



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 9 July 2026; 9:30am
Meeting Number: MODAP/148
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/148 - 9 July 2026 - City of Joondalup](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF JOONDALUP

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 827 (No.21) Injune Way, Joondalup – Educational Establishment – DAP/26/03050
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

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

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



DAP Members
Clayton Higham (Presiding Member)
Francesca Lefante (Deputy Presiding Member)
Heidi Herget
Cr Rohan O'Neill (Part B – City of Joondalup)
Cr Adrian Hill (Part B – City of Joondalup)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly



PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
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PART B – CITY OF JOONDALUP

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 827 (No.21) Injune Way, Joondalup – Educational Establishment –
DAP/26/03050

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1 – LOT 827 (NO. 21) INJUNE WAY, JOONDALUP – EDUCATIONAL ESTABLISHMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Joondalup
Applicant:	Doepel Marsh Architects
Owner:	Electrotechnology Training Institute Ltd
Value of Development:	\$4.1 million
Responsible Authority:	City of Joondalup
Authorising Officer:	Marlaine Lavery Director Planning & Community Development
LG Reference:	DA26/0034
DAP File No:	DAP/26/03050
Application Received Date:	20/01/2026
Report Due Date:	1/05/2026
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Development Plans and Landscaping Plans 3. Planning Report 4. JDRP Meeting Minutes – 19 November 2025 5. Applicant's Response to JDRP Comments 6. Traffic Impact Statement 7. Acoustic Report 8. Bushfire Management Plan (Version 1) 9. Bushfire Evacuation Plan 10. Waste Management Plan (Truck Access Diagram) 11. Stormwater Management Plan (Concept Plan) 12. ETI Work Health Safety Letter 13. First DFES Advise Letter 14. Bushfire Management Plan (Version 2) 15. Applicant's Response to DFES 16. Second DFES Advise Letter

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Refuse** DAP Application reference DAP/26/03050 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 the City of Joondalup Local Planning Scheme No. 3, for the following reasons:

Reasons

1. The proposed development for a vulnerable land use (Educational Establishment) is not supported as the proposal has not demonstrated compliance with State Planning Policy 3.7 – Bushfire and the Planning for Bushfire Guidelines.
2. The submitted Bushfire Management Plan (BMP) is not considered adequate, as the Bushfire Attack Level (BAL) assessment cannot be validated due to insufficient and inconsistent information relating to vegetation classification, slope analysis, and supporting evidence. Accordingly, the City cannot be satisfied that the BAL rating has been accurately determined.
3. The BMP identifies areas of BAL–FZ within the site on the BAL contour mapping, while concluding that the development achieves an overall pre-development of BAL–29 rating. This discrepancy has not been adequately justified, and it has not been demonstrated that the proposed building envelope avoids exposure to BAL–FZ conditions, which is not acceptable for a vulnerable land use.
4. The submitted BMP does not satisfactorily address bushfire risk to an acceptable level and has not demonstrated compliance with the Bushfire Protection Criteria under the Planning for Bushfire Guidelines, particularly:
 - Element 2: Siting and Design, due to uncertainty in the BAL rating and reliance on marginal separation distances; and
 - Element 3: Vehicular Access, due to unresolved concerns identified by the Department of Fire and Emergency Services (DFES).
5. The Department of Fire and Emergency Services (DFES), as the relevant referral authority, has advised that the proposal does not demonstrate compliance with SPP 3.7 and the Planning for Bushfire Guidelines, and that further information is required to validate the BMP and BAL assessment. In the absence of a satisfactory resolution of these matters, the application is not supported.

Details:

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	City of Joondalup Local Planning Scheme No. 3 (LPS3)
Local Planning Scheme - Zone/Reserve	Centre
Structure Plan/Precinct Plan	Joondalup Activity Centre Plan (JACP)
Structure Plan/Precinct Plan - Land Use Designation	Joondalup West
Use Class and permissibility:	Educational Establishment ('D')
Lot Size:	3685m ²

Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The application seeks development approval for a two-storey educational establishment comprising a training facility designed to accommodate both theoretical and practical instruction. The facility is intended to support training activities associated with forklift and scissor lift operations, integrating classroom-based learning with hands-on operational training. The proposal will operate as an extension of the existing educational training facility located immediately to the north at 20 Injune Way, which is currently utilised for electrical technician training.

The proposed development comprises the following:

- An administration area, four classrooms, a student lunchroom with direct access to an outdoor area, a dedicated practical training area, two workshops, and two storage areas.
- A total Net Lettable Area (NLA) of 1,226m², comprising 946m² at ground floor level and 280m² at first floor level.
- Provision of 56 on-site car parking bays, including two accessible bays, four motorcycle/scooter bays, and four bicycle parking spaces.
- A total of 351.4m² of landscaping, representing approximately 9.54% of the total site area.
- Site access via two crossovers from Injune Way, including a 5.5-metre-wide crossover servicing student parking and a 6-metre-wide crossover servicing staff and visitor parking.
- An estimated maximum occupancy of approximately 70 students and five staff members at any one time, with limited visitor attendance.
- Operating hours proposed between 7:00am and 4:30pm on weekdays only.

Plans of the proposal are provided at Attachment 2.

Proposed Land Use	Educational Establishment
Proposed Net Lettable Area	1226m ²
Proposed No. Storeys	2 Storeys
Proposed No. Dwellings	N/A

Background:

The subject site is zoned 'Centre' under the City of Joondalup Local Planning Scheme No. 3 and is located within the 'Joondalup West' precinct of the Joondalup Activity Centre Plan. In accordance with Table 3b of LPS 3, an 'Educational Establishment' is classified as a 'D' (discretionary) land use within this precinct.

The site is currently vacant and comprises an irregularly shaped lot. It is bounded by Injune Way to the north and the Mitchell Freeway to the west. Land to the east is also currently vacant, while land to the south is developed with 'Consulting Room' and 'Industry – Light' uses. The surrounding locality exhibits a mixed-use character, incorporating commercial, educational establishment, and light industrial land uses.

The site is affected by a Western Power easement accommodating high-voltage transmission infrastructure, which traverses the western portion of the lot. The land is also within an area designated as bushfire prone on the *Map of Bush Fire Prone Areas*.

A location plan is provided at Attachment 1.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- Metropolitan Region Scheme (MRS).
- *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).
- City of Joondalup Local Planning Scheme No.3 (LPS3).

State Government Policies

- State Planning Policy 3.7 Bushfire (SPP3.7)
- State Planning Policy 7.0 Design of the Built Environment (SPP 7.0).

Structure Plans/Activity Centre Plans

- Joondalup Activity Centre Plan (JACP).

Local Policies

- Planning Consultation Local Planning Policy.
- Advertisements Local Planning Policy.
- Environmentally Sustainable Design Local Planning Policy.

Consultation:

Public Consultation

The application was advertised in accordance with the City's Planning Consultation Local Planning Policy for a period of 14 days, commencing 17 February 2026 and concluded on 3 March 2026.

Consultation was undertaken in the following manner:

- Letters issued directly to landowners and occupiers that were adjacent to the development.
- Development plans and supporting information provided by the applicant were made available for public viewing on the City's website.

The City received no submissions during the consultation period.

Referrals/consultation with Government/Service Agencies

In accordance with Part 9.2 of the Guidelines, local government is required to seek comments and advice from the Department of Fire and Emergency Services (DFES) in relation to all vulnerable land uses. Accordingly, the application was referred to DFES for a period of 42 days.

