



Proposed Change of Use to Community Purpose & Place of Worship

Lot 68 (No. 33) Tulloch Way, Canning Vale

November 2023

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Document Version Control

Ver.	Date	Description	Author	Approved
1	30/11/23	Initial	BL	JA
2	08/03/24	Updated to include response to RFI	BL	BL

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1.0 Executive Summary

Altus Planning submits the following application for development approval on behalf of the Iqra Foundation Australia in support of a change of use to allow for a Community Purpose and Place of Worship facility at Lot 68 (No. 33) Tulloch Way, Canning Vale.

The proposed land use classification of 'Community Purpose' and 'Place of Worship' are discretionary uses and therefore capable of approval within the 'Light Industry' zone of the City of Gosnells's Local Planning Scheme No. 6, and will remain as such under Draft Local Planning Scheme No. 24.

The proposal seeks to utilise the existing building with no external modifications and only minor internal works.

To cater for the proposed maximum number of attendees at any one time (50) plus two (2) staff members, the vehicular parking and access areas will be modified to provide for 11 car parking bays on-site and 2 parallel on-street bays, all of which adhere to the applicable Australian Standards. This will result in the proposal meeting the City's parking requirement on the basis of 1 bay per 4 persons.

Whilst the wording of the parking provision may consider the requirement on the basis of the floor area available, that is not considered appropriate where the Applicant is committing to a cap which can be reflected in a condition of approval. This is consistent with other developments on Tulloch Way and in the immediate surrounding area that Altus Planning have successfully obtained approvals for.

The proposal therefore complies with the applicable parking requirement and has been assessed as being consistent with all other applicable local planning scheme and policy requirements.

Accordingly, the proposal is considered to be one that will contribute positively to the mix of land uses in the 'Light Industry' zone and will not result in any adverse amenity impacts in the context of any industrial area. Notably, traffic generation and parking demand will not unduly impact other businesses in the locality. The proposal is therefore one that warrants approval under the City's local planning framework (both current and proposed).

2.0 Background

2.1 Purpose

This submission has been prepared by Altus Planning on behalf of Iqra Foundation Australia (**the Applicant**) to provide justification for the development application for a change of use to Community Purpose and Place of Worship (**proposed development or proposal**) at Lot 68 (No. 33) Tulloch Way, Canning Vale (**the subject land or site**).

In accordance with the City of Gosnells (**City**)'s requirements, the following items are also included with this application:

- The City's Application for Development Approval Form;
- Certificate of Title;
- Development Plans including site, floor and elevation plans; and
- Transport Impact Statement (**TIS**).

The application fee of \$295 in accordance with the City's Schedule of Planning Fees can be paid by the Applicant upon receipt of an invoice.

2.2 Site Description

The subject land sits between Nicholson Road and the Thorline-Cockburn Link rail line, existing as an industrial lot of some 1,479m² with frontage to Tulloch Way and in the street block section bound by Panama Street and Vostan Road.

The subject land exists with an existing commercial/industrial building with a total floor area of 705m² including the mezzanine level. The building is situated towards the southern corner of the site with bituminised car parking and vehicle access areas to the north-west and north-east, and the site is serviced via two (2) crossovers.

It is understood that the site was previously used as a food distribution warehouse.

The immediate surrounding area contains similarly sized lots used for light industrial purposes, as well as a number of buildings occupied for use as recreational facilities and other places of worship.

The new Nicholson Road railway station is currently being constructed approximately 160m to the north-east of the site.

An aerial image of the subject land and the immediate locality is provided at Figure 1.

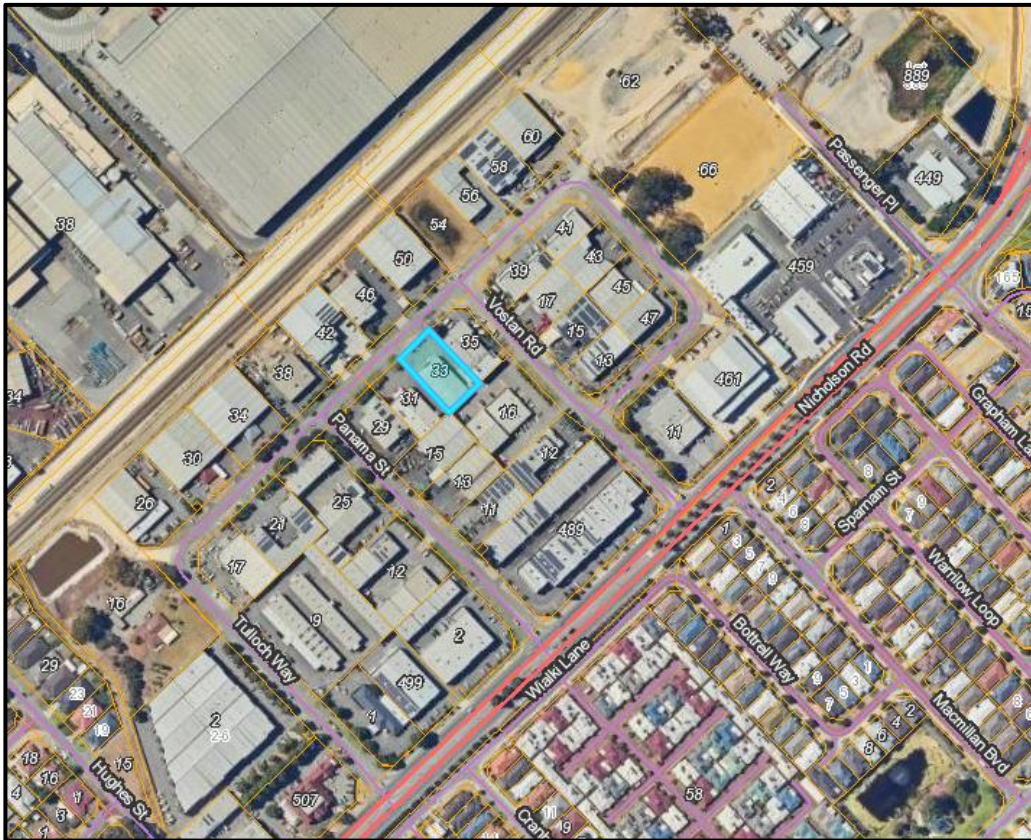


Figure 1: Locality Plan (Source: PlanWA 2023)

2.3 History

This application follows a previous application that was submitted by another consultant and subsequently withdrawn in July 2023 on the basis of feedback from the City regarding the adequacy of the proposed on-site car parking and proposed tree canopy width, as well as the absence of a TIS.

In light of the above, the proposal has been revised and this submission seeks to address and justify the above matters.

3.0 Proposal

The Applicant is seeking to obtain planning approval to operate as a Community and Youth Cultural Centre, as well as a Place of Worship. Specifically, the Applicant provides counselling, support and other services to teenagers due to financial or family-related pressures. As well as providing Islamic education and support for young children and adults (both men and women), as well as a place for worship (prayer).

The specifics of the proposal are provided in the following table.

Outline of proposed fit-out/works	<p>The Applicant intends to upgrade the internal layout to incorporate the following:</p> <p><u>Ground Floor</u></p> <ul style="list-style-type: none"> • Multi-Use Room to be used for recreational purposes such as basketball, badminton and table tennis (210m²); • Prayer Hall (133m²); • Imam's Chamber (37m²); • Meeting Room (34m²) • Canteen with Kitchenette (27m²); • Reception (23m²); • Separate male and female ablutions, each containing: <ul style="list-style-type: none"> ○ 3 toilets (including 1 ambulant); ○ 2 basins; and ○ Feet washing facilities; • Unisex disabled ablutions including toilet, basin and shower; • Utility Room; and • Various storage areas. <p><u>Mezzanine</u></p> <ul style="list-style-type: none"> • Four (4) Offices, ranging in size from 32m² to 51m²; • Unisex ablutions including toilet, basin and shower; • Store; and • Viewing Gallery which overlooks Multi-Use Room. <p>Externally, improvements are proposed to the vehicular parking and access areas which includes the demolition of the existing carport in the north-eastern corner of the site to provide for a total of 11 on-site car parking bays (including an ACROD bay) that comply with AS2890.1 and AS2890.6. The crossovers are also proposed to be narrowed to provide for one entry and one exit crossover.</p>
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	Additionally, two (2) parallel on-street bays are proposed in the Tulloch Way road reserve adjacent to the subject land. ¹
Operating hours/activity schedule	<p>The centre is proposed to be open 7 days per week with the following activity schedule:</p> <ul style="list-style-type: none"> Monday to Thursday: <ul style="list-style-type: none"> 5:00am to 7:00am - Morning Prayer 12:30pm to 2:00pm - Community Gathering (Ladies Group) 4:30pm to 5:00pm - Daily Business Meeting (Men's Group) 6:30pm to 9:00pm - Prayer & Discussion As required - Tutorials Friday: <ul style="list-style-type: none"> 12:00pm to 1:00pm - Prayer (Session 1) 1:30pm to 2:30pm - Prayer (Session 2) Saturday: <ul style="list-style-type: none"> 5:00pm to 8:00pm - Childrens Activities Sunday: <ul style="list-style-type: none"> 12:30pm to 3:30pm - Ladies Activities (Session 1) 5:00pm to 8:00pm - Men's Activities (Session 2)
Number of employees/staff	Two (2)
Number of attendees	<p>Attendance at the centre is proposed as follows:</p> <ul style="list-style-type: none"> Monday to Thursday: Maximum 20 persons per activity Friday: Maximum 40 persons per prayer session Saturday: 30-40 children at any one time Sunday: 30-40 females during Session 1 and 40-50 males during Session 2 <p>The proposal will therefore have a maximum of 50 attendees on-site at any one time, with the larger sessions requiring</p>

¹ The Applicant understands that a lump sum payment of approximately \$15,000 for each street parking bay would be needed for the ongoing maintenance of the bay(s).

	attendees to make a booking online prior to attendance to ensure the capacity is not breached.
Frequency and nature of deliveries	No regular deliveries are anticipated.
Loading/unloading area	No dedicated bay provided, nor required. Any deliveries can occur via the available parking bays.
Parking area	11 on-site car parking bays, including 1 ACROD bay with adjoining shared space, plus 2 proposed on-street bays within Tulloch Way road reserve. Total of 13 car parking bays proposed.
Waste management details	Waste generation will be minimal, consisting of general office waste and incidental food packaging. Waste will be collected weekly via kerbside collection.
Signage details	Subject to a future application.

4.0 Planning Framework

4.1 Metropolitan Region Scheme

The subject land is zoned 'Urban' pursuant to the Metropolitan Region Scheme (**MRS**).

4.2 City of Gosnells Local Planning Scheme No. 6

4.2.1 Land Use

The subject land is zoned 'Light Industry' pursuant to the City's Local Planning Scheme No. 6 (**LPS6** or **the Scheme**).

The objectives of the Light Industry zone are stated at clause 3.2 of the Scheme as follows:

To provide for light and service industries and associated uses.

The proposal aligns with the land use definition of 'Community Purpose' and 'Place of Worship' which in accordance with Schedule 1 of LPS6 mean:

"community purpose" means the use of premises designed or adapted primarily for the provision of educational, social or recreational facilities or services by organizations involved in activities for community benefit;

“place of worship” means premises used for religious activities such as a church, chapel, mosque, synagogue or temple;

Pursuant to Table 1 – Zoning Table of LPS6, ‘Community Purpose’ is a ‘D’ use within the ‘Light Industry’ zone and therefore is capable of approval at the City’s discretion. Whilst ‘Place of Worship’ is an ‘A’ use in the ‘Light Industry’ zone and is therefore also a discretionary use, subject to a period of public consultation.

The nature of the proposed land uses are such that they do not prejudice the ability for surrounding properties to be used for light and service industries, and therefore are not considered to compromise the zone objective.

4.2.2 Vehicle Parking

An assessment of the proposal against the parking standards prescribed in Table 3A of LPS6 is provided in the following table.

