



Metro Inner-South Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 8 December 2022; 9.00am
Meeting Number: MISJDAP/122
Meeting Venue: City of Canning
1317 Albany Highway, Cannington

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Attendance

DAP Members

Mr Clayton Higham (Presiding Member)
Ms Rachel Chapman (Deputy Presiding Member)
Mayor Patrick Hall (Local Government Member, City of Canning)
Cr Ben Kunze (Local Government Member, City of Canning)

Officers in attendance

Ms Ciara Barkey (City of Canning)
Mr Sergio Famiano (City of Canning)

Minute Secretary

Ms Barbara Rankin (City of Canning)

Applicants and Submitters

Ms Alison Healey (Element)
Mr Campbell Green (Element)

Members of the Public / Media

Nil

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

2. Apologies

Mr Peter Lee (Third Specialist Member)
Cr Amanda Spencer-Teo (Local Government Member, City of Canning)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil



7. Deputations and Presentations

- 7.1** Mr Cambell Green and Ms Alison Healey (Element) presenting in support of the recommendation for the application at Item 8.1. The presentation will address support for the officer recommendation for approval and proposed conditions.

The City of Canning may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 117-123 (Lot 90) Bannister Road, 73-81 (Lot 250) Vulcan Road and 10-16 (251) Cook Street, Canning Vale

Development Description: Additions and Alterations to Warehouse/Storage & Incidental Office
Applicant: Element Advisory Pty Ltd
Owner: TAP IV Canning Vale Pty Ltd
Responsible Authority: City of Canning
DAP File No: DAP/22/02326

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/21/01936 5.2020.709.1	Town of Victoria Park	No. 176 (Lot 40) Burswood Road, Burswood	Proposed Officer Tower	09/08/2021

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure



Presentation Request Form

[Regulation 40\(3\)](#) and [DAP Standing Orders 2020](#) cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Campbell Green and Alison Healey
Company (if applicable)	element
Please identify if you have any special requirements:	YES ☐ NO ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Metro Inner South
Meeting Date	Thursday, 8 December 2022
DAP Application Number	DAP/22/02326
Property Location	117-123 (Lot 90) Bannister Road, 73-81 (Lot 250) Bannister Road and 10-16 (Lot 251) Cook Street, Canning Vale.
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	YES ☒
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT ☒ AGAINST ☐
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT ☒ AGAINST ☐
Will the presentation require power-point facilities?	YES ☐ NO ☒ If yes, please attach



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> Support for the officer recommendation for approval and proposed conditions.
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In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

The proposal is for a new 'Ironman 4X4' comprising a distribution warehouse and showroom, with fitting and assembly of products on-site. The proposed building is sited across multiple existing lots, fronting Bannister Road to the south.

We have worked closely with the City's Officers to respond to a range of technical and operational queries arising from their planning and engineering assessments of the proposal. We would like to thank the officers for their professionalism and the thorough way they have approached the assessment of the application.

The proposal is a well-considered design for a 4WD product retailer and wholesaler that is supported by the full range of detailed technical reports that should accompany such a proposal. We have the following team members in attendance at the meeting today to respond to any queries the panel may have:

- Cassie Rodwell – Wallace PM – Project Manager
- Alison Healey – element Advisory – Planning Consultant

The land on which this development is sited adjoins an approved development for a similar '4WD Supacentre' on 2 and 10-16 Cook Street, Canning Vale (Ref: DA 105.0651) which was granted conditional approval by the Metro Inner South Joint Development Assessment Panel on the 26 August 2022. This proposal has had close regard to that approval in order to achieve the best outcome. This includes providing an integrated access point via a shared crossover to Bannister Road on the western boundary of the development site.

The proposal demonstrates compliance with the requirements of the City's local planning framework, including in respect to vehicle parking and landscaping. Any variations to the City's local planning framework requirements are minor and suitably justified in the development application submission. These minor variations have also been supported by the City as detailed in the Responsible Authority Report.

The development embraces reciprocal access arrangements with the adjoining 4wD Supacentre, allowing vehicles to traverse through Lot 251 and make a safe right turn on to Bannister Road from Cook Street. This arrangement satisfies the requirements of Condition 8.

We support all the recommended conditions, but would request that condition 9 relating to amalgamation be amended to simply reflect a new lot number as a result of a recent subdivision on Lot 250 which has occurred since the lodgement of this application. Condition 9 should read as follows:



*Prior to submission of an application for building permit, arrangements being made to the satisfaction of the City for the amalgamation of Lots 90, ~~250~~ **2052** and 251 into a single lot on a Certificate of Title. The amalgamation must be completed prior to the issue of an occupancy permit. Alternatively the landowner may enter into a legal agreement with the City, including placement of a caveat on the relevant title, to allow the amalgamation to occur at a later time to the satisfaction of the City's Solicitors at the expense of the applicant / landowner.*

We request that the panel support the City's recommendation for conditional approval and the team would be happy to respond to any questions that you may have.

Thank you

**Bannister Road 117-123 (Lot 90), Vulcan Road 73-81 (Lot 250)
and Cook Street 10-16 (Lot251) CANNING VALE – Additions
and Alterations to Warehouse/Storage & Incidental Office**

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner-South	
Local Government Area:	City of Canning	
Applicant:	Element Advisory Pty Ltd	
Owner:	TAP IV Canning Vale Pty Ltd	
Value of Development:	\$4 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Canning (Local Government), Metro Inner South (JDAP)	
Authorising Officer:	Sergio Famiano – Manager City Planning	
LG Reference:	105.0981	
DAP File No:	DAP/22/02326	
Application Received Date:	19/09/2022	
Report Due Date:	6 December 2022	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Development Plans 2. Development Application Report 3. Waste Management Plan 4. Traffic and Access Investigation	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-South Joint Development Assessment Panel resolves to:

- Accept** that the DAP Application reference DAP/22/02326 is appropriate for consideration as a “Warehouse/Storage, Industry and Office” land use and compatible with the objectives of the zoning table in accordance with Clause 3.1 of the City of Canning Local Planning Scheme No. 42;
- Approve** DAP Application reference DAP/22/02326 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 4.17 of the City of Canning Local Planning Scheme No. 42, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
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 development is to comply in all respects with the stamped approved plans
4. Prior to the issue of an occupancy permit, all proposed car parking spaces together with their access aisles are to be constructed, line marked and thereafter maintained to the satisfaction of the City.
5. Prior to the issue of an occupancy permit, eight (8) bicycle parking bays are to be installed and thereafter maintained in accordance with *Australian Standard AS2890.3* and Council specifications to the satisfaction of the City.
6. Prior to the issue of an occupancy permit of the proposed development, one (1) male and one (1) female showers (or 1 unisex shower) with twelve (12) lockers shall be installed and thereafter maintained in accordance with the relevant *Australian Standards* and Council specifications.
7. Storm water from all roofed and paved areas must be collected and discharged via the existing approved drainage system. Storm water must not affect or be allowed to flow onto or into any other property. Drainage systems must be in accordance with the *Building Code of Australia*.
8. Prior to the issue of an occupancy permit, the owner is to register a right of carriageway easement on the Certificate of Title of Lot 251 and 90 the subject of the proposed, to the respective benefit and burden of those lots and to the benefit of the City of Canning, at the cost of the owner and to the satisfaction of the City.
9. Prior to submission of an application for building permit, arrangements being made to the satisfaction of the City for the amalgamation of Lots 90, 250 and 251 into a single lot on a Certificate of Title. The amalgamation must be completed prior to the issue of an occupancy permit. Alternatively the landowner may enter into a legal agreement with the City, including placement of a caveat on the relevant title, to allow the amalgamation to occur at a later time to the satisfaction of the City's Solicitors at the expense of the applicant / landowner.
10. All street trees located in verge areas adjoining the subject lot/s are to be retained and protected. Pruning or removal of the tree(s) must be approved in writing by the Manager, City Greening.
11. Prior to the issue of an occupancy permit, landscaping is to be installed in accordance with the Landscape Plan received 28 October 2022 unless otherwise approved by the City. Landscaping is to thereafter be maintained to the satisfaction of the City.

12. The Waste Management Plan dated 28 October 2022 and prepared by Talis is to be implemented and adhered to for the duration of the occupancy or use of the development, unless otherwise approved by the City.

Advice Notes

1. The proposed development is to comply with the provisions of the *Building Act 2011*, the *Building Code of Australia* and any other requirements of the City's Building Department.
2. This approval does not authorise the commencement of any building works. The applicant is advised that a Building Permit Approval must be obtained prior to the commencement of any works. To obtain a Building Permit Approval it will be necessary to submit documentation in compliance with the Building Regulations, including plans incorporating all conditions of this approval, specifications and structural drawings.
3. This approval does not authorise the demolition of the existing buildings on site. A demolition licence must be obtained from the City prior to the removal/ demolition of the existing buildings.
4. This Development Approval does not authorise any works within the road reserve, including but not limited to drainage works, crossover construction and crossover removal. Prior to any works within the road reserve an application must be made to the City on the prescribed form, accompanied by a site plan clearly showing the design, dimensions and specifications of the proposed works, and an application fee. Please go to the City's website for more information, or contact the City's Development Engineer.
5. This Development Application does not authorise construction of a crossover. An application to construct a crossover must be made to the City on the prescribed form, accompanied by a site plan clearly showing the design, dimensions and specifications of the proposed crossover and an application fee. Please go to the City's website for more information, or contact the City's Development Engineer.
6. With respect to Condition (4), construction of the car parking bays requires paving, sealing, marking and draining to the satisfaction of the City.
7. With respect to Condition (7), the applicant is advised that: The existing system should be checked to ensure that
 - adequate capacity is provided for any proposed works;
 - existing drainage system is to be relocated where necessary due to the alteration of lot boundaries; and
 - additional drainage capacity is provided where the existing system is inadequate.

A detailed drainage design is to be submitted to the City prior to an application for Building Permit.

8. The premises is to be operated in compliance with the *Environmental Protection Act 1986*, *Environmental Protection (Unauthorised Discharges) Regulations 2004* and *Environmental Protection (Noise) Regulations 1997*. Note if in connection with a business or a commercial activity, a material listed in Schedule 1 of the *Environmental Protection (Unauthorised Discharges) Regulations 2004* is discharged into the environment, an offence is committed. Please see www.slp.wa.gov.au for further information.
9. It is an offence under Part 4 of the *City's Local Government Property and Public Places Local Law 2021* to damage, prune or remove a street tree without first obtaining a written permit. Prior to the commencement of works, a protective fence must be installed around the street tree(s) with a minimum clearance of 2 metres from the trunk of the street tree(s). The protective fence is to be approved via a verge permit and is to be maintained for the duration of any works on the adjoining lot.
10. If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005 Part 14*. An application must be made within 28 days of the determination.

Details: outline of development application

Local Planning Scheme	City of Canning Local Planning Scheme No. 42
Local Planning Scheme Zone	General Industry
Use Class (proposed) and permissibility:	Warehouse/Storage 'P', Industry 'P', Bulky Goods Showroom 'A' and Office 'I'
Lot Size:	1.1245ha
Existing Land Use:	Warehouse/Storage
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 proposed development includes the alterations and additions to an existing warehouse building to create an 'Ironman 4x4' warehouse, positioned across three existing lots which are to be amalgamated in the future. The warehouse is predominantly situated on Lot 90 (117-123) Bannister Rd, Canning Vale. The building will function primarily as a warehouse and showroom facility for 4WD products with an office and incidental fitting/assembly area for the products sold on the premises.

Background:

The site currently contains industrial land uses within the existing warehouse building. The subject site also adjoins an approved development for a similar '4x4 Supacentre' on 2 and 10-16 Cook Street, Canning Vale which was granted conditional approval by the Metro Inner South Joint Development Assessment Panel on 26 August 2022 (Ref: DA 105.0651). This application integrates access including a shared crossover to Bannister Road on the subject's sites western boundary which is to be subject to a Right of Carriageway easement to the benefit of the City of Canning. This has been included as a condition of the recommendation.

The proposed development is sited across three existing lots, comprising the whole of 117-123 Bannister Road, Canning Vale and parts of 73-81 Vulcan Road and 10-16 Cook Street. The lots are owned by Tap IV Canning Vale Pty Ltd and BGC Pty Ltd with the intent being to submit an application for subdivision approval in the future in order to formalise the intended lot boundaries through amalgamation and subdivision.

All lots adjoining the subject site are either warehouse or industrial uses.

Legislation and Policy:

City of Canning Local Planning Scheme No. 42

The application has been assessed with regard to the requirements of Part 3 'Zones and Use of Land' and Part 4 'General Development Requirements' of the City's Local Planning Scheme No. 42 ('the City's Scheme') which was gazetted on 26 May 2020, and the relevant state and local planning policies. Further commentary is provided in the Planning Assessment section.

A copy of the City's Scheme is available on the City's website via the following link:

<https://www.canning.wa.gov.au/CanningWebsite/media/Files/Residents/Strategic-Urban-Planning/Strategic-Planning/Local-Planning-Scheme-42-Text-26052020.PDF>

Planning and Development (Local Planning Schemes) Regulations 2015

Development approval is required in accordance with Clause 60 of Schedule 2 ('Deemed Provisions') of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations 2015'); as the proposed use(s) and works are not exempt from approval under Clause 61 of the deemed provisions.

A copy of the Regulations 2015 is available on the Department of Planning, Lands and Heritage website via the following link:

<https://www.dplh.wa.gov.au/lpsregs>

Local Policies

1. *Local Planning Policy – LP.02 – Public Consultation of Planning Proposals ('Policy LP.02')*
Policy LP.02 was adopted by Council on 15 October 2019, and came into effect on 28 May 2020 following the gazettal of the City's Scheme. Policy LP.02 provides a consistent approach for consulting the public for planning proposals submitted for the City's consideration or determination.
2. *Local Planning Policy – LP.09 – Tree Retention and Planting – Development ('Policy LP.09')*

Policy LP.09 was adopted by Council on 15 October 2019, and came into effect on 28 May 2020 following the gazettal of the City's Scheme. The Policy was subsequently amended in 2021. Policy LP.09 provides the parameters for the assessment of trees as assets with significant environmental, social and economic values and ensures that preservation and enhancement of the City's tree canopy cover is considered at all stages of development.

Copies of the City's local planning policies are available on the City's website via the following link:

<https://www.canning.wa.gov.au/residents/building-here/planning-services-checklists-forms-and-policies>

Consultation:

Public Consultation

Consultation with the adjoining land owners and occupiers was undertaken for the proposed development in relation to the 'A' use "Bulky Goods Showroom" use under Local Planning Scheme No.42. A total of three properties were consulted. The proposal was advertised for a period of 21 days. No submissions were received.

Referrals/consultation with Government/Service Agencies

No referrals were required.

Design Review Panel Advice

Not applicable.

Planning Assessment:

Local Planning Scheme 42

The subject land is located within the 'General Industry' zone of the City's Scheme. The objectives of the 'General Industry' zone are outlined below:

- *To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.*
- *To accommodate industry that would not otherwise comply with the performance standards of light industry.*
- *Seek to manage impacts such as noise, dust and odour within the zone.*

It is noted that the proposed uses are considered to align with the objectives of the 'General Industry zone'. Further commentary on compliance with the City's Scheme and other development controls is provided in the Planning Assessment section below.