DFES has advised that further information is required to validate the BAL assessment prior to any determination. Furthermore, DFES requested that the BMP to be modified as per the Assessment advice provided by DFES to ensure it is accurate and the bushfire risk management/mitigation measures are effective and can be implemented in perpetuity to manage/mitigate the bushfire risk to people, property and infrastructure to an acceptable level and appropriate to the land use and location.

In response, the applicant submitted an amended BMP which was referred to DFES for a period of 42 days. DFES subsequently advised that the amended BMP should not be supported, as the key issues identified during its initial assessment remain unresolved.

A copy of DFES's comments is included at Attachment 13 and Attachment 16.

Design Review Panel Advice

The proposal was considered by the Joondalup Design Review Panel (JDRP) on 19 November 2025. An extract of the JDRP minutes and full comments are provided at Attachment 4.

The JDRP expressed general support for several aspects of the proposal, including the appropriateness of the vocational education use within the locality, the provision of landscaping, and the incorporation of preliminary sustainability initiatives. Notwithstanding this support, the Panel identified several opportunities to further refine the design to better align with the objectives of the Joondalup Activity Centre Plan and contemporary design expectations.

The key matters raised by the JDRP are summarised as follows:

- **Context and character** - Relocation of the building closer to Injune Way, consolidation of vehicle access to a single crossover, and relocation of staff parking to the rear of the site to reduce the visual dominance of car parking and improve passive surveillance.
- **Landscape quality** - Enhancement of the landscape response, including provision of a functional communal outdoor space, improved verge treatment, and strengthened pedestrian connectivity to the public footpath network.

- **Functionality and build Quality** - Identification and screening of rooftop plant, review of bin store capacity, and preparation of a Waste Management Plan.
- **Sustainability** - Development of a more comprehensive environmentally sustainable design (ESD) strategy and integration of additional active ESD initiatives.
- **Amenity** - Improvements to the internal layout to maximise access to natural light.
- **Safety** - Consideration of physical or operational measures to manage the interface between staff parking areas and the practical training hardstand.
- **Aesthetics** - Increased articulation and diversity of materials to the primary elevation and relocation of the roof access ladder to a less prominent location.

Following the JDRP review, the applicant amended the proposal to address the matters raised by the Panel. The primary modifications are outlined below:

- **Context and character** - The building has been repositioned approximately 8.35 metres closer to Injune Way, reducing the primary street setback from 23.2 metres to 14.85 metres. This modification improves streetscape engagement, enhances passive surveillance, and reduces the visual dominance of car parking within the primary street setback.

The Panel's recommendation to relocate staff parking to the rear of the site has not been adopted. The applicant has advised that the rear portion of the site is now designated as a dedicated outdoor student amenity area, which is considered to provide a more functional outcome for the operation of the training facility.

It is noted that the established streetscape along Injune Way is characterised by developments with car parking located within the front setback. As such, the proposed arrangement is considered consistent with the prevailing development pattern within the locality.

The proposal retains two crossovers to Injune Way to provide access to separate staff and student parking areas. This arrangement is considered functional and represents a site-responsive design outcome, having regard to constraints associated with the Western Power easement located at the western portion of the lot. This represents a significant constraint and has influenced the siting and layout of the proposed development, with built form generally located outside of the easement area.

Overall, the access and parking configuration is considered to achieve an appropriate outcome in accordance with the design principles of State Planning Policy 7.0.

- **Landscape quality** - A dedicated outdoor communal space has been incorporated into the design, and pedestrian connectivity between the building entrance and the public footpath has been strengthened. These modifications address the Panel's concerns regarding usability and integration with the public realm. Landscaping requirements are to be secured by condition.

Functionality and build Quality - Rooftop HVAC plant has been clearly identified on the development plans and is proposed to be appropriately screened to minimise visual impact from the public realm and adjoining properties. This matter is addressed via condition.

The bin store has been enlarged to ensure adequate capacity and functionality, informed by consultation with a private waste contractor. Furthermore, the applicant has provided supporting documentation including swept path analysis, bin specifications, contractor correspondence, and waste generation calculations consistent with WALGA guidance.

The City is satisfied that the development meets the needs of users efficiently and effectively. A condition is recommended to formalise this requirement.

- **Sustainability** - The proposal incorporates several ESD initiatives, including provision for six electric vehicle charging bays, installation of photovoltaic panels, an all-electric building design, rainwater harvesting, and a high-efficiency hot water system. These measures are to be reinforced through condition.
- **Amenity** - Internal layouts have been revised to improve access to natural light, particularly within classrooms and the student lunchroom. Classrooms have been repositioned to maximise window access, and internal communal areas have been reconfigured to enhance daylight penetration and overall user amenity.
- **Safety** - While staff parking has not been relocated to the rear, the separation of staff and student parking areas, combined with the repositioning of the building, contributes to improved passive surveillance. The applicant has also proposed operational traffic management measures, including delineation of the training hardstand and utilisation of traffic cones to manage potential conflicts between vehicles and pedestrians.
- **Aesthetics** - The proposal incorporates increased articulation to the northern (primary) elevation through use of varied materials, including translucent cladding elements, which contribute to visual interest and reduce perceived building bulk.

The roof access ladder has been relocated and integrated within the building envelope, accessed via the first floor and screened from public view, thereby reducing its visual prominence. This outcome is further reinforced through condition.

Overall, the proposal has addressed the JDRP's recommendations and has adequately met the 10 Design Principles of State Planning Policy 7.0 subject to conditions on further details addressing matters of screening of building plant and equipment, sustainability, material and landscape quality.

Other Advice

As part of the assessment process, the application was referred internally to the City's Engineering, Health, Waste and Landscaping Departments. The comments from these departments have been incorporated into the planning assessment below where relevant.

Planning Assessment

The proposal has been assessed against the relevant provisions of the City of Joondalup Local Planning Scheme No. 3 (LPS3), the Joondalup Activity Centre Plan (JACP), the City's Advertisements Local Planning Policy and applicable State Planning Policies, including State Planning Policy 3.7 – Bushfire.

The key planning considerations are addressed below.

Land Use Permissibility:

The subject site is zoned 'Centre' under LPS 3 and located within the 'Joondalup West' precinct of the JACP. An 'Educational Establishment' is classified as a 'D' (discretionary) use under Table 3b and is therefore capable of approval subject to planning merit.

The objectives of the 'Joondalup West' precinct under JACP is to *"provide a location within the Centre that accommodates businesses requiring larger floor spaces, such as showrooms and bulky goods premises, in a manner that complements and supports the role of the City Centre"*.

While not a traditional bulky goods use, the proposed forklift and scissor lift operations training facility incorporates large-format workshop and practical training areas, which are consistent with the built form and operational characteristics envisaged for the precinct.

The proposal is also strategically located in proximity to established education uses, including the nearby Edith Cowan University campus and the College of Electrical Training facility at 20 Injune Way. In this regard, the development contributes to and reinforces the emerging education and training cluster within Joondalup.

Accordingly, the proposed land use is considered consistent with the intent of the precinct and therefore appropriate for the site.

Building Height

The JACP prescribes a maximum building height of 13.5 metres. The proposed development has a maximum height of 13.48 metres and therefore complies with the applicable standard. The scale and massing of the building are considered appropriate having regard to the surrounding context and do not result in adverse amenity impacts.

