PART B – CITY OF COCKBURN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lots 25 & 26, 26L Verde Drive, Jandakot and 49 Cutler Road, Jandakot - Self-Storage Facility (Storage Yard) – DAP/26/03158

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Form 1: Responsible Authority Report

(Regulation 12)

Part B – Item 3.1 – Lots 25 & 26, 26L Verde Drive JANDAKOT WA 6164 & 49 Cutler Road JANDAKOT WA 6164 – Self Storage Facility (Storage Yard)

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Outer DAP
DAP File No:	DAP/26/03158
LG Reference:	DAP26/005
Proposed Development:	Self-Storage Facility (Storage Yard)
Value of Development:	$12.5 million
Owner:	KBH Jandakot FM Pty Ltd, Remondis Australia Pty Ltd
Applicant:	Alex Watson, CLE Town Planning and Design
Local Government Area:	Cockburn
Responsible Authority:	City of Cockburn
Authorising Officer:	Ravi Mahato (Planning Officer)
Application Acceptance Date:	Monday, 27 July 2026

LOCATION PLAN



Publication Date: 3 August 2026

RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Outer DAP resolves to **APPROVE** DAP Application reference DAP/26/03158 for Self-Storage Facility (Storage Yard) at Lots 25 & 26 Verde Street, Jandakot in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of Clause 3.4.2 of the City of Cockburn Town Planning Scheme No. 3, subject to the following conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Plan/ Document Name	Reference	Date
Site Plan	DA01 Rev D	23.09.2026
Ground Floor Plan	DA03 Rev D	23.09.2026
Floor Plan Level 1	Doc Set ID: 12897653	21.07.2026
Floor Plan Level 2	Doc Set ID: 12897653	21.07.2026
Elevations	Doc Set ID: 12897653	21.07.2026
Sections	Doc Set ID: 12897653	21.07.2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. The landowner/applicant shall make a contribution towards development infrastructure, in accordance with the provisions of the City's Town Planning Scheme No. 3, to the satisfaction of the City, prior to the issue of a Building Permit.

4. The street number, or where there is no street number, the lot number, shall be clearly displayed on the façade of the building prior to occupation of the building hereby approved and remain in perpetuity to the satisfaction of the City.

5. No wash-down of plant, vehicles or equipment is permitted on the premises. Industrial, commercial or wash-down wastes shall not enter stormwater disposal systems or otherwise be discharged into the environment.

6. All earthworks cleared land, and batters shall be stabilised to prevent sand or dust blowing to the satisfaction of the City.

7. **Prior to the initial occupation of the building hereby approved**, the parking bay/s, driveway/s and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use in accordance with the approved plans.

8. All stormwater to be contained on site. Stormwater drainage to be able to contain a 1 in 100-year, 24 hour storm event.

9. Details about the stormwater drainage design intended for the proposed development shall be submitted to the City prior to the lodgement of a Building

Permit Application, for review and approval. Details should include drainage calculations with catchment area, rainfall intensity etc.

10. The Monash Gate reserve being set out on a separate diagram or plan of survey (deposited plan) and ceded free of cost and without any payment of compensation by the Crown.

11. Engineering drawings and specifications are to be submitted and approved, and satisfactory arrangements being made with the local government for the cost of construction for the extension of Monash Gate from the roundabout to Lot 26, to be undertaken in accordance with the approved plan and engineering drawings and specifications, for the construction of full earthworks, one carriageway, drainage facilities and grade separated pedestrian crossing required for the portion of Monash Gate abutting the application area.

12. A geotechnical report prepared by an appropriately qualified consultant certifying that the ground is capable of accommodating the proposed development, shall be lodged with the City prior to the commencement of construction on site, at the cost of the owner/applicant, to the satisfaction of the City.

13. Construction Management Plan shall be submitted to and approved by the City prior to issue of a Building Permit application. The Construction Management Plan (CMP) shall be prepared in accordance with the *'City of Cockburn Construction Management Plan Guidelines'* (available on the City's website) and shall include the provision of a completed CMP checklist. Please note that in accordance with the Guidelines, a Dust Management Plan and/or Traffic Management Plan may be required to form part of the CMP. You are advised to contact the City's Environmental Health team and Traffic & Transport team to discuss whether these are required.

14. The landowner/applicant shall make satisfactory arrangements for the provision of a sewer connection to the site, constructed in accordance with the requirements of the Water Corporation, or alternatively provide an approved on-site wastewater treatment system to the satisfaction of the City, prior to the lodgement of a Building Permit application.

15. A dedicated landscaping Plan shall be submitted to and approved by the City, prior to lodgement of a Building Permit Application and shall include the following: -
    i. the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
    ii. any lawns to be established;
    iii. any existing landscape areas to be retained;
    iv. those areas to be reticulated or irrigated; and
    v. verge treatments.

16. Landscaping including verge planting shall be installed, reticulated and/or irrigated in accordance with the/an approved plan and maintained thereafter to the satisfaction of the City. The landscaping shall be implemented during the first available planting season post completion of development and any species which fail to establish within a period of 12 months from planting shall be replaced to the satisfaction of the City.

17. The applicant must implement all of the recommendations contained in the Bushfire Management Plan prepared by *Terravias Pty Ltd* dated *10 July 2026* and approved by the *City* and maintain those measures in perpetuity to the satisfaction of the City.

18. The provisions identified in the Operational Waste Management Plan submitted by CLE Planning and approved by the *City* shall be implemented and maintained thereafter to the satisfaction of the *City*.

19. The provisions identified in the Fauna Relocation Management Plan prepared by emerge associates and approved by the City shall be implemented to the satisfaction of the City.

20. Stormwater discharge from the site shall not exceed pre-development discharge rates to the Armadale Road reserve, to the satisfaction of Main Roads Western Australia.

21. No portion of the proposed Asset Protection Zone (APZ), as identified in the Bushfire Management Plan prepared by *Terravias Pty Ltd* and *dated 10 July 2026*, shall be located within the Primary Regional Road reservation, to the satisfaction of Main Roads Western Australia.

22. The installation of outdoor lighting shall be in accordance with the requirements of Australian Standard AS 4282 - 2019 "Control of the Obtrusive Effects of Outdoor Lighting".

Advice Notes

a) This is a Development Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, or with any requirements of the City of Cockburn Town Planning Scheme No.3 or with the requirements of any external agency.

b) Please be advised that the development must comply with the requirements of the Building Codes of Australia.

c) The dimensions of all car parking bays, aisle widths, wheel stops, columns, ramps and circulation areas complying with the Australian Standards AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.

d) The loading and/or unloading of vehicles is to occur on-site and in a manner that does not interfere with the parking of vehicles in the car park. All car parking bays in the car park are to be always made available for the parking of vehicles by visitors or employees.

e) Crossover/s to meet City's Vehicle Crossover Specification. A separate approval is required by the City's Development Engineering team. Please submit a crossover application on City's website with a detailed site plan. A 2m x 2.5m sightline shall be provided at the intersection of the crossover and the

front boundary for standard crossovers. All sightlines shall be maintained clear of obstructions above a height of 0.75m.

f) Paths between centralised car parks to access lifts, stairs and storage area circulation corridors should be clearly marked and allow for use of trolleys.

g) All earthworks and/or associated drainage details shall be in accordance AS3500 with plans and specifications certified by a suitably qualified practicing Engineer to the satisfaction of the City.

h) Retaining wall(s) being constructed in accordance with a suitably qualified Structural Engineer's design and a Building Permit being obtained prior to construction. Retaining walls are required for any cut and/or fill greater than 150mm in height. In this regard, any fill above or below natural ground level at the lot boundaries is to be suitably retained or have a compliant stabilised embankment.

i) With regards to street numbering of this proposal, you are advised to contact the City's Strategic Planning team on 9411 3444 or email streetnumbers@cockburn.wa.gov.au to ensure that any street numbers used comply with the City's requirements.

j) If a sewer connection cannot be provided and an on-site effluent disposal system is required, an amended development application must be submitted to address the proposed location of the system. Approval from the City's Environmental Health Team will be required prior to the issue of a Development Approval.

k) No works are permitted within the road reserve unless a Working on Roads Permit has been issued by Main Road.

l) The applicant is required to submit an application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads

m) Main Roads advises that the proposed development must be designed to achieve compliance with the State Planning Policy 3.7 Bushfire without reliance on land within the State Road reserve.

   Vegetation within the State Road reserve is a protected public asset and should not be removed to facilitate private development outcomes. Accordingly, any bushfire mitigation measures required to support the development are to be provided and managed within land under the control/ownership of the landowner/developer and must not rely upon, encroach into, or require modification of the State Road Reserve.

n) The upgrading/widening of Armadale Road is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

o) No building or construction activities shall be carried out before 7.00am or after 7.00pm, Monday to Saturday, and not at all on Sunday or Public Holidays, unless otherwise approved by the City. This shall be reflected in the Construction Management Plan.

PROPOSAL:

The applicant seeks development approval for a three-storey self-storage facility on Lot 26 (L26) Verde Drive, Jandakot. The facility will comprise up to 850 storage units of varying sizes, available for both short- and long-term hire, catering to growing residential and industrial/commercial storage demands in the area.

The proposed Self-Storage Facility is proposed to operate 24/7 for customer access, with onsite staff (maximum of 2) during business hours (approximately 9am–5pm on Monday to Friday and 9am-2pm on Saturday). An office is also proposed on site to facilitate storage-related retail sales. The Self-Storage Facility will also consist associated parking, access, signage, and landscaping.

The proposal also includes the neighbouring lot, Lot 25 (49 Cutler Road, Jandakot), for a 13m-wide Asset Protection Zone (APZ) to provide the required bushfire separation. The application includes both Lot 25 and Lot 26 and has been signed by the owners of both properties.

BACKGROUND:

The subject site is currently vacant and largely vegetated, with no vehicle crossovers. It is presently unused and there is no record of any substantial development on the site in recent years.

The site is generally flat, with the surrounding road verges sloping down towards the site. Ground levels fall from approximately 34 AHD at the Armadale Road and Verde Drive intersection to approximately 27 AHD at the site boundary. The land to the east is generally flat and at a similar level to the subject site. Due to the surrounding verge topography, surface water runoff from the steep verges naturally flows towards the site. Armadale Road and Verde Drive are serviced by their own drainage infrastructure and catchments.

The site is located approximately 22 kilometres south of the Perth CBD and 2 kilometres east of Cockburn Central. Under the Metropolitan Region Scheme, the land is zoned Industrial and is immediately surrounded by land similarly zoned. Under the City of Cockburn Local Planning Scheme, the site is zoned “Development” and is further designated “Mixed Business” under the applicable Structure Plan.

The site abuts Armadale Road, a Regional Road, and Verde Drive, a District Distributor Road. The area located a short distance to the east of the site is predominantly characterised by light and service industry development. Land located to the south of the site, on the opposite side of Armadale Road, is owned by the Public Transport Authority and is identified for future railway station car parking purposes.

A Self-Storage Facility is being proposed by the applicant due to its close proximity to Cockburn Centre and other Industrial/Commercial/Residential use located within the zone and the increasing demand for secure, accessible storage solutions in the area, catering to both residential and commercial needs.

Preliminary Written Planning Advice for the subject site was provided on 11 February 2026. This was followed by a pre-lodgement meeting attended by CLE Town Planning, the proponent, and City planning officers. Preliminary designs and plans were subsequently submitted to the City on 7 July 2026 for consideration through the City's Internal Development Review process and assessment by the Development Control Unit (DCU).

Comments from various City service units were provided to the applicant following the internal review. A number of these comments were addressed and incorporated into the final plans lodged as part of the current development application.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Cockburn Town Planning Scheme No.3 (TPS3)
Local Planning Scheme - Zone	"Development" – Development Area 20
Structure Plan/Precinct Plan	City of Cockburn – Cockburn Central East Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Mixed Business
Lot Size	6187 m^2
Existing Land Use	Vacant Land
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	Yes

PROPOSAL	**DETAILS**
Use	Storage Yard (Self Storage Facility)
Number of Storage Units	850 Units of varying sizes.
Building Height / Storeys	12.04m / 3 Storeys
Setbacks	Monash Gate extension (Primary) = 11.4m Armadale Road (Secondary) = 3m Verde Drive (Secondary) = 0.185m Southern Boundary = Nil setback
Site Cover	69%
Landscaping	Approximately 344m^2 / 5%
Parking	• 5 Parking Bays

	• 1 ACROD • 15 Loading Zones/Bays Total = 21
Bin Store	1 (16m^2)
Office	94m^2
Access	1 Crossover, 6.5m Wide, from Monash Gate extension
Signage	Wall Signage – Addressing all frontages ranging from 2m^2 – 14m^2
Employees	2

Proposed Land Use	Storage Yard
Proposed Net Lettable Area	8,080m^2
Proposed No. Storeys	3
Proposed No. Dwellings	N/A

The proposal has been assessed against the provisions of Town Planning Scheme No. 3 (TPS3), the relevant Local Structure Plan and applicable Local Planning Policies.

Land Use

The property is within the Development Zone (Development Area 20) as per TPS3.

The objective of the Development Zone (Development Area 20), as per TPS3;

"To provide for light and service industrial and mixed use development, to complement the Thomsons Lake Regional Centre and mixed business development where appropriate."

The property is further designated "Mixed Business" under the applicable Structure Plan.

The proposal is for a Self-Storage Facility which fall under the land use of Storage Yard as per TPS3 which is "A" use for the Mixed Business zone.

TPS3 states for the "A" use as below,

"A" "means that the use is not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 64(3) of the deemed provisions."

The proposed Self-Storage Facility (Storage Yard) is considered appropriate under the discretionary planning framework. The proposed land use is compatible with the surrounding industrial and commercial uses and will cater to the storage demands generated by these activities. In addition, the site is well located to service the surrounding residential population due to its proximity to Cockburn Central, a State-significant Transit-Oriented Development area. As such, the proposal is considered consistent with broader State planning objectives and the vision for Transit-Oriented Development.

City of Cockburn Town Planning Scheme (TPS3)

The proposal generally complies with Clause 4.9 – Commercial and Industrial Uses. The key determinative matters requiring the exercise of planning discretion are identified in the table below.

Provision	Requirement	Proposal	Assessment
City of Cockburn Town Planning Scheme No. 3	*Clause 4.9.2 Landscaping* - A minimum of 10% of the lot area is to be provided, developed and maintained as landscaping.	Approximately 5% within the property	The landscaping requirement may be reduced to 5% where the owner agrees to landscape the full street verge adjoining the site. Accordingly, landscaping will be addressed through a condition requiring the submission and approval of a landscaping plan.
	Clause 4.9.5 Vehicle Parking – 2 parking (1:1 Employee)	5 Parking Bays 1 ACROD 15 Loading Zones/Bays Total = 21	The increased parking provision is supported by the submitted Parking and Traffic Study, which justifies the proposed parking supply. The study, prepared by the Self Storage Association of Australasia, supports a revised parking rate based on the unique operational characteristics of a self-storage facility.

The proposal is generally consistent of objectives with Clause 4.9.1 relating to building setbacks, providing an appropriate interface with Armadale Road and Verde Drive while accommodating vehicle access and circulation.

The proposal is also consistent with Clause 4.9.3 relating to amenity. While the development presents at a larger scale within the streetscape, such development is not uncommon within the industrial area. The site's natural slope reduces the perceived building height from key viewpoints, and the contemporary design and landscaping will contribute positively to the visual amenity of the locality.

The proposal satisfies the intent of Clause 4.9.4 relating to convenience and functionality. The self-storage facility will support surrounding industrial and

commercial activities, with convenient parking, efficient internal circulation and good passive surveillance of access from Verde Drive.

Local Planning Policy 3.7 Signs and Advertising

The key determinative matters requiring the exercise of planning discretion are identified in the table below.

Provision	Requirement	Proposal	Assessment
Local Planning Policy 3.7 - Signs and Advertising	Wall Sign - Maximum size of 6m² and not exceeding 10% in area on any one wall.	Five wall signs with varying sizes from $2m^2$ to $14m^2$.	The variation is minor and acceptable, with the proposed signs not exceeding 10% of any building elevation. The City supports the variation through the exercise of its planning discretion.

Local Planning Policy 3.8 Industrial Subdivision and Development

The key determinative matters requiring the exercise of planning discretion are identified in the table below.

Provision	Requirement	Proposal	Assessment
Local Planning Policy 3.8 - Industrial Subdivision and Development	Setbacks – Primary street (15m) Secondary street (3m)	Monash Gate extension (Primary Street) = 11.4m Armadale Road (Secondary Street) = 3m Verde Drive (Secondary Street) = 0.185m Southern Boundary = Nil setback	the City considers this reduction to be a minor variation that will not result in the detrimental impact to the existing streetscape.

Bush Fire Prone Area

The site is located within a bushfire-prone area and is supported by a Bushfire Management Plan (BMP). The BMP demonstrates that the required separation distances can be achieved through the proposed batter works and confirms compliance with the BAL-29 requirements. The City is satisfied that bushfire risk can be appropriately managed through the implementation of the BMP.

The proposal also incorporates part of the adjoining property, Lot 25 (49 Cutler Road, Jandakot), to accommodate a 13-metre-wide Asset Protection Zone (APZ) and associated batter works. Both Lot 25 and Lot 26 form part of the development application, and the application has been signed by the owners of both properties.

As both landowners are parties to the application and consent to the proposed APZ arrangements, a separate legal agreement is not considered necessary.

Access

The proposal includes vehicle access arrangements that are consistent with the requirements of Local Planning Policy 5.6 – Vehicle Access. Access to the site forms part of the proposal and will be provided via an extension of Monash Gate, connecting to the fourth leg of the Verde Drive roundabout.

The road extension will be undertaken by the applicant through arrangements made with the City. The proposal has been reviewed by the City's Transport Engineers, who have recommended conditions requiring the submission and approval of detailed engineering drawings and specifications.

The applicant will be responsible for the construction costs associated with extending Monash Gate from the Verde Drive roundabout to Lot 26.

In addition, the Monash Gate Road reserve is required to be surveyed, shown on a separate Deposited Plan, and ceded free of cost to the Crown without payment of compensation.

The City's Strategic Services team advised that Local Planning Policy 5.6 – Vehicle Access requires the provision of an easement in gross (reciprocal vehicle access). The applicant has not proposed such an easement, nor has its requirement been addressed in the Development Application report. While this results in a departure from the provisions of LPP 5.6, it does not affect the City's overall support for the proposal.

The easement is identified in a location shown on the Verde Drive Vehicle Access Policy Plan under LPP 5.6. In this position, vehicles exiting would be required to undertake an immediate 90-degree turn, which may result in:

- Congestion within the functional area of the roundabout; or
- The easement occupying a significant portion of Lot 26 and the adjoining lot to facilitate safe vehicle movements.

Accordingly, the proposed arrangement requires further consideration to ensure it can be implemented in a practical and safe manner while meeting the intent of LPP 5.6. However, the matters identified above do not warrant a condition of approval and do not affect the City's overall support for the proposal.

Traffic

A Traffic Impact Statement and Sightline Analysis were submitted in support of the application, demonstrating that Medium Rigid Vehicles (MRVs) and Heavy Rigid Vehicles (HRVs) can safely and efficiently manoeuvre within the site, including the proposed loading bays and parking areas.

The City's Transport Engineers have reviewed the submitted information and support the proposed vehicle manoeuvring arrangements.

CONSULTATION:

PUBLIC CONSULTATION

The application was advertised to neighbouring landowners through notification letters. The advertising process was undertaken in accordance with Clause 64 of the Planning and Development (Local Planning Schemes) Regulations 2015.

At the conclusion of the advertising period, the City had not received any submissions.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The application was referred to Main Roads WA due to the lot abutting Armadale Road which is a Regional Road.

Main Roads WA comments are attached.

OTHER ADVICE

Health Services have advised that the property is not currently connected to the reticulated sewer network. The City liaised with the applicant regarding this matter, and the applicant has advised that a connection to the Water Corporation sewer network is intended to be provided in the future. Accordingly, a condition is recommended to ensure satisfactory arrangements are made for the provision of a sewer connection to the site.

CONCLUSION:

The proposal has been assessed against the provisions of Town Planning Scheme No. 3 (TPS3), the relevant Local Structure Plan, and applicable Local Planning Policies. The key assessment matters included landscaping, bushfire mitigations, signage, parking, and vehicle access.

The City is supportive of the proposed Self-Storage Facility (Storage Yard), with the identified variations considered minor or otherwise justified through the supporting information provided. The proposal is generally consistent with the intent and objectives of the applicable planning framework and will contribute positively to the ongoing development of the Cockburn Central East area.

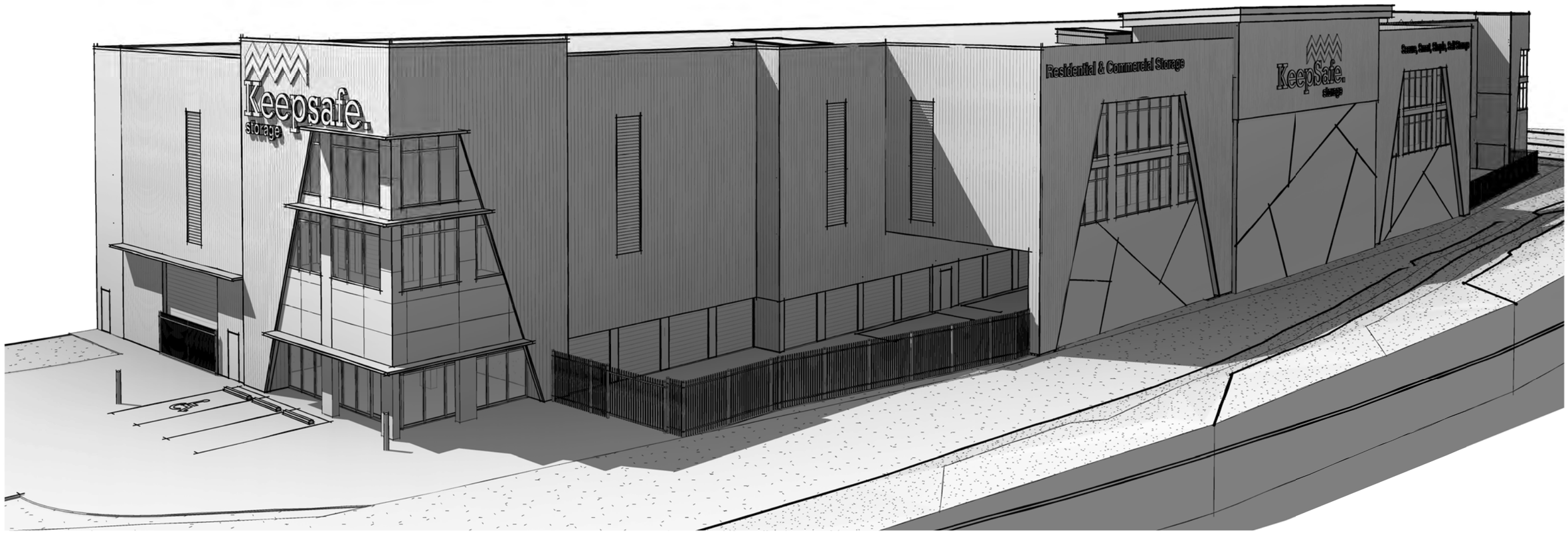
The proposed built form, landscaping, and overall site presentation are expected to enhance the amenity and streetscape of the locality. Accordingly, the City recommends that the application be granted conditional approval.

ATTACHMENTS

1. Development Plans
2. Certificate of Title
3. Planning Report (DA Report)
4. Local Planning Policy 5.6 – Vehicle Access
5. Attachment (DA Report: Appendix 8) – Landscaping Plan

6. Attachment (DA Report: Appendix 9a) – Parking and Traffic Study
7. Attachment (DA Report: Appendix 9b) – Traffic Impact Statement
8. Attachment (DA Report: Appendix 10) – Bushfire Management Plan
9. Attachment (DA Report: Appendix 11) – Operational Waste Management Plan
10. Attachment (DA Report: Appendix 12) – Fauna Relocation Management Plan
11. City of Cockburn Pre lodgement Advice
12. Planning Referral – Main Roads Western Australia

This information is provided by the City of Cockburn



Proposed Self Storage Facility
Lot 26, Verde Drive, Jandakot WA

Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026
Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn

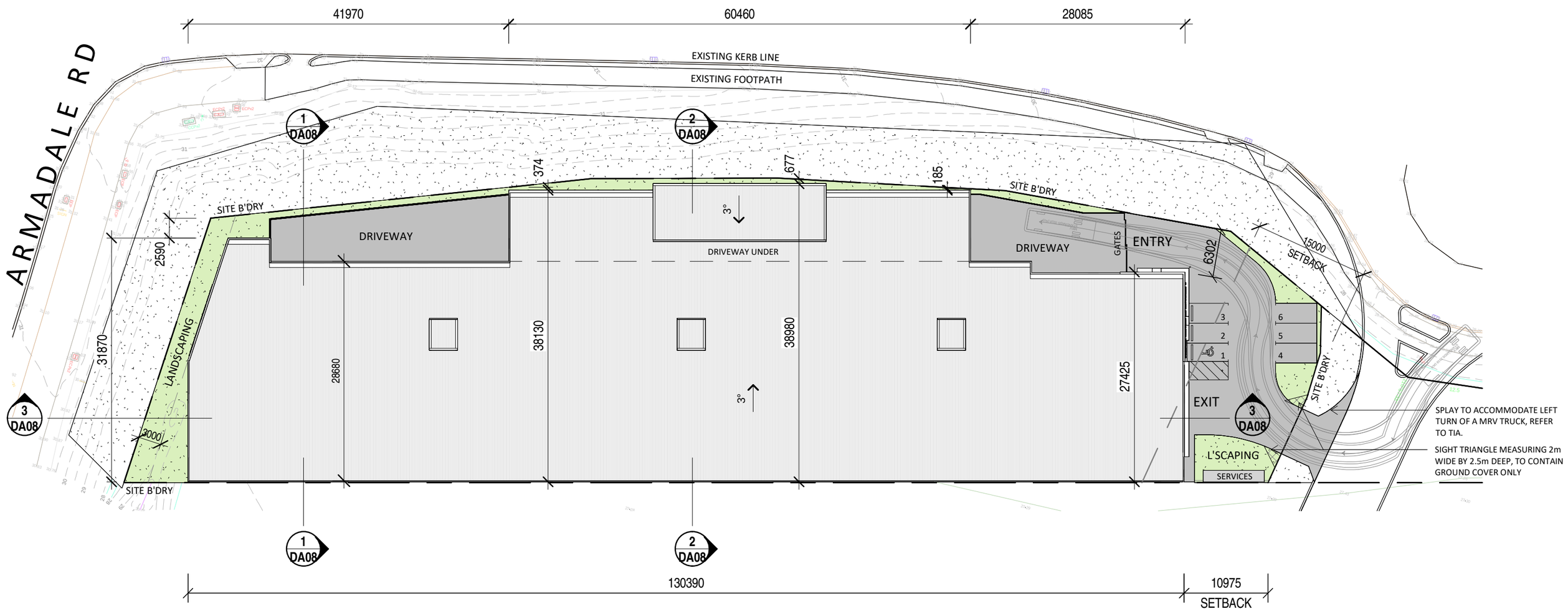
SITE DATA

LOT 26 - DP 415484
LOCAL GOVERNMENT - CITY OF COCKBURN

AREA SCHEDULE

SITE AREA	6,187m²
PROPOSED SITE COVER	4,284m² (69%)
CARPARKING	21
LANDSCAPING	783m² (12.6%)

BUILDING GFA	
GROUND FLOOR	2,399m²
OFFICE	94m²
LEVEL 1	4,284m²
LEVEL 2	4,284m²
GFA TOTAL *(EXCL. DRIVE THROUGH)*	11,061m²
DRIVE THROUGH	1,169m²
UNDER COVER LOADING	542m²



SITE PLAN

1 : 500

KEEPSAFE JANDAKOT

VERDE DRIVE, JANDAKOT WA

SITE PLAN

DWG N° BD078-DA01-D by MB
DATE 23.09.2026

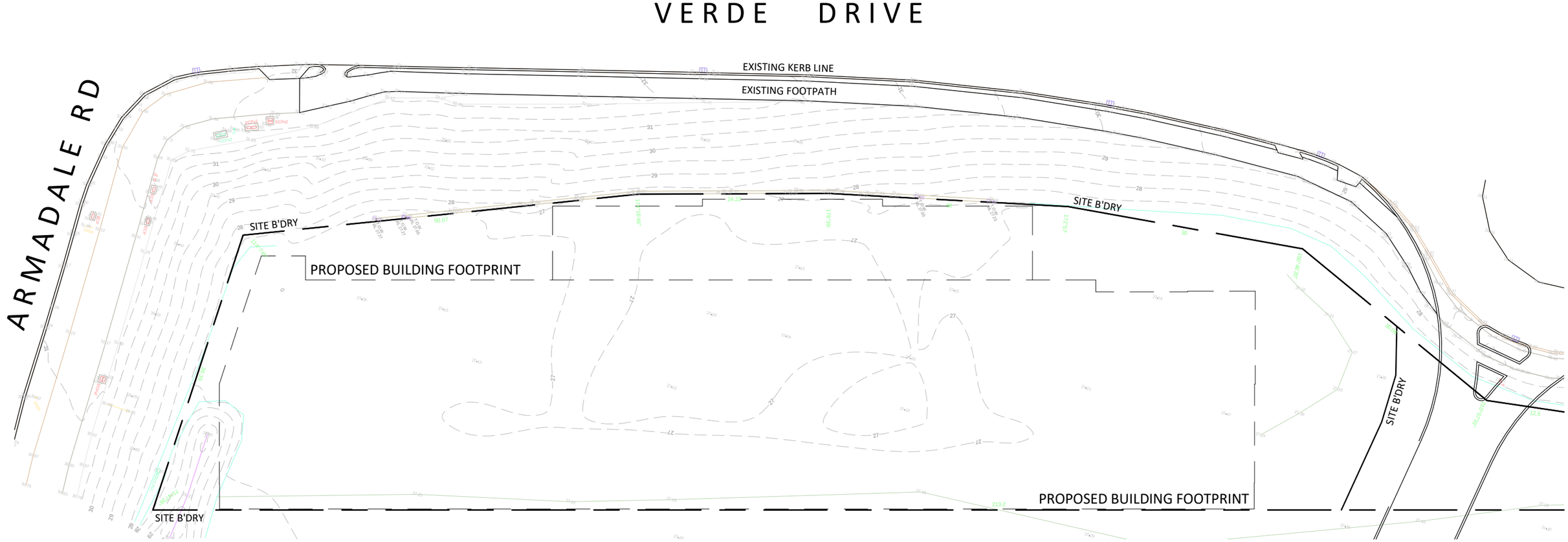
bruac design
BUILDING DESIGN
0416 352 057

COPYRIGHT © BRUAC DESIGN

Document Set ID: 12897055
Version: 1, Version Date: 13/10/2026

Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn



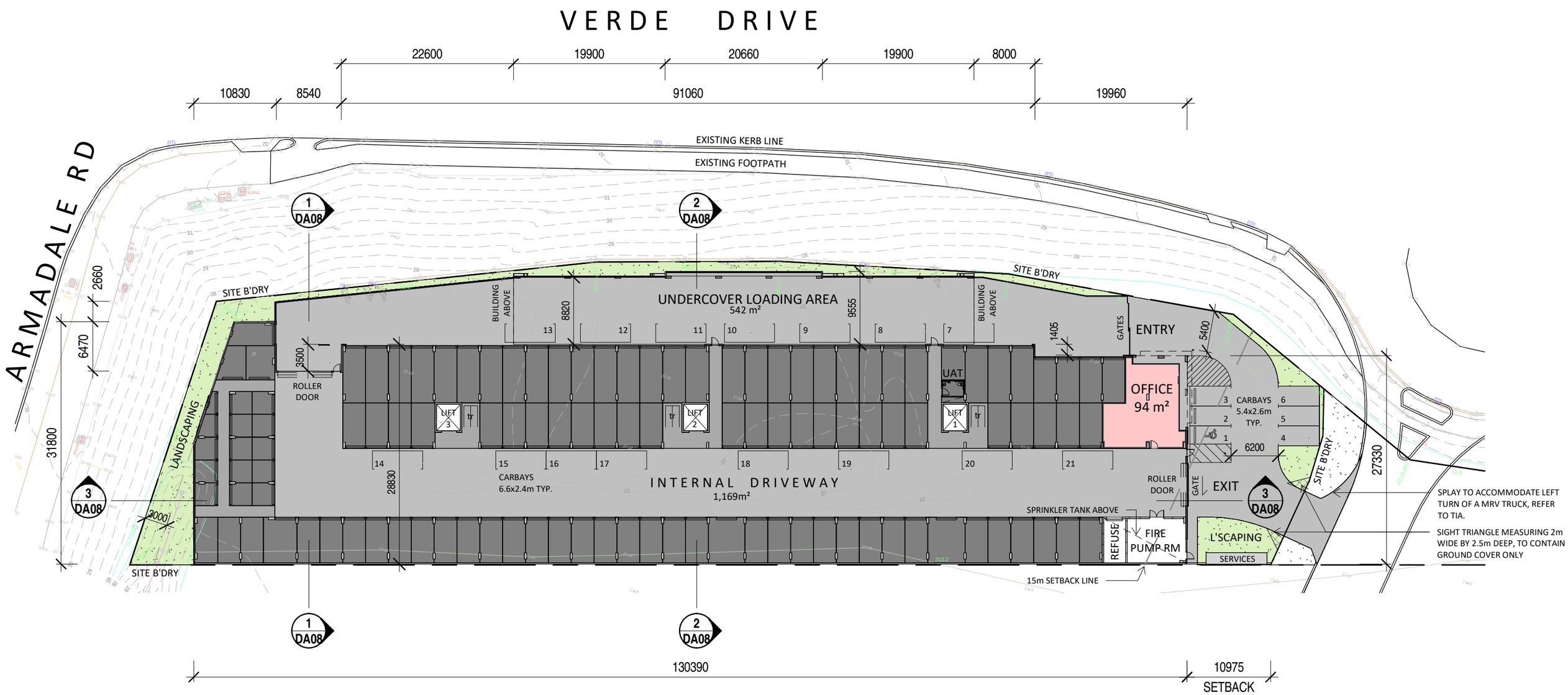
SITE PLAN

1 : 500

Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026

Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn



GROUND FLOOR PLAN

1 : 500

KEEPSAFE JANDAKOT

VERDE DRIVE, JANDAKOT WA

GROUND FLOOR PLAN

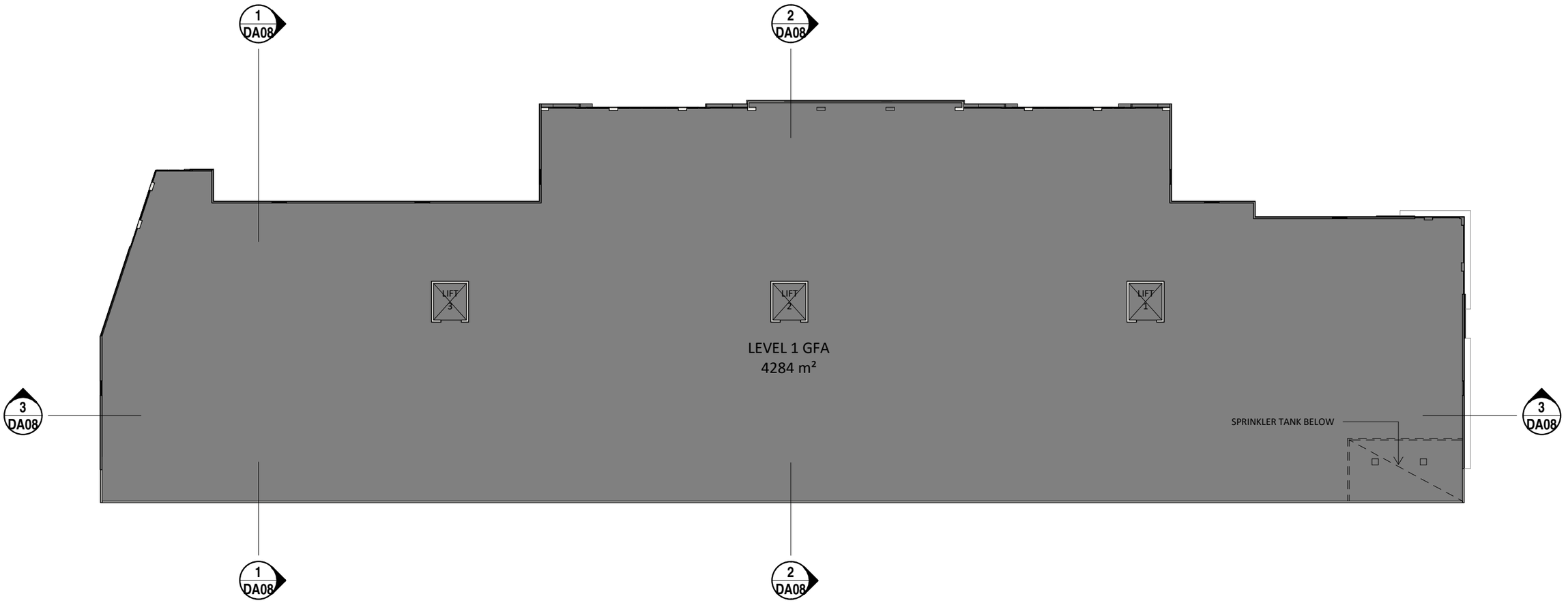
DWG N° BD078-DA03-D by MB
DATE 23.09.2026

bruac design
BUILDING DESIGN
0416 352 057

COPYRIGHT © BRUAC DESIGN

Document Set ID: 12887055
Version: 1, Version Date: 13/10/2026

This information is provided by the City of Cockburn



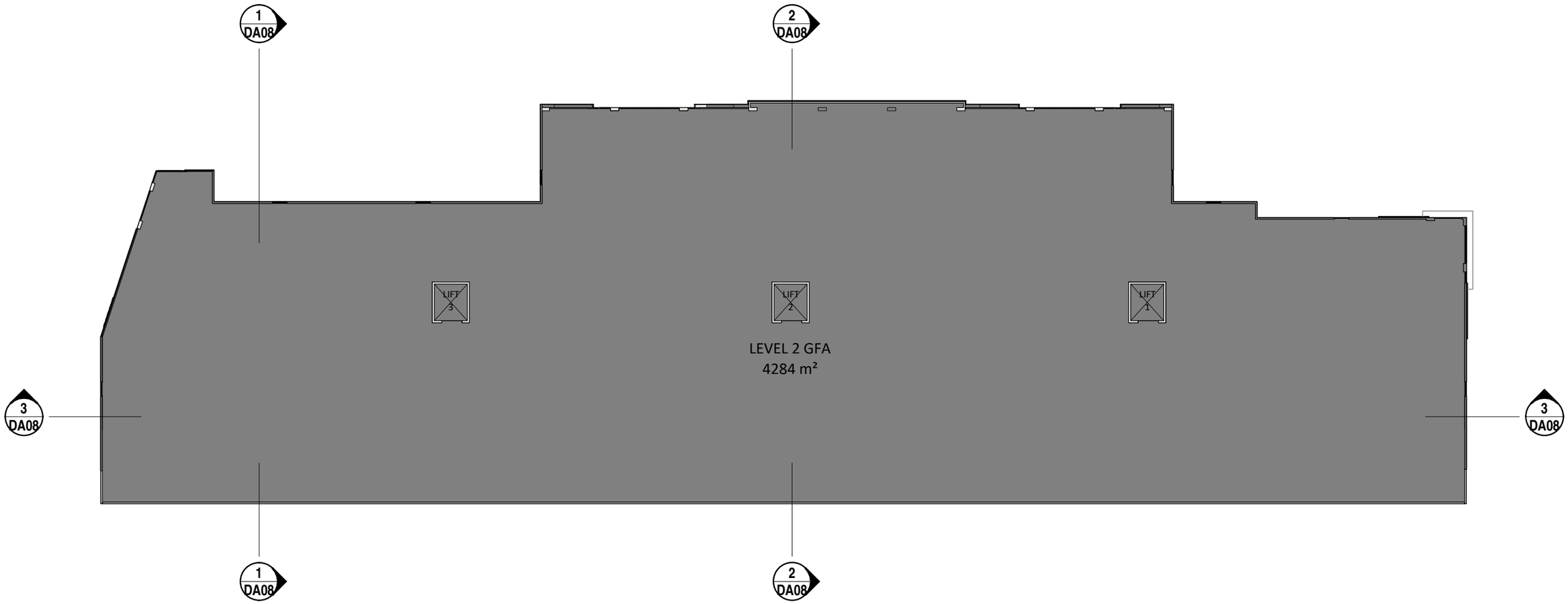
LEVEL 1 FLOOR PLAN

1 : 400

Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026

Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn



LEVEL 2 FLOOR PLAN

1 : 400

Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026

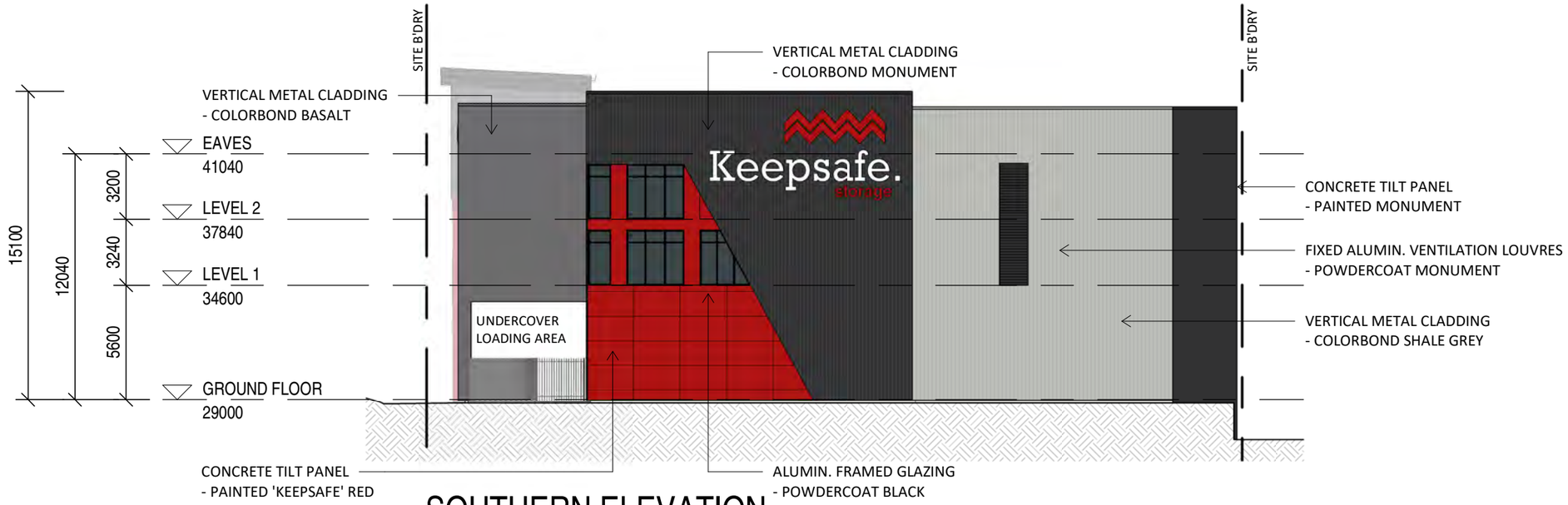
Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn



NORTHERN ELEVATION

1 : 250



SOUTHERN ELEVATION

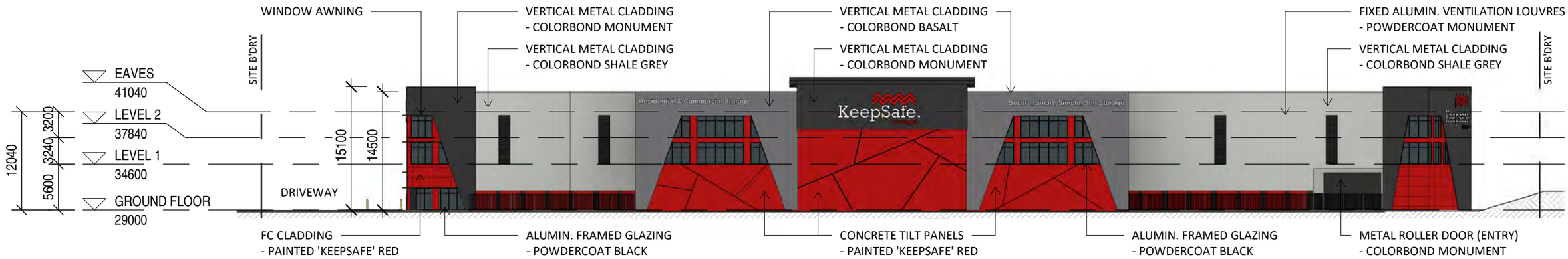
1 : 250

Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026

COPYRIGHT © BRUAC DESIGN

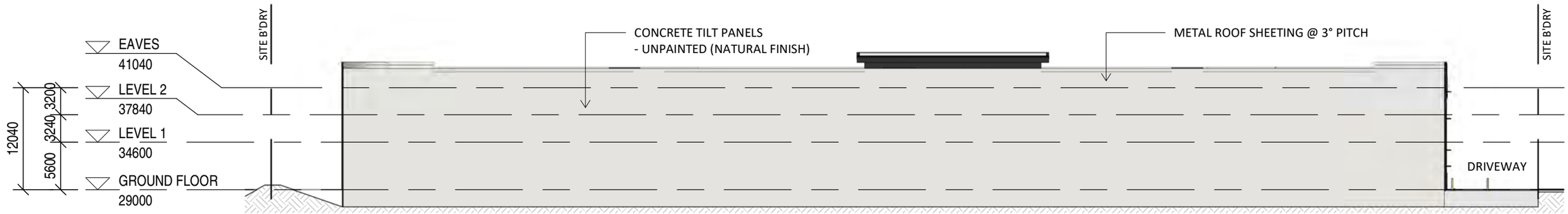
Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn



WESTERN ELEVATION

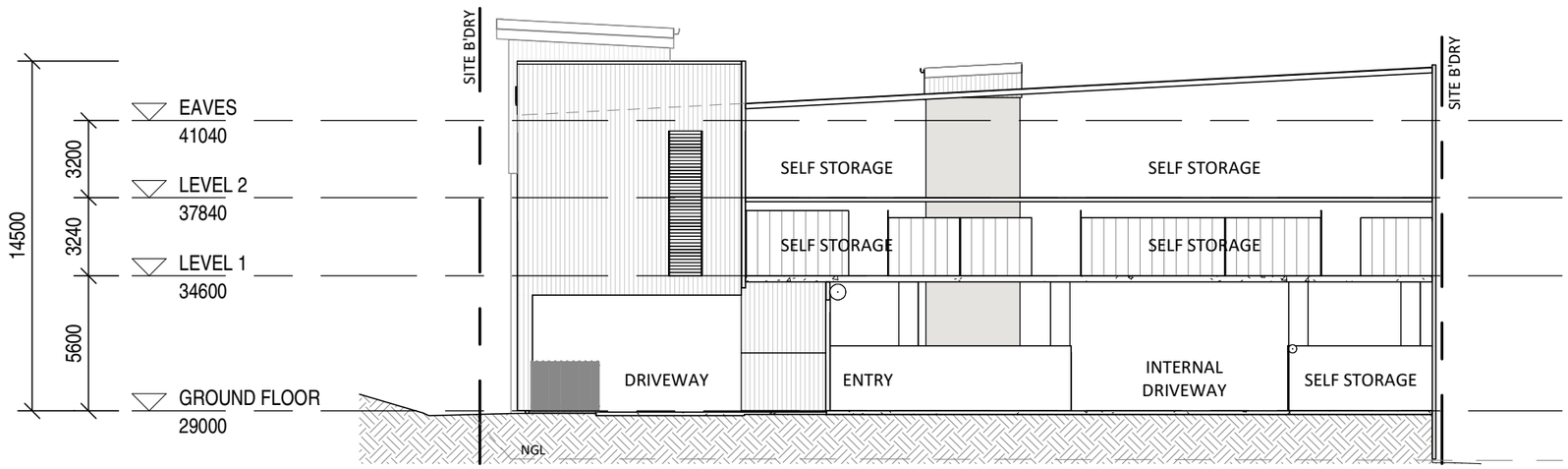
1 : 500



EASTERN ELEVATION

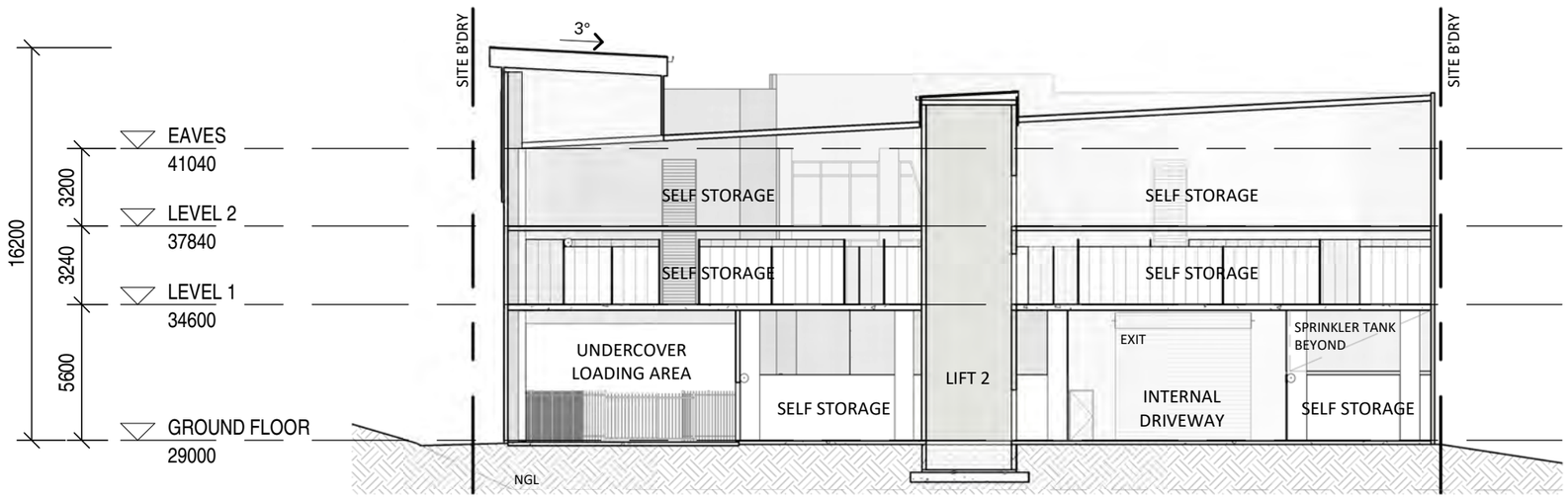
1 : 500

This information is provided by the City of Cockburn



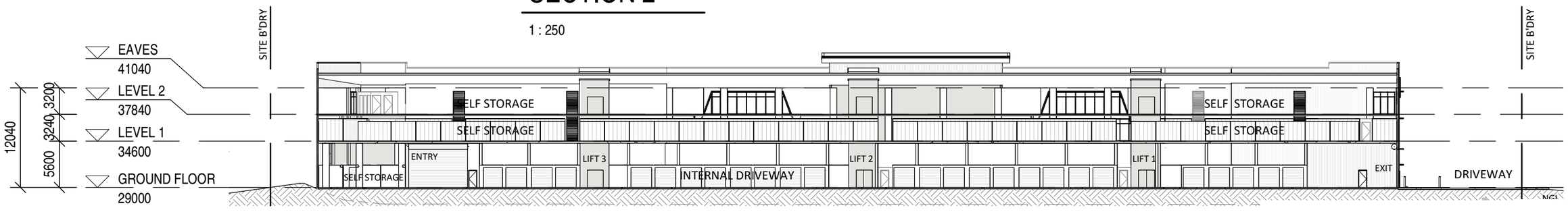
SECTION 1

1 : 250



SECTION 2

1 : 250



SECTION 3

1 : 500

Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026
Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn





Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026

Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn





Document Set ID: 12897653
Version: 1, Version Date: 11/10/2026
Print Date: 12 October 2026, 12:06 am

This information is provided by the City of Cockburn

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2964	**417**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 26 ON DEPOSITED PLAN 415484

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

KBH JANDAKOT FM PTY LTD OF 49 COLIN STREET WEST PERTH WA 6005

(T Q944057) REGISTERED 17/7/2026

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

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND:	DP415484
PREVIOUS TITLE:	2699-684
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF COCKBURN

This information is provided by the City of Cockburn

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2964	**412**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 25 ON DEPOSITED PLAN 415482

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

REMONDIS AUSTRALIA PTY LTD OF LEVEL 4 163 O'RIORDAN STREET MASCOT NSW 2020
(T Q503144) REGISTERED 10/7/2025

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

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND:	DP415482
PREVIOUS TITLE:	1926-974
PROPERTY STREET ADDRESS:	49 CUTLER RD, JANDAKOT.
LOCAL GOVERNMENT AUTHORITY:	CITY OF COCKBURN

This information is provided by the City of Cockburn



CLE Town Planning + Design

Development Application

City of Cockburn Local Planning Scheme No.3

Self-Storage Facility - Lot 26 Verde Drive, Jandakot

July 2026

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

CLE Town Planning + Design

Title	Development Application City of Cockburn Local Planning Scheme No.3 Self-storage Facility Lot 26 Verde Drive, Jandakot
Prepared For	KBH Group of Companies
Date	21 July 2026
Status	Final
Prepared By	CLE Town Planning + Design
CLE Reference	3905Rep1A

This report is for the exclusive use of the Client, pursuant to Agreement between the Client and CLE Town Planning + Design. CLE accepts no liability or responsibility whatsoever in respect of any use of or reliance upon any information contained within this report by anyone who is not party to the Agreement and/or has come into possession of the Report through parties other than the Client or CLE.