Front Setback

Clause 4.17.2 of the City's Scheme notes the Primary Street setback requirement in the General Industry zone to be 15.0m. This street setback requirement may be reduced by the local government subject to the following provisions:

- i. *the reduced setback will not have any adverse impacts on the adjoining properties or the street appearance;*
- ii. *the proposed development will constitute a general improvement to the appearance of the street; and*
- iii. *the portion of the building encroaching into the street setback forms an integral part of the development.*

Requirement and Proposal	Criteria	Assessment
Clause 4.17.2 of Local Planning Scheme No. 42 notes the Primary Street setback requirement in the General Industry zone to be 15.0m. The Application proposes a minimum street setback of 10.5m	(i) The reduced setback will not have any adverse impacts on the adjoining properties or the street appearance.	The City's officers are of the view that there will not be any adverse impact on the adjoining properties or street appearance for the reduced setback as: ▪ As the existing warehouse is being retained, the encroachment is existing and is not considered to have any negative impacts to the current or future adjoining uses; ▪ Enforcing compliance is not considered to result in any visual benefits to the street or building; and ▪ The upgrades to the façade of the building are considered to be an improvement to the existing dated façade and result in a general improvement to the Bannister Road streetscape.
	(ii) The proposed development will constitute a general improvement to the appearance of the street; and	A general improvement to the appearance of the street will occur as a result of the building having been designed using varying materials and colours, as well as incorporating articulations in the building façade and height. These design elements are considered to create an attractive façade that will improve the amenity of the street and area.
	(iii) The portion of the building encroaching into the street setback forms an integral part of the development.	The proposed intrusion constitutes a portion of the front façade and customer focused area of the building.

Bicycle Parking

Table 4 of the City's Scheme requires the provision of 13 bicycle bays for the proposed land uses. The application proposes the provision of 8 covered bicycle bays. The bicycle parking requirement has been calculated including all proposed land uses, including those incidental to the primary use.

The provision of 8 bicycle bays in lieu of the required 13 bays for the proposed land uses is supported by the City on the basis that:

1. The development provides an adequate number of bicycle parking bays to cater for the projected parking demand of the business, which includes staff and customers;
2. It is noted that the nature of the land uses on-site do not generally permit customers to transport the products via bicycle nor utilise the 4x4 parts installation services without attending the site via car. It is accepted that bicycle parking will largely be utilised by staff only;
3. The site is serviced by two bus stops within 50m, providing alternative transport for staff members;
4. There is adequate space on site available for any future changes to bicycle parking needs;
5. A surplus of car parking bays have been provided in accordance with Table 4 of the City's Scheme;
6. Based on reasons 1, 2, 3, 4 and 5 above, the reduced provision of bicycle parking bays will not negatively impact on surrounding industrial businesses.

Land Use

Table 2 of the City's Scheme designates 'Bulky Goods Showroom' as an 'A' use in the General Industry zone, requiring the City to advertise the application to the adjoining properties before granting development approval.

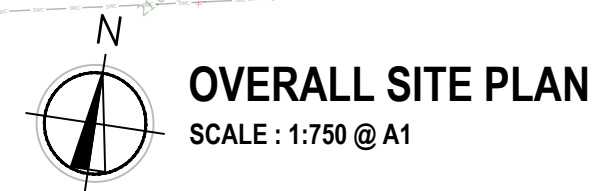
The application was referred to the landowners and/or occupiers of the adjoining properties for a 21-day referral period. No submissions were received.

Conclusion:

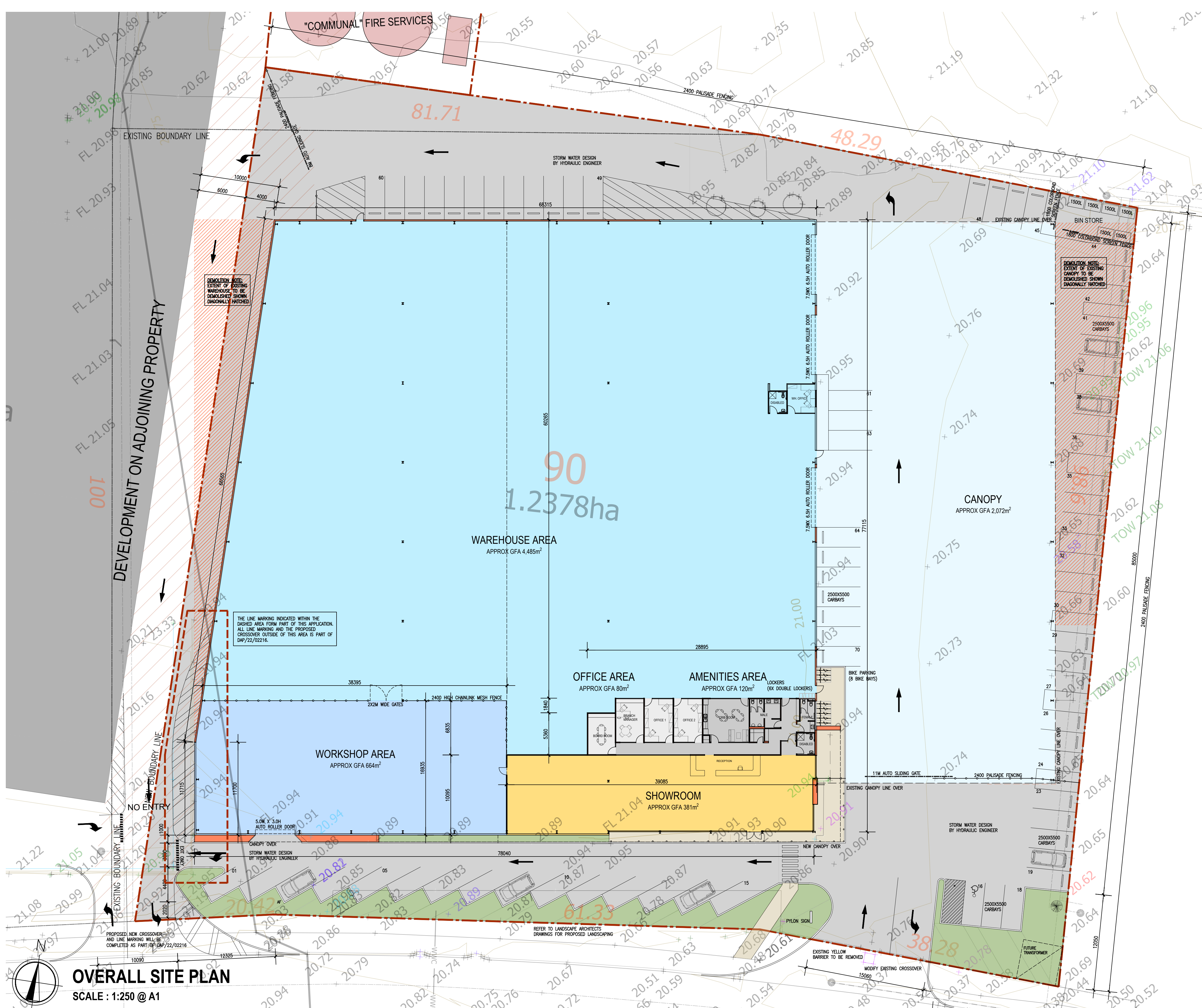
The proposed development addresses the local context and is in keeping with the objectives of the General Industry zone under the City's Scheme. It is considered that the development will not have any adverse impacts on the adjoining properties or the street appearance. It is noted that no objections were received with regard to the proposal following consultation. The proposed development will bring further interest and competition to Canning Vale and employment opportunities to the area in addition to economic benefit for the local area. As such, it is recommended that the application be approved subject to appropriate conditions and advice notes.



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PROPOSED ADDITIONS & ALTERATIONS AT 117-123 BANNISTER ROAD, CANNING VALE for WALLACE PM

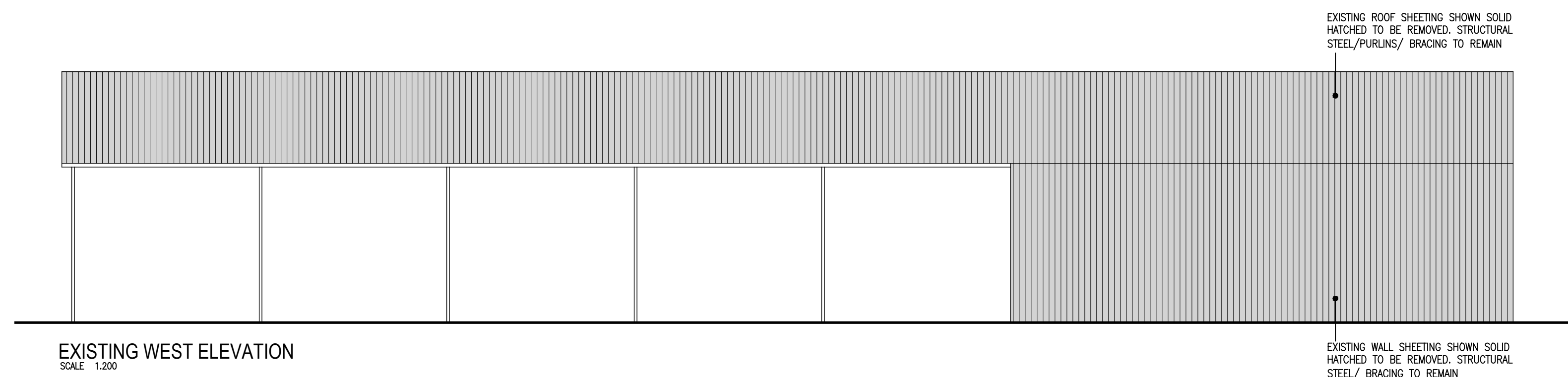
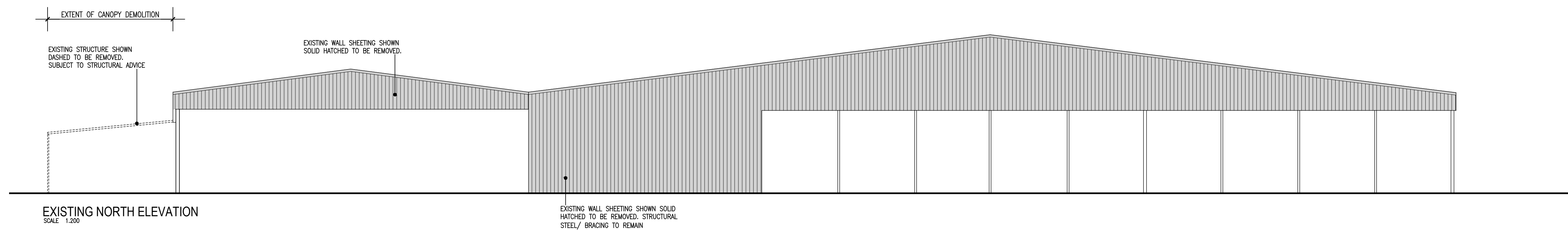
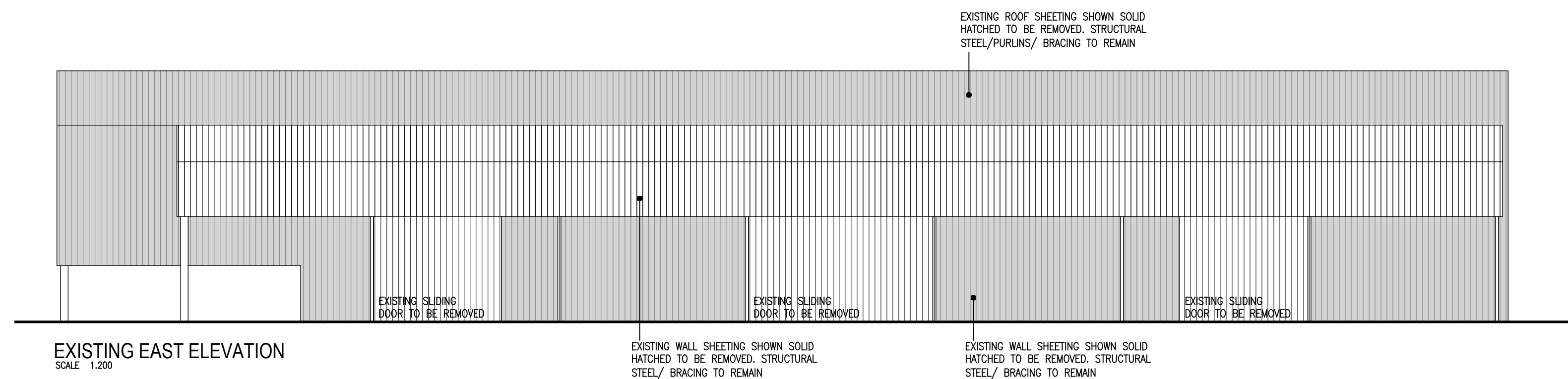
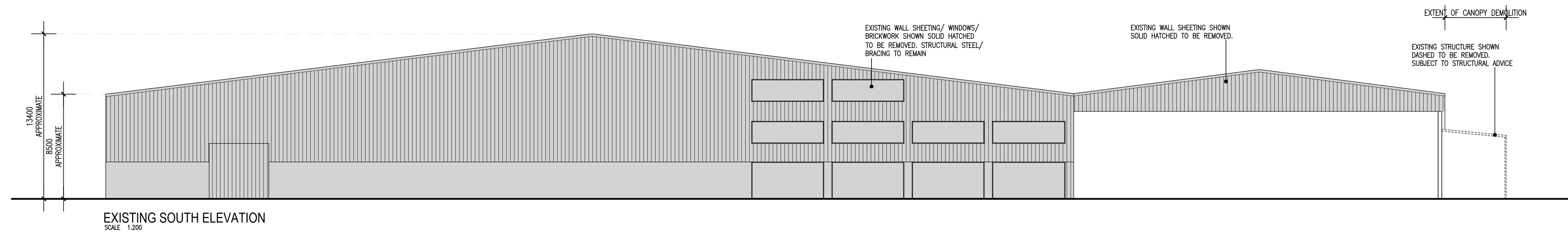


DEVELOPMENT STATISTICS				
CAR PARKING REQUIREMENTS (GLA):				
WAREHOUSE	4,485 m2	1/100m2	44.85 bays	
OFFICE	80 m2	1/30m2	2.66 bays	
SHOWROOM	381 m2	1/40m2	9.52 bays	
WORKSHOP	664 m2	1/50m2	13.28 bays	
AMENITIES	120 m2	NIL	NIL	
TOTAL CAR BAYS REQUIRED			70.31 bays	
TOTAL BAYS PROVIDED			70.00 bays	
BIKE PARKING REQUIREMENTS (GLA):				
WAREHOUSE	4,485 m2	2/1000m2	8.97 bays	
OFFICE	80 m2	4/1000m2	0.160 bays	
SHOWROOM	381 m2	2/1000m2	0.76 bays	
WORKSHOP	664 m2	2/1000m2	1.32 bays	
AMENITIES	120 m2	NIL	NIL	
TOTAL BIKE BAYS REQUIRED			11.21 bays	
TOTAL BIKE BAYS PROVIDED			8.00 bays	

