



## Metro Outer Development Assessment Panel Agenda

**Meeting Date and Time:** Wednesday, 23 April 2025; 9:30am  
**Meeting Number:** MODAP/74  
**Meeting Venue:** 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:  
[MODAP/74 – 23 April 2025 – City of Armadale](#)

### **PART A – INTRODUCTION**

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

### **PART B – CITY OF ARMADALE**

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
  - 3.1 Part Lots 9550 and 9050 Alex Wood Drive, Forrestdale – Proposed Warehouse / Storage / Incidental Office – DAP/24/02752
  - 3.2 Lot 501 (80) Gillam Drive, Kelmscott – Proposed Storage (Self Storage Facility) – DAP/25/02852
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

### **PART C – OTHER BUSINESS**

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

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



| <b>ATTENDANCE</b>                                                    |                        |
|----------------------------------------------------------------------|------------------------|
| <i>Specialist DAP Members</i>                                        | <i>DAP Secretariat</i> |
| Francesca Lefante (Presiding Member)                                 | Kristen Parker         |
| Karen Hyde (Deputy Presiding Member)                                 | Claire Ortlepp         |
| Mike Mouritz                                                         |                        |
| <i>Part B – City of Armadale</i>                                     |                        |
| Dr Caroline Wielinga (Local Government DAP Member, City of Armadale) |                        |
| Cr John Keogh (Local Government DAP Member, City of Armadale)        |                        |



## **PART A – INTRODUCTION**

- 1. Opening of Meeting, Welcome and Acknowledgement**
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## **PART B – CITY OF ARMADALE**

### **1. Declarations of Due Consideration**

### **2. Disclosure of Interests**

### **3. Form 1 DAP Applications**

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### **4. Form 2 DAP Applications**

Nil.

### **5. Section 31 SAT Reconsiderations**

Nil.

**Part B – Item 3.1 – ALEX WOOD DRIVE, PART LOTS 9550 AND  
9050, FORRESTDAL – PROPOSED WAREHOUSE /  
STORAGE / INCIDENTAL OFFICE**

**Form 1 – Responsible Authority Report**  
(Regulation 12)

|                                                 |                                                                                                                        |
|-------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>DAP Name:</b>                                | Metro Outer DAP                                                                                                        |
| <b>Local Government Area:</b>                   | City of Armadale                                                                                                       |
| <b>Applicant:</b>                               | Harley Dykstra Pty Ltd                                                                                                 |
| <b>Owner:</b>                                   | Bushland Nominees Pty Ltd, Willbury Holdings Pty Ltd, Sekekama Pty Ltd, Intrepid Bay Pty Ltd                           |
| <b>Value of Development:</b>                    | \$6.9 million                                                                                                          |
| <b>Responsible Authority:</b>                   | City of Armadale                                                                                                       |
| <b>Authorising Officer:</b>                     | P Sanders                                                                                                              |
| <b>LG Reference:</b>                            | 10.2024.252.1                                                                                                          |
| <b>DAP File No:</b>                             | DAP/24/02752                                                                                                           |
| <b>Application Received Date:</b>               | 30/08/2024                                                                                                             |
| <b>Report Due Date:</b>                         | 11/04/2025                                                                                                             |
| <b>Application Statutory Process Timeframe:</b> | 60 Days + 28 days<br>Deferred by DAP for further 90 days                                                               |
| <b>Attachment(s):</b>                           | 1. Amended Development Plans<br>2. Additional information letter from applicant<br>3. Letters from commercial agent(s) |

**Responsible Authority Recommendation**

That the Metro Outer Development Assessment Panel resolves to:

**Approve** DAP Application reference DAP/24/02752 and accompanying plans with clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Armadale Town Planning Scheme No.4, subject to the following conditions:

**Conditions**

1. 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.
2. Prior to the submission of a Building Permit, a revised landscape plan shall be submitted to and approved by the City of Armadale. The amended landscape plan shall include:
  - a) Plant species (predominantly West Australian natives);
  - b) Numbers, location, container size;
  - c) Method of irrigation of the landscaped areas
  - d) Landscaping and provision of street trees in the verge(s);

- e) The provision of a minimum 3 metre wide landscaping strip along the eastern/southern/western boundary of car park area the development;
- f) The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking;
- g) The provision of shade trees along the line of on street car parking bays at the agreed spacing in the approved civil drawings;
- h) The provision of trees within the landscaped area on the eastern and western sides of the proposed building to provide shade and improve the visual appearance;

All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.

3. Evidence shall be provided from the Land Titles Office that portions of Lot 9550 Alex Wood Drive and Lot 9050 have been amalgamated and a new title issued prior to occupation of the building.
4. The local road network to the south and west (including road pavement, paths, on street car parking bays, drainage, lighting and street trees/landscaping) being constructed in accordance with approved civil drawings prepared by the applicant and/or landowner and submitted to and approved by the City of Armadale (Technical Services) and the land required being transferred to the Crown free of cost for the purpose of facilitating the local road network
5. All vehicle manoeuvring spaces shall be constructed, sealed, kerbed and drained in accordance with the approved site plan to the satisfaction of the Executive Director Technical Services and continuously maintained thereafter. Relocation/removal of any services/infrastructure will be at the cost of the developer.
6. Construction of the pedestrian paths (as indicated on the attached site plan) and ramps where appropriate to the satisfaction of the City of Armadale, seamlessly connecting the proposed development to existing paths on site and within the adjoining public footpath network.
7. Prior to submission of a Building Permit a schedule of external colours and materials shall be submitted to the City's Planning Services department and approved by the City of Armadale. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the City of Armadale.
8. Staff and visitor car parking demand shall not exceed the number of parking bays approved for the development onsite, being 17 car bays per unit, or 55 car bays for the entire development.
9. No materials shall be stored in staff and visitor car parking areas, including the car parking bays located within each unit.
10. To meet drainage requirements, prior to occupation of the development the developer/owner shall, to the specifications and satisfaction of the City of Armadale (Technical Services):

- a) Submit a stormwater management plan in accordance with the Urban Water Management Plan incorporating water sensitive design principles for approval and implement the approved plan;
  - b) Show any drainage easements as may be required on the Certificate of Title in favour of the City, and
  - c) Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development.
- 11. In accordance with the requirements of Local Planning Policy PLN 3.12 - Percent for Public Art, prior to the occupancy of the development, the applicant and/or landowner
  - a) make a monetary contribution to the City's Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost but no more than \$500,000; or
  - b) provide public art work on site to the value of one per cent (1%) of the total development cost and continuously maintain the public art work.
- 12. If new fencing is proposed, or where fencing that exists does not meet these standards, fencing shall be installed prior to occupation of the development in accordance with the following and maintained thereafter:
  - a) Internal fencing and other property boundary fencing shall be at least 1.8m high measured from the new ground level / top of retaining walls in accordance with Part 2 of the City's *Fencing Local Law 2011* (or superseding standard); and
  - b) Fencing within the front setback area or abutting the public realm (ie streets or public open space) shall be visually permeable above 1.2m and truncated adjacent to driveways in accordance with Part 3 of the City's *Fencing Local Law 2011* (or superseding standard).
- 13. A Lighting Plan showing pathways and car parking areas shall be submitted to and approved by the City of Armadale. All lighting shall be installed and operated as per the approved plan.
- 14. All rubbish bin storage areas and servicing areas associated with the development shall be appropriately screened from public vantage points or located within the buildings to the satisfaction of the City of Armadale.
- 15. Air conditioning units, compressors and other equipment related to utilities shall be screened from public view and positioned so as to avoid any adverse effects, including noise, on the occupants of nearby properties to the satisfaction of the City of Armadale.
- 16. The provision of 'end of trip bicycle facilities' in locations agreed to by the City and continuously maintained in accordance with Clause 5.11.1 and Schedule 11B of *Town Planning Scheme No.4* to the satisfaction of the City of Armadale.
- 17. Prior to the commencement of any site works, a Dust Management Plan shall be prepared in accordance with Clause 43 of the City's *Environment, Animals and Nuisance Local Laws 2002*, submitted to the City's Health Services and approved by the City of Armadale. The approved plan shall be implemented and all work shall be carried out in accordance with the approved plan thereafter.

18. A Construction Management Plan shall be prepared by the applicant and/or landowner and submitted to the City of Armadale for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall be implemented by the applicant and/or landowner to the satisfaction of the City of Armadale and detail how the construction of the development will be managed, including the following:
- a) Public safety and site security;
  - b) Hours of operation;
  - c) Dust management;
  - d) Waste and material disposal;
  - e) Traffic management plans for the various phases of the construction;
  - f) Parking arrangements for contractors and sub-contractors;
  - g) Delivery and access arrangements;
  - h) The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
  - i) Bonding and remediation arrangements; and
  - j) Any other matters likely to impact upon the surrounding properties or public realm.

#### **Advice Notes**

- A. Compliance with the *Environmental Protection (Noise) Regulations 1997* and the *Environmental Protection (Unauthorised Discharges) Regulations 2004* is required. The applicant and/or landowner is to liaise with Water Corporation regarding an Industrial Trade Waste Permit to allow discharge to sewer.
- B. With regard to the condition requiring submission of a colour and material schedule, it is expected that the colour and material schedule will be submitted and approved prior to the submission of a Building Permit Application.
- C. A separate development application may need to be submitted to the City for any proposed signage for the site.
- D. With regard to the condition requiring a Dust Management Plan to be prepared and implemented in accordance with Clause 43 of the City's *Environment, Animals and Nuisance Local Laws 2002*. In this regard, please liaise with the City's Health Department.
- E. Lighting shall comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" or its equivalent and the City's *Environment, Animals and Nuisance Local Laws*.
- F. Compliance with the *Environmental Protection (Noise) Regulations 1999* and the *Health (Public Buildings) Regulations 1992* is required. In this regard, a Public Building application shall be submitted to the City's Health Department and approved prior to occupation of the proposed building.

**Details: outline of development application**

|                                                     |                                                                                                                                                                                       |
|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Region Scheme                                       | Metropolitan Region Scheme                                                                                                                                                            |
| Region Scheme - Zone/Reserve                        | Industrial                                                                                                                                                                            |
| Local Planning Scheme                               | City of Armadale Town Planning Scheme No.4 (TPS 4)                                                                                                                                    |
| Local Planning Scheme - Zone/Reserve                | General Industry / Industrial Business                                                                                                                                                |
| Structure Plan/Precinct Plan                        | n/a                                                                                                                                                                                   |
| Structure Plan/Precinct Plan - Land Use Designation | n/a                                                                                                                                                                                   |
| Use Class and permissibility:                       | Warehouse/Storage and Incidental Office ('P' in General Industry, 'D' in Industrial Business)                                                                                         |
| Lot Size:                                           | 13058sqm (part lot)                                                                                                                                                                   |
| Existing Land Use:                                  | Vacant land                                                                                                                                                                           |
| State Heritage Register                             | No                                                                                                                                                                                    |
| Local Heritage                                      | <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> Heritage List<br><input type="checkbox"/> Heritage Area                                                           |
| Design Review                                       | <input type="checkbox"/> N/A<br><input checked="" type="checkbox"/> Local Design Review Panel<br><input type="checkbox"/> State Design Review Panel<br><input type="checkbox"/> Other |
| Bushfire Prone Area                                 | Yes                                                                                                                                                                                   |
| Swan River Trust Area                               | No                                                                                                                                                                                    |

**Proposal:**

The application proposes the construction of a new building containing three (3) warehouse tenancies with associated car parking and landscaping areas. The development is proposed on vacant land located to the north of an existing service station and fast food outlet. The subject site comprises a portion of two larger balance lots (Part Lots 9550 (to the south) and Lot 9050 (to the north)). With the exception of Alex Wood Drive to the east, the remaining portions of the proposed road infrastructure have not yet been constructed by the landowner or dedicated/gazetted.

|                            |             |
|----------------------------|-------------|
| Proposed Land Use          | Warehouse   |
| Proposed Net Lettable Area | 7185sqm     |
| Proposed No. Storeys       | One (10.5m) |
| Proposed No. Dwellings     | n/a         |

**Background:**

The original proposal was considered by the Outer Metro DAP on 23 January 2025. The application was deferred for a period of 90 days, for the applicant to provide further information on the following:

1. Details of capability and location of additional on-site parking;
2. Site locational context and limitations and/or capability associated with proposal parking variations;

3. Rational for substantial parking variation relevant to land use type and scale; and
4. Relevance and applicability of different parking requirements and sources relative to the proposal and context.

This report focuses on the assessment of the above four sections in relation to the amended proposal only.

Please refer to the original RAR for detail on the original proposal and legislation/policy framework and full assessment (Refer to Part C of the agenda on the DAP website - [https://www.planning.wa.gov.au/docs/default-source/daps/20250123---agenda---no-58---city-of-kalamunda---city-of-armadale.pdf?sfvrsn=3766316\\_1](https://www.planning.wa.gov.au/docs/default-source/daps/20250123---agenda---no-58---city-of-kalamunda---city-of-armadale.pdf?sfvrsn=3766316_1))

### Planning Assessment:

The proposal has been amended, the following additions and design changes are proposed by the applicant:

- Provision of 10 additional car bays throughout the development;
- Provision of 11 additional car bays in the western road reserve;
  - *NOTE – final civil drawings for this road provide 9 additional car bays*
- Removal of the second floor office space (for all units) and its conversion to storage space and removal of trade desk;
- Improved building facades, including additional articulation in the design, commitment to semi-mature tree planting, and use of indicative signage locations;
- Depiction of approved drainage and road network to ensure a cohesive design;
- Provision of evidence/market research that demonstrates the sufficiency of the design to cater for a range of potential warehouse tenants;

#### 1. Details of capability and location of additional on-site parking

The amended proposal provides an additional 10 car bays (2 per unit, located internally, with 4 shared bays in the rear driveways). The final civil drawings for the new road to be constructed to the south and west have been approved by the City, demonstrating that 9 car bays can be constructed in the road reserve. The road and car bays are under construction.

|                                     | Schedule 7A         | Proposal reviewed by DAP in Jan 2025 | Amended proposal |
|-------------------------------------|---------------------|--------------------------------------|------------------|
| <b>Warehouse 1<br/>2582m2</b>       | 51.64 (52)          | 15                                   | 17               |
| <b>Warehouse 2<br/>2582m2</b>       | 51.64 (52)          | 15                                   | 17               |
| <b>Warehouse 3<br/>2582m2</b>       | 51.64 (52)          | 15                                   | 17               |
| <b>Shared bays in rear driveway</b> | -                   | -                                    | 4                |
| <b>TOTAL ONSITE PARKING</b>         | <b>154.92 (155)</b> | <b>45</b>                            | <b>55</b>        |
| <b>TOTAL TO BE CONSTRUCTED</b>      | <b>154.92 (155)</b> | <b>45</b>                            | <b>64</b>        |

|                                        |             |            |                                                                         |
|----------------------------------------|-------------|------------|-------------------------------------------------------------------------|
| <b>(including 9 on-street bays)</b>    |             |            |                                                                         |
| <b>Percentage car parking provided</b> | <b>100%</b> | <b>29%</b> | <b>35% on-site, increasing to total of 41% including on-street bays</b> |

The additional car parking bays have increased the onsite car parking provision to approximately 35% of the required car parking. This increases to 41% if the on-street bays are included in the overall calculation.

It should be noted that the 9 on-street car parking bays cannot be attributed solely to the occupiers of the proposed warehouse units as they are located on public land, however, the provision of these bays will assist in providing adequate formalised car parking in the event that overflow is required, without the need to create informal parking on verge areas which may damage infrastructure and landscaping.

The City's car parking schedule allows for consideration of the number of employees as an alternative method of calculation, however the applicant has not provided any further detail on future tenants or likely staffing numbers for the development, therefore this method has not been utilised.

2. Site locational context and limitations and/or capability associated with proposal parking variations

The applicant has noted that the upper level of the office area for all three units will be redesignated as storage areas. However, it is noted that the original car parking calculations were based on the upper floors being a storage/warehouse use, due to an 'Office' use being an 'X' use in the General Industry zone(s). There is no difference to the overall car parking requirement for the proposal based on the amended proposal.

3. Rational for substantial parking variation relevant to land use type and scale

The applicant has stated that the proposal has been designed to accommodate a warehouse type use, with a focus on logistical optimisation. The proposal has been designed with large loading areas, with passenger and commercial vehicle movements separated, and spacious internal floor areas. The applicant argues that the facility is purpose built and is at very little risk of being changed to a different use class, and fills an existing gap in the Forrestdale market.

The City notes that many of the likely alternative uses for these unit(s) are discretionary uses in the General Industry and Industrial Business zone(s) under TPS4. These generally have the same or similar car parking requirements based on floor area. It is noted that given the subject site has split zoning, the majority of these uses would require a future development application to be lodged for consideration by the City. Any future applicant would need to demonstrate their proposed business model/staff numbers and anticipated car parking generation would be appropriate for the subject unit(s).

4. Relevance and applicability of different parking requirements and sources relative to the proposal and context

The applicant has provided letters from commercial real estate agents who have expertise in market expectations for similar type developments. Both letters indicate that the proposed development would be capable of providing sufficient parking for the likely future occupants based on current market conditions. The letters are attached.

The applicant reiterates comparisons with other industrial areas in outer metropolitan local government areas (Hazelmere, Wattle Grove), and argue that the parking provision per square metre is higher in the proposed development subject of this report than other similar developments in these areas, and that the car parking is adequate.

It is noted that the applicant has not provided any further detail or comparisons, or real-life examples beyond the original submission in the Technical Memorandum.

### **Conclusion:**

The amended proposal has been assessed against the items listed in the deferral by the Outer Metro DAP which are primarily related to the car parking provision. The original Responsible Authority Report provided a detailed assessment of the proposal against the entire policy framework (refer to DAP agenda link above).

The amended proposal has been assessed as still proposing a significant variation to the onsite parking requirements of Schedule 7A of TPS No.4. Whilst there has been an increase to the number of bays provided onsite, a shortfall of 100 parking spaces is still proposed. The City still has some concerns as to whether the shortfall can be managed appropriately without impacting the wider area, however the applicant has assured the City with some evidence from real estate agents provided, and broad comparisons with other similar industrial areas, that this will not be an issue and that the design and scale of the proposed design will be self-limiting in identifying which future tenants will want to occupy the premises.

The applicant has also made changes to the external appearance and facades of the building that are considered a significant improvement, the landscaping plan has been more thoroughly considered, with additional trees and planting provided throughout the site, and locations of future signage considered to ensure appropriate visibility as landscaping and trees reach maturity.

The finalisation of the civil drawings for construction of the road reserve to the south and west has allowed for the provision of 9 additional on street car parking bays with street trees to be provided, and the drainage design has been appropriately considered to take into account future crossover locations and car parking bays without impacting verge swales.

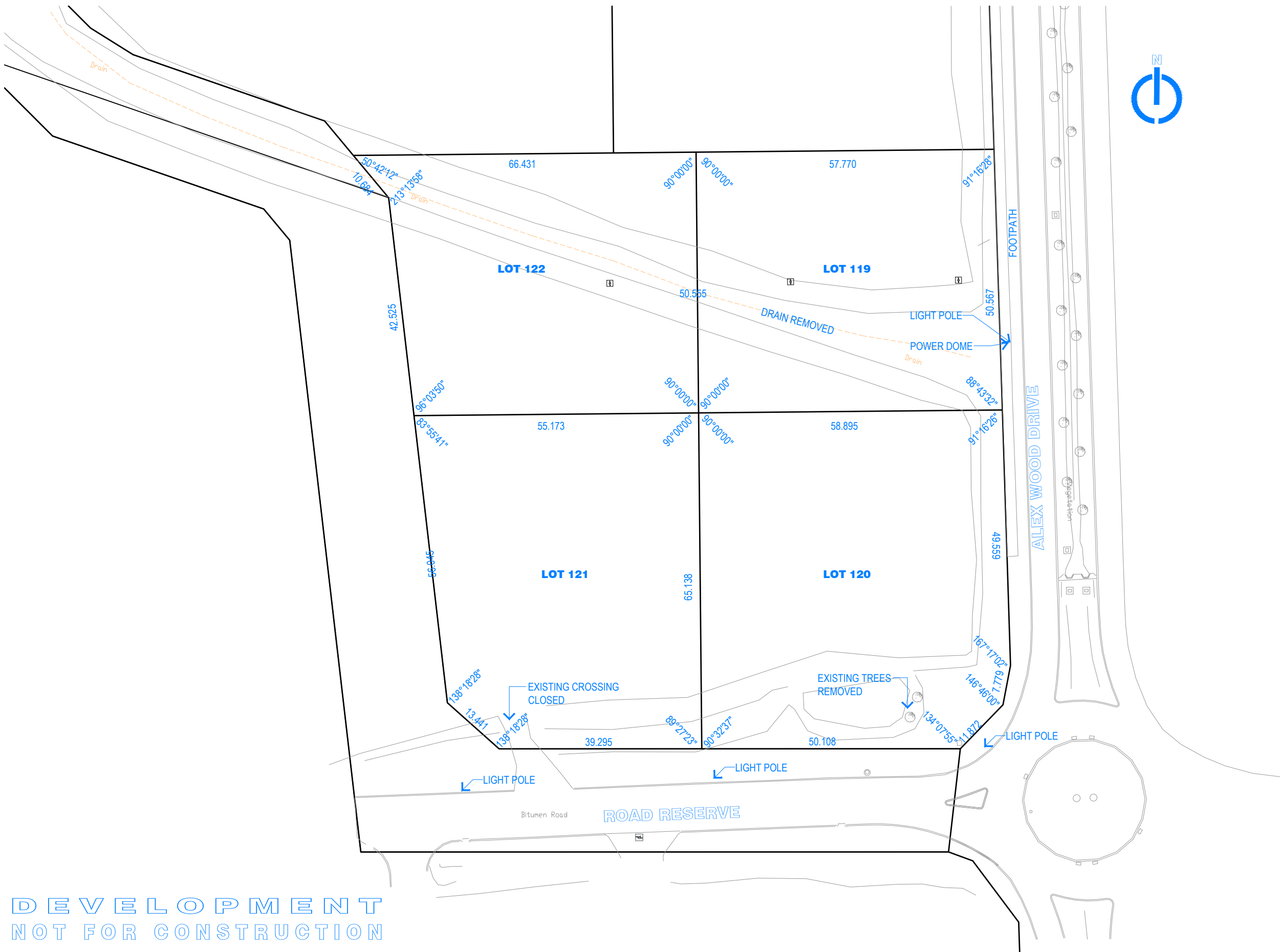
The City notes the applicant's earlier iteration that likely staff numbers per units are 10 employees, and the applicant's previous advice that future tenants will be chosen based on their capability to comply with the parking provision provided for each units to avoid future car parking issues.

The City has recommended Condition 8 to ensure that the parking demand for the businesses is managed by the businesses and does not create additional safety and amenity issues.

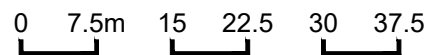
Therefore, on balance, whilst the car parking provision is lower than the City would ideally prefer, it is acknowledged the applicant has improved the overall appearance and design of the building, as well as provided a more comprehensive indicative

landscaping schedule to soften the visual appearance and provide appropriate levels of vegetation to reduce heat impacts on the wider area.

The City recommends, on balance, that the application is approved with relevant conditions as detailed above.



DEVELOPMENT  
NOT FOR CONSTRUCTION



project consultants

DESIGN | DOCUMENT | DELIVER

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PROJECT

COMMERCIAL DEVELOPMENT  
LOT 119-122 ALEX WOOD DRIVE  
FORRESTDAL WA 6122

SHEET

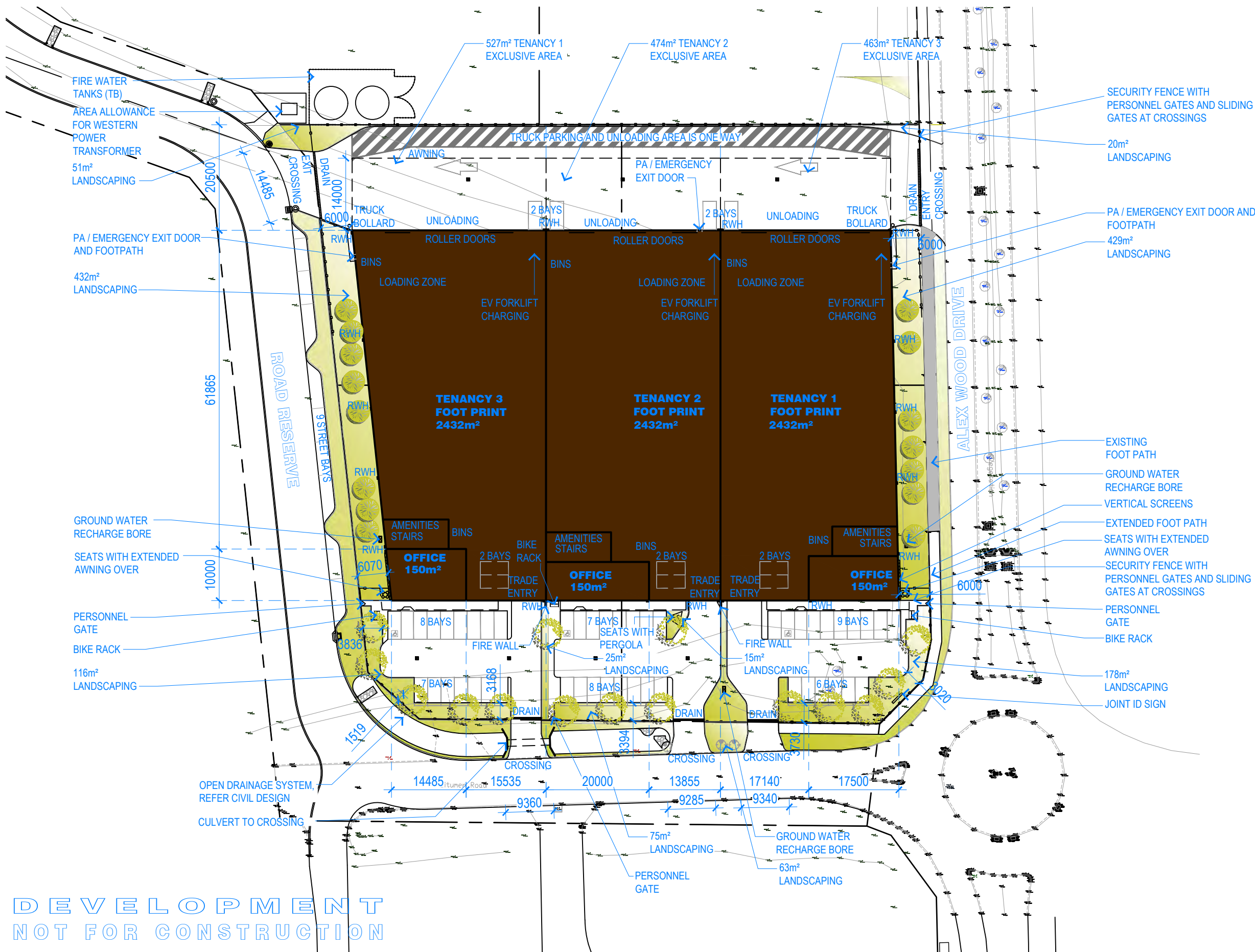
PLAN  
SITE  
EXISTING

| REV. | DESCRIPTION |
|------|-------------|
| A    | DEVELOPMENT |

11.07.24

A100

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|                          |                                                                        |
|--------------------------|------------------------------------------------------------------------|
| COUNCIL:                 | CITY OF ARMADALE                                                       |
| ZONING:                  | GENERAL INDUSTRY INDUSTRIAL BUSINESS                                   |
| <b>SETBACKS</b>          |                                                                        |
| PRIMARY STREET:          | 15m                                                                    |
| SECONDARY STREET:        | 6m                                                                     |
| SIDE AND REAR:           | NIL                                                                    |
| <b>AREA CALCULATIONS</b> |                                                                        |
| TOTAL FLOOR AREA:        | 7746m <sup>2</sup>                                                     |
| WAREHOUSE GFA:           | 6846m <sup>2</sup>                                                     |
| UPPER STORAGE GFA:       | 450m <sup>2</sup>                                                      |
| OFFICE GFA:              | 450m <sup>2</sup>                                                      |
| <b>COVERAGE</b>          |                                                                        |
| SITE AREA:               | 13059m <sup>2</sup>                                                    |
| BUILDING AREA:           | 7296m <sup>2</sup>                                                     |
| PLOT RATIO:              | 56%                                                                    |
| <b>LANDSCAPING</b>       |                                                                        |
| REQUIRED:                | 3m                                                                     |
| PROVIDED:                | 3m                                                                     |
| AREA:                    | 1404m <sup>2</sup>                                                     |
| LANDSCAPING RATIO:       | 10.7%                                                                  |
| <b>PARKING</b>           |                                                                        |
| WAREHOUSES & OFFICE:     | 12 (1/222m <sup>2</sup> )                                              |
| TOTAL REQUIRED:          | 36                                                                     |
| TOTAL PROVIDED:          | 55 (INCLUDING 3 ACCESSIBLE)<br>+9 STREET PARKING                       |
| EXCLUSIONS:              | 100m <sup>2</sup> AMENITIES & STAIRS<br>900m <sup>2</sup> LOADING ZONE |

DEVELOPMENT  
NOT FOR CONSTRUCTION

DEVELOPMENT  
NOT FOR CONSTRUCTION

PROJECT

COMMERCIAL DEVELOPMENT  
LOT 119-122 ALEX WOOD DRIVE  
FORRESTDAL WA 6122

SHEET

PLAN  
FLOOR  
PROPOSED

REV. DESCRIPTION

|   |                            |
|---|----------------------------|
| A | DEVELOPMENT                |
| B | GENERAL REVISIONS          |
| C | PA / EMERGENCY DOORS ADDED |

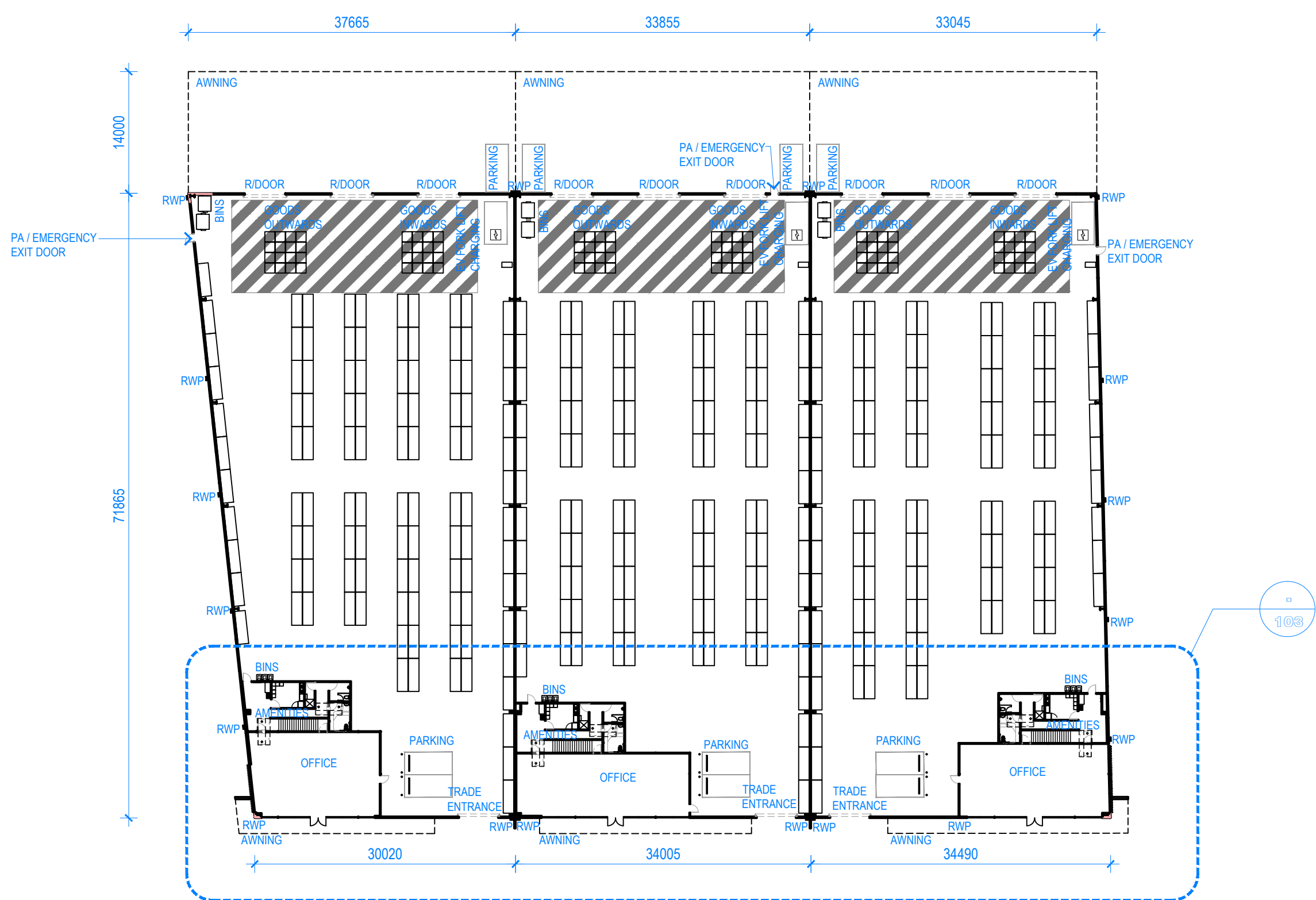
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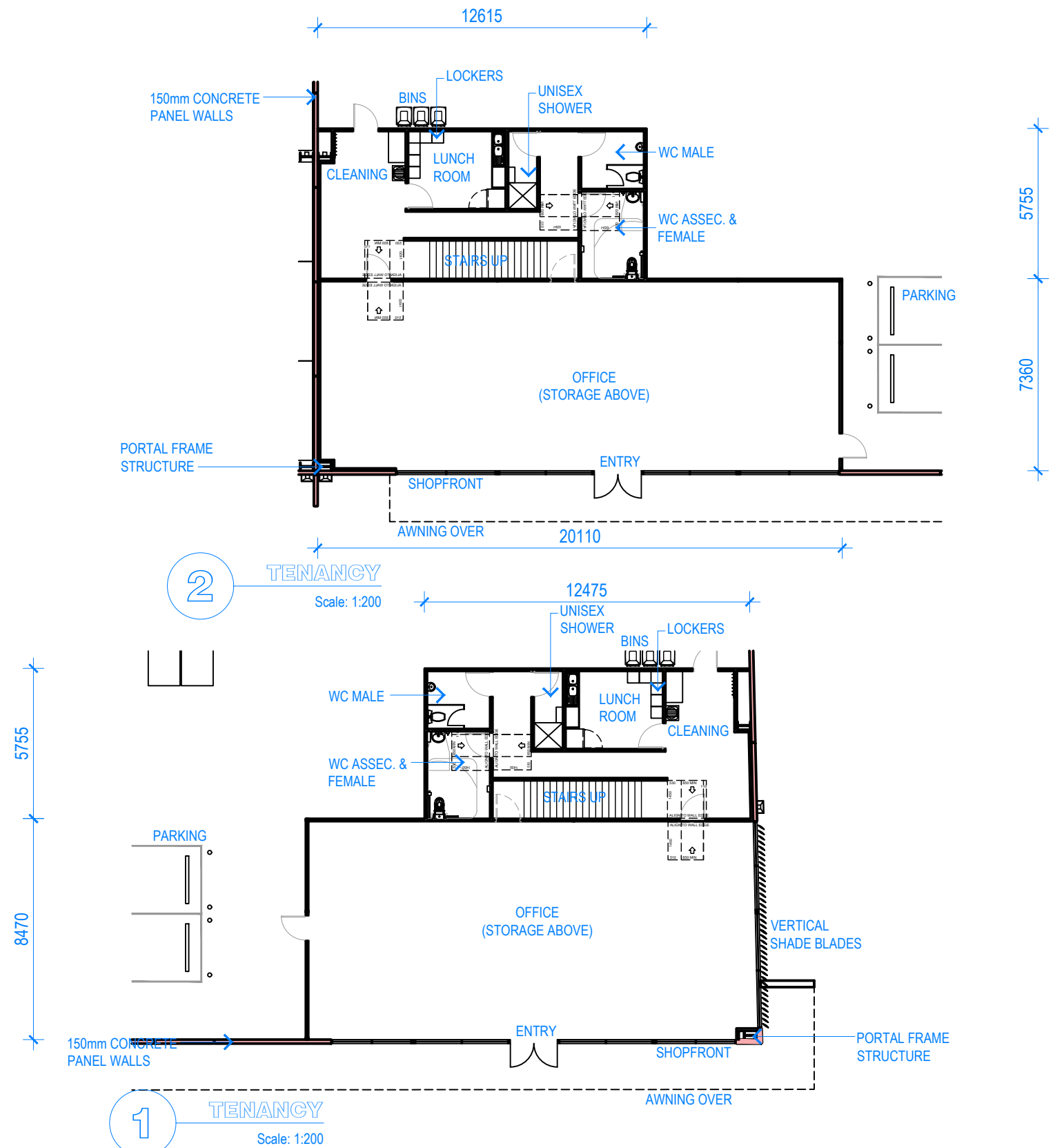
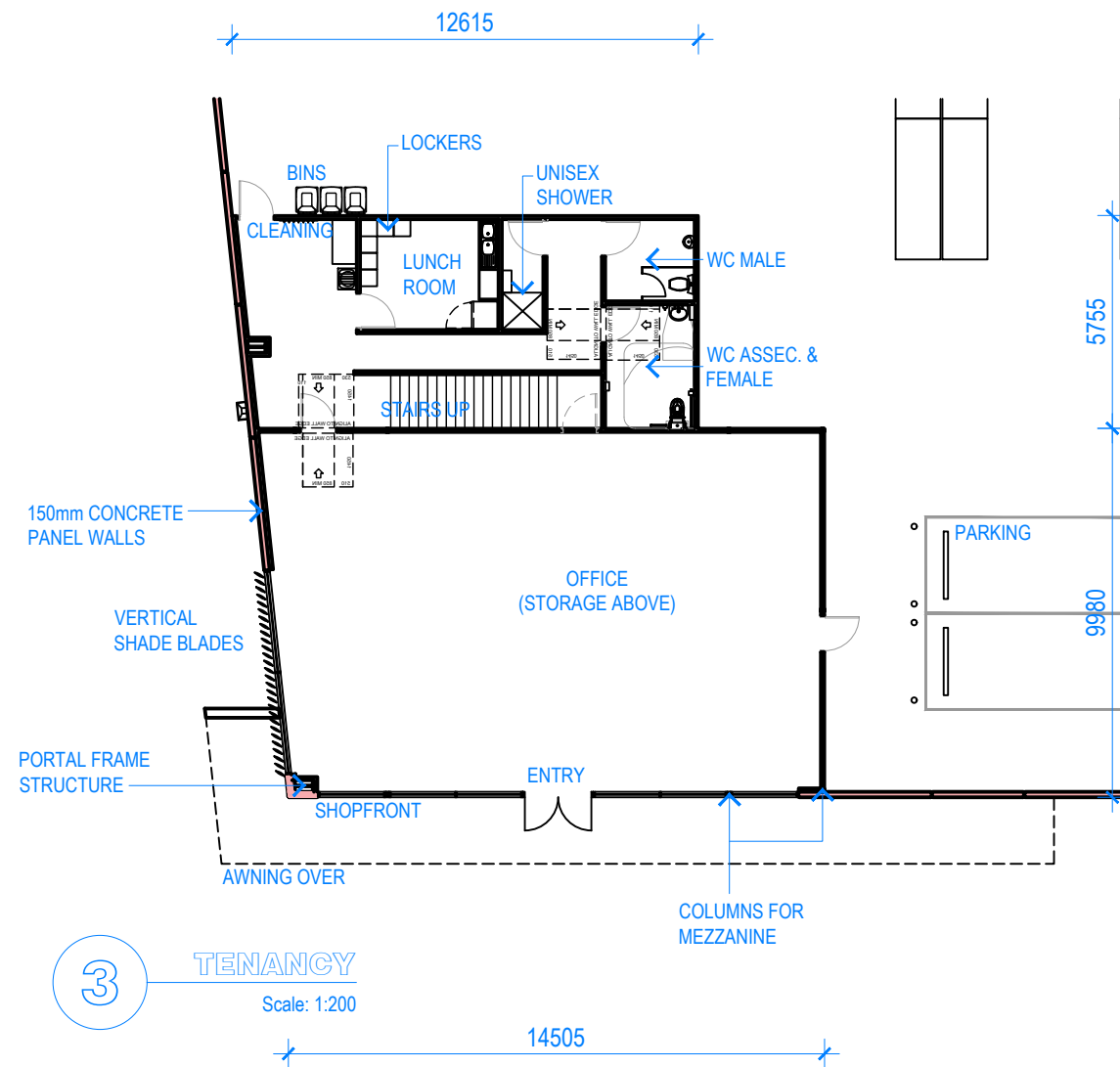
22.10.24  
05.02.25  
26.02.25

