

SELF STORAGE WAREHOUSE FACILITY 777 SOUTH WESTERN HIGHWAY, BYFORD WA 6122

DRAWING SCHEDULE

- DA00 LOCATION PLAN & DRAWING SCHEDULE
- DA01 EXISTING / DEMOLITION PLAN
- DA02 PROPOSED SITE PLAN / GROUND FLOOR PLAN
- DA03 PROPOSED ROOF PLAN
- DA04 ELEVATIONS
- DA05 ELEVATIONS
- DA06 SECTIONS
- DA07 PERSPECTIVES

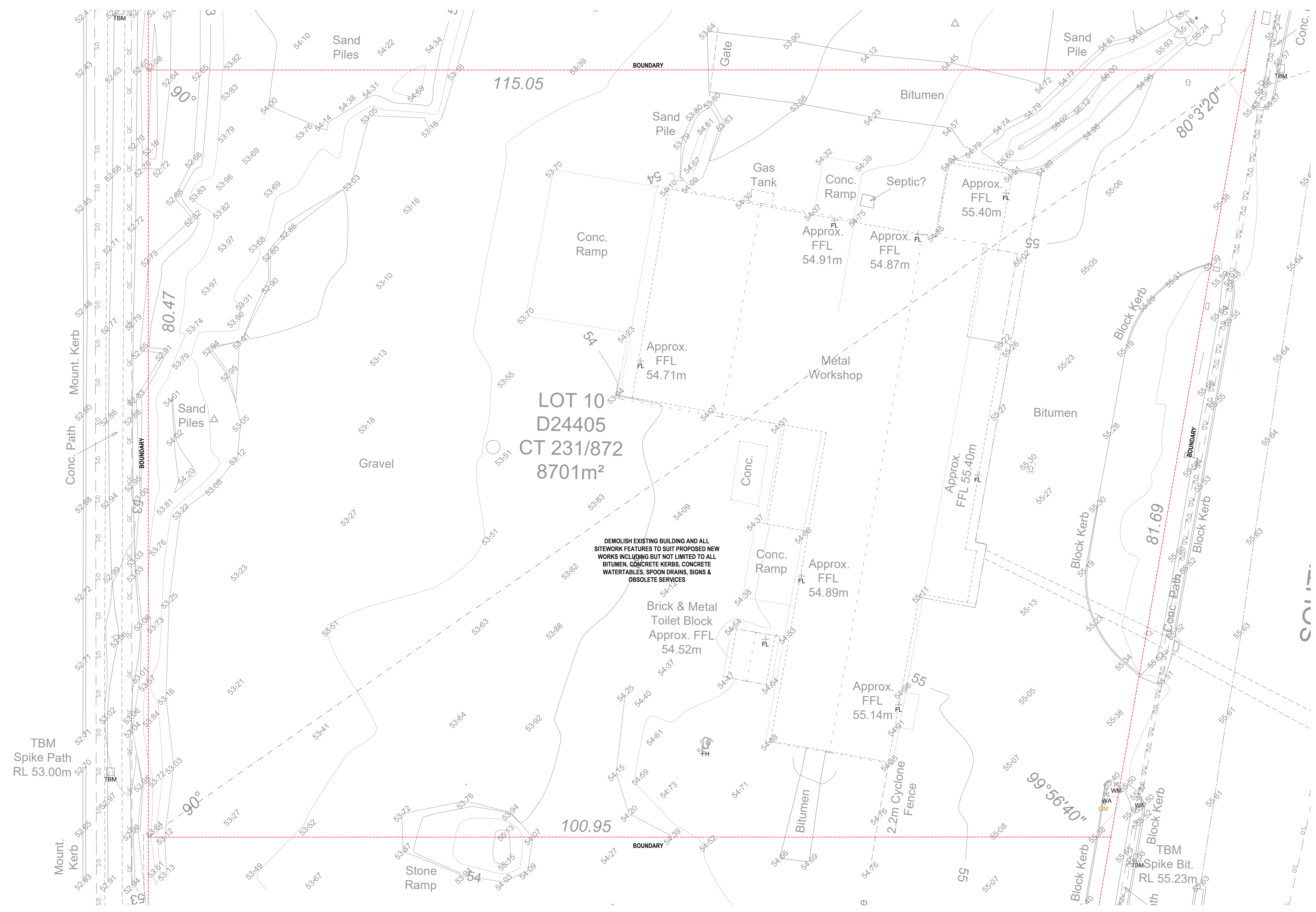


SELF STORAGE FACILITY
 777 SOUTH WESTERN HIGHWAY
 BYFORD WA 6122

DATE: MAY 2024
 DRAWING: LOCATION PLAN & DRAWING SCHEDULE
 SCALE: 1:1000 @ A1

DA00

PROJECT NUMBER: 202400032
 DRAWN BY: S.G



SITE PLAN / GROUND FLOOR PLAN
 1:200 @ A1

on ARCHITECTURE
 ON Architecture Pty Ltd ABN: 71 627 522 043
 242 Angus Street, SA 5000
 MASK WELLS
 0432 660 486
 m.mield@onarchitecture.com.au

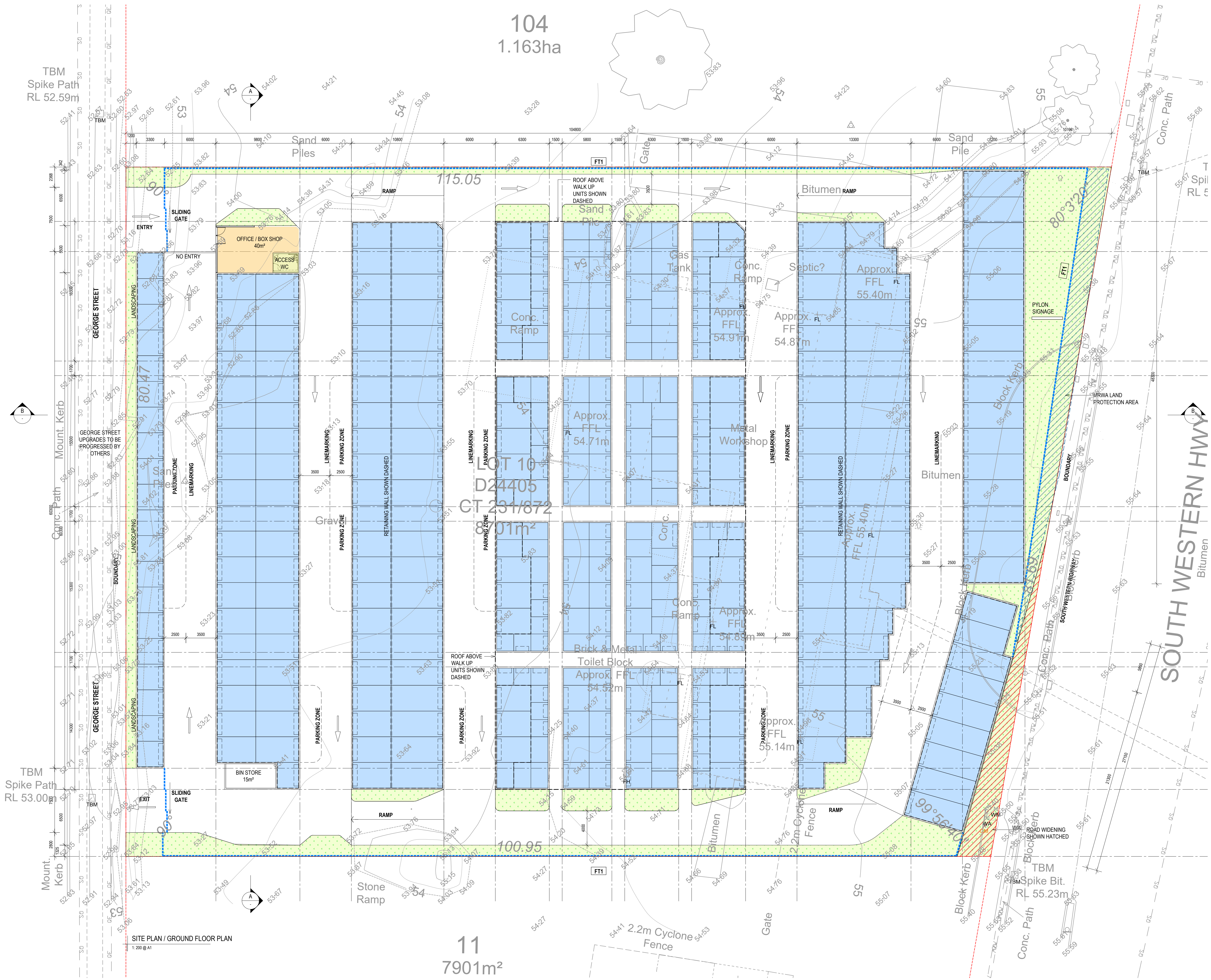
SELF STORAGE FACILITY
 777 SOUTH WESTERN HIGHWAY
 BYFORD WA 6122

DATE: JUNE 2024
 DRAWING: EXISTING / DEMOLITION PLAN
 SCALE: 1:200 @ A1

DA01

PROJECT NUMBER: 202400032
 DRAWN BY: S.G.
 Ordinary Council Meeting - 15 July 2024

104
1.163ha



FENCE TYPE LEGEND

	FT1	FENCE TYPE 01 2.1m HIGH TUBULAR FENCE COLOUR: WOODLAND GREY
	FT2	FENCE TYPE 02 1.5m HIGH TUBULAR FENCE COLOUR: WOODLAND GREY

REQUIREMENT SUMMARY

NO. OF UNITS	375
NO. OF STORAGE UNITS	375
NO. OF WALK UP UNITS	10.9
AVERAGE UNIT SIZE (m²)	10.9

TOTAL GP: BYFORD STORAGE UNIT MIX

SIZE	No. OF UNITS	TOTAL AREA	CUBIC AREA	ACTUAL RATIO
2 x 2	57	228 m²	547.2 m³	15.20%
2.5 x 3	6	75 m²	72 m³	1.60%
3 x 3	17	127.5 m²	306 m³	4.53%
4 x 3	62	372 m²	892.8 m³	16.53%
5 x 3	57	513 m²	1231.2 m³	15.20%
6 x 3	36	360 m²	864 m³	8.80%
4.5 x 3	42	567 m²	1360.8 m³	11.20%
5 x 3	20	300 m²	720 m³	5.33%
5.5 x 3	32	363 m²	871.2 m³	5.87%
6 x 3	25	450 m²	1080 m³	6.67%
7 x 3	24	504 m²	1209.6 m³	6.40%
7.5 x 3	12	270 m²	648 m³	3.20%
5.5 m²	1	5.5 m²	13.2 m³	0.27%
TOTAL	375	3750 m²	9000 m³	100.00%

SITE PLAN / GROUND FLOOR PLAN
1:200 @ A1

11
7901m²



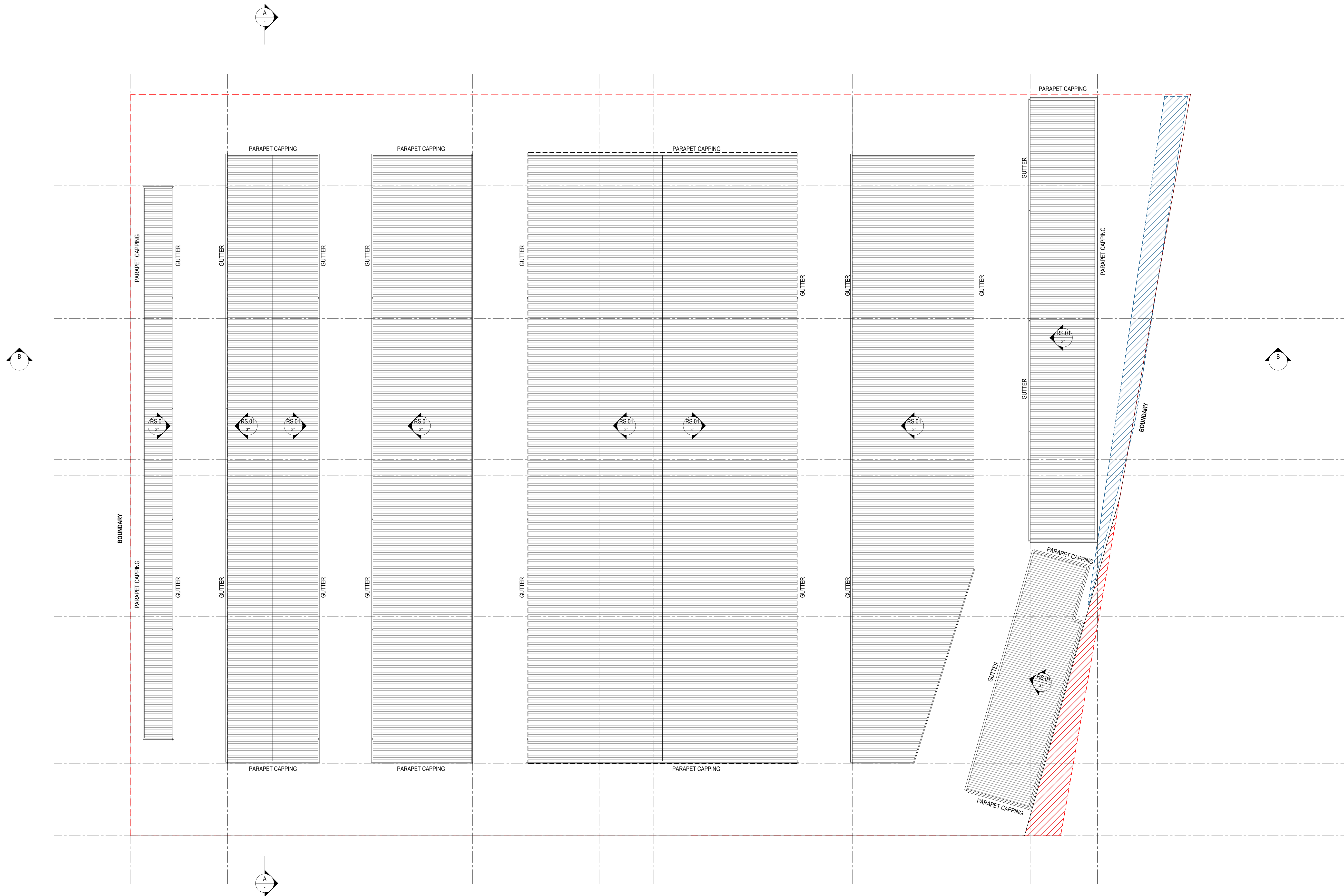
ON Architecture Pty Ltd ABN: 71 627 522 043
242 Angus Street, SA 5000
MASK NIELD
0432 660 486
m.nield@onarchitecture.com.au

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BYFORD WA 6122

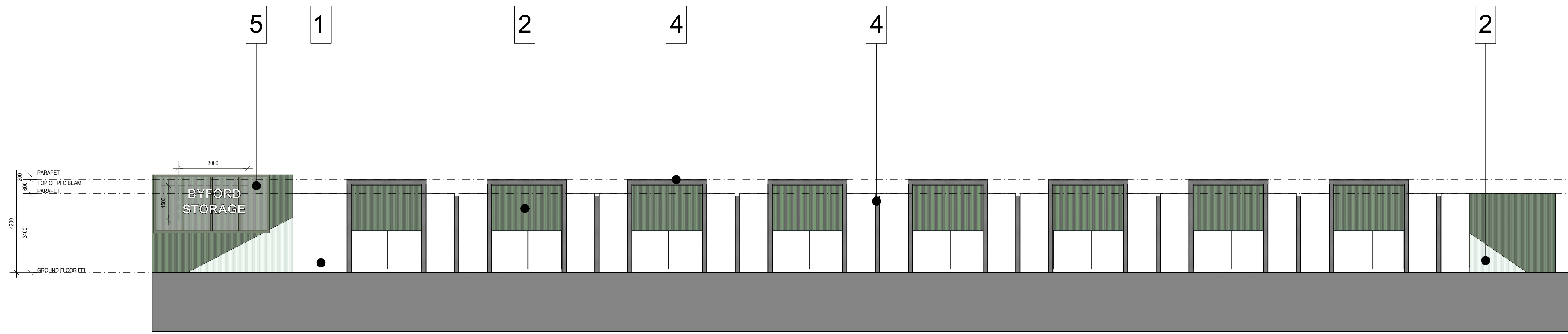
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DRAWN BY: S.G.

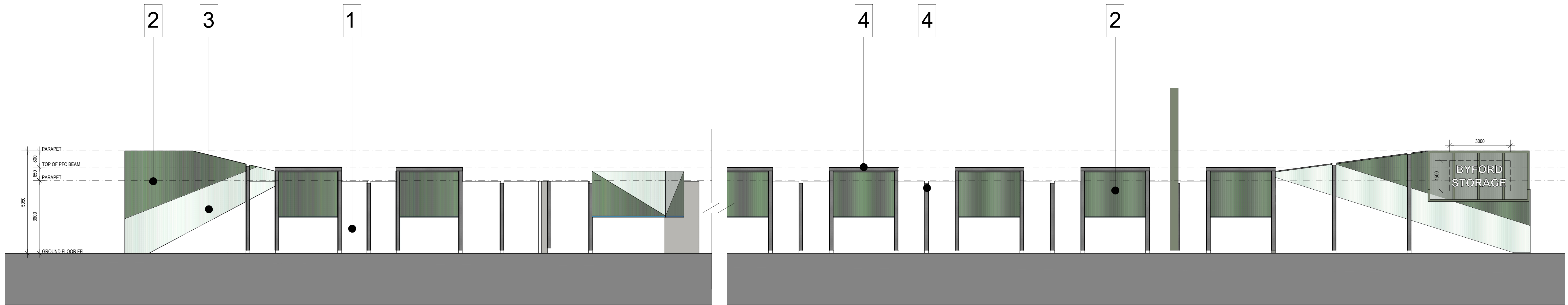
LEGEND
 RS.01 ROOF SHEETING
 KINGKLIP 700 (OR SIMILAR PROFILE),
 GALVANIZED FINISH



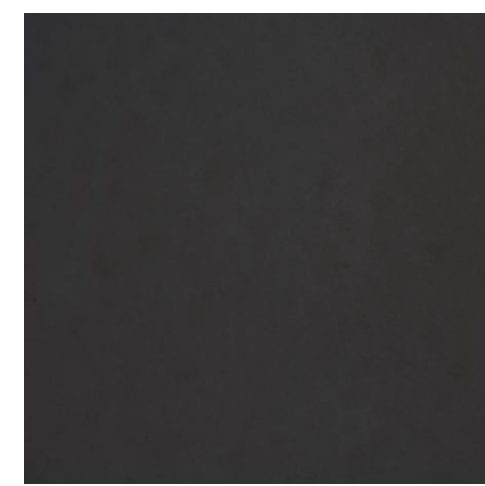
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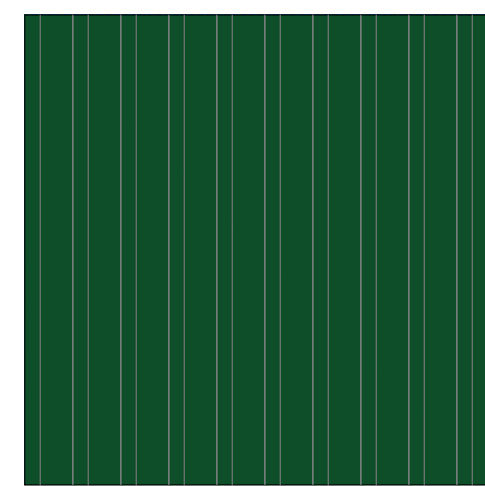
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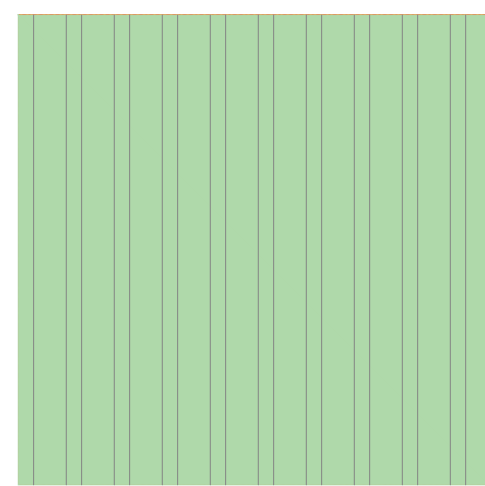
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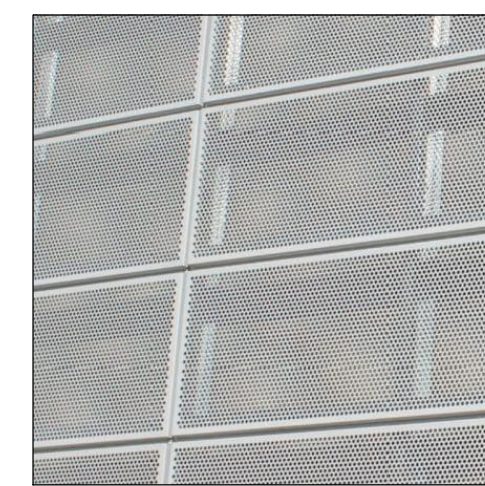
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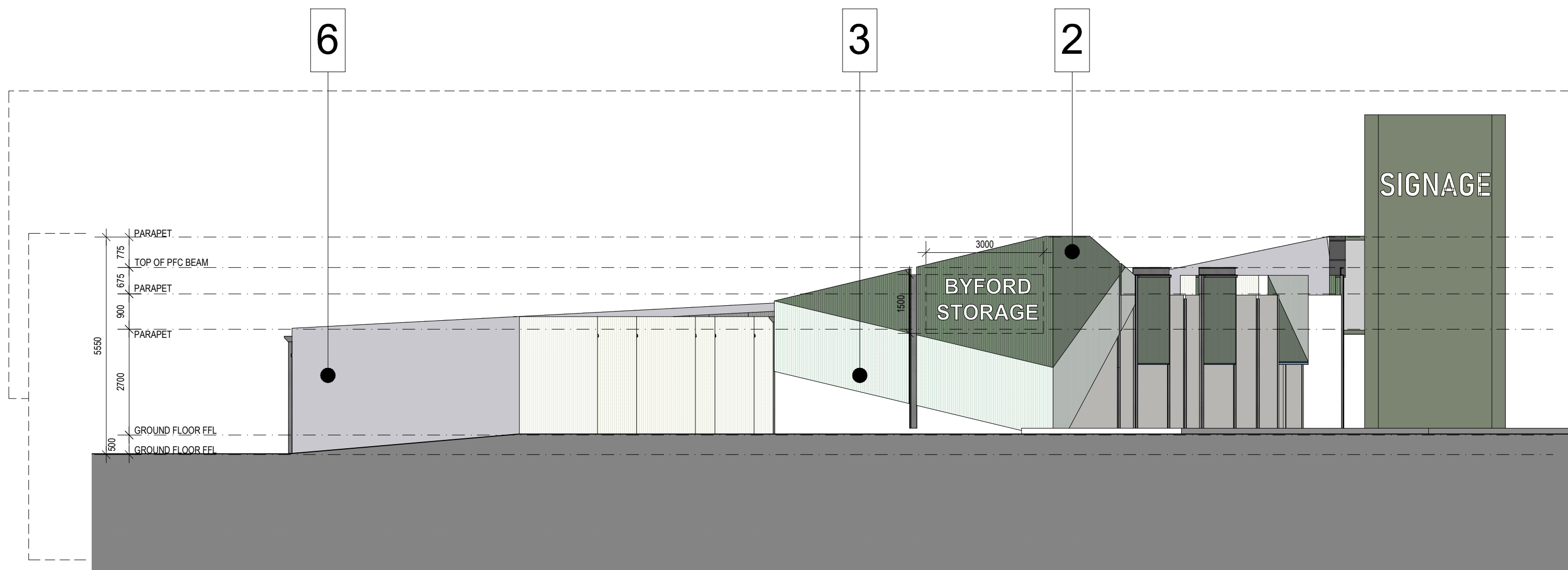
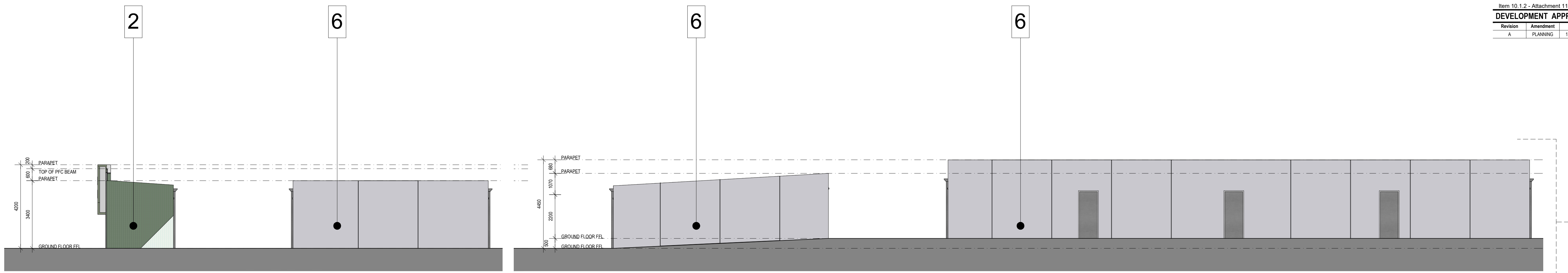
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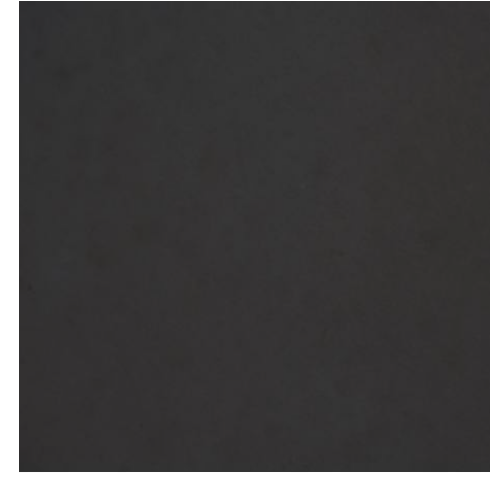
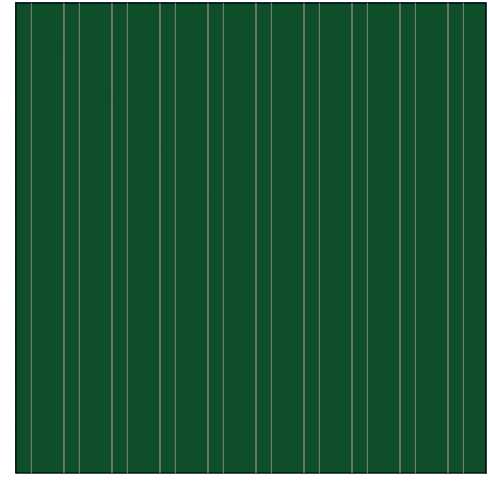
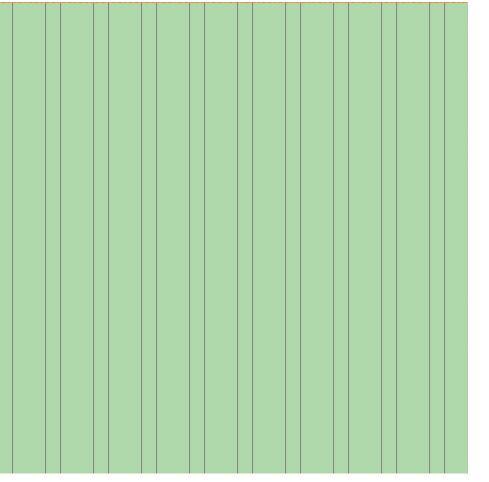