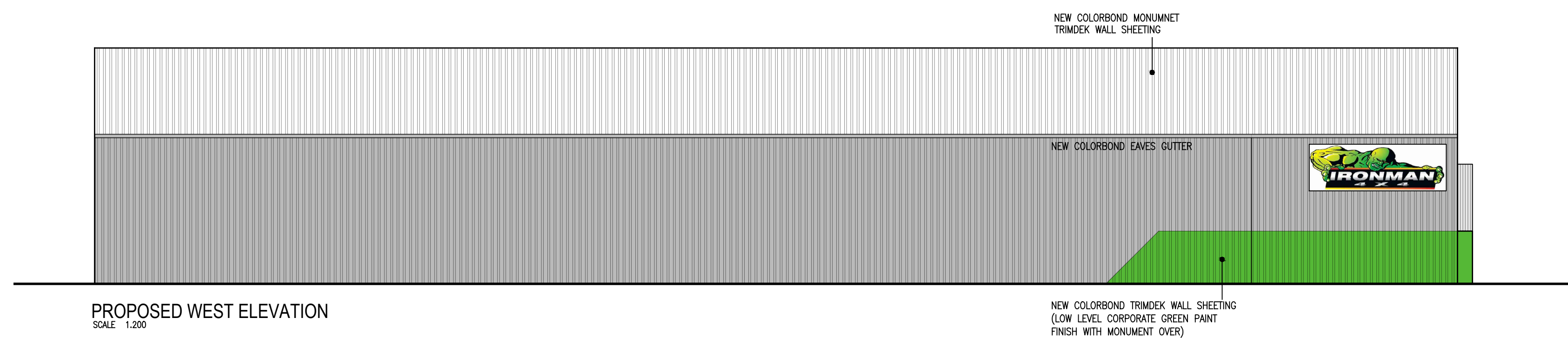
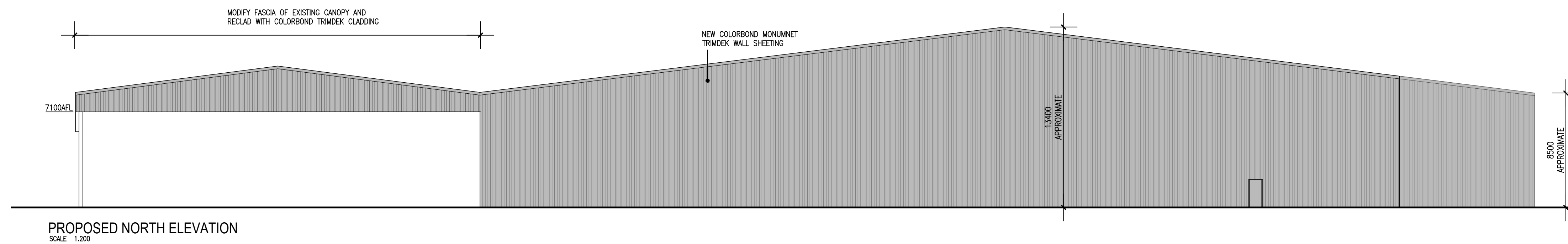
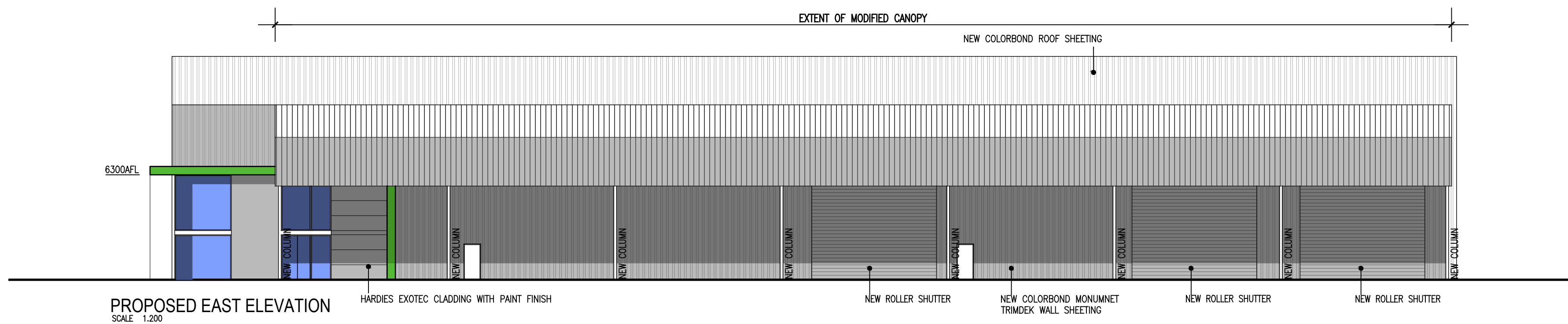
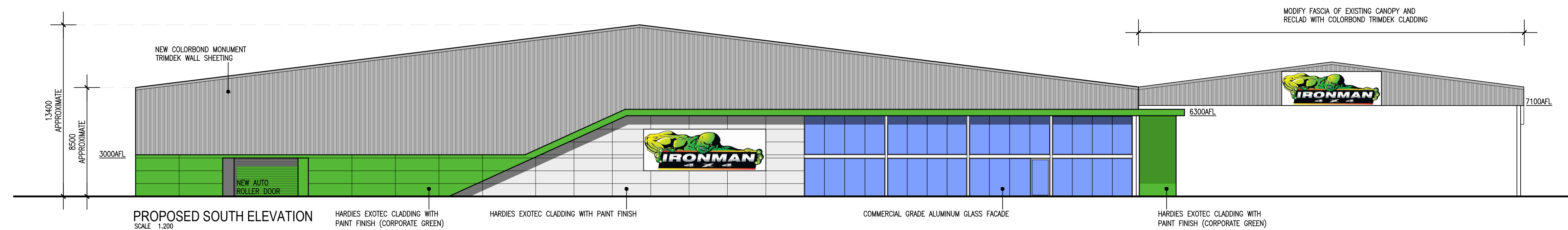
OVERALL SITE PLAN
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PROPOSED ADDITIONS & ALTERATIONS
 AT 117-123 BANNISTER ROAD, CANNING VALE
 for WALLACE PM



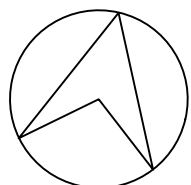
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PROPOSED PLANTING IMAGES



REV	DATE	DWN	APP	DESCRIPTION
A	27.07.22	AC	KD	LANDSCAPE CONCEPT PLAN
B	29.07.22	AC	KD	UPDATED LANDSCAPE CONCEPT PLAN
C	22.08.22	KD	KD	UPDATED TO NEW ACHITECTURALS
D	07.09.22	AC	KD	UPDATED TO NEW ACHITECTURALS
E	28.10.22	AC	KD	UPDATED TO NEW ACHITECTURALS

LEGEND

TREES

EXISTING TREES (TO BE REMOVED)

EXISTING TREES (TO BE RETAINED)

PROPOSED BOUNDARY TREES
EG. BROAD-LEAVED PAPERBARK

PROPOSED SMALL GUMS
EG. RED FLOWERING GUM

PROPOSED CAR PARK TREES
EG. LUSCIOUS/LITTLE GHOST GUM

PLANTING

VERGE PLANTING
LOW NATIVE PLANTING

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
STRAPPY/MIXED

PLANTING TYPE 03
SHRUBS

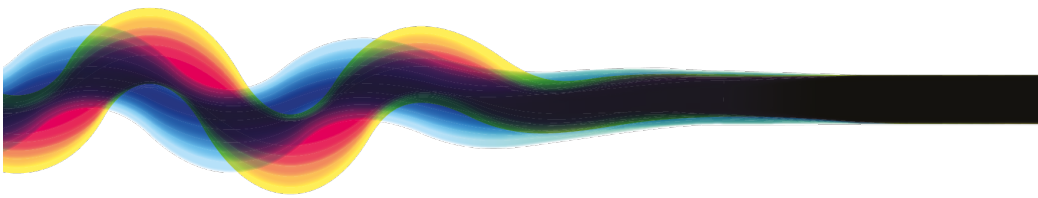
NOTES

1. GENERAL

- 1.1 DRAINAGE FROM THE RAISED PLANTER AREAS AND POTS TO BE PROVIDED BY BUILDER
 - 1.2 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
 - 1.3 ALL DIMENSIONS ARE IN MILLIMETERS, UNLESS OTHERWISE NOTED.
 - 1.4 THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
 - 1.5 FOR ALL FINISHED LEVELS, PLANTER HEIGHTS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).
 - 1.6 FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION.
 - 1.7 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.
2. SOIL PREPARATION
- 2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
 - 2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEViate IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
 - 2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
 - 2.4 RAISED PLANTER AREAS AND POTS SHALL BE INSTALLED WITH APPROPRIATE DRAINAGE CELL, AGGREGATE AND GEOTEXTILE MEMBRANE BELOW SOIL. REFER DETAIL (02/706)
 - 2.5 FILL SOIL TO RAISED PLANTER AREAS AND POTS TO BE APPROVED LIGHTWEIGHT LANDSCAPE MIX.
 - 2.6 PLANTING AREA SOIL PROFILES TO BE PREPARED AS SPECIFIED AND REVIEWED BY SUPERINTENDENT BEFORE PLANTING AND CONNECTING IRRIGATION.
 - 2.7 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

- 3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
 - 3.2 ADVANCED TREES TO FRONT COURTYARDS TO BE INSTALLED AT A HEIGHT OF 3m.
 - 3.3 ADVANCED TREE SPECIES OF PYRUS CAPITAL HAS BEEN SELECTED TO ACCOMMODATE THE CLOSE PROXIMITY OF THE BUILDING AND FUTURE PLANNING CONTROL AREA. CAPITAL PEAR WILL GROW TO A MAXIMUM WIDTH OF 3 METRES.
 - 3.4 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8. REFER TO DETAIL (01/706)
 - 3.5 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
 - 3.6 REFER TO PLANTING SCHEDULE FOR SPECIES AND SIZES.
 - 3.7 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
 - 3.8 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
 - 3.9 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.
 - 3.10 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.
 - 3.11 SUPERINTENDENT TO REVIEW SAMPLES OF ALL TREE SPECIES AND PLANTS AT SOURCE OR BY PHOTOGRAPH PRIOR TO DELIVERY AND INSTALLATION.
4. IRRIGATION
- 4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
 - 4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30l/pm AT 300kPa FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
 - 4.3 PLANTING TO COURTYARDS TO BE IRRIGATED VIA DIGITAL TAP TIMER (INDIVIDUAL CONNECTION POINTS TO BE PROVIDED).
 - 4.4 PLANTING ON ALL UPPER LEVELS TO BE IRRIGATED VIA BATTERY OPERATED VALVE (CONNECTION POINTS TO BE PROVIDED TO EACH LEVEL).
 - 4.5 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
 - 4.6 SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
 - 4.7 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
 - 4.8 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
 - 4.9 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE



Our Ref: 22-290

13 September 2022

Chief Executive Officer
City of Canning
1317 Albany Highway,
Cannington, Western Australia, 6107

Attention: Sergio Famiano, Manager- City Planning

Dear Sergio,

DEVELOPMENT APPLICATION – CHANGE OF USE WITH ALTERATIONS AND ADDITIONS - WAREHOUSE AND BULKY GOODS SHOWROOM LOT 90 (NOS. 117-123) BANNISTER ROAD, LOT 250 (NOS. 73-81 VULCAN ROAD) AND LOT 251 (NOS. 10-16 COOK STREET), CANNING VALE.

element, on behalf of the landowner, has prepared this development application in support of proposed alterations and additions to an existing building to accommodate a new 4-Wheel-Drive (4WD), “Ironman 4X4” centre consisting of a warehouse and showroom facility with office and incidental fitting and assembly area for products sold on the premises. The proposed development is sited predominantly on Lot 90 (117-123) Bannister Rd, Canning Vale, with works extending into Lot 250 (73-81) Vulcan Rd and Lot 251 (10-16) Cook St (subject site). This letter outlines the relevant planning and site considerations for the proposed development.

Please find enclosed the following items in support of this development application:

- A completed and signed Application for Development Approval, Metropolitan Region Scheme Form 1 and Development Assessment Panel (DAP) Form 1 (Attachment 1);
- A copy of the Certificates of Title (Attachment 2);
- A copy of the proposed development plans in line with the City of Canning (City)’s requirements (Attachment 3); and
- Technical reports including Landscape Analysis and Concept Plan (Attachment 4), Traffic and Access Investigation (Attachment 5) and Waste Management Plan (Attachment 6).

Once acknowledgment of this development application has been received arrangements will be made to pay the applicable application fee, being the City and Metro Inner South Joint Development Assessment Panel (JDAP) combined fee for a proposal with an estimated development cost of \$4 million.

Background

The subject site adjoins an approved development for a similar ‘4WD Supacentre’ on 2 and 10-16 Cook Street, Canning Vale (Ref: DA 105.0651, granted conditional approval by the Metro Inner South Joint Development Assessment Panel on 26 August 2022). This application references DA 105.0651 in its proposed development plans and integrates access, including a shared crossover to Bannister Road on the subject’s sites western boundary.

Site Details

The subject site is located within the Canning Vale Industrial Area, approximately 12 kilometres southeast of the Perth CBD. The site currently contains industrial land uses with similarly scaled industrial land uses to the east and north. The existing industrial building on the subject site is proposed to be partially retained and adapted for reuse as the Ironman 4x4 centre, as shown on the development plans.

A full list of the associated lots and particulars of the Certificates of Titles are summarised in the table below.

Table 1 - Certificate of Titles

Lot	Street Address	Diagram	Volume/Folio	Site Area	Registered Proprietor
90	117-123 Bannister Road, Canning Vale 6155	D063860	1634/188	12,378 m ²	Tap IV Canning Vale Pty Ltd
250	73-81 Vulcan Road, Canning Vale 6155	D070603	1740/286	33,905 m ²	Bgc (Australia) Pty Ltd
251	10-16 Cook Street, Canning Vale 6155	D071765	1775/552	12,942 m ²	Tap IV Canning Vale Pty Ltd

Please Refer to Attachment 1 – Certificate of Titles

Please Refer to Figure A – Location Plan and Figure B – Site Plan

With regards to development spanning across multiple lots, we anticipate a condition of planning approval will require amalgamation or creation of a future lot prior to occupation of the development (refer to condition no. 18 of DA 105.0651).

Encumbrances on Titles

Easements exist at the subject site for the purposes of service infrastructure provision (including the City's drainage infrastructure traversing the subject site's eastern boundary) as shown on Figure C – Overall Site Plan. The proponent will work closely with the City's engineers to retain and protect relevant infrastructure and/or relocate as needed and we respectfully request an appropriate condition of planning approval to this effect.

Heritage

A search using the Department of Planning Lands and Heritage mapping data indicates that there are no places with Aboriginal cultural heritage significance on the subject site. Furthermore, the Heritage Council's State Heritage Register and City's heritage record indicates that there are no sites or aspects of state or local heritage that will be impacted by the proposed development.