A102

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C





DEVELOPMENT  
NOT FOR CONSTRUCTION

**PROJECT**

COMMERCIAL DEVELOPMENT  
LOT 119-122 ALEX WOOD DRIVE  
FORRESTDAL WA 6122

**SHEET**

PLAN  
FLOOR  
PROPOSED

**REV. DESCRIPTION**

A DEVELOPMENT  
B PARKING ADDED

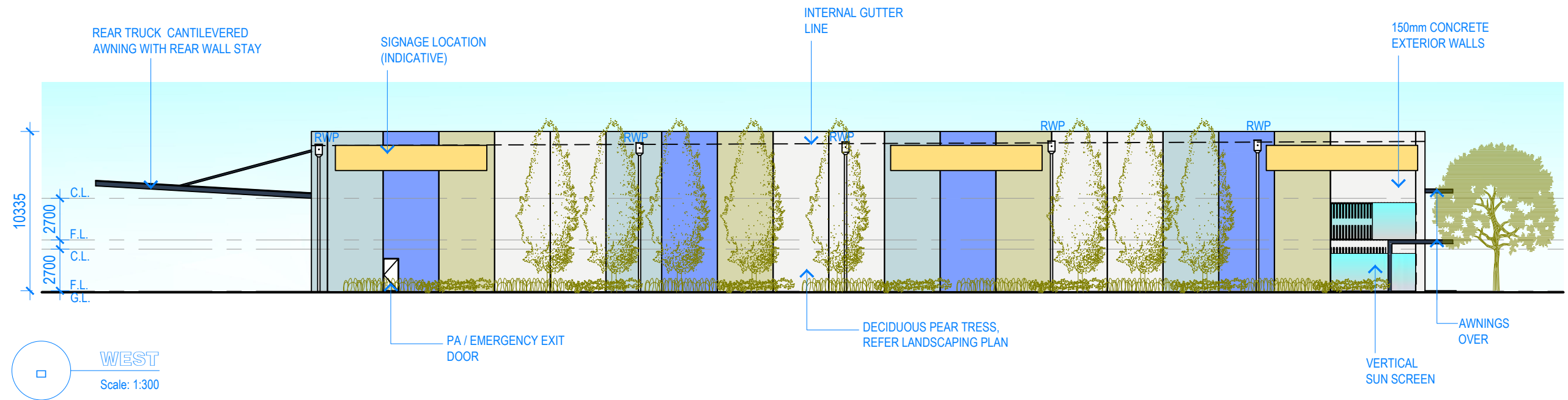
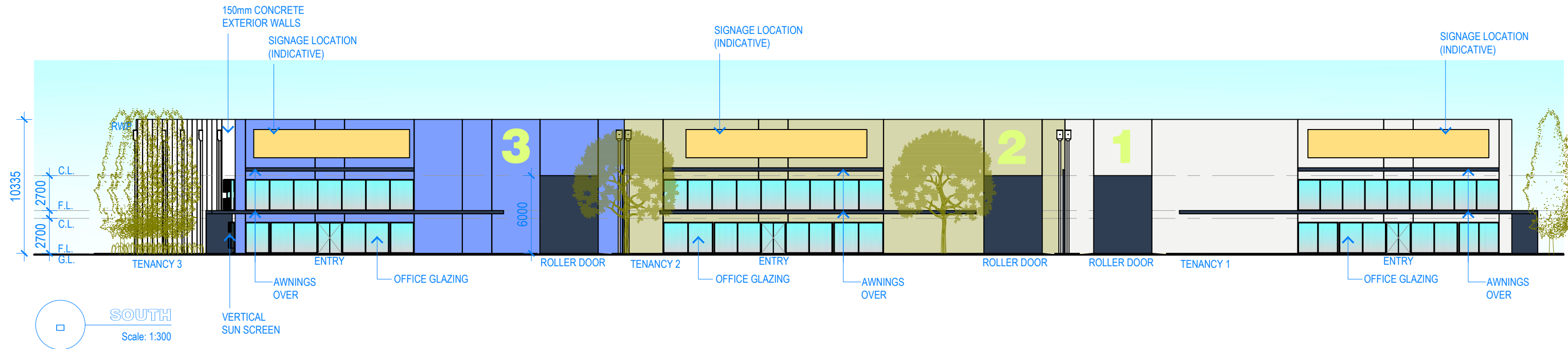
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24.10.24  
05.02.25

**A103**

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**B**



DEVELOPMENT  
NOT FOR CONSTRUCTION

0 3 6 9 12 15

**PROJECT**

COMMERCIAL DEVELOPMENT  
LOT 119-122 ALEX WOOD DRIVE  
FORRESTDAL WA 6122

**SHEET**

ELEVATIONS 1  
PROPOSED

**REV. DESCRIPTION**

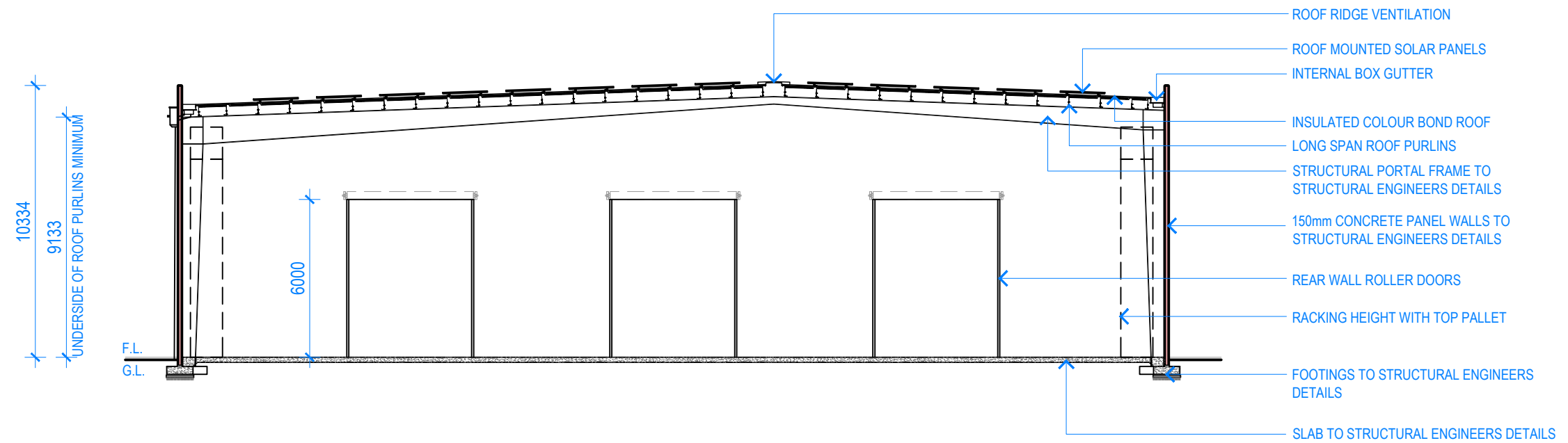
|   |                                   |          |
|---|-----------------------------------|----------|
| A | DEVELOPMENT                       | 15.07.24 |
| B | GENERAL REVISIONS                 | 22.07.24 |
| C | GENERAL REVISIONS                 | 24.10.24 |
| D | TREES, SIGNAGE AND FINISHES ADDED | 05.02.25 |
| E | TREES, EXIT DOORS ADDED           | 26.02.25 |

**A200**

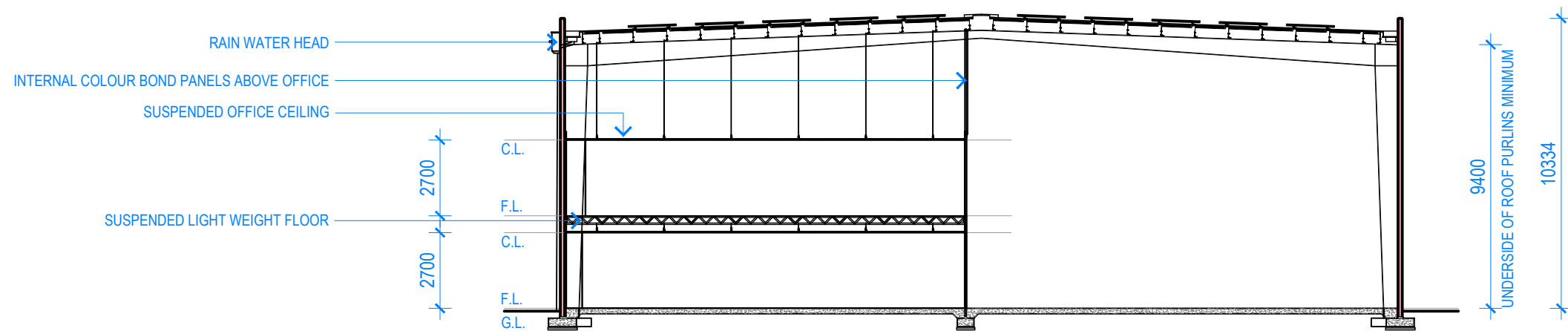
1:300

**E**





SECTION TENANCY 1 WAREHOUSE  
Scale: 1:200



SECTION TENANCY 1 OFFICE  
Scale: 1:200

DEVELOPMENT  
NOT FOR CONSTRUCTION

0 2 4 6 8 10

**PROJECT**

COMMERCIAL DEVELOPMENT  
LOT 119-122 ALEX WOOD DRIVE  
FORRESTDAL WA 6122

**SHEET**

SECTION  
PROPOSED

**REV. DESCRIPTION**

A DEVELOPMENT

24.10.24

**A3000**

1:200

**A**



CROSS SECTION W-E



CROSS SECTION W-E



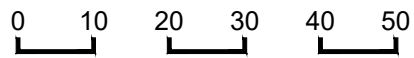
LONG SECTION N-S

25380 FFL



LONG SECTION N-S

DEVELOPMENT  
NOT FOR CONSTRUCTION





**project consultants**  
DESIGN | DOCUMENT | DELIVER

PROJECT

COMMERCIAL DEVELOPMENT  
LOT 119-122 ALEX WOOD DRIVE  
FORRESTDALE WA 6122

SHEET

SECTION  
SITE LEVELS

| REV. | DESCRIPTION |
|------|-------------|
| A    | DEVELOPMENT |

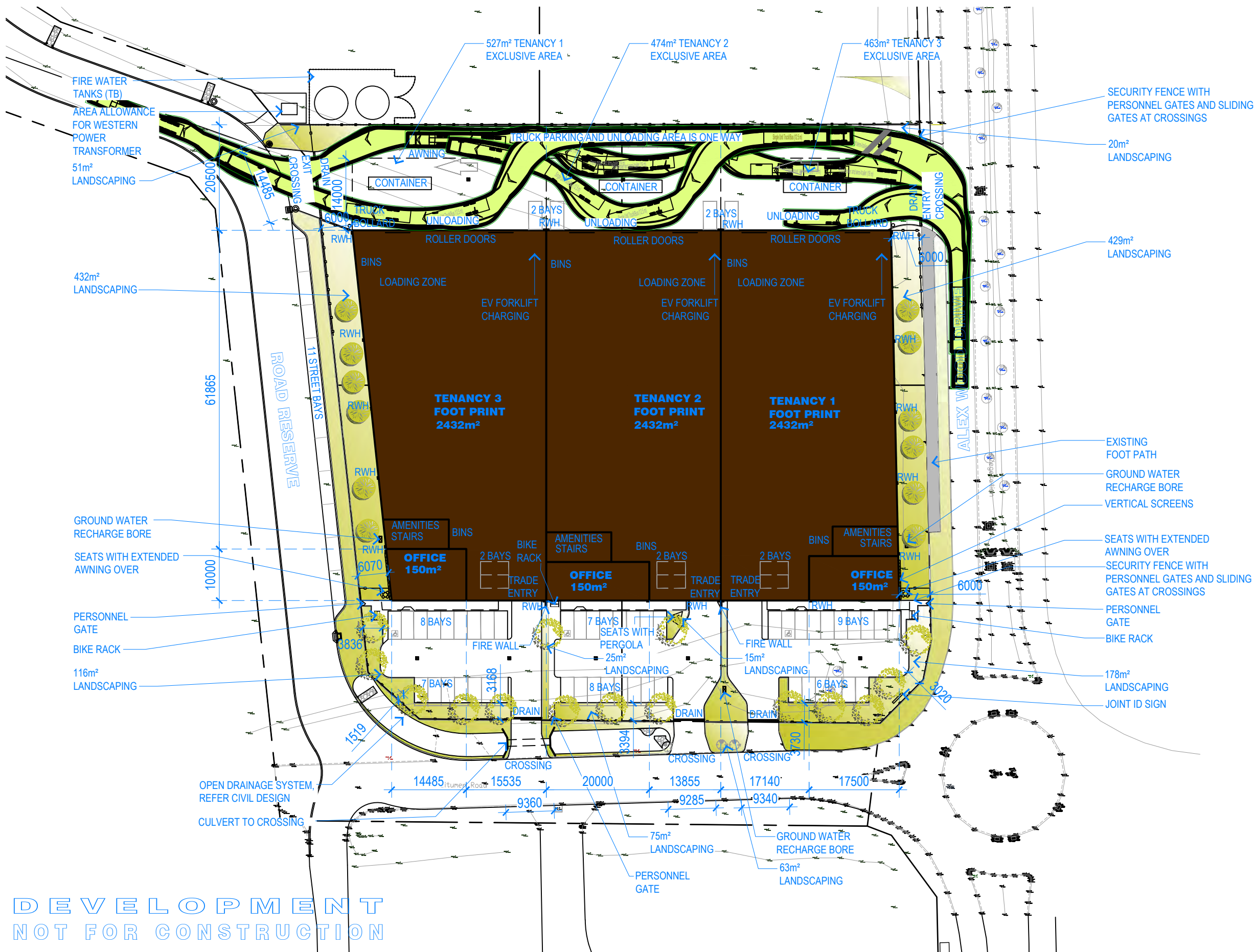
28.11.24

**A301**

1:1000

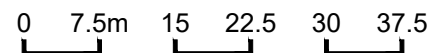
**A**

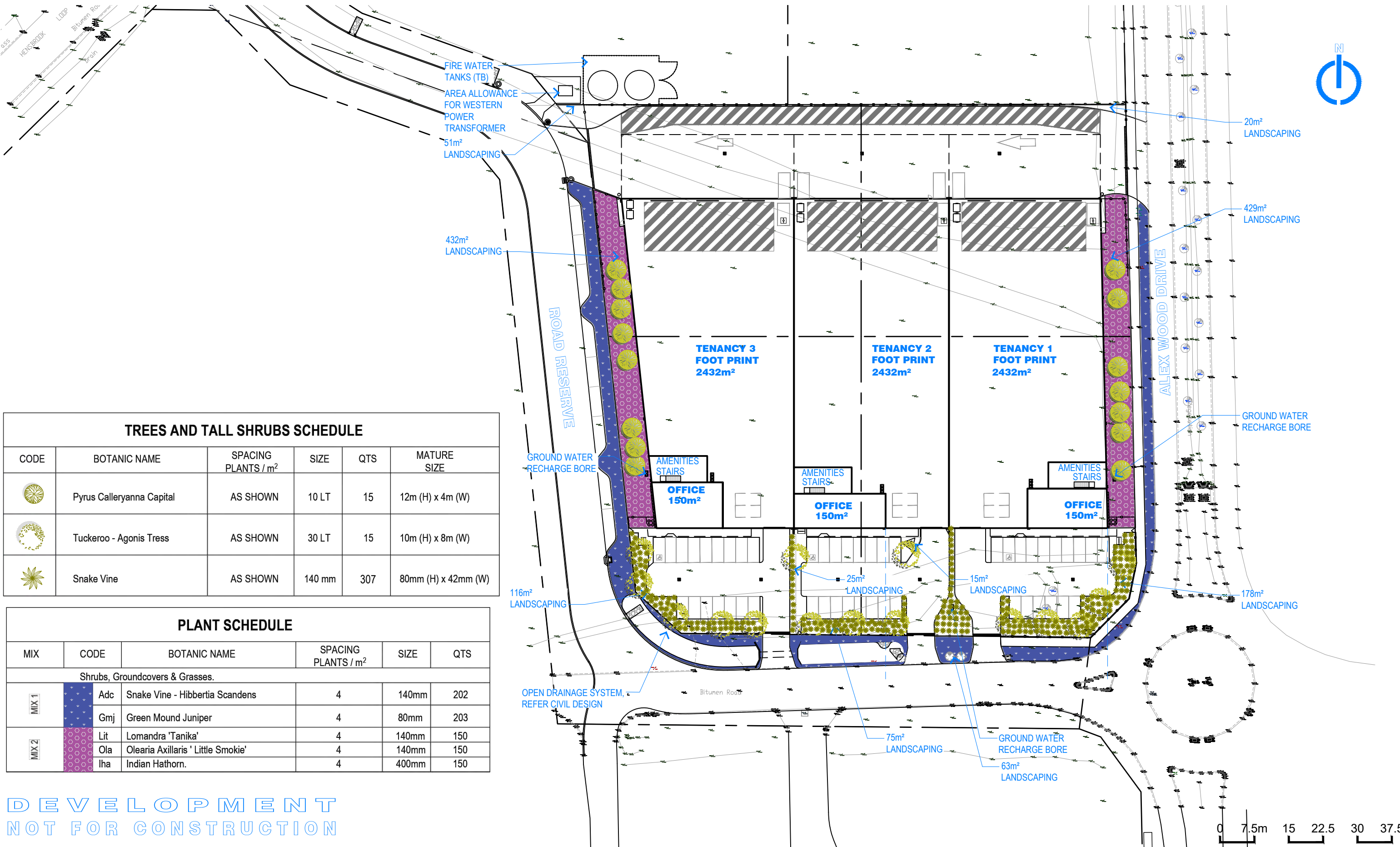
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IN WHOLE OR PART WITHOUT WRITTEN  
CONSENT FROM PROJECT CONSULTANTS WA PTY LTD



|                          |                                                |
|--------------------------|------------------------------------------------|
| COUNCIL:                 | CITY OF ARMADALE                               |
| ZONING:                  | GENERAL INDUSTRY INDUSTRIAL BUSINESS           |
| <b>SETBACKS</b>          |                                                |
| PRIMARY STREET:          | 15m                                            |
| SECONDARY STREET:        | 6m                                             |
| SIDE AND REAR:           | NIL                                            |
| <b>AREA CALCULATIONS</b> |                                                |
| TOTAL FLOOR AREA:        | 7746m²                                         |
| WAREHOUSE GFA:           | 6846m²                                         |
| UPPER STORAGE GFA:       | 450m²                                          |
| OFFICE GFA:              | 450m²                                          |
| <b>COVERAGE</b>          |                                                |
| SITE AREA:               | 13059m²                                        |
| BUILDING AREA:           | 7296m²                                         |
| PLOT RATIO:              | 56%                                            |
| <b>LANDSCAPING</b>       |                                                |
| REQUIRED:                | 3m                                             |
| PROVIDED:                | 3m                                             |
| AREA:                    | 1404m²                                         |
| LANDSCAPING RATIO:       | 10.7%                                          |
| <b>PARKING</b>           |                                                |
| WAREHOUSES & OFFICE:     | 12 (1/222m²)                                   |
| TOTAL REQUIRED:          | 36                                             |
| TOTAL PROVIDED:          | 55 (INCLUDING 3 ACCESSIBLE) +11 STREET PARKING |
| EXCLUSIONS:              | 100m² AMENITIES & STAIRS<br>900m² LOADING ZONE |

DEVELOPMENT  
NOT FOR CONSTRUCTION





| TREES AND TALL SHRUBS SCHEDULE                                                     |                           |                     |        |     |                     |
|------------------------------------------------------------------------------------|---------------------------|---------------------|--------|-----|---------------------|
| CODE                                                                               | BOTANIC NAME              | SPACING PLANTS / m² | SIZE   | QTS | MATURE SIZE         |
|  | Pyrus Calleryanna Capital | AS SHOWN            | 10 LT  | 15  | 12m (H) x 4m (W)    |
|  | Tuckeroo - Agonis Tress   | AS SHOWN            | 30 LT  | 15  | 10m (H) x 8m (W)    |
|  | Snake Vine                | AS SHOWN            | 140 mm | 307 | 80mm (H) x 42mm (W) |

| PLANT SCHEDULE                  |      |                                    |                     |       |     |
|---------------------------------|------|------------------------------------|---------------------|-------|-----|
| MIX                             | CODE | BOTANIC NAME                       | SPACING PLANTS / m² | SIZE  | QTS |
| Shrubs, Groundcovers & Grasses. |      |                                    |                     |       |     |
| MIX 1                           | Adc  | Snake Vine - Hibbertia Scandens    | 4                   | 140mm | 202 |
|                                 | Gmj  | Green Mound Juniper                | 4                   | 80mm  | 203 |
| MIX 2                           | Lit  | Lomandra 'Tanika'                  | 4                   | 140mm | 150 |
|                                 | Ola  | Olearia Axillaris ' Little Smokie' | 4                   | 140mm | 150 |
|                                 | Iha  | Indian Hawthorn.                   | 4                   | 400mm | 150 |

DEVELOPMENT  
NOT FOR CONSTRUCTION

7 February 2025

City of Armadale  
7 Orchard Avenue  
Armadale WA 6112

Dear Sir/Madam

**RE: AMENDED DEVELOPMENT PLANS IN RESPONSE TO MODAP DEFERRAL  
DEVELOPMENT APPLICATION - LOTS 119-122 ALEX WOOD DRIVE, FORRESTDAL**

Following the recent deferred Metro Outer DAP decision regarding the proposed warehouse development at the abovementioned site, we now present amended development plans (**Appendix A**) for further consideration.

Succinctly, we note the following additions and design changes that are being proposed:

- 10 additional car parking spaces throughout the development (at the rear and internally);
- Confirmation of 11 additional parking spaces in the western road reserve;
- Removal of the second-floor office space and its conversion to storage space in addition to the removal of the trade desk;
- Improved building facades, including additional articulation in the design, further commitment to semi-mature tree planting, and the use of signage, shown indicatively;
- Depiction of approved drainage and road network to ensure a cohesive design; and
- The presentation of market research that demonstrates the sufficiency of the design to cater for a range of potential warehouse tenants.

In response to the reasons for the deferral we also submit the following rationale:

1. Parking provision has been increased to a total of 55 onsite bays, plus a commitment to 11 further bays in the road reserve, ensuring that the total provision equates to **66 bays, or 22 per tenancy** (a rate of 1 bay per 1 per 110m<sup>2</sup>). We also note the removal of the upper floor office space, reducing the NLA.
2. This additional provision further strengthens the ability of the development to cater for the parking demand that it will generate.
3. The recently adopted *WA Planning Manual – Non-residential Car Parking Rates in Perth* allows for parking provision to be determined based on specific operations. To that end, we refer to the attached letters (**Appendix B**) from respected commercial real estate agents that demonstrate why specific end users cannot be identified at this stage, but importantly, clearly confirm that there is sufficient parking for this form and size of warehouse. Therefore, the level of confidence in the adequacy of the parking provision and compliance with this policy is very high.
4. Furthermore, the design of this facility has been purposeful in its intent to accommodate warehouse facilities given its focus on logistical optimisation. This is achieved through the provision of large loading areas, separation of passenger & commercial vehicles and spacious internal floor areas. This, combined with the fact that the facility also fills an existing gap in the Forrestdale market (as evidenced in **Appendix B**) ensures:
  - a. That the purpose-built facility is at very little risk of changing into a different use class; and
  - b. Is well placed to service the growing needs and reputation of the business park.

5. The majority of the site is zoned “*Industrial Business*” in which all uses with a higher parking requirement are “D” or “A” uses.
6. Therefore, given points 4 & 5, decision makers and assessors can be confident that this use will not evolve into another use that does not require development approval.
7. Finally, we note that the locational context of Forrestdale is very similar to other outer industrial areas in the Metropolitan Region (e.g. Hazelmere, Wattle Grove etc.), which are located on similar transport corridors (in this case a connection to Westport & Tonkin Highway). Therefore, given the parking per square meter rate is higher at this facility than many recently approved warehouses in those areas, parking is adequate in consideration of the situational context.

On the basis of all of the above, plus improved facades and landscaping, we submit the amended plans for your consideration.

Should any further information be required to assist with this application, do not hesitate to contact the undersigned at this office.

Kind Regards



Clayton Plug  
Planning Manager – Metro

Email: [claytonp@harleydykstra.com.au](mailto:claytonp@harleydykstra.com.au)

DAP Panel

31 January 2025

Dear Panel Members

As Director of Burgess Rawson, specializing in commercial and industrial properties, I am pleased to provide my professional counsel to Claradon Property regarding its proposed warehouse development. This well-designed facility is strategically positioned to meet market demand, and my insights, as reflected in the attached plans, support the Development Assessment Panel (DAP) application.

**Substantial Covered Loading Areas**

All-weather protection is essential for efficient warehouse operations, particularly in receiving and dispatch areas. The proposed 14m-wide canopies, ensuring seamless logistics and making this development highly attractive to corporate warehouse tenants.

**Strong Market Demand for Warehouse Tenancies**

With the continued expansion of transport infrastructure, including the Westport project, Forrestdale Business Park is primed to attract high-calibre warehouse users. This sector is dominated by state and national distribution businesses that prioritize well-designed, strategically located facilities. Unlike the retail sector, which faces ongoing disruption, demand for modern warehouse space has surged due to the digital revolution. Additionally, corporate warehouse tenants have a strong preference for exclusive-use areas, including dedicated parking, to streamline operations. This development is particularly beneficial for the City of Armadale and Forrestdale Business Park, which currently doesn't host a significant number of dedicated warehouse facilities. It signals to the market the importance of this growing industrial use, and is likely to encourage further warehouse investment.

**Tenant Commitments**

In line with industry trends, warehouse tenancies over 5,000m<sup>2</sup> typically commit 12 months before occupation, while tenancies under 3,000m<sup>2</sup> often secure occupancy within six months of their lease expiry. Given this, it is not feasible to provide precise tenant details at this point in time.

**Ample Parking and Efficient Design**

Based on my experience, the parking provisions for each warehouse tenancy are more than sufficient for the staff of warehouse operators, ensuring ease of access and operational efficiency. The clear separation of commercial and passenger vehicles further enhances safety and functionality, underscoring the project's commitment to best practices in industrial design.

This development is set to achieve strong market uptake and will make a valuable contribution to the region's industrial landscape. Please do not hesitate to reach out should you require any further details.

Yours sincerely



**Brodie Keay**  
Director, Head of Agency  
M 0403 552 809  
D 08 9288 0214  
E [bkeay@burgessrawson.com.au](mailto:bkeay@burgessrawson.com.au)

DAP Panel

31 January 2025

Dear Panel Members,

As a commercial and industrial property specialist at JLL, I am pleased to provide professional insight on Claradon Property's proposed warehouse development. This project aligns with current market demand and presents a well-considered design that will enhance Forrestdale Business Park's industrial offering. After reviewing the attached plans, I fully support its Development Assessment Panel (DAP) application.

### **Strategic Design for Operational Efficiency**

Modern warehouse users require highly functional spaces that optimize logistics. The proposed development features extensive 14m-wide covered loading areas, ensuring all-weather protection for goods handling and streamlining operations for prospective tenants. These features are particularly attractive to corporate occupiers who prioritize efficiency and reliability in their supply chains. The proposed parking allocation is more than adequate for tenant requirements, ensuring seamless staff and visitor access. Additionally, the clear separation of commercial vehicles and passenger cars enhances safety and supports best practices in industrial facility planning.

### **Growing Market Demand for Warehousing**

Forrestdale Business Park continues to emerge as a key industrial hub, strengthened by major infrastructure projects such as Westport. With a surge in e-commerce and distribution activity, demand for high-quality warehouse facilities has never been stronger. Unlike the retail sector, which faces structural shifts, industrial property remains a growth area, particularly for businesses seeking strategically located, purpose-built spaces.

Corporate warehouse tenants also favor exclusive-use areas, including dedicated parking, to optimize workflow. This development addresses a market gap, signalling confidence in the region's industrial growth and encouraging further investment.

### **Standard Leasing Commitments in the Sector**

Warehouses of this scale typically do not secure pre-commitments far in advance. Industry trends show that tenancies over 5,000m<sup>2</sup> generally lease well before occupation, while spaces under 3,000m<sup>2</sup> often finalize agreements within six months of lease expiry. Given this standard leasing timeline, early tenant confirmation is not a realistic expectation.

This project is positioned for strong market uptake and will contribute significantly to the region's industrial landscape. Please do not hesitate to reach out should you require further information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Matt Brunsdon', with a stylized flourish at the end.

**Matt Brunsdon**

Head of Logistics & Industrial, WA

JLL

## Part B – Item 3.2 – LOT 501 (No.80) GILLAM DRIVE, KELMSCOTT – PROPOSED STORAGE (SELF STORAGE FACILITY)

### Form 1 – Responsible Authority Report (Regulation 12)

|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DAP Name:</b>                                | Metro Outer DAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Local Government Area:</b>                   | City of Armadale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Applicant:</b>                               | Planning Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Owner:</b>                                   | First Maznon Pty Ltd                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Value of Development:</b>                    | \$2.3 million                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Responsible Authority:</b>                   | City of Armadale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Authorising Officer:</b>                     | Executive Director Development Services                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>LG Reference:</b>                            | 10.2025.3.1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>DAP File No:</b>                             | DAP/25/02852                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Application Received Date:</b>               | 20 January 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Report Due Date:</b>                         | 14 April 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Application Statutory Process Timeframe:</b> | <p>60 Days</p> <p>Additional time of 30 days was required to enable referral to the City of Armadale Design Review Panel during the assessment period as this was not undertaken prior to lodgement of the application.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Attachment(s):</b>                           | <ol style="list-style-type: none"> <li>1. Location Plan</li> <li>2. Aerial Plan</li> <li>3. Development Plans and Elevations <ol style="list-style-type: none"> <li>a) DA00 – Cover Page &amp; Drawing Schedule (Apr 2025)</li> <li>b) DA01 – Existing /Demolition Plan (Dec 2024)</li> <li>c) DA02 – Site / Ground Floor Plan (Apr 2025)</li> <li>d) DA03 – Roof Plan (Apr 2025)</li> <li>e) DA04 – Elevations (Apr 2025)</li> <li>f) DA05 – Sections (Dec 2024)</li> <li>g) DA06 – Perspectives (Apr 2025)</li> <li>h) DA07 – Site Landscape Plan (Apr 2025)</li> <li>i) Stormwater Management Plan, Rev A (Mar 2025)</li> </ol> </li> <li>4. Aurecon Study Results and Findings, Self Storage Facility Traffic and Parking Study (Rev.2, Feb 2012)</li> <li>5. Transport Impact Statement (Dec 2024)</li> <li>6. Applicant Planning Report (Dec 2024)</li> <li>7. City of Armadale Design Review Panel minutes (Feb 2025)</li> </ol> |

## Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

**Approve** DAP Application reference DAP/25/02852 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Armadale Town Planning Scheme No. 4, subject to the following conditions:

### Conditions

1. 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.
2. Prior to the submission of a Building Permit application, a schedule of external colours and materials shall be submitted to the City of Armadale and approved by the City of Armadale. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the City of Armadale.
3. The external surfaces of all parapet walls that are on or adjoining a property boundary shall be painted and finished in accordance with the schedule of colours required by Condition 2, prior to the installation of any parapet walls along a property boundary.
4. No materials shall be stored in car parking areas.
5. Prior to occupation of the development, outdoor storage areas shall be screened from public view (e.g. from roads, reserves etc.), to the satisfaction of the City of Armadale.
6. Prior to occupation of the development, air conditioning units, compressors and other equipment related to utilities shall be screened from public view and positioned to avoid any adverse effects, including noise, on the occupants of nearby residential properties to the satisfaction of the City of Armadale.
7. To meet drainage requirements, prior to occupation of the development the developer/owner shall, to the specifications and satisfaction of the City of Armadale:
  - a) Submit a stormwater management plan incorporating water sensitive design principles for approval and implement the approved plan;
  - b) Show any drainage easements as may be required on the Certificate of Title in favour of the City of Armadale; and,
  - c) Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development.
8. If new fencing is proposed, or where fencing that exists does not meet these standards, fencing shall be installed prior to occupation or the creation of multiple lots from the development (whichever is the earlier) in accordance with the following and maintained thereafter:

- a) Internal fencing and other property boundary fencing shall be at least 1.8m high measured from the new ground level / top of retaining walls in accordance with Part 2 of the City of Armadale Fencing Local Law 2011 (or superseding standard); and,
  - b) Fencing within the front street setback area or abutting the public realm (i.e. streets or public open space) shall be visually permeable above 1.2m and truncated adjacent to driveways in accordance with Part 3 of the City of Armadale Fencing Local Law 2011 (or superseding standard).
9. A landscape plan shall be submitted to and approved by the City of Armadale. The landscape plan shall include:
  - a) Plant species (predominantly West Australian natives);
  - b) Numbers, location, container size;
  - c) Method of irrigation of the landscaped areas;
  - d) Landscaping and treatment of adjoining verge areas including a verge tree for every 10 metres of street frontage as required by the City of Armadale *Local Planning Policy 4.1 The Design of Industrial Sites and Estates*;
  - e) A minimum 2 metre wide landscaping strip between the parking area and the street boundary of the site;
  - f) The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking; and,

All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.
10. An outdoor lighting plan shall be submitted to and approved by the City of Armadale. Outdoor lighting shall be integrated into the built form to highlight architectural features, landscaping, main entrances and corners of buildings.
11. Prior to occupation, to meet vehicle manoeuvring space requirements the developer/owner shall, to the specifications and satisfaction of the City of Armadale:
  - a) Construct/seal all such areas, including drainage and kerbing/markings where necessary, in accordance with the approved site plan;
  - b) Relocate/remove any services/infrastructure as necessary;
  - c) Remove any existing crossover(s) and reinstate all kerbing/footpaths/verge areas; and,
  - d) Arrange for continuous maintenance of all vehicle manoeuvring areas thereafter.
12. In accordance with the requirements of the City of Armadale *Local Planning Policy PLN 3.12 - Percent for Public Art*, prior to the occupancy of the development, the applicant and/or landowner is to make a monetary contribution to the City of Armadale Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost, but no more than \$500,000.
13. All advertising signs shall be kept clean and free from unsightly matter and shall be maintained by the applicant and/or landowner in good order and repair to the satisfaction of the City of Armadale.
14. The signs shall be placed on the subject land and no part of the sign is to protrude onto the road verge to the satisfaction of the City of Armadale.