CLE is not accountable for any information which may be contained within the Report which has been supplied by others and reproduced by CLE in this report.

Copyright and any other Intellectual Property arising from this report and the provision of the services in accordance with the Agreement belongs exclusively to CLE unless otherwise agreed and may not be reproduced or disclosed to any other person other than the Client without the express written authority of CLE.

Any reproduction by the Client is to reference CLE as the original author.

Plans and figures contained in this report have been prepared for general information purposes only and may inadvertently use uncontrolled data from external sources. CLE does not guarantee the accuracy of the plans and they should not be used for any detailed site design. The content of this report including all plans remains the property of CLE.

© CLE 2026

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Executive Summary

On behalf of the KBH Group of Companies ('KBH') and building designer Bruac, CLE Town Planning + Design has prepared this planning report for a proposed Self-Storage Facility at Lot 26 Verde Drive, Jandakot.

KBH is a leading member of the self-storage business community in Perth. Through its KeepSafe brand, it offers premium self-storage facilities in purpose-built warehouses. The proposed Jandakot facility will be KBH's seventh local multi-storey facility and will continue the KeepSafe tradition of high-quality builds that contribute positively to their setting.

The proposed facility is a three-level structure accommodating approximately 8,080sqm of net lettable floorspace and up to 850 storage units of varying sizes and types. The subject site is within an industrial / commercial area that is ideally suited to this type of development.

As the value of the development exceeds $2 million, this application can be submitted as a Development Assessment Panel ('DAP') application. The DAP pathway has been chosen by the project team. Lodgement of the application follows pre-lodgement engagement with the City of Cockburn in early 2026.





Above: *Artistic Perspectives (Source: Bruac)*

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Contents

1. Introduction & Background *1*

1.1 Development Proposal 1
1.2 Site Description 1
1.3 Pre-lodgement Engagement 4

2. Planning Context *5*

2.1 Metropolitan Region Scheme 5
2.2 City of Cockburn LSP No. 3 6
2.3 Cockburn Central East LSP 7
2.4 Other Planning Instruments & Policies 7

3. Planning Assessment *8*

3.1 Compliance with LPP 3.8: Industrial Subdivision & Development 11
3.2 Access 15
3.3 Parking & Traffic 15
3.4 Waste Management 16
3.5 Signage 17
3.6 Bushfire Risk Management 18

4. Conclusion *19*

Appendices

Appendix 1: Application Forms and Checklists
Appendix 2: Certificate of Title
Appendix 3: Site Context Plan
Appendix 4: Feature Survey
Appendix 5: Floor Plans
Appendix 6: Elevations and Sections
Appendix 7: Perspectives
Appendix 8: Landscaping Plan
Appendix 9: Traffic and Parking Study & Traffic Impact Statement
Appendix 10: Bushfire Management Plan
Appendix 11: Operational Waste Management Plan
Appendix 12: Fauna Relocation Management Plan
Appendix 13: Preliminary design for the Monash Gate extension
Appendix 14: Preliminary advice from the City of Cockburn

Figures

Figure 1: Location Plan
Figure 2: Aerial Photograph
Figure 3: Local Context Plan
Figure 4: Metropolitan Region Scheme extract
Figure 5: Local Planning Scheme No. 3 extract

Tables

Table 1: Proposal's performance against the relevant provisions of LPS 3

Table 2: Proposal's performance against the relevant provisions of LPP 3.8 (Part 3)

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

1. Introduction & Background

CLE Town Planning + Design is pleased to submit this Development Application for a Self-Storage Facility at Lot 26 Verde Drive, Jandakot. We are acting on behalf of the developer, the KBH Group of Companies ('KBH'), which is an established developer and operator of self-storage facilities using the premium KeepSafe brand.

The proposed facility is a three-storey structure accommodating 8,080sqm of net lettable floorspace and up to 850 storage units of varying sizes and types. The site has been chosen in response to its facilitative zoning, preliminary support from the City and its high visibility from Armadale Road. Strategically, KBH considers that there is sufficient demand for self-storage space in the area to warrant a KeepSafe facility in Jandakot.

As the value of the development exceeds $2 million, this application can be determined by a Development Assessment Panel ('DAP'). The DAP pathway has been chosen by the project team. Lodgement of the application follows pre-lodgement engagement with the City of Cockburn in early 2026.

1.1 Development Proposal

The proposed facility comprises:

- Three storeys;
- 11,061sqm of gross floorspace;
- 8,080sqm of net lettable floorspace;
- Up to 850 storage units;
- Staff offices;
- Twenty-one parking bays;
- An internal vehicular manoeuvring area;
- An internal bin storage area; and
- Approximately 455sqm of landscaping.

The facility will be staffed from 9am to 5pm, Monday to Friday and 9am to 2pm on Saturday. The anticipated full-time equivalent employment number is 2. Access for customers is available 24/7.

In planning terms, the facility would be classified as a 'Warehouse'. Its estimated development value, $12.5 million, makes it eligible for assessment by the relevant DAP.

Plans for the facility are appended to this report and the proposal's performance against the applicable planning framework is demonstrated in Section 3 of this report.

The application area includes the neighbouring lot, Lot 25 Cutler Rd. The landowner of Lot 26 has obtained the agreement of the landowner of Lot 25 to install a 13m wide Asset Protection Zone to enable bushfire hazard separation in that direction. In future, the landowner of Lot 25 intends to clear the balance of their site.

1.2 Site Description

Lot 26 Verde Drive, Jandakot ('subject site') is a 6,187sqm lot located in the Jandakot commercial and industrial area off Armadale Road (refer to **Figure 1**: Location Plan). It is flat, contains degraded vegetation and has road frontages on three sides (Verde Drive and Armadale Road). In the near future, it will be bisected by the planned extension of Monash Gate through to Verde Drive (refer to **Figure 2**: Site Plan).

The subject site is in a commercial and light industrial precinct characterised by large-format retailers, warehouses, storage yards and workshops (refer to **Figure 3**: Context Plan). In the vicinity of the subject site:

- Land to the north-west and north-east, over Verde Drive, is currently vacant except for vegetation and zoned for commercial and light industrial development.
- Land to the north, over the Verde Drive / Prinsep Road roundabout, is developed as a storage yard and comprises hardstand.
- Abutting land to the south-east is currently vacant except for vegetation and zoned for commercial and light industrial development.
- Land to the south-west, over Armadale Road, is developed as the carpark for the Cockburn Central railway station.

The subject site is not listed as a contaminated site under the *Contaminated Sites Act 2003* and is not of heritage significance for Aboriginal or non-Aboriginal cultures, but is mapped as being bushfire-prone in the map database maintained by the Department of Fire and Emergency Services.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

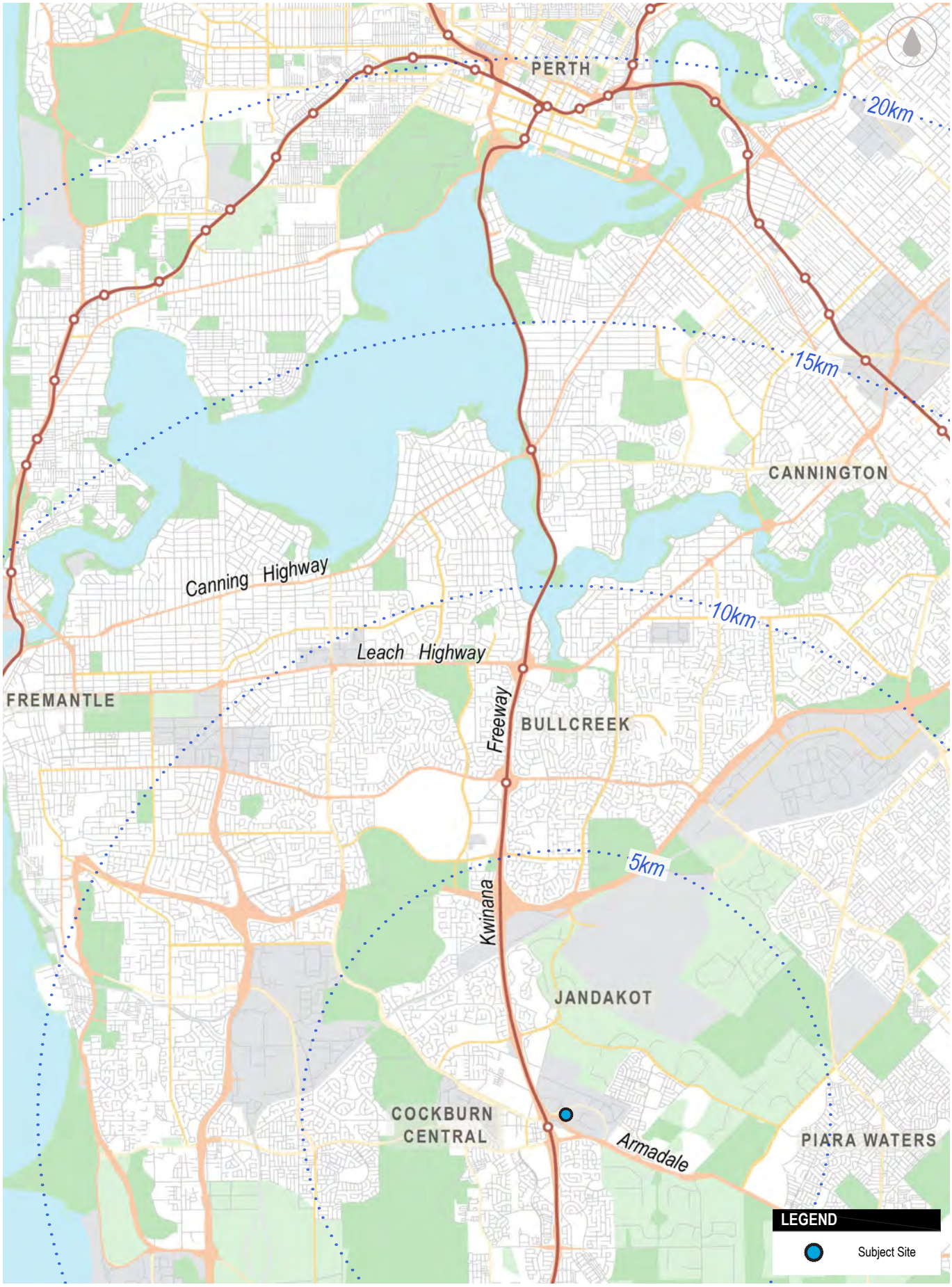


Figure 1: *Location Plan*

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

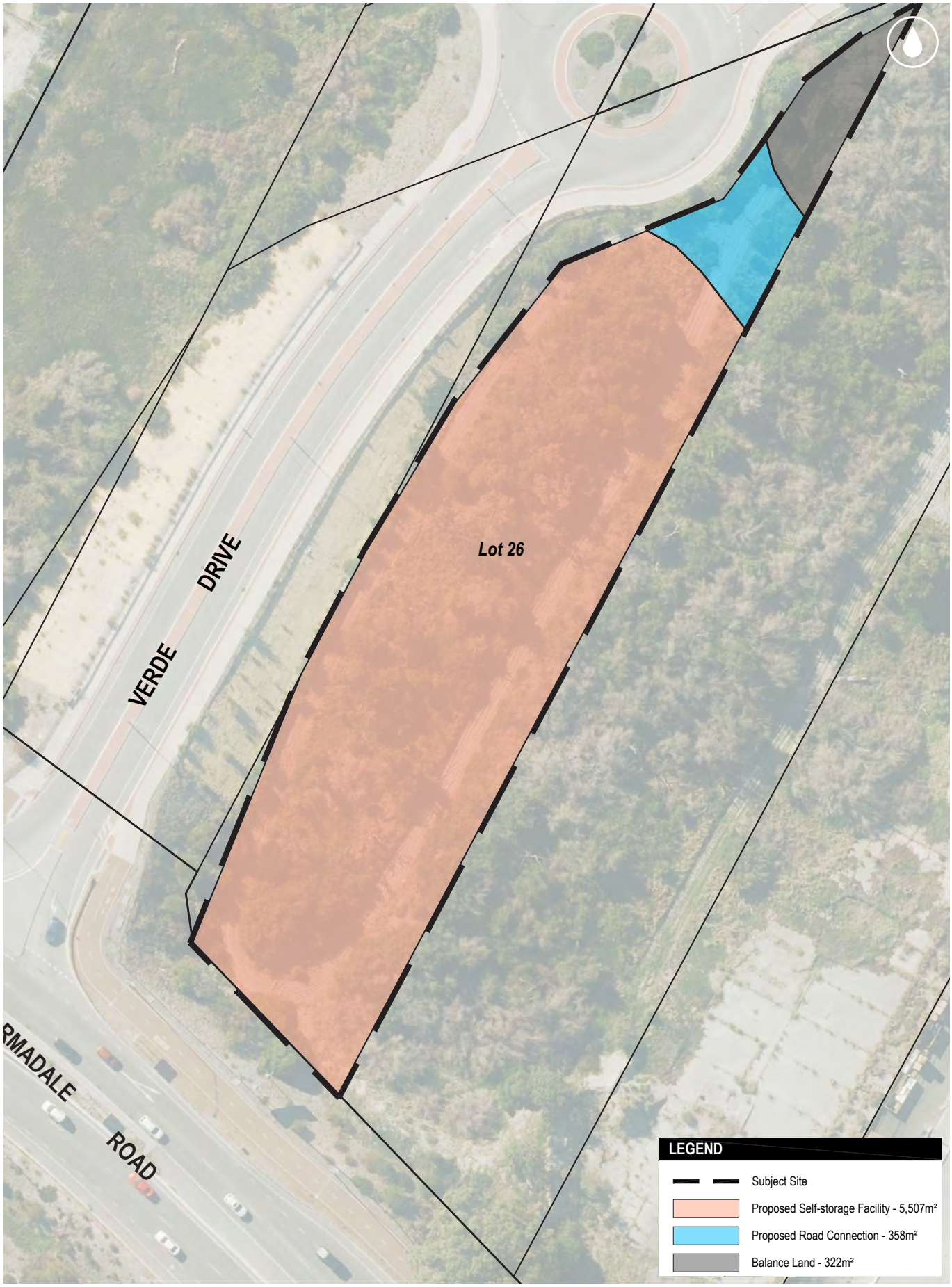


Figure 2: *Site Plan (Aerial source: MetroMap)*

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

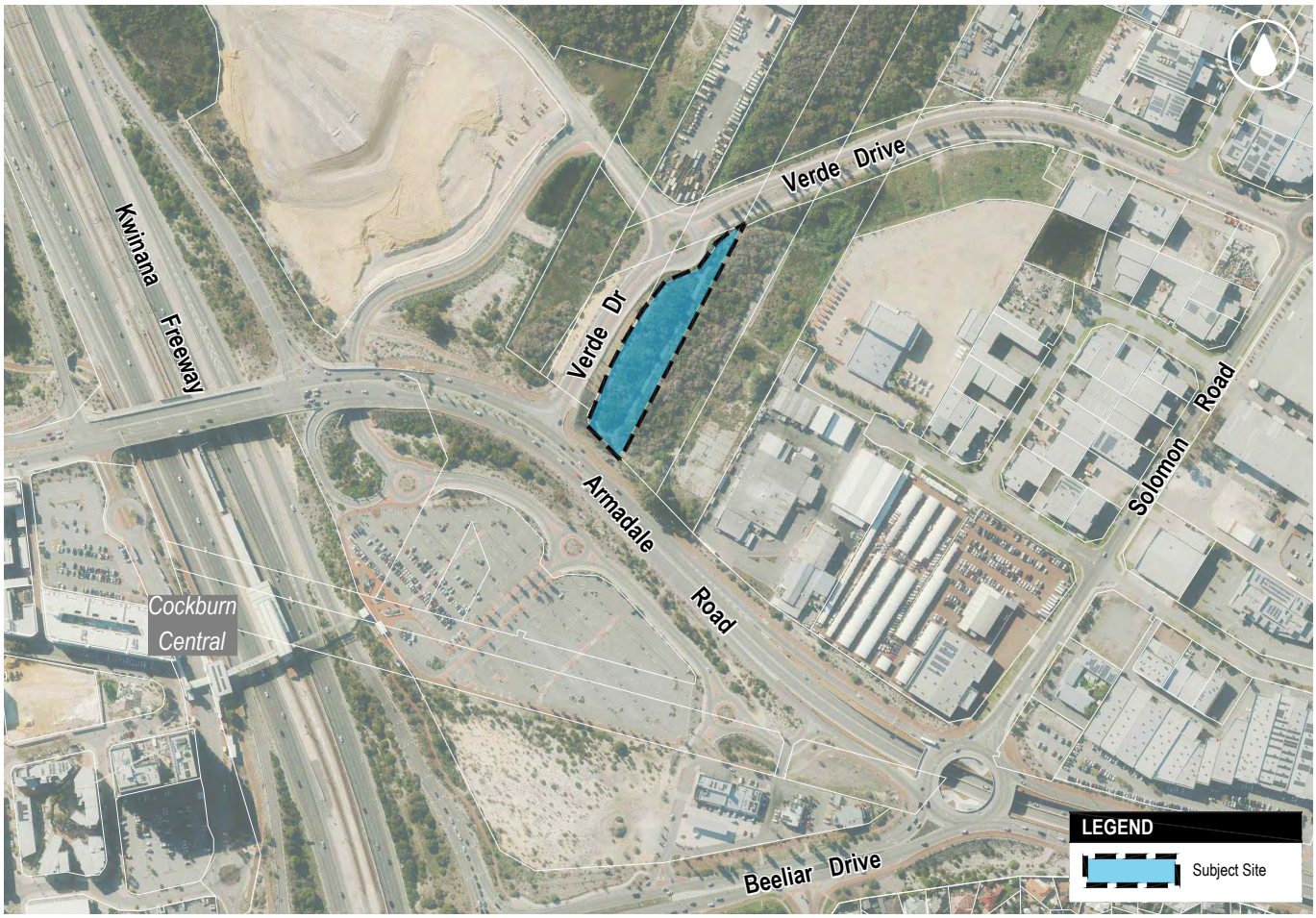


Figure 3: *Context Plan (Aerial source: MetroMap)*

1.3 Pre-lodgement Engagement

KBH engaged with the City of Cockburn in early 2026 following informal discussions in late 2025 and received written advice in response (refer to **Appendix 14**). The topics covered included land use permissibility, the Monash Gate extension, setbacks, landscaping, access and parking, servicing and environmental values.

No fundamental issues were identified, but the City requested that consideration be given to the vegetation on the site and its potential environmental value. The vegetation is mapped as 'Bassendean Complex – Central and South' in the map database maintained by the Department of Biodiversity, Conservation and Attractions and was advised by the City as being potential black cockatoo habitat.

This topic is addressed in a Native Fauna Management Plan prepared by Emerge Associates for KBH (refer **Appendix 12** and T**able 1**) which finds that the vegetation on the site is degraded. 'Bassendean Complex – Central and South' in its unmodified form supports jarrah, marri and banksia species, but the local area was extensively disturbed in the 1960s and has never been rehabilitated. Today, the vegetation primarily comprises coast tea-tree (*Gaudium laevigatum*) which is a weed in Western Australia. Opportunistic foraging by black cockatoos is reported as being possible, but this is not sufficient to warrant separate environmental approvals should the vegetation be cleared. The Management Plan also states that the vegetation is dense and creates cover, making it potential quenda habitat. Survey and relocation protocols for quendas and other animals are specified and will be enacted.

Comment on the other matters raised by the City pre-lodgement is provided in Section 2 of this report.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

2. Planning Context

2.1 Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the Metropolitan Region Scheme. This zone also applies to land to the north, west and east. To the south, Armadale Road is reserved for 'Primary Regional Roads' and beyond that, the Cockburn Central station carpark is reserved for 'Railways' **Figure 4** refers.

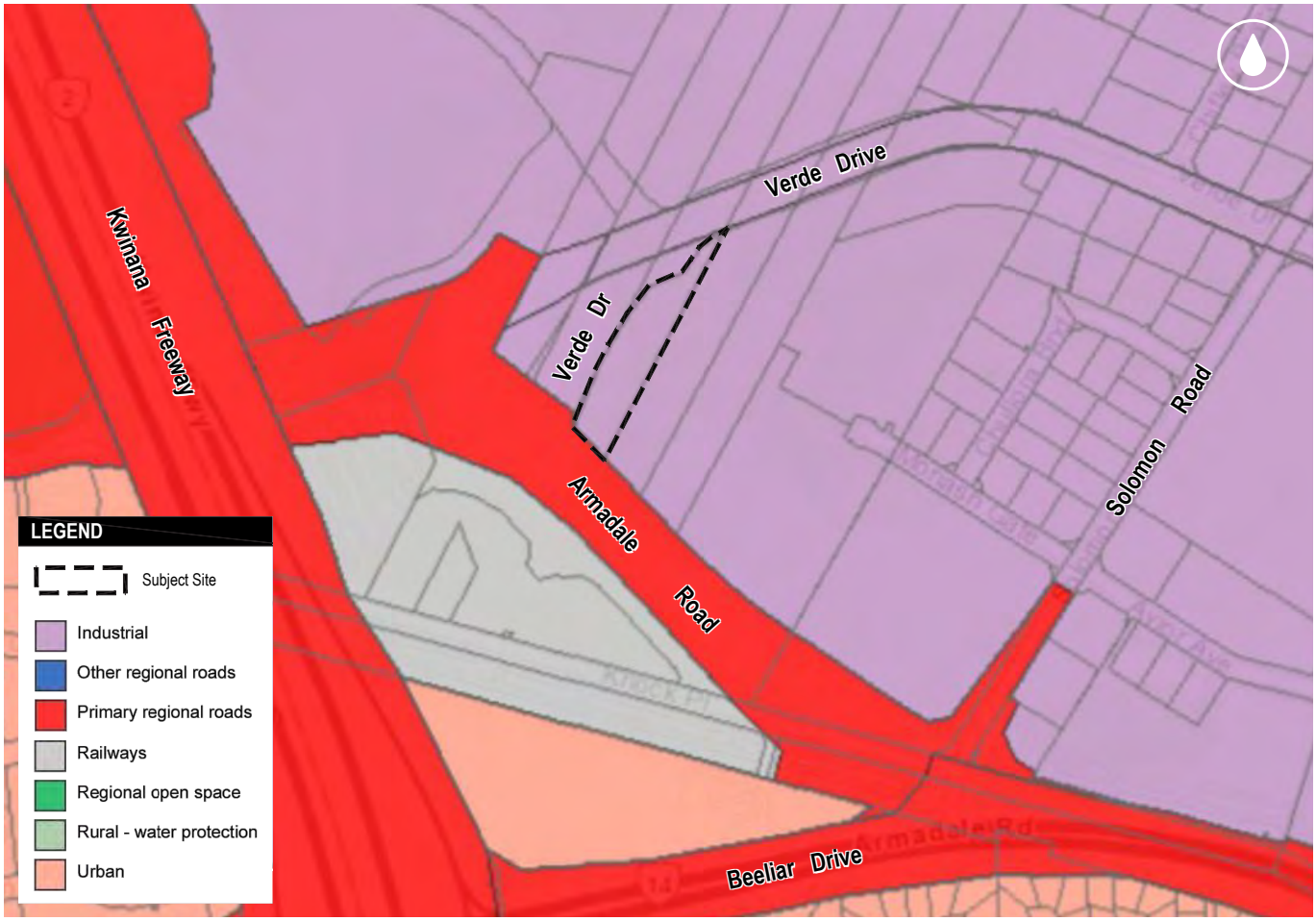


Figure 4: *Metropolitan Region Scheme extract (Source: PlanWA)*

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

2.2 City of Cockburn LSP No. 3

The subject site is zoned 'Development' under LPS 3 and falls within Development Area 20 as defined in Table 9 of the LPS 3 text (**Figure 5** refers). The 'Development' zone necessitates the preparation and approval of a structure plan to guide development and Table 7 requires that structure plan to be given due regard in the assessment of, relevantly, development applications. Table 9 also specifies various other development controls relating to Armadale Road.

Point 2 of the Table 9 entry for Development Area 20 states that it is *"To provide for light and service industrial and mixed use development to complement the Thomsons Lake Regional Centre and mixed business development where appropriate."* The approved applicable structure plan (discussed below) has been prepared in accordance with this objective.

The subject site is also identified within Development Contribution Area Nos. 8, 13 and 15, which are established pursuant to Section 5.3 of LPS 3 and the following comments are made for each:

- DCA 8 requires *"a proportional contribution to the cost of common infrastructure for the Solomon Road Arterial Drainage System."*
- DCA 13 is for community infrastructure across the municipal area and does not apply to non-residential development.
- DCA 15 is for community infrastructure for the Jandakot and Treeby localities and does not apply to non-residential development.

Where deemed applicable, developer contributions are generally imposed as conditions of subdivision or development approval.

2.3 Cockburn Central East LSP

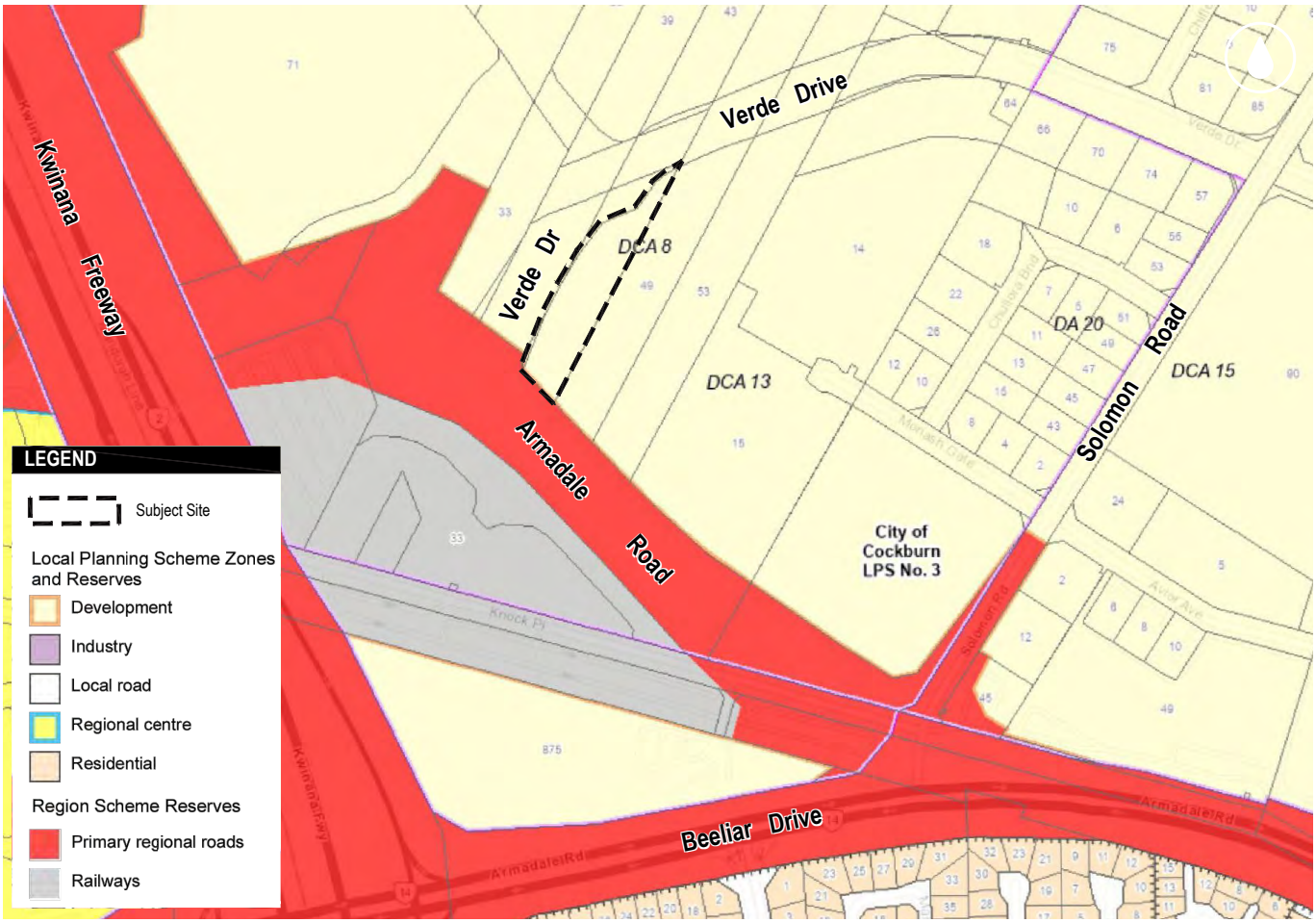


Figure 5: *Metropolitan Region Scheme extract (Source: PlanWA)*

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

In accordance with the LPS 3 requirements described above, the Cockburn Central East Local Structure Plan has been prepared and approved for Development Area 20. This is valid until December 2028, ten years from its December 2018 approval date, and identifies the subject site as being in a 'Mixed Business' zone (refer to **Figure 6**).

The self-storage facility proposed in this application is most appropriately classified as a 'Warehouse', which is defined in LPS 3 as:

"means premises used to store or display goods and may include sale by wholesale."

'Warehouse' is a permitted ('P') use in the 'Mixed Business' zone meaning that the use is permitted without development approval. This application is therefore related to the proposed works, rather than the use.

2.4 Other Planning Instruments & Policies

The following other planning instruments and policies are relevant to this application. Most are Local Planning Policies administered by City of Cockburn:

- Local Planning Policy 3.8: Industrial Subdivision and Development
- Local Planning Policy 3.7: Signs and Advertising
- Local Planning Policy 5.6: Vehicle Access
- State Planning Policy 3.7: Bushfire (administered by the WAPC)

Local Planning Policy 5.13: Percent for Art is not applicable because it exempts industrial uses, and 'Warehouse' is listed under the 'Industrial' heading in the land use permissibility table in LPS 3.

The proposal's performance against these policies is described in full in Section 3 of this report.

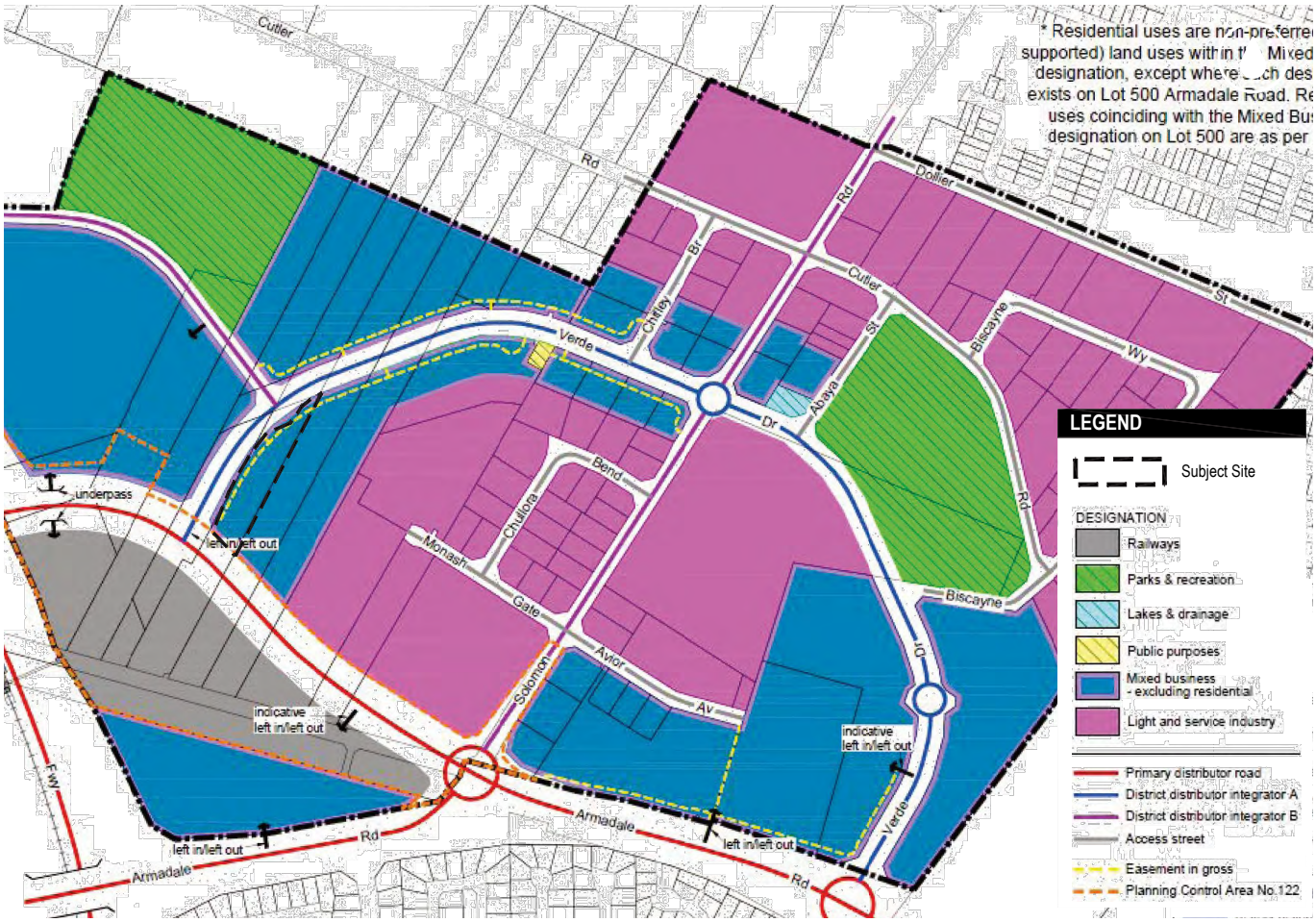


Figure 6: *Local Planning Scheme No.3 extract (Source: City of Cockburn)*

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3. Planning Assessment

The proposal's performance against the relevant requirements of LPS 3 is demonstrated in **Table 1**.

Table 1: *Proposal's performance against the relevant provisions of LPS*

Clause	Requirement	Comments	Complies
4.9: Commercial and Industrial Uses			
4.9.1: Building Setbacks	a. *"A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia.* b. *A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape."* Note: Local Planning Policy No. 3.8: Industrial Subdivision and Development ('LPP 3.8') also applies.	There are no adjoining buildings, but the abutting land is zoned in the same way as the subject site and the proposed setbacks will be sufficient to facilitate no functional or amenity impacts on such land. There is no existing streetscape because the fronting roads are new. The proposal's impact on the future streetscape can be assessed through the broader planning assessment.	Yes, but refer to section on LPP 3.8 for further comment on setbacks.
4.9.2: Landscaping	a. *"A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area.* b. *Despite clause 4.9.2 a) the local government may reduce the minimum on-site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the Application for Planning Approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with clause 4.9.2* c. *Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.9.2 b).* d. *The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres.* e. *There shall be not less than one (1) shade tree planted for every 10 linear metres of verge frontage or for every 50 square metres of the total landscaped area provided on the lot and within street verge, whichever results in the greater number of trees.* f. *There shall be not less than one (1) shade tree planted in the car parking area for every (3) side-by-side car parking spaces provided on the lot.* g. *The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless the local government agrees otherwise in any special circumstance."*	a. The proposal includes 455sqm of landscaping, which is 8.3% of the site. The City advised the landowner pre-lodgement that a minimum of 5% would be acceptable for this site pursuant to Section 4.9.2(b) (quoted to the left). b. Refer to point (a) c. Inclusion of the street verge is not proposed. d. Parts of the landscaped area are less than 1.5m in width. However, these are contiguous with the verge, and this means that the actual area available as a root and canopy zone exceeds 1.5m. On this basis, the project team considers that the width provided is acceptable. e. The subject site has approximately 205m of street frontage and 455sqm of landscaping (around the building). These translate to requirements for 21 trees on a linear metre basis or 9 trees on a landscaping basis. As shown on the Landscaping Plan, 22 trees are proposed. f. Six of the 21 parking bays are outside, which translates to a requirement for 2 trees in the outside carpark. Three are proposed. g. The Landscaping Plan demonstrates that this requirement is met.	Yes, with discretion required on the width of some of the landscaped area.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4.9.3: Amenity	*a. "Buildings shall be located on land abutting a residential zone so as to minimise overshadowing on, and to maximise privacy within adjoining, existing or future residences.* *b. Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.* *c. Buildings shall be located on the lot and provide landscaped areas which enhance the streetscape and add to the attractiveness of the locality of which they form part.* *d. Advertising signs shall be –* *i. attached to the walls or facade of a building or structure so as not to protrude above the height of the wall to the building or the structure;* *ii. limited to a common pylon sign or hoarding for developments comprising more than two units, strata titled units or businesses up to a maximum of six (6) advertisements to each sign where units, strata title units or businesses exceed 6 in number or the development comprises a service station as one component then a maximum of two pylon signs or hoardings are permitted for that site;* *iii. erected on the property to which they relate;* *iv. professionally designed and installed and not detract from the streetscape within which they are located.* *e. Each premises will clearly display their street number and where there is no street number allocated to the property, the lot number shall be displayed instead."*	a. The subject site does not abut a residential zone. b. The subject site is located in an area zoned 'Mixed Business' and intended for light and service industrial purposes (refer Section 2.2 above). Warehouse is a 'P' use (refer to Section 2.3 above). Such land uses require buildings such as the one proposed in this application. The local area is currently largely undeveloped and the building will set the scene for its streetscape with a high standard of design, materials and finishes. c. The proposal's compliance with the Scheme requirements for landscaping is detailed in the preceding row. The landscaping will positively enhance the streetscape. d. All advertising signage will be designed and installed in accordance with points (i) to (iv), as illustrated by the submitted plans. e. A street number will be clearly displayed.	Yes.
4.9.4: Convenience and Functionality	*a. "Every development shall be designed to ensure that it is convenient and functional for those who will use the development particularly in respect to -* *i. ithe relationship of the development to the use and enjoyment of the adjoining lots;* *ii. the convenient location of public and employee facilities provided on the lot;* *iii. safety and amenity;* *iv. accessibility of driveways, footpaths, car parking bays, service bays and storage areas.* *b. A development which requires planning approval under the Scheme that complies with the development standards and requirements of the Scheme but cannot demonstrate convenience and functionality will not be approved, unless the local government determines otherwise in any particular case."*	The proposed development is a purpose-built self-storage facility designed with reference to extensive experience in the sector by the building designer, Bruac.	Yes.
4.9.5: Vehicle Parking	*"A person shall not use land for a purpose specified in Table 3 and Table 4 unless car parking spaces, delivery bays and bicycle racks of the number specified in the Table are provided and maintained and are sealed, drained and marked to the local government's specifications."*	As illustrated on the development plans, all parking areas will be sealed, drained and marked to the local government's specifications. Condition/s to this effect are anticipated.	Yes.
4.9.6: Cash Payment in Lieu of Providing Car Parking Spaces		Not applicable – cash-in-lieu of providing car parking spaces is not proposed.	n/a
4.9.7: Joint Use of Car Parking Facilities		Not applicable – joint use of car parking facilities is not proposed.	n/a
4.9.9: Vehicle Parking - Industrial Use Classes	Table 4 of LPS 3 specifies a ratio of 1 parking bay for every 100sqm of gross lettable area for a 'Warehouse', plus one delivery bay for each unit (premise).	Comment on the proposal's compliance with Table 4 of LPS 3 is made in Section 3.4 of this report.	Discretion required.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4.14: Protection of Native Fauna		
"4.14.1 Where land is to be cleared of vegetation for development which requires planning approval, and the area and type of vegetation in the opinion of the local government may provide habitats for terrestrial native fauna, the owner of the land is to prepare a Native Fauna Management Plan to the satisfaction of the local government on the advice of the Department of Biodiversity, Conservation and Attractions prior to clearing the land. *4.14.2 The Native Fauna Management Plan is to be prepared by a suitably qualified person acceptable to the local government on the advice of the Department of Biodiversity, Conservation and Attractions.* *4.14.3 The Native Fauna Management Plan is to include, but not limited to the following -* *a. a description of the field survey and recording methodology;* *b. a description of the "trapping" procedure if required;* *c. the identification of a suitable alternative habitat for the terrestrial native fauna if required;* *d. a time frame and programme for undertaking the surveys, trapping and relocation of any terrestrial native fauna;* *e. the field survey results and recommendations;* *f. the method of relocating the terrestrial native fauna if appropriate;* *g. the method of protecting and conserving the existing habitat where any* *h. terrestrial native fauna is to be retained on-site."*	In accordance with this requirement, this application includes a Native Fauna Management Plan prepared by a qualified person (Emerge Associates) and it meets the requirements of points (a) to (g) quoted to the left. Briefly, the Native Fauna Management Plan was prepared in accordance with the City's Preparation of a Fauna Relocation Management Plan Information Sheet and found that: · *"The vegetation condition ranges from 'Degraded to Completely Degraded' and largely consists of non-native and native shrubs lacking mature trees."* · *"The dense understorey provides high-quality habitat structure for the Quenda (Isoodon fusciventer), which is considered highly likely to occur within the site."* · *"The presence of remnant Banksia species provides opportunistic foraging habitat for three protected Black Cockatoo species."* A management program consisting of three strategies is recommended by the Native Fauna Management Plan and will be implemented prior to clearing occurring. The decision-maker can include a condition to this effect if necessary.	Yes
4.15: Protection of Native Flora		
"4.15.1 Where a total area of 1.0 hectare or more of land is to be cleared of vegetation for the full development of a lot which requires planning approval, a flora report for the site must be prepared by a qualified botanist to the specifications and satisfaction of the local government, and is to include, but not limited to, the identification of local significant bushland, the defining the floristic community types, the identification of any declared rare flora by conducting a spring survey, and follow up surveys if required, so as to determine priority species and declared sites of environmental and biological significance. 4.15.2 No land shall be cleared of vegetation that contains declared rare flora or priority species or declared sites of environmental and biological significance, as determined by the local government, or where land is set aside as future public open space within an adopted structure plan under clause 22 of the Deemed Provisions."	The total area to be cleared is less than 1ha and there are no Declared Rare or Priority flora, declared sites of environmental and biological significance or POS over the site.	Yes

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3.1 Compliance with LPP 3.8: Industrial Subdivision & Development

LPP 3.8: Industrial Subdivision and Development ('LPP 3.8') has three points of purpose, the first of which is relevant to this proposal. It states that the policy is intended to *"Provide guidance for the development of land in the City of Cockburn's industrial and mixed business zones in an endeavour to achieve coordinated, quality development outcomes."* It applies to land zoned 'Development', such as the subject site, where a relevant structure plan applies (relevantly) a 'Mixed Business' zone.

LPP 3.8 specifies a number of exemptions. Relevantly for setbacks, these do not include one relating to the situation where a provision of the LPP conflicts with a provision of LPS 3. However, the applicant's understanding is that such an exemption does exist, as LPS 3 is statutorily binding and the LPP is not, being an instrument of due regard.

The proposal's performance against the relevant requirements of LPP 3.8 is demonstrated in **Table 2**.