Environmental Considerations

A desktop search indicates that the subject site:

- Is subject to moderate to low risk of encountering any acid sulphate soils based off a review of the Department of Water and Environmental Regulation's online mapping database;
- Is not a registered contaminated site; and
- Is not located within a bushfire prone area under the State Map of Bushfire Prone Areas

As such, there are no environmental or heritage restrictions that would inhibit the development as proposed.

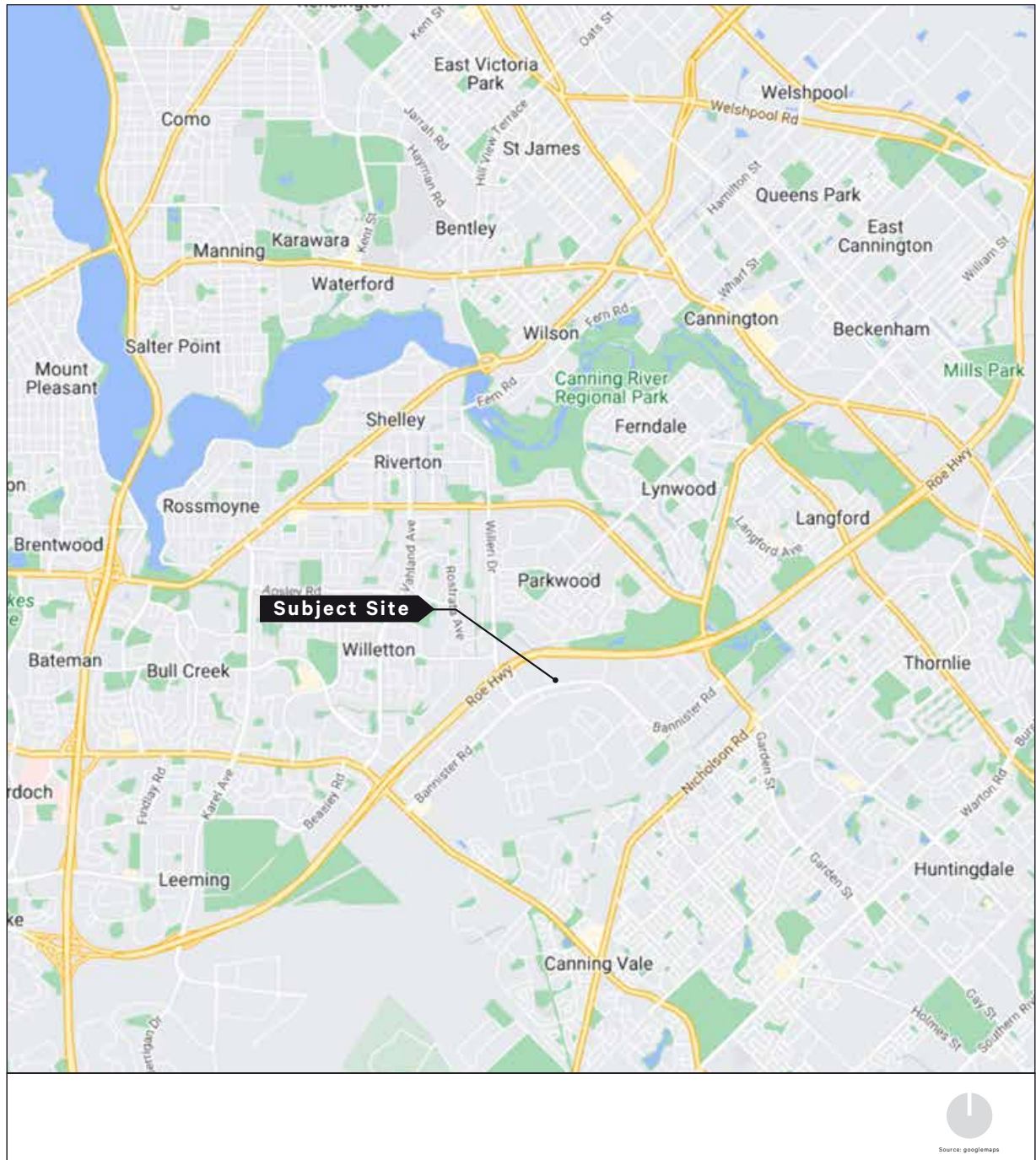
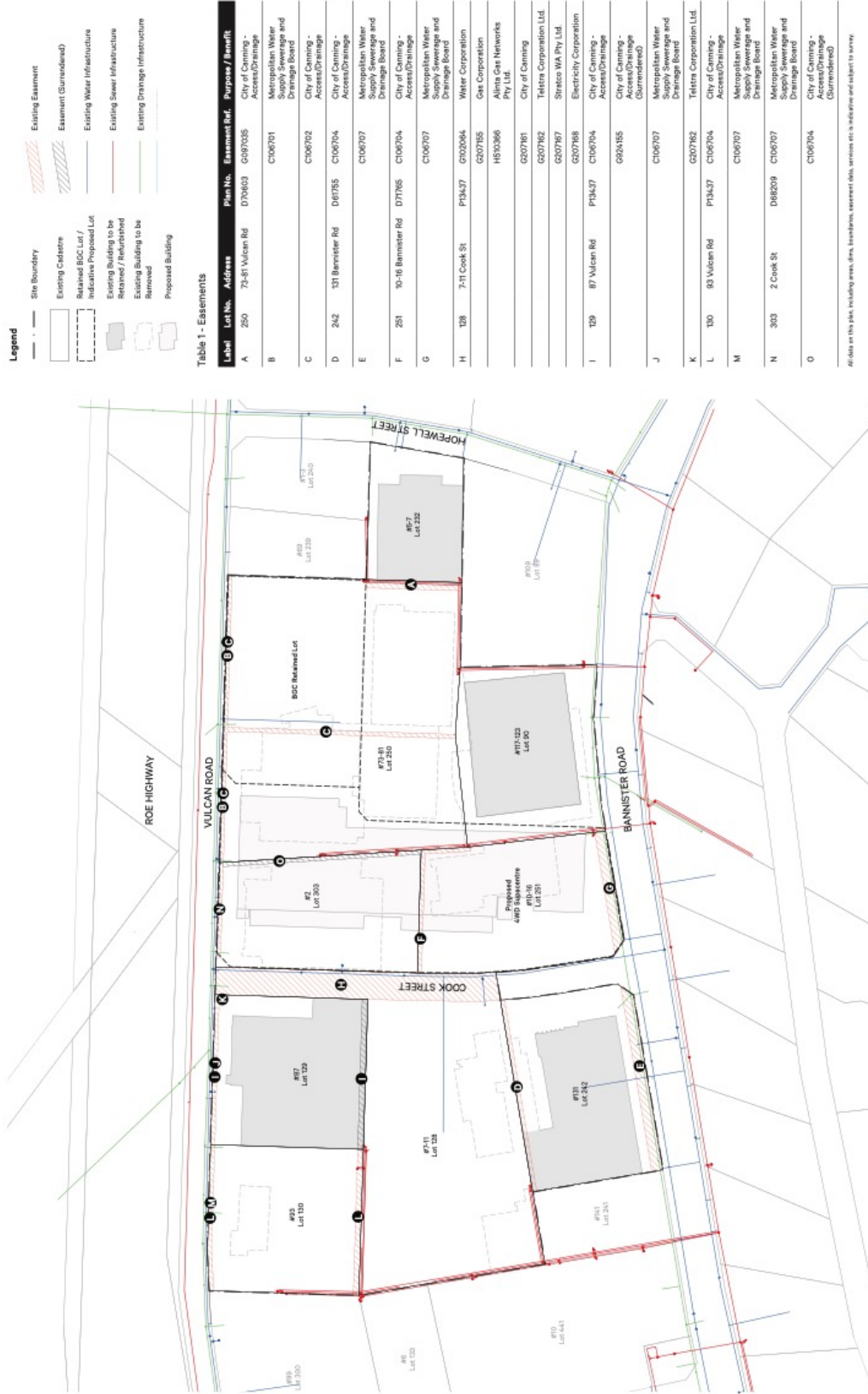


Figure A – Location Plan



Figure B – Site Plan



Existing Site Plan

Canning Vale

Date: 4 May 2022 Scale: 1:5000 A3 File: 21-378 OP-1 A Staff: MC, AGR, GW Checked: AMH

element.

Level 10, 100 Market Street, Perth WA 6000
 PO Box 700, Canning Vale Perth Western Australia 6155
 T: 08 9330 8500 E: enquiries@element.com.au

Figure C – Overall Site Plan

Proposed Development

This application seeks approval for alterations and additions to an existing building on Lot 90 (No. 117-123) Bannister Road, Canning Vale and adaptively reusing the premises for a Warehouse and Bulky Goods Showroom ('Ironman 4x4') along with incidental fitting and assembly of products sold from the showroom, parking, and office amenities.

The proposed development and works are summarised as follows:

- Demolition of the western portion of the existing warehouse and eastern portion of canopy structure (as shown in the attached site plan).
- Located within the retained warehouse:
 - Retrofitted warehouse area with a Gross Floor Area (GFA) of 4,560m².
 - Showroom with an approximate GFA of 381m² located at the front of the warehouse;
 - Workshop area with a 664m² GFA;
 - Office area with an approximate GFA of 70m², and;
 - Associated staff amenities of an approximate 123m² GFA.
- Retrofitting of retained canopy portion with new supporting column and provision of new finishes and cladding. The remaining canopy has a GFA of 2,072m²
- Construction of vehicle parking to the southern, eastern and northern boundaries, with associated landscaping as follows:
 - 74 car parking bays
 - 8 bicycle parking spaces
- Modification to the existing crossover to Bannister Road at the south-western corner of the subject site.
- Hours of operation are generally-
 - Warehouse: 6am – 5.30pm, 7 days per week, and up to 10pm at peak periods and infrequent split 24 hour shifts if needed (e.g. Christmas holiday season).
 - Showroom and fitting and assembly area: 8am – 5pm, 7 days per week, with special trading up to 7pm in peak periods.

Access

Access to the proposed site will involve the use of a shared crossover on the western boundary for left-in/ left-out movements (to be constructed as part of adjoining DA 105.0651) and the modification of an existing left-in/ left-out crossover on the eastern boundary. The proposed access ensures on-site circulation and manoeuvrability meet the needs and functionality of the development, particularly in the separation of the heavy vehicle and customer circulation areas.

The median strip on Bannister Road inhibits the ability for vehicles to perform right turn movements to exit the development. Therefore, it is proposed that vehicles will be able to exit the development and travel eastbound on Bannister Road by traversing through Lot 251 via a right of carriageway and exiting from Cook Street (refer to condition no. 17 on DA 105.0651).

The above crossovers have been planned to comply with AS2890.1 and have been addressed within the Traffic and Access Assessment Report which identifies how each crossover is required to ensure appropriate access and manoeuvrability within the proposed development and surrounding road network. The Traffic and Access Assessment Report has been discussed in greater detail below.

Materiality

External walls are proposed with a new Colorbond Trimdek wall sheeting, covering the majority of the of all frontages and the roof. The main entrances to the building will feature visually interesting Exotek cladding and a large glass façade with aluminium framing, allowing visual permeability into the showroom component of the development. The materials are proposed to be painted consistent with the corporate colour scheme of Ironman 4x4.

The eastern frontage of the development comprises three (3) roller shutters made of the same Colorbond Trimdek material as the surrounding external walls. The roller shutter will be approximate 6m high by 7.5m wide.

Signage

The development has three (3) indicative signage locations, two (2) of which are located on the primary frontage and the other on the eastern frontage at the main doorway. All signage components feature the same information, being the Ironman 4X4 company logo. Signage details will form a separate application.

Please Refer to Attachment 3 – Development Plans

Planning Assessment and Discussion

Metropolitan Region Scheme (MRS)

Under the Metropolitan Region Scheme (MRS), the subject site is appropriately zoned 'Industrial'.

City of Canning Local Planning Scheme No. 42

City of Canning's Local Planning Scheme No. 42 (LPS42) is the principal statutory land use planning document that applies to all land within the local government's jurisdiction. The subject site is zoned 'General Industry' under which the proposed land uses are classified as follows:

- Warehouse/Storage' - Permitted ('P');
- 'Bulky Goods Showroom' - not permitted unless the local government has exercised its discretion by granting development approval after advertising ('A'); and
- 'Industry – Light' (assembly and fitting workshop area) – 'P'.

The showroom portion of the development in conjunction with the warehouse and workshop area aspects of the proposal meet the objectives of the 'General Industry' zone for the following reasons:

- The showroom is an integrated retail-based component that is supported by the light-industrial service and warehouse areas through the sale of bulky goods that often require custom fitting to vehicles or assembly on site prior to use;
- The location of the showroom on the site, together with quality landscaping, improves the amenity of the wider industrial precinct, being located on a higher order road;
- The showroom will not impact residential and other sensitive land uses as it is located centrally within an industrial area; and
- Noise and other pollutants generated by the showroom portion would not exceed that which would be generated by warehouse portion.

Parking and End of Trip Facilities

A summary of the parking requirements is provided in Table 2, below. This proposal has been assessed against the parking requirements outlined in *Table 4 – Land Use Parking Requirements* in LPS42 relating to land zoned ‘General Industry’. Note, the fitting and assembly workshop area has not been included in the parking calculation as the land use is incidental and ancillary to the showroom and warehouse.

Table 2 – Parking and Bicycle Requirements

Land Use	Area	Parking Ratio (LPS42)		Parking Required	Car Parking Provided
Bulky Goods Showroom	Approx. 381m ² NLA	Car Parking	Min. 1 bay per 40sqm NLA	10 bays	The proposal contains 74 car parking bays which generates a total parking surplus of 15 bays. The proposal contains 8 bicycle parking bays, allowing for a bicycle parking bay shortfall of 3.
		Bicycle Parking	Min. 0.2 spaces per 100sqm NLA	1 space	
Warehouse/Storage	Approx. 4,560m ² NLA	Car Parking	Min 1 bay per 100sqm NLA	46 bays	
		Bicycle Parking	Min. 0.2 spaces per 100sqm NLA	9 spaces	
Office	Approx. 70m ² NLA	Car Parking	Min. 1 bay per 30sqm NLA	3 bays	
		Bicycle Parking	Min. 0.3 spaces per 100sqm NLA for staff	1 space	
Total car parking required				59	
Total bicycle parking required				11	

As demonstrated above, the proposed supply of car parking satisfies the car parking requirements set out under LPS42.

The provision of 8 bicycle parking bays in lieu of the required 11 is considered appropriate as the proposal in its current form will not result in significant adverse effects to the occupiers of the development site or surrounding locality as detailed within the Traffic and Access Assessment attached within Attachment 5. The demand for bicycle parking can reasonably be reduced having regard to the nature of the proposed showroom land use as it relates to vehicle modification products and is located away from residential areas within the heart of the Canning Vale industrial, all factors that are sympathetic to greater usage of a car for access.

Should the operator find that there is a significant increase in demand for either bicycle parking or showers, this can be revisited at the appropriate time. At this point in time, for this development application and for this intended operator, there is no reasonable visitor demand, or safe path of travel for staff, for transport to and from the site by bicycle. The subject site is further serviced via two (2) bus stops within 100 metres providing a viable option for alternative transportation for staff members.