Use	Parking Ratio	Calculation
Community Purpose	Not defined	N/A
Place of Assembly or Worship	1 space for 4 seats, or	Maximum 52 persons = 12.5 (13) bays
	1 space for every 4 persons the facility is designed to accommodate, or	Maximum 52 persons = 12.5 (13) bays
	1 space for every 2.5m ² seating area,	Hall 1 (132.83sqm) = 53.132 (54) bays
	whichever is the greater	

The above table represents the land uses that have been applied for and does not calculate office, recreation and/or storage space as they are incidental components of the application and will not attract additional visitors/staff beyond the proposed cap of 52 persons and therefore should not be ‘double counted’. This is in the same way that the Reception, Canteen and the like should not be considered.

In strictly applying the above parking calculation, the proposal results in a parking shortfall of 41 on-site bays ‘on paper’ however this does not factor in the operational parameters of the proposal which warrants the exercise of discretion available at clause 4.5.1 of LPS6 for the following reasons:

- (i) It is reiterated that the Applicant principally provides counselling, support and other services to teenagers due to financial or family-related pressures. As well as providing Islamic education and support for young children. Accordingly, these attendees will be dropped off and will not require long-term parking.
- (ii) Where adult classes/activities are proposed, they are capped to a maximum of 20 persons (Monday to Thursday) or occur on weekends and therefore outside of standard business hours.
- (iii) It is also reiterated that attendees are required to make a booking online to not only ensure that the capacity is not breached but also that adequate staff/volunteers are on-site to carry out the activities (with the staff/volunteers forming part of the cap).
- (iv) The parking proposed, including the two (2) proposed on-street bays at significant cost to the Applicant, is sufficient to cater for the proposed maximum number of attendees. This is supported by the Transport Impact Statement.
- (v) The City has previously exercised this discretion and granted approval for the following uses on the basis of a condition capping attendees for the purposes of ensuring sufficient parking:
 - a. 'Place of Worship' at Unit 4, 2-6 Tulloch Way (DA21/00267); and
 - b. 'Recreation – Private' facility at Unit 3, 2-6 Tulloch Way, Canning Vale (DA19/00240),

Both of these applications were prepared by Altus Planning, with the facilities located within the same zoning and subject to the same planning framework. The Applicant should be afforded the same opportunity to operate with a cap on the number of attendees, for consistency of decision making.

This proposal has also been supported by a TIS prepared by Urbii (refer to **Attachment 1**) which finds that:

- Sufficient parking is proposed to accommodate 52 persons onsite;
- The traffic generation proposed is moderate and would have a moderate impact on the surrounding road network;

- The site features good connectivity to the cycling network (noting that 6 bicycle parking spaces are proposed when there is no minimum requirement under the Scheme); and
- There is good public transport coverage through nearby bus services and this coverage will be enhanced by the future Nicholson Road Train Station. This new station will be located within 300m walking distance of the subject site and will assist people with convenient travel to the site, thereby reducing the demand for onsite car parking.

Accordingly, it is submitted that the proposal will provide adequate parking in line with the parking requirements of the Scheme and will not result in any adverse safety or amenity impacts.

4.2.3 Landscaping

In accordance with Table 2B: Industrial Zones Setback and Landscaping Requirements of LPS6, land within the 'Light Industry' zone is to provide a minimum 3m of landscaping abutting all streets, except for crossovers.

The subject land already provides a 3m x 12m (36m²) landscaping area between the crossovers and therefore meets the above requirement.

However, as part of the proposed redesign of the car parking and access arrangements, the narrowing of the crossovers to make them one-way, will increase the landscaping area by some 13.5m² to 3m x 16.5m (49.5m²).

Accordingly, the proposed development will enhance the amenity and the visual appearance of the site, with the exact form of landscaping to be detailed post-approval.

4.3 City of Gosnells Draft Local Planning Scheme No. 24

It is understood that the City advertised, and Council has subsequently endorsed, Draft Local Planning Scheme No. 24 (**Draft LPS24**) which is currently with the Western Australian Planning Commission for consideration and the Minister for Planning's final approval.

The City's IntraMaps indicate that the subject land will retain its 'Light Industry' zoning under Draft LPS24.

Furthermore, Draft LPS24 indicates that the land use permissibility for 'Community Purpose' and 'Place of Worship' will remain as per LPS6; that is, they will be discretionary land uses.

It is also noted that the 3m landscaping requirement between the crossovers remains.

As for car parking, the number of car and bicycle parking bays are to be provided in accordance with a local planning policy which will be prepared and adopted following the gazettal of Draft LPS24.

Having regard to all the above, the proposal remains consistent with Draft LPS24.

4.4 City of Gosnells Local Planning Policy 2.8 – Planning Guidelines for Places of Worship

The following table provides an assessment of the proposed development against the relevant requirements of the City's Local Planning Policy 2.8 – Planning Guidelines for Places of Worship (**LPP2.8**). Specifically, as the proposal is utilising an existing building with no external structural changes and as the subject land is not within a designated bushfire prone area, these provisions do not require assessment.

Policy Requirement	Assessment
4.2 Zoning and Location Factors	
<p>4.2.1 Objectives of the Zone</p> <p>Applications must be in keeping with the objectives of the Zone as set out by the TPS and complement the predominant activities within the zone.</p>	<p>The proposal is considered to fall under the 'associated uses' referred to in the zone definition in that it will provide a service that caters to the religious beliefs of those living and working in the surrounding area.</p> <p>Furthermore, the nature of the proposed land uses are such that they do not prejudice the ability for surrounding properties to be used for light and service industries, and therefore are not considered to compromise the zone objective.</p>
<p>4.2.2 Site Location Attributes</p> <p>Applications will be assessed in the context of the location of the site, ease of access to transport links, and services and utility connections and the existing or desired level of amenity in the area.</p>	<p>As identified in the TIS, the site features good connectivity with the existing road and cycling network. There is also good public transport coverage through nearby bus services, with public transport accessibility to improve over the coming years as</p>

	<p>construction of the new Nicholson Road railway station is completed.</p> <p>The site itself also accommodate the parking of both motor vehicles and bicycles.</p>
<p>4.2.3 Neighbouring Land Uses (ability to co-exist with harmony – lack of amenity)</p> <p>Applications must be considered to complement the activities and use of adjoining developments.</p>	<p>The proposal is seeking to utilise an existing industrial/commercial building with sufficient parking provided for the intended cap of attendees.</p> <p>Furthermore, it is noted that other than Friday afternoons, the other peak periods are unlikely to coincide with the peak periods for the surrounding industrial and service activities.</p>
<p>4.2.4 Prevailing Amenity</p> <p>Applications must not reduce the existing or intended amenity of the area by way of impacts that could arise from approval of the application, including inappropriate traffic congestion, parking issues, or an incompatible scale of development in the zone.</p>	<p>As above.</p> <p>It is also noted from the TIS that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.</p>
4.3 Scale of Operation	
<p>4.3.1 Occasional or Permanent On-going Use</p> <p>Applicants must supply details regarding the intended timeframe of operation, the proposed timetable of events and audience numbers. Applicants must include details about the likely future staging of development or growth of activities over time.</p> <p>Although a Development Application needs to be considered on its merits, the likely future use of the facility is a factor that assists the Council in its assessment of the appropriateness of the location for the desired activity.</p>	<p>Refer to Section 3.0 of this Report.</p>
<p>4.3.2 Capacity of Development</p>	<p>Refer to Section 3.0 of this Report. Whilst the building is capable of holding a greater number of attendees, the Applicant would</p>

<p>Applications must include details as to the proposed occupancy of the building and the nature of the use of the development. Preference shall be given to developments that match the proposed intensity of use with the prevailing level of amenity of an area (for example local facilities in local areas, district facilities serviced by district level infrastructure).</p> <p>Where a discrepancy exists between the stated capacity of a building and the assessed capacity (as a ratio of floor space per person measured from plans of the proposal) the occupancy will be assessed on the higher figure.</p>	<p>accept a condition which caps attendees at 50 persons (52 including staff) to align with their schedule of activities and also the parking to be provided on site. This would reflect consistency in decision making by the City.</p>
<p>4.3.3 Intended Role</p> <p>Applications will be considered on the basis of the scale and likely catchment of the facility (being regional, district, or local).</p>	<p>The proposal seeks to provide Islamic worship, education and support for young children, teenagers and adults (both men and women) for Muslims who live and work in the surrounding area.</p>
<p>4.3.4 Regional and Metropolitan Facilities</p> <p>Applications for major or regional facilities will not be supported in areas characterised by locally focussed amenity attributes.</p> <p>Council will not generally support major facilities, unless they are sited in such a way as to be serviced without adversely impacting the amenity of other land uses.</p>	<p>The proposal, on the scale proposed, is intended to cater for the local resident and workforce, and is not a major or regional facility.</p>
<p>4.5 Acoustic Characteristics</p>	
<p>4.5.1 Noise Generation</p> <p>Applications must include details about the potential noise generating characteristics of the development. Qualified acoustic modelling may be required in order to quantify the likely acoustic aspects of the proposal.</p>	<p>It is not anticipated that any noise generated by the proposal would impact on neighbouring land. Specifically, the proposal does not seek to utilise any external amplification, nor use any loud hailers/megaphones, drums, cymbals, etc.</p> <p>Additionally, the majority of activities will be conducted outside of standard operating hours for the surrounding industrial and service uses.</p>
<p>4.5.2 Outdoor Activities</p>	<p>No outdoor activities are proposed.</p>

Applications must include details of any proposed outdoor activities. Applications that include events and activities beyond typical hours of daytime activity may be refused on the grounds of the likely impact of an application upon the amenity of the surrounding area.	
<p>4.5.3 Amplified Sound</p> <p>The external amplification of sound is not supported on the grounds of likely impacts on surrounding amenity and likely contravention of relevant noise abatement regulations.</p>	No external amplification of sound is proposed.
<p>4.5.4 Building Design</p> <p>The Council may impose conditions on an application to ensure that the built development is capable of containing noise to a level which accords with relevant noise abatement regulations.</p>	The proposal is seeking to utilise an existing building and as noted above, is not proposing external amplification of sound nor any loud hailer/megaphones, drums, cymbals, etc.
4.6 Traffic and Road Hierarchy	
<p>4.6.1 Road Classification (role and characteristics of frontage road)</p> <p>The function and role of adjacent roads will be considered as a component of assessing the suitability of a site for its use.</p>	As per Section 7 of the TIS, Tulloch Way near the subject site is an approximately 9m wide, two-lane undivided road. Tulloch Way is classified as an Access Road in the Main Roads WA road hierarchy and operates under a built-up area speed limit of 50km/h.
<p>4.6.2 Traffic Generation (by calculation)</p> <p>Applications may be required to model expected traffic volumes and characteristics.</p>	<p>Traffic generation has been modelled in Section 6 of this TIS.</p> <p>This found that weekday traffic when there is 5 sessions for a maximum of 20 persons each would result in 5 cars entering and 5 cars exiting per activity, for a total of 25 cars in and out per day.</p> <p>As for peak hour traffic (i.e. Sunday evenings), a total of 26 vehicles per hour has conservatively been estimated (13 in and 13 out).</p>
4.6.3 Peak-flow Timing (biggest draw and demand times)	As above, the biggest draw/demand will be Sunday evenings when 40-50 persons are