Table 2: *Proposal's performance against the relevant provisions of LPP 3.8 (Part 3)*

Clause	Requirement	Comments	Complies
1: Land Use	*"For developments proposing more than one use within the same building, the building shall be provided with clear physical separation of the uses which may be achieved through a wall or other barrier to the satisfaction of the City. Delineation of uses on plan only with no physical separation will generally not be supported."*	Not applicable – only one use is proposed.	n/a
2: Built Form	*"Building Frontage and Entry* *i. The main entrance to the building is on the front elevation or close to the front of the building and should be clearly visible, easily accessible and marked with signage.* *ii. Entrances shall contain a covered portico, awning, canopy or veranda to further emphasise it and provide weather protection.* *iii. Large expanses of unrelieved sections of wall or roof where seen from the primary street and (if applicable) secondary street, shall not be permitted.* *iv. Street numbering is to be facing the primary street and to be clearly visible from the public realm as follows: Each number and/or letter shall be a minimum 0.2m2 in size where attached on a fence along the primary street or minimum 0.4m2 in size where on the building façade or other location."*	The subject site has 3x road frontages and the Monash Gate extension is the front, or primary frontage. As illustrated by, particularly, the '3D Views' sheet within the drawing set, the main entrance to the building is on the front elevation and is clearly visible, easily accessible and passively identifiable. The entrance does not have a covered structure. The project team considers that a covered structure is not needed for emphasis or weather protection, as the front face is to the north-east and this is not a direction from which rain typically comes in Perth, nor is it the direction of hot afternoon sun. There are no large, unrelieved sections of wall or roof. Although classified as warehouses, KeepSafe facilities are creatively designed and do not present unarticulated frontages to the public realm. Other KeepSafe facilities around Perth demonstrate this and the same approach has been taken for this proposal. Street numbering that meets the requirements of point (iv) will be installed.	Partly – discretion required with respect to point (ii) to allow no entrance structure.
3: Roofs	*a. "An above-roof awning, creating a visual top to the building facade, is to be provided where flat, skillion or similar roofs are proposed."*	A flat roof is proposed for this development and no above-roof awning is proposed. The holistic design approach for the building would be undermined if additional roof structures were to be included and doing so would be detrimental to its appearance. The benefit of doing so is not understood.	No – discretion required to allow no roof awning to be added.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4: Materials, Colours and Finishes	*a. "Broad facades are to be broken down into separate sections through different materials, colours and finishes to provide interest and enhance the streetscape.* *b. External boundary walls that are visible from the street shall be treated appropriately. This may be achieved through colour, score lines or similar. Where an adjoining site is vacant, the treatment shall be for at least half the length of the wall, measured from the portion of wall closest to the street.* *c. Any development proposal with a construction value exceeding $500,000 shall include a set of coloured perspectives with the application.* *d. External fixtures and equipment such as roof ventilation, exhaust towers and plumbing pipes should be effectively screened from the primary street elevation using roof structures and architectural elements."*	a. The proposed building has a broad façade along Verde Drive and this is broken into five visually separate sections through the use of a mix of colours and materials that provide significant visual interest and enhance the streetscape. b. There are no external boundary walls that will ultimately be visible from the street. c. Coloured perspectives have been included with the application. d. All external fixtures and equipment are screened using the roof structure and/or architectural elements.	Yes.
5: Setbacks	*a. "The minimum primary street setback shall be in accordance with the following table (Table 1)."* Table 1 states as follows. Primary street: "15m (may be reduced where it can clearly be demonstrated that it is consistent with the existing streetscape for land zoned outside the Strategic Industry zone)." Secondary street: *"3m (unless it can be demonstrated that a reduced setback is consistent with the existing streetscape and/or that a reduction will not result in a detrimental impact on the streetscape."* Side and rear boundary: As per the Building Code of Australia. *b. The primary and secondary street setback areas shall not be used for any purpose other than vehicle access, car parking, loading or unloading of vehicles and landscaping.* *c. The main entry and access to the building is to be obtained from the primary street frontage.* *d. Where future road widening is required, the setback shall be measured from the Main Roads Western Australia Road Widening Plans.*	a. Primary street (Monash Gate extension): 11.4m. This represents a 3.6m reduction for a portion of the frontage; the balance is on a setback of more than 15m. This is appropriate because the subject site is outside the Strategic Industry zone and there is no streetscape to match. The holistic, high-quality design of the building will deliver a significant improvement to the emerging streetscape and set the standard for future development on neighbouring land. Secondary streets: 3m (Armadale Rd); 0.185 m (Verde Dr). The Armadale Rd setback is compliant. The Verde Dr setback is a variation that is considered appropriate because the subject site is outside the Strategic Industry zone and there is no streetscape to match. The holistic, high-quality design of the building will deliver a significant improvement to the emerging streetscape and set the standard for future development on neighbouring land. b. The setback areas are proposed to only be used for the listed purposes. c. The main entry and access to the building is to be obtained from the primary street frontage (the Monash Gate extension). d. Setbacks to the Monash Gate extension have been measured in accordance with the City's requirements.	Partly – discretion required to allow proposed 1m setback to Verde Drive.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

6: Vehicle Access & Parking	*a. Car Parking* *i. Car parking provision shall be in accordance with the minimum requirements of Tables 3 and 4 of TPS 3.* *ii. Any industrial use class as contained in TPS 3, containing more than one tenancy or unit, shall provide a minimum of 5 car parking bays per unit (unless TPS 3 requires more than 5 car parking bays per unit and then TPS 3 requirements shall prevail).* *b. All parking calculations shall be rounded up to the nearest number on a per unit/tenancy basis.* *c. Cash Payment in Lieu of Providing Car Parking Spaces contained in Clause 4.9.6 TPS 3 shall not be applied for discretionary uses.* *d. Joint use of car parking facilities in Clause 4.9.7 of TPS 3 shall not be applied for discretionary uses.* *e. Tandem car parking bays shall generally not be supported unless they are in excess of the minimum parking bay requirements of TPS 3 and this policy.* *f. Car parking inside an existing building will not be included in calculations for car parking provision. However, purpose-built undercover car parking will be considered.* *g. Car parking areas shall be designed and constructed in accordance with the most recent version of Australian Standard AS2890.1 (as amended) and the City's relevant specifications for hardstand and drainage.*	Comment on the proposal's compliance with Tables 3 and 4 of LPS 3 is made in Section 3.4 of this report. Cash-in-lieu, joint use of parking facilities and tandem bays are not proposed. All internal parking bays will be purpose-built and are therefore proposed to be included in the parking calculations. All parking bays have been designed and will be constructed in accordance with the relevant Australian Standard/s.	Refer Section 3.4
7: Bicycle Parking	*"In addition to the requirements of TPS 3, bicycle parking facilities shall provide weather protection via an awning or similar and shall consist of rails, stands, locker or any other type of equipment designed for this purpose in accordance with Australian Standard AS2890.3-2015."*	Table 4 of LPS 3 does not require bicycle racks for buildings classified as a 'Warehouse'.	n/a
8: Service, Loading and Delivery Areas	*"Delivery and/or loading bays may be considered inside a building adjacent to a suitable opening however this area shall be marked, signed, easily accessible and available in perpetuity for deliveries to the building or tenancy."*	Internal delivery and/or loading bays (in the context of this being a self-storage facility) are proposed. All such areas will be marked, signed, easily accessible and available in perpetuity.	Yes
9: End of Trip Facilities	*"All developments that are required to provide five or more bicycle parking bays in accordance with the minimum provisions of TPS 3 are required to provide End of Trip Facilities..."*	This development is not required to provide five or more bicycle parking bays and as such, this End of Trip requirement does not apply.	n/a
10: Fencing	*a. "The minimum standard of fencing shall be black PVC coated chain/link mesh with black support posts and a height of 1.8m. Additional security may be provided through the provision of a maximum "3-barb" wire on top of chain/link mesh fence equivalent. All gates, posts, and fittings shall be black galvanised steel.* *b. Fencing which exceeds the minimum standard shall complement the building and landscaping design.*	Black garrison fencing is proposed. This exceeds the minimum standard in (a) and complements the building and landscape design by reason that it is a high-quality fencing product that, being black, blends in with its setting and complements the materials, finishes and colours being implemented on the building itself.	Yes
11: Stormwater Management	*a. "Development shall be designed to contain all stormwater on site.* *b. Specific drainage requirements shall be in accordance with the Building Code of Australia.* *c. Stormwater drainage plans shall be lodged up front at the development application stage."*	All stormwater will be detained on site through drainage systems designed in accordance with the Building Code of Australia. A stormwater management plan is proposed to be submitted post-approval pursuant to a condition.	Yes

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

12: Landscaping	*i. "A detailed landscape plan shall be submitted with a development application.* *ii. The area of landscaping to be provided shall be in accordance with the requirements of TPS 3.* *iii. Trees shall be a minimum of 2m in height (approx. 45 litre pot size at time of planting).* *iv. Landscaping to be irrigated and maintained by landowner/occupier.* *v. Landscaping proposals which seek a reduction in accordance with TPS 3 shall be required to include the verge landscaping in the landscape plan."*	A detailed landscape plan has been submitted with this application. Comment on the proposal's compliance with (ii) and (v) is made in Table 1 of this report. Conditions securing the requirements of (iii) and (iv) are anticipated on any approval issued for this application.	Yes
13: Verge Improvements	*a. "Verges are to be improved in accordance with the City of Cockburn 'Verge Improvement Guidelines'* *b. Verge trees shall:* *i. Be a minimum of 2m in height (approx. 45 litre pot size at time of planting);* *ii. Be planted on the correct utility alignment;* *iii. Be positioned to allow space for bin presentation;* *iv. Consider tree height at maturity if under power lines; and* *v. Provide a shade canopy.* *c. The verge trees shall be irrigated by the landowner/occupier until established. As the verge trees become an asset of the City's verge, the City will be responsible for any pruning of the verge tree. The maintenance of all other forms of landscaping to the verge shall be the responsibility of the landowner/occupier.* *d. The maintenance of shrub planting, turf or any improvement other than the trees shall be the responsibility of the landowner/occupier.* *e. The verge shall not be used for car parking purposes unless approved by the City of Cockburn."*	The development plans currently do not show works within the verge. Conditions relating to any agreement between the landowner and the local government are anticipated on any approval.	Yes
14. Waste Management	*a. "Every proposal shall include internal or external bin storage provisions for each tenancy or an appropriate shared bin storage area for unit developments may be permitted sized according to the waste generation rates of the on-site activities.* *b. Internal bin storage shall be adequately sized to contain all waste bins and consist of a concrete wash-down pad of at least 2sqm graded to a 100mm diameter industrial floor waste with a hose cock and connected to sewer.* *c. External bin storage enclosures shall be adequately sized to contain all waste generated in one week and be a minimum of 1.8m high, fitted with a gate and graded to a 100mm diameter industrial floor waste with a hose cock, and connected to sewer. External bin storage enclosures shall be located behind the building alignment and be screened from view of the street and roofed when greater than 20sqm.* *d. A secondary treatment system will be required where reticulated sewerage cannot be reasonably be connected and any wash down bays required will be constructed and maintained to the satisfaction of the City."*	Self-storage facilities generate very little waste. An appropriate-sized internal bin storage area is proposed on the ground floor near the vehicle entry point, next to the fire services room. This covers more than 2sqm and will be designed in accordance with the specifications in (b).	Yes
15. Staged Development	*"Future stages of any development shall be considered and included on the site plan along with any necessary expansion to vehicle parking."*	This is not a staged development.	n/a

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

16. Future Road Networks	*a. "Proposals on land subject to a future road network shall ensure that provision of the future road network and vehicle access forms part of the proposal.* *b. Proposals on land which is required for a future road network shall ensure that road reserves are ceded as part of a development application or subdivision application, whichever comes first.* *c. Proposals incorporating road networks or as otherwise determined by the City, shall demonstrate integration with adjoining development."*	This proposal is on land subject to a future road network, specifically, the proposed extension of Monash Gate through to the Verde Drive / Prinsep Road roundabout. The project team has provided a draft design for the fronting section of this road in accordance with the City's requirements and the road has been shown on the plans that accompany this application.	Yes
17. Vehicle Crossovers	*"Crossovers are to be located, designed and constructed in accordance with the "City of Cockburn Vehicle Crossover Specification and Forms."*	The crossover has been located on the proposed Monash Gate extension following discussions and agreement with the City of Cockburn.	Yes

3.2 Access

The subject site has frontage to Armadale Road and Verde Drive. In the near future, it will also have frontage to a planned extension to Monash Gate from the Verde Drive / Prinsep Road roundabout.

Armadale Road is reserved for 'Primary Regional Roads' and in accordance with the WAPC's Development Control Policy 5.1: Regional Roads (Vehicular Access), direct lot access is not proposed.

The availability of Verde Drive and the future Monash Gate extension is directed by the City's Local Planning Policy 5.6: Vehicular Access. This policy provides a framework for the creation of Vehicle Access Policy Plans for major roads to provide guidance on their design, the location of crossovers, the use of easements and the need for vehicles to enter the relevant road in a forward gear.

A Vehicle Access Plan currently exists for Verde Drive, among others. This shows the above-mentioned extension to Monash Gate and although not specified on the Plan, the City has advised the project team that access to the proposed self-storage facility will need to be from this road extension. The road extension is a City responsibility.

To assist the process of designing the road enabling its construction as soon as possible, the project team has prepared and submitted a design for comment by the City. This forms part of this application; refer to **Appendix 13**. The project team understands that in the interest of time, the City can allow the proponent to undertake the works and then obtain reimbursement, which could occur for this proposal. Discussions with the City are ongoing and conditions relating to the agreed pathway forward are anticipated.

3.3 Parking & Traffic

Parking Demand

As mentioned in **Table 1**, this application is supported by a Parking and Traffic Study (refer to **Appendix 9a**) that was prepared by Stantec in 2023 for the Self-Storage Association of Australasia. This is a comprehensive update of a line of work that dates back to an Aurecon study completed in 2009 and updated in 2016. The original study was a major piece of work undertaken in consultation with self-storage operators across the region. It was commissioned in recognition that self-storage facilities have particular access and parking characteristics that are not generally reflected accurately in planning frameworks or industry guidelines. The periodic updates have ensured that it remains contemporary and fit for purpose.

Under LPS 3, the applicable parking ratio of one bay for every 100sqm of 'Warehouse' gross lettable floorspace would translate to a parking requirement of approximately 80 bays, which is far in excess of what is necessary. Self-storage facilities do not have conventional peak times and they generate very few vehicle movements relative to their floorspace.

The low-volume nature of traffic associated with self-storage facilities is reflective of their use. The Parking and Traffic Study notes that *"Household items, furniture and garage / shed items account for more than 80% of what's in storage" and that "Most residential customers access their storage unit infrequently, with an average length of stay under twelve months".* It also notes that "Business users demonstrate higher visitation and longer average stays, but account for a smaller proportion of the overall customer base (<30%)."

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Overall, the Study contends that *"self storage is considered light impact as evidenced by low trip volumes and sporadic trip generation patterns"* and that *"warehouse vehicle parking rates and traffic counts from similar-sized sites result in an excessive number of spaces being provided."* This approach, from the current Study and its predecessors, has been proposed and approved for KBH's O'Connor, Belmont, Welshpool, Joondalup, Belmont and Bayswater facilities by the respective decision-makers.

In the context of the above, the Study makes recommendations for parking and a Transport Impact Statement uses those recommendations to assess the capacity of the local road network.

Parking Provision

The Study recommends a parking ratio for facilities of various sizes. For those over 6000sqm NLA, as is this proposal, 7 parking bays are recommended. The proposed Jandakot facility incorporates 21 parking bays, of which:

- Six are for the office outside the gated area, with one being universally accessible;
- Fifteen are undercover within the loading area and inside the building.

KBH over-provides for car parking relative to the recommendations of the Study because it positions the 'KeepSafe' brand at the premium end of the market, which justifies a more generous supply of parking spaces than is technically necessary.

Traffic

The proposed facility will obtain access from the planned Monash Gate extension. The Study's observations and experience at KBH's other facilities in Perth indicate that traffic volumes will be low and sporadic, and not exhibit a conventional AM or PM peak. The 2023 update to the Study provides data enabling a likely average number of vehicle movements to be identified. For a facility of this size (with a Maximum Lettable Area of >6000sqm):

- On weekdays a maximum of 108.6 vehicle movements could be expected, with an hourly maximum of 11.4 trips.
- On weekends a maximum of 85.6 vehicle movements could be expected, with an hourly maximum of 10.2 trips.

Using these inputs, the performance of the proposed facility in terms of its internal movement layout and its interactions with the local road network are examined in detail in the Transport Impact Statement prepared by ML Traffic Engineers and submitted with this application. (refer **Appendix 9b**). This was prepared in accordance with the WAPC's Transport Impact Assessment Guidelines and the City's local-level requirements. It finds that:

- The facility *"will not result in any material impact on the surrounding road infrastructure."*
- *"Vehicle access and on-site manoeuvrability are satisfactory for 4.9m B85 and 5.2m B99 cars, car-plus-trailer combinations and the MRV, which is the largest design vehicle.*
- *"The 27 car parking spaces proposed greatly exceed the empirically-assessed demand of 7 spaces under the most recent Study"*
- *"Traffic generation is modest and occurs outside the network commuter peaks, and the resulting impact on Armadale Road and the local road network is negligible."*

For the reasons given above, the TIS concludes in support of the proposal and makes no recommendations for changes.

3.4 Waste Management

Self-storage facilities such as the one proposed in this application generate very little waste. Customers are not permitted to dispose of unwanted storage items on-site, meaning that the only waste generated is incidental daily waste consisting of small items. Most of this will come from the office space.

All waste from the building will be directed to the undercover bin store on the ground floor of the building and staff will wheel the bins stored there out to the forecourt for collection on designated days. This and all other aspects of waste management are addressed in the Operational Waste Management Plan that forms part of this application (refer **Appendix 11**).

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3.5 Signage

This application includes advertising wall signs, the purpose of which is to highlight the purpose of the building and assist with marketing for the 'KeepSafe' brand of self-storage facilities. As such, the City's Local Planning Policy 3.7: Signs and Advertising is applicable. The purpose of this policy is essentially to ensure that signage does not detract from the streetscape or local amenity, does not proliferate, is relevant to the premises to which it is attached, and is planned and designed holistically.

The signage proposed for this facility is shown on the building elevations and perspectives included with the drawing set. These illustrate that the signs are part of a cohesive brand and colour palette and relate directly to the purpose of the building. They are appropriate in scale relative to the building and are simple, clear and easy to read.

To support its objectives, the signage policy specifies general requirements and requirements specific to particular signage types. The signage proposed in this proposal complies with all of the General Requirements and the requirements specific to wall signs.

General Requirements

With regard to the General Requirements (Section 2 of the policy), the proposed signage:

a. Will not pose a threat to public health or safety. The signage will be affixed to the walls of the building and its only interaction with the public will be visual.

b. Relates to the service offered at the subject site.

c. Does not contain any inappropriate or offensive language or material.

d. Does not protrude over Council property or a neighbour's property. The signage will be affixed to the walls of the building.

e. Be installed in accordance with Australian Standard AS 4282-2019 where relevant.

f. Does not comprise flashing, intermittent or running lights.

g. Will not be encased.

h. Will be installed in accordance with relevant standards for electric work.

i. Is not illuminated signage (but will be floodlit from other lighting sources for visibility at night).

The proposed signage therefore meets all of the General Requirements.

Standards for Wall Signs

With regard to the standards for wall signs (Section 3 of the policy), the proposed signage:

a. Exceeds 6sqm in area on each facade; but

b. Covers less than 10% of each of the facades.

The proposed signage is larger than the 6sqm requirement specified in Section 3, however, the City has discretion to recommend approval for something different through Section 1(4) and in this case, discretion is warranted because:

- The extent of signage is less than 10% of each of the facades (6.5% for the north and south facades; 3.1% for the west);
- The extent of signage is proportionate to the size of the building;
- The signage is a positive enhancement for the streetscape and local amenity, being part of a high-quality development;
- The signage relates to the use of the development; and
- The signage is designed holistically and does not represent proliferation.

In light of the above, the project team considers that the signage proposed in this application meets the intent of the City's Local Planning Policy 3.7: Signs and Advertising and warrants approval.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3.6 Bushfire Risk Management

The subject site is identified as being bushfire-prone in the map database maintained by the Department of Fire and Emergency Services. As such, State Planning Policy 3.7: Bushfire applies and a Bushfire Management Plan (Western Environmental, July 2026; refer **Appendix 10**) has been prepared.

The Bushfire Management Plan ('BMP') observes that the primary bushfire hazard applicable to the subject site is temporary, being the remnant vegetation on land to the north-west, north-east and south-east. The vegetation to the north-west and north-east is separated from the subject site by Verde Drive, but the vegetation to the south-east abuts the site and therefore poses, for the short term, more of a hazard.

These areas are all zoned for development and the vegetation is likely to be cleared as development progresses. Currently, the subject site is rated up to BAL-FZ, but mitigation measures are available as follows:

- The Verde Drive, Armadale Road and future Monash Gate verges will be managed to a low-threat state, creating Asset Protection Zones;
- An Asset Protection Zone will be established on Lot 25; and
- Landscaping will comply with the relevant requirements of SPP 3.7 for classification as low-threat vegetation.

The above delivers a BAL rating of no more than BAL-29 for the subject site. In future, once development has occurred as planned on the surrounding land, the bushfire risk will reduce further.

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4. Conclusion

This application proposes a new KeepSafe self-storage facility at Lot 26 Verde Drive, Jandakot, to be developed by the KBH Group of Companies. KBH is an established developer and operator of self-storage facilities, all of which are specialist-designed, purpose-built, and finished to a high standard.

The Jandakot facility is proposed to be a three-storey structure accommodating 8,080sqm of net lettable floorspace and up to 850 storage units of varying sizes and types. The site has been chosen in response to its facilitative zoning, preliminary support from the City and its high visibility from Armadale Road, and the building design will make a striking and positive contribution to the local streetscapes. This report has demonstrated a high degree of compliance with the applicable planning framework in all respects.

As the value of the development exceeds $2 million, this application can be determined by a Development Assessment Panel ('DAP'). The DAP pathway has been chosen by the project team. Lodgement of the application follows pre-lodgement engagement with the City of Cockburn in early 2026.



Above: KeepSafe Facility in Belmont

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendices

Appendix 1: Application Forms and Checklists

Appendix 2: Certificate of Title

Appendix 3: Site Plan

Appendix 4: Feature Survey

Appendix 5: Floor Plans

Appendix 6: Elevations

Appendix 7: Perspectives

Appendix 8: Landscaping Plan

Appendix 9: Traffic and Parking Study & Traffic Impact Statement

Appendix 10: Bushfire Management Plan

Appendix 11: Operational Waste Management Plan

Appendix 12: Fauna Relocation Management Plan

Appendix 13: Preliminary design for the Monash Gate extension

Appendix 14: Preliminary advice from the City of Cockburn

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 1

Application Forms and Checklists

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 2

Certificate of Title

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 3

Site Plan

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 4

Feature Survey

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 5

Floor Plans

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 6

Elevations

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 7

Perspectives

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 8

Landscaping Plan

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 9

Traffic and Parking Study & Traffic Impact Statement

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 10

Bushfire Management Plan

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 11

Operational Waste Management Plan

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 12

Fauna Relocation Management Plan

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 13

Preliminary design for the Monash Gate extension

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix 14

Preliminary advice from the City of Cockburn

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

CLE Town Planning + Design

Document Set ID: 12801316
Version: 1, Version Date: 22/07/2026

Title	**Vehicle Access**
Policy Number (Governance Purpose)	**LPP 5.6**

Policy Type

Local Planning Policy

Policy Purpose

When land adjacent to major/arterial/distributor/important roads is developed for more intensive uses the resulting additional traffic generated by such uses, can cause conflict, especially where pre-existing traffic -volumes are high. This can create dangerous and unattractive road environments.

In these situations, a coordinated approach to vehicle access is required to ensure that development does not introduce any undesirable impacts on the safe and efficient movement for motorists, heavy vehicles operators, public transport users, pedestrians and cyclists.

The purpose of the Policy provides a framework for the planning and development of safe and efficient movement of motorists, public transport users, pedestrians and cyclists, where such a coordinated approach to vehicle access is required.

The Policy will be used by the City of Cockburn to guide the assessment of applications for development, subdivision and Local Development Plans, where a Vehicle Access Plan has been prepared.

The overall objectives for the policy are to:

(1) Provide for safe and efficient movement of motorists, public transport users, pedestrians and cyclists;
(2) Provide for safe and efficient movement of waste management and other service vehicles;
(3) Minimise the potential for conflict between through and local traffic;
(4) Provide visually attractive road environments; and
(5) Provide for reasonable property access that is direct, convenient and safe.

Policy Statement

(1) Vehicle Access Policy Plans:

1. Vehicle Access Policy Plans are to be prepared by the City of Cockburn in consultation with relevant stakeholders, which may include Main Roads WA, the Department of Planning and landowners of affected properties.

2. Vehicle Access Policy Plans are to be adopted by Council for inclusion as an Appendix to the Vehicle Access Policy.

Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

3. The access arrangements in Vehicle Access Policy Plans shall be constructed to public road standards and should consider the following design features to ensure traffic safety and efficiency:
   a) road reserve widths;
   b) intersection location and spacing;
   c) intersection type;
   d) traffic control type (i.e traffic signals, roundabout, signage);
   e) median location and breaks;
   f) the number, location and design of vehicle access points to adjoining private properties;
   g) the size and length of vehicles that will be using the access;
   h) the volume of traffic that will be using the access;
   i) road lighting;
   j) mechanisms for organising and securing shared use of crossovers;
   k) servicing of properties by waste management and other commercial vehicles; and
   l) provision of cyclist and pedestrian facilities and integration with the adjacent path network. .

4. Vehicle Access Policy Plans are to consider pedestrian and cyclist movement patterns and key desire lines, particularly where residential development exists or is planned in proximity to the Vehicle Access Policy Plans area.

5. Vehicle Access Policy Plans are to be prepared with reference to the relevant local/state/national policies, guidelines and Australian Standards as determined appropriate by the Local Government.

(2) Vehicle Access Controls:

1. Crossovers

   a) Control over the location, design and number of crossovers will be exercised by the responsible authority to reflect the arrangements shown on a Vehicle Access Policy Plan.

   b) There will be a presumption against the creation of new vehicle crossovers across the primary frontage of the lot where alternative access is, or could be made available, to secondary roads and laneways, or via easements in gross arrangements to a nominated crossover as shown on the Vehicle Access Policy Plan.

   c) Where a vehicle crossover is permitted under a Vehicle Access Policy Plan, conditions may be imposed on the width and design of the crossover to ensure adequate visibility and to provide for the safe and convenient movement of vehicles entering and leaving the road.

Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

2. Easement in Gross

a) Where indicated on a Vehicle Access Policy Plan, the City of Cockburn will require as a condition of development or subdivision, easements in gross in the form of a public access easement on land titles. The easements in gross are granted for the City of Cockburn to maintain public access across the subject land to the side streets and crossover access points as delineated on the Vehicle Access Policy Plan. These easements in gross on land titles are to be provided at the cost of the developer or landowners of the subject land. The treatment of the area covered by the easement in gross shall be designed and treated to the satisfaction of the City to ensure consistency across lots.

b) In determining development applications where a Vehicle Access Policy Plan requires the provision of a right-of-carriageway and where such access is not available through adjacent properties to a dedicated road, consideration may be given for retention of a temporary access crossover until such time as alternative access is available via the right-of-carriageway system.

c) Provisions for the closure of the temporary crossover shall be provided by way of legal agreement.

3. Parking/Circulation

a) All applications for development approval on land subject to a Vehicle Access Policy Plan will be required to provide for traffic to enter and leave the site in a forward direction and to comply with the City of Cockburn's car parking and on-site vehicle circulation requirements, as detailed in the City's Town Planning Scheme No. 3 (TPS 3). This requirement is intended to ensure that there is no traffic congestion on-site which would interfere with the safety and free flow of traffic along the primary road.

4. Variation Clause

a) The precise location of rights of carriageways or crossovers delineated on a Vehicle Access Policy Plan may be varied subject to the agreement of the City of Cockburn provided that the purpose and the intent of the Vehicle Access Policy Plan is maintained.

b) A detailed assessment may be required in the form of a traffic management plan, a traffic impact assessment, a road safety audit, and/or traffic modelling may be required where a variation to a Vehicle Access Policy Plan is proposed. The form and scope of the required traffic assessment will be subject to guidance and agreement by the City of Cockburn.

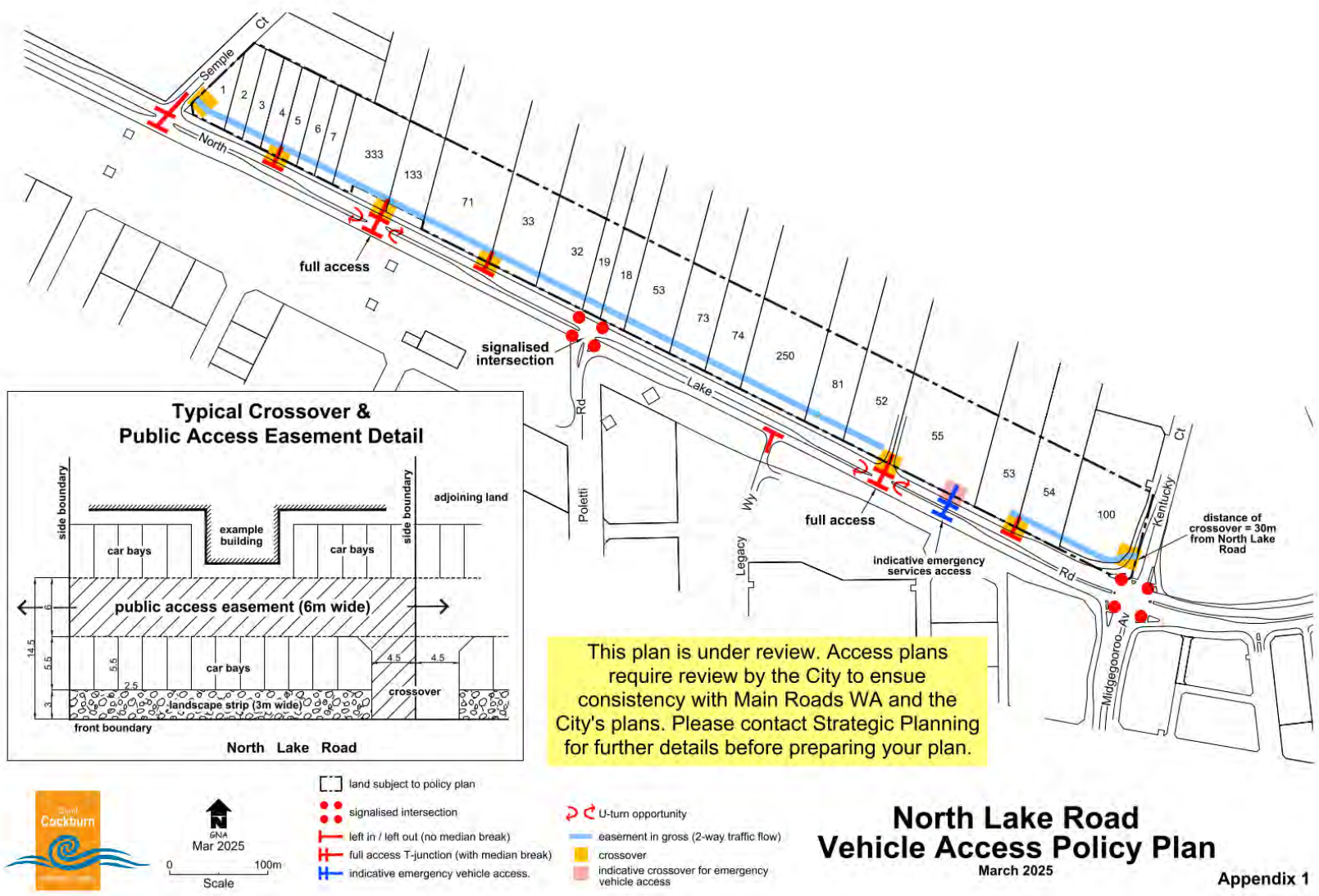
Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

c) This policy document may be updated with agreement from the City of Cockburn.

d) With specific regard to the Verde Drive Access Plan consideration will be given to the exact location of crossovers and need for an easement (West of Solomon Road) as development occurs. This recognises the likely need to reconfigure long narrow lots and the likely timing of various developments will likely be staged over time. The City at such time(s) will ensure the staging of development in this area is provided with suitable access arrangements and will use discretion by having due regard to the objectives of this policy and the intent of the Plan illustrated at Appendix 2.

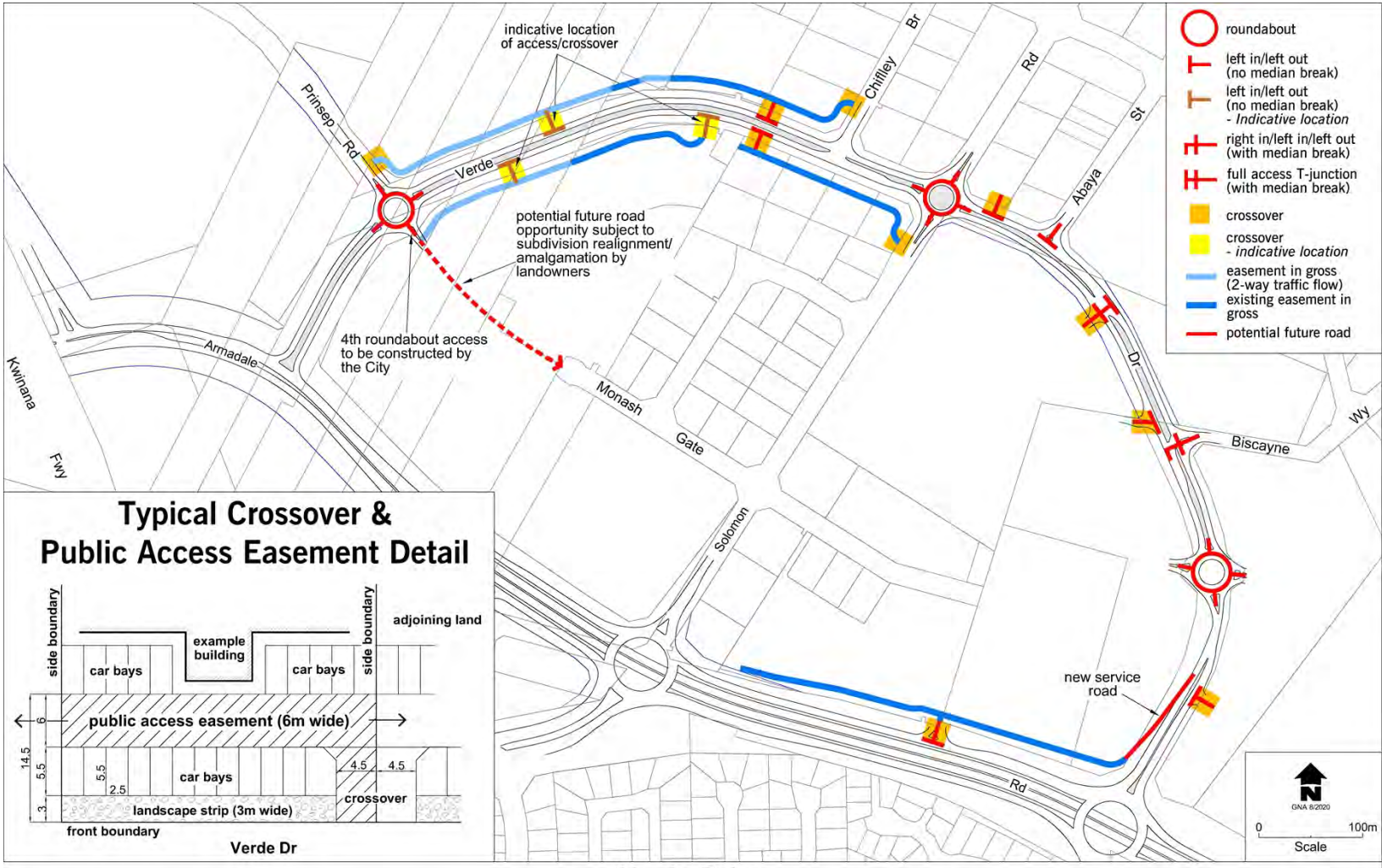
Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

Title	**Vehicle Access**
Policy Number (Governance Purpose)	**LPP 5.6**



Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

Title	**Vehicle Access**
Policy Number (Governance Purpose)	**LPP 5.6**



Typical Crossover & Public Access Easement Detail

Verde Drive
Vehicle Access Policy Plan

Appendix 2
Aug 2020

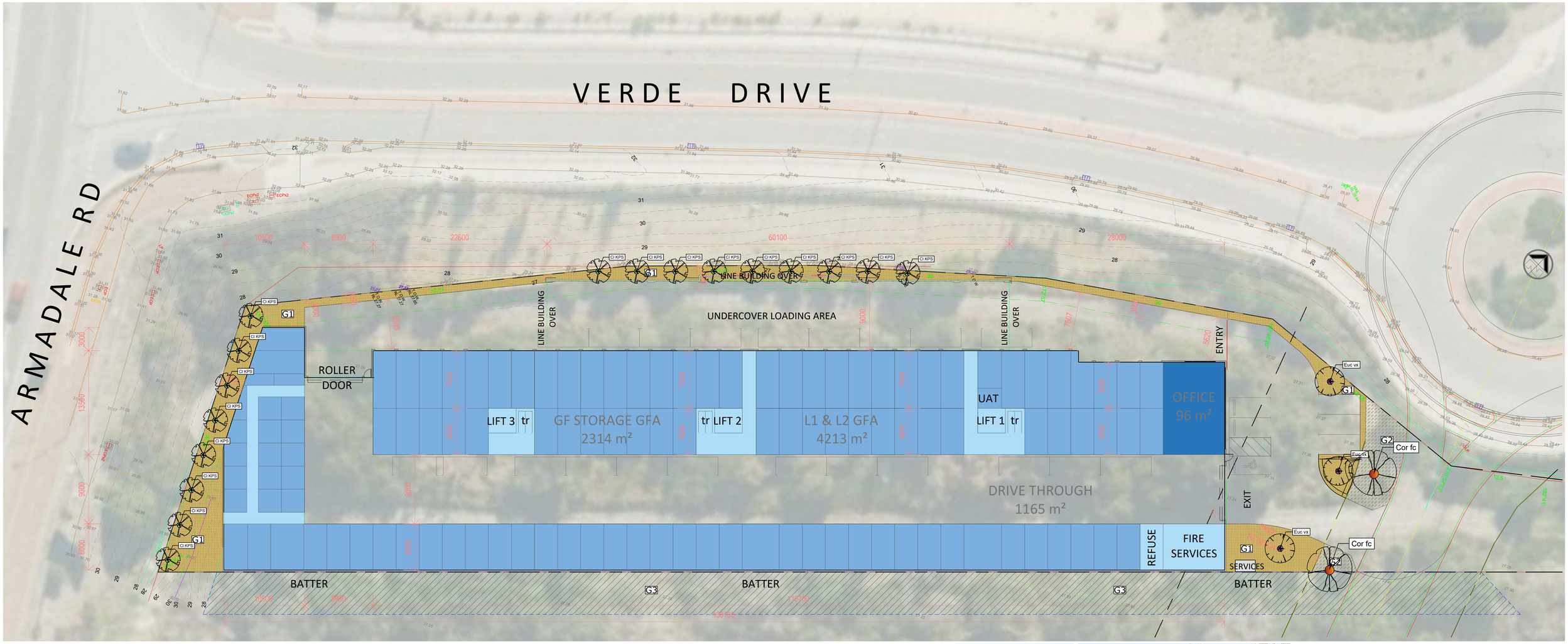
Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

Title	**Vehicle Access**
Policy Number (Governance Purpose)	**LPP 5.6**

Strategic Link:	Town Planning Scheme No. 3
Category	Planning - Town Planning & Development
Lead Business Unit:	Development Assessment and Compliance
Public Consultation: **(Yes or No)**	Yes
Adoption Date: (Governance Purpose Only)	13 May 2025
Next Review Due: (Governance Purpose Only)	May 2027
ECM Doc Set ID: (Governance Purpose Only)	4517299

Document Set ID: 4517299
Version: 10, Version Date: 29/05/2025

This information is provided by the City of Cockburn



LEGEND

G1 MULCHED GARDENS
-75 mm ORGANIC MULCH
-50mm soil conditioner to be rotary blended into existing soil to a depth of 150mm

G2 ENTRY VERGE LANDSCAPING (TBA)
-75 mm ORGANIC MULCH
-50mm soil conditioner to be rotary blended into existing soil to a depth of 150mm

G3 BATTER PLANTING
-25mm soil conditioner incorporated into existing soil
-Erosion control planting at 3 plants/m²
-Biodegradable jute mesh installed and pinned to batter surface
-No mulch

NOTE: EXISTING VEGETATION ALONG VERDE DRIVE AND ARMADALE ROAD TO REMAIN



ORGANIC MULCH 75mm Thick



SOIL CONDITIONER

TREES					
Code	Botanic Name	Spacings plants/m2	Size	QTS	Mature Size
Cor fc	**Corymbia ficifolia** *Red Flowering Gum*	as shown	45LT	2	8-12m H x 6-10m W
Euc vx	**Eucalyptus victrix** *Coolibah*	as shown	100LT	3	5-8m H x 2-4m W
CI KPS	SCREENING TREES CALLISTEMON KINGS PARK SPECIAL	as shown	45LT	17	3-4mH x 3-4 mW



EUCALYPTUS VICTRIX



CORYMBIA FICIFOLIA



CALLISTEMON 'KINGS PARK SPECIAL'

NOTE:
Plant species specified on this plan are subject to nursery availability at the time of procurement. Proposed substitutions shall be of similar form, size and landscape character and shall be submitted to the Landscape Architect for review and approval prior to installation.

Landscaping Notes:

- The landscape design has been developed to provide a cohesive streetscape outcome consistent with the character of surrounding industrial developments within the Jandakot industrial precinct.
- 50mm thickness of soil conditioner 150mm rotary blended in to site soil for all gardens and additional depth soil allowance in tree locations
- Slow release fertiliser to be incorporated within planting holes at the time of planting
- All garden beds to receive 75mm depth organic mulch, clear of plant stems and trunks.
- Plants shall not be planted within 500mm of kerbs, roads or driveways
- All garden beds (G1) to be reticulated from scheme water supply. Irrigation system to be automatically controlled and installed in accordance with manufacturer's specifications. Drip line to gardens and bubblers to trees.
- Tree planting to generally comply with City of Cockburn landscape guidelines and approved landscape documentation.

SCAPE studio
Landscape Architecture & Garden Design
2 Prizmic St, BEELIAR WA
ph:0488 538 503 jz.garland@gmail.com

KeepSafe storage

PROJECT	KeepSafe Jandakot
ADDRESS	Verde Drive JANDAKOT, WA 6164
DRAWING	LANDSCAPE PLAN
ISSUE	FOR APPROVAL

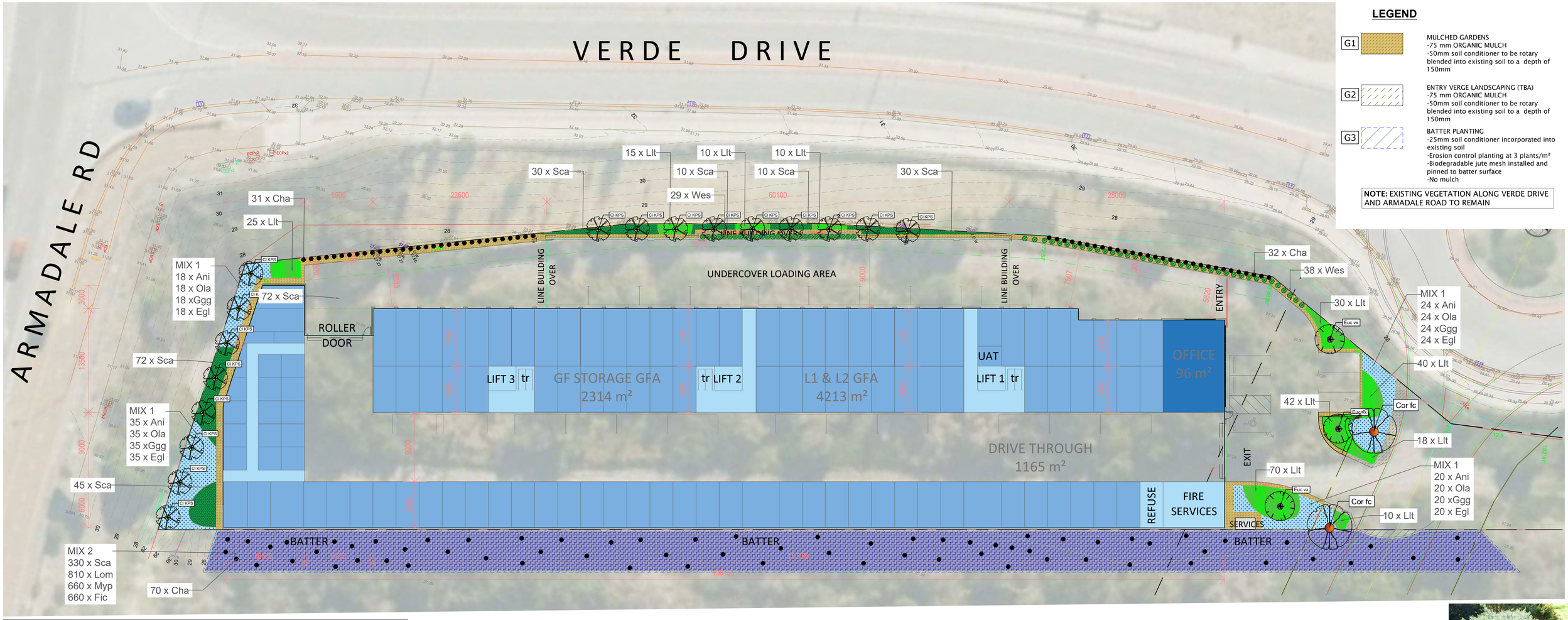
DRAWING N0	SCALE	SHEET	REVISION	DRAWN	CHECKED	DATE
KS-VER-LA-01	1:250	A1	A	JG	MK	19.06.2026

REVISIONS

No	DATE	DRAWN	DETAILS
A	19/06/26	JG	ISSUED FOR APPROVAL

Document Set ID: 12808391
Version: 1, Version Date: 22/09/2026

This information is provided by the City of Cockburn



LEGEND

G1 — MULCHED GARDENS
-75 mm ORGANIC MULCH
-50mm soil conditioner to be rotary blended into existing soil to a depth of 150mm

G2 — ENTRY VERGE LANDSCAPING (TBA)
-75 mm ORGANIC MULCH
-50mm soil conditioner to be rotary blended into existing soil to a depth of 150mm

G3 — BATTER PLANTING
-25mm soil conditioner incorporated into existing soil
-Erosion control planting at 3 plants/m²
-Biodegradable jute mesh installed and pinned to batter surface
-No mulch

NOTE: EXISTING VEGETATION ALONG VERDE DRIVE AND ARMADALE ROAD TO REMAIN

TREES

Code	Botanic Name	Spacings plants/m2	Size	QTS	Mature Size
Cor fc	**Corymbia ficifolia** *Red Flowering Gum*	as shown	45LT	2	8-12m H x 6-10m W
Euc vx	**Eucalyptus victrix** *Coolibah*	as shown	100LT	3	5-8m H x 2-4m W
CI KPS	SCREENING TREES CALLISTEMON KINGS PARK SPECIAL	as shown	45LT	17	3-4mH x 3-4 mW


EUCALYPTUS VICTRIX


CORYMBIA FICIFOLIA


CALLISTEMON 'KINGS PARK SPECIAL'

PLANT SCHEDULE

Code		Botanic Name	Spacings plants/m2	Size	QTS
Shrubs, groundcovers & grasses					
MiX 1					
	Ani	Anigozanthos Bush Series	3	140mm	97
	Ola	Olearia LITTLE SMOKIE	3	140mm	97
	Ggg	Grevillea obtusifolia GIN GIN GEM	3	140mm	97
	Egl	Eremophila glabra KALBARRI CARPET	3	140mm	97
MiX 2 - BATTER PLANTING					
	Sca	Scaevola crassifolia	3	tubestock	330
	Lom	Lomandra longifolia	3	tubestock	810
	Myp	Myoporum 'Yareena'	3	tubestock	660
	Fic	Ficinia nodosa	3	tubestock	660
	Sca	Scaevola crassifolia	3	140mm	197
	Llt	Lomandra TANIKA	3	140mm	270
	Wes	Westringia GREY BOX	AS SHOWN	5 LTR	56
	Cha	Chamelaucium unciatum	AS SHOWN	140mm	133

MIX 1


Olearia LITTLE SMOKIE


Anigozanthos

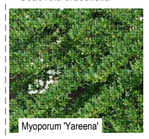

Eremophila glabra KALBARRI CARPET


Grevillea GIN GIN GEM

MIX 2


Scaevola crassifolia


Ficinia nodosa

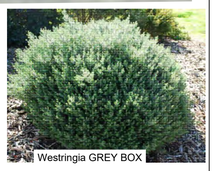

Myoporum 'Yareena'


Lomandra Longifolia


Scaevola crassifolia


Lomandra TANIKA

NOTE:
Plant species specified on this plan are subject to nursery availability at the time of procurement. Proposed substitutions shall be of similar form, size and landscape character and shall be submitted to the Landscape Architect for review and approval prior to installation.


Westringia GREY BOX


Chamelaucium unciatum

Landscaping Notes:

- The landscape design has been developed to provide a cohesive streetscape outcome consistent with the character of surrounding industrial developments within the Jandakot industrial precinct.
- 50mm thickness of soil conditioner 150mm rotary blended in to site soil for all gardens and additional depth soil allowance in tree locations
- Slow release fertiliser to be incorporated within planting holes at the time of planting
- All garden beds to receive 75mm depth organic mulch, clear of plant stems and trunks.
- Plants shall not be planted within 500mm of kerbs, roads or driveways
- All garden beds (G1) to be reticulated from scheme water supply. Irrigation system to be automatically controlled and installed in accordance with manufacturer's specifications. Drip line to gardens and bubblers to trees.
- Tree planting to generally comply with City of Cockburn landscape guidelines and approved landscape documentation.

SCAPE studio
LANDSCAPE ARCHITECTURE & GARDEN DESIGN
2 Prizmic St, BEELIAR WA
ph:0488 538 503 jz.garland@gmail.com

KeepSafe storage

PROJECT	KeepSafe Jandakot
ADDRESS	Verde Drive JANDAKOT, WA 6164
DRAWING	PLANTING PLAN
ISSUE	FOR APPROVAL

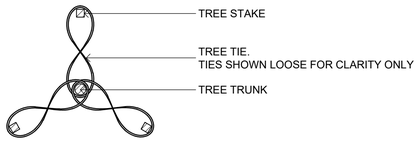
DRAWING N0	SCALE	SHEET	REVISION	DRAWN	CHECKED	DATE
KS-VER-LA-02	1:250	A1	A	JG	MK	19.06.2026

REVISIONS

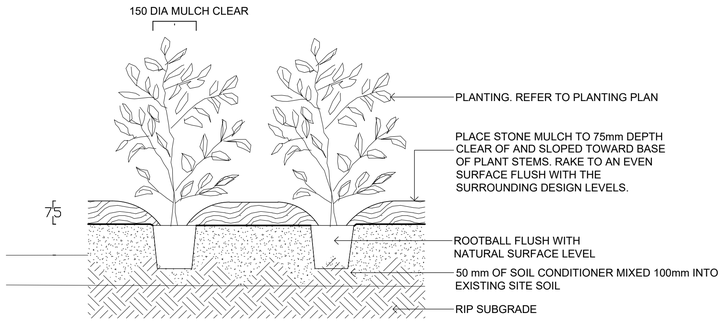
No	DATE	DRAWN	DETAILS
A	19/06/26	JG	ISSUED FOR APPROVAL

Document Set ID: 12008302
Version: 1, Version Date: 22/09/2026

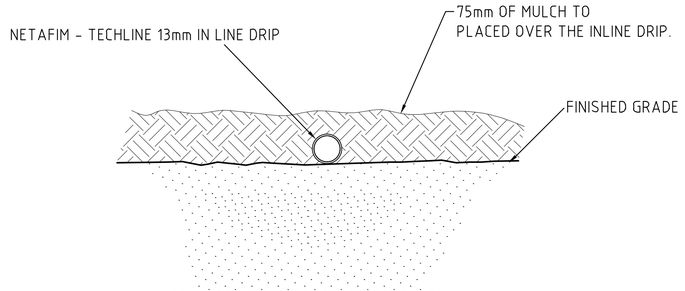
This information is provided by the City of Cockburn



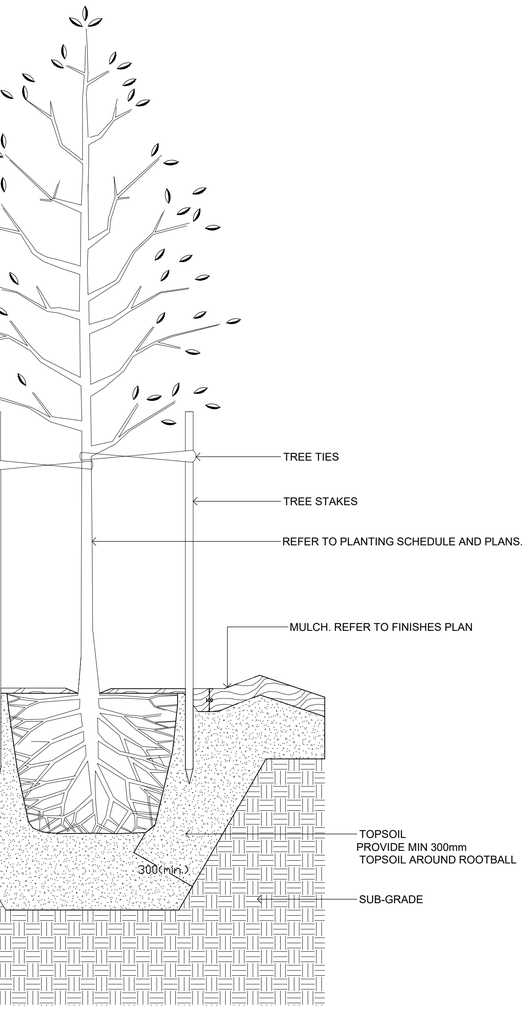
1 Typical Tree Ties
scale 1:20



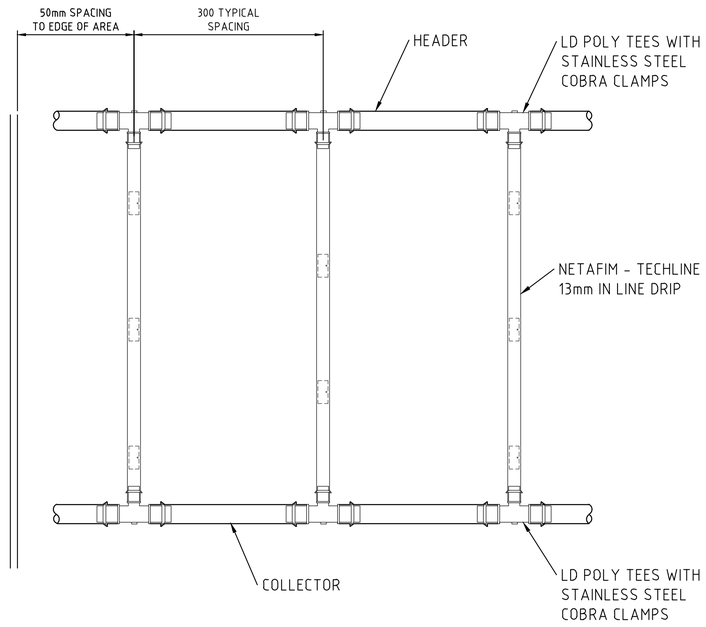
3 Typical Planting
scale 1:10



INLINE DRIP DETAIL
NOT TO SCALE



2 Tree Planting in Garden Bed
scale 1:20



GARDEN INLINE DRIP LAYOUT DETAIL
NOT TO SCALE

Landscaping Notes:

- The landscape design has been developed to provide a cohesive streetscape outcome consistent with the character of surrounding industrial developments within the Jandakot industrial precinct.
- 50mm thickness of soil conditioner 150mm rotary blended in to site soil for all gardens and additional depth soil allowance in tree locations
- Slow release fertiliser to be incorporated within planting holes at the time of planting
- All garden beds to receive 75mm depth organic mulch, clear of plant stems and trunks.
- Plants shall not be planted within 500mm of kerbs, roads or driveways
- All garden beds (G1) to be reticulated from scheme water supply. Irrigation system to be automatically controlled and installed in accordance with manufacturer's specifications. Drip line to gardens and bubblers to trees.
- Tree planting to generally comply with City of Cockburn landscape guidelines and approved landscape documentation.