Additionally, the proposed bicycle parking bays satisfy clause 4.12.1(d) of LPS42, ensuring that the parking bays are appropriately sheltered by a water impermeable roof structure as part of the new canopy addition.

The proposal provides end-of-trip facilities in the form of a unisex shower, which satisfies the demand generated by the proposed amount of bicycle parking bays. Table 3 demonstrates an assessment of the proposed end-of-trip facilities against the provisions of clause 4.12.2 under LPS42.

Table 3 – End-of-Trip Provision

Clause 4.12.2 Provision	Required	Proposed	Compliance
<i>a) Provision shall be made for 1 male and 1 female shower (or 1 unisex) per 8 bicycle parking spaces or part thereof, excluding bicycle parking spaces required for visitors, up to a maximum of 6 male and 6 female showers (or 6 unisex).</i>	One (1) unisex shower required (8 bicycle parking bays provided).	One (1) unisex shower	Compliant
<i>b) Lockers shall be provided and maintained for all developments at a rate of 1 locker per bicycle parking space required for employees.</i>	8 lockers required (8 bicycle parking bays provided)	12 individual lockers provided (6 double stacked)	Compliant

A Traffic and Access Assessment has been prepared by Uloth and Associates. The proposed plans are consistent with the report's recommendations regarding accessibility and parking layout to ensure functional and safe design.

Please Refer to Attachment 5 – Traffic and Access Assessment

Setbacks

Clause 4.17 of LPS42 stipulates general development requirements for general and light industry zones in the City. Table 5 of LPS42 includes minimum setback and frontage requirements for industrial development, as well as relevant criteria to be met should an application for development approval seek to vary these minimum requirements. Assessment against Table 5 of LPS42 is summarised in Table 4 below.

Table 4 – Setback and Frontage Requirements

LPS42 Requirement (General Industry Zone)	Proposal	Compliance
<u>Primary Street</u> 15m minimum	10.2m setback to Bannister Road	Refer to discussion below
<u>Secondary Street</u> 7.5m minimum	N/A Development does not have a secondary frontage	N/A
<u>Rear & Side Setback</u> 0m minimum	6.525m to northern properties and the rear	Compliant
<u>Frontage</u> 28m minimum	Lot 90 provides a 120m frontage	Compliant

Clause 4.17.2 (b) of LPS42 lists criteria in which the City may vary the minimum street setback requirements. The criteria for such variation are listed below:

- (i) *the reduced setback will not have any adverse impacts on the adjoining properties or the street appearance;*
- (ii) *the proposed development will constitute a general improvement to the appearance of the street; and*
- (iii) *the portion of the building encroaching into the street setback forms an integral part of the development*

It is noted this application for development approval is for alterations and additions to an existing warehouse. This reduces the need to conduct a full assessment of the proposed development as no

new walls or buildings are proposed which encroaches further into the minimum primary street setback.

It is acknowledged that the proposed open canopy included on the front façade of the main building encroaches approximately 1m into the primary setback. This is deemed appropriate as it results in no adverse impact to the bulk and scale of the development as viewed from the street and the main wall remains at the original setback. The proposed canopy is also integral to the development as it provides visually interesting articulation of the primary façade and protection from the weather for customers.

Furthermore, the proposal includes landscaping improvements included in the primary setback which enhance the overall appearance and amenity of the street. The portion of the development within the primary setback will house the showroom and include a visually permeable façade, this acts as integral part of the development which benefits from its existing setback.

Consequently, the existing primary setback of 10.2m and additional 1m encroachment from the proposed canopy is deemed appropriate as it results in no change or adverse impacts to the appearance of the streetscape and appropriate improvements have been proposed to mitigate any impact and enable adaptive reuse of a building. Furthermore, the demolition of a greater portion of the existing warehouse to achieve the minimum setback of 15 metres as set out under LPS42 is deemed inefficient and unnecessary.

Landscaping

Clause 4.12.4 of LPS42 outlines the requirements for landscaping provision and quality for all development in the industrial zones. Assessment against these provisions is summarised below.

Table 5 – Clause 4.17.4 Assessment

Clause 4.17.4 Provision	Proposal	Compliance
<i>(a) a minimum 2 metre width landscaping strip shall be provided along any boundary to a public street, except where a driveway and crossover is required;</i>	Minimum 2m wide landscaping strip along entire Bannister Road frontage, excluding crossover, with additional landscaping due to angled nature of parking spaces.	Compliant
<i>(b) trees are to be provided in accordance with any local planning policy relating to tree retention and/or planting;</i>	Trees are provided in accordance with Local Planning Policy 09 – Tree Retention and Planting – Development (LPP09) (refer below)	Compliant
<i>(c) landscaped areas shall be separated from car parking areas with kerbing at least 150mm higher than the car parking area, or other manner to protect the landscaping from damage, to the satisfaction of the local government; and</i>	Landscaped areas abutting the carparks are elevated above 150mm and separated via a concrete kerb	Compliant
<i>(d) landscaped areas shall be planted in accordance with an approved plan prior to the occupation of the site, or such other time as agreed by the local government.</i>	Landscape Analysis and Concept Plan has been prepared by KDLA and is attached in Attachment 4	Compliant

Local Planning Policy 09 – Tree Retention and Planting – Development

LPP09 is applicable to any development with a minimum value of \$100,000 within the City of Canning's jurisdiction. It seeks to create healthy, vibrant, and ecologically sustainable communities. The following table outlines the required provision of trees on site in line with LPP09 stipulated tree provision rate within the 'General Industry' zone.

Table 6 – LPP09 Tree Provision Rates

Clause	Required	Provided
Within open car parking areas, Advanced Trees are to be provided at a minimum rate of one tree for each four parking bays.	64 open air car bays requires 16 trees (note, total 74 car bays including 10 car bays under canopy).	The attached Landscape Analysis and Concept Plan proposes 39 trees to be on site, inclusive of 30 new advanced trees and nine retained trees. New trees are provided at a spatial rate of one3 tree per two-three car bays.
Minimum one tree for each 450sqm of site area excluding any open parking area.	Approximately 7,945m2 site area requires 18 trees.	
Total	34 trees	

Refer to Attachment 4 – Landscape Analysis and Concept Plan

As per the above assessment the satisfies the requirements for tree provision and retention under LPP09. The new proposed trees and the retained trees will provide improved streetscape amenity for the Canning Vale industrial area.

Materials and Colours

Pursuant to the façade requirements of industrial development under clause 4.17.5 of LPS42, the proposal incorporates articulations in height and depth of the facades. Additionally, the primary frontage maintains visually interesting mix of colours and materials with a consistent colour scheme as shown on the attached elevations.

Waste Management

A Waste Management Plan has been prepared by Talis and details the ease of which waste will be stored and accessed by waste collection vehicles. The supporting plans include a service vehicle turning template that demonstrate the spatial ability for trucks to enter and exit the premises via Bannister Road in forward gear wholly within the subject site. Additionally, the development provides an adequately sized Bin Storage Area for collection twice weekly by a private contractor.

Refer to Attachment 6 – Waste Management Plan

Noise

The proposed development will not include land uses such as a car wash, engine tuning, vehicle restoration, spray painting, and/or tyre services. Consequently, a Noise Management Plan will not be required as only the uses proposed above will be facilitated by this development.

Conclusion

This application seeks approval for an “Ironman 4X4” 4WD centre located on a prominent road within the Canning Vale industrial area. The development provides a complementary land use offering with integrated warehousing, showroom and fitting and assembly services to meet the needs of the growing local 4WD community. The development proposes to adaptively reuse an existing warehouse through customised alterations and additions and provide a substantial improvement to the streetscape interface and amenity of the site though a well-designed façade and quality landscaping.

This letter has demonstrated that the proposal is consistent with the principles of orderly and proper planning, and therefore has planning merit. We trust the information provided will assist the City in its assessment of the proposed works and we look forward to the City’s favourable consideration of this application and recommendation for planning approval to the DAP. We would welcome a review of draft recommended conditions at the appropriate time.

Should you have any queries or require clarification on the above matters, then please do not hesitate to contact Alison Healey or the undersigned on (08) 9289 8300.

Yours sincerely

element

A handwritten signature in blue ink, reading "Murray Casselton", enclosed within a yellow rectangular border.

Murray Casselton
Director



Waste Management Plan

117-123 Bannister Road, Canning Vale

Prepared for TAP IV Canning Vale Pty Limited ATF TAP IV Canning Vale Trust

28 October 2022

Project Number: TW22092

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	6/09/2022	RH/AB	DP	DP
2.0	Second Approved Release	28/10/2022	RH/AB	DP	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Waste Management Consultant	TW22092-02_Waste Management Plan_2.0
Signature		

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Executive Summary

TAP IV Canning Vale Pty Limited is seeking development approval for the proposed commercial development located at 117-123 Bannister Road, Canning Vale (the Proposal).

To satisfy the conditions of the development application the City of Canning (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size	Number of Bins	Collection Frequency	Collection
Bin Storage Area					
Refuse	8,526	1.5m ³	Three	Two times each week	Private Contractor
Recycling	7,955	1.5m ³	Three	Two times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Bannister Road.

Building management will oversee the relevant aspects of waste management at the Proposal.

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Figure 1: Locality Plan

1 Introduction

TAP IV Canning Vale Pty Limited is seeking development approval for the proposed commercial development located at 117-123 Bannister Road, Canning Vale (the Proposal).

To satisfy the conditions of the development application the City of Canning (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by commercial properties to the north, east and west, and Bannister Road to the south, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m²) of the tenancies at the Proposal, as follows:

- Office – 80m²;
- Warehouse – 4,485m²;
- Showroom – 381m²; and
- Workshop – 664m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Perth's *Waste Guidelines for New Developments* (Revision 5, effective from June 2019) and Randwick City Council *Waste Management Guidelines for Proposed Developments, Annexure A, Waste Generation Rates* (2004).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Office	Perth – Office	10L/100m ² /day	10L/100m ² /day
Warehouse	Randwick – Warehouse	30L/100m ² /day	30L/100m ² /day
Showroom	Perth – Showroom	40L/100m ² /day	10L/100m ² /day
Workshop	Randwick – Warehouse	30L/100m ² /day	30L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown in Table 2-2. It is estimated that the Proposal will generate 8,526L of refuse and 7,955L of recyclables each week.

Table 2-2: Estimated Waste Generation

Tenancies	Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/week)
REFUSE			
Office	80	10	40
Warehouse	4,485	30	6,728
Showroom	381	40	762
Workshop	664	30	996
Total			8,526
RECYCLABLES			
Office	80	10	40
Warehouse	4,485	30	6,728
Showroom	381	10	191
Workshop	664	30	996
Total			7,955

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1 and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To ensure that waste is managed appropriately at the Proposal, it is important to allow for sufficient space to accommodate the required quantity of bins within the Bin Storage Area.

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling. These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist building management, staff, cleaners and visitors to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bins Sizes					
	240L	660L	1,100L	1.5m ³	3.0m ³	4.5m ³
Depth	0.730	0.780	1.070	0.905	1.505	1.600
Width	0.590	1.260	1.240	1.805	1.805	2.050
Height	1.060	1.200	1.330	0.910	1.225	1.520

Reference: SULO and Veolia Bin Specifications

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the number of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables two times each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Three 1.5m³ refuse bins; and
- Three 1.5m³ recycling bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Streams	Waste Generation (L/week)	Number of Bins Required					
		240L	660L	1,100L	1.5m ³	3.0m ³	4.5m ³
Refuse	8,526	18	7	4	3	2	1
Recycling	7,955	17	7	4	3	2	1

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables.

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the tenants and waste management requirements are known.

If required, changes to any of the bin volumes or the collection frequencies will be a decision for building management once the development is operational and waste management requirements are known. If required, collection frequencies could be increased to accommodate additional demands.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will be adequately sized to accommodate the required bins with adequate room for staff/cleaners to easily access all bins and to allow bins to be easily moved around and serviced.

The Bin Storage Area will be constructed to satisfy the City's requirements, as follows:

- Ability to service each bin without having to relocate other bins within the Bin Storage Area;
- Bin Storage Area must not be visible from the street wherever possible;
- Appropriate signage on the correct use of the refuse and recycling bins within the Bin Storage Area;
- The Storage Area must be on the same level with no steps, kerbs or other impediments to wheeling bins out;
- The floor must be concrete (brick paving will not be supported), graded to a bucket trap, or similar, connected to the sewer and provided with a mains water supply to facilitate regular cleaning of the bins. Maximum grade of 1:14;
- Undercover and be designed to not permit stormwater to enter the drain;
- Ventilated to a suitable standard;
- Adequate aisle/door widths for easy manoeuvring of bins in and out (minimum 1000mm);
- Located behind the building setback line;
- Bins are not visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by building management during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide three 1.5m³ bins for refuse and three 1.5m³ bins for recyclables.

The private contractor will collect refuse and recyclables two times each week utilising a front lift waste collection vehicle.

The private contractor's waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractors waste collection vehicle will travel with left hand lane traffic flow on Bannister Road and will have the ability to enter and exit the Proposal in forward gear.

The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

The ability for the private contractors' front lift waste collection vehicle to access the Proposal in a safe manner has been assessed by Uloth & Associates and will be included within their Traffic and Access Investigations report (31 August 2022).

4.1 Bulk and Speciality Waste

Adequate space is available at the Proposal for ad hoc use of skip bins for removal of bulk and speciality wastes.

Bulk and specialty wastes will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. Building management will organise to discard these wastes, as required.

5 Waste Management

Building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins.

This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Three 1.5m³ refuse bins, collected two times each week; and
- Three 1.5m³ recycling bins, collected two times each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Bannister Road.

Building management will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan



LEGEND

- Site Boundary
- Cadastre

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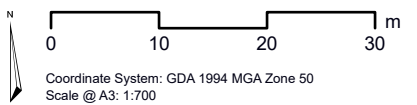
LOCALITY



LOCALITY

Ironman 4x4 Building
117-123 Bannister Road
Canningvale WA 6155

Wallace PM



Prepared: T Daymond	Date: 29/06/2022
Reviewed: A Brouwer	Revision: A
Project: TW22092	



Figure 01

Data source: Roads, Cadastre - Landgate, 2022; Imagery: Nearmap, 2022.



Assets | Engineering | Environment | Noise | Spatial | Waste

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Proposed Warehouse Additions and Alterations – 117-123 Bannister Road, Canning Vale

TRAFFIC AND ACCESS INVESTIGATION

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1. INTRODUCTION

A Development Application is being prepared on behalf of Wallace PM to modify and upgrade the existing warehouse at No. 117-123 (Lot 90) Bannister Road, Canning Vale, which is located on the northern side of Bannister Road, just east of Cook Street, as shown in the overall Locality Plan in Figure 1 and the more-detailed aerial photograph in Figure 2.

Uloth and Associates has been appointed to prepare a Traffic and Access Investigation report in support of the proposed development.

This updated report supersedes the initial report dated 31 August 2022, taking into account the various modifications made to the plan following feedback from City of Canning.