15. Illuminated signage must not exceed 6000cd/m<sup>2</sup> at daytime, not exceed 600cd/m<sup>2</sup> at dawn/dusk, not exceed 300cd/m<sup>2</sup> at night and not flash, pulsate, move or rotate to the satisfaction of the City of Armadale.
16. The signs shall not contain fluorescent, reflective or retro reflective colours or materials to the satisfaction of the City of Armadale.

### Advice Notes

1. Lighting shall comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" or its equivalent and the City of Armadale Environment, Animals and Nuisance Local Laws.
2. With regard to the Condition requiring a stormwater management plan, the landowner / applicant is advised that the stormwater plan provided in the submission has been assessed by the City of Armadale and requires further revision as per the City's advice dated 20/03/2025.
3. With regard to the Condition requiring a Landscape Plan, please refer to the City of Armadale *Landscaping Guidelines – Industrial and Commercial*, *Landscaping Guidelines – Plants to Avoid*, the City's *Urban Forestry Strategy* and *Landscape Factsheet - Trees for Confined Spaces* to assist you to formulate a satisfactory landscaping proposal. Copies of these documents are available on the City of Armadale website at: <https://www.armadale.wa.gov.au/planning-information-sheets>. The City of Armadale has reviewed the Landscape Plan provided in the submission and advises that further amendment is required to increase the number of trees provided in the verge and carparking areas.
4. With regard to the Condition requiring construction of vehicle manoeuvring spaces, the City of Armadale Technical Services Directorate should be contacted in order that the appropriate crossover application may be made.

### Details: outline of development application

|                                                     |                                                                                                      |
|-----------------------------------------------------|------------------------------------------------------------------------------------------------------|
| Region Scheme                                       | Metropolitan Region Scheme                                                                           |
| Region Scheme - Zone/Reserve                        | Industrial                                                                                           |
| Local Planning Scheme                               | City of Armadale Town Planning Scheme No.4 (TPS4)                                                    |
| Local Planning Scheme - Zone/Reserve                | Industrial Business and General Industry                                                             |
| Structure Plan/Precinct Plan                        | N/A                                                                                                  |
| Structure Plan/Precinct Plan - Land Use Designation | N/A                                                                                                  |
| Use Class and permissibility:                       | Storage (Self Storage Facility)<br>'P' (General Industry zone) and<br>'D' (Industrial Business zone) |
| Lot Size:                                           | 1.04ha                                                                                               |
| Existing Land Use:                                  | Vacant Land (previously used for Garden and Landscaping Supplies)                                    |
| State Heritage Register                             | No                                                                                                   |
| Local Heritage                                      | <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> Heritage List                    |

|                       |                                                                                                                                                                                       |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       | <input type="checkbox"/> Heritage Area                                                                                                                                                |
| Design Review         | <input type="checkbox"/> N/A<br><input checked="" type="checkbox"/> Local Design Review Panel<br><input type="checkbox"/> State Design Review Panel<br><input type="checkbox"/> Other |
| Bushfire Prone Area   | No                                                                                                                                                                                    |
| Swan River Trust Area | No                                                                                                                                                                                    |

**Proposal:**

|                            |                                 |
|----------------------------|---------------------------------|
| Proposed Land Use          | Storage (Self Storage Facility) |
| Proposed Net Lettable Area | 5,909.9m <sup>2</sup>           |
| Proposed No. Storeys       | 1                               |
| Proposed No. Dwellings     | N/A                             |

The applicant is proposing a single storey self-storage facility consisting of the following:

- 492 self-storage units (average 12m<sup>2</sup> floor area);
- Office / box shop near entry (40m<sup>2</sup> floor area);
- Enclosed bin store withing building at front (17m<sup>2</sup>);
- Landscaping of site and verge area;
- One vehicle crossover (7.3m wide);
- Signage (including 2 x pylon signs in the front landscape strip);
- Single direction traffic flow through the site;
- Car parking (variation proposed and supported by Aurecon report on Self Storage Facility parking);
- Fire pumps and tanks plus electrical transformer;
- Yellow and grey external colour scheme;

The applicant is also proposing to demolish all existing buildings and structures on the site.

**Background:**

Lot 501 (No.80) Gillam Drive, Kelmscott (the subject site) has previously been used for the operation of a garden and soil supplies business. The buildings (approximately 450m<sup>2</sup> floor area) are proposed to be demolished.

The site and road verge has no significant trees or vegetation. Existing fencing is a combination of garrison style fence, wire mesh and Colorbond steel fences.

There is a parallel easement containing a reticulated sewer service along the rear and north-east side boundary. A local drainage connection point exists on the front of the lot. Surface gradient across the site is relatively flat (ranging from approximately 0.5m to 0.8m difference in levels from front to rear).

The site is located approximately 55 metres away from the nearest residence and is separated from nearby established residential lots by a local Reserve for Recreation (Gillam Park) and Gillam Drive (a 'Distributor B' road in the Main Roads WA road hierarchy).

Abutting parcels of land are zoned General Industry and Industrial Business. Adjoining development to the north-east and the rear is used for the assembly, storage and distribution of commercial farming equipment, sale of spare parts, head office and administration centre. Adjoining development to the south-west is used for a service station, bulky good showrooms, shop and a gymnasium.

The original proposal (Dec. 2024) has been modified by the applicant in response to matters raised by the local Design Review Panel and the City of Armadale. Modifications (Apr. 2025) include the following:

- stormwater management design,
- landscaping to include the verge and increase the number of trees,
- external colours / materials (provide a lighter shade of grey, and amend the angle of the paintwork to ensure consistent angle patterns through the development),
- relocation of parking spaces to enable more convenient access for patrons,
- addition of a narrow awning to proposed office,
- inclusion of an electrical transformer clearance zone and associated removal of one storage unit,
- provision of photovoltaic cells, and
- updated render drawings of the proposal.

### **Legislation and Policy:**

#### Legislation

Planning and Development Act 2005  
 Planning and Development (Local Planning Schemes) Regulations 2015  
 Metropolitan Region Scheme  
 City of Armadale Town Planning Scheme No.4

#### State Government Policies

N/A

#### Structure Plans/Activity Centre Plans

N/A

#### Local Policies

PLN 2.9 – Landscaping  
 PLN 3.12 – Percent for Public Art  
 PLN 3.13 – Design Review Panel  
 PLN 4.1 - The Design of Industrial Sites and Estates  
 PLN 4.2 - Signage

### **Consultation:**

#### Public Consultation

Public advertising was not considered necessary in this instance in accordance with cl.64(2) of the Deemed Provisions.

### Referrals/consultation with Government/Service Agencies

No triggers for referral to state government agencies were identified in this instance.

### Design Review Panel Advice

As a significant development application to be considered by the DAP the application required review by the City of Armadale's Design Review Panel in accordance with local planning policy PLN 3.13. The application was considered by the City's Design Review Panel at its meeting of 20/02/2025. The DRP reviewed the proposal (plans dated December 2024).

The DRP was largely supportive of the proposal noting that the form and scale are appropriate for the location and use. As noted earlier in this report, the application plans were subsequently amended by the applicant to address the following recommendations of the DRP:

- stormwater management design,
- landscaping to include the verge and increase the number of trees,
- external colours / materials (provide a lighter shade of grey, and amend the angle of the paintwork to ensure consistent angle patterns through the development),
- relocation of parking spaces to enable more convenient access for patrons,
- addition of a narrow awning to proposed office,
- inclusion of an electrical transformer clearance zone and associated removal of one storage unit,
- provision of photovoltaic cells, and
- updated render drawings of the proposal.

The City of Armadale considers the amended plans satisfactorily address the matters raised by DRP however it is considered that the provision of verge trees and shade trees could be improved (i.e. more trees provided). This is addressed in more detail later in the report.

### Other Advice

#### *Technical Services*

A review of the proposed stormwater management plan (SWMP) (attached) was undertaken by the City of Armadale Technical Services. The following advice has been provided to the applicant for further design review:

- The pre-development co-efficient of 0.6 is considered excessive. This co-efficient should be no more than 0.35. There would be no run-off from the site in its natural state in minor storm events.
- The existing lot connection pipe is to be located and used rather than proposing a new pipe.
- Provide details of proposed drainage pits and demonstrate that they will fill before any discharge from site occurs particularly given that pipes themselves are being considered in the onsite retention volumes.
- Confirm that soak-wells are being proposed (plans are only showing pit diameter and depth). The SWMP design is to be in accordance with water sensitive design principles and retain as much water at source as possible.
- A discharge rate of 110.89 l/s even in a minor storm is not reasonable, an orifice plate is required to limit discharge volumes to a much lower rate. There should not be any stormwater discharge from the site in minor storm events.

**Planning Assessment:**

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application.

City of Armadale Town Planning Scheme No.4 Planning Assessment

| Provision                                        | Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                            | Assessment                                                                                                        |
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| <b>PART 3 – ZONES AND THE USE OF LAND</b>        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                   |
| <b>3.2 Objectives of the zones</b>               | <p><b>3.2.8 General Industry</b><br/>           (a) To provide for a wide range of industrial and associated activities, which can be undertaken without undue constraints on operational performance, so as to meet the needs of the wider community for industrial services and facilities.<br/>           (b) To facilitate the aggregation of industrial, storage and distribution activities, based on efficient use of infrastructure and synergies between industries and activities.</p> <p><b>3.2.9 Industrial Business</b><br/>           (a) To provide for a range of industrial business and related services to be accommodated in specific policy precincts and meet the needs of the district in relation to those goods and services which cannot be practically provided within commercial centres because of either the extensive land area requirements or the performance characteristics of the activity.<br/>           (b) To ensure development and operation of businesses achieves relatively high environmental performance and amenity standards based on the level of public access and proximity to residential areas.</p> | <p>The proposed development is for Storage (Self Storage Facility) which is a class 'D' use in the Industrial Business zone and a class 'P' use in the General Industry zone.</p> <p>The proposed use is restricted in TPS4 to the abovementioned zones and therefore cannot be accommodated in other zones.</p> <p>The proposal includes landscaping and suitable elevation treatments to ensure that the amenity of the locality is improved.</p> | The proposed development is considered to be consistent with the objectives for the respective zones under TPS 4. |
| <b>Provision</b>                                 | <b>Requirement</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Proposal</b>                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Assessment</b>                                                                                                 |
| <b>PART 4 – GENERAL DEVELOPMENT REQUIREMENTS</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                   |

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| <b>4.9 Drainage and water sensitive design</b>                              | <p>4.9.1 Any development which increases the area of impermeable surfaces or which otherwise reduces stormwater recharge of groundwater systems, is to utilise best management practices so as to minimise as far as practicable:</p> <p>(a) changes to both the rate and quantity of direct stormwater discharge from the site; and</p> <p>(b) the export of water borne pollutants (including nutrients).</p> <p>4.9.2 Drainage system design and management is to be undertaken in accordance with best management practices and in order to mitigate any degradation of land or water resources, and measures are to be put in place to prevent litter from entering drainage systems.</p> | <p>The applicant has submitted a stormwater management proposal in support of the proposed development.</p> <p>The stormwater proposal has been assessed by the City's Technical Services and found to require improved onsite detention.</p> <p>The applicant has been advised of the need for amendments however the City is not in receipt of an amended stormwater proposal as yet.</p> | <p>Capable of being addressed via a condition requiring an amended stormwater management plan to be submitted.</p>                                                                                  |
| <b>PART 4D — INDUSTRIAL BUSINESS AND GENERAL INDUSTRY ZONE REQUIREMENTS</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                     |
| <b>4D.1 Setbacks</b>                                                        | <p>4D.1.1 Buildings are to be setback from boundaries having regard to:</p> <p>(a) any policy or Design Guidelines adopted by the local government for development in the industrial zones;</p> <p>(b) the setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone;</p> <p>(c) the use or usability of the setback area, taking into consideration the nature of the adjoining street and the desirability or otherwise of direct vehicular access to that street, and from any adjoining property;</p>                                   | <p>Site plan (dated April 2025) proposes a street setback of 8m generally with a small section of building setback a distance of 3m from the street.</p> <p>Rear and NE side boundary setbacks are between 2.4m and 1.1m to accommodate service easements. Remainder of building has nil setbacks (i.e. boundary walls).</p>                                                                | <p>Proposed setbacks are consistent with City of Armadale Local Planning Policy PLN4.1.</p> <p>The proposal is therefore considered to be consistent with the requirements of TPS4 (cl.4D.1.1).</p> |

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|                             | <p>(d) the desirability of continuous building frontages where pedestrian access is to be provided adjacent to the frontage of the building or where such access and associated pedestrian shelter would be desirable to facilitate movement between adjoining sites;</p> <p>(e) the space requirements for pedestrian access, and the need and/or desirability of segregating pedestrian access from vehicular access and parking areas;</p> <p>(f) the desirability of landscaping within the setback area in order to reduce any adverse visual impact associated with the proposed building façade and/or associated use of setback areas; and</p> <p>(g) the safety and convenience of pedestrian and vehicular access to the site from the adjoining street and from adjacent sites.</p> | There is sufficient setback area to accommodate the required amount of landscaping and vehicle access.                                                                                                                                                                                                                                                      |                                                                                 |
| <b>4D.2 Building height</b> | <p>4D.2.1 The height of buildings is to be determined, having regard to:</p> <p>(a) any policy or Design Guidelines adopted by the local government for development in the industrial zones;</p> <p>(b) the height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular precinct;</p> <p>(c) in the case of a site which adjoins land in another zone, the height and setback requirements for that zone;</p> <p>(d) the need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities;</p>                                                                     | <p>The proposed height of buildings is generally 3.4m. The front elevation of the building includes a parapet feature with a maximum height of 5.2m.</p> <p>No significant site excavation or fill is proposed. The proposed height is consistent with existing showrooms on adjoining site to the SW and factory buildings on adjacent site to the NE.</p> | Proposed building height is consistent with the requirements of TPS4 (cl.4D.2). |

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|                           | <p>(e) the design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and</p> <p>(f) the finished ground level proposed for the development site in relation to that of the adjoining sites.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                             |                                                                                                 |
| <b>4D.3 Building bulk</b> | 4D.3.1 Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio is to be 1.0.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The proposed single storey development does not exceed the permitted plot ratio of 1.0.                                                                                                                                                                                                                     | Complies with TPS4 (cl.4D.3).                                                                   |
| <b>4D.4 Landscaping</b>   | <p>4D.4.1 Landscaping is to be provided and maintained so as to enhance visual amenity and contribute towards the achievement of high environmental standards on all development sites.</p> <p>4D.4.2 The area, distribution and form of landscaping of individual sites is to be determined in conjunction with each proposed development, having regard to:</p> <p>(a) the layout of development, including particularly the extent and location of any uncovered car parking and service areas which may benefit from landscape screening;</p> <p>(b) the design of building façades and their relationship to adjacent streets and other public spaces;</p> <p>(c) the desirability of integrating landscape planting with stormwater management in order to achieve more water sensitive design outcomes;</p> <p>(d) the desirability of providing shade trees within or adjacent to the development so as to improve the microclimate for users of the facilities;</p> | <p>Proposal is supported by a Landscape Plan which has been assessed by the City and reviewed by the DRP.</p> <p>Applicant provided an amended Landscape Plan (Apr 2025) which now includes the verge and additional trees.</p> <p>Recommend further amendments to include more shade and street trees.</p> | Capable of being addressed via a condition requiring an amended Landscape Plan to be submitted. |

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|                                              | <p>(e) the need for safe and convenient pedestrian access to and within the development site, including particularly access from the street and adjacent sites; and</p> <p>(f) the desirability of providing areas within or adjacent to the site for respite and relaxation by users of the development site.</p> <p>4D.4.3 Landscape planting is to be provided and maintained so as to minimise any adverse visual impact associated with the use and development of land, and is to include:</p> <p>(a) a minimum 2-metre-wide landscaping strip across all street boundaries;</p> <p>(b) a minimum 3-metre-wide landscape strip along all street boundaries within the 'General Industry' and 'Industrial Business' zone areas bound by Armadale Road, Ranford Road and Tonkin Highway.</p> <p>(c) provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location on site.</p> | <p>Landscaping includes the required 2m wide landscaping strip along the front boundary plus the verge.</p> <p>Three (3) street trees proposed in the verge (nine (9) are required by PLN4.1 cl.4.7).</p> <p>Six (6) shade trees are proposed on site (eleven (11) are required).</p> |                                                                         |
| <b>4D.5 Car parking and vehicular access</b> | <p>4D.5.1 Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Amended Site Plan (Apr 2025) proposes 5,909.9m<sup>2</sup> of NLA for storage units and 35m<sup>2</sup> for incidental office. The TPS4 car parking requirement for the development is 118</p>                                                                                     | <p>Proposed variation to TPS4 car parking requirement is supported.</p> |

|  |                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                     |
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|  |                                                                                                      | <p>spaces (2 per 100m<sup>2</sup> of storage area).</p> <p>Proposal includes 44 spaces on site (including 2 x staff / visitor spaces, one of which is a universal access bay). The represents a 62.7% variation to the TPS4 requirement.</p> <p>Applicant has submitted a land use specific study of car parking requirements ('<i>Self Storage Traffic and Parking Assessment Report</i>' prepared by Aurecon, Rev.2, 2012) in support of the proposed variation. A total of 11 spaces would be required in accordance with this method.</p> <p><b>Deemed Provisions cl.77A</b><br/>It is recommended that the 'minimum on-site parking requirement' can be varied in accordance with clause 77D(1)(a) to require a minimum of 11 spaces as per the 2012 Aurecon report methodology.</p> |                                                     |
|  | 4D.5.2 Parking spaces and manoeuvring areas shall be designed in accordance with Australian Standard | Proposal includes one (1) vehicle crossover and a 'one                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The construction of the vehicle access, manoeuvring |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                          |
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|  | <p>AS 2890.1 <i>Off-street parking</i>, and paved, kerbed, drained and marked to the satisfaction of the local government.</p> <p>4D.5.3 When considering an application for planning consent, the local government shall have regard to and may impose, conditions with respect to the location of parking on the site, and the pedestrian and vehicle traffic circulation system proposed.</p> <p>4D.5.4 Safe and convenient vehicular access is to be provided to all development sites, and where required by the local government, vehicular access is to be provided to service any required car parking or service areas provided on the development site.</p> <p>4D.5.5 The location and design of vehicular access to any road is to be subject to the local government's approval in accordance with the provisions of the Scheme. In considering any proposal for new or modified vehicular access, the local government may, having regard to safety of pedestrian and vehicular traffic:</p> <ul style="list-style-type: none"> <li>(a) determine the width of the crossover and/or vehicular access way;</li> <li>(b) refuse to permit more than one vehicular access to any lot;</li> <li>(c) require separate entrances and exits, and the provision of appropriate signage indicating the direction of movement;</li> <li>(d) require that entrances and exits be placed in positions nominated by the local government; or</li> </ul> | <p>way' vehicle traffic circulation system. A Transport Impact Statement (Urbii Consulting Pty Ltd, Dec. 2024) (TIS) has been prepared in support of the proposal.</p> <p>The TIS notes that "the traffic generation of the proposed development can be accommodated on the surrounding road network" and that "the site access and internal circulation supports trucks up to 8.8m Medium Rigid Vehicle (MRV) in size".</p> <p>It is considered that the proposed self storage use is unlikely to attract a significant amount of pedestrian visitors and that customers are more likely to arrive in a vehicle.</p> <p>Proposal includes a 7.3 wide crossover to Gillam Drive. The City's Technical Services has raised no objection to the location or size of the proposed crossover.</p> | <p>and parking areas in accordance with approved plans can be managed via condition.</p> |
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|                                                       | (e) require an agreement to be entered into so as to provide for shared use of vehicular access ways in favour of users of adjacent properties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                    |
| <b>4D.7 Access for Loading and Unloading Vehicles</b> | <p>4D.7.1 A person shall not construct or use a building for a Bulky Goods Showroom, a warehouse or an industry unless there is provided a paved access way for vehicles from the street to the rear of and to any other part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles.</p> <p>4D.7.2 The access way referred to in clause 4D.7.1 shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing on to any part of the street.</p> <p>4D.7.3 Except as hereinafter mentioned, the access way referred to in clause 4D.7.1 shall be not less than 6m in width; if the size of the lot makes the provision of a 6m wide access way impracticable the local government may permit an access way of a narrower width of not less than 3m in width.</p> | <p>A 6m wide internal driveway (one-way direction) is proposed. All storage units have a roller door for loading / unloading of goods within the site. Note some of these are accessed via walkways within the storage buildings.</p> <p>All vehicles can exit in forward gear via a 'one way' vehicle circulation system.</p> <p>Width of the internal driveway is 6m however some sections have parallel car parking which reduces the width to 3.5m.</p> | Complies with TPS4 (cl.4D.7)                                                                       |
| <b>4D.8 Storage Yards</b>                             | A person shall not use land for open storage purposes unless it is screened from public view by a fence or wall to the satisfaction of the local government.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Proposal includes internal waste bin storage area.                                                                                                                                                                                                                                                                                                                                                                                                          | Can be managed by condition of approval to ensure goods are not stored externally to the building. |

### PLN 2.9 Landscaping

As noted earlier in this report (see City of Armadale Town Planning Scheme No.4 Planning Assessment), a concept Landscape Plan (Apr. 2025) has been submitted in support of the application. The Landscape Plan includes

- the required 2m wide landscape strip along the front boundary;
- verge landscaping including three (3) street trees (note that 9 are required);
- six (6) car park shade trees (note that 11 are required);

In order to enhance the streetscape, local amenity and in support of the City's aims in relation to urban tree canopy, it is recommended that a revised Landscape Plan is required as a condition of approval to ensure that additional trees are provided in the verge and car parking area.

### PLN 3.12 Percent for Public Art

All development applications within the 'General Industry' and 'Industrial Development' zones with a development cost of \$1 million or more are required to make a monetary contribution to the City of Armadale Public Art Reserve Account equal to one per cent (1%) of the estimated total development cost but no more than \$500,000.

The proposed development cost for the self storage facility is \$2.3 million therefore a condition requiring the Percent for Public Art contribution is recommended.

### PLN 3.13 Design Review Panel

The application was eligible for consideration by the City of Armadale Design Review Panel (DRP) and was considered by the DRP at its meeting on 20/02/2025. The proposal was generally well received by the DRP however there were some recommendations for improvements. The applicant undertook revisions to the plans in accordance with most recommendations by the DRP and the City.

### PLN 4.1 The Design of Industrial Sites and Estates

The application has been assessed for compliance with the requirements of PLN4.1.

**Building Setbacks** – the proposal is consistent with the policy requirement for a 7.5m front setback excepting a minor front setback variation of 3m. The area of encroachment is compensated at the other end of the frontage and is considered acceptable due to the design of the building and internal movement layout. Cl.4.1.3 permits an averaging of the front setback on certain lots where it is considered by the City to better accommodate car parking and servicing requirements or it improves the streetscape. The variation to the front setback requirement is considered acceptable.

**Building Design** – the proposal is single storey (3.4m) in height, the plot ratio area does not exceed 1.0. Site cover is not less than 300m<sup>2</sup> and buildings align with boundaries, the street elevation is articulated with colour differentiation and some variation in roof profile, roller door openings and glazing (to the office component). The office is provided with a narrow awning for weather protection and further articulation of the street elevation and a pedestrian refuge area defined by bollards. Building design is considered acceptable.

**Vehicle Access** – the existing single crossover is to be modified to accommodate an internal circulation pattern designed to enable vehicles to leave in forward gear. Vehicle access is considered acceptable.

**Car Parking, Bicycle Parking and End of Trip Facilities** – the proposed car parking variation has been discussed earlier in this report and is supported. There is no

bicycle/end of trip requirements for the proposed use under TPS4. Car parking provision is considered acceptable.

Fencing – proposal includes garrison style fencing on the street boundary. The remaining fencing can be managed via condition to reflect the City's Local Law Fencing requirements.

Lighting – outdoor lighting is required to be integrated into the built form to highlight architectural features, landscaping, main entrances and the corners of buildings. This requirement can be managed by condition and suitable advice note in relation to compliance with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" and the City's Environment, Animals and Nuisance Local Law.

Landscaping – the submitted Landscape Plan (Dec 2024) was reviewed by the City and DRP and recommendations were made to the applicant for amendments. The applicant submitted a revised Landscape Plan (Apr 2025) which addresses many of the City's recommendations however the required minimum number of trees has not been provided. In order to enhance the streetscape, local amenity and in support of the City's aims in relation to urban tree canopy, it is recommended that a revised Landscape Plan is required as a condition of approval to ensure that additional trees are provided in the verge and car parking area.

Signage – see section below (PLN 4.2 Advertisements (Signage)) for discussion of signage.

Storage Yards & Bin Areas – bin storage areas and outdoor storage yards are required to be located behind the front building line and constructed appurtenant to and be of the same material and colour scheme as the main building. These areas are also required to be screened so they are not clearly visible from the street and nearby or adjoining properties. Proposal includes an enclosed bin store (17m<sup>2</sup>) under the main roof at the front of building. This is considered acceptable.

Storage of materials in car parking areas - no materials are to be stored in car parking areas or areas clearly visible from the street and nearby or adjoining properties. This is an ongoing requirement and can be managed by condition.

#### PLN 4.2 Advertisements (Signage)

The proposal includes two illuminated pylon (monolith) signs in the front landscape strip and two horizontal signs attached to the building (front and side elevations).

Pylon (monolith) signs:

- approximately 58m apart;
- proposed height of 6m and width of 1.8m;
- Illuminated;
- Ground clearance is nil;

Horizontal signs:

- Proposed length of 3.0m;
- Proposed height of 1.0m;

The proposed signs are generally in compliance with the Discretionary Development Standards for Pylon signs and Horizontal signs contained in Table 1 of PLN 4.2. It is

recommended that conditions to manage the illumination and maintenance of the signs is applied.

#### Transport Impact Assessment

The proposal is considered likely to have a Moderate Impact in accordance with Table 1, *Transport Impact Assessment Guidelines (Aug 2016)*. A Transport Impact Statement (prepared by Urbii Consulting Pty Ltd and dated 20/12/2024) (attached) has been submitted by the applicant in support of the application. The TIS considers the likely traffic impacts on surrounding road network, the provision of car parking spaces, and internal vehicle manoeuvring space and concludes the following: *“The site features good connectivity with the existing road network. Due to the nature of the proposed uses, public transport, cycling and walking are less-desirable options for travelling to the site. The traffic analysis undertaken in this report shows that the traffic generation of the proposed development can be accommodated on the surrounding road network. The onsite parking provisions are satisfactory. The site access and internal circulation supports trucks up to 8.8m Medium Rigid Vehicle (MRV) in size. It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development”*.

The City’s Technical Services has reviewed the proposal and raised no concerns in relation to the submitted TIS.

#### **Conclusion:**

The proposal for Storage (Self Storage Facility) at Lot 501, No.80 Gillam Drive, Kelmscott has undergone assessment by the City of Armadale and review by the local Design Review Panel. The proposal has been amended in response to recommendations made during the assessment process and is considered to be generally consistent with City of Armadale’s statutory planning framework.

The design of the proposed development is considered acceptable, and the proposal has benefitted from review by the City’s Design Review Panel. The proposal is improved over its first iteration as submitted to the City however it is considered that further improvements can be made to enhance the landscaping effect by including more trees in the design and by providing a compliant stormwater management design. These improvements are capable of being dealt with by condition.

Variations to TPS 4 development standards are noted in respect to onsite parking provision. The proposed variation is supported following consideration of a land-use / industry specific study of use related parking requirements.

The amended development proposal (dated April 2025) is considered acceptable. The City of Armadale therefore recommends that the Metro Outer Development Assessment Panel grant an approval subject to the conditions as listed.



Location Plan



Aerial Plan

| PLANNING |           |            |
|----------|-----------|------------|
| Revision | Amendment | Date       |
| A        | PLANNING  | 19.12.2024 |
| B        | PLANNING  | 13.03.2025 |
| C        | PLANNING  | 19.03.2025 |
| D        | PLANNING  | 01.04.2025 |



**SELF STORAGE WAREHOUSE FACILITY**  
**80 GILLAM DRIVE, KELMSCOTT WA 6111**

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



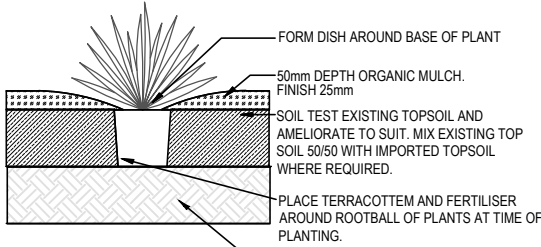
| PLANNING |           |            |
|----------|-----------|------------|
| Revision | Amendment | Date       |
| A        | PLANNING  | 19.12.2024 |
| B        | PLANNING  | 13.03.2025 |
| C        | PLANNING  | 01.04.2025 |

DEVELOPMENT SUMMARY

|                                                                                                                                          |               |
|------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| SITE AREA                                                                                                                                | 10437m²       |
| SITE COVERAGE<br>(GFA / SITE AREA)                                                                                                       | 63.1%         |
| GROSS FLOOR AREA (GFA)<br>(EXTERNAL FACE OF WALL INC. CORRIDORS)<br>(OFFICE INCLUDED)<br>(BIN EXCLUDED)                                  | 6595.8m²      |
| NET LETTABLE AREA (NLA)<br>(STORAGE UNITS)<br>(OFFICE NOT INCLUDED)                                                                      | 5909.9m²      |
| NLA EFFICIENCY<br>(NLA / GFA)                                                                                                            | 89.6%         |
| NO. OF UNITS<br>AVERAGE UNIT SIZE                                                                                                        | 493<br>11.9m² |
| PARKING ZONES<br>(SHOWN DASHED)                                                                                                          | 44            |
| OFFICE<br>TOTAL                                                                                                                          | 2<br>46       |
| LANDSCAPED SPACE REQUIRED - MIN. 10% OF SITE AREA<br>AREA REQUIRED = 1043m²<br>AREA SUPPLIED = 482m² = 4.6%<br>VERGE LANDSCAPING = 283m² |               |

FENCE TYPE LEGEND

|     |                                                                   |
|-----|-------------------------------------------------------------------|
| FT1 | FENCE TYPE 01<br>2.1m HIGH TUBULAR FENCE<br>COLOUR: WOODLAND GREY |
|-----|-------------------------------------------------------------------|

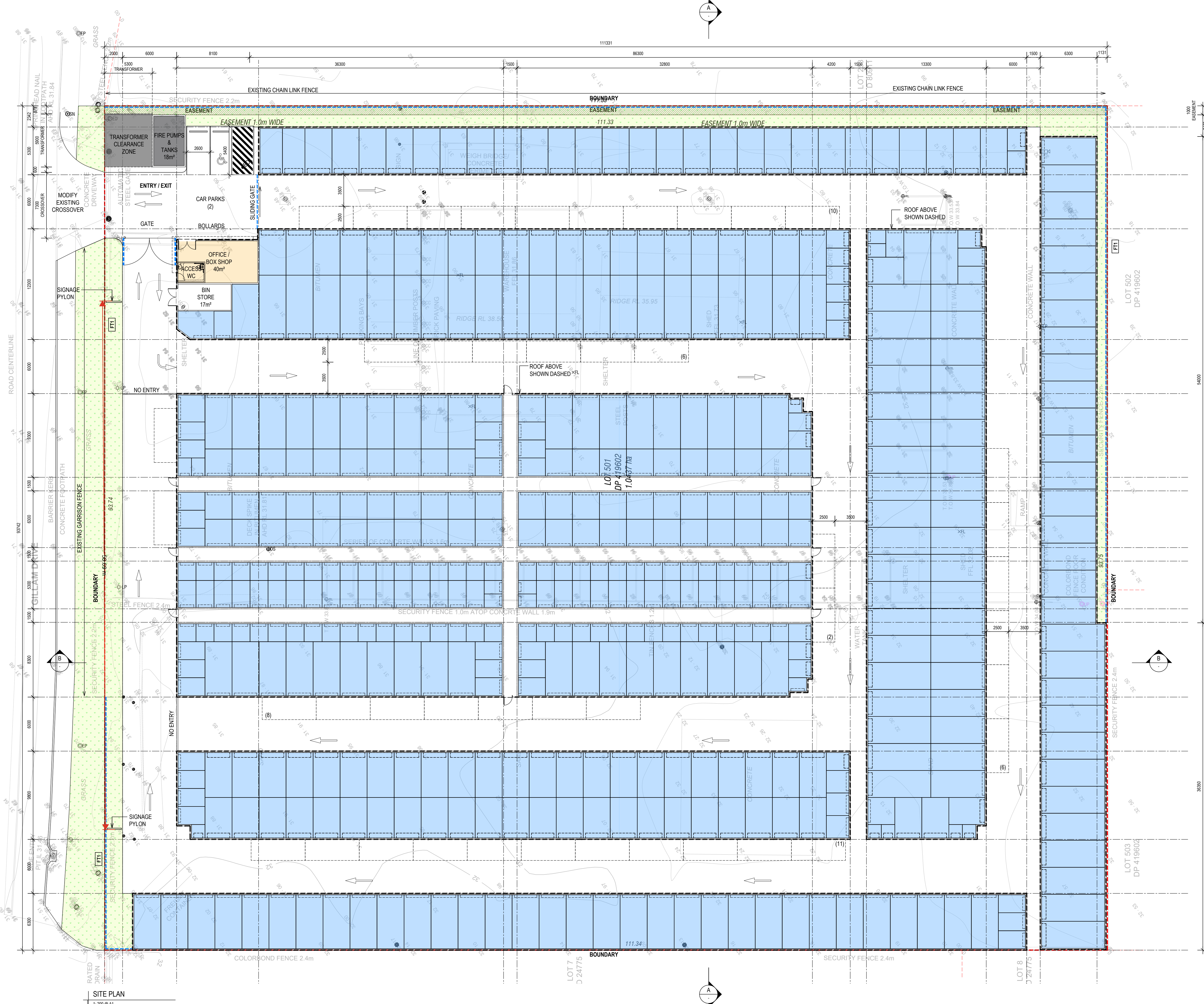


SELF STORAGE FACILITY

80 GILLAM DRIVE, KELMSCOTT  
WA 6111

DATE: APRIL 2025  
DRAWING: SITE PLAN GROUND FLOOR PLAN  
SCALE: 1:200 @ A1

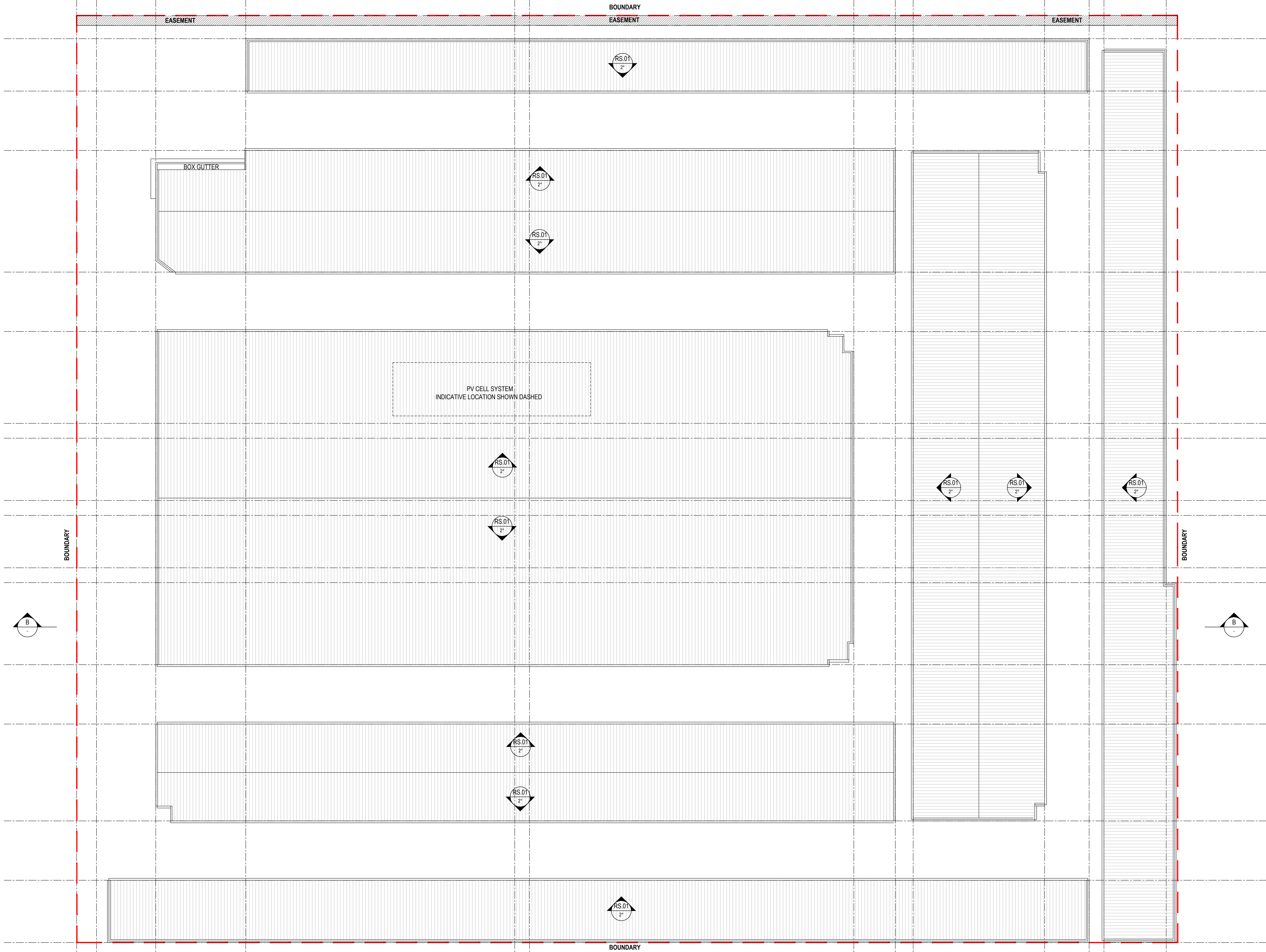
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PROJECT NUMBER: 202400072  
DRAWN BY: S.G.