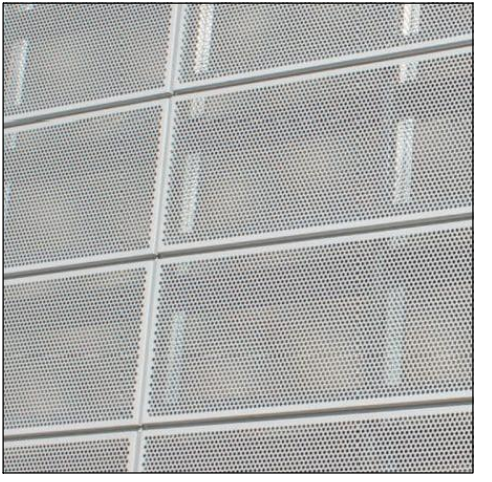



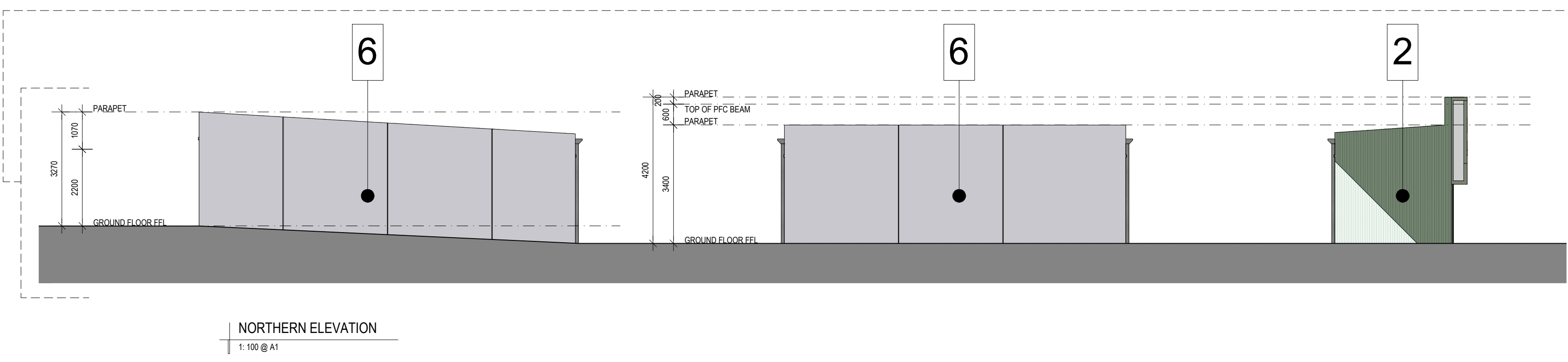
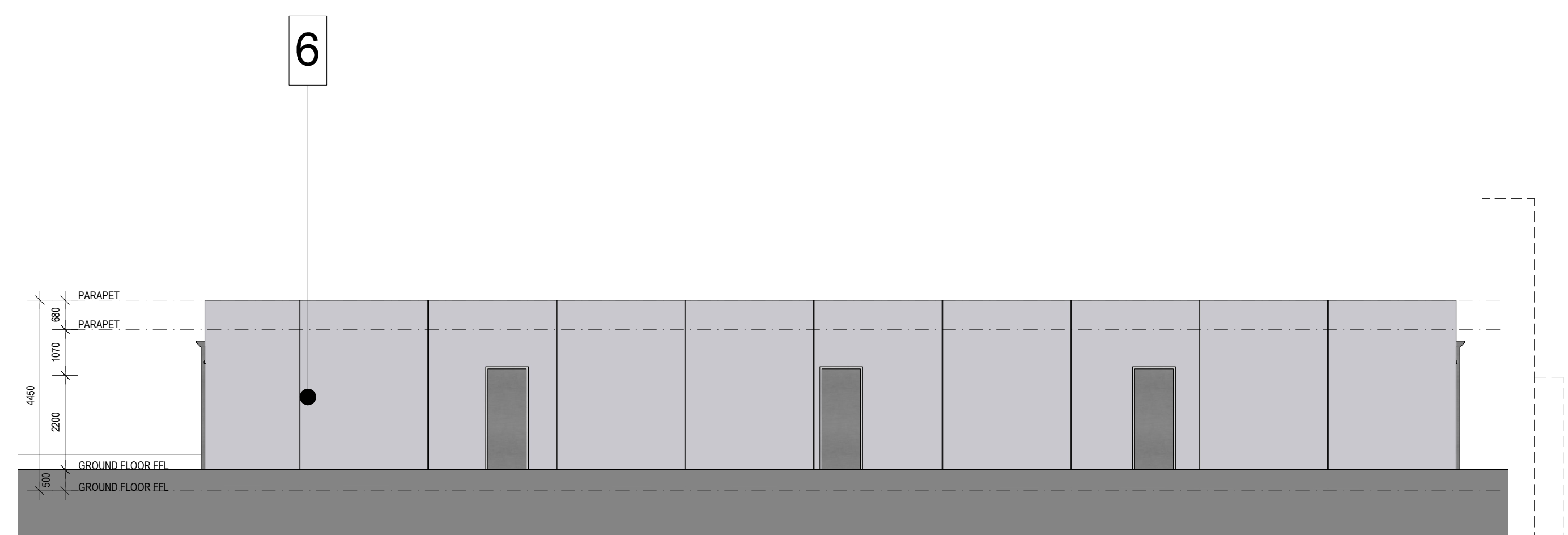
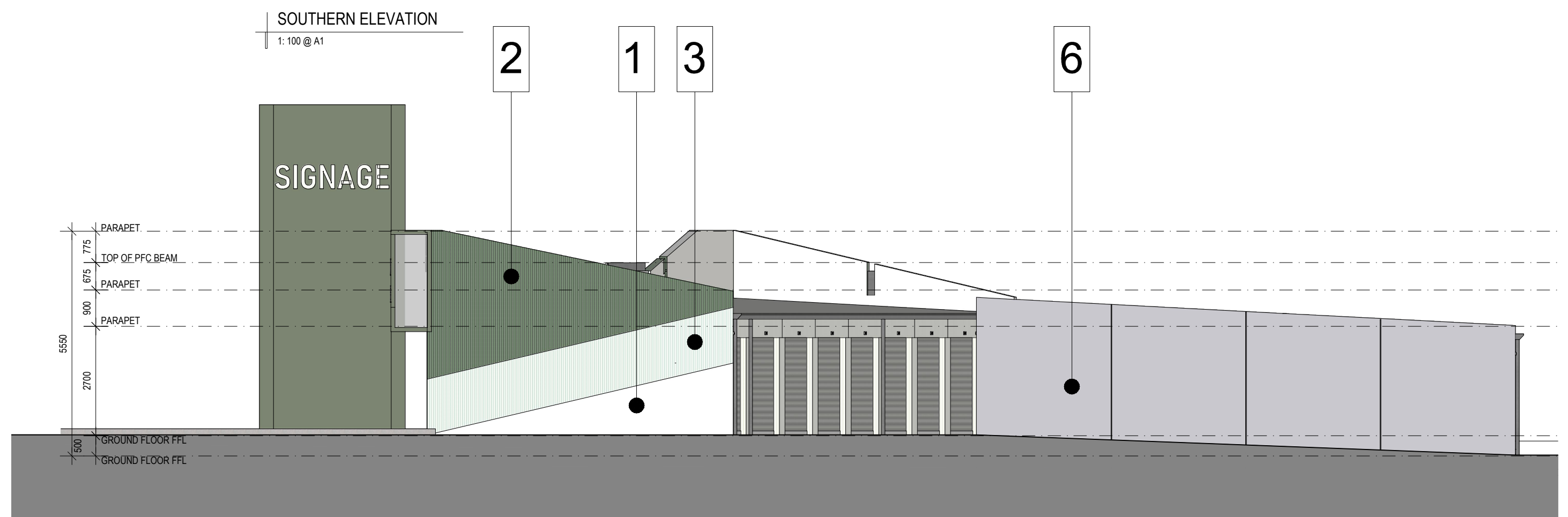
5 PERFORATED MESH



6 PORTLAND PRECAST CONCRETE PANELS



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 COLOUR: FOREST GREEN T.B.C
- 
3 CORRUGATED CLADDING
 COLOUR: PALE EUCALYPT T.B.C
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4 POWDERCOATED PFC BEAM
 COLOUR: MONUMENT
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5 PERFORATED MESH
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6 PORTLAND PRECAST CONCRETE PANELS

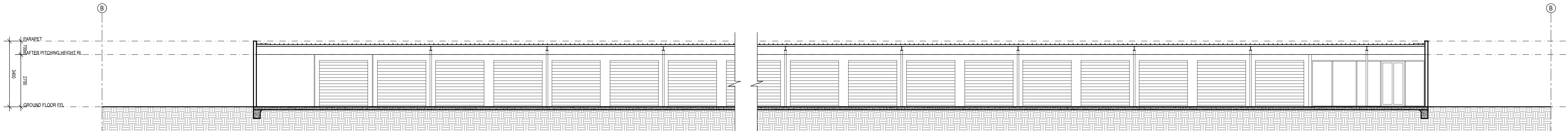


SELF STORAGE FACILITY
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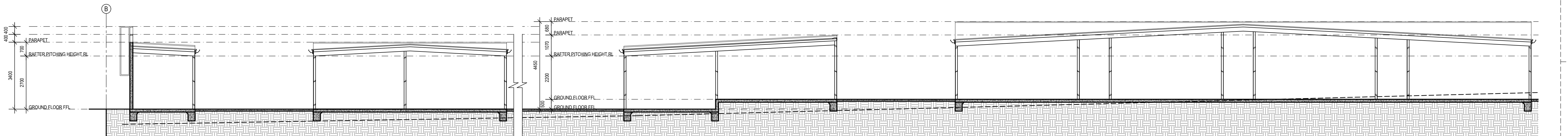
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DA05

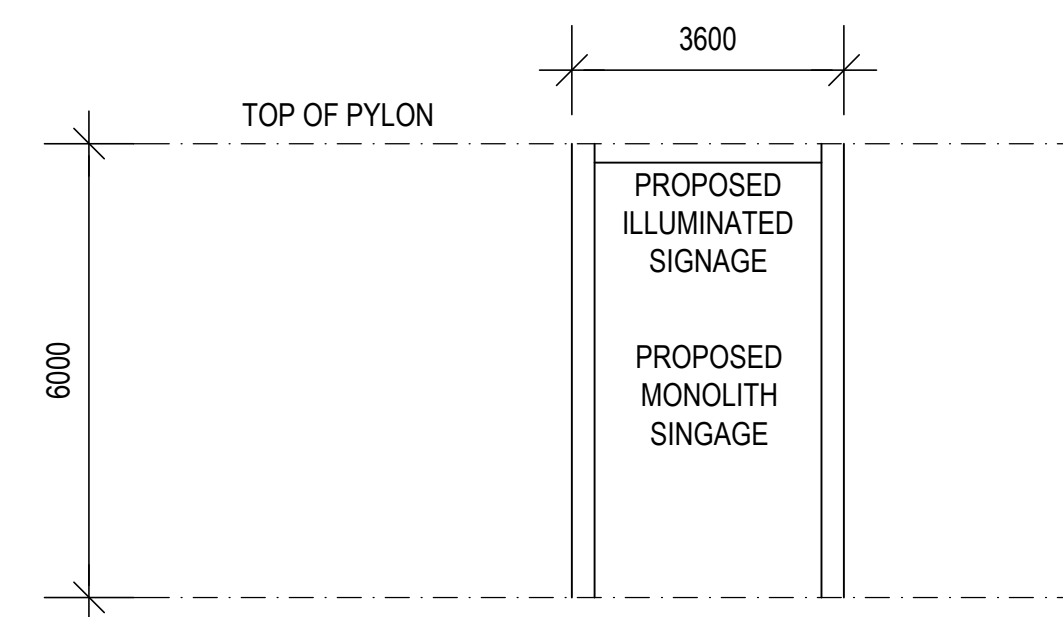
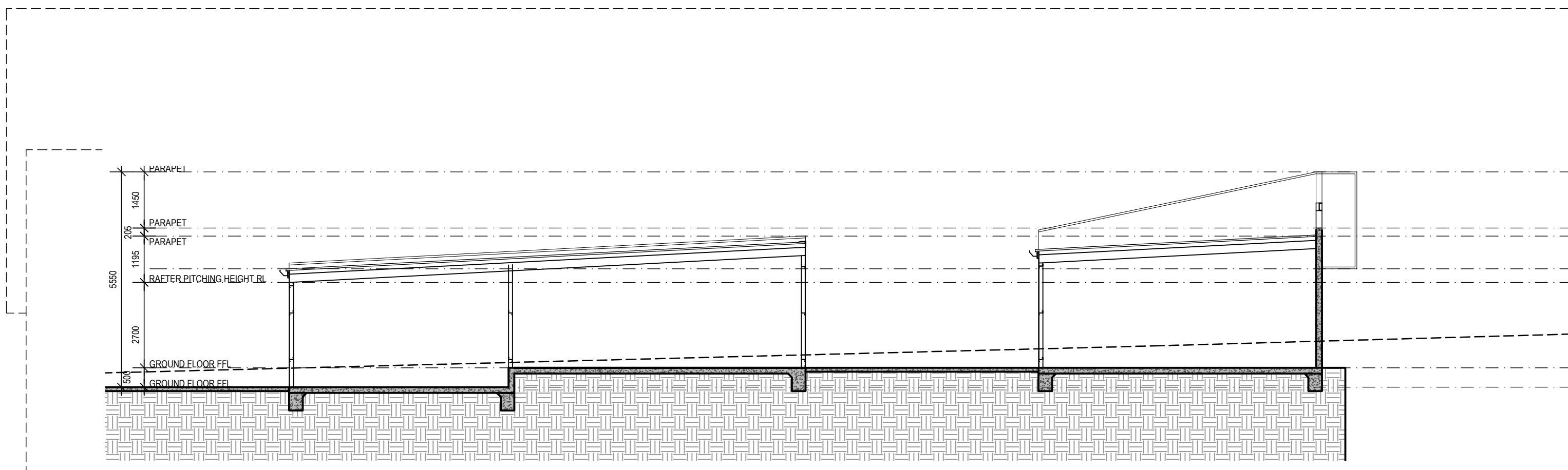
PROJECT NUMBER: 202400032
 DRAWN BY: S.G.



SECTION A
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SECTION B
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PROPOSED SIGNAGE PYLON
 1:100 @ A1



SELF STORAGE FACILITY
 777 SOUTH WESTERN HIGHWAY
 BYFORD WA 6122

DATE: JUNE 2024
 DRAWING: SECTIONS
 SCALE: 1:100 @ A1

DA06

PROJECT NUMBER: 202400032
 DRAWN BY: S.G.



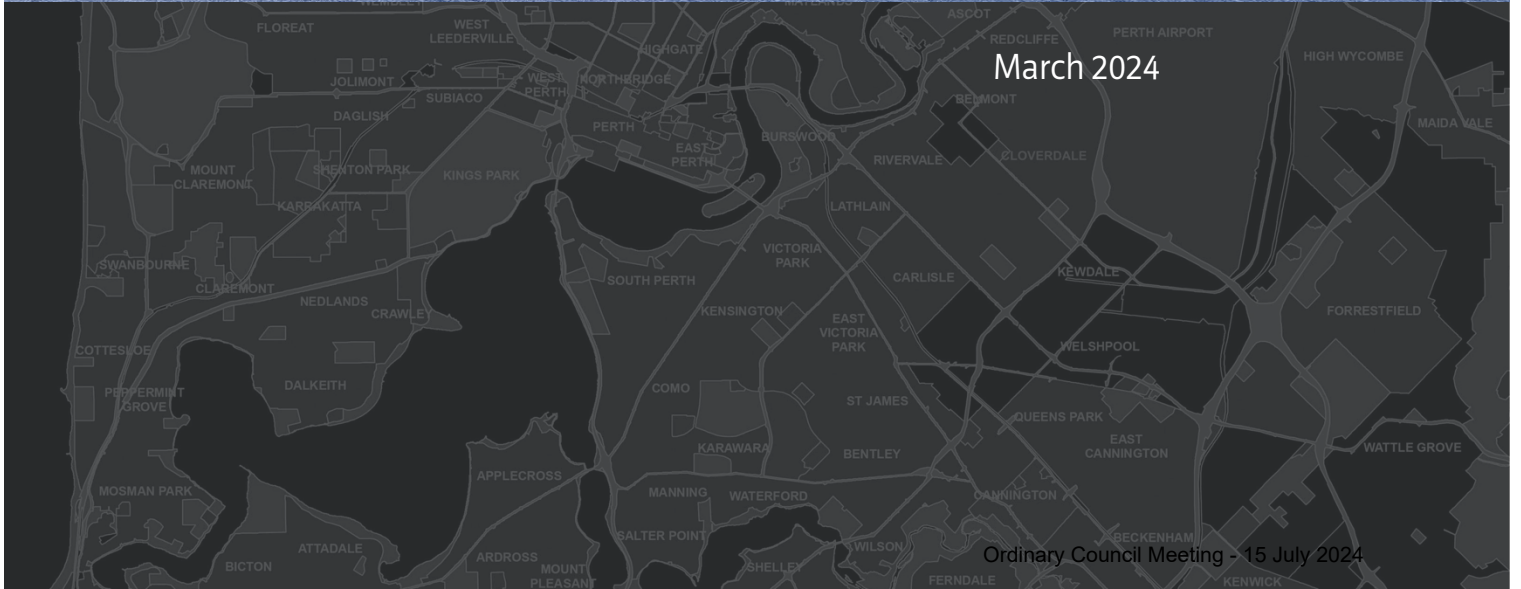
Development Application Report

Proposed Self-Storage Facility

Lot 10 (777) South Western Highway, Byford

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



March 2024

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Direct all enquiries to:

Planning Solutions

Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:

Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

Phone: 08 9227 7970
Fax: 08 9227 7971
Email: admin@planningsolutions.com.au
Web: planningsolutions.com.au

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Job number	8599	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Drafting and Design Transport Civil	Planning Solutions On Architecture Transcore Porters

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Figure 2 – Perspective.

Figure 3 – Perspective.

Figure 4 – Perspective.

Figure 5 – Zoning Map of subject site under LPS3.

Appendices

Appendix 1: Certificate of Title and Diagram.

Appendix 2: Site Feature Survey.

Appendix 3: .Development Plans.

Appendix 4: Transport Impact Statement.

Appendix 5: Stormwater Management Plan.

Appendix 6: Clause 42 Certificate.

1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of the proponent of the proposed self-storage facility on the land identified as Lot 10 (777) South Western Highway, Byford (**subject site**). Planning Solutions has prepared the following report in support of an application for development approval for the proposed development.

This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

This application seeks approved for the development of a three storey facility comprising 937 units, as well as associated parking, access, signage, and landscaping on the subject site.

The proposed facility will provide a diverse range of storage options for the surrounding locality, providing additional amenity and convenience for the growing community, including for smaller residential lots. Appropriately situated along South Western Highway, the development has synergies with surrounding commercial / light industrial development and the nearby town centre.

The facility has been designed to respond to the prevailing commercial character of the locality, with the built form and landscaping responding appropriately to the sites varying topography and neighbouring uses, ensuring the development integrates seamlessly into its immediate surrounds.

