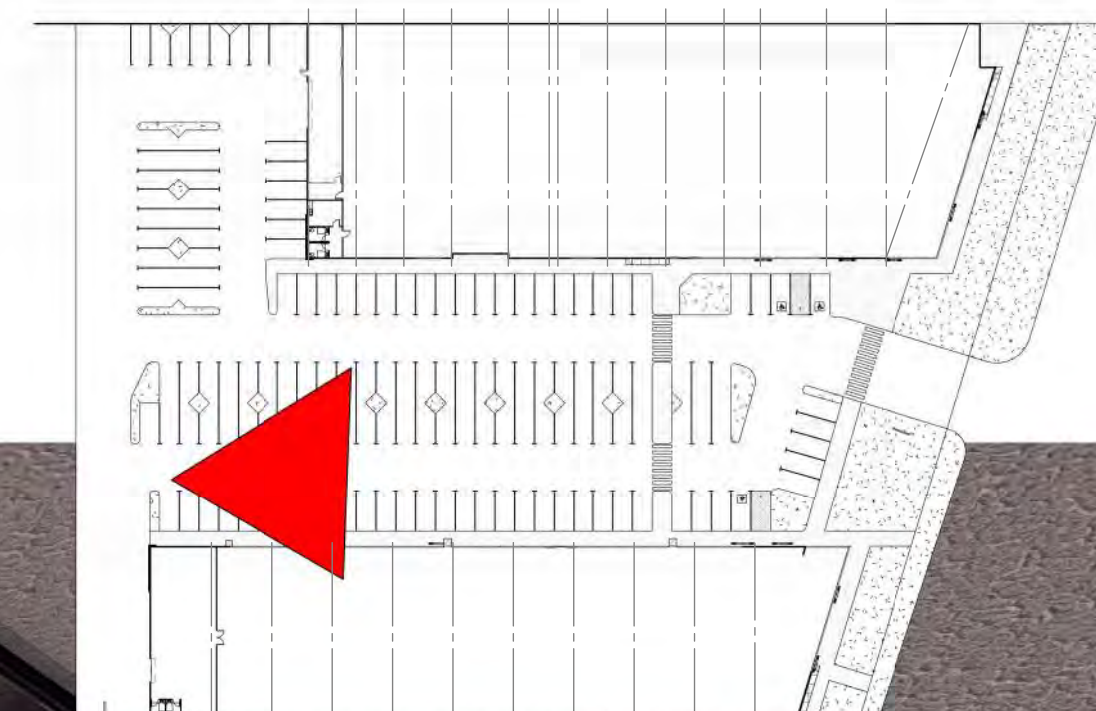
DATE: FEB 2025
REVISION: 19
SHEET: 1-10
SCALE: @B1

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STAGE 1



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SCALE:	1 : 1000 @B1	



BUILDING 2 GROUND FLOOR PLAN

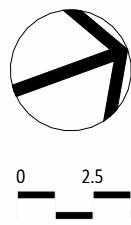
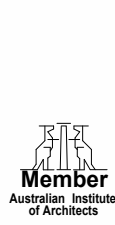
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PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : 435 SCARBOROUGH BEACH RD, OSBORNE PARK
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DATE: FEB 2025
REVISION: 19
SHEET: 1-13
SCALE: 1 : 200 @B1