Applications need to include details regarding proposed times of use of a facility. The Council may take into account traffic generation as a result of an application or its cumulative impact when added to that of other existing land uses in the vicinity.	anticipated to attend the site. Based on 1 car per 4 persons, this will result in 13 cars entering and exiting the site (i.e. 26 movements total).
<p>4.6.4 Prevailing Road Environment</p> <p>Applications may be required to adopt a design which harmonises with the scale of existing streetscapes, or future plans for road reserves that are abutted by the proposed site.</p>	The proposal seeks to provide two (2) formalised verge parking bays. Aerial imagery indicates vehicles being parking informally on the verges of the surrounding local road network. Whilst this is permissible with the adjoining owner's and occupier's consent pursuant to the provisions of the City's Parking Local Law 2012, a formalised arrangement is considered to result in a better amenity outcome through a coordinated arrangement of vehicle parking.
<p>4.6.5 Alternate Transport Options</p> <p>Applications may be favoured in cases where multiple modes of transport to facilities are available and are to be utilised in the conduct of the proposal.</p>	Multiple modes of transport to the site are currently available, with provision made to accommodate them on-site. This includes private motor vehicles, cycling and access via public transport (bus). In the future, the site will be accessible by the Nicholson Road train station which is being developed within approximately 200m of the site.
4.7 On Site Parking	
<p>Applications need to provide adequate parking as determined by TPS 6. Where numerous activities are proposed to be undertaken, a schedule of proposed events including timing and attendance numbers is to be provided. The Council may consider reducing the gross parking requirement where it is satisfied that an application facilitates a reciprocal use arrangement, where parking demand is spread by virtue of the planned timing of events or activities.</p> <p>Applicants may be required to include provision for special parking facilities for buses, or other vehicles where a proposal</p>	<p>Given the application seeks to cap attendees at a maximum of 52 persons at any one time, sufficient parking (13 bays) is proposed to align with the City's requirement for 1 bay per 4 persons accommodated. This is supported by the accompanying TIS.</p> <p>Due to the proposed nature of the proposal and its activities, no additional special parking facilities (e.g. for buses) are deemed necessary.</p>

includes these components as a part of the proposed operation of the premises.	
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The objectives of the policy are set out in Section 3 as follows:

- a) To facilitate public worship activities in appropriate locations within the City of Gosnells.*
- b) To ensure that the operation of public worship activities do not impinge upon the prevailing amenity of an area.*
- c) To provide guidance on the planning criteria that will be relied on in the assessment of applications.*
- d) To acknowledge the varying planning characteristics and potential impacts that arise from public worship activities, measured against the aims and relevant criteria of TPS 6.*

Having regard to the assessment contained within the preceding table, the subject land is considered an appropriate location for the proposed development, particularly given its scale, and will not result in any adverse impacts by way of building impact, noise or parking. Therefore, the proposal is considered to satisfy the objectives of the policy and warrant approval, subject to appropriate conditions.

4.5 State Planning Policy 5.4 – Road and Rail Noise

As illustrated in Figure 2 below, the subject land is located within the trigger distance of an 'Significant Freight/Traffic Route' being Nicholson Road, as determined by State Planning Policy 5.4 – Road and Rail Noise (**SPP5.4**). Furthermore, as 'Place of Worship' is considered a 'noise-sensitive land-use and/or development' for the purposes of SPP5.4, an assessment under the policy is required.

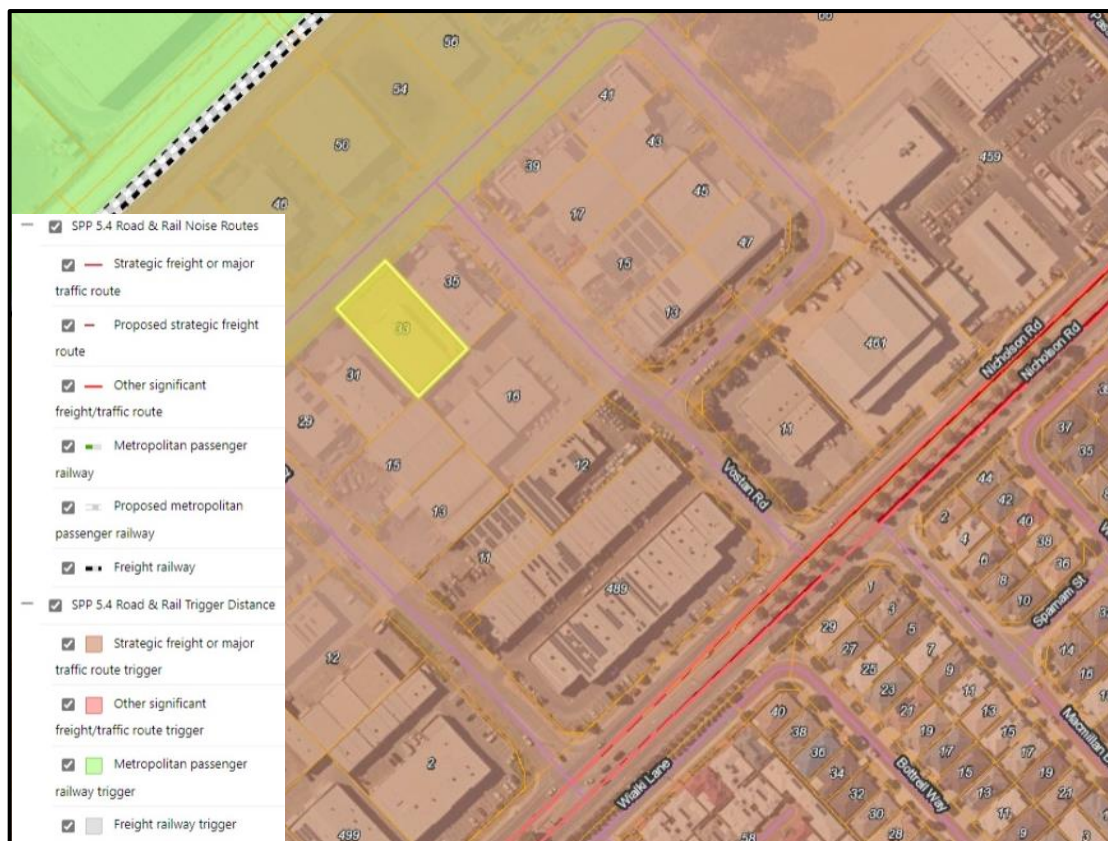


Figure 2: SPP5.4 Trigger Routes and Distances (Source: PlanWA 2023)

As required by section 4.1.2 of SPP5.4, a screening assessment has been undertaken in accordance with Table 2: Noise Exposure Forecast of the Road and Rail Noise Guidelines (**Guidelines**).

On the basis that Nicholson Road comprises of four (4) lanes (2 in each direction) and the separation distance between the edge of the carriageway and the subject land is approximately 158m, the forecast noise level exposure pursuant to Table 2 is 55 dB and therefore no further policy measures are required.

4.6 Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67(2) of the Deemed Provisions contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* sets out the relevant matters for consideration that the local government is to have due regard to in determining an application for development approval.

The following matters are considered relevant to the proposed development and are addressed in the following table.

Clause 67(2) Matter for Consideration	Justification
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	<p>The proposed land uses of 'Community Purpose' and 'Place of Worship' are discretionary land uses for the site's 'Light Industry' zoning and are therefore capable of approval. This report has also addressed that the proposal aligns with the zone objective and does not compromise the ability for adjoining land to be utilised for light industrial and service uses.</p> <p>In addition, the proposed development satisfies (or variations are capable of and warrant approval for) the applicable development standards and requirements.</p>
(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 <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving;	<p>As above, the proposal is considered consistent with LPS6.</p> <p>The proposal has also been assessed as being consistent with Draft LPS24 which is currently awaiting final approval from the Minister for Planning.</p>
(c) any approved State planning policy;	As per Section 4.5, the subject land is within the trigger distance of SPP5.4 however the initial screening assessment has concluded that no further policy requirements apply.
(g) any local planning policy for the Scheme area;	As per Section 4.4, the proposal has been considered against LPP2.8. In assessing the relevant provisions as they apply to a change of use, the proposed development is considered to be consistent with the objectives of the policy and warrants approval.
(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	The proposal is for a use that is considered consistent with the surrounding commercial and industrial activities, particularly as it will not result in any emissions, and will also largely operate outside of core business hours, adding to the variety of activities within the area.

Clause 67(2) Matter for Consideration	Justification
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;	As the proposal seeks to use an existing building with no proposed external modification, it will have no adverse impact to development on adjoining land or the locality more broadly in terms of built form and appearance.
<p>(n) the amenity of the locality including the following –</p> <ul style="list-style-type: none"> (i) Environmental impacts of the development; (ii) The character of the locality; (iii) Social impacts of the development; 	<p>As mentioned, the proposed land use activity is consistent with the objectives of the 'Light Industry' zone and the nature of operations being conducted in the immediate surrounding area.</p> <p>Furthermore, the proposal is not considered to provide any adverse emissions by way of noise or odour.</p> <p>Sufficient parking is also available on-site to cater for the regular demands of the land use and again, it is noted that peak demand will principally occur outside of the core trading periods for the surrounding land use activities and as such will not result in any adverse impacts.</p> <p>As part of the proposal's compliance with parking requirements, the Applicant is proposing to formalise verge/on-street parking which is considered a positive amenity impact in comparison to what occurs elsewhere in the locality. Additionally, the revised crossover arrangement will increase the available area for landscaping on-site.</p>
(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 proposal complies with the Scheme requirement for a 3m landscaping strip between the established crossovers. However, as a result of the proposed narrowing of the crossovers to create a one-way flow, the opportunity presents to increase the width of the existing landscaping strip.

Clause 67(2) Matter for Consideration	Justification
	The Applicant would accept a landscaping plan as a requirement of any conditional approval.
(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 proposal incorporates a revision to the vehicular parking and access arrangements on-site and on-street such that sufficient parking is available for the proposed maximum number of attendees. Furthermore, the vehicular parking and access arrangements have been designed in consultation with Urbii to ensure compliance with the relevant Australian Standard.
(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 TIS found that the proposal would have a moderate impact on the surrounding road network, with the 'peak hour' of the development (i.e. Sunday evenings) resulting in a total of 26 vehicles per hour. On weekdays when there will be five (5) activity slots and a cap of 20 persons per activity, the total vehicle movements <u>per day</u> will be 50.
(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;	As per the TIS, public transport (via bus) is available within 300m of the subject site and generally provides services between Murdoch University and Thornlie Station. In addition, the Nicholson Road Station is currently under construction and once operational, will be approximately 200m from the subject site. Waste generation will be minimal and will be collected kerbside weekly. The site is also accessible to pedestrians and cyclists via the surrounding road network. Ample space is available on-site for the parking of bicycles, with numerous toilets and showers dispersed throughout the building.

5.0 Conclusion

The Applicant is seeking development approval for a change of use of the site to 'Community Purpose' and 'Place of Worship'.

For the reasons outlined in this Report, our view is that the proposed development is suitable for the site and is consistent with the objectives and requirements of both LPS6 and Draft LPS24, particularly with respect to parking and the proposed scale of activities. Furthermore, the proposal has adequately addressed the applicable local and State planning policy requirements.

Utilising an existing industrial/commercial building, the proposal is considered consistent with the industrial character of the area and will not result in any adverse amenity impacts on the surrounding users and occupiers, particularly by way of noise or parking, given the proposed nature, scale and timing of activities.

We trust that this information is to your satisfaction and welcome the opportunity to review a draft suite of conditions of approval. We otherwise look forward to your prompt and favourable determination.

Altus Planning

Attachment 1

Transport Impact Statement





urbii

Sustainable Transport. Safe Solutions

Lot 68 (No. 33) Tulloch Way, Canning Vale
Proposed Place of Worship

TRANSPORT IMPACT STATEMENT



Prepared for:
Iqra Foundation Australia

December 2023

Lot 68 (No. 33) Tulloch Way, Canning Vale

Prepared for: Iqra Foundation Australia
Prepared by: Paul Ghanous
Date: 4 December 2023
Project number: U23.138

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U23.138.r01	27/10/23	Magnum Bakunawa	DRAFT	Internal
U23.138.r01	24/11/23	Paul Ghanous	DRAFT	Altus Planning
U23.138.r01a	04/12/23	Paul Ghanous	FINAL	Altus Planning



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1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **Iqra Foundation Australia** with regards to the Proposed Place of Worship, located at Lot 68 (No. 33) Tulloch Way, Canning Vale.