SITE PLAN  
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| Revision | Amendment | Date       |
| A        | PLANNING  | 19.12.2024 |
| B        | PLANNING  | 13.03.2025 |
| C        | PLANNING  | 18.03.2025 |
| D        | PLANNING  | 01.04.2025 |

| LEGEND |                                                                         |
|--------|-------------------------------------------------------------------------|
| RS.01  | ROOF SHEETING<br>KINGALP 700 (OR SIMILAR PROFILE),<br>GALVANIZED FINISH |



ROOF PLAN  
1:200 @ A1

**ON**  
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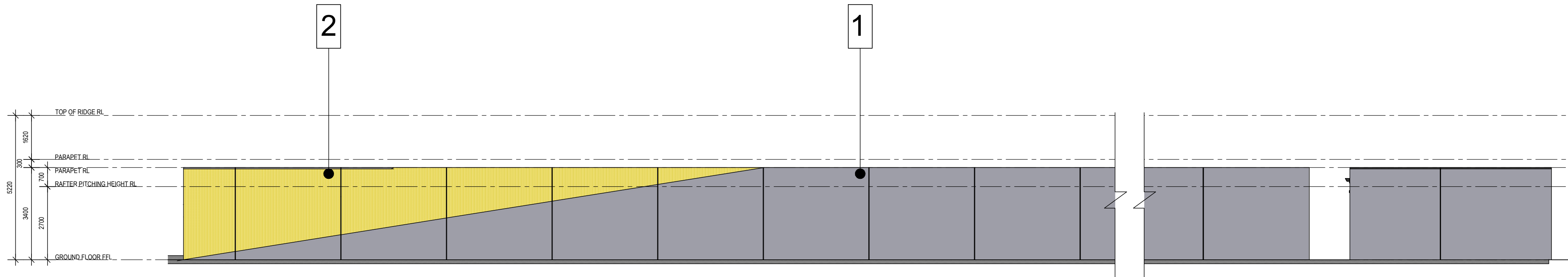
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80 GILLAM DRIVE, KELMSCOTT  
WA 6111

DATE: APRIL 2025  
DRAWING: ROOF PLAN  
SCALE: 1:200 @ A1

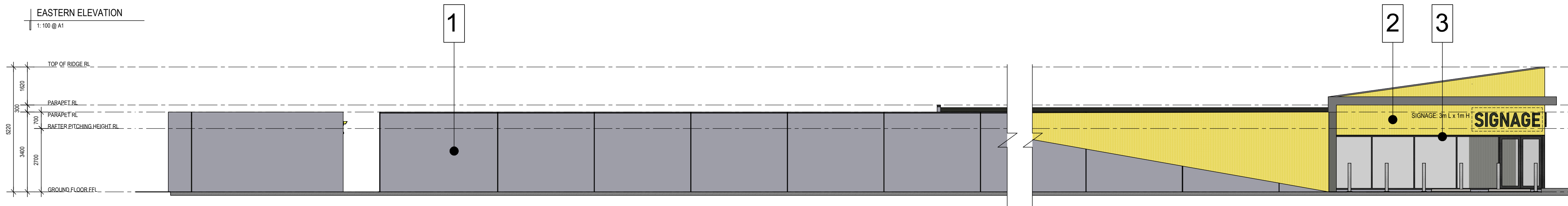
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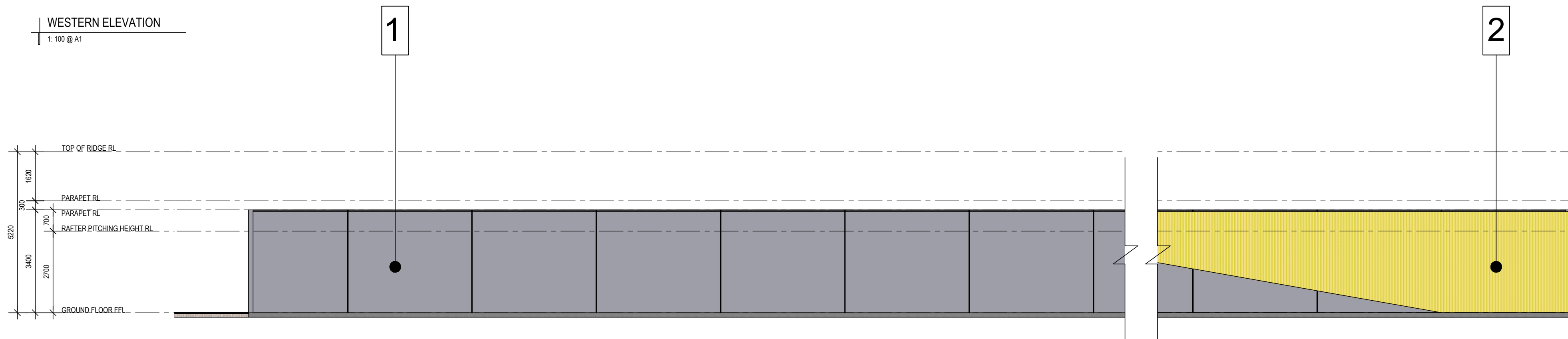
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| B        | PLANNING  | 13.03.2025 |
| C        | PLANNING  | 01.04.2025 |



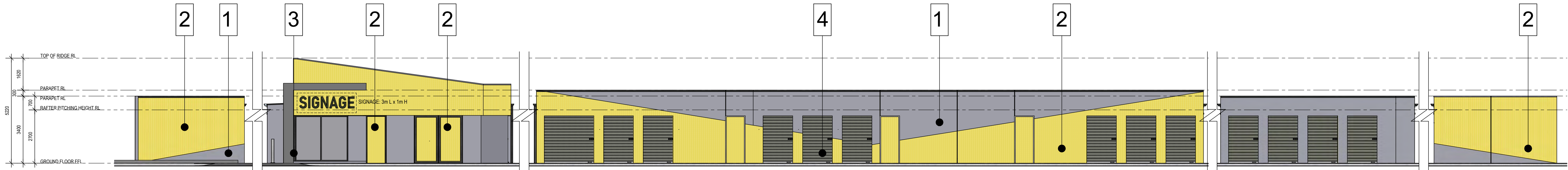
EASTERN ELEVATION  
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WESTERN ELEVATION  
1:100 @ A1



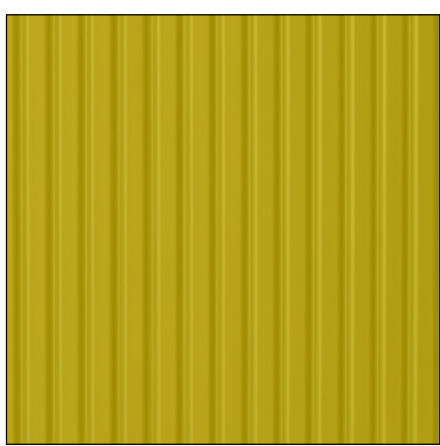
SOUTHERN ELEVATION  
1:100 @ A1



NORTHERN ELEVATION  
1:100 @ A1



1 OFF-FORM PAINTED  
PRECAST CONCRETE  
PANELS  
COLOUR: DULUX  
SILKWORT T.B.C



2 EXTERNAL CLADDING  
FINISH: YELLOW OR  
SIMILAR

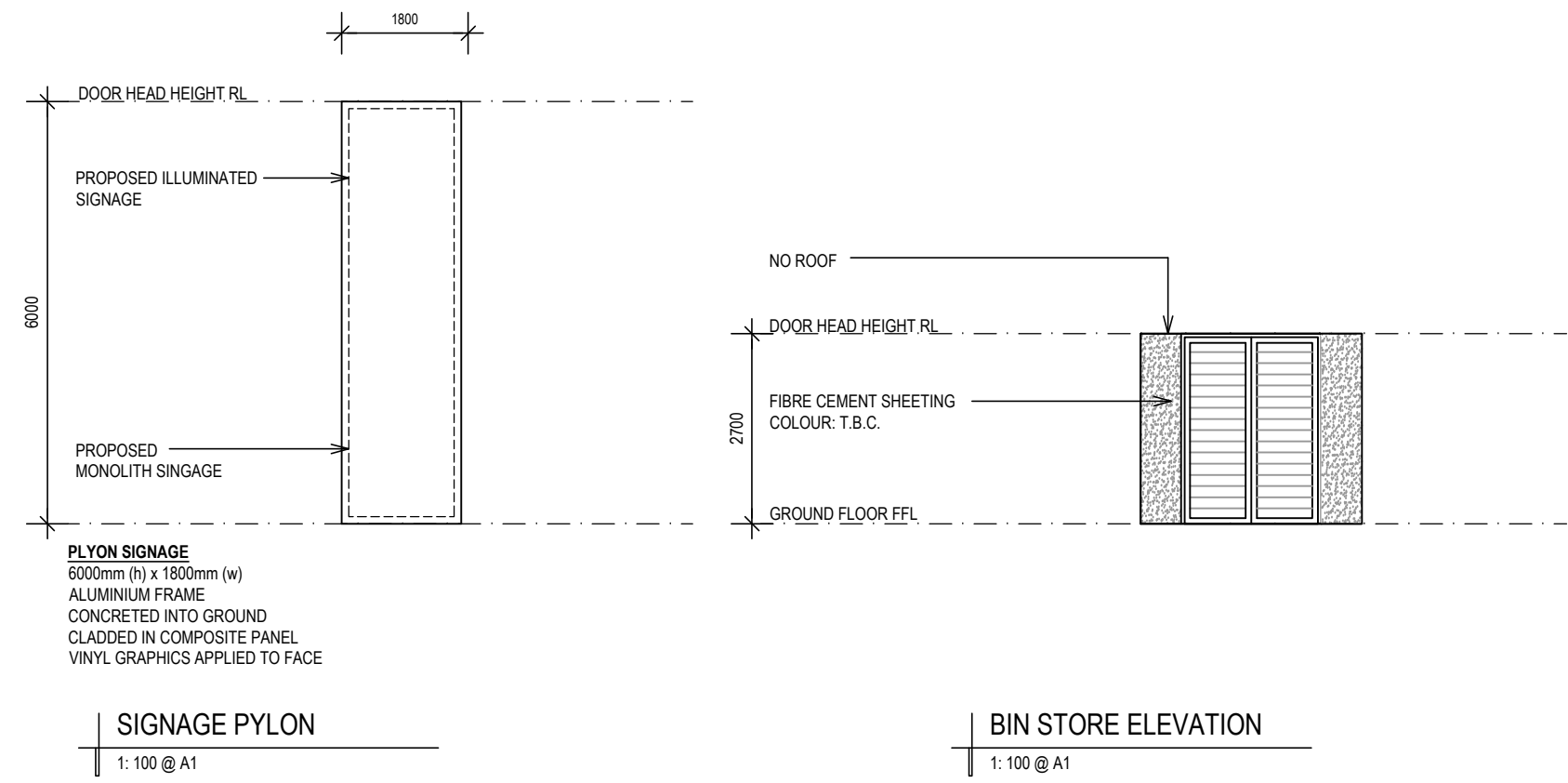
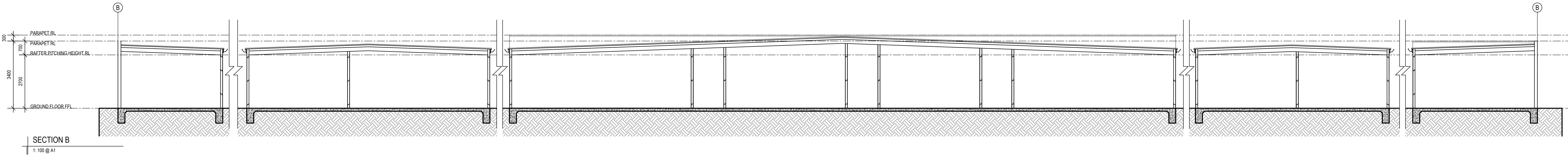
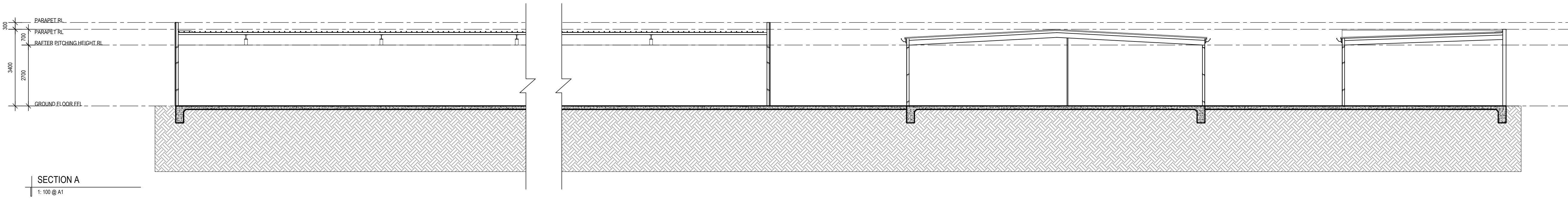


3 BLACK  
POWDERCOATED  
ALUMINUM



4 EXTERNAL ROLLER  
DOOR: MONUMENT OR  
SIMILAR

| PLANNING |           |            |
|----------|-----------|------------|
| Revision | Amendment | Date       |
| A        | PLANNING  | 19.12.2024 |



| PLANNING |           |            |
|----------|-----------|------------|
| Revision | Amendment | Date       |
| A        | PLANNING  | 19.12.2024 |
| B        | PLANNING  | 13.03.2025 |
| C        | PLANNING  | 18.03.2025 |
| D        | PLANNING  | 19.03.2025 |
| E        | PLANNING  | 01.04.2025 |





**PLANNING**

| Revision | Amendment | Date       |
|----------|-----------|------------|
| A        | PLANNING  | 09.01.2025 |
| B        | PLANNING  | 13.03.2025 |
| C        | PLANNING  | 18.03.2025 |
| D        | PLANNING  | 01.04.2025 |

**FENCE TYPE LEGEND**

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

**NOTES**

PLANTING TO SWALES SHALL BE AT THE DENSITIES NOMINATED ABOVE  
REFER TO CIVIL DRAWINGS FOR EXTENT OF BIO RETENTION SWALES VS STANDARD VEGETATED SWALES. PLANTING TO BIO-RETENTION SWALES TO BE IN ACCORDANCE WITH WISD BIO-RETENTION SYSTEMS.  
TALLER PLANTING SHALL BE ARRANGED AT REAR BOUNDARY WALLS BUILDING WALLS BUILDING LOWER PLANTING TO STREET FRONTAGES  
TREES TO BE LOCATED TO PROVIDE SHADING, MINIMIZE VISUAL MASS OF PLANTING BEDS, AND SOFTEN VISUAL MASS OF LARGE BUILDINGS  
LOW PLANTS AND GROUND COVERS TO REQUIRED SIGHT LINE ZONES

**SOIL PREP. SCHEDULE**

| ITEM             | DESCRIPTION                       | FINISH / APPLICATION                                                                         |
|------------------|-----------------------------------|----------------------------------------------------------------------------------------------|
| IMPORTED TOPSOIL | PREMIUM ORGANIC TOP SOIL          | 150mm DEPTH MIXED 50/50 WITH EXISTING SITE TOPSOIL                                           |
| HERBICIDE        | TERRACOTTEM                       | APPLY TO SUBGRADE AS PER MANUFACTURERS SPECIFICATION                                         |
| SOL CONDITIONER  | OSMOCOTE TOTAL                    | 25g PER PLANT (AT TIME OF PLANTING)                                                          |
| FERTILISER       | NON-RESIDUAL GLYPHOSATE HERBICIDE | MIX WITH TOPSOIL AROUND ROOTBALL OF PLANTS AT TIME OF PLANTING @ 5g PER LITRE OF POTTING MIX |
| MULCH            | PREMIUM FOREST MULCH              | 50mm DEEP FINISH 25mm BELOW ADJACENT PAVERS                                                  |

**PLANT SCHEDULE**

| KEY BOTANICAL NAME                         | COMMON NAME           | POT SIZE | SPACING | H x W (m) | QTY. |
|--------------------------------------------|-----------------------|----------|---------|-----------|------|
| <b>GROUND COVERS</b>                       |                       |          |         |           |      |
| AL ACACIA LASIOCARPA                       | WATTLE                | 14.0mm   | 2300mm  | 0.3 x 2   | 10   |
| HP HEMIANDRA PUNGENS "ALBA"                | WHITE SNAKE BUSH      | 14.0mm   | 1300mm  | 0.3 x 1   | 25   |
| LR CALOTHAMNUS QUADRIFIDUS "LITTLE RIPPER" | ONE SIDED BOTTLEBRUSH | 14.0mm   | 2800mm  | 0.5 x 2.5 | 13   |
| <b>SHRUBS</b>                              |                       |          |         |           |      |
| AG ADENANTHOS CYGNORUM                     | WIDOLY BUSH           | 14.0mm   | 1800mm  | 2 x 1.5   | 9    |
| CG CALOTHAMNUS QUADRIFIDUS "CLEAN & GREEN" | ONE SIDED BOTTLEBRUSH | 14.0mm   | 1300mm  | 1 x 1     | 6    |
| KR KUNZEA RECURVA                          | PURPLE KINZEA         | 14.0mm   | 2300mm  | 2 x 2     | 11   |
| HA HYPOCALYMYA ANGUSTIFOLIUM               | WHITE MYRTLE          | 14.0mm   | 1300mm  | 1 x 1     | 14   |
| VP VERTICORIA PLUMOSA                      | PLUMED FEATHER FLOWER | 14.0mm   | 1300mm  | 0.6 x 1   | 7    |
| <b>TREES</b>                               |                       |          |         |           |      |
| AF AGONIS FLEXUOSA "LEMON & LIME"          | LEMON LIME MYRTLE     | 200mm    | 5000mm  | 5 x 4     | 3    |
| EL EUCALYPTUS LANE-POOLEI                  | SALMON WHITE GUM      | 200mm    | 6000mm  | 8 x 5     | 6    |
| <b>MULCH</b>                               |                       |          |         |           |      |
| MULCH                                      |                       |          |         |           |      |

**PLANT IMAGES**

**GROUND COVERS**

ACACIA LASIOCARPA HEMIANDRA PUNGENS ALBA LITTLE RIPPER

**SHRUBS**

ADENANTHOS CYGNORUM CLEAN & GREEN KUNZEA RECURVA HYPOCALYMYA ANGUSTIFOLIUM VERTICORIA PLUMOSA

**TREES**

AGONIS FLEXUOSA EUCALYPTUS LANE-POOLEI

**TYPICAL TREE PLANTING DETAIL**

1:50 @ A1

**TYPICAL SHRUB PLANTING DETAIL**

1:50 @ A1

SITE LANDSCAPE PLAN  
1:200 @ A1

**on ARCHITECTURE**

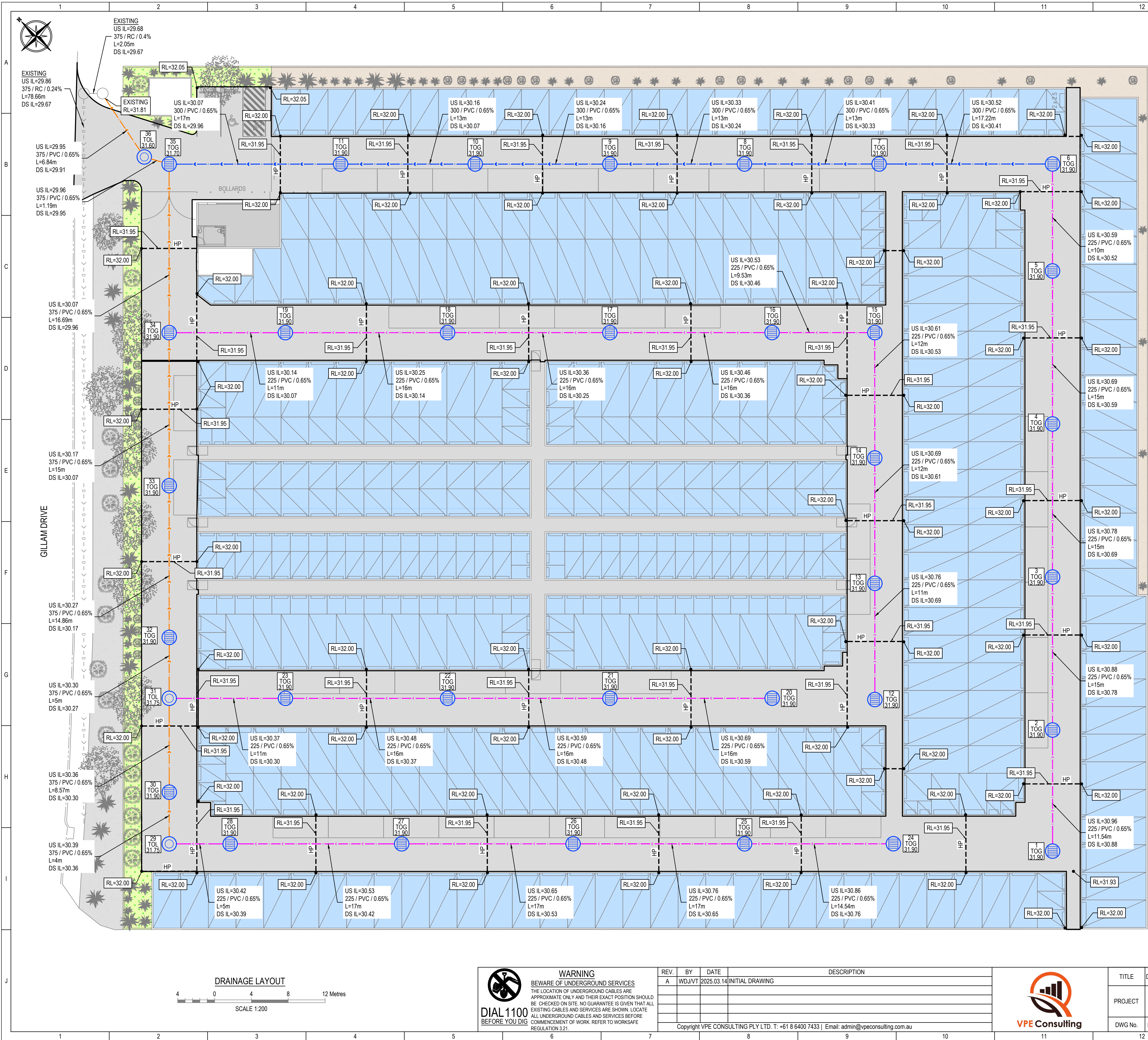
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**SELF STORAGE FACILITY**

80 GILLAM DRIVE, KELMSCOTT  
WA 6111

DATE: APRIL 2025  
DRAWING: SITE LANDSCAPE PLAN  
SCALE: 1:200 @ A1

PROJECT NUMBER: 202400072  
DRAWN BY: J.T



STORMWATER PIT SCHEDULE

| PIT NO. | SIZE: DIA (Ø) x HEIGHT (H) |
|---------|----------------------------|
| 1       | Ø1.5m x 0.900m             |
| 2       | Ø1.5m x 1.2m               |
| 3       | Ø1.5m x 1.2m               |
| 4       | Ø1.5m x 1.2m               |
| 5       | Ø1.5m x 1.5m               |
| 6       | Ø1.5m x 1.5m               |
| 7       | Ø1.5m x 1.5m               |
| 8       | Ø1.5m x 1.5m               |
| 9       | Ø1.5m x 1.8m               |
| 10      | Ø1.5m x 1.8m               |
| 11      | Ø1.5m x 1.8m               |
| 12      | Ø1.5m x 1.2m               |
| 13      | Ø1.5m x 1.2m               |
| 14      | Ø1.5m x 1.5m               |
| 15      | Ø1.5m x 1.5m               |
| 16      | Ø1.5m x 1.5m               |
| 17      | Ø1.5m x 1.5m               |
| 18      | Ø1.5m x 1.8m               |
| 19      | Ø1.5m x 1.8m               |
| 20      | Ø1.5m x 1.2m               |
| 21      | Ø1.5m x 1.5m               |
| 22      | Ø1.5m x 1.5m               |
| 23      | Ø1.5m x 1.5m               |
| 24      | Ø1.5m x 1.2m               |
| 25      | Ø1.5m x 1.2m               |
| 26      | Ø1.5m x 1.2m               |
| 27      | Ø1.5m x 1.5m               |
| 28      | Ø1.5m x 1.5m               |
| 29      | Ø1.5m x 1.5m               |
| 30      | Ø1.5m x 1.5m               |
| 31      | Ø1.5m x 1.5m               |
| 32      | Ø1.5m x 1.8m               |
| 33      | Ø1.5m x 1.8m               |
| 34      | Ø1.8m x 1.8m               |
| 35      | Ø1.8m x 1.8m               |
| 36      | Ø1.5m x 1.8m               |

**LEGEND:**

(EXISTING)  
CADASTRAL BOUNDARY  
CONTOURS  
BUILDINGS  
KERB  
DRAINAGE PIPE  
DRAINAGE MAIN  
BOLLARD  
(PROPOSED)  
HIGH POINT  
TREES BY OTHER  
VEGETATION BY OTHER  
EDGE OF SEAL BY OTHER  
DN300 PVC U.N.O  
DN375 PVC U.N.O  
DN225 PVC U.N.O  
GRATED PIT REFER TO PIT SCHEDULE  
LIDDED PIT REFER TO PIT SCHEDULE  
PAVEMENT LEVEL

**DRAINAGE NOTES:**

- THE LEVEL, ALIGNMENT, AND DIAMETER OF EXISTING DRAINAGE INFRASTRUCTURE AT PROPOSED POINTS OF CONNECTION SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER/SITE FOREMAN IMMEDIATELY SHOULD EXISTING DETAILS NOT MATCH THOSE SHOWN ON THE DRAWINGS.
- PIPE ALIGNMENTS SHALL BE AS SHOWN. HOWEVER THE CONTRACTOR SHALL MAKE MINOR AMENDMENTS TO ALIGNMENT TO ENSURE ADEQUATE PIPE ENTRIES INTO STORMWATER PITS LOCATED WITHIN THE ROAD PAVEMENT, VERGES, OR OTHER TRAFFICABLE AREAS SHALL BE CLASS D HEAVY DUTY TRAFFICABLE COVERS. REFER TO HYDRAULIC DRAWINGS FOR DETAILS ON DOWNPIPES AND GUTTERS.
- STORMWATER PITS COVERS SHALL BE SET TO FINISH FLUSH WITH THE FINISHED SURFACE LEVEL UNLESS NOTED OTHERWISE.
- THE CONTRACTORS IS TO ASSESS IF DEWATERING IS REQUIRED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS. IF DEWATERING IS REQUIRED THEN THE CONTRACTOR IS TO ARRANGE AND OBTAIN A DEWATERING PERMIT PRIOR TO COMMENCING ANY DEWATERING.

**GENERAL NOTES**

- ALL DIMENSIONS IN METRES U.N.O

**SERVICES AND RESTORATION:**

- EXISTING SERVICES MARKED ON THIS DRAWING ARE APPROXIMATE AND ARE UNCONFIRMED.
- THE CONTRACTOR SHALL BE SOLELY AND ENTIRELY RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES WITHIN AND ADJOINING THE SITE WHICH ARE OR MAY BE INTERFERED WITH DURING THE PROPOSED WORKS.
- THE CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO DETERMINE AND CONFIRM THE LOCATIONS AND LEVEL OF ANY AND ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION IN ORDER TO DETERMINE IF CLASHES WITH THE PROPOSED WORKS WILL OCCUR. DIAL 1100.
- THE INVESTIGATION OF THE EXISTING SERVICES SHALL BE COMPLETED IN A TIMELY MANNER SUCH THAT THE PROGRAM OF THE WORKS IS NOT DELAYED SHOULD A CLASH OCCUR.
- IF THERE ARE CLASHES WITH PROPOSED SERVICES THEN THE SUPERINTENDENT SHALL BE IMMEDIATELY NOTIFIED SO THAT A COURSE OF ACTION CAN BE DETERMINED WITH THE CONTRACTOR AND THE RELEVANT SERVICE AUTHORITIES.

DRAINAGE CALCULATION:

|                  |                                                                                         |
|------------------|-----------------------------------------------------------------------------------------|
| DESIGN ARI       | 100 YEAR ADN DISCHARGE INTO COUNCIL DRAINAGE SYSTEM                                     |
| CATCHMENT VOLUME | REFER TO STORMWATER SPREADSHEET BY VPE CONSULTING (AS PER CITY OF ARMADALE REQUIREMENT) |
| SOIL PROFILE     | CLAY                                                                                    |

NOTES:

- TOTAL LOT AREA = 10437m²
- TOTAL CATCHMENT VOLUME = 9915m³
- TOTAL STORAGE REQUIRED = 154.0m³
- STORMWATER MANHOLE CAPACITY:
  - Ø1.8m x 1.8m (H) - 2 TOTAL
  - Ø1.5m x 1.8m (H) - 8 TOTAL
  - Ø1.5m x 1.5m (H) - 16 TOTAL
  - Ø1.5m x 1.2m (H) - 9 TOTAL
  - Ø1.5m x 0.9m (H) - 1 TOTAL
- TOTAL MANHOLE CAPACITY = 95m³
- VOLUME ABOVE GROUND = 34m³
- VOLUME OF THE PIPES = 26m³
- TOTAL ONSITE STORAGE PROVIDED = 155m³

NOTES:

- BURIED PITS ARE 150mm BELOW PAVEMENT LEVEL TOP OF LID LEVELS SHOWN ARE APPROXIMATE, THEREFORE CONTRACTOR TO ADJUST TO SUIT PAVEMENT CONSTRUCTION.

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.21.

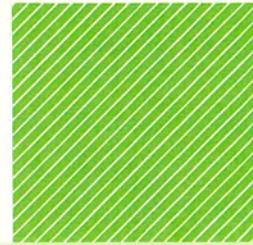
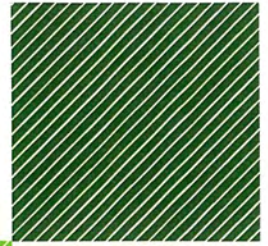
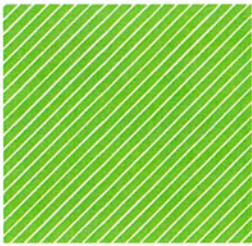
**DIAL 1100**  
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| REV. | BY     | DATE       | DESCRIPTION     |
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|      |        |            |                 |
|      |        |            |                 |
|      |        |            |                 |

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|         |                            |          |                     |     |   |
|---------|----------------------------|----------|---------------------|-----|---|
| TITLE   | DRAINAGE LAYOUT            | DATE     | 2025.03.14          | REV | A |
| PROJECT | 80 GILLAM DRIVE, KELMSCOTT | DRAWN    | VINCENT TRAN        |     |   |
|         |                            | CHECKED  | VINCENT TRAN        |     |   |
|         |                            | A1 SCALE | AS NOTED ON DRAWING |     |   |
| DWG No. | PLN_101321-D-001-A         | JOB REF. | PLN_101321          |     |   |



**aurecon**

Study Results and Findings  
Self Storage Facility Traffic and Parking  
Study

Reference: 38851/443  
Prepared for: Self Storage  
Association of Australasia  
(SSAA)  
Revision: 2  
1 February 2012

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| Rev          | Date            | Revision Details/Status                                                                                        | Prepared by    | Author | Verifier  | Approver |
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| 2            | 1 February 2012 | RPEQ Signature                                                                                                 | KT             | LC     | GA        | BG       |

**Current Revision** 2

## RPEQ Certification

**RPEQ Signature**

**RPEQ Name** Bill Guy

**RPEQ Number** 3759

**Title** Technical Director, Transport



# Study Results and Findings

Date | 01 February 2012  
Reference | 38851/443  
Revision | 2

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### Appendix B

Office parking survey procedure, record sheet and business survey form

# 1 Introduction

## 1.1 Heading 2

Self Storage facilities are becoming more and more common around Australia and New Zealand as the trend for more compact homes grows.

At present there are no specific guidelines to assist business operators or local council authorities to determine the number of vehicle parking spaces required to adequately service these types of facilities, or assess the likely traffic impacts of new storage facilities on the surrounding road network. In the past new facilities have been assessed on a site by site basis using either typical warehouse characteristics or individual surveys of a similar site as determined by different Councils.

In order to address this lack of consolidated approach, Aurecon has been commissioned by the Self Storage Association of Australasia (SSAA) to undertake a study on behalf of the Associations members to identify typical vehicle parking demands and trip generation rates exhibited by Self Storage units around Australia. The aim of the study is to produce a series of parking and traffic characteristics for these facilities that can be applied anywhere across Australia and New Zealand.

The findings of this report are set down through the following chapters:

- Chapter 2 – Self Storage Facilities
- Chapter 3 – Current Analysis Practices
- Chapter 4 – Study Design Chapter 5 – Results and Analysis Chapter 6 – Recommendations

## 2 Self Storage Facilities

### 2.1 Types of self storage facilities

Self Storage facilities are, as the name suggests, businesses that provide different types of storage solutions that can be leased by members of the public for either long or short term use. There are several different types of storage facility, however this report focuses on general storage units, (i.e. not specialised storage solutions such as climate controlled storage or document storage).

Discussions with SSAA have indicated that there are basically 3 types of general storage facility as follows:

- Ranch style – vehicles can park adjacent to their storage unit. All storage units are at ground level
- Multistorey – storage units are located in multistorey buildings, with vehicles parking in a central car park or loading area and accessing units via stairs and lifts
- Mixed – combination of both ranch and multistorey layout



Figure 1: Ranch Style Self Storage Facility

Ranch style self storage facilities have parking aisles that are 6m or more in width to allow vehicle circulation around the buildings and vehicle parking. Vehicle parking within these aisles occurs in

unmarked spaces adjacent to customers' storage units. Observations of these sites and discussion with business operators indicate that visiting customers rarely impede other customers' access to their storage units, because the number of customers at a site at any one time is low.



Figure 2: Multistorey Self Storage Site

Multistorey self storage facilities have a centralised loading and parking area. These are adjacent to access doors and lift lobby areas. Vehicle parking spaces at these types of sites are generally marked.

The size of storage facility varies significantly depending on the area available and the set up of the storage facility. Typical parameters that could be used to describe these types of uses include:

- Gross site area – total site area including office and storage area
- Gross floor area (GFA) – Total area of storage units, circulation area, and office area
- Maximum leasable area (MLA) – maximum leasable floor area of the site
- Number of storage units

Given that the primary generator of traffic and indeed parking would be the amount of storage available, it is considered that when assessing future parking requirements or the traffic implications of storage facilities, the number of storage units or MLA will provide the best guide. In general, evidence from existing sites indicate that although these businesses contain a variety of storage facilities ranging from lockers to large units of up to 27 m<sup>2</sup>, they typically exhibit an average of 105 units per 1,000 m<sup>2</sup> as indicated by Chart 2-1.