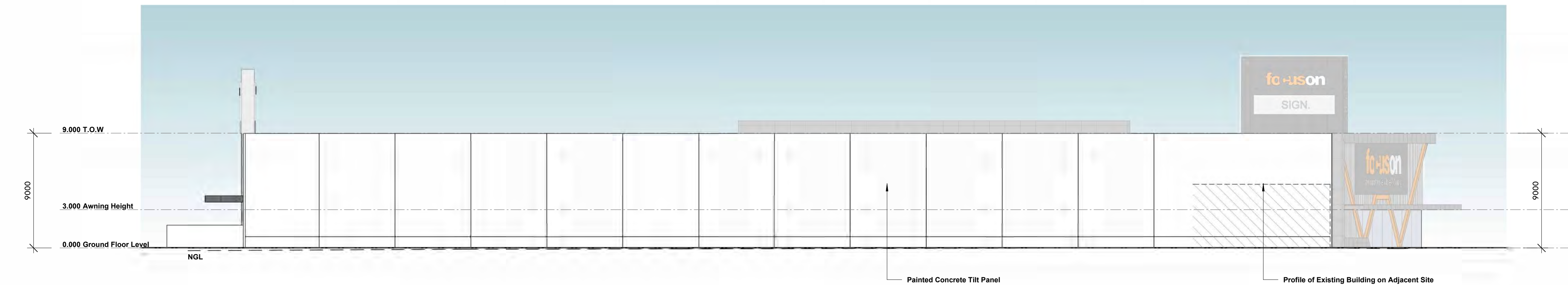
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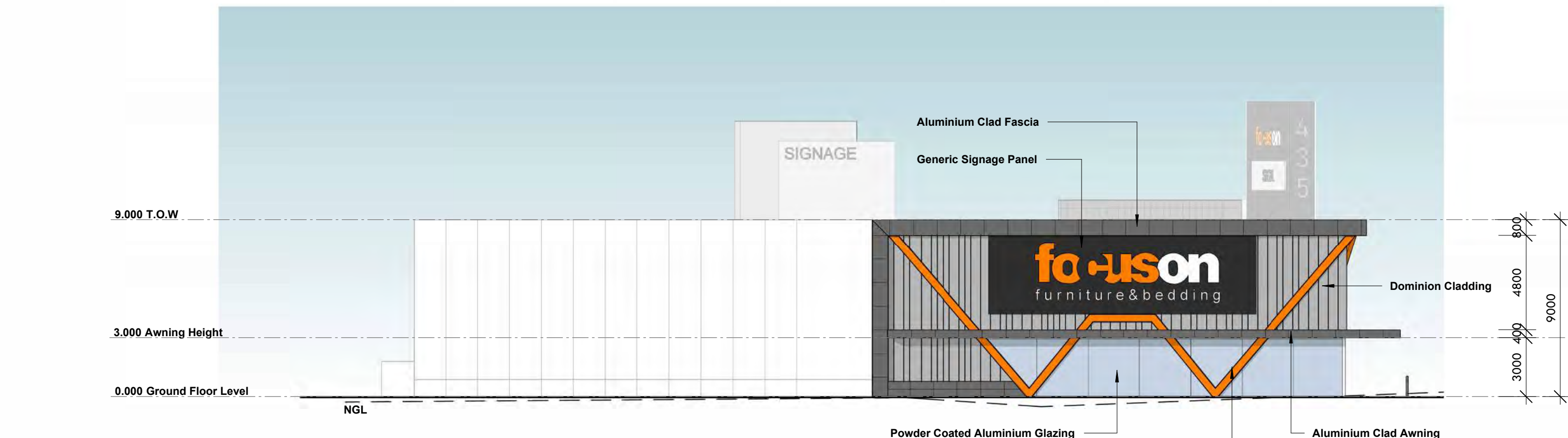
BUILDING 2 WEST ELEVATION