Building Setbacks

The JACP outlines the permissible building setback development standards for properties within the Joondalup West Precinct, as outlined below:

	Required	Proposed	Complies
Street Frontage	A minimum nil or maximum 4m setback is permitted on all other frontages.	14.85m to Injune Way	No
Abutting Mitchell Freeway	1.5m	20.69m to Mitchell Fwy	Yes

Although the proposed setback to Injune Way exceeds the prescribed maximum, the increased setback facilitates substantial landscaping within the frontage, enhancing visual amenity and softening the interface with the public realm.

Furthermore, the design is consistent with the established streetscape along Injune Way, where the majority of existing developments incorporate car parking within the front setback area. Notably, the College of Electrical Training facility at 20 Injune Way, located directly opposite the subject site, adopts a similar layout. The subject development is intended to operate as an extension of this training facility and, as such, the building design and site layout, including the front setback, have been designed to align with the existing development. Accordingly, the variation to the setback requirement is considered acceptable.

Car Parking

Car parking has been assessed in accordance with the JACP, outlined below:

Car Parking Calculation				
Tenancy No.	Land Use	Variable	Car parking rate applied	Total required
1	Non-Residential	1226m ²	1 per 75m ² NLA	16
			TOTAL	16
			PROVIDED	47 student bays & 9 staff/visitor bays = 56 car bays
			+/-	+40
Motorcycle/Scooter Parking				
10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly.			4 scooter bays provided.	Yes

Bicycle parking calculation					
Tenancy No.	Land Use	Employee Bicycle Parking	Visitor Bicycle Parking	Variable	Total required
1	Educational Establishment	N/A	1 per 20 students	70 students	3
				TOTAL	3
				PROVIDED	4
				+/-	+1

The proposal complies with the required number of car parking bays for the development. Overall, the car parking provision and design are considered acceptable particularly given the site will be used as a training facility and many students will arrive by vehicle.

Traffic and Vehicle Access

The proposal includes two crossovers to Injune Way, including:

- a 5.5 metre-wide crossover providing access to student parking; and
- a 6 metre-wide crossover providing access to staff and visitor parking.

The JACP generally permits one crossover per street frontage. The applicant has requested this arrangement on operational and safety grounds, advising that the separation of staff and student access points will assist in managing potential conflicts between vehicles and operational training areas. The City has no objection to the proposed arrangement.

It is noted that the proposed commercial crossover has a width of 5.5 metres, which is slightly below the minimum requirement of 6 metres; however, this is not considered to adversely affect functionality.

The applicant submitted a Traffic Impact Statement (TIS) to assess the potential transport impacts of the proposed training facility on the surrounding road network (refer to Attachment 5). The TIS concludes that the estimated traffic generated by the proposal would be approximately 56 vehicle trips per day which is considered a moderate impact.

The City concurs with the conclusions and findings of the TIS and considers that the projected traffic generation can be adequately accommodated within the existing road network. Furthermore, the proposed internal manoeuvrability, including site access, critical turning areas, and parking provision, is considered acceptable.

Landscaping

The JACP requires the provision of shade trees within car parking areas at a ratio of one (1) tree per four (4) bays, equating to a total requirement of fourteen (14) trees. The proposal provides six (6) trees within the parking areas.

The site is located within an area designated as bushfire prone and is therefore required to comply with State Planning Policy 3.7 (SPP 3.7). To achieve compliance, landscaping is to be designed in accordance with the Asset Protection Zone (APZ) standards outlined in the submitted Bushfire Management Plan, ensuring that it does not increase the bushfire risk at the site. This requirement has implications for the design and establishment of landscaping associated with the development.

Notwithstanding this, the overall landscape strategy includes:

- Increased landscaping along the street frontage
- Tree planting across the site
- Layered planting design (trees, shrubs, groundcovers)
- Integration of a functional outdoor communal space

The landscaping outcome represents an appropriate balance between bushfire risk mitigation and visual amenity and is considered acceptable. A condition is imposed to address the landscape quality over the lot.

Street Interface and Façade Design

The subject site is not identified as an active or semi-active frontage under the JACP. However, where an active or semi-active frontage is not required, development is to ensure that non-active frontages are appropriately treated to improve visual appearance, particularly in relation to blank walls, service areas and car parking interfaces.

The proposal achieves this through:

- Articulated building form with varied materials (including cladding and translucent elements).
- Integration of landscaping within the street setback.
- Clearly defined and legible building entrance.

These elements contribute positively to the streetscape.

Noise

The application was accompanied by an Environmental Noise Assessment prepared by Marshall Day Acoustics (Australia) Pty Ltd (MDA) (dated 14 January 2026). The assessment identified four (4) nearby receptors. Noise emissions associated with gas-powered forklifts and broadband reversing alarms were identified as the primary sources, and these were assessed through noise modelling.

The assessment demonstrates that noise emissions from the proposed operation of the training facility, as experienced at the identified receptors, are not expected to exceed the assigned levels under the *Environmental Protection (Noise) Regulations 1997*, subject to the implementation of the following noise management measures:

- Where vehicles are fitted with reversing alarms, these should be broadband, self-adjusting types rather than tonal reversing beepers.
- Mechanical services are to be designed and managed to minimise noise impacts, including:
 - o Selection and siting of plant equipment to reduce noise emissions;
 - o Vibration isolation of equipment;
 - o Installation of barriers or screens around plant equipment, where required; and
 - o Incorporation of duct attenuators and acoustic louvres, where required.

The City is satisfied that the proposal is capable of complying with the *Environmental Protection (Noise) Regulations 1997*, subject to the imposition of appropriate conditions should the development be approved.

Bushfire

The site is located within a designated bushfire prone area and the proposed 'Educational Establishment' is a vulnerable land use (Class 9b) under State Planning Policy 3.7 – *Planning in Bushfire Prone Areas* (SPP 3.7). As the site is

subject to a BAL above BAL–LOW, the application must demonstrate compliance with SPP 3.7 and the *Planning for Bushfire Guidelines*.

The initially submitted Bushfire Management Plan (BMP) was referred to the Department of Fire and Emergency Services (DFES). The initial BMP (Version 1 – Attachments 8 & 9) was not supported by DFES due to deficiencies in the BAL assessment, including unclear vegetation classification, inconsistent slope analysis, and insufficient evidence to verify vegetation characteristics adjoining the site. DFES also identified non-compliance with Element 2 (Siting and Design) and Element 3 (Vehicular Access) of the Bushfire Protection Criteria (Attachment 13).

In response, an amended BMP (Version 2 – Attachment 14) was submitted (applicant response to DFES concerns on Version 1 in Attachment 15). However, DFES maintains its objection. DFES advises that the revised BMP does not adequately address the original concerns and introduces further uncertainty in the assessment (Attachment 16). In particular:

- The BAL assessment remains unverified, with insufficient evidence to support vegetation classification and slope inputs critical to determining the site's bushfire risk;
- The BMP presents inconsistent outcomes, including the presence of BAL-FZ mapping while concluding a BAL-29 rating across the site;
- Revised vegetation classifications appear unsupported and result in reduced BAL outcomes without adequate justification;
- The assessment remains highly sensitive to minor changes in assumptions, undermining confidence in the adopted BAL-29 rating;
- The BMP relies on future management measures and assumptions, rather than establishing an accurate pre-development bushfire risk profile; and
- Compliance with Element 2 (Siting and Design) and Element 3 (Vehicular Access) of the Bushfire Protection Criteria has not been demonstrated.