Demonstrated to be satisfactory from a transport and civil perspective, the proposed self storage facility will make a positive contribution to the amenity of the locality.

Accordingly, Planning Solutions respectfully requests the Metro Outer Development Assessment Panel (**DAP**) grant approval for the application.

1.2 Pre-lodgement Consultation

Consultation and pre-lodgement engagement has occurred with the Shire of Serpentine Jarrahdale (**Shire**) and Main Roads Western Australia (**MRWA**) with respect to the proposed development, including several pre-lodgement meetings. A summary of the pre-lodgement consultation process and feedback received from the Shire and MRWA relating to this proposal is provided below.

1.2.1 Pre-Lodgement Engagement with the Shire of Serpentine Jarrahdale

In November 2023, representatives of Planning Solutions and the proponent attended a pre-lodgement meeting with the Shire's planning officers to seek preliminary feedback on the proposed development on the subject site.

During the preliminary engagement meeting, several key matters were discussed with respect to the proposal and relevant planning considerations. This is summarised as follows:

- The Shire advised that it would take the advice of Main Roads in respect to access from South Western Highway. Accordingly, the Shire's officers provided an alternative access site layout suggestion to have two crossovers to George Street, instead of one crossover to South Western Highway.
- The Shire was generally comfortable with the overall built form and colour palette selected, with no wholesale design changes recommended by the Shire's officers.
- The development's elevations facing South Western Highway should consider additional façade to break up the expanse of the blank walls, which could include cladding or materials attached to the facades.
- The application is likely to propose an on-paper parking shortfall and the Shire's officers recommended the development application and Transport Impact Statement include an analysis of the expected parking demand.
- No concerns were raised in relation to the proposed land use or its appropriateness.
- The consultant reports to be included in the development application package should include transport impact statement, stormwater management plan concept and landscape concept plan (with a detailed landscaping plan to be implemented via a condition of development approval).

Notwithstanding the above, the Shire offered their broad support for the development intent.

The preliminary feedback received from the Shire has been considered in the finalisation of the development plans and application package. This includes minor amendments to the access and crossover locations.

1.2.2 Pre-Lodgement Engagement with Main Roads WA

In December 2023, representatives of Planning Solutions, the transport consultant, and the proponent attended a pre-lodgement meeting with MRWA to seek preliminary feedback on the proposed development, with a specific focus on the proposed access arrangements.

On 9 January 2024, feedback was received outlining Main Roads did not support the proposed retention of the crossover to South Western Highway. Further, MRWA advised that a Transport Impact Assessment is required to be prepared to support the development, as well as notifying of works along George Street under the Metronet project.

In response to the matters raised, the development plans were amended to remove the proposed access from South Western Highway in the long term, being replaced by a crossovers from George Street. The southern crossover has been retained on an interim basis until works along George Street are complete.

All other matters raised have been addressed within this report, as well as the Transport Impact Assessment. Which demonstrates the suitability of the proposed roundabout and access arrangements.

2 SITE DETAILS

2.1 Land Description

The subject site comprises a single freehold lot known as Lot 10 (777) South Western Highway, Byford.

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1 - Lot Details

Lot	Diagram	Volume	Folio	Area (m ²)
10	24405	1231	872	8,701

A review of the Certificate of Title and Diagram outlines there are no notifications or encumbrances applicable to the subject site.

Refer to **Appendix 1**, Certificate of Title and Deposited Plan.

2.2 Location

2.2.1 Existing Site Conditions

The subject site currently comprises a single commercial/light-industrial building, hardstand, and scattered vegetation. The building is in poor condition and at the end of its economic life.

The site also comprises two full movement crossovers to South Western Highway.

All buildings and improvements are proposed to be removed as part of the development.

In terms of topography, the subject site slopes from approximately 56.12AHD to 52.6AHD.

Refer **Appendix 2**, Site Feature Survey.

2.2.2 Site Context

The subject site is within the municipality of the Shire of Serpentine Jarrahdale (**Shire**), located approximately 30 kilometres south-west of the Perth city centre, 6.5 kilometres south of the Armadale city centre and one kilometre north-east of the Byford town centre.

The subject site is immediately bound by South Western Highway on the east, commercial development to the south, and George Street to the west. Vacant land adjoins the subject site to the north, which has previously been approved for commercial development involving a service station, showrooms, and vehicle service centre.

Broadly, the subject site is bound by a mixture of rural residential and light industrial uses, as well as public open space reserves.

The subject site is within walkable distance of public transport services along South Western Highway. Pedestrian/cycling paths connect the subject site to the immediate locality.

Refer **Images 1-4** below for a visual representation of the subject site and surrounds. Refer **Figure 1**, aerial image for a context analysis.



Figure 1 - Aerial photograph of subject site and surrounds.



Photograph 1 - Existing development on the subject site, looking south-west.

Development Application – Proposed Self-Storage Facility
Lot 10 (777) South Western Highway, Byford



Photograph 2 – Subject site along South Western Highway, looking north.



Photograph 3 – Subject site along South Western Highway, looking south.



Photograph 4 – Development opposite the subject site across along South Western Highway, looking east.

3 PROPOSED DEVELOPMENT

This application seeks approval for the removal of all existing buildings and improvements and subsequent development of a three storey self-storage facility comprising 937 units, as well as associated parking, access, signage, and landscaping on the subject site. The self-storage units will be available to the public for short- or long-term hire and will comprise a diverse range of unit types and sizes.

Refer **Figures 2-4** below, development perspectives.



Figure 2 - Development, as viewed from George Street.



Figure 3 - Development, as viewed from South Western Highway.

Development Application- Proposed Self-Storage Facility
 Lot 10 (777) South Western Highway, Byford



Figure 4 - Development, as viewed from South Western Highway.

A detailed summary of the proposed development is provided in **Table 2** and **3** below.

Table 2 - Development Summary

Element	Proposed
Maximum Building Height:	3 storeys / 11.5m.
Minimum Setbacks:	<ul style="list-style-type: none"> • 6.5m from South Western Highway. • 15.4m from George Street. • 6.3m from the southern boundary. • 6.3m from the northern boundary.
Lot Area:	8,701m ²
Net Lettable Area:	10,095m ² .
Site Coverage:	61%.
Landscaping:	750m ² / 8.5%
Total number of units:	937 , with an average size of 10.6m ²
Parking / loading:	<ul style="list-style-type: none"> • Nine dedicated vehicle bays, including one ACROD bay. • Eight parallel parking zones. • Two loading zones. • One bin store.
Access:	<ul style="list-style-type: none"> • Removal of the existing South Western Highway crossover*. • Two full movement crossovers two George Street. <p><i>*Note: George Street is currently being redeveloped as part of the Metronet project. Should the works not be completed at time of completion of the development, a single crossover to South Western Highway will be temporarily retained for access purposes.</i></p>

Table 3 - Development Particulars

Floor	Proposed
Ground Floor:	<ul style="list-style-type: none"> • 278 units. Units situated along the boundary of the building are assessable internally and externally. • 70m² office, including one accessible toilet for staff use on the north western portion of the building. The office is assessable via an external and internal entrance. • An additional 10 pedestrian only entrances along all elevations. • Internal accessways, two lifts, and eight staircases. The lifts are situated adjacent to the respective loading zones. • Two trolley bays. • Internal accessway, comprising: <ul style="list-style-type: none"> ○ Four parallel parking zones. ○ Two loading zones. <p>A roller door is proposed to the entrance/exit.</p> <ul style="list-style-type: none"> • Nine dedicated vehicle bays, including one ACROD bay. Additional parallel parking zones are proposed along the northern, eastern, and southern boundaries. A 2.5m canopy is proposed over the parking zones. • 25m² bin store on the western portion of the site. The store provides capacity for two 660L bins and will be screened from public view. Bins will be collected via private collection. • Two 7.5m full movement crossovers to George Street. • 750m² of landscaping along the western and eastern elevations. • Fire pump and tanks on the north eastern portion of the site. • Single 7m pylon signs along the eastern boundary. <p><i>Note: The existing southern crossover to South Western Highway is proposed to be retained subject to the completion of works along George Street.</i></p>
First Floor:	<ul style="list-style-type: none"> • 316 units. • Internal accessways, two lifts, and eight staircases.
Second Floor:	<ul style="list-style-type: none"> • 340 units. • Internal accessways, two lifts, and eight staircases.

The facility is accessible to the public 24/7, and will be staffed by no more than two people between approximately 8am and 5pm.

The proposed office will also sell goods relating to storage/transport, including boxes and tape.

During pre-lodgement engagement, the Shire confirmed that additional acoustic and waste reporting will not be required in support of the development. A Transport Impact Statement and Stormwater Management Plan have been prepared in support the development, which confirms the development is satisfactory from a transport/access and stormwater/civil perspective, respectively.

Refer:

- **Appendix 3**, development plans.
- **Appendix 4**, Transport Impact Statement.
- **Appendix 5**, Stormwater Management Plan.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

The subject site is predominantly zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS). A minor portion of the site along the south eastern boundary is reserved 'Primary Regional Roads' (PRR) for the purpose of road widening.

The portion of land reserved PRR comprises landscaping only.

Refer **Appendix 6**, Clause 42 Certificate.

The proposed development is consistent with the provisions of the MRS and may be approved accordingly.

4.2 State Planning Policies

4.2.1 Development Control Policy 5.1 – Regional Roads

Development Control Policy 5.1: Regional Roads (DCP5.1) sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. South Western Highway is classified as a 'Primary Road' under Main Roads Western Australia's road hierarchy.

Following the completion of works along George Street, the development proposes the removal of the existing crossovers to South Western Highway, in accordance with the provisions of DC5.1.

A Transport Impact Statement (TIS) was prepared to support the development. The TIS concludes that the proposed access arrangements are satisfactory and will not result in any undue impact to the surrounding road network.

Refer **Appendix 4**, Transport Impact Statement.

4.3 Shire of Serpentine Jarrahdale Local Planning Scheme No. 3

4.3.1 Zoning

The subject site is subject to the provisions of the Shire's Local Planning Scheme No. 3 (LPS3). Pursuant to LPS3, the subject site is predominately zoned 'Service Commercial' with a minor portion of land along the eastern boundary reserved 'Primary Regional Roads' (PRR), in accordance with MRS reservation.

The subject site is identified as being within Special Control Area 6 (SCA6 - Development Control Area/Plan) (SCA6).

Refer **Figure 5**, LPS 3 map.

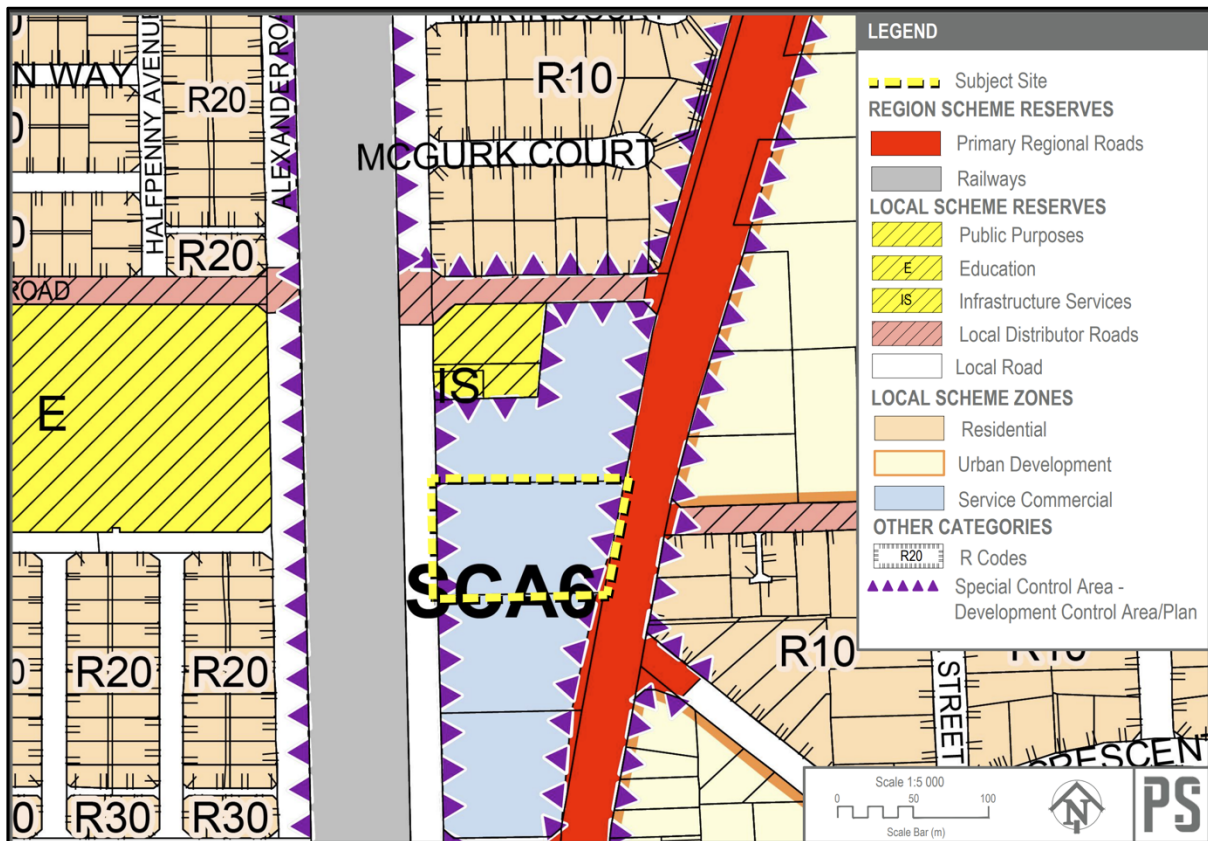


Figure 5 - Zoning Map of subject site under LPS3.

Service Commercial Zone

Under Clause 16(2) of LPS3, the objectives of the 'Service Commercial' zone are:

- To accommodate commercial activities which, because of the nature of the business, require good vehicular access and/or large sites.
- To 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.

The proposed self-storage facility is a commercial activity which requires a large site to provide a diverse range of unit types. Vehicle access is also critical noting the nature of the development.

As a result, it is difficult to locate this typology of development within more urban settings (such as within town centres or near shopping centres) and as such, are required to be provided within commercial/industrial zones, such as the Service Commercial zone.

The proposed development is entirely consistent with the intent and objectives of the Service Commercial zone and warrants approval accordingly.

PRR Reservation

A minor portion of the subject site along the eastern boundary is reserved PRR for road widening purposes. This portion of the site is proposed to be landscaped only in the long term. The existing southern crossover will be temporarily retained, until the completion of works along George Street.

Special Control Area No. 6

Special Control Area 6 (SCA6 - Development Control Area/Plan) (**SCA6**) provides special provisions relating to Development Contribution Area/Plan No. 1 – Byford.

Pursuant to Schedule 7 of LPS3 and the accompanying Development Contribution Report, the subject site is identified as being within the 'Excluded Area' and not Precincts A – D.

A development contribution is not required unless the site is located within Precincts A – D.

4.3.2 Land Use Permissibility

Pursuant to the provisions of LPS3, the proposed self-storage facility is best classified as 'Warehouse/Storage' use, defined as:

means 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.

In accordance with the Zoning Table of LPS3, Warehouse/Storage is a 'P' (permitted) use in the Service Commercial zone, meaning that the use is permitted as of right.

4.3.3 Development Standards and Requirements

Schedule 4 of LPS3 stipulates the development standards for development within the scheme area, and includes provisions applicable to development within the Service Commercial zone.

Table 4 below provides an assessment against the LPS3 requirements relevant to this proposal.

Table 4 - Assessment against the relevant development requirements of LPS3.

Requirement	Provided / Applicant Comment	Compliance
4.1 – Additional Site and Development Requirements		
<i>End of trip bicycle facilities must be provided in new developments in accordance with the requirements of Schedule 4.4 of the Scheme.</i>	No end-of-trip facilities are proposed. Refer response below.	Discretion required where applicable.
<i>The local government shall require wastewater connection to reticulated sewer. Subject to land capability and site constraint analysis to the satisfaction of the local government, alternate treatment units may be considered as a temporary solution until such time as reticulated sewer is available to the site, at which time the development is to be connected to reticulated sewer.</i>	Noted.	✓
<i>The local government shall require connection to reticulated water. Subject to the demonstration of suitability, connection to an alternate water supply may be considered by the local government.</i>	Noted.	✓
4.2 - Setbacks, Site Coverage and Plot Ratio		
<u>Landscaping</u> <ul style="list-style-type: none"> 10% in total, comprised of 5% of the front setback. 	The development proposes 750m ² of landscaping along the western and eastern boundaries, representing 8.5% of the total site area.	Discretion

Development Application – Proposed Self-Storage Facility
 Lot 10 (777) South Western Highway, Byford



	Refer Appendix 3 , development plans, demonstrating the landscaping areas.	
<p><u>Site Coverage and Plot Ratio</u></p> <ul style="list-style-type: none"> Maximum site coverage: 75% 	The site coverage for the proposed development is 61%.	✓
<p><u>Setbacks</u></p> <ul style="list-style-type: none"> Front: 12 metres Secondary Street: 6 metres Side: 6 metres Rear: 6 metres 	<p>The setbacks for the proposed development are:</p> <ul style="list-style-type: none"> 6.5m from South Western Highway. 15.4m from George Street. 6.3m from the southern boundary. 6.3m from the northern boundary. 	✓
4.3 - Car Parking Requirements		
<p>(1) All development within the Scheme Area shall comply with the Car Parking Requirements specified within the Table below for the relevant land use. Calculated parking requirements shall be rounded up to the nearest whole number.</p>	Refer to car parking assessment provided in section 4.3.4 below.	Discretion required where applicable
<p>(8) All external parking areas shall include shade trees at the rate of 1 tree per 4 parking bays or 1 tree every 12 metres, whichever is the lesser.</p>	<p>During pre-lodgement engagement, the Shire confirmed that a Landscaping Plan did not have to be prepared prior to lodgement and will form part of a condition of approval.</p> <p>The landscaping plan will include shade trees at a rate of 1 tree per 4 bays.</p>	✓
Clause 4.4 – Bicycle Parking and Facilities		
<p>(1) The local government may require the provision of bicycle parking spaces in any new development or redevelopment in accordance with the Bicycle Parking Requirements specified within the Table below.</p>	<p>By the nature of the services provided by the self-storage facility, customers will only travel to the facility to access or move their belongings and goods. They will generally not access the facility for any other purpose.</p>	Discretion required where applicable
<p>Where the local government requires bicycle parking spaces pursuant to subclause (1), as a minimum, end of trip bicycle facilities shall also be provided as set out in the following requirements:</p> <p>(a) one (1) shower for the first five (5) bicycle spaces or part thereof, plus an additional shower for each ten (10) bicycle parking spaces thereafter; and</p> <p>(b) one (1) change room or direct access to a communal change room per shower; and</p> <p>(c) one (1) secure equipment locker per bicycle parking space.</p>	<p>Customers typically will need vehicle transport to and from the self-storage facility.</p> <p>If customers were to use a bicycle for transportation purposes, they would likely keep their bicycle parked inside or at the front of their self-storage unit, for convenience purposes.</p> <p>Notwithstanding, five bicycle bays, providing space for 10 bikes is provided along George Street. .</p>	

4.3.4 Car Parking

Clause 4.3(1) requires development to provide the car parking requirements applicable to the relevant land use classification.

The development proposes 9 marked car parking bays facing George Street, as well as several designated parking zones providing parking for an additional 34 vehicles.

This results in a total of 43 car parking bays. Two loading zones for trucks and large vehicles are also provided.

The required car parking rate for the 'Warehouse/Storage' land use under LPS3 is **1 bay per 80m² of NLA**.

The development proposes a total net lettable area of 10,095m², resulting in a requirement for 127 bays. Accordingly, the proposed development proposes an 'on paper' 84 bay shortfall.

This is considered acceptable for the following reasons:

1. As LPS3 does not have an exact land use classification for a self-storage facility, the proposed development is considered to be most aligned with the 'Warehouse/Storage' use. However, this use is intended for businesses with a significant number of staff creating an unbalance with the required parking rate.
2. The Metro Inner South JDAP previously approved a self-storage facility at 197-199 Great Eastern Highway, Belmont with a 117-bay car parking shortfall. The proposed shortfall there aligns with the JDAP's previous determination for this specific form of the land use.
3. The Self Storage Association of Australia commissioned Aurecon to prepare a Self-Storage Traffic and Parking Assessment Report (**report**) in 2009. The report recommends that 11 car bays be provided for facilities containing up to 9,500m² of leasable area. This ratio was based on maximum and average parking demands found at existing self-storage facilities surveyed across Australia and frequency of use. This equates to 1 bay per 864m².

By comparison, the proposed development seeks to provide 50 car parking spaces equating to 1 bay per 208m² of leasable area. The proposed development provides car parking in excess of the report's recommendations.

4. The business model comprises of short- or long-term hire of the units. Customers are not likely to visit the premises often or visit for long periods of time, and generally only access to drop off or collect goods stored.
5. As the development proposes a significant number of units, a large proportion of the floor area is for accessways and not storage.
6. Refer **Appendix 4** for a copy of the Transport Impact Statement which provides further analysis of the proposed developments expected trip generation.

For the reasons as outlines above, the proposed 'on-paper' shortfall is acceptable and warrants approval under clause 77D of the *Deemed Provisions*.

4.4 Local Planning Policies

4.4.1 Local Planning Policy 1.6 – Public Art for Major Development

The Shire's *Local Planning Policy 1.6– Public Art for Major Development (LPP1.6)* sets out the requirements for the provision of art in developments.

Pursuant to Clause 1(a) and Table 1 in LPP1.6, as the proposed development has an estimated development cost over \$1 million, the development must provide a form of public art to the value of 1% of the development cost or 1% of construction cost contributed to the public art fund.

The final artwork location and design will be confirmed during detailed design development. However, the proposed art treatments will be designed and positioned to improve both the overall amenity of the development, in accordance with the requirements of LPP1.6.

We understand this will be conditioned as part of the approval.

4.4.2 Local Planning Policy 2.3 – Development Standards for Development Applications

The Shire's *Local Planning Policy 2.3- Development Standards for Development Applications (LPP2.3)* provides additional provisions relating to landscaping tree retention and drainage for development within the Shire.

During pre-lodgement engagement, the Shire confirmed that a Landscaping Plan did not have to be prepared prior to lodgement and will form part of a condition of approval.

Notwithstanding, the development proposes 750 of landscaping along the western and eastern boundaries, representing 8.5% of the total site area.

Refer **Appendix 3**, development plans, demonstrating the landscaping areas.

A Stormwater Management Plan (**SMP**) has also been prepared to support the development, in accordance with the standards and requirements of LPP2.3. The SMP confirms that the development can retain water from a 1 in a 100-year stormwater event.

Refer to **Appendix 5**, Stormwater Management Plan.

4.4.3 Local Planning Policy 2.4 – Water Sensitive Urban Design

The Shire's *Local Planning Policy 2.4- Water Sensitive Urban Design (LPP2.4)* provides design guidance for Water Sensitive Urban Design in the Shire.

During pre-lodgement engagement, the Shire confirmed that a Landscaping Plan did not have to be prepared prior to lodgement and will form part of a condition of approval.

The landscaping plan will be guided by the principles and provisions of LPP2.4.

4.4.4 Local Planning Policy 4.7 – Placement of Fill

The Shire's *Local Planning Policy 4.7- Placement of Fill (LPP4.3)* outlines provisions relating to site works on large parcels of land within the Shire for lots that are 4,000m² or greater in size. In response to the subject site's topography, it will be necessary for site works to be undertaken on the subject site.