SCALE: 1 : 200



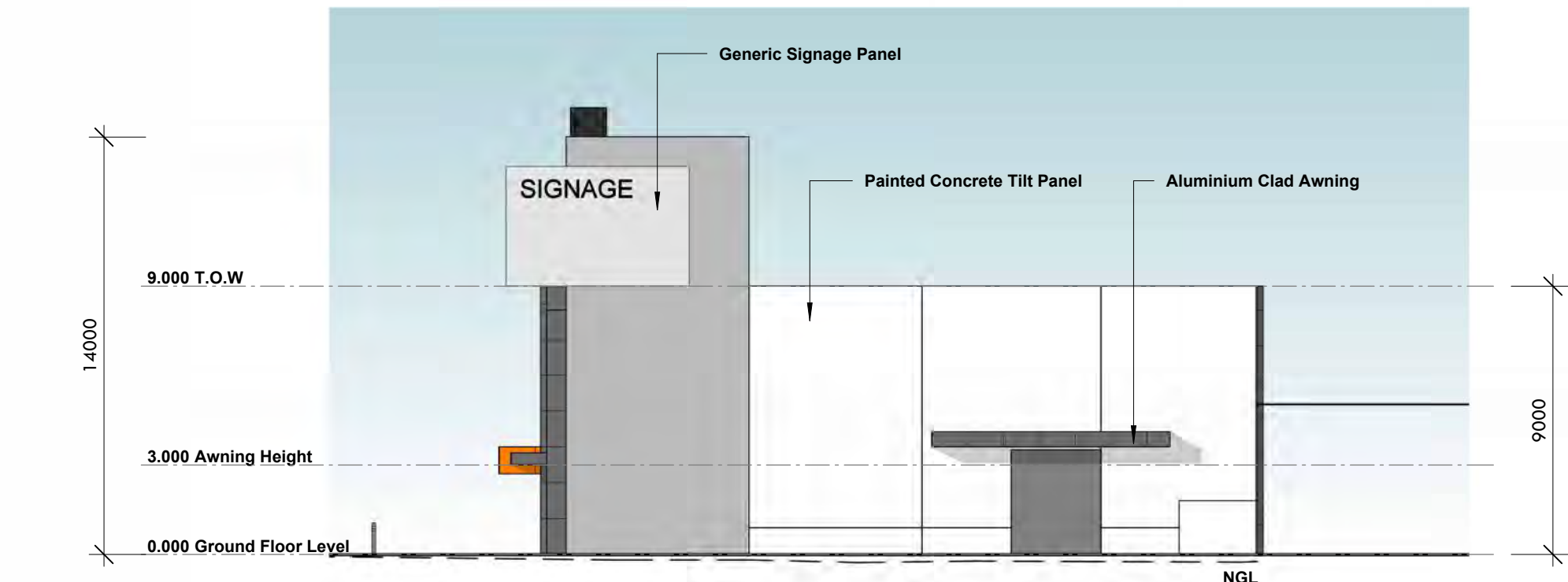
BUILDING 2 EAST ELEVATION

SCALE: 1 : 200



BUILDING 2 NORTH ELEVATION (SCARBOROUGH BEACH ROAD)

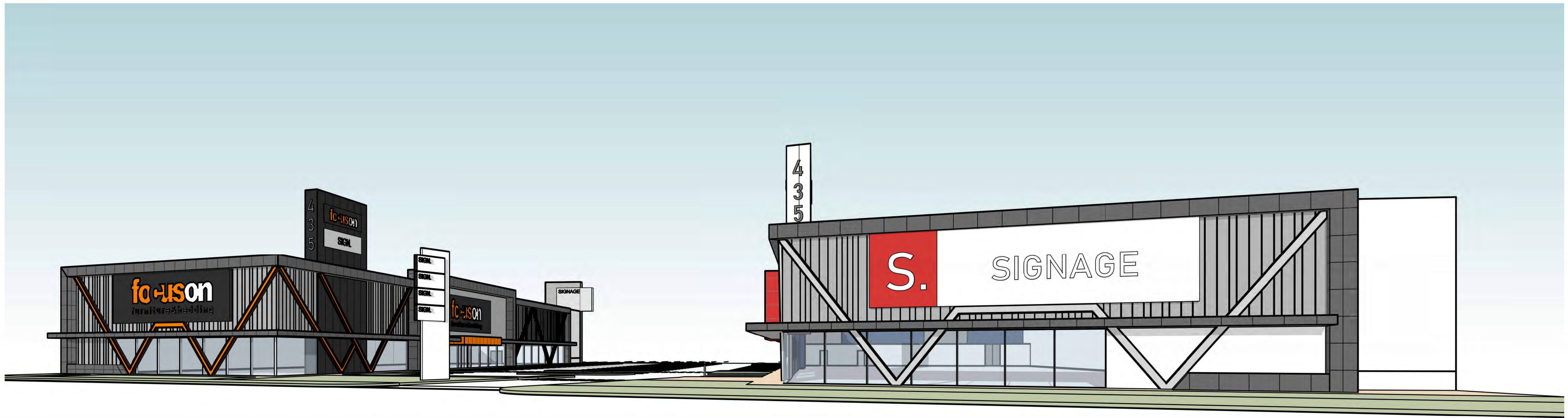
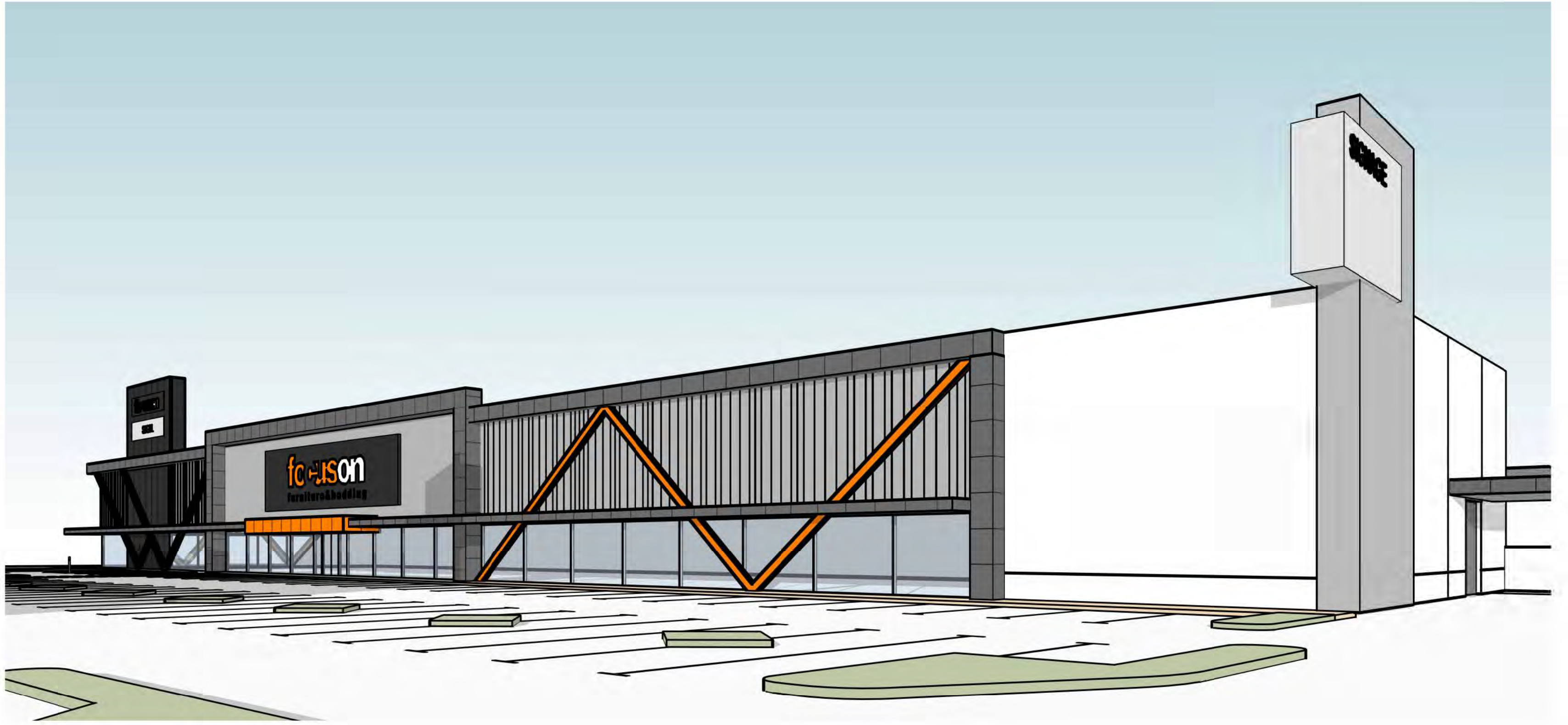
SCALE: 1 : 200