1.1 STUDY OBJECTIVES

The overall study objectives are to identify and document the existing situation and the proposed development plan, including the overall site layout, parking and circulation requirements, and access arrangements, while also confirming that the traffic impacts of the proposal are acceptable.



Overall Locality Plan
117 - 123 (LOT 90) BANNISTER ROAD, CANNING VALE



Proposed Development Site
117 - 123 (LOT 90) BANNISTER ROAD, CANNING VALE

2. STUDY FINDINGS AND CONCLUSIONS

The study findings and conclusions regarding the proposed Warehouse development are presented and discussed in this chapter, with reference to more detailed information documented within the Technical Appendix.

2.1 EXISTING SITUATION

- It can be seen in the Overall Locality Plan (in Figure 1) that the proposed development site is located on Bannister Road approximately midway between Willeri Drive and Baile Road, ensuring that good access is provided for large trucks accessing the site from the regional road network. Figure 2 then shows the site location in more detail, just to the east of Cook Street, including the nearby intersections with Vinnicombe Drive and Hopewell Street.
- Figure A.1 in the Technical Appendix shows the existing roads and intersections adjacent to the site, including the existing left-in/left-out access driveway off Bannister Road at the eastern end of the site, the recently constructed Bus Stops (and pedestrian crossing) in Bannister Road immediately west of the western site boundary, and the existing footpath along the northern side of Bannister Road.
- Bannister Road is a key route providing access to the Canning Vale industrial area, between Nicholson Road and Ranford Road; it is a 4-lane divided road and is identified as a Distributor A road under the Main Roads WA functional road hierarchy, with a posted speed limit of 70 kilometres per hour. Cook Street, Vinnicombe Drive and Hopewell Street are all 2-lane undivided Access Roads with median openings in Bannister Road.
- Restricted Access Vehicles of up to 27.5 metres (Category 4) are permitted along the full length of Bannister Road, with access to Roe Highway via Ranford Road, Willeri Drive and Nicholson Road, while vehicles of up to 36.5 metres (Category 6) are permitted on Baile Road, plus Bannister Road between the 2 Baile Road intersections, with access to/from Roe Highway via Willeri Drive.
- Surveyed traffic counts obtained from the Main Roads WA TrafficMap website show that Bannister Road east of Hopewell Street carried approximately 12,400 vehicles per day in 2019/20, with very similar traffic levels during both 2018/19 and 2017/18.
- Historical crash data was also obtained from Main Roads WA, indicating that there were 2 incidents adjacent to the proposed development site over the past 5 years to December 2021, with one incident involving a vehicle reversing into a bicycle, and the other incident involving a rear end collision as the vehicle in front stopped to avoid a vehicle. Two further incidents were also reported at the Bannister Road - Vinnicombe Drive junction, however both of these were on the southern carriageway (away from the development site) involving westbound traffic.
- The nearest available Bus Service is Route 208, which operates along Bannister Road (providing connections to/from Murdoch Station and Cannington Station), with bus stops located immediately west of the site, as shown in Figure A.1 in Chapter A.1.
- It can also be seen in Figure A.1 that the proposed development site has currently retained the existing warehouse building and attached canopies, while all other existing buildings and facilities on the adjacent Lots 250 and 251 have been demolished.

2.2 PROPOSED DEVELOPMENT PLANS, PARKING REQUIREMENTS AND TRAFFIC IMPACT

- The proposed development plan is shown in Figure A.2 in Chapter A.2 in the Technical Appendix, as prepared by CDM architects. The proposal includes modifications to the existing warehouse to provide a reduced overall floorspace of 5,730 square metres gross floor area (GFA), with alterations to now include a Workshop Area and Showroom, in addition to an Office Area and Amenities. It can be seen in Figure A.2 that the main canopy on the eastern side of the building is to be retained (noting that it provides sufficient height clearance to allow all vehicles accessing the site to drive underneath). However, the smaller canopy extension (adjacent to the eastern boundary) will be demolished.
- It can also be seen in Figure A.2 that the existing left-in/left-out access driveway is to be retained (but modified), in addition to a new shared access driveway (with exit-only from Lot 90 but left-in/left-out access for the adjacent Lot 251) at the south-western corner of the development site.
- The plan provides a total of 70 car parking spaces including 15 angled spaces for customer parking along the Bannister Road frontage (adjacent to the proposed Showroom and Workshop), 47 spaces in the main car park area beneath and adjacent to the canopy, and 12 spaces at the rear of the site adjacent to the northern edge of the warehouse. A total of 8 bicycle bays are also shown, under the canopy, adjacent to the Amenities Area.
- Figure A.3 in the Technical Appendix then shows the proposed development plan superimposed on the existing aerial photograph, identifying the proposed development in the context of the adjacent roads and intersections, together with the recently approved development on the adjacent Lots 251 and 303.
- It can be seen in Figure A.3 that the primary access for the currently proposed development continues to be the existing eastern access (Driveway 1) off Bannister Road. However, it can also be seen that the new western (shared) access driveway will now be available for use by vehicles exiting the development site from the customer parking area, as well as by vehicles exiting from the rear of the site.
- An access easement (included as part of the recently-approved development on the adjacent Lot 251) is also shown, providing access from the proposed development to Cook Street.
- Planning Scheme car parking requirements for the proposed development are shown below in Table 1, based on the ratios specified in Table 4 of City of Canning Local Planning Scheme No 42, identifying a required parking provision of 65 spaces.
- Bicycle Parking and End of Trip facilities are also specified in Table 4 of the Local Planning Scheme, with a requirement for 0.2 spaces per 100 square metres of net lettable area (NLA) for 'Warehouse/Storage' and 'Bulky Goods Showroom', and 0.4 spaces per 100 square metres NLA for 'Office' (with 25 percent of 'Office' bicycle spaces for visitors), but with no bicycle parking requirements for 'Motor Vehicle Repair'. Lockers are then also required at a rate of 1 locker per employee bicycle parking space, in addition to 1 male and 1 female shower (or 1 unisex shower) per 8 employee parking spaces.
- With a total 4,866 square metres GFA of 'Warehouse' and 'Bulky Goods Showroom', and 80 square metres GFA of 'Office' (and with GFA assumed equivalent to NLA for this calculation), the proposed development site will therefore require the provision of 10 bicycle spaces for employees and 1 bicycle space for visitors, plus 10 employee lockers and at least 2 unisex showers.

TABLE 1
 PLANNING SCHEME CAR PARKING REQUIREMENTS
 PROPOSED WAREHOUSE DEVELOPMENT – 117-123 BANNISTER ROAD

LAND USE/TENANCY	PARKING REQUIREMENT	AREA ¹⁾	No. OF SPACES
- Warehouse - Warehouse/Storage	1 per 100m ² NLA ¹⁾	4,485 m ²	45
- Showroom - Bulky Goods Showroom	1 per 40m ² NLA	381 m ²	10
- Office - Office	1 per 30m ² NLA	80 m ²	3
- Workshop - Motor Vehicle Repair	1 per 100m ² NLA	664 m ²	7
Total Parking Requirement			65

Note: 1) For developments with Warehouse/Storage area up to 5,000m² NLA.

Source: Uloth and Associates

- Trip generation rates from the ITE *'Trip Generation Manual - 11th Edition'* were used to estimate future traffic flows for the proposed development, with the 'Warehousing' (ITE #150) rate applied to 4,485 square metres of warehouse and the 'Automobile Parts and Service Centre' (ITE #943) rate applied to the remaining 1,125 square metres, including office, showroom, and workshop. The proposed development is therefore estimated to generate a total of 290 vehicle trips per day, with peak hourly flows of 32 vehicle trips and 34 vehicle trips per hour, respectively, during the AM and PM peak hours.
- Noting again that the overall floorspace is slightly reduced compared to the existing situation, it is concluded that the proposed development will have little or no impact on Bannister Road.

2.3 PROPOSED ACCESS ARRANGEMENT AND SWEPT PATHS

- Swept path analyses were carried out for the initial design of the shared access (Driveway 2) at the western boundary as part of the finalisation of the adjoining development on Lot 251. Additional analyses have now also been carried out to confirm the overall access requirements and internal circulation for this current proposal.
- Figure A.4 in Chapter A.2 in the Technical Appendix therefore shows the overall swept paths for vehicles accessing the proposed development site, while Figures A.5 to A.9 show the more detailed swept paths for each individual location, all taking into account the recommended modifications identified below in Chapter 3.
- It can be seen in Figure A.5 that both a Semi-Trailer (19.0 metres) and a B-Double (27.5 metres) can enter the site at the eastern access driveway, remaining lane-correct within Bannister Road, to travel north beneath the canopy and circulate around the site.
- Figure A.6 then shows the swept paths for a Semi-Trailer and a B-double travelling anti-clockwise at the rear of the site, to then exit through the gate onto the southbound shared laneway along the western side of the development. A swept path is also shown for a 10-metre Rubbish Truck accessing the proposed Bin Store.
- Figure A.7 then shows swept paths for a Semi-Trailer (19.0 metres) and a B-Double (27.5 metres) exiting the western (shared) access driveway, while Figure A.8 shows the swept paths for a combination of B99 Cars (5.2 metres) and a Car plus Trailer at the same location.

3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

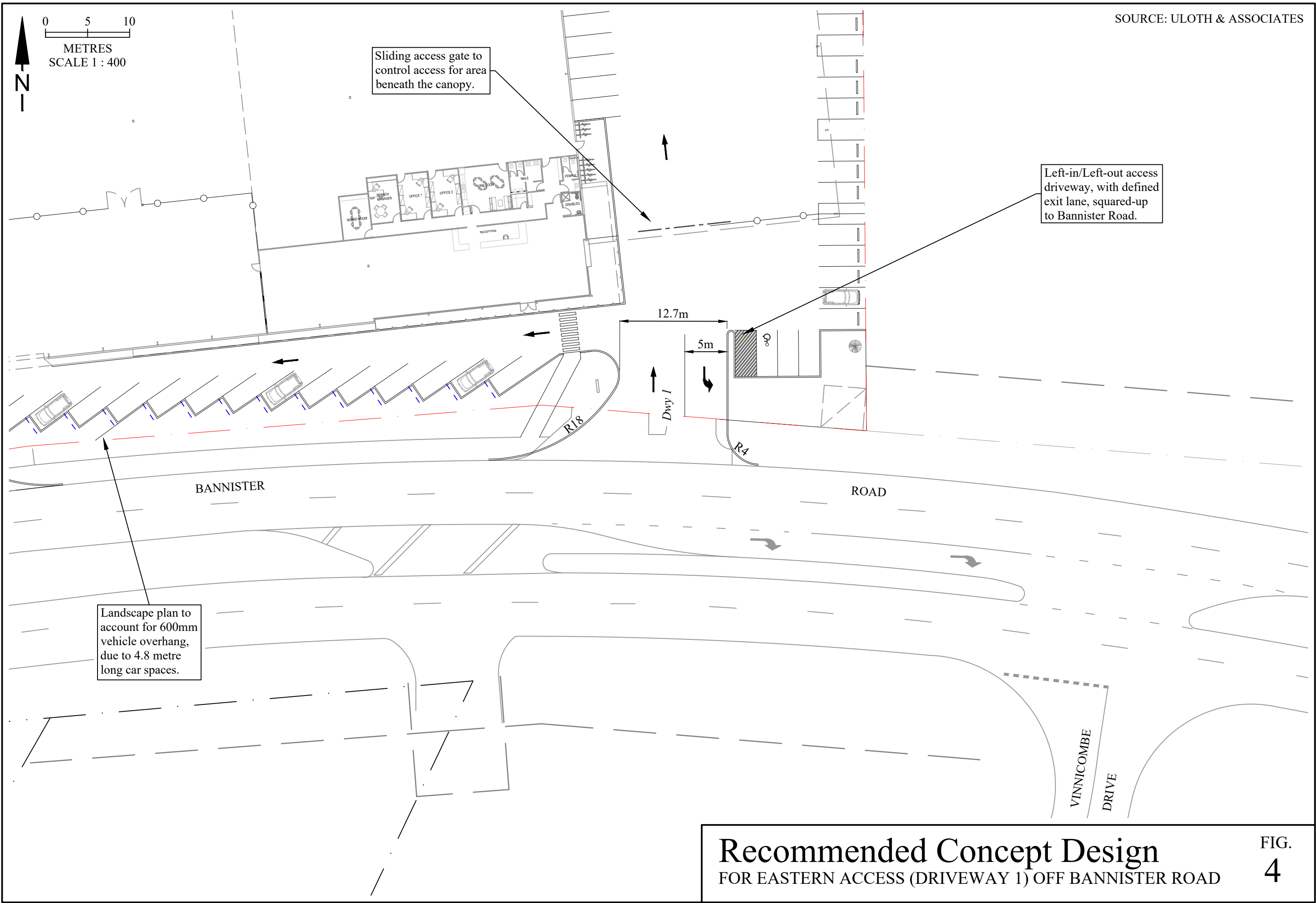
The overall conclusions and recommendations regarding the proposed Warehouse development are detailed in this chapter, on the basis of the study findings and conclusions presented above in Chapter 2, and the additional information documented in the Technical Appendix, as follows:

- It is recommended to provide a minimum car parking provision of 65 spaces for the proposed Warehouse development.
- A total of 11 bicycle parking spaces should also be provided (including 10 spaces for employees and 1 space for visitors).
- The proposed development is estimated to generate a total of 290 vehicle trips per day, with 32 vehicle trips and 34 vehicle trips per hour, respectively, during the AM and PM peak hours, resulting in little to no traffic impact on the existing traffic along Bannister Road.
- Figure 3 shows the recommended overall site layout and access arrangement for the proposed warehouse development, with reference to more-detailed plans in Figures 4 to 6, based on the swept path analyses identified in Figures A.4 to A.8 in Chapter A.3 in the Technical Appendix.
- The recommended layout for the modified eastern access (Driveway 1) is shown in Figure 4, including proposed pavement markings to clearly define the exit lane at 90-degrees to Bannister Road. The plan also notes that the landscape plan will need to make allowance for vehicles within the angled parking spaces (along the Bannister Road frontage) overhanging the front of each parking space by up to 0.6 metres, since the parking spaces are currently drawn at a length of just 4.8 metres.
- Figure 5 shows the recommended layout for the proposed parking spaces at the rear of the site, together with the orientation of the proposed access gate at the north-west corner of the site, as required to accommodate the swept paths in Figure A.6 in Chapter A.3 in the Technical Appendix. The proposed plan provides a total parking provision of 70 spaces, and therefore a proposed surplus of 5 spaces.
- Figure 6 shows the recommended concept design for the shared western access (Driveway 2) off Bannister Road, as already approved as part of the adjacent development on Lot 251, including the proposed access easement providing access to Cook Street.