SCAPE Studio
Landscape Architecture & Garden Design
2 Prizmic St, BEELIAR WA
ph:0488 538 503 jz.garland@gmail.com

KeepSafe. storage

PROJECT: KeepSafe Jandakot	DRAWING: LANDSCAPE DETAILS				ISSUE: FOR APPROVAL		
ADDRESS: Verde Drive JANDAKOT, WA 6164	DRAWING N0: KS-VER-LA-03	SCALE: AS SHOWN	SHEET: A1	REVISION: A	DRAWN: JG	CHECKED: MK	DATE: 19.06.2026

REVISIONS

No	DATE	DRAWN	DETAILS
A	19/06/26	JG	ISSUED FOR APPROVAL

Document Set ID: 12808303
Version: 1, Version Date: 22/00/2026

This information is provided by the City of Cockburn

Self Storage Association of Australasia



Parking and Traffic Study

Supporting the self storage industry of Australia and New Zealand.

2022/2023

Stantec

Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Self storage plays a critical role in sustainable communities.

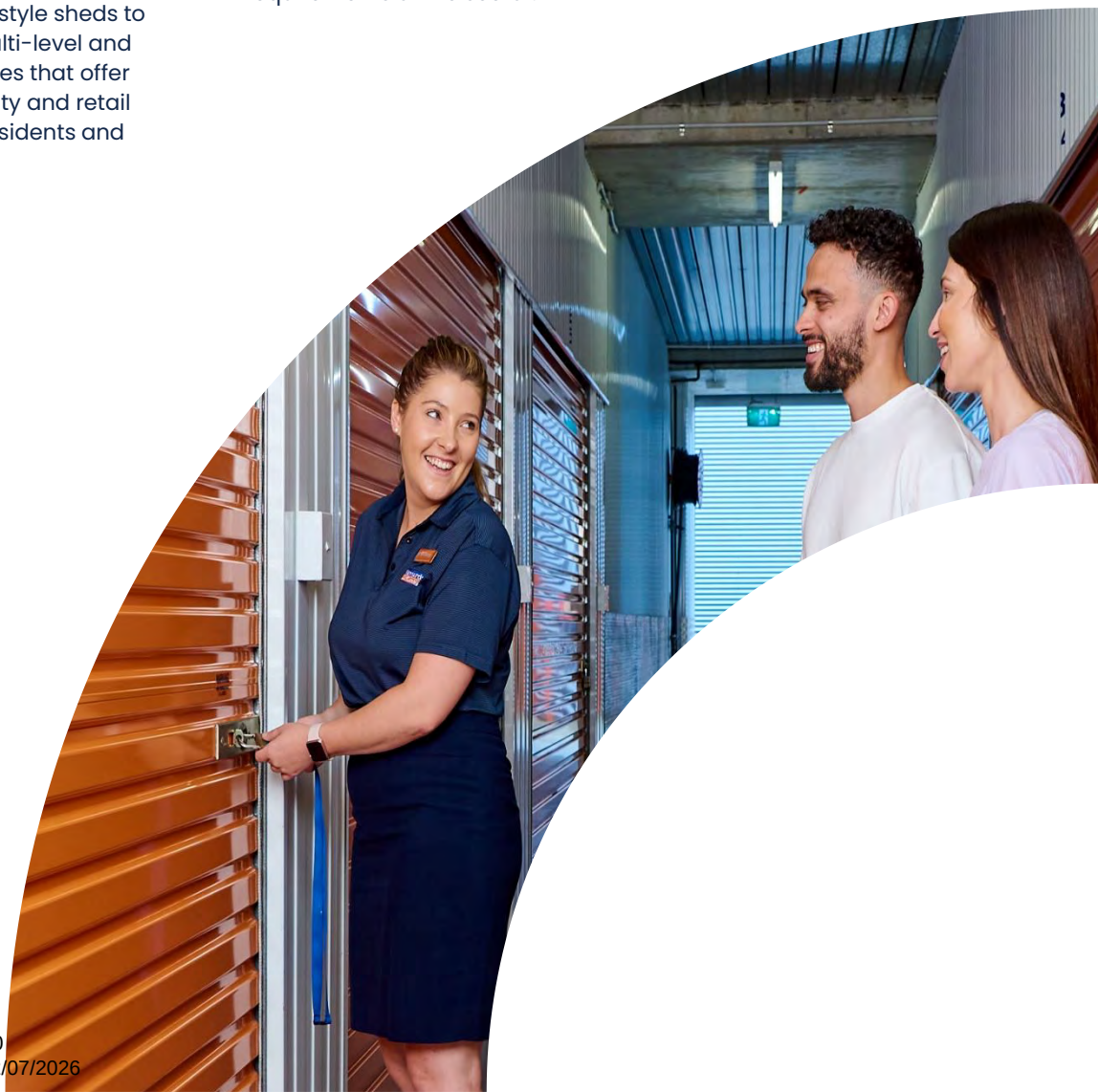
Today, more than 2,100 self storage facilities house the belongings of over half a million Australians and support the growing number of local and global businesses who need storage solutions.

As changes in lifestyle, living spaces and urban densification continues to change the shape of our communities, self storage offers the ideal solution.

The sector has progressed from sprawling, ranch style sheds to sophisticated multi-level and mixed-use facilities that offer significant amenity and retail experiences to residents and businesses alike.

The growth of the asset class is underpinned by unprecedented levels of demand, professional management, increasing customer awareness and strong mandates from local and global investors.

It is against this backdrop that the SSAA presents the 2022/2023 Parking and Traffic Study to assist planners, councils and authorities understand the unique transport requirements of the sector.



Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Purpose

The SSAA Parking & Traffic Study has been undertaken to assist and inform stakeholders in the consideration of new self storage development proposals.

The study has been produced to respond to the unusual nature of self storage in a planning context, characterised by very large floor areas and low traffic generation.

Local governments and traffic engineers are invited to use the study to inform consideration of new development applications for self storage projects.

Parking regulations often do not appreciate the characteristics of self storage visitation. Applicants may seek variations to regulations and this study offers guidance to the likely parking requirements.

SSAA members, self storage developers and operators are invited to use the study to appropriately design and accommodate for their anticipated parking demand.

This study serves as the industry guideline for minimum parking requirements based on current conditions. Members are encouraged to take into consideration a range of factors when designing for self storage.

Expert Opinion

SSAA has engaged leading design and engineering firm Stantec to provide a robust and objective analysis of the traffic and parking volumes of existing self storage facilities.

Stantec are global experts in transport planning, traffic engineering and infrastructure design and delivery. Their experienced team of 175 transport professionals are based across Australia and backed by the expertise of more than 22,000 design and engineering colleagues globally.

Stantec are well suited to deliver this study for SSAA given their deep experience in transport assessments for market leaders in adjacent sectors including shopping centres and large format retailers.

This report builds upon earlier work by Aurecon and takes a more contemporary approach to parking, and transportation planning.

For the 22/23 study, Stantec and the SSAA sought to quadruple the sample size to ensure appropriate representation of a range of facility types, sizes and geographies.

The outcome is an objective report which provides accurate estimates of parking demand for proposed new self storage facilities.



Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Self Storage Users

SSAA's State of the Industry 2022 Report revealed that self storage continues to fill a broad range of needs across the community.

More than 40% of current users surveyed were using storage while moving or selling their house, while 55% are storing to declutter due to a lack of space at home.

Household items, furniture and garage/shed items account for more than 80% of what's in storage. These items are typically bulky goods that require vehicular transport into/out of self storage facilities. Most residential customers access their storage unit infrequently, with an average length of stay under twelve months.

Business users demonstrate higher visitation and longer average stays but account for a smaller proportion of the overall customer base (<30%).

Parking & Traffic Context

In the parking and traffic management context, self storage is considered light impact as evidenced by low trip volumes and sporadic trip generation patterns.

Self storage facilities are generally comprised of an office or retail space and a large self storage area secured by gates and security systems with PIN code or smartphone access.

Facilities range in style and size, from drive-through facilities with ground floor units to multi-level, purpose-built assets. Facilities are characterised by large floor areas with limited parking and transport requirements.

Most facilities are staffed within business hours and offer extended access (5am – 10pm), with 24 hour access by arrangement.

Self storage visits are predominantly by motor vehicle as the purpose of a visit is to drop-off or pick-up items. The visits by a typical storer are ad-hoc and infrequent.

Observations during this study showed little activity, with office/retail visits short in nature (<20 minutes) and parking areas both at the front of facilities and within storage areas generally having a number of available spaces.

The unique nature of self storage means that warehouse vehicle parking rates and traffic counts from similar sized sites result in an excessive number of spaces being provided.



Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Contents

1.0 Methodology	**4**
2.0 Data	**4**
3.0 Processing & Assumptions	**5**
4.0 Duration on Site	**6**
5.0 Trip Generation	**7**
6.0 Parking Requirements	**8**
7.0 Study Comparison	**9**
8.0 Summary and Recommendations	**10**

This report, or parts thereof, may not be reproduced, copied or transmitted in any form without the prior written permission of the Self Storage Association of Australasia (SSAA). This report is provided for use by members of the SSAA or other authorised recipients.

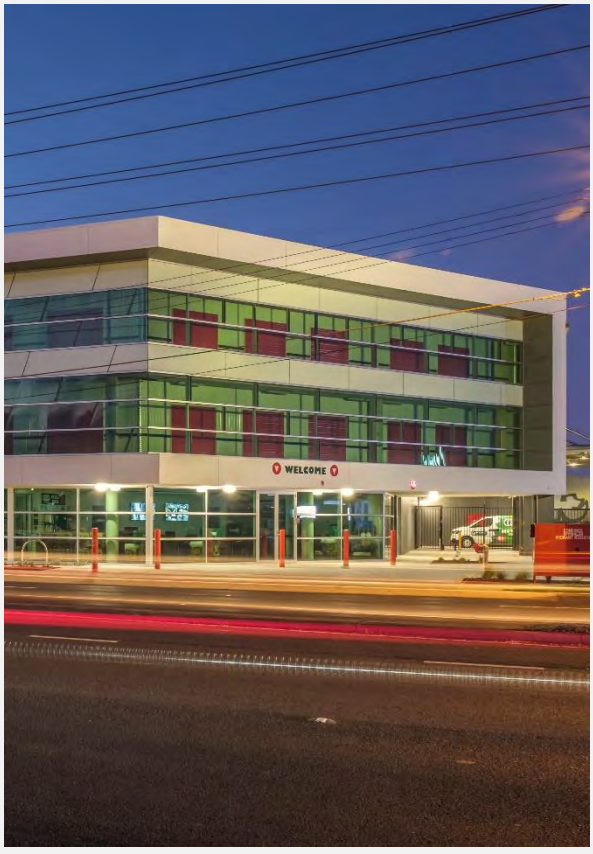
Any advice contained within this report is of a general nature. It is not intended nor should it be interpreted as investment advice.

The information has been obtained from a range of sources and provided by self storage operators and professionals in the industry. Although the SSAA has no reason to doubt the validity of the information provided to it and it has relied on this information in good faith, the SSAA is unable to state with certainty that the information upon which it has relied is absolutely accurate.

All forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith. The SSAA disclaims all responsibility to any other party for any loss or liability that the other party may suffer or incur arising from or relating to or in any way connected with the contents of our report, the provision of our report to the other party or the reliance upon our report by the other party.

The member and/or recipient should obtain and rely upon their own independent professional advice in respect of the recipient's objectives, needs, plans or financial position before making any decision based on information contained in this report.

© SSAA 2022/2023



Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

Methodology

Stantec has been commissioned to undertake a review and assessment of self storage facilities across Australia to determine appropriate car parking requirements, vehicle access arrangements and likely vehicle trip generation for the Self Storage Association of Australasia (SSAA) and its members.

This document provides a technical study of the 2022 forecast vehicle trip generation and car parking demands requirements of self storage facilities.

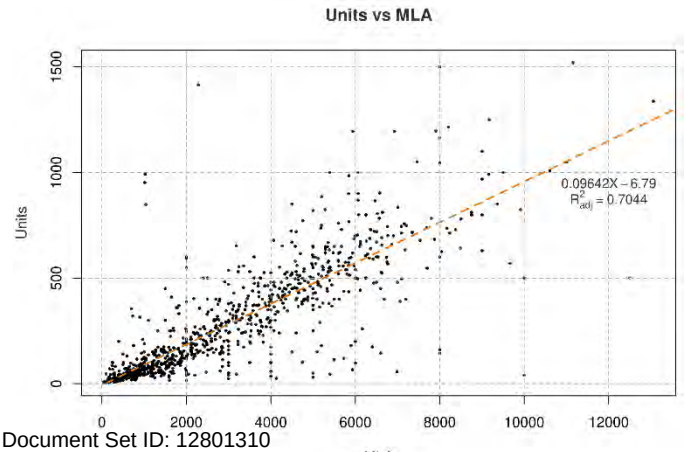
The primary generator of traffic and parking requirements is generally accepted to be the amount of storage space available. The Maximum Leasable Area (MLA) is considered the most appropriate unit of measurement to assess future parking requirements and/or the traffic implications of self storage facilities.

This study has been undertaken using MLA in square metres and number of storage units for 1,162 sites as supplied by SSAA. Of these sites, four (4) were considered atypical and were removed from the dataset for this analysis.

For the 1,158 remaining sites, the average number of units per 1,000m^2 was 96 units, as shown in the below figure.

For the size categories used, the average MLA was as follows:

- For the surveyed sites under 3,000 MLA the average MLA was 1,651m^2.
- For the surveyed sites between 3,000 and 6,000 MLA the average MLA was 4,571m^2.
- For the surveyed sites above 6,000 MLA the average MLA was 6,902m^2.



Data

The most appropriate method of data collection for vehicle data in self storage facilities is security gate data. SSAA requested its members supply the gate entry / exit logs for the week beginning 7 May 2022. This week was considered a typical week, outside of school holidays or any other public holidays.

Members supplied data for 66 facilities of which 61 of those facilities were able to be processed, and of those, 44 supplied enough information to be able to extract 'duration on site' data directly.

The data from each facility was re-coded so that all the gate data was in the same format and entered into a single data table for ease of analysis.

The geographic spread of the facilities is below and demonstrates a broad cross-section of metropolitan and regional areas. The facilities are considered diverse in nature, being a mix of styles (ranch, multi-level and conversions) and management, including major brands and independent operators.

State	City/Region	Quantity
New South Wales	Sydney	10
	Newcastle	3
	Mid North Coast	1
	Illawarra	1
	Tweed Heads	1
Victoria	Melbourne	17
Queensland	Brisbane	5
	Rockhampton	2
	Charters Towers	1
	Gold Coast	1
	Gympie	1
	Hervey Bay	1
	Townsville	1
South Australia	Adelaide	4
Western Australia	Perth	4
Tasmania	Hobart	2
Northern Territory	Darwin	1
Australian Capital Territory	Canberra	3
	Queanbeyan	1
Total		**61**

This information is provided by the City of Cockburn

Data Processing & Assumptions

There are some 60 plus unique entries describing what happened at each device. From this list, two sets were created, the first being the list of entries describing people arriving, and the second being the list of entries describing people leaving. The rest of the entries were administrative events that had been recorded, and for the purposes of this analysis were ignored.

Some assumptions have been made as part of this analysis. These are:

- Every site access is done as a car trip. There is no data that allows Stantec to differentiate between walk ups and drive in trips.
- Everyone who arrives is considered to leave that same day. This analysis assumes that by midnight, everyone who arrived in that day has left.
- Over any given 15-minute period, the number of arrivals will match the number exits. This is not strictly true but is considered an acceptable choice as it will produce a conservative estimate and becomes less of an issue as the number of trips increases and the average duration becomes shorter.
- Every visit is captured at least once. If a visitor can tailgate through both inbound and outbound, the survey data has no way to capture this without the risk of double counting. Previous studies have shown that tailgating is minimal.
- This data only represents registered users or customers. It does not include people who arrive and want to become a registered user/customer, or the office staff.
- The second and third assumptions are needed because not every activity is always captured. Some sites only supplied entry records, and other sites reported that there were times when a given device was not able to report to the data server as noted by entries reporting communication errors.



Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

Duration on Site

Processing

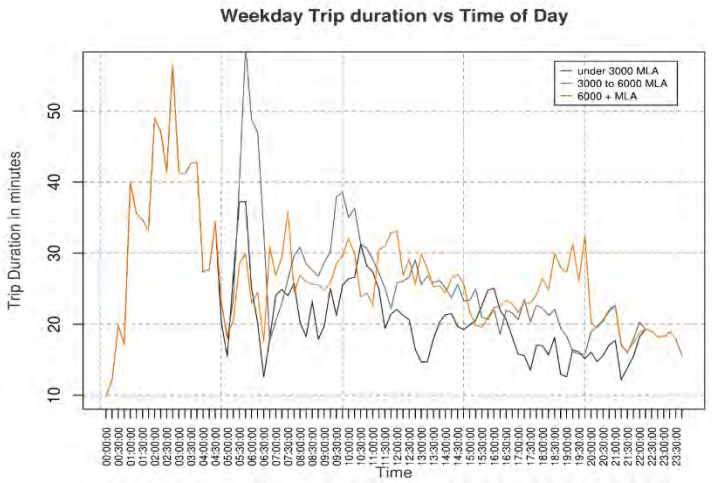
For the 44 sites that had supplied additional data, every entry record was paired with its following exit record for each individual user. The time difference between these two data points is taken to be the duration of stay. This was then aggregated by averaging to every 15-minutes partitioned by size category. For the period prior to 5:00 AM, and after 10:00 PM a second aggregation was also applied across all 44 sites. Finally, a rolling hour average was calculated.

Due to the low number of trips in the pre 5:00 AM period and after 10:00 PM, a two-hour rolling average of the aggregation across all 44 sites for these time periods was calculated.

This produces an estimate of the length of time people are on site by 15-minute intervals over the day. The time point recorded for each duration is its beginning time.

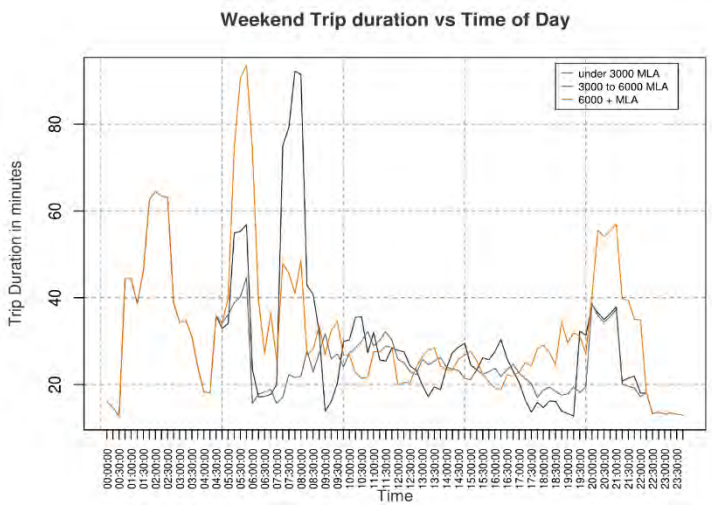
Weekdays

During the week before 6:30AM, there are a few long duration stays in the early morning of approximately 40 minutes. After that, the parking duration reduces to the high 20's. By 10:00AM the duration increases slightly to approximately 30 minutes before reducing steadily to the high teens by 8:00 PM, except for sites in the 6,000 plus category where duration of stay climbs to approximately 30 minutes by 8:00PM. After that, duration reduce to the high teens for the remainder of the evening.



Weekends

On the weekend there are some longer duration stays (approximately one hour) in the early morning. For stays beginning between 5:00 AM and 7:00 AM, the expected duration can increase to an hour and a half, but other than that, the average stay is stable at just under the 30 minutes, with a small pickup back towards 35 minutes after 7:00 PM. The duration then drops down to about 10 minutes after 10:00 PM.



Trip Generation

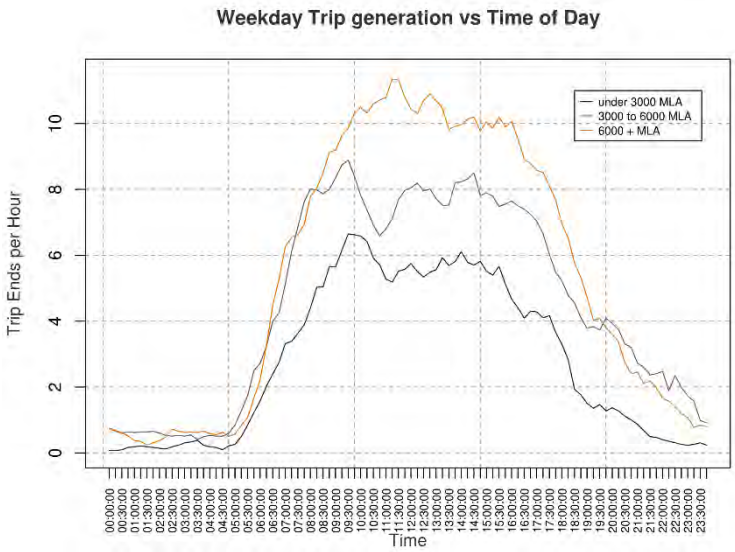
Processing

For each 15-minute interval, the entries deemed to be arrivals and the entities deemed to be departures are totaled. The maximum of the entries and departures is multiplied by 2 and this value is deemed to be the number of trip ends generated by the site for that 15-minute interval.

A rolling hour is summed over the day to produce an estimate of the hourly trip generation for each 15-minute interval. The maximum of these numbers is the peak hourly generation rate. Summing each 15-minute estimate over the full day produces the daily trip generation estimate.

Weekdays

During the week there is a peak around 9:30 AM for sites under 6,000 MLA and the 6,000 + MLA peak is at 11:15 AM. The rest of the of day is mostly stable at a rate just under the peak until 4:00 PM for all size categories. The trip rates then drop rapidly to low values in the late after-hours periods. The under 3,000 MLA has a small stable area between 4:30 PM and 5:30 PM before resuming the reduction in trip generation.

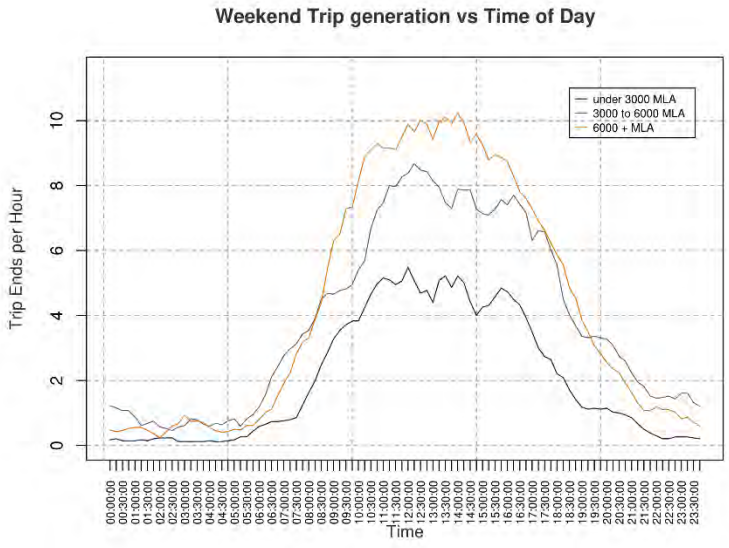


From the data provided, the following weekday trip rates have been calculated for each facility:

>3,000 MLA: 6.6 trips (max.) per peak hour and a daily rate of 63.0 trips (max.).

3,000 and 6,000 MLA: 8.9 trips (max.) per peak hour and a daily rate of 95.9 trips (max).

> 6,000 MLA: 11.4 trips (max.) per peak hour and a daily rate of 108.6 trips (max).



Weekends

On the weekend, the peak period occurs in the middle of the day. It then decreases until 4:30 PM before reducing for across the rest of the day.

From the data provided, the following weekend trip rates have been calculated for each facility:

>3,000 MLA: 5.5 trips (max.) per peak hour and a daily rate of 47.2 trips (max.).

3,000 and 6,000 MLA: 8.7 trips (max.) per peak hour and a daily rate of 82.5 trips (max).

> 6,000 MLA: 10.2 trips (max.) per peak hour and a daily rate of 85.6 trips (max).

This information is provided by the City of Cockburn

Parking Generation

Processing

The method chosen to calculate the parking requirements for this study uses Queuing Theory. In particular, the M/M/k queues. The assumptions required for this method are:

- One car per trip.
- The number of arrivals in an hour can be modelled using a Poisson distribution. Thus, the distribution of inter-arrival times is an exponential distribution. For the most part, this is true as individual customers are not expected to coordinate their trips with random strangers. Notwithstanding, this may differ pending local traffic conditions.
- The duration of stay for each stay can be modelled with an exponential distribution. Again, true for the most part, as customers are not expected to be using these sites as meeting locations.
- If the car parking is outside the keypads that the time to and from the vehicle to the keypad is insignificant compared to the duration of the stay.

Methodology

As only 44 sites provided data that allowed for duration calculations out of the 66 sites, Stantec has chosen to use a method that has predictive power over all 66 sites should it be warranted.

The methodology assumes that customers are arriving and waiting to be "served" and the "server" is a carpark. The service time is the duration of the clients stay on site, and then when the customer is finished, they leave and free up the carpark to "serve" the next customer.

The theory has a formula that calculates the probability that an arbitrary customer will have to "wait" for a carpark given the arrival rate of customers, the length of duration and the number of carparks. Then for a generic "site" for each 15-minute period, using the estimates of the "current" arrival rate and duration of stay for that 15-minute period for that site, the formula is calculated for the number of carparks currently being tested.

This is repeated for the next higher number of carparks until the percentage is under an acceptable percentage of time. The number of carparks can be increased until the percentage of time that an arrival will need to wait for a carpark is zero. Once this number is reached, adding extra carparks has no mathematical justification.

The 95%ile and 99.9%ile demand calculations are provided in the following tables.

It is important to highlight that the 95%ile of parking is commonly adopted when calculating car parking demands and therefore is considered appropriate as a provision.

Notwithstanding, the 99.5%ile parking provision can be adopted if a more conservative approach is sought.

Weekday Parking Requirements

MLA	95% ESTIMATED PARKING SPACES	95% ESTIMATED TIME WAITING FOR A SPACE	99.9% ESTIMATED PARKING SPACES	99.9% ESTIMATED TIME WAITING FOR SPACE
Under 3,000 m^2	5 spaces	9.0 minutes	8 spaces	4.8 minutes
3,000 to 6,000 m^2	7 spaces	9.1 minutes	10 spaces	5.3 minutes
6,000 m^2 +	7 spaces	8.1 minutes	11 spaces	4.1 minutes

Weekend Parking Requirements

MLA	95% ESTIMATED PARKING SPACES	95% ESTIMATED TIME WAITING FOR A SPACE	99.9% ESTIMATED PARKING SPACES	99.9% ESTIMATED TIME WAITING FOR SPACE
Under 3,000 m^2	5 spaces	9.8 minutes	7 spaces	6.3 minutes
3,000 to 6,000 m^2	6 spaces	8.3 minutes	9 spaces	4.7 minutes
6,000 m^2 +	6 spaces	7.9 minutes	9 spaces	4.3 minutes

Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Study Comparisons

A comparison of parking and trip generation rates obtained from SSAA's previous Parking and Traffic studies – namely Aurecon's Self Storage Facility Traffic and Parking Study (July 2009) and subsequent 2016 Addendum - to this 22/23 study is outlined below.

Parking Rate Comparisons

A comparison of parking rates is contained in the table below and suggests that a decrease in parking demand has occurred since the last study.

Previous studies have separated office and storage car parking requirements. This study provides parking requirements for the whole facility and considers that members are best placed to determine the appropriate placement of parking spaces.

The outcomes of this larger and more contemporary study are considered justification to reduce the parking provision rates from the 2009 and 2016 study to meet current transport conditions.

MLA	2009 STUDY	2016 STUDY	2022 (THIS STUDY)
Under 3,000 m^2	6 spaces	6 spaces	5 spaces
3,000 to 6,000 m^2	10 spaces	10 spaces	7 spaces
6,000 m^2 +	11 spaces	13 spaces	7 spaces

Trip Generation Comparisons

The trip generation rates from the previous studies are summarised in the below tables, noting that over time there appears to be a decrease in the trip generation demand.

On comparison of the 2009, 2016 and 2022 studies, the results indicated that the trip generation demand has reduced for these self storage facilities over time.

The outcomes of this larger and more contemporary study are considered justification to reduce the trip generation demand from the 2009 and 2016 study to meet current transport conditions.

2009 Trip Generation Demand

MLA	WEEKDAY (PEAK)	WEEKDAY (DAILY)	WEEKEND (PEAK)	WEEKEND (DAILY)
Under 3,000 m^2	19 trips	92 trips	30 trips	74 trips
3,000 to 6,000 m^2	23 trips	165 trips	30 trips	132 trips
6,000 m^2 +	29 trips	195 trips	36 trips	212 trips

2016 Trip Generation Demand

MLA	WEEKDAY (PEAK)	WEEKDAY (DAILY)	WEEKEND (PEAK)	WEEKEND (DAILY)
Under 3,000 m^2	n/a	82 trips	n/a	94 trips
3,000 to 6,000 m^2	n/a	113 trips	n/a	117 trips
6,000 m^2 +	n/a	148 trips	n/a	144 trips

2022 Trip Generation Demand

MLA	WEEKDAY (PEAK)	WEEKDAY (DAILY)	WEEKEND (PEAK)	WEEKEND (DAILY)
Under 3,000 m^2	6.6 trips	63 trips	5.5 trips	47.2 trips
3,000 to 6,000 m^2	8.9 trips	95.9 trips	8.7 trips	82.5 trips
6,000 m^2 +	11.4 trips	108.6 trips	10.2 trips	85.6 trips

Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Summary and Recommendations

The below Parking and Trip Generation provisions have been determined from the calculations contained within this document. Based on these calculations and in Stantec's expert opinion, it is considered appropriate for new self storage facilities to be designed utilising the below rates.

Members are encouraged to consider local market and operating conditions, their prospective customer base and desired amenity together with the surrounding built environment when determining parking and transport requirements for any new self storage facility.

The SSAA Self Storage Transport Design Guidelines may assist members further when considering parking and transport planning for a new self storage facility.

Recommended Parking Rate Provision

Facility Size	Number of Parking Spaces
Under 3,000 m^2	5 spaces
3,000 to 6,000 m^2	7 spaces
6,000 m^2 +	7 spaces

Recommended Trip Generation Rates

	Weekday		Weekend	
Facility	**Peak**	**Daily**	**Peak**	**Daily**
Under 3,000 m^2	6.6	63	5.5	47.2
3,000 to 6,000 m^2	8.9	95.9	8.7	82.5
6,000 m^2 +	11.4	108.6	10.2	85.6



Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Self Storage Association
of Australasia



Stantec

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We're designers, planners, engineers, scientists and project managers, innovating together at the intersection of community, creativity and client relationships.

Australian Offices: Adelaide, Albany, Brisbane, Busselton, Gold Coast, Melbourne, Perth, Rockhampton Sydney.

Stantec.com

Self Storage Association of Australasia
Proudly supporting the self storage industry
of Australia and New Zealand.

AU 1800 067 313
NZ 0800 444 356
W selfstorage.org.au

Document Set ID: 12801310
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

SELF-STORAGE FACILITY

Lot 26 Verde Drive, Jandakot

Traffic Impact Statement

Prepared for: KBH Group of Companies

Our Reference: A2617267W | Version 1.6

15 September 2026

IBM Building, Level 3, 1060 Hay Street, West Perth WA 6005

Telephone: 0413 295 325

traffic@mltraffic.com.au *www.mltraffic.com.au*

ML Traffic Engineers Pty Ltd
ABN 69 148 048 257

Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn

DOCUMENT INFORMATION

This Traffic Impact Statement has been prepared in support of a development application to the City of Cockburn for a proposed multi-level self-storage facility at Lot 26 Verde Drive, Jandakot. It assesses car parking demand and traffic generation on an empirical basis, vehicle access and on-site manoeuvring (swept paths), sight distance at the crossover to pedestrians within the verge and to vehicles on the frontage road, the impact on the surrounding road network, and site grade considerations.

Project	Self-Storage Facility, Lot 26 Verde Drive, Jandakot
Our Reference	A2617267W
Prepared for	KBH Group of Companies
Prepared by	Michael Lee (BEng), Principal, ML Traffic Engineers
Version	V1.6
Date	15 September 2026
Status	For Development Application

Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn

TABLE OF CONTENTS

1 INTRODUCTION 4
2 SUBJECT SITE AND ROAD NETWORK 5
2.1 Locality and Frontages 5
2.2 Road Network and Future Monash Gate Extension 5
2.3 Access Policy 5
3 PROPOSED DEVELOPMENT 6
4 VEHICLE ACCESS AND EGRESS 7
4.1 Design Vehicles 7
4.2 Crossover and Left-Turn Exit Splay 7
4.3 Swept Path Assessment 7
4.4 Site Circulation 7
4.5 Sight Distance to Pedestrians 8
4.6 Sight Distance to Vehicles on the Frontage Road 8
5 OPERATIONAL CHARACTERISTICS 10
6 CAR PARKING ASSESSMENT 11
6.1 Planning Framework 11
6.2 Empirical Basis 11
6.3 Adequacy of Provision 12
7 TRAFFIC GENERATION 13
8 BACKGROUND TRAFFIC AND NETWORK IMPACT 14
9 SITE GRADES 15
10 CONCLUSIONS 16
RECOMMENDED CONDITIONS 17
11 WAPC TRANSPORT IMPACT STATEMENT CHECKLIST 18
12 APPENDICES 19

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

1 INTRODUCTION

ML Traffic Engineers has been commissioned by the KBH Group of Companies to prepare a Traffic Impact Statement (TIS) in support of a development application for a proposed micro-warehouse based, multi-level self-storage facility at Lot 26 Verde Drive, Jandakot, within the City of Cockburn.

The subject land is Lot 26 on Deposited Plan 415484, a currently vacant parcel of approximately 6,187 m² located within the Cockburn Central East Structure Plan area. The land is zoned Development (DA20) under City of Cockburn Town Planning Scheme No. 3 and is designated Mixed Business (Non-Residential) under the structure plan. Local Planning Policy LPP 5.6 (Vehicle Access) and the City's Vehicle Access Policy apply to the site.

This statement has been updated to reflect the current architectural site plan (Drawing BDQ166-DA01-A, Bruac Design, dated 24 June 2026). The proposed facility comprises a gross floor area (GFA) of 11,061 m² and a nett leasable area (NLA) in the order of 8,000 m², served by 21 car parking spaces and a single vehicle access point on Monash Gate. This version (V1.6) additionally reports the sight distance assessments undertaken at that access point, to pedestrians within the verge and to vehicles on the frontage road.

This statement assesses the empirical car parking requirement and traffic generation of the proposal (drawn from comparable-premises case studies), vehicle access and on-site manoeuvring (verified by swept-path analysis of regular and irregular vehicles), sight distance at the crossover, the impact on the surrounding road network, and site grade considerations.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

2 SUBJECT SITE AND ROAD NETWORK

2.1 Locality and Frontages

The site presently has two frontages: Armadale Road and Verde Drive. Armadale Road has a north-west to south-east orientation and Verde Drive has a north-east to south-west orientation. It is anticipated a third street frontage shall be developed as part of the Prinsep Road / Monash Gate extension, both of which have a north-west to south-east orientation.

2.2 Road Network and Future Monash Gate Extension

A 20 m wide road reserve exists between the existing three-way roundabout at the intersection of Prinsep Road and Verde Drive, and Monash Gate, which currently terminates as a stub. This reserve is set aside for the extension of Monash Gate through to Verde Drive, which will form the fourth leg of the existing roundabout and complete it as a four-way roundabout. A concept plan for the extension has been prepared by Colliers (Drawing 26141-C9-SK-01-A) and provides a 9 m wide road pavement in an undivided carriageway configuration with 0.25 m wide semi-mountable kerbing.

2.3 Access Policy

Armadale Road is a Primary Distributor under the Main Roads Western Australia road hierarchy and is the road with which traffic to and from the site will principally be associated. Consistent with the City's written advice of 11 February 2026, direct access to Armadale Road is not supported; access is to be taken from the local road network in accordance with LPP 5.6. The site will have a single vehicle access point, located on Monash Gate, by way of a 6.5 m wide crossover.

The roundabout at Verde Drive and Prinsep Road is already constructed and operating as a three-way roundabout, and the Monash Gate extension described above will form its fourth leg. The applicant will construct only the section of Monash Gate that fronts the subject site, within which the crossover is located; construction of the remaining sections, connecting the site frontage to the existing stub and to the roundabout, is a City responsibility under the Vehicle Access Policy, which the applicant may deliver by arrangement with the City. Access to, and occupation of, the development is to be coordinated with construction of these connecting sections, with interim arrangements agreed with the City if the site is developed beforehand.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

3 PROPOSED DEVELOPMENT

The proposal is a micro-warehouse based, multi-level self-storage facility. Customers drive into the site and park or temporarily stand at ground level, adjacent to or near the goods lift and their unit, to load and unload. Access to units on the upper levels is by way of pedestrian walk and lift. Unlike a number of comparable facilities (including ML Traffic's projects at Wangara and East Perth, which are multi-level facilities where vehicles drive between levels), at Verde Drive vehicles will only circulate or park at ground level.

The development provides a GFA of 11,061 m² (ground floor 2,399 m² plus a 94 m² office, and 4,284 m² on each of Levels 1 and 2), an NLA in the order of 8,000 m², and a site cover of 4,284 m² (69 per cent) on the 6,187 m² site. Ground level is arranged around an internal driveway of 1,169 m² that runs the length of the building, with an undercover loading area on the north-western side, so that loading and unloading occurs on site and under cover. A total of 21 car parking spaces are proposed, distributed as set out in the following table.

Location / Type	No. of Bays
Within the property setback, adjacent to the office (5 standard + 1 accessible)	6
North-western face of the building, within the undercover loading area	7
South-eastern face of the building, fronting the internal driveway	8
Total	**21**

Table 1: Car Parking Provision

The 6 bays within the property setback are 90 degree bays of 5.4 m by 2.6 m. The 15 bays alongside the building are parallel bays of 6.6 m by 2.4 m, evenly distributed along both faces of the building to minimise walking distance between a vehicle and the unit or goods lift it serves. At least one accessible (ACROD) bay is provided within the property setback, in accordance with AS2890.6. The final number of accessible bays will be confirmed against the requirements of the Building Code of Australia at the building permit stage.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

4 VEHICLE ACCESS AND EGRESS

Access to and egress from the site is provided by a single 6.5 m wide crossover on Monash Gate. The site layout is provided at Appendix A.

4.1 Design Vehicles

The vehicles using the site are passenger cars (4.9 m B85, occasionally 5.2 m B99), car-plus-trailer combinations (for example a 5.2 m Ford Transit type vehicle towing a 5.7 m mid-sized trailer, which is longer than a rigid truck but has the turning requirements of a Medium Rigid Vehicle), and the Medium Rigid Vehicle (MRV). The MRV is the largest design vehicle to access the site; the development is not designed to accommodate heavy rigid vehicles.

4.2 Crossover and Left-Turn Exit Splay

A left-turn crossover exit splay is proposed within the road reserve (verge section) of Monash Gate, funded by the applicant. It will be finished in concrete and visually differentiated from the bituminous surface of the 9 m wide trafficable carriageway, and is shown as a hatched area on the layout at Appendix A. The splay enables a left-turning MRV to exit the site without crossing into the opposing-direction traffic lane, which is an important safety consideration given that the opposing-direction lane is a departure lane from the roundabout. Sight distance at the crossover, to pedestrians within the verge and to vehicles on the frontage road, is assessed at Sections 4.5 and 4.6 respectively.

4.3 Swept Path Assessment

The MRV is able to achieve every turning movement between the site and Monash Gate, and to circulate through the site and depart in a forward gear, as demonstrated by the swept-path drawings at Appendix B. Those drawings also demonstrate B85 car access to and from the parking bays. Waste-collection and other routine service vehicles are within the MRV envelope and are likewise accommodated.

4.4 Site Circulation

Vehicle movements within the site, for both cars and trucks, are anticlockwise. Vehicles enter through the gates at the eastern end of the site, adjacent to the office and the setback parking, and travel the length of the building through the undercover loading area on its north-western side. At the western end of the

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

building they turn about and return along the internal driveway on the south-eastern side, before leaving the site through the exit gate, which directly faces the vehicle crossing and is exit-only. All vehicles therefore enter and leave the site in a forward gear.

4.5 Sight Distance to Pedestrians

A vehicle leaving the site crosses the verge of Monash Gate, within which a footpath is to be constructed as part of the road works. A driver waiting to exit and a pedestrian approaching along the verge must therefore be visible to one another before the driver reaches the path.

Sight triangles measuring 2.0 m wide by 2.5 m deep have been plotted on both sides of the crossover, in accordance with AS/NZS 2890.1 (Figure 3.3). They are shown on the site layout at Appendix A, both at the overall scale and on the enlargement of the crossover.

Each triangle is to contain ground cover only. No wall, fence, gate, pillar, signage, service cabinet or other obstruction to visibility, and no hedge or shrub planting, is to be located within the triangles. The areas concerned fall within the verge and the adjoining landscaped property setback, both of which are proposed as low landscaping, so the requirement is met by the development as designed. It is nonetheless recommended that it be secured by condition, since the treatment of these areas may change over the life of the facility.

4.6 Sight Distance to Vehicles on the Frontage Road

Monash Gate is a local road in a 50 km/h speed environment. The sight distance required at an access driveway is expressed as the distance travelled by an approaching vehicle during the desirable gap of 5 seconds. At 50 km/h (13.9 m/s) this is 69 m.

The Monash Gate extension is yet to be constructed, so sight distance has been assessed against the concept alignment prepared by Colliers (Drawing 26141-C9-SK-01-A), which provides a 9 m wide pavement within a 20 m wide road reserve, with verges of 5.5 m on either side.

Looking to the south-west, the carriageway is straight for in excess of 100 m before it enters a flat horizontal curve of approximately 200 m radius, and the verge on the inside of that curve is free of obstruction. Sight distance in excess of 100 m is available in that direction, which exceeds the 69 m required.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Looking to the north-east, the sight line is terminated by the existing roundabout at the intersection of Verde Drive and Prinsep Road, which lies approximately 40 m from the crossover. That 40 m is, however, the whole of the conflicting approach. A vehicle cannot reach the crossover from the north-east without first negotiating the roundabout, and cannot attain the 50 km/h environment speed over so short a distance. At a roundabout departure speed in the order of 25 km/h (6.9 m/s), a 5 second gap corresponds to 35 m, which is less than the sight distance available. The roundabout itself, and vehicles circulating within it, are also visible from the crossover, so that a driver waiting to exit sees an approaching vehicle before it enters Monash Gate.

Direction of Approach	Approach Speed	Sight Distance Required	Sight Distance Available
South-west (along Monash Gate)	50 km/h	69 m	In excess of 100 m
North-east (departing the roundabout)	25 km/h	35 m	Approximately 40 m

Table 2: Sight Distance at the Monash Gate Crossover (5 Second Gap)

The sight distance available at the crossover is therefore appropriate to the speed at which vehicles will approach it from either direction. Sight distance is to be re-confirmed at the detailed design stage of the Monash Gate extension, once the vertical alignment is set and the positions of street lighting columns, street trees and other verge furniture are fixed, with the sight lines to be kept clear of obstruction.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

5 OPERATIONAL CHARACTERISTICS

Self-storage facilities of this type operate with extended or 24-hour access by keycard or smartphone application, and with minimal staffing, typically a small reception that doubles as a retail outlet dispensing packing materials during business hours. Visits are predominantly made by motor vehicle, are ad-hoc and infrequent, and are of short duration. The most recent industry study (Stantec, 2022/2023) records an average duration on site in the order of 20 to 30 minutes on a weekday. These characteristics distinguish self-storage from a conventional warehouse use. The low-intensity, predominantly daytime activity profile means that extended or 24-hour access can be appropriately managed by condition without material amenity impact.

Given the nature of the use, the transport of bulky household and business goods to and from storage units, customer visitation is necessarily by private motor vehicle, and walking, cycling and public transport are not material travel modes for customers. The site is nonetheless located within the established Cockburn Central East mixed-business precinct and is accessible to staff by the surrounding pedestrian network.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

6 CAR PARKING ASSESSMENT

6.1 Planning Framework

Neither the City of Cockburn Town Planning Scheme No. 3 (TPS3) nor the Cockburn Central East Structure Plan contains a car parking rate specific to self-storage. The use is most closely aligned with the Warehouse / Storage use class, for which the rate conventionally applied is 1 space per 50 m² GFA. Applied to this proposal (11,061 m² GFA), that rate would notionally require approximately 221 spaces, a provision that is grossly excessive for a self-storage facility and would remain substantially unutilised. Self-storage is not equivalent to warehouse use: although both involve the storage of goods, self-storage operates with zero or minimal staff and generates infrequent, short-duration visits.

A variation to the notional warehouse-based requirement is therefore sought, exercising the discretion available to the City under TPS3, on the empirical basis set out below. The warehouse rate is not an appropriate basis for assessing the parking demand of this use.

6.2 Empirical Basis

In place of the warehouse rate, the parking requirement has been assessed empirically against comparable-premises case studies commissioned by the Self Storage Association of Australasia (SSAA):

- Aurecon (2009) Self Storage Facility Traffic and Parking Study, based on data from 32 sites across New South Wales, Queensland, South Australia, Victoria and Western Australia.
- Aurecon (2016) Supplementary Australian Traffic and Parking Study (addendum to the 2009 study), based on a further 15 sites.
- Stantec (2022/2023) SSAA Parking and Traffic Study, the most recent and contemporary study, based on data from 61 facilities nationally and using a queuing-theory (M/M/k) analysis with provision set at the 95th percentile of demand.

The site's NLA, in the order of 8,000 m², falls within the largest facility category used by each study (6,000 m² and above). The recommended parking provision for this category is summarised below.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Study	Recommended Parking
Aurecon (2009)	11 spaces
Aurecon (2016)	13 spaces
Stantec (2022/2023), 95th percentile	7 spaces

Table 3: Recommended Car Parking Provision (Facilities 6,000 M² and Above)

The 2016 Aurecon study and the 2022/2023 Stantec study are reproduced in full at Appendix C and Appendix D respectively. The Stantec (2022/2023) study drew on facilities across Australia, including in Perth, which supports its applicability to the local context. The empirical, use-specific approach to assessing self-storage parking is well established in Western Australian planning practice and is the appropriate basis for this proposal, in preference to the generic warehouse rate.

6.3 Adequacy of Provision

The most recent, largest and most robust study (Stantec, 2022/2023) recommends 7 spaces; the earlier Aurecon studies recommend 11 to 13 spaces. The 21 spaces proposed exceed the highest empirical benchmark (13 spaces, Aurecon 2016) by more than 60 per cent, and are three times the contemporary recommendation (7 spaces, Stantec 2022/2023).

The distribution of parking is also appropriate. The 6 spaces within the property setback satisfy the office, reception and visitor component of demand. The 15 spaces distributed along the two building faces provide convenient short-term loading and unloading immediately adjacent to the units, reflecting observed user behaviour, storers tend not to use marked bays but rather stand or temporarily park directly in front of their units to load and unload. The 1,169 m² internal driveway and the undercover loading area provide further standing room for that activity, clear of the marked bays. The parking provision is more than adequate, and a variation from the warehouse rate is well justified.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

7 TRAFFIC GENERATION

Traffic generation has been derived empirically from the same SSAA case studies, again adopting the 6,000 m² and above category. Vehicle trip generation (two-way trip ends) is summarised below.

Study	Weekday Peak Hr	Weekday Daily	Weekend Peak Hr	Weekend Daily
Aurecon (2009)	29	195	36	212
Aurecon (2016)	-	148	-	144
Stantec (2022/2023)	11	109	10	86

Table 4: Vehicle Trip Generation (Facilities 6,000 M² and Above)

Adopting the contemporary Stantec rates, the facility is expected to generate in the order of 11 vehicle trips in the peak hour and approximately 109 vehicle trips over a weekday. Even on the conservative Aurecon (2009) figures (approximately 29 peak-hour and 195 daily trips), the generation is modest. The Stantec study further records that the weekday peak occurs mid-morning to early afternoon (in the order of 9:30 am to 11:15 am), outside the commuter peak periods on the surrounding network, which further reduces the practical impact of the development.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

8 BACKGROUND TRAFFIC AND NETWORK IMPACT

Background traffic volumes have been obtained from the Main Roads Western Australia Trafficmap. The nearest classified road to the site is Armadale Road, the Primary Distributor noted above. The most recent published counts (2023/2024) in the vicinity of the site are summarised below.

Count Location	Weekday (Mon-Fri) Vpd	Weekly Avg (Mon-Sun) Vpd	Heavy Vehicles
Armadale Road, west of Warton Road	49,342	46,281	6.2%
Armadale Road, west of Liddelow Road	46,575	43,686	6.3%

Table 5: Main Roads WA Traffic Counts (Armadale Road, 2023/2024)

Verde Drive, Monash Gate, Prinsep Road and Solomon Road are City-managed local distributor and access roads and do not have published Main Roads counts. The development's generation of approximately 109 vehicle trips per weekday (around 11 in the peak hour) represents less than 0.25 per cent of the weekday volume carried by Armadale Road, and a similarly negligible proportion of its peak-hour flow. This minor increment is readily accommodated by the roundabout-controlled local road network and by the Primary Distributor. The traffic impact of the development is negligible.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

9 SITE GRADES

Site grades are governed by AS2890.1 and AS2890.2. The maximum grade along a driveway or ramp within the site is 15.4 per cent (1:6.5) in order to accommodate the rigid service vehicles (SRV and MRV), in accordance with AS2890.2:2018 (Table 3.2). The need to accommodate these vehicles requires shallower grades, and a smaller permissible rate of change of grade (that is, longer and gentler transitions), than would apply to a B99 car.

In practice, however, parallel parking bays line the circulation driveway. AS2890.1:2004 limits the grade along the length of a parallel parking bay to 5 per cent (1 in 20), and across a parking bay to 6.25 per cent (1:16). The grade measured in the south-west to north-east direction (along the parking bays) is therefore the governing constraint and must not exceed 5 per cent. Given the prevalence of parking along the driveway, the steeper 15.4 per cent grade will not occur.