All site works will be undertaken in accordance with the requirements of LPP4.3 as well as the States planning framework. This includes the design of stormwater / drainage management, environmental conditions, and fill materials.

4.4.5 Local Planning Policy 4.11 – Advertising Policy

The Shire's *Local Planning Policy 4.11 – Advertising Policy (LPP4.11)* sets out various policy requirements for signage within the Shire.

The development proposes:

- A single 7m x 3.6m pylon sign, along South Western Highway.
- A single 5.5m x 2.5m signage zone, along each elevation (four in total).

Final signage design will be confirmed following confirmation of the tenant.

The proposed signage is generally consistent with the requirements of a service commercial development and a self-storage facility. As access from South Western Highway was not supported by the Shire or Main Roads, the proposed pylon sign is critical to ensure sufficient exposure for the development.

An assessment against the objectives of LPP4.11 is provided in **Table 5** below.

Table 5 – Assessment against the provisions of LPP4.11

Objective	Comment
<i>To ensure that the siting, design and general appearance of advertising and signage does not detract from the landscape values, amenity and character of the area.</i>	The signage zones are integrated into the architecture of the development. The proposed pylon sign and signage zones are proportionate to the size of the building, lot area, and character of South Western Highway.
<i>To ensure that advertising signs are not misleading, offensive or distracting for vehicular and pedestrian traffic.</i>	All signs have been designed in a manner to preserve vehicle site lines and are situated above the ground to protect pedestrians.
<i>To ensure that signs make a positive contribution to the streetscape and streetscape interaction.</i>	The proposed pylon sign and signage zones are proportionate to the size of the building, lot area, and character of South Western Highway.
<i>To ensure that the scale of the sign is appropriate to the size of the building or façade upon which it will be displayed.</i>	
<i>To improve the quality of advertising signs and their overall visual impact</i>	The proposed signs simply advertise the name of the respective business operating in the development.
<i>Ensure that signs are constructed and maintained to ensure public safety at all times</i>	The signs will meet all relevant Australian Standards, including lighting, vehicle site line protection, and construction.
<i>To rationalise signage across a building or façade so as to minimise the proliferation of signage in a particular location.</i>	The development proposes a single signage zone to each elevation.
<i>To protect the heritage values of any place included on the heritage list</i>	The subject site is not on the Shire's Municipal Heritage List. The signs (and overall development) respect to the prevailing character of the locality.

Having regard to **Table 5** above, the proposed signage is consistent with the objectives of LPP4.11 and warrants approval accordingly.

5 CONCLUSION

This application seeks approval for the removal of all existing buildings and improvements and subsequent development of a three storey self-storage facility comprising 932 units, as well as associated parking, access, signage, and landscaping on the subject site.

The proposed development is generally consistent with the relevant provisions and requirements of the Shire of Serpentine Jarrahdale's Local Planning Scheme No. 3 as well as the applicable planning policies, and warrants approval for the following reasons:

1. The development is suitably located adjacent to existing mixed commercial / light industrial uses. The development will provide additional amenity and convenience for the surrounding locality.
2. The subject site comprises a large site area, satisfactorily accommodating the proposed development.
3. The development has been designed in a contemporary manner whilst responding to and respecting the prevailing rural character, site topography, and adjacent land uses.
4. The development is appropriately located along a regional road, ensuring exposure and access, and has been demonstrated to be satisfactory from a transport planning perspective. Access is not provided via the Highway.
5. The proposed development is also supported by an appropriate level of civil reporting which demonstrates the suitability of the development.

The proposed development has been demonstrated to have substantial merit within this application, and warrants approval accordingly. We therefore respectfully request the Metro Outer Joint Development Assessment Panel grant approval for the proposed development on the subject site.

PS ref: 8599
Shire ref: PA24/169

9 May 2024

Shire of Serpentine Jarrahdale
6 Paterson Street
MUNDIJONG WA 6123

Attention: Marius Le Grange, Statutory Town Planning Coordinator

Dear Marius,

**LOT 10 (777) SOUTH WESTERN HIGHWAY, BYFORD
PROPOSED SELF STORE FACILITY
RESPONSE TO REQUEST FOR FURTHER INFORMATION AND PUBLIC SUBMISSIONS**

Planning Solutions acts on behalf of the proponent of the proposed self-storage facility on the land identified as Lot 10 (777) South Western Highway, Byford (**subject site**). An Application for Development Approval for the development was lodged with the Shire of Serpentine Jarrahdale (**Shire**) on 2 April 2024.

We refer to the Request for Further Information (**RFI**) as well as the summary of public submissions received from the Shire in respect to the application. In response to the matters raised, as well as feedback received during on-going discussions with Shire's officers, we are pleased to provide the following additional information in support of the development application:

1. Written response to the Shire's comments (refer submission below).
2. Amended development plans (refer **Appendix 1**).
3. Written response to public submissions (refer **Appendix 2**).

RESPONSE TO SHIRE'S REQUEST FOR FURTHER INFORMATION

A written response to the matters raised by the Shire in their email dated 3 May 2024 is provided in **Table 1** below.

Table 1 – Response to Request for Further Information

Shire Comment	Applicant Response
<p>Design</p> <p>The current northern and southern elevation consists of large expanses of blank wall areas with minimal articulation.</p> <p>The design is altered to include articulation of the built form, recommendations include:</p> <ul style="list-style-type: none"> - Varied panel distances to provide a multitude of setbacks and design elements. - Alteration of the Concrete Panel (OFF-FORM PAINTED PRECAST CONCRETE PANELS COLOUR:T.B.C – No. 4) to be a varied material. - Inclusion of a minor canopy/awning to assist with weather proofing. 	<p>The development plans have been amended follows:</p> <ul style="list-style-type: none"> • Variation of paint tone, creating an alternating pattern. • Removal of the central roof. • Varying the panel distance, including introducing two 'drops', splitting the development horizontally and creating the impression of depth, as requested. • Introduction of aluminium louvers. • Reducing the overall height from 11.5m to 10.6m. <p>It is considered that the above amendments further refine and strengthen the side elevations. Notwithstanding, it is noted</p>



Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850

admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

Shire Comment

Applicant Response

that the side elevations may be hidden by future development on neighbouring land.
Refer **Attachment 1**, revised development plans and renders below:



Shire Comment	Applicant Response
	
<p>No elevations/details have been provided of the Fire Tanks and Pump Area, The Shire does not support the location within the SWH frontage and recommends relocation. Elevations and details are to be provided as part of the applications consideration</p>	<p>Indicative elevations for the fire tank/pump structure have been provided. As discussed with the Shire during on-going engagement, the location of the tank is indicative noting its final location will be subject to the advice of DFES, to be confirmed during the building permit process.</p> <p>Refer Attachment 1, revised development plans.</p>
<p>The proposed 'Pylon Sign' does not meet the Shires Advertising Policy and is required to be amended to 6m in total height to meet the policy.</p>	<p>The development plans have been amended to reduce the height of the sign to 6m. Refer Attachment 1.</p>
<p>Traffic and Access</p>	
<p>Our traffic engineers report that the northern and southern Entry / Exit requires the same truncation design to minimise internal vehicle movement conflicts.</p>	<p>The development plans have been amended to modify the truncations accordingly. Refer Attachment 1.</p>
<p>This alteration would incur the relocation of the proposed bicycle parking bays. Based on the setbacks, this can be shifted forward towards George Street, to compensate for the truncation shift.</p>	<p>The above alteration has resulted in a minor relocation of the bicycle bays. The location of the bike bays is considered appropriate relative to the street and adjoining shared bay. Refer Attachment 1.</p>
<p>Metronet has provided preliminary comments, please be aware this is not finalised.</p> <p>There is a noted conflict with the design of the entry/exit of the northern access way into the site with the proposed parking bays proposed. Consideration is to be given to have a wider single crossover to the south in lieu of the northern access.</p>	<p>Noted. As discussed with the Shire during on-going engagement, we attempted to liaise with Metronet/PTA to obtain draft drawings for the George Street during the preparation of plans. These were not provided.</p> <p>Accordingly, the development plans were prepared as lodged.</p> <p>The proposed location of the crossovers provide the most efficient and optimal ingress/egress and internal manoeuvrability, noting the topography of the site (the finished floor level sits below George Street), and the removal of the South Western Highway crossover.</p> <p>Noting the George Street working drawings are in draft form and have not been advertised for public comment, it is</p>

Shire Comment	Applicant Response
	<p>considered unreasonable to expect the plans be amended to accommodate the proposed parallel parking bays.</p> <p>Should Metronet have liaised with us during the preparation of the plans, this could have been accommodated.</p> <p>For the reasons as outlined above, it is not proposed to amend the development plans. We would be pleased to work with Metronet to assist in the amendment of their working drawings to shift the parallel bays south, avoiding the northern crossover.</p>
<p>The proposed temporary crossover to SWH requires a "final" plan showcasing the ultimate scenario where George St has been finalised and the temp crossover is removed, and the verge and footpaths is reinstated.</p>	<p>The development plans have been amended to include a 'final' plan. Refer Attachment 1.</p>
Acoustics	
<p>Given the proposal is accessible 24/7 the Shire's Environmental Health Department are requesting an acoustic report to detail the level of noise emissions from the facility, predominantly during all periods of the day inclusive of anyone accessing the facility at nighttime.</p>	<p>As agreed by the Shire during on-going engagement, a Noise Management Plan will be conditioned as part of the development approval.</p>

RESPONSE TO PUBLIC SUBMISSIONS

During the period of public submissions, we understand that the Shire received 13 submissions. A response to the submissions is provided in **Attachment 2**.

RESPONSE TO REFERRAL COMMENTS

We understand that the Shire is currently waiting on referral comments from Main Roads and the Public Transport Authority. A response to these comments will be provided under separate cover, on receipt.

CONCLUSION

We trust the information provided above, and enclosed, addresses the Shire's request for further information, as well as the summary of public submissions received. The amendments to the development are in line with the feedback provided and is considered to provide a superior design outcome for the site.

Accordingly, we respectfully request the Shire's officers continue their assessment of the proposed development.

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

Yours faithfully,



NATHAN MAAS
SENIOR PLANNER

PS ref: 8599
Shire ref: PA24/169

14 June 2024

Shire of Serpentine Jarrahdale
6 Paterson Street
MUNDIJONG WA 6123

Attention: Marius Le Grange, Statutory Town Planning Coordinator

Dear Marius,

**LOT 10 (777) SOUTH WESTERN HIGHWAY, BYFORD
PROPOSED SELF STORE FACILITY
RESPONSE TO REASONS FOR REFUSAL**

Planning Solutions acts on behalf of the proponent of the proposed self-storage facility on the land identified as Lot 10 (777) South Western Highway, Byford (**subject site**). An Application for Development Approval was lodged with the Shire of Serpentine Jarrahdale (**Shire**) on 2 April 2024. A response to a Request for Further Information (**RFI**) and summary of public submissions was lodged on 8 May 2024.

Despite working collaboratively with the Shire and responding to all matters raised during the assessment, we are disappointed to receive notice that the Shire is intending to recommend the development be refused. A detailed summary of the reasons for refusal was received via email correspondence on 5 June 2024.

In response to the matters raised, as well as feedback received during on-going discussions with Shire's officers, we are pleased to provide the following additional information in support of the development application:

1. Written response to the Shire's reasons for refusal and Byford Detailed Area Plan (refer submission below).
2. Amended development plans (refer **Attachment 1**).
3. Landscaping Plan (refer **Attachment 2**).
4. Revised Transport Impact Statement (refer **Attachment 3**).
5. Environmental Noise Technical Note (refer **Attachment 4**).
6. Revised Stormwater management Plan (refer **Attachment 5**).

SUMMARY OF AMENDMENTS

In response to the matters raised, the development plans have been broadly amended to reduce the overall bulk and scale, improve the materiality and street interface, as well as significantly increase the amount of landscaping on site. Specifically, the development plans have been amended to:

- Modify the form of the development from a vertical multi-storey building into a horizontal single storey layout. As a result, the development now comprises:
 - A maximum height of 5.05m. It is noted that due to site levels, the height as viewed from South Western Highway will be significantly less.
 - A reduction in units to 375, with an average size of 10.9m².



Level 1, 251 St Georges Tce, Perth WA
(08) 9227 7970
GPO Box 2709
Cloisters Square PO 6850

admin@planningsolutions.com.au
www.planningsolutions.com.au
ACN 143 573 184 ABN 23 143 573 184
Planning Solutions (Aust) Pty Ltd

- A reduction in total site coverage to 47%.
- A revised setback of:
 - 1.2m from George Street.
 - Between 10.2m and 0.3m from the northern boundary.
 - Between 7.8m and 2.8m from the southern boundary.
 - Between 10.2m and 1.5m from South Western Highway.
- Subsequent reconfiguration of the internal access ways and parking areas. As a result, the development now comprises a north-south orientation and 169.5m of parking/loading zones, providing parking for 31 standard vehicles. No modifications to the crossover locations are proposed.
- Remove the fire tanks and relocate the pylon sign north, out of the proposed road widening area.
- Relocate the bin store to the south western portion of the development (at 21m²) and the office/box shop and toilet (at 40m²) to the north western portion of the site.
- Significantly increase the amount of landscaping on site. The development now proposes 868m² of landscaping (10% of the total site area).
- Improve the materiality of the development with the use of Portland and painted precast concrete, perforated mesh screening, feature corrugated cladding panels, and powder coated metal framing along the South Western Highway elevation, forming vertical articulation. The colour palette has been amended to a mix of grey as well as eucalyptus and forest green, in accordance with the prevailing natural and rural character of the locality.

Refer **Attachment 1**, revised development plans, **Attachment 2**, landscaping plan, and **Attachment 3**, revised Transport Impact Statement.

Refer **Figures 1-3** below, revised development perspectives.



Perspective 1 – Development as viewed from George Street.



Perspective 2 – Development as viewed from South Western Highway.



Perspective 3 – Development as viewed from South Western Highway.

RESPONSE TO SHIRE'S REASONS FOR REFUSAL

A written response to the Shire's reasons for refusal, as detailed in their email dated 5 June 2024 is provided in **Table 1** below.

Table 1 – Response to Shire's Reasons for Refusal

Shire Comment	Applicant Response
<p>The proposed development is not considered to represent a form of physical works that protect current amenity, nor align with the intended future amenity for the service commercial zone, as documented under Local Planning Scheme 3</p>	
<p>Due to the trafficable areas within the site required for circulation, it is acknowledged that less area may be available for soft landscaping. In balancing the scale and extent of built form proposed, versus the development standards set for the service commercial zone, it is considered that a reduction in landscaping is not appropriate, justifiable or reflective of orderly and proper planning.</p>	<p>The development plans have been amended to increase the amount of landscaping to 868m² (10% of the site area), in accordance with the provisions of LPS2.</p> <p>Refer Attachment 1, revised development plans.</p> <p>In addition, a landscaping plan has now been prepared, providing greater clarity and detail on the landscaping proposed on site. This includes the use of endemic species.</p> <p>Refer Attachment 2, landscaping plan.</p>
<p>A reduction in landscaping, to the extent proposed (120sqm), removes the possibility for a consistent treated landscaped edge along South Western Highway. For a building of the size proposed (10.6m), Officers consider that a consistent landscaping strip with capacity to accommodate advanced landscaping (4m to 6m wide), is an expectation of the planning framework and broader policy suites governing design of the building environment</p>	<p>A consistent landscaping strip is proposed along the length of the South Western Highway boundary. The strip is between 1.5m and 10.2m and is in addition to the landscaping strip along the South Western Highway verge, providing an additional 8m.</p> <p>Refer Attachment 2, landscaping plan.</p>
<p>The proposed development does not demonstrate that it will be consistent with the orderly and proper planning of the locality, having regard for the Byford Townsite Local Development Plan and the development principles it establishes for new development</p>	
<p>Buildings must present a quality visual aspect to all street frontages. The main entry must be visually prominent, and clear views must be provided from the development to all adjacent streets.</p>	<p>The development plans have been amended to modify the form of the development from a vertical multi-storey building into a horizontal single storey layout. This reduces the perceived bulk and scale.</p> <p>The respective street frontages comprise a materiality of use of Portland and painted precast concrete, perforated mesh screening, feature corrugated cladding panels, and powder coated metal framing along the South Western Highway elevation, forming vertical articulation. The colour palette has been amended to a mix of grey as well as eucalyptus and forest green, in accordance with the prevailing natural and rural character of the locality.</p> <p>Further, the roof along the South Western Highway frontage has been designed to pitch up to the respective corners, in accordance with the prevailing pitched roof form of the locality. Internal roofs are flat, noting they will not be visible externally. Due to site levels, the buildings will appear lower when viewed from South Western Highway.</p> <p>Openings to George Street are maintained via the crossovers. It is noted that despite minimal openings to South Western Highway, the development is a low traffic use, and as such, additional openings have no benefit to passive surveillance to the street. As such, additional focus has been paced on ensuring the respective frontages are visually appealing.</p> <p>Refer Attachment 1, revised development plans.</p>

Shire Comment	Applicant Response
<p>Ground floors shall have walls with large glazed areas facing the street, and any other areas facing significant setbacks should also have glazed areas to enhance their commercial exposure and maximise casual surveillance both into and out of the building</p>	<p>The development comprises self storage units. With the exception of the office/box store, the <u>units cannot be glazed</u>.</p> <p>This is due to security and privacy reasons.</p>
<p>Roof forms shall be broken up to add interest to the skyline. Reflective roofing materials are not permitted (unless the roof is flat located behind a pediment). Roofing profiles and formats will be considered in their overall street context and should contribute visually to the context of the immediate vicinity. Bearing in mind the semi-rural character of the town, pitched roofs shall be set at approximately 25 degrees.</p>	<p>The development plans have been amended to reduce the building height to a single storey. The roof along the South Western Highway frontage has been designed to pitch up to the respective corners, in accordance with the prevailing pitched roof form of the locality. Internal roofs are flat, noting they will not be visible externally.</p>
<p>Buildings should be capable of adaptation over time to cater for alternative uses</p>	<p>The development comprises self storage units. By virtue, this type of development form <u>cannot be made to be adaptive</u>.</p>
<p>Development may be permitted to a maximum of two storeys, with a total roof height of 8.0m maximum</p>	<p>The development plans have been amended to reduce the building height to a single storey.</p>
<p>New buildings shall be constructed predominantly of brick / masonry - either rendered or unrendered, with metal (non-reflective) roofing. The use of some weatherboard cladding or custom orb profile steel sheeting as a detail feature should also be considered, in combination with the brick / masonry.</p> <p>The use of concrete tilt-up construction for external walls will only be permitted if the developer can demonstrate that proposed articulation, detailing and the provision of windows is compatible with the objectives and provisions of these guidelines. Acceptable means of treating tilt-up slabs include detailing by texturing / grooving surfaces, by the use of bas-relief designs or public artworks, and the inclusion of brick headers around windows and doors. Other design devices to accentuate openings may be considered</p>	<p>Due to existing economic conditions, including the high cost of labour and materials, the development continues to predominately propose concrete tilt up construction.</p> <p>Notwithstanding, the materiality of the respective street frontages comprise a materiality of use of Portland and painted precast concrete, perforated mesh screening, feature corrugated cladding panels, and powder coated metal framing along the South Western Highway elevation, forming vertical articulation. The colour palette has been amended to a mix of grey as well as eucalyptus and forest green, in accordance with the prevailing natural and rural character of the locality.</p> <p>Further, the roof along the South Western Highway frontage has been designed to pitch up to the respective corners, in accordance with the prevailing pitched roof form of the locality. Internal roofs are flat, noting they will not be visible externally. Due to site levels, the buildings will appear lower when viewed from South Western Highway.</p> <p>Openings to George Street are maintained via the crossovers. It is noted that despite minimal openings to South Western Highway, the development is a low traffic use, and as such, additional openings have no benefit to passive surveillance to the street. As such, additional focus has been paced on ensuring the respective frontages are visually appealing.</p> <p>Refer Attachment 1, revised development plans.</p>
<p>Commercial property owners or tenants should not use colours that make their buildings stand in sharp contrast to their context. Intense and lurid colours shall not be used.</p> <ul style="list-style-type: none"> o Muted neutral backgrounds with mid-range accents are acceptable. Occasional and limited use of strong colour could add life to the streetscape, but strong colour use should be the exception rather than the primary colour. o Colours that take inspiration from the local soils and vegetation would be most appropriate. 	<p>The colour palette has been amended to a mix of grey as well as eucalyptus and forest green, in accordance with the prevailing natural and rural character of the locality.</p> <p>Refer Attachment 1, revised development plans.</p>

Shire Comment	Applicant Response
<p>The proposed development is not considered to provide sufficient layout and configuration to encompass the minimum landscaping required, which is necessary to help moderate the physical form of development especially as viewed from public areas</p>	
<p>There is a lack of visual appeal associated with the development. The facade treatment, while attempting some colour variation, architectural lines and material diversity, does not represent a form of development which responds or enhances the distinctive characteristics of the setting which is Byford. The building is large and industrial in its scale, with a physical presence that is not matched sensitively to its landscape setting.</p>	<p>The development plans have been amended to modify the form of the development from a vertical multi-storey building into a horizontal single storey layout. This reduces the perceived bulk and scale.</p>
<p>There is a lack of responsiveness to the local context and character of Byford, and the setting of the foothills of the Darling Scarp. The existing feelings towards built form often engender the town having a semi-rural feel, with strong visual connections to the Darling Scarp. This contrasts with the very urban and industrial appearance currently depicted by the development.</p>	<p>The materiality of the respective street frontages comprise a materiality of use of Portland and painted precast concrete, perforated mesh screening, feature corrugated cladding panels, and powder coated metal framing along the South Western Highway elevation, forming vertical articulation. The colour palette has been amended to a mix of grey as well as eucalyptus and forest green, in accordance with the prevailing natural and rural character of the locality.</p>
<p>There is concern that material and colour choices, do not sufficiently represent and be of the landscape of Byford. Colour, texture, form and materials should be selected based on the study of the local character and the unique environment, to create a design that identifies the site character and works within the context in which it sits. Officers do not consider that the current design does this. Whereas materials like the Cardup brick, natural timber and laterite stone set within reassuring styles of architecture help to moderate development with the semi-rural built form, this is not proposed in the application before Officers</p>	<p>Further, the roof along the South Western Highway frontage has been designed to pitch up to the respective corners, in accordance with the prevailing pitched roof form of the locality. Internal roofs are flat, noting they will not be visible externally. Due to site levels, the buildings will appear lower when viewed from South Western Highway.</p>
<p>The architectural style of new buildings, in applying SPP7.0, should reinforce the contemporary rural town feel that is Byford. This is not done in this case. This should be done through applying styling which is simple and contemporary, referencing on the simple forms and styling of traditional rural architecture</p>	<p>Openings to George Street are maintained via the crossovers. It is noted that despite minimal openings to South Western Highway, the development is a low traffic use, and as such, additional openings have no benefit to passive surveillance to the street. As such, additional focus has been paced on ensuring the respective frontages are visually appealing.</p>
<p>The architectural style of new buildings, in applying SPP7.0, should reinforce the contemporary rural town feel that is Byford. This is not done in this case. This should be done through applying styling which is simple and contemporary, referencing on the simple forms and styling of traditional rural architecture</p>	<p>Refer Attachment 1, revised development plans and Attachment 2, landscaping plans.</p>
<p>As a large building which is inconsistent with context and character, but set on the main gateway of Byford, it has the potential to disrupt visual harmony especially in the ongoing attempt to unify styles and expectations between the old and new parts of Byford. This will from a sense of place otherwise intended by harmonising new development fronts, in practical sense, with the older historical Byford townsite</p>	
<p>The development is considered to be at odds with good human scale and experience, especially in its disruption of vistas to and from the Darling Scarp. Whereas the predominant built form of Byford has continued mostly single and two story construction, that affords a deep connection with the Scarp, having a three story high building in this location is considered inappropriate. Such bulk does not coherently form or announce a key point on the landscape, and will be vastly different in experience compared to all other aspects of the locality surrounding. It could, for example, represent a very intrusive element, by not moderating its form and impact more sustainably to the landscape it is proposed on.</p>	
<p>The South Western Highway Precinct encompasses the land area that was the Byford Town Centre before the</p>	