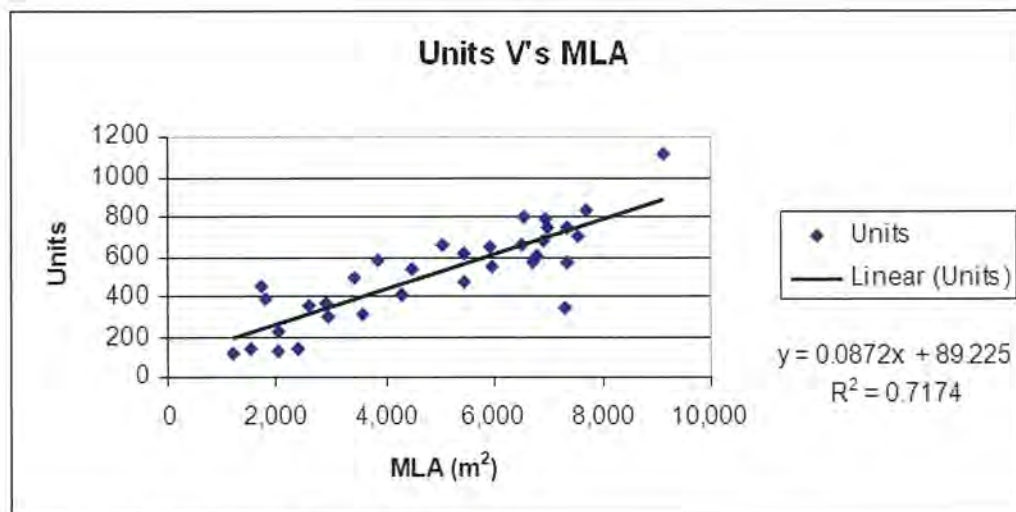


Chart 2-1: Self Storage Facility unit density

## 2.2 Operational characteristics

Whilst each type of storage facility would have a different appearance, all operate in a similar manner.

In essence facilities typically comprise of two separate parts: the storage area generally secured by gates, which may or may not allow 24 hours access to existing storage customers, and the office area, which is open to the public during designated business periods.

Advice from the SSAA indicates that most self storage businesses are open seven days a week and operate between 0800 – 1800 Monday to Friday and 0800 – 1700 Saturdays and 1000 – 1600 on a Sunday, although as indicated above some sites allow after hours access to the storage component.

### 2.2.1 Office area

The office component of the self storage facility is generally located at the front of the site and has a floor area ranging from 30m<sup>2</sup> to 80m<sup>2</sup>. The size of the office is not directly related to the size of the facility, more to design constraints, retail focus and requirement to maximise lettable area.

The office has two frontages to allow customer access from the street and from the storage areas, as shown in Photograph 2-3. The office has its own car park usually located at the front of the site adjacent to the office; this car park is accessible to all office visitors during office hours, and will be referred to as the office car park throughout this study.

The majority of offices are staffed by up to two staff for most periods. These staff members attend to the management of the storage facility and also the retail component of these businesses. The retail component entails the sale of packing and storage materials from the office area, as shown in Photograph 2-4.



Photograph 2-3: Self Storage Business Office



Photograph 2-4: Retail Component of Self Storage Business

### 2.2.2 Storage area

The storage area comprises of storage units, parking aisles in the case of ranch style operations or loading bays and a centralised parking area for multistorey or mixed operations. The storage area of many businesses is secured by an electronic security gate system that can only be accessed by existing self storage customers and staff.

Most self storage businesses have a trailer and/or ute on site which can be borrowed by their storage customers. It is recommended that the provision of a parking space be made for these vehicles when designing the car park.



Photograph 2-5: Business trailer and ute kept on site

Multistorey and mixed sites should have loading bay facilities located adjacent to service lifts, and should provide adequate turning space for at least one medium size truck (two axle, 5.5 m – 14.5 m length truck).



Photograph 2-6: Loading area located adjacent to service lift

### 2.2.3 Security

Access to self storage units is secured by either a:

- Locked gate, only open during office hours
- Security gate system, that only operates during business hours, or has extended hour access

The security gate systems operate in multistorey sites, mixed sites and in some large ranch operations. The security gate system includes boom gates or gates. Access to areas with the gates is controlled through a pin number system. Clients need to enter their pin to open gates, and deactivate alarms.

### 2.2.4 Maintenance

General maintenance of the sites and units such as cleaning and pest control is primarily managed by on site staff. However, our interviews with business operators indicated the following types and frequency of maintenance performed by other service providers:

- Lift service – quarterly
- Roller door service – quarterly Airconditioner – dependent on system Fire services – dependent on system Forklift service – as required
- Plumbing and electrical – as required

## 2.3 Self storage customers

A wide variety of people use self storage, ranging from large multi-national companies down to individuals storing personal belongings. Commercial customers generally account for around 25% of all self storage business, and tend to access their unit more often than residential customers. 88% of private individual customers access their unit every month or less, with 27% accessing it less than three times a year. Conversely 37% of business users would access their unit once or more per week. A significant number of people use self storage for storing their belongings while travelling or being



posted to another location for employment. These customers typically require very little if any access to their unit while their goods are in storage (SSAA 2008).

Self storage customers of all types prefer to park their vehicles as close to their unit as possible. Business operators experience tells us that customers will not use marked vehicle parking bays if they are not located close to the storage units or access point.

## **2.4 Observations**

Site visits made to 14 sites, three of which were observed for two hours each, showed very little activity to the office and the storage area during business hours.

Visits to the office were mostly short visits lasting no longer than 10 minutes.

Vehicle parking areas both at the front of the site and also within the storage area always had a large number of unoccupied spaces.

# 

## 3 Current analysis practices

### 3.1 Current practices

Currently vehicle parking spaces and traffic impacts on the surrounding road network are being determined on a site by site basis using different methods, as specified by the local council authority. Some methods or rates currently being adopted to determine the parking space requirement and potential traffic generation are:

- Warehouse rates
- Traffic counts at other similar sites

Warehouse vehicle parking rates are around one parking space per 300 m<sup>2</sup> GFA (RTA, 3-17, 2002). Use of parking rates of this size result in an excessive number of vehicle parking spaces being provided on self storage sites.

The collection of traffic and vehicle parking counts at self storage sites is a costly and often not an accurate method for estimating parking demand or traffic impacts of a proposed self storage site, because self storage businesses do not have a typical peak time or peak day. Instead they tend to have a low volume and sporadic trip generation pattern. This type of flow cannot be accurately measured in a few short hours of data collection. Furthermore, from initial trials in this study it was found that most sites do not have a suitable layout for automatic traffic counters to be used because:

- Vehicles travel at very slow speeds through the site
- The confined layout of most existing sites means that it is difficult to locate axle counters in locations where vehicles do not turn over them

### 3.2 Use of Security Gate Data

As described in Section 2.2.3, most multistorey and mixed sites use a security gate system to control vehicles entering and exiting the secured area of self storage sites. Entry and exit from these gates requires a customer to type in their unique pin code. The programs that manage these security gate systems record the number of entries and exits into sites and can be used to count the number of vehicles entering and exiting the secured storage area over large time frames, making them a useful source of vehicle trip data. However, it is important to recognise that the security gate data does not count the number of trips made to the self storage business by vehicles that park in the office car park, or on the street (i.e. areas not within the gated area).

From discussions with SSAA it is understood that some local council authorities are concerned about the use of this gate data for measuring the number of trips to and from a self storage site because of the underestimation of vehicle trips due to tailgating into and out of a site.



This study has found that the problem of tailgating can be overcome in most security gate data through the use of "door data". "Door data" is a record of a customer's entry or exit into their personal storage area and can be used to identify trips not recorded as going through the gates due to tailgating.

An analysis of 30,000 trips measured from gate data collected in this study, showed that a median of 6% were identified through door data, i.e. 6% of trips to or from a self storage site tailgated into or out of the site.

## 4 Study design

### 4.1 Study area and scope of study

For the purpose of this study a self storage facility is considered to be a business that provides general storage units (i.e. not specialised storage solutions such as climate controlled storage or document storage).

### 4.2 Stage 1

This study was undertaken in two stages. The first stage was a trial sample study; conducted on 10 sites within the Melbourne metropolitan area, used to determine the sample size and data collection methods that were to be adopted for the second stage of the study.

In Stage 1 of our study we estimated that to calculate a model with 85% level of accuracy, around 30 sites would need to be sampled. From this recommendation, we have held discussions and obtained data from 32 self storage businesses around Australia. A breakdown of site locations by state, city/region is shown in Table 4-1.

Table 4-1: National Site Breakdown

| State             | City/Region  | Quantity |
|-------------------|--------------|----------|
| New South Wales   | Sydney       | 4        |
|                   | Newcastle    | 1        |
|                   | Batemans Bay | 1        |
| Queensland        | Brisbane     | 7        |
|                   | Gold Coast   | 5        |
| South Australia   | Adelaide     | 1        |
| Victoria          | Melbourne    | 9        |
|                   | Geelong      | 2        |
|                   | Ballarat     | 1        |
| Western Australia | Perth        | 1        |
| Total             |              | 32       |

The distribution of sites was selected by:

- The number of self storage businesses in a particular region, i.e. areas with a larger number of self storage businesses have a higher number of sites selected for the study
- Site willingness to participate in study

A breakdown of the businesses participating in the survey are:

|                       |   |          |
|-----------------------|---|----------|
| Kennards              | — | 8 sites  |
| Storage King          | — | 8 sites  |
| National Self Storage | — | 6 sites  |
| Private businesses    | — | 10 sites |

A detailed list of participating sites is shown in Appendix A.

## 4.3 Stage 2

The data collection methods used in Stage 2 of the study are:

- Manual office parking survey
- Security gate data

### 4.3.1 Office Parking Survey

The office parking survey was designed to collect a record of movements into the office area of a self storage site. The surveys were conducted successfully at 27 sites over a seven day period between either the 1 May 2008 and 14 May 2008, or 9 February 2009 and 15 February 2009.

The staff at each of the survey sites was required to record visits to the office by the time and location of visitors parked vehicle. Self storage staff were sent a record sheet and instruction booklet (as shown in Appendix B) the week prior to the study and briefed individually via a phone call.

### 4.3.2 Security Gate Data

Gate data from 29 sites was provided for the period between 1 May 2008 and 16 May 2008 or 2 February 2009 and 22 February 2009.

The gate data collected shows the date, time, action and client code for each movement into and out of the secured area of a site. Over 50% of the sites also provided "door entry and exit" data used to overcome problems of tailgating.

### 4.3.3 Business survey

Each of the self storage businesses participating in the 2009 surveys were required to complete a business survey. The business survey collected the following type of information:

- Site GFA Site MLA
- Total number of units
- Number of units occupied
- Type of storage provided
- Level of activity

A copy of this survey is shown in Appendix B. Sites participating in the surveys in 2008 provided much of this information via verbal discussions and emails with business operators.

#### 4.3.4 Data analysis

##### Office parking survey

Using the entry and exit data recorded for vehicles parked in the office car park or on-street for each half hour interval between 0630 and 2000, the number of trips generated and parking accumulation for visitors to the office was calculated. To avoid double counting all trips made by visitors parking in the "gated area" are not analysed in this data, and are instead captured in the gate data.

Staff shift hours recorded in the office survey indicate that most staff trips occur during the AM and PM peak hour. For the case of this analysis, staff vehicles were assumed to be parked in the office car park and their trips to and from the self storage site have been added to the office trip generation data.

The average number of staff working on each day over all surveyed sites was used to measure the staff vehicle parking demand. The staff vehicle parking demand has been treated as a separate component and is not included in the office parking accumulation calculations.

##### Gate Data Trip Generation

To calculate the vehicle trip generation within the gated areas the following assumptions were made when using the gate data.

- Customers entering or exiting the site should have a corresponding exit or entry trip on the same day
- Door data was used to align entries and exits into and out of the site when a corresponding gate movement was not found
- Any trips not aligned were then balanced to determine the most conservative scenario, in the daily trip generation calculations
- All staff movements into and out of the gates were counted as trips so as to measure staff giving access to customer and courier vehicles into the gated area

##### Gate Data Parking Accumulation

Many assumptions in the parking accumulation process are similar to those used for determining trip generation.

The alignment procedure used to measure the trips made into and out of the security gate is used to create a matrix showing the total number of vehicles parked for each minute during a 24 hour period.

For each minute of the day the difference between the cars in, cars out and cars already parked on the premises is calculated.

The algorithm calculates the maximum number of cars parked (for a minute interval) during the day and also records the time at which this occurs.

##### Data Sets

All data sets collected and used in this study are stored in the "2009 Traffic and Parking Study Data" disc. This is available upon request from the SSAA.

##### Statistical Analysis

Sites were segmented according to maximum leasable area (MLA), and grouped into one of the following 3 categories.

- Group 1: sites  $\leq 3,000 \text{ m}^2$ 
  - 9 sites office survey data
  - 7 sites gate data
- Group 2:  $3,000\text{m}^2 < \text{sites} \leq 6,000 \text{ m}^2$ 
  - 10 sites office survey data

- 
- 11 sites gate data
  - Group 3:  $6,000 \text{ m}^2 < \text{sites} \leq 9,500 \text{ m}^2$ 
    - 8 sites office survey data
    - 11 sites gate data

To account for the various levels of occupancy at the sites, the data was normalised by adjusting the MLA to 100% occupancy, i.e. their leased areas.

For each group a cumulative distribution function was used to calculate the 95% confidence value for both the gate and office parking survey data.

# 5 Results and analysis

## 5.1 Vehicle parking demand

The vehicle parking demand has been measured by the parking accumulation calculated from each of the surveys.

### 5.1.1 Staff parking requirement

The average number of staff working on each day over all sites was two, with only two sites recording staff numbers above this. Based on a ratio of 1 space per staff member, two vehicle parking spaces are required to meet the average staff parking demand.

### 5.1.2 Office parking accumulation

The office parking accumulation is a measure of the vehicle parking accumulation generated by visitors to the office who park outside the gated area. As discussed in Section 4.3.4, the staff parking demand has been considered as a separate component (as shown above) and is not included in these results.

Table 5-1 and Table 5-2 below provide a summary of the 95% parking accumulation for each MLA group, for the weekday and weekend and the amount of time that this highly probable parking demand will be met. These tables also list the observed maximum parking accumulations and the total amount of time they would occur.

Table 5-1: Weekday office parking accumulation

| MLA                 | Weekday 95% Parking Accumulation | Time 95% will be met (out of 13.5 hrs) | Weekday Maximum | Duration of Maximum |
|---------------------|----------------------------------|----------------------------------------|-----------------|---------------------|
| 0-3,000 m2          | 1                                | 12 hrs 28 min                          | 4               | < 2.5 mins          |
| 3,000 m2-6,000 m2   | 2                                | 12 hrs 58 min                          | 6               | < 2 mins            |
| 6,000 m2 – 9,500 m2 | 3                                | 13 hrs 14 min                          | 6               | <1.5 mins           |

Table 5-2: Weekend office parking accumulation

| MLA               | Weekend 95% Parking Accumulation | Time 95% will be met (out of 13.5 hrs) | Weekday Maximum | Duration of Maximum |
|-------------------|----------------------------------|----------------------------------------|-----------------|---------------------|
| 0-3,000 m2        | 1                                | 12 hrs 54 mins                         | 3               | < 4 mins            |
| 3,000 m2-6,000 m2 | 2                                | 13 hrs 17 mins                         | 5               | < 2.5 mins          |

| MLA                                         | Weekend 95% Parking Accumulation | Time 95% will be met (out of 13.5 hrs) | Weekday Maximum | Duration of Maximum |
|---------------------------------------------|----------------------------------|----------------------------------------|-----------------|---------------------|
| 6,000 m <sup>2</sup> – 9,500 m <sup>2</sup> | 3                                | 13 hrs 11 mins                         | 6               | < 2 mins            |

A breakdown of the parking accumulation generated by visitors to the office calculated for each of the MLA groups is shown below in Chart 5-1, Chart 5-2 and Chart 5-3.

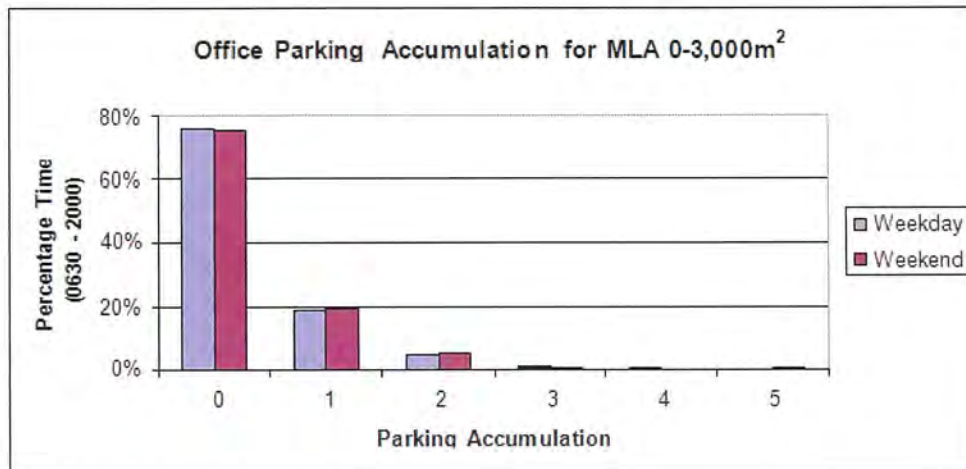


Chart 5-1: Office Parking Accumulation for MLA less than 3,000 m<sup>2</sup>

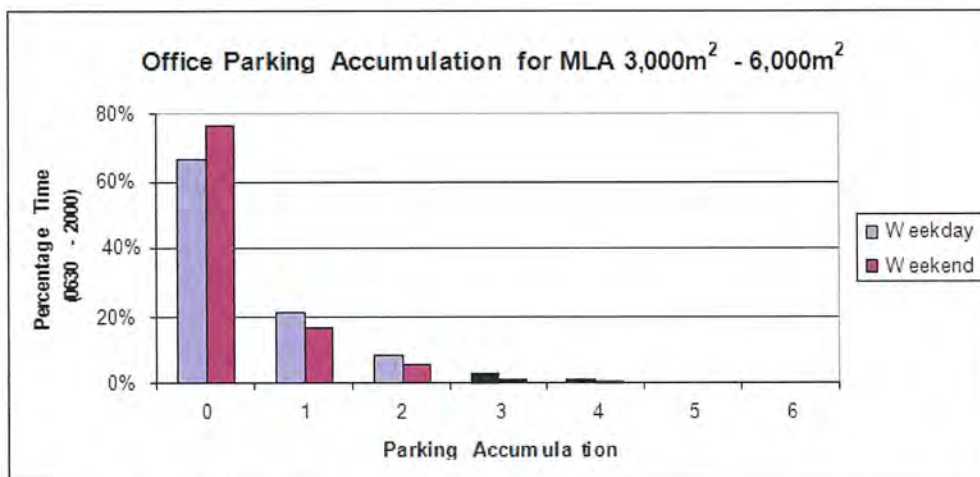


Chart 5-2: Office Parking Accumulation for MLA 3,000 m<sup>2</sup> – 6,000 m<sup>2</sup>

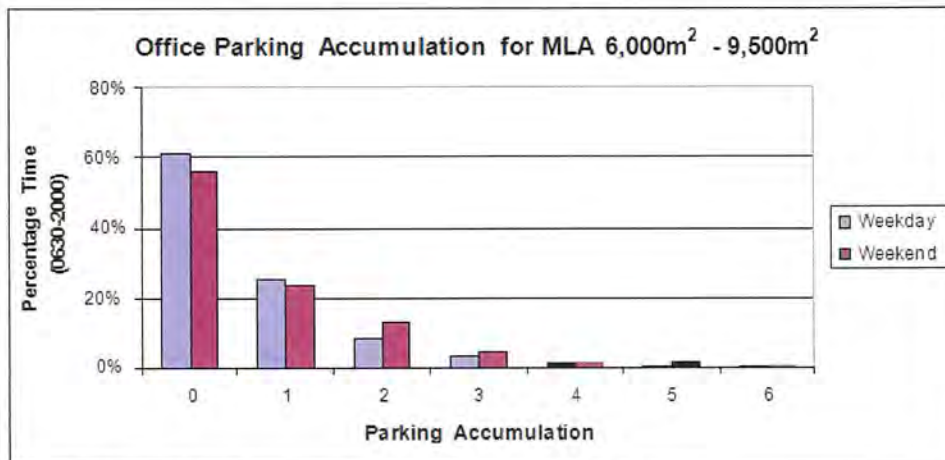


Chart 5-3: Office Parking Accumulation for MLA 6,000 m<sup>2</sup> – 9,500 m<sup>2</sup>

All three charts show that for a large majority of the time there are no visitors to the office requiring parking in the office car park. However, it can be observed that as the MLA increases there is a small increase in the observed parking accumulation.

### 5.1.3 Storage area

The storage area parking accumulation calculated from the gate data is a measure of the parking accumulation generated by self storage customers, couriers and all other vehicles entering the gated area over a 24 hour period.

Table 5-3 and Table 5-4 show the 95% parking accumulation, and maximum parking accumulation calculated for the weekday and weekend.

Table 5-3: Weekday storage area parking accumulation

| MLA                                         | Weekday 95% | Time 95% will be met | Weekday Maximum | Duration of Maximum |
|---------------------------------------------|-------------|----------------------|-----------------|---------------------|
| 0-3,000 m <sup>2</sup>                      | 2           | 23 hrs 28 mins       | 5 to 6          | < 1 min             |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup>  | 5           | 23 hrs 17 mins       | 11              | < 1 min             |
| 6,000 m <sup>2</sup> – 9,500 m <sup>2</sup> | 5           | 23 hrs 16 mins       | 13              | < 1 min             |

Table 5-4: Weekend storage area parking accumulation

| MLA                                       | Weekend 95% | Time 95% will be met | Weekend Maximum | Duration of Maximum |
|-------------------------------------------|-------------|----------------------|-----------------|---------------------|
| 0-3,000m <sup>2</sup>                     | 2           | 23 hrs 4 mins        | 7               | < 1 min             |
| 3,000m <sup>2</sup> -6,000m <sup>2</sup>  | 3           | 23 hrs 1 min         | 9               | < 1 min             |
| 6,000m <sup>2</sup> – 9,500m <sup>2</sup> | 3           | 23 hrs 22 mins       | 9               | < 1 min             |

A breakdown of the parking accumulation for the gated area is shown in Chart 5-4, Chart 5-5 and Chart 5-6 below.

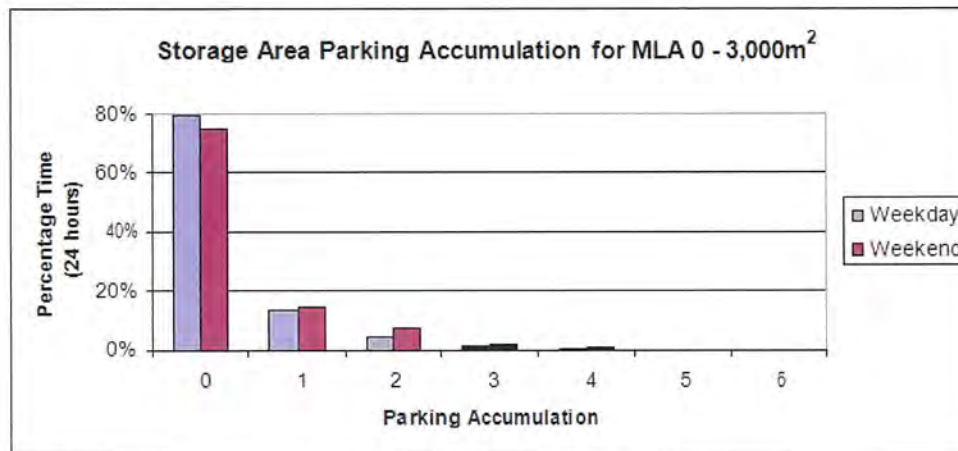


Chart 5-4: Storage Area Parking Accumulation for MLA less than 3,000 m<sup>2</sup>

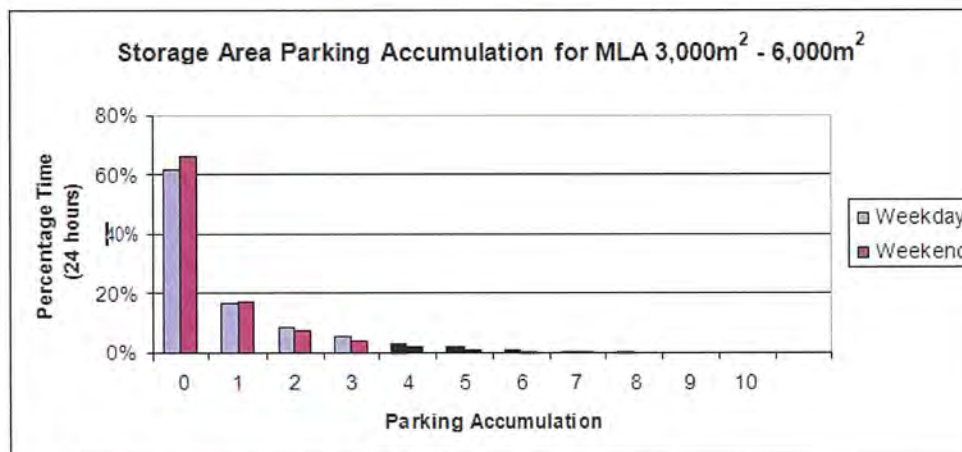


Chart 5-5: Office Parking Accumulation for MLA 3,000 m<sup>2</sup> – 6,000 m<sup>2</sup>

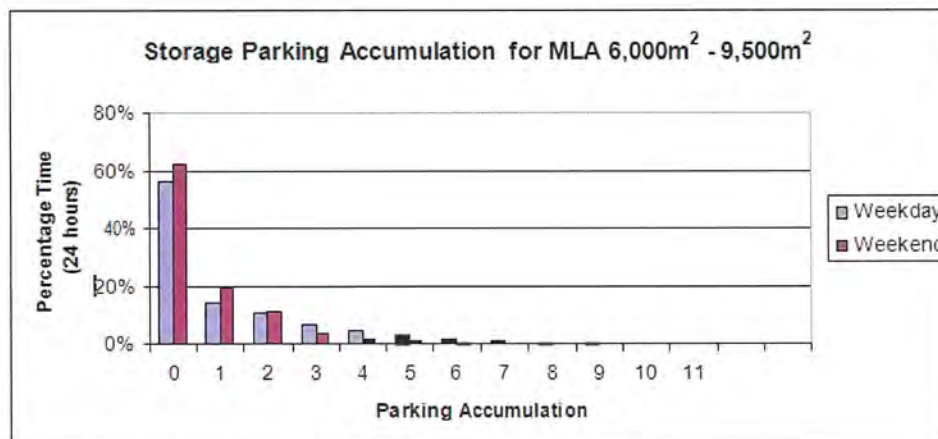


Chart 5-6: Office Parking Accumulation for MLA 6,000 m<sup>2</sup> – 9,500 m<sup>2</sup>

The results shown in the charts above indicate that there is no parking accumulation in the gated areas for a large proportion of the day. The small levels of parking accumulation observed indicate that there is minimal chance of vehicles impeding each other at ranch style sites; where vehicles park in the aisles adjacent to their unit.

## 5.2 Traffic generation

Weekday and weekend traffic generation has been analysed for the following time periods:

- Daily – weekday or weekend
- AM peak hour – observed weekday peak hour between 0630 and 0900
- PM peak hour – observed weekday peak hour between 1600 and 2000
- Business peak hour – observed weekend peak hour between 0900 and 1600

### 5.2.1 Office

As observed and identified in discussions with self storage staff, vehicle trips to the sites are quite low and sporadic, with a significant level of variation at an individual site and between sites.

Table 5-5 summarises the total trips to a self storage site generated by the office, including staff trips. The significant differences between the average and median to the 95% trip value indicate a large scatter in the data. It is recommended that due to the sporadic behaviour of vehicles trips to these sites that a range be used to describe the potential number of trips to a site in a specified time period.

Table 5-5: Office weekday and weekend trip estimate

| Office             | Weekday Trips |         |        | Weekend Trips |         |        |     |
|--------------------|---------------|---------|--------|---------------|---------|--------|-----|
|                    | Daily         | Average | Median | 95%           | Average | Median | 95% |
| 0-3,000 m2         |               | 13      | 8      | 40            | 11      | 4      | 26  |
| 3,000 m2-6,000 m2  |               | 24      | 20     | 52            | 14      | 10     | 32  |
| 6,000 m2-9,500 m2  |               | 29      | 22     | 60            | 28      | 26     | 47  |
| AM Peak Hour       |               |         |        |               |         |        |     |
| 0-3,000 m2         |               | 3       | 2      | 7             |         |        |     |
| 3,000 m2-6,000 m2  |               | 3       | 3      | 7             |         |        |     |
| 6,000 m2-9,500 m2  |               | 4       | 4      | 8             |         |        |     |
| PM Peak Hour       |               |         |        |               |         |        |     |
| 0-3,000 m2         |               | 3       | 2      | 8             |         |        |     |
| 3,000 m2-6,000 m2  |               | 3       | 3      | 6             |         |        |     |
| 6,000 m2-9,500 m2  |               | 4       | 4      | 7             |         |        |     |
| Business Peak Hour |               |         |        |               |         |        |     |
| 0-3,000 m2         |               |         |        |               | 3       | 2      | 8   |
| 3,000 m2-6,000 m2  |               |         |        |               | 4       | 4      | 7   |
| 6,000 m2-9,500 m2  |               |         |        |               | 6       | 6      | 10  |

### 5.2.2 Storage area

The traffic generation of the storage area as shown in Table 5-6, also shows a high level of scatter, with the 95% results being significantly different to the average and median results.

A comparison of the office trips to the storage area trips shows that the storage area has a higher traffic generation.

Table 5-6: Storage area weekday and weekend trip estimate

| Storage Area                               | Weekday Trips |        |     | Weekend Trips |        |     |
|--------------------------------------------|---------------|--------|-----|---------------|--------|-----|
| Daily                                      | Average       | Median | 95% | Average       | Median | 95% |
| 0-3,000 m <sup>2</sup>                     | 45            | 48     | 92  | 41            | 38     | 74  |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 97            | 92     | 165 | 78            | 74     | 132 |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 134           | 133    | 195 | 109           | 96     | 212 |
| AM Peak Hour                               |               |        |     |               |        |     |
| 0-3,000 m <sup>2</sup>                     | 3             | 2      | 8   |               |        |     |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 8             | 7      | 14  |               |        |     |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 11            | 11     | 21  |               |        |     |
| PM Peak Hour                               |               |        |     |               |        |     |
| 0-3,000 m <sup>2</sup>                     | 4             | 4      | 11  |               |        |     |
| 3000m <sup>2</sup> -6000m <sup>2</sup>     | 9             | 9      | 17  |               |        |     |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 13            | 13     | 22  |               |        |     |
| Business Peak Hour                         |               |        |     |               |        |     |
| 0-3,000 m <sup>2</sup>                     |               |        |     | 11            | 8      | 22  |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> |               |        |     | 10            | 9      | 23  |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> |               |        |     | 13            | 12     | 26  |

## 6 Recommendations

### 6.1 Self storage sites

Self storage businesses provide storage solutions for businesses and households. Self storage sites can be divided into two distinct areas; the office and the storage area.

- The office has an administrative and retail function and is open to both existing customers and off the street customers. The office also has its own parking area that can be accessed by all visitors to the site
- The storage area includes the storage units, parking aisles or a centralised car park, and loading bay. This area is only accessible to existing customers and staff

### 6.2 Parking

The parking demand for self storage sites has been calculated by separately considering the staff, office and the storage area parking demand. It is recommended that the 95% parking demand results from both the office parking surveys and gate data be used when making judgements on the number of parking spaces required for a self storage business.

Furthermore, information from our site visits and discussions with self storage businesses indicate that there should also be provision for an additional parking space for trailer/utes (refer to Section 2.2.2). Parking for the trailer/ute can be located in either car park; however for security reasons it is recommended that this be located in the secured storage area car park.

Staff vehicle parking can be located in either the office or storage area car park.

Table 5-7 summarises the recommended vehicle parking spaces by MLA for self storage sites.

Table 5-7: Recommended number of parking spaces per MLA (m<sup>2</sup>)

| MLA                                         | Office Parking | Storage Area Parking* | Staff Parking | Trailer/Ute Parking | Total Parking Spaces |
|---------------------------------------------|----------------|-----------------------|---------------|---------------------|----------------------|
| 0-3,000 m <sup>2</sup>                      | 1              | 2                     | 2             | 1                   | 6                    |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup>  | 2              | 5                     | 2             | 1                   | 10                   |
| 6,000 m <sup>2</sup> – 9,500 m <sup>2</sup> | 3              | 5                     | 2             | 1                   | 11                   |

\*Note: Ranch style sites will not require designated storage area parking as vehicles in these sites will park in aisles adjacent to their storage units; similarly "mixed" sites may require less designated storage area parking if they have a significant number of drive up storage units in a ranch style arrangement.

To accommodate heavy vehicles that are used by customers to transport items to and from their self storage units, vehicle circulation areas and loading bays should be designed for a medium sized truck (i.e. a truck with two axles and up to 14.5 m length).

### 6.2.1 Location of parking spaces

As discussed in Section 2.3, customers visiting their storage units prefer to park their vehicle as close to their storage unit or a central access point as possible. To encourage the use of parking facilities, particularly centralised parking areas for multistorey and mixed sites, parking areas should be located in convenient locations to minimise the distance needed to travel between the customer's vehicle and their unit. Furthermore, paths between centralised car parks to access lifts, stairs and storage area circulation corridors should be clearly marked and allow for the use of trolleys.

## 6.3 Traffic generation

From observations, discussion with self storage business staff and through our study it is shown that traffic generation to self storage sites varies significantly for each site and from site to site. Table 5-8 shows the probable traffic generation range for self storage sites.

Table 5-8: Estimated traffic generation range for whole site

| Daily                                      | Weekday Trips | Weekend Trips |
|--------------------------------------------|---------------|---------------|
| 0-3,000 m <sup>2</sup>                     | 60 to 130     | 40 to 100     |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 110 to 220    | 80 to 160     |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 160 to 260    | 120 to        |
| AM Peak Hour                               |               |               |
| 0-3,000 m <sup>2</sup>                     | 5 to 15       |               |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 10 to 20      |               |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 15 to 30      |               |
| PM Peak Hour                               |               |               |
| 0-3,000 m <sup>2</sup>                     | 5 to 20       |               |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 10 to 20      |               |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 20 to 30      |               |
| Business Peak Hour                         |               |               |
| 0-3,000m <sup>2</sup>                      |               | 10 to 30      |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> |               | 10 to 30      |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> |               | 20 to 40      |

From Table 5-8 it is shown that the number of trips to a Self Storage business in the peak hour or over an entire day is low. However, it should be noted that a small number of trips generated by these sites will be medium size heavy vehicles. These vehicles may cause small delays along the adjacent road network when they are turning into the self storage site. To minimise this delay it is recommended that driveways to the security gate be designed for a medium size truck (up to 14.5 m).



# Glossary

| Acronyms | Definition                                                        |
|----------|-------------------------------------------------------------------|
| SSAA     | Self Storage Association of Australasia                           |
| MLA      | Maximum leasable floor area                                       |
| GFA      | Gross Floor Area                                                  |
| 95%      | 95 percentile –95 percent of observations fall below this result. |

## References

NSW Roads and Traffic Authority, Guide to Traffic Generating Developments, 2002. Self Storage Association of Australasia, Demand Study, 2008.



# Appendix A

## List of participating sites

### List of participating sites

age sites

| State | Suburb           | Survey Year | Survey Month | Office Survey | Business Survey | Gate Data |
|-------|------------------|-------------|--------------|---------------|-----------------|-----------|
| VIC   | Abbotsford       | 2009        | Feb          |               |                 |           |
| VIC   | Preston          | 2008        | May          |               |                 |           |
| VIC   | Port Melbourne   | 2008        | May          |               |                 |           |
| VIC   | Vermont          | 2008        | May          |               |                 |           |
| VIC   | Greensborough    | 2008        | May          |               |                 |           |
| VIC   | Hoopers Crossing | 2008        | May          |               |                 |           |
| VIC   | Mordialloc       | 2008        | May          |               |                 |           |
| VIC   | Cheltenham       | 2009        | Feb          |               |                 |           |
| VIC   | Williamstown     | 2009        | Feb          |               |                 |           |
| NSW   | Prospect         | 2009        | Feb          |               |                 |           |
| NSW   | Homebush         | 2009        | Feb          |               |                 |           |
| NSW   | Belfield         | 2009        | Feb          |               |                 |           |
| NSW   | Woolloomooloo    | 2009        | Feb          |               |                 |           |
| QLD   | Newstead         | 2009        | Feb          |               |                 |           |
| QLD   | Virginia         | 2009        | Feb          |               |                 |           |
| QLD   | Coorparoo        | 2009        | Feb          |               |                 |           |
| QLD   | Macgregor        | 2009        | Feb          |               |                 |           |
| QLD   | Bowen hills      | 2009        | Feb          |               |                 |           |
| QLD   | Cleveland        | 2009        | Feb          |               |                 |           |
| QLD   | Ormeau           | 2009        | Feb          |               |                 |           |
| QLD   | Tweed Heads      | 2009        | Feb          |               |                 |           |
| QLD   | Miami            | 2009        | Feb          |               |                 |           |
| QLD   | Ashmore          | 2009        | Feb          |               |                 |           |
| QLD   | Noosa            | 2009        | Feb          |               |                 |           |
| QLD   | Nerang           | 2009        | Feb          |               |                 |           |
| WA    | East Perth       | 2009        | Feb          |               |                 |           |



| State | Suburb        | Survey Year | Survey Month | Office Survey | Business Survey | Gate Data |
|-------|---------------|-------------|--------------|---------------|-----------------|-----------|
| SA    | Littlehampton | 2009        | Feb          |               |                 |           |
| VIC   | Grovedale     | 2009        | Feb          |               |                 |           |
| VIC   | Portland      | 2009        | Feb          |               |                 |           |
| NSW   | Adamstown     | 2009        | Feb          |               |                 |           |
| NSW   | Mayfield      | 2009        | Feb          |               |                 |           |
| VIC   | Ballarat      | 2009        | Feb          |               |                 |           |
| NSW   | Batemans Bay  | 2009        | Feb          |               |                 |           |

# Appendix B

## Office parking survey procedure, record sheet and business survey form

Office parking survey procedure, record sheet and business survey form

**Business Survey Form**

Business Name: \_\_\_\_\_

Name of contact person: \_\_\_\_\_

**1. Area**1a. Gross floor area: \_\_\_\_\_ m<sup>2</sup>1b. Maximum leasable area: \_\_\_\_\_ m<sup>2</sup>**2. Units**

2a. Total number of units on 7/2/09: \_\_\_\_\_

2b. Total number of units on 15/2/09: \_\_\_\_\_

2c. Total number of occupied units (by customers) on 7/2/09 please note that data on total units and total customers is required as some customers may occupy more than one unit:

Total Customers

Total Units Occupied

2d. Total number of occupied units (by customers) on 15/2/09: ñ please note that data on total units and total customers is required as some customers may occupy more than one unit:

Total Customers

Total Units Occupied

**3. Client Profile**

3a. Percentage of commercial customers: \_\_\_\_\_

3b. Percentage of private customers: \_\_\_\_\_

**4. Storage Types**

4a. Circle the type of Storage facility that best describes your business:

Ranch

Multistorey

Mixed

4b. Circle and/or describe the types of storage you provide:

General

Document Storage

Other (please describe): \_\_\_\_\_

### 5. Business Activity

Based on experience at this specific site please answer the following questions.