DFES has therefore advised that it does not support the revised BMP and recommends further revision to address these matters.

Given the unresolved matters in the BAL assessment and the failure to demonstrate compliance with SPP 3.7 and the *Planning for Bushfire Guidelines*, the bushfire risk associated with the proposal cannot be adequately assessed or managed.

Accordingly, the application is not supported on bushfire planning grounds.

Signage

The proposal includes logo signage associated with the proposed business on the north elevation (front façade) of the building. The signage is located on the external wall of the building, with an additional sign applied to the glazed entrance panels.

The wall-mounted signage has an area of 4.4m², representing approximately 3.2% of the total north-facing façade. The glazed signage has an area of 2.5m², equating to

approximately 18% of the total glazed area. It is noted that the proposed signage does not incorporate illumination or digital animation. The intent of the signage is to identify the primary business function of the site and provide clear wayfinding and recognition for visitors.

The signage has been assessed against the provisions of the City's Advertisements Local Planning Policy and is consistent with the relevant objectives and requirements relating to wall and window signage.

Conclusion

The applicant seeks approval from the Metro Outer Development Assessment Panel for a two-storey educational establishment at Lot 827 (No. 21) Injune Way, Joondalup.

The subject site is located within a designated bushfire prone area. The proposed development, being an 'Educational Establishment', is classified as a vulnerable land use (Class 9b) in accordance with State Planning Policy 3.7 – Bushfire (SPP 3.7).

It is considered that the application fails to demonstrate that bushfire risk can be managed to an acceptable level for a vulnerable land use for the following reasons:

1. The submitted BMP is not considered adequate, as the Bushfire Attack Level (BAL) assessment cannot be validated due to insufficient and inconsistent information relating to vegetation classification, slope analysis, and supporting evidence. Accordingly, the City cannot be satisfied that the BAL rating has been accurately determined.
2. The proposal for a vulnerable land use (Educational Establishment) has not demonstrated compliance with State Planning Policy 3.7 – Bushfire and the Planning for Bushfire Guidelines, as the submitted Bushfire Management Plan (BMP) does not satisfactorily address bushfire risk to an acceptable level.
3. The BMP identifies areas of BAL-FZ within the site on the BAL contour mapping, while concluding that the development achieves an overall BAL-29 rating. This discrepancy has not been adequately justified, and it has not been demonstrated that the proposed building envelope avoids exposure to BAL-FZ conditions, which is not acceptable for a vulnerable land use.
4. The proposal has not demonstrated compliance with the Bushfire Protection Criteria under the Planning for Bushfire Guidelines, particularly:
 - Element 2: Siting and Design, due to uncertainty in the BAL rating and reliance on marginal separation distances; and
 - Element 3: Vehicular Access, due to unresolved concerns identified by the Department of Fire and Emergency Services (DFES).
5. The Department of Fire and Emergency Services (DFES), as the relevant referral authority, has advised that the proposal does not demonstrate compliance with SPP 3.7 and the Planning for Bushfire Guidelines, and that further information is required to validate the BMP and BAL assessment. In the absence of a satisfactory resolution of these matters, the application is not supported.

For the reasons outlined above, the application is contrary to State Planning Policy 3.7 – Bushfire and the Planning for Bushfire Guidelines and the City is unable to support the application in its current form.

Alternative to the RAR Recommendation

Should the Metro-Outer Development Assessment Panel resolve to approve the application, the City recommends the following conditions and advice notes.

That the Metro Outer DAP resolves to:

2. **Accept** that the DAP Application reference DAP/26/03050 is appropriate for consideration as a “Educational Establishment” land use and compatible with the objectives of the zoning table in accordance with Part 3 of the City of Joondalup Local Planning Scheme No. 3.
3. **Approve** DAP Application reference DAP/26/03050 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 the City of Joondalup Local Planning Scheme No. 3, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of four (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.
2. This approval relates to the Educational Establishment (new training facility) and associated works only and development shall be in accordance with the approved plan(s), any other supporting information and conditions of approval. It does not relate to any other development on the lot.
3. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standards (AS2890), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
4. The parking area and pavement indicated on the approved plans shall have appropriate signs and line markings installed to give clear direction to vehicles, to the satisfaction of the City. All signs and line markings shall be in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and installed prior to occupation of the development and thereafter maintained to the satisfaction of the City;
5. The bicycle parking spaces shall be designed and installed in accordance with the Australian Standard for Off-street Car Parking – Bicycles (AS2890.3-1993), prior to occupation of the development and thereafter maintained to the satisfaction of the City.
6. The parking areas, associated access and communal areas indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.

7. Detailed landscaping plans shall be submitted to the City for approval prior to the submission of a building permit. The plan is to indicate the proposed landscaping treatment(s) in the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Show spot levels and/or contours of the site;
 - Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.

Landscaping and reticulation shall be established in accordance with the approved landscaping plan and relevant Australian Standards prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

8. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be kept in accordance with these approved details.
9. All external walls of the proposed building shall be of a clean finish and shall at all times be free of vandalism, to the satisfaction of the City.
10. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
11. All development shall be contained within the property boundaries.
12. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the occupation of the proposed additions.
13. A Construction Management Plan shall be submitted for approval prior to an application for a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:
 - The delivery of materials and equipment to the site, including timing for deliveries.
 - Storage of materials and the location and types of equipment on site.
 - Parking arrangements for contractors and sub-contractors.
 - The impact on traffic movement.
 - Construction times.
 - The relocation and/or management of public footpaths.
 - Measures to minimise impacts of noise and sand drift and dust from the site.

- Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable.
 - The relocation/disruption of any public transport infrastructure; and
 - Any other matter required by the City.
14. Prior to the commencement of use, the landowner shall provide consent to a Notification, pursuant to Section 70A of the *Transfer of Land Act 1893*, being placed on the certificate of title of the subject lot stating:

'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner'.

Notice of the notification is to be included on the diagram or plan of survey (deposited plan). The notification must be placed on the certificate of title of the lot prior to the commencement of the use on the site at the full cost of the landowner/applicant.

15. Prior to a building permit being issued, an amended Bushfire Management Plan (BMP) is to be submitted to the City of Joondalup for approval which addresses the comments provided by the Department of Fire and Emergency Services and demonstrates compliance with the *State Planning Policy 3.7 - Bushfire and Planning for Bushfire Guidelines*. The development shall at all times comply with the requirements and recommendations of the amended Bushfire Management Plan, to the satisfaction of the City in consultation with DFES.
16. Prior to a building permit being issued, an amended Bushfire Emergency Plan (BEP) is to be submitted to the City of Joondalup for approval which addresses the comments provided by DFES and demonstrates compliance with the *Bushfire Emergency Plan (BEP) Manual (as published by the Western Australian Planning Commission)*, to the satisfaction of the City in consultation with DFES. The development shall at all times comply with the requirements and recommendations of the amended Emergency Management Plan.
17. Prior to a building permit being issued, an Asset Protection Zone (APZ) of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29) in all circumstances must be established on the land surrounding the Educational Establishment in accordance with the approved amended Bushfire Management Plan (BMP) and Element 2 of the Guidelines for Planning in Bushfire Prone Areas (the Guidelines). The APZ must thereafter be maintained on the land in accordance with the amended BMP and Guidelines to the satisfaction of the City for the life of the development.
18. Prior to the commencement of development, a full schedule of colours and materials for all exterior parts to the development shall be submitted to and approved by the City. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
19. A maximum of 75 persons, including employees, shall be permitted on the premises at any given time.
20. The Educational Establishment hereby permitted is restricted in its hours of operation to the following:

