PART B – CITY OF COCKBURN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 303 (106) Barrington Street, Bibra Lake – Self Storage Facility – DAP/25/02838

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lot 303, 106 Barrington Street BIBRA LAKE – Self Storage Facility

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	Cockburn
Applicant:	Planning Solutions
Owner:	Vinko & Darinka Dropulich
Value of Development:	$2.3 million
Responsible Authority:	City of Cockburn
Authorising Officer:	Lachlan Compton
LG Reference:	DAP25/001
DAP File No:	DAP/25/02838
Application Received Date:	3/01/2025
Report Due Date:	2 May 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. DA Report 2. Development Plans 3. Swept 4. Traffic Impact Assessment 5. BAL Report 6. Stormwater Management Plans 7. Site and Soil Evaluation (Wastewater) 8. Sightline Analysis 9. MRWA Referral Response

Responsible Authority Recommendation

1. **Accept** that the DAP Application reference DAP/25/02838 | is appropriate for consideration as a "Self Storage Units (Storage Yard)" land use and compatible with the objectives of the zoning table in accordance with Clause 3.4.2 of the City of Cockburn Town Planning Scheme No. 3;

2. **Approve** DAP Application reference DAP/25/02838 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 Cockburn Town Planning Scheme No. 3, subject to the following conditions:

Conditions

1. Development shall be carried out in accordance with the approved plans.

2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

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

4. The bin store walls must be solid and washable. It shall have a concrete floor graded to a floor waste connected to sewer or a sealed reservoir for periodic pumping with a tap.

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

6. All services and service related hardware, including antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.

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

8. Prior to occupation or use of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line marked and kerbed in accordance with:

   a. The approved plan;
   b. Council's engineering requirements and design guidelines.

   The areas must be sealed in bitumen or concrete in accordance with City's specifications, unless otherwise approved by the City.

9. The gradient of the internal driveway must not be greater than 1:20 for the first 6m of the ramp, in accordance with Australian Standards AS/NZS 2890.1:2004.

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

11. All stormwater to be contained on site. Stormwater drainage to be able to contain a 1 in 100 year, 24 hour storm event. Details about the stormwater drainage design intended for the proposed development shall be submitted to the City prior to the lodgement of a Building Permit Application, for review and approval. Details should include drainage calculations with catchment area, rainfall intensity etc.

12. Prior to the commencement of development, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all development works have been carried out in accordance with the pre-works geotechnical report.

13. A Construction Management Plan shall be submitted to and approved by the City prior to issue of a Building Permit application for new buildings detailing management of:

    a) access to and from the site;
    b) the delivery of materials and equipment to the site;
    c) the storage of materials and equipment on the site;
    d) the parking arrangements for contractors and subcontractors;
    e) other matters likely to impact on surrounding properties; and
    f) management of construction waste.
    g) construction hours

    The Construction Management Plan shall be implemented at all times during the construction phase.

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

15. Crossovers to meet City's Vehicle Crossover Specification. A separate approval is required by the City's Development Engineering team. Please submit a crossover application on City's website with a detailed site plan. A 2m x 2.5m sightline shall be provided at the intersection of the crossover and the front boundary for standard crossovers. All sightlines shall be maintained clear of obstructions above a height of 0.75m

16. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City. In particular the following are to occur as soon as practical:

    a. Weeds are to be removed from any landscaping areas
    b. Litter/rubbish to be cleared from the premises
    c. Graffiti to be removed
    d. Parts of the development that fall in to disrepair are to be maintained and repaired

17. The car parking areas, loading bays, access ways and landscaping located in front of the building shall be maintained to the satisfaction of the City, and shall not to be used for storage of any type.

18. Prior to the commencement of work, details of the proposed retaining wall on the Melville Mandurah Highway (Stock Road) property boundary are to be submitted to the satisfaction of the City on advice of Main RoadsWA.

19. Stormwater shall not be discharged to the Melville-Mandurah Highway Road Reserve.

20. Prior to the commencement of use, the redundant crossovers on Stock Road shall be removed and the verge reinstated to the Satisfaction of the City on the advice of Main RoadsWA.

21. The self-storage units hereby approved shall not be used for habitation or for commercial/retail purposes. They may only be used for the purpose of storage.

22. An application to install an onsite effluent disposal system must be lodged with the City's Health Service and/or the Department of Health at the time that a Building Permit Application for the premises is lodged with the City.

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

24. The approved signage is to be in relation to the use(s) of the site. Signage is to be maintained and not offensive in nature, to the satisfaction of the City. The signage shall not include fluorescent, reflective or retro reflective colours or materials. If illuminated, signage shall not to flash, pulsate or chase. No bunting is to be erected on the site (bunting includes streamers, streamer strips, banner strips or decorations of similar kind).

Advice Notes

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

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

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

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

e) Crossover/s to meet City's Vehicle Crossover Specification. A separate approval is required by the City's Development Engineering team. Please submit a crossover application on City's website with a detailed site plan. A 1.5m x 1.5m (2m x 2.5m – INDUSTRIAL/COMMERCIAL) sightline shall be provided at the intersection of the crossover and the front boundary for standard crossovers. All sightlines shall be maintained clear of obstructions above a height of 0.75m.

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

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

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

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

j) All toilets, ensuites and kitchen facilities in the development are to be provided with mechanical ventilation flued to the outside air, in accordance with the requirements of the National Construction Code (Building Code of Australia), the Sewerage (Lighting, Ventilation and Construction) Regulations 1971, Australian Standard S1668.2-1991 "The use of mechanical ventilation for acceptable indoor air quality" and the City of Cockburn Health Local Laws 2000.

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

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

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

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Cockburn Town Planning Scheme No.3 (TPS3)
Local Planning Scheme - Zone/Reserve	Industry
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Storage Yard = Discretionary
Lot Size:	6789m^2
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The applicant seeks development approval for a three-storey self-storage facility on Lot 303 (106) Barrington Street, Bibra Lake. The facility will comprise 1,126 storage units of varying sizes, available for both short- and long-term hire, catering to growing residential and industrial/commercial storage demands in the area.

The proposal is located at the intersection of Barrington Street and Salpietro Street with frontage also to Stock Road. The Self-Storage Facility will also consist associated parking, access, signage, and landscaping.

The proposed Self-Storage Facility is proposed to operate 24/7 for customer access, with onsite staff (maximum of 2) during business hours (approximately 8am–5pm). An office is also proposed on site to facilitate storage-related retail sales.

Access will be provided via two 8m wide full-movement crossovers to Salpietro Street, supporting safe entry and exit for light and heavy vehicles. Internal circulation is designed to accommodate 8.8m Medium Rigid Vehicles (MRV) and 12.5m Heavy Rigid Vehicles (HRV), with swept path analysis confirming efficient movement through loading bays and parking areas.

Access to the site will be provided through two 8-metre-wide crossovers on Salpietro Street. The internal layout has been designed to accommodate 8.8-metre Medium Rigid Vehicles (MRVs) and 12.5-metre Heavy Rigid Vehicles (HRVs), with swept path

analysis confirming that these vehicles can move efficiently through the loading bays and parking areas.

Proposal	Details
Use	Storage Yard (Self Storage Facility)
Number of Storage Units	1126 Units / Avergage Size = 9m^2
Building Height / Storeys	10.8m / 3 Storeys
Setbacks	Salpietro Street (Primary) = 5.87m – 22m Barrington Street (Secondary) = 3m Stock Road (Secondary) = 2.5m Northern Boundary = 2.5m
Site Cover	78.2%
Landscaping	685m2 / 10%
Parking	• 2 Parking Bays • 1 ACROD • 5 Parallel Parking Zones • 4 Loading Zones/Bays Total = 9
Bin Store	1 (20m^2)
Office	45m^2
Access	2 x Crossovers, 8m Wide, from Salpietro Street
Signage	Wall Signage – Addressing all frontages ranging from 12m^2 – 24m^2 Pylon Signage – 6m High & 3m Wide
Employees	2

Proposed Land Use	Storage Yard
Proposed Net Lettable Area	10197m^2
Proposed No. Storeys	3
Proposed No. Dwellings	N/A

Background:

The subject site is currently vacant and largely unvegetated, with no formal vehicle crossovers. It is presently used informally as overflow parking for the adjoining car sales business located immediately to the north. There is no record of any substantial development on the site in recent years.

The site features a gradual slope, falling from approximately 34 AHD at the south-western corner (near Barrington Street) to approximately 31.3 AHD at the north-western corner (along Stock Road). The central and south-eastern portions of the site sit around 32 AHD, with a slight rise to 33 AHD at the north-east corner. This natural topography results in surface water drainage flowing towards the north-west, where the site interfaces with Stock Road.

The site is located approximately 19 kilometres southwest of the Perth city centre and 4.6 kilometres west of Cockburn Central. It is within the Industry zone surrounded by other land uses typically found in the industry or light and service industry zones within the City of Cockburn. The property abuts a Regional Road

being Stock Road and is in close proximity to the Residential Dwellings in Spearwood approx. 175m west on the other side of Stock Road.

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

This proposal went through a pre-lodgement meeting with Planning Solutions, proponent and City Planning Officers on the 11th of July 2024. Preliminary advice/feedback was given on the proposal. Preliminary Designs/Plans were given on the 6th of August to the City to take to the City's Internal Development Review Development Control Unit (DCU). Internal Comments from various service teams in the City were given to the applicants and some were incorporated into the final plans lodged with this application.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2005
- Planning and Development (Development Assessment Panels) Regulation 2011
- City of Cockburn Town Planning Scheme No.3

State Government Policies

N/A

Structure Plans/Activity Centre Plans

N/A

Local Policies
Local Planning Policy 3.7 – Signs and Advertising

Local Planning Policy 3.8 – Industrial Subdivision and Development

Consultation:

Public Consultation

No public consultation required. There are no significant variations to the planning framework that would impact neighbouring properties.

Referrals/consultation with Government/Service Agencies

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

MRWAs comments are attached.

Design Review Panel Advice

N/A - The proposal was not taken to the City's Desing Review Panel as the City's Design Review Panel LPP excludes industrial development.

Other Advice

Health Services have advised that the property is not connected to mains sewerage. Therefore, an application to install an onsite effluent disposal system shall be lodged with the City's Health Service and/or the Department of Health at the time that a Building Permit Application for the premises is lodged with the City.

Planning Assessment:

Land Use

The proposal is for a Self-Storage Facility which fall under the land use of Storage Yard as per TPS3. The property is within the Industry Zone as per TPS3. Within the Industry Zone the land use Storage Yard is a Permitted use.

The objective of the Industry Zone, as per TPS3;

"To provide for manufacturing industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separated from residential areas."

The proposal of a Self-Storage Facility (Storage Yard) achieves the objective of the Industry Zone with providing storage for goods and associated uses to the Industry Zone. The proposal is adequately separated from residential areas by Stock Road and nature buffers, however, is in close proximity to residential areas for storage of items and goods associated with residential areas.

Local Planning Policy 3.7 Signs and Advertising

The development proposes:

- A single 6m x 3m pylon sign on the southeastern lot boundary, fronting Barrington Street and Salpietro Street.
- One 4.9m x 3.1m wall sign and one 4.5m x 1.5m wall sign on the northern elevation.
- One 4.9m x 3.1m wall sign,six 3m x 4.1m signage icons and one 5.5m x 2.2m wall sign on the western elevation, fronting Stock Road.
- One 5.5m x 2.2m wall sign and one 6m x 1.8m wall sign on the eastern elevation, fronting Salpietro Street.
- One 3.8m x 6.2m projecting wall sign on the southern elevation, fronting Barrington Street

The proposed signage does not comply with provision or achieve the objectives of LPP 3.7 Signs & Advertising.

Pylon Signs:

a) Maximum size of 6m^2 per street frontage
   - Proposed 18m^2

b) Maximum height of 3m
   - Proposed 6m height
c) On any one lot, maximum of one sign per frontage, or one sign per 100 metres of whichever is the greater
   - Compliant
d) Setback a minimum distance of half its own overall height to the front property boundary
   - Compliant
e) Setback 6m from any other sign erected on the same lot
   - Compliant

Wall Signs:

a) Maximum size of $6m^2$
   - Proposal consisting of sings $6m^2$, $12m^2$, $24m^2$
b) Not exceeding 10% in area on any one wall
   - Compliant

Local Planning Policy 3.8 Industrial Subdivision and Development

The proposal is mostly consistent with the provisions and purpose of LPP 3.8. Due to this the City is supportive of the proposal

The Stock Road Setback is 2.48m in lieu of the required 3m however, the City considers this reduction to be a minor variation that will not result in the detrimental impact to the existing streetscape.

The 12 external storage units setback 5.875m in lieu of 15m from Salpietro Street is major variation. However, the City is still supportive due to the bulk of the building being low in nature compared to the 3 storey main building and landscaping located between the 12 units and street boundary. The location of 12 units along with parallel parking is consistent with Clause 4.9.4 a) for convenience and functionality of the proposed use.

The main building is setback between 10m – 20m. The 10m setback is caused due to the truncated nature of the street boundary following the road. The Setback of 20m is more than compliant and can compensate for any other encroachments forward of 15m.

The above setback variations may not be consistent with the streetscape however the City can support and will use our discretion to support the proposal. The nearby streets all have differing setbacks ranging from 5m – 20m. Furthermore, the proposal having $685m^2$ landscaping indicated to be within the primary street setback area, which will improve the streetscape amenity.

City of Cockburn Town Planning Scheme (TPS3)

The proposal is mostly consistent with Clause 4.9 Commercial and Industrial Uses

The proposal adequately meets the requirements for:

- 4.9.1 Building Setback

- The 5.875m setback from Salpietro Street is not consistent with the street, however this setback is only to 12 units external to the main building and accessed only internally with landscaping proposed in front.
- Large Bulk of building is setback 10m – 20m back from Salpietro Street. This 10m setback is mostly unavoidable due to the curving nature of the property boundary with the road.
- The City supports the setback variations as there will be little amenity impact to the street and adjoining lots.

- 4.9.2 Landscaping
  - Landscaping is compliant with TPS3 requirments
  - Landscaping plan supported by City

- 4..9.3 Amenity
  - Proposal will be the largest building on the street in terms of external appearance, design, height, scale and bulk. However, these types of developments are not uncommon in industrial areas. This land has been vacant for over 20 years with all nearby development existing for 20+ years, so it is expected for the external appearance to differ.
  - Sufficient Landscaping Provided (landscape plan supported by City)
  - Due to the natural slope of the site building presents as two storeys along Stock Road and a portion of Barrington Street, reducing the overall perceived height and ensuring the development integrates more effectively with the surrounding streetscape.
  - The proposed design and colour scheme shown on the plans will improve the streetscape and amenity of the area as it will create a more contemporary industrial character.

- Convenience and Functionality
  - Self -Storage Facility can create a convenient and good relationship for the storage of uses and goods associated to other industrial uses and good occurring in nearby lots.
  - All access and external areas of the proposal can be seen from either Barrington or Salpietro Street providing passive surveillance and safety.
  - Compliant Landscaping providing amenity
  - Convenient location of parking bays to office and storage units

- 4.9.5 Vehicle Parking
  - Compliant with Table 4 --> Required 2 Parking (1 : 1 Employee)
  - 2 Employees

Parking	**Total**
Parking Bays	2
ACROD	1
Parallel Parking Bays	5
Loading Bays	4
All Bays	12

- Bicycle Racks were not required by Table 4 in TPS3. Additionally, TIS page 16 of the document advises due to nature of use most people will not travel to the site by cycling. Granted this would be true, however there should be a couple of bicycle parking in case for employees. Therefore the City requested for bike racks to be indicated on the plans which the applicant provided

Traffic/Access

TIS and Sightline Analysis have been provided with the proposal to confirm that the MRV and HRV vehicles can move efficiently through the loading bays and parking areas.

The City's Transport Engineers have supported the proposals vehicle access and manoeuvring.

Conclusion:

The City is supportive of the proposed Self-Storage Facility (Storage Yard) and believe most variations identified are minor unless otherwise justified above and that the proposal aligns with the overall objectives of the planning framework for the area and it will be good addition to the Bibra Lake Industrial area and the external appearance, design and landscaping with improve the amenity and streetscape. The City recommends conditional approval for the proposal.

Development Application Report

Proposed Self-Storage Facility

Lot 303 (106) Barrington Street, Bibra Lake

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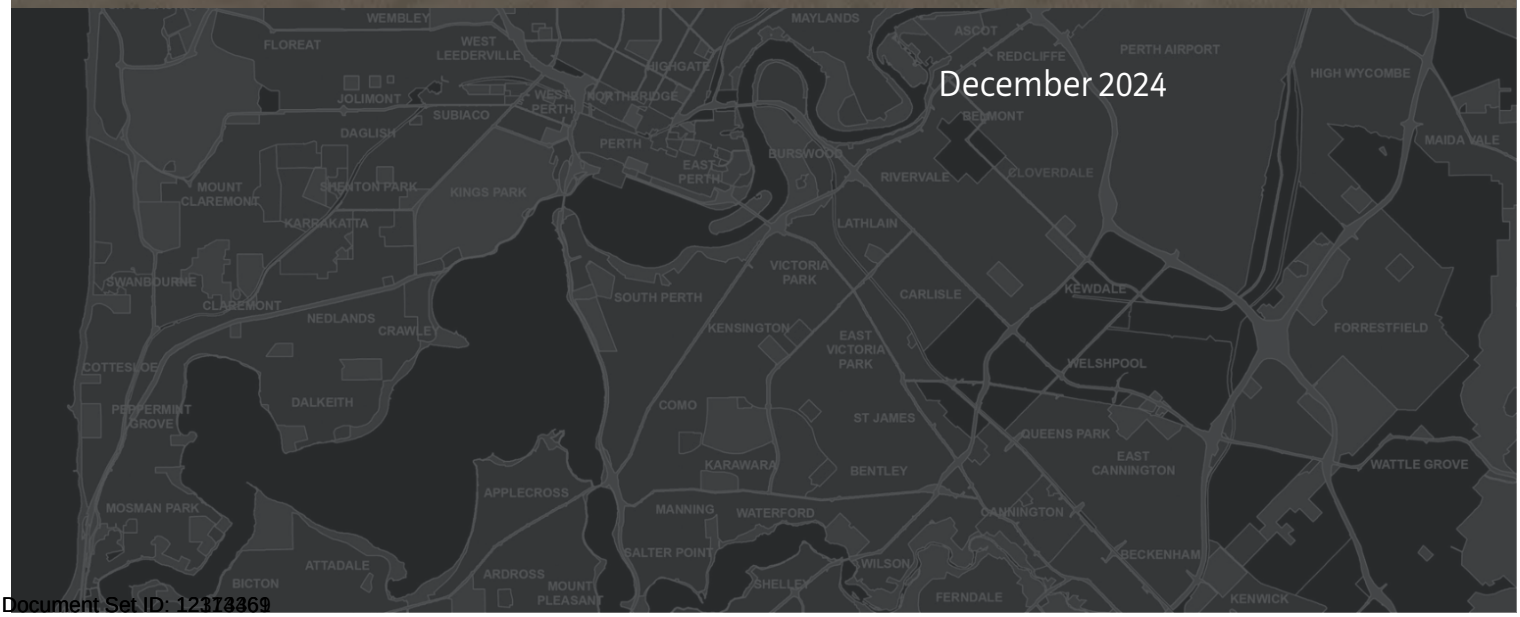

December 2024

Direct all enquiries to:

Planning Solutions
Level 1, 251 St Georges Terrace
Perth WA 6000

All correspondence to:
Planning Solutions
GPO Box 2709
CLOISTERS SQUARE PO WA 6850

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

Project Details

Job number	9152	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architecture Traffic Engineering Civil Engineering Bushfire	Planning Solutions On Architecture Urbii VPE Consulting Western Environmental

Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 0	241224 9152 DA Report - Bibra Lake Self Storage	24 December 2024	JB	AG

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Figures

Appendices

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 303 (106) Barrington Street, Bibra Lake (**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 approval for the development of a three-storey self-storage facility comprising 1,126 units, with associated parking, access, signage, and landscaping.

The proposed facility will meet the increasing demand for secure, accessible storage solutions in the area, catering to both residential and commercial needs. Strategically located at the intersection of Barrington Street and Salpietro Street, with frontage to Stock Road, the development complements the surrounding industrial and commercial precinct, reinforcing the site's functional role within the locality.

Designed to reflect the industrial character of the area, the facility's form and landscaping integrate with the site's topography and adjacent land uses. The project has been assessed and confirmed as acceptable from traffic, engineering, and bushfire perspectives.

Planning Solutions respectfully requests the Metro Outer Development Assessment Panel (**MODAP**) approve this application.

1.2 Pre-lodgement Engagement

1.2.1 Pre-lodgement Consultation with the City of Cockburn

On 11 July 2024, representatives from Planning Solutions and the proponent attended a pre-lodgement meeting with the City of Cockburn's planning officers to obtain preliminary feedback on the proposal.

The feedback received has been incorporated into the final development plans and application package, including minor adjustments to the access and crossover locations.

1.2.2 Internal Review

On 6 August 2024, the preliminary design was taken by the City for internal review. Comments received have been incorporated into the final design.

2 SITE DETAILS

2.1 Land Description

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

Table 1 - Lot Details

Lot	Diagram	Volume	Folio	Area (m²)
303	71511	1793	256	6,789

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

Refer to **Appendix 1**, Certificate of Title and Diagram.

2.2 Location

2.2.1 Existing Site Conditions

The subject site is vacant and mostly unvegetated, with no formalised vehicle crossovers. It currently serves as overflow parking for the car sales business to the north.

The site's topography features a gradual slope, falling from approximately 34AHD at the south-west corner near Barrington Street to 31.3AHD at the north-west corner along Stock Road. The centre and south-east portions of the site sit at approximately 32AHD, while the north-east corner rises slightly to 33AHD. This results in a natural drainage flow towards the north-west, where the site fronts Stock Road.

2.2.2 Site Context

The subject site is within the municipality of the City of Cockburn (**City**), located approximately 19 kilometres southwest of the Perth city centre and 4.6 kilometres west of Cockburn Central.

The subject site is immediately bound by an existing car sales yard to the north, Salpietro Street to the east, Barrington Street to the south and Stock Road to the north.

Broadly, the subject site is bound by a mixture of industry and light industry uses east of Stock Road, with low density residential development to the west.

Refer to **Figure 1**, Aerial of subject site.

Figure 1 – Aerial of subject site and surrounds

3 PROPOSED DEVELOPMENT

3.1 Development Summary

This application seeks approval for the development of a three storey self-storage facility comprising 1,126 units, as well as associated parking, access, signage, and landscaping on the subject site. The self-storage units will be available to the public for short- or long-term hire and will comprise a diverse range of unit types and sizes.

The proposed self-storage facility features a modern industrial design with a bold, utilitarian aesthetic. The exterior utilises off-form precast concrete panels in varying shades of grey and Monument (dark charcoal), complemented by striking yellow panels that accentuate vertical framing and façade sections, enhancing visibility and creating visual interest.

Black powder-coated aluminium window shrouds and perforated metal screening contribute to the sleek, cohesive appearance, while batten screening adds texture and reinforces the industrial character.

A 2.1m high tubular fence in Woodland Grey secures the perimeter, complementing the building's colour scheme. Landscaping is minimal and functional, with hardy native species along the Salpietro and Stock Road frontages. Five trees are proposed along Salpietro Street, aligning with the City's strategic goals to increase canopy cover in the area and contribute to improved streetscape amenity.

The material palette and design reflect the industrial nature of the area, resulting in a contemporary, high-visibility facility that integrates seamlessly into the surrounding environment.

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

Table 2 - Development Summary

Element	Proposed
Building Height:	3 storeys
Setbacks:	• 6-21m from Salpietro Street. • 3m from Barrington Street. • 2.5m from Stock Road. • 2.5m from the northern lot boundary.
Lot Area:	6,789m^2
Net Lettable Area:	10,197m^2.
Site Coverage:	78.2%.
Landscaping:	685m^2 / 10%
Total number of units:	1,126, with an average size of 9.0m^2
Parking / loading:	• Three dedicated vehicle bays, including one ACROD bay. • Five parallel parking zones. • Four loading zones. • One bin store.
Access:	• Two new 8m wide full-movement crossovers to Salpietro Street.

Table 3 - Development Particulars

Floor	Proposed
Ground Floor:	• 339 units with an average size of 10.5m^2. Units situated along the boundary of the building are accessible internally and externally. • 45m^2 office, including one accessible toilet for staff use on the southeastern portion of the building. The office is assessable via an external and internal entrance. • An additional 2 pedestrian only entrances along all elevations. • Internal accessways, two lifts, and three staircases. The lifts are situated adjacent to the respective loading zones. • Internal accessway, comprising: o Five parallel parking bays in a parking zone. o Four loading zones. A roller door is proposed to the entrance/exit. • Three dedicated vehicle bays, including one ACROD bay. Additional parallel parking zones are proposed along the eastern boundary. • A 20m^2 bin store on the northeastern aspect of the site. The store will be screened from public view through appropriate landscaping. Bins will be collected via private collection. • Two 8m full movement crossovers to Salpietro Street. • 685m^2 of landscaping along the eastern and western elevations. • Fire pump and tanks on the northeastern portion of the site. • A single 8m pylon sign along the southeastern lot boundary, fronting Salpietro Street and Barrington Street.
First Floor:	• 366 units with an average size of 9.1m^2. • Internal accessways, two lifts, and three staircases.
Second Floor:	• 421 units with an average size of 7.7m^2. • Internal accessways, two lifts, and three staircases.

The facility is accessible to the public 24/7 and will be staffed by no more than two people between approximately 8am and 5pm. The proposed office will also sell goods relating to storage/transport, including boxes and tape.

Refer **Figures 2-6** below, development perspectives.

Figure 2 – Development, as viewed from Stock Road/Barrington Street intersection

Figure 3 – Development, as viewed from Salpietro Steet/Barrington Street intersection

Figure 4 – Development, as viewed from Salpietro Steet

Figure 5 – Development, as viewed from internal access aisles

Figure 6 – Development, as viewed from northeastern lot boundary

Refer to **Appendix 2** – Development Plans which include a landscaping plan and site feature survey.

3.2 Traffic and Access

A Transport Impact Statement (**TIS**) by Urbii confirms the proposed self-storage facility will generate 30-40 vehicle trips per hour during peak periods, with 260 vehicle movements daily. This traffic level will have minimal impact on the surrounding road network, remaining well within capacity and not requiring further analysis under WAPC guidelines.

Access will be provided via two 8m wide full-movement crossovers to Salpietro Street, supporting safe entry and exit for light and heavy vehicles. Internal circulation is designed to accommodate 8.8m Medium Rigid Vehicles (MRV) and 12.5m Heavy Rigid Vehicles (HRV), with swept path analysis confirming efficient movement through loading bays and parking areas.

The development includes three front vehicle bays (including one ACROD bay), five internal parallel parking spaces, and four loading zones, ensuring sufficient on-site capacity.

The TIS demonstrates that access, parking, and vehicle circulation are designed to support safe and efficient operations.
Refer to **Appendix 3** for the full TIS and swept path diagrams.

3.3 Bushfire Management and Risk

A Bushfire Attack Level (**BAL**) Assessment Report has been completed by Western Environmental for the proposed development. A summary of the key recommendations / findings is:

- The development site is located within a bushfire prone area.
- The proposed self-storage facility is exposed to a BAL rating of BAL-12.5.

- As the pre-development BAL rating for the proposed industrial development is ≤ BAL-29, bushfire planning requirements under State Planning Policy 3.7 Bushfire and the associated Planning for Bushfire guidelines are not triggered.
- No further bushfire reporting is considered necessary for assessment of the development to occur.

Refer to **Appendix 4** for the Bushfire Attack level (**BAL**) Assessment and Report.

3.4 Stormwater Management

A Stormwater Management Plan has been prepared by VPE Consulting for the proposed self-storage facility, confirming the development's capacity to manage stormwater on-site. The design incorporates grated soak wells (1800mm diameter, 1200mm depth) and trafficable COERCO Flo-Vault systems, ensuring stormwater is retained and infiltrated efficiently within the site boundaries.

The plan accounts for a 1 in 100-year storm event, with catchment areas covering roof and carpark surfaces. Calculations demonstrate sufficient volume to manage runoff without impacting adjoining properties or the public drainage network.

Stormwater pits are fitted with Class D trafficable covers to withstand vehicle loads, while kerbing and pavement gradients direct surface flow towards collection points.

The Stormwater Management Plan confirms compliance with City of Cockburn requirements and best practice guidelines.

Refer to **Appendix 5** for the full Stormwater Management Plan.

3.5 On-site Effluent Management

A Site and Soil Evaluation (SSE) prepared by VPE Consulting confirms the suitability of the proposed self-storage facility for on-site effluent management. The assessment determined that the site consists of Category 1 (sand) soils with high permeability, providing optimal conditions for effluent disposal.

The recommended wastewater management system includes leach drains, with the capacity to manage an estimated daily wastewater flow of 1,420 litres. This flow accounts for staff and public use of the facility, with system design ensuring adequate separation from groundwater, boundaries, and buildings.

The leach drains are to be located within the landscaped area adjacent to Salpietro Street, ensuring compliance with horizontal and vertical setback requirements as per the Government Sewerage Policy (2019). Testing confirmed no groundwater interception at depths of up to 2.1 metres, ensuring safe effluent dispersal.

The proposed system is designed to meet all health and environmental standards, with no additional mitigation measures required.

Refer to **Appendix 6** for the full Site and Soil Evaluation report.

3.6 Waste Management

Refuse and recycling will be collected on-site by a private contractor, using an 8.8m Medium Rigid Vehicle (MRV). Waste collection is planned to occur during off-peak periods to minimise disruption.

The designated 20m² bin store is located externally at the northeastern aspect of the site, designed in accordance with the City's specifications. The bin store will be screened by landscaping to ensure minimal visual impact.

Additional waste management details may be provided at the detailed design stage, following development approval.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the provisions of the Metropolitan Region Scheme (**MRS**) and abuts land reserved 'Primary Regional Roads' to its west and south. This development application will require an external referral to Main Roads Western Australia (**MRWA**).

The proposed development is consistent with the provisions of the MRS and warrants approval.

4.2 Development Control Policies

4.2.1 Development Control Policy 5.1 – Regional Roads

Development Control Policy 5.1: Regional Roads (**DCP 5.1**) outlines the principles for assessing vehicle access to developments adjacent to regional roads. Stock Road and a portion of Barrington Street are classified as Primary Regional Roads under Main Roads Western Australia's road hierarchy.

In line with DCP 5.1, no crossovers are proposed to Stock Road or Barrington Street. Site access will be provided exclusively via Salpietro Street, ensuring compliance with policy requirements.

A Transport Impact Statement (TIS) has been prepared to assess the development's access arrangements. The TIS confirms that the proposed access points are appropriate and will not adversely affect the surrounding road network.

Refer to **Appendix 3** for the Transport Impact Statement.

4.3 City of Cockburn Town Planning Scheme No. 3

4.3.1 Zoning

The subject site is subject to the provisions of the City's Town Planning Scheme No. 3 (**LPS3**). Pursuant to LPS3, the subject site is predominately zoned 'Industry'.

Industry Zone

Under Clause 3.2.1(g) of LPS3, the objective of the 'Industry' zone is:

- *To provide for manufacturing industry, the storage and distribution of goods and associated uses, which by the nature of their operations should be separated from residential areas.*

The proposed self-storage facility provides for the storage and distribution of goods and is appropriately separated from residential uses (by way of the Stock Road 'Primary Regional Road' reserve).

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

4.3.2 Land Use Permissibility

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

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

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

4.3.3 Development Standards and Requirements

The proposal complies with the development standards outlined in Section 4.9 of LPS3 which regulates commercial and industrial uses. The development meets the Scheme's requirements for building setbacks, landscaping, amenity, and functionality, ensuring it integrates effectively into the surrounding industrial precinct.

Table 4 below provides a detailed assessment of the proposal against each provision of Clause 4.9, demonstrating compliance with the applicable standards.