Recommended Overall Site Layout

FOR ACCESS TO / FROM PROPOSED WAREHOUSE

FIG.
3



Recommended Concept Design
FOR EASTERN ACCESS (DRIVEWAY 1) OFF BANNISTER ROAD

FIG. 4

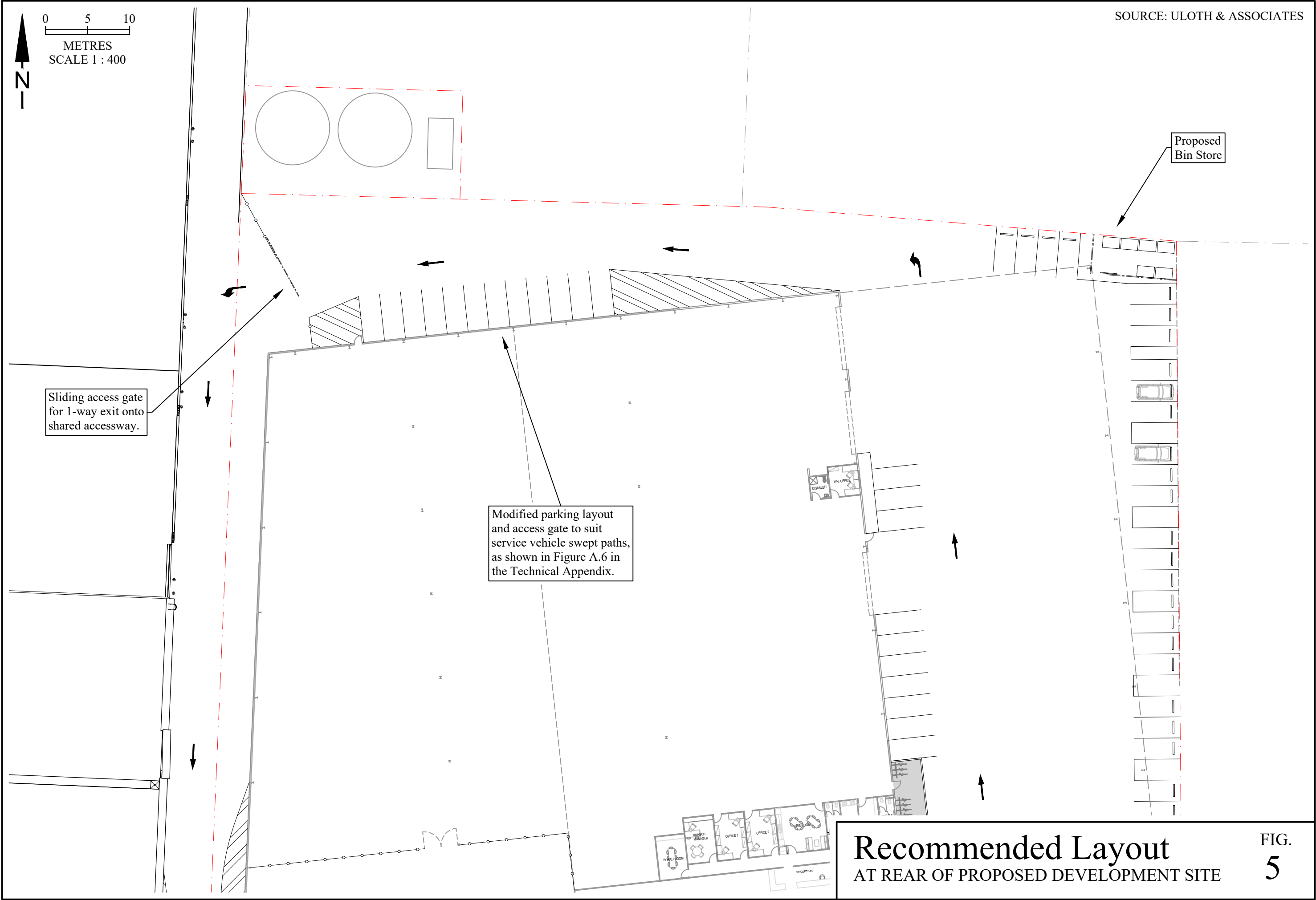
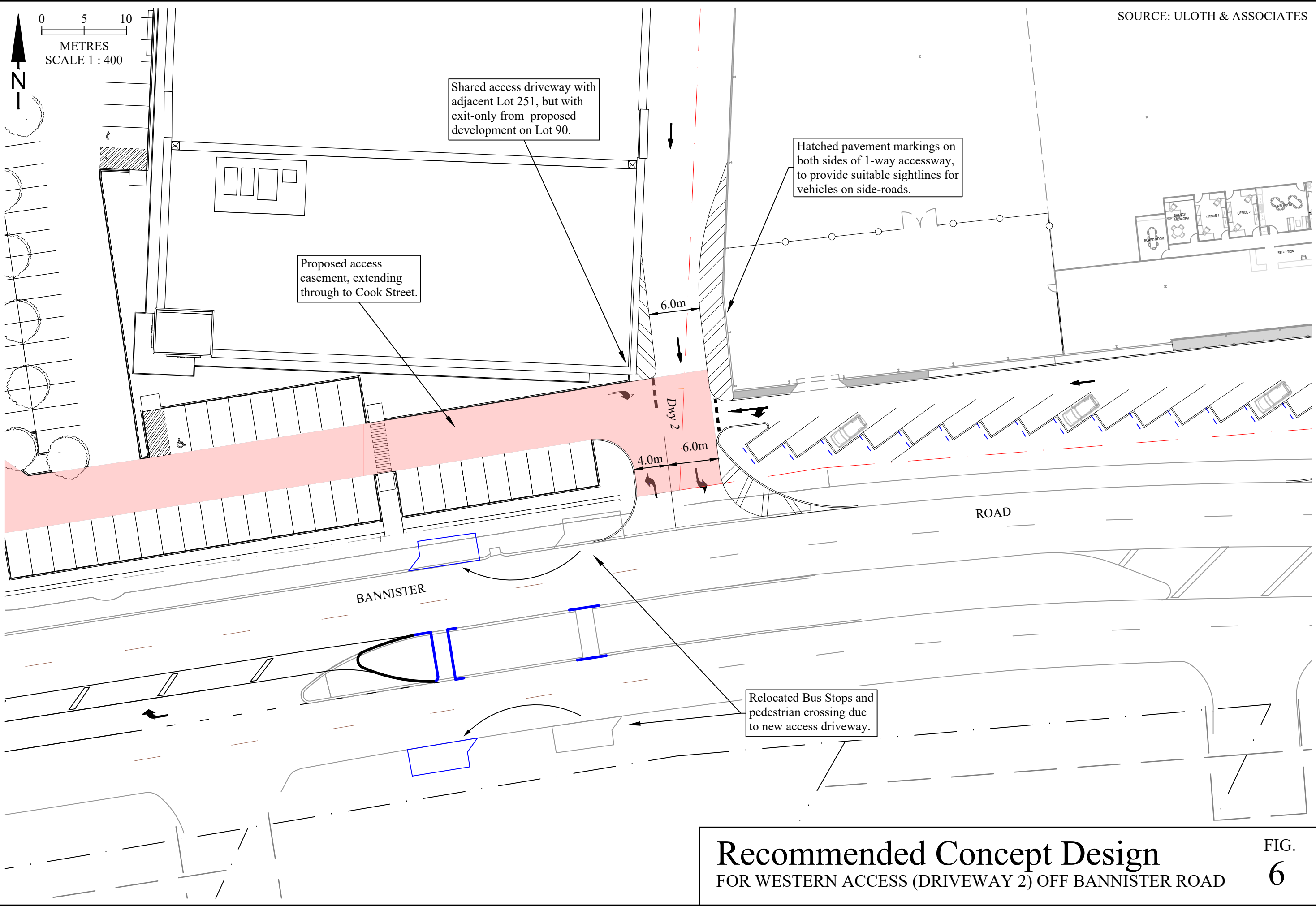


FIG.
5



Recommended Concept Design
FOR WESTERN ACCESS (DRIVEWAY 2) OFF BANNISTER ROAD

TECHNICAL APPENDIX

The Technical Appendix documents the existing situation, the proposed development plans, and swept paths for service vehicles accessing the site.

A.1 EXISTING ROADS AND INTERSECTIONS

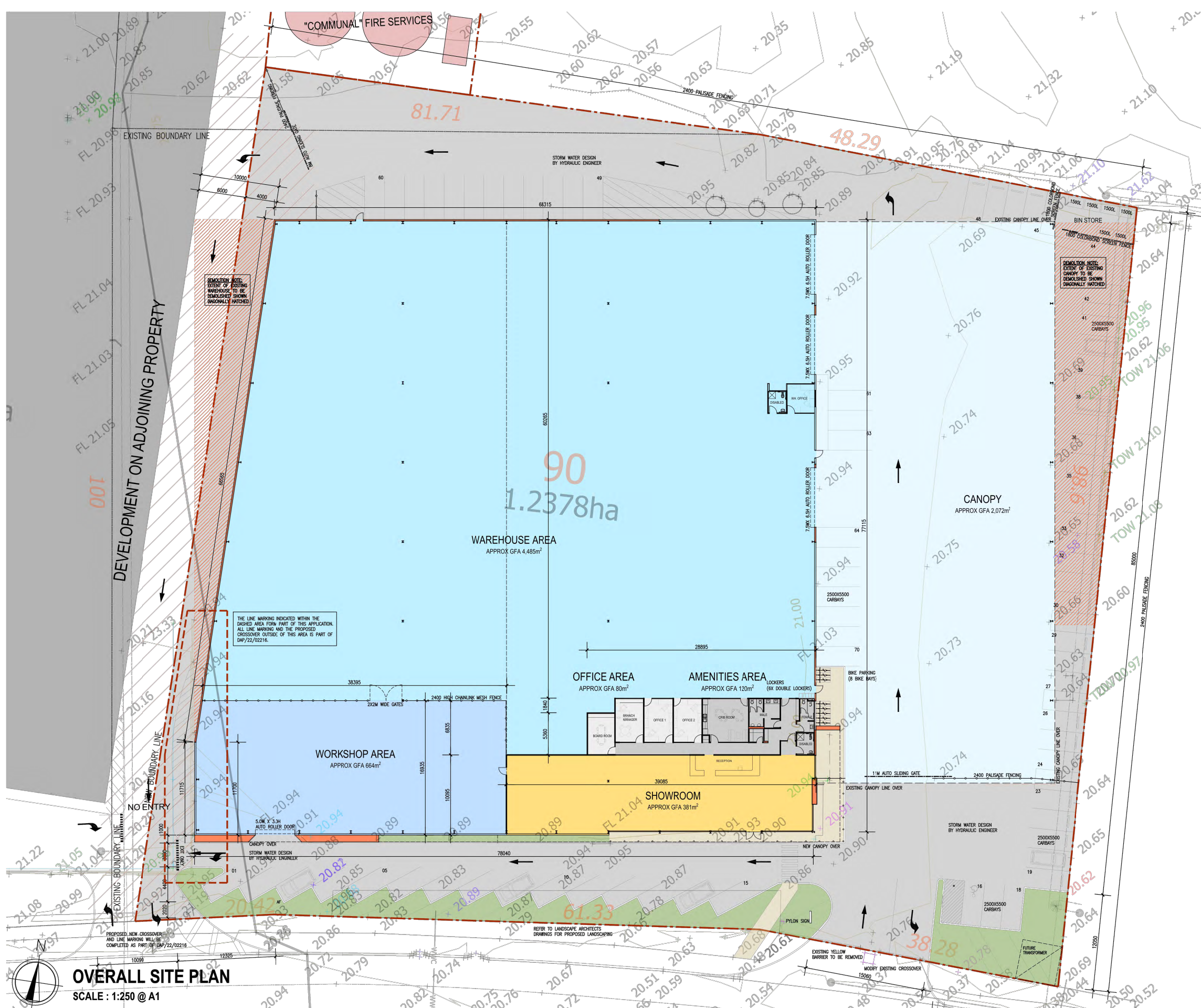
Figure A.1 shows the existing roads and intersections adjacent to the proposed development site.

A.2 PROPOSED DEVELOPMENT PLANS

Figure A.2 shows the overall development plan for the proposed warehouse additions and alterations, as prepared by CDM architects.

Figure A.3 then shows the proposed plan superimposed on an aerial photograph, together with the recently-approved adjacent development on Lot 251.





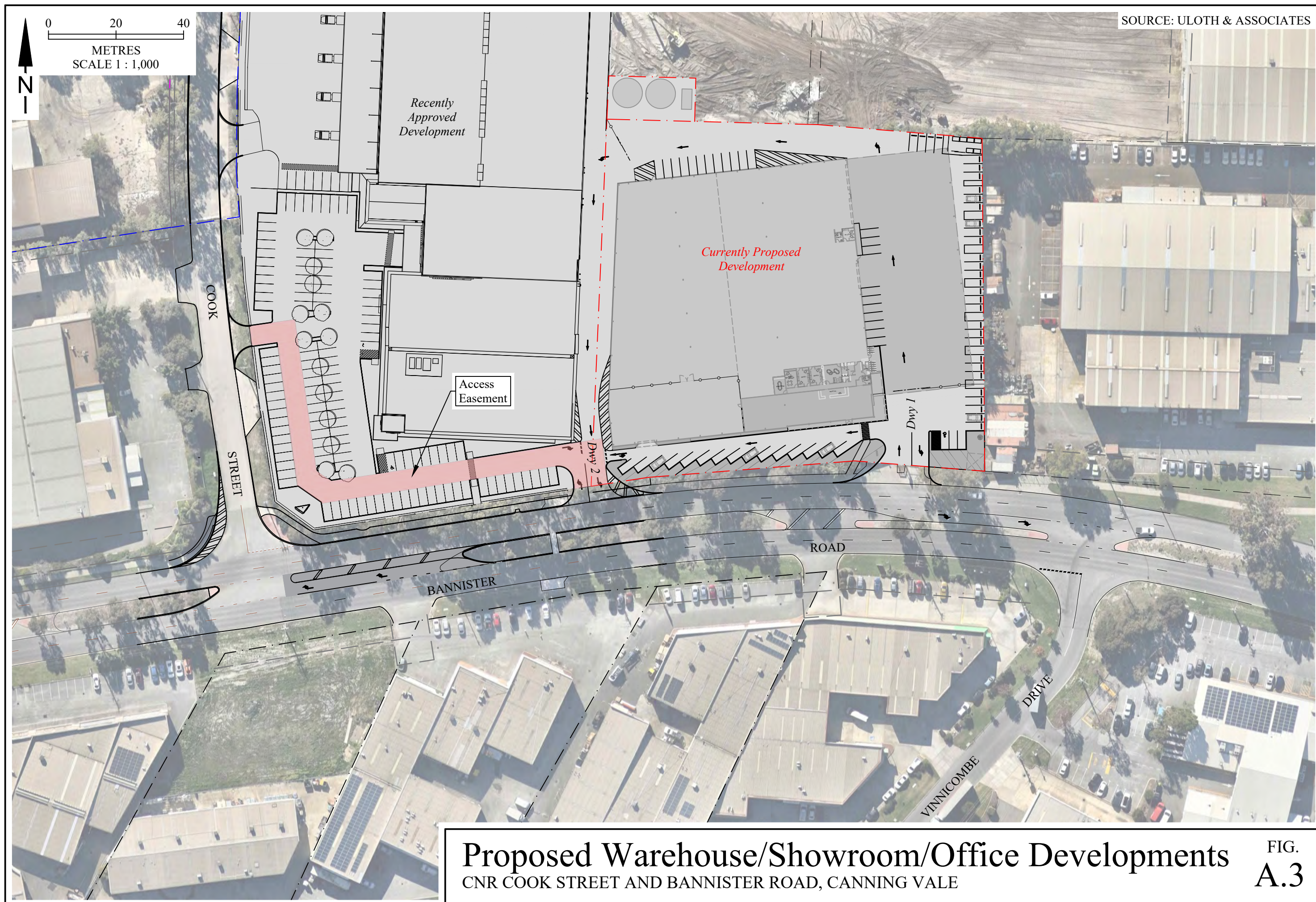
DEVELOPMENT STATISTICS				
CAR PARKING REQUIREMENTS (GLA):				
WAREHOUSE	4,485 m2	1/100m2	44.85 bays	
OFFICE	80 m2	1/30m2	2.66 bays	
SHOWROOM	381 m2	1/40m2	9.52 bays	
WORKSHOP	664 m2	1/50m2	13.28 bays	
AMENITIES	120 m2	NIL	NIL	
TOTAL CAR BAYS REQUIRED			70.31 bays	
TOTAL BAYS PROVIDED			70.00 bays	
BIKE PARKING REQUIREMENTS (GLA):				
WAREHOUSE	4,485 m2	2/1000m2	8.97 bays	
OFFICE	80 m2	4/1000m2	0.160 bays	
SHOWROOM	381 m2	2/1000m2	0.76 bays	
WORKSHOP	664 m2	2/1000m2	1.32 bays	
AMENITIES	120 m2	NIL	NIL	
TOTAL BIKE BAYS REQUIRED			11.21 bays	
TOTAL BIKE BAYS PROVIDED			8.00 bays	