Shire Comment	Applicant Response
<p>redevelopment of the area on the western side of the railway. Leading into the town centre, development would slowly graduate up in intensity, but still remain connected with both rural function and purpose. Whereas the expressed zoning for service commercial intends for development patterns to intensify, the manner proposed by this development is not considered to enable acceptable forms of building transitioning between the broader residential areas to the north and east, and the Byford Town Centre to the south.</p>	
<p>As mentioned previously, the physically prominent built form does not provide the required level of landscaping, and thus reduces the ability for landscaping to help moderate the physical works.</p>	<p>The development plans have been amended to increase the amount of landscaping to 868m² (10% of the site area), in accordance with the provisions of LPS2.</p> <p>Refer Attachment 1, revised development plans.</p> <p>In addition, a landscaping plan has now been prepared, providing greater clarity and detail on the landscaping proposed on site. This includes the use of endemic species.</p> <p>Refer Attachment 2, landscaping plan.</p>
<p>The proposed development does not include sufficient information to determine whether it will be able to manage noise impacts, on the basis that no environmental noise assessment has been provided. Being a 24 / 7 operation, there is insufficient information to determine if noise impacts can be managed</p>	
<p>The proposal has not provided an Environmental Noise Assessment as part of the application. The proposal's nature is not considered to generate noise that will be of an intrusive nature during daytime hours. Given the proposal does intend to operate on a 24/7 basis with a secure access gate, there is risk that the proposal will cause undue noise emissions if patrons are accessing the facility during the night. This is a further issue that Officers consider warrants recommending refusal</p>	<p>As part of the response to the RFI, the Shire agreed that a Noise Management Plan will be conditioned as part of the development approval.</p> <p>Notwithstanding, a Noise Assessment technical note has been prepared addressing the matters raised and continues to confirm the suitability of the development from a stormwater perspective.</p> <p>Refer Attachment 4, Noise Management Technical Note.</p>
<p>The proposed development does not demonstrate the ability to manage stormwater</p>	
<p>Officers do not support the stormwater management plan, on the basis that it does not suitably depict how sufficient onsite storage for the management of post development flows, to not exceed predevelopment flows, will occur. The current plan does not include details such as discharge rates of stormwater, or demonstration that the storage requirement for rainfall events can cater for a 1% AEP (annual exceedance probability). This lack of information means Officers are unwilling to recommend a condition to require a plan be provided, given such could warrant substantive changes to the design proposed.</p>	<p>This matter was not raised by the Shire during its assessment.</p> <p>Notwithstanding, the projects engineer liaised with the Shire to discuss the matters raised. A response to the matters raised is provided in Attachment 5, Stormwater Technical Note.</p>

BYFORD TOWN CENTRE DETAILED AREA PLAN ASSESSMENT

The Byford Town Centre Detailed Area Plan (**DAP**) was originally published in 2004. Despite being superseded by the provisions of Shire's Local Planning Scheme No. 2, draft Local Planning Scheme no. 3, and the Byford District Structure Plan, an assessment against the relevant provisions is provided in **Table 2** below.

Pursuant to the DAP, the subject site is within Precinct H - Highway Commercial.

Table 2 – Response to Shire’s Reasons for Refusal

Shire Comment	Applicant Response
<p><u>Characteristics</u> These areas, extending both north and south of the Central Core Area, are proposed to accommodate showrooms, bulky goods, offices, medical centres, consulting rooms, and the like.</p>	<p>The development comprises self storage units – a form entirely compatible with the aforementioned uses.</p>
<p><u>Building Setbacks</u></p> <ul style="list-style-type: none"> • South Western Highway - 15m from the kerb of the South Western Highway carriageway. • All other setbacks – to be determined by the Shire. 	<p>Setback have been superseded by the provisions of DPS2.</p> <p>Notwithstanding, as a result of the modifications to the building form, the development is now setback:</p> <ul style="list-style-type: none"> • 1.2m from George Street. • Between 10.2m and 0.3m from the northern boundary. • Between 7.8m and 2.8m from the southern boundary. • Between 10.2m and 1.5m from South Western Highway.
<p><u>Orientation and Frontages</u></p> <ul style="list-style-type: none"> • North of the Central Core new development must address the Highway, George Street, car parking and public footpath. • In both Areas buildings must present a quality visual aspect to all street frontages. The main entry must be visually prominent, and clear views must be provided from the development to all adjacent streets. • Ground floors shall have walls with large glazed areas facing the street, and any other areas facing significant setbacks should also have glazed areas to enhance their commercial exposure and maximise casual surveillance both into and out of the building; 	<p>Pursuant to the provisions of Development Control Policy 5.1, no access can be provided via South Western Highway. As such, this boundary forms the ‘rear’ of the site.</p> <p>The development plans have been amended to modify the form of the development from a vertical multi-storey building into a horizontal single storey layout. This reduces the perceived bulk and scale.</p> <p>Notwithstanding, the development continues to address both frontages via articulation, changes in materiality, openings, and roof pitch. Refer additional comments below.</p> <p>Openings to George Street are maintained via the crossovers. It is noted that despite minimal openings to South Western Highway, the development is a low traffic use, and as such, additional openings have no benefit to passive surveillance to the street. As such, additional focus has been paced on ensuring the respective frontages are visually appealing.</p> <p>The development comprises self storage units. With the exception of the office/box store, the <u>units cannot be glazed</u>. This is due to security and privacy reasons.</p> <p>Refer Attachment 1, revised development plans and Attachment 2, landscaping plans.</p>
<p><u>Scale and Built Form</u></p> <ul style="list-style-type: none"> • While new development may be contemporary in its form and style, it shall also strive to demonstrate some consistency with the best elements of neighbouring contemporary buildings (if they exist) in terms of basic form, rhythm, materials and articulation; • Roof forms shall be broken up to add interest to the skyline. Reflective roofing materials are not permitted (unless the roof is flat located behind a pediment). Roofing profiles and formats will be considered in their overall street context, and should contribute visually to the context of the immediate vicinity. Bearing in mind the semi-rural character of the town, pitched roofs shall be set at approx. 25 degrees. 	<p>The development plans have been amended to modify the form of the development from a vertical multi-storey building into a horizontal single storey layout. This reduces the perceived bulk and scale.</p> <p>Due to existing economic conditions, including the high cost of labour and materials, the development continues to predominately propose concrete tilt up construction.</p> <p>Notwithstanding, the materiality of the respective street frontages comprise a materiality of use of Portland and painted precast concrete, perforated mesh screening, feature corrugated cladding panels, and powder coated metal framing along the South Western Highway elevation, forming vertical articulation. The colour palette has been amended to a mix of</p>

Shire Comment	Applicant Response
<ul style="list-style-type: none"> Buildings should be capable of adaptation over time to cater for alternative uses; Development may be permitted to a maximum of two storeys, with a total roof height of 8.0m maximum. 	<p>grey as well as eucalyptus and forest green, in accordance with the prevailing natural and rural character of the locality.</p>
<p><u>Building Materials and Colours</u></p> <ul style="list-style-type: none"> New buildings shall be constructed predominantly of brick / masonry – either rendered or unrendered, with metal (non-reflective) roofing. The use of some weatherboard cladding or custom orb profile steel sheeting as a detail feature should also be considered, in combination with the brick / masonry. Where roofing is visible, large profile roof sheeting is not acceptable. The use of concrete tilt-up construction for external walls will only be permitted if the developer can demonstrate that proposed articulation, detailing and the provision of windows is compatible with the objectives and provisions of these Guidelines. Acceptable means of treating tilt-up slabs include detailing by texturing / grooving surfaces, by the use of bas-relief designs or public artworks, and the inclusion of brick headers around windows and doors. Other design devices to accentuate openings may be considered. Commercial property owners or tenants should not use colours that make their buildings stand in sharp contrast to their context. Intense and lurid colours shall not be used. Muted neutral backgrounds with mid-range accents are acceptable. Occasional and limited use of strong colour could add life to the streetscape, but strong colour use should be the exception rather than the rule. Colours that take inspiration from the local soils and vegetation would be most appropriate. 	<p>Further, the roof along the South Western Highway frontage has been designed to pitch up to the respective corners, in accordance with the prevailing pitched roof form of the locality. Internal roofs are flat, noting they will not be visible externally. Due to site levels, the buildings will appear lower when viewed from South Western Highway.</p> <p>Openings to George Street are maintained via the crossovers. It is noted that despite minimal openings to South Western Highway, the development is a low traffic use, and as such, additional openings have no benefit to passive surveillance to the street. As such, additional focus has been paced on ensuring the respective frontages are visually appealing.</p> <p>The development comprises self storage units. By virtue, this type of development form <u>cannot be made to be adaptive</u>.</p> <p>Refer Attachment 1, revised development plans and Attachment 2, landscaping plans.</p>
<p><u>Fencing</u></p> <p>Fencing will not be permitted in the Highway Commercial area. Where screening of service areas is required, it shall be constructed of materials consistent with the building it services</p>	<p>Due to security reasons, the development proposes fencing along the South Western Highway elevation.</p> <p>The fencing is permeable and is surrounded by dense landscaping, ensuring the fencing blends into its setting.</p>
<p><u>Servicing</u></p> <ul style="list-style-type: none"> Service areas shall be located out of sight of public roads and footpaths. Air conditioning equipment, satellite dishes and other roof structures shall be located so as not to extend above the roof line Mechanical equipment may be permitted on building facades (other than a public street façade) where it is adequately visually screened and noise-insulated in a manner that is in keeping with the development 	<p>All servicing areas are hidden from public view.</p>
<p><u>Advertising Signs</u></p> <ul style="list-style-type: none"> Advertising signage must conform to the requirements of the Shire of Serpentine-Jarrahdale Local Planning Policy No. 5 – "Control of 	<p>All signage remains compliant with the local planning framework.</p> <p>The proposed pylon sign has been shifted north to avoid MRWA's road widening area.</p>

Shire Comment	Applicant Response
<p>Advertisements". However, the following signage types will be prohibited:</p> <ul style="list-style-type: none"> - Building signs above roof - Building signs projecting - Off-building signs pylon - Off-building signs hoardings - Tethered off-building signs - Off-building signs product display <ul style="list-style-type: none"> • Building signage shall be kept simple and restrained, and set on the building front as appropriate. Corner buildings may be treated differently where signage can be made an integral part of the design, and demonstrated to be visually compatible. • Signage other than the name of the business, the principal activity of the business and the street address will not be permitted. 'Third party' advertising will not generally be permitted. • Colours for signs should be selected with due consideration for the colours used in neighbouring developments. Signage should be located in places that are appropriate to the architecture, and be considered part of the overall building design. 	
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> • A landscape plan must be provided and approved by the Council for every development site. The plan must incorporate the planting of substantial trees, aimed at maintaining the area's semi-rural character. <p>A minimum of 15% of the total site shall be landscaped in a form approved by the Council. This area shall include any area on a secondary street frontage, and may include an open car park where shade tree planting is proposed at a rate of at least one tree per 6 car bays.</p> <p>All trees planted on the site must be from a selected palette of indigenous trees as specified by the Council and listed below:</p> <ul style="list-style-type: none"> ○ Eucalyptus lanepolei ○ Corymbia haematoxylon ○ Corymbia calophylla rosea ○ Eucalyptus todtiana ○ Eucalyptus wandoo ○ Melaleuca preisiana ○ Eucalyptus ficifolia ○ Eucalyptus marginata sp. elegantella ○ Allocasaurina fraseriana ○ Eucalyptus rudis ○ Callistemon sp. (as used on South-Western Highway) <ul style="list-style-type: none"> • No planted strip shall be less than 1.5 m in width. • All planting to be native with preference for indigenous species. • Street trees to be provided, as required by Council, approximately every 10 metres. Species to be as required by Council. • Existing trees are to be maintained wherever possible. 	<p>These provisions have been superseded by LPS2.</p> <p>Notwithstanding, the development plans have been amended to increase the amount of landscaping to 10% of the site area. Refer Attachment 1.</p> <p>In addition, a landscaping plan has now been prepared, providing greater clarity and detail on the landscaping proposed on site. This includes the use of endemic species.</p> <p>Refer Attachment 2, landscaping plan.</p>

CONCLUSION

We trust the information provided above, and enclosed, satisfactorily addresses the Shire's reasons for refusal as detailed in the letter dated 5 June 2024. The amendments to the development are in line with the feedback provided and is considered to provide a superior design outcome for the site.

Accordingly, we respectfully request the Shire's officers continue their assessment of the proposed development and recommend approval to the JDAP.

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

Yours faithfully,



NATHAN MAAS
SENIOR PLANNER

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Engineering a better future for **over 20 years!**

Proposed Self-Storage Warehouse Facility

Lot 10 (777) South Western Highway, Byford
Transport Impact Statement

PREPARED FOR:
Planning Solutions

June 2024

Document history and status

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Project manager: Mohammad Rasouli

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APPENDIX A: PROPOSED DEVELOPMENT PLAN

APPENDIX B: TURN PATH ANALYSIS



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1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Planning Solutions with regard to the proposed self-storage warehouse facility at Lot 10 (777) South Western Highway (SWH) in Byford. The subject site is located between South Western Highway and George Street. The subject site is shown in **Figure 1**.



Figure 1: Location of the subject site

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6.1 of Transcore’s report provides details of the estimated trip generation for the proposed redevelopment. Accordingly, as the total peak hour vehicular trips is estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

¹ Between 10 and 100 vehicular trips per hour

2 Development Proposal

The proposal is for a self-storage warehouse facility consisting of 375 units with average unit size of about 10.9 m².

The NLA of the proposed storage units is approximately 4,090 m². The breakdown of NLA for each component of the proposed development is detailed in **Table 1**.

Table 1: Proposed redevelopment

Development Type	Area (m ² NLA)
Office and Box/ Shop	40
Storage Units	4,090
Bin Store	21
Total	4,151

The proposal will provide a number of parking zones around the buildings. A bin store area is also provided at the south western part of the development. Refer to **Appendix A** for the plan of the proposed development.

3 Vehicle Access and Parking

3.1 Access

The site currently has two full-movement crossovers on SWH. The proposal entails closing off the current crossovers on SWH and providing two new entry and exit crossovers along George Street. The location of these crossovers is illustrated in **Figure 2**. George Street is not yet constructed in the vicinity of the site. However, it is anticipated that George Street will be constructed in the near future and will be accessible for traffic generation associated with the proposed development.

To enhance traffic circulation and ensure vehicle safety within the site, a one-way circulating system is planned for vehicles to navigate the internal driveways.

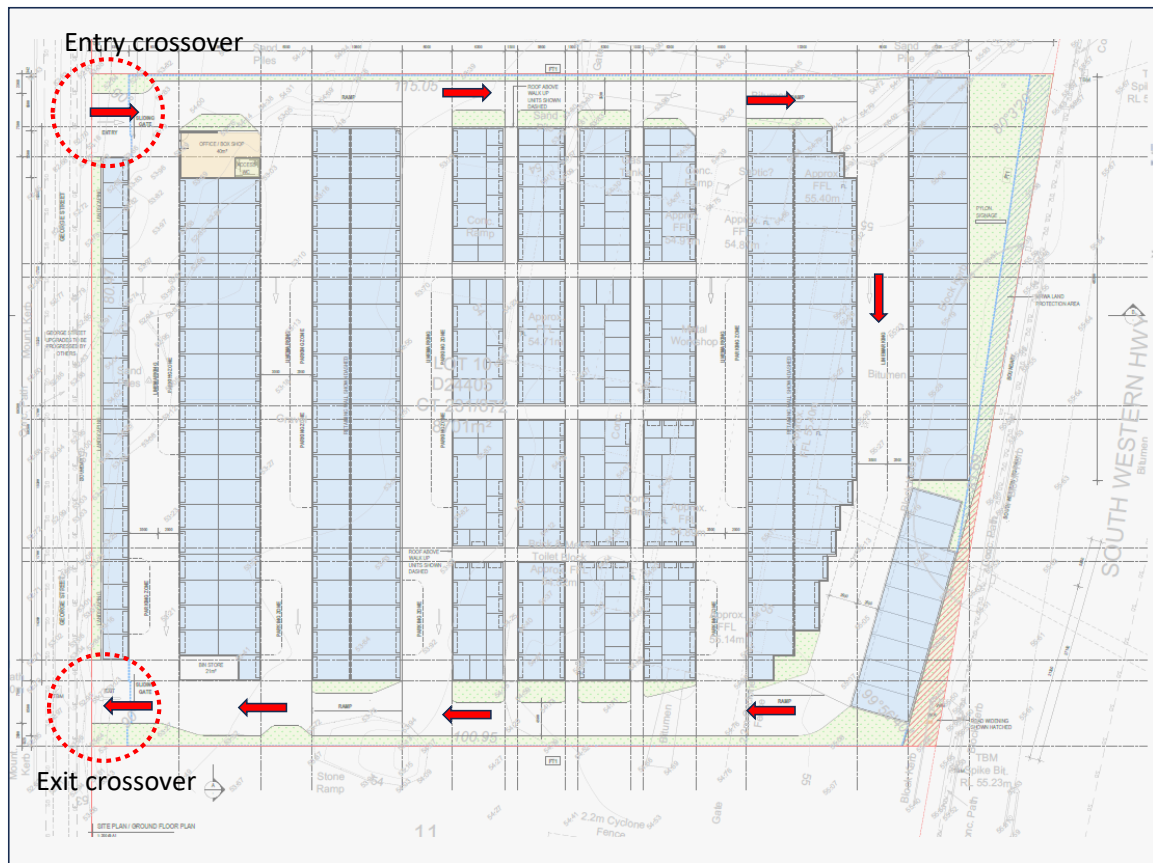


Figure 2: Subject site with crossover location

3.2 Parking

Designated parking zones are provided within the proposed development which can accommodate approximately 28 B99 vehicles. A number of loading zones for trucks and larger vehicles are also provided within the site and along the storage units.

The Shire of Serpentine-Jarrahdale LPS No. 3 (LPS3) provides the parking requirements for the various land uses. However, the LPS3 does not include any parking standards/requirements for a self-storage facility. In fact, there are no such standards/requirements available.

Based on the research undertaken, a report by Aurecon prepared in 2009 has been identified, which has established parking standards for self-storage facilities. Based on this report, the parking standard/requirement of 1 bay per 864m² of leasable area. Applying this standard to the proposed development results in a parking requirement of 5 bays. Based on this standard, more than adequate parking spaces are provided as part of the proposed development.

Alternatively, the traffic generation calculated for the proposed development can be used to check on the adequacy of parking provisions. In accordance with **Section 6.2** of this TIS, trip rates for self-storage are not available in the standard guidelines. As a result, Transcore has calculated the trip generation based on trip rates for warehouse facilities which are conservative.

Nevertheless, according to Transcore's calculation, the peak hour traffic generation is established as 21 trips per hour, which results in 10 vehicles. Notwithstanding that this figure is very conservative, the proposed 38 parking spaces as part of the development will comfortably accommodate this level of patronage and parking demand.

It is therefore concluded that the parking spaces proposed as part of the development more than adequately satisfy the parking demand of the proposed self-storage facility.

4 Provision for Service Vehicles

The proposed development plan shows a number of parking zones around the proposed buildings. Service vehicles are also expected to park along the proposed driveways around the buildings outside the dedicated parking zones. These loading and parking zones primarily intended for customers who will be using their own cars, cars plus trailers, moving vans or trucks. The largest vehicles expected to utilise these bays are single axle trucks up to 8.8 meters in length.

To assess the movements of an 8.8m truck manoeuvring around the buildings, a turn path analysis has been undertaken. The details of this analysis can be found in **Appendix B**.

In addition, separate turn paths were undertaken for a 12.5m waste collection truck. This analysis aimed to ensure satisfactory movements of the waste collection truck via George Street crossovers and manoeuvring around the site.

The turn path analyses undertaken confirm that both the 8.8m and the 12.5m waste collection trucks can move satisfactorily within the proposed development.

5 Hours of Operation

The proposed development will operate during the normal operating hours for a typical self-storage development.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Traffic Counts

The existing daily traffic counts obtained from Main Roads WA are presented in **Figure 3**.

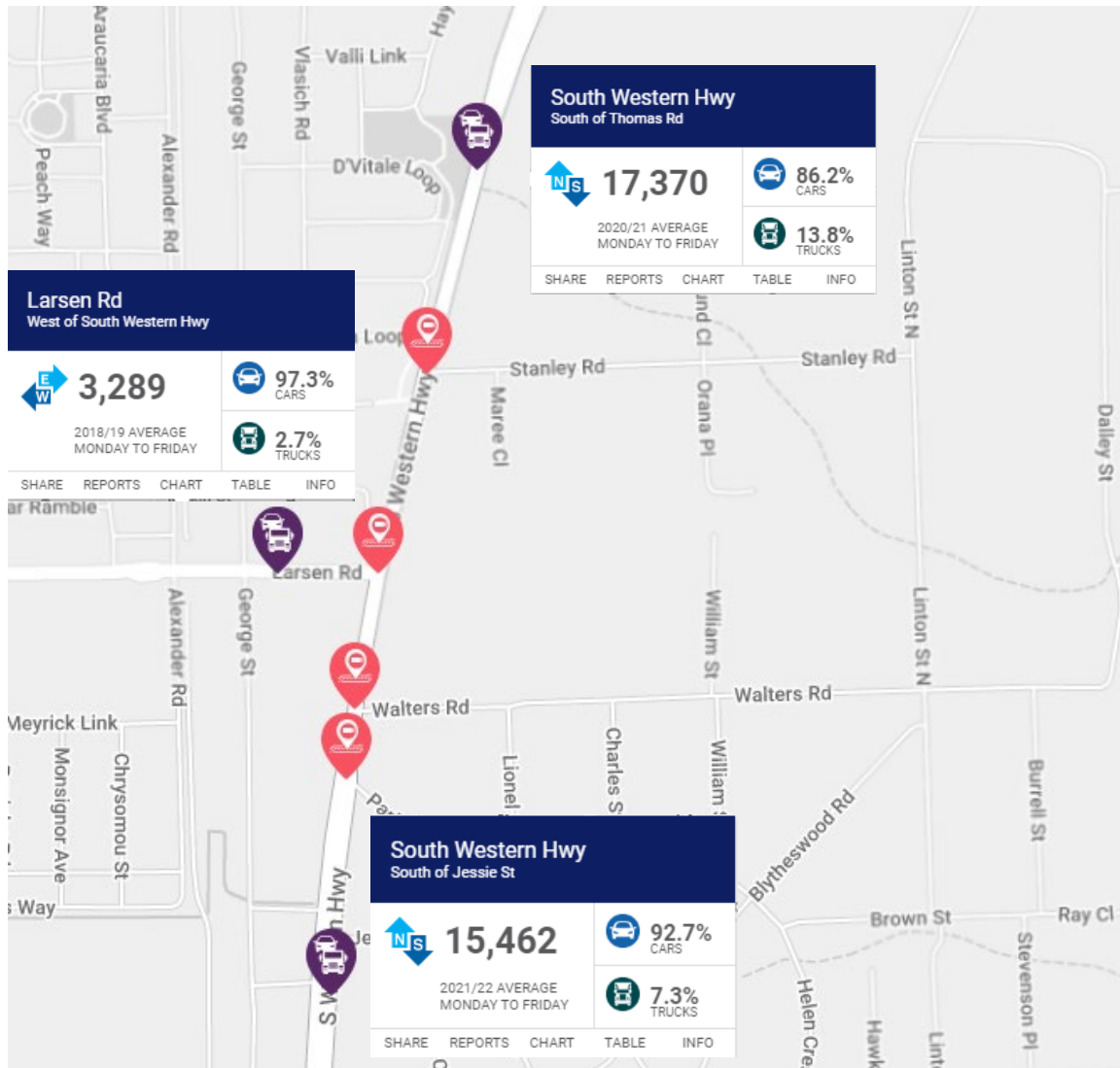


Figure 3: Existing daily traffic counts (Source: Main Roads WA)

6.2 Proposed Development Trip Generation

The trip rates for the purpose of this project have been sourced from the RTA NSW – Guide to Traffic Generating Developments for warehouse development as there are no trip rates for self-storage facilities in this Guideline. This approach results in a robust assessment.