Table 4 – Assessment of development standards

Provision	Requirement	Proposal	Compliance
4.9.1 Building Setback	a) In accordance with the Building Code of Australia (BCA).	Setbacks comply with BCA and align with the approved site plan.	✓
	b) Minimise impact on adjoining properties and streetscape.	Setbacks to Salpietro and Barrington Streets minimise visual bulk. Due to the natural slope of the site building presents as two storeys along Stock Road and a portion of Barrington Street, reducing the overall perceived height and ensuring the development integrates more effectively with the surrounding streetscape.	✓
4.9.2 Landscaping	a) Minimum 10% of site area landscaped.	10% of the site (685m²) landscaped.	✓
	b) Reduction to 5% if verge landscaped.	Verge landscaping provided but full 10% landscaped on-site.	**N/A**
	c) Verge landscaping integral to on-site landscaping.	Verge landscaping enhances street frontage.	✓
	d) Minimum 1.5m width, 4m² landscaped area.	The main frontage landscaping area exceeds minimum width and area requirements.	✓
	e) 1 tree per 10m of verge or 50m² of landscaped area.	5 trees planted along Salpietro Street frontage (in verge) which exceeds 1 tree per 50m^2 and enhances existing street frontage.	✓
	f) 1 tree per 3 side-by-side bays in parking areas.	1 tree planted per 3 side by side bays.	✓
	g) Landscaping between building and public road.	Landscaping provided along Salpietro and Barrington Streets and Stock Road.	✓
4.9.3 Amenity	a) Minimise overshadowing of residential zones.	No residential zones adjoin the site.	**N/A**
	b) Complementary to surrounding developments.	Industrial aesthetic consistent with locality.	✓
	c) Landscaping enhances streetscape.	Street trees and verge landscaping contribute to streetscape.	✓

Provision	Requirement	Proposal	Compliance
	d) Advertising signs: i) Attached to walls, not above roof height. ii) Pylon sign with max 6 advertisements. iii) Erected on the property. iv) Professionally designed and does not detract from streetscape.	Refer section 4.5.2 below.	✓
	e) Street or lot number displayed.	Street number to be displayed in accordance with requirements.	✓
4.9.4 Convenience and Functionality	a) Development must be functional for users.	Design facilitates efficient vehicle access and circulation.	✓
	i) Relationship to adjoining lots.	No adverse impact on adjoining properties.	✓
	ii) Convenient location of public and employee facilities.	Office and employee amenities are centrally located.	✓
	iii) Safety, amenity, and accessibility.	Safe access provided with ACROD bays and wide crossovers.	✓
	iv) Accessible driveways, footpaths, bays, and service areas.	Compliant driveways and internal circulation.	✓
	b) Development must demonstrate convenience and functionality.	Appendix 3 - TIS confirms functional design and efficient traffic flow.	✓

As demonstrated in Table 4, the proposed self-storage facility complies with all relevant development standards outlined in Section 4.9 of LPS3. The development meets the requirements for building setbacks, landscaping, amenity, and functionality, with no non-compliant elements identified.

Where provisions are not applicable, the nature of the site and surrounding industrial context ensures the development integrates appropriately into its setting. The proposal reflects a well-considered design that aligns with the intent of the Scheme and contributes positively to the locality.

4.3.4 Car Parking

The proposed development provides a total of 9 marked car parking bays at the front of the site along Salpietro Street, including one ACROD bay. Additionally, five internal parallel parking zones and four designated loading zones are included, resulting in 18 vehicle bays in total.

Under Table 4 of the City of Cockburn Local Planning Scheme No. 3 (**LPS3**), the 'Storage Yard' land use requires 1 car bay per employee. With two employees expected on-site at any given time, the development requires 2 car bays. The provision of 18 bays exceeds this requirement, ensuring full compliance with the Scheme.

The surplus parking provision is justified as follows:

1. Operational Demand – Self-storage facilities typically generate low daily parking demand, as customers visit briefly to load or unload items. The Transport Impact Statement (TIS) confirms that peak parking demand will remain well below the available capacity.
2. Industry Benchmarking – A 2023 Parking and Traffic Study by the Self Storage Association of Australia (SSAA) indicates that facilities over 6,000m² require approximately 7 parking bays. This development, classified as a Group 3 facility, far exceeds this standard with 18 bays.

3. Efficient Design – Internal accessways are designed to allow customers to load and unload directly at their storage units, reducing the need for long-term parking.
4. Service Vehicle Provision – Three loading bays are positioned along the eastern side of the building for trucks (up to 12.5m heavy rigid vehicles), with an additional loading bay adjacent to the bin store. Swept path analysis confirms all service vehicle movements can be safely accommodated on-site.

The proposed car parking provision exceeds both operational needs and regulatory requirements, ensuring the facility can accommodate staff and customers without impacting the surrounding area.

Refer to **Appendix 3** for the full Transport Impact Statement.

4.4 Clause 67 (2) Matters to be Considered

Clause 67 (2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 5** below for an assessment of the relevant matters.

Table 5 - Deemed Provisions Clause 67 (2) Matters to be Considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	The proposal aligns with the aims and provisions of the City's Local Planning Scheme No. 3 (LPS3), specifically the Industrial zoning of the site, which permits 'Storage Yard' as a discretionary use.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The development is consistent with orderly and proper planning, aligning with the site's industrial zoning and broader planning framework for the area. No proposed scheme amendments affect this application.
(c) any approved State planning policy	The proposal is consistent with all relevant State planning policies.
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)	There are no environmental protection policies that would affect the assessment of this application.
(e) any policy of the Commission	There are no policies of the Commission that would affect the assessment of this application.
(f) any policy of the State	The proposal is demonstrated to be consistent with policies of the State.
(fa) any local planning strategy for this Scheme endorsed by the Commission	The proposal supports the City's Local Planning Strategy by contributing to industrial land use and supporting employment generation.
(h) any structure plan or local development plan that relates to the development	No structure plans apply to this site. The development aligns with the overarching LPS3 provisions.
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015	There are no scheme reviews or amendments that affect the proposal.

Matter to be considered	Provided
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	(i) Compatibility with the desired future character of its setting: The proposed self-storage facility aligns with the industrial zoning and future vision for Bibra Lake under the City of Cockburn's Local Planning Scheme No. 3 (LPS3). Currently vacant and largely unvegetated, the site will benefit from 685m² of landscaping (10% of the site area), including the planting of five trees along Salpietro Street. This directly supports the City's goal to increase canopy cover and improve streetscape amenity in industrial areas. The development presents as three storeys to Salpietro Street but appears as two storeys along Stock Road and Barrington Street due to the site's slope. This design reduces visual bulk and integrates the building into the streetscape, supporting the area's evolving industrial character. (ii) Relationship to adjoining land and the locality (height, bulk, scale, orientation, and appearance): The main building is set back 9.2 to 21 metres, while the single-storey storage units are set back 6 metres from Salpietro Street and 3 metres from Barrington Street, providing space for verge landscaping that softens the built form. The exterior features off-form precast concrete panels in grey and Monument (dark charcoal), with yellow accents providing visual interest. This industrial design complements the area's character while enhancing the streetscape. A single 8m high pylon sign at Salpietro and Barrington Streets ensures visibility without contributing to visual clutter. Efficient internal circulation supports 8.8m Medium Rigid Vehicles (MRV) and 12.5m Heavy Rigid Vehicles (HRV), with loading zones and parking contained within the site, minimising impacts on adjacent properties. The development transforms an underutilised lot into a high-quality industrial facility, enhancing the streetscape and contributing to the area's long-term objectives.

Matter to be considered	Provided
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	**(i) Environmental impacts of the development:** The development incorporates on-site stormwater management through grated soak wells and Flo-Vault systems designed to handle a 1 in 100-year storm event. A Site and Soil Evaluation confirms the suitability of the site for on-site effluent disposal using leach drains, ensuring no adverse environmental impact. Landscaping with native and drought-tolerant species further minimises environmental impact by reducing water consumption and enhancing biodiversity. **(ii) Character of the locality:** The facility reflects the industrial character of Bibra Lake through its modern industrial design, featuring grey and Monument precast panels with yellow feature accents. Setbacks of 6-21m from Salpietro Street and 3m from Barrington Street reduce visual bulk, while 685m² of landscaping and the addition of five new trees contribute positively to the streetscape, enhancing the character of the locality. **(iii) Social impacts of the development:** The development provides secure, accessible self-storage that meets the needs of local businesses and residents, supporting economic activity without negatively affecting the surrounding area. The low-intensity nature of the facility minimises noise, traffic, and disruption, maintaining the amenity of nearby properties. The introduction of trees and landscaping improves public amenity along Salpietro Street, aligning with the City's broader goals to enhance industrial precincts.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development will introduce 685m² of landscaping across the site, accounting for 10% of the total site area of 6,789m², aligning with the requirements of LPS3. The landscaping plan proposes the planting of five new trees along the Salpietro Street frontage, enhancing canopy cover and contributing to the City's objective of improving urban greening in industrial areas. This is a significant improvement, as the site is currently vacant and devoid of existing vegetation. The landscaping incorporates a mix of native and drought-tolerant species, which include: • Weeping Pittosporum – A hardy tree providing shade and visual interest. • Montpellier Maple – A deciduous tree contributing to seasonal variation in the streetscape. • Tall Spear Grass, Coast Honey Myrtle, and Grey Saltbush – Native shrubs selected for their low water requirements and ability to thrive in industrial environments. • Sword Sedge and Knotted Club Rush – Groundcovers that further soften the site's hard edges and assist with stormwater management by promoting infiltration. The development introduces landscaping where none previously existed, significantly enhancing the aesthetic and environmental value of the site. This improvement supports biodiversity, mitigates heat island effects, and contributes to a greener industrial precinct. All landscaping will be irrigated and maintained by the landowner, ensuring long-term sustainability and alignment with the City's streetscape enhancement goals.

Matter to be considered	Provided
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	The site is not subject to flooding or bushfire risk, and no environmental constraints affect the proposal.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety	There is no actual or perceived threat to human safety proposed as part of this development application.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The development provides 18 vehicle bays, including ACROD and loading bays, exceeding parking requirements under LPS3. Two crossovers to Salpietro Street provide safe and efficient access. Refer to the Transport Impact Statement (**Appendix 3**) for further details.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The Transport Impact Statement (**Appendix 3**) confirms that traffic generated by the proposal can be accommodated by the surrounding road network.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The site is serviced by public utilities, and waste collection is managed privately. The development provides accessible parking and pathways ensuring accessibility.
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	There will be no loss of any community service or benefit resulting from the development.

4.5 Local Planning Policies

4.5.1 Local Planning Policy 3.9 – Industrial Development

The City's Local Planning Policy 3.9 (**LPP3.9**) stipulates development requirements applicable to the Industry zone.

Table 6 below provides an assessment against the LPP3.9 requirements relevant to this proposal.

Table 6 - Assessment against the relevant development requirements of LPP3.9

Requirement	Proposed / Justification	Compliance
Setbacks		
Primary Street Setback – Minimum 15m	The proposed development comprises a minimum setback of 10m to the Salpietro Street lot boundary to the east. This is unavoidable given the shape of the Salpietro Street lot boundary, which heavily convexes at the northeastern aspect. This is considered acceptable, given the central and southeastern portions of the Salpietro Street	**Variation**

	lot frontage comprise compliant minimum setbacks of 15m and above.	
Secondary Street Setback (if applicable) – Minimum 3m	The proposed development comprises a 3m setback to Barrington Street lot boundary on the southwestern aspect of the subject site	✓
*Rear / Side Setbacks -Subject to Building Code of Australia (**BCA**) requirements*	The proposed development comprises a 2.5m setback to the Stock Road lot boundary to the west and a 2.5m setback to the Lot 2377 boundary to the north. These setbacks are considered acceptable due to the existing 10m lot boundary setback from Stock Road to the west, and the lack of amenity and visual interest provided by the rear of the existing building on Lot 2377 to the north (which also comprises a nil setback to its rear lot boundary).	✓
The front setback area, including secondary street setback, shall not be used for any purpose other than one or more of the following: • *A means of access* • *The daily parking of vehicles used by employees and customers or clients* • *The loading and unloading of vehicles* • *Landscaping*	No alternative uses are proposed for the front setback area or secondary street setback.	✓
Landscaping		
Minimum on-site provision of ten percent (10%) of the total area of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area	The proposed development comprises approximately 685^2 in landscaped area (10% of the total lot area). Refer to **Appendix 2** for the Landscaping Plan for the proposed development.	✓
One shade tree is to be planted in the car parking area for every three (3) side-by-side car parking spaces provided on the lot	Five (5) shade trees are proposed for eight (8) car parking bays and four (4) loading bays. Only three (3) proposed bays are side-by-side.	✓
A detailed landscaping plan must be submitted with the development application *Trees to be a minimum of 2m in height (approximately 45 litre pot size at planting)*	The proposed Weeping Pittosporums and Montpellier Maples comprise a typical height of 8m and 12m respectively. The proposal incorporates additional landscaping in the form of Tall Spear Grass, Coast Honey Myrtle and Grey Saltbush shrubs with a typical height of 0.5-2m. Sword Sedge and Knotted Club Rush will also be planted, comprising a typical height of 0.4-1.5m. Refer **Appendix 2** for a copy of the development plans, including a detailed landscaping plan.	✓
Landscaping to be irrigated and maintained by the landowner/occupier	Noted.	✓
Landscaping proposals which seek a reduction in accordance with LPS3 shall be required to include the verge landscaping in the landscaping plan	Not applicable – refer above. This proposal does not seek such a reduction in landscaping in accordance with LPS3.	**N/A**
Car Parking		
1 car parking space per employee	Refer to car parking assessment provided in **section 4.3.4** above.	**Refer section 4.3.4**

4.5.2 Local Planning Policy 3.7 – Signs and Advertising

The City's *Local Planning Policy 3.7 – Signs and Advertising* (**LPP3.7**) sets out various policy requirements for signage within the Shire.

The development proposes:

- A single 8m x 3m pylon sign on the southeastern lot boundary, fronting Barrington Street and Salpietro Street.
- One 4.9m x 3.1m wall sign and one 4.5m x 1.5m wall sign on the northern elevation.
- One 4.9m x 3.1m wall sign, six 3m x 4.1m signage icons and one 5.5m x 2.2m wall sign on the western elevation, fronting Stock Road.
- One 5.5m x 2.2m wall sign and one 6m x 1.8m wall sign on the eastern elevation, fronting Salpietro Street.
- One 3.8m x 6.2m projecting wall sign on the southern elevation, fronting Barrington Street.

Specific signage details will be provided following confirmation of the tenant.

The proposed signage is generally consistent with the requirements of an Industry development and a self-storage facility. As access from Stock Road is not supported by the City or Main Roads, the proposed pylon sign is critical to ensure sufficient exposure for the development.

The proposed signage is entirely consistent with the requirements and objectives of LPP3.7 and warrants approval.

4.5.3 Local Planning Policy 5.13 – Percent for Public Art

The City's *Local Planning Policy 5.13 – Percent for Public Art* (**LPP5.13**) applies to the subject site. In accordance with Clause 1 of LPP5.13, industrial uses are exempt from requiring a public art contribution.

4.5.4 Local Planning Policy 5.7 – Uniform Fencing

The City's *Local Planning Policy 5.7 – Uniform Fencing* (**LPP5.7**) sets out various fencing requirements for where development of land abuts the public domain including roads and public open spaces and is specified as a condition of development approval.

As such, specific fencing colours and materials will be confirmed at the detailed design stage, following development approval

.

5 CONCLUSION

The proposed development of a self-storage facility at the subject site aligns with the objectives of the City of Cockburn Local Planning Scheme No. 3 (LPS3) and meets the requirements of the relevant planning framework.

The proposal has been thoughtfully designed to respond to the site's characteristics, incorporating input from the City of Cockburn during pre-lodgement consultation. The development warrants approval for the following reasons:

- The proposal aligns with the 'Industry' zoning of the site and is classified as a 'Storage Yard,' a permitted use that supports the area's industrial function and contributes to local business and employment.
- The 6,789m² site comfortably accommodates the facility, including required parking, loading zones, and landscaping, ensuring efficient use of the land while respecting setback and height provisions.
- The development presents as two storeys along Stock Road and Barrington Street due to the natural slope of the site, reducing visual bulk and ensuring compatibility with the surrounding streetscape.
- The currently vacant site will benefit from 685m² of landscaping (10% of the site area), including the planting of five trees along Salpietro Street. This directly supports the City's greening objectives and enhances the streetscape.
- Vehicle access is provided via two 8m crossovers to Salpietro Street, with no crossovers to Stock Road or Barrington Street. A Transport Impact Statement (TIS) confirms the development will not negatively impact the surrounding road network, and internal circulation supports MRV and HRV movements without disruption to adjoining properties.
- The proposal provides 18 car parking bays, exceeding the required 2 bays under LPS3, ensuring adequate provision for staff and customers.
- Stormwater is managed through grated soak wells and Flo-Vault systems designed for a 1 in 100-year storm event, with on-site effluent managed via leach drains as confirmed by a Site and Soil Evaluation (SSE).

The proposed self-storage facility is a well-considered, low-impact industrial development that integrates seamlessly with its surroundings and enhances the site's function and appearance.

It is respectfully requested that the Metro Outer Development Assessment Panel grant approval for the proposed self-storage facility.

Appendix 1:
Certificate of Title and Diagram

Appendix 2: Development Plans

Appendix 3:
Transport Impact Statement and Swept Path Analysis

Appendix 4:
Bushfire Attack Level Assessment Report

Appendix 5:
Stormwater Management Plan

Appendix 6:
Site and Soil Evaluation

PLANNING		
Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	18.12.2024
C	PLANNING	20.02.2025

SELF STORAGE WAREHOUSE FACILITY

106 BARRINGTON ROAD,
BIBRA LAKE WA 6163

DRAWING SCHEDULE

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000

Troy Owen
0422 225 859
t.owen@onarchitecture.com.au

Mark Nield
0412 680 486
m.nield@onarchitecture.com.au

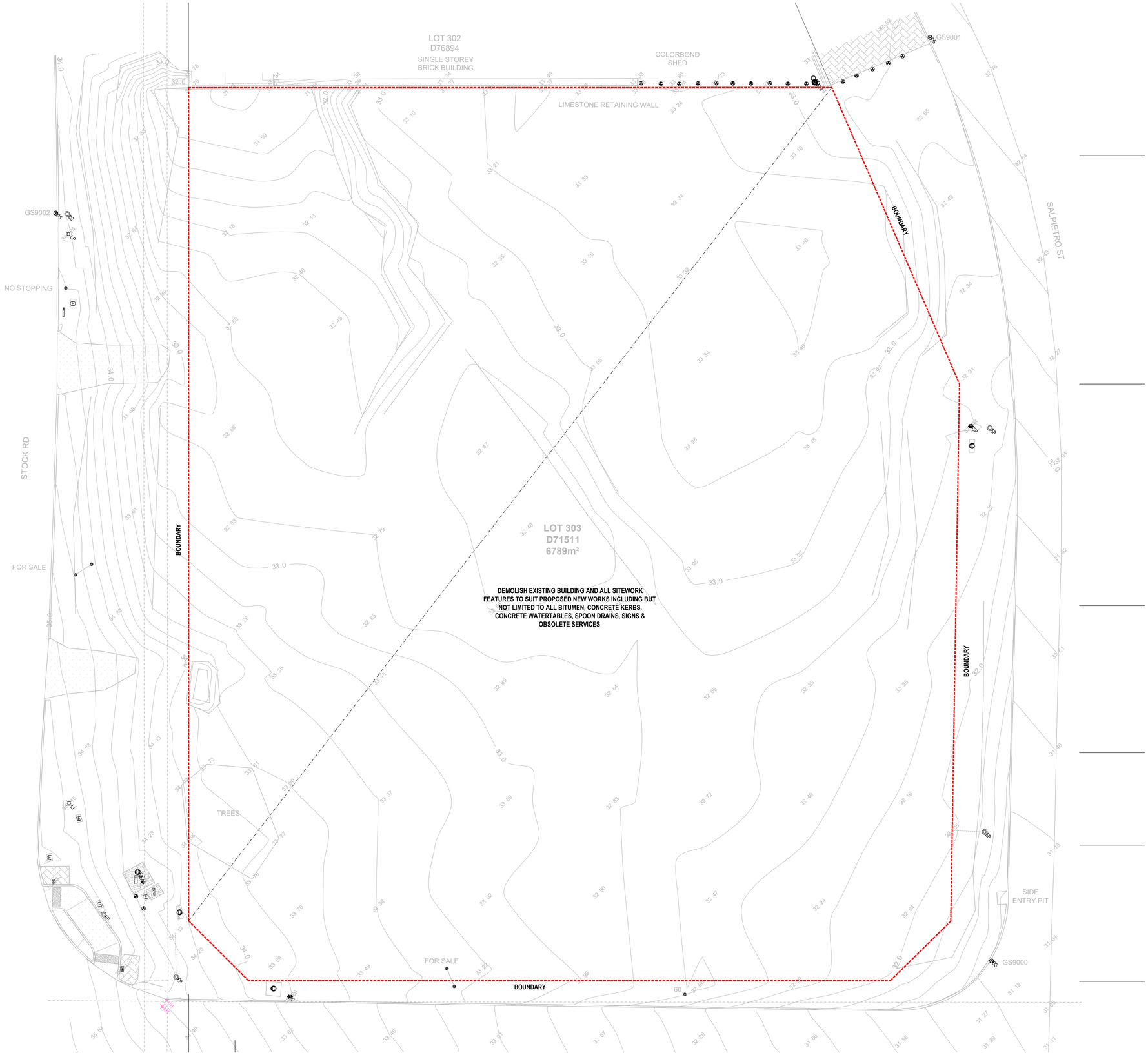
Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
COVER PAGE & DRAWING SCHEDULE

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	20.02.2025		
Job No.	20240019		
Dwg No.	**DA00**	Rev: C	A1 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024



EXISTING / DEMOLITION PLAN

1:200 @ A1

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000

Trey Owen
0422 225 959
t.owen@onarchitecture.com.au

Mark Nield
0422 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
EXISTING & DEMOLITION PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	20240219		
Dwg No.	**DA01**	Rev: A	A1 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	16.12.2024
C	PLANNING	12.03.2025

PLANT SCHEDULE

	KEY	BOTANICAL NAME	COMMON NAME	TYPICAL H (m)
	TREES			
	ACM	ACACIA MELANOXYLON	BLACKWOOD	12-15
	WP	PITTOSPORUM PHYLLIRAEOIDES	WEEPING PITTOSPORUM	8
	SHRUBS			
	GSB	ATRIPLEX CINEREA	GREY SALTBUSH	2
	HCM	MELALEUCA ACEROSA	COAST HONEY MYRTLE	1
	TSG	AUSTROSTIPA FLAVESCENS	TALL SPEAR GRASS	0.5
	RUSHES & SEDGES			
	KCR	FICINIA NODOSA	KNOTTED CLUB RUSH	0.4-1
	SS	LEPIDOSPERMA GLADIATUM	SWORD SEDGE	0.5-1.5

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**680M2 (10.0%)**

LOT 302
D76894
SINGLE STOREY
BRICK BUILDING

COLORBOND
SHED

BOUNDARY

DEEP SOIL ZONE
ASSORTED KCR + SS

GSB + HCM + TSG
DEEP SOIL ZONE

FT1

LOADING ZONE

SIGNAGE
PYLON

SIDE
ENTRY PIT

NO STOPPING

FOR SALE

STOCK RD

SALPETRO STREET

BARRINGTON STREET

GS9001

GS9002

GS9000

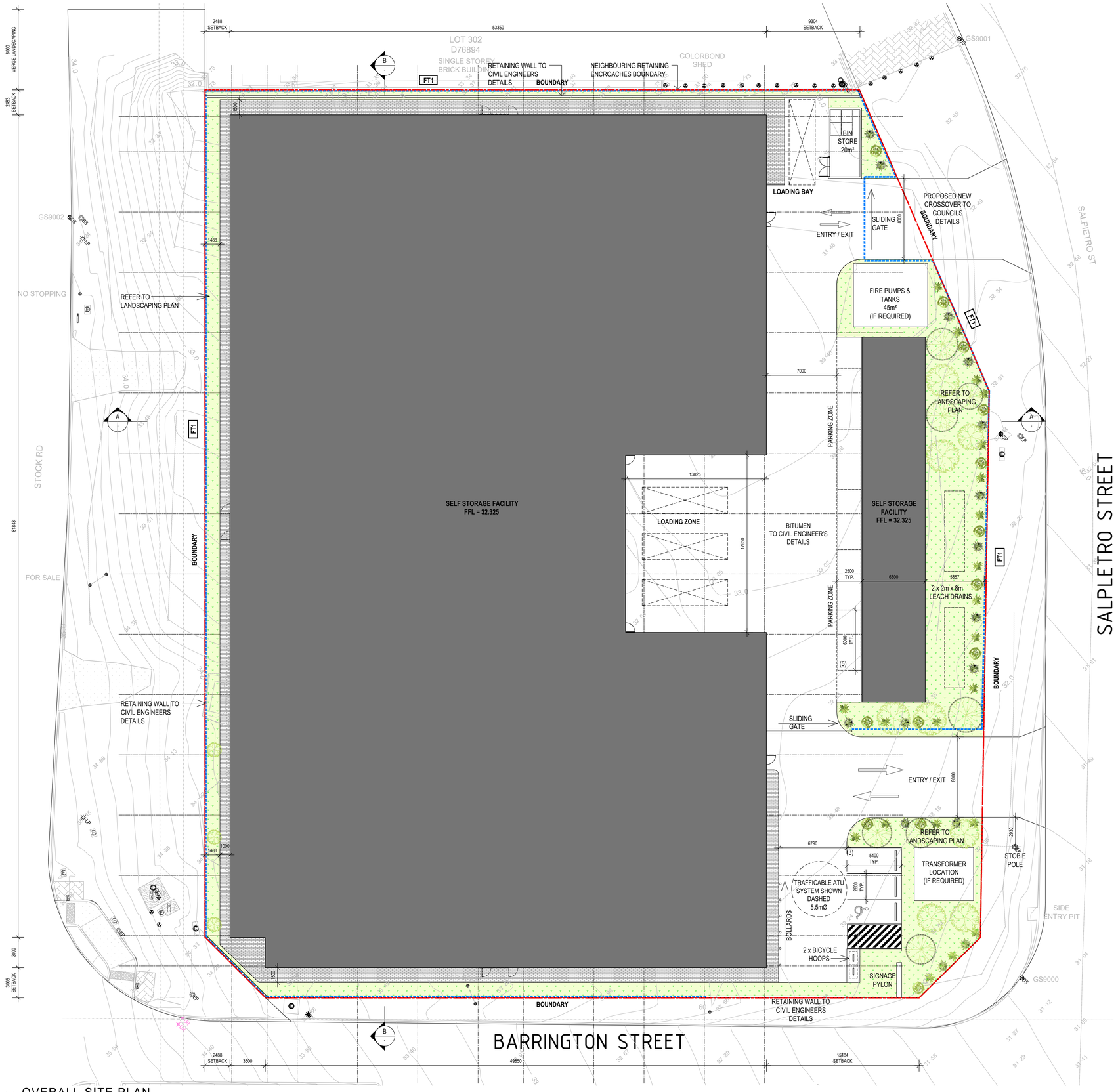
LANDSCAPING PLAN
1:200 @ A1

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Trey Owen 0422 225 859 t.owen@onarchitecture.com.au
Mark Nield 0432 680 486 m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
LANDSCAPING PLAN

Scale As indicated Drawn SG
Client TAL GP
Date 12.03.2025
Job No. 20240159
Dwg No. **DA02** Rev: C A1 SHEET



OVERALL SITE PLAN
1:200 @ A1

PLANNING

Rev	Amendment	Date
A	ISSUED TO CONSULTANTS	29.11.2024
B	ISSUED TO CONSULTANTS	05.12.2024
C	PLANNING	10.12.2024
D	PLANNING	18.12.2024
E	PLANNING	20.02.2025
F	PLANNING	12.03.2025

GROUND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4497.8m²**
TOTAL AREA OF STORAGE UNITS	**3576.5m²**
NO. OF UNITS -	338
AVG. UNIT SIZE -	10.5m²
NLA EFFICIENCY (NET LETTABLE AREA)	**79.5%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**680M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10191.7m²**
NO. OF UNITS -	1125
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.1%**

LEGEND

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

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Trey Owen 0422 225 859 t.owen@onarchitecture.com.au
Mark Nield 0432 680 486 m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
OVERALL SITE PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	12.03.2025		
Job No.	20240159		
Dwg No.	**DA03**	Rev:	F

A3 SHEET

GROUND FLOOR PLAN
1:200 @ A1

PLANNING

Rev	Amendment	Date
A	ISSUED TO CONSULTANTS	29.11.2024
B	PLANNING	10.12.2024
C	PLANNING	16.12.2024
D	PLANNING	20.02.2025

GROUND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4497.8m²**
TOTAL AREA OF STORAGE UNITS	**3576.5m²**
NO. OF UNITS - AVG. UNIT SIZE -	338 10.5m²
NLA EFFICIENCY (NET LETTABLE AREA)	**79.5%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL) **LANDSCAPE TOTAL**	**6789m²** **680M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10191.7m²**
NO. OF UNITS - AVG. UNIT SIZE -	1125 9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.1%**

LEGEND

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

ON ARCHITECTURE
ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

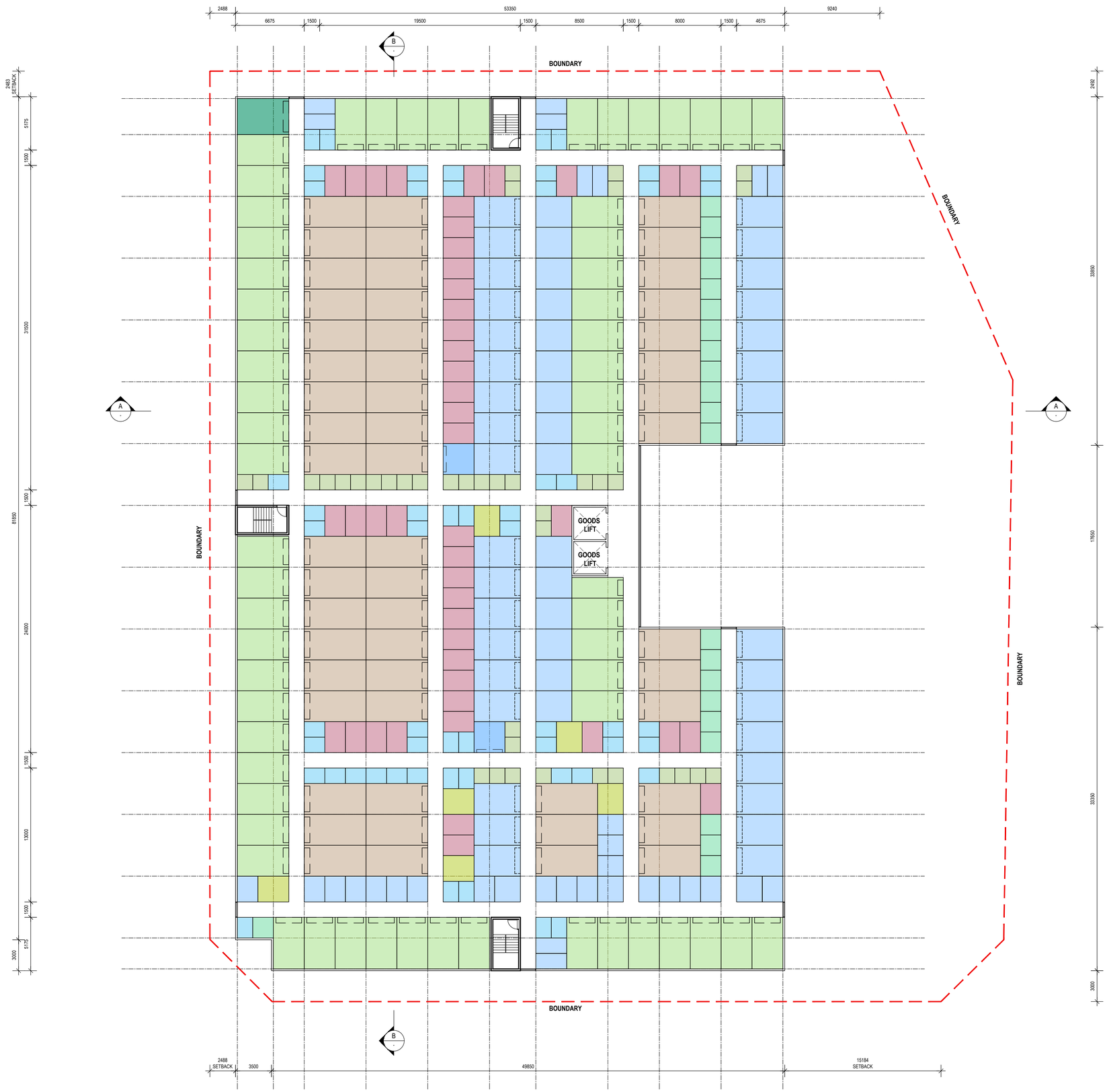
Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
GROUND FLOOR PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	20.02.2025		
Job No.	20240019		
Dwg No.	**DA04**	Rev. D	A3 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024



FIRST FLOOR PLAN
1:200

FIRST FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4269.1m²**
TOTAL AREA OF STORAGE UNITS	**3349.2m²**
NO. OF UNITS -	366
AVG. UNIT SIZE -	9.1
NLA EFFICIENCY (NET LETTABLE AREA)	**78.4%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**680M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10191.7m²**
NO. OF UNITS -	1125
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.1%**