The subject site is situated on the south-east side of Tulloch Way, as shown in Figure 1. The site presently accommodates a warehouse and is mostly surrounded by industrial land uses.

A change in use is proposed from 'Light Industrial' to a Community Centre and "Place of Worship". The development will hold prayer sessions and other meetings seven days per week.

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, car parking and access to the site for alternative modes of transport.

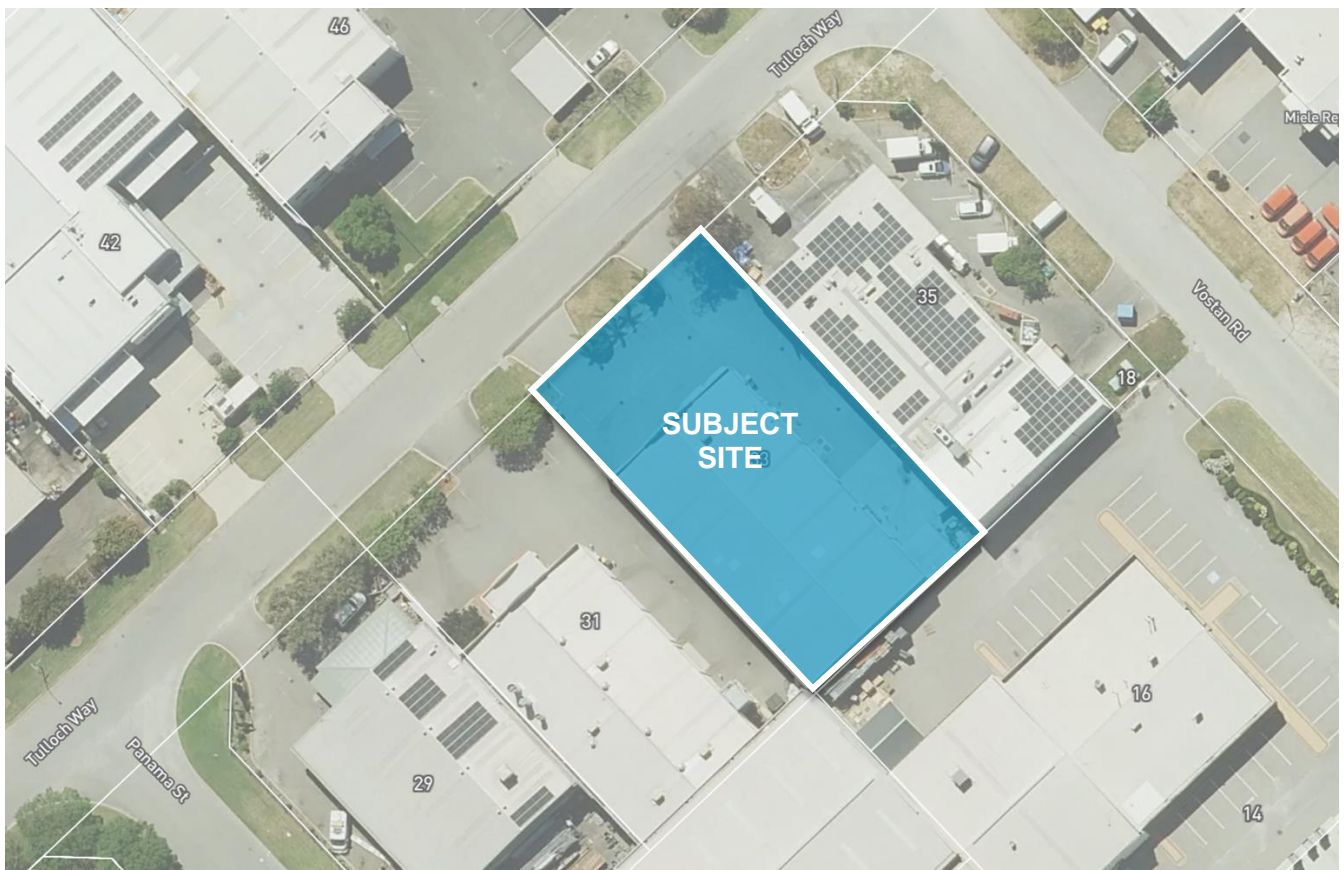


Figure 1: Subject site location



2 Scope of work

The WAPC *Transport Assessment Guidelines 2016* identifies the proposed development as being “Moderate Impact” (Figure 2). Accordingly, a Transport Impact Statement (TIS) has been prepared to support a robust Development Application and to assist the City with demonstration of moderate traffic impact.

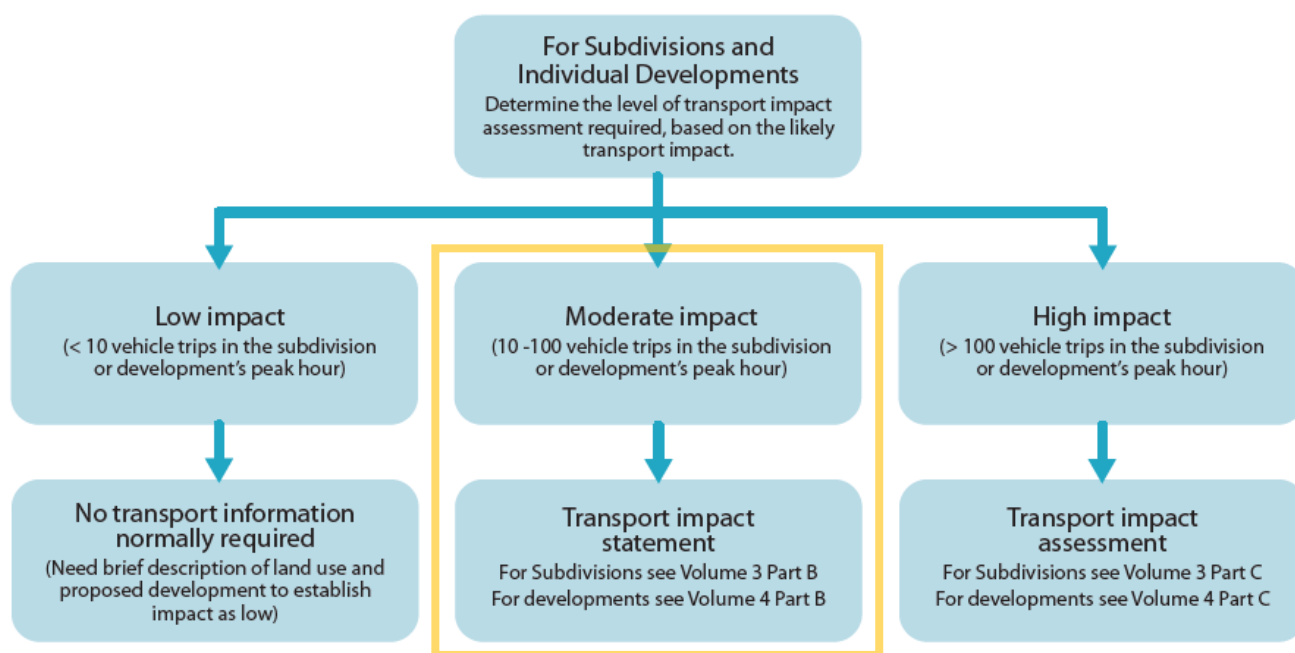


Figure 2: WAPC Transport Assessment Guidelines – reporting requirements

3 Proposed development

The subject site presently accommodates a building which appears to have been used as a food distribution warehouse.

It is proposed to keep and refurbish the existing building, to be repurposed as a community centre and place of worship.

Vehicle access to the site is proposed via two crossovers on Tulloch Way. Some changes to the internal car park and vehicle circulation are proposed, to make it better suited for the new use. Bicycle parking is proposed to be provided onsite and two on-street parallel parking bays are proposed.

Bins will be wheeled out for kerbside waste collection from Tulloch Way.

People walking and cycling will access the development from the external path network abutting the site.

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



4 Vehicle access and parking

4.1 Vehicle access

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

Existing vehicular access to the site is via two crossovers on Tulloch Way (Figure 3). The existing crossovers are over 6.0m wide and support two-way traffic movements.

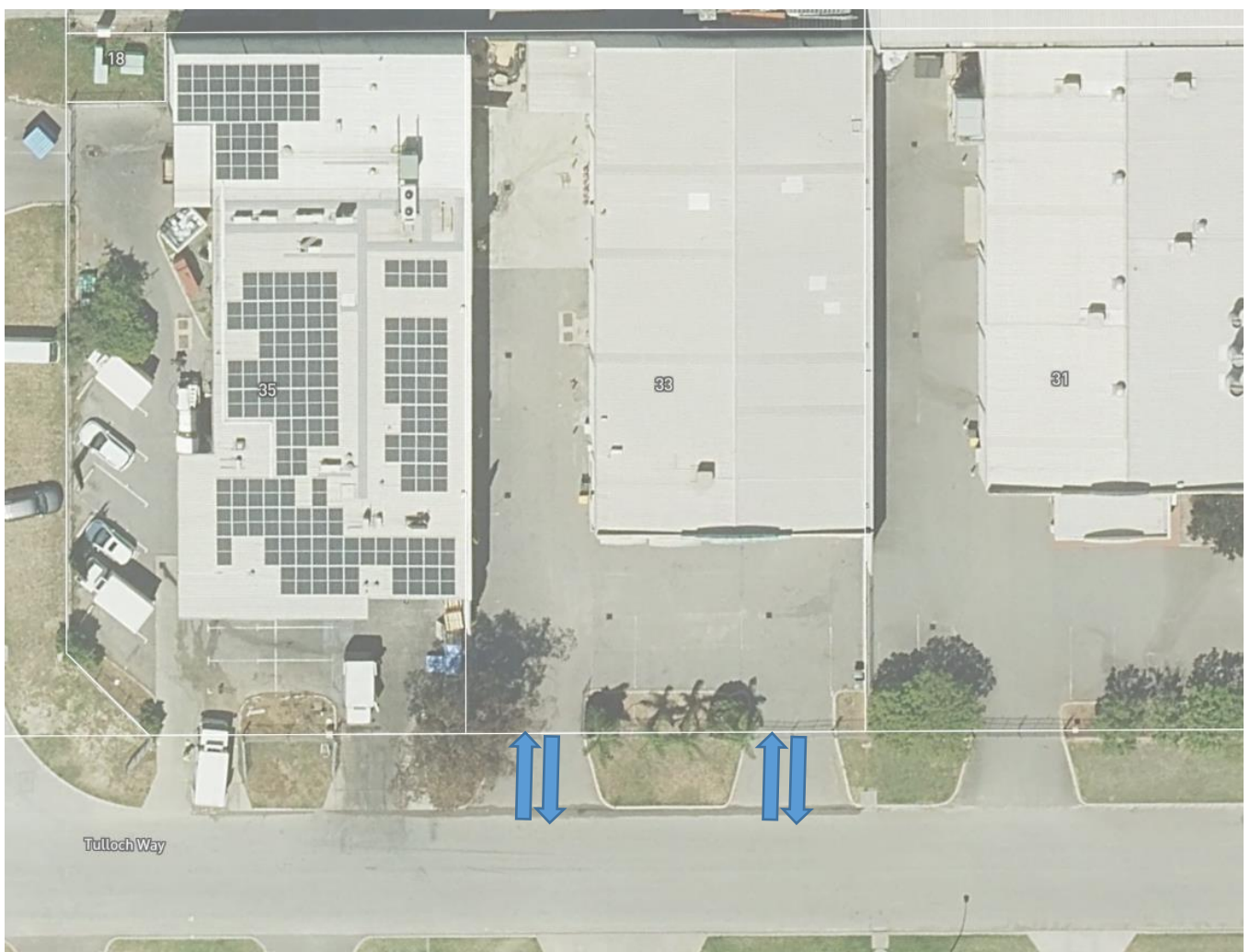


Figure 3: Existing vehicle access

As detailed in the proposed development plans and in Figure 4, vehicle access to the site is proposed to be maintained via two crossovers on Tulloch Way. The crossovers are proposed to be modified and reduced in width, with one entry and one exit crossover. The proposed modifications will create space for internal parking improvements, provision of on-street parallel parking and increased area for landscaping.