The only section of driveway not affected by parking is the short initial length from the crossover, which is too short to accommodate the associated grade-change transition sections (AS2890.2:2018, Table 3.3).

The current site plan (Drawing BDQ166-DA01-A) does not show finished levels or grade details for the internal driveway. It is recommended that a maximum 5 per cent (1 in 20) grade in the south-west to north-east direction be imposed by condition and confirmed at the detailed design stage.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

10 CONCLUSIONS

The proposed self-storage facility at Lot 26 Verde Drive, Jandakot, will not result in any material impact on the surrounding road infrastructure. Vehicle access and on-site manoeuvrability are satisfactory for 4.9 m B85 and 5.2 m B99 cars, car-plus-trailer combinations and the MRV, which is the largest design vehicle. Sight distance at the crossover is satisfactory, both to pedestrians within the verge, for which 2.0 m by 2.5 m sight triangles are provided on either side of the crossover, and to vehicles approaching on Monash Gate. The 21 car parking spaces proposed greatly exceed the empirically assessed demand of 7 spaces under the most recent study (and 11 to 13 spaces under the earlier studies). Traffic generation is modest and occurs outside the network commuter peaks, and the resulting impact on Armadale Road and the local road network is negligible.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

RECOMMENDED CONDITIONS

1. Vehicle access to the site shall be limited to a single 6.5 m wide crossover on Monash Gate. No vehicle access shall be taken from Armadale Road. Access arrangements shall accord with LPP 5.6 (Vehicle Access) and the City's Vehicle Access Policy.
2. A left-turn crossover exit splay shall be constructed within the verge of Monash Gate, finished in concrete and visually differentiated from the carriageway, at the applicant's cost.
3. The sight triangles shown at Appendix A, measuring 2.0 m wide by 2.5 m deep on either side of the crossover, shall contain ground cover only and shall be kept clear of walls, fences, gates, pillars, signage, service cabinets, hedge or shrub planting and other obstructions to visibility.
4. Vehicular access to, and occupation of, the development shall be coordinated with construction of the sections of Monash Gate connecting the site frontage to the existing roundabout; any interim access arrangement required ahead of that work shall be to the satisfaction of the City.
5. The grade measured in the south-west to north-east direction across the parallel parking bays and circulation driveway shall not exceed 5 per cent (1 in 20), to be confirmed at the detailed design stage.
6. Internal ramps and grades shall comply with AS2890.2:2018 for the nominated design service vehicle.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

11 WAPC TRANSPORT IMPACT STATEMENT CHECKLIST

The proposal generates in the order of 11 vehicle trips in the peak hour, placing it within the Traffic Impact Statement band (10 to 100 peak-hour trips) under the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines. The following checklist confirms the matters addressed in this statement against the information requirements of those guidelines.

Information Requirement	Status	Report Reference
Description of the proposed development and land use	Provided	Sections 1, 3
Locality, site description and zoning	Provided	Sections 1, 2
Existing road network and road hierarchy	Provided	Sections 2.2, 2.3
Existing traffic volumes and data source	Provided	Section 8
Walking, cycling and public transport context	Addressed	Section 5
Trip generation rates and basis	Provided	Section 7
Peak-hour and daily traffic generation	Provided	Section 7
Trip distribution and assignment	Addressed	Sections 4.3, 8
Access location and design (crossover)	Provided	Sections 2.3, 4.2
Sight distance and access safety	Provided	Sections 4.2, 4.5, 4.6
Car parking provision and assessment	Provided	Section 6
Service vehicle access and on-site manoeuvring (swept paths)	Provided	Section 4.3; Appendix B
Bicycle parking and end-of-trip facilities	Not applicable	Section 5 (business customers do not cycle to the site)
Impact on surrounding road network and intersections	Provided	Section 8
Crash history review	Not applicable	Section 8 (minor generation; no road works)
Conclusions and recommendations	Provided	Section 10; Recommended Conditions

Table 6: WAPC Transport Impact Statement Checklist

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

12 APPENDICES

The following plans and reference studies are appended to this statement:

- Appendix A Site Layout, Left-Turn Exit Splay and Sight Triangles (A2617267W - AppA Layout)
- Appendix B MRV Swept Paths (A2617267W - AppB MRV Swept Paths)
- Appendix C Self Storage Association of Australasia's study of self storage facilities by Aurecon
- Appendix D Self Storage Association of Australasia's study of self storage facilities by Stantec

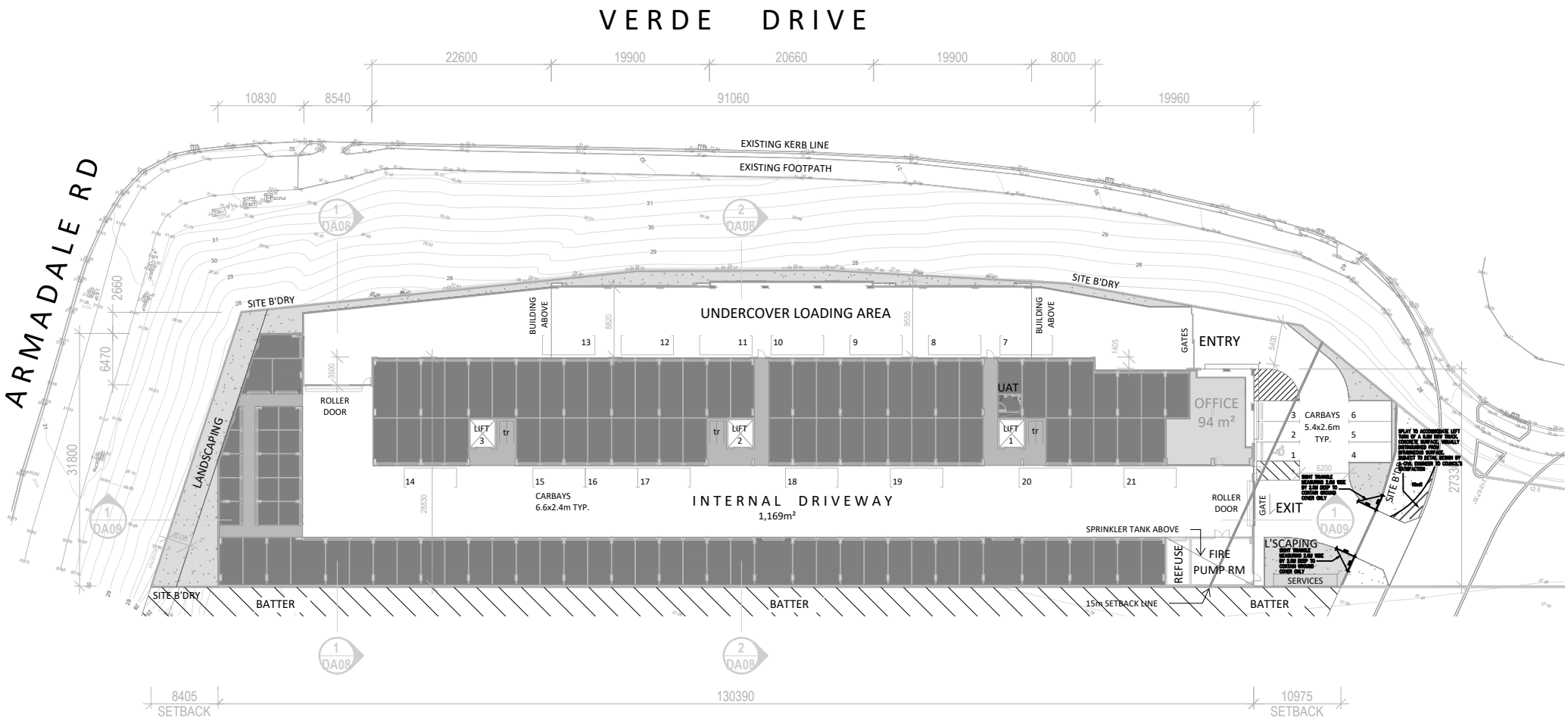
Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Appendix A: Site Layout and Left-Turn Exit Splay

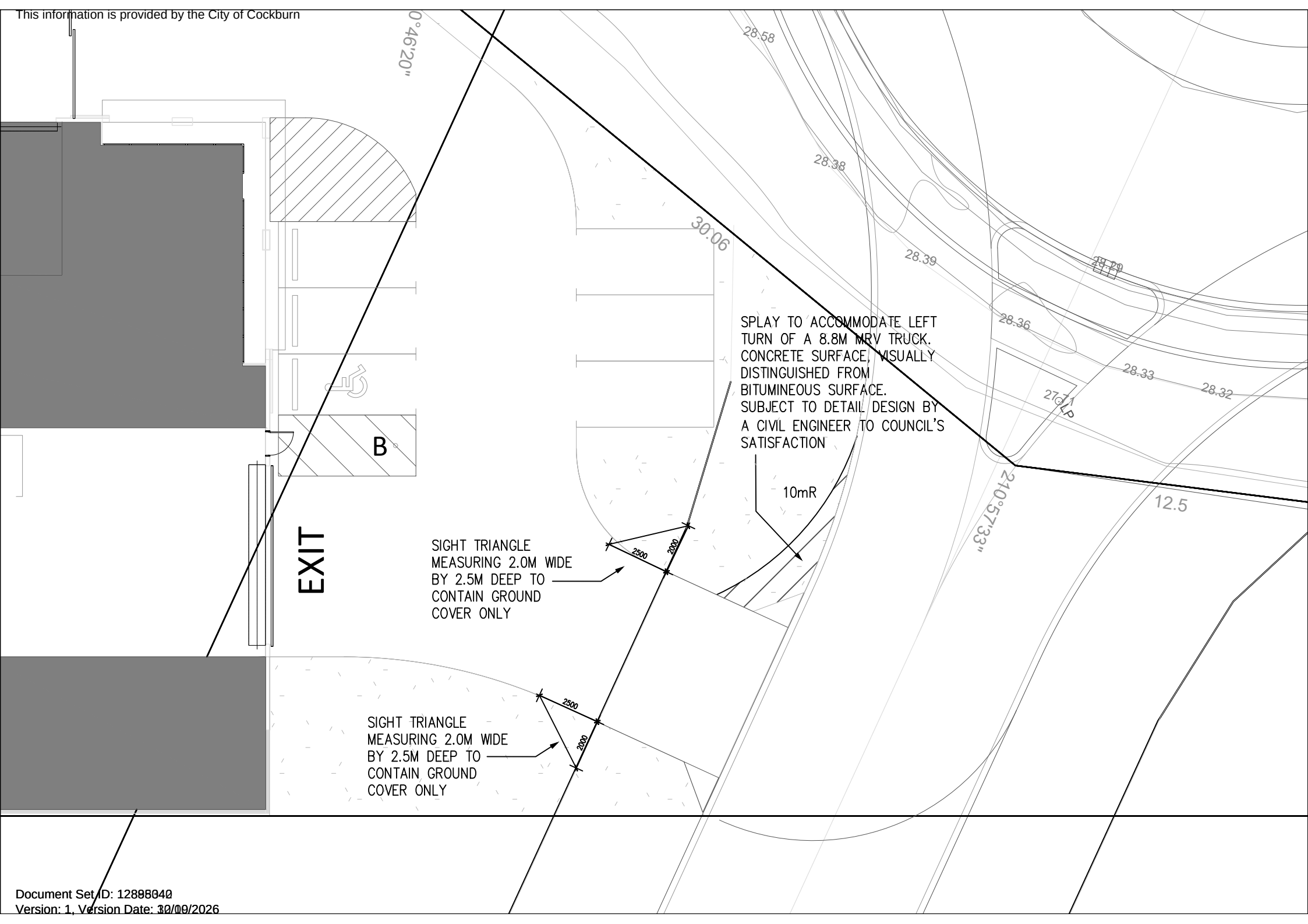
Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn



Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn



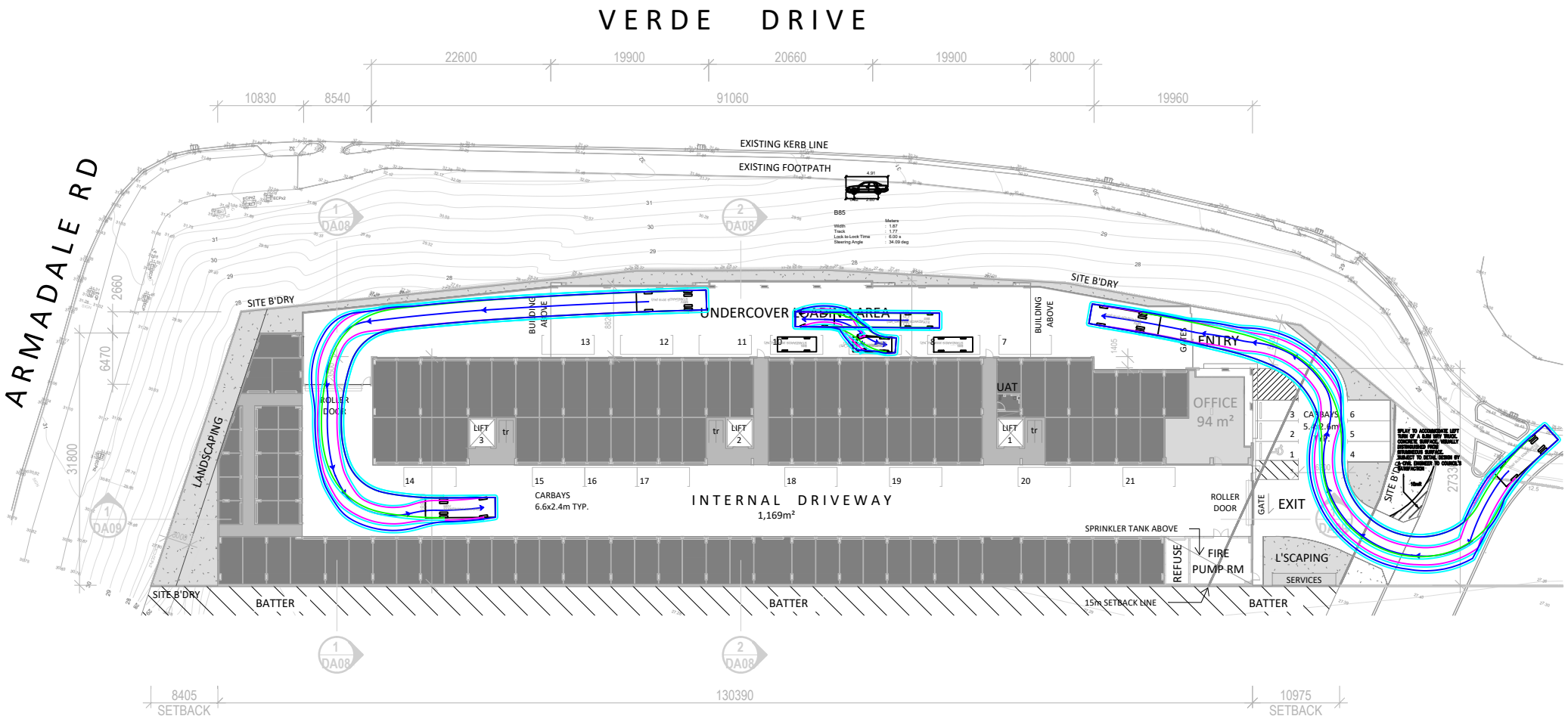
Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn

Appendix B: MRV Swept Paths

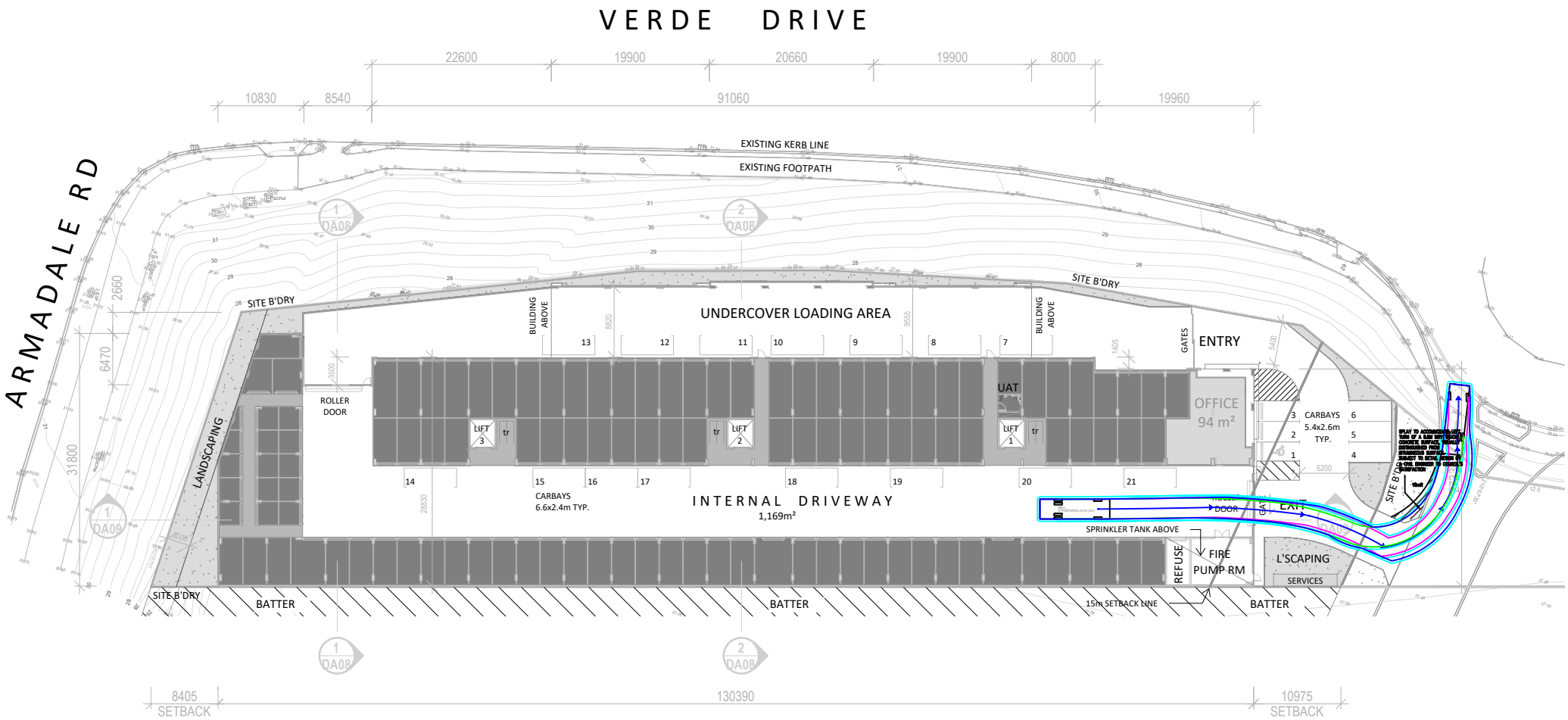
Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

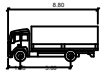
This information is provided by the City of Cockburn



Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn



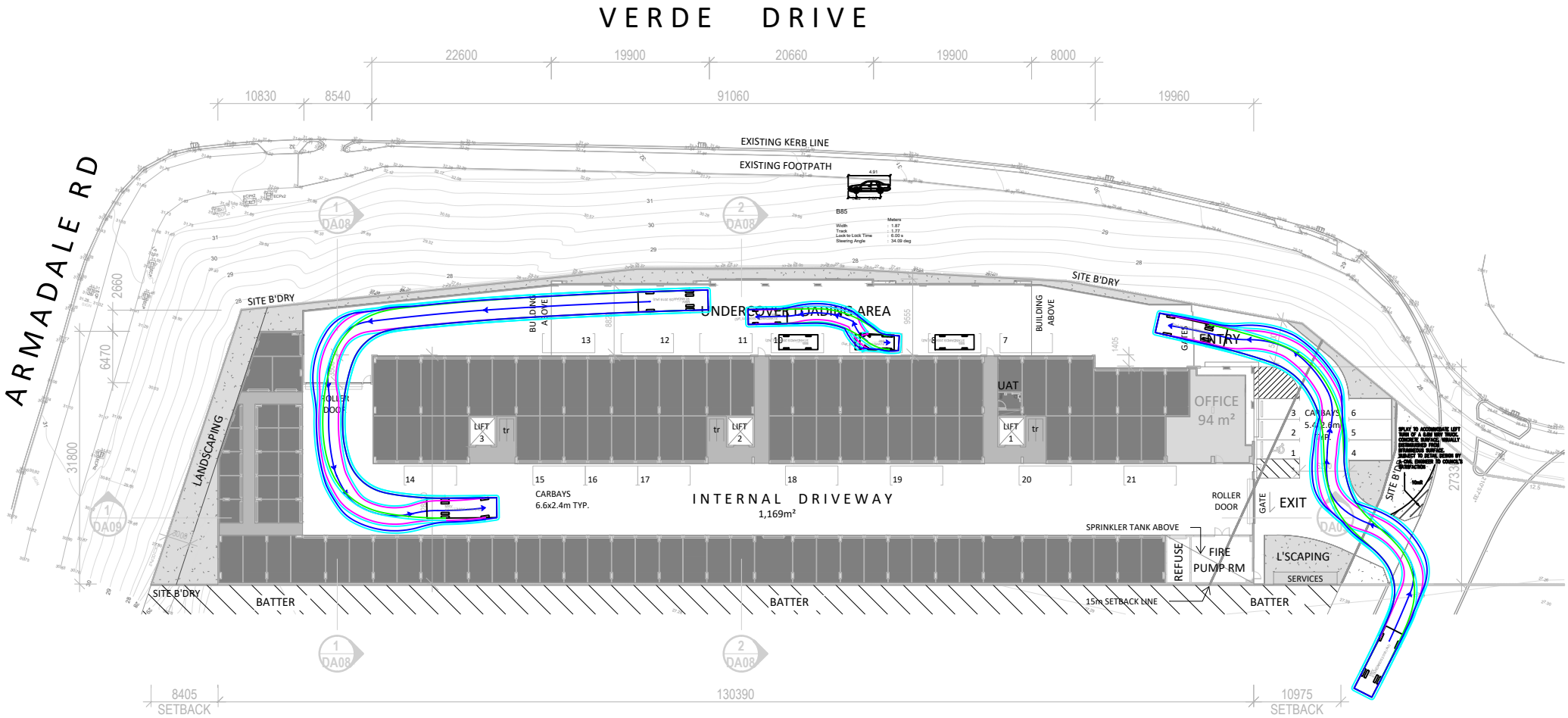


MRV

	Meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.00 s
Steering Angle	: 34.01 deg

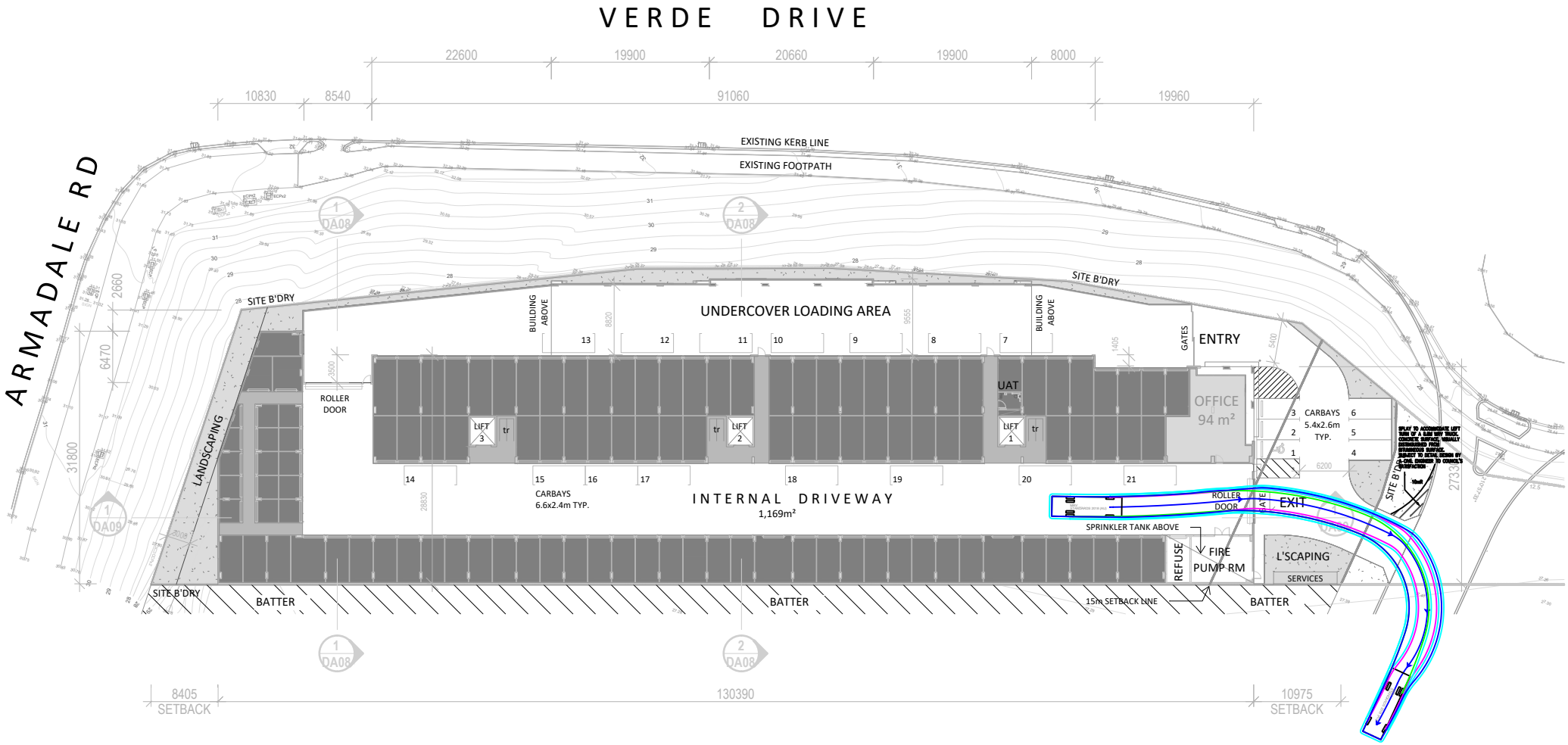
Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn



Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn



Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn

Appendix C

Self Storage Association of Australasia's study of self storage facilities by Aurecon

Document Set ID: 12898040
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

SSAA Supplementary Australian Traffic and Parking Study

In 2009 Aurecon prepared a traffic and parking study for the SSAA. The document has been used to assist self storage businesses and local councils understand the potential parking and traffic implications of self storage developments.

The original study obtained data from 32 sites located across New South Wales, Queensland, South Australia, Victoria, and Western Australia. As this study was conducted over seven years ago, the SSAA have identified a need to review the original recommendations against current patterns of behaviour. This supplementary traffic and parking study has reviewed the current traffic and parking demands and compared them to the original recommendations. This supplementary study has also built upon a New Zealand traffic and parking study conducted in 2015. This new report is to be read in conjunction with the original 2009 study.

A staged approach was adopted to identify the sample size required to maintain an 85% level of accuracy, as specified in the original study.
Aurecon evaluated the level of change experienced by businesses from the 2009 study and determined that the collection of new data from 10 of the original 32 sites would be sufficient to conduct an effective study. In addition, data was collected from 5 other facilities not previously surveyed in 2009. It was essential that a diverse range of business types of varying sizes and locations were selected.

Each of the participating businesses was required to complete a business survey and an office parking survey. The business survey determined the site parameters, such as size, occupancy, type of storage and level of activity whilst the Office Parking Surveys were conducted over a seven-day period. This involved the recording of staff and visitor parking arrangements for all people going to the office and retail components of the business.

Over 4 consecutive weeks participating businesses supplied gate data.
The data included date, time, action, and client code for each movement into and out of a gate. In addition, door entry and door exit data was also supplied. This additional data was used to measure the level of tailgating into secured areas.

A comparison of the results between this supplementary study and the previous 2009 Australian study and the 2015 New Zealand study has demonstrated that the minimum recommended number of car parking bays largely remains the same. The exception is that a higher number of bays would be desirable in the areas adjacent to storage units at the larger self storage facilities e.g. facilities with a MLA of 6,000 to 9,500m2.

Overall, the trip rates per site for an average weekday or weekend day show a 12% decrease from 2009 to 2016 although this is within the level of accuracy expected with the number of surveys undertaken.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

2016 Traffic and Parking Study Addendum

(17 November 2016)

This report is provided for use by members of the Self Storage Association of Australasia or other authorised recipients. Neither this report nor any of its contents may be reproduced or used for any other purpose without the prior written consent of the Self Storage Association of Australasia. We may withhold our consent absolutely.

The recipient should obtain and rely upon their own professional advice from their tax, legal, accounting, financial, planning and other professional advisors in respect of the recipient's objectives, financial position or needs before making any investment decision based on information contained in this report.

1 Introduction

In 2009 Aurecon undertook a traffic and parking study of self storage businesses for the Self Storage Association of Australasia (SSAA). The 'Self Storage Facility Traffic and Parking Study, 2009' (this will be referred to as the 2009 Study) has been used to assist businesses and local council authorities in site planning and development.

In 2016, the SSAA requested Aurecon undertake a study to re-evaluate the parking demand and traffic generation of their members' facilities (the 2016 Study) to ensure the recommendations continue to be representative of actual behaviours. In September a survey was conducted of 15 businesses of varying sizes, located throughout Australia. Of these, a total of 12 sites provided automated security gate data, and 14 sites provided office trip and parking information.

This report is an addendum to the 'Self Storage Facility Traffic and Parking Study, 2009'. For information relating to the original study or data collection methodology refer to the 2009 report.

For completeness, the results are also compared to those from the 'Parking Demand and Trip Generation at Self Storage Facilities in New Zealand, October 2015', a similar study undertaken in New Zealand (this will be referred to as the '2015 NZ Study').

2 Methodology and Statistical Analysis Overview

The methodology undertaken for the 2016 Study replicates the data collection method undertaken for the 2009 Study. However, some of the analysis undertaken in 2016 has needed to differ from the 2009 Study. This was to maximise statistical accuracy, given the smaller sample size.

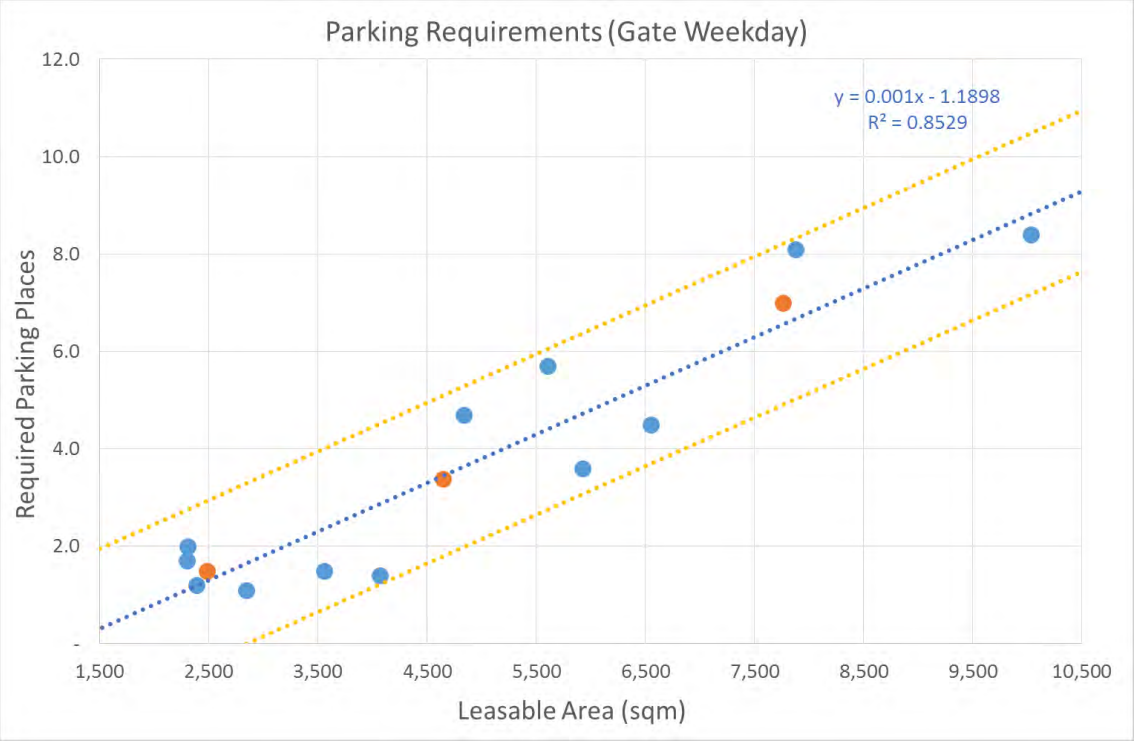
For example, previously, sites with maximum leasable area (MLA) of 0-3,000m^2 were grouped together and analysed to determine their trip rates and parking requirements, and these were analysed separately from sites with MLAs of 3,000-6,000 m^2 and 6,000-9,500 m^2. If we were to repeat that process with only a total of 15 sites, both the influence of individual sites, and the amount of variation would diminish the value of the results.

Instead, Aurecon has grouped all 15 sites together for the analysis. Statistics for each site (e.g. weekday trips) were calculated, and then the relationship between the sites examined. An increasing trend would indicate that the larger the site, the more trips it attracts or parking it requires. Differences and variations between sites will still exist, and bounds have been calculated to estimate upper and lower limits for each statistic. An example for 'weekday trips' is shown in Figure 1.

Document Set ID: 12898042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn

Figure 1 - Regression analysis (storage / gated area data, weekday)



The series represented by the blue circles is the calculated parking requirements for each of the twelve sites that supplied automated gate / door data. The blue dotted line represents the relationship in 'required parking' between each of the sites. The yellow dotted lines represents the upper and lower bounds for this relationship, similar to the calculation of the maximum parking requirements for the 2009 Study.

The series represented by the orange dots is the average number of car parks required when taking the raw average of sites within the 0-3,000 m^2, 3,000-6,000 m^2, and 6,000-9,500[1] m^2. These 'average' values follow the established relationship (dotted blue line), thereby strengthening the result. A similar process was undertaken for weekends, as well as for trip generation rates for both weekdays and weekends.

3 Results

3.1 Parking Requirements

This section contains the results of the parking analysis conducted on the data collected for the 15 businesses / sites across Australia. In each case, the results are compared to the 2009 Study and 2015 NZ Study, and some commentary as to any changes is described.

Parking requirements are shown for weekdays only, as for both the 2009 and 2016 Studies, the parking requirements are highest on these days. The estimated requirements for office and storage parking are shown in Table 1 and Table 2.

[1] Actually, this study has two sites greater than 9,500 m^2, and we have combined that into that range.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Table 1 - Requirements for office parking (weekday)

Maximum Leasable Area	2009 Study (95%)	2015 NZ Study (95%)	2016 Study (Trend)	2009 Study (Max)	2015 NZ Study (Max)	2016 Study (Upper)
0 - 3,000 m²	1	1	1	4	2	2
3,000 - 6,000 m²	2	2	2	6	3	3
6,000 - 9,500 m²	3	2	2	6	4	3

For the office parking, the results for all three studies are comparable within the level of accuracy available. For the upper bound / maximum results, there was a higher degree of variability reported in the 2009 Study compared to the 2015 NZ and 2016 Studies.

Table 2 - Requirements for storage / gated area parking (weekday)

Maximum Leasable Area	2009 Study (95%)	2015 NZ Study (95%)	2016 Study (Trend)	2009 Study (Max)	2015 NZ Study (Max)	2016 Study (Upper)
0 - 3,000 m²	2	2	2	5-6	3	4
3,000 - 6,000 m²	5	4	5	11	8	7
6,000 - 9,500 m²	5	5	8	13	9	10

Overall, there is general similarity in the study results for the number of parking places required (to achieve 45 minutes out of 24 hours each day where car parking capacity would be exceeded, in line with 2009 Study). The 6,000-9,500 m² group does recommend a higher number of parking places (up from 5 to 8) based on the most recent collected data.

The increasing trend (2, then 5, then 8, refer Figure 1) is a result of the aggregation and regression of the data for the 2016 Study. Both the 2009 Study and then 2015 NZ Study have each independently analysed self-storage size clusters.

Again, the upper bound/maximum is the highest in the 2009 Study, similar to that observed for the maximum office parking requirements. The total parking recommendations are described in Table 3. Staff parking and Trailer / Ute parking remains the same as provided in the 2009 Study.

Table 3 - Recommended minimum number of Parking Spaces per MLA group

Maximum Leasable Area	Office Parking	Storage Area Parking	Staff Parking	Trailer/ Ute Parking	Total Parking (2016)
0 - 3,000 m²	1	2	2	1	6
3,000 - 6,000 m²	2	5	2	1	10
6,000 - 9,500 m²	2	8	2	1	13

A comparison with the 2009 Study recommendations and the 2015 NZ Study recommendations is shown in Table 4. For consistency, staff parking and trailer / Ute parking have been applied at the same rates for each study.

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Table 4 - Total Parking Spaces per MLA group comparison

Maximum Leasable Area	Total Parking (2009)	Total Parking (2015, NZ)	Total Parking (2016)
0 - 3,000 m²	6	6	6
3,000 - 6,000 m²	10	9	10
6,000 - 9,500 m²	11	11	13

As observed, the results are fairly consistent across each of the studies, with the largest difference identified in the 2016 Study for the 6,000-9,500m² category, where an additional 2 places are recommended. This is 'in part' due to the regression methodology employed in this study due to the limited number of surveyed businesses (see previous remarks).

3.2 Trip Generation

This section contains an analysis of the number of daily trips / customer visits a self-storage facility is likely to receive on a given weekday or weekend day. Results generated for 2016 are compared to those from the 2009 Study, and are shown in Table 5 to Table 8.

Note, a comparison with the 2015 NZ Study was not possible because its trips rates were combined office and storage areas, and 6:30am-8:00pm only, where for the 2009 and 2016 Studies, access was 24 hours for nearly all sites. The generation rates for the 2015 NZ Study are therefore smaller.

Table 5- Weekday daily office trip generation

Maximum Leasable Area	2009 Study (Average)	2016 Study (Trend)	2009 Study (95%)	2016 Study (Upper)
0 - 3,000 m²	13	12	40	31
3,000 - 6,000 m²	24	15	52	35
6,000 - 9,500 m²	29	20	60	39

Table 6- Weekend daily office trip generation

Maximum Leasable Area	2009 Study (Average)	2016 Study (Trend*)	2009 Study (95%)	2016 Study (Upper*)
0 - 3,000 m²	11	8	26	19
3,000 - 6,000 m²	14	8	32	19
6,000 - 9,500 m²	28	8	47	19

*Note, no relationship between MLA and number of weekend office trips.

Table 7- Weekday daily storage area trip generation

Maximum Leasable Area	2009 Study (Average)	2016 Study (Trend)	2009 Study (95%)	2016 Study (Upper)
0 - 3,000 m²	45	48	92	82
3,000 - 6,000 m²	97	79	165	113
6,000 - 9,500 m²	134	115	195	148

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Table 8- Weekend daily storage area trip generation

Maximum Leasable Area	2009 Study (Average)	2016 Study (Trend)	2009 Study (95%)	2016 Study (Upper)
0 - 3,000 m²	41	43	74	94
3,000 - 6,000 m²	78	66	132	117
6,000 - 9,500 m²	109	93	212	144

As observed, for the smaller sites, there is general consistency between the 2009 and 2016 daily trip rates; however, trip generation rates for the 2016 Study are approximately 12% smaller overall. This is within the expected band of accuracy expected for the given number of surveys. Again, the upper number of trips follows a similar pattern to the parking requirements, with a lower amount of variability observed overall.

4 Conclusion

In conclusion, a comparison of the results between the 2016 Study and the previous 2009 and 2015 NZ Studies has demonstrated that the minimum recommended number of car parking bays largely remains the same, with the exception that a higher number of bays would be desirable in the gated area (adjacent to storage sites) at the larger self storage businesses (6,000-9,500 m²).

Overall, the trips rates per site for an average weekday or weekend day show a 12% decrease between the sites surveyed in 2009 and those surveyed in 2016. This is within the level of accuracy expected with the number of surveys undertaken, and therefore we are unable to draw conclusions whether this is a real drop in traffic between the surveys, or measurement tolerance.

For both the minimum car parking recommendations and the daily trip rates, we observe a lower amount of variability for the 2016 Study compared to the 2009 Study (represented by the 95th percentile in the 2009 Study, and the upper bound in the 2016 Study).

Document Set ID: 12898042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Appendix D

Self Storage Association of Australasia's study of self storage facilities by Stantec

Document Set ID: 12898040
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Self Storage Association of Australasia



Parking and Traffic Study

Supporting the self storage industry of Australia and New Zealand.

2022/2023

Stantec

Document Set ID: 12888040
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Self storage plays a critical role in sustainable communities.

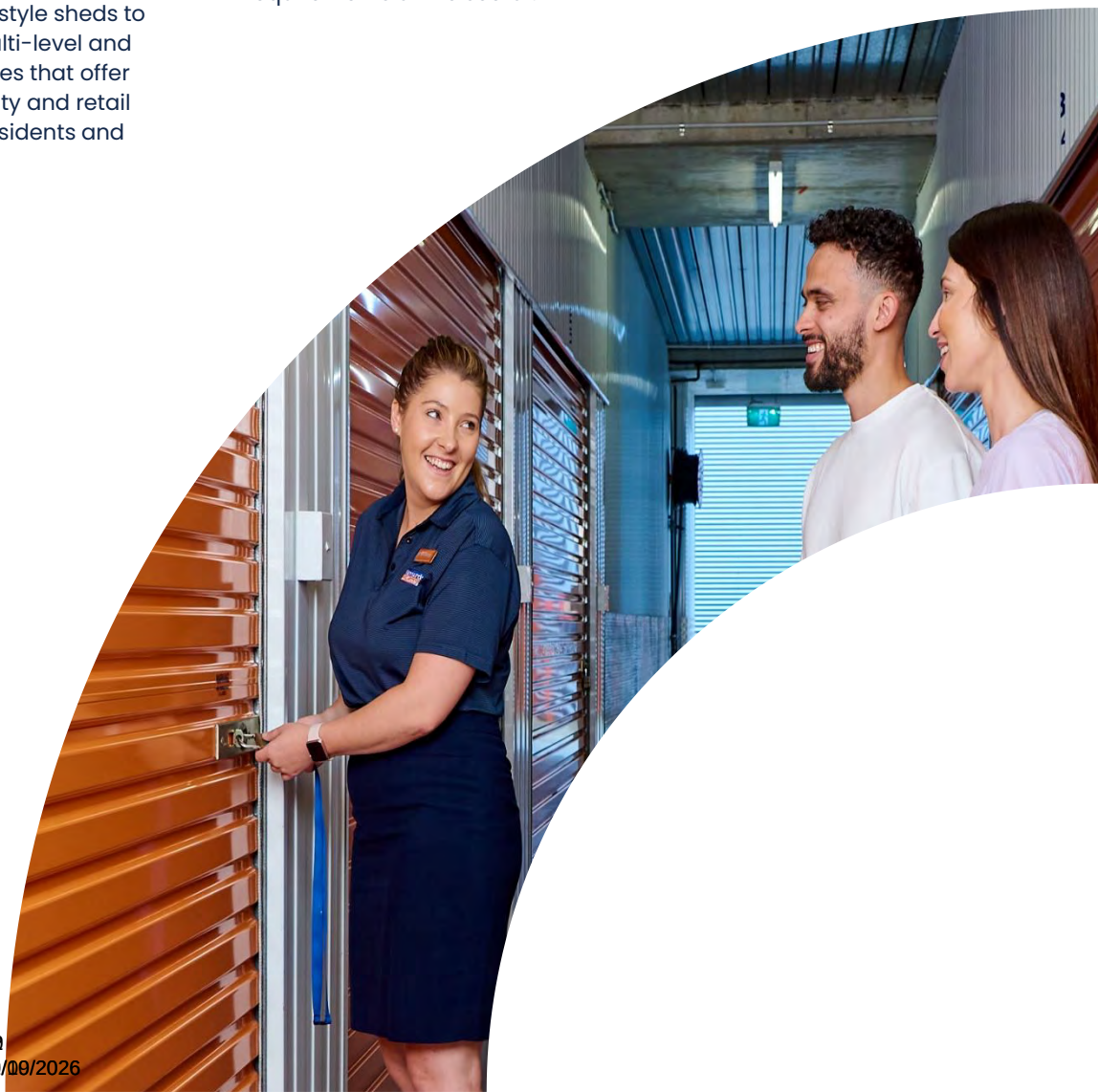
Today, more than 2,100 self storage facilities house the belongings of over half a million Australians and support the growing number of local and global businesses who need storage solutions.

As changes in lifestyle, living spaces and urban densification continues to change the shape of our communities, self storage offers the ideal solution.

The sector has progressed from sprawling, ranch style sheds to sophisticated multi-level and mixed-use facilities that offer significant amenity and retail experiences to residents and businesses alike.

The growth of the asset class is underpinned by unprecedented levels of demand, professional management, increasing customer awareness and strong mandates from local and global investors.

It is against this backdrop that the SSAA presents the 2022/2023 Parking and Traffic Study to assist planners, councils and authorities understand the unique transport requirements of the sector.



Document Set ID: 12888042
Version: 1, Version Date: 30/09/2026

This information is provided by the City of Cockburn

Purpose

The SSAA Parking & Traffic Study has been undertaken to assist and inform stakeholders in the consideration of new self storage development proposals.

The study has been produced to respond to the unusual nature of self storage in a planning context, characterised by very large floor areas and low traffic generation.

Local governments and traffic engineers are invited to use the study to inform consideration of new development applications for self storage projects.

Parking regulations often do not appreciate the characteristics of self storage visitation. Applicants may seek variations to regulations and this study offers guidance to the likely parking requirements.

SSAA members, self storage developers and operators are invited to use the study to appropriately design and accommodate for their anticipated parking demand.

This study serves as the industry guideline for minimum parking requirements based on current conditions. Members are encouraged to take into consideration a range of factors when designing for self storage.

Expert Opinion

SSAA has engaged leading design and engineering firm Stantec to provide a robust and objective analysis of the traffic and parking volumes of existing self storage facilities.

Stantec are global experts in transport planning, traffic engineering and infrastructure design and delivery. Their experienced team of 175 transport professionals are based across Australia and backed by the expertise of more than 22,000 design and engineering colleagues globally.

Stantec are well suited to deliver this study for SSAA given their deep experience in transport assessments for market leaders in adjacent sectors including shopping centres and large format retailers.

This report builds upon earlier work by Aurecon and takes a more contemporary approach to parking, and transportation planning.

For the 22/23 study, Stantec and the SSAA sought to quadruple the sample size to ensure appropriate representation of a range of facility types, sizes and geographies.

The outcome is an objective report which provides accurate estimates of parking demand for proposed new self storage facilities.



Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Self Storage Users

SSAA's State of the Industry 2022 Report revealed that self storage continues to fill a broad range of needs across the community.

More than 40% of current users surveyed were using storage while moving or selling their house, while 55% are storing to declutter due to a lack of space at home.

Household items, furniture and garage/shed items account for more than 80% of what's in storage. These items are typically bulky goods that require vehicular transport into/out of self storage facilities. Most residential customers access their storage unit infrequently, with an average length of stay under twelve months.

Business users demonstrate higher visitation and longer average stays but account for a smaller proportion of the overall customer base (<30%).

Parking & Traffic Context

In the parking and traffic management context, self storage is considered light impact as evidenced by low trip volumes and sporadic trip generation patterns.

Self storage facilities are generally comprised of an office or retail space and a large self storage area secured by gates and security systems with PIN code or smartphone access.

Facilities range in style and size, from drive-through facilities with ground floor units to multi-level, purpose-built assets. Facilities are characterised by large floor areas with limited parking and transport requirements.

Most facilities are staffed within business hours and offer extended access (5am – 10pm), with 24 hour access by arrangement.

Self storage visits are predominantly by motor vehicle as the purpose of a visit is to drop-off or pick-up items. The visits by a typical storer are ad-hoc and infrequent.

Observations during this study showed little activity, with office/retail visits short in nature (<20 minutes) and parking areas both at the front of facilities and within storage areas generally having a number of available spaces.

The unique nature of self storage means that warehouse vehicle parking rates and traffic counts from similar sized sites result in an excessive number of spaces being provided.



Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Contents

1.0 Methodology	**4**
2.0 Data	**4**
3.0 Processing & Assumptions	**5**
4.0 Duration on Site	**6**
5.0 Trip Generation	**7**
6.0 Parking Requirements	**8**
7.0 Study Comparison	**9**
8.0 Summary and Recommendations	**10**

This report, or parts thereof, may not be reproduced, copied or transmitted in any form without the prior written permission of the Self Storage Association of Australasia (SSAA). This report is provided for use by members of the SSAA or other authorised recipients.

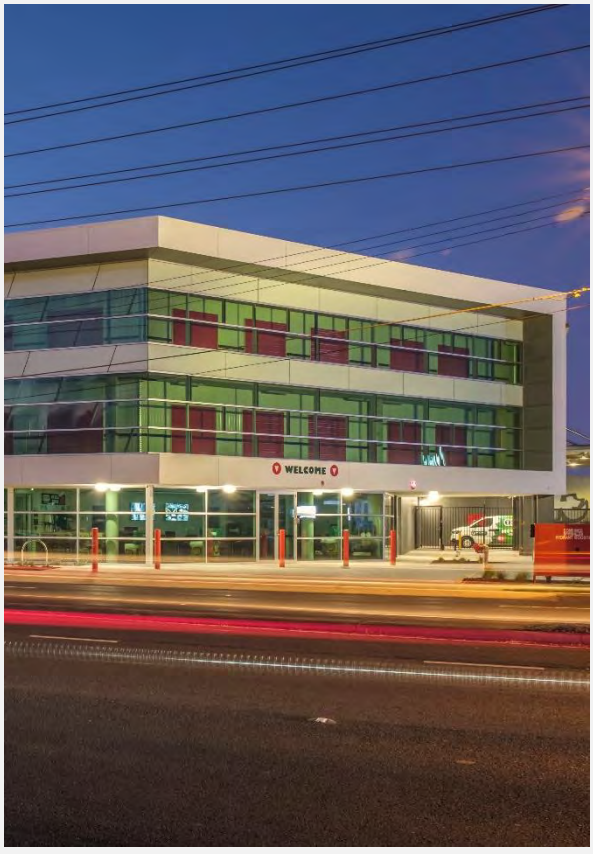
Any advice contained within this report is of a general nature. It is not intended nor should it be interpreted as investment advice.

The information has been obtained from a range of sources and provided by self storage operators and professionals in the industry. Although the SSAA has no reason to doubt the validity of the information provided to it and it has relied on this information in good faith, the SSAA is unable to state with certainty that the information upon which it has relied is absolutely accurate.

All forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith. The SSAA disclaims all responsibility to any other party for any loss or liability that the other party may suffer or incur arising from or relating to or in any way connected with the contents of our report, the provision of our report to the other party or the reliance upon our report by the other party.