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

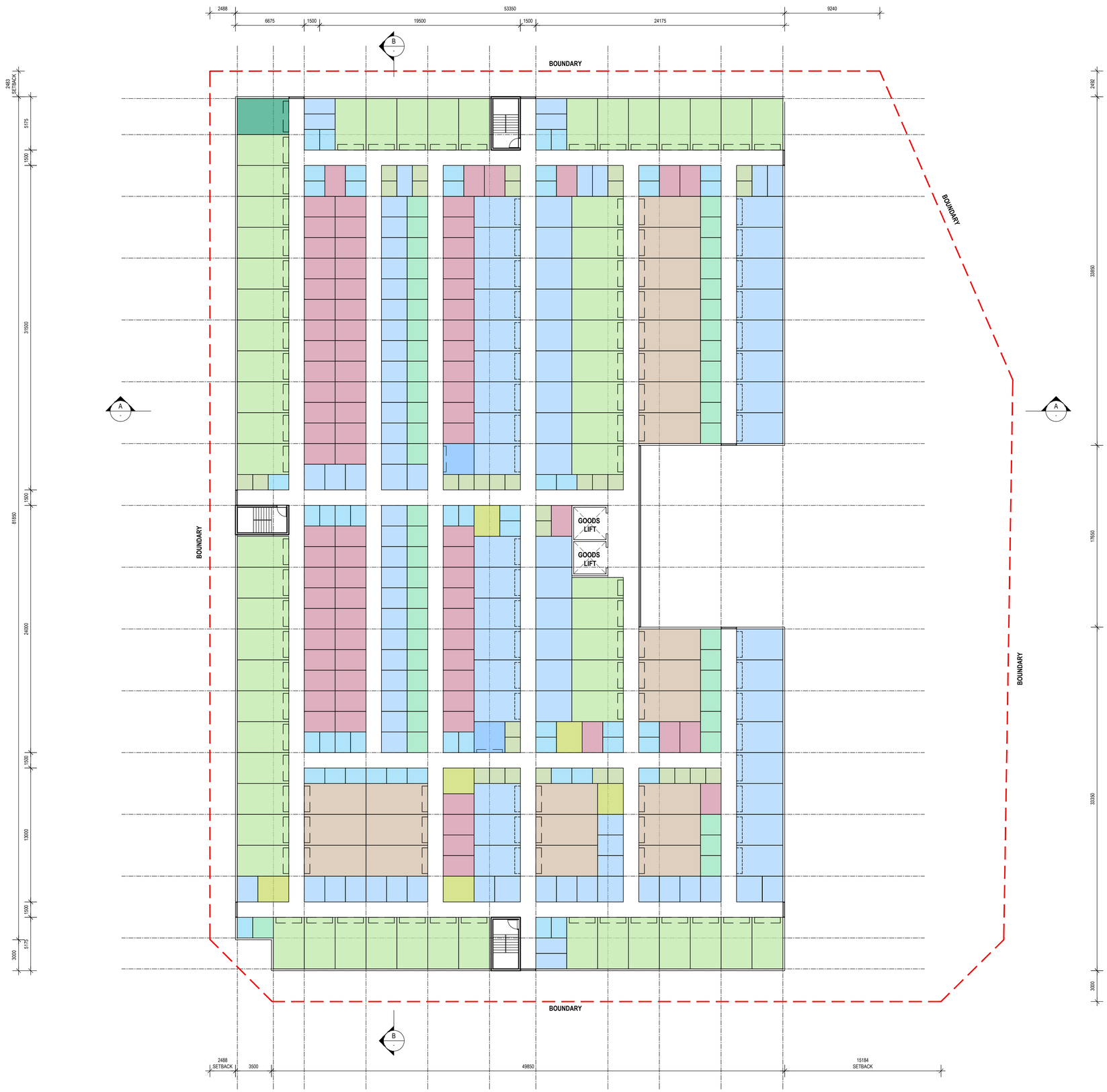
Drawing
FIRST FLOOR PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	202400159		
Dwg No.	**DA05**	Rev:	A

A3 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024



SECOND FLOOR PLAN
1:200

SECOND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4269.1m²**
TOTAL AREA OF STORAGE UNITS	**3266.0m²**
NO. OF UNITS -	421
AVG. UNIT SIZE -	7.7
NLA EFFICIENCY (NET LETTABLE AREA)	**76.5%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**680M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10191.7m²**
NO. OF UNITS -	1125
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.1%**

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

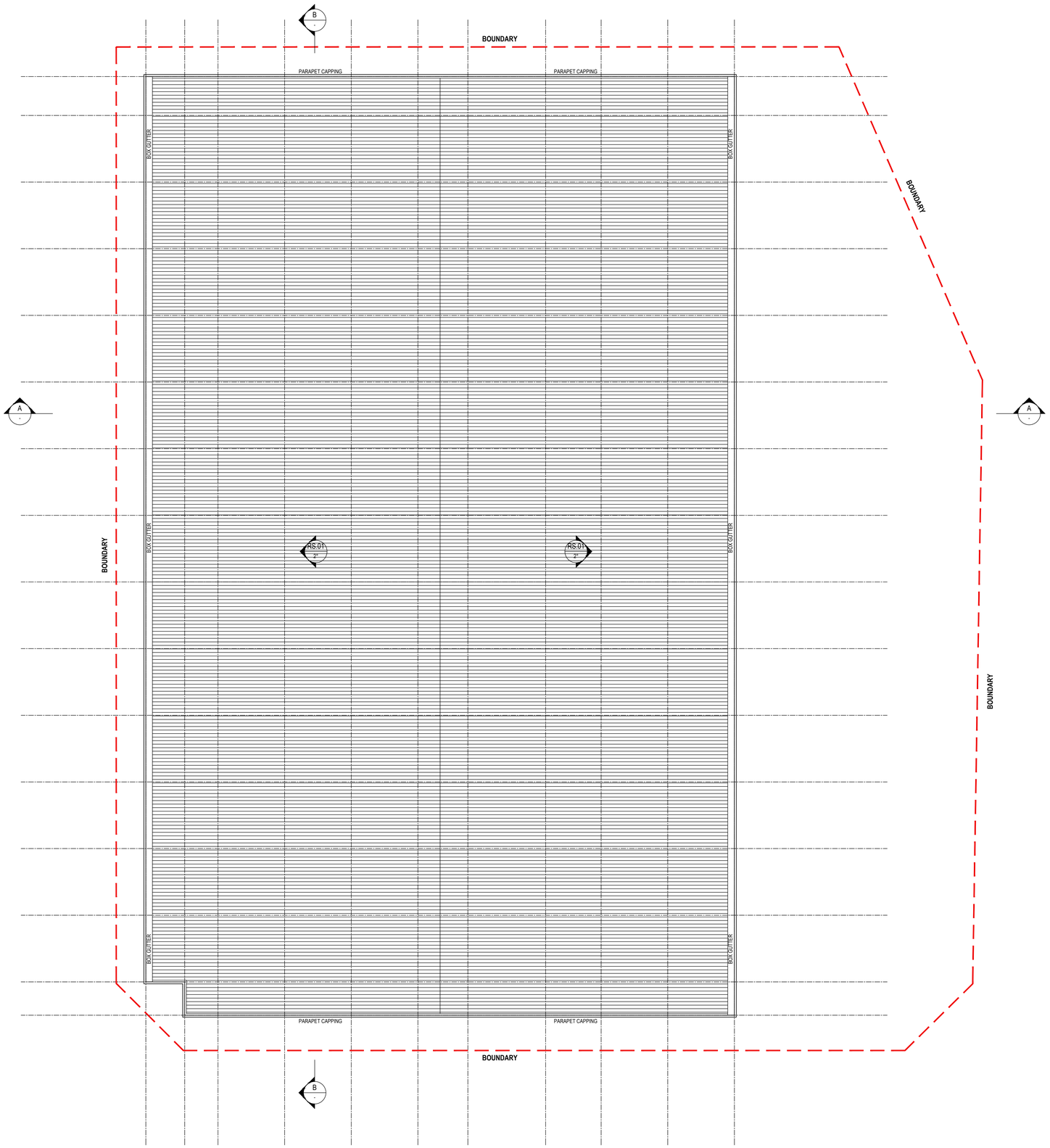
Drawing
SECOND FLOOR PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	202400159		
Dwg No.	**DA06**	Rev:	A

A3 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024



ROOF PLAN
1:200

LEGEND

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

ON ARCHITECTURE
ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

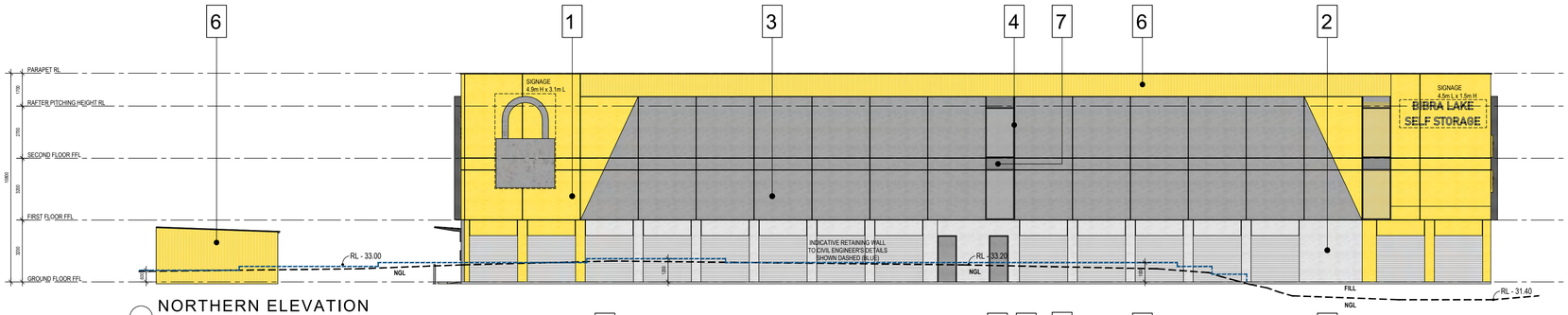
Drawing
ROOF PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	202400159		
Dwg No.	**DA07**	Rev:	A

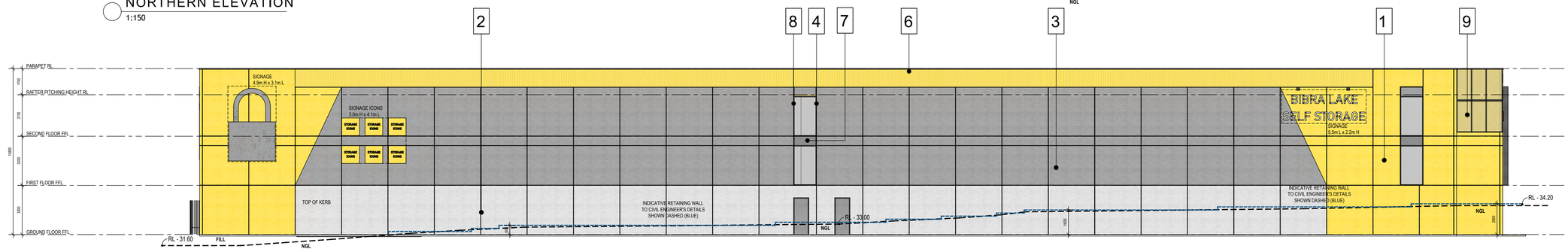
A3 SHEET

PLANNING

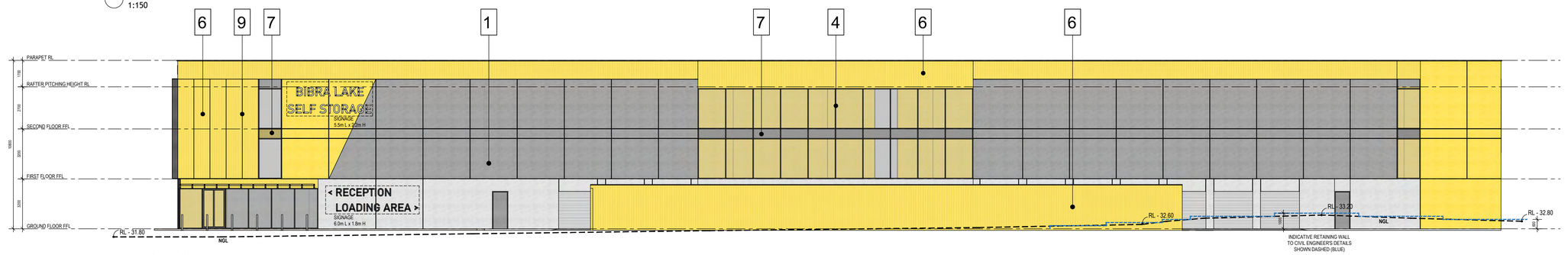
Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	21.03.2025



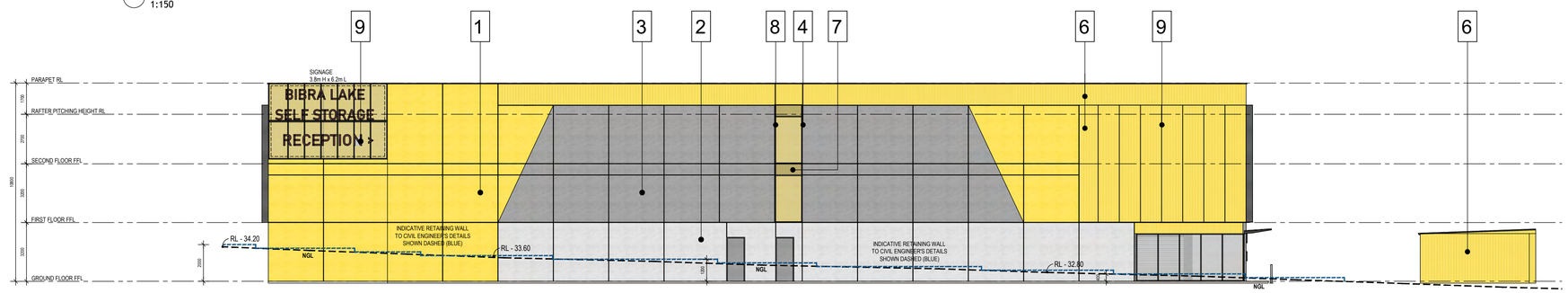
NORTHERN ELEVATION
1:150



WESTERN ELEVATION
1:150



EASTERN ELEVATION
1:150



SOUTHERN ELEVATION
1:150

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

2 OFF-FORM PAINTED PRECAST CONCRETE PANELS COLOUR: GREY T.B.C

3 OFF-FORM PAINTED PRECAST CONCRETE PANELS COLOUR: MONUMENT T.B.C

4 BLACK POWDERCOATED ALUMINIMUM

5 BLACK P/COAT ROD TOP PERIMETER FENCING

6 EXTERNAL CLADDING FINISH: YELLOW OR SIMILAR

7 SPANDREL PANEL

8 WINDOW SHROUD COLOUR: T.B.C

9 FACADE BLADES COLOUR: T.B.C

9 PERFORATED MESH COLOUR: T.B.C

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen 0422 225 859 t.owen@onarchitecture.com.au
Mark Nield 0432 680 486 m.nield@onarchitecture.com.au

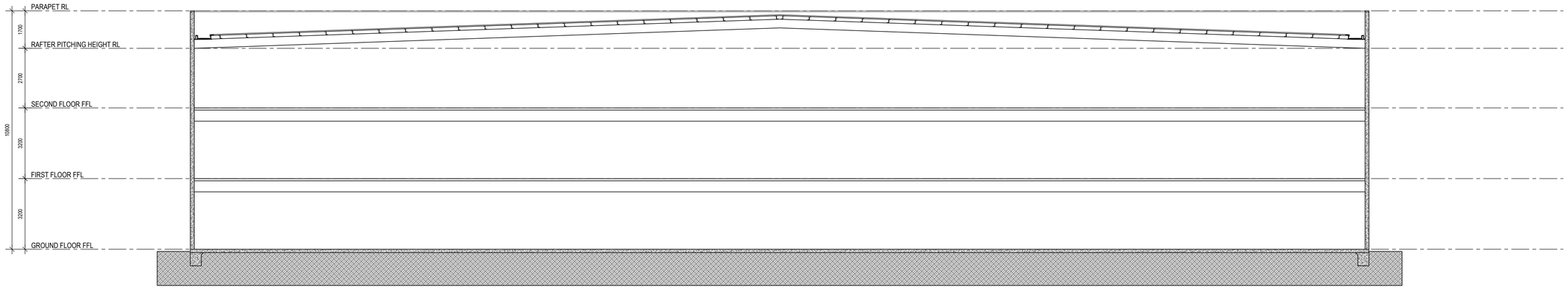
Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
ELEVATIONS

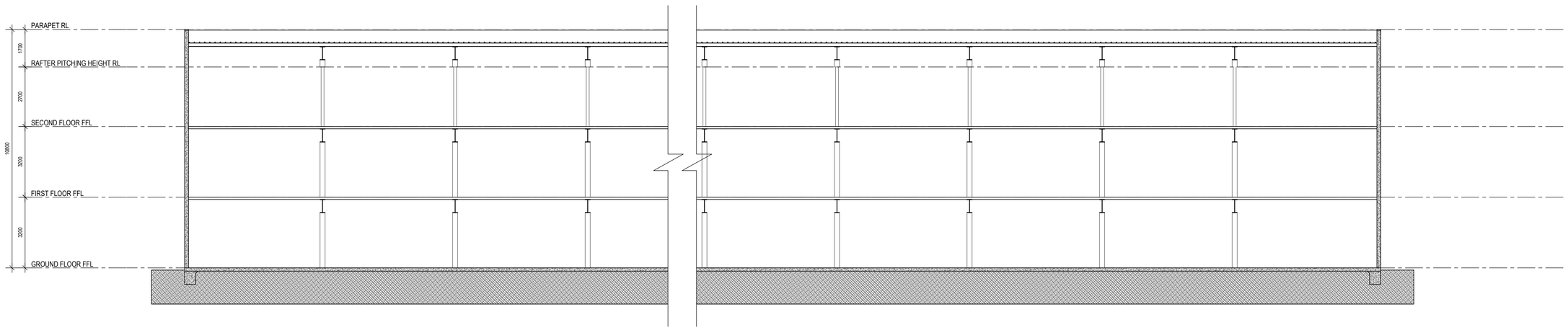
Scale As indicated Drawn SG
Client TAL GP
Date 21.03.2025
Job No. 20400168
Dwg No. **DA08** Rev: B A3 SHEET

PLANNING

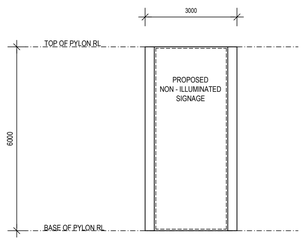
Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	18.12.2024
C	PLANNING	19.12.2024
D	PLANNING	20.02.2025



SECTION A
1:100

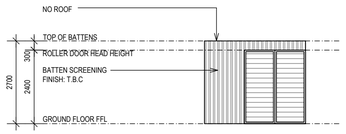


SECTION B
1:100



PLYON SIGNAGE
6000mm (h) x 3000mm (w)
ALUMINIUM FRAME
CONCRETED INTO GROUND
CLADDED IN COMPOSITE PANEL
VINYL GRAPHICS APPLIED TO FACE

SIGNAGE PYLON ELEVATION
1:100 @ A1



BIN STORE ELVATION
1:100 @ A1

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Mald
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
SECTIONS

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	20.02.2025		
Job No.	202400159		
Dwg No.	**DA09**	Rev. D	A3 SHEET

PLANNING

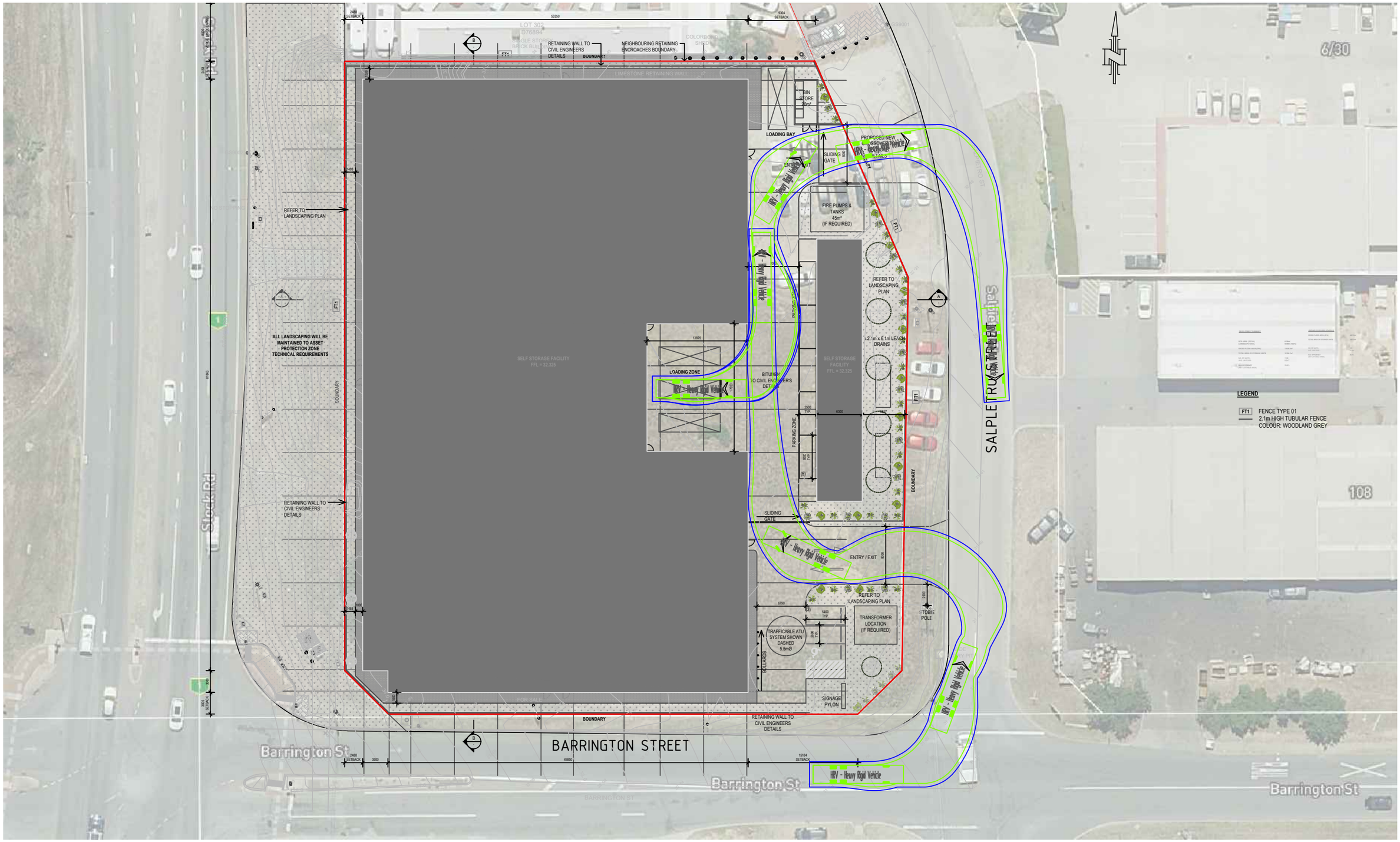
Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	18.12.2024
C	PLANNING	20.02.2025

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Trey Owen
0422 225 859
t_owen@onarchitecture.com.au
Mark Nield
0432 680 486
m_nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
PERSPECTIVES

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	20.02.2025		
Job No.	20240108		
Dwg No.	**DA10**	Rev: C	A3 SHEET



Revision notes:

Rev:	Date:	Notes:
1	03/12/2024	Dark blue line represents a 500mm swept path buffer.

Drawn by: Paul Ghantous

Client: TAL GP Projects

Project: U24.178 - 106 Barrington Rd, Bibra Lake
Proposed Self Storage Development

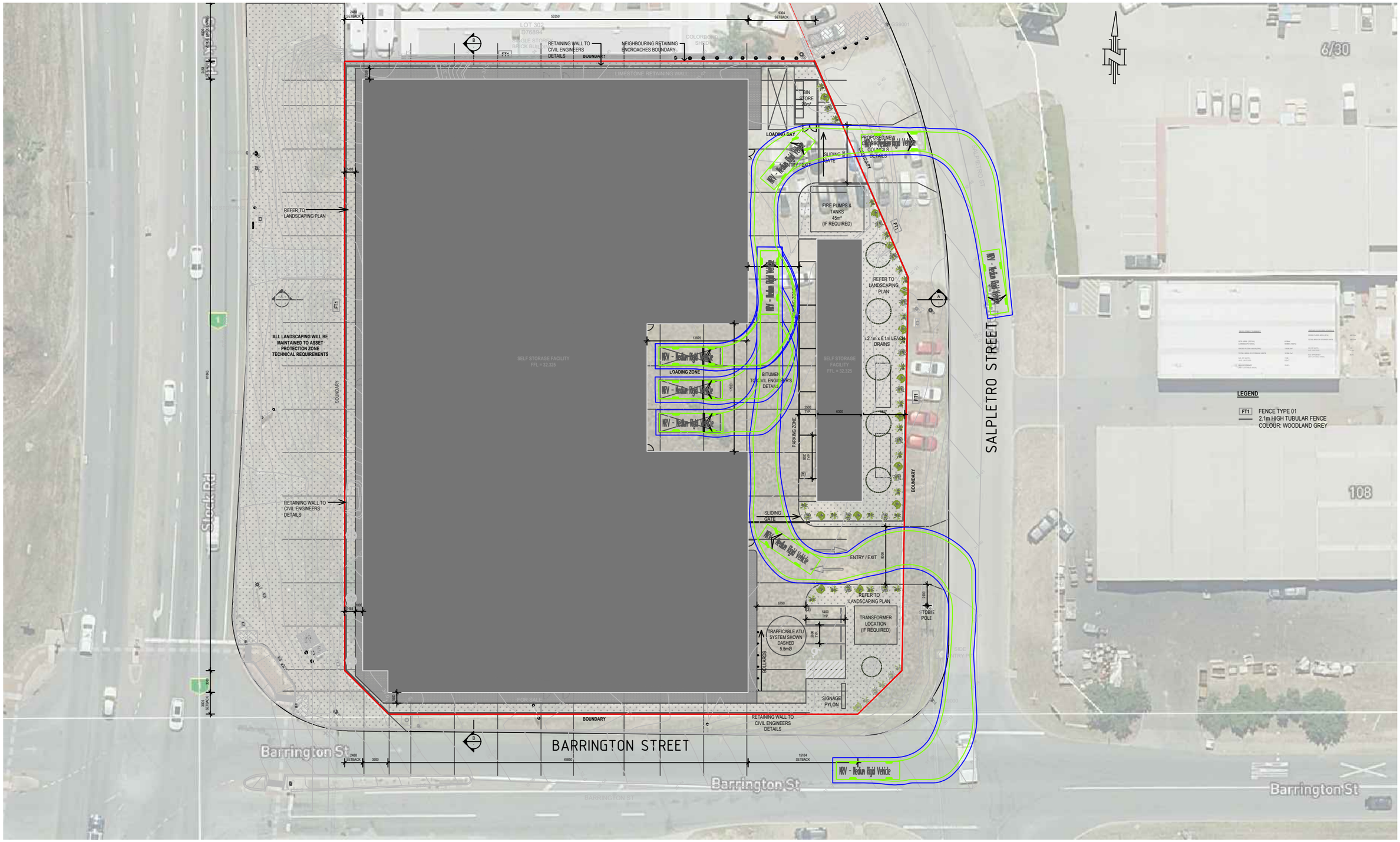
Drawing Title: Swept path analysis
AS2890.2 - 12.5m Heavy Rigid Vehicle (HRV)

Date: 15/12/2024

Scale @ A3: 1:500

Revision: sk01a

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164



Revision notes:

Rev:	Date:	Notes:
1	03/12/2024	Dark blue line represents a 500mm swept path buffer.

Drawn by: Paul Ghantous

Client: TAL GP Projects

Project: U24.178 - 106 Barrington Rd, Bibra Lake
Proposed Self Storage Development

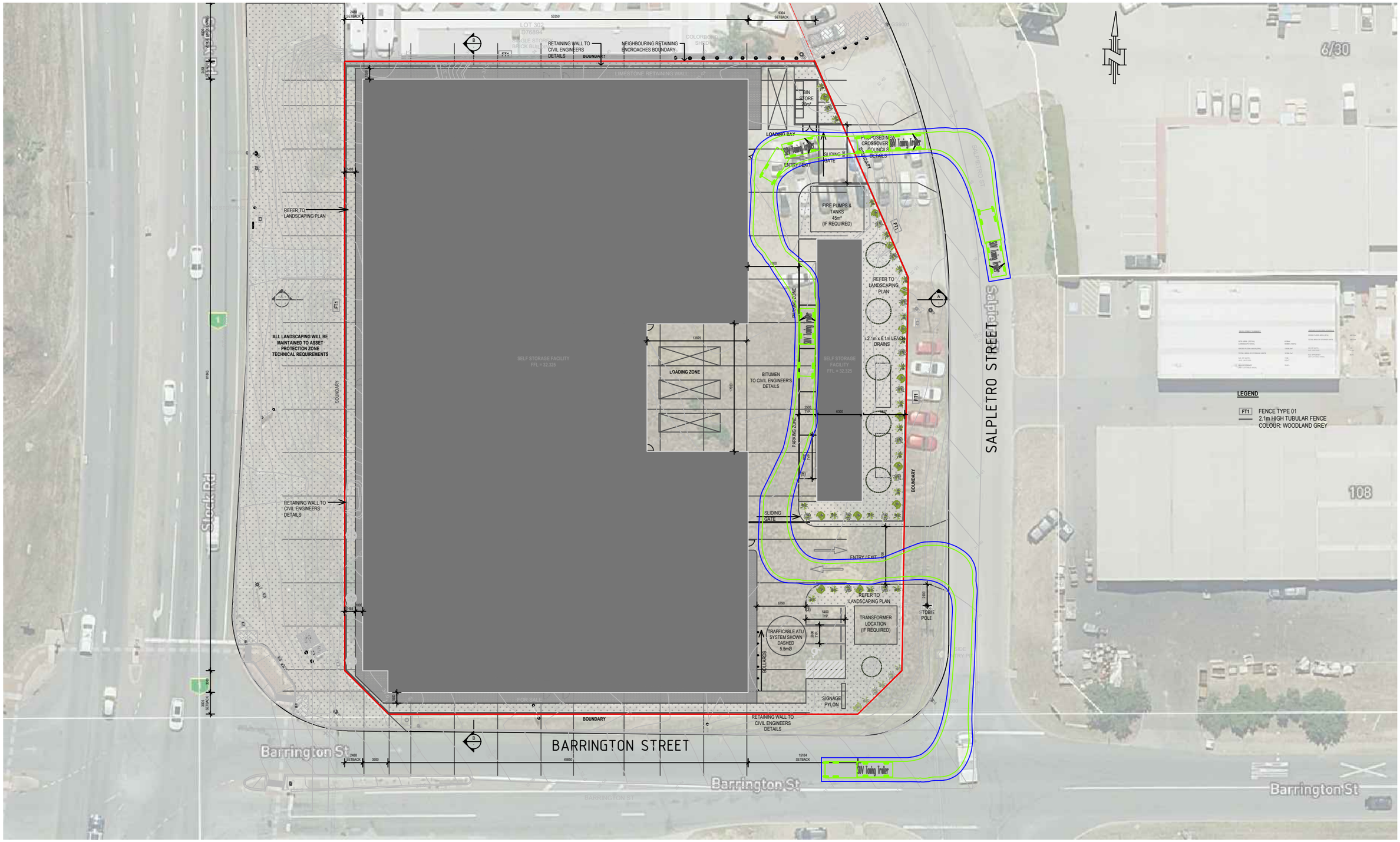
Drawing Title: Swept path analysis
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 15/12/2024

Scale @ A3: 1:500

Revision: sk02a

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164



Revision notes:

Rev:	Date:	Notes:
1	03/12/2024	Dark blue line represents a 500mm swept path buffer.

Drawn by: Paul Ghantous

Project: U24.178 - 106 Barrington Rd, Bibra Lake
Proposed Self Storage Development

Date: 15/12/2024

Client: TAL GP Projects

Drawing Title: Swept path analysis
SUV Towing Trailer

Scale @ A3: 1:500

Revision: sk03a

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164

urbii

Sustainable Transport. Safe Solutions

106 Barrington St, Bibra Lake

Proposed Self Storage Facility

TRANSPORT IMPACT STATEMENT

Prepared for:

C/- Planning Solutions

December 2024

106 Barrington St, Bibra Lake

Prepared for: C/- Planning Solutions
Prepared by: Paul Ghantous
Date: 18 December 2024
Project number: U24.178

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.178.r01	15/12/24	Paul Ghantous	DRAFT	Planning Solutions
U24.178.r01a	18/12/24	Paul Ghantous	FINAL	Planning Solutions

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Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

Contents

Figures

Tables

Appendices

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 106 Barrington St, Bibra Lake.

The subject site is bounded by Stock Road to the west, Salpietro Street to the east and Barrington Street to the south, as shown in Figure 1. The site is presently vacant and used as informal parking (Figure 2). The site is surrounded by a range of commercial and industrial 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.