BUILDING 2 SOUTH ELEVATION

SCALE: 1 : 200

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PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

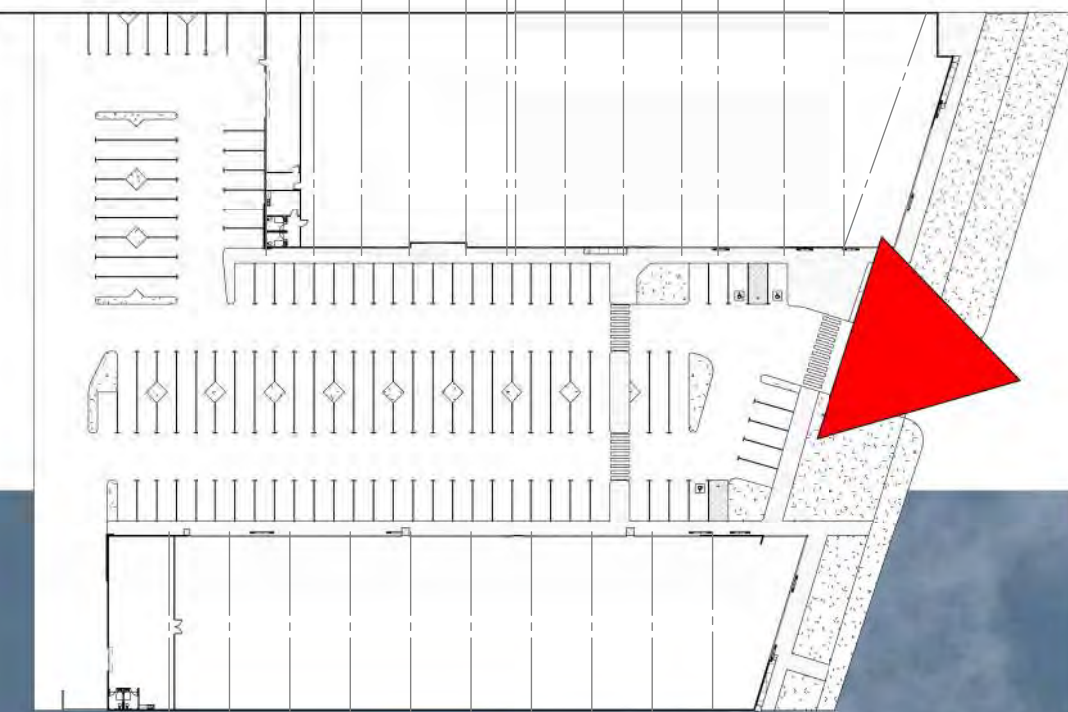
LOCATION : 435 SCARBOROUGH BEACH RD, OSBORNE PARK
FOR : KKC PTY. LTD BY: VEND PROPERTY