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FIG. A.2

PROPOSED ADDITIONS & ALTERATIONS
AT 117-123 BANNISTER ROAD, CANNING VALE
for WALLACE PM





Proposed Warehouse/Showroom/Office Developments
CNR COOK STREET AND BANNISTER ROAD, CANNING VALE

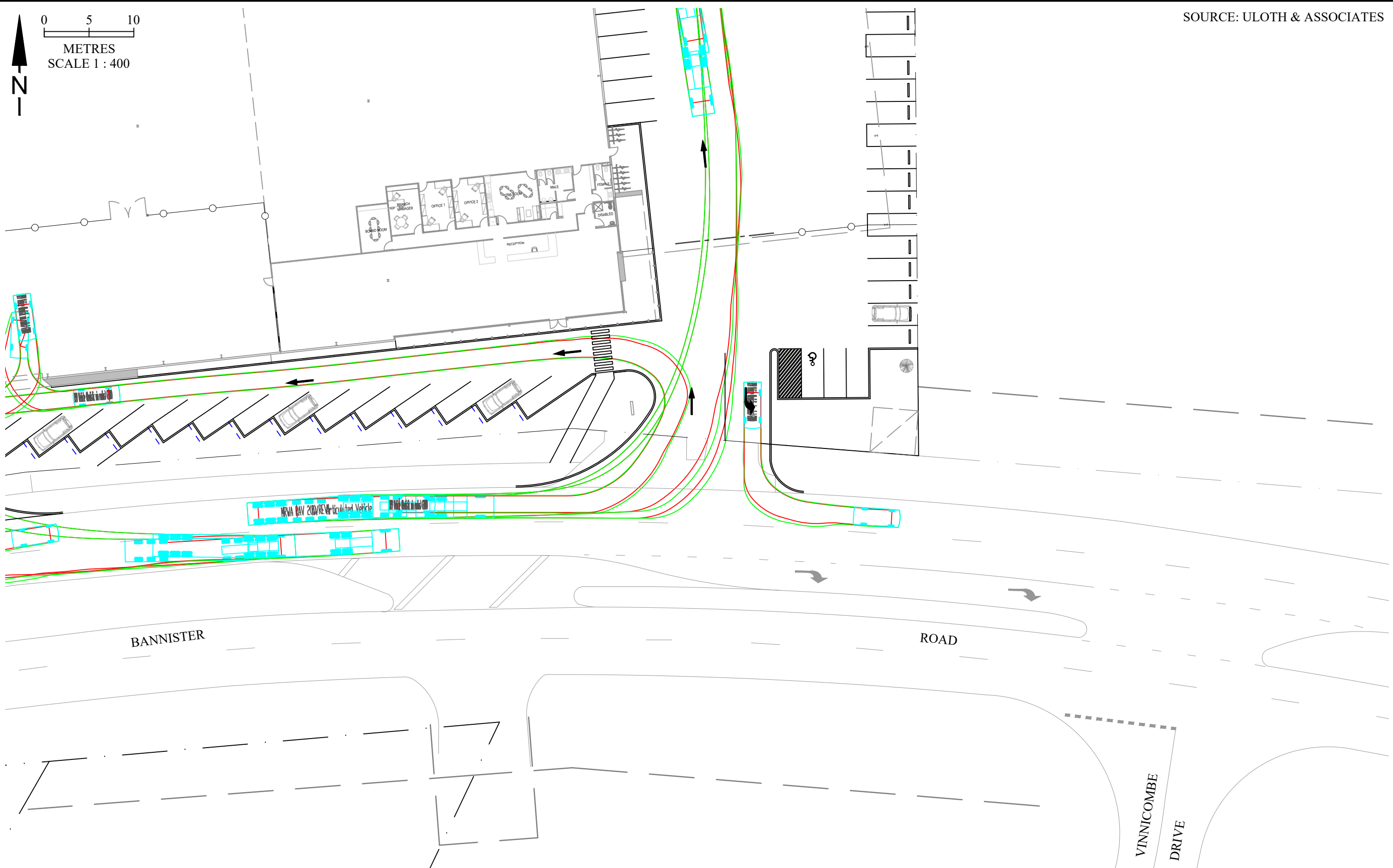
A.3 SERVICE VEHICLE SWEPT PATHS

Figure A.4 shows the overall swept paths for service vehicles accessing the proposed development, while Figures A.5 to A.8 show the more-detailed swept paths for each individual location as follows:

- Figure A.5 shows the swept paths for a Semi-Trailer (19.0 metres) and a B-Double (27.5 metres) entering the proposed development site at the eastern access (Driveway 1), together with a B99 Car (5.2 metres) accessing the angled parking spaces along the southern boundary.
- Figure A.6 shows the swept paths for a Semi-Trailer (19.0 metres) and a B-Double (27.5 metres) travelling anti-clockwise at the rear of the site, exiting onto the 1-way southbound accessway along the shared western boundary, together with a 10-metre Rubbish Truck accessing the proposed Bin Store.
- Figure A.7 shows the swept paths for a Semi-Trailer (19.0 metres) and a B-Double (27.5 metres) exiting the shared western access (Driveway 2) onto Bannister Road, while Figure A.8 shows the swept paths for a combination of B99 Cars (5.2 metres) and a Car plus Trailer at the same location, taking into account that cars will also be able to travel across Driveway 2 to access the proposed easement within Lot 251.

Overall Swept Paths

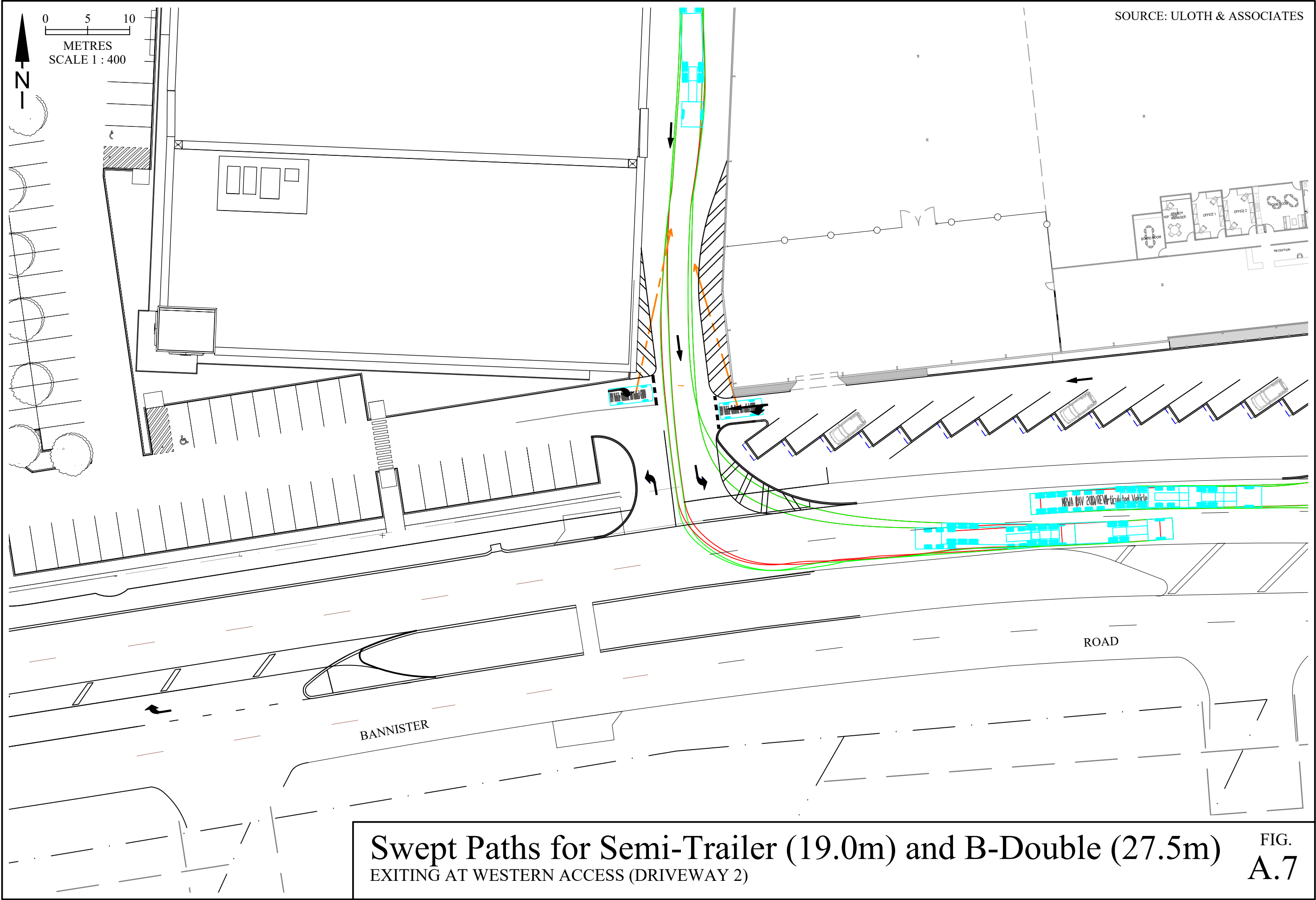
FIG.
A.4



Swept Paths for Semi-Trailer (19.0m) and B-Double (27.5m)
ENTERING AT EASTERN ACCESS (DRIVEWAY 1)

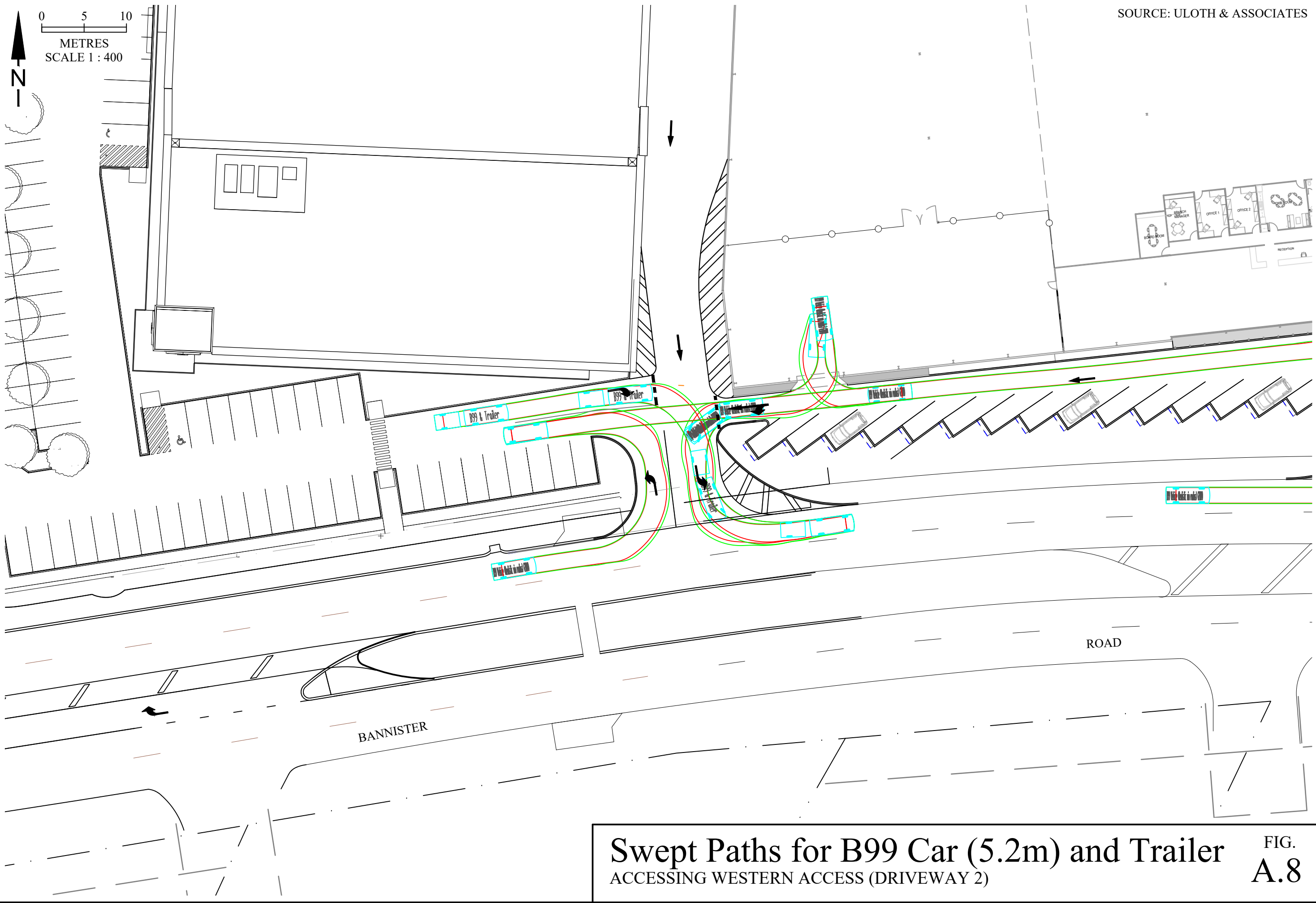
FIG.
A.5

FIG.
A.6



Swept Paths for Semi-Trailer (19.0m) and B-Double (27.5m)
EXITING AT WESTERN ACCESS (DRIVEWAY 2)

FIG.
A.7



Swept Paths for B99 Car (5.2m) and Trailer
ACCESSING WESTERN ACCESS (DRIVEWAY 2)

FIG.
A.8