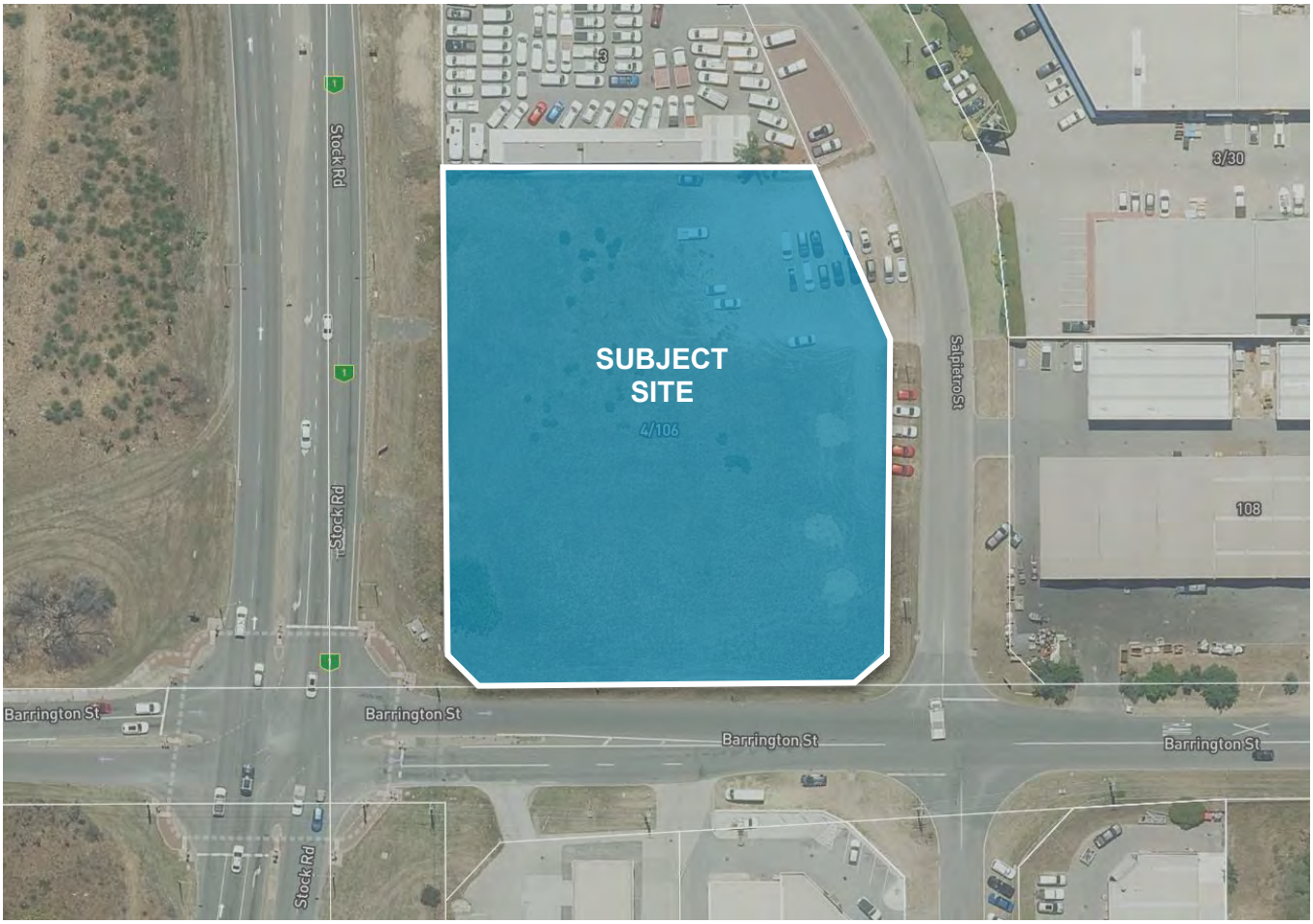


Figure 1: Subject site

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 10,200sqm of net lettable floorspace;
- A site office / box shop - 45sqm;
- Three car parking bays at the front of the site (including 1 x ACROD bay);
- 5 car parking spaces within internal parking zones;
- 4 loading bays for small to heavy rigid trucks; and,
- A bin store.

Vehicle access to the site is via two crossovers on Salpietro Street. A mix of light vehicles and small to large 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 two informal access points, as detailed in Figure 3. There is an unsealed dirt track with kerbing removed at the existing vehicle access locations.

Figure 3: Existing vehicle access

As detailed in Figure 4, vehicle access to the site is proposed via two crossovers on Salpietro Street. Crossovers are 8.0m wide to facilitate two-way traffic flow and the turning radius of larger vehicles.

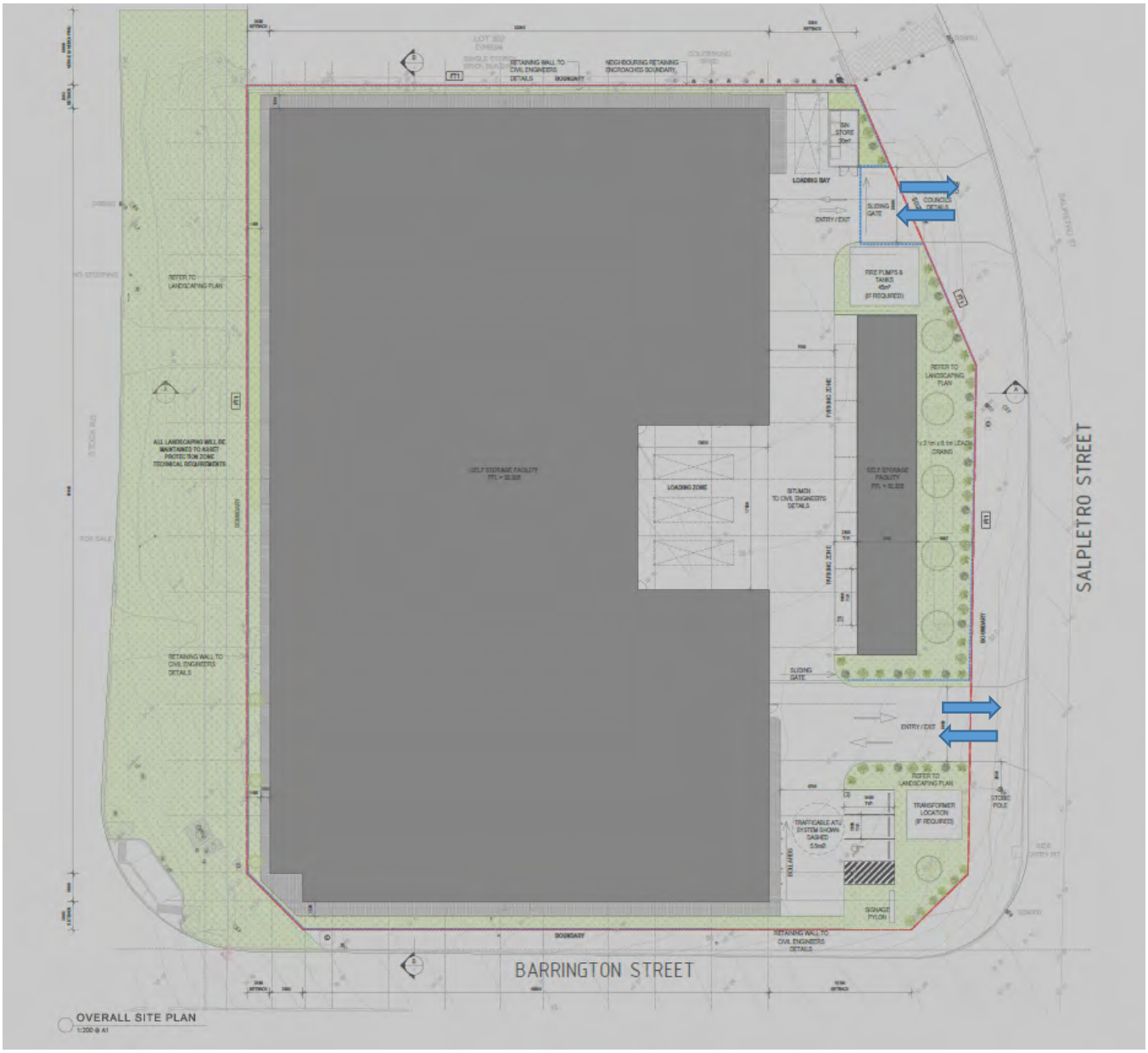


Figure 4: Proposed vehicle access

3.2 Parking supply

Three car parking spaces are provided at the front of the site for office use. Internally, 9 parking spaces are provided for vehicles to park. This includes 5 x 6.0m car parking spaces, and 4 x loading zones for 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 3 which are sites with 6,000m^2 + 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 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^2	5 spaces
3,000 to 6,000 m^2	7 spaces
6,000 m^2 +	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.

Three loading zones are provided on the eastern side of the building. This facilitates large vehicles (up to 12.5m rigid trucks) to reverse up to the side of the building for loading or unloading. A fourth loading bay is provided adjacent to the bin store at the northern end of the site.

Swept path analysis was undertaken for an 8.8m Medium Rigid Vehicle (MRV) and 12.5m Heavy Rigid Vehicle (HRV), as per *AS2890.2 – Off-street commercial vehicle* facilities (Figure 5).

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

(c) Heavy rigid vehicle
Clearance height 4.50
Design turning radius 12.5

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 around 30 to 40 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 m²	60 to 130	40 to 100
3,000 m²-6,000 m²	110 to 220	80 to 160
6,000 m²-9,500 m²	160 to 260	120 to 260
AM Peak Hour		
0-3,000 m²	5 to 15	
3,000 m²-6,000 m²	10 to 20	
6,000 m²-9,500 m²	15 to 30	
PM Peak Hour		
0-3,000 m²	5 to 20	
3,000 m²-6,000 m²	10 to 20	
6,000 m²-9,500 m²	20 to 30	
Business Peak Hour		
0-3,000m²		10 to 30
3,000 m²-6,000 m²		10 to 30
6,000 m²-9,500 m²		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 Barrington Street

Barrington Street near the subject site is an approximately 11.5m wide, two-lane undivided road. No footpaths are provided on the road, which is consistent with the other industrial standard roads in the locality.

Barrington Street 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 9).

Traffic count data obtained from City of Cockburn indicates that Barrington Street carried around 7,600 vehicles per day in 2024, with 18.3% heavy vehicles.

Barrington Street is designated as a *special use – industrial* road.

7.1.2 Salpietro Street

Salpietro Street near the subject site is an approximately 9m wide, two-lane undivided road. No footpaths are provided on the road, which is consistent with the other industrial standard roads in the locality.

Salpietro Street is classified as an access road in the Main Roads WA road hierarchy (Figure 6) and operates under a built-up area speed limit of 50km/h (Figure 7). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 9).

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

As detailed in Figure 8, there is a Primary Regional Road (PRR), or ‘red’ road reservation on the western and southern boundaries of the site. The proposed development does not encroach into the PRR reservation.

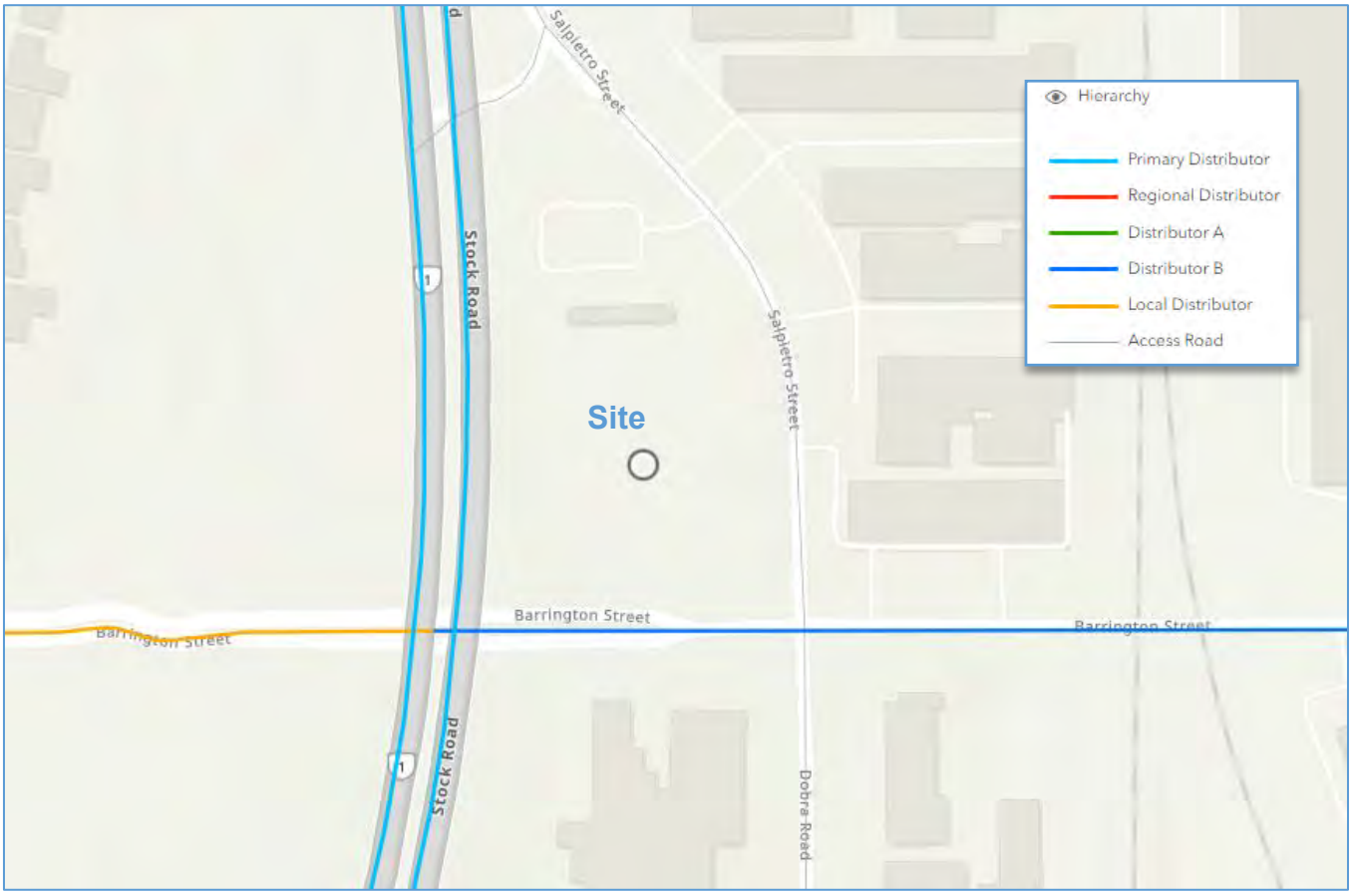


Figure 6: Main Roads WA road hierarchy plan

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

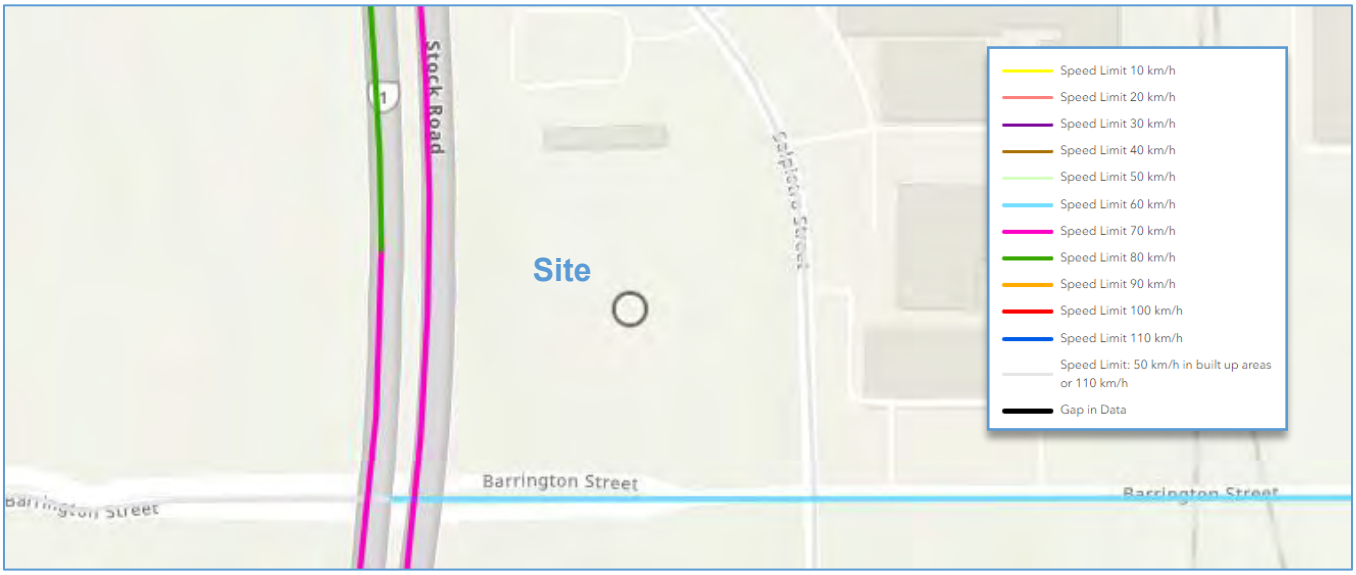


Figure 7: Main Roads WA road speed zoning plan

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

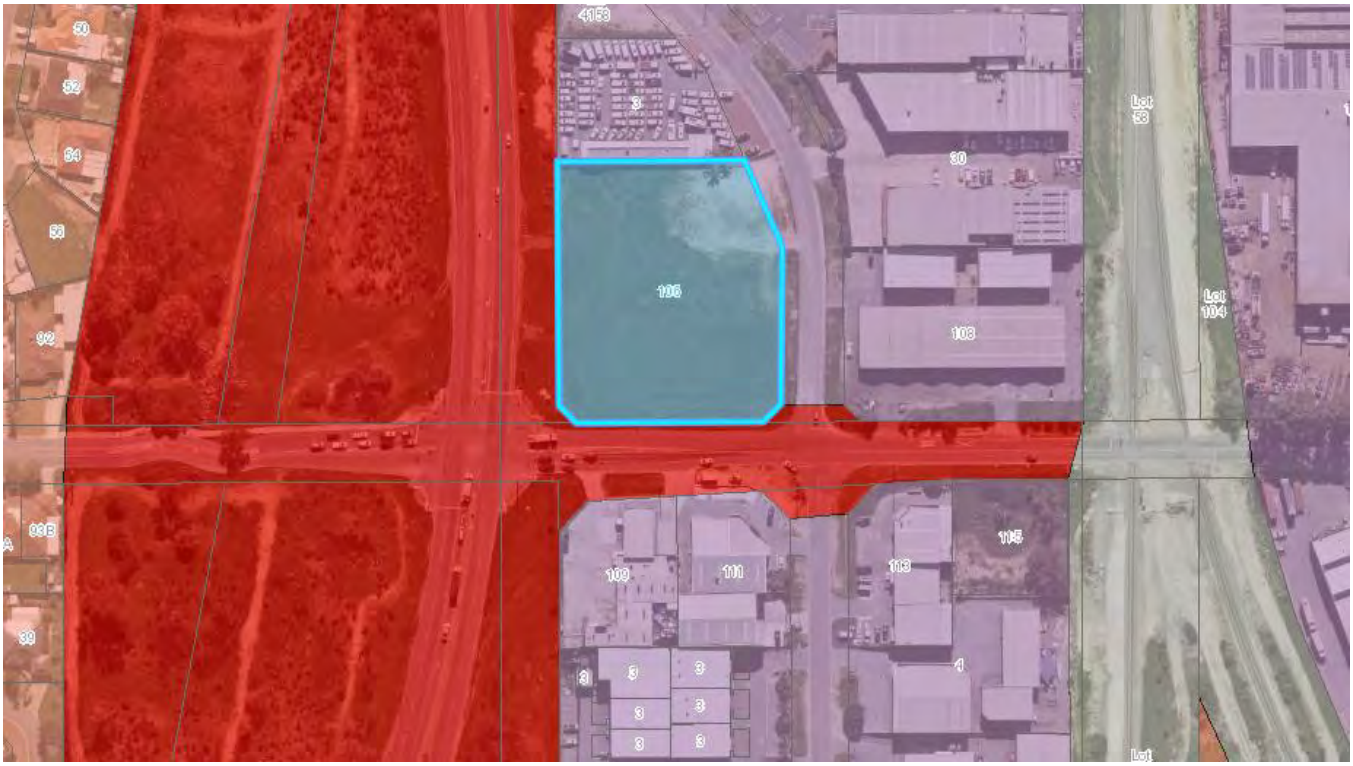


Figure 8: MRS Primary Regional Road (PRR) reservation

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

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (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
Secondary Criteria						
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. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. 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 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 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. 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 siteing 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. 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. 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 9: 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 closest active bus stops are over 800m walking distance from the subject site, with no footpath connectivity. The existing public transport accessibility is not competitive with driving or cycling and is therefore unlikely to have a high mode share for development trips.

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

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.

No footpaths are provided near the development. The subject site is located in an industrial area. 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 10) shows the existing cycling connectivity to the subject site. On-street cycling lanes are provided on both sides of Stock Road. The nature of the proposed development being used for self-storage means that most people will not travel to the site by cycling.

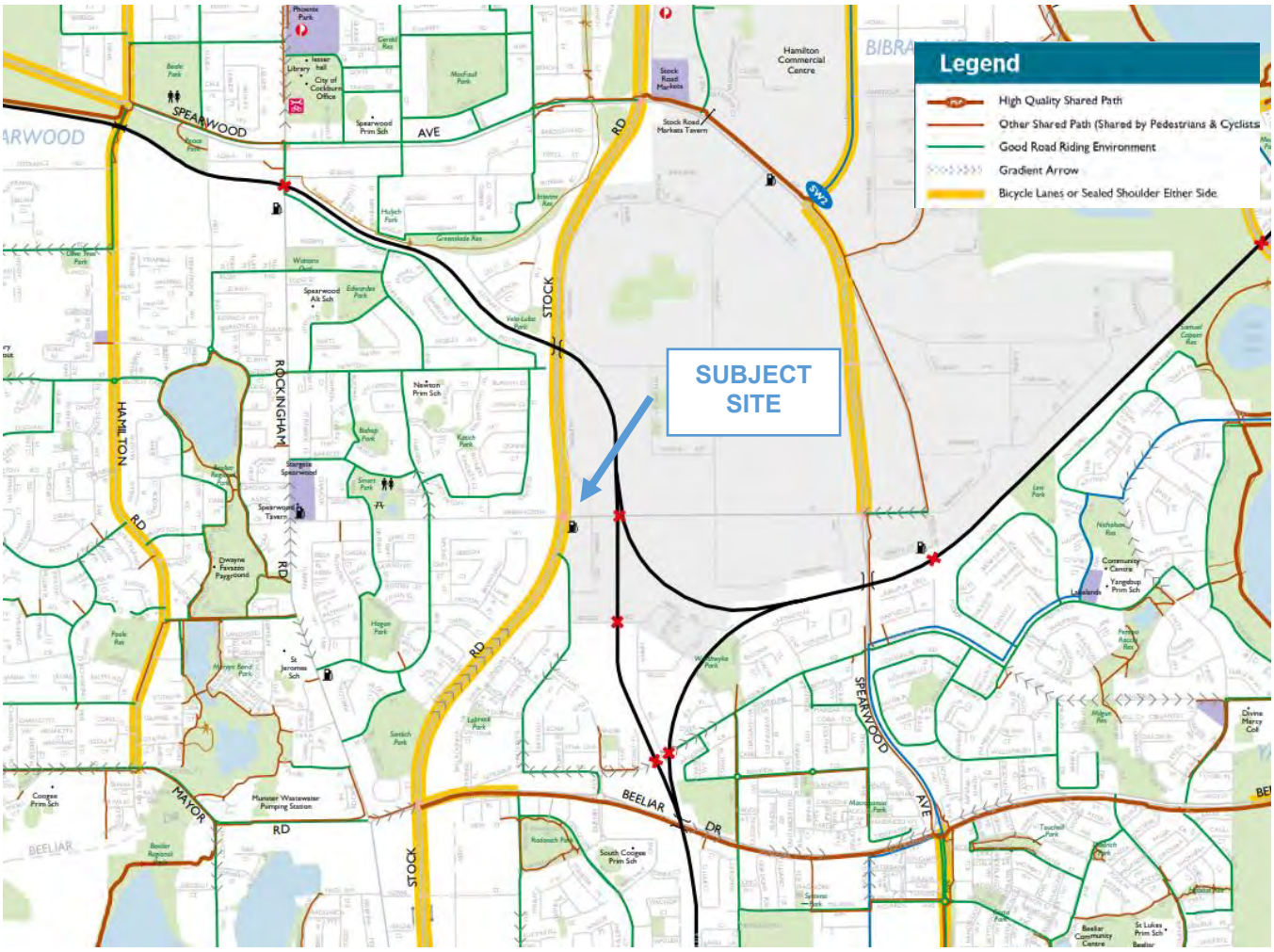


Figure 10: Perth bicycle network plan

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 11, 6 crashes 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 11: 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.	%
Fatal	0	0
Hospital	0	0
Medical	1	16.67
PDO Major	3	50.00
PDO Minor	2	33.33

Year	No.	%
2019	2	33.33
2020	1	16.67
2022	1	16.67
2023	2	33.33

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	0	0
Right Angle	4	66.67
Right Turn Thru	2	33.33
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	5	83.33
Not Known	0	0
Other / Unknown	1	16.67

Conditions	No.	%
Dry	4	66.67
Not Known	0	0
Other / Unknown	2	33.33
Wet	0	0

Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	3	50.00
Straight	3	50.00

Total	6

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of the proponents with regards to the proposed self-storage facility, located at 106 Barrington St, Bibra Lake.

The subject site is bounded by Stock Road to the west, Salpietro Street to the east and Barrington Street to the south. The site is presently vacant and is surrounded by a range of commercial and industrial 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.

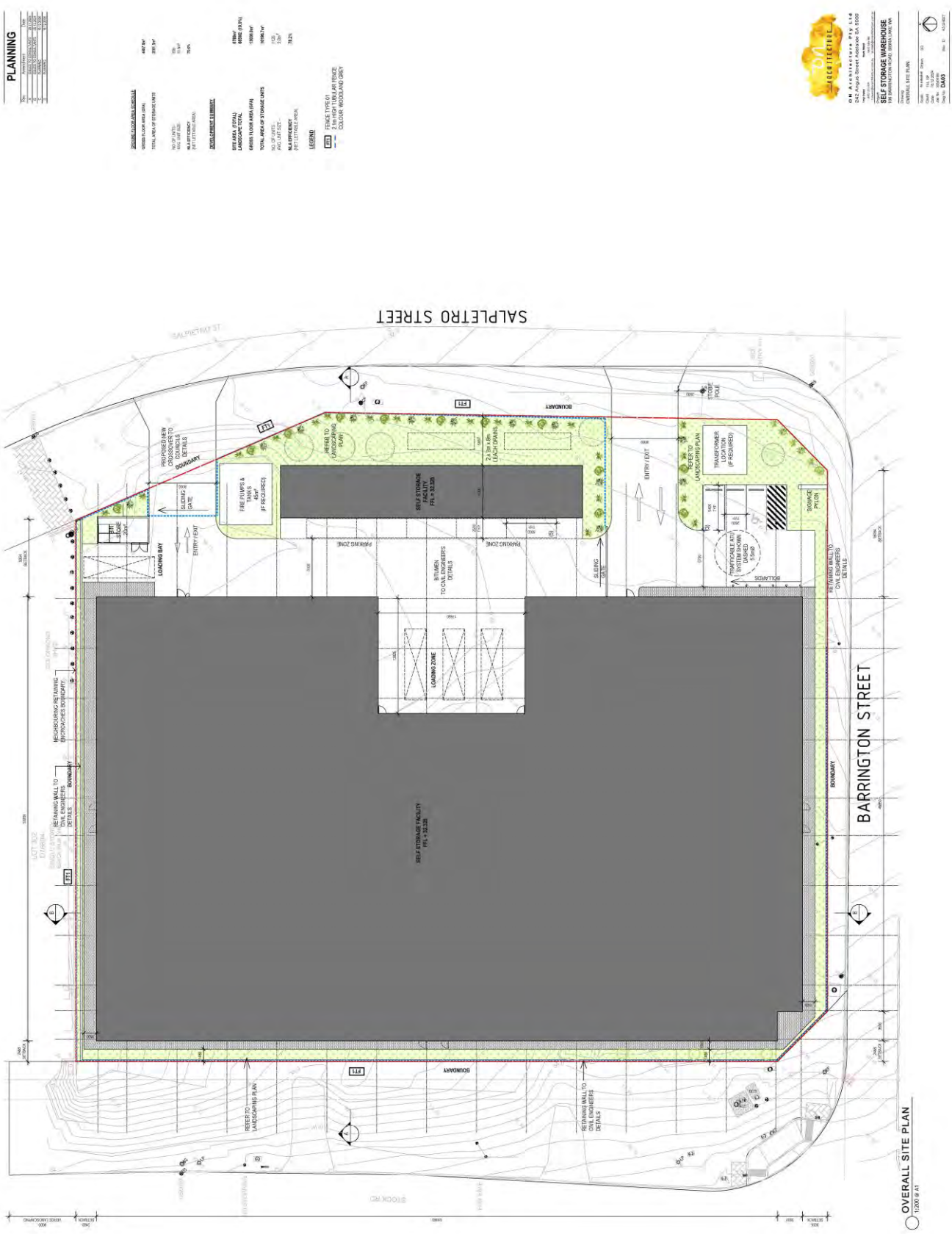
The traffic analysis undertaken in this report shows that the traffic generation of the proposed development can be accommodated on the surrounding road network.

The onsite parking provisions are satisfactory. The site access and internal circulation supports trucks up to 12.5m Heavy Rigid Vehicle (HRV) in size.

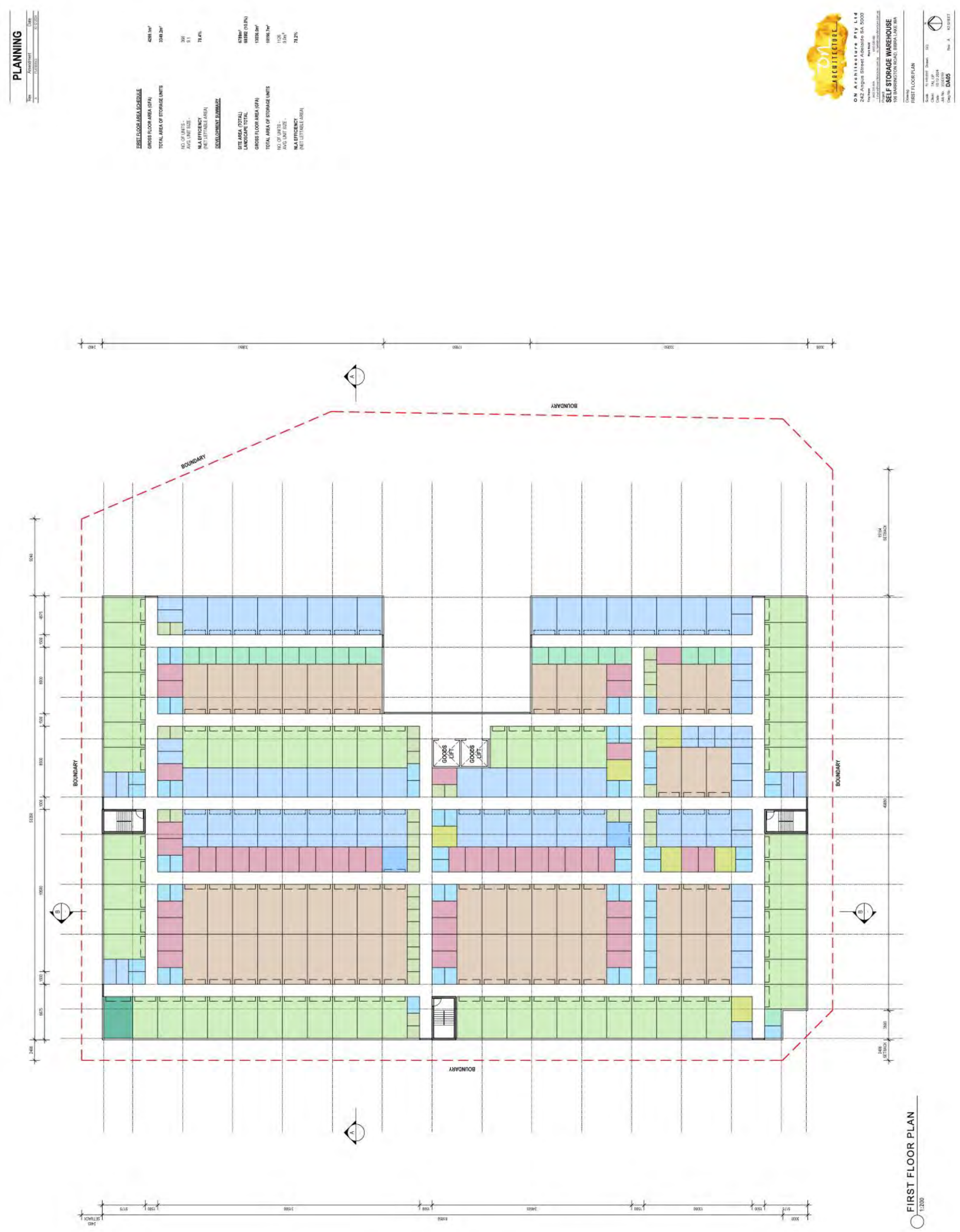
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.