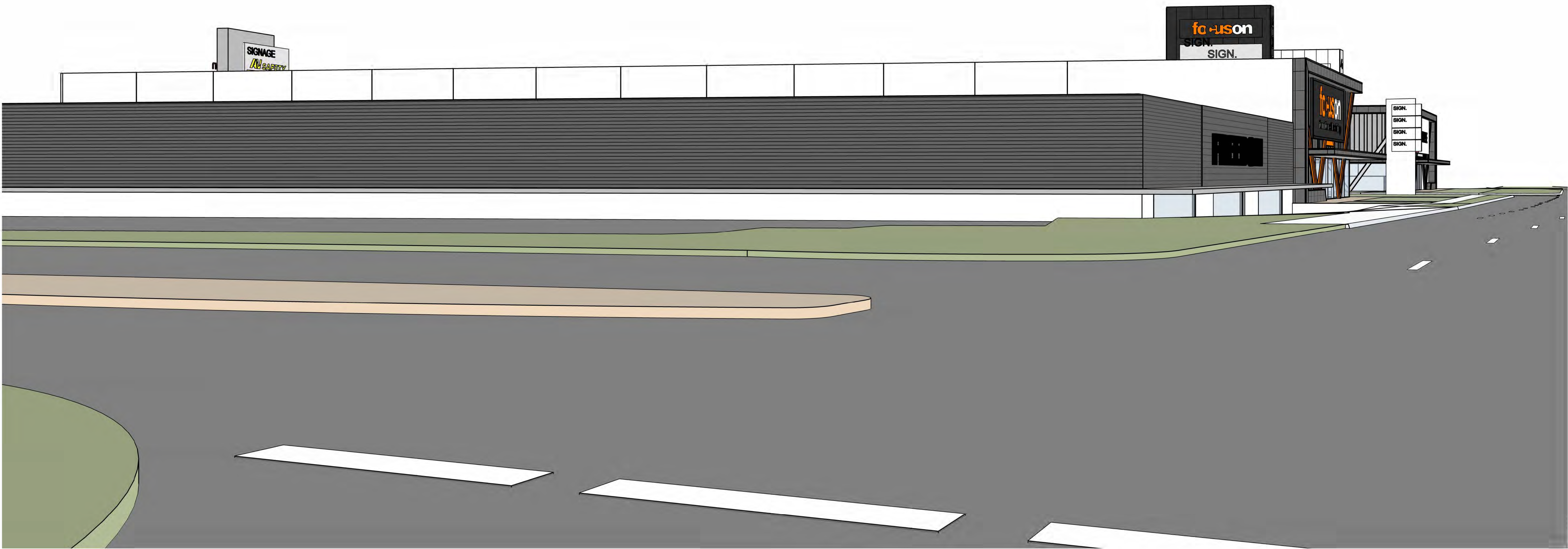
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HUTTON STREET & SCARBOROUGH BEACH ROAD INTERSECTION

SCALE:

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PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

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FOR : KKC PTY. LTD BY: VEND PROPERTY

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VIEW FROM SCARBOROUGH BEACH ROAD (NORTH)

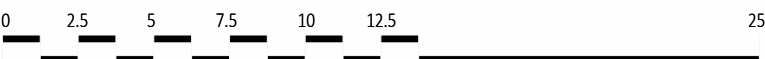
SCALE:

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PROPOSED LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : 435 SCARBOROUGH BEACH RD, OSBORNE PARK
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