5a. When is your busiest\* month:

---

5b. When is your slowest\*\* month:

---

5c. In an average week what is your busiest\* day:

---

5d. In an average week what is your slowest\*\* day:

---

5e. How would you best describe the level of activity (in and out of the site) during the survey period (7 February to 15 February)?

5f. If the activity was slower or higher than expected please explain what factors may have caused this:

Slow

Average

High

---

\*most activity in and out of the site

\*\*least activity in and out of the site

# Manual Parking Survey Procedures & Record Sheet

## SSAA Vehicle Parking and Trip Rate Study: February 2009

### 1 Purpose of Survey

Connell Wagner was commissioned by the Self Storage Association of Australasia to conduct a study of the parking demand and traffic generation of self storage facilities.

This survey will collect data on parking behaviours of people using the Office at Self Storage sites. This data is a necessary complement to the data being collected from the security gates. Accurate recording of the data is therefore necessary, and the following sections provide information on the survey process.

### 2 Survey Package

Your survey package should include:

- Manual parking survey procedures;
- 10 uncompleted survey 'Record Sheets';
- A Business Survey Form;
- An addressed and stamped envelope.

If any of these items have not been included in your package please contact Lora Colussi on 0447 288 917 or email [colussil@conwaq.com](mailto:colussil@conwaq.com).

### 3 Survey Period and Process

The survey will operate over the seven (7) day period commencing **Monday 9 February** up to and including **Sunday 15 February**. One Record Sheet will be used for each survey day, with data recorded for the hours of operation of the Office on each day.

#### 3.1 Recording Data

##### 3.1.1 Survey Days

At the beginning of each day the person operating the Office should:

- record the business name;
- record the date of the survey;
- tick the day of the week;
- record the Start time and End time for the Hours of Operation for that day; and
- record the number of staff scheduled to work on the day and their expected start and finish times.

For example if three staff are scheduled to work on a particular day and two staff members start at 8:30am and finish at 5:00pm and the third staff member begins their shift at 9:30am and finishes at 3:00pm the record sheet should be completed as shown below.

|                                   |        |        |        |   |   |   |
|-----------------------------------|--------|--------|--------|---|---|---|
| Number of Staff working this day: | 1      | 2      | 3      | 4 | 5 | 6 |
| Scheduled Start time:             | 8:30am | 8:30am | 9:30am |   |   |   |
| Scheduled Finish time:            | 5:00pm | 5:00pm | 3:00pm |   |   |   |

### 3.1.2 Introduction and identification of drivers to the office

From discussions with SSAA the purposes for visits to the Office will be:

- Staff commencing their shift;
- New clients and people enquiring and/or booking storage;
- Customers and people with existing storage and/or purchasing packing items;
- Service and other people arriving to conduct some service on the site (e.g. electrical or sales people).

When a person enters the Office and seeks assistance, he/she should be advised that a parking survey is being conducted at the site, to assist SSAA members in planning storage facilities.

If it is not apparent where the visitor has parked then please ask them if they drove to the site, and if so where did they park?

**Note:** Parking has been divided into Storage Area, Office car park or on-street car park. Storage area parking is considered to be anywhere within the security gated area, or in a driveway adjacent to a storage unit. Office car park or on-street parking is the area on site that does not require pin access and is not storage unit parking or is located on the street near the site.

### 3.1.3 Recording data

To record a customer or visitor to the office put a tally mark in the enter column on the survey sheet, for the relevant time period, Office visit purpose, and parking location.

When a customer or visitor departs the office with the intention of leaving the site or moving their vehicle out of the office car park (or on-street parking) put a tally mark in the exit column on the survey sheet, for the relevant time period, Office visit purpose, and parking location.

**Note:** It is important to remember that this survey is recording the parking demand generated by the office section of your site and how much demand is placed on the office car park or on the neighbouring street. So when a vehicle leaves these parking areas to either depart the site or move their vehicle into the gated area it should be recorded (refer to examples 1, 2 and 3).

**Example 1:** A customer arrives at the site and parks their vehicle in the office car park and enters the office at 10:05 am to speak with staff, then leaves the office and walks into the gated area to view storage units while their vehicle remains in the office car park. The same customer then returns to the office at 11:50am again to speak with staff before leaving the office and departing the site in their vehicle.

This activity would be recorded in the following way:

Under Customer and Clients columns a tally mark would be placed in the Enter, Office car park or on-street columns in the row labelled 10:00-10:30am. To record the departure of this visitor a tally mark would be placed under the Customer and Clients, Exit, Office car park or on-street columns in the row labelled 11:30-12:00am. This is shown below.

|                 | Customers and clients |                              |               |              |                              |               | Service people and other |                              |               |              |                              |               |
|-----------------|-----------------------|------------------------------|---------------|--------------|------------------------------|---------------|--------------------------|------------------------------|---------------|--------------|------------------------------|---------------|
|                 | Enter                 |                              |               | Exit         |                              |               | Enter                    |                              |               | Exit         |                              |               |
| Parking Area    | Storage Area          | Office car park or on street | Did not drive | Storage area | Office car park or on street | Did not drive | Storage Area             | Office car park or on street | Did not drive | Storage Area | Office car park or on street | Did not drive |
| Time            |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 10.00 – 10.30am |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 10.30 – 11.00am |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 11.00 – 11.30am |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 11.30 – 12.00pm |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |

**Example 2:** A trades person arrives at the site and parks their vehicle in the office car park and enters the office at 1.10pm to speak with staff, then leaves the office at 1.15pm to move his vehicle into the gated area to undertake the service job required, then returns to the office at 3:05pm having left his vehicle in the gated area to speak with staff before leaving the site.

This activity would be recorded in the following way:

Under 'Service people and Other' columns a tally mark would be placed in the 'Enter', 'Office Car Park or On Street' columns in the row labelled '1.00 – 1.30pm'. To record the departure of this visitor a tally mark would be placed under the 'Service people and other', 'Exit', 'Office car park or on street' columns in the row labelled '1.00 – 1.30pm'. This is shown below:

|              | Customers and clients |                              |               |              |                              |               | Service people and other |                              |               |              |                              |               |
|--------------|-----------------------|------------------------------|---------------|--------------|------------------------------|---------------|--------------------------|------------------------------|---------------|--------------|------------------------------|---------------|
|              | Enter                 |                              |               | Exit         |                              |               | Enter                    |                              |               | Exit         |                              |               |
| Parking Area | Storage Area          | Office car park or on street | Did not drive | Storage area | Office car park or on street | Did not drive | Storage Area             | Office car park or on street | Did not drive | Storage Area | Office car park or on street | Did not drive |
| Time         |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 1:00 – 1:30  |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |

**Note:** In both examples the visitor's second entry into the office is not recorded because it was made within one trip to the site.

**Example 3:** An existing customer arrives at the site and parks their vehicle in the gated area next to their unit. They enter the office at 2:40pm to settle their account, and then leave the office at 2:45pm to return to their storage unit where they remain for another hour.

This activity would be recorded in the following way:

Under 'Customer and Clients' columns a tally mark would be placed in the Enter, Storage Area columns in the row labelled 2:30-3:00pm. To record the departure of this customer a tally mark would be placed under the Customer and Clients, Exit, Storage Area columns in the row labelled 2:30-3:00pm. This is shown below.

|               | Customers and clients |                              |               |              |                              |               | Service people and other |                              |               |              |                              |               |
|---------------|-----------------------|------------------------------|---------------|--------------|------------------------------|---------------|--------------------------|------------------------------|---------------|--------------|------------------------------|---------------|
|               | Enter                 |                              |               | Exit         |                              |               | Enter                    |                              |               | Exit         |                              |               |
| Parking Area  | Storage Area          | Office car park or on street | Did not drive | Storage area | Office car park or on street | Did not drive | Storage Area             | Office car park or on street | Did not drive | Storage Area | Office car park or on street | Did not drive |
| Time          |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 2.30 – 3.00pm |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |

Note for Non-drivers: If a visitor to the office did not drive to the site their visit should be recorded in the appropriate non-driver column.

Note for customers and visitors attending the office with other people in their company, only one tally should be recorded for their entry and exit.

#### 4 Telephone briefing session

An Aurecon staff member will telephone your office on Wednesday 4 February to discuss how to correctly complete the record sheets and to answer any of your questions.

##### 4.1 Aurecon contact and collection of completed forms

If staff completing the forms have any questions they should contact: Lora Colussi on 0447 288 917.

At the end of the 7 days please post all survey sheets with the completed Business Survey Form using the self addressed envelope included in the survey package.

## Record sheet

Business Name: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Day: Mon Tues Wed Thurs Fri Sat Sun

Hours of operation of the Office: Start time: \_\_\_\_ End Time: \_\_\_\_

|                                   |   |   |   |   |   |   |
|-----------------------------------|---|---|---|---|---|---|
| Number of Staff working this day: | 1 | 2 | 3 | 4 | 5 | 6 |
| Scheduled Start time:             |   |   |   |   |   |   |
| Scheduled Finish time:            |   |   |   |   |   |   |

|                 | Customers and clients |                              |               |              |                              |               | Service people and other |                              |               |              |                              |               |
|-----------------|-----------------------|------------------------------|---------------|--------------|------------------------------|---------------|--------------------------|------------------------------|---------------|--------------|------------------------------|---------------|
|                 | Enter                 |                              |               | Exit         |                              |               | Enter                    |                              |               | Exit         |                              |               |
| Parking Area    | Storage Area          | Office car park or on street | Did not drive | Storage area | Office car park or on street | Did not drive | Storage Area             | Office car park or on street | Did not drive | Storage Area | Office car park or on street | Did not drive |
| Time            |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 6.30 – 7.00am   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 7.00 – 7.30am   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 7.30 – 8.00am   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 8.00 – 8.30am   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 8.30 – 9.00am   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 9.00 – 9.30am   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 9.30 – 10.00am  |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 10.00 – 10.30am |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 10.30 – 11.00am |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 11.00 – 11.30am |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 11.30 – 12.00pm |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 12.00 – 12.30pm |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 12.30 – 1.00pm  |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 1.00 – 1.30pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 1.30 – 2.00pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 2.00 – 2.30pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 2.30 – 3.00pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 3.00 – 3.30pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 3.30 – 4.00pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 4.00 – 4.30pm   |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |

|                      | Customers and clients |                              |               |              |                              |               | Service people and other |                              |               |              |                              |               |
|----------------------|-----------------------|------------------------------|---------------|--------------|------------------------------|---------------|--------------------------|------------------------------|---------------|--------------|------------------------------|---------------|
|                      | Enter                 |                              |               | Exit         |                              |               | Enter                    |                              |               | Exit         |                              |               |
| Parking Area<br>Time | Storage Area          | Office car park or on street | Did not drive | Storage area | Office car park or on street | Did not drive | Storage Area             | Office car park or on street | Did not drive | Storage Area | Office car park or on street | Did not drive |
| 4.30 – 5.00pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 5.00 – 5.30pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 5.30 – 6.00pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 6.00 – 6.30pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 6.30 – 7.00pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 7.00 – 7.30pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |
| 7.30 – 8.00pm        |                       |                              |               |              |                              |               |                          |                              |               |              |                              |               |



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urbii

Sustainable Transport. Safe Solutions

# Lot 501 (80) Gillam Dr, Kelmscott

Proposed Self Storage Facility

## TRANSPORT IMPACT STATEMENT



Prepared for:  
**C/- Planning Solutions**

December 2024





# Lot 501 (80) Gillam Dr, Kelmscott

Prepared for: C/- Planning Solutions  
Prepared by: Paul Ghanous  
Date: 20 December 2024  
Project number: U24.060

## Version control

| Version No.  | Date     | Prepared by  | Revision description | Issued to          |
|--------------|----------|--------------|----------------------|--------------------|
| U24.060.r01  | 15/12/24 | Paul Ghanous | DRAFT                | Planning Solutions |
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|              |          |              |                      |                    |
|              |          |              |                      |                    |



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# 1 Introduction

**This Transport Impact Statement has been prepared by Urbii on behalf of the proponent with regards to the proposed self-storage facility, located at Lot 501 (80) Gillam Dr, Kelmscott.**

The subject site is located on the southern side of Gillam Drive, as shown in Figure 1. The site presently accommodates a landscaping supplies sales yard (Figure 2). The site is surrounded by a range of commercial, retail, industrial and residential land uses.

It is proposed to develop the site into a self-storage facility.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, truck circulation, parking and access to the site for alternative modes of transport.

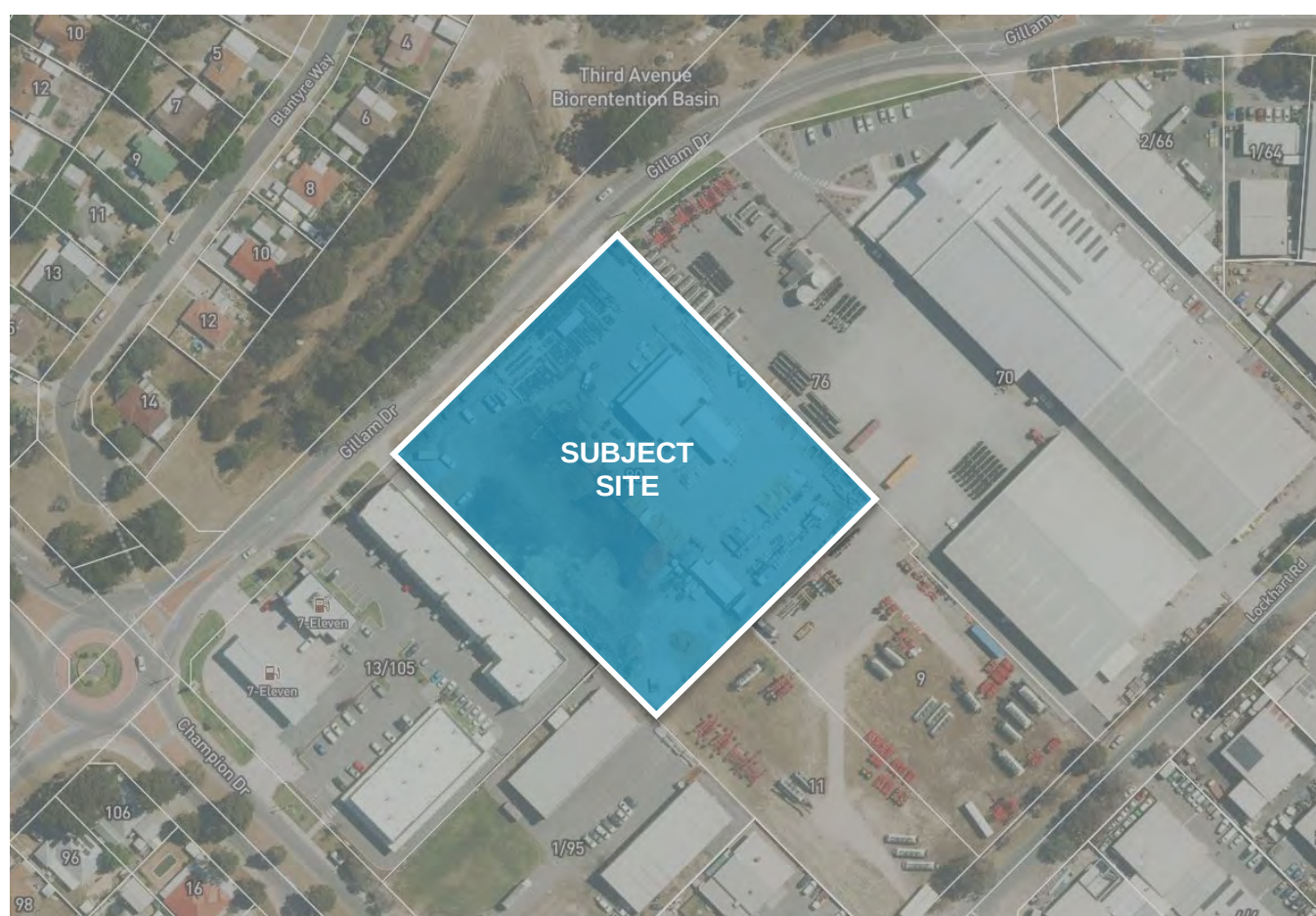


**Figure 1: Subject site**





**Figure 2: Existing site uses**

Source: Google Streetview



## 2 Proposed development

**The proposal for the subject site is for the development of a self-storage facility, comprising:**

- Storage space of approximately 5,915sqm of net lettable floorspace;
- A site office / box shop - 40sqm;
- Two car parking bays at the front of the site (including 1 x ACROD bay);
- Linear parallel parking capacity distributed across internal circulation aisles, equivalent to 42 car parking spaces within internal parking zones; and,
- A bin store.

Vehicle access to the site is via one crossover on Gillam Drive. A mix of light vehicles and small to medium size trucks are anticipated to access the development.

The proposed development plans are included for reference in Appendix A.



## 3 Vehicle access and parking

### 3.1 Vehicle access

**The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.**

Vehicular access to the site is currently available from one crossover on Gillam Drive, as detailed in Figure 3.

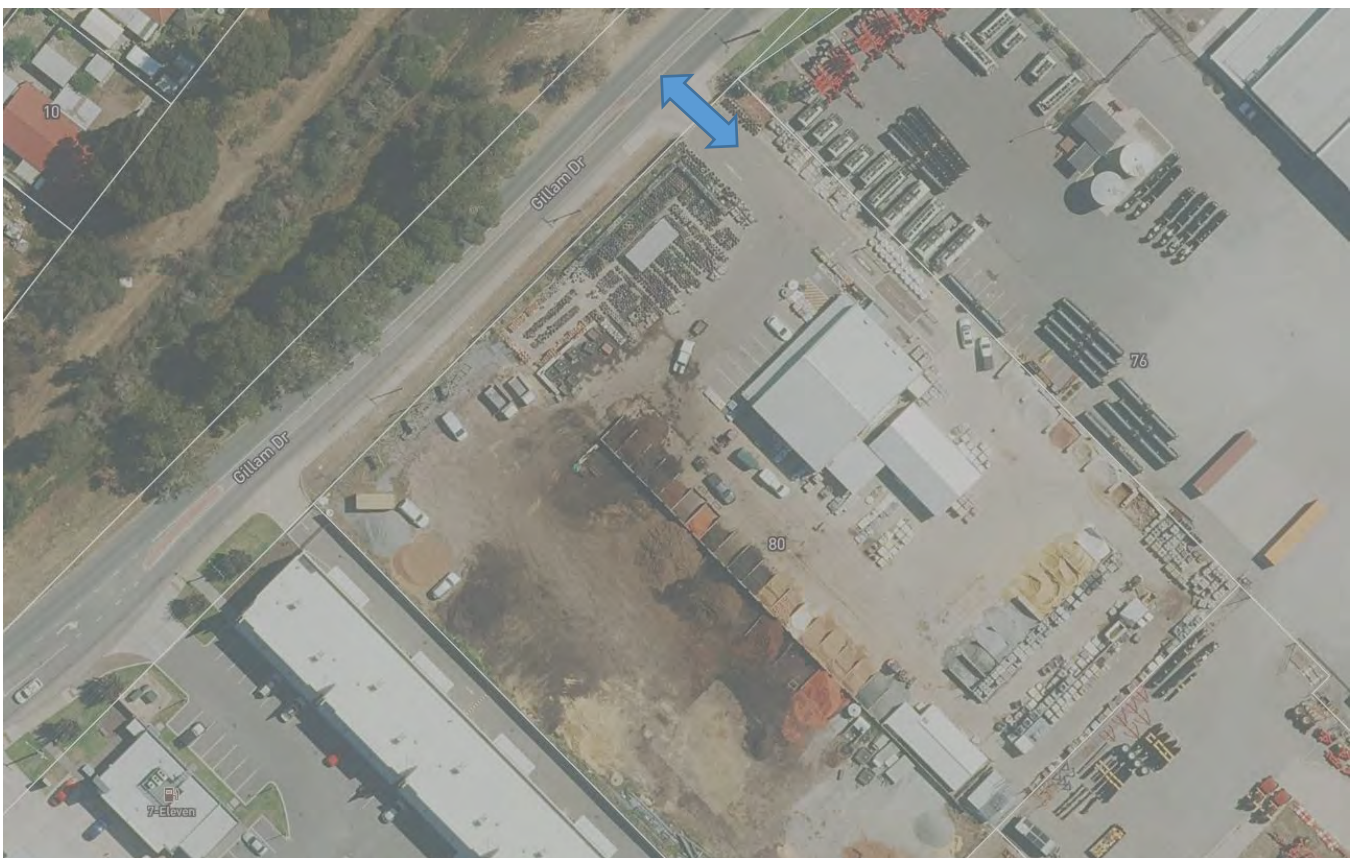


**Figure 3: Existing vehicle access**



  
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## 3.2 Parking supply

Two car parking spaces are provided at the front of the site for office use, including 1 x ACROD bay. Parallel vehicle parking is provided along internal circulation roadways. There is a linear parking capacity equivalent to 42 car parking spaces. These spaces may be used flexibly to accommodate medium size trucks and cars towing trailers.

To calculate the anticipated parking demand for the development, reference was made to the *Parking and Traffic Study* commissioned by the Self-Storage Association of Australia (SSAA) prepared in 2023.

The study segregates sites based on leasable floor area. The proposed development falls into Group 2 which are sites with 3,000m<sup>2</sup> to 6,000m<sup>2</sup> + leasable floor area. The anticipated parking requirements for the proposed development are detailed in Table 1.

A total of seven parking spaces are required for the development. The proposed parking supply and allocation is more than sufficient to accommodate the needs of the development.

**Table 1: Recommended minimum number of parking spaces per MLA group**

| Facility Size                 | Number of Parking Spaces |
|-------------------------------|--------------------------|
| Under 3,000 m <sup>2</sup>    | 5 spaces                 |
| 3,000 to 6,000 m <sup>2</sup> | 7 spaces                 |
| 6,000 m <sup>2</sup> +        | 7 spaces                 |

Source: SSAA *Parking and Traffic Study*, Stantec 2023

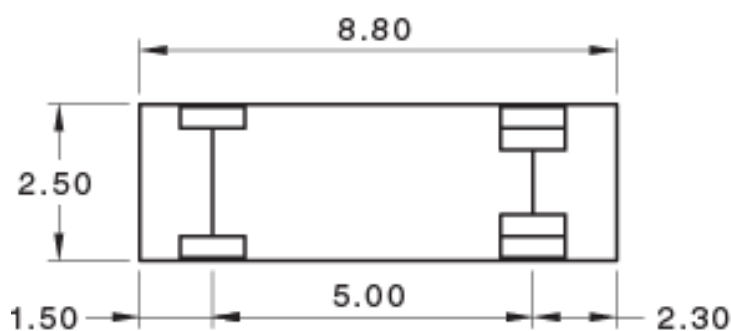


## 4 Provision for service vehicles

**The proposed development site plan has been reviewed for service vehicle access, egress and circulation.**

Truck access for deliveries, loading, unloading and waste collection will be restricted to Medium Rigid Vehicles. This will be communicated to customers as part of their storage hire and signage will also be provided at the development entrance to inform customers of the maximum truck size.

Swept path analysis was undertaken for an 8.8m Medium Rigid Vehicle (MRV), as per AS2890.2 – *Off-street commercial vehicle facilities* (Figure 5).



(b) Medium rigid vehicle  
Clearance height 4.50  
Design turning radius 10.0

**Figure 5: Indicative service vehicle dimensions (AS2890.2)**

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.



## 5 Hours of operation

The facility will be available to existing customers 24 hours a day. The office will be staffed during regular business hours, Monday to Saturday. New customers can visit the office at those times.



## 6 Daily traffic volumes and vehicle types

### 6.1 Traffic generation

The traffic generation of the proposed development has been estimated based on data collected in the *Study Results and Findings Self Storage Facility Traffic and Parking Study* commissioned by the Self-Storage Association of Australia (SSAA) in 2009.

As detailed in Table 2, the development is estimated to generate a maximum of 10 to 20 vehicle trips per hour during the weekday AM and PM peak hours. Trips are estimated to be distributed 50% in / 50% out.

**Table 2: Estimated traffic generation for the whole site**

| Daily                                      | Weekday Trips | Weekend Trips |
|--------------------------------------------|---------------|---------------|
| 0-3,000 m <sup>2</sup>                     | 60 to 130     | 40 to 100     |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 110 to 220    | 80 to 160     |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 160 to 260    | 120 to 260    |
| <b>AM Peak Hour</b>                        |               |               |
| 0-3,000 m <sup>2</sup>                     | 5 to 15       |               |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 10 to 20      |               |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 15 to 30      |               |
| <b>PM Peak Hour</b>                        |               |               |
| 0-3,000 m <sup>2</sup>                     | 5 to 20       |               |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> | 10 to 20      |               |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> | 20 to 30      |               |
| <b>Business Peak Hour</b>                  |               |               |
| 0-3,000m <sup>2</sup>                      |               | 10 to 30      |
| 3,000 m <sup>2</sup> -6,000 m <sup>2</sup> |               | 10 to 30      |
| 6,000 m <sup>2</sup> -9,500 m <sup>2</sup> |               | 20 to 40      |



## 6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

---

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

---

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is minor.



## 7 Traffic management on the frontage roads

### 7.1.1 Gillam Drive

Gillam Drive near the subject site is an approximately 8.5m wide, two-lane divided road, with a 2.0m wide painted median. A footpath for walking and cycling is provided on the southern side of the road.

Gillam Drive is classified as a *Distributor B* road in the Main Roads WA road hierarchy (Figure 6) and operates under a posted speed limit of 60km/h (Figure 7). Distributor B roads are the responsibility of Local Government and are typically for reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas (Figure 8).

No traffic data was available at the time of preparation of this report.



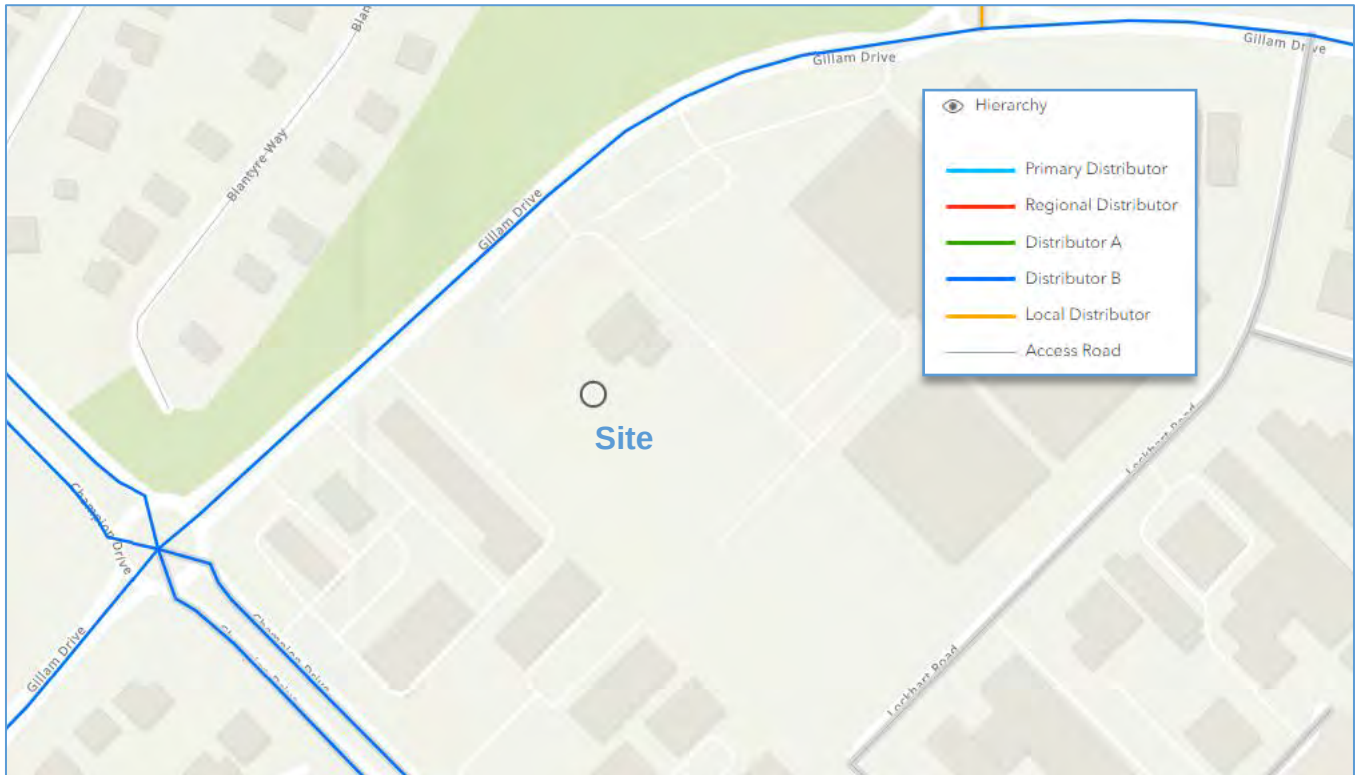


**Figure 6: Main Roads WA road hierarchy plan**

Source: Main Roads WA Road Information Mapping System (RIM)

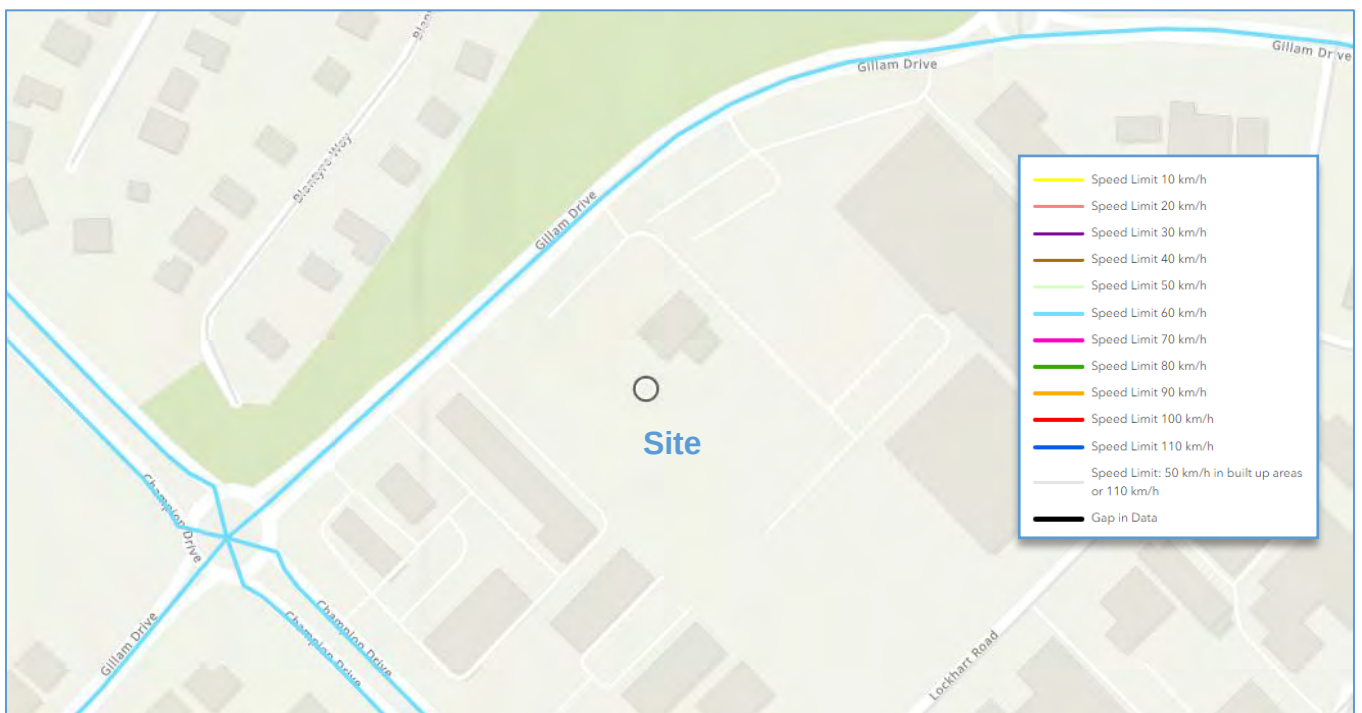


**Figure 7: Main Roads WA road speed zoning plan**

Source: Main Roads WA Road Information Mapping System (RIM)

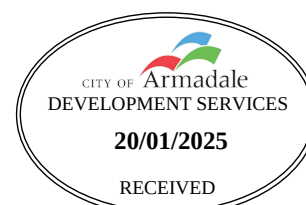


**ROAD HIERARCHY FOR WESTERN AUSTRALIA  
ROAD TYPES AND CRITERIA (see Note 1)**

| CRITERIA                            | PRIMARY DISTRIBUTOR<br>(PD) (see Note 2)                                                                                                 | DISTRICT DISTRIBUTOR A<br>(DA)                                                                 | DISTRICT DISTRIBUTOR B<br>(DB)                                                                             | REGIONAL DISTRIBUTOR<br>(RD)                                                                                               | LOCAL DISTRIBUTOR<br>(LD)                                                                                                                     | ACCESS ROAD<br>(A)                                                                                                     |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <i>Primary Criteria</i>             |                                                                                                                                          |                                                                                                |                                                                                                            |                                                                                                                            |                                                                                                                                               |                                                                                                                        |
| 1. Location<br>(see Note 3)         | All of WA incl. BUA                                                                                                                      | Only Built Up Area.                                                                            | Only Built Up Area.                                                                                        | Only Non Built Up Area.<br>(see Note 4)                                                                                    | All of WA incl. BUA                                                                                                                           | All of WA incl. BUA                                                                                                    |
| 2. Responsibility                   | Main Roads Western Australia.                                                                                                            | Local Government.                                                                              | Local Government.                                                                                          | Local Government.                                                                                                          | Local Government.                                                                                                                             | Local Government.                                                                                                      |
| 3. Degree of Connectivity           | High. Connects to other Primary and Distributor roads.                                                                                   | High. Connects to Primary and/or other Distributor roads.                                      | High. Connects to Primary and/or other Distributor roads.                                                  | High. Connects to Primary and/or other Distributor roads.                                                                  | Medium. Minor Network Role Connects to Distributors and Access Roads.                                                                         | Low. Provides mainly for property access.                                                                              |
| 4. Predominant Purpose              | Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.                                       | High capacity traffic movements between industrial, commercial and residential areas.          | Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas. | Roads linking significant destinations and designed for efficient movement of people and goods between and within regions. | Movement of traffic within local areas and connect access roads to higher order Distributors.                                                 | Provision of vehicle access to abutting properties                                                                     |
| <i>Secondary Criteria</i>           |                                                                                                                                          |                                                                                                |                                                                                                            |                                                                                                                            |                                                                                                                                               |                                                                                                                        |
| 5. Indicative Traffic Volume (AADT) | In accordance with Classification Assessment Guidelines.                                                                                 | Above 8 000 vpd                                                                                | Above 6 000 vpd.                                                                                           | Greater than 100 vpd                                                                                                       | Built Up Area - Maximum desirable volume 6 000 vpd.<br>Non Built Up Area – up to 100 vpd.                                                     | Built Up Area - Maximum desirable volume 3 000 vpd.<br>Non Built Up Area – up to 75 vpd.                               |
| 6. Recommended Operating Speed      | 60 – 110 km/h (depending on design characteristics).                                                                                     | 60 – 80 km/h.                                                                                  | 60 – 70 km/h.                                                                                              | 50 – 110 km/h (depending on design characteristics).                                                                       | Built Up Area<br>50 - 60 km/h (desired speed)<br>Non Built Up Area<br>60 – 110 km/h (depending on design characteristics).                    | Built Up Area<br>50 km/h (desired speed).<br>Non Built Up Area<br>50 – 110 km/h (depending on design characteristics). |
| 7. Heavy Vehicles permitted         | Yes.                                                                                                                                     | Yes.                                                                                           | Yes.                                                                                                       | Yes.                                                                                                                       | Yes, but preferably only to service properties.                                                                                               | Only to service properties.                                                                                            |
| 8. Intersection treatments          | Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.                        | Controlled with appropriate measures e.g. traffic signals.                                     | Controlled with appropriate Local Area Traffic Management.                                                 | Controlled with measures such as signing and line marking of intersections.                                                | Controlled with minor Local Area Traffic Management or measures such as signing.                                                              | Self controlling with minor measures.                                                                                  |
| 9. Frontage Access                  | None on Controlled Access Roads.<br>On other routes, preferably none, but limited access is acceptable to service individual properties. | Prefer not to have residential access. Limited commercial access, generally via service roads. | Residential and commercial access due to its historic status. Prefer to limit when and where possible.     | Prefer not to have property access. Limited commercial access, generally via lesser roads.                                 | Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.               | Yes.                                                                                                                   |
| 10. Pedestrians                     | Preferably none. Crossing should be controlled where possible.                                                                           | With positive measures for control and safety e.g. pedestrian signals.                         | With appropriate measures for control and safety e.g. median/islands refuges.                              | Measures for control and safety such as careful siting of school bus stops and rest areas.                                 | Yes, with minor safety measures where necessary.                                                                                              | Yes.                                                                                                                   |
| 11. Buses                           | Yes.                                                                                                                                     | Yes.                                                                                           | Yes.                                                                                                       | Yes.                                                                                                                       | Yes.                                                                                                                                          | If necessary (see Note 5)                                                                                              |
| 12. On-Road Parking                 | No (emergency parking on shoulders only).                                                                                                | Generally no. Clearways where necessary.                                                       | Not preferred. Clearways where necessary.                                                                  | No – emergency parking on shoulders – encourage parking in off road rest areas where possible.                             | Built Up Area – yes, where sufficient width and sight distance allow safe passing.<br>Non Built Up Area – no. Emergency parking on shoulders. | Yes, where sufficient width and sight distance allow safe passing.                                                     |
| 13. Signs & Linemarking             | Centrelines, speed signs, guide and service signs to highway standard.                                                                   | Centrelines, speed signs, guide and service signs.                                             | Centrelines, speed signs, guide and service signs.                                                         | Centrelines, speed signs and guide signs.                                                                                  | Speed and guide signs.                                                                                                                        | Urban areas – generally not applicable.<br>Rural areas - Guide signs.                                                  |
| 14. Rest Areas/Parking Bays         | In accordance with Main Roads' Roadside Stopping Places Policy.                                                                          | Not Applicable.                                                                                | Not Applicable.                                                                                            | Parking Bays/Rest Areas. Desired at 60km spacing.                                                                          | Not Applicable.                                                                                                                               | Not Applicable.                                                                                                        |

**Figure 8: Road types and criteria for Western Australia**

Source: Main Roads Western Australia D10#10992



## 8 Public transport access

**Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.**

The subject site has access to the following bus services within walking distance:

- Bus Route 243: Kelmscott Stn - Armadale Stn via Seville Dr.
- Bus Route 244: Kelmscott Stn - Armadale Stn via Braemore St.