Appendices

Appendix A: Proposed development site plan




PLANNING
BOUNDARY
LOADING BAY
LOADING ZONE
GOODS LIFT
SERVICES
GROUND FLOOR PLAN
1:200 @ A1


PLANNING
SELF STORAGE WAREHOUSE
BOUNDARY
GOODS LIFT
FIRST FLOOR PLAN
1:200

PLANNING

Rev	Amendment	Date

SECOND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	4269.1m²
TOTAL AREA OF STORAGE UNITS	3266.0m²
NO. OF UNITS -	421
AVG. UNIT SIZE -	7.7
NLA EFFICIENCY (NET LETTABLE AREA)	76.5%

DEVELOPMENT SUMMARY

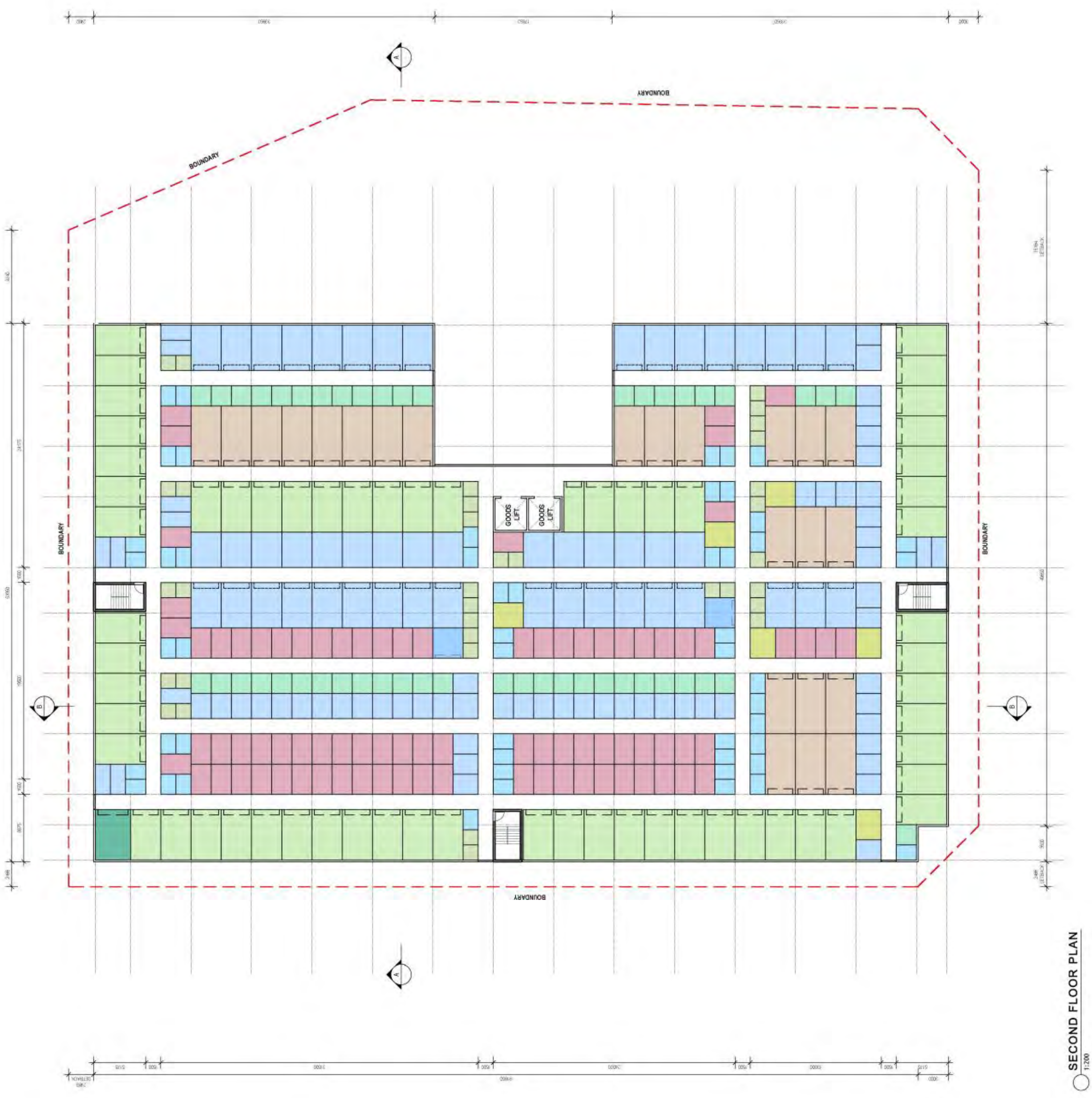
SITE AREA (TOTAL)	6789m²
LANDSCAPE TOTAL	685M2 (10.0%)
GROSS FLOOR AREA (GFA)	13036.8m²
TOTAL AREA OF STORAGE UNITS	10196.7m²
NO. OF UNITS -	1128
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	78.2%

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
SECOND FLOOR PLAN

Date 10.12.2024
Dwg No. **DA06**



SECOND FLOOR PLAN
1:200

Appendix B: Swept path diagrams

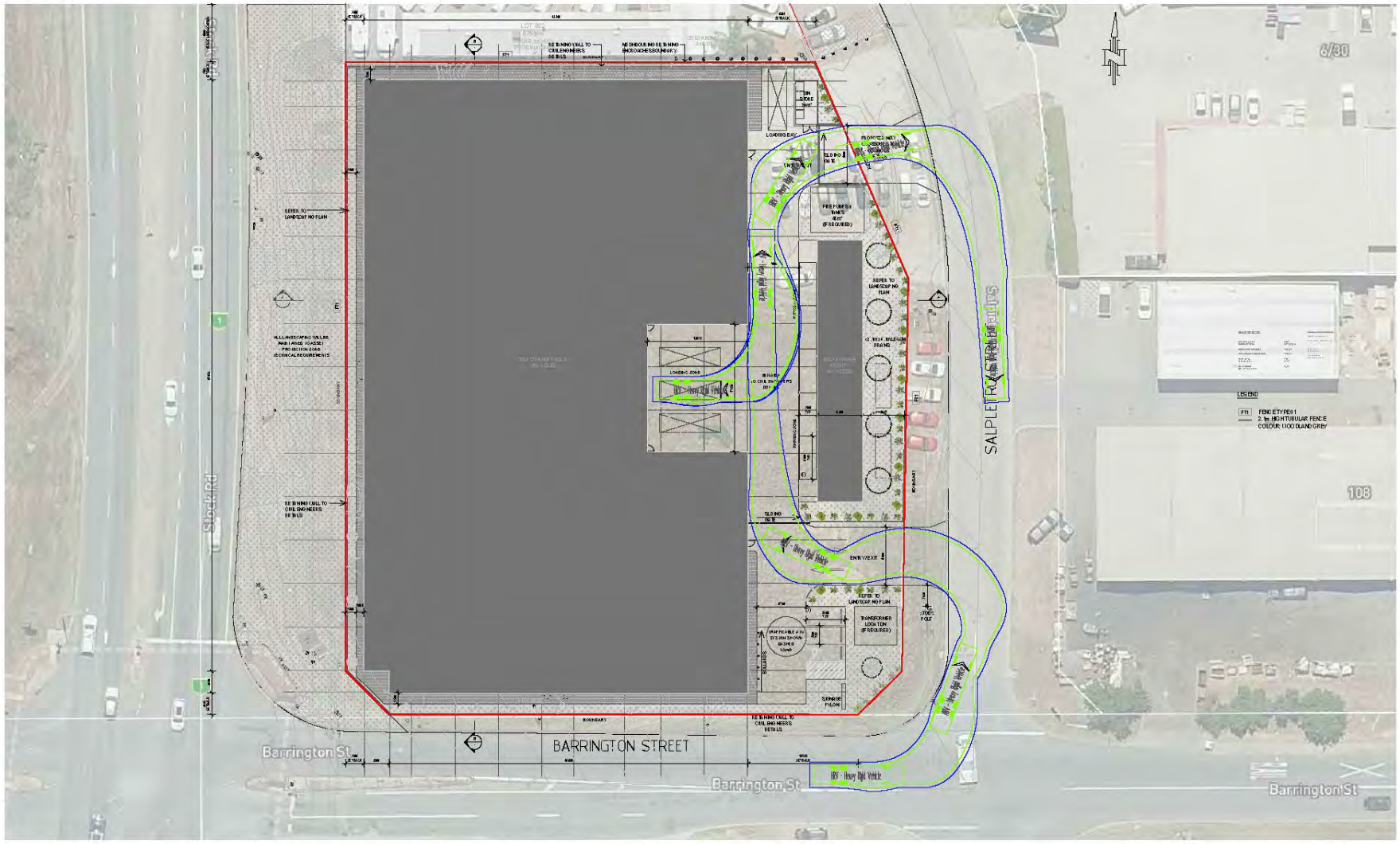
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

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.



Revision notes:

Rev:	Date:	Notes:
1	03/12/2024	Dark blue line represents a 300mm swept path buffer.

Drawn by: Paul Ghantous

Client: TAL GP Projects

Project: U24.178 - 106 Barrington Rd, Bibra Lake
Proposed Self Storage Development

Drawing Title: Swept path analysis
AS2890.2 - 12.5m Heavy Rigid Vehicle (HRV)

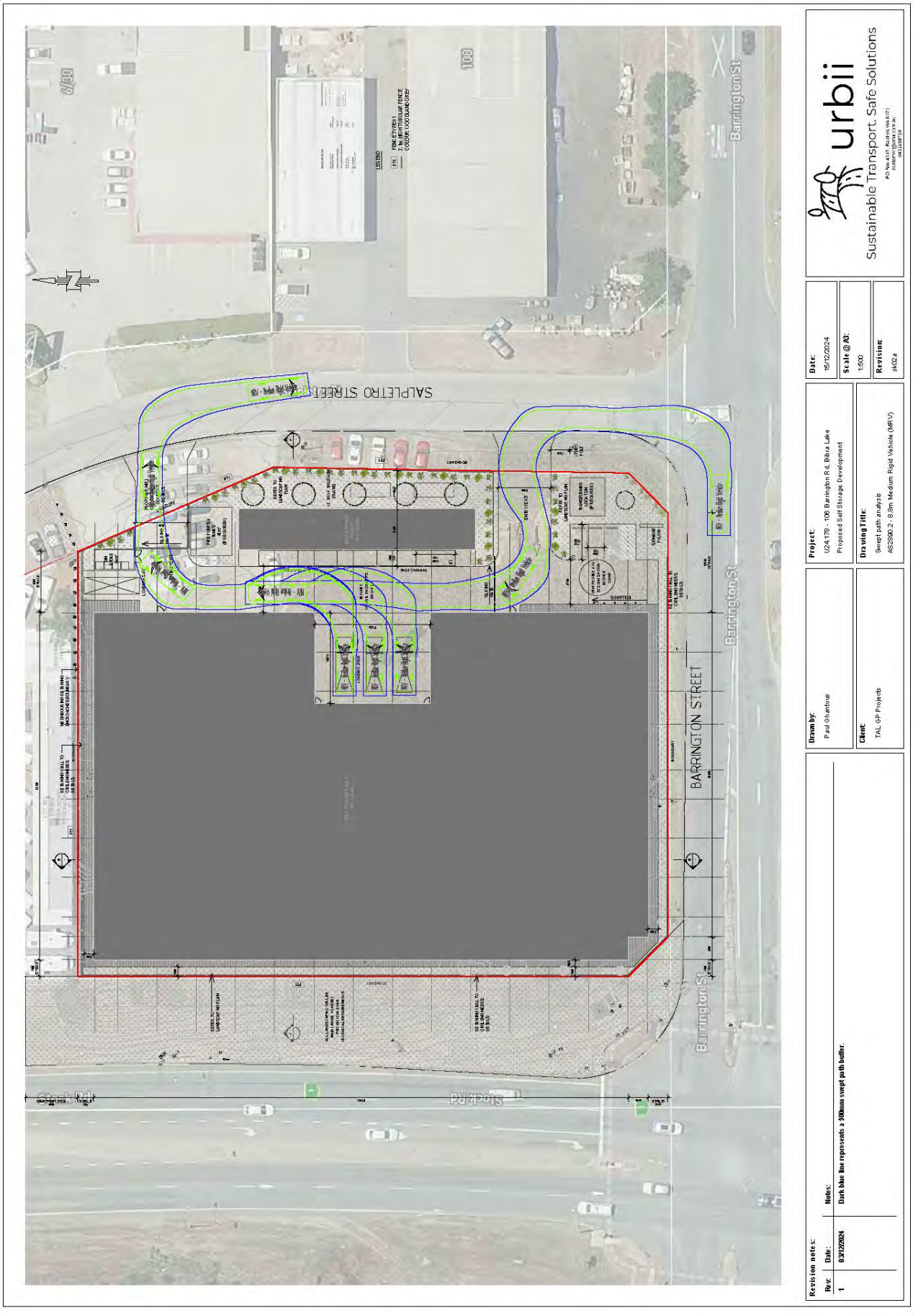
Date: 15/12/2024

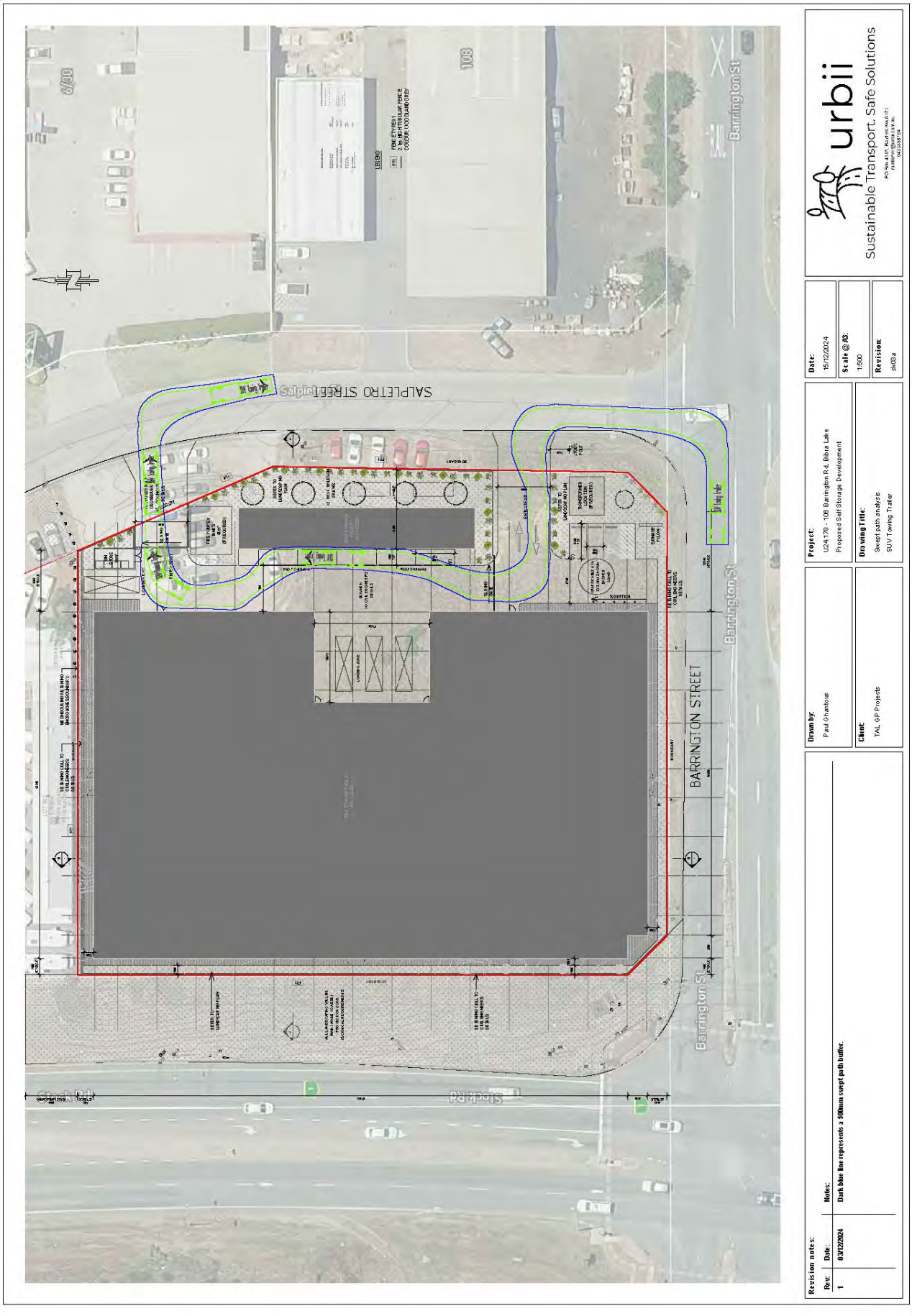
Scale @ A3: 1:500

Revision: sk01a

urbii
Sustainable Transport. Safe Solutions

PO Box 4545, Redcliffe WA 6171
customer@urbii.com.au
0433 638 124





WESTERN ENVIRONMENTAL

(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au

Bushfire Attack Level (BAL) Assessment Report

Site details	
Address: 106 Barrington Street	
Suburb: Bibra Lake	**State:** Western Australia
Local Government Area: City of Cockburn	
Description of Building Works: Construction of self-storage facility	

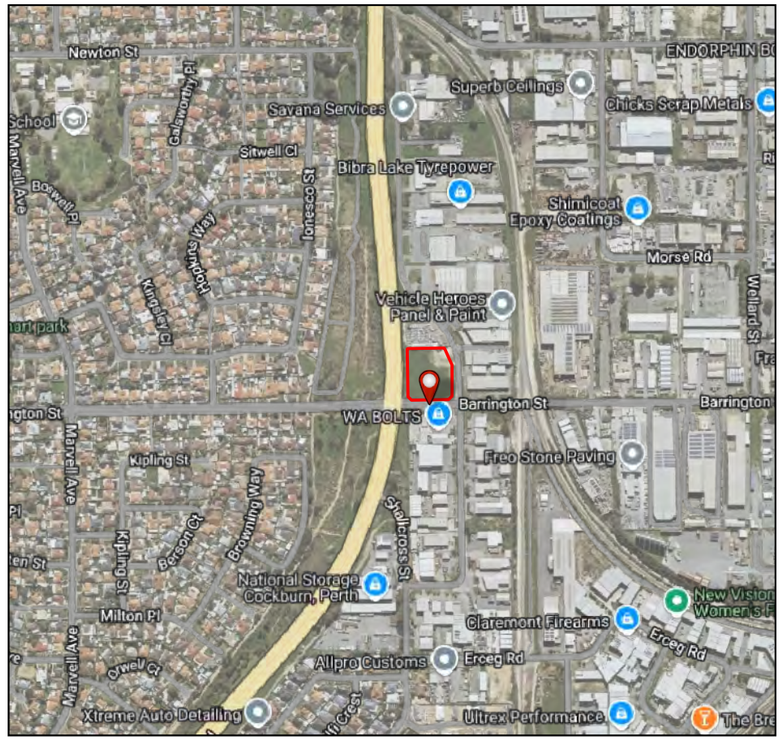
Report details			
Project number	A24.149	**Report version**	0
Assessment date	3/12/2024	**Report date**	12/12/2024
Author	Bridie Farrar Bushfire Consultant	**Review**	Daniel Panickar BPAD L3 - 37802 BPAD Bushfire Planning & Design Accredited Practitioner Level 3

Site Assessment and Site Plan

The assessment of the proposed self-storage facility was undertaken on 3/12/2024 for the purpose of determining the Bushfire Attack Level (BAL) in accordance with *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (AS 3959: 2018; SA 2018) Simplified Procedure (Method 1). An overview of the site is presented in Figure 1.

Vegetation Classification

All vegetation within 100 m of the lot boundary was classified in accordance with Clause 2.2.3 of AS 3959: 2018. Each distinguishable vegetation class with the potential to determine the BAL is identified in Table 1 and presented in Figure 2.



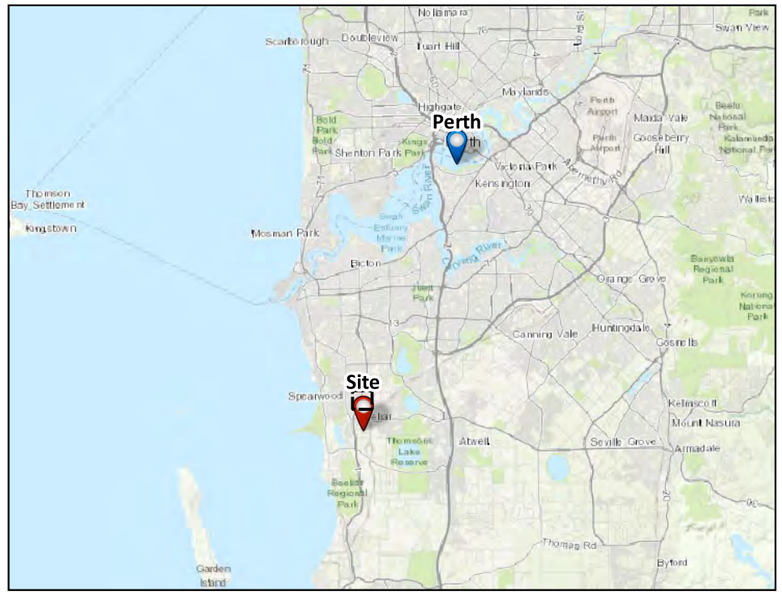


Figure 1: Site Overview

N 0 30 60 90 120 m		PROJECT/REPORT NAME: Bushfire Attack Level Report: Self Storage Facility 106 Barrington Street, Bibra Lake	
SCALE: 1:2,077	SHEET SIZE: A3 COLOUR	CLIENT: TAL GP	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50		PROJECT NUMBER: A24.149	VERSION: 0
DATA SOURCE: LANDGATE AERIAL IMAGERY		DRAWN BY / REVIEWED BY: MD/BF	DATE: 11/12/2024

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Subject building

No	Description	Drawn	Approved	Date
A	Original issue	MD	BF	11/12/2024

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

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Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

Table 1: Vegetation Classification

Plot 1	Class A Forest
Photo 1 This plot contains trees reaching up to 30 m in height at maturity. The vegetation structure is multi-tiered, consisting of shrubs and grasses in the mid-storey and understorey. The slope under this vegetation was assessed to be downslope >0 – 5 degrees.	
Plot 2	**Class A Forest**
Photo 2 This plot contains trees reaching up to 30 m in height at maturity. The vegetation structure is multi-tiered, consisting of shrubs and grasses in the mid-storey and understorey. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Class C Shrubland**
Photo 3 This plot is dominated by shrubs reaching up to 2 m in height at maturity. The overstorey shrub cover exceeds 30% and the understorey consists of grasses. A 2 m height staff is used for reference in this photo. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 3	Class C Shrubland
Photo 4 This plot is dominated by shrubs reaching up to 2 m in height at maturity. The overstorey shrub cover exceeds 30% and the understorey consists of grasses. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 4	**Class G Grassland**
Photo 5 This plot consists of unmanaged grasses. The overstorey canopy cover does not exceed 10% throughout this plot. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 4	**Class G Grassland**
Photo 6 This plot consists of unmanaged grasses and few sparse trees with isolated canopies. The overstorey canopy cover does not exceed 10% throughout this plot. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 5	Excluded - clause 2.2.3.2 (a)
Photo 7 This strip of vegetation is greater than 100 m from the subject site and as such, is excluded under Clause 2.2.3.2 (a) of AS 3959: 2018.	

Plot 6	Excluded - clause 2.2.3.2 (e)
Photo 8 This plot consists of public roads surrounding the subject site which are completely devoid of vegetation.	

Plot 6	Excluded - clause 2.2.3.2 (e)
Photo 9 This plot consists of commercial buildings, carparks and vegetation which is maintained to a low-threat state. This plot is dominated by non-vegetated areas.	

Plot 7	Excluded - clause 2.2.3.2 (f)
Photo 10 This plot consists of low-threat vegetation in the form of slashed and mown grass in the road verge.	

Plot 7	Excluded - clause 2.2.3.2 (f)
Photo 11 This plot consists of low-threat vegetation in the form of slashed and mown grass in the road verge.	

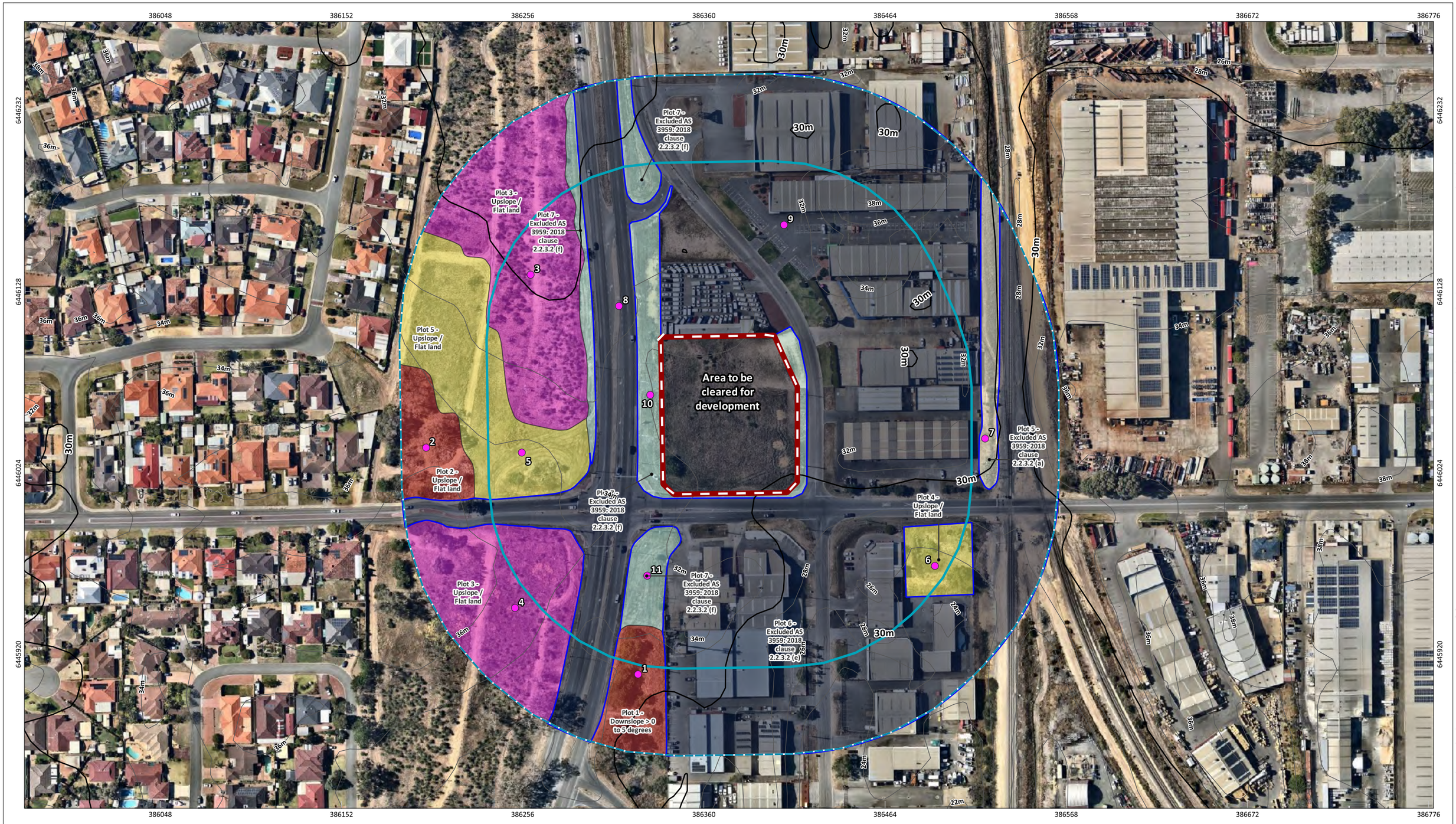

Figure 2: Vegetation Classification

N

0 30 60 90 120 m

PROJECT/REPORT NAME	Bushfire Attack Level Report: Self Storage Facility 106 Barrington Street, Bibra Lake
SCALE: 1:2,077	SHEET SIZE: A3 COLOUR
CLIENT: TAL GP	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A24.149 / VERSION: 0
DATA SOURCE: LANDGATE AERIAL IMAGERY	DRAWN BY / REVIEWED BY: MD/BF / DATE: 11/12/2024

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Photos
- Class A - Forest
- Class C - Shrubland
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (a), (b), (c) and (d)
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

2 metre contours (DPIRD-072)

- 2m Contour
- 10m Contour

No	Description	Drawn	Approved	Date
A	Original issue	MD	BF	11/12/2024

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

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Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

Relevant Fire Danger Index

The Fire Danger Index for this site has been determined in accordance with Table 2.1 of AS 3959: 2018 and is presented in Table 2.

Table 2: Fire Danger Index (FDI)

Relevant Fire Danger Index			
FDI 40 ☐ *Table 2.4.5*	FDI 50 ☐ *Table 2.4.4*	FDI 80 ✓ *Table 2.4.3*	FDI 100 ☐ *Table 2.4.2*

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below in Table 3.

Table 3: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class A Forest	Downslope >0 to 5 degrees	<20	20 - <27	27 - <37	37 - <50	50 - <100
2	Class A Forest	All upslopes and flat land (0 degrees)	<16	16 - <21	21 - <31	31 - <42	42 - <100
3	Class C Shrubland	All upslopes and flat land (0 degrees)	<7	7 - <9	9 - <13	13 - <19	19 - <100
4	Class G Grassland	All upslopes and flat land (0 degrees)	<6	6 - <8	8 - <12	12 - <17	17 - <50
5	Excluded - clause 2.2.3.2 (a)	-	No separation distances required - BAL-LOW				
6	Excluded - clause 2.2.3.2 (e)	-	No separation distances required - BAL-LOW				
7	Excluded - clause 2.2.3.2 (f)	-	No separation distances required - BAL-LOW				

Determined Bushfire Attack Level (BAL)

The determined Bushfire Attack Level (highest BAL) for the proposed works has been determined in accordance with Clause 2.2.6 of AS 3959: 2018 relevant data from the site assessment shown in Figure 3 and **Error! Reference source not found.**.

Table 4: BAL Assessment Summary

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance	BAL Rating	Construction sections to be consulted in AS 3959: 2018
Self-storage facility (western building)	Plot 4	44.2 m	BAL-12.5	N/A
Self-storage facility (eastern building)	Plot 3	108 m	BAL-LOW	N/A

Note: This BAL rating is based on the information current at the date of this document and is valid for 12 months.

Conclusion

The self-storage facility is exposed to BAL ratings ≤BAL-12.5. As the pre-development BAL rating for the proposed commercial development is ≤BAL-29 and the subject site is in an area connected to reticulated water (Figure 3), bushfire planning requirements under *State Planning Policy 3.7 Bushfire* (WAPC, 2024a) or the associated *Planning for Bushfire Guidelines* (WAPC, 2024b) are not triggered.

No further bushfire reporting is considered necessary for assessment of the development to occur.