The member and/or recipient should obtain and rely upon their own independent professional advice in respect of the recipient's objectives, needs, plans or financial position before making any decision based on information contained in this report.

© SSAA 2022/2023



Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Methodology

Stantec has been commissioned to undertake a review and assessment of self storage facilities across Australia to determine appropriate car parking requirements, vehicle access arrangements and likely vehicle trip generation for the Self Storage Association of Australasia (SSAA) and its members.

This document provides a technical study of the 2022 forecast vehicle trip generation and car parking demands requirements of self storage facilities.

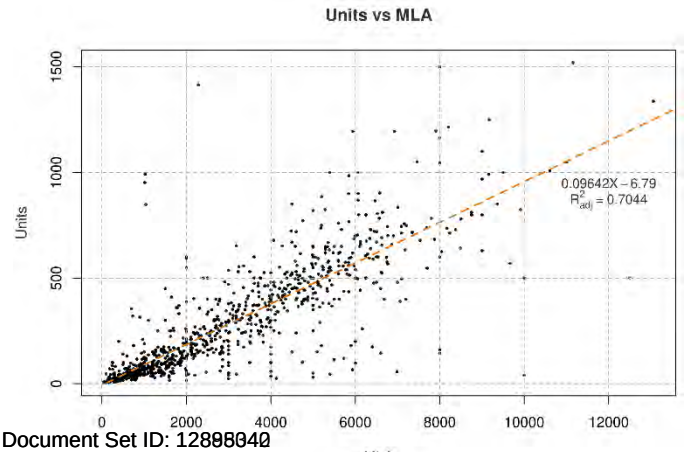
The primary generator of traffic and parking requirements is generally accepted to be the amount of storage space available. The Maximum Leasable Area (MLA) is considered the most appropriate unit of measurement to assess future parking requirements and/or the traffic implications of self storage facilities.

This study has been undertaken using MLA in square metres and number of storage units for 1,162 sites as supplied by SSAA. Of these sites, four (4) were considered atypical and were removed from the dataset for this analysis.

For the 1,158 remaining sites, the average number of units per 1,000m^2 was 96 units, as shown in the below figure.

For the size categories used, the average MLA was as follows:

- For the surveyed sites under 3,000 MLA the average MLA was 1,651m^2.
- For the surveyed sites between 3,000 and 6,000 MLA the average MLA was 4,571m^2.
- For the surveyed sites above 6,000 MLA the average MLA was 6,902m^2.



Data

The most appropriate method of data collection for vehicle data in self storage facilities is security gate data. SSAA requested its members supply the gate entry / exit logs for the week beginning 7 May 2022. This week was considered a typical week, outside of school holidays or any other public holidays.

Members supplied data for 66 facilities of which 61 of those facilities were able to be processed, and of those, 44 supplied enough information to be able to extract 'duration on site' data directly.

The data from each facility was re-coded so that all the gate data was in the same format and entered into a single data table for ease of analysis.

The geographic spread of the facilities is below and demonstrates a broad cross-section of metropolitan and regional areas. The facilities are considered diverse in nature, being a mix of styles (ranch, multi-level and conversions) and management, including major brands and independent operators.

State	City/Region	Quantity
New South Wales	Sydney	10
	Newcastle	3
	Mid North Coast	1
	Illawarra	1
	Tweed Heads	1
Victoria	Melbourne	17
Queensland	Brisbane	5
	Rockhampton	2
	Charters Towers	1
	Gold Coast	1
	Gympie	1
	Hervey Bay	1
	Townsville	1
South Australia	Adelaide	4
Western Australia	Perth	4
Tasmania	Hobart	2
Northern Territory	Darwin	1
Australian Capital Territory	Canberra	3
	Queanbeyan	1
Total		**61**

Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Data Processing & Assumptions

There are some 60 plus unique entries describing what happened at each device. From this list, two sets were created, the first being the list of entries describing people arriving, and the second being the list of entries describing people leaving. The rest of the entries were administrative events that had been recorded, and for the purposes of this analysis were ignored.

Some assumptions have been made as part of this analysis. These are:

- Every site access is done as a car trip. There is no data that allows Stantec to differentiate between walk ups and drive in trips.
- Everyone who arrives is considered to leave that same day. This analysis assumes that by midnight, everyone who arrived in that day has left.
- Over any given 15-minute period, the number of arrivals will match the number exits. This is not strictly true but is considered an acceptable choice as it will produce a conservative estimate and becomes less of an issue as the number of trips increases and the average duration becomes shorter.
- Every visit is captured at least once. If a visitor can tailgate through both inbound and outbound, the survey data has no way to capture this without the risk of double counting. Previous studies have shown that tailgating is minimal.
- This data only represents registered users or customers. It does not include people who arrive and want to become a registered user/customer, or the office staff.
- The second and third assumptions are needed because not every activity is always captured. Some sites only supplied entry records, and other sites reported that there were times when a given device was not able to report to the data server as noted by entries reporting communication errors.



Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

Duration on Site

Processing

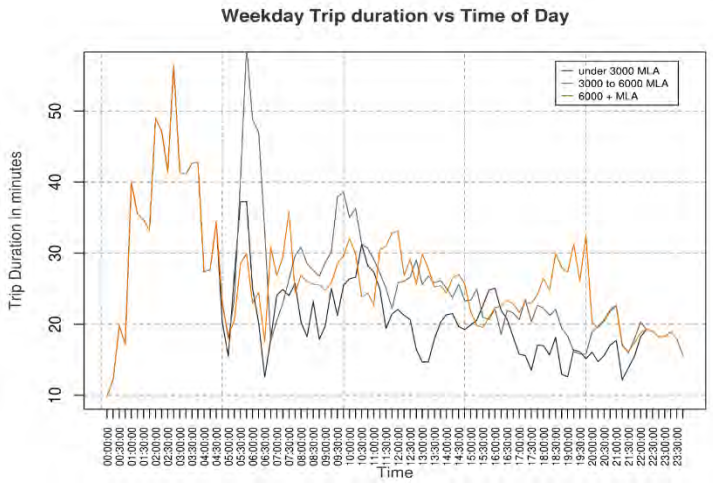
For the 44 sites that had supplied additional data, every entry record was paired with its following exit record for each individual user. The time difference between these two data points is taken to be the duration of stay. This was then aggregated by averaging to every 15-minutes partitioned by size category. For the period prior to 5:00 AM, and after 10:00 PM a second aggregation was also applied across all 44 sites. Finally, a rolling hour average was calculated.

Due to the low number of trips in the pre 5:00 AM period and after 10:00 PM, a two-hour rolling average of the aggregation across all 44 sites for these time periods was calculated.

This produces an estimate of the length of time people are on site by 15-minute intervals over the day. The time point recorded for each duration is its beginning time.

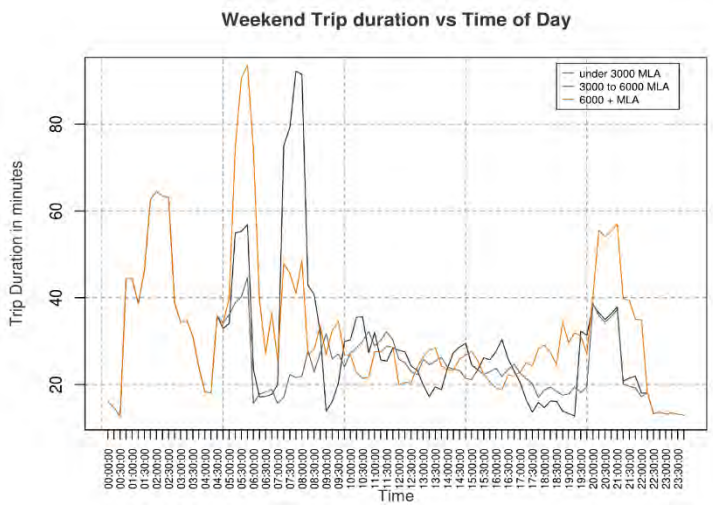
Weekdays

During the week before 6:30AM, there are a few long duration stays in the early morning of approximately 40 minutes. After that, the parking duration reduces to the high 20's. By 10:00AM the duration increases slightly to approximately 30 minutes before reducing steadily to the high teens by 8:00 PM, except for sites in the 6,000 plus category where duration of stay climbs to approximately 30 minutes by 8:00PM. After that, duration reduce to the high teens for the remainder of the evening.



Weekends

On the weekend there are some longer duration stays (approximately one hour) in the early morning. For stays beginning between 5:00 AM and 7:00 AM, the expected duration can increase to an hour and a half, but other than that, the average stay is stable at just under the 30 minutes, with a small pickup back towards 35 minutes after 7:00 PM. The duration then drops down to about 10 minutes after 10:00 PM.



Trip Generation

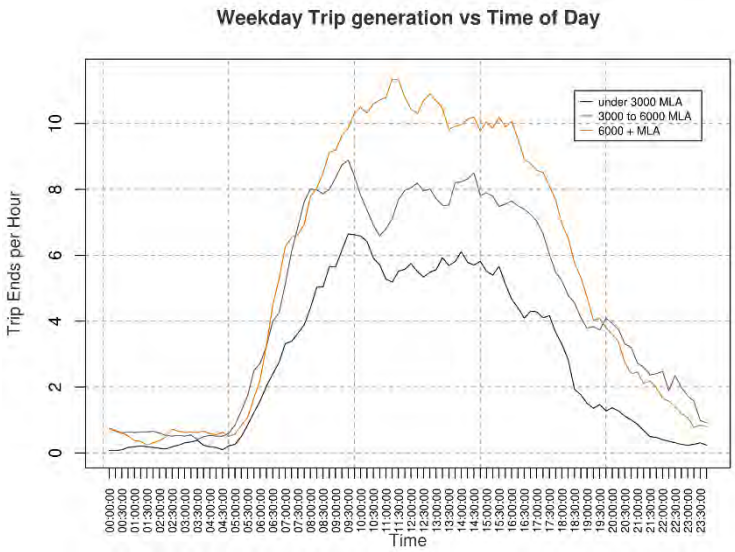
Processing

For each 15-minute interval, the entries deemed to be arrivals and the entities deemed to be departures are totaled. The maximum of the entries and departures is multiplied by 2 and this value is deemed to be the number of trip ends generated by the site for that 15-minute interval.

A rolling hour is summed over the day to produce an estimate of the hourly trip generation for each 15-minute interval. The maximum of these numbers is the peak hourly generation rate. Summing each 15-minute estimate over the full day produces the daily trip generation estimate.

Weekdays

During the week there is a peak around 9:30 AM for sites under 6,000 MLA and the 6,000 + MLA peak is at 11:15 AM. The rest of the of day is mostly stable at a rate just under the peak until 4:00 PM for all size categories. The trip rates then drop rapidly to low values in the late after-hours periods. The under 3,000 MLA has a small stable area between 4:30 PM and 5:30 PM before resuming the reduction in trip generation.

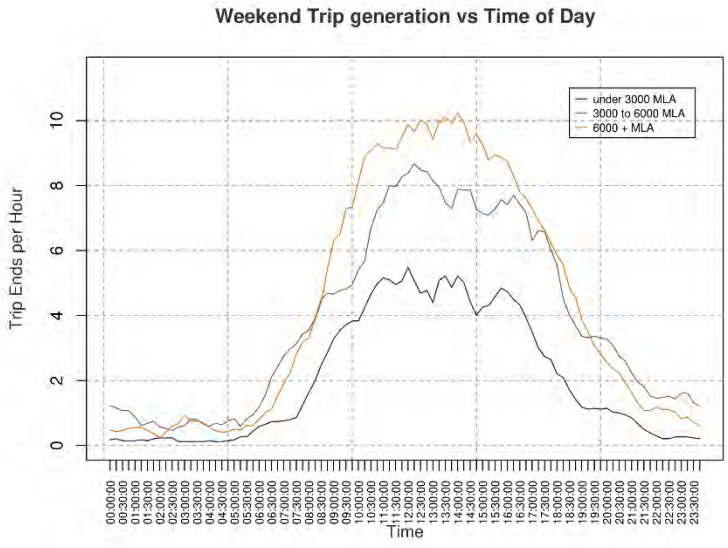


From the data provided, the following weekday trip rates have been calculated for each facility:

>3,000 MLA: 6.6 trips (max.) per peak hour and a daily rate of 63.0 trips (max.).

3,000 and 6,000 MLA: 8.9 trips (max.) per peak hour and a daily rate of 95.9 trips (max).

> 6,000 MLA: 11.4 trips (max.) per peak hour and a daily rate of 108.6 trips (max).



Weekends

On the weekend, the peak period occurs in the middle of the day. It then decreases until 4:30 PM before reducing for across the rest of the day.

From the data provided, the following weekend trip rates have been calculated for each facility:

>3,000 MLA: 5.5 trips (max.) per peak hour and a daily rate of 47.2 trips (max.).

3,000 and 6,000 MLA: 8.7 trips (max.) per peak hour and a daily rate of 82.5 trips (max).

> 6,000 MLA: 10.2 trips (max.) per peak hour and a daily rate of 85.6 trips (max).

This information is provided by the City of Cockburn

Parking Generation

Processing

The method chosen to calculate the parking requirements for this study uses Queuing Theory. In particular, the M/M/k queues. The assumptions required for this method are:

- One car per trip.
- The number of arrivals in an hour can be modelled using a Poisson distribution. Thus, the distribution of inter-arrival times is an exponential distribution. For the most part, this is true as individual customers are not expected to coordinate their trips with random strangers. Notwithstanding, this may differ pending local traffic conditions.
- The duration of stay for each stay can be modelled with an exponential distribution. Again, true for the most part, as customers are not expected to be using these sites as meeting locations.
- If the car parking is outside the keypads that the time to and from the vehicle to the keypad is insignificant compared to the duration of the stay.

Methodology

As only 44 sites provided data that allowed for duration calculations out of the 66 sites, Stantec has chosen to use a method that has predictive power over all 66 sites should it be warranted.

The methodology assumes that customers are arriving and waiting to be "served" and the "server" is a carpark. The service time is the duration of the clients stay on site, and then when the customer is finished, they leave and free up the carpark to "serve" the next customer.

The theory has a formula that calculates the probability that an arbitrary customer will have to "wait" for a carpark given the arrival rate of customers, the length of duration and the number of carparks. Then for a generic "site" for each 15-minute period, using the estimates of the "current" arrival rate and duration of stay for that 15-minute period for that site, the formula is calculated for the number of carparks currently being tested.

This is repeated for the next higher number of carparks until the percentage is under an acceptable percentage of time. The number of carparks can be increased until the percentage of time that an arrival will need to wait for a carpark is zero. Once this number is reached, adding extra carparks has no mathematical justification.

The 95%ile and 99.9%ile demand calculations are provided in the following tables.

It is important to highlight that the 95%ile of parking is commonly adopted when calculating car parking demands and therefore is considered appropriate as a provision.

Notwithstanding, the 99.5%ile parking provision can be adopted if a more conservative approach is sought.

Weekday Parking Requirements

MLA	95% ESTIMATED PARKING SPACES	95% ESTIMATED TIME WAITING FOR A SPACE	99.9% ESTIMATED PARKING SPACES	99.9% ESTIMATED TIME WAITING FOR SPACE
Under 3,000 m^2	5 spaces	9.0 minutes	8 spaces	4.8 minutes
3,000 to 6,000 m^2	7 spaces	9.1 minutes	10 spaces	5.3 minutes
6,000 m^2 +	7 spaces	8.1 minutes	11 spaces	4.1 minutes

Weekend Parking Requirements

MLA	95% ESTIMATED PARKING SPACES	95% ESTIMATED TIME WAITING FOR A SPACE	99.9% ESTIMATED PARKING SPACES	99.9% ESTIMATED TIME WAITING FOR SPACE
Under 3,000 m^2	5 spaces	9.8 minutes	7 spaces	6.3 minutes
3,000 to 6,000 m^2	6 spaces	8.3 minutes	9 spaces	4.7 minutes
6,000 m^2 +	6 spaces	7.9 minutes	9 spaces	4.3 minutes

Document Set ID: 12898842
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Study Comparisons

A comparison of parking and trip generation rates obtained from SSAA's previous Parking and Traffic studies – namely Aurecon's Self Storage Facility Traffic and Parking Study (July 2009) and subsequent 2016 Addendum - to this 22/23 study is outlined below.

Parking Rate Comparisons

A comparison of parking rates is contained in the table below and suggests that a decrease in parking demand has occurred since the last study.

Previous studies have separated office and storage car parking requirements. This study provides parking requirements for the whole facility and considers that members are best placed to determine the appropriate placement of parking spaces.

The outcomes of this larger and more contemporary study are considered justification to reduce the parking provision rates from the 2009 and 2016 study to meet current transport conditions.

MLA	2009 STUDY	2016 STUDY	2022 (THIS STUDY)
Under 3,000 m^2	6 spaces	6 spaces	5 spaces
3,000 to 6,000 m^2	10 spaces	10 spaces	7 spaces
6,000 m^2 +	11 spaces	13 spaces	7 spaces

Trip Generation Comparisons

The trip generation rates from the previous studies are summarised in the below tables, noting that over time there appears to be a decrease in the trip generation demand.

On comparison of the 2009, 2016 and 2022 studies, the results indicated that the trip generation demand has reduced for these self storage facilities over time.

The outcomes of this larger and more contemporary study are considered justification to reduce the trip generation demand from the 2009 and 2016 study to meet current transport conditions.

2009 Trip Generation Demand

MLA	WEEKDAY (PEAK)	WEEKDAY (DAILY)	WEEKEND (PEAK)	WEEKEND (DAILY)
Under 3,000 m^2	19 trips	92 trips	30 trips	74 trips
3,000 to 6,000 m^2	23 trips	165 trips	30 trips	132 trips
6,000 m^2 +	29 trips	195 trips	36 trips	212 trips

2016 Trip Generation Demand

MLA	WEEKDAY (PEAK)	WEEKDAY (DAILY)	WEEKEND (PEAK)	WEEKEND (DAILY)
Under 3,000 m^2	n/a	82 trips	n/a	94 trips
3,000 to 6,000 m^2	n/a	113 trips	n/a	117 trips
6,000 m^2 +	n/a	148 trips	n/a	144 trips

2022 Trip Generation Demand

MLA	WEEKDAY (PEAK)	WEEKDAY (DAILY)	WEEKEND (PEAK)	WEEKEND (DAILY)
Under 3,000 m^2	6.6 trips	63 trips	5.5 trips	47.2 trips
3,000 to 6,000 m^2	8.9 trips	95.9 trips	8.7 trips	82.5 trips
6,000 m^2 +	11.4 trips	108.6 trips	10.2 trips	85.6 trips

Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Summary and Recommendations

The below Parking and Trip Generation provisions have been determined from the calculations contained within this document. Based on these calculations and in Stantec's expert opinion, it is considered appropriate for new self storage facilities to be designed utilising the below rates.

Members are encouraged to consider local market and operating conditions, their prospective customer base and desired amenity together with the surrounding built environment when determining parking and transport requirements for any new self storage facility.

The SSAA Self Storage Transport Design Guidelines may assist members further when considering parking and transport planning for a new self storage facility.

Recommended Parking Rate Provision

Facility Size	Number of Parking Spaces
Under 3,000 m^2	5 spaces
3,000 to 6,000 m^2	7 spaces
6,000 m^2 +	7 spaces

Recommended Trip Generation Rates

	Weekday		Weekend	
Facility	**Peak**	**Daily**	**Peak**	**Daily**
Under 3,000 m^2	6.6	63	5.5	47.2
3,000 to 6,000 m^2	8.9	95.9	8.7	82.5
6,000 m^2 +	11.4	108.6	10.2	85.6



Document Set ID: 12888042
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn

Self Storage Association
of Australasia



Stantec

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We're designers, planners, engineers, scientists and project managers, innovating together at the intersection of community, creativity and client relationships.

Australian Offices: Adelaide, Albany, Brisbane, Busselton, Gold Coast, Melbourne, Perth, Rockhampton Sydney.

Stantec.com

Self Storage Association of Australasia
Proudly supporting the self storage industry
of Australia and New Zealand.

AU 1800 067 313
NZ 0800 444 356
W selfstorage.org.au

Document Set ID: 12888040
Version: 1, Version Date: 10/09/2026

This information is provided by the City of Cockburn



Bushfire Management Plan

Application For Development Approval: Lot 26 Verde Drive, Jandakot

terravias

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Bushfire Management Plan

Application For Development Approval: Lot 26 Verde Drive, Jandakot

Document No:
A26.200-RPT-BMP_0_FINAL

Issue Date:
10 Jul 2026

Status:
Final

Prepared For:
CLE Town Planning and Design

Prepared by:
Terravias
terravias.com.au

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

INTERNAL REVIEW

Author	Reviewed by	Approved by
Hannah Witherspoon (BPAD L1- 68474) 10-Jul-2026	Daniel Panickar (BPAD L3-37802) 10-Jul-2026	Daniel Panickar (BPAD L3-37802) 10-Jul-2026

REGISTER OF AMENDMENTS

Date	Version	Status	Prepared	Approved	Issued To
09-Jul-2026	1	DRAFT	HW	DP	AW
10-Jul-2026	1	FINAL	HW	DP	AW

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

TERRAVIAS DISCLAIMER STATEMENT

Copyright Statement

© Terravias Pty Ltd (Terravias). The content and layout of this Deliverable are subject to copyright owned by Terravias, except to the extent that copyright has been legally assigned or licenced to Terravias. It is provided in confidence. The Deliverable must not be copied, reproduced, transmitted or distributed without Terravias' prior written consent. It may only be used for the purpose for which it was prepared.

This Deliverable has been prepared by Terravias at the instruction of and for the sole use of Client, for the specific purpose for which it was prepared. It is subject to Client's instructions, supplied information and budgetary constraints. It must not be used or relied upon by any other person or for any other purpose without Terravias' prior written consent. To the extent permitted by law, Terravias accepts no liability to any person other than Client in connection with this Deliverable.

This Deliverable is based on conditions observed, information provided or reasonably available and assumptions reasonably made at the time of preparation. Environmental conditions, site circumstances and regulatory requirements may change over time, and Terravias accepts no responsibility for any such changes occurring after the date of this report.

Approval decisions are made by relevant authorities and are outside Terravias' control. No warranty or guarantee is given that any application or proposal will be approved, or as to the timing or conditions of any approval.

This Deliverable is intended to inform business and operational decision-making. Client must determine whether to act on the recommendations given, and should obtain independent legal, financial or other professional advice as appropriate.

Bushfire behaviour is inherently unpredictable and influenced by factors outside of Terravias' control, including weather, fuel conditions, topography, construction standards and maintenance. Because of this, where Terravias' services include bushfire planning, management and mitigation measures, Terravias does not warrant or guarantee that any recommended measures will prevent or mitigate damage to buildings or infrastructure or prevent personal injury or death. Terravias excludes all liability for loss or damage arising from bushfire events.

Terravias is not responsible for the implementation of any recommendations contained in this Deliverable, or for any construction, remediation or operational activities carried out by others.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

CONTENTS

1 Introduction 1
1.1 Proposal Details 1
1.1.1 Site context 1
1.2 Purpose and Application of the BMP 1
2 Environmental Considerations 5
2.1 Native Vegetation - Modification and Clearing 5
2.2 Revegetation/Landscape Plans 5
3 Bushfire Assessment Results 6
3.1 Bushfire Attack Level Assessment Inputs 6
3.1.1 Fire Danger Index 6
3.1.2 Pre-Development Vegetation Classification and Slope under Vegetation 6
3.1.3 Post-Development Scenario 8
3.2 Bushfire Attack Level Assessment Outputs 8
3.2.1 BAL Assessment 8
3.2.2 Method 1 BAL Assessment 8
4 Identification of Bushfire Hazard Issues 12
5 Assessment Against the Bushfire Protection Criteria 13
5.1 Compliance 13
6 Responsibilities for Implementation and Management of Bushfire Management Measures 16
7 Conclusion 17
8 References 18
Datasets Used 18

LIST OF TABLES

Table 3.1: Pre-Development Classified Vegetation as per AS 3959: 2018 6
Table 3.2: Method 1 BAL Calculation (BAL Contours) 9
Table 5.1: Assessment Against Bushfire Protection Criteria 7 13
Table 6.1: Proposed Works Program 16

LIST OF FIGURES

Figure 1.1: Site Overview 2
Figure 1.2: Site Plan 3
Figure 1.3: Bushfire Prone Areas 4
Figure 3.1: Pre-Development Vegetation Classification 7
Figure 3.2: Post Development Vegetation Classification 10
Figure 3.2: Bushfire Attack Level (BAL) Contours 11
Figure 5.1: Bushfire Mitigation Measures 15

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

LIST OF APPENDICES

Appendix A: Site Plan
Appendix B: Classified Vegetation Photos
Appendix C: Asset Protection Zone Technical Requirements (WAPC, 2024b)
Appendix D: Vehicular Access Technical Requirements (WAPC, 2024b)

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

1 Introduction

1.1 Proposal Details

CLE Town Planning and Design is seeking to progress a development application for Lot 26 Verde Drive, Jandakot (hereafter referred to as the subject site, Figure 1.1). The proposed development will result in an intensification of land use and involves the construction of a self-storage facility (Figure 1.2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES, 2025; Figure 1.3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Bushfire* (SPP 3.7; WAPC, 2024a) and reporting to accompany submission of the development application in accordance with the associated *Planning for Bushfire Guidelines* (the Guidelines; WAPC, 2024b).

Terravias Pty Ltd (Terravias) was commissioned to prepare a Bushfire Management Plan (BMP) to support the development application. This BMP has been prepared by Bushfire Consultant Hannah Witherspoon (FPAA BPAD Level 1 Certified Practitioner No BPAD68474) and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within City of Cockburn and is zoned Development under the Local Planning Scheme No. 3 and Industrial under the Metropolitan Region Scheme. The subject site contains and is adjacent unmanaged, classifiable vegetation which could be prone to bushfires. The subject site is bound by Verde Drive to the west, Armadale Road to the South and vacant land to the east and north containing unmanaged vegetation.

1.2 Purpose and Application of the BMP

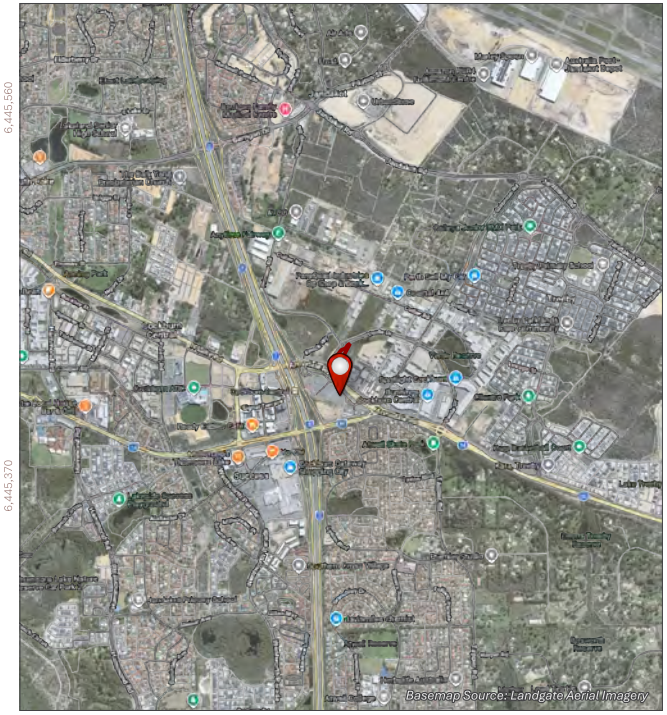
This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the development application for the subject site submitted to City of Cockburn.

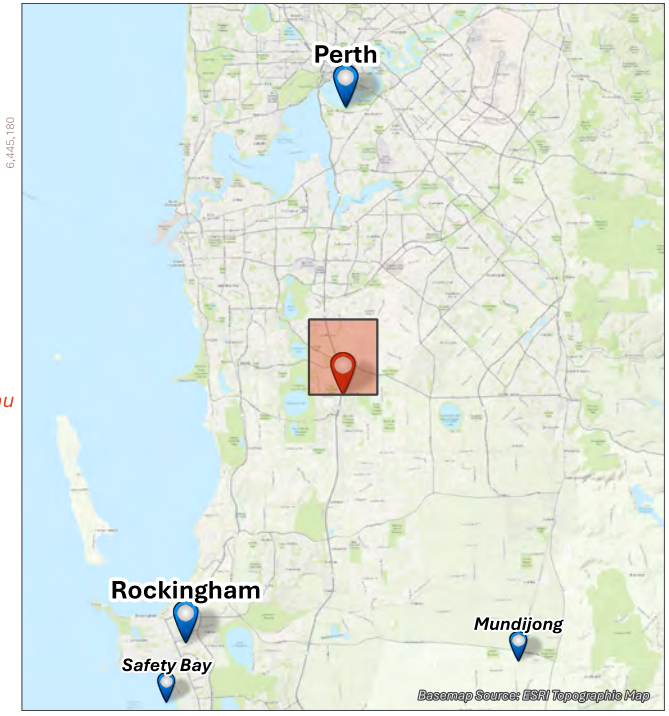
In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn







terravias

0 25 50 75 100 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:3,800**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

DATE: 7/12/2026

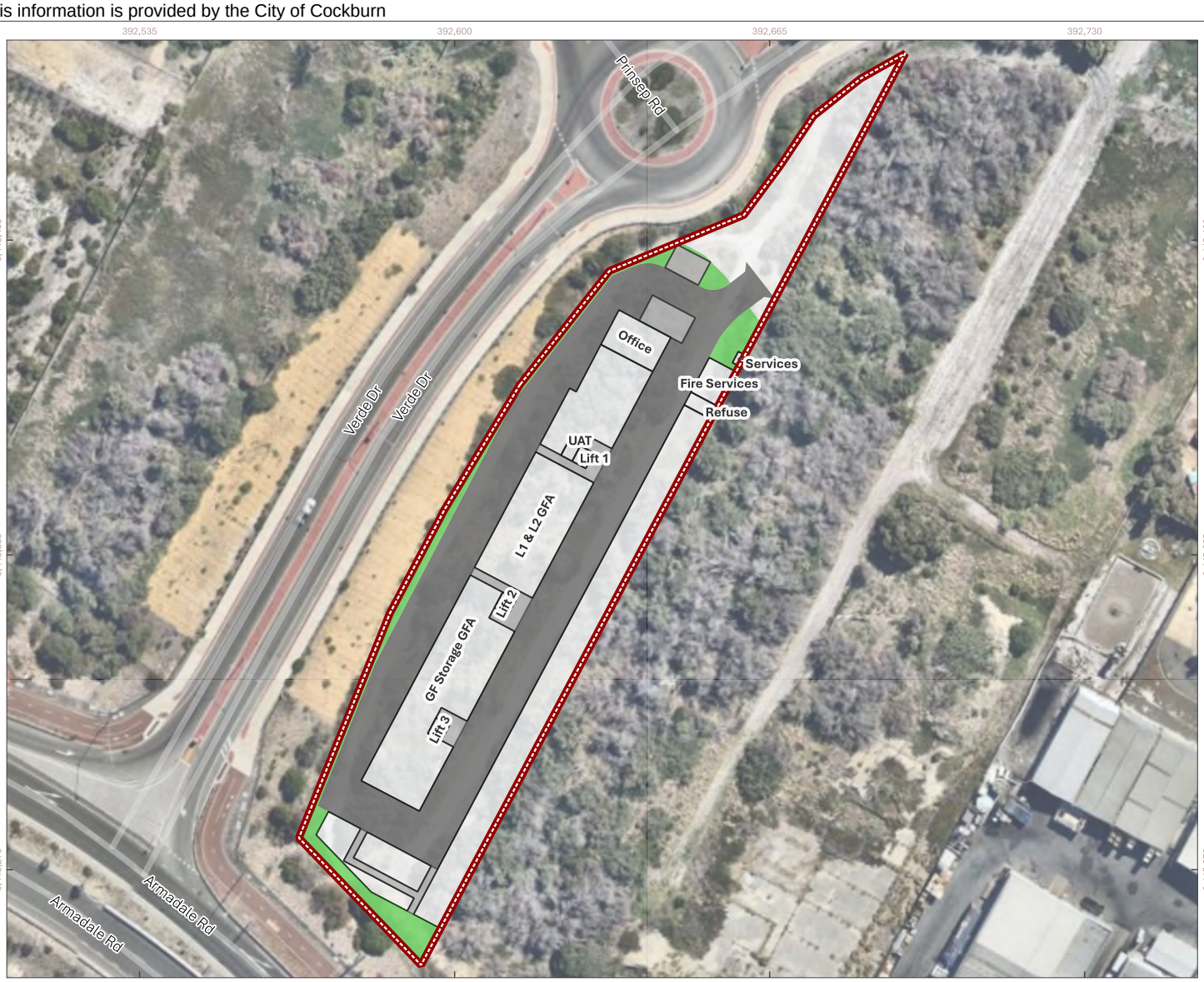
Figure 1.1: Site Overview

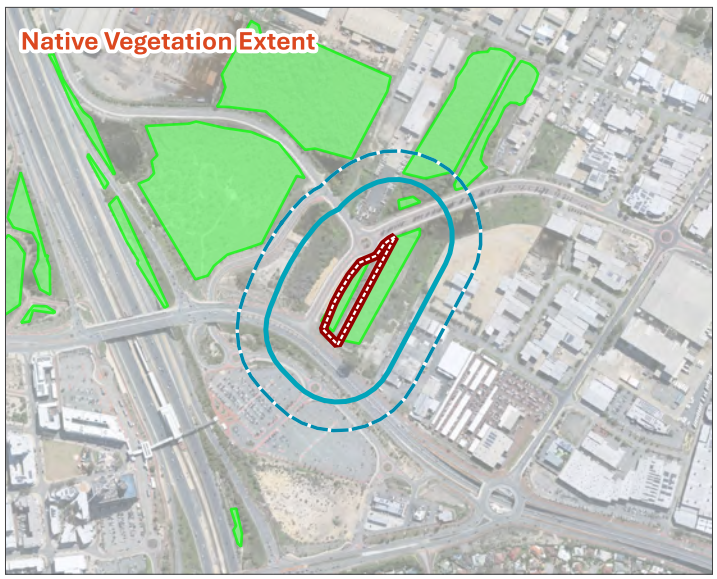
terravias.com.au

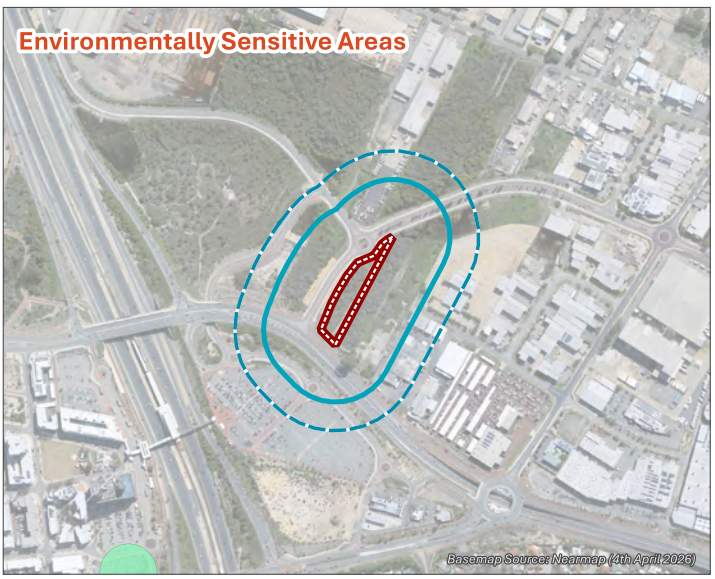
- Subject Site
- Buffer 100m
- Buffer 150m

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn







terravias

0 10 20 30 40 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:1,300**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

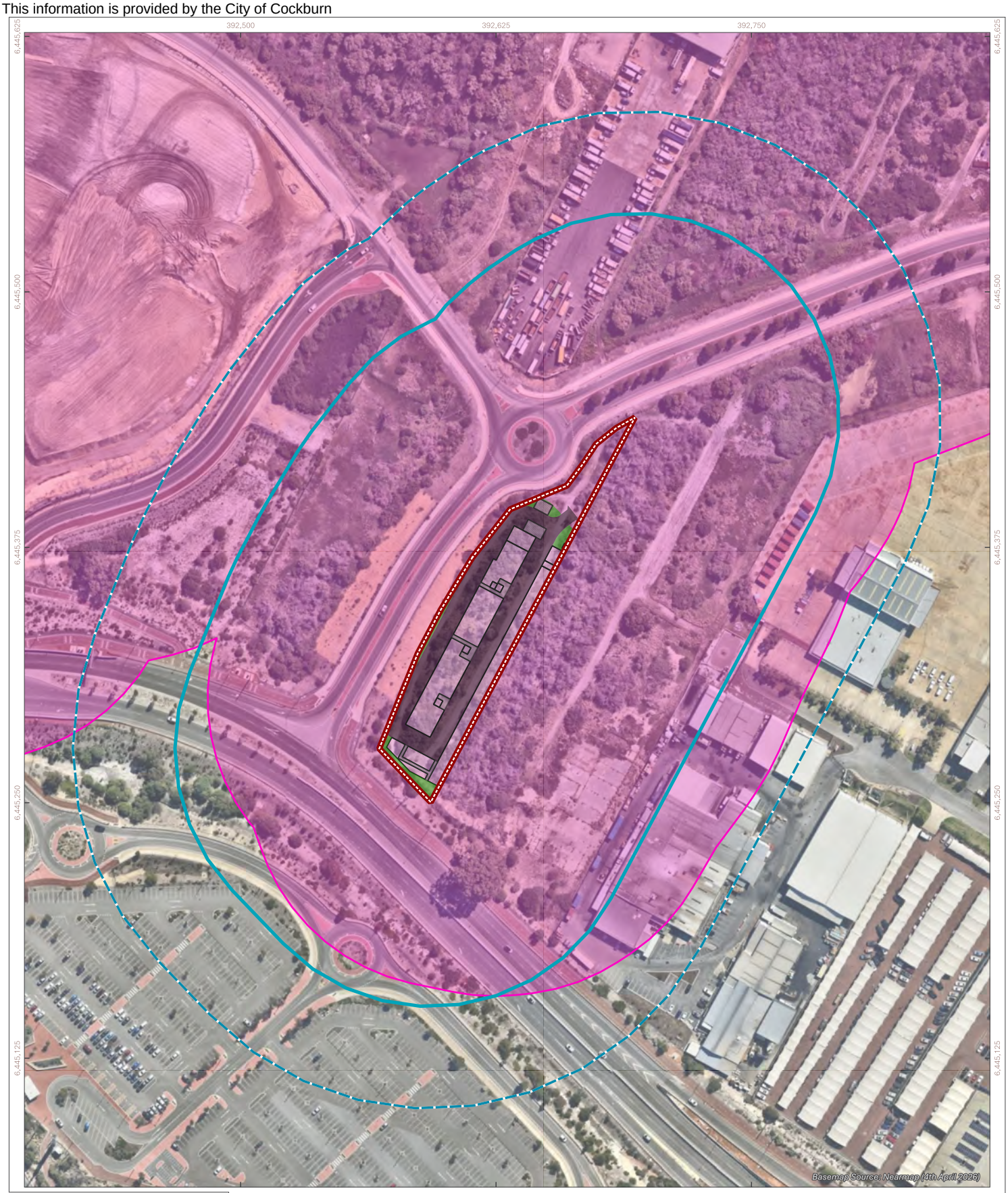
Figure 1.2: Site Plan

terravias.com.au

- Subject Site
- Subject building
- Car Park
- Hardstand
- Landscaping
- Road Reserve
- Swan Coastal Plain and Perth-Peel Native Vegetation Extent 2024 (DWER-141)
- Environmentally Sensitive Areas (DWER-046)

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn



terravias

0 20 40 60 80 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:2,500**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

DATE:

N

Figure 1.3: Bushfire Prone Areas

terravias.com.au

- Subject Site
- Buffer 100m
- Buffer 150m
- Subject building
- Car Park
- Hardstand
- Landscaping
- Road Reserve

Bush Fire Prone Area Planning (OBRM-023)

- Bushfire Prone Area 2

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

2 Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

2.1 Native Vegetation - Modification and Clearing

A high-level desktop review has been undertaken for the subject site utilising the following publicly available datasets:

- Swan Coastal Plain and Perth-Peel Native Vegetation Extent (DWER-141) (DWER, 2024).
- Geomorphic Wetlands, Swan Coastal Plain (DBCA-019) (DBCA, 2025).
- Clearing Regulations - Environmentally Sensitive Areas (ESA) (DWER-046) (DWER, 2021).
- Threatened Ecological Communities (DBCA-038).
- Threatened and Priority Flora (DBCA-036).
- Threatened and Priority Fauna (DBCA-037).
- Bush Forever Areas 2000 (DPLH-019).

Native vegetation mapped within the subject site will need to be cleared to facilitate the proposed development. Given the subject site is zoned for industrial purposes, Terravias assumes that environmental impacts have previously been considered as part of the structure planning stage and that no further environmental approvals are required in order for the development to proceed.

2.2 Revegetation/Landscape Plans

No revegetation is proposed within the subject site, and landscaping will be established to a low threat standard. As per the site plan in Appendix A, landscaping will be limited to the perimeter of the subject site and will comprise of:

- Planting of a single row of trees over course mulch (>6mm).
- Managed lawns.
- Garden batter planted with species maintained and or under 500 mm in height at maturity.

In addition to the above, vegetation within the adjacent road reserves and the neighbouring property to the east will be maintained in a low threat condition to reduce the bushfire risk to an acceptable level. This is discussed further in Section 4 below.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3 Bushfire Assessment Results

3.1 Bushfire Attack Level Assessment Inputs

A bushfire assessment has been undertaken for the proposed development in accordance with the Guidelines. Inputs to this assessment are detailed below.

3.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

3.1.2 Pre-Development Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 25/06/2026 in accordance with the Guidelines and AS 3959: 2018.

The pre-development classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 3.1 and Figure 3.1

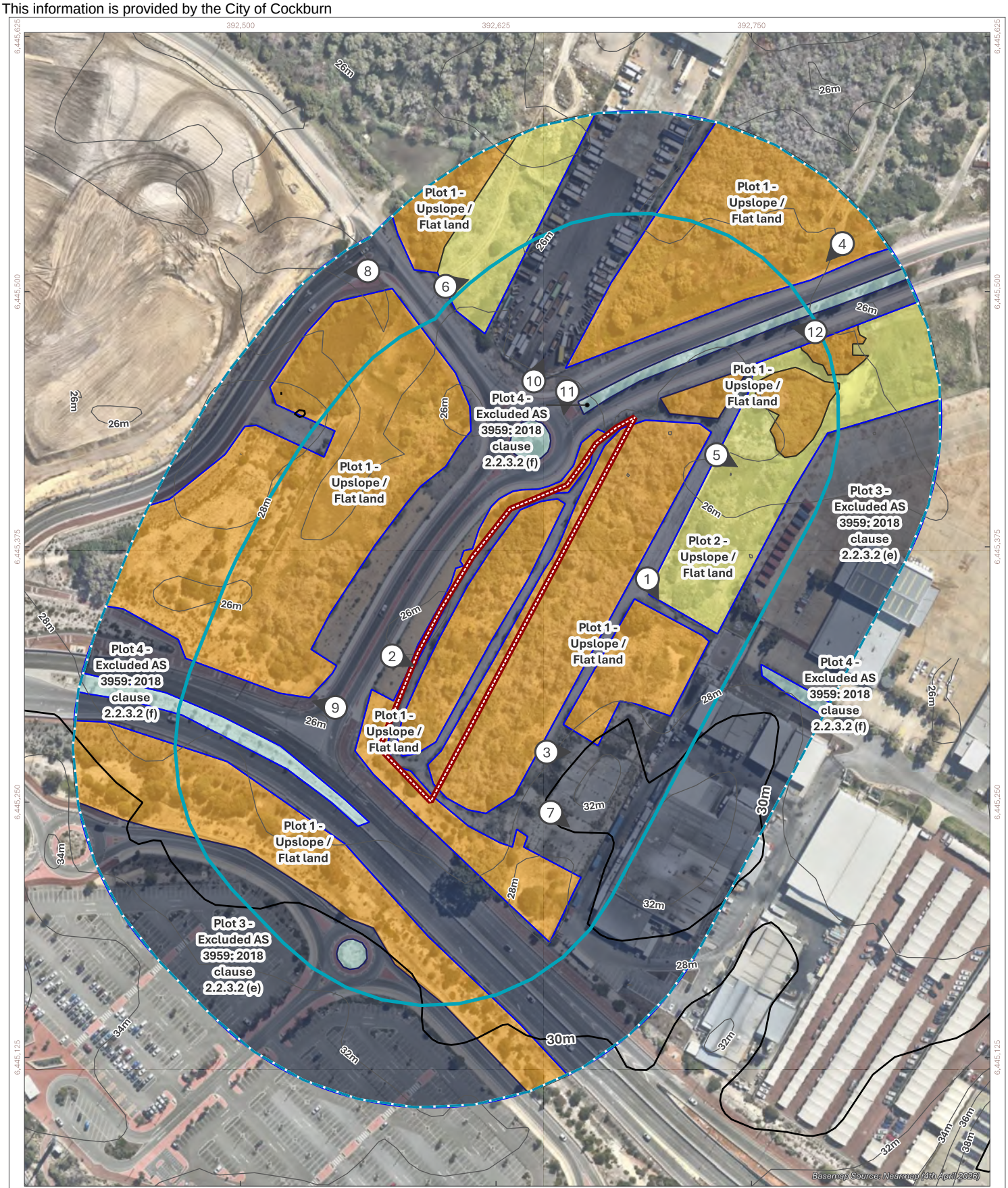
Table 3.1: Pre-Development Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class D Scrub	All upslopes and flat land (0 degrees)
2	Class G Grassland	All upslopes and flat land (0 degrees)
3	Excluded - clause 2.2.3.2 (e)	-
4	Excluded - clause 2.2.3.2 (f)	-

Photographs relating to each area and vegetation type are included in Appendix B.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn



terravias

0 20 40 60 80 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:2,500**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

DATE:

Figure 3.1: Pre-Development Vegetation Classification

terravias.com.au

- Subject Site
- Buffer 100m
- Buffer 150m
- Photo Location

Contours (DPIRD-072)

- 2m
- 10m

Vegetation Classification

- Class D - Scrub
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3.1.3 Post-Development Scenario

The assessment outputs in this BMP are based on the post development scenario, as shown on Figure 3.2 . The post development scenario is based on:

- The subject site being cleared to facilitate the proposed development.
- Proposed landscaping within the subject site will be established and maintained to a low threat state.
- Vegetation within the neighbouring property to the east modified and maintained as an Asset Protection Zone (APZ) to a distance of 13m from the building. The landowner of the neighbouring property has agreed for the APZ to be maintained until this property is developed for industrial purposes.
- Vegetation within the adjacent road reserves to the south and west of the subject site modified and maintained as an APZ to a distance of 13m from the building. Preliminary discussions with the City of Cockburn indicate that there are no concerns with this vegetation being modified and maintained to a low threat standard.

3.2 Bushfire Attack Level Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 3.2.

3.2.1 BAL Assessment

All land located within 100 m of the classified vegetation depicted in Figure 3.1 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959: 2018.

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed buildings and the classified vegetation.