- Monday to Friday between 7:30 am and 4:30 pm.
21. Prior to the occupation or use of the development for the 'Educational Establishment', the Applicant shall provide a statement outlining suitable sustainability measures to be incorporated into the development. The report is to be prepared by a suitably qualified Environmentally Sustainable Design (ESD) professional and is to address, as a minimum, the following:
- Details of the proposed photovoltaic (PV) solar system, including system capacity;
 - Provision of an all-electric building design (no gas connection);
 - Rainwater harvesting measures;
 - Energy monitoring systems;
 - Installation of a high-efficiency hot water system;
 - Selection of building materials, including colour and type, to minimise heat absorption; and
 - Measures to maximise the use of renewable energy.
22. The signage shall:
- Use low illumination that does not flash, pulsate or chase;
 - Not include fluorescent, reflective or retro reflective colours;
 - Relate to the associated business and not contained any obscene or vulgar material; and
 - Be established and thereafter maintained to a high standard to the satisfaction of the City.
23. Waste collection from the development shall be restricted to between 0700 hours and 1900 hours Monday to Saturday (excluding public holidays), and between 0900 hours and 1900 hours on Sundays and public holidays, unless otherwise supported by a Noise Management Plan demonstrating compliance with the Assigned Levels under the *Environmental Protection (Noise) Regulations 1997*.
24. The development shall at all times comply with the requirements and recommendations of the Noise Assessment prepared by Marshall Day Acoustics (Australia) Pty Ltd (MDA) (dated 14 January 2026) including the followings the following noise management measures:
- Where vehicles are fitted with reversing alarms, these should be broadband, self-adjusting types rather than tonal reversing beepers.
 - Mechanical services are to be designed and managed to minimise noise impacts, including:
 - o Selection and siting of plant equipment to reduce noise emissions;
 - o Vibration isolation of equipment;
 - o Installation of barriers or screens around plant equipment, where required; and
 - o Incorporation of duct attenuators and acoustic louvres, where required.

Advice Notes

1. Any existing infrastructure/assets within the road reserve (e.g. footpath, kerbing and street trees) are to be retained and protected during construction of the development and are not to be removed or altered unless otherwise approved by the City. Should any infrastructure or assets be damaged during the construction of the development, it is required to be reinstated to the satisfaction of the City.
2. With respect to Condition 2, Under the City's Local Planning Scheme No.3 educational establishment means premises used for the purposes of providing education including premises used for a school, higher education institution, business college, academy or other educational institution.
3. The applicant/owner is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at www.joondalup.wa.gov.au/wp-content/uploads/2021/10/Street-Verge-Guidelines-2021.pdf.
4. In regard to Condition 3, the applicant is advised that the associated crossovers (including crossover wings) are to be wholly contained within the verge directly adjacent to the subject site and are to be constructed either side of the existing footpath, maintaining a continuous uninterrupted footpath. The crossovers are to be designed and constructed in accordance with the City's Crossover Guidelines.
5. In respect of Condition 7, the existing tree/s proposed to be retained onsite are to be protected during construction to avoid damaging or removal of the tree(s). Should the tree not survive, a replacement tree of a similar size at maturity will need to be planted onsite (and thereafter maintained) by the landowners to ensure compliance with this condition of development approval.
6. In relation to Condition 12, any lighting is to achieve compliance with AS/NZS 1680.1:2006 Interior and workplace lighting or AS/NZS 4282:2019 Outdoor Lighting Obtrusive Effects.
7. In regard to Condition 13, the Construction Management Plan shall be prepared using the City's Construction Management Plan template which can be provided upon request.
8. Condition 14 is not imposing an obligation on the Local Government. If the Local Government chooses to lodge a Notification under section 70A, the proponent's obligation is to give their consent to the Local Government's application and nothing more and to bear the full cost of the process.
9. In respect of Condition 18, the City encourages the applicant/owner to incorporate materials and colours to the external surface of the development, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.
10. With respect to Condition 24, the development is required to be designed and constructed in accordance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*. This requirement applies to the design, installation and operation of all mechanical plant and equipment associated with the development.

11. The bin store area shall comply with the requirements of a suitable enclosure as defined by the City of Joondalup *Health Local Law 1999*.





DA DRAWING SCHEDULE		
Sheet Number	Sheet Name	Sheet Issue Date
DA000	COVER SHEET	16/01/2026
DA001	LOCAL CONTEXT PLAN	16/01/2026
DA002	SITE CONTEXT - STREETSCAPE ELEVATION	16/01/2026
DA003	SITE SURVEY - EXPANDED FEATURE	16/01/2026
DA004	PARKING GROUND LEVEL	16/01/2026
DA100	SITE PLAN	16/01/2026
DA101	GROUND FLOOR PLAN	16/01/2026
DA102	FIRST FLOOR PLAN	16/01/2026
DA103	ROOF PLAN	16/01/2026
DA201	NORTH ELEVATION	16/01/2026
DA202	SOUTH ELEVATION	16/01/2026
DA203	EAST ELEVATION	16/01/2026
DA204	WEST ELEVATION	16/01/2026
DA301	SECTIONS	16/01/2026
DA302	STAIRS SECTION	16/01/2026
DA401	MODEL VIEW PERSPECTIVES	16/01/2026
DALP01	LANDSCAPING PLAN	16/01/2026

NEW TRAINING FACILITY FOR ETI JOONDALUP



(Lot 827) 21 Injune Way, Joondalup
CP Projects

24.017



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PO Box 308 Subiaco WA 6904
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CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.