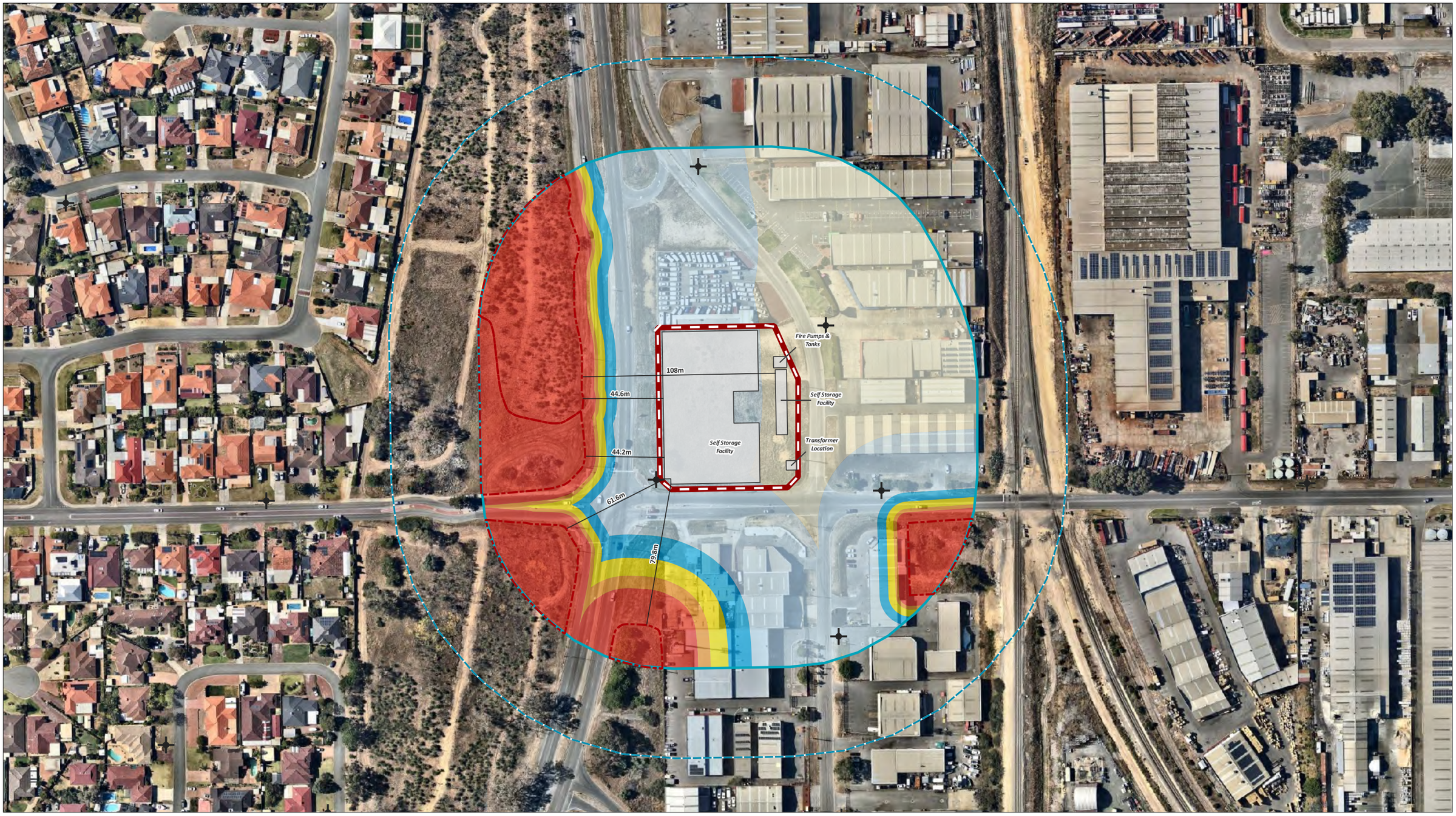


Figure 3: Bushfire Attack Level (BAL) contours

N

0 30 60 90 120 m

PROJECT/REPORT NAME
Bushfire Attack Level Report: Self Storage Facility
106 Barrington Street, Bibra Lake

SCALE	SHEET SIZE	CLIENT
1:2,077	A3 COLOUR	TAL GP

COORDINATE REFERENCE SYSTEM	PROJECT NUMBER	VERSION
GDA2020 / MGA zone 50	A24.149	0

DATA SOURCE	DRAWN BY / REVIEWED BY	DATE
LANDGATE AERIAL IMAGERY	MD/BF	11/12/2024

C:\GIS\Projects\A24.149\A24.149.qgz

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Bushfire hazard Interface
- Subject building
- Separation Distances
- Water Hydrant (WCORP-070)

Bushfire Attack Level (BAL)

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

No	Description	Drawn	Approved	Date
A	Original issue	MD	BF	11/12/2024

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

Appendix A
Additional Information / Advisory Notes

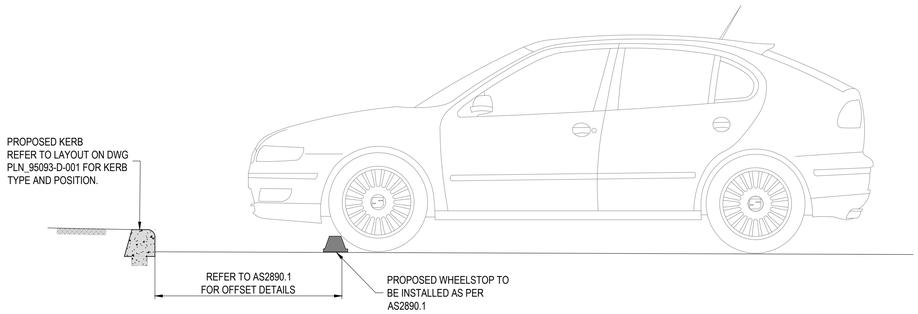
This assessment was undertaken as per AS 3959: 2018. It is important that the current version of AS 3959, is consulted for construction purposes.

This BAL rating is based on the information current at the date of this letter and is valid for 12 months from the date of this letter.

Bushfire Attack Level (BAL) as set out in the Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas (AS 3959), as referenced in the Building Code of Australia.

Bushfire Attack Level (BAL)	Classified vegetation within 100 m of the site and radiant heat flux exposure thresholds	Description of predicted bush fire attack and levels of exposure	Construction Section as per AS 3959
BAL-LOW		There is insufficient risk to warrant specific construction requirements.	4
BAL-12.5	≤12.5 kW/m^2	Ember attack	3 and 5
BAL-19	>12.5 kW/m^2 ≤19 kW/m^2	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux.	3 and 6
BAL-29	>19 kW/m^2 ≤29 kW/m^2	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux	3 and 7
BAL-40	>29 kW/m^2 ≤40 kW/m^2	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux with the increased likelihood of exposure to flames.	3 and 8
BAL-FZ	>40 kW/m^2	Direct exposure to flames from fire front in addition to radiant heat flux and ember attack	3 and 9

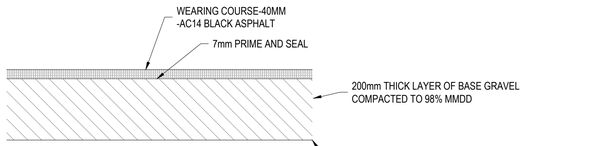
Source: "*AS 3959: 2018 Construction of buildings in bushfire-prone areas*" published by Standards Australia, Sydney.



WHEELSTOP DETAIL

0.2 0 0.2 0.4 0.6 Metres

SCALE 1:10

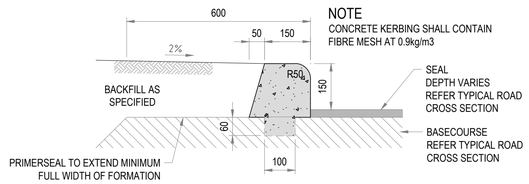


TYPICAL ASPHALT CARPARK PAVEMENT DETAIL

N.T.S

DESIGN ASSUMPTIONS

- CBR OF 10% HAS BEEN ACHIEVED. CONTRACTOR TO PROVIDE VERIFICATION
- DESA $1*10^6$ DESA

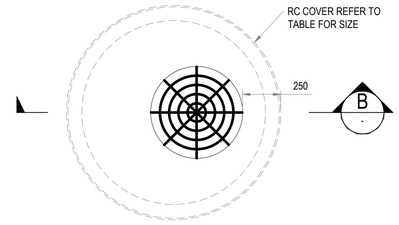


NOTE
CONCRETE KERBING SHALL CONTAIN FIBRE MESH AT 0.9kg/m3

BARRIER KERB DETAIL (TRENCHED WHERE 40m OR LESS)

0.2 0 0.2 0.4 0.6 Metres

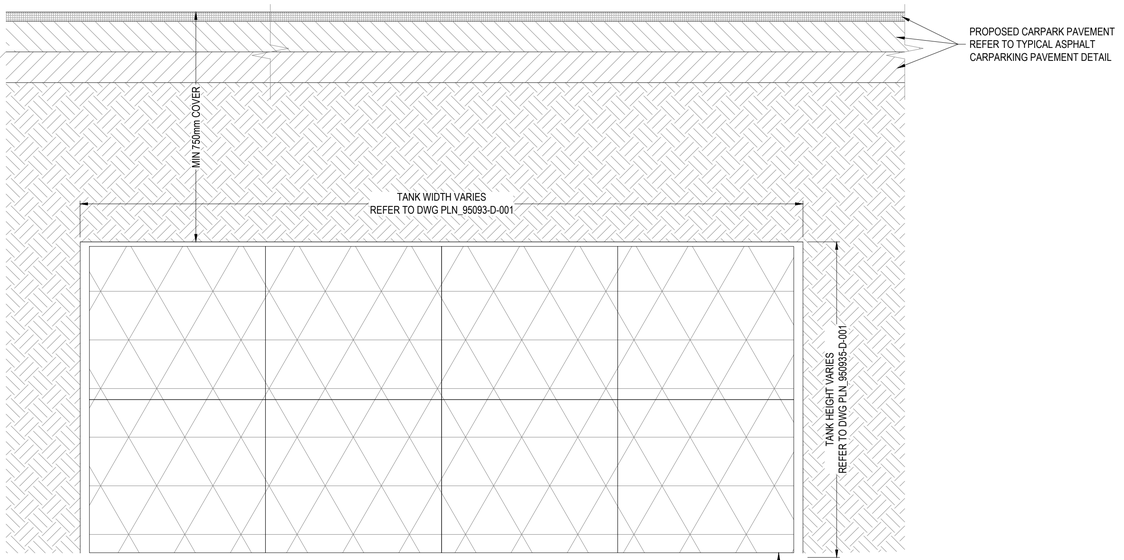
SCALE 1:10



GRATED SOAKWELL PLAN

0.4 0 0.4 0.8 1.2 Metres

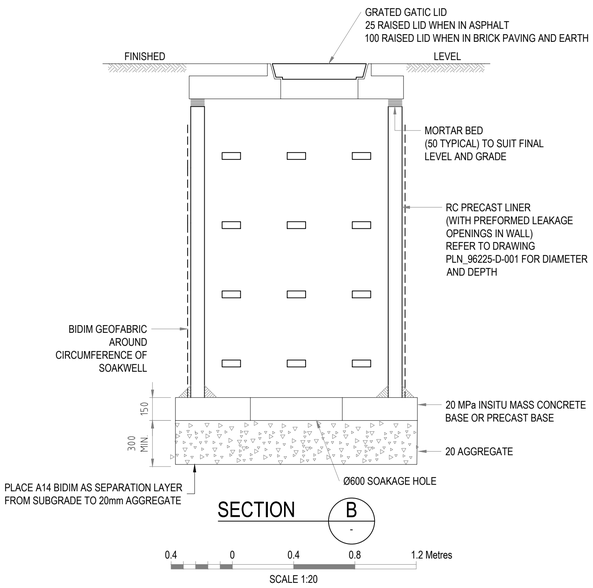
SCALE 1:20



TYPICAL COERCO FLO VAULT DETAILS

0.2 0 0.2 0.4 0.6 Metres

SCALE 1:10



SECTION B -

0.4 0 0.4 0.8 1.2 Metres

SCALE 1:20

GRATED SOAKWELL		
LINER SIZE	COVER SIZE	CLASS
1800	Ø2050 x 200 RC	D

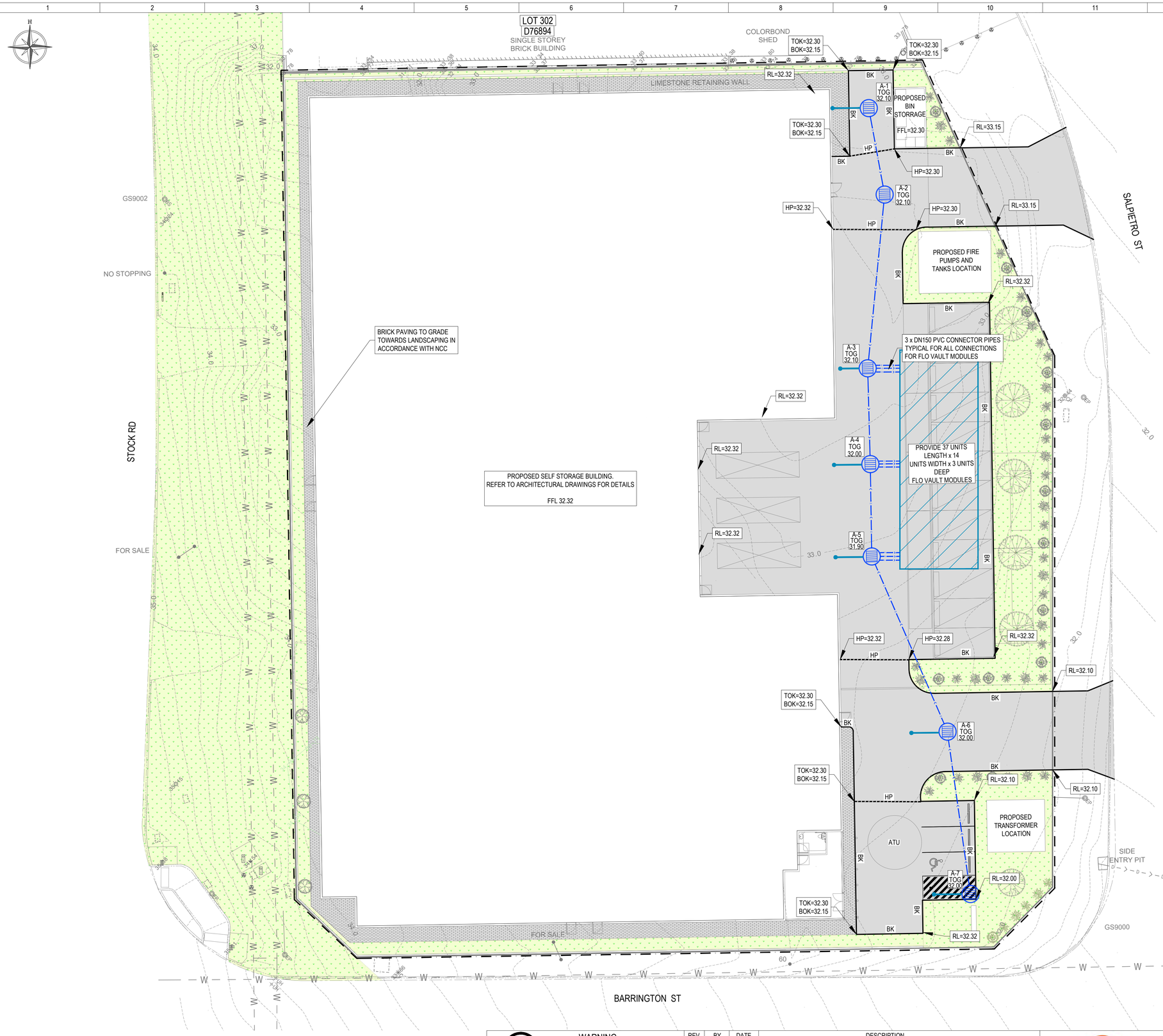
WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE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

DIAL1100 BEFORE YOU DIG

REV.	BY	DATE	DESCRIPTION
A	WDJ/VT	16.12.2024	INITIAL DRAWING

VPE Consulting

TITLE	TYPICAL DETAILS AND SECTIONS	DATE	16/12/2024
		SHEET N°	1 of 1
PROJECT	SELF STORAGE FACILITY AT 106 BARRINGTON RD, BIBRA LAKE FOR TAL GP PTY LTD	DRAWN	WIKUS DE JAGER
		DESIGNED	VINCENT TRAN
		CHECKED	VINCENT TRAN
DWG No.	PLN_95093-TD-001_A	A1 SCALE	AS NOTED ON DRAWING
		JOB REF.	PLN_95093



LEGEND:

(EXISTING)
- CADASTRAL BOUNDARY
- CONTOURS
- BUILDINGS
- EDGE OF BITUMEN
- WATER MAIN
- WATER MAIN
- COMMS PERIMETER
- POWER DOME
- POWER PIT
- LIGHT POLE
- WATER METER
- COMMS MARKER
- BOLLARD

(PROPOSED)
- LOT BOUNDARY
- HIGH POINT
- TREES BY OTHER
- VEGETATION BY OTHER
- EDGE OF SEAL BY OTHER
- DRAINAGE PIPE DN375 PVC SN8 U.N.O
- GRATED SOAKWELL TO BE FLUSH WITH SURFACE 1800 DIA x 1200 DEEP
- PAVEMENT LEVEL — RL=30.1
- DOWNPIPE CONNECTION FOR ROOF RUNOFF
- BARRIER KERB — BK

TYPICAL DRAINAGE PIPE ANNOTATION DETAIL

DRAINAGE NOTES:

1. 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.
2. PIPE ALIGNMENTS SHALL BE AS SHOWN. HOWEVER THE CONTRACTOR SHALL MAKE MINOR AMENDMENTS TO ALIGNMENT TO ENSURE ADEQUATE PIPE ENTRIES INTO STORMWATER PITS WHERE NECESSARY.
3. STORMWATER PITS LOCATED WITHIN THE ROAD PAVEMENT, VERGES, OR OTHER TRAFFICABLE AREAS SHALL BE CLASS D HEAVY DUTY TRAFFICABLE COVERS.
4. REFER TO HYDRAULIC DRAWINGS FOR DETAILS ON DOWNPIPES AND GUTTERS.
5. 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

1. ALL DIMENSIONS IN METRES U.N.O
2. REFER TO DRAWING PLN_95093-TD-001 FOR SOAKWELL DETAILS
3. REFER TO DRAWING PLN_95093-TD-001 FOR COERCO FLOW-VAULT TANK DETAILS.

SERVICES AND RESTORATION:

1. EXISTING SERVICES MARKED ON THIS DRAWING ARE APPROXIMATE AND ARE UNCONFIRMED.
2. 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.
3. 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.
4. 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.
5. 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.

GROUND FLOOR DRAINAGE LAYOUT

4 0 4 8 12 Metres

SCALE 1:200

DIAL1100 BEFORE YOU DIG

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.

REV.	BY	DATE	DESCRIPTION
A	WDJ/RS	12.12.2024	INITIAL DRAWING

VPE Consulting

TITLE	GROUND FLOOR DRAINAGE LAYOUT	DATE	12/12/2024
		SHEET N°	1 of 1
PROJECT	SELF STORAGE FACILITY AT 106 BARRINGTON RD, BIBRA LAKE FOR TAL GP PTY LTD	DRAWN	WIKUS DE JAGER
		DESIGNED	VINCENT TRAN
		CHECKED	VINCENT TRAN
		A1 SCALE	AS NOTED ON DRAWING
DWG No.	PLN_95093-D-001_A	JOB REF.	PLN_95093

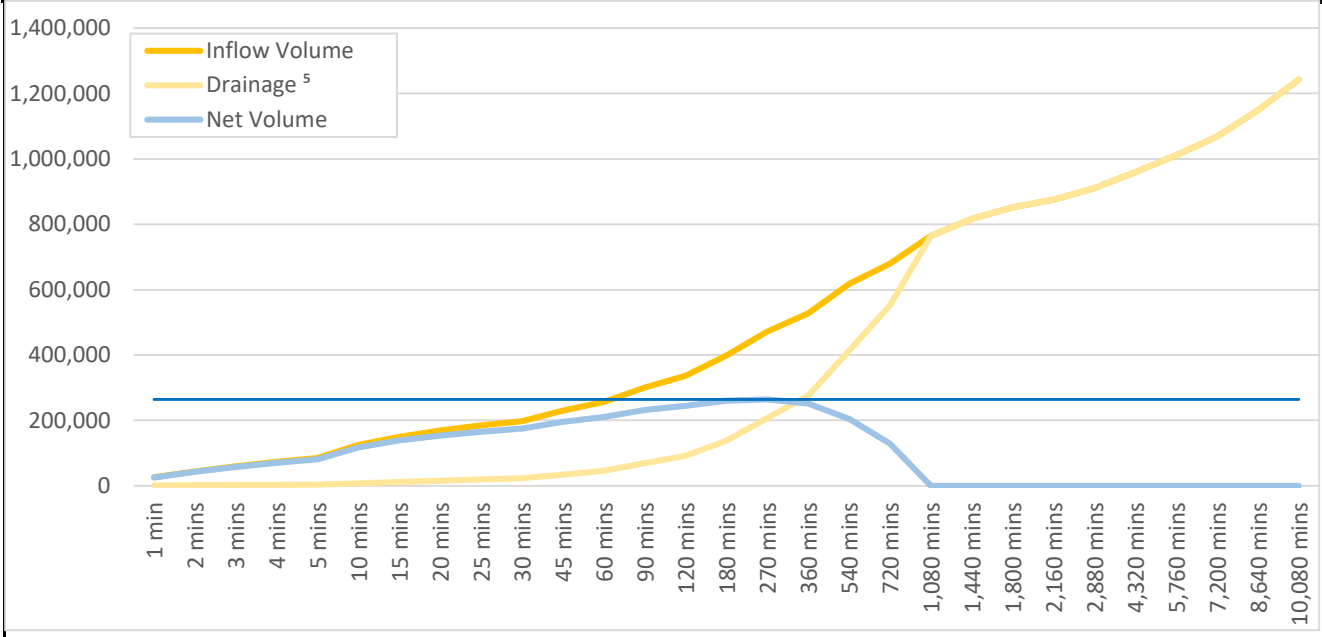
COERCO STORMWATER SIZING CALCULATOR

Catchment				
STORM EVENT & PROJECT INPUT	Annual Exceedence Probability		1%	(=100 yr ARI)
	Rainfall intensity increase allowance		0.0%	(also for future expansion)
	Storm Duration Considered		10,080 mins	(equals to 168 hrs / 7 days)
	Catchment Area [1]	Roof (coeff 1.0)	4,200m²	5,820 m²
		Carpark (coeff 0.9)	1,800m²	
	Soil Permeability (from geotech report)		5.00 m/day	(= 3.4722 mm/min)

Additional Volume [2]	Catchment Area Storage	Roof	0 mm		0.00m³
		Carpark	0 mm		0.00m³
	Precast Soakwell/Liner	Qty & Size	7	Ø1800x1200	21.38m³
	Stormwater Pipes	Diameter & Length	Ø600mm	0.00m	0.00m³
	Other Volume				0.00m³

Flo-Vault	Length	Width	Depth	Volume	
Modules	37	14	3	Gross	Net Vol.
Tank Dimensions [3]:	21.335m	8.110m	1.530m	264.7m³	251.5m³

DESIGN CHECK	Provided Volume [4]	272.9m³	VOL. SUFFICIENT
	Required Volume	264.5m³	



[1] 100% for roof, 90% for ashpalt

Enter / Select Info

[2] Contributes only to storage volume

[3] Tank total dimensions including side plates and top cover

[4] Combination of Flo-Vault, pits and catchment volumes

[5] Drainage calculation taking into account tank &s/well base area and half of accumulated stormwater height in tank

Please contact COERCO on 1800 646 277 for any inquiry regarding this tool.

COERCO Stormwater Size Calculator v2.1 Perth Bibra Lake

Print Date: 29 April 2025, 11:42 AM

Rainfall Location: Perth Bibra Lake						
Minutes	**Hours**	**Minutes Selected**	**mm/min (i)**	**Inflow Volume**	**Drainage [5]**	**Net Volume**
1 min		1	4.517	26,287 L	766 L	25,521 L
2 mins		2	3.783	44,038 L	1,532 L	42,506 L
3 mins		3	3.417	59,655 L	2,298 L	57,357 L
4 mins		4	3.150	73,332 L	3,064 L	70,268 L
5 mins		5	2.917	84,875 L	3,830 L	81,045 L
10 mins		10	2.150	125,130 L	7,660 L	117,470 L
15 mins		15	1.717	149,865 L	11,491 L	138,374 L
20 mins		20	1.453	169,168 L	15,321 L	153,847 L
25 mins		25	1.268	184,543 L	19,151 L	165,391 L
30 mins	0.5 hrs	30	1.133	197,880 L	22,981 L	174,899 L
45 mins		45	0.878	230,036 L	34,472 L	195,563 L
60 mins	1 hr	60	0.735	256,662 L	45,963 L	210,699 L
90 mins	1.5 hrs	90	0.573	300,312 L	68,944 L	231,368 L
120 mins	2 hrs	120	0.482	336,396 L	91,925 L	244,471 L
180 mins	3 hrs	180	0.380	398,088 L	137,888 L	260,200 L
270 mins	5 hrs	270	0.300	471,420 L	206,832 L	**264,588 L**
360 mins	6 hrs	360	0.252	527,292 L	275,776 L	251,516 L
540 mins	9 hrs	540	0.197	618,084 L	413,665 L	204,419 L
720 mins	12 hrs	720	0.162	680,242 L	551,553 L	128,689 L
1,080 mins	18 hrs	1,080	0.122	764,748 L	764,748 L	0 L
1,440 mins	24 hrs / 1 da	1,440	0.098	817,128 L	817,128 L	0 L
1,800 mins	30 hrs	1,800	0.081	852,048 L	852,048 L	0 L
2,160 mins	36 hrs	2,160	0.070	875,794 L	875,794 L	0 L
2,880 mins	48 hrs / 2 day	2,880	0.054	910,714 L	910,714 L	0 L
4,320 mins	72 hrs / 3 day	4,320	0.038	959,602 L	959,602 L	0 L
5,760 mins	96 hrs / 4 day	5,760	0.030	1,011,283 L	1,011,283 L	0 L
7,200 mins	120 hrs / 5 da	7,200	0.026	1,068,552 L	1,068,552 L	0 L
8,640 mins	144 hrs / 6 da	8,640	0.023	1,148,170 L	1,148,170 L	0 L
10,080 mins	168 hrs / 7 da	10,080	0.021	1,241,755 L	1,241,755 L	0 L

[1] 100% for roof, 90% for ashpalt

[2] Contributes only to storage volume

[3] Tank total dimensions including side plates and top cover

[4] Combination of Flo-Vault, pits and catchment volumes

[5] Drainage calculation taking into account tank &s/well base area and half of accumulated stormwater height in tank

VPE Consulting
CIVIL | SUBDIVISION | STORMWATER

Site and Soil Evaluation

for Onsite Wastewater Management

Report

ADDRESS: 106 Barrington Road Bibra Lake

PREPARED FOR: Self Storage Facility

CLIENT: TAL GP

PREPARED BY: Vincent Tran

REPORT REFERENCE NUMBER: PLN95093

DATE OF REPORT: 1st November 2024

DATE OF SITE DIG:24th September 2024

Unit 2/17, Finlay Place, Wangara WA 6065 | 08 6400 7400 | admin@vpeconsulting.com.au
VPE Consulting Pty Ltd | ABN 86 660 389 177

Version	Date	Author	Reviewed on	Reviewed and Approved by	Signature
V1	1st Nov 24	RS	17th Dec 24		VT

Table of Contents

1. INTRODUCTION

1.1 Evaluator's qualifications and experience

Site Evaluator Details	
Name Company	Rob Smith VPE Consulting
Phone Email	0422240878 Robert.smith@vpeconsulting.com.au
Qualification Knowledge, skills and practical experience	Bachelor of Engineering, CPEng, NER 20 Years of consulting experience
Date of Site Assessment	24th September 2024
Signature Date	 10/12/2024

1.2 Report Summary

Purpose:
VPE Consulting conducted a Site Soil Evaluation (SSE) to assess the suitability of the site for onsite waste management and recommend appropriate wastewater systems, adhering to the Government Sewerage Policy (GSP).

Methodology:
The evaluation included a review of desktop mapping and field assessment via 20 tonne Hyundai excavator.

Findings:

- **Soil Type:** The site comprises Category 1 (Sands) at a target depth of 1.5m.
- ***Land Application System (LAS):*** The recommended LAS for wastewater is trenches/beds (leach drains).

Recommendations:

- Either a primary or secondary treatment device is appropriate for the site.
- The proposed SSE concludes that onsite effluent is suitable for the site.

The proposed SSE identifies that primary or secondary treat in conjunction with leach drains is suitable for the proposed development of this site.

2. SITE AND DEVELOPMENT DESCRIPTION

106 Barrington Road, Bibra Lake is proposed to be developed into a self storage unit. Refer to Appendix 5 for Proposed Development Plan.

106 Barrington Road, Bibra Lake is approximately 0.6789 hectares and is zoned industrial in accordance with the Local Planning Scheme. The site is generally clear with short grass.

The estimated daily flows based on proposed use and Supplement to Regulation 29 and Schedule 9 – Wastewater loading rates and Table 2 provides a description

We have based the daily flows on the following factors

- Single staff toilet, 2 staff for each shift and open for 24 hours.
- Toilets are for public usage
- Site is sandy
- Adequate groundwater clearance

Below in Table 1 is the estimated daily flows based on proposed use and Supplement to Regulation 29 and Schedule 9 – Wastewater loading rates and Table 2 provides a description.

Commercial premises wastewater volumes

Type of premises / use	Hydraulic loading	Number of persons / dwelling	Total loading for premises / use (L/day)
Factories & Shops	70 L/person/day	6	420
Public Building (infrequent use)	10 L/person/day	100	1000

Total daily hydraulic loading	1420	L/day
Proposed total daily loading (if any)	1420	L/day

Table 1: Estimated daily flows

Development Characteristic	Description	
Site Address	Lot 303 (#106) Barrington Road Bibra Lake	
Date of field work	24/09/2024	
Local Government	City of Cockburn	
Zoning	Industrial	
Lot size/s	0.6789 hectares	
Proposal	Self Storage Units	
Water Supply	Scheme water	
Availability of Sewer	None	
Development located within:	Public drinking water source area ☐	Sewage Sensitive Areas ☐
Anticipated Wastewater Volume/Lot	Sewage (1420 L/day)	Trade waste (0 L)

Table 2: Description of the development

Lot 303 (#106) Barrington Road Bibra Lake is proposed to be developed into a self storage unit. The proposed leach drain is proposed to be located within a landscape area adjacent to Salpietro Street.

Figure 1: Aerial of Site

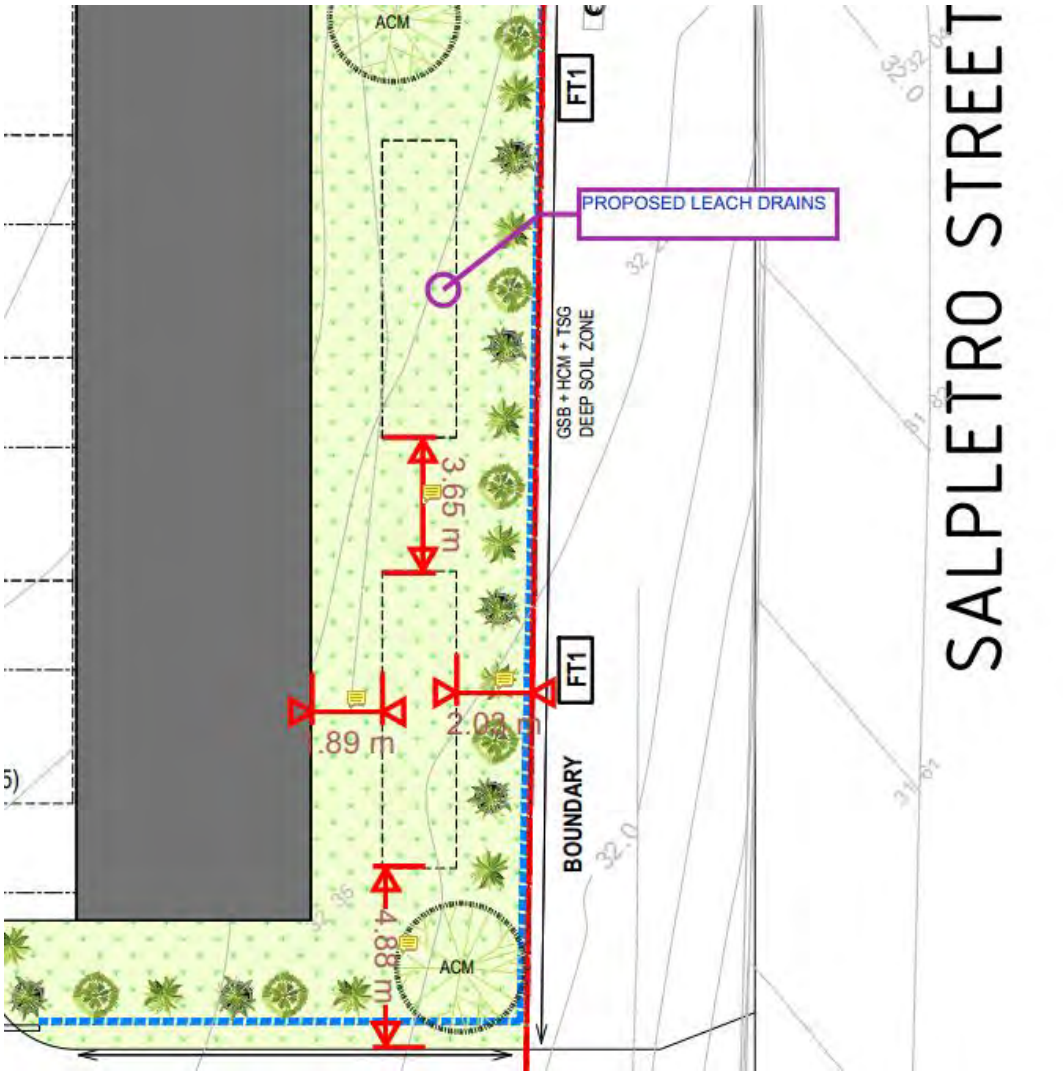


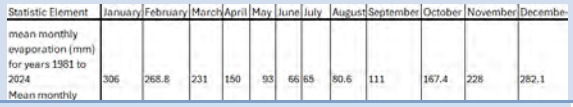
Figure 2: Proposed Development Plan Leach Drain location

3. SITE AND SOIL ASSESSMENT

VPE consulting was engaged to complete the onsite excavation near the proposed leach drains. The soil sampling was completed on the 24th of September 2024 at 3pm. The soil site works is within Spring season period to capture the winter maximum groundwater levels. Three test holes were achieved the minimum target depth of 1.5m. All excavation holes were at least 2m deep.