3.2.2 Method 1 BAL Assessment

Table 3.2 and Figure 3.2 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development application using the post-development vegetation classifications, in accordance with AS 3959: 2018 methodology.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

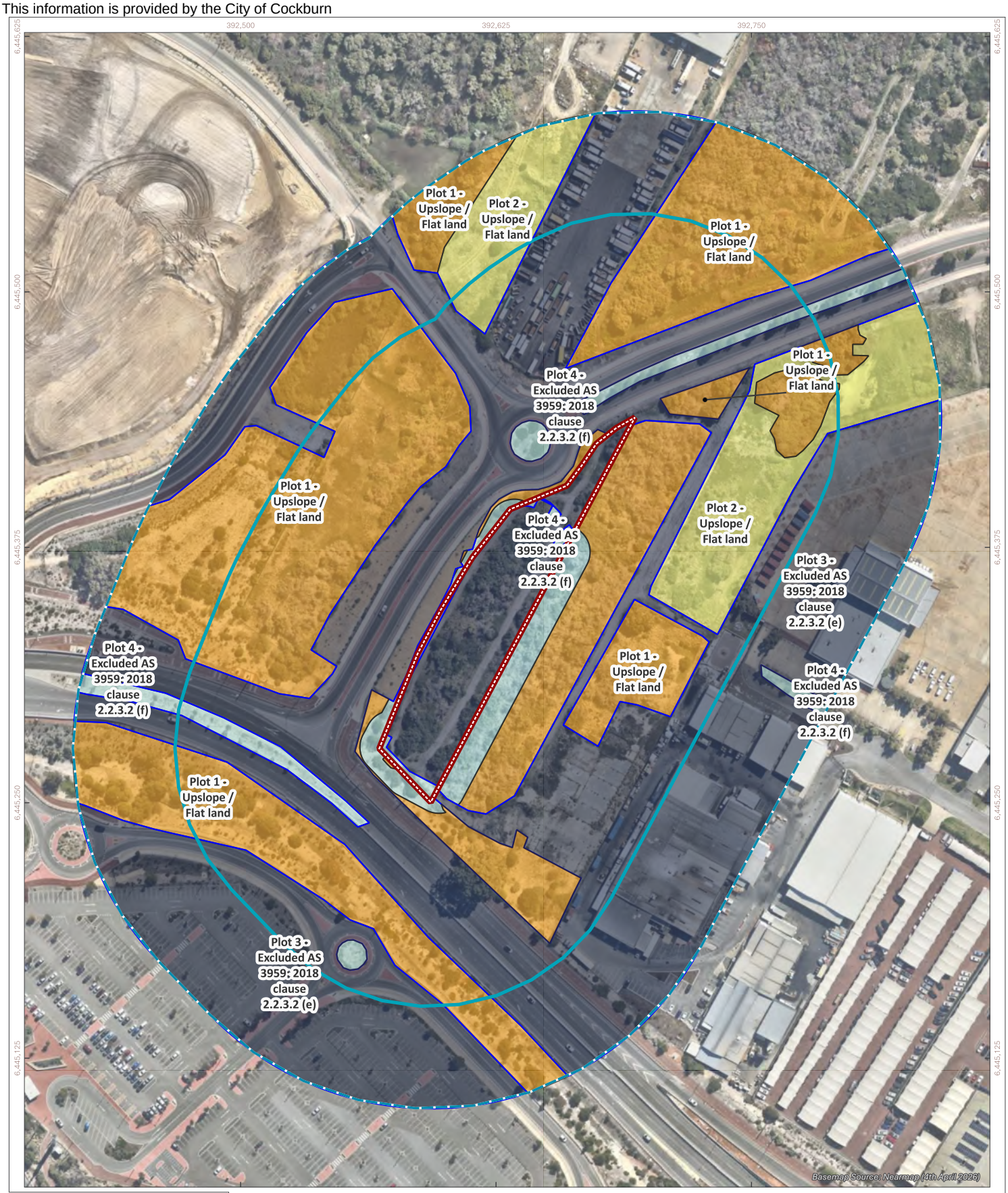
This information is provided by the City of Cockburn

Table 3.2: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class D Scrub	All upslopes and flat land (0 degrees)	< 10	10 -< 13	13 -< 19	19 -< 27	27 -< 100
2	Class G Grassland	All upslopes and flat land (0 degrees)	< 6	6 -< 8	8 -< 12	12 -< 17	17 -< 50
3	Excluded - clause 2.2.3.2 (e)	-	No separation distances required - BAL-LOW				
4	Excluded - clause 2.2.3.2 (f)	-	No separation distances required - BAL-LOW				

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn



terravias

0 20 40 60 80 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:2,500**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

N

Figure 3.2: Post-Development Vegetation Classification

terravias.com.au

- Subject Site
- Buffer 100m
- Buffer 150m

Vegetation Classification

- Class D - Scrub
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

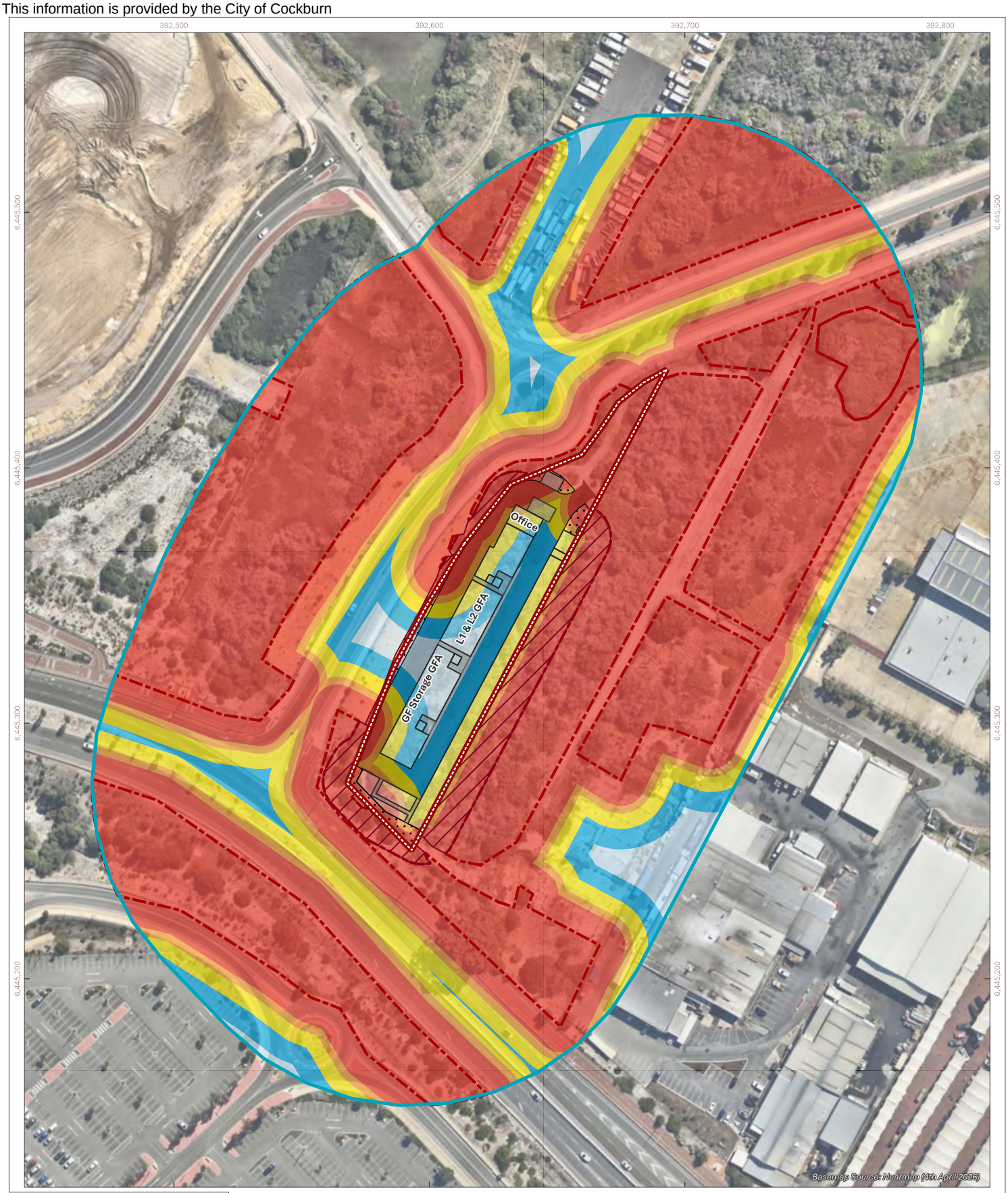


Figure 3.3: Bushfire Attack Level (BAL) Contours

terravias.com.au

terravias

0 10 20 30 40 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:2,000**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

DATE:

- Subject Site
- Buffer 100m
- Subject building
- Asset Protection Zone (APZ)
- Car Park
- Hardstand
- Landscaping
- Road Reserve
- Bushfire Hazard Interface

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4 Identification of Bushfire Hazard Issues

Post-development, all proposed building will be subject to a radiant heat impact not exceeding 29kW/m^2 (BAL-29), as shown on Figure 5.1.

The BAL ratings in this BMP are contingent upon external APZs being established and maintained on the eastern neighbouring property and the adjacent road reserves to a minimum distance of 13m from the buildings. Terravias understands that preliminary discussions with the adjacent landowner and the City of Cockburn have been undertaken with no concerns raised with these arrangements. Prior to the commencement of construction, these arrangements will need to be formalised through an agreement in writing, or any other alternative mechanism deemed appropriate by the decision-maker.

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

5 Assessment Against the Bushfire Protection Criteria

5.1 Compliance

The proposed development approval is required to comply with policy measures 7.1 of SPP 3.7 and Bushfire Protection Criteria 7 of the Guidelines.

Table 5.1 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Outcomes-based Approaches (OA) have been proposed for this development. These management measures are depicted in Figure 5.1 where relevant.

Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

Table 5.1: Assessment Against Bushfire Protection Criteria 7

Bushfire Protection Criteria 5	AS	OA	N/A
Element 1: Location **A1.1 Location**	☐	☐	✓
Not Applicable – This Element does not apply to development applications.			
Element 2: Siting and design **A2.1a Siting and design**	✓	☐	☐
Post-development, all habitable buildings will be subject to a radiant heat impact not exceeding 29kW/m^2 (BAL-29), as shown in Figure 3.2. The proposed development is considered compliant with A2.1.			
A2.2 Asset Protection Zone (APZ)	✓	☐	☐
The BAL ratings in this BMP are contingent upon APZs being established and maintained over the eastern neighbouring property and the adjacent road reserves to a minimum distance of 13 m from the buildings, as shown on Figure 5.1. The APZs shall be established and maintained in accordance with the Asset Protection Zone Technical Requirements (WAPC, 2024b; Appendix C). Given the APZs are located outside of the subject site, agreement from the adjacent landowner and the City of Cockburn will be required prior to commencement of construction. The proposed development is considered to be compliant with A2.2.			
A2.3 Clearing of native vegetation	✓	☐	☐
The subject site contains native vegetation that will be cleared to facilitate the proposed development. Terravias assumes that all environmental matters have previously been considered at structure planning stage and that the subject site can be cleared to facilitate industrial development. The proposed development is considered to be compliant with A2.3.			
A2.4 Storage of hazardous, flammable and/or combustible materials	☐	☐	✓
Not applicable - The proposed development does not include the storage of hazardous, flammable and/or combustible materials that warrants consideration from a bushfire perspective.			
Element 3: Vehicular access **A3.1 Private driveways**	✓	☐	☐
The internal accessways will meet the technical requirements given they provide a minimum trafficable width of 6 m constructed of bitumen and a mulched shoulder (400 mm). The internal access arrangements enable light vehicles and fire appliance vehicles to effectively access and egress the subject site in a bushfire			

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

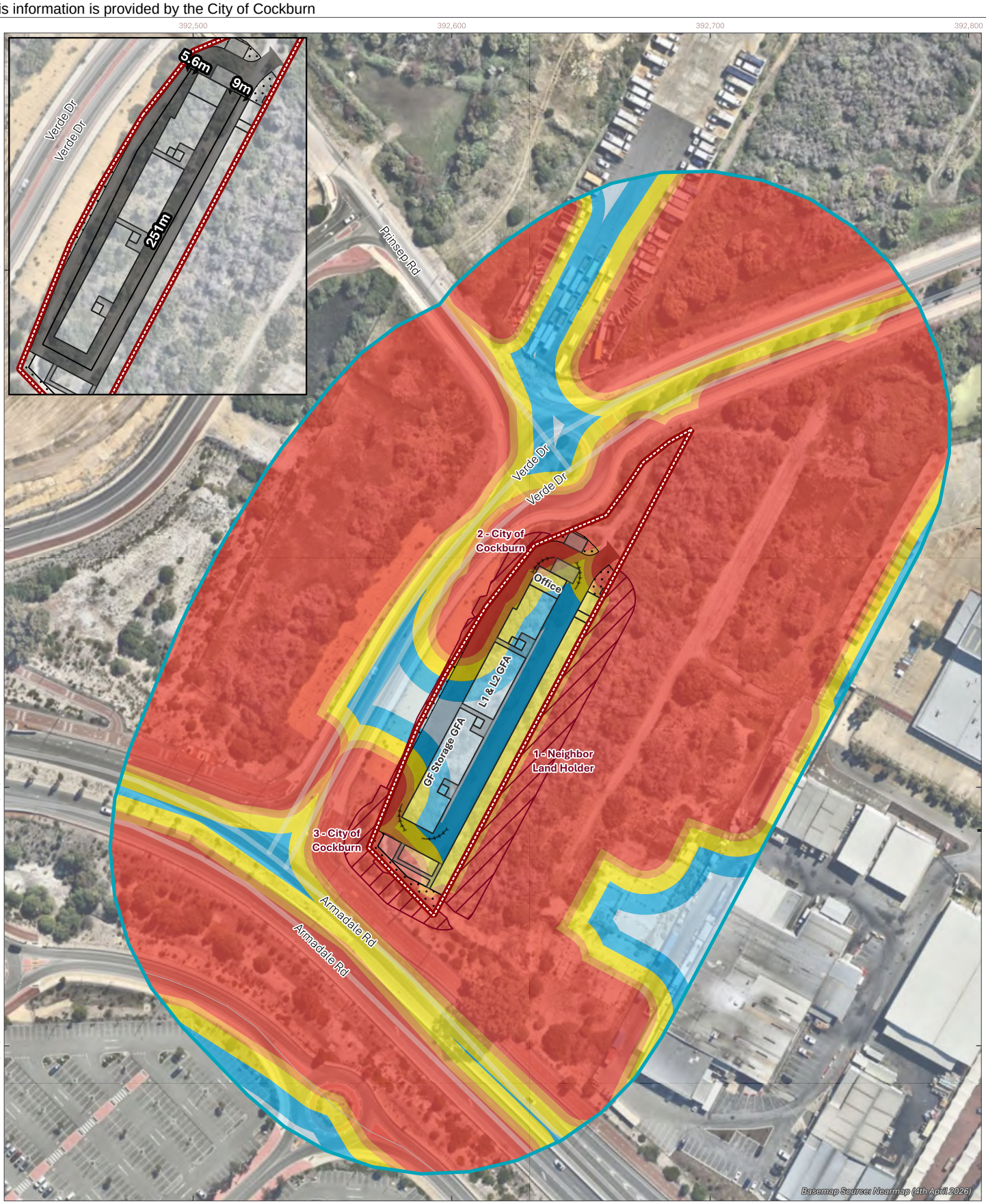
This information is provided by the City of Cockburn

Bushfire Protection Criteria 5	AS	OA	N/A
emergency. Dedicated passing bays and turnaround areas are not required given the internal accessways facilitate two-way, loop access to the public road network. The proposed development is considered to be compliant with A3.1.			
Element 4: Water supply **A4.1 Water supply for residential habitable buildings**	✓	☐	☐
Existing reticulated water is present within the area, and the subject site will be connected to this water supply. The nearest existing hydrants are located on Verde Drive and Armadale Road (Figure 5.1). Terravias assumes the surrounding network of hydrants meet Water Corporation specifications given they are established and within the Perth metropolitan area. The proposed development application is considered to be compliant with A4.1.			

Note: AS - Acceptable Solution, OA - Outcomes-based Approach, N/A - Not Applicable.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn



terravias

0 10 20 30 40 m

COORDINATE REFERENCE SYSTEM:
GDA2020 / MGA Zone 50

SCALE: **1:2,000**

PROJECT NUMBER: **A26.200**

DRAWN BY / REVIEWED BY:

DATE:

Figure 5.1: Bushfire Mitigation Measures

terravias.com.au

- Subject Site
- Buffer 100m
- Subject building
- Asset Protection Zone (APZ)
- Car Park
- Hardstand
- Landscaping
- Road Reserve
- Water Hydrant (WCORP-070)
- Distance
- 8.5m inner curve radius

Bushfire Attack Level (BAL)

- BAL-FZ
- BAL-40
- BAL-29
- BAL-19
- BAL-12.5
- BAL-LOW

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

6 Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 5 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 6.1 provides a works program detailing these measures, timing of implementation and responsibility.

Table 6.1: Proposed Works Program

No.	Bushfire management measure
Developer responsibilities - Prior to commencement of construction	
1	Obtain written confirmation from the neighbouring landowner for vegetation to be modified to comply with the Asset Protection Zone Technical Requirements in Appendix C.
2	Obtain written confirmation from the City of Cockburn for vegetation within the adjacent road reserves to be modified to comply with the Asset Protection Zone Technical Requirements in Appendix C.
Developer responsibilities - Prior to Occupation	
3	Establish landscaping within the subject site to a low threat standard.
4	Establish APZs within the neighbouring property and adjacent road reserves to a minimum distance of 13m from the buildings. APZs shall be established in accordance with Asset Protection Zone Technical Requirements in Appendix C.
5	Construct internal access roads in accordance with the private driveway design requirements in Appendix D, including two-way loop access.
Landowner / occupant responsibilities - Ongoing	
6	Maintain APZs within the neighbouring property and adjacent road reserves to a minimum distance of 13m. APZs shall be established in accordance with Asset Protection Zone Technical Requirements in Appendix C.
7	Maintain landscaping within the subject site to a low threat standard.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

7 Conclusion

In the professional opinion of the author, the proposed development application satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

8 References

Standards Australia (SA). (2018). *Construction of buildings in bushfire-prone areas (AS 3959: 2018)*.

Western Australian Planning Commission (WAPC). (2024a). *State Planning Policy 3.7 Bushfire*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2024b). *Planning for Bushfire Guidelines*. Government of Western Australia.

Datasets Used

Department of Biodiversity, Conservation and Attractions (DBCA). (2017). *Ramsar Sites (DBCA-010)*. Retrieved on 1/07/2026 from https://catalogue.data.wa.gov.au/dataset/ramsar-sites.

Department of Biodiversity, Conservation and Attractions (DBCA). (2025). *Geomorphic Wetlands, Swan Coastal Plain (DBCA-019)*. Retrieved on 2/07/2026 from https://catalogue.data.wa.gov.au/dataset/geomorphic-wetlands-swan-coastal-plain.

Department of Biodiversity, Conservation and Attractions (DBCA). (2022). *Threatened and Priority Flora (DBCA-036)*. Retrieved on 1/07/2026 from https://catalogue.data.wa.gov.au/dataset/threatened-and-priority-flora.

Department of Biodiversity, Conservation and Attractions (DBCA). (2024). *Threatened and Priority Fauna (DBCA-037)*. Retrieved on 1/07/2026 from https://catalogue.data.wa.gov.au/dataset/threatened-and-priority-fauna.

Department of Biodiversity, Conservation and Attractions (DBCA). (2024). *Threatened Ecological Communities (DBCA-038)*. Retrieved on 1/07/2026 from https://catalogue.data.wa.gov.au/dataset/threatened-ecological-communities.

Department of Fire and Emergency Services (DFES). (2025). *Bush Fire Prone Area Planning (OBRM-023)*. Retrieved on 7/07/2026 from: http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Department of Primary Industries and Regional Development (DPIRD). (2019). *2 metre contours (DPIRD-072)*. Retrieved on 7/07/2026 from https://catalogue.data.wa.gov.au/dataset/dpird-2-metre-contours.

Department of Planning, Lands and Heritage (DPLH). (2019). *Bush Forever Areas 2000 (DPLH-019)*. Retrieved on 1/07/2026 from https://catalogue.data.wa.gov.au/dataset/bush-forever-areas-2000-dop-071.

Department of Water and Environmental Regulation (DWER). (2025). *Clearing Regulations - Environmentally Sensitive Areas (DWER-046)*. Retrieved on 1/07/2026 from https://catalogue.data.wa.gov.au/dataset/clearing-regulations-environmentally-sensitive-areas-dwer-046.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Department of Water and Environmental Regulation (DWER). (2024). *Swan Coastal Plain and Perth-Peel Native Vegetation Extent 2024 (DWR-141)*. Retrieved on 2/07/2026 from https://catalogue.data.wa.gov.au/dataset/swan-coastal-plain-and-perth-peel-native-vegetation-extent-2024.

Water Corporation. (2026). *Water Hydrant (WCORP-070)*. Retrieved on 6/07/2026 from https://catalogue.data.wa.gov.au/dataset/water-hydrant.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

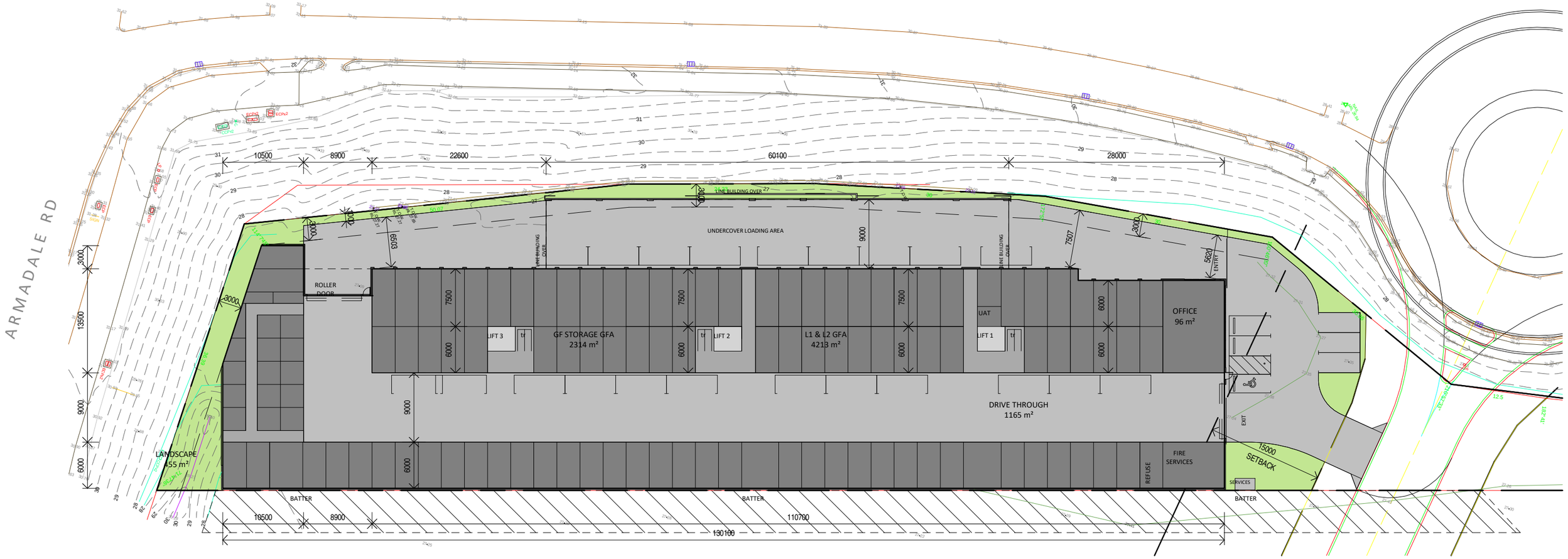
This information is provided by the City of Cockburn

Appendix A:
Site Plan

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

TOTAL GFA	10,902m²
APPROX NLA	
GF	2,140m²
L1 & L2	5,892m²
TOTAL NLA	8,080m²



KEEPSAFE JANDAKOT

VERDE DRIVE, JANDAKOT WA

OPTION 2 - 9M DRIVEWAY

DWG N° BDQ166-SK06-C by MB

DATE 15.06.2026

bruac design
BUILDING DESIGN
0416 352 057

COPYRIGHT © BRUAC DESIGN

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix B:
Classified Vegetation Photos

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

Plot 1	Class D Scrub
Photo 1 This plot contains trees and shrubs reaching up to 6 m in height at maturity. Overstorey canopy cover exceeds 30 % and understorey vegetation structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 1	Class D Scrub
Photo 2 This plot contains trees and shrubs reaching up to 6 m in height at maturity. Overstorey canopy cover exceeds 30 % and understorey vegetation structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 1	Class D Scrub
Photo 3 This plot contains trees and shrubs reaching up to 6 m in height at maturity. Overstorey canopy cover exceeds 30 % and understorey vegetation structure is multi-tiered. *Note: Height staff is 2 m tall. The slope under this vegetation was assessed to be upslope/flat land.	

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Plot 1	Class D Scrub
Photo 4 This plot contains shrubs reaching up to 6 m in height at maturity. Overstorey canopy cover exceeds 30 % and understorey vegetation structure is multi-tiered. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 2	**Class G Grassland**
Photo 5 Unmanaged grasses and weeds with a height exceeding 100 mm. The slope under this vegetation was assessed to be upslope/ flat land.	
Plot 2	**Class G Grassland**
Photo 6 Unmanaged grasses with a height exceeding 100 mm. The slope under this vegetation was assessed to be upslope/ flat land.	

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

Plot 3	Excluded - clause 2.2.3.2 (e)
Photo 7 Gravel laydown area. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 8 Public road and cycle path devoid of vegetation. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018	
Plot 3	**Excluded - clause 2.2.3.2 (e)**
Photo 9 Cycle path on the corner of Armadale Road and Verde Drive Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Plot 3	Excluded - clause 2.2.3.2 (e)
Photo 10 Existing industrial development devoid of vegetation. Non-vegetated area been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 11 Managed vegetation inside a roundabout that has been maintained in a low threat state. Low threat vegetation excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	
Plot 4	**Excluded - clause 2.2.3.2 (f)**
Photo 12 Single row of trees with a managed understorey. Low threat vegetation excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix C:
Asset Protection Zone Technical Requirements (WAPC, 2024b)

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

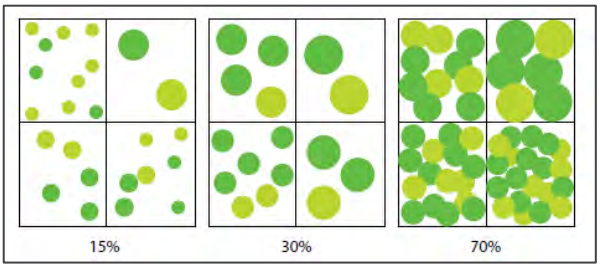
This information is provided by the City of Cockburn

The following standards have been extracted from the Planning for Bushfire Guidelines (WAPC, 2024b).

Every habitable building is to be surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements:

1. Width: the APZ is measured from the development site, and of sufficient size to ensure the radiant heat impact of a bushfire does not exceed 29 kW/m^2 (BAL-29) in all circumstances.
2. Location: the APZ should be contained solely within the boundaries of the lot, except in instances where:
    - the vegetation on the adjoining lot(s) is, and will continue to be, low threat as per Clause 2.2.3.2 of AS 3959 or the APZ technical requirements, or an alternative standard on a local planning scheme, on an ongoing basis in perpetuity; or
    - the adjoining land is and will remain in perpetuity, non-vegetated.
3. Management: the APZ is managed in accordance with the APZ technical requirements (below), or an alternative standard in a gazetted local planning scheme.

APZ Technical Requirements

Object	Requirement
Fences within the APZ	• Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (Combustible, dead vegetation matter less than 6 mm in thickness)	• Should be managed and removed on a regular basis to be maintained as a low threat vegetation. • Should be maintained at less than two tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.
Trees* (more than 6 m in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be less than 15 per cent of the total APZ area. • Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ.  • Tree canopy cover – ranging from 15 to 70 per cent at maturity

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Object	Requirement
Shrub* and scrub* (0.5 m to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps more than five square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground cover*(less than 0.5 m in height. Ground cover more than 0.5 m in height is to be treated as shrub)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above • Can be located within two metres of a structure but three metres from windows or doors if more than 100 mm in height.
Grass	• Grass should be maintained at a height of 100 mm or less, at all times • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
Defendable space	Within three metres of each wall or supporting post of a habitable building; the area is kept free from vegetation but can include ground cover, grass and non- combustible mulches as prescribed above.
Liquid petroleum gas cylinders	• Should be located on the side of a building farthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

* Plant flammability, landscaping design and maintenance should be considered - refer to explanatory notes in the Guidelines.

ADDITIONAL NOTES

An Asset Protection Zone (APZ) is a low fuel area, maintained around a building to increase the likelihood a building will survive a bushfire, by reducing the potential for direct flame contact, radiant heat exposure and ember attack. The APZ allows emergency services access and provides an area for firefighters and homeowners to defend their property.

An APZ should be contained within the boundaries of the lot on which the building is situated, except in instances where it is demonstrated the vegetation on the adjoining land is, and will continue to be, low threat as per cl. 2.2.3.2 of AS 3959, or the vegetation on the adjoining lot is, and will remain in perpetuity, non-vegetated. However, it should be noted there is no requirement for a neighbouring landowner or land manager (public or private) to be party to a legal agreement to undertake ongoing management of vegetation as low threat, in perpetuity.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix D: Vehicular Access Technical Requirements (WAPC, 2024b)

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Technical requirements	Perimeter Roads		Public Roads		Emergency Access Way[3]		Fire Service Access Route[3]		Battle-Axe and Private Driveways[1]	
Map of Bush Fire Prone Areas Designation	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (m)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (m)	4.5									
Minimum weight capacity (t)	15									
Maximum grade unsealed road[2]	See note 5		See note 5		1:10 (10% or 6 degrees)					
Maximum grade sealed road[2, 4]					1:7 (14.3% or 8 degrees)					
Maximum average grade sealed road					1:10 (10% or 6 degrees)					
Minimum inner radius of road curves (m)					8.5					

NOTES

4. Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.
5. Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.
6. To have crossfalls between 3 per cent and 6 per cent.
7. For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.
8. As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

terravias

Phone: 08 6244 3077
PO Box 311, West Perth WA 6872
hello@terravias.com.au
terravias.com.au

Document Set ID: 12801311
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

2026



Operational Waste Management Plan

KEEPSAFE STORAGE

LOT 26 VERDE DRIVE, JANDAKOT

Document Set ID: 12801312
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Lot 26 Verde Drive, Jandakot
Proposed Self Storage Facility
Waste Management Plan

---

1. Introduction

This Opera. onal Waste Management Plan (OWMP) has been prepared in support of the proposed self-storage facility development at Lot 26 Verde Drive, Jandakot, Western Australia.

The purpose of this plan is to outline the procedures and facilities that will be implemented to manage waste generated during the operation of the development.

The objectives of this plan are to:

- Provide an overarching framework for the management of operational waste generated on-site.
- Minimise waste generation.
- Maximise opportunities for recycling.
- Maintain a clean and safe environment for customers and staff.
- Prevent adverse impacts on surrounding properties.
- Ensure waste is managed in accordance with applicable local government and State requirements.

2. Development Overview

The proposed development is located at Lot 26 Verde Drive, Jandakot (refer Figure 1.) and comprises a three storey self-storage facility with associated office, showroom and customer service areas.

The facility will be operated by KeepSafe Storage and will typically operate with two (2) staff during business hours and will be unstaffed outside of business hours.

The facility is anticipated to generate relatively low levels of operational waste. Waste generation will primarily originate from:

- Staff amenities.
- Office, administration and customer service activities.
- Materials associated with customer use of the facility.
- Routine maintenance activities.

3. Operational Waste Streams

The primary waste streams generated by the facility are expected to include:

3.1. General Waste

General waste may include:

- Food packaging.
- Staff lunchroom waste.
- Non-recyclable office waste.
- General cleaning waste.

3.2. Recyclable Materials

Recyclable materials may include:

- Cardboard.
- Paper.

Document Set ID: 12801312
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

- Plastic containers.
- Aluminium cans.
- Glass containers.

3.3. E-Waste

Occasional electronic waste generated through office operations may include:

- Computers.
- Monitors.
- Printers.
- Batteries.

E-waste will be separated from general waste and disposed of through approved recycling facilities.

3.4. Green Waste

Given the nature of the proposed development, it is expected that green waste generation will be minimal or negligible, and therefore a green waste collection service is not expected to be required.

Furthermore, it is expected that any maintenance and gardening undertaken on-site will be managed by a contractor appointed by the operator. The appointed contractor will be responsible for the disposal of any green waste accumulated during the course of their duties.

4. Customer Waste Management

The facility is intended for the storage of personal and commercial goods and is not designed to function as a waste transfer or disposal facility.

Customers will be responsible for removing and disposing of all waste generated from their storage units.

Conditions of occupancy will prohibit:

- Abandonment of goods.
- Storage of hazardous waste.
- Disposal of waste within common areas.
- Use of facility bins for large-scale disposal of unwanted items.

Appropriate signage will be displayed throughout the facility advising customers of their responsibilities.

5. Waste Storage Facilities

Bins for all waste streams will be stored within a dedicated waste storage room located on the ground floor of the development.

The waste storage area will:

Document Set ID: 12801312
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

- Be screened from public view.
- Be accessible to staff and waste collection contractors.
- Be maintained in a clean and sanitary condition.
- Be constructed with an impervious surface.
- Include wash-down facilities where required.
- Be designed to prevent stormwater contamination.

Indicative waste infrastructure will comprise:

- One 240L general waste bin.
- One 240L recycling bin.

Additional capacity will be provided if future operational requirements dictate.

6. Waste Collection

Waste collection will be undertaken by either the City of Cockburn or a licensed private waste contractor.

Collection frequencies will be monitored and adjusted as required to ensure:

- Adequate capacity is maintained.
- Bins do not overflow.
- Waste storage areas remain clean and orderly.

7. Bulky Waste Management

The facility does not provide a bulky waste disposal service.

Where abandoned goods or bulky waste are identified:

- The responsible customer will be requested to remove the material.
- Recyclable items will be separated where practical.
- Residual waste will be disposed of by an approved contractor.

8. Hazardous Materials

Hazardous materials are not permitted to be stored or disposed of at the facility.

Prohibited materials include:

- Chemicals.
- Fuels.
- Paints.
- Asbestos-containing materials.
- Gas cylinders.
- Explosive or flammable substances.

Management reserves the right to refuse access or require immediate removal of prohibited materials.

Document Set ID: 12801312
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

9. Facility Management Responsibilities

Facility management will be responsible for:

- Maintaining waste storage areas.
- Monitoring bin capacity and collection requirements.
- Ensuring recycling facilities are appropriately labelled.
- Managing incidents of illegal dumping.
- Educating staff and customers regarding waste management requirements.
- Reviewing waste management practices periodically.

10. Conclusion

The proposed self-storage facility is expected to generate minimal operational waste. The implementation of this Operational Waste Management Plan will ensure waste is managed responsibly, recycling opportunities are maximised, and the amenity of the development and surrounding area is maintained.

Document Set ID: 12801312
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Fauna Relocation Management Plan

Lot 26 Verde Drive, Jandakot

Project No: EP26-057(01)

Prepared for KBH Jandakot Pty Ltd
June 2026



Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Document Control

Doc name:	Fauna Relocation Management Plan Lot 26 Verde Drive, Jandakot				
Doc no.:	EP26-057(01)--002 SPL				
Version	Date	Author		Reviewer	
1	June 2026	Samuel Luckas	SPL	Pascal Scholz	PPS
	Submitted for client review				

©2026 Emerge Associates All Rights Reserved. Copyright in the whole and every part of this document belongs to Emerge Associates and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Emerge Associates.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Executive Summary

KBH Jandakot Pty Ltd (the proponent) is intending to submit a Development Application (DA) for the proposed development of a commercial storage facility within Lot 26 Verde Drive, Jandakot (the site), located within the City of Cockburn. The site encompasses approximately 0.62 hectares and currently contains non-native and native vegetation and potential fauna habitat that will be impacted by clearing and construction activities.

Emerge Associates (Emerge) were engaged to prepare a fauna relocation management plan (FRMP) for review by the City of Cockburn.

The purpose of the FRMP is to establish clear operational protocols to minimise impacts on native fauna, ensure consideration of, and where relevant, compliance with state and federal environmental legislation, and outline the procedures for the safe capture and relocation of conservation significant species prior to and during civil works.

The FRMP was prepared with reference and in accordance to the City of Cockburn's *Preparation of a Fauna Relocation Management Plan Information Sheet* (City of Cockburn 2023).

A preliminary site inspection undertaken by Emerge Associates confirmed the vegetation condition ranges from 'Degraded to Completely Degraded' and largely consists of non-native and native shrubs lacking mature trees. It was noted that the dense understorey provides high-quality habitat structure for the Quenda (*Isoodon fusciventer*), which is considered highly likely to occur within the site. Additionally, the presence of remnant Banksia species provides opportunistic foraging habitat for three protected Black Cockatoo species (Carnaby's, Baudin's, and Forest Red-tailed).

Management will consist of three main strategies:

- **Pre-clearing fauna trapping and relocation**: A targeted minimum 5-night program primarily focusing on ground-dwelling vertebrate taxa, specifically Quenda and native reptiles.
- **Pre-clearing inspections**: Visual sweeps for active bird nests, transient fauna and other general fauna activity completed within 24 hours of works.
- **Spotting and directional dispersal (where required) during clearing**: Active supervision by a specialist during clearing operations (operations will utilise an easterly clearing sequence to encourage natural fauna movement, should fauna remain within the site post-trapping).

A qualified and experienced fauna specialist will be engaged to oversee the implementation of the FRMP on behalf of KBH Jandakot Pty Ltd and their various parties. Timeframes for fauna management actions will be contingent on associated approvals and progress of the development program. Reporting commitments are outlined to ensure the City of Cockburn is advised when fauna management actions are undertaken.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table of Contents

1 Introduction 1

1.1 Scope of proposed development 1
1.2 Reason for the Fauna Relocation Management Plan 1
1.3 Documentation of relevant legislation 1

2 Existing Environment 3

2.1 Fauna habitat type and condition 3
2.2 Potential Fauna Species 4
2.2.1 Kangaroos 7

3 Fauna Impacts 8

4 Management Actions and Implementation 10

4.1 Licenses 10
4.2 Responsibilities 10
4.3 Pre Clearing 11
4.3.1 Trapping and Relocation Program 11
4.3.1.1 Trapping Methodology: 11
4.3.1.2 Temporary fencing 11
4.3.1.3 Relocation Methodology: 12
4.3.2 Active Foraging 12
4.3.3 Bird Nests and Tree Hollows 12
4.3.4 Feral Animals 12
4.3.5 Domestic Animals 13
4.4 During Clearing 13
4.4.1 Animal welfare 13
4.5 Implementation 14
4.6 Timing 17

5 Compliance Management 18

5.1 Training 18
5.2 Reporting 18
5.3 Supporting information 18

6 References 20

List of Tables

Table 1: Legislative Framework and Project Applicability Self-Assessment 2
Table 2: Fauna habitats 4
Table 3: Summary of conservation significant fauna species with potential to occur within the site. 5
Table 4: Criteria to determine likelihood of occurrence categories for fauna identified in the desktop study 7
Table 5: Utilisation categories assigned to conservation significant fauna considered likely or potentially occur 7
Table 6: Risk of impact to broad groupings of native fauna with potential to occur in the site 8
Table 7: Risk of impact to conservation significant fauna with potential to occur in the site 8
Table 8: Roles and responsibilities 10
Table 9: Parties responsible for the implementation of management actions under the FRMP 14
Table 10: Management actions and responsibilities for the fauna relocation 15

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Figures

Figure 1: Site Location
Figure 2: Fauna Habitat
Figure 3: Fauna Habitat, Impact and Management

Appendices

Appendix A

Fauna Taking (Relocation) licences

Abbreviation Tables

Table A1: Abbreviations – Organisations

Organisations	
DBCA	Department of Biodiversity, Conservation and Attractions
DCCEEW	Department of Climate Change, Energy, the Environment and Water
CoC / the City	City of Cockburn

Table A2: Abbreviations – General terms

General terms	
TEC	Threatened Ecological Community
PEC	Priority Ecological Community
EN	Endangered
FRMP	Fauna relocation management plan
P3	Priority 3
P4	Priority 4
MI	Migratory
VU	Vulnerable
MNES	Matters of National Environmental Significance

Table A3: Abbreviations – Legislation

Legislation	
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EP Act	*Environmental Protection Act 1986*
BC Act	*Biodiversity Conservation Act 2016*
BAM Act	*Biosecurity and Agriculture Management Act 2007*

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

1 Introduction

1.1 Scope of proposed development

KBH Jandakot Pty Ltd KBH Jandakot Pty Ltd (the proponent) is intending to submit a Development Application (DA) for the proposed commercial development of Lot 26 Verde Drive, Jandakot (the site), situated within the City of Cockburn. The site encompasses an area of 0.62 hectares (ha) and is bounded by Verde Drive to the north and west, Armadale Road to the south, undeveloped Lot 25 Verde Drive comprising uncleared bushland to the immediate east and existing commercial properties further to the north and east. The site is shown on **Figure 1**.

The scope of the proposed development involves the construction of a commercial storage facility, which will comprise a three-story warehouse building containing approximately 900 storage units, as well as associated hardstand and parking infrastructure. The proposed development will necessitate the clearing of all existing vegetation within the site to enable localised land grading.

1.2 Reason for the Fauna Relocation Management Plan

This Fauna Relocation Management Plan (FRMP) has been prepared pre-emptively by the proponent to accompany the formal lodgment of the DA.

While an FRMP is frequently imposed as a standard condition following a planning approval, the proponent has proactively initiated this plan in response to preliminary feedback from the City of Cockburn's Planning Department. A recent site assessment noted that while the majority of the on-site vegetation consists of non-native vegetation, the understory and scattered native species retain the potential to provide localised habitat for native fauna.

Accordingly, this document has been developed in accordance with the City of Cockburn's *Preparation of a Fauna Relocation Management Plan Information Sheet* (City of Cockburn 2023), to outline a structured framework for fauna protection, ensuring that environmental management is integrated into the earliest stages of the development design and civil scheduling.

1.3 Documentation of relevant legislation

The preparation and subsequent implementation of this FRMP operates under, and satisfies the objectives of the following Federal, State, and Local legislative and policy frameworks. A preliminary self-assessment of how these instruments apply to the proposed development is outlined below in **Table 1**.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 1: Legislative Framework and Project Applicability Self-Assessment

Legislation/ Policy	Key Objectives & Project Relevance	Project Self-Assessment & Trigger
Commonwealth: • *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)	Protects Matters of National Environmental Significance (MNES), including threatened species and ecological communities.	While Black Cockatoos may casually forage overhead or use the area, the site is dominated by Victorian Tea-tree and weeds, with available potential foraging resources limited to degraded areas of banksia species. No formal EPBC referral is anticipated, as the required clearing is unlikely to constitute a "significant impact" on black cockatoo. No listed threatened ecological communities or flora were identified within the site, with no further consideration under the EPBC Act required.
State (WA): • *Biodiversity Conservation Act 2016* (BC Act) & Regulations 2018	Provides for the conservation and protection of biodiversity, native fauna, and their habitats. Regulation governs the taking/disturbing of fauna.	Active management is required. The site contains habitat likely supporting Quenda (Priority 4). The appointed Zoologist must obtain a DBCA Fauna Take (Relocation) Licence prior to any trapping or handling on-site.
State (WA): • *Environmental Protection Act 1986* (EP Act)	Governs environmental impact assessment and the regulation of clearing native vegetation.	Under Schedule 6 of the EP Act, the clearing of native vegetation is exempt from requiring a separate Native Vegetation Clearing Permit (NVCP) if it is conducted for the purpose of constructing an approved building (e.g., storage locker buildings). However, because the City requires local fauna to be protected during development, this FRMP serves as the mechanism to manage the exempt clearing responsibly and satisfy the Planning Officer's requirements.
State (WA): • *Biosecurity and Agriculture Management Act 2007* (BAM Act)	Controls and manages declared pests and weeds.	The site is heavily degraded by Victorian Tea-tree (Gaudium *laevigatum*). While a weed, its dense structure provides artificial cover for fauna. Biosecurity risk of weed spread must be managed during clearing activities while carefully extracting trapped animals.
State Planning: • SPP 2.0: Environment & Natural Resources • SPP 2.8: Bushland Policy	Integrates environmental protection into land use planning to protect locally significant natural attributes.	This FRMP ensures the DA aligns with SPP 2.0 and 2.8 objectives by implementing a 'mitigate and manage' approach for local urban wildlife displaced by development.
Local Government: • City of Cockburn Council Policy – Environmental Conservation	Guides sustainable planning outcomes to retain and manage locally significant flora and fauna.	This FRMP directly satisfies Council objectives by ensuring local fauna values are addressed early in the DA design phase, in accordance with the City's explicit procedural expectations.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

2 Existing Environment

2.1 Fauna habitat type and condition

A desktop review was undertaken to characterise the regional environmental context of the site and to identify any historically mapped ecological values. This included a review of Department of Biodiversity, Conservation and Attractions (DBCA) mapping datasets, regional vegetation complex mapping, and historic aerial imagery. The desktop review indicated the following:

- Regional Vegetation Complex: The site is mapped as belonging to the Bassendean Complex — Central and South, which historically supported woodlands of Jarrah (*Eucalyptus marginata*), Marri (*Corymbia calophylla*), and Banksia species.
- Historical Aerial Imagery (Landgate): A review of historical Landgate aerial photography from 1953 to the present indicates that the site and surrounds were subject to historical disturbance in the 1960s. This historical disturbance altered the native remnant canopy, although evident remnant native vegetation appears to remain. Further disturbance has continued throughout the years, including the clearing for access tracks in the 1990s.
- The nearest mapped significant environmental assets are Bush forever Sites 388, 389 and 390, located 1.4 km to the East associated with Jandakot Regional Park.

An experienced ecologist/ zoologist from Emerge visited the site on 25 May 2026 to assess fauna habitat, condition and trees.

Two broad habitat classes were identified as outlined in **Table 2.** The extent of each fauna habitat is shown in **Figure 2**.

Trees with trunk diameter between 5 - 10 cm (50 - 100 mm) and above were assessed by Emerge in 2026. Two *Banksia Menziesii* trees with a trunk diameter class (> 5 cm to < 10 cm) were recorded and are shown in **Figure 2**. No trees with a diameter > 50 cm (> 500 mm) were identified within the site.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 2: Fauna habitats

Label	Description	Condition[1]	Area (Ha)	Representative image
Non-native Shrubland	Dense growth of **Gaudium laevigatum* over scattered shrubs and non-native grassland.	Degraded - Completely Degraded	0.25 ha	
Banksia woodland	Open woodland of *Banksia attenuata*, *Banksia menziesii*, *Banksia ilicifolia* and *Nuytsia floribunda* over scattered native and non-native shrubs over non-native grassland and scattered native shrubs.	Degraded	0.25 ha	
Cleared	Predominantly cleared bare ground, firebreaks and tracks.	Completely Degraded	0.12 ha	

[1]According to Keighery (1994) scheme

Given the highly degraded condition of the site and the dominance of the invasive Victorian Tea-tree (*Gaudium laevigatum*), the vegetation structure of the Banksia Woodland vegetation does not satisfy the diagnostic characteristics or species diversity required to constitute a State listed Threatened Ecological Community or Priority Ecological Community.

2.2 Potential Fauna Species

A desktop review was conducted to identify species with the potential to occur within the site. This involved searching the DBCA NatureMap database, the Atlas of Living Australia (ALA), and the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW)

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Protected Matters Search Tool (PMST) using a 10 km buffer centered on Lot 26 Verde Drive, Jandakot.

Conservation significant fauna species identified from database searches that are considered to have the potential to utilize the site are shown in **Table 3**.

Table 3: Summary of conservation significant fauna species with potential to occur within the site.

Species	Common name	Level of significance		Habitat	Likelihood of occurrence within the site
		BC Act	EPBC Act		
Birds					
Apus pacificus	Pacific swift	MI	MI	Aerial, migratory species that is most often seen over inland plains and sometimes above open areas, foothills or in coastal areas. Sometimes occurs over settled areas, including towns, urban areas and cities.	**Possible:** May opportunistically occur in or fly over the site on commute or while searching for prey.
Calyptorhynchus banksii naso	Forest red-tailed black cockatoo	VU	VU	*Eucalypt* and *Corymbia* forests, often in hilly interior. More recently also observed in more open agricultural and suburban areas including Perth metropolitan area. Attracted to seeding *Corymbia calophylla, Eucalyptus marginata,* introduced *Melia azedarach* and *Eucalyptus spp*. trees.	**Possible:** Limited foraging habitat present.
Calyptorhynchus baudinii	Baudin's cockatoo	EN	EN	Mainly eucalypt forests. Attracted to seeding *Corymbia calophylla*, *Banksia spp., Hakea spp*., and to fruiting apples and pears.	**Possible:** Species prefers dense eucalypt forests and does not usually occur in the Perth metropolitan area. However, it may occasionally fly over the site or forage opportunistically.
Calyptorhynchus latirostris	Carnaby's cockatoo	EN	EN	Mainly proteaceous scrubs and heaths and adjacent eucalypt woodlands and forests; also plantations of *Pinus spp*. Attracted to seeding *Banksia spp., Dryandra spp., Hakea spp., Eucalyptus spp*., *Corymbia calophylla, Grevillea spp*., and *Allocasuarina spp.*	**Possible:** Limited foraging habitat present.
Mammals					
Isoodon fusciventer	Quenda	P4	-	Dense scrubby, often swampy, vegetation with dense cover up to one metre high	**Likely:** Some parts of the site provide dense understorey and adequate ground cover for the species.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 3: Summary of conservation significant fauna species with potential to occur within the site (continued)

Species	Common name	Level of significance		Habitat	Likelihood of occurrence within the site
		BC Act	EPBC Act		
Reptiles					
Lerista lineata	Perth slider	P3	-	Sandy coastal heath and low scrubland. *Banksia spp. woodland, Eucalyptus gomphocephala* open woodland over deep sands, and coastal dunes immediately adjacent to the beach.	**Possible:** May utilise the remnant banksia woodland vegetation and sandy soils within the site.
Neelaps calonotos	Black-striped snake	P3	-	Coastal and near-coastal dunes, sandplains supporting heathlands and Banksia spp. woodlands.	**Possible:** May utilise the remnant banksia woodland vegetation.

No conservation significant fauna species were directly observed during the site surveys; however, based on habitat availability and desktop assessments, several species are considered to have the potential to utilize the area. Despite the 'Degraded to Completely Degraded' condition of the vegetation, the dense understorey was considered to provide suitable structure for the Quenda (*Isoodon fusciventer*), which is considered highly likely to occur.

While the site lacks any trees for Black Cockatoos, the presence of *Banksia attenuata*, *B. menziesii*, and *B. ilicifolia* provides primary and secondary foraging habitat. Consequently, the three protected cockatoo species (Carnaby's, Baudin's, and Forest Red-tailed) may opportunistically forage within the site.

Conversely, the high level of disturbance, weed infestation, and lack of intact leaf litter mean that conservation-significant reptiles, such as the Perth Slider and Black-striped Snake, are considered unlikely to maintain resident populations, though transient occurrence cannot be entirely ruled out.

The 'likelihood of occurrence' and 'utilisation of the site' by conservation significant fauna and then broad groupings of native fauna was assessed to inform management.

Likelihood of occurrence was classified using the criteria outlined below in **Table 4**.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 4: Criteria to determine likelihood of occurrence categories for fauna identified in the desktop study

<table>
<tr><th colspan="6">Evaluation criteria</th><th>Likelihood of occurrence</th></tr>
<tr><td rowspan="5">1. Survey limitation

Could the species have been present and not detected?</td><td colspan="5">No</td><td>Nil (does not occur)</td></tr>
<tr><td rowspan="4">Yes (Limitation)</td><td rowspan="4">2. Endemism or access

Is the site large enough to support a population of the species?

or

Could the species gain access at other times though its mobility and the site's connectivity?</td><td colspan="3">No</td><td>Very unlikely to occur</td></tr>
<tr><td rowspan="3">Yes</td><td rowspan="3">3. Habitat suitability
Is there sufficient suitable habitat present to support the species' occurrence?</td><td>No (unsuitable)</td><td>Unlikely to occur</td></tr>
<tr><td>Maybe (unconfirmed)</td><td>Potential to occur</td></tr>
<tr><td>Yes (suitable)</td><td>Likely to occur</td></tr>
</table>

Utilisation of the site was classified using categories outlined in **Table 5**.

Table 5: Utilisation categories assigned to conservation significant fauna considered likely or potentially occur

Category	Description
Resident	The home range of the species is equivalent to or smaller than the area of suitable habitat in the site and so it may be a permanent resident
Regular visitor	The home range of the species is larger than the site and so it may be a regular visitor or temporary resident
Irregular visitor	The home range of the species is significantly larger than the site and so it may be an irregular visitor
Occasional visitor	The species is vagrant with an unbounded home range and so it may be an occasional visitor
Seasonal visitor	The species is migratory and so could be a seasonal visitor or temporary resident

2.2.1 Kangaroos

Western Grey Kangaroos are highly mobile and transient. The site and adjacent remaining vegetation within Lot 25 comprise a relatively small fragmented area, within which Kangaroos could occur. No primary or secondary evidence of large mammals such as Kangaroos was identified within the site during surveys and it is unlikely that individuals would be present within the site. In the instance Kangaroos are identified within the site and neighbouring Lot 25 prior to clearing works and pre clearing checks as further detailed in **Section 4.3**, no attempt will be made by project personnel to corral, trap, or mechanically relocate them, recognizing that relocation often results in fatal capture myopathy. Further consultation will be sought with the City of Cockburn in the unlikely event Kangaroos are identified within the site requiring further management consideration.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

3 Fauna Impacts

Clearing of the site will result in:

- removal and permanent modification of a fauna habitat (as outlined in **Section 2.1**)
- displacement and dispersal of fauna, with egress available to adjacent landholdings to the east for terrestrial species
- potential for injury or mortality to individual fauna.

The risk posed by clearing is greatest for smaller terrestrial fauna that have less ability to disperse than larger fauna or volant species.

The risk to broad groupings of native fauna generally was classified as outlined in **Table 6**.