The closest bus stops are located on Champion Drive around 250m walk to the south-west of the site (Figure 9). Bus services provide excellent coverage and connectivity to the rail network.

The existing public transport network plan is shown in Figure 10.

The nature of the proposed development being used for self-storage means that most people will not travel to the site by public transport.



**Figure 9: Closest bus stops serving the proposed development**



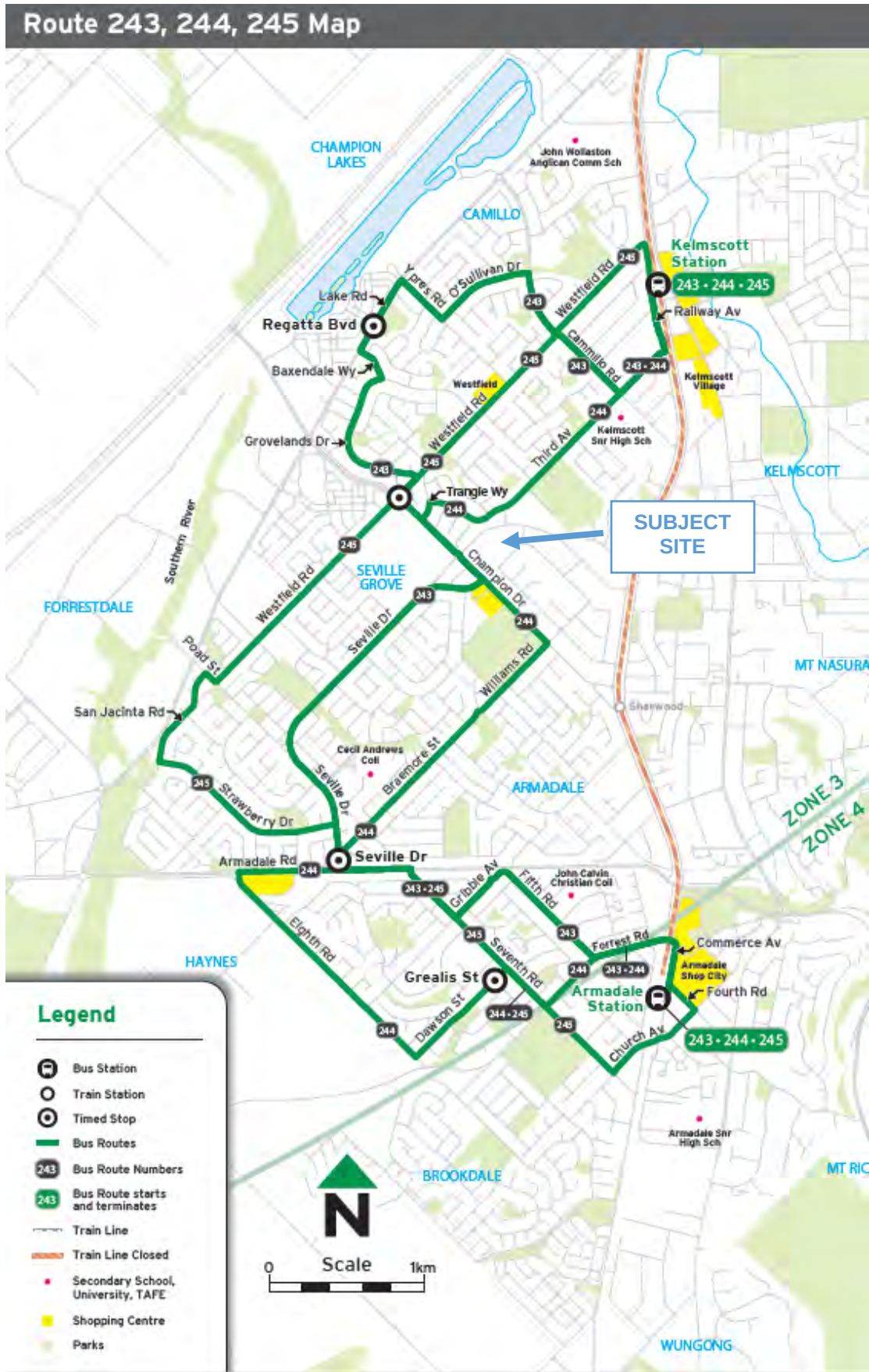


**Figure 10: Transperth public transport plan**

Source: Transperth



## 9 Pedestrian access

**Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.**

A footpath is provided on Gillam Drive near the development. The nature of the proposed development being used for self-storage means that most people will not travel to the site by walking.



# 10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

## 10.1.1 Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 11) shows the existing cycling connectivity to the subject site. A shared path is provided on the southern side of Gillam Drive, which connects to the broader cycling network. The nature of the proposed development being used for self-storage means that most people will not travel to the site by cycling.

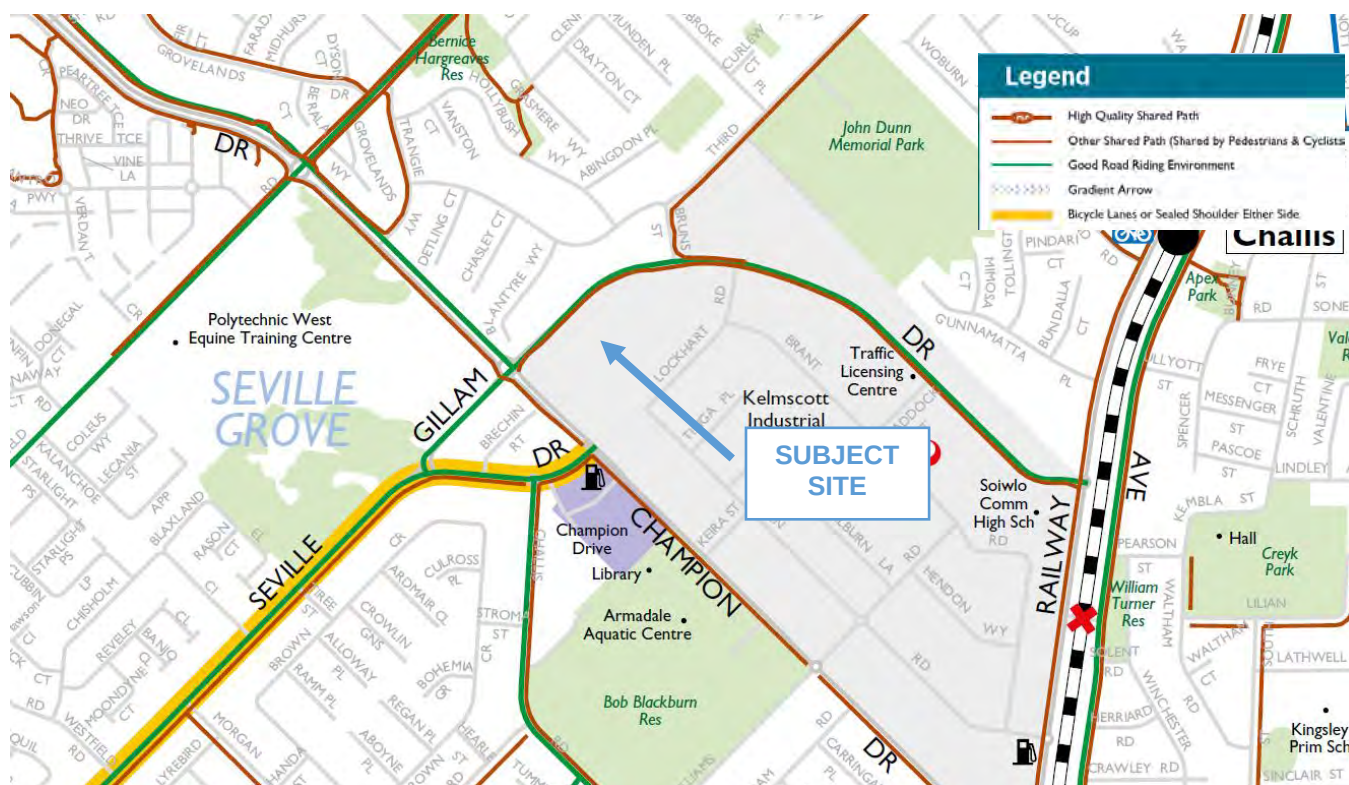


Figure 11: Perth bicycle network plan



# 11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.



## 12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 12, 2 crashes were recorded in the locality in the last five years. The detailed crash history is presented in Table 3.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.



**Figure 12: 5-year crash map in the locality (2019-2023)**

Source: MRWA crash mapping tool



**Table 3: 5-year crash history in the locality (2019-2023)**

| Severity                | No. | %      | Light                             | No.      | %      |
|-------------------------|-----|--------|-----------------------------------|----------|--------|
| Fatal                   | 0   | 0      | Dark - Street Lights Not Provided | 0        | 0      |
| Hospital                | 1   | 50.00  | Dark - Street Lights Off          | 0        | 0      |
| Medical                 | 1   | 50.00  | Dark - Street Lights On           | 1        | 50.00  |
| PDO Major               | 0   | 0      | Dawn Or Dusk                      | 0        | 0      |
| PDO Minor               | 0   | 0      | Daylight                          | 1        | 50.00  |
|                         |     |        | Not Known                         | 0        | 0      |
| Year                    | No. | %      | Conditions                        | No.      | %      |
| 2020                    | 2   | 100.00 | Dry                               | 2        | 100.00 |
|                         |     |        | Not Known                         | 0        | 0      |
|                         |     |        | Wet                               | 0        | 0      |
| Nature                  | No. | %      | Alignment                         | No.      | %      |
| Head On                 | 0   | 0      | Curve                             | 0        | 0      |
| Hit Animal              | 0   | 0      | Not Known                         | 0        | 0      |
| Hit Object              | 0   | 0      | Straight                          | 2        | 100.00 |
| Hit Pedestrian          | 0   | 0      |                                   |          |        |
| Non Collision           | 0   | 0      |                                   |          |        |
| Not Known               | 0   | 0      |                                   |          |        |
| Rear End                | 0   | 0      |                                   |          |        |
| Right Angle             | 1   | 50.00  |                                   |          |        |
| Right Turn Thru         | 0   | 0      |                                   |          |        |
| Sideswipe Opposite Dirn | 0   | 0      |                                   |          |        |
| Sideswipe Same Dirn     | 1   | 50.00  |                                   |          |        |
|                         |     |        | <b>Total</b>                      | <b>2</b> |        |



## 13 Conclusion

**This Transport Impact Statement has been prepared by Urbii on behalf of the proponent with regards to the proposed self-storage facility, located at Lot 501 (80) Gillam Dr, Kelmscott.**

The subject site is located on the southern side of Gillam Drive and presently accommodates a landscaping supplies sales yard. The site is surrounded by a range of commercial, retail, industrial and residential land uses.

It is proposed to develop the site into a self-storage facility.

The site features good connectivity with the existing road network. Due to the nature of the proposed uses, public transport, cycling and walking are less-desirable options for travelling to the site.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development can be accommodated on the surrounding road network.

The onsite parking provisions are satisfactory. The site access and internal circulation supports trucks up to 8.8m Medium Rigid Vehicle (MRV) in size.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.



# Appendices

## Appendix A: Proposed development site plan





## Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

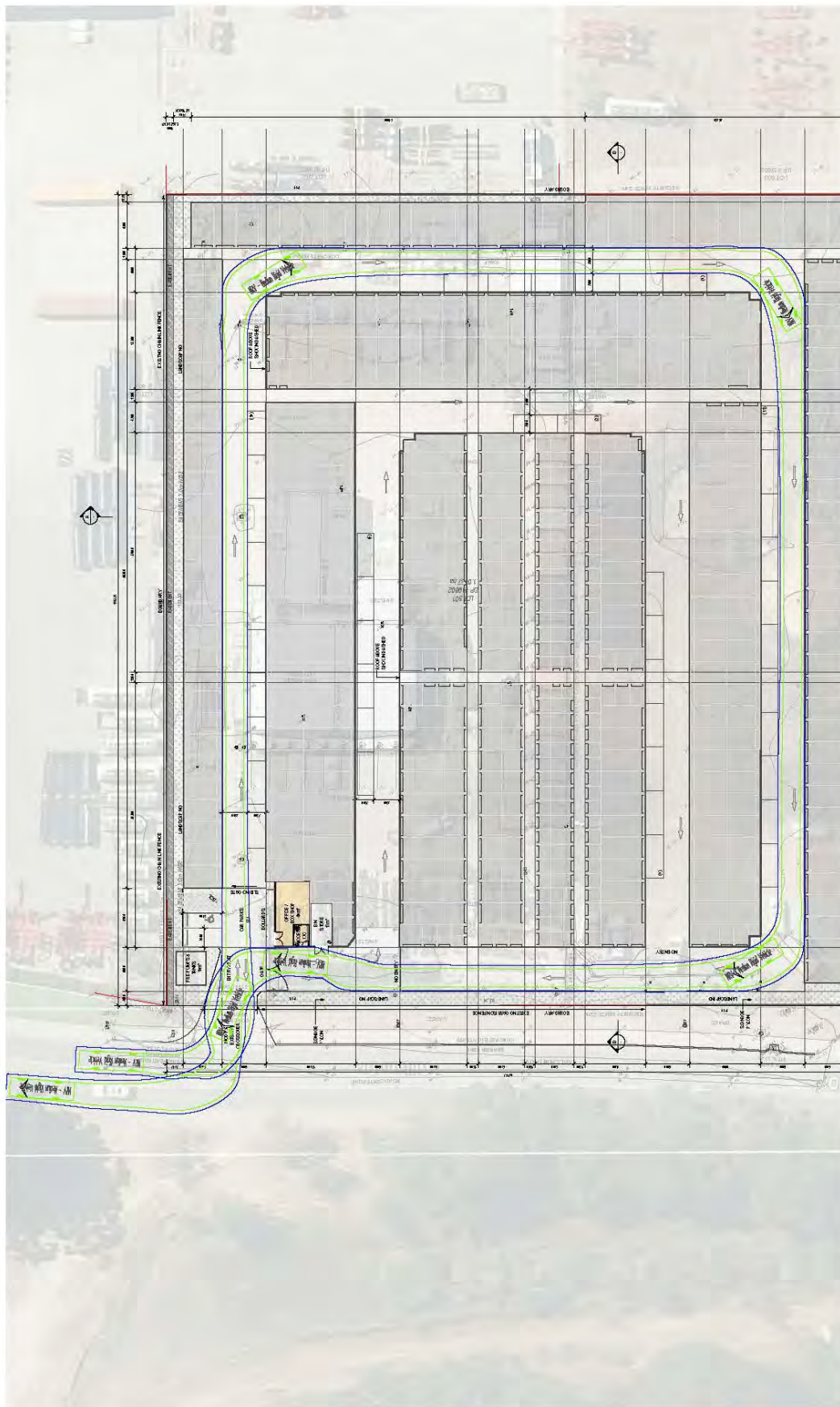
**Cyan** represents the wheel path of the vehicle

**Green** represents the vehicle body envelope

**Blue** represents a 500mm buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.





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**Date:** 18/12/2024  
**Scale:** @A3  
**Revision:** s01

**Project:** U24000 - Lot 501 (80) Gillam Drive, Melmscott  
Proposed Self Storage Development  
**Drawing Title:** Sweep path analysis  
AS2580.2 - 8.8m Medium Right Vehicle (M/RV)

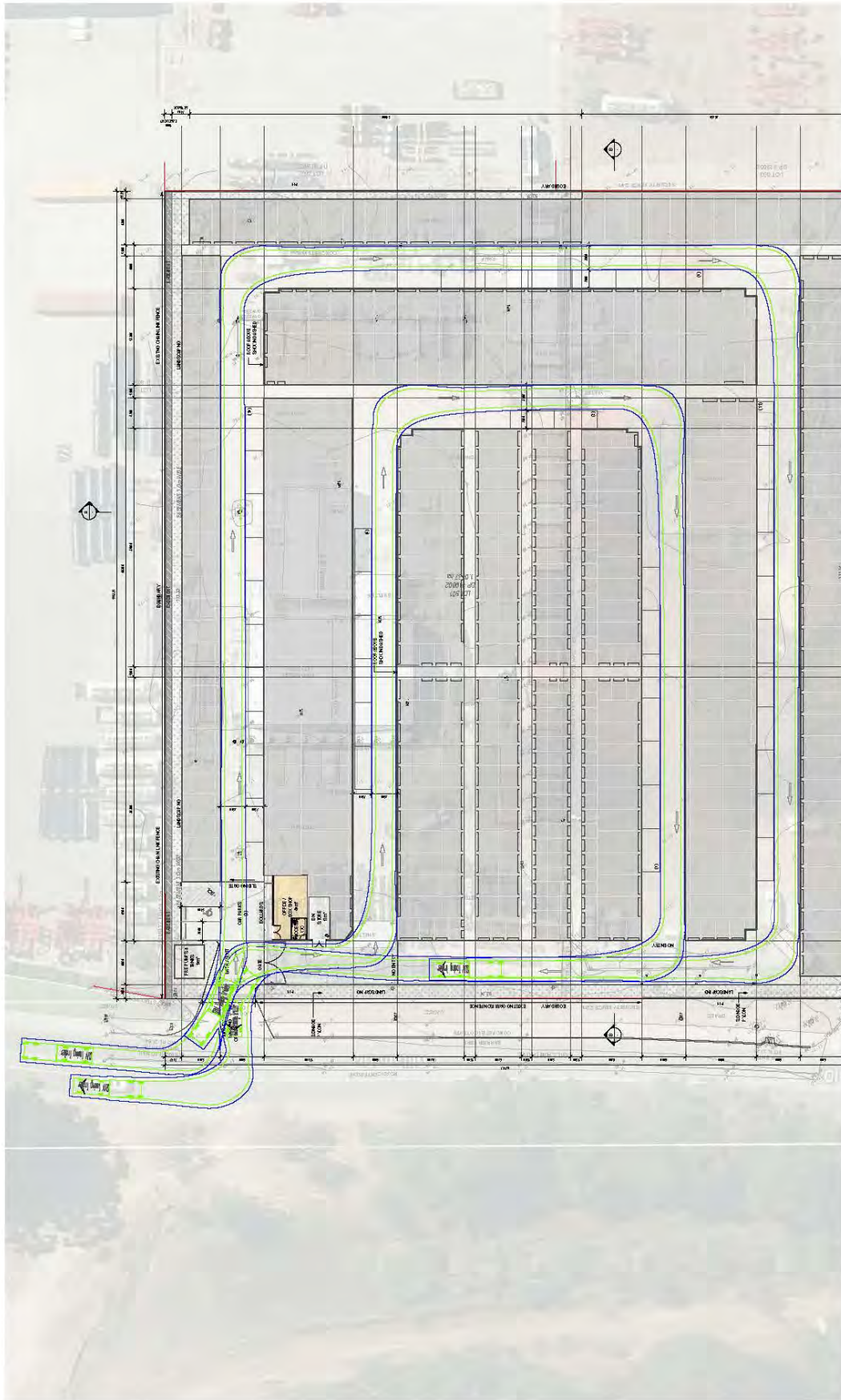
**Drawn by:** Paul Olanhour  
**Client:** C/- Planning Solutions

| Revision notes: |            | Notes: |       |
|-----------------|------------|--------|-------|
| Rev:            | Date:      | Rev:   | Date: |
| 1               | 18/12/2024 |        |       |

Dark blue line represents a 500m sweep path buffer.







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| <b>Scale:</b>    | @A3        |
| <b>Revision:</b> | 1-500      |
| <b>Revision:</b> | 500        |

|                       |                                                                                    |
|-----------------------|------------------------------------------------------------------------------------|
| <b>Project:</b>       | U24000 - Lot 101 (80) Gilman Drive, Melmscott<br>Proposed Self Storage Development |
| <b>Drawing Title:</b> | Sweep path analysis<br>SUV Turning Trailer                                         |

|                  |                       |
|------------------|-----------------------|
| <b>Drawn by:</b> | Paul Olanou           |
| <b>Client:</b>   | Cz Planning Solutions |

|                        |                                                     |
|------------------------|-----------------------------------------------------|
| <b>Revision notes:</b> | <b>Note:</b>                                        |
| Rev: 1                 | Dark blue line represents a 500m sweep path buffer. |



# Development Application Report

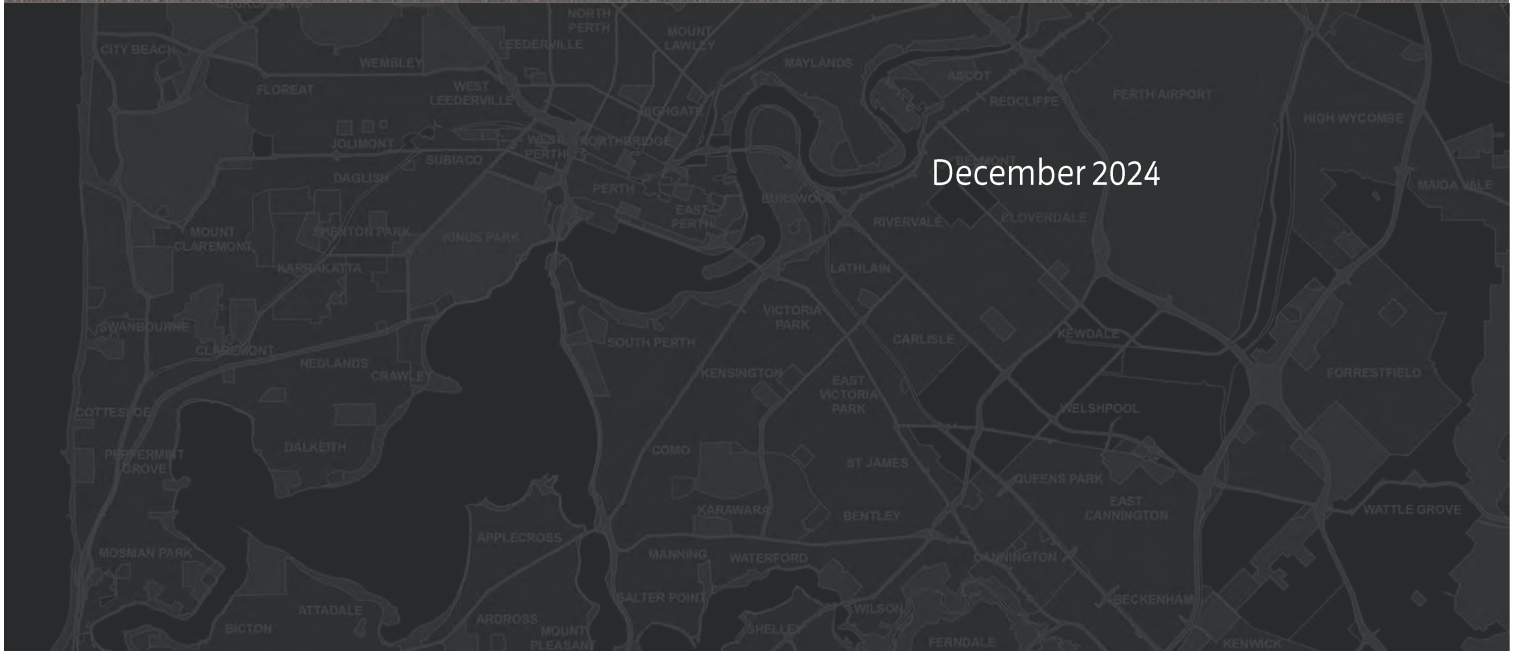
## Proposed Self-Storage Facility

Lot 501 (80) Gillam Drive, Kelmscott



PLANNING SOLUTIONS  
URBAN & REGIONAL PLANNING

PS



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# Project Details

|                 |                                                   |                                                |
|-----------------|---------------------------------------------------|------------------------------------------------|
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| Prepared by     | Planning Solutions                                |                                                |
| Consultant Team | Town Planning<br>Drafting and Design<br>Transport | Planning Solutions<br>On Architecture<br>Urbii |

# Document Control

| Revision number | File name                  | Document date    | Prepared by | Checked by |
|-----------------|----------------------------|------------------|-------------|------------|
| Rev 0           | 241220 9037 DA Report.docx | 20 December 2024 | IH          | NM         |



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Figure 2/3: Development Perspectives

Figure 4: Zoning map

## Appendices

Appendix 1: Certificate of Title and Deposited Plan

Appendix 2: Site Feature Survey

Appendix 3: Development Plans

Appendix 4: Transport Impact Statement



## 1 PRELIMINARY

### 1.1 Introduction

Planning Solutions acts on behalf of the proponent of the proposed self-storage facility on the land identified as Lot 501 (80) Gillam Drive, Kelmscott (**subject site**). Planning Solutions has prepared the following report in support of an application for development approval for the proposed development.

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

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

This application seeks approved for the removal of all existing structures and improvements and the subsequent development of a single storey self-storage facility, as well as associated parking, access, signage, and landscaping on the subject site. The facility will comprise 493 units and box shop.

The development has been designed in a contemporary industrial manner, with the built form and materiality responding to the prevailing industrial character of the locality and to neighbouring development. Significant landscaping ensures a positive streetscape response.

The proposed facility will provide a diverse range of storage options for the locality, providing additional amenity and convenience. This is becoming increasingly necessary to support higher density housing and smaller residential lots.

The development is also supported by transport reporting, demonstrating it is suitable from a transport and access perspective.

Accordingly, Planning Solutions respectfully requests the Metro Outer Development Assessment Panel (DAP) consider the development on its merits and approve the application.



## 2 BACKGROUND

### 2.1 Pre-lodgement Consultation

On 29 April 2024, representatives of Planning Solutions and the proponent attended a meeting with the City of Armadale's (City) planning officers to seek preliminary feedback on the proposed development on the subject site.

The City offered a no 'in-principle' objection to the development from a land use perspective and was supportive of the site layout, parking arrangements, and access. The City requested additional streetside landscaping and the provision of a suitable level of transport reporting to support the development. The City confirmed that any additional technical reporting will be captured via condition of approval.

The feedback provided in the meeting was incorporated into the final proposal, including the provision of additional landscaping.



### 3 SITE DETAILS

#### 3.1 Land Description

The subject site comprises a single freehold lot, identified as Lot 501 (80) Gillam Drive, Kelmscott.

Refer to **Table 1** below for the for the cadastral summary.

**Table 1** - Lot Details

| Lot | Deposited Plan | Volume | Folio | Area (m <sup>2</sup> ) |
|-----|----------------|--------|-------|------------------------|
| 201 | 419602         | 4021   | 659   | 10,437                 |

A review of the Certificate of Title and Diagram identifies a 1m wide easement abutting the northwest boundary of the subject site, to the benefit of the Water Authority of Western Australia.

This portion of the site is proposed to be landscaped only.

Refer **This application** seeks approved for the removal of all existing structures and improvements and the subsequent development of a single storey self-storage facility, as well as associated parking, access, signage, and landscaping on the subject site. The facility will comprise 493 units and box shop.

The development has been designed in a contemporary industrial manner, with the built form and materiality responding to the prevailing industrial character of the locality and to neighbouring development. Significant landscaping ensures a positive streetscape response.

The proposed facility will provide a diverse range of storage options for the locality, providing additional amenity and convenience. This is becoming increasingly necessary to support higher density housing and smaller residential lots.

The development is also supported by transport reporting, demonstrating it is suitable from a transport and access perspective.

Accordingly, Planning Solutions respectfully requests the Metro Outer Development Assessment Panel (DAP) consider the development on its merits and approve the application.



## Appendix 1: Certificate of Title and Deposited Plan

, Certificate of Title and Deposited Plan.

### 3.2 Context Analysis

The subject site is relatively developed with a mix of hardstand, warehouses, and open pits. Access to the site is provided via one full-movement crossover located on the northern corner of the lot.

Refer **Appendix 2**, site feature survey.

The subject site is located within the municipality of the City of Armadale (**City**), approximately 22 kilometres south-east of the Perth city centre and 3km north-west of the Armadale city centre.

The subject site is immediately bound by Gillam Drive to the north-west and a mix of light industrial/commercial development to the remaining boundaries. The subject site is located across Gillam Drive to a "Parks and Recreation" local reserve, which provides a natural buffer to the wider residential development in the locality.

Broadly, the site is surrounded by various commercial and light industrial development of varying conditions, including warehouses, storage, and depots. Refer **Figure 1**, aerial context.



**Figure 1** – Context Map



## 4 PROPOSED DEVELOPMENT

### 4.1 Development Summary

This application seeks approved for the removal of all existing structures and improvements and the subsequent development of a single storey self-storage facility, as well as associated parking, access, signage, and landscaping on the subject site. The facility will comprise 493 units and box shop.

The self-storage units will be available to the public for short- or long-term hire, and will comprise a diverse range of unit types and sizes. The facility will be accessible 24/7, with access provided to customers with storage rooms via an access key system. The box shop will be staffed by 1-2 people and open during office hours only.

Refer Table 2, development summary.

**Table 2 - Development Summary**

| Element                 | Proposed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Building Height:        | One storey / 3.7m (articulated entry corner to 5.22m)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Setbacks:               | <ul style="list-style-type: none"> <li>Primary Street: 2.75m for fire pump and tank / 8m building line.</li> <li>North East: 2.342m.</li> <li>South East: Nil-1.1m.</li> <li>South West: Nil.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Lot Area:               | 10,437m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Net Lettable Area:      | 6601.1m <sup>2</sup> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Site Coverage:          | 63.2%.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Landscaping:            | 1,043m <sup>2</sup> / 4.8%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Total number of units:  | 493; average size 12m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Parking / loading:      | <ul style="list-style-type: none"> <li>42 parallel-park 'loading' zones (indicative bays only).</li> <li>2 visitor car bays, including 1 accessible bay.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Access:                 | <ul style="list-style-type: none"> <li>Minor modification/renewal of the existing crossover.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Development Particulars | <ul style="list-style-type: none"> <li>493 units, throughout the subject site. Units situated to the centre of the lot and rear corners are accessible via internal pedestrian walkways only.</li> <li>A 40m<sup>2</sup> office/box shop fronting Gillam Drive, including an accessible toilet.</li> <li>18m<sup>2</sup> fire pump and tank building located along the Gillam Street frontage.</li> <li>Two Internal vehicular accessways, both directed in a clockwise movement. <ul style="list-style-type: none"> <li>Primary sliding gate access to the north-eastern boundary of the site for the outer access road.</li> <li>Secondary opening gate providing access to the inner access road, with no-entry signage at the first T junction ensuring the clockwise direction of travel around the site.</li> </ul> </li> <li>17m<sup>2</sup> bin store located behind the office. The store provides capacity for two 660L bins which will be collected via private collection.</li> </ul> |

| Element | Proposed                                                                                                                                         |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------|
|         | <ul style="list-style-type: none"> <li>Two 6m high by 1.8 m wide pylon signs within the front landscaping strip abutting Gillam Drive</li> </ul> |

Refer Figures 2 and 3 below, development perspectives.



**Figure 2** - Development perspective, as viewed from Gillam Drive crossover



**Figure 3** - Development perspective, as viewed of proposed office and entrance sign pylon from Gillam Drive

Refer **Appendix 3**, Development Plans.

During pre-lodgement engagement, the City confirmed that the development would only need to be supported by a suitable level of transport reporting and landscaping concept.

Accordingly, a Transport Impact Statement (TIS) was prepared in support of the application. The TIS demonstrates the development to be satisfactory from a transport and access perspective.

Refer **Appendix 4**, Transport Impact Statement. Landscaping concepts are provided within the development plans.



## 5 STATUTORY PLANNING FRAMEWORK

### 5.1 Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the provisions of the Metropolitan Region Scheme (MRS).

The site is not affected by any reservation, nor is it subject to any resolution or declaration made under the MRS.

The proposed development is consistent with the intent of the Industrial zone (per the Industrial zone objective under the modernised MRS adopted by Parliament in October 2024 and scheduled to come into effect on 31 March 2025) and may be approved accordingly.

### 5.2 City of Armadale Town Planning Scheme No. 4

#### 5.2.1 Zoning

The subject site is subject to the provisions of the City of Armadale *Town Planning Scheme No. 2 (TPS4)*. Pursuant to TPS4, the subject site has a split zoning with the northern portion of the lot zoned 'Industrial Business' and the southern portion being zoned 'General Industry'.

The site is not subject to any overlay.

Refer to **Figure 4**, LPS4 zoning map extract.