3.1 Site Assessment

Table 3 below, provides a description of the key characteristics that were assessed as part of an SSE, both from desktop investigations and field work.

Site Characteristics	Investigations and Reporting	Level of Constraint	Mitigation Measures
Climate	Rainfall was obtained from the closest weather station in Jandakot and evaporation from Perth airport. From May to August the monthly rainfall exceeds to evaporation.  Statistic Element / January / February / March / April / May / June / July / August / September / October / November / Decembe- mean monthly evaporation (mm) for years 1981 to 2024 Mean monthly 306 / 268.8 / 231 / 150 / 93 / 66 / 65 / 80.6 / 111 / 167.4 / 228 / 282.1	Low to Moderate	
Exposure	The site is clear with hardstands. Once developed, there is no trees near the leach drains.	Low to Moderate	
Vegetation	The LAA area is proposed within landscaping. Plentiful vegetation with healthy growth and good potential for nutrient uptake.	Low to Moderate	
Landform and Drainage	As the site is developed with warehouses and hardstand. The site generally slopes towards soakwells in the middle of the hardstand at approximately 1%.	Low to Moderate	
Slope	LAA is located in landscaping and will have very limited to no slope. This will be rated as low for leach drains.	Low	
Fill (imported)	The site won't require fill.	Low	

Site Characteristics	Investigations and Reporting	Level of Constraint	Mitigation Measures
Surface Gravel and Rock Outcrops	There is no surface rock onsite.	Low	
Erosion Potential	The site is currently stable with low height grass.	Low	
Separation from groundwater	The Perth Groundwater Atlas notes maximum groundwater level is approximately 5.2m below the ground surface. 4 test pits 2m deep were dug and left exposed for at least 0.5 hours and no ground water was intercepted.	Low	
Public Drinking Water Source Areas (PDWSAs) and Sewage Sensitive Areas (SSA)	The site is not in a sewerage sensitive area or Public Drinking Water Source Area.	low	
Surface waters and separation from water resources	There are no existing surface waters within 100m of the site.	Low	
Rainfall run-on and seepage	There are no signs of wet ground.	Low	
Flood potential	*The Western Australia floodplain mapping tool didn't extend to this site.*	Low	
Horizontal Setback Distances	The LAA will generally comply with the horizontal setback distances shown in Appendix 1.	Low	
Available Land Application Area (LAA)	Leach drain design has been completed in accordance with Supplement 29. Adequate clearance can be achieved from leach drains to hardstands/buildings.	Low	

Table 3: Key Site Characteristics and their Relevance for SSE

3.2 Soil Assessment

Table 4 below provides the physical soil characteristics that were assessed in the soil survey.

Characteristic	Investigations and Reporting	Level of	Mitigation
Profile Depth	Four test pits were excavated to target depth.	Low	
Depth to watertable	Ground water was not encountered	Low	
Coarse Fragments (%)	The soil contained small sized particles with limestone gravel up to 5mm in size.	Low	

Soil Colour and Mottling	Site had 200 to 400mm of topsoil prior to orange sand. All 4 test pits had the similar soil profile  

Soil Field Texture	From the soil texture test in Appendix E of AS1547 course sand.	
Soil Permeability and Design Loading Rates	The site soil below the proposed leach drains was assessed as a Sand which has an indicative permeability of greater than 3m/day	Low

Table 4: Soil Physical Characteristics for SSE

Below is a map that shows Test pit locations and Data in Table 5. Photos of the test pits are in Appendix 4.

Figure 3: Site Dig Test Pit Locations

Test Pit	Test depth (m)	Reason for termination	Ground water encountered	Stratigraphy
1	2.0	Target depth	No	0 to 0.4m topsoil, 0.4m to 2.0m sand
2	2.1	Target depth	No	0 to 0.4m topsoil, 0.4m to 2.1m sand
3	2.1	Target depth	No	0 to 0.3m topsoil, 0.3m to 2.1m sand
4	2.0	Target depth	No	0 to 0.3m topsoil, 0.3m to 2.0m sand

Table 5: Test Pit Data

3.3 Site Assessment Results

The site sampling took place around 3pm on September 14th 2024, under sunny conditions. The results from the test pits and soil texture analysis indicated a sandy site. No groundwater was encountered.

The Land Application Area (LAA) has a maximum slope of approximately 1%. Is located at least 100m away from any surface waters.

The proposed effluent area is within landscape areas with little or no slope, therefore the risk of erosion or effluent runoff is low.

A risk assessment matrix detailing site characteristics can be found in Table 6 below.

Table 6: Risk Assessment of Site Characteristics

Characteristic	Level of Constraint			Assessed Level of Constraint for Site
	Nil or Low	Moderate	High	
General Characteristics				
Climate (difference between average annual rainfall and average pan evaporation, mm/year)	Excess of evaporation over rainfall in the wettest months	Rainfall approximates to evaporation	Excess of rainfall over evaporation in the wettest months	High
Exposure to sun and wind	Full sun and/or high wind or minimal shading and North / North-East / North-West aspect	Dappled light East / West / South-East / South-West aspect	Limited patches of light and little wind to heavily shaded all day and South aspect	Moderate
Vegetation coverage over the site	Plentiful vegetation with healthy growth and good potential for nutrient uptake Turf or pasture	Limited variety of vegetation	Sparse vegetation or no vegetation, dense forest with little understorey	Low to Moderate
Landslip (or landslip potential)	Nil	Low to moderate	High or Severe	Nil
Slope Form (affects water shedding ability)	Hill crests, convex or divergent side-slopes and plains	Straight side-slopes and foot slopes	Floodplains, concave or convergent side-slopes and incised channels	Low
Site Drainage (qualitative)	No visible signs or likelihood of dampness, even in wet season	Some signs or likelihood of dampness Moist soil but no standing water in soil pit.	Wet soil, moisture-loving plants, standing water in pit; water ponding on surface	Low
Slope gradient (%):				

(a) for absorption trenches and beds	<5%	5-15%	>15%	Low
(b) for surface/ subsurface irrigation	<10%	10-20%	>20%	Low
Erosion (or potential for erosion)	Nil or Low	Moderate	Severe	Low
Fill (imported)	No fill at present or fill is good quality topsoil or minimal fill required	Moderate coverage and good quality fill	Extensive poor-quality fill and variable quality fill	Low
Flood frequency (AEP)	Less than 1 in 100 years	Between 100 and 20 years	More than 1 in 20 years	Low
Private bore used for household/drinking water purposes	No bores onsite or on neighbouring properties	>30m to the nearest private bore	<30m to the nearest private bore	Low
Proximity to water resources	>100m	<100m but reduced setback is supported (refer to Section 5.2.2 of the GSP)	<100m and reduced setback is not supported (refer to Section 5.2.2 of the GSP)	Low
Groundwater (wettest time of the year)	>2m	2.0 – 0.6m need for fill to achieve setbacks listed in Appendix 1	<0.6m fill is not practical to achieve setbacks listed in Appendix 1	Low
Land area available for LAA	Exceeds the minimum required LAA size of AS1547 or Schedule 2 of the GSP	Meets the minimum required LAA size of AS1547 or Schedule 2 of the GSP	Insufficient area available for LAA as per AS1547 or Schedule 2 of the GSP	Low
Rock outcrops (% of surface)	<10%	10-20%	>20%	Low
Site Drainage (qualitative)	No visible signs or likelihood of dampness, even in wet season	Some signs or likelihood of dampness	Wet soil, moisture-loving plants, standing water in pit; water ponding on surface	Low

		Moist soil but no standing water in soil pit.		
Stormwater run-on/run-off	Low likelihood of stormwater run-on/run-off	Moderate likelihood of stormwater run-on/run-off, need for diversionary structures	High likelihood of inundation by stormwater run-on/run-off, diversion not practical	Low
Soil profile characteristics				
Soil permeability Category (AS1547)	2 and 3	4 and 5	1 and 6	Low
Profile depth	>2m	2.0-1.0	< 1.0m	Low
Hardpan or bedrock	**>1.5m**	**1.5-0.6m** **Special design requirements and distribution techniques or soil modification** **will be necessary, depends on quality of treated wastewater and type of LAS**	**<0.6m**	Low

4. WASTEWATER MANAGEMENT SYSTEM TYPE AND DESIGN

4.1 General assessment SSE – Selection and design of the system

A proposed primary ATU treatment unit is proposed with leach drains to dispose of effluent for this site.

Based on the calculations, we will require 2 x 7.1m leach drains.

An indicative LAA based on subsurface drippers is presented in Appendix 5.

Leach Drains

Soil Type	Sand	
Daily Hydraulic Loading	1420	L/day
Design Loading Rate of Soils	50	$L/m^2/day$
Referring to the approved listing, what is the prescribed infiltrative area for the leach drain?	2	m^2/m
Total length of leach drains required	14.2	m
Recommended layout	**2 x 7.1**	m
Confirm that the top of the leach drain is not more than 300mm from the finished surface level.	Yes	
Inverted?	No	

Table 7 – DoH Onsite Effluent Calculation – Leach Drain Calculations

4.2 Siting and Configuration of the Land Application Area

4.2.1 Setback Distances

Setback distances from the Land Application Area (LAA) can be achieved according to the minimum required distances outlined in Appendix 1.

4.2.2 Stormwater Management

No drainage surface flow is expected across proposed leach drain area.

5. CONCLUSION AND RECOMMENDATIONS

We consider the site suitable for on-site wastewater disposal. Disposal methods such as leach drains are appropriate, provided the following conditions are met:

- A primary ATU system as the proposed ATU system is not situated adjacent the leach drains (pump system).
- Suitable area as shown in the proposed development layout which meets the minimum setback requirements.

REFERENCES AND RELATED DOCUMENTS

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Health (Miscellaneous Provisions) Act 1911

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Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974

https://www.legislation.wa.gov.au/legislation/statutes.nsf/main_mrtitle_1581_homepage.html

Standards Australia / Standards New Zealand (2012). AS/NZS 1547:2012 On-site Domestic wastewater Management.

WaterNSW (2019), Designing and Installing On-Site Wastewater Systems

Water resource mapping. Policy mapping is available online and can be viewed at www.dplh.wa.gov.au.

GLOSSARY AND DEFINITIONS

Term/Abbreviation	Definition/Description
AS/NZS	Australian Standards/New Zealand Standards
DLR	Design Loading Rates
DIR	Design Irrigation Rate
DOH	Department of Health
DPLH	Department of Planning, Lands and Heritage
DWER	Department of Water and Environmental Regulation
Effluent	The liquid discharged from a wastewater treatment unit
Floodplain	The extend of flooding in an area in a one percent (1 in 100) Annual Exceedance Probability flood event for a particular waterway, which includes the floodway and flood fringe areas.
Groundwater	The area of an aquifer in which all pores and fractures are saturated with water. Also known as water in the phreatic zone.
GSP	Government Sewerage Policy 2019
L	Litre
Land Application Area (LAA)	The unencumbered plan area to which treated sewage from an on-site sewage system is distributed for further in-soil treatment and absorption or evaporation. This area is restricted to the distribution of treated sewage.
Land Application System (LAS)	The system used to apply effluent from a wastewater treatment unit into or onto the soil for further in-soil treatment and absorption or evaporation
LG	Local Government
m	Metre
On-site wastewater system	A wastewater treatment and disposal or reuse system that receives treats and applies wastewater to a land application area located within the boundaries of the freehold lot or survey strata within which wastewater was generated.
Primary treatment	The separation of suspended material from sewage in septic tanks, primary settling chambers, or other structures (including those which may be used to treat trade waste), before discharge to either a land application area or secondary treatment process. (For example, septic tanks with leach drains).
Priority areas	The Priority 1, 2, 3 and 3* areas assigned by the Department of Water and Environmental Regulation to guide land use and management decisions.
Public drinking water source area (PDWSA)	Underground water pollution control areas, catchment areas and water reserves that are

	constituted under the Metropolitan Water Supply, Sewerage, and Drainage Act 1909 or the Country Areas Water Supply Act 1947.
Reticulated sewerage	A network of sewers and associated wastewater treatment plant managed by a sewerage service provider.
Secondary treatment	Microbiological digestion and physical settling and filtering processes and decomposition of sewage constituents following primary treatment
Secondary treatment system	A sewage treatment system which produces treated sewage of secondary standard equal to or less than, i.e. 20 mg/L of Biochemical Oxygen Demand (BOD), 30 mg/L of Total suspended solids (TSS) and 10 cfu/100 mL of Escherichia (E) coli (for example, an aerobic treatment unit).
Sewage	Any kind of sewage, faecal matter or urine, and any waste composed wholly or in part of liquid
Sewerage service provider	A person or entity that provides a sewerage service in accordance with the Water Services Act 2012.
Site and soil evaluation	An assessment of all relevant constraints and the risks to public health and the environment of an on-site sewage system in accordance with AS/NZS 1547 On-site domestic wastewater management.
SPP 2.9	State Planning Policy 2.9 – Water Resources
Trade waste	Any wastewater, discharged from a business or industry, aside from that which comes from staff amenities or office facilities.
WAPC	The Western Australian Planning Commission
Wastewater	Is consistent to the definition of “sewage”, and does not include stormwater, surface water or ground water of a type that is ordinarily drained from land as part of the provision of a drainage service. This includes trade waste.
Water resources	Includes watercourses, waterways and their estuaries, inlets and floodplains, wetlands, groundwater, surface water, stormwater and drainage. A water resource includes all aspects of the water resource, including water, organisms and other components and ecosystems that contribute to the physical condition and ecological health of the water resource.
WWTP	Wastewater treatment plant

APPENDIX 1- Horizontal and vertical setback distances

Site Feature	Setback Distance, m
Horizontal setback distances	
Treatment tanks to buildings, property boundaries, driveways, paths and other tanks	1.2
Tranches, beds and soak wells to boundary, building, tanks and other land application systems	1.8
Tranches, beds and soak wells to trafficable areas	1.2
Any land application system to wells, stream, private bores or underground source of water intended for human consumption	30
Tranches, beds and soak wells to subsoil drainage or open drainage channel (as per Section 5.2.2 of the GSP a separation of 100m is required if there is discharge into a waterway or significant wetland without treatment of the discharge)	6.0
Spray Irrigation: • Boundaries, buildings, driveways etc • Sub-soil and open drain • Swimming pool • Treatment tanks	 1.8 6.0 3.0 1.2
Subsurface Dripper: • Boundaries, buildings, treatment tanks, driveways etc • Sub-soil and open drain • Swimming pool • Garden bore	 0.5 3.0 2.0 10.0
On-site wastewater system to water resources (for more details refer to Section 5.2.2 of the GSP)	100
On-site wastewater system must not be located within any area subject to inundation and/or flooding in a 10 per cent Annual Exceedance Probability (AEP) rainfall event	
Vertical setback distances	

Discharge point of the on-site wastewater system to the highest known groundwater level:	
• PDWSA	2.0
• Sensitive water resource areas	1.5
• All other areas -	
o Sands	1.5
o Gravels	1.0
o Loams and heavy soils	0.6
Hardpan or bedrock (depends on quality of treated wastewater and type of LAS)	0.6-1.5

APPENDIX 2 – Indicative Phosphorus Sorption Uptake Values for each soil type

Soil Category	Texture	Structure	Acceptable Psorp (mg/kg)
1	Gravels and sands[1]	Structureless	50
2a	Sandy loams	Weak	100
2b	Sandy loams	Massive	100
3a	Loams	High / moderate	200
3b	Loams	Weak / massive	200
4a	Clay loams	High / moderate	400
4b	Clay loams	Weak	400
4c	Clay loams	Massive	400
5a	Light clays	Strong	500
5b	Light clays	Moderate	500
5c	Light clays	Weak / massive	500
6a	Med-heavy clays	Strong	600
6b	Med-heavy clays	Moderate	600
6c	Med-heavy clays	Weak / massive	600

Source: WaterNSW (2019), Designing and Installing On-Site Wastewater Systems

Note 1: Some gravel and sands in Western Australia, for example Bassendean Sand prevalent on the Swan Coastal Plain, have zero or near zero capacity to adsorb phosphorus.

Level of Treatment	Treatment System Examples	Land Application and Reuse System
Primary	• Septic tank • Greywater diversion device • Waterless composting toilet • Composting toilet	• Subsurface absorption system • Evapotranspiration beds • Amended soil and mounds • Burial (for composting toilets)
Secondary	• Aerated wastewater treatment system • Greywater treatment system	• Subsurface irrigation • Surface spray or drip irrigation • Other disposal systems appropriate for primary treated effluent as above
Advance secondary	• Membrane system • Greywater treatment with disinfection • Secondary treatment with additional disinfection (UV, chlorination etc.)	• Restricted non-potable reuse (e.g. toilet flushing, outdoor use) • Other disposal systems as above

APPENDIX 3 - Type of treatment and land application systems
Type of treatment and land application systems available*
*check the list of approved wastewater systems on DOH website

Common land application systems (adapted from AS/NZS 1547:2012)

System	Considerations
Conventional Absorption Trench and Beds	• Only requires primary effluent treatment • Cheaper to install than other methods, and not influenced by climatic factors. • Requires deep soil, generally > 1.5 m, above limiting layers (e.g. bedrock or seasonal water tables) • Treatment by absorption trench may be impeded due to high % of coarse fragments • Soil supplementation may be an option to improve absorptive capacity • Sodic soils may lose permeability over life of system; larger trench lengths required • Ideal for sites with little to no constraints in terms of soil depth, rock content, waterlogging, inundation or shallow water tables

Amended soil and Mounds	• Beneficial for shallow soils, high rock contents, or high water tables • Requires an above-ground mound for effluent absorption that contains imported sand/soil • Treatment will not be limited by soil absorption capacity, and less influenced by sodic soils as new soil can be imported. • Not influenced by climatic factors
Subsurface Irrigation	• Secondary treatment is required prior to irrigation • Suitable for areas of high exposure with high evaporation rates (limited during wet season) • Suitable for sites with shallow soils • Not suitable for areas that are seasonally inundated or waterlogged • Sodic soils may lose permeability over life of system; but sodicity generally lower in surface soils than subsoils • Can be hindered by high rock or gravel content

APPENDIX 4 – Test pit photos

TP01

TP02

TP03

TP 04

APPENDIX 5 –*Proposed Development Plan.*

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	18.12.2024

SELF STORAGE WAREHOUSE FACILITY

106 BARRINGTON ROAD,
BIBRA LAKE WA 6163

DRAWING SCHEDULE

DA00	COVER PAGE & DRAWING SCHEDULE
DA01	EXISTING / DEMOLITION PLAN
DA02	LANDSCAPING PLAN
DA03	PROPOSED SITE PLAN
DA04	PROPOSED GROUND FLOOR
DA05	PROPOSED FIRST FLOOR PLAN
DA06	PROPOSED SECOND FLOOR PLAN
DA07	PROPOSED ROOF PLAN
DA08	ELEVATIONS
DA09	SECTIONS
DA10	PERSPECTIVES

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000

Troy Owen
0422 225 859
t.owen@onarchitecture.com.au

Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

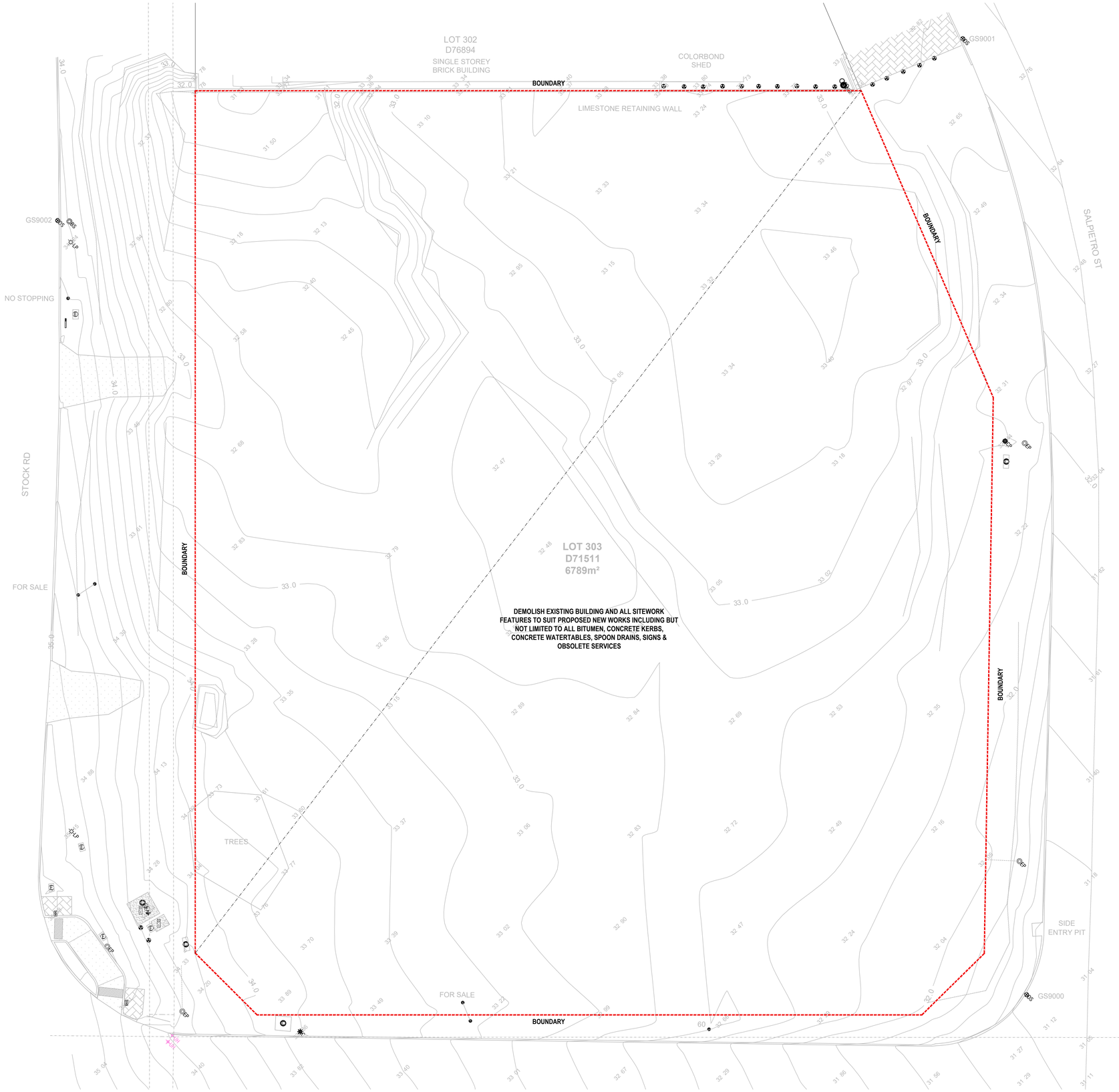
Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
COVER PAGE & DRAWING SCHEDULE

Scale As indicated Drawn SG
Client TAL GP
Date 18.12.2024
Job No. 20240709
Dwg No. **DA00** Rev: B A1 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024



EXISTING / DEMOLITION PLAN
1:200 @ A1

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Trey Owen 0422 225 959 t.owen@onarchitecture.com.au
Mark Nield 0432 680 486 m.nield@onarchitecture.com.au

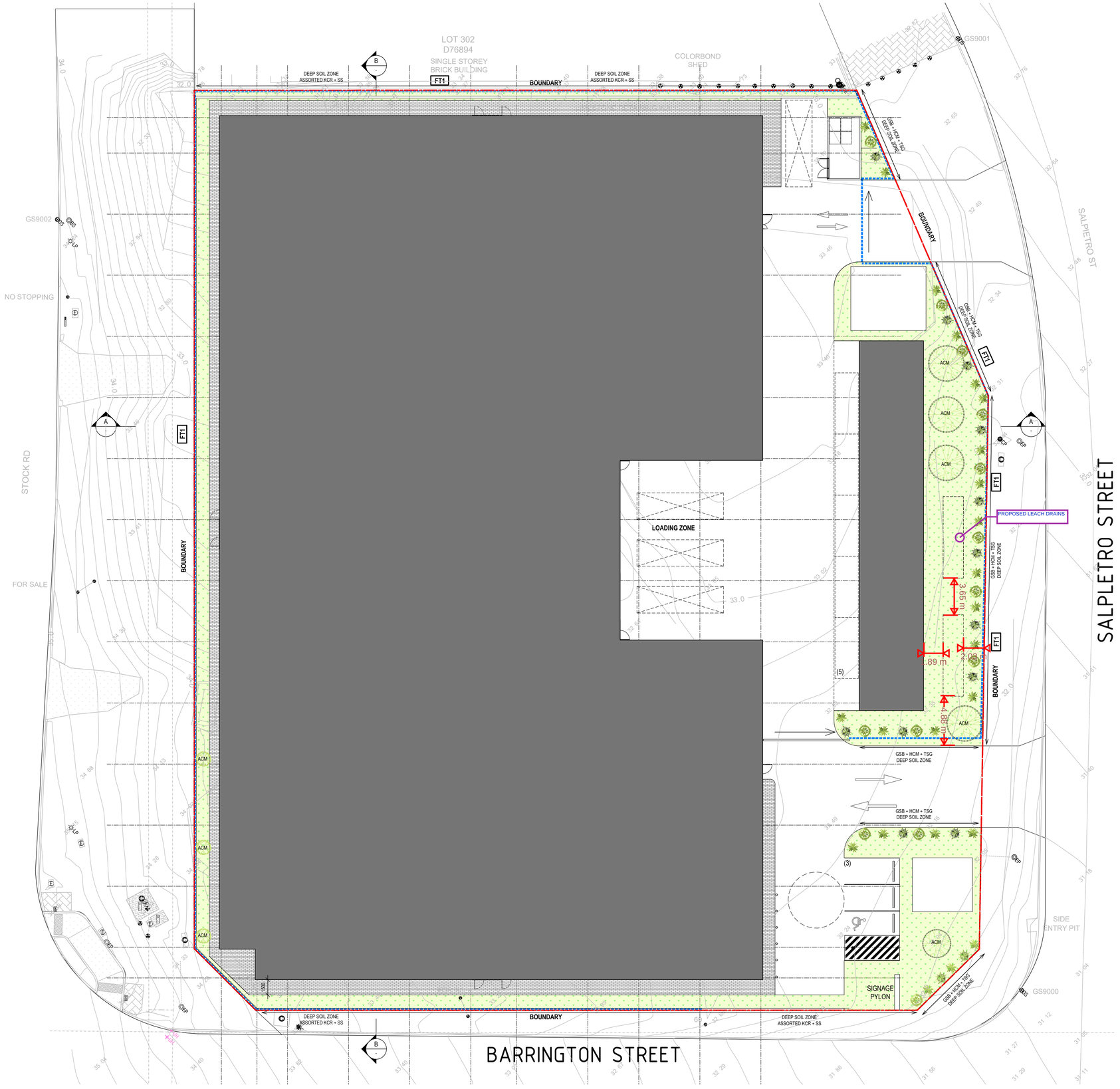
Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
EXISTING & DEMOLITION PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	20240219		
Dwg No.	**DA01**	Rev: A	A1 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	16.12.2024



PLANT SCHEDULE

	KEY	BOTANICAL NAME	COMMON NAME	TYPICAL H (m)
	TREES			
	ACM	ACER MONSPESSULANUM	MONTPELLIER MAPLE	12
	WP	PITTOSPORUM PHYLLIRAEOIDES	WEEPING PITTOSPORUM	8
	SHRUBS			
	GSB	ATRIPLEX CINEREA	GREY SALTBUSH	2
	HCM	MELALEUCA ACEROSA	COAST HONEY MYRTLE	1
	TSG	AUSTROSTIPA FLAVESCENS	TALL SPEAR GRASS	0.5
	RUSHES & SEDGES			
	KCR	FICINIA NODOSA	KNOTTED CLUB RUSH	0.4–1
	SS	LEPIDOSPERMA GLADIATUM	SWORD SEDGE	0.5–1.5

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**685M2 (10.0%)**

LANDSCAPING PLAN
1:200 @ A1

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen 0422 225 859 t.owen@onarchitecture.com.au
Mark Nield 0432 680 486 m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
LANDSCAPING PLAN

Scale As indicated Drawn SG
Client TAL GP
Date 16.12.2024
Job No. 20240159
Dwg No. **DA02** Rev: B A1 SHEET

OVERALL SITE PLAN
1:200 @ A1

PLANNING

Rev	Amendment	Date
A	ISSUED TO CONSULTANTS	29.11.2024
B	ISSUED TO CONSULTANTS	05.12.2024
C	PLANNING	10.12.2024
D	PLANNING	18.12.2024

GROUND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4497.8m²**
TOTAL AREA OF STORAGE UNITS	**3581.5m²**
NO. OF UNITS -	339
AVG. UNIT SIZE -	10.5m²
NLA EFFICIENCY (NET LETTABLE AREA)	**79.6%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**685M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10196.7m²**
NO. OF UNITS -	1126
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.2%**

LEGEND

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

ON ARCHITECTURE

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000

Troy Owen
0422 225 859
t.owen@onarchitecture.com.au

Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
OVERALL SITE PLAN

Scale As indicated Drawn SG
Client TAL GP
Date 18.12.2024
Job No. 20240219
Dwg No. **DA03** Rev: D A3 SHEET

GROUND FLOOR PLAN

1:200 @ A1

PLANNING

Rev	Amendment	Date
A	ISSUED TO CONSULTANTS	29.11.2024
B	PLANNING	10.12.2024
C	PLANNING	16.12.2024

GROUND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4497.8m²**
TOTAL AREA OF STORAGE UNITS	**3581.5m²**
NO. OF UNITS - AVG. UNIT SIZE -	339 10.5m²
NLA EFFICIENCY (NET LETTABLE AREA)	**79.6%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL) **LANDSCAPE TOTAL**	**6789m²** **685M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10196.7m²**
NO. OF UNITS - AVG. UNIT SIZE -	1126 9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.2%**

LEGEND

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

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
GROUND FLOOR PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	16.12.2024		
Job No.	202400159		
Dwg No.	**DA04**	Rev.	C

A3 SHEET

PLANNING

Rev	Amendment	Date
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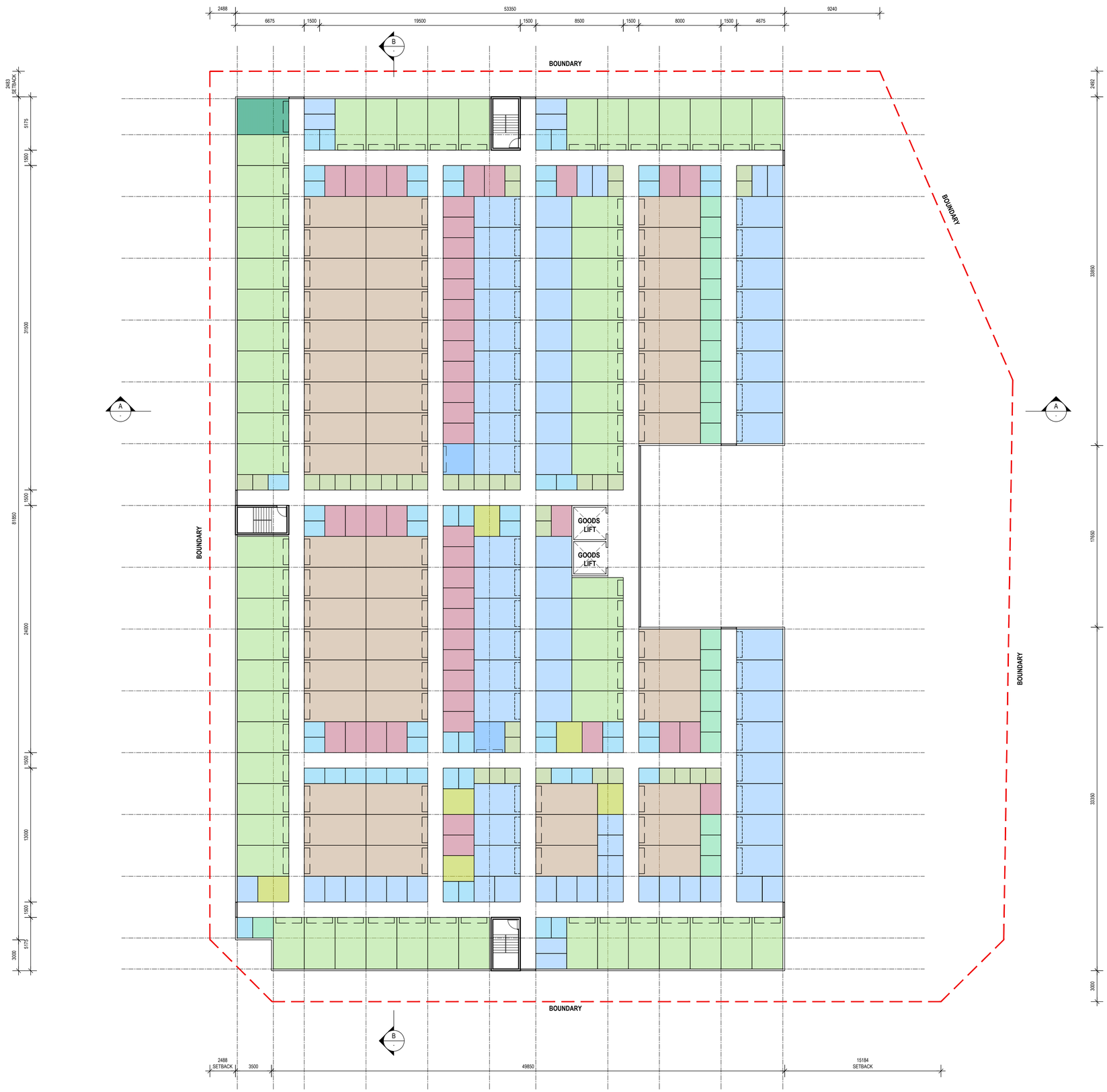