It should be noted that:

- Self-storage facilities by definition are low traffic generators which would accommodate mainly 2-axle vehicles (i.e. cars, small trucks and furniture removal vans).
- Self-storage facilities would not generate typical AM and PM peak hour trips and therefore the AM peak hour trip rate quoted by RTA Guidelines for a warehouse development is adopted as the peak hour trip rate for the proposed development.
- Vehicles visit self-storage facilities in small numbers spread over the 8-10 hour daily opening period of the facility.

Accordingly, trip generation rates for warehouse development derived from the NSW Guideline are as follows:

- Daily vehicle trips = 4 per 100m² GFA
- Morning peak hour vehicle trips = 0.5 per 100m² GFA

The total GFA of the proposed self-storage facility is 4,090m². Accordingly, it is estimated that the proposed self-storage facility would conservatively generate approximately 164 daily vehicle trips with 21 trips during the peak operating hour of the facility. This includes both inbound and outbound trips.

6.3 Impact on Surrounding Roads

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

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

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane). Therefore, the impact on the surrounding road network does not warrant any further assessment.

7 Traffic Management on the Frontage Streets

The existing road hierarchy and standard of the surrounding roads are presented in **Figure 3**.

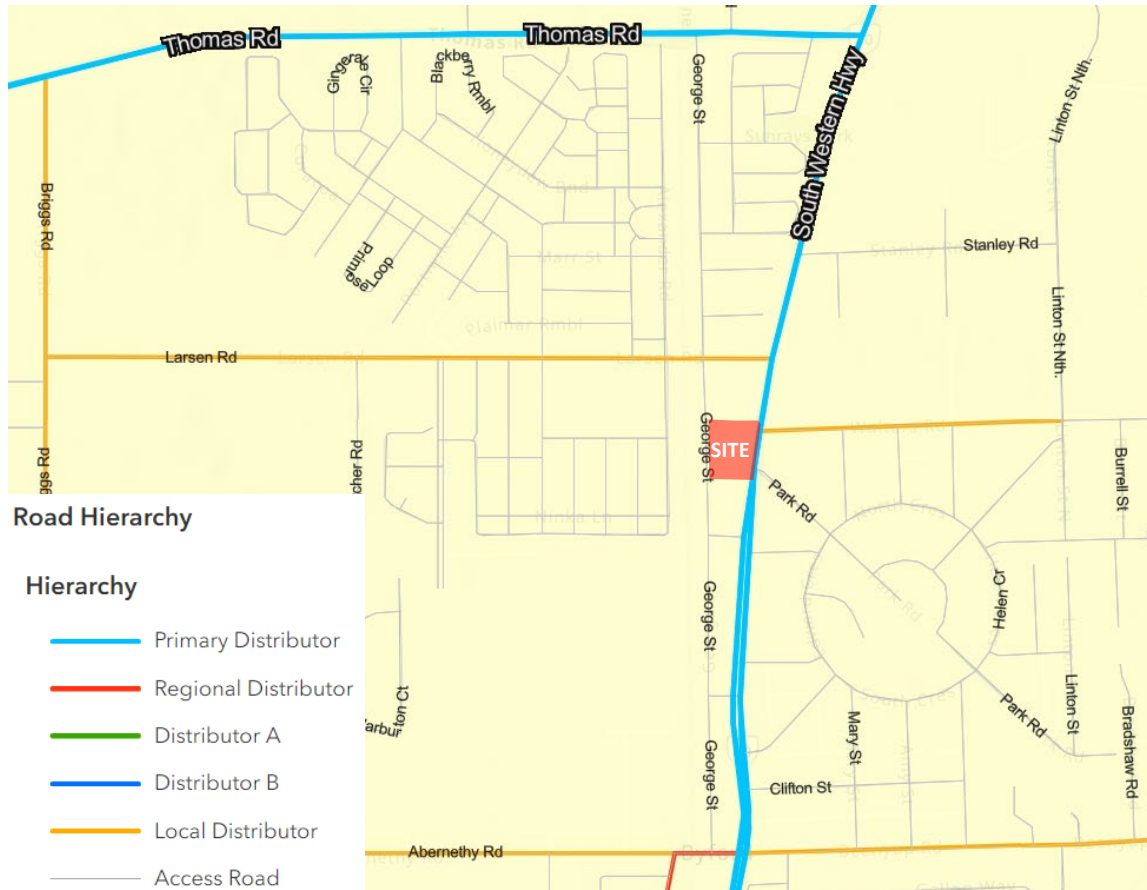


Figure 3: Existing Road Hierarchy

South Western Highway is classified as a *Primary Distributor* in the Main Roads WA *Functional Road Hierarchy*. It is also classified as a *Primary Regional Road* (i.e. a red road) in the *Metropolitan Region Scheme*. SWH is under the care and control of Main Roads WA and operates under the sign-posted speed limit of 60km/h in the vicinity of the subject site.

The existing SWH reserve width is approximately 35m in the vicinity of the site and reduces to 30m past Walters Road. This section is constructed as an 11m-wide two-lane single carriageway road. It has a 2m shared path within both verges. It forms a full movement T-intersection with Larsen Road to the north of the site and at Walters Road south of the site. **Figure 4** illustrates SWH in the vicinity of the subject site. This figure also shows the existing sites crossovers on SWH.



Figure 4. Northbound view along South Western Highway

Larsen Road is classified as a *Local Distributor* in the Main Roads WA *Functional Road Hierarchy*. Larsen Road operates under the default built-up area speed limit of 50km/h.

The existing road reserve width is approximately 20m and is constructed as a 9m-wide single-carriageway two-lane road. Larsen Road has a 2m shared path on the southern side of the road (refer **Figure 5**). It forms a T-intersection with SWH at its eastern end and a four-way intersection with George Street in the west, adjacent to an existing railway crossing of Armadale Line railway.



Figure 5: Larsen Road looking west towards the existing railway crossing

George Street is classified as an *Access Road* in the Main Roads WA *Functional Road Hierarchy*. George Street operates under the default built-up area speed limit of 50km/h with 6.2m carriageway and 2m shared path on the eastern side. **Figure 6** illustrates George Street at the intersection with Larsen Road.



Figure 6: George Street looking south at Larsen Road

8 Public Transport Access

According to the current Transperth bus network map, the closest bus routes to the subject site are Transperth routes 251, 252, 253 and 254 operating on SWH. The nearest bus stop is located on SWH immediately north of the development site and is accessible via the existing footpath network.

Existing public transport services in the vicinity of the subject site are shown in **Figure 7**.

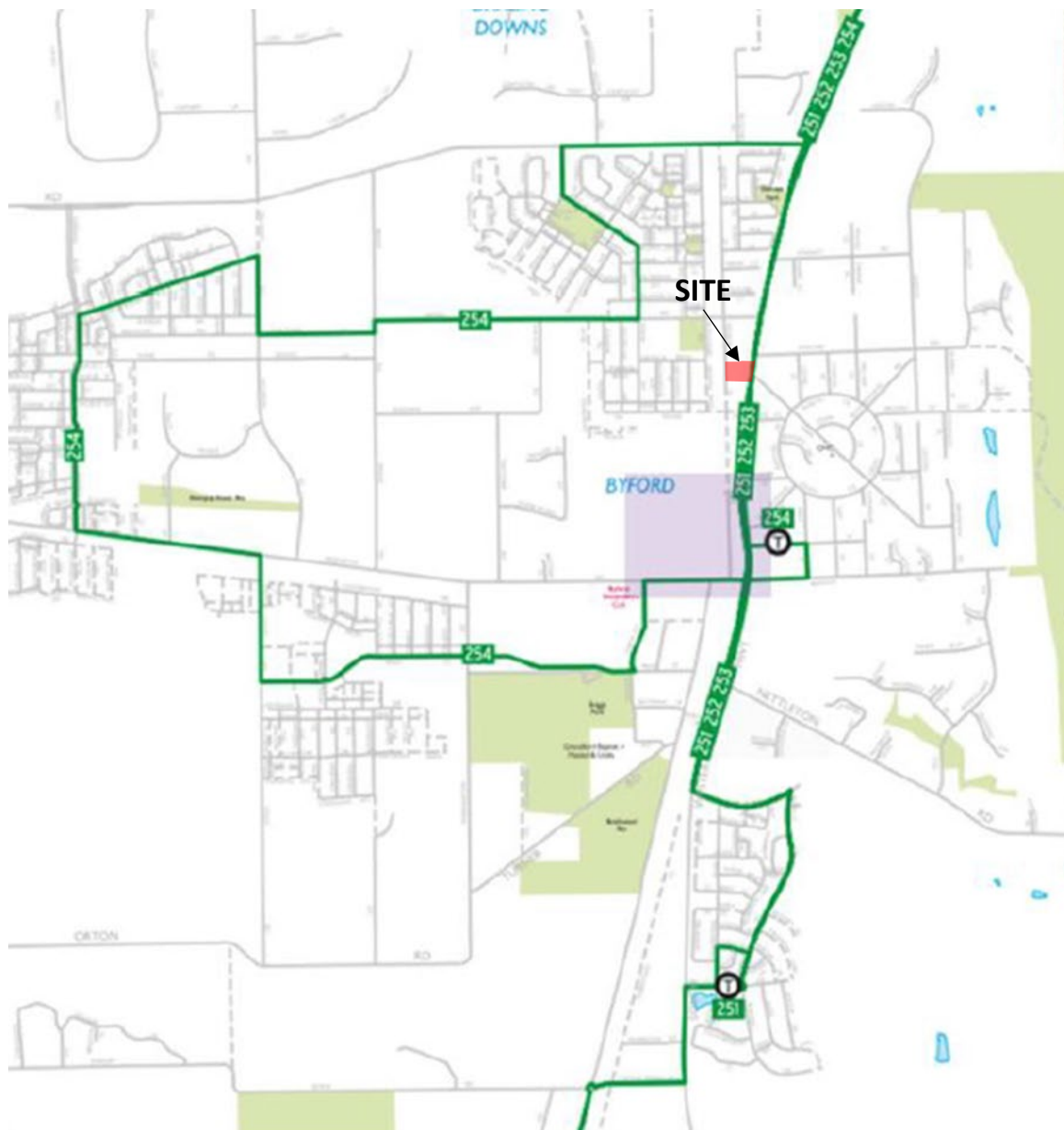


Figure 7: Public transport services (Transperth Maps)

Planning work is underway to extend the Armadale Line approximately 7 kilometres south of the existing Armadale Station with a new station at Byford. This new station is planned to be located between Evans Way and Clara Street (south of the subject site) and will include facilities such as Park N Ride (P n R), Kiss N Ride (K n R), a new bus interchange, as well as a cyclist/pedestrian path network connecting to and from the station complex (refer **Figure 8**). As part of this new station the existing railway crossing at Larsen Road will be closed and a new railway crossing at Clara Street will be constructed. It is understood that George Street will also be constructed from Larsen Road north of the site to Evans Way south of the site as part of this Metronet project.



Figure 8: Location of the new Byford station and new railway crossing in the vicinity

9 Pedestrian and Cycle Access

The existing bicycle facilities (as at 2021), are shown in **Figure 9**, which is taken from the Department of Transport’s Perth Bike Map series.

According to this map a high-quality shared path exists along George Street.



Figure 9: Pedestrian paths in the vicinity of the subject site

10 Site Specific Issues

10.1 Construction of George Street

As part of the Metronet Project the existing railway crossing at Larsen Road will be closed and a new railway crossing at Clara Street will be provided. Proposed changes to the surrounding road network as part of the Metronet Project are shown in **Figure 10**.

It is understood that George Street will also be constructed from Larsen Road north of the site to Evans Way south of the site as part of this Metronet project.



Legend

1. Closure of existing railway crossing at Larsen Rd.
2. New railway crossing at Clara St.
3. George St connection Larsen Rd to Evans Way.
4. Sansimeon Blvd connection

Figure 10: Proposed changes in the surrounding road network

The proposed relocation of the railway level crossing from Larsen Road further south to Clara Street would remove most of the existing traffic along Larsen Road towards SWH.

10.2 Interim SWH crossover

The proponent is proposing to close the SWH crossovers as part of this development and to obtain access to the development from George Street. George Street is currently undergoing construction for upgrades.

If by the time the development is constructed, is operational and George Street upgrades have not been completed, the proponent is proposing to use the SWH southern crossover for a short period of time as development will not have any other access/egress options. Under this scenario, the SWH southern crossover is to be used temporarily and for a short period of time, until the upgrade of George Street has been completed. At this time, SWH crossover will be closed.

11 Safety Issues

No safety issues have been identified within the scope of this assessment for the proposed development.

12 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Planning Solutions with regard to the proposed self-storage warehouse facility at Lot 10 (777) South Western Highway in Byford.

The site currently has two full-movement crossovers on SWH. The proposal entails closing off the current crossovers on SWH and providing two new crossovers along George Street.

It is understood that George Street will also be constructed from Larsen Road north of the site to Evans Way south of the site as part of the Metronet project.

The trip generation of the proposed development is conservatively estimated to be about 21 vehicles during the AM and PM peak hours. As evident, the trip generation for the proposed development will be insignificant and will not have any adverse impacts on the operations of SWH, George Street and the subject site crossovers on George Street.

The parking spaces proposed as part of the development more than adequately satisfy the parking demand of the proposed self-storage facility.

The proposed relocation of the railway level crossing from Larsen Road further south to Clara Street would remove most of the existing traffic along Larsen Road towards SWH. This will provide spare capacity on Larsen Road and its intersection with SWH. As part of this project, George Street between Larsen Road and Evans Way will also be constructed.

It is assumed that Larsen Road rail crossing closure and George Street construction will occur by the time the proposed development is fully operational.

The subject site has good connectivity to pedestrian footpaths, bicycle paths and public transport network in the vicinity.

No particular safety issues have been identified for the proposed development within the scope of this assessment.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development. Accordingly, it is concluded that the traffic-related issues should not form an impediment to the approval of the proposed redevelopment.

Appendix A

PROPOSED REDEVELOPMENT PLAN



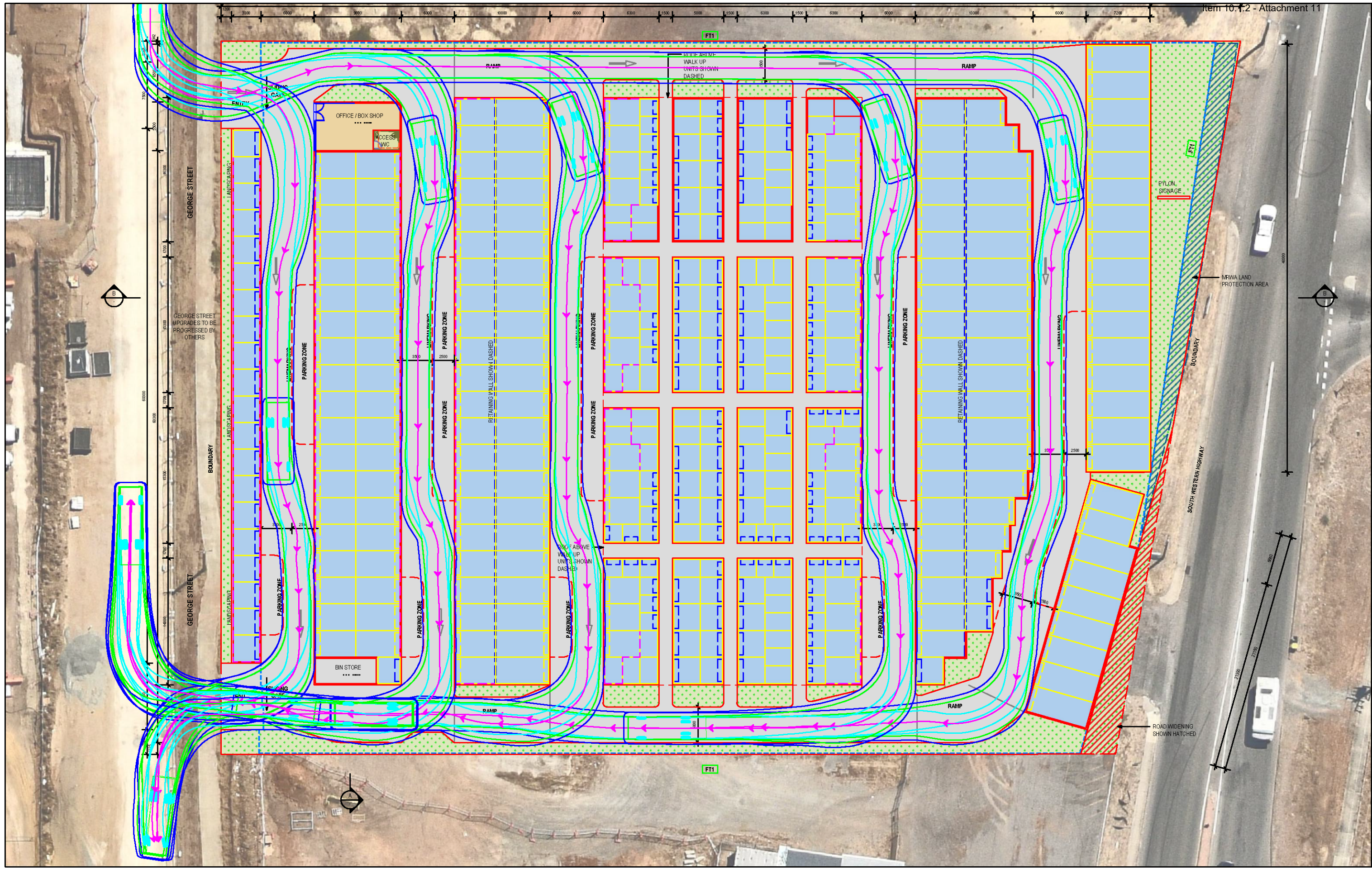
Engineering a better future for **over 20 years!**

Appendix B

TURN PATH ANALYSIS

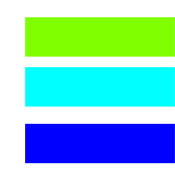


Engineering a better future for **over 20 years!**



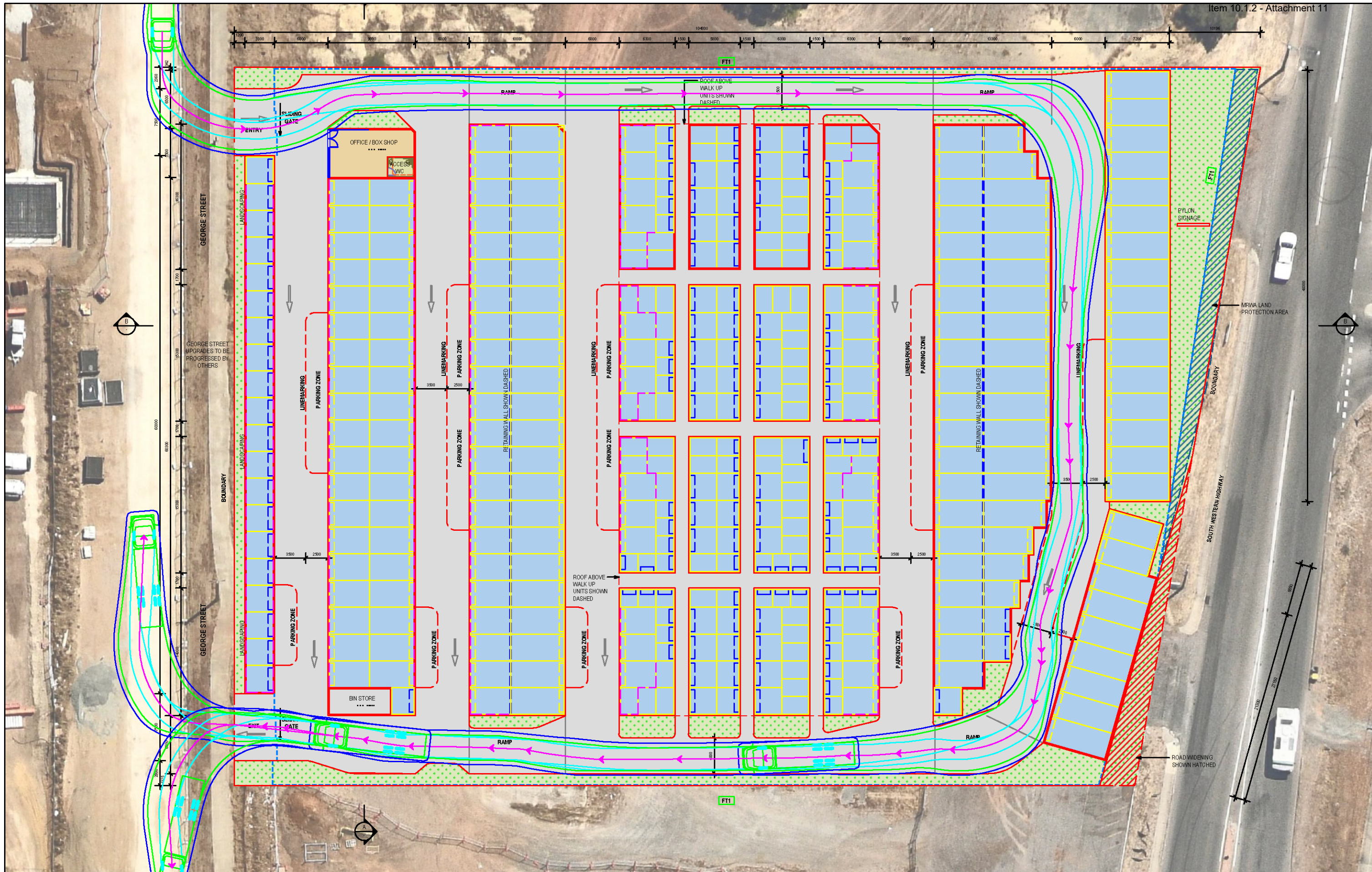
Lot 10 (777) South Western Highway, Byford
 8.8 m Service Truck
 Service vehicle entry and exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



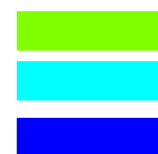
t23.246.sk09a
 12/06/2024
 Scale: 1:400 @ A3





Lot 10 (777) South Western Highway, Byford
 12.5m Service Truck
 Service vehicle entry and exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t23.246.sk10a

12/06/2024

Scale: 1:400 @ A3

Ordinary Council Meeting - 15 July 2024





777 SOUTH WESTERN HIGHWAY, BYFORD STORMWATER MANAGEMENT PLAN

PREPARED FOR TAL GP PROJECTS



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HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Author	Issued to	Revision type
Rev A	26/02/2024	Shane Highman	Planning Solutions	Initial Review
Rev B	12/06/2024	Shane Highman	Planning Solutions	Final DA Submission

1.0 INTRODUCTION

Porter Consulting Engineers has been engaged by TAL GP Projects to prepare a stormwater management plan for the proposed commercial development on Lot 777 South Western Highway in Byford.