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TITLE

SITE CONTEXT - STREETScape ELEVATION



NEW TRAINING FACILITY
(Lot 827) 21 Injune Way, Joondalup

PROJECT STATUS
DA - DEVELOPMENT APPLICATION

PROJECT NAME

PROJECT NUMBER

24.017

DATE

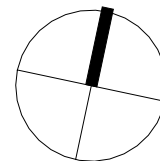
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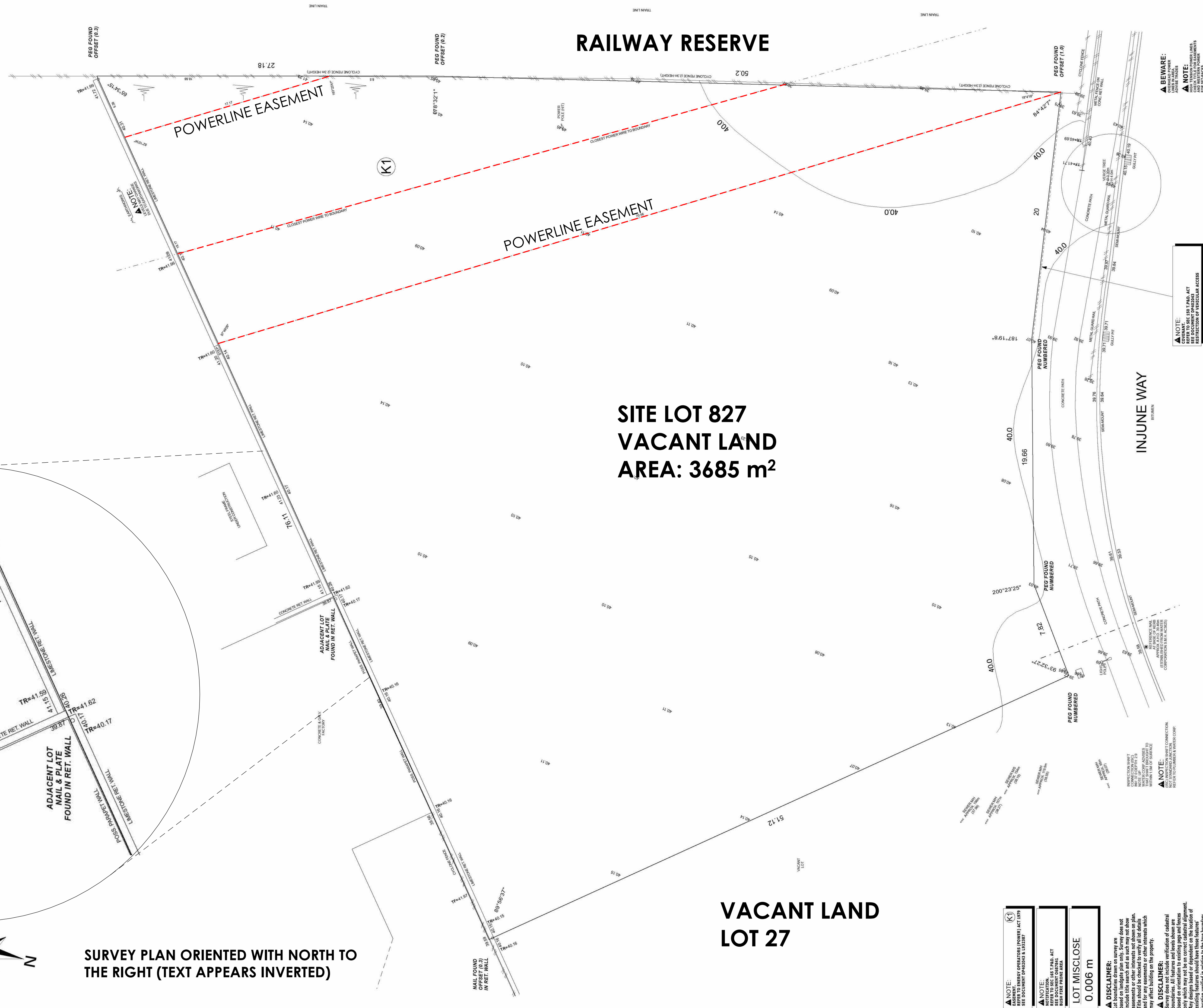
ISSUE

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DRAWING
NUMBER

DA002



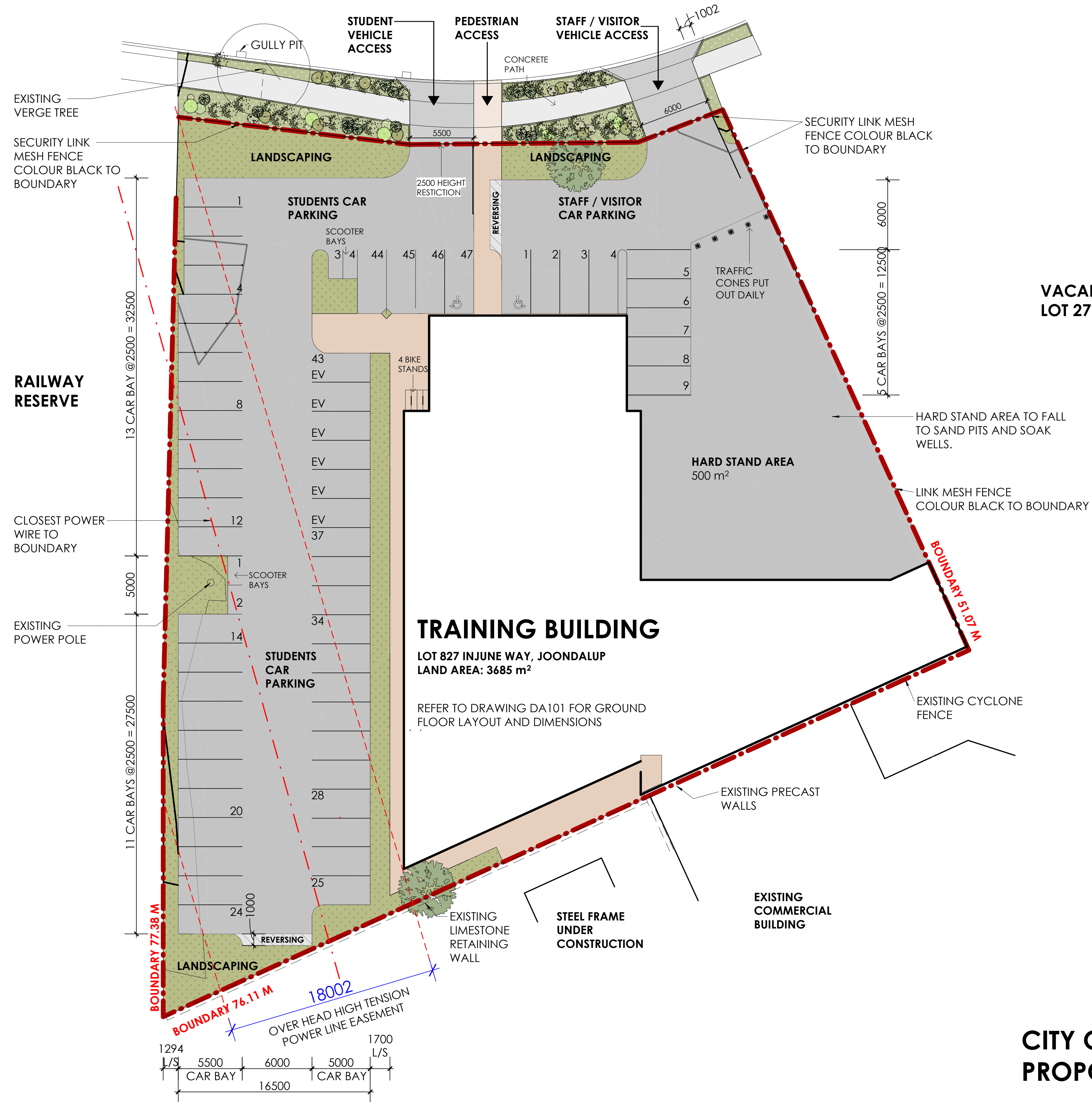


JOB #	621240	GPS	Lat: -31.757476 Long: 115.768625	ROADS	Bitumen	ELEC.	U/Ground / Offroad
CLIENT	C.P. PROJECTS PTY LTD	LOT	Lot 827 (DP 433661)	KERBS	Semi-Mount	COMMS.	Yes
ADDRESS	#21 Injune Way	AREA	3685m ²	FOOTPATH	Concrete	WATER	Yes
SUBURB	Joondalup	FOL	640	SOIL	Sand	GAS	Check Airline
DRAW	CITY OF JOONDALUP	DATE	15 Sep 25	DRAINAGE	Good	SEWER	Yes
LEGA	A. Mander	SSA	Yes	VEGETATION	Light Grass Cover	COASTAL	No
DRN							

COTTAGE SURVEYS
 HOUSES & APARTMENTS

87-89 Guthrie Street,
 Osborne Park, WA 6017
 PO Box 1611
 Osborne Park
 Business Centre WA 6917
 P: (08) 9446 7361
 E: perth@cottage.com.au
 W: www.cottage.com.au