Table 6: Risk of impact to broad groupings of native fauna with potential to occur in the site

Fauna group	Likelihood of occurrence	Utilisation	Risk	Justification
Smaller terrestrial vertebrate fauna e.g. Quenda, snakes, lizards, frogs	Likely to occur	Resident / regular visitor	High	Small, terrestrial species have limited ability to disperse during clearing
	Potential to occur	Irregular visitor	Low	Small, terrestrial species that are unlikely to occur within the area, with limited ability to disperse during clearing
Volant vertebrate fauna e.g. birds	Likely to occur	Resident / regular visitor / irregular visitor	Very low	Volant species able to disperse ahead of clearing.
			High	Impact possible should the species be nesting in the site at the time of clearing.
Larger terrestrial vertebrate fauna e.g. western grey kangaroo	Potential to occur	Regular visitor / irregular visitor	Low	Larger terrestrial species are able to disperse safely during clearing

The risk posed to conservation significant fauna by clearing was then classified as outlined in **Table 7**.

Table 7: Risk of impact to conservation significant fauna with potential to occur in the site

Species	Likelihood of occurrence	Utilisation	Risk	Justification
Isoodon fusciventer (Quenda)	Likely to occur	Regular visitor	High	Terrestrial species with limited ability to disperse during clearing[1]
Lerista lineata (Perth lined lerista)	Potential to occur	Irregular visitor	Low	Small, terrestrial species with limited ability to disperse during clearing
Neelaps calonotos (black-striped snake)	Potential to occur	Irregular visitor	Low	Uncommon, terrestrial species with limited ability to disperse during clearing

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 7: Risk of impact to conservation significant fauna with potential to occur in the site (continued)

Species	Likelihood of occurrence	Utilisation	Risk	Justification
Calyptorhynchus banksii naso (forest red-tailed black cockatoo)	Likely to occur	Regular visitor	Very low	Volant species able to disperse ahead of clearing. Nesting would increase risk. The species does not nest in the site.
Zanda latirostris (Carnaby`s black cockatoo)	Likely to occur	Regular visitor	Very low	Volant species able to disperse ahead of clearing. Nesting would increase risk. The species does not nest in the site.
Zanda baudinii (Baudin`s black cockatoo)	Likely to occur	Regular visitor	Very low	Volant species able to disperse ahead of clearing. Nesting would increase risk. The species does not nest in the site.
Apus pacificus (Pacific swift)	Potential to occur	Irregular visitor	Very low	Volant species able to disperse ahead of clearing. Nesting would increase risk. The species is not known to nest in the site.

[1]Management actions provide a control to ensure this does not occur

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4 Management Actions and Implementation

4.1 Licenses

To ensure all fauna trapping, handling, and relocation activities are conducted legally and ethically, works will be executed in strict compliance with the *Biodiversity Conservation Act 2016* (BC Act) and the *Biodiversity Conservation Regulations 2018* WA. The following licensing protocols will be implemented for Lot 26 Verde Drive:

- DBCA *Fauna Taking (Relocation) Licence*: Prior to the commencement of any on-site fauna activities, the appointed Zoologist/Fauna Handler must hold a valid *Licence to Take Fauna for Educational or Public Purposes* (issued under Regulation 28 of the *Biodiversity Conservation Regulations 2018*). This licence will explicitly permit the capture, temporary handling, and translocation of native species (such as Quenda and native reptiles) from the development footprint to an approved release site.
- City of Cockburn Notification: In accordance with the City's procedural requirements, copies of all relevant DBCA fauna management licences obtained by the ecological team will be formally submitted to the City of Cockburn prior to any trapping or relocation activities commencing on-site.
- No clearing, trapping, or physical interaction with native fauna will occur until the City has acknowledged receipt of these valid statutory instruments.

4.2 Responsibilities

The delivery of on-site mitigation relies on a coordinated approach between the proponent, civil contractors, and specialized zoological personnel.

The functional responsibilities and minimum requirements for each role during the project lifecycle are detailed in **Table 8** below:

Table 8: Roles and responsibilities

Project Role	Key Responsibilities & Compliance Commitments
The Proponent (Developer / Project Manager)	Ensure all engaged site contractors are aware of, and contractually comply with, the conditions of this FRMP. Formally submit copies of valid DBCA fauna licenses to the City of Cockburn prior to site works commencing. Engage and fund the qualified Zoologist/Fauna Handler for the duration of the trapping and clearing phases.
Civil / Clearing Contractor	Attend the mandatory environmental site induction led by the Zoologist/Fauna Handler. Strictly adhere to the designated clearing footprint boundaries and the directional clearing protocols. Stop work immediately and notify the Zoologist/Fauna Handler if any unmanaged native fauna are encountered during operations.
Qualified Zoologist / Fauna Handler	Secure the appropriate DBCA Regulation 28 Fauna Taking licence prior to field operations. Establish, bait, and manage the pre-clearing trapping program on site. Conduct a thorough pre-clearing visual sweep of the site immediately prior to machinery entry. Remain on-site to supervise active vegetation clearing, safely capture and relocate any displaced individuals, and manage injured fauna protocols. Prepare and sign off on the final Fauna Relocation Report for submission to the City and DBCA.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4.3 Pre Clearing

Pre-clearing activities will be executed immediately prior to the commencement of civil works. These actions are designed to isolate the development footprint, systematically remove resident individuals, and eliminate the high unmitigated risks identified for ground dwelling vertebrate taxa (specifically Quenda and native reptiles).

The pre-clearing phase consists of the following:

4.3.1 Trapping and Relocation Program

A targeted pre-clearing trapping and relocation program will be implemented to safely remove resident ground-dwelling fauna from the development footprint prior to any vegetation disturbance.

The program primarily targets the Quenda (*Isoodon fusciventer*; Priority 4) and urban-resilient native reptiles.

4.3.1.1 Trapping Methodology:

- Trapping will occur seven to fourteen days prior to the commencement of clearing, over a minimum of 5 consecutive nights to minimise the potential for re-introduction in accordance with relevant DBCA standard operating procedures (DBCA 2022a, 2022b, 2023a, 2023b, 2023c).
- The traps will be deployed across the site at locations determined by an experienced fauna specialist to comprise suitable habitat. Approximately 8-10 traps will be deployed within the site. Trapping will occur for at least five nights prior to clearing of vegetation and will be extended if a significant number or type of fauna is recovered on the last few nights.
- Traps will be located in shaded positions to avoid exposure to excessive heat or cold. Each will be checked within two hours of sunrise every morning and rebaited with ‘universal bait’ (peanut butter, rolled oats and sardines) as required.
- A combination of traps will be used, such as cage traps, large Elliott traps, pitfall traps and funnel traps, dependent on the potential of habitats present.
- Fauna opportunistically encountered by the fauna specialist will be recovered, if possible, in accordance with relevant DBCA standard operating procedures (DBCA 2022b).

4.3.1.2 Temporary fencing

During the trapping program, temporary construction fencing will be erected on the boundary of the site to isolate the development footprint. In the early stages of trapping, the eastern portion of the fencing will remain open to allow animals to disperse into neighbouring habitat (Lot 25). Prior to closing this eastern section, an inspection will be undertaken by an experienced fauna specialist to ensure that no terrestrial vertebrates are enclosed. Once confirmed clear of fauna, the fencing will be closed for the remainder of the trapping period.

To prevent small fauna (including Quenda and reptiles) from re-entering the site from adjacent areas, the temporary perimeter will be fitted with a fine-mesh fauna exclusion fence. This mesh must be of a suitable gauge and buried or pinned securely to the ground.

During subsequent clearing operations, the fencing on the eastern side will be opened. Clearing must progress directionally from the western/disturbed areas toward this open eastern boundary and the

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

adjacent retained vegetation. This ensures that in the event not all fauna were captured during the trapping program and pre-clearing inspection, any remaining animals have a clear, unblocked path to escape into the remaining bushland (Lot 25). Once clearing is complete, the eastern boundary fencing will be fully closed and fitted with the buried fauna exclusion mesh to permanently secure the civil works site.

4.3.1.3 Relocation Methodology:

Captured native fauna will be relocated to a pre-determined location as specified by DBCA in the *Fauna Taking licence (Relocation*), potentially within the Jandakot Regional Park or another suitable nearby reserve. Injured fauna will be assessed by a zoologist/ecologist and either transferred to a registered wildlife carer such as the WA Wildlife Hospital in Bibra Lake if considered to have a reasonable chance of rehabilitation, or euthanised humanely on site if not.

Captured domestic animals and any captured cats, domestic or feral, will be delivered to the City of Cockburn's Animal Management Facility for processing by the City. Captured feral animals will be humanely euthanised (DBCA 2023c).

All fauna will be handled in accordance with relevant DBCA standard operating procedures (DBCA 2022a, 2022b, 2023a, 2023b, 2023c).

4.3.2 Active Foraging

Immediately following the conclusion of the trapping program and within 24 hours prior to heavy machinery arriving on-site, the qualified Zoologist will conduct systematic pre-clearing active foraging sweeps across the lot.

This will involve raking through leaf litter, turning over fallen logs/debris, and inspecting dense weed thickets to capture smaller reptiles, amphibians, or nocturnal fauna missed during the trapping program.

Any healthy native individuals captured during active foraging will be held temporarily in breathable calico bags in a cool, shaded environment and relocated to the approved release site alongside the trapped fauna.

4.3.3 Bird Nests and Tree Hollows

Although no mature native trees are proposed for long-term retention within the footprint, a pre-clearing site inspection for active bird nests and tree hollows (none previously identified) will be completed by the Zoologist within 24 hours prior to clearing.

If an active nest of a bird species is identified, the tree/shrub will be clearly marked with high-visibility flagging tape, and a temporary buffer zone will be established. No clearing will occur within this buffer until the Zoologist verifies that the young have naturally fledged.

4.3.4 Feral Animals

Any introduced or feral pests captured during the trapping program (such as European Rabbits or Red Foxes) will be isolated from native catch.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

In accordance with the City's specific policy, all captured feral animals—excluding cats—will be humanely euthanised off-site by the suitably qualified Zoologist using approved, low-stress veterinary methods (e.g., captive bolt or lethal injection).

Strictly complying with City guidelines, all captured cats (whether feral, stray, or domestic) will not be euthanised by the project team; instead, they will be secured safely and delivered directly to the City of Cockburn's Animal Pound for official processing.

4.3.5 Domestic Animals

If any clearly identifiable domestic animals (namely domestic dogs or cats wearing collars) are encountered or captured within the study area, they will be treated humanely and contained safely.

All captured domestic animals will be transported and delivered to the City's Animal Pound immediately upon capture.

4.4 During Clearing

Clearing will be completed in a uniform, easterly direction to stop the creation of vegetation islands and encourage dispersal of fauna to remnant vegetation in land to the east of the site as shown in **Figure 3**.

An experienced fauna specialist will be present during clearing of vegetation likely to support native fauna. The spotter will actively search for native fauna. If encountered, native fauna will be assisted to disperse to nearby vegetation in the east of the site or carefully captured and released out of harm's way provisionally within the nearby Jandakot Regional Park (or an alternate DBCA-approved local reserve) in accordance with relevant DBCA standard operating procedures (DBCA 2022b).

4.4.1 Animal welfare

Injured native fauna will be assessed by a zoologist/ecologist and either transferred to a registered wildlife carer, such as the WA Wildlife Hospital in Bibra Lake, if considered to have a reasonable chance of rehabilitation, or euthanised humanely on-site by qualified personnel if not. If necessary, severely injured native fauna will be humanely euthanised (DBCA 2023c).

Welfare of fauna, both native and feral species, is a primary concern prior to and during clearing. Animal welfare is systematically addressed throughout this management plan via the following operational protocols:

- **Animal Injury:** A dedicated wildlife emergency protocol is established, with contact details for the WA Wildlife Hospital in Bibra Lake pre-verified, and a qualified Zoologist on site equipped with specialised transport boxes to facilitate immediate, low-stress stabilisation and transit.
- **Trap Checking Frequency and Timing:** In strict accordance with DBCA guidelines, all traps deployed during the pre-clearing phase will be checked and emptied daily within two hours of sunrise to eliminate the risk of prolonged confinement. Traps will remain closed during daylight hours to prevent daytime capture.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

- **Access to Food:** All deployed traps will be baited fresh daily with a high-nutrition, species-appropriate universal fauna bait (peanut butter, oats, and sardines) ensuring any captured individuals have immediate access to food energy while contained.
- **Thermal Trap Conditions:** Traps will be strategically positioned under the dense structural shade of the Victorian Tea-tree thicket to protect captured animals from radiative heat or morning exposure. Additionally, where required, all Elliott traps will be supplied with nested leaf litter or insulating material to protect small mammals against overnight thermal drops.
- **Ant Management:** The Zoologist will inspect every trap location prior to setting. Traps will not be placed near active ant trails or nests. If aggressive ant activity (such as meat ants or biting ants) is detected near a trap during morning rounds, the trap will be immediately closed, relocated, and treated with a localised, fauna-safe deterrent if necessary.
- **Biosecurity:** To prevent the introduction or spread of soil-borne pathogens (such as *Phytophthora* dieback) or wildlife diseases, all traps, handling bags, and footwear will undergo strict clean down and disinfection protocols using a broad spectrum disinfectant (e.g., Phytoclean) prior to deployment and between handling events.
- **Weather Contingency Planning:** The Zoologist will monitor local Bureau of Meteorology (BOM) forecasts daily. In the event that extreme weather is predicted, such as torrential storm events or unseasonal temperature extremes, all traps will be proactively closed ahead of the weather front to ensure no animal is exposed to hazardous ambient conditions within a trap.

4.5 Implementation

The implementation of this plan will be the responsibility of qualified and experienced fauna specialist on behalf of KBH Jandakot Pty Ltd and their various parties. A list of contractors responsible for management actions is provided in **Table 9**.

Table 9: Parties responsible for the implementation of management actions under the FRMP

Project Team	Associated Contractors	Management Action
Civil engineer	Civil contractor	Temporary fencing
Environmental consultant	Experienced zoologist/ fauna specialist	Pre-clearing trapping and relocation
		Pre-clearing tree and hollow inspection
		Spotting during clearing

An implementation table outlining a summary of the timing and responsible party for each component of the plan is provided in **Table 10**.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 10: Management actions and responsibilities for the fauna relocation

Management action	Timing	Description of works			Responsibility
		Pre-clearing	During clearing	Post-clearing	
Site personnel to be inducted on actions required in this plan	On first site entry	Induct all civil operators and site personnel on the fauna protocols, clearing boundaries, and stop-work procedures outlined in this plan	-	-	All personnel
Fauna Taking (Relocation) Licence	Prior to any fauna relocation associated with this plan	Secure a valid *Regulation 28 Fauna Taking Licence* from the DBCA. Submit a copy to the City of Cockburn.	-	-	Zoologist/ Fauna specialist
Temporary fencing	Prior to any clearing associated with this plan	Erecting of temporary construction fencing. Prior to enclosure allow any macrofauna to disperse away from adjacent roads and clearing area and ensuring none are trapped within fenced area.	Regular inspections of fencing and maintenance as required.	Removal of fencing once construction works are completed	Civil engineer and contractors
Pre-clearing trapping and relocation	Seven to 14 days prior to development works	Deploy cage and Elliott traps for a minimum of 5 consecutive nights. Check traps daily within 2 hours of sunrise. Relocate native catch to approved local reserve.	-	-	Zoologist/ Fauna specialist
Active Foraging Sweeps	Within 24 hours prior to machinery arrival	Conduct systematic ground searches (turning logs, raking leaf litter) to capture hidden reptiles or amphibians.	-	-	Zoologist/ Fauna specialist
Pre-clearing works report	Prior to clearing	Formally notify the City of Cockburn of the trapping results and confirm the site is ready for civil entry.	-	-	Environmental consultant
Spotting during clearing	During active clearing works	-	Actively scout ahead of machinery. Manage uniform, easterly directional clearing progression to prevent fauna isolation.	-	Zoologist/ Fauna specialist and civil contractor

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Table 10: Management actions and responsibilities for the fauna relocation (continued)

Management action	Timing	Description of works			Responsibility
		Pre-clearing	During clearing	Post-clearing	
Fauna trapping	Throughout the trapping program	Position traps in structural shade with insulation. Conduct daily ant trail inspections and monitor BOM weather alerts to close traps during extreme weather.	Ensure any injured native fauna are stabilized and immediately transported to the WA Wildlife Hospital in Bibra Lake.	-	Zoologist/ Fauna specialist
Feral & Domestic Animal Protocols	As encountered during operations	Deliver all captured cats (feral or domestic) and domestic dogs straight to the City's Animal Pound. Humanely euthanize other feral species off-site.	Deliver all captured cats (feral or domestic) and domestic dogs straight to the City's Animal Pound. Humanely euthanize other feral species off-site.	-	Zoologist/ Fauna specialist
Post-Clearing Close-Out Report	30 days following clearing	At all times	At all times	Compile all trapping logs, injury records, and relocation coordinates into a final report and submit to the City of Cockburn and DBCA.	Environmental Consultant

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

4.6 Timing

Timeframes for all works within the site are subject to existing development approvals. Prior to clearing, an environmental consultant and / or experienced fauna specialist will be engaged by the proponent to ensure this plan is implemented.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

5 Compliance Management

5.1 Training

A qualified and experienced (trained) fauna specialist (zoologist / ecologist) will be responsible for implementation of the FRMP.

All fauna handling will be undertaken by a suitably qualified and experienced fauna specialist in accordance with DBCA's *Standard Operating Procedures* (DBCA 2022a, 2022b, 2023a, 2023b, 2023c).

Prior to operating on-site, all civil contractors, heavy machinery operators, and project personnel must undergo a mandatory environmental induction led by the fauna specialist. The induction is specifically designed to minimise operational risks to local fauna and will cover:

- Visual species identification training for Quenda (*Isoodon fusciventer*) and local fauna likely to utilise the dense understorey or forage opportunistically.
- Strict adherence to marked clearing footprints to prevent unauthorised habitat degradation.
- Understanding the required directional clearing (moving to facilitate natural fauna egress into adjacent remnant vegetation structures).
- Immediate "stop-work" procedures if unmanaged native fauna are uncovered during mechanical operations.

5.2 Reporting

The City of Cockburn will be advised by email prior to commencement of site works that pre-clearing management actions have been undertaken as outlined in the FRMP, including;

- The completion of the minimum 5-night targeted trapping program.
- Pre clearing
- The formal verification and receipt acknowledgment of all necessary DBCA Regulation 28 licensing by the City of Cockburn.

Within 30 days of the conclusion of the clearing program a report will be provided to the City of Cockburn summarising all fauna relocation actions undertaken, including the activities undertaken, the dates when the fauna relocation program was in operation, the number of each species relocated, the relocation locations, and a report of any fauna incidents.

A license return will be prepared and submitted to DBCA outlining species and number of any fauna individuals relocated.

5.3 Supporting information

The following spatial datasets and documentary evidence are appended to this FRMP to complement the operational management frameworks detailed above:

- Copies of the valid Regulation 28 Fauna Taking (Relocation) Licence issued by the DBCA will be appended to this document under **Appendix A**. This plan serves as the framework document,

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

noting that once the specific fauna specialist/zoology contractor designated by the proponent (KBH Jandakot Pty Ltd), and is formally engaged, their valid statutory licenses are inserted into **Appendix A** and formally submitted to the City of Cockburn prior to any on-site trapping or animal handling activities.

- The relevant figures are attached, showing the site plan and environmental conditions. An overall clearing footprint of 0.62 ha footprint is delineated. In accordance with the City's specific criteria, the spatial mapping accounts for the following site conditions:
  - Tree Survey (>100 mm DBH): A tree survey to identify all vegetation with a Diameter at Breast Height (DBH) exceeding 100 millimetres. No trees with a diameter > 100 mm were identified within the site. Two *Banksia Menziesii* tress with a trunk diameter class (> 50mm to < 100 mm) were recorded and are shown in **Figure 2**.
  - Potential Black Cockatoo Breeding Habitat (>500 mm DBH): The guideline requires all potential Black Cockatoo breeding trees (500 mm DBH) to be indicated. Site assessments confirmed that zero (0) trees with a DBH exceeding 500 mm are present within the site. Consequently, no potential black cockatoo nesting trees are marked or impacted by the development.
- No trees are designated for retention on site.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

6 References

City of Cockburn 2023, *Preparation of Fauna Relocation Management Plan*, City of Cockburn.

Keighery, B. 1994, *Bushland Plant Survey: A guide to plant community survey for the community*, Wildflower Society of WA (Inc), Nedlands.

Department of Biodiversity, Conservation and Attractions (DBCA) 2022a, *Standard Operating Procedure SC22-05 Funnel Traps for Capture of Terrestrial Vertebrates*, Western Australia.

Department of Biodiversity, Conservation and Attractions (DBCA) 2022b, *Standard Operating Procedure SC22-12: Animal Handling and Restraint using Soft Containment*, Western Australia.

Department of Biodiversity, Conservation and Attractions (DBCA) 2023a, *Standard Operating Procedure SC22-04: Dry pitfall traps for live capture of terrestrial vertebrates*, Western Australia.

Department of Biodiversity, Conservation and Attractions (DBCA) 2023b, *Standard Operating Procedure SC22-07: Cage Traps for Live Capture of Terrestrial Vertebrates*, Western Australia.

Department of Biodiversity, Conservation and Attractions, (DBCA) 2023c, *Standard Operating Procedure SC23-10 EUTHANASIA OF ANIMALS UNDER FIELD CONDITIONS*, on behalf of the State of Western Australia 2023.

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Figures

Figure 1: Site Location

Figure 2: Fauna Habitat

Figure 3: Fauna Habitat, Impact and Management

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn



Figure 1: **Site Location**

Project:	Fauna Relocation Management Plan KBH Lot 26 Verde Drive Environmental Support
Client:	KBH Jandakot Pty Ltd

Plan Number:
EP26-057(01)--F01

Drawn:	LAM
Date:	11/06/2026
Checked:	SPL
Approved:	PPS
Date:	11/06/2026

N

0 10 20
Metres
Scale: 1:1,000@A4

GDA2020 MGA Zone 50

emerge ASSOCIATES

While Emerge Associates makes every attempt to ensure the accuracy and completeness of data, Emerge accepts no responsibility for externally sourced data used.
©Landgate (2026). Nearmap Imagery date: 04/04/2026

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn



Figure 2: Fauna Habitat

Project: Fauna Relocation Management Plan
KBH Lot 26 Verde Drive Environmental Support

Client: KBH Jandakot Pty Ltd

Plan Number: EP26-057(01)--F02

Drawn:	LAM
Date:	11/06/2026
Checked:	SPL
Approved:	PPS
Date:	11/06/2026

N

0 5 10 15
Metres
Scale: 1:800@A4

GDA2020 MGA Zone 50

emerge ASSOCIATES

While Emerge Associates makes every attempt to ensure the accuracy and completeness of data, Emerge accepts no responsibility for externally sourced data used.
©Landgate (2026). Nearmap Imagery date: 04/04/2026

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

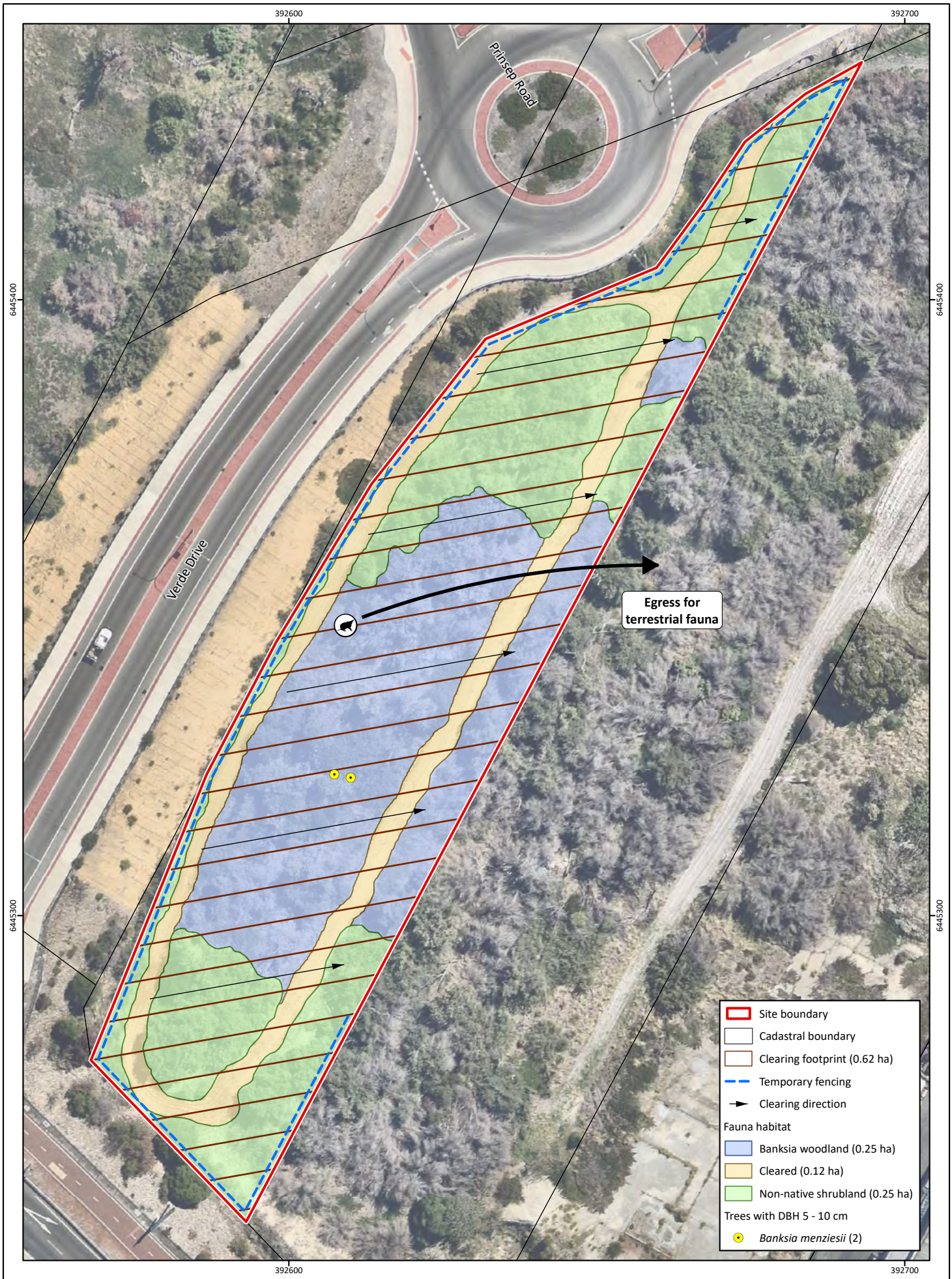


Figure 3: **Fauna Habitat, Impact and Management**

Project: Fauna Relocation Management Plan
KBH Lot 26 Verde Drive Environmental Support

Client: KBH Jandakot Pty Ltd

Plan Number: EP26-057(01)--F03a
Drawn: LAM
Date: 16/06/2026
Checked: SPL
Approved: PPS
Date: 16/06/2026

N

0 5 10 15
Metres
Scale: 1:800@A4

GDA2020 MGA Zone 50

emerge ASSOCIATES

While Emerge Associates makes every attempt to ensure the accuracy and completeness of data, Emerge accepts no responsibility for externally sourced data used.
©Landgate (2026). Nearmap Imagery date: 04/04/2026

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Appendix A

Fauna Taking (Relocation) licences

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Document Set ID: 12801313
Version: 1, Version Date: 22/07/2026

This information is provided by the City of Cockburn

Direct Indial: Jamie Evans -
Ref: 6033580
Your Ref:

11 February 2026

Indecon Pty Ltd
48 Banks Avenue
HILLARYS WA 6025

Written Planning Advice Request
26L Verde Drive JANDAKOT WA 6164

With reference to your request for written planning advice relating to the above property, we advise the following:

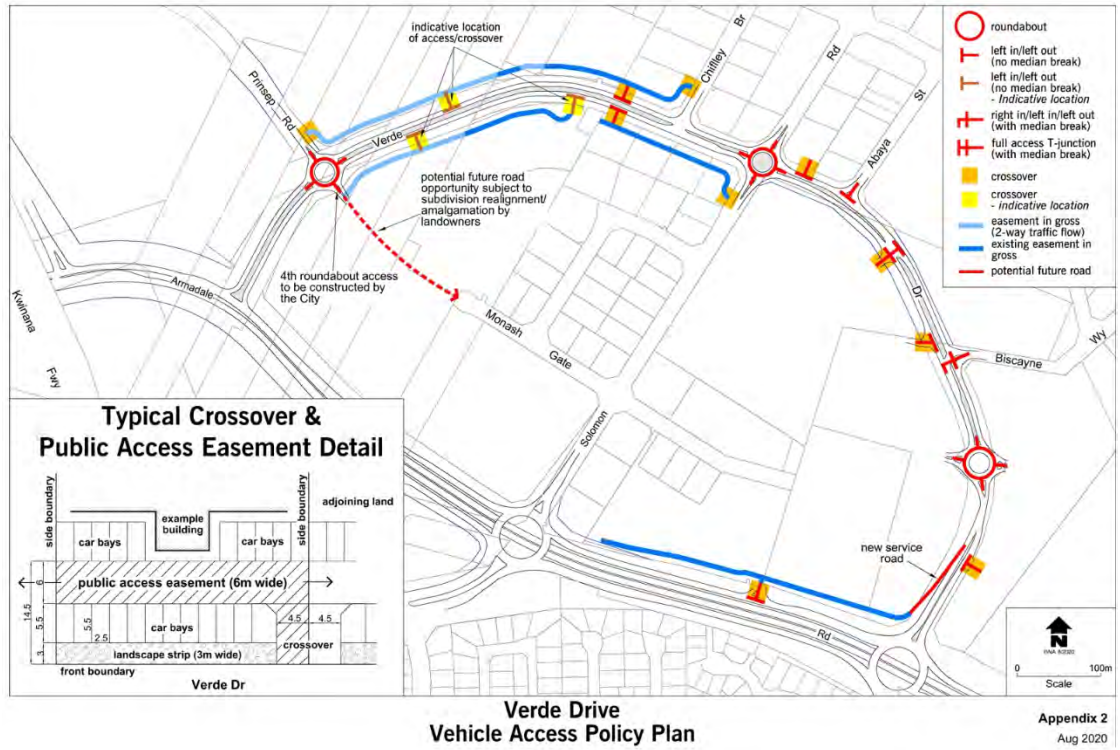
General Information Regarding the property:

TPS3 Zoning	Development Zone - DA20 -
Structure Plan Zoning	Mixed Business (Non-Residential)
Structure Plan	Cockburn Central East
Development contribution area	DCA 15 DCA 8 DCA 13
Local development plan	No
Local planning policy areas	LPP 5.6 Vehicle Access LPP 1.12 Noise Attenuation LPP 3.8 Industrial Subdivision ar Development
Planning considerations	JAPA - 73.5m AHD - JANDAKOT AIRPOR PROTECTED AIRSPACE INFORMATIO PACK
Bush Fire Prone Area	Yes
Area	6187 m^2

Document Set ID: 12890855
Version: 1, Version Date: 11/02/2026
Print Date: 11 February 2026, 4:12 PM

1) Can we get a street access point (crossing) off the round about as shown?

Please note LPP5.6 Vehicle Access applies to the site;



Access will not be supported from Armadale Road, and will need to be in line with LPP5.6.

The work proposed for the access point is currently not scheduled.

Given the minor nature of the proposed access point, it is anticipated that the works would be delivered as part of the broader development of the site and funded by the City. The Vehicle Access Policy (VAP) makes provision for this and identifies it as a City responsibility, as endorsed by Council.

In practical terms, once a viable and approvable Development Application is submitted that proposes access to the roundabout, the Infrastructure team would work with Development Services to include appropriate conditions requiring construction of the access point.

This would involve submission of detailed engineering drawings for the City's approval, followed by a cost estimate for the works. In addition the design requirements would primarily relate to compliance with applicable car parking and connection distance standards, together with any necessary adjustments to the pedestrian refuge, lighting, and guardrail.

The City would also be open to discussing delivery of the works by the developer as an alternative arrangement, if preferred.

2) Can you advise street setbacks off Verde and Armadale

Proposed development is to comply with City of Cockburn Town Planning Scheme No.3. clause 4.9.1 – Building Setback

a) A building shall be setback from lot boundaries in accordance with the provisions of the Building Code of Australia.

b) A building shall be setback from boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.

In addition, LPP 3.8 - Industrial Subdivision and Development provide guidance for the development of land in the City of Cockburn's industrial and mixed business zones and applies to this site.

Clause 5 specifies the required setbacks

a) The minimum primary street setback shall be in accordance with the following table (Table 1).

b) The primary and secondary street setback areas shall not be used for any purpose other than vehicle access, car parking, loading or unloading of vehicles and landscaping.

Table 1 – Setback requirements

Primary Street Setback or dual road frontage (excluding secondary street)	Secondary Street	Side and rear boundary
15m (may be reduced where it can be clearly demonstrated that it is consistent with the existing streetscape for land zoned outside the Strategic Industry zone).	3m (unless it can be demonstrated that a reduced setback is consistent with the existing streetscape and/or that a reduction will not result in a detrimental impact on the streetscape).	As per the Building Code of Australia.

3) Can you advise landscaping requirements:

Proposed development is to comply with City of Cockburn Town Planning Scheme No.3. clause 4.9.2 – Landscaping

a) A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area.

b) Despite clause 4.9.2 a) the local government may reduce the minimum on-site provision to not less than five percent (5%) of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing either as part of the Application for Planning Approval or separately that all of the street verge abutting the lot shall be included in the landscape area in accordance with clause 4.9.2

c) Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.9.2

d) The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres.

e) There shall be not less than one (1) shade tree planted for every 10 linear metres of verge frontage or for every 50 square metres of the total landscaped area provided on the lot and within street verge, whichever results in the greater number of trees. AMD 157 GG 13/10/23

f) There shall be not less than one (1) shade tree planted in the car parking area for every (3) side-by-side car parking spaces provided on the lot. AMD 157 GG 13/10/23

g) The landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless the local government agrees otherwise in any special circumstance.

The proposed landscaping plans will need to be provided and approved by the city and will be conditioned to be installed and maintained there after.

Due to the ecological value of the trees onsite the city would encourage retaining some of the exiting trees onsite.

4) Can you advise parking (1/100 on warehouse?) min bays per unit etc

Parking Requirement for industrial developments is specified by Table 4 of the City of Cockburn Town Planning Scheme:

TABLE 4 - INDUSTRIAL USE CLASSES - VEHICLE PARKING

USE CLASS		VEHICLE PARKING PROVISIONS		
		Car Parking Bays	Delivery Bays	Bicycle Racks
• **Industry**	- Cottage	1 : 50m² gla	Not applicable	Not applicable
	- Extractive	1 : 1 employee	Not applicable	Not applicable
	- General/ General (Licensed)	1 : 50m² gla	1 : Service/ Storage Area	1 : 200m² gla
	- Light	1 : 50m² gla	1 : Service/ Storage Area	1 : 200m² gla
	- Service	1 : 50m² gla	1 : Service/ Storage Area	1 : 200m² gla
	- Marine Engineering *AMD 6 GG 13/6/06*	1 : 1 employee, Plus 1:200 m² gla for visitor parking.	1 : Service/Storage Area	1 : 200m² gla
• **Storage**	- Fuel Depot	1 : 1 employee	1 : Building	Not applicable
	- Storage Yard	1 : 1 employee	Not applicable	Not applicable
	- Warehouse	1 : 100m² gla	1 : Unit	Not applicable
• **Transport**	- Motor Vehicle Repair	5 : 1 Service Bay	1 : Unit	Not applicable
	- Motor Vehicle Wrecking	1 : 1 employee **Plus** 1 : 200m² of Yard Area	1 : Building	Not applicable
	- Transport Depot	1 : 1 employee	1 : Building	Not applicable

NOTE: (1) * Whichever is the greater.
(2) Where vehicle parking provisions are not prescribed for a particular use the requirement will be determined by the local government.

Please note the TPS defines gross lettable area (gla), as:

means in relation to a building the area of all floors capable of being exclusively occupied and used by a tenant, which area is measured from the centre lines of joint partitions or walls and from the outside faces of external walls or the building alignment, including shop fronts, basements, mezzanines and storage areas.

In addition to parking requirements, the scale of the proposed development will likely require the City to request a Traffic Management Plan or a Traffic Impact Assessment, depending on the proposed use of the site. Clear swept path diagrams for trucks accessing and exiting the site, including warehouses and delivery bays, will also be required. Details such as the size and type of commercial vehicles accessing the site must be provided at the Development Application stage.

5) **Could you also send us a list of the other uses that this site could be used for. Mixed business use.**

The City of Cockburn Town Planning Scheme Table 1 - Zoning Table identifies, specifies the uses permitted within the Scheme Area across the various zones.

The permissibility of any use is determined by cross-referencing the list of use classes shown on the left-hand side of the Zoning Table with the zones listed at the top of the Table. The symbols used in this cross-reference indicate the following meanings:

“P” denotes a use that is permitted under the Scheme provided it complies with the relevant development standards and requirements.

“D” denotes a use that is not permitted unless the local government exercises its discretion by granting planning approval.

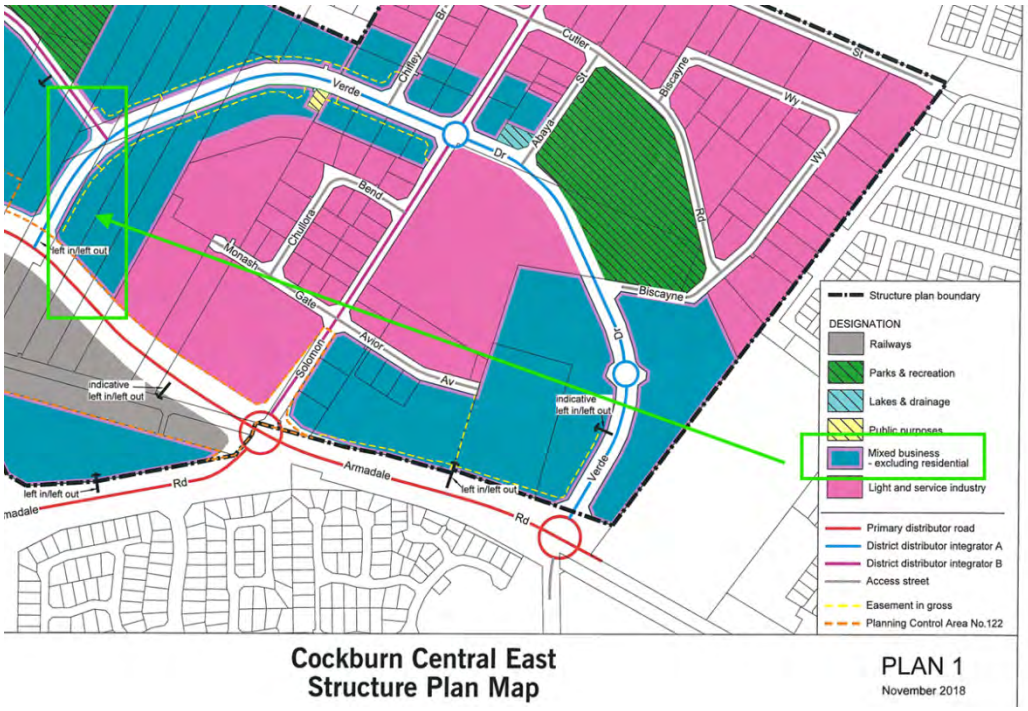
“A” denotes a use that is not permitted unless the local government exercises its discretion and grants planning approval after giving special notice in accordance with clause 64(3) of the deemed provisions; and

“X” denotes a use that is not permitted under the Scheme.

Please find the full list of land uses than can be supported for this site on City of Cockburn Town Planning Scheme text, pages 35 – 38. Below is a snippet of relevant Industrial Uses for reference:

USE CLASS		RESIDENTIAL	REGIONAL CENTRE (See Note 4)	DISTRICT CENTRE		MIXED BUSINESS	/6/15	LIGHT AND SERVICE INDUSTRY	INDUSTRY	RURAL LIVING	RURAL	RESOURCE	SPECIAL USE	DEVELOPMENT	CONSERVATION	STRATEGIC INDUSTRY AMD 144 GG 17/11/2020
Transport	Commercial Vehicle Parking	D	P	P		P		P	P	D	D				X	X
	Motor Vehicle, Boat or Caravan Sales	X	P	P		P		P	D	X	X				X	A
	Motor Vehicle Hire Premises	X	D	D		P		P	P	X	X				X	X
	Motor Vehicle Wash *AMD 157 GG 13/10/23*	X	D	D		P		P	P	X	X				X	D
	Petrol Filling Station	*DELI ED AMD 1 GG 06/01/17*														
	Service Station	X	D	D		D		P	P	X	X				X	D
Animal Establishment *AMD 6 GG 13/6/06*		X	A	A		D		P	P	X	A				X	X
Cinema/Theatre *AMD 6 GG 13/6/06*		X	P	X		X		X	X	X	X				X	X
Funeral Parlour *AMD 6 GG 13/6/06; AMD 96 GG 23/6/15*		X	D	X		X		P	P	X	X				X	X
Hardware Store *AMD 6 GG 13/6/06; AMD 96 GG 23/6/15*		X	P	P		A		D	D	X	X				X	X
Night Club *AMD 6 GG 13/6/06; AMD 96 GG 23/6/15*		X	D	X		X		D	D	X	X				X	X
Restricted Premises *AMD 6 GG 13/6/06*		X	A	A		X		X	X	X	X				X	X
Road House		X	X	X		X		X	A	X	X				X	X
Trade Display *AMD 6 GG 13/6/06*		X	X	X		X		D	D	X	X				X	D
Veterinary Centre *AMD 6 GG 13/6/06; AMD 99 GG 17/10/14 AMD 96 GG 23/6/15*		X	P	D		D		D	P	A	D				X	X
Vehicle – Disused *AMD 6 GG 13/6/06; AMD 96 GG 23/6/15*		X	D	D		D		D	D	X	X				X	X
INDUSTRIAL USES																
Industry	Cottage *AMD 58 GG 1/5/09*	A	D	A		D		P	P	A	A	NOTE 1	NOTE 2	NOTE 3	A	X
	Extractive	X	X	X		X		X	A	X	A				X	X
	General	X	X	X		X		X	P	X	X				X	D
	General (licensed)	X	X	X		X		X	D	X	X				X	D
	Light	X	X	X		D		P	P	X	X				X	D
	Noxious	X	X	X		X		X	X	X	X				X	X
	Service	X	X	A		D		P	P	X	X				X	D
Storage	Fuel Depot	X	X	X		X		A	P	X	A				X	D
	Storage Yard	X	A	X		A		P	P	X	A				X	D
	Warehouse	X	D	D		P		P	P	X	X				X	D
Transport	Motor Vehicle Wrecking	X	X	X		X		X	D	X	X				X	X
	Transport Depot	X	X	X		X		P	P	X	X				X	P

Furthermore as per Cockburn Central East Structure plan residential development cannot be supported for this site.



6) **The site is unserviced. Could we use on site disposable systems (ATU) rather than try to connect to watercorp sewer?**

As the lot is over 90m to sewer to the nearest sewer connection the city can't require an applicant to connect to sewer. However, an onsite wastewater system would reduce the usable space on the property and potentially restrict area suitable for development.

The City would suggest that the applicant make enquiries with the Water Corporation to determine if connect to sewer is feasible and the potential cost of an onsite wastewater system. Land use planning - Water Corporation

Please see snip below from Intramaps showing the distance from the lot to sewer.



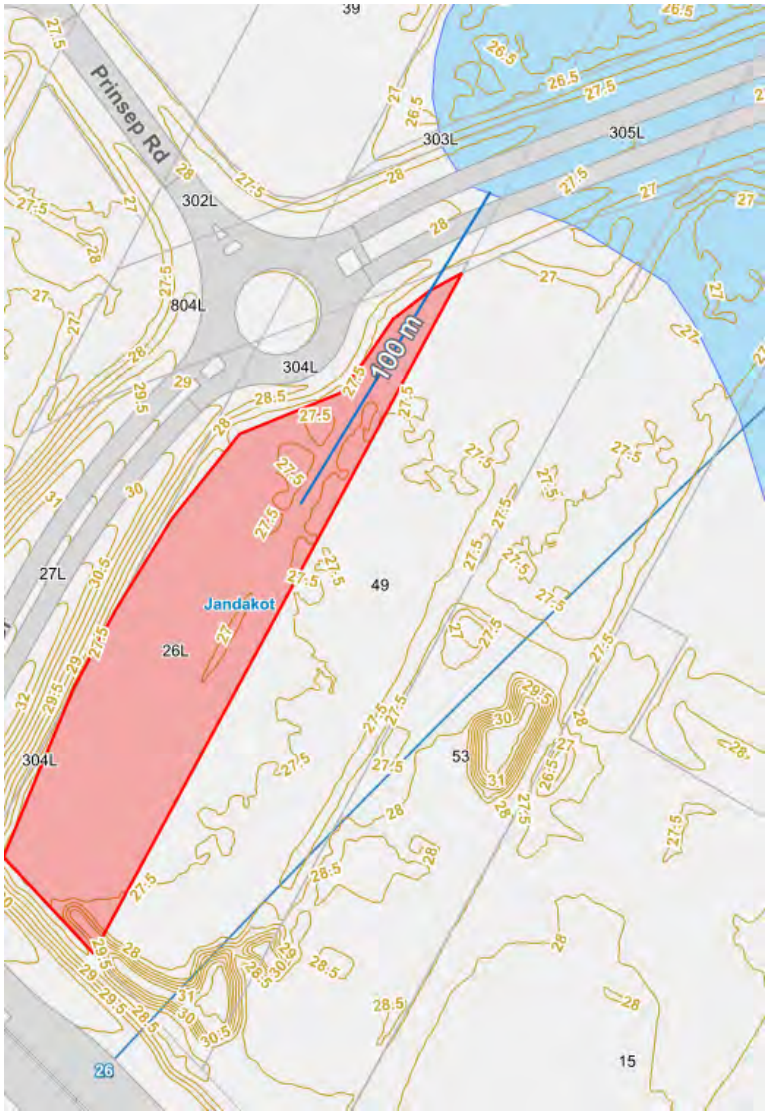
If an onsite wastewater disposal is proposed, any Development Application for this site is required under the Government Sewerage Policy to be supported by an Application to Construct an Apparatus for the installation of an onsite wastewater disposal system which compliant with the requirements of the Government Sewerage Policy and *Heath (Miscellaneous Provisions) Act* 1911. This lot is located outside of the areas recognised as Sewerage Sensitive and Public Drinking Water Source Areas within the City.

The list of approved onsite wastewater disposal systems is available on the Department of Health website at:
https://ww2.health.wa.gov.au/Articles/A_E/Approved-wastewater-systems

The Application to Construct an Apparatus will be assessed for compliance with all relevant horizontal and vertical setback requirements that apply in that context. There is a minimum 100-metre horizontal setback requirement for conventional septic systems to a Geomorphic Wetland under the Town Planning Scheme.

The City can advise that in this case, the highest known groundwater level for the property is 26m AHD (Australian Height Datum), with the City's information suggesting that the ground level is approximately 27m AHD.

Please see snip below showing the ground levels, highest know water table and distance to the geomorphic wetland. The setback from the base of the disposal area to the highest known groundwater level should be considered when selecting the appropriate waste water system.



Additional Information Requested as per out phone conversation 13/01/2026:

7) **Environmental concerns and referrals**

Furthermore, the clearing of vegetation on the site would be inconsistent with the City's:

- Natural Area Management Strategy (NAMS);
- Local Planning Policy – Environmental Conservation;
- Local Planning Policy – Tree Retention; and
- Town Planning Scheme No. 3, Clauses 4.14 (Protection of Native Flora) and 4.15 (Protection of Native Fauna).

The main concern is the potential for Black Cockatoo roosting habitat, the applicant should consider utilising the services of a suitably qualified consultant to undertake a targeted Black Cockatoo survey. Any concerns raised may be able to be addressed within a Fauna Management Plan.

Accordingly, the City will require the submission of a detailed Landscaping Plan that clearly demonstrates consideration has been given to the retention of existing trees on the site.

Kind regards,



Jamie Evans
STATUTORY PLANNING SERVICES

This information is provided by the City of Cockburn

Enquiries: Felly Dhliwayo on (08) 9323 4655
Our Ref: 26/619 (D26#912623)
Your Ref: DAP26/005; DAP/26/03158

21 September 2026

Chief Executive Officer
City of Cockburn
9 Coleville Crescent
SPEARWOOD WA 6163

Email: customer@cockburn.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL APPLICATION – PROPOSED WAREHOUSE (SELF-STORAGE) – LOT 26 VERDE DRIVE, JANDAKOT – CITY OF COCKBURN - REF: DAP26/005; DAP/26/03158

Main Roads' primary interest in the proposed development application relates to its potential impacts on the State road network, particularly Armadale Road. Additionally, Main Roads approval is required under the *Main Roads Act 1930* for any signage, pavement marking modifications, and regulatory traffic controls on state and local roads.

The comments provided herein are limited to these matters and should not be taken as granting approval for any associated works. Separate assessments and approval processes may be required for specific elements of the proposal, including but not limited to, the detailed road design for the future roundabout connection. Any future approvals will be subject to the lodgement of the necessary supporting information and Main Roads' assessment requirements at the relevant stage of the planning and development process.

In response to correspondence received on 4 August 2026, Main Roads supports the proposal and recommends that if development approval is granted, the following conditions being imposed:

Conditions

1. Stormwater discharge shall not exceed pre-development discharge to Armadale Road Reserve.

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

2. No earthworks are to encroach onto the road reserve.

   Justification for Condition
   An advice note is not enforceable.

This information is provided by the City of Cockburn

3. Any proposed illumination of the sign must not exceed 300 cd/m2 (candela per square metre) during the day and 150 cd/m2 during the night.

4. No portion of the proposed Asset Protection Zone identified in the Bushfire Management Plan, prepared by Terravias Pty Ltd and dated 10 July 2026, is to be located within the land identified as Primary Regional Road reservation.

   Justification for Condition
   Public safety and protection of the Primary Regional Road Reservation.

Advice

a) Main Roads advises that the proposed development must be designed to achieve compliance with the State Planning Policy 3.7 Bushfire without reliance on land within the State Road reserve.

   Vegetation within the State Road reserve is a protected public asset and should not be removed to facilitate private development outcomes. Accordingly, any bushfire mitigation measures required to support the development are to be provided and managed within land under the control/ownership of the landowner/developer and must not rely upon, encroach into, or require modification of the State Road Reserve.

b) The upgrading/widening of Armadale Road is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

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

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

Should the City disagree with the above conditions or require further information please do not hesitate to contact Felly Dhliwayo on (08) 9323 4655.

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

Yours sincerely

FMDhliwayo

Felly Dhliwayo
Planning Assessment Officer

Document Set ID: 12884972
Version: 2, Version Date: 10/09/2026