Signage and pavement marking will be used to communicate the one-way traffic flow system. Swept path analysis was undertaken to ensure that the crossovers are functional.

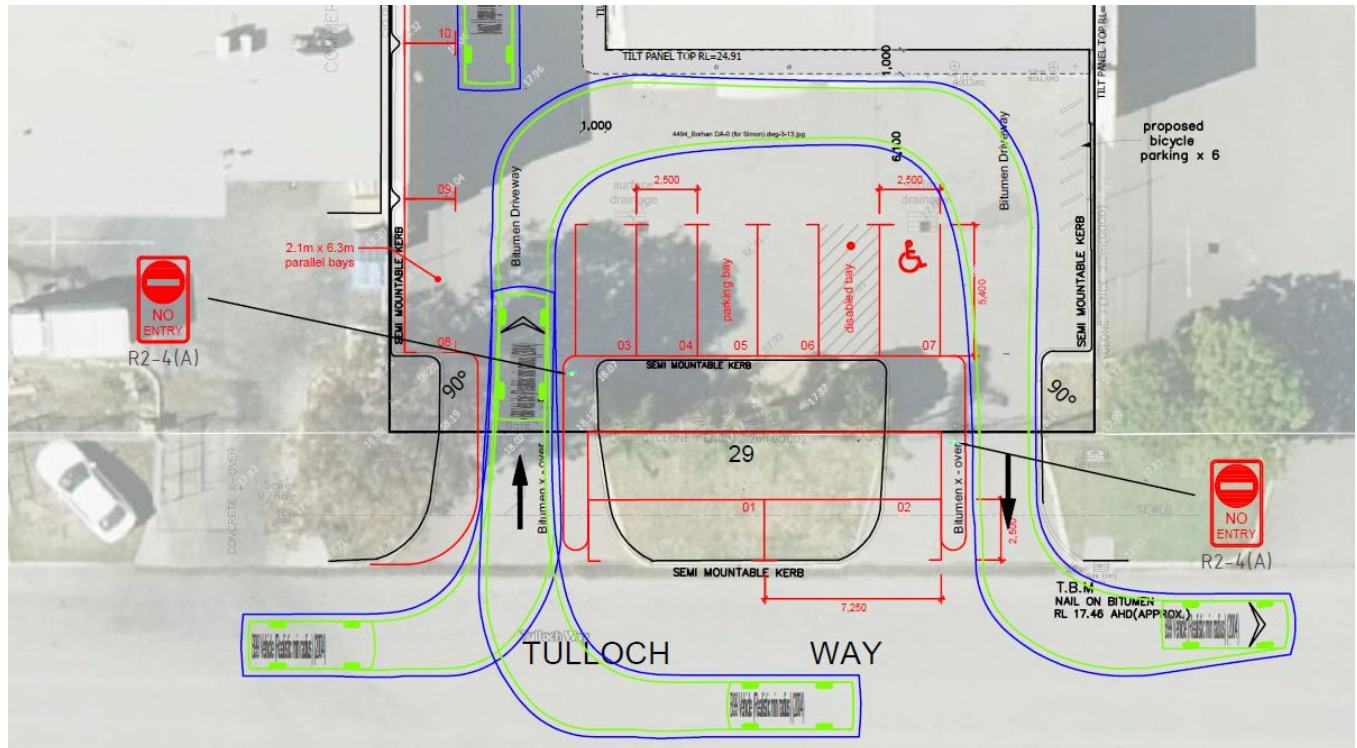


Figure 4: Proposed vehicle access



4.2 Parking requirements

The City of Gosnells Town Planning Scheme No.6 (TPS6) sets out car parking requirements for developments within the city. A Place of Worship requires one parking place for every four people accommodated.

There are a total of 13 parking spaces on-site and on-street, which means that up to 52 visitors can be accommodated at any time. Worship services and other activities will be planned to ensure that the development meets these standards.

4.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite 90-degree bays are 2.5m wide by 5.4m long and an aisle width exceeding 6m has been provided. The ACROD bay is designed to AS2890.6 with a shared space and bollard.

The parallel bay dimensions meet or exceed standards. There is a 5.2m wide internal roadway adjacent to the parallel parking bays, which can accommodate two-way traffic movements. The end of the parallel parking aisle has been cleared and assessed with swept path analysis, to ensure that vehicles can turn around at the end of the aisle.

5 Hours of operation

The Community Centre and Place of Worship will operate seven days per week. Prayer meetings will be scheduled throughout the day with a maximum of 5 meetings per day on Mondays to Thursdays. Each meeting will accommodate a maximum of 20 people.

The proposed sessions on Friday to Sunday are detailed in the below table. A maximum of 50 people is anticipated on Sundays.

Table 1: Proposed activity scheduling

Hours of operation

Monday – Thursday

It is proposed that the community centre would have a maximum of 5 functions per day as follows

5am – 7am	Morning Prayer
12.30 – 2.00pm	Community gathering – ladies group
4.30 – 5.00pm	Daily business meeting- Mens group
6.30 – 9.00pm	Prayer and discussion
Tutorials	Flexible and when required

The above meetings would accommodate a maximum of 20 persons to any event.

Weekly Rotation	Saturday	Sunday (Session 1)	Sunday (Session 2)	Friday (Session 1)	Friday (Session 1)
Activities	Community	Community	Community	Prayer	Prayer
Time	5:00 pm to 8:00 pm	12:30 pm to 3:30 pm	5:00 pm to 8:00 pm	12:00 noon to 1:00 pm	1:30 pm to 2:30 pm
Number of People	30-40 Kids	30-40 Persons (Women)	40-50 Persons (male)	Up to 40 (male)	Up to 40 (male)

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using first-principles engineering assumptions:

Peak Hour Traffic

- Classes, meetings and prayer sessions are typically longer than 1 hour. Conservatively assume the session lasts for one hour.
- Maximum 50 people on Sunday.
- Assume 1 car per 4 people.
- Maximum of 13 cars on site.
- Conservatively assume 13 cars entry and 13 cars exit during the peak hour (total 26 vph).

Weekday Traffic

- Maximum 5 classes per day.
- Maximum 20 people per function.
- Assume 1 car per 4 people.
- Maximum of 5 cars on site (per function).
- 5 cars entry and 5 cars exit per function.
- 25 cars entry and 25 cars exit per day.



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 moderate

7 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

Tulloch Way near the subject site is an approximately 9m wide, two-lane undivided road. Tulloch Way 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 8).

The City of Gosnells advised that no traffic data was available for Tulloch Way at the time of preparation of this report.



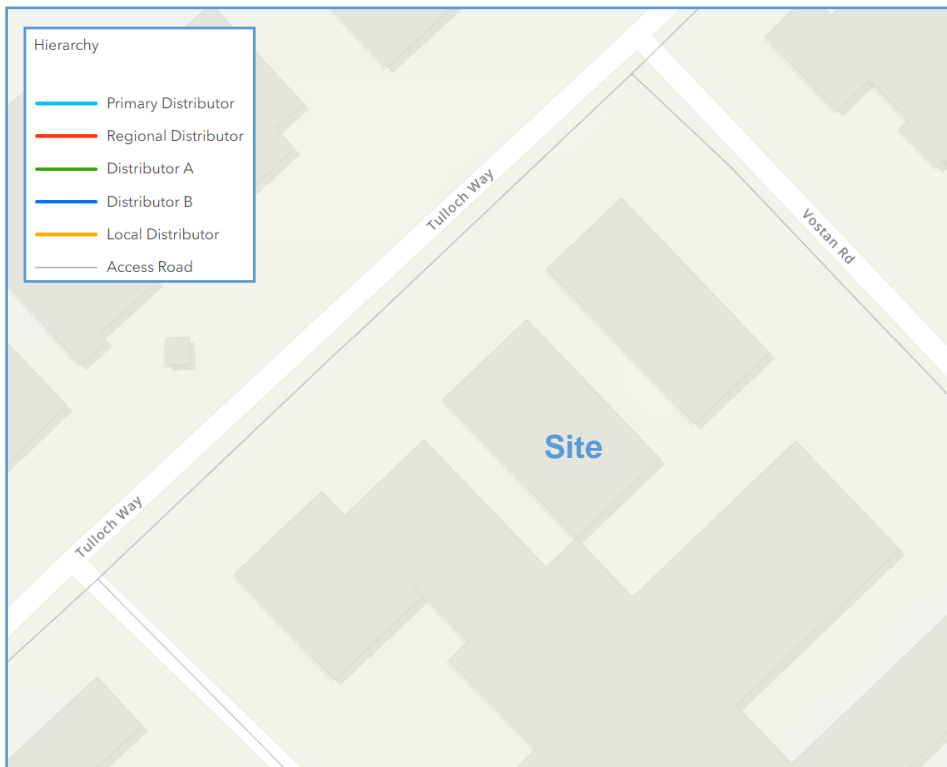


Figure 6: Main Roads WA road hierarchy plan

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

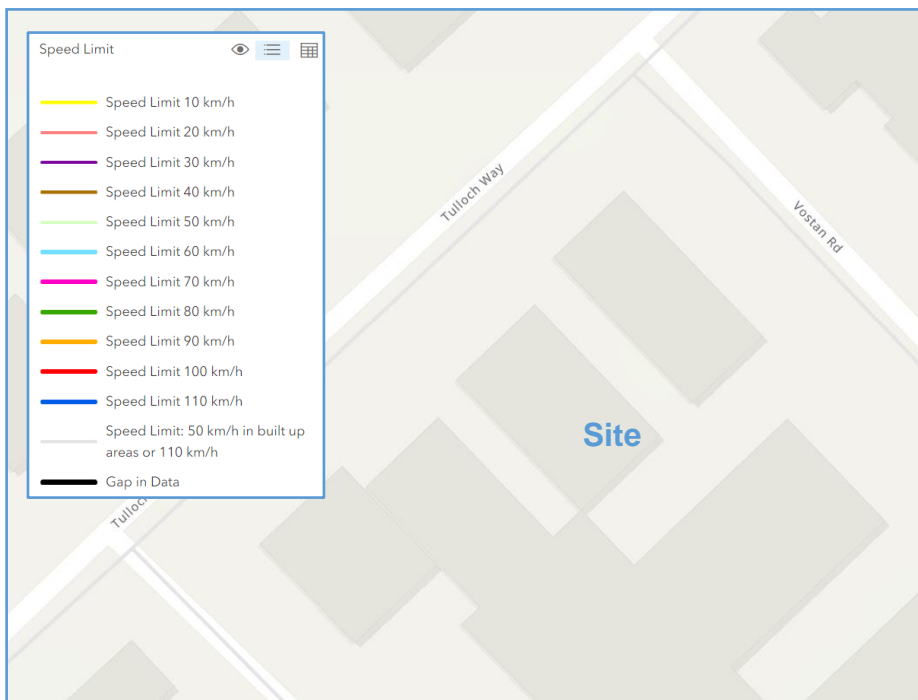


Figure 7: Main Roads WA road speed zoning plan

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

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

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
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
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd.	<u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – 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).	<u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 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 siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	<u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – 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' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 8: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992



8 Public transport access

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

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

- Bus Route 207: Murdoch University - Thornlie Stn via Nicholson Rd.

Public transport services provide a potential alternative mode of transport for the site. There are bus stops provided on Nicholson Road, less than 300m walking distance to the south of the site (Figure 9). Bus services also connect to the rail network at Thornlie train station for longer trips.

The public transport network plan is shown in Figure 10.