INJUNE WAY



ACCORDING TO THE JACP PRECINCT 5:
JOONDALUP WEST:

CAR PARKING FOR NON-RESIDENTIAL DEVELOPMENT:

	REQUIRED	PROVIDED
STUDENTS	14 BAYS	47 BAYS
VISITOR AND STAFF		9 BAYS
TOTAL	14 BAYS	56 BAYS

NOTES:
- 2 ACCESSIBLE BAYS PROVIDED.
- 6 EV CAR BAYS (3 DUAL CHARGERS)

MOTORCYCLE / SCOOTER PARKING FOR NON-RESIDENTIAL DEVELOPMENT:

	REQUIRED	PROVIDED
GENERAL	3 BAYS	4 BAYS
TOTAL	3 BAYS	4 BAYS

ACCORDING TO THE JACP
(JOONDALUP ACTIVITY CENTRE PLAN):

BICYCLE PARKING FOR EDUCATIONAL ESTABLISHMENT:

	REQUIRED	PROVIDED
GENERAL	4 BAYS FOR 70 STUDENTS	4 BAYS FOR 70 STUDENTS
TOTAL	4 BAYS	4 BAYS

CAR PARKING REQUIREMENTS:

CITY OF JOONDALUP TREE REQUIREMENTS TO CAR PARKING AREA.

ONE (1) TREE FOR EVERY 4 CAR BAYS.

- STUDENT AND STAFF / VISITOR PARKING
56 CAR BAYS / 4 TREES = 14 TREES, 19 PROVIDED.

CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.

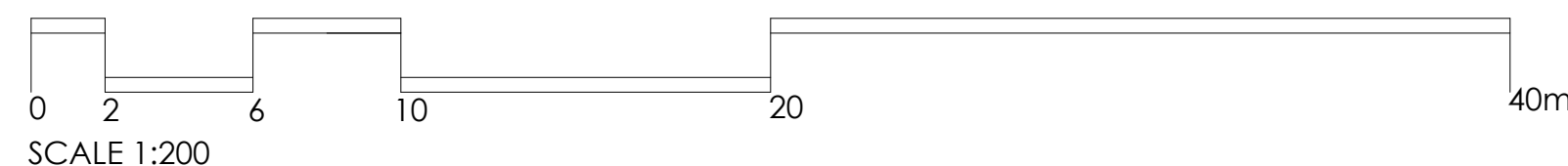
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TITLE

PARKING GROUND LEVEL



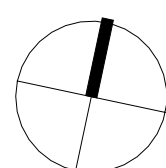
CP PROJECTS



NEW TRAINING FACILITY
(Lot 827) 21 Injune Way, Joondalup

PROJECT NAME
PROJECT STATUS
DA - DEVELOPMENT APPLICATION

PROJECT NUMBER
24.017
DATE
16/01/2026 16:38:42
ISSUE
A
DRAWING
NUMBER
DA004

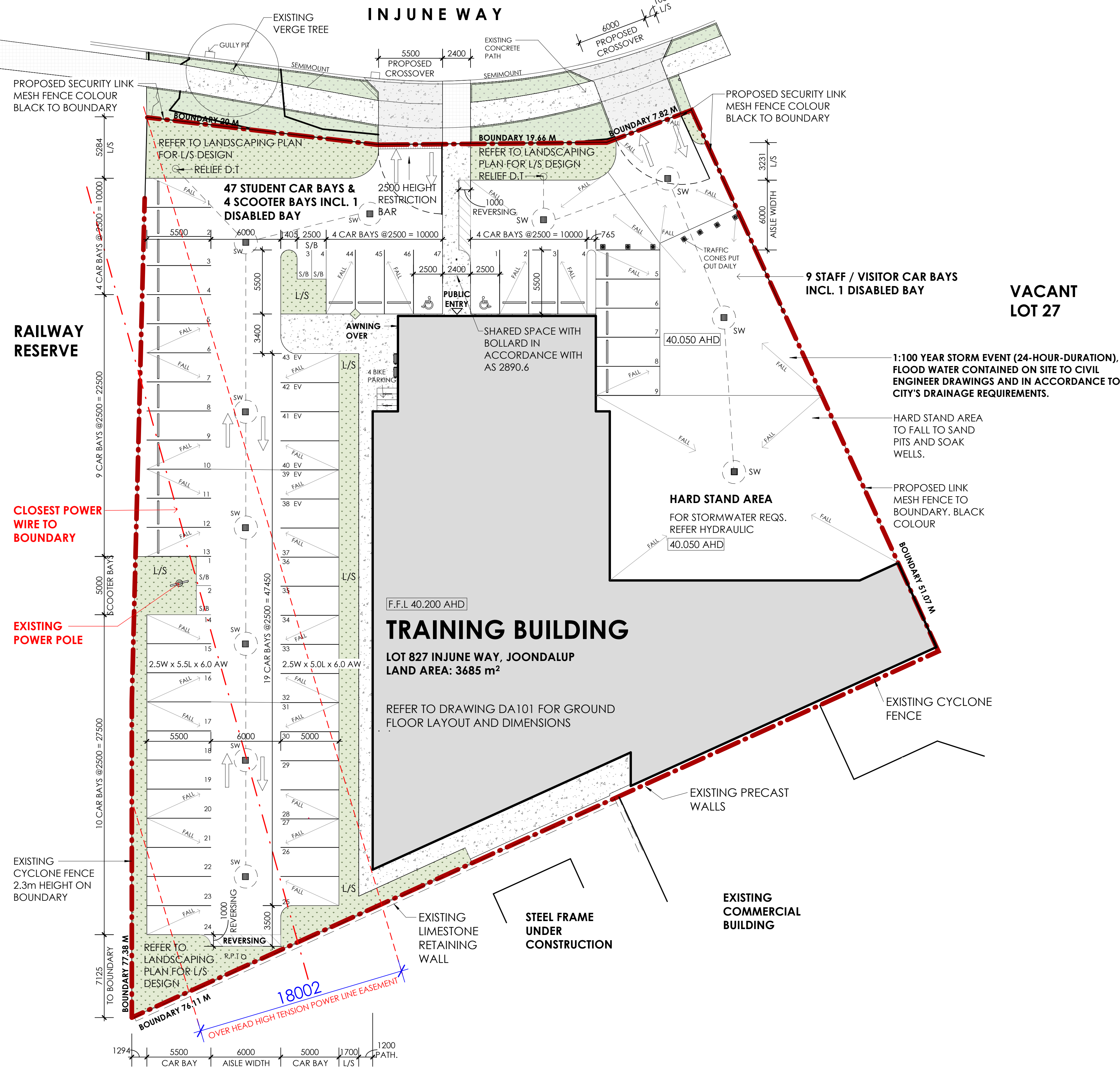


1. BUILDER TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION.
2. ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DRAWINGS.
3. ALL BUILDING WORKS TO BE EXECUTED IN ACCORDANCE WITH AUSTRALIAN STANDARDS, BUILDING CODE OF AUSTRALIA, LOCAL & REGULATORY AUTHORITIES.
4. BUILDER TO NOTIFY ARCHITECT IMMEDIATELY OF ANY SERVICE LOCATION DISCREPANCIES OR CLASHES ON SITE. NO WORK TO COMMENCE UNTIL APPROVAL BY ARCHITECT IS GRANTED.