FIRST FLOOR PLAN
1:200

FIRST FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4269.1m²**
TOTAL AREA OF STORAGE UNITS	**3349.2m²**
NO. OF UNITS -	366
AVG. UNIT SIZE -	9.1
NLA EFFICIENCY (NET LETTABLE AREA)	**78.4%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**685M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10196.7m²**
NO. OF UNITS -	1126
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.2%**

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Trey Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
FIRST FLOOR PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	202400159		
Dwg No.	**DA05**	Rev:	A
			A3 SHEET

PLANNING

Rev	Amendment	Date
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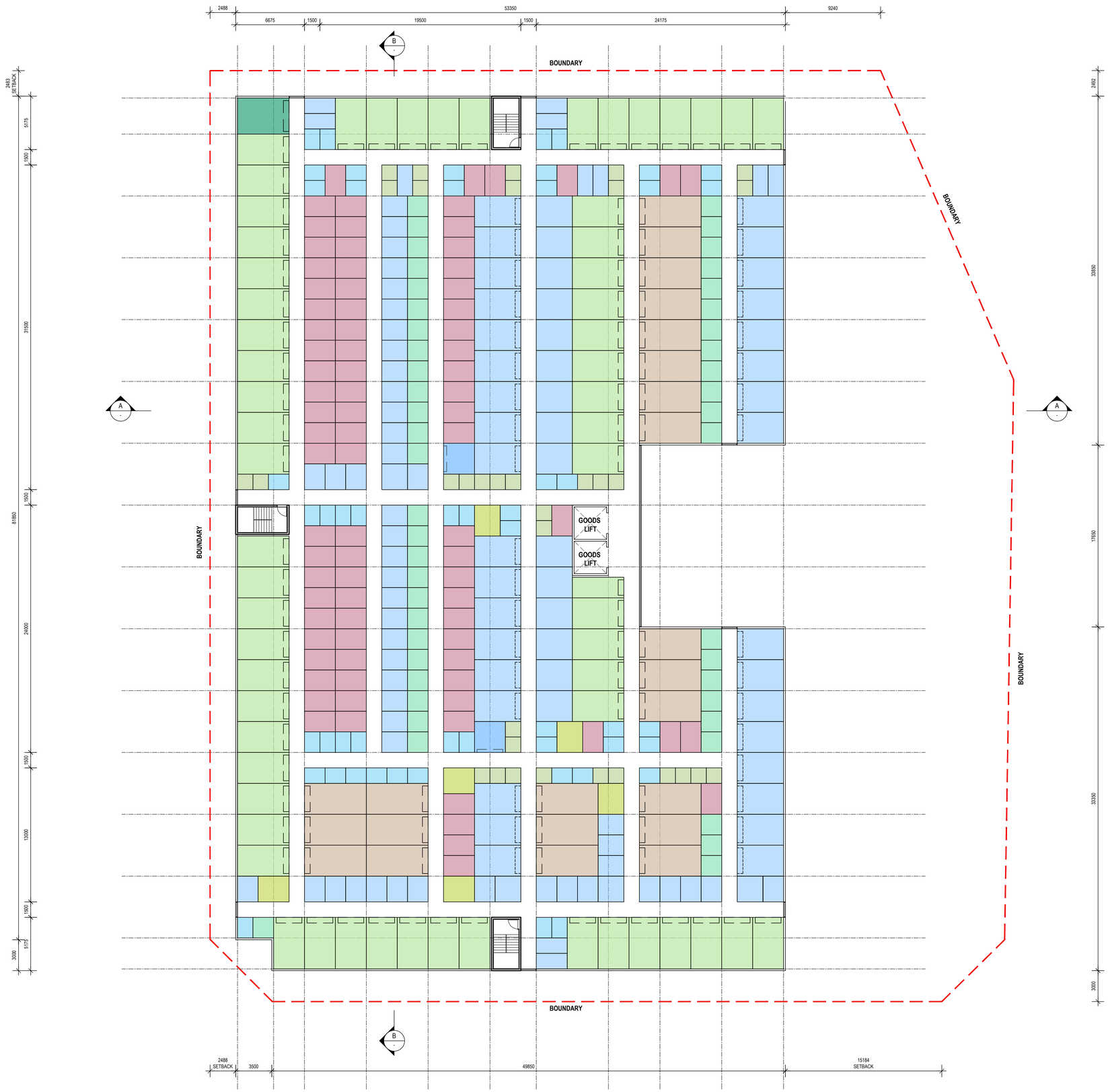


SECOND FLOOR PLAN
1:200

SECOND FLOOR AREA SCHEDULE

GROSS FLOOR AREA (GFA)	**4269.1m²**
TOTAL AREA OF STORAGE UNITS	**3266.0m²**
NO. OF UNITS -	421
AVG. UNIT SIZE -	7.7
NLA EFFICIENCY (NET LETTABLE AREA)	**76.5%**

DEVELOPMENT SUMMARY

SITE AREA (TOTAL)	**6789m²**
LANDSCAPE TOTAL	**685M2 (10.0%)**
GROSS FLOOR AREA (GFA)	**13036.0m²**
TOTAL AREA OF STORAGE UNITS	**10196.7m²**
NO. OF UNITS -	1126
AVG. UNIT SIZE -	9.0m²
NLA EFFICIENCY (NET LETTABLE AREA)	**78.2%**

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
SECOND FLOOR PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	202400159		
Dwg No.	**DA06**	Rev:	A

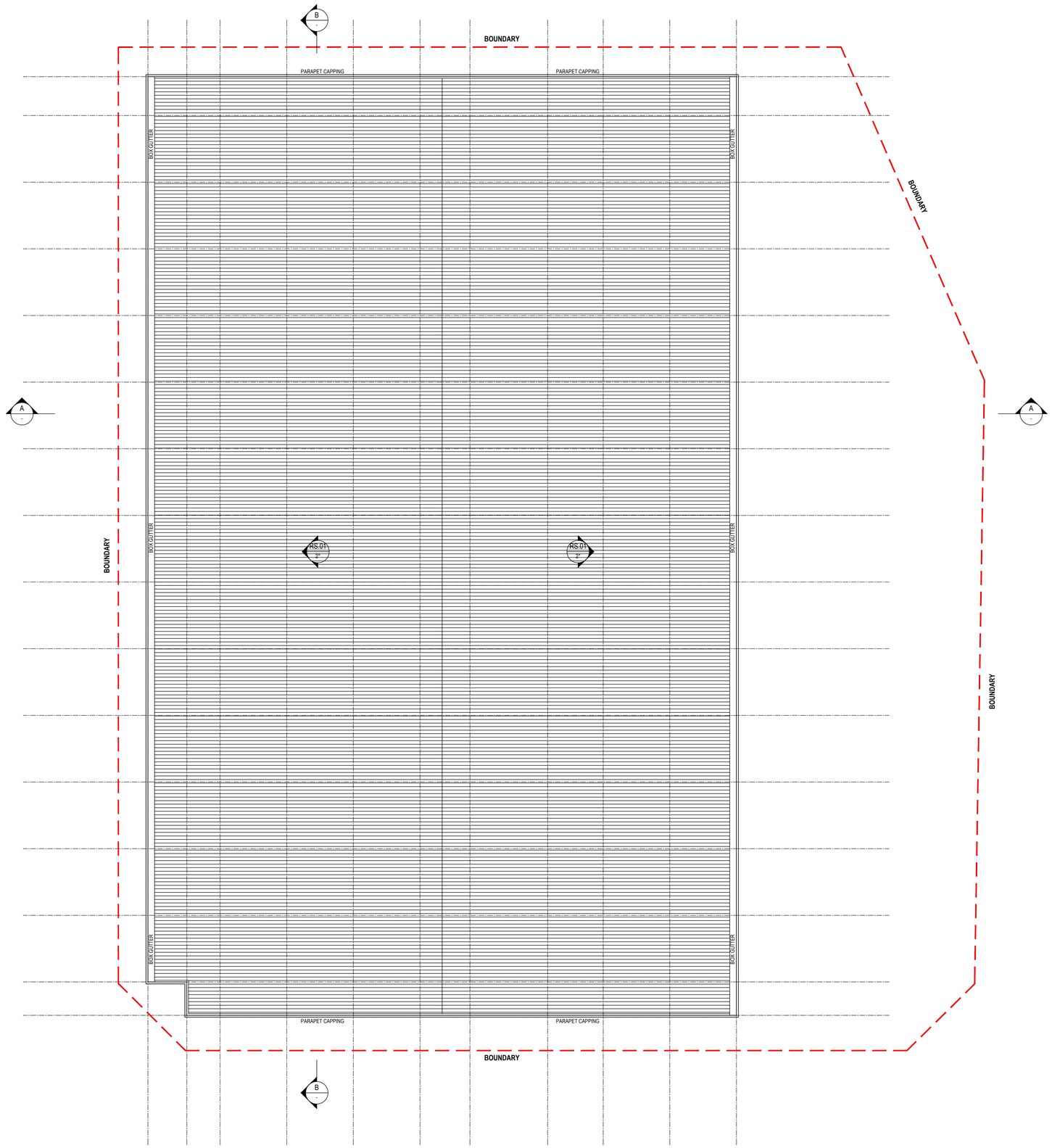
A3 SHEET

PLANNING

Rev	Amendment	Date
A	PLANNING	10.12.2024

LEGEND

RS.01 ROOF SHEETING
KINGKLIP 700 (OR SIMILAR PROFILE).
GLAVANIZED FINISH



ROOF PLAN
1:200

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
ROOF PLAN

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	202400159		
Dwg No.	**DA07**	Rev:	A

A3 SHEET

PLANNING

Rev	Amendment	Date
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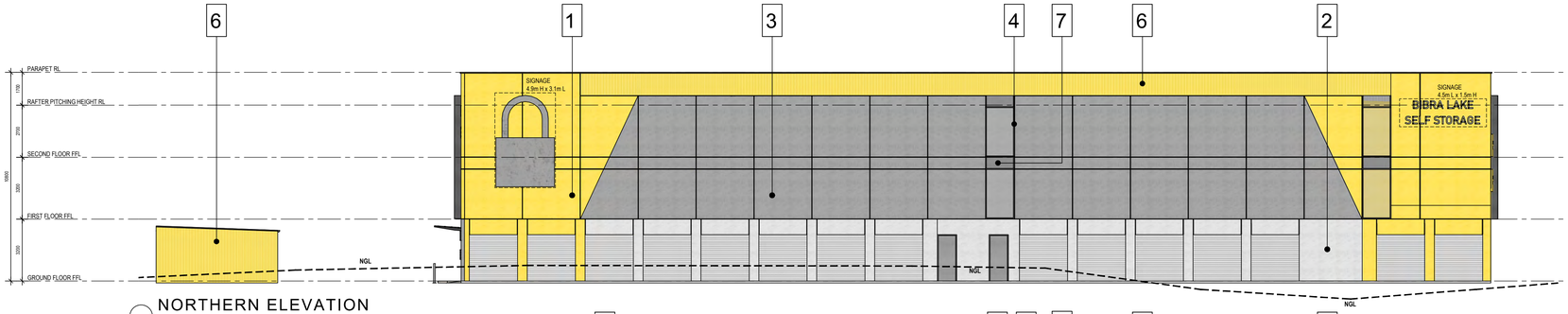

NORTHERN ELEVATION
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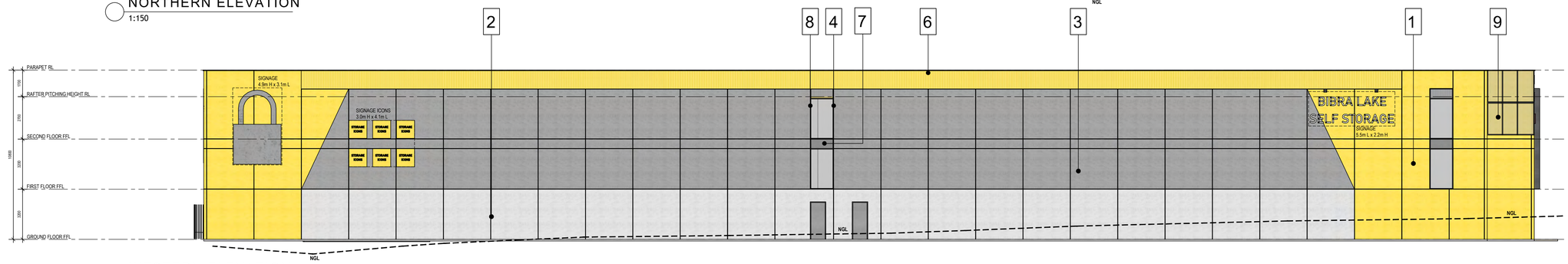
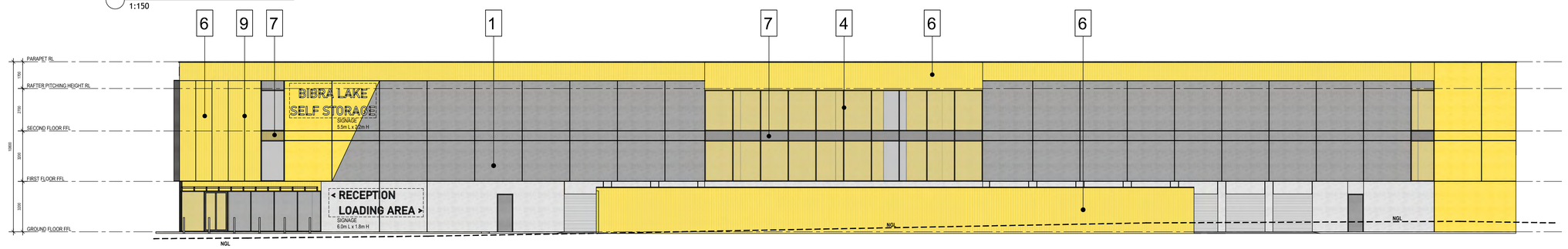
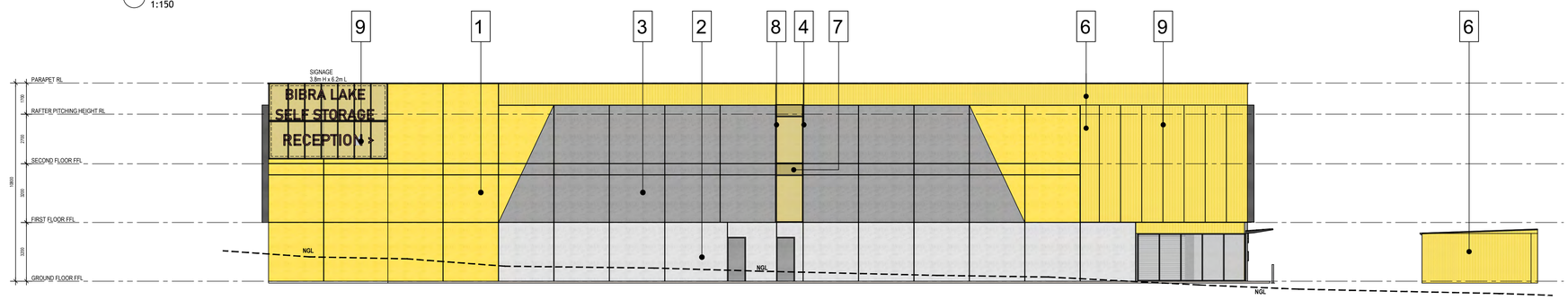


WESTERN ELEVATION
1:150



EASTERN ELEVATION
1:150



SOUTHERN ELEVATION
1:150

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

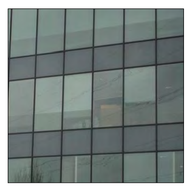
2 OFF-FORM PAINTED PRECAST CONCRETE PANELS COLOUR: GREY T.B.C

3 OFF-FORM PAINTED PRECAST CONCRETE PANELS COLOUR: MONUMENT T.B.C

4 BLACK POWDERCOATED ALUMINIMUM

5 BLACK P/COAT ROD TOP PERIMETER FENCING

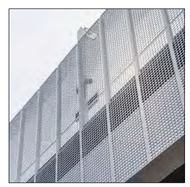
6 EXTERNAL CLADDING FINISH: YELLOW OR SIMILAR



7 SPANDREL PANEL

8 WINDOW SHROUD COLOUR: T.B.C

9 FACADE BLADES COLOUR: T.B.C



9 PERFORATED MESH COLOUR: T.B.C

ON ARCHITECTURE
ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen 0422 225 859 t_owen@onarchitecture.com.au
Mark Nield 0422 680 486 m_nield@onarchitecture.com.au

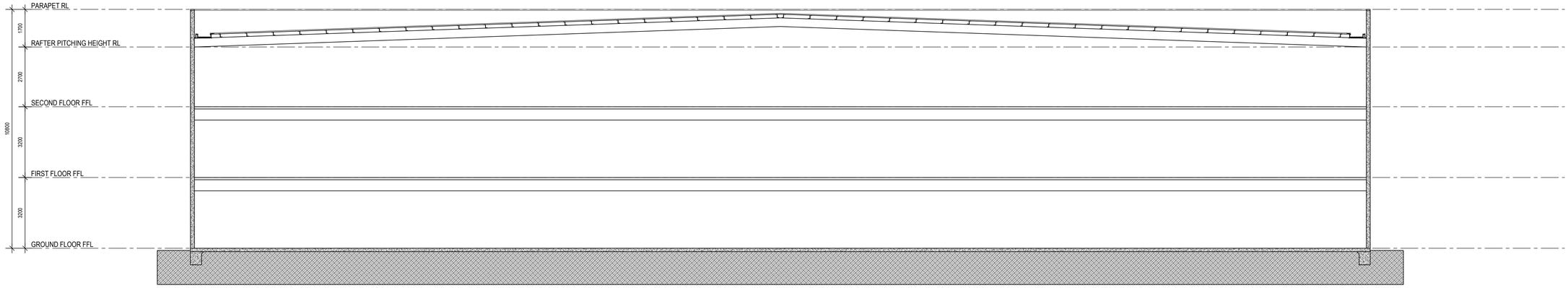
Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
ELEVATIONS

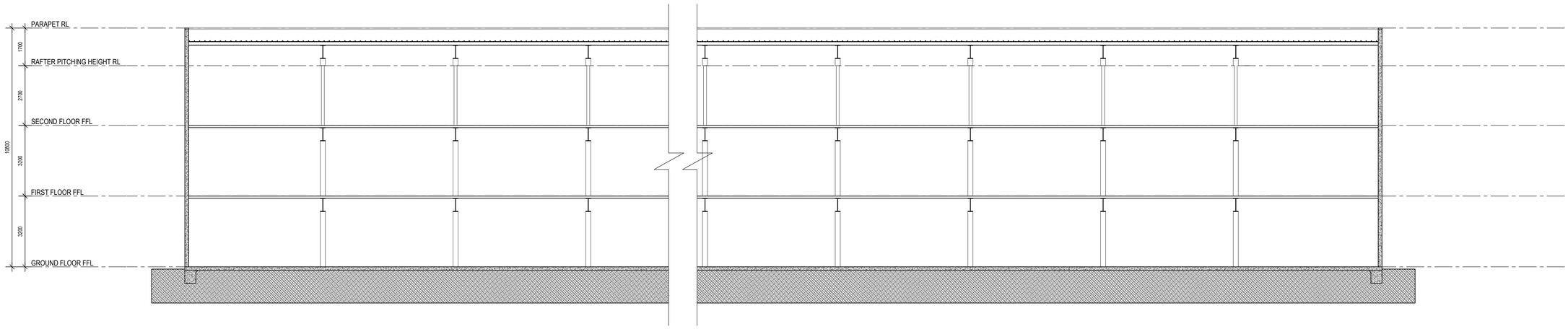
Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	10.12.2024		
Job No.	20302019		
Dwg No.	**DA08**	Rev: A	A3 SHEET

PLANNING

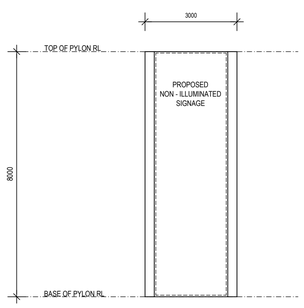
Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	18.12.2024



SECTION A
1:100

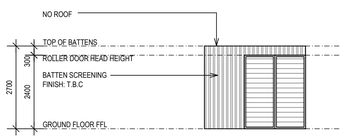


SECTION B
1:100



PLYON SIGNAGE
5000mm (h) x 3000mm (w)
ALUMINIUM FRAME
CONCRETED INTO GROUND
CLADDED IN COMPOSITE PANEL
VINYL GRAPHICS APPLIED TO FACE

SIGNAGE PYLON ELEVATION
1:100 @ A1



BIN STORE ELVATION
1:100 @ A1

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Troy Owen 0422 225 859 t.owen@onarchitecture.com.au
Mark Nield 0432 680 486 m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
SECTIONS

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	18.12.2024		
Job No.	202400159		
Dwg No.	**DA09**	Rev: B	A3 SHEET

PLANNING

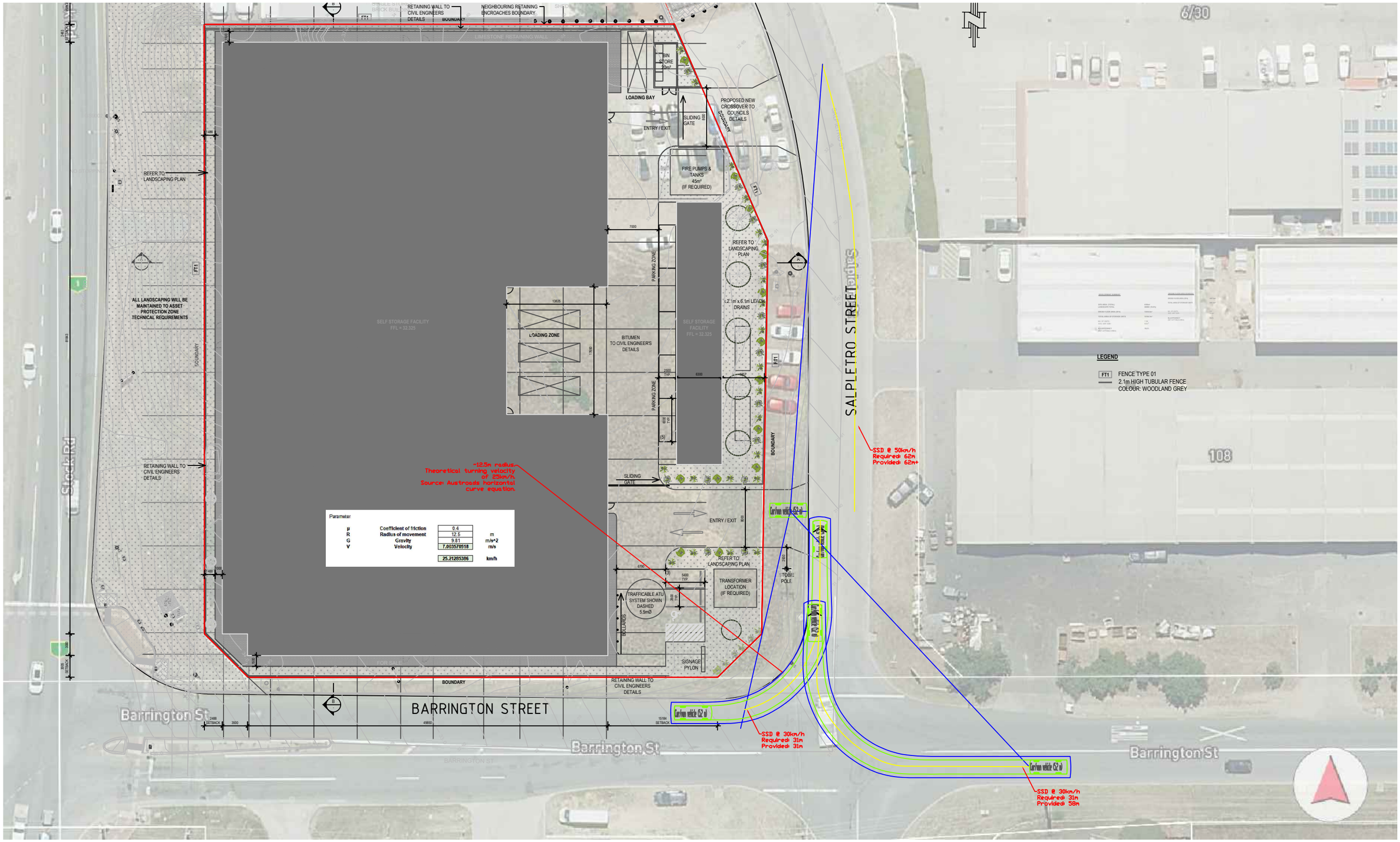
Rev	Amendment	Date
A	PLANNING	10.12.2024
B	PLANNING	18.12.2024

ON Architecture Pty Ltd
242 Angus Street Adelaide SA 5000
Trey Owen
0422 225 859
t.owen@onarchitecture.com.au
Mark Nield
0432 680 486
m.nield@onarchitecture.com.au

Project
SELF STORAGE WAREHOUSE
106 BARRINGTON ROAD, BIBRA LAKE WA

Drawing
PERSPECTIVES

Scale	As indicated	Drawn	SG
Client	TAL GP		
Date	18.12.2024		
Job No.	20240168		
Dwg No.	**DA10**	Rev: B	A3 SHEET



Revision notes:

Rev:	Date:	Notes:
1	03/12/2024	Sightline assessment undertaken as per *Austroads Guide to Road Design Part 3: Geometric Design*: Northbound: Kerb Radius = 12.5m Negotiation Speed = maximum 25-28km/h (conservatively assume 30km/h) SSD req: 31m Southbound: Assume 50km/h approach speed SSD req: 62m

Drawn by: Paul Ghantous

Client: TAL GP Projects

Project: U24.178 - 106 Barrington Rd, Bibra Lake
Proposed Self Storage Development

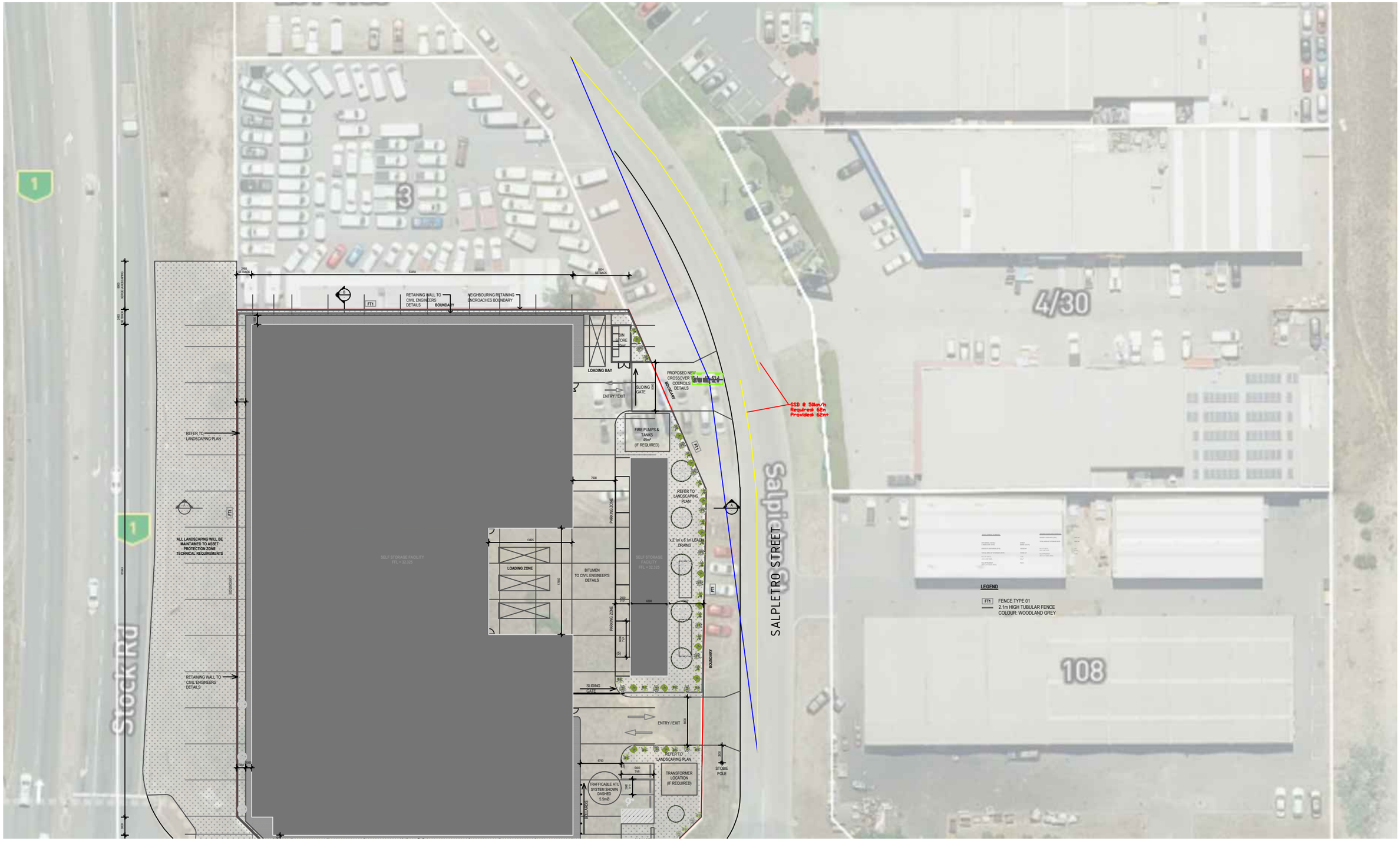
Drawing Title: Driveway sightline assessment
Southern crossover

Date: 12/03/2025

Scale @ A3: 1:500

Revision: sk05

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164



Revision notes:

Rev:	Date:	Notes:
1	03/12/2024	Sightline assessment undertaken as per *Austroads Guide to Road Design Part 3: Geometric Design*: Assume 50km/h approach speed SSD req: 62m

Drawn by: Paul Ghantous

Client: TAL GP Projects

Project: U24.178 - 106 Barrington Rd, Bibra Lake
Proposed Self Storage Development

Drawing Title: Driveway sightline assessment
Northern crossover

Date: 12/03/2025

Scale @ A3: 1:500

Revision: sk06

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164

Enquiries: Michelle Doherty on (08) 9323 6390
Our Ref: 25/448 (D25#118796)
Your Ref: DAP25/001

14 February 2025

Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

Email: customer@cockburn.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED SELF STORAGE UNITS – REF. DAP25/001 – DAP/25/02838 – LOT 303 (106) BARRINGTON STREET BIBRA LAKE

In response to correspondence received on 15 January 2025, recommends that the following conditions are imposed in the event the City recommends approval:

Conditions

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

   Justification for Condition

   To ensure the works maintain public safety and do not conflict with other scheduled works such as services, and routine maintenance; or cause unacceptable disruption to the movement of people and freight.

2. Prior to the commencement of work, details of the proposed retaining wall on the Melville Mandurah Highway property boundary are to be Main Roads requirements and the City's satisfaction.

   Justification for Condition

   The details of the retaining wall located on the property boundary have not been provided, however a retaining wall is nominated on plan. This retaining wall abuts Melville Mandurah Highway (Stock Road). Review of the design plans is required to ensure the works are located within the property and comply with Main Roads standards.

3. An anti-graffiti coating is to be applied to the wall adjoining the Melville Mandurah Highway reserve (Stock Road) to the specifications of Main Roads

   Justification for Condition

   Visual amenity.

4. Stormwater shall not be discharged to the Melville-Mandurah Highway Road Reserve.

   Justification for Condition

   To ensure there is sufficient capacity in the Melville-Mandurah Highway stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

Advice

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

b) The applicant is advised that in relation to Condition 3, that Main Roads specifications for the anti-graffiti coating can be found at on the Main Roads website > Technical & Commercial > Specifications > 900 Series - Miscellaneous > Specification 908.

The City is recommended to further investigate the swept path, sight lines and the crossover (on the local road) proximity to the intersection prior to determining the application. The 12.5m vehicle is experiencing difficulties accessing the site from the local road.

Should the City disagree with the above conditions or require further information please do not hesitate to contact Michelle Doherty on (08) 9323 6390.

Please ensure a copy of the City's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

mthornely.

Maryanne Thornely
Road Access and Planning Manager