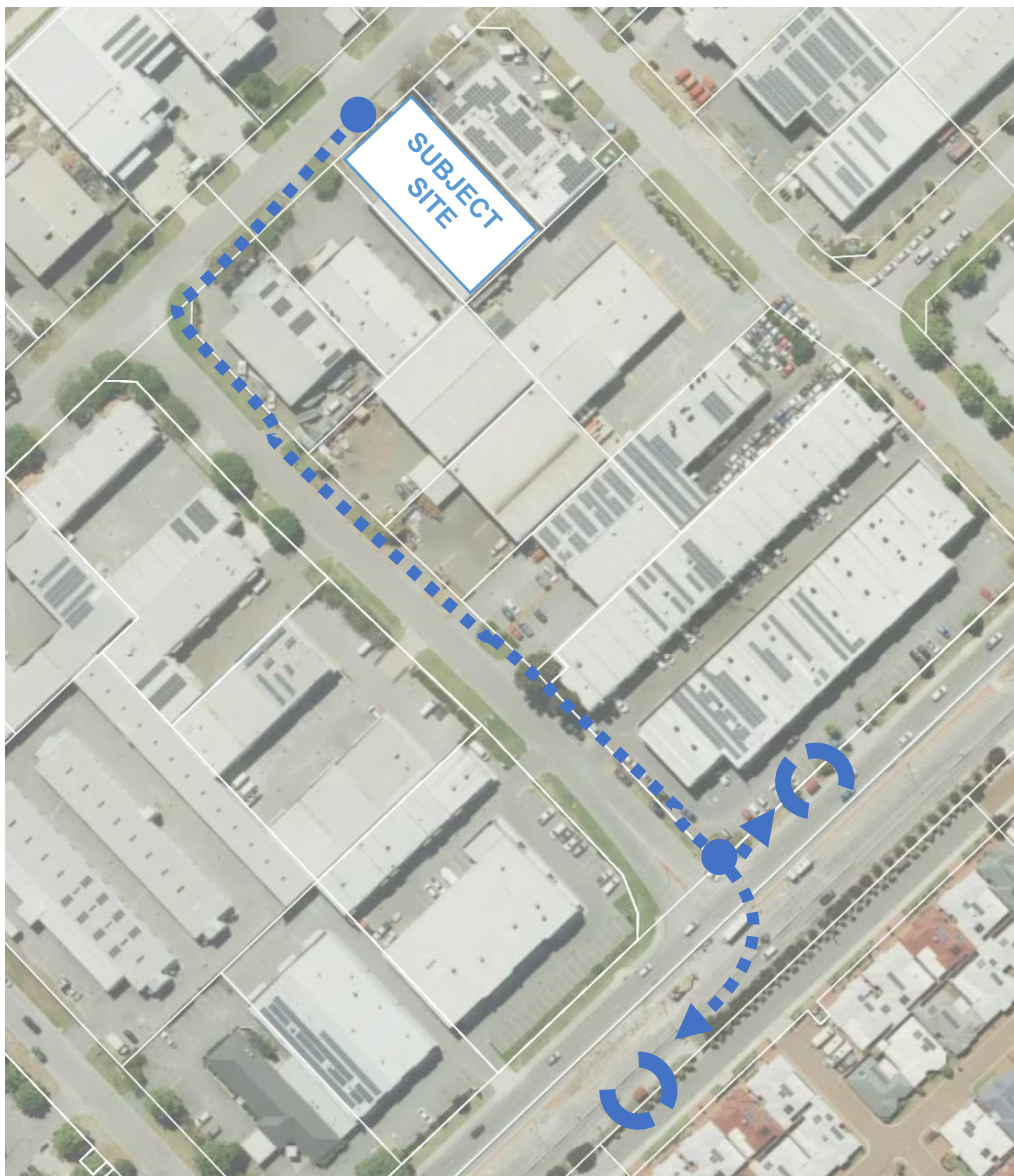


Figure 9: Closest bus stops serving the proposed development

Route 206, 207, 208 Map

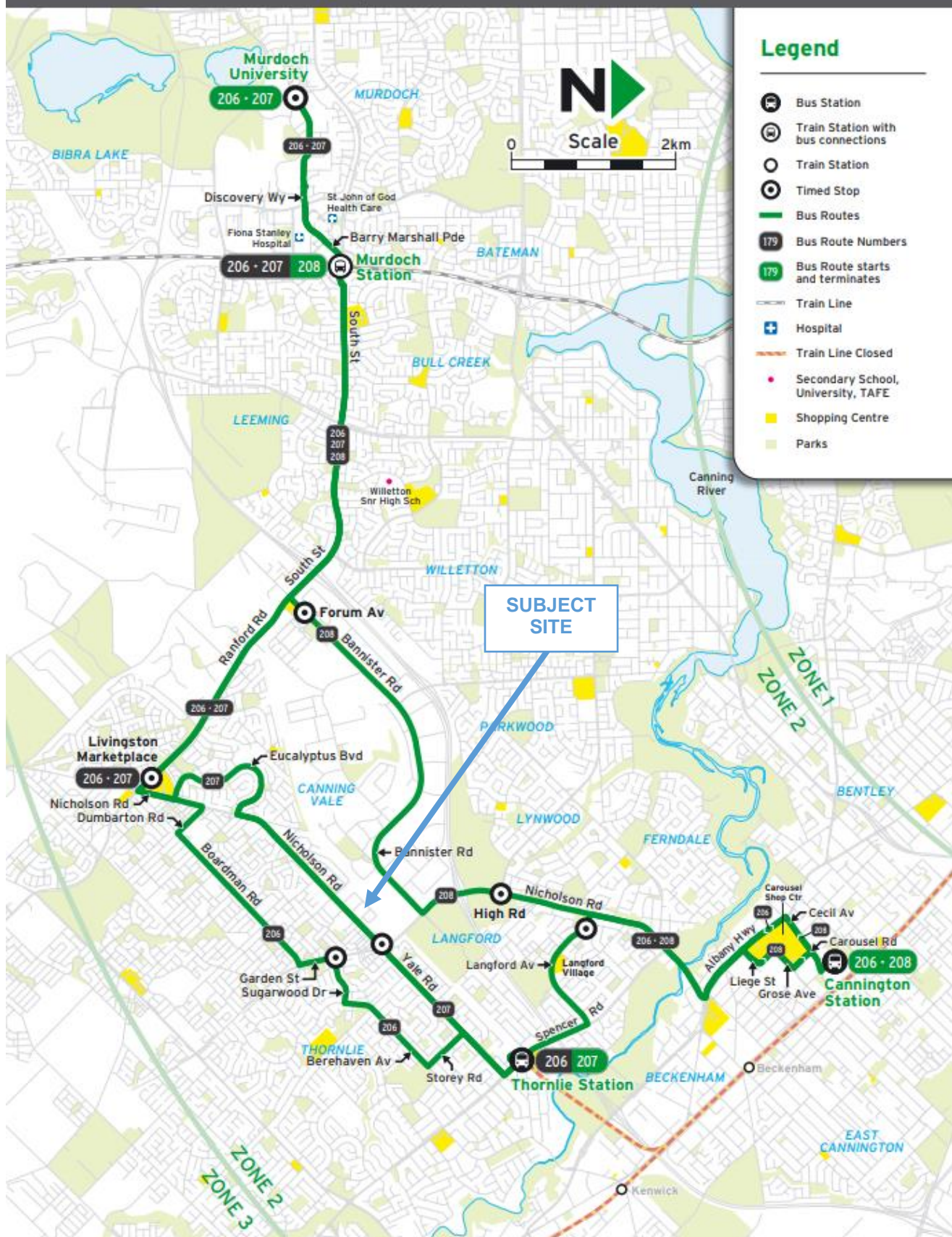


Figure 10: Transperth public transport plan

Source: Transperth



It should also be noted that the future Nicholson Road Train Station will be located within 300m walking distance of the subject site (Figure 11). This will form part of the Thornlie-Cockburn Rail Link and will assist people with convenient travel to the site. The future close access to a Train Station will reduce the need for onsite car parking and assist with achieving the target parking demand of 1 vehicle per four people.

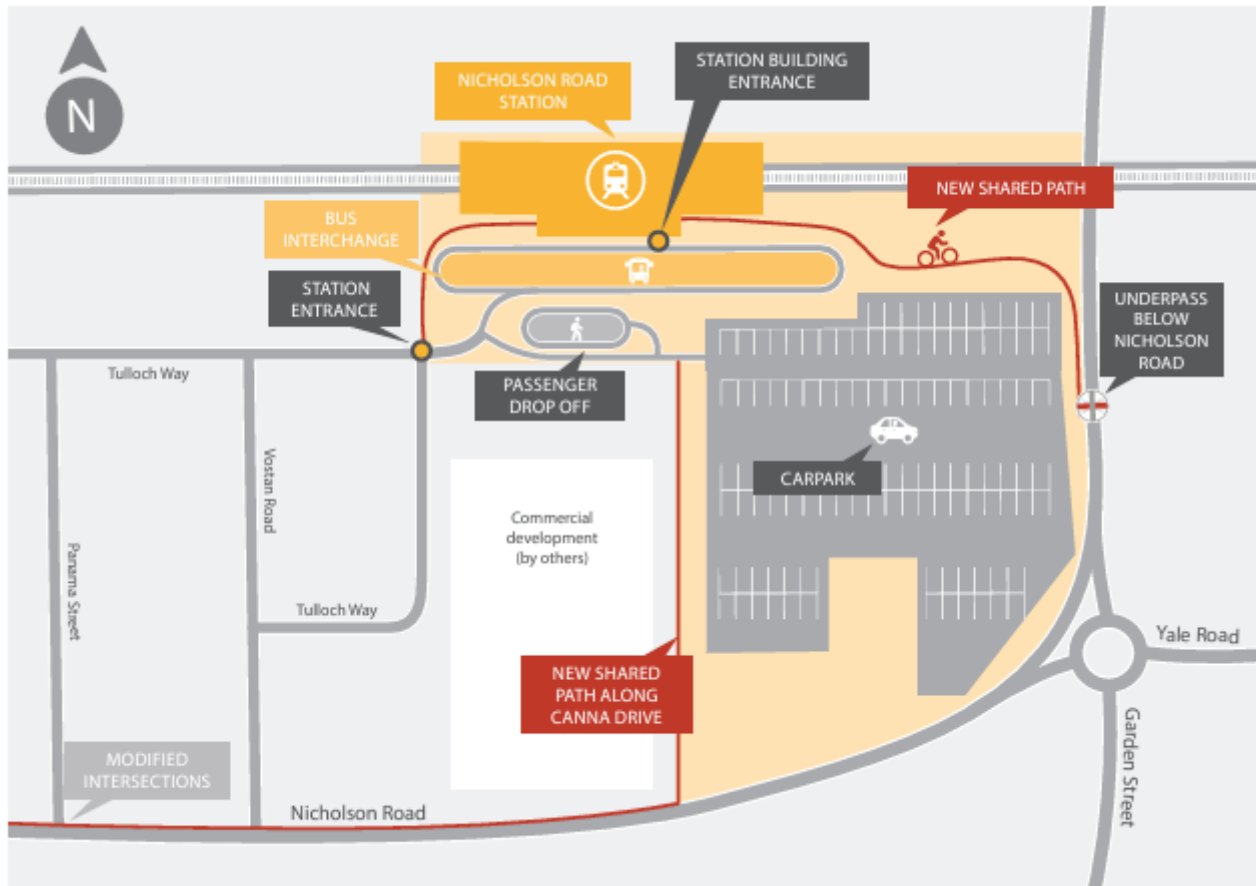


Figure 11: Planned Nicholson Road Train Station

Source: Metronet

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 footpath is provided on Tulloch Way at present. However, access for walking and cycling will likely be improved as part of the Metronet Station works.



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 12) shows the existing cycling connectivity to the subject site. A shared path and cycle lanes are provided on Nicholson Road near the site and connect with the broader cycling network. Less confident people may also legally cycle on footpaths in Western Australia.