The site is approximately 8,700m² in size and is located directly west of the Walters Road-South Western Highway intersection. The site's location is shown in Figure 1.



Figure 1 – Site Layout

2.0 DEVELOPMENT LAYOUT

The intent is to develop the site into a storage facility. The current site plan is presented in **Appendix A**.

3.0 THE EXISTING SITE

3.1 Landform

The site contains a slender building with a large shed behind, historical aerial photography suggests this was built prior to 1974.

The site has a sealed pavement with crossovers along the South Western Highway frontage and what appears to be a laydown area at the rear. The site is vegetation free.

A feature survey is presented in **Appendix B**.

A geotechnical investigation for this site is not available, however based on nearby sites, it is expected the ground consists of a Gravelly Sandy Clay at depth.

George Street is being upgraded by MetroNet. This scope includes a below ground drainage network.

4.0 EARTHWORKS

Due to the lay of the land and configuration of the development, cutting, filling and retaining is required. Concept building and road levels are documented on the Stormwater Management Plan as presented in **Appendix C**. The exact details and extent of retaining will be resolved at building license stage.

5.0 STORMWATER STRATEGY

It is anticipated the ground conditions do not permit onsite soakage therefore the development will utilize onsite detention and establish a formal connection to the proposed drainage network on George Street. The size of the detention tanks and post development off-site flow will be to the Shire of Serpentine Jarrahdale's requirements.

- Permissible discharge rate off site is pre-development 1 in 5 ARI
- Detention tanks manage the 1% AEP
- The first 15mm of rainfall will be treated via bioretention zones.
- Drainage system to be emptied in 96 hours
- No runoff into neighboring properties

6.0 PROPOSED STORMWATER SYSTEM

As typical with any built form development, this project will include down pipe connections that will join into the carpark drainage network. This carpark network will drain into a bioretention zone before flowing into the detention tanks. The tanks will have a low flow outlet that will ultimately discharge into the George Street network.

It is likely that subsoil drainage will be required under the bioretention zones and in areas of cut, and potentially along the backs of any fill retaining walls to manage the perched ground water. The specifics of this will be resolved at detailed design stage.

The above is summarized and presented in the Stormwater Management Plan (**Appendix C**).

7.0 STORMWATER CALCULATIONS

The Stormwater drainage calculations are tabled on the Stormwater Management Plan (**Appendix C**) with the key items summarised below.

- Catchment Area = 8,680m²
- Detention Volume = 221m³
- Bioretention Volume = 130m³
- Post Development Outflow = 39 l/s
- Outlet orifice size = 140mm

The critical duration event is based on the time taken for the whole site to contribute.

The site length and width is 100m x 80m, therefore the travel distance is 180m.

Based on F2.10 [2.3] of the Hydraulics Precast Conduits and using a post-development grade of 1% (will be much steeper) on a paved surface, the expected time of concentration is about 10 minutes. This is too short and the minimum detention volume should be based on 30 minutes.

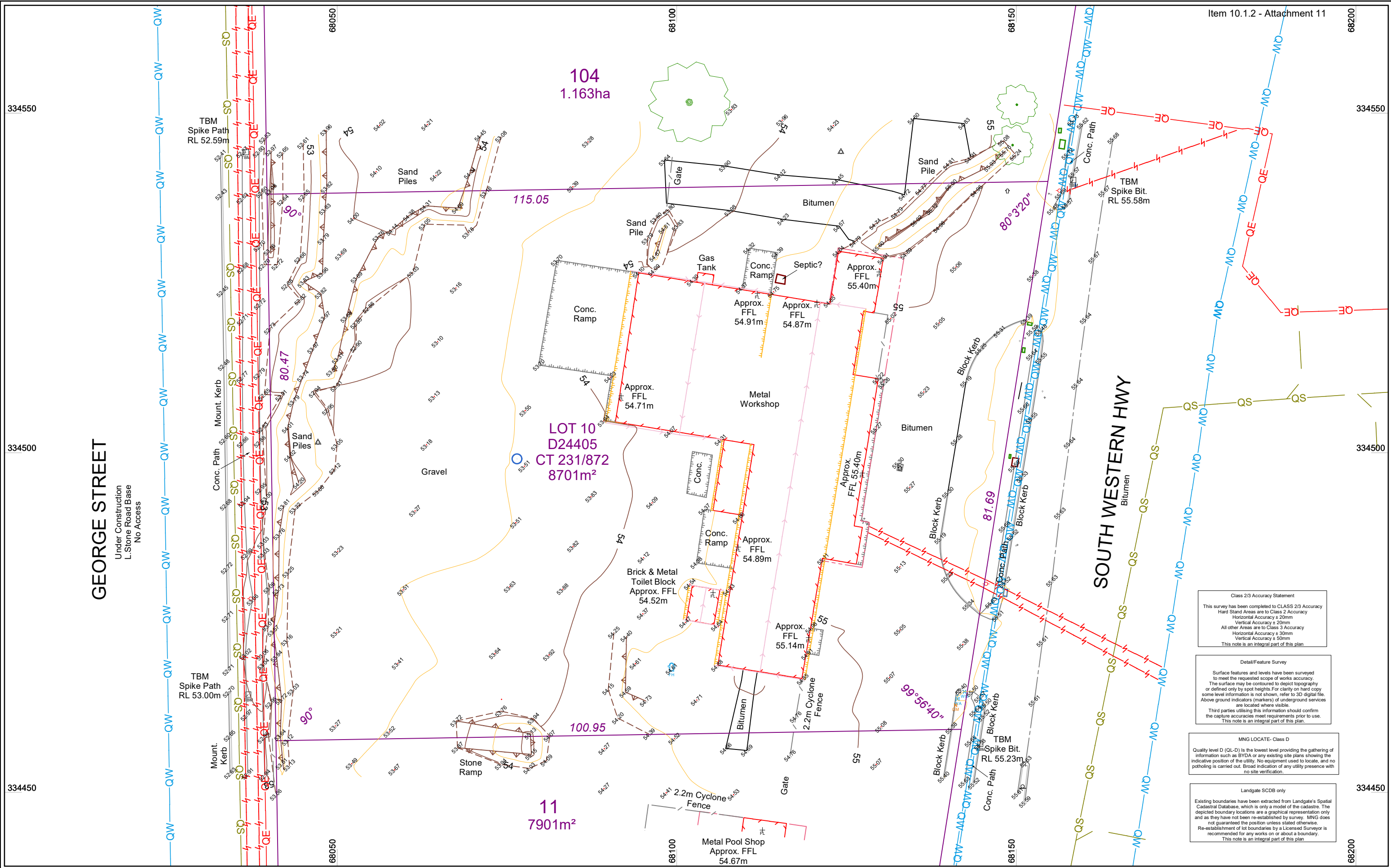
A time of concentration of 30 minutes has been used.

8.0 CONCLUSION

The site's drainage arrangements will be designed to comply with the Shire's commercial development requirements and based on the site's constraints. On site drainage facilities will be provided with an oversized detention system to limit post development flows. A connection to the George Street drainage networks will be established.

APPENDIX A - Development Layout

APPENDIX B - Feature Survey



Class 2/3 Accuracy Statement
 This survey has been completed to CLASS 2/3 Accuracy
 Hard Stand Areas are to Class 2 Accuracy
 Horizontal Accuracy ± 20mm
 Vertical Accuracy ± 20mm
 All other Areas are to Class 3 Accuracy
 Horizontal Accuracy ± 30mm
 Vertical Accuracy ± 50mm
 This note is an integral part of this plan

Detail/Feature Survey
 Surface features and levels have been surveyed to meet the requested scope of works accuracy. The surface may be contoured to depict topography or defined only by spot heights. For clarity on hard copy some level information is not shown, refer to 3D digital file. Above ground indicators (markers) of underground services are located where visible. Third parties utilising this information should confirm the capture accuracies meet requirements prior to use. This note is an integral part of this plan.

MNG LOCATE- Class D
 Quality level D (QL-D) is the lowest level providing the gathering of information such as BYDA or any existing site plans showing the indicative position of the utility. No equipment used to locate, and no pot-holing is carried out. Broad indication of any utility presence with no site verification.

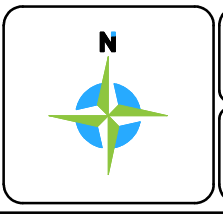
Landgate SCDB only
 Existing boundaries have been extracted from Landgate's Spatial Cadastral Database, which is only a model of the cadastre. The depicted boundary locations are a graphical representation only and as they have not been re-established by survey, MNG does not guarantee the position unless stated otherwise. Re-establishment of lot boundaries by a Licensed Surveyor is recommended for any works on or about a boundary. This note is an integral part of this plan

Rev.	Initial Issue	Description	Drawn	Date	Checked
A	Initial Issue		MGH	14/02/2024	LC

SCALE 1:500 @ A3
 0 5 1 0 3
 ALL DISTANCES ARE IN METRES
 For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

The contents of this plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should verify themselves of this plan's currency by contacting the McMullen Nolan Group.

Surveyor:- MGH
 Survey Date:- 12/02/2024
 Precal/Cad:- 12/02/2024



The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

MNG
 MCMULLEN NOLAN GROUP
 Level 1, 2 Sabre Crescent
 Jandakot, W.A. 6164
 PO Box 3525, Success
 W.A. 6964, Australia
 Offices in: Perth | Melbourne | Kimberley | South West WA

Tel: (08) 6436 1599
 Fax: (08) 6436 1500
 info@mngsurvey.com.au
 www.mngsurvey.com.au
 ABN 90 009 363 311

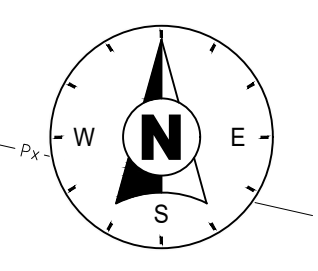
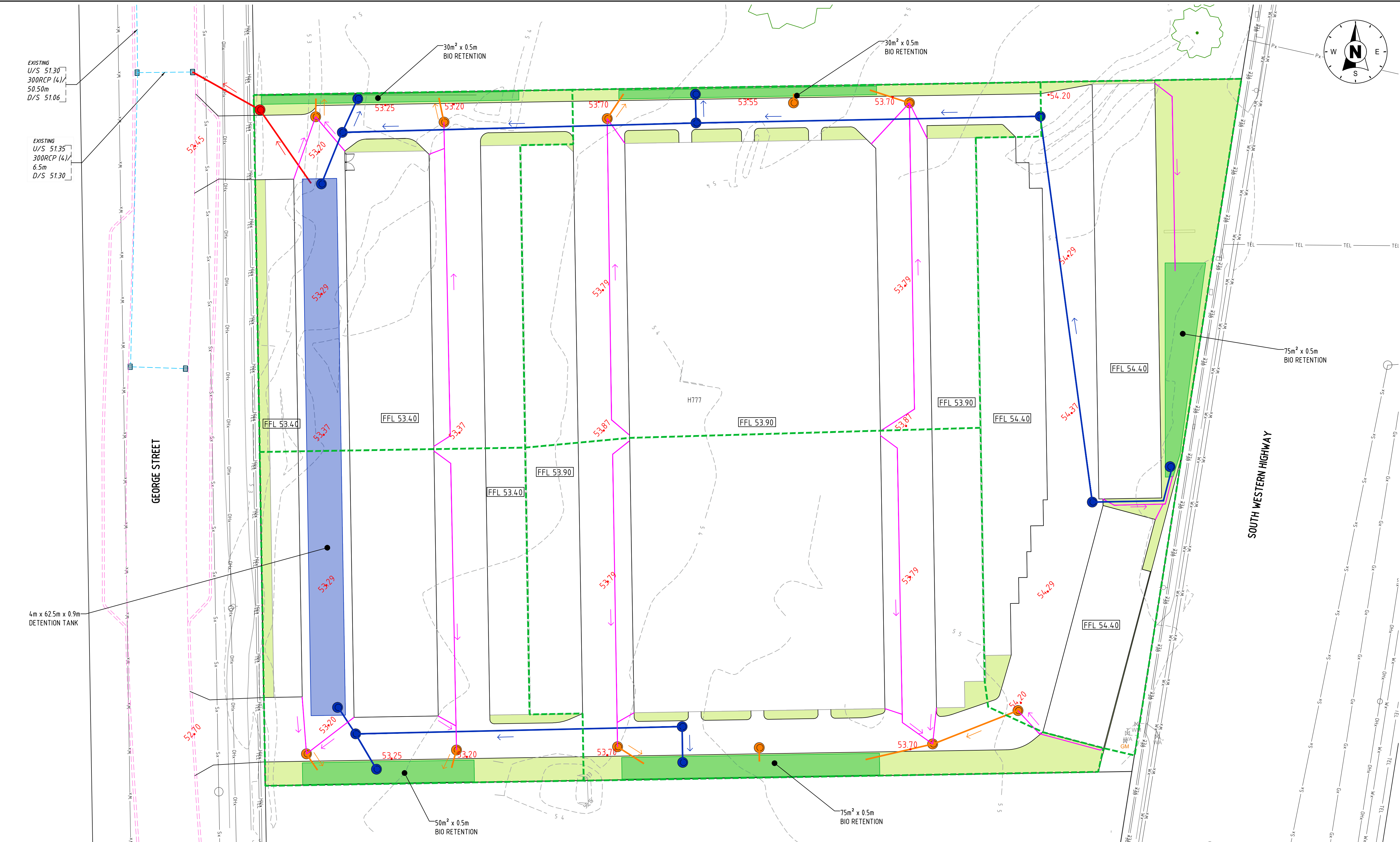
FEATURE & CONTOUR SURVEY
LOT 10 - DIAGRAM 24405
777 SOUTH WESTERN HIGHWAY, BYFORD

CLIENT: TAL GP PROJECTS PTY LTD
 Ordinary Council Meeting - 15 July 2024

Project Mgr: LISA CAMPBELL
 Datum: PEG2020 / AHD

106210_DE_001 - A
 Number: 106210
 Type: DE
 Number: 001
 Revision: A

APPENDIX C - Stormwater Management Plan



LEGEND

- EXISTING GROUND CONTOUR
- EXISTING GROUND SPOT LEVEL
- PROPOSED PAVEMENT LEVELS
- FINISHED FLOOR LEVELS
- CONCEPTUAL GEORGE ST DRAINAGE
- CONCEPTUAL METRONET GEORGE ST DESIGN
- EXISTING PATH
- EXISTING SEWER PIPE
- EXISTING GAS
- EXISTING HIGH PRESSURE GAS
- EXISTING WATER MAIN
- EXISTING POWER LINE
- EXISTING HIGH VOLTAGE POWER LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING TELECOMMUNICATIONS
- I/L 12.55m
- PROPOSED DRAINAGE OUTLET SYSTEM PIPE INVERT
- PROPOSED LANDSCAPE AREA
- BELOW GROUND DETENTION TANK
- BIO RETENTION AREA
- APPROXIMATE BIO RETENTION AREA CATCHMENT BOUNDARY
- PROPOSED LOT CONNECTION PIT AND OUTLET TO STREET DRAINAGE NETWORK
- CONCEPTUAL LOT DETENTION DRAINAGE
- CONCEPTUAL BIO RETENTION DRAINAGE
- CONCEPTUAL DOWN PIPE CONNECTION
- DRAINAGE FLOW DIRECTION

DRAINAGE CALCULATIONS

DESIGN SUMMARY

PRE DEVELOPMENT	
EY	0.2
DESIGN STORM DURATION	30 minutes
RAINFALL INTENSITY	39.0 mm/hr
AREA	8680 m ²
COEFFICIENT - PRE DEVELOPMENT	0.40
FLOW - PRE DEVELOPMENT	39 l/s
POST DEVELOPMENT	
AEP	1%
DESIGN STORM DURATION	30 minutes
RAINFALL INTENSITY	70.7 mm/hr
AREA	8680 m ²
COEFFICIENT - POST DEVELOPMENT	0.95
FLOW - POST DEVELOPMENT	162 l/s
STORAGE	
DETENTION FLOW	123 l/s
DURATION	30 minutes
DETENTION VOLUME	221 m ³
OUTFLOW	39 l/s
BIO RETENTION	
SITE AREA	8680 m ²
RAINFALL	15 mm
VOLUME	130 m ³
STORAGE DEPTH	0.5 m
STORAGE AREA	260 m ²

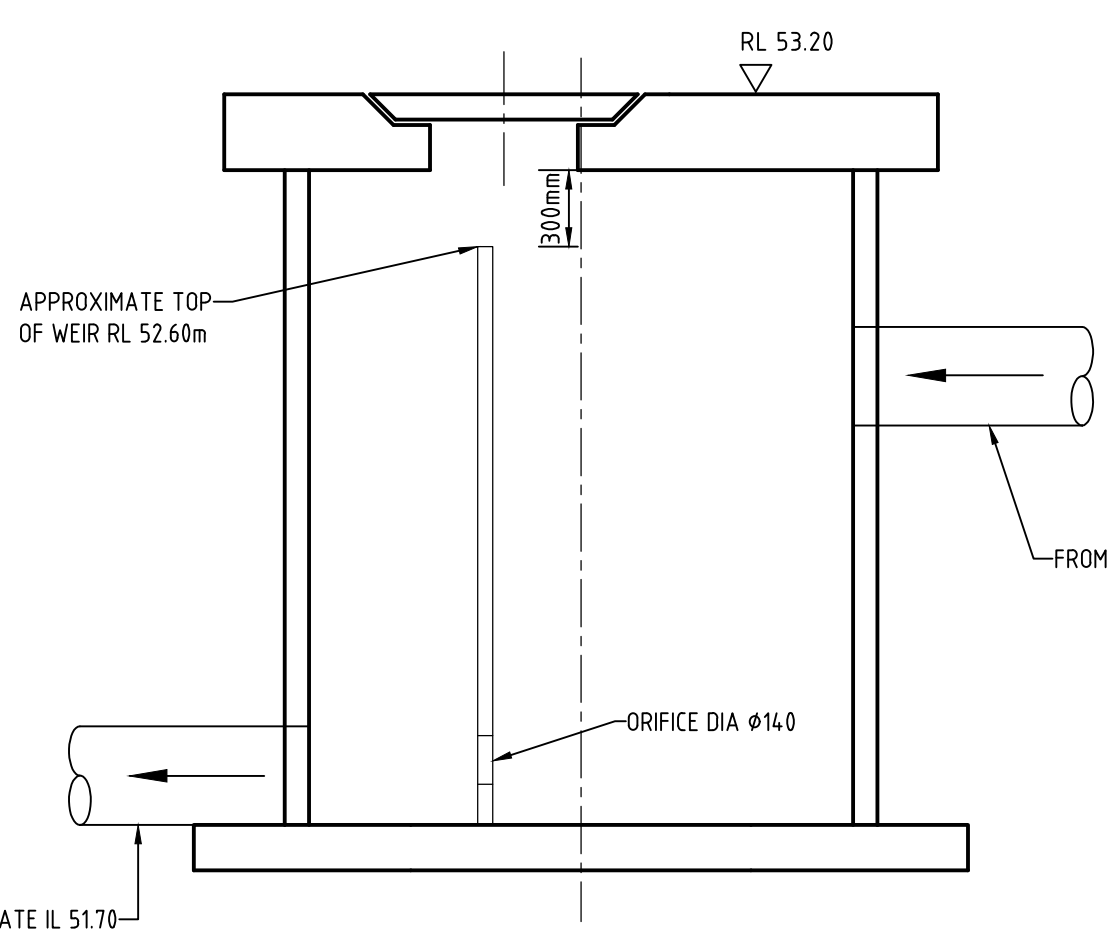
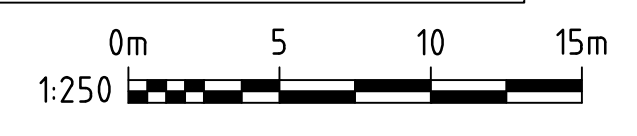
ORIFICE CALCULATION

$$Q = CA\sqrt{2 \times g \times H}$$

$$\therefore 0.039 = 0.6 \times A \times \sqrt{2 \times 9.81 \times 1.7}$$

$$\therefore A = 0.0155 \text{ m}^2$$

$$\therefore D = 140 \text{ mm}$$



PROJECT: **LOT 10 (777) SOUTH WESTERN HWY BYFORD**

NO.	DATE	REVISION
B	12-6-2024	DRAINAGE AND CALCULATIONS UPDATED, INTERNAL LAYOUT UPDATED
A	26-3-2024	ISSUED FOR APPROVAL

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 ONLY PLANS WITH NUMERICAL REVISION (REV 'D' OR HIGHER) AND PRINTED IN FULL COLOUR SHALL BE USED FOR CONSTRUCTION. IF THIS PLAN IS PRINTED IN BLACK AND WHITE OR GREY SCALE IT IS NOT TO BE USED FOR CONSTRUCTION.

Porter Consulting Engineers

Level 2 Kishorn Court
 58 Kishorn Road
 Mt Pleasant 6153 WA
 PO Box 1836
 Canning Bridge 6153 WA
 Tel (08) 9315 9955
 Email: office@portereng.com.au
 www.portereng.com.au

CLIENT: **TAL GP PROJECTS WA PTY LTD**

DRAWING: **STORMWATER MANAGEMENT PLAN**

SCALE	DRAWING No.	REV No.	ORIGINAL DRAWING SIZE
1:250			
DATE	JUN-24	23-11-135/400	B A1
DESIGN	SCH		
DRAWN	MEG	FILE NAME: \23-11-135\ACAD\2311135-400.dwg	
CHECK	APPD		

STATUS: **FOR APPROVAL**



Level 2 Kishorn Court
58 Kishorn Road
Mount Pleasant 6153
Western Australia

PO Box 1036
Canning Bridge 6153
Western Australia

Tel: (08) 9315 9955
Email: office@portereng.com.au

www.portereng.com.au

To:	TAL GP C/- Planning Solutions	From:	Matt Moyle
Attention:	Marc Re	Date:	11 June 2024
Email:	marc.re@planningsolutions.com.au	Pages:	2
Our Ref:	24069083-01		
Re:	777 South Western Highway. Byford: Self Storage Yard Assessment		

Lloyd George Acoustics has been requested to provide this technical note to review the potential noise impacts of a proposed self-storage yard at 777 South Western Highway, Byford. Note that no calculations or noise modelling have been undertaken at this time. An aerial map of the subject site is shown in *Figure 1*.