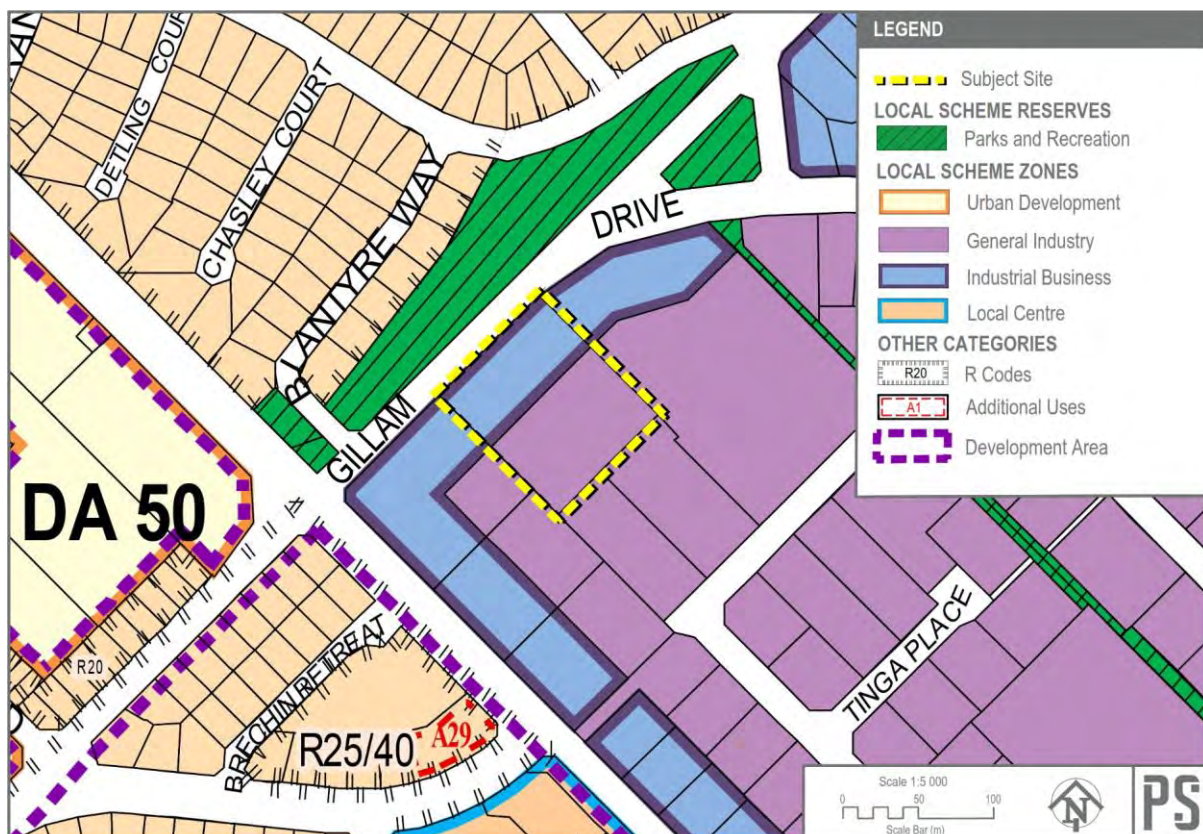


**Figure 4** - LPS4 zoning map extract



Pursuant to Clause 3.2.9 of TPS4, the objectives of the 'Industrial Business' zone are:

- a) *To provide for a range of industrial business and related services to be accommodated in specific policy precincts and meet the needs of the district in relation to those goods and services which cannot be practically provided within commercial centres because of either the extensive land area requirements or the performance characteristics of the activity.*
- b) *To ensure development and operation of businesses achieves relatively high environmental performance and amenity standards based on the level of public access and proximity to residential areas.*

Pursuant to Clause 3.2.8 of TPS4, the objectives of the 'General Industry' zone are:

- a) *To provide for a wide range of industrial and associated activities, which can be undertaken without undue constraints on operational performance, so as to meet the needs of the wider community for industrial services and facilities.*
- b) *To facilitate the aggregation of industrial, storage and distribution activities, based on efficient use of infrastructure and synergies between industries and activities.*

The proposed self-storage facility is a commercial activity which requires a large site area. This allows for the provision of a diverse range of unit type, with vehicle access also critical to allow for relocation of bulky goods into and out of storage. Further, the development is complementary with other industrial and large scale developments, as it is anticipated to receive a variety of traffic forms including private vehicles, trailers and small moving trucks.

The proposed self-storage facility will provide opportunities for short- and long-term bulk storage by both individuals and companies. This supports both the adjacent industrial developments located to the south and east of the subject site, as well as the wider residential areas located to the north and west of the site.

Additionally, this typology of development can not be located within more urban settings (such as within town centres or near shopping centres) due to the required land area and access requirements, despite not creating any significant pollution or hazards. As such, the proposed development is entirely consistent with the intent and objectives of the respective zones and warrants approval accordingly.

## 5.2.2 Land Use

Pursuant to the provisions of TPS4, the proposed self-storage facility is best classified as 'Storage', defined as:

*means premises used for the storage of goods, equipment, plant or materials;*

In accordance with the Zoning Table of TPS4, Storage is a 'P' (permitted) use in the General Industrial zone, and a 'D' (discretionary) use in the Industrial Business zone. Accordingly, the development is capable of approval, subject to the discretion of the decision maker.

## 5.2.3 Development Standards and Requirements

Part 4D of LPS4 provides the general development standards for development within industrial zones.

Refer Table 3 below for an assessment against the TPS4 provisions relevant to this proposal.

**Table 3 - Assessment against relevant TPS4 development provisions**

| Requirement                                                                                                            | Provided / Applicant Comment           | Compliance |
|------------------------------------------------------------------------------------------------------------------------|----------------------------------------|------------|
| 4D.1 Setbacks                                                                                                          |                                        |            |
| <i>Buildings are to be setback from boundaries having regard to:</i>                                                   | Refer assessment against LPP4.1 below. | ✓          |
| 1.1 a) <i>Any policy or Design Guidelines adopted by the local government for development in the industrial zones;</i> |                                        |            |

| Requirement                                                                                                                                                                                                                     | Provided / Applicant Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Compliance |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 1.1 b) <i>The setbacks of any adjoining or adjacent development with which the proposed building is likely to relate, and in the case of a site which adjoins land in another zone, the setback requirements for that zone;</i> | Lot 7 (105) Champion Drive includes a 3.6m setback from Gillam Drive on its north-eastern boundary adjacent to the subject site. Lot 253 (70) Gillam Drive has a significantly larger setback to the building, with open air storage located up to 2m from the Gillam Drive boundary.<br>The proposed setback for the self-storage is 3.1m for the western most corner of the site, with the remainder proposed at 8m, providing a balance between the larger setback to the east and the smaller setback to the west. | ✓          |
| <b>4D.2 Building Height</b>                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |
| <i>The height of buildings is to be determined, having regard to:</i>                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ✓          |
| 2.1 a) <i>Any policy or Design Guidelines adopted by the local government for development in the industrial zones;</i>                                                                                                          | Refer assessment against LPP4.1 below                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ✓          |
| 2.1 b) <i>The height of any adjoining or adjacent development, and the desirability or otherwise of maintaining consistency in relation to the height and scale of buildings within the particular precinct;</i>                | The proposed development is intended to be single storey, and aligns with the existing industrial developments currently existing in the locality.                                                                                                                                                                                                                                                                                                                                                                     | ✓          |
| 2.1 c) <i>In the case of a site which adjoins land in another zone, the height and setback requirements for that zone;</i>                                                                                                      | The subject site and adjoining sites are all split zoned as Industrial Business and General Industry. Development requirements do not vary between zones or sites.                                                                                                                                                                                                                                                                                                                                                     | ✓          |
| 2.1 d) <i>The need for safe and convenient pedestrian shelter, and the desirability of maintaining continuity and/or compatibility in relation to adjoining pedestrian facilities;</i>                                          | The proposed land use is anticipated to be primarily vehicle accessed, with limited pedestrian movement within the site. The development has been designed with cover over the central pedestrian accessed units, and shared paths for vehicles and pedestrians around the remainder of the site.                                                                                                                                                                                                                      | ✓          |
| 2.1 e) <i>The design of the external façades of the building, including the height of any awnings or parapets and their relationship with those of adjacent buildings; and</i>                                                  | The proposed development incorporates a 5.25m high architectural parapet at the entry of the development. The remainder of the development is 3.7m or less in height. These heights align with the surrounding buildings, which are primarily single storey industrial buildings that use large parapets for signage and visual interest on approach.                                                                                                                                                                  | ✓          |
| 2.1 f) <i>The finished ground level proposed for the development site in relation to that of the adjoining sites.</i>                                                                                                           | The proposed development is designed to align with the existing ground level, which is relatively flat, and will be relative to the adjoining sites.                                                                                                                                                                                                                                                                                                                                                                   | ✓          |
| <b>4D.3 Building Bulk</b>                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |
| 3.1 <i>Unless otherwise approved by the local government in accordance with the provisions of clause 4.5, the maximum plot ratio is to be 1.0.</i>                                                                              | The proposed development has a plot ratio of less than 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ✓          |
| <b>4D.4 Landscaping</b>                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |            |
| <i>Landscape planting is to be provided and maintained so as to minimise any adverse visual impact associated with the use and development of land, and is to include:</i>                                                      | The proposed self-storage includes a minimum 2m wide landscaping strip across the street frontage.                                                                                                                                                                                                                                                                                                                                                                                                                     | ✓          |

| Requirement                                           |                                                                                                                                                                                                                                                                                                                                                                      | Provided / Applicant Comment                                                                                                                                                                                                                                  | Compliance |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 4.3 a)                                                | <i>A minimum 2-metre-wide landscaping strip cross all street boundaries;</i>                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                               |            |
| 4.3 c)                                                | <i>Provision of shade trees at a rate of one (1) tree per four (4) parking bays planted at intervals of no greater than 10 metres along any line of car parking bays. Where those bays are immediately adjacent to a building, the City may permit the required trees in another location on site.</i>                                                               | The development does not propose conventional open air parking, with parking zones provided within the site, adjacent to the units (refer parking assessment below). Accordingly, parking areas are shaded by the structure and shade trees are not required. | ✓          |
| <b>4D.5 Car Parking and Vehicular Access</b>          |                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                               |            |
| 5.1                                                   | <i>Car parking is to be provided in accordance with the standards for respective uses detailed in Schedule 7A, unless otherwise approved by the local government in accordance with the provisions of clause 4.5. Unless otherwise approved or required by the local government, required car parking is to be provided on the site of the proposed development.</i> | Refer parking assessment in <b>Table 4</b> below.                                                                                                                                                                                                             | ✓          |
| 5.2                                                   | <i>Parking spaces and manoeuvring areas shall be designed in accordance with Australian Standard AS 2890.1 Off-street parking, and paved, kerbed, drained and marked to the satisfaction of the local government.</i>                                                                                                                                                | All proposed parking spaces will be designed in accordance with AS2890.1, and provide safe access and egress in accordance with the provided TIS completed by Urbii                                                                                           | ✓          |
| <b>4D.7 Access for Loading and Unloading Vehicles</b> |                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                               |            |
| 7.1                                                   | <i>A person shall not construct or use a building for a bulky goods showroom, a warehouse or an industry unless there is provided a paved access way for vehicles from the street to the rear of and to any other part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles.</i>   | The site is provided with access through an existing crossover to Gillam Drive, with no rear access available. This crossover will be modified to provide access for all necessary vehicles to enter and exit the site.                                       | ✓          |
| 7.2                                                   | <i>The access way referred to in clause 4D.7.1 shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing on to any part of the street.</i>                                                                                                                                                          | All access and egress from the site will be in forward gear.                                                                                                                                                                                                  | ✓          |
| 7.3                                                   | <i>Except as hereinafter mentioned, the access way referred to in clause 4D.7.1 shall be not less than 6m in width; if the size of the lot makes the provision of a 6m wide access way impracticable the local government may permit an access way of a narrower width of not less than 3m in width</i>                                                              | The crossover is not less than 6m in width, with all vehicle accessways around the site a minimum of 6m in width (including parallel parking areas)                                                                                                           | ✓          |
| <b>4D.10 Minimum lot size</b>                         |                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                               |            |
| 10.1                                                  | <i>The minimum lot size shall be 2000m<sup>2</sup>.</i>                                                                                                                                                                                                                                                                                                              | Lot area: 10,437m <sup>2</sup>                                                                                                                                                                                                                                | ✓          |

In addition, Schedule 7A of LPS4 provides the relevant parking requirements for development within the City. An assessment against the relevant provisions of Schedule 7A is provided in **Table 4** below.

**Table 4 - Car parking assessment**

| Land use | Parking Rate | Parking Required | Parking Provided | Shortfall / Surplus |
|----------|--------------|------------------|------------------|---------------------|
|----------|--------------|------------------|------------------|---------------------|

|                |                                                                                                                                        |                                                                                                       |                                                                                                                 |                  |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------|
| <b>Storage</b> | 2 spaces per 100 square metres of storage area, or 1 space per person employed, whichever is greater.<br>Minimum 4 spaces per tenancy. | Greater between:<br>1 employee = 1 bay<br>OR<br>5915m <sup>2</sup> storage area / 100 x 2= 118.3 bays | 1 parking bay + 1 accessible bay + loading zones with capacity for approximately 42 vehicles (transient spaces) | 74 bay shortfall |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------------|

Whilst the development proposes a 74-bay 'on-paper' shortfall, the following comments are made:

1. The development proposes self-storage units, which are not a unique land use classification within LPS4. For the purpose of assessment, the development has been classified as 'storage', which has a differing trip generation rate then a self-storage development.
2. The business model comprises of short- or long-term hire of the units, with customers not likely to visit the premises often or visit for long periods of time, and generally only access to drop off or collect goods stored. This transient style of business is sufficiently facilitated by the loading zones.
3. The Self Storage Association of Australia commissioned Aurecon to prepare a Self-Storage Traffic and Parking Assessment Report (**report**) in 2009. The report recommends that 11 car bays be provided for facilities containing up to 9,500m<sup>2</sup> of leasable area. This ratio was based on maximum and average parking demands found at existing self-storage facilities surveyed across Australia and frequency of use. This equates to 1 bay per 864m<sup>2</sup>.
4. By comparison, the proposed development seeks to provide capacity for 44 car parking spaces equating to approximately 1 bay per 134.4m<sup>2</sup> of leasable area. The proposed development provides car parking in excess of the report's recommendations.

Refer **Appendix 4** for a copy of the Transport Impact Statement which provides further analysis of the proposed developments expected trip generation and a more appropriate parking rate solution based on self-storage uses.

## 5.3 Local Planning Policies

### 5.3.1 Local Planning Policy 2.9 - Landscaping

*Local Planning Policy 2.9 – Landscaping (LPP2.9)* applies to all development where the provision of landscaping and vegetation plans are required under LPS4 or any other development approval.

The requirements for landscaping as applied to Industrial Development under LPP2.9 is "to take into consideration clause 4D.4 of Town Planning Scheme No. 4 relating to landscaping". As provided in **Table 3** above, the proposed development has been assessed against the provisions of clause 4D.4 of LPS4.

The subject site currently comprises no landscaping or trees of significance. The development proposes landscaping along the street and western boundaries.

Refer **Appendix 3**, development plans, including landscaping concept.

### 5.3.2 Local Planning Policy No. 4.1 – The Design of Industrial Sites and Estates

The City's *Local Planning Policy No. 4.1 – The Design of Industrial Sites and Estates (LPP4.1)* provides additional provisions for industrial development applications within the City. An assessment of the application against the relevant development standards within LPP4.1 is provided in **Table 5** below.



**Table 5 - Assessment against Local Planning Policy 4.1 - Design of Industrial Sites and Estates**

| Requirement                  |                                                                                                                                                                                                                                                                                                                        | Provided / Applicant Comment                                                                                                                                                                                                                                               | Compliance             |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>4.1 Building Setbacks</b> |                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                            |                        |
| 2                            | Minimum street setbacks shall be as per Table 1.<br><b>Front Setback</b>   7.5m                                                                                                                                                                                                                                        | The building line is predominately setback at 8m. One storage unit on the eastern corner is setback 3.1m.                                                                                                                                                                  | <b>Minor variation</b> |
| 4                            | The street setback area is only to be used for landscaping, vehicular access and parking, not including the parking of vehicles which are being wrecked, repaired or stored. The street setback area must not be used for the storage of any goods or materials.                                                       | The street setback area is predominately utilised for landscaping and parking. A single storage unit on the eastern portion and the services (fire pump) are within the setback area. However, these are both screened from public view by the proposed landscaping strip. | <b>Minor variation</b> |
| <b>4.2 Building Design</b>   |                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                            |                        |
| 3                            | Lots greater than 1500m <sup>2</sup> in area are to achieve a minimum site cover of 300m <sup>2</sup> .                                                                                                                                                                                                                | The subject site has a total site area of 10,437m <sup>2</sup> . The proposed development includes a site cover of over 6600m <sup>2</sup> .                                                                                                                               | ✓                      |
| 4                            | Buildings shall respond to the alignment of the lot boundaries. Where lots have non-rectangular shapes, alignment with the street frontage is the priority.                                                                                                                                                            | The site is rectangular, with the proposed units aligned to the lot boundaries.                                                                                                                                                                                            | ✓                      |
| 5                            | The external surfaces of all walls that are on or near a property boundary shall be painted, rendered and painted or finished in face brick and be consistent with the schedule of colours approved by the City of the development.                                                                                    | The proposed development is intended to be completed in painted precast concrete panels in black and yellow, in accordance with operator branding.                                                                                                                         | ✓                      |
| 6                            | Developments of two or more building/ structures on a site shall create a cohesive, well-coordinated and complementary development of similar construction quality.                                                                                                                                                    | The proposed units have been designed as a cohesive whole, and will be co-ordinated through materiality, colour and finish.                                                                                                                                                | ✓                      |
| 7                            | Building massing shall complement adjacent development to create a cohesive streetscape.                                                                                                                                                                                                                               | The proposed building massing has been designed to align with the adjacent properties, with setbacks that step across between the sites to produce a cohesive streetscape.                                                                                                 | ✓                      |
| 8                            | The facades and portions of all buildings that are visible from the street shall be designed and constructed in a manner which in the opinion of the City is to a human scale and provides visual interest.                                                                                                            | The proposed development is entirely single storey, and integrates a parapet for the development office to create visual interest and ensure clear identification of the site.                                                                                             | ✓                      |
| 9                            | Pedestrian entrances shall be covered to provide weather protection, and include well placed windows to enhance passive surveillance from within the development. If the pedestrian entrance directly abuts the car park, a pedestrian path / refuge area must be provided to separate the entrance from the car park. | Those units accessible only through pedestrian accessways are provided with cover for weather protection.                                                                                                                                                                  | ✓                      |
| 10                           | Any activated customer based land uses shall be set forward of the main building alignment. If all uses are integrated in one building, street frontages shall be broken up by varying wall planes, heights and material application.                                                                                  | The proposed office/box shop is placed at the entrance of the site, and clearly identified through the provision of a 5.25m high parapet over the entrance.                                                                                                                | ✓                      |
| <b>4.3 Vehicle Access</b>    |                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                            |                        |

| Requirement                            |                                                                                                                                                                                                                                                                                                                                                                                                 | Provided / Applicant Comment                                                                                                                                                      | Compliance |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 3                                      | <i>The City requires that vehicle access driveway systems facilitate all vehicles being able to leave the site in forward gear. Therefore, appropriate turning areas and/or through movement of traffic shall be provided to facilitate this.</i>                                                                                                                                               | All vehicle movements for access, egress and within the site will be in forward gear.                                                                                             | ✓          |
| 5                                      | <i>Hard stand areas shall be paved, marked, kerbed and drained and could include permeable pavement.</i>                                                                                                                                                                                                                                                                                        | All hardstand areas are intended to be paved, marked, kerbed and drained as necessary.                                                                                            | ✓          |
| <b>4.5 Fencing</b>                     |                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |            |
| 1                                      | <i>Fencing within the primary and secondary street setbacks shall be no higher than 2.4 metres above the corresponding natural ground level of the adjacent footpath or road.</i>                                                                                                                                                                                                               | The proposed garrison fencing is intended to be visually permeable, and no higher than 2.4m above NGL.                                                                            | ✓          |
| <b>4.6 Lighting</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |            |
| 1                                      | <i>Outdoor lighting shall be provided to illuminate entrances of development and key pedestrian areas and should comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" and the City's Environment, Animals and Nuisance Local Law.</i>                                                                                                               | Lighting shall be provided to illuminate entrances for 24 hour operation, in accordance with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" | ✓          |
| 2                                      | <i>All applications for development shall be conditioned with a requirement to provide and obtain approval for an outdoor lighting plan prior to the issue of a Building Permit. Lighting shall be integrated into the built form to highlight architectural features, landscaping, main entrances and the corners of buildings.</i>                                                            | Noted                                                                                                                                                                             | ✓          |
| <b>4.7 Landscaping</b>                 |                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |            |
| 2                                      | <i>A minimum landscaping zone of two metres is to be provided along all street frontages</i>                                                                                                                                                                                                                                                                                                    | The proposed development includes 2m landscaping along the street frontage.                                                                                                       | ✓          |
| 5                                      | <i>A minimum of one 45 litre tree shall be provided within the verge for every 10 metres of street frontage to all street frontages as well as a minimum of one 45 litre tree for every four parking bays within the lot as required by Clause 4D.4.3(b) of TPS No. 4 to contribute to a high quality street character and provide shading and cooling.</i>                                     | Noted.                                                                                                                                                                            | ✓          |
| 7                                      | <i>Landscaped areas shall be irrigated with a fit-for-purpose water source (e.g. rain water reuse and/or waste water recycling) and plans shall include detail in this regard. If bore water is proposed it must be justified with a stormwater capture and infiltration plan capable of demonstrating ongoing sustainability (i.e. extraction must be equal to or less than infiltration).</i> | Noted.                                                                                                                                                                            | ✓          |
| <b>4.9 Storage Yards and Bin Areas</b> |                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                   |            |
| 3                                      | <i>Designated bin storage areas shall be provided.</i>                                                                                                                                                                                                                                                                                                                                          | A 17m <sup>2</sup> bin store is included in the design.                                                                                                                           | ✓          |

| Requirement                                                                                                                                                                                                                                                                                                          | Provided / Applicant Comment                                                                                                                      | Compliance |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 4<br><i>Bin storage areas and outdoor storage yards shall be behind the front building line and constructed appurtenant to and be of the same material and colour scheme as the main building. These areas shall be screened so they are not clearly visible from the street and nearby or adjoining properties.</i> | The bin store is screened from public view and integrated into the design of the storage units and adjacent office area.                          | ✓          |
| 5<br><i>No materials shall be stored in car parking areas or areas clearly visible from the street and nearby or adjoining properties.</i>                                                                                                                                                                           | No materials are intended to be stored in car parking areas or be visible from adjacent areas, with all materials to be inside the storage units. | ✓          |

As demonstrated in **Table 5** above, the development is consistent with the provisions of LPP3.3.8. The proposed setback variations are minor, and will not impact the existing streetscape character. The development will provide activation across a currently underutilised site, support the nearby residential and industrial developments, and balances the existing street setbacks on the adjacent sites to create a cohesive streetscape.

### 5.3.3 Planning Policy No.4.2 - Signage

*Local Planning Policy No 4.2 – Signage (LPP4.2)* sets out various policy requirements for signage within the City. The development proposes the following signs:

- Two 1.8m wide by 6m high pylon signs along the Gillam Drive frontage.
- Two 3m wide x 1m high horizontal signs on the office parapet.

Refer **Table 6** below for an assessment against the relevant policy provisions of LPP4.2.

**Table 6** – Assessment against LPP3.3.1

| Provision                                                                                                                                                                                      | Comment                                                                                                                                                                                                               | Complies |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| <b>4.2 Sign Development Standards</b>                                                                                                                                                          |                                                                                                                                                                                                                       |          |
| <i>Except for hoardings or illuminated directional street signs, signs shall only display the following:</i>                                                                                   | The proposed signage zone is intended to display only the name of the operator, and any relevant operational details including but not limited to:<br>- Operating hours; and<br>- Available storage unit information. | ✓        |
| A i <i>The name of the occupier/s of the business;</i>                                                                                                                                         |                                                                                                                                                                                                                       |          |
| A ii <i>Details of the business carried out at the premises;</i>                                                                                                                               |                                                                                                                                                                                                                       | ✓        |
| A iii <i>Details of the goods sold in the premises to which it is affixed; and</i>                                                                                                             |                                                                                                                                                                                                                       | ✓        |
| <i>No sign shall:</i>                                                                                                                                                                          | The proposed signage will not include glass outside globes required for illumination.                                                                                                                                 | ✓        |
| B i <i>Be constructed of glass, unless it is part of an illuminating globe or tube;</i>                                                                                                        |                                                                                                                                                                                                                       |          |
| B ii <i>Be constructed of readily combustible material (including paper, cardboard or cloth), except as part of a banner, flag or poster securely fixed to a signboard or other structure;</i> | All signage shall be constructed of non-combustible materials.                                                                                                                                                        | ✓        |
| B iii <i>Be likely to be confused with, or mistaken for, an official traffic light or sign, or so as to contravene the Road Traffic Act 1974, or the Road Traffic Regulations;</i>             | The proposed signage shall be designed in accordance with the operator branding and not imitate traffic signals.                                                                                                      | ✓        |
| B iv <i>affect the stability of any building;</i>                                                                                                                                              | The proposed signage shall be securely fixed, either to the building or as part of a pylon.                                                                                                                           | ✓        |
| B v <i>Be placed as a portable sign in a street or public place;</i>                                                                                                                           |                                                                                                                                                                                                                       | ✓        |

| Provision                                                                                                                                                         | Comment                                                                                                                                  | Complies        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| B vii) <i>Be located in a position where it will unreasonably or unsafely obstruct or obscure a view of significance or driver or pedestrian sight lines;</i>     | The proposed signage will be located outside driver and pedestrian sightlines, and will not obstruct views.                              | ✓               |
| <b>Pylon Sign requirements</b>                                                                                                                                    |                                                                                                                                          |                 |
| <i>Maximum height: 6.0m</i>                                                                                                                                       | 6.0m                                                                                                                                     | ✓               |
| <i>Maximum length across the face of the sign: 2.5m</i>                                                                                                           | 1.8m                                                                                                                                     | ✓               |
| <i>Maximum width: 500mm</i>                                                                                                                                       | 500mm                                                                                                                                    | ✓               |
| <i>Minimum clearance from ground level: 2.4 m, unless the sign is designed as such that the underside of the face area is located at the ground level.</i>        | Pylon located at ground level                                                                                                            | ✓               |
| <i>Minimum distance from any other pylon sign: 10m</i>                                                                                                            | 58.4m separation                                                                                                                         | ✓               |
| <i>One pylon sign per road frontage or one for every 50m of linear road frontage.</i>                                                                             | Front boundary 93.74m proposed for two pylon signs                                                                                       | Minor variation |
| <i>Be geometrically two sided (i.e. not "v" shaped).</i>                                                                                                          | Two sided                                                                                                                                | ✓               |
| <i>May be illuminated subject to the following:</i>                                                                                                               | All proposed materials are incombustible.                                                                                                | ✓               |
| <i>The boxing, casing or framing shall be constructed of incombustible material.</i>                                                                              |                                                                                                                                          |                 |
| <i>Electrical installation shall be to the satisfaction of the appropriate electrical supply company and in accordance with AS/NZS 3000:2007 (as amended)</i>     | Installation shall be done by a suitable qualified electrician and in accordance with AS/NZS 3000:2007 (as amended).                     | ✓               |
| <i>Light emission must be of a low-level not exceeding 300cd/2 and not flash, pulsate, move or rotate</i>                                                         | Lighting shall be of a low level and will not flash, move or rotate.                                                                     | ✓               |
| <i>Light emission is not to be of such intensity or colour as to cause annoyance to the public, constitute a traffic hazard or interfere with traffic lights.</i> | Lighting shall be sufficient to clearly illuminate the signage without causing annoyance to the public or interfere with traffic safety. | ✓               |
| <b>Horizontal Sign requirements</b>                                                                                                                               |                                                                                                                                          |                 |
| <i>When not attached to an awning or verandah:</i>                                                                                                                | 1m                                                                                                                                       | ✓               |
| <i>Maximum height: 1.5m</i>                                                                                                                                       |                                                                                                                                          |                 |
| <i>Maximum depth (width): 300mm (the proposed width shall not encroach public areas or road reserves in an adverse manner)</i>                                    | 300mm                                                                                                                                    | ✓               |
| <i>Maximum length: 5.0m</i>                                                                                                                                       | 3m                                                                                                                                       | ✓               |
| <i>Minimum Clearance to Ground Level: 2.4m</i>                                                                                                                    | 3.5m clearance                                                                                                                           | ✓               |
| <i>May be illuminated subject to the following:</i>                                                                                                               | All proposed materials are incombustible, with the signage integrated into the building.                                                 | ✓               |
| <i>The boxing, casing or framing shall be constructed of incombustible material.</i>                                                                              |                                                                                                                                          |                 |
| <i>Electrical installation shall be to the satisfaction of the appropriate electrical supply company and in accordance with AS/NZS 3000:2007 (as amended)</i>     | Installation shall be done by a suitable qualified electrician and in accordance with AS/NZS 3000:2007 (as amended).                     | ✓               |
| <i>Light emission must be of a low-level not exceeding 300cd/2 and not flash, pulsate, move or rotate</i>                                                         | Lighting shall be of a low level and will not flash, move or rotate.                                                                     | ✓               |
| <i>Light emission is not to be of such intensity or colour as to cause annoyance to the public, constitute a traffic hazard or interfere with traffic lights.</i> | Lighting shall be sufficient to clearly illuminate the signage without causing annoyance to the public or interfere with traffic safety. | ✓               |

The only variation for the proposed signage under LPP3.3.1 is the number of pylon signs, which is proposed at 1 sign per 46.8m of street frontage in lieu of 1 per 50m of linear street frontage. This is a variation of less than 4m, and will be imperceptible once developed. Having regard to **Table 6** above, and the minor nature of the variation for the proposed pylon signage number, the proposed signage meets the objectives of LPP3.3.1 and warrants approval accordingly.

#### **5.3.4 Planning Policy No. 3.12 – Percent for Public Art**

The City's *Local Planning Policy No 3.12 – Percent for Public Art (LPP 3.12)* applies a minimum contribution of 1% the development cost for all development applications within the "General Industry" and "Industrial Business" zones valued at \$1 million or more.

The final artwork design will be confirmed during detailed design development. It is proposed to utilise local artists and be designed in accordance with the requirements of the policy.



## CONCLUSION

This application seeks approved for the removal of all existing structures and improvements and the subsequent development of a single storey self-storage facility, as well as associated parking, access, signage, and landscaping on the subject site. The facility will comprise 493 units and box shop.

The development has been designed in a contemporary industrial manner, with the built form and materiality responding to the prevailing industrial character of the locality and to neighbouring development. Significant landscaping ensures a positive streetscape response.

The proposed facility will provide a diverse range of storage options for the locality, providing additional amenity and convenience. This is becoming increasingly necessary to support higher density housing and smaller residential lots.

The development is also supported by transport reporting, demonstrating it is suitable from a transport and access perspective.

Accordingly, Planning Solutions respectfully requests the Metro Outer Development Assessment Panel (DAP) consider the development on its merits and approve the application.



# Appendix 1: Certificate of Title and Deposited Plan



## Appendix 2: Site Feature Survey



## Appendix 3: Development Plans



## Appendix 4: Transport Impact Statement



## DESIGN REVIEW PANEL - MINUTES

COA Ref: 19.2025.1.1

|                           |                                          |
|---------------------------|------------------------------------------|
| <b>MEETING DATE:</b>      | 20 February 2025                         |
| <b>VENUE &amp; TIME:</b>  | 2:15pm – Microsoft Teams                 |
| <b>PROPERTY LOCATION:</b> | 80 Gillam Drive KELMSCOTT 6111           |
| <b>PROPOSAL:</b>          | Design Review Panel - Self Storage Units |
| <b>APPLICANT:</b>         | Planning Solutions                       |

### ATTENDEES:

| Panel Members             | Position                                        | Attend | Apology |
|---------------------------|-------------------------------------------------|--------|---------|
| Malcolm Mackay            | Director at Mackay Urban Design                 | √      |         |
| Scott Lang                | Director at UDLA                                | √      |         |
| City of Armadale Officers | Position                                        | Attend | Apology |
| Paul Sanders              | Executive Director Development Services - Chair | √      |         |
| Jacqueline Farmer         | Planning Officer                                | √      |         |
| Jayne Grant               | Planning Assistant                              | √      |         |
| Applicant & Proponents    | Position                                        | Attend | Apology |
| Isabelle How              | Senior Planner at Planning Solutions            |        | √       |
| Nathan Maas               | Senior Planner at Planning Solutions            | √      |         |
| Mark Nield                | Director at ON Architecture                     | √      |         |
| Stav Grafyadel            | Graduate of Architecture at ON Architecture     |        | √       |
| Reece Hendy               | Planning and Design Director at TAL GP Projects | √      |         |

### 1. INTRODUCTION:

The Chair declared the meeting open and welcomed Panel Members, City of Armadale officers, the applicant and external attendees to the City's Design Review Panel meeting. The Chair requested all participants introduce themselves to the Panel.

### 2. PRESENTATIONS:

The applicant Planning Solutions provided a presentation to the panel of the key issues and detailed design principles for the proposed Self Storage Units development. Presentation provided/available.



### 3. KEY ISSUES / PANEL REVIEW:

Below is a summary of comments from the Design Review Panel and Chair of the Panel.

#### 3.1 CONTEXT & CHARACTER - *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

- Sufficient context and character information provided to enable a basic understand the site.
- Use and form is broadly consistent with the adjacent industrial uses.
- The varieties of proposed trees are suitable for the location and will complement the drainage reserve opposite.
- There is no resolution to the verge, the proponent needs to show what is proposed. Suggest street trees that align with the CoA Urban Forest Strategy and turf to complement the new development to the south.
- There is no information relating to the drainage strategy. It is recommended that a drainage strategy be developed and coordinated with the current layout.
- Include verge planting in the renders (see principle 2).
- Show the fire pumps and tanks, as noted on the plan, in the renders.

#### 3.2 LANDSCAPE QUALITY - *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

- Some suggestion of landscape intent on site.
- Good to see a Landscape plane provided. Given the use of the development, it is recommended to prioritise trees over shrubs/ground covers.
- The current plan shows 6 trees, suggest this be increased to 9 trees to meet the CoA requirements for 1 tree per 4 car bays (36) shown. These can all be planted along the western boundary.
- Suggest the proposed ground covers along the eastern boundary be replaced with very hardy colonising varieties that will survive with little to no maintenance.
- Similarly for the northern boundary, perhaps consider taller varieties that will help screen the development.
- Extend the landscape concept to the verge and include street trees.
- Review the type of planting along the north-eastern boundary – taller screening planting would be more effective than small plants given that the space has limited visibility.
- Consider draining the frontage road to the planting bed to help support the landscape to the front of the site and in the verge.

#### 3.3 BUILT FORM AND SCALE - *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

- The form and scale are appropriate for the location and use.
- The angled roof to the office provides visual interest and helps to denote the entrance and the office.
- Breaking the facility up into a series of sheds rather than one large shed has some merit.
- Demonstrate the design intent for the pump and tanks enclosure
- Clarify how the south-western elevation and part of the south-eastern elevation can be painted and maintained given that it is located on the boundary – consider setting it off the boundary to enable a maintenance corridor.

3.4 FUNCTIONALITY AND BUILD QUALITY - *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

- Appears to be generally functional and fit for purpose.
- Clarify how stormwater will be managed given the extensive areas of roof and hard standing.
- Show swept paths for the larger forms of vehicles anticipated – some of the corners look tight.
- Clarify waste truck manoeuvring.
- Parallel parking outside storage units may be problematic if access to units is blocked by someone else – bays should be marked for short-term parking only. This is a particular issue with the large central building where a driver may be located far from their vehicle.

3.5 SUSTAINABILITY - *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

- Beginnings of a good sustainability strategy, but there remains scope to improve the sustainability response.
- It is noted that a water wise drip irrigation system is proposed which is supported.
- There are inconsistencies on the plan in relation to construction details, suggest these are amended to be more suitable for WA soil types
- Sustainability response needs to be fleshed out and documented in a sustainability strategy, with quantified commitments and, preferably, with input from the end user.
- Opportunities to use low embodied energy and recycled/recyclable materials, such as Low Carbon Concrete and Asphalt with recycled content.
- Avoid the use of dark wall colours, which will increase heat absorption.
- Look to match PV and battery storage with the typical daily load to be energy neutral.

3.6 AMENITY - *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

- Provision of a WC is positive.
- Provide shade to the office windows.
- Use roof lights and glazed doors to provide natural light to the corridors in the central building.
- Use roof and wall venting to enable natural trickle ventilation of the units to avoid excessive heat build-up.

3.7 LEGIBILITY - *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

- The office is clearly visible from the main entrance.
- The roof form over the office assists in identifying the entrance.
- The existing entry is well defined and presents well to the street. Could be improved by raising the building to avoid need for stairs and ramps.
- The layout with two concentric loops is simple and legible, which is reinforced with the one-way circulation pattern.
- Back up the circulation pattern with visual cues such as wayfinding signage, large numbers on the units, coding of the inner and outer loops, etc.

3.8 SAFETY - *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

- There is an inherent level of safety in a secure facility.
- A labyrinth of corridors has been avoided by not designing it as one large building.
- There are no dead-end entrapment spaces.
- The intentions around lighting and CCTV are noted however the proponent should provide more detail around the lighting strategy to ensure safety and security whilst also minimising light spill.

3.9 COMMUNITY - *Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*

- The use is of some benefit to the community.
- Check whether there is a requirement for public art, and, if so, what the strategy is – presumably a cash contribution.

3.10 AESTHETICS - *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

- The use of bold and high-contrast colours and angled patterns help to provide visual interest and break up the massing of the building.
- Review the use of dark grey/black for walls and elements exposed to summer sun.
- Consider taking the super-graphic approach further and being bolder.
- Align the painted angles with the roof angle to the office (or vice versa).
- Integrate the fire pumps and tanks enclosure into the overall design.

3.11 CHAIR'S COMMENTS

The Chair thanked the Panel and the Applicant and its consultants for its participation and the City look forward to progressing the proposal.

DRP MEETING CLOSED AT 3:10 PM



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PAUL SANDERS, CHAIR  
EXECUTIVE DIRECTOR DEVELOPMENT SERVICES

24 FEBRUARY 2025



## **PART C – OTHER BUSINESS**

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