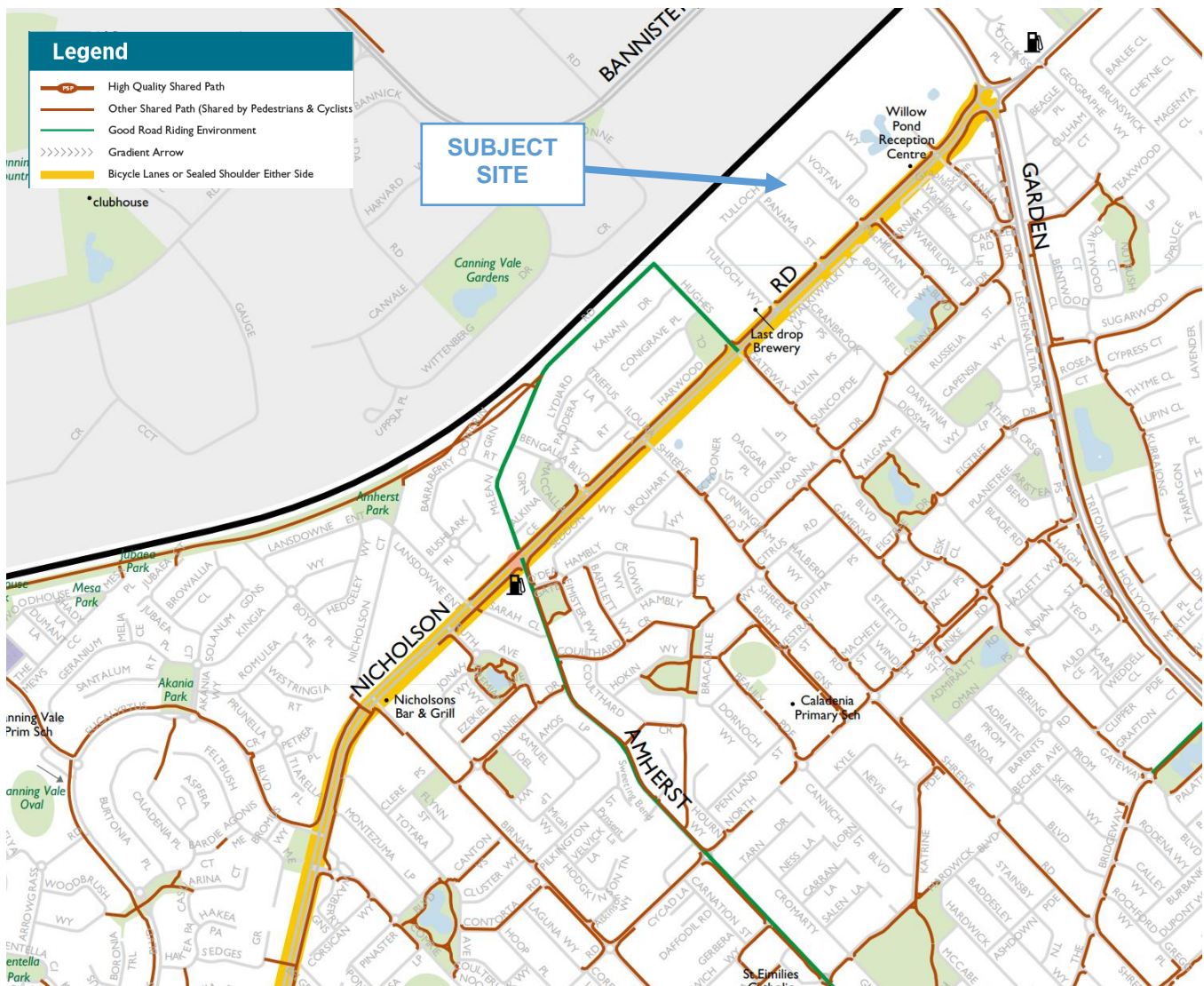


Figure 12: Perth bicycle network plan

10.1.2 Bicycle parking and end of trip facilities

Parking for six bicycles is provided in the car park, conveniently located near the building entry. This promotes sustainable transport options for visitors to the development.

The Strava cycling heatmap tool shows that Nicholson Road near the subject site is a popular cycling route in the area (Figure 13).

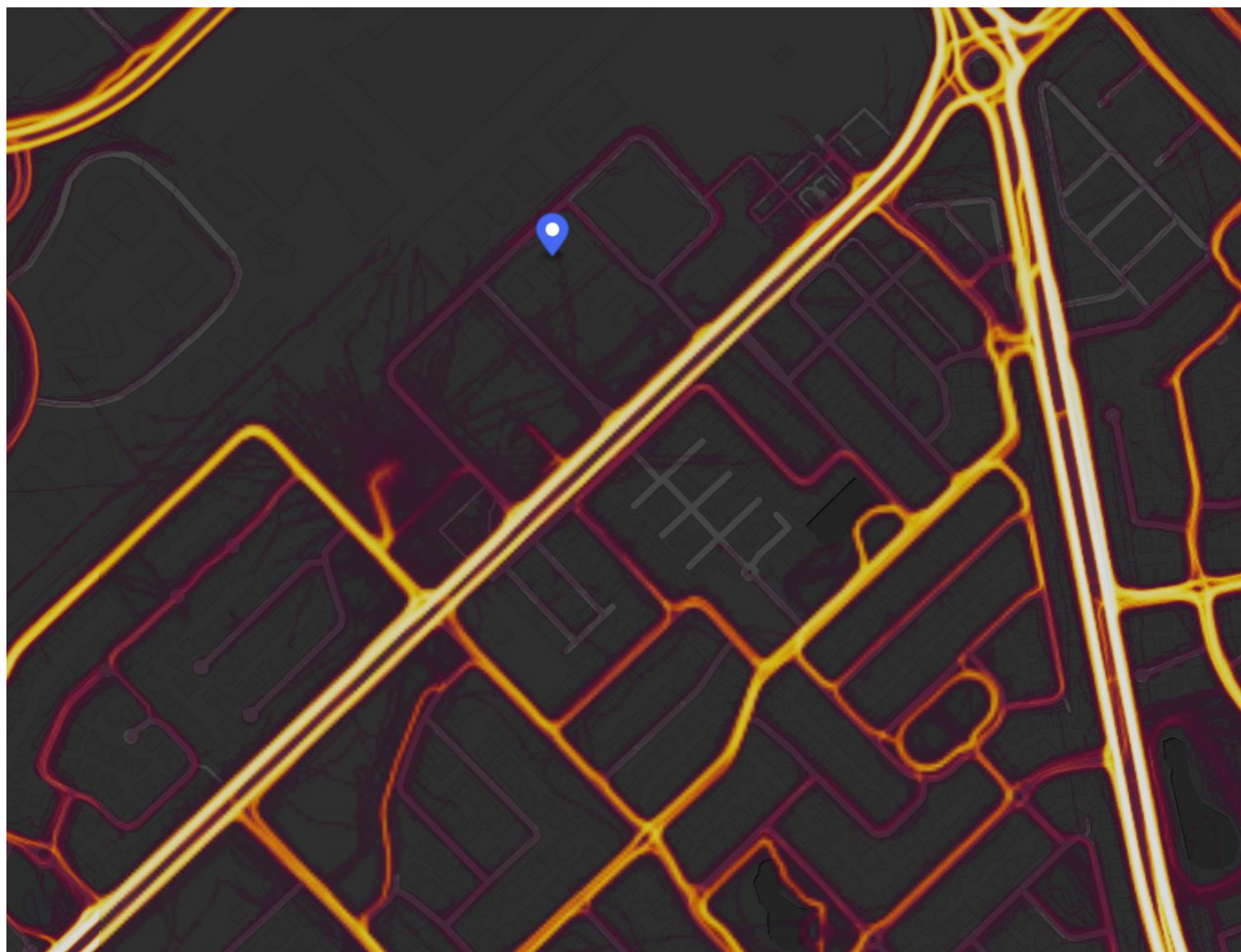


Figure 13: Strava cycling heatmap

10.2 Sustainable transport catchment

As detailed in Figure 14, the subject site is well placed for visitors to travel by sustainable modes of transport. A large catchment of people exists within a comfortable 8km or 20-25min cycling or micromobility journey to the site, including a spread of suburbs in the City of Gosnells.

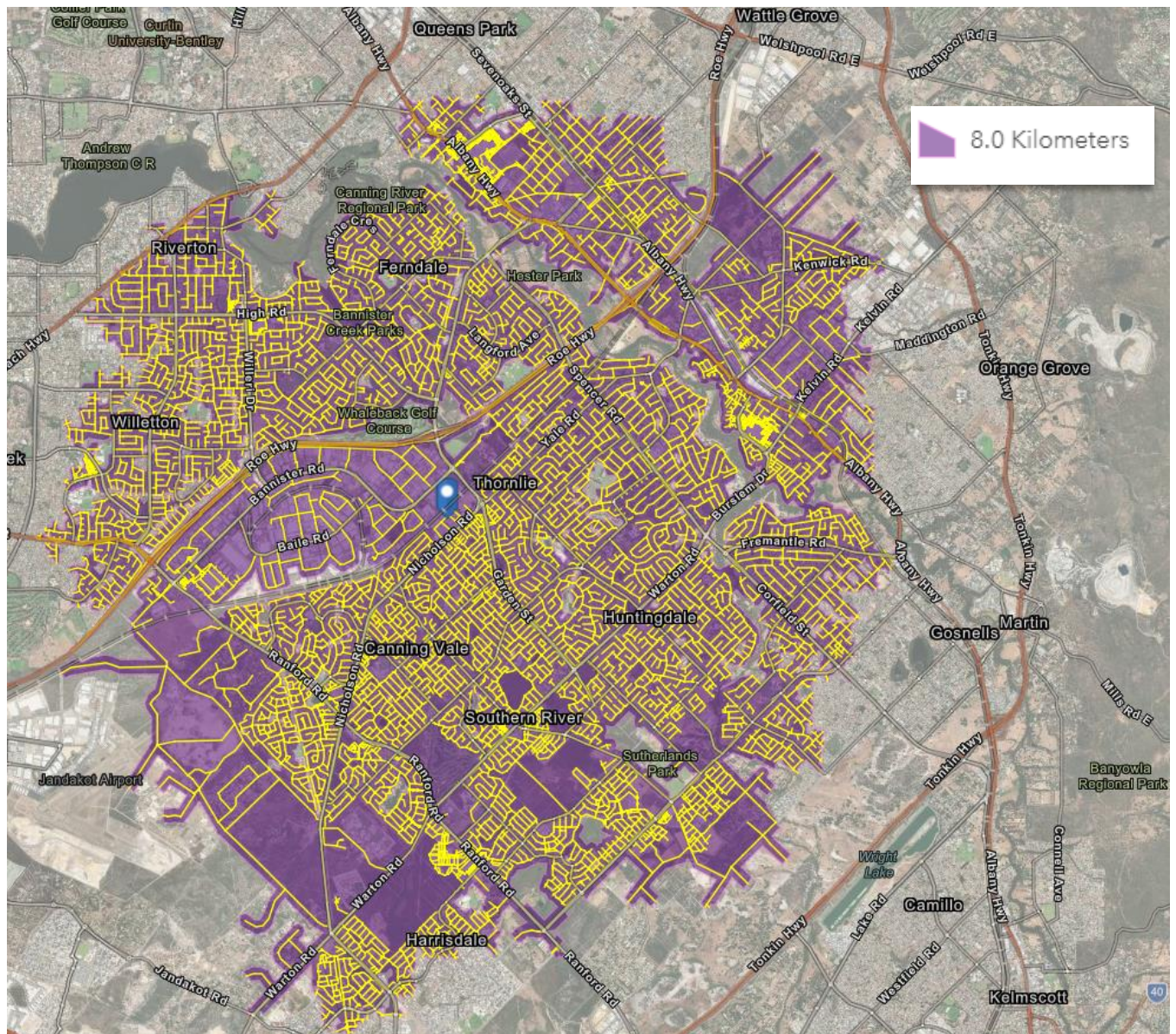


Figure 14: Cycling and micro-mobility catchment

11 Site specific issues

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



12 Safety issues

The Main Roads WA crash mapping facility was used to check the past 5 years of crash records on streets near the site. There were no crashes recorded on Tulloch Way in the past five years, as shown in Figure 15.