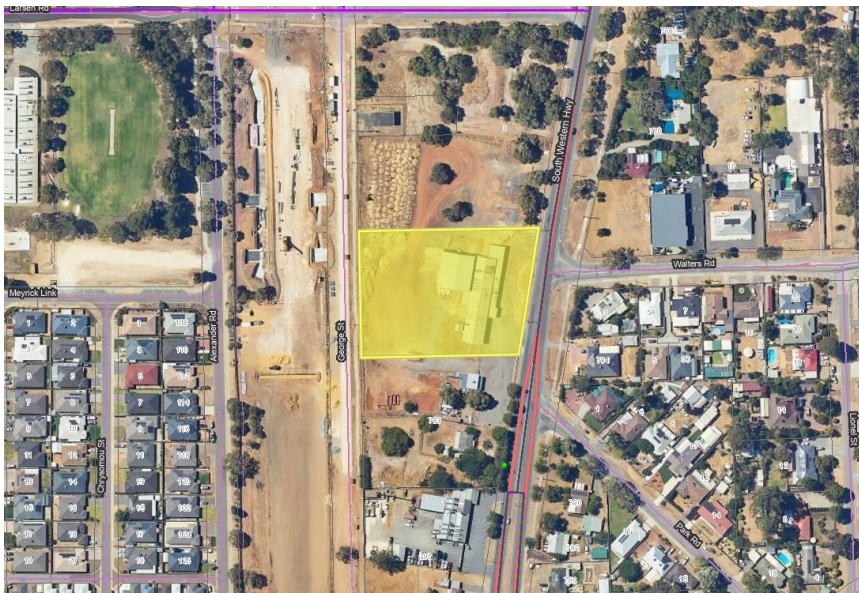


Figure 1: Site Aerial Photograph (Source: DPLH PlanWA maps)

The following elements of the proposal have been considered in this review:

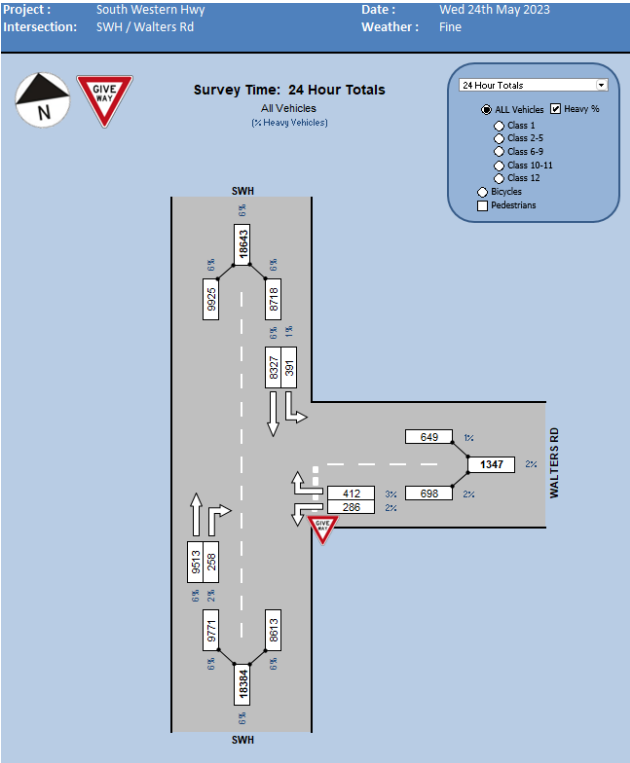
- Proposed 24/7 operating hours (night access with code/key);
- Potential noise sources;
- The design and layout of the proposed site;
- Location of the site and the existing surrounding land uses; and
- The presence of existing transport noise on the east and west sides.

Table 1 outlines our assessment of each aspect considered. Based on our review of these factors and our professional opinion, the site is considered to have **low noise impacts to nearby noise sensitive premises**.

We trust the above is satisfactory. Should you require anything further, please do not hesitate in contacting us.

Regards,

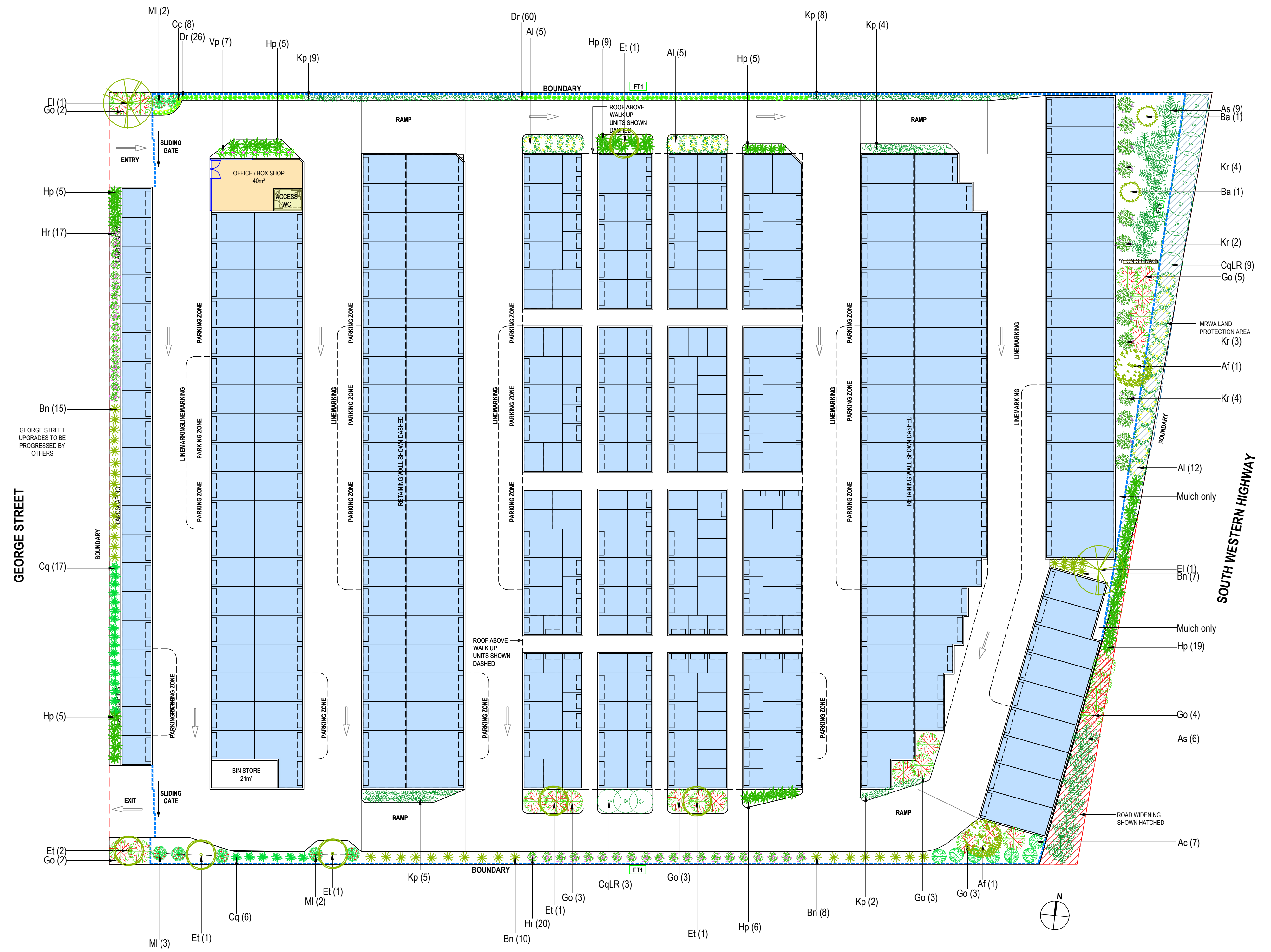
Matt Moyle

Reviewed Element Description	Comments	Expected Noise Impact
Location of the site and the existing surrounding land uses.	<p>The site is positioned with commercial zoning to the immediate north and south adjacent lots. The nearest noise sensitive premises are 45m to the east across South Western Highway, and 110m to the west across the Armadale passenger Rail line.</p> <p>The surrounding land uses will yield an influencing factor of between 4 dB and 8 dB for the west and east noise sensitive premises, respectively.</p>	Low impact. The surrounding locality and influencing factors are zoned and therefore considered suitable for commercial operations. Noise levels at nearest noise sensitive premises are expected to comply with assigned noise levels.
The presence of existing transport noise on the east and west sides.	<p>South Western Highway in this location has 2023 traffic volumes of 18,643 vpd. Therefore, it is considered a major traffic route.</p> 	Low impact. Background noise from transport corridors is likely to mask noise from the proposal.
Proposed 24/7 operating hours.	The site is expected to operate within the most sensitive night-time period. Noise levels would be assessable against the baseline assigned noise levels plus any applicable influencing factors of the <i>Environmental Protection (Noise) Regulations 1997</i> . Usage of the site during this period is expected to be lower than during the evening and day times, and only with an access code or key.	Low to medium depending on site design and other factors. <i>See below comments</i>
Potential noise sources.	The highest level noise sources from site are expected to be from medium rigid axle trucks (i.e. moving trucks) moving at low speed. Noise is also expected to include voices and general intermittent loading impact sounds.	Low impact given the proximity to background noise from a major transport corridor, site vehicle noise is likely to be indistinguishable above background. Loading activities are shielded by the storage units.
The design and layout of the proposed site.	The proposed site is designed with closely arranged storage units. The storage units form a near continuous barrier along the east and west boundaries. Moreover, the roller door openings of said units are faced internally (away from the east and west boundaries), such that vehicles and other noise sources will be well shielded by the buildings.	Low impact. The design of the site is considered optimal.

THIS PLAN MUST BE PRINTED IN BEST QUALITY COLOUR PRINT

LANDSCAPE AREA SUMMARY

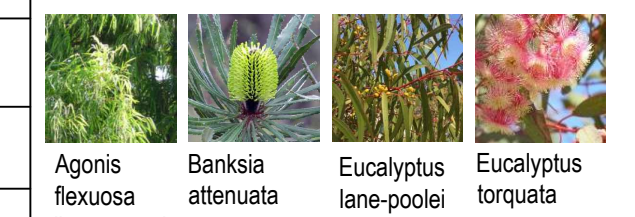
LANDSCAPED SPACE REQUIRED : MIN. 10% OF SITE AREA
 AREA REQUIRED = 868
 AREA SUPPLIED = 868m² = 10%
 NOTE: INCLUDES ROAD WIDENING AS LANDSCAPING



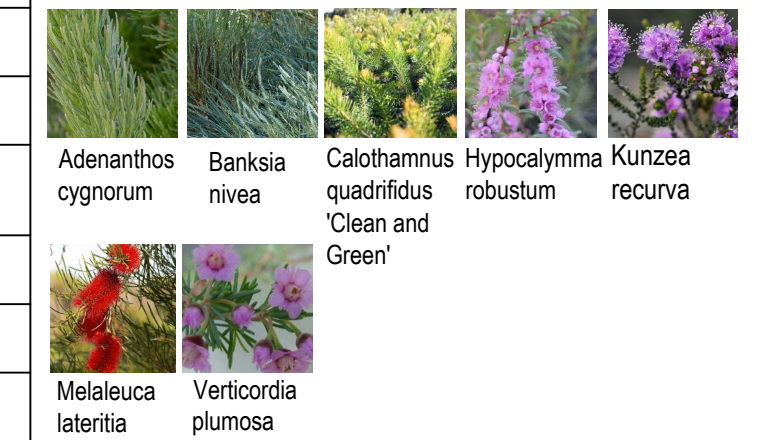
PLANT SCHEDULE AND SYMBOL LEGEND

Code on plan	Symbol	Botanic Name	Mature height x width	Minimum installation size	Number
TREES (12)					
Af		Agonis flexuosa 'Lemon and Lime'	5m x 4m	30 Litre	2
Ba		Banksia attenuata	2m x 2m	30 Litre	2
Ei		Eucalyptus lane-pooliei	8m x 5m	30 Litre	2
Et		Eucalyptus torquata	5m x 3m	30 Litre	6
SHRUBS					
Ac		Adenanthos cygnorum	2m x 1.5m	13cm	7
Bn		Banksia nivea	80cm x 1m	13cm	40
Cq		Calothamnus quadrifidus 'Clean and Green'	1m x 1m	13cm	23
Ha		Hypocalymma angustifolium	1.2m x 1m	13cm	37
Kr		Kunzea recurva	2m x 2m	13cm	13
Mi		Melaleuca lateritia	2m x 1.5m	13cm	7
Vp		Verticordia plumosa	60cm x 1m	13cm	7
GRASSES					
Cc		Conostylis candicans	30cm x 50cm	13cm	8
Dr		Dianella revoluta 'Revelation'	50cm x 50cm	13cm	86
GROUND COVER					
Al		Acacia lasiocarpa prostrata	30cm x 2m	13cm	22
As		Acacia saligna prostrata	30cm x 3m	13cm	15
CqLR		Calothamnus quadrifidus 'Little Ripper'	50cm x 2.5m	13cm	12
Go		Grevillea obtusifolia 'Gin Gin Jewel'	50cm x 2.5m	13cm	25
Hp		Hemiandra pungens 'Alba'	30cm x 1m	13cm	54
Kp		Kennedia prostrata	10cm x 3m	13cm	28
TOTAL PLANTS					396

TREE VARIETIES



SHRUB VARIETIES



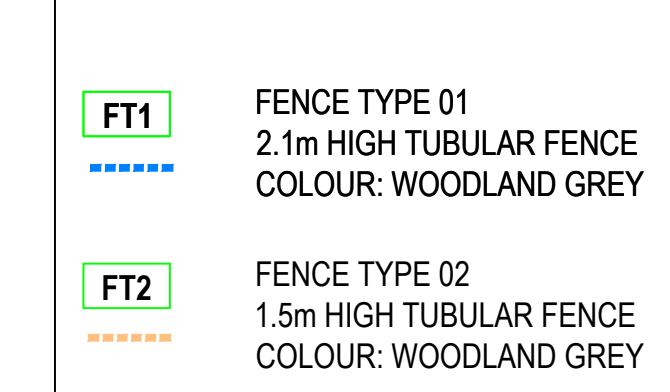
GRASS VARIETIES



GROUND COVER VARIETIES



FENCE TYPE LEGEND



INSTALLATION SPECIFICATIONS

1. TREE AND PLANT MATERIAL SUPPLY AND PLANTING

- 1.1 PLANT MATERIAL
 - ALL PLANT STOCK SUPPLIED BY CONTRACTOR SHALL BE OF THE SPECIES AND SIZES AS THOSE ON THE PLANT SCHEDULE. SHOULD THERE BE ANY DIFFICULTIES IN SOURCING PLANTS, THE CONTRACTOR SHALL RECOMMEND SIMILAR SUITABLE SUBSTITUTE SPECIES AND/OR SIZES TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS SHALL TAKE PLACE WITHOUT WRITTEN APPROVAL BY THE SUPERINTENDENT.
 - GREENLIFE AND TURF MUST BE WELL KEPT. DELIVERED TO SITE ON DAY OF INSTALLATION, OUT OF FULL SUN, AWAY FROM ANIMALS AND PESTS AND ROOTS NOT ALLOWED TO DRY OUT AND SHALL:
 - BE TRUE TO SPECIES, SUBSPECIES AND VARIETY
 - BE IN FIRST CLASS CONDITION AND HEALTHY
 - BE OF GOOD FORM CONSISTENT WITH SPECIES AND VARIETY
 - AND BE PLANTED AS PER THE INSTRUCTIONS BELOW.

- 1.2 GENERAL PLANTING INSTRUCTIONS
 - SETTING OUT OF WORKS WHERE UNDERGROUND SERVICES, MANHOLES, CABLE PITS, KERBING, PAVING AND OTHER OBSTRUCTIONS OCCUR. PLANT CLEAR OF SUCH SERVICES AND OBSTRUCTIONS AND PROTECT SERVICES AND OBSTRUCTIONS FROM DAMAGE BY MACHINES AND EQUIPMENT.
 - ALL PLANTS ADJACENT TO FOOTPATHS, SERVICES AND THE LIKE SHALL BE POSITIONED WITH APPROPRIATE OFFSET TO SIZE (MINIMUM 500MM) TO ENSURE PLANTS DO NOT GROW OVER FOOTPATHS AND SERVICES AT MATURE SIZE.
 - REMOVE ALL PLANTS FROM THEIR CONTAINERS. IN SUCH A MANNER AS TO DO AS LITTLE DISTURBANCE AS POSSIBLE TO THE ROOTS. WHERE NECESSARY, GENTLY TEASE OUT ROOT-BALLS BEFORE PLANTING. PLACE TREES, SHRUBS AND PLANTS IN HOLES IN AN UPRIGHT POSITION AND BACKFILL LEVEL WITH TOP OF ROOTBALL. COMPACT SOIL BY HAND.
 - REFER DETAILS 'TYPICAL TREE PLANTING' AND 'TYPICAL SHRUB PLANTING'.
 - A ROOT BARRIER SHALL BE INSTALLED FOR ALL TREES.

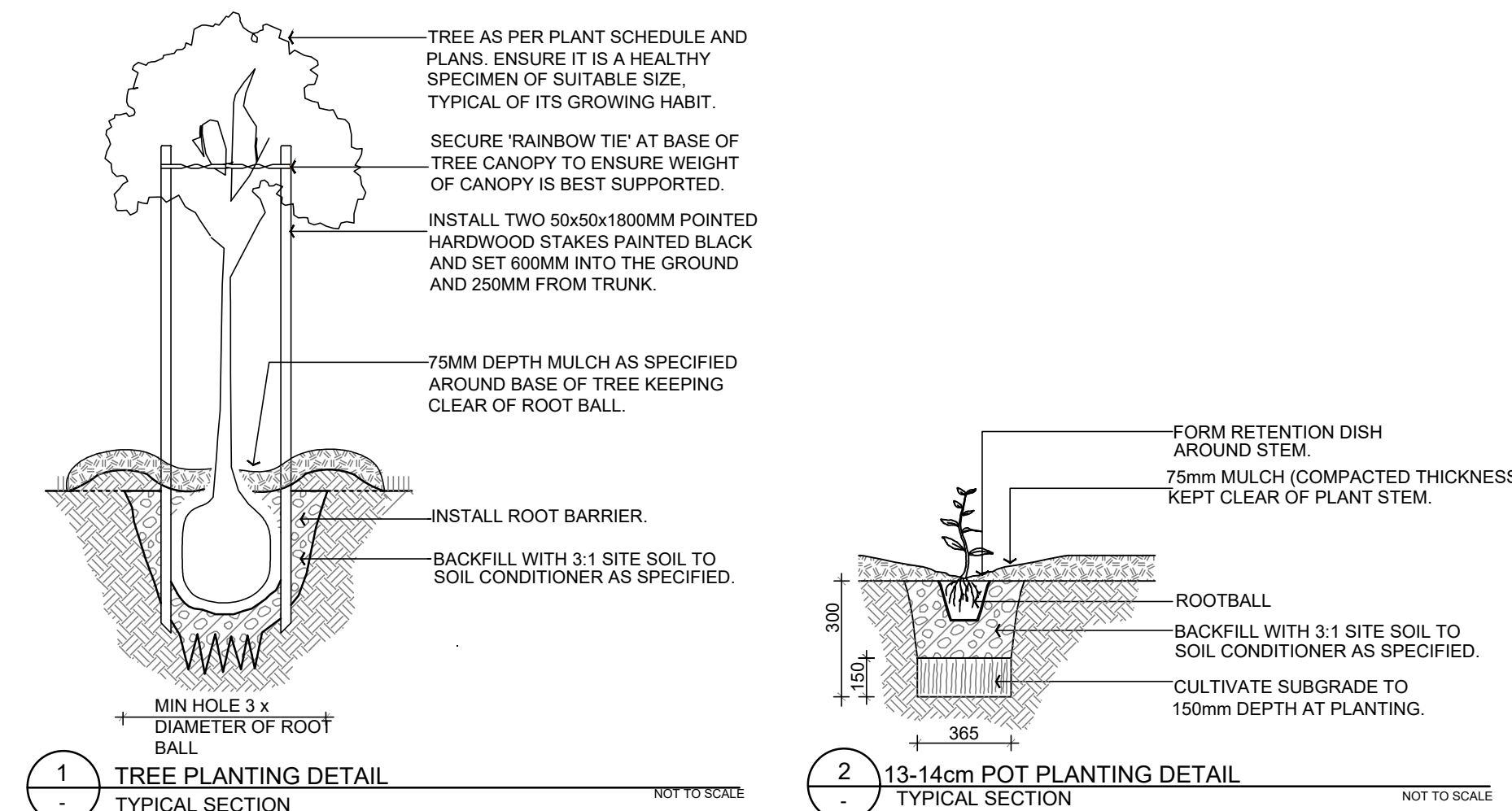
1.3 SOIL CONDITIONER

- AFTER SITE WORKS AND BEFORE PLANTING SUPPLY AND INSTALL TO ALL PLANTING AREAS SOIL CONDITIONER.
- PRIOR TO PLACEMENT ENSURE ALL BASE MATERIAL IS CLEAN, FREE DRAINING AND FREE OF ALL BUILDER'S RUBBLE, RUBBISH, DELETERIOUS MATERIAL AND CONTAMINATION. ALL AREAS CONTAMINATED BY THE BUILDER OR OTHERS SHALL BE REMOVED AND REPLACE WITH CLEAN FILL SAND TO THE APPROVAL OF THE SUPERINTENDENT.
- PLACE SOIL CONDITIONER TO A DEPTH OF 150MM OVER THE FULL EXTENT OF AREAS TO BE CONDITIONED. ROTARY-HOE OR SPAD DIG WHERE NECESSARY. SOIL CONDITIONER INTO EXISTING SITE SOIL TO A DEPTH OF 80MM TO PRODUCE A FULLY HOMOGENEOUS MIX. REMOVE ALL RUBBLE OR OTHER EXTRANEOUS AND DELETERIOUS MATTER EXPOSED AS A RESULT OF CULTIVATION, INCLUDING ANY BASE COURSE MATERIAL.
- SOIL CONDITIONER SHALL COMPLY WITH AS4545 COMPOSTS, SOIL CONDITIONERS AND MULCHES.

2. MULCH

- ALL MULCH SHALL MEET AUSTRALIAN STANDARD 4454-2012.
- SITE MULCH SHALL BE CHUNKY PINE BARK WOOD CHIPS APPLIED TO A DEPTH OF 75MM.
- MULCH IS TO BE COMPLETELY FREE OF ALL NOXIOUS WEEDS, SEEDS AND FUNGUS, INSECT PESTS AND OTHER DELETERIOUS MATERIAL.
- ALL GARDEN BEDS AND TREE SURROUNDS TO BE MULCHED TO A MINIMUM DEPTH OF 75MM, KEEPING MULCH CLEAR OF PLANT STEMS.
- TIDY AND GRADE MULCH AFTER APPLICATION, FINISHING 20MM BELOW SURROUNDING HARD SURFACES.

TYPICAL DRAWINGS



DESCRIPTION	DATE	BY	CHECKED
B DEVELOPMENT APPLICATION	13.06.2024	AC	
A DEVELOPMENT APPLICATION	11.06.2024	AC	
PROJECT			
PROPOSED SELF STORAGE FACILITY			
777 SOUTH WESTERN HIGHWAY, BYFORD			
LANDSCAPE PLAN			
URBAN RETREAT GARDEN DESIGN		SCALE: 1:250	
COMMERCIAL AND RESIDENTIAL LANDSCAPE DESIGN SERVICES		24297	
E: urban@urbanretreatgardens.com.au		@ A1	
M: 08 925 313		1/01	