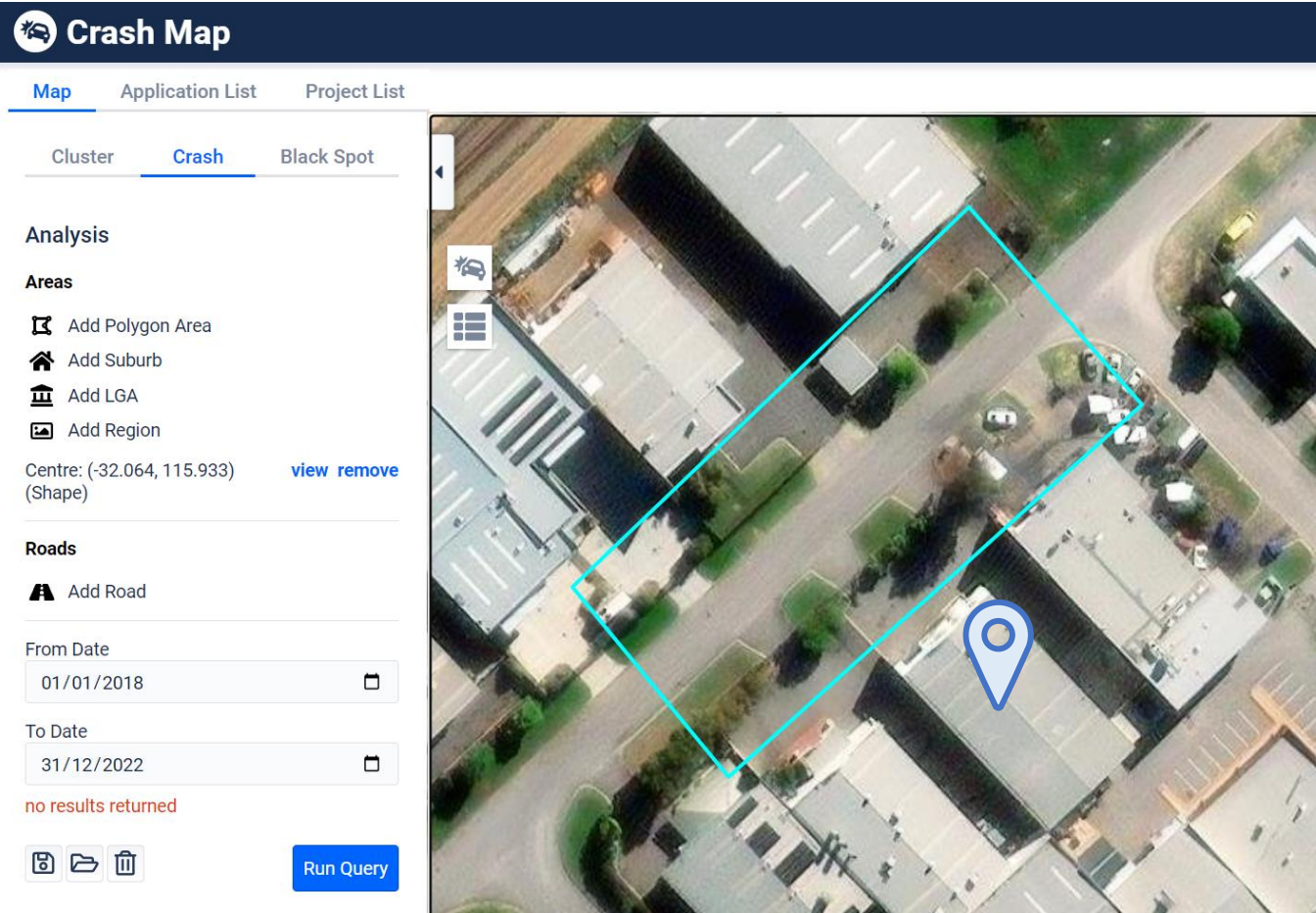


Figure 15: 5-year crash map in the locality (2018-2022)

Source: MRWA crash mapping tool

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of Iqra Foundation Australia with regards to the Proposed Place of Worship, located at Lot 68 (No. 33) Tulloch Way, Canning Vale.

The subject site is situated on the south-east side of Tulloch Way. The site presently accommodates a warehouse and is mostly surrounded by industrial land uses.

A change in use is proposed from 'Light Industrial' to a Community Centre and "Place of Worship". The development will hold prayer sessions and other meetings seven days per week.

The site features good connectivity with the existing road and cycling network. There is good public transport coverage through nearby bus services.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

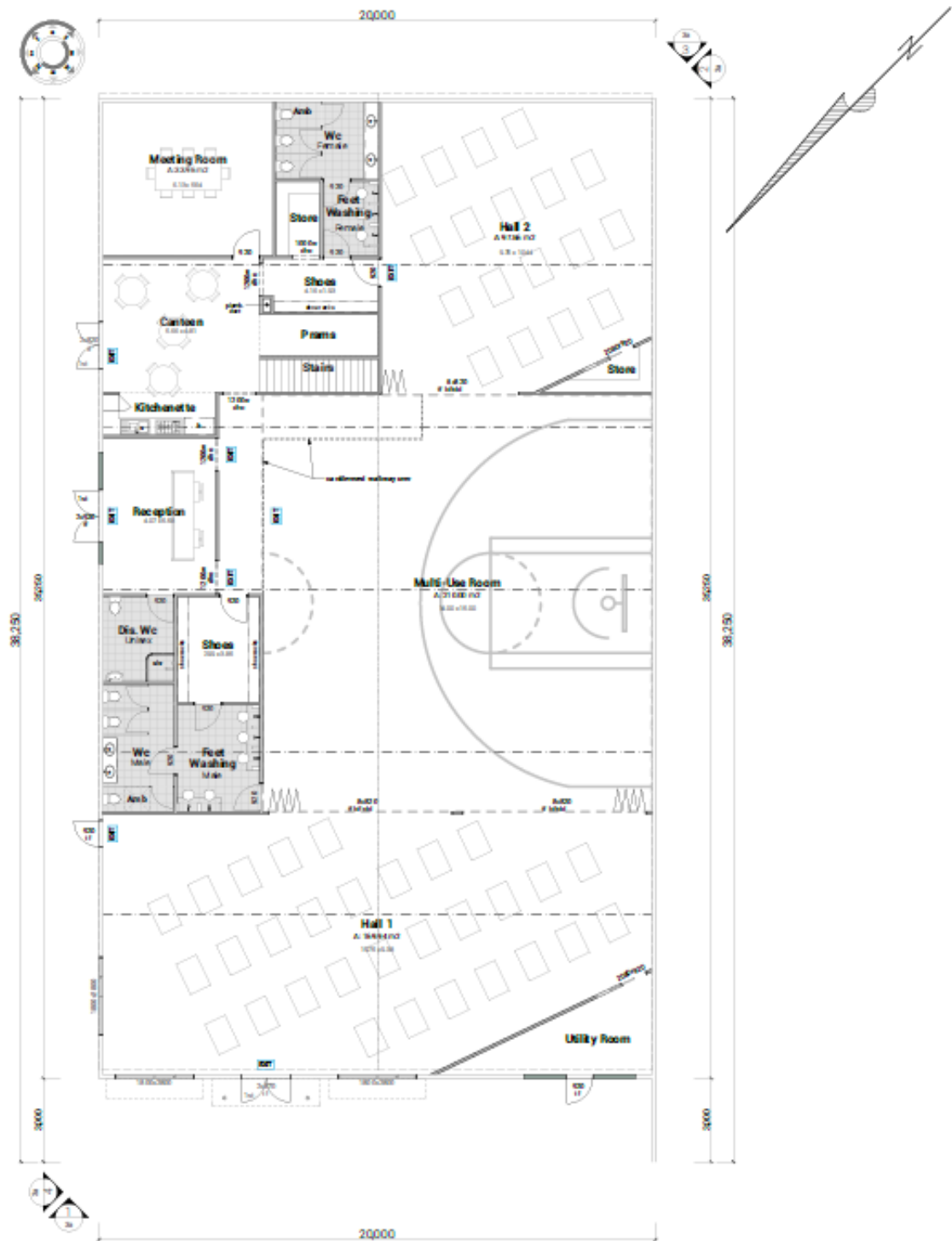
Car parking analysis indicates that there is capacity to accommodate up to 52 visitors on site, with 13 car parking bays provided.

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



Appendices

Appendix A: Proposed development site plan



Proposed Floor Plan

Scale 1:100



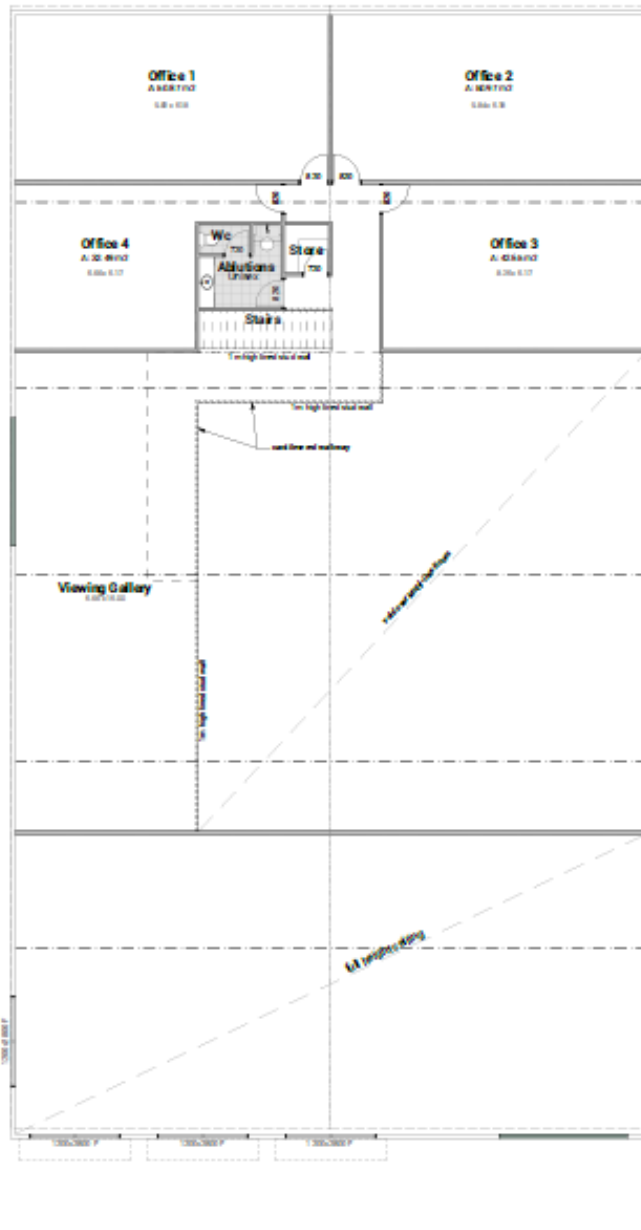
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Mezzanine Floor Plan

Scale 1:100

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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 300mm safety 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:
1	24/11/2023

Notes:

Dark blue line represents a 300mm buffer

Drawn by:	
Paul Ghentous	

Project:	
U23.138 - Lot 66 (No. 33) Tulloch Way, Camling Vale	
Drawing Title:	
Vehicle circulation and traffic management	

Date:	
24/11/2023	
Scale @ A3:	
1:300	
Revision:	
s001	



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