1. PARKING BAYS (EXCEPT FOR DISABLED BAYS) ARE TO BE IN ACCORDANCE WITH AS NZS 2890.1 - 2004 AND ARE CLASS 3.
2. DISABLED PARKING BAYS AND SHARED AREA TO BE IN ACCORDANCE WITH AS NZS 2890.6 - 2009.
3. CAR PARK LINE MARKING TO BE COMPLETED IN ACCORDANCE WITH AS 1742.
4. WHEEL STOPS TO BE IN ACCORDANCE WITH AS2890.1 - 2004.

STUDENTS	47 BAYS
VISITOR AND STAFF	9 BAYS
TOTAL	56 BAYS
INCLUDING	
- ACCESSIBLE BAYS	2 BAYS
- EV CAR BAYS (3 DUAL CHARGERS)	6 BAYS

1. DISPOSE ALL STORMWATER ON SITE.
2. CAR PARK TO BE DIVIDED UP AS SHOWN TO FALL TO SAND TRAPPED SOAKWELLS.
3. THE SIZING OF THE SOAKWELLS WILL FORM PART OF THE BUILDING PERMIT APPLICATION.
4. 1:100 YEAR STORM EVENT (24-HOUR-DURATION), FLOOD WATER CONTAINED ON SITE TO CIVIL ENGINEER DRAWINGS AND IN ACCORDANCE TO CITY'S DRAINAGE REQUIREMENTS.



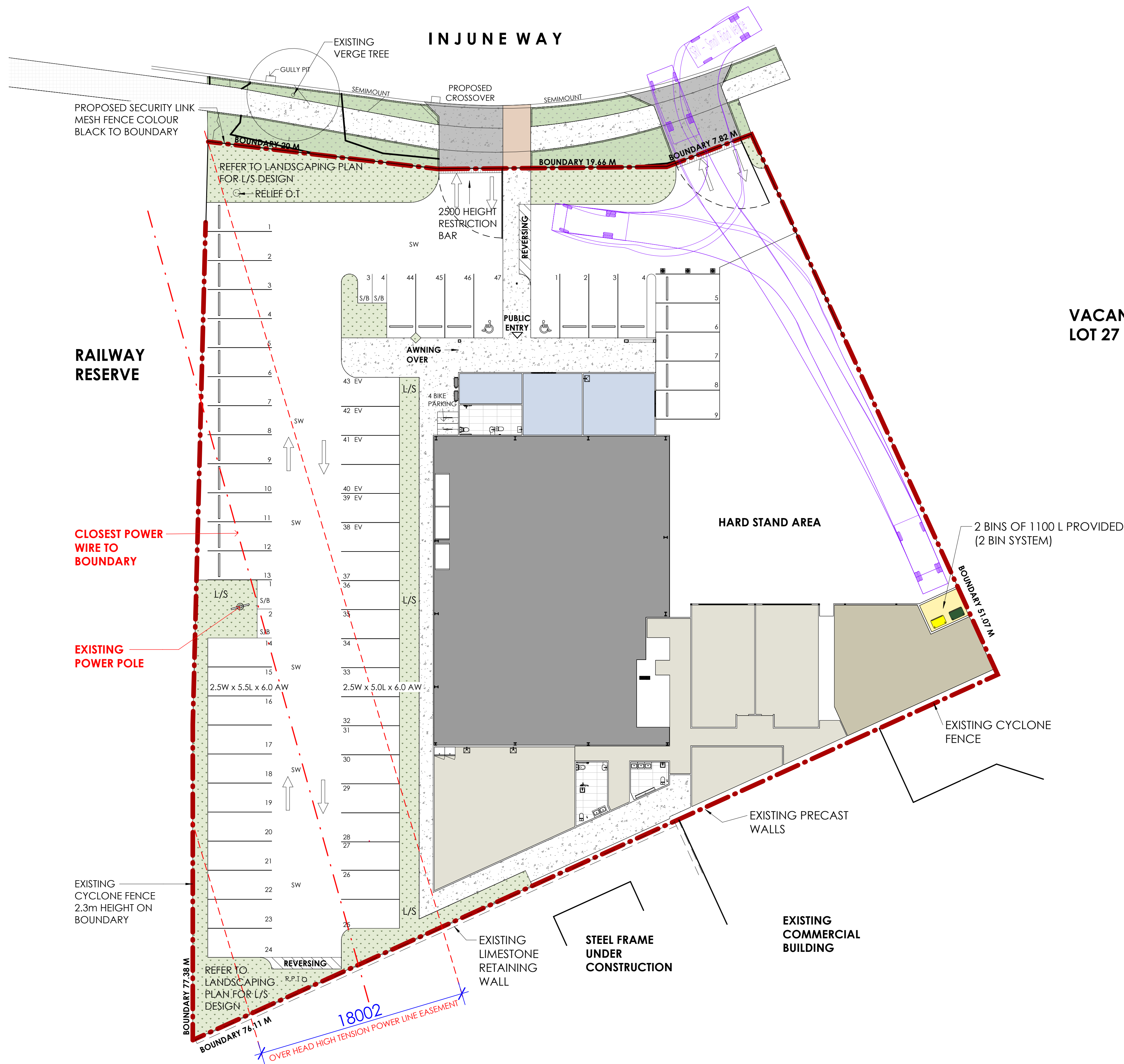
A	DOCUMENTATION	19-01-2026
Issue	Description	Date

DOEPEL
MARSH
architects

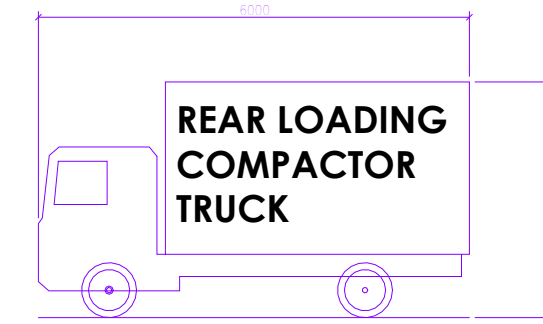
Sheet Title
STORMWATER MANAGEMENT
PLAN

	JOB NO.		24.017	Drawn
			INJUNE	Author
	SHEET NO.	REV.	Checked	
	A.040	A	Checker	

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PRIVATE CONTRACTOR: INCREDIBLE BULK



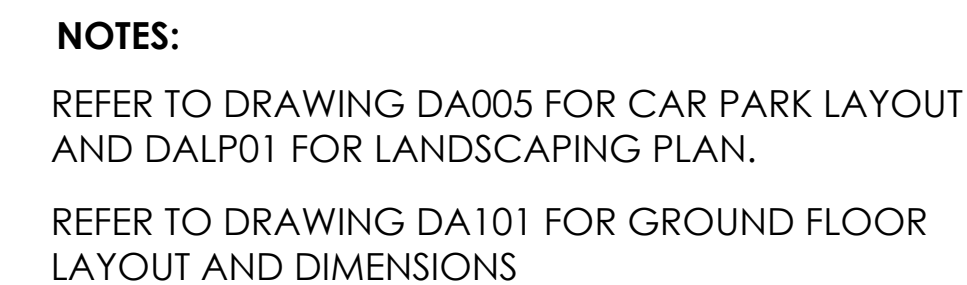
OVERALL WIDTH 2.00m
OVERALL LENGTH 6.00m
OVERALL HEIGHT 3.00m

- BIN STORE GUIDELINES TO COMPLY WITH THE CITY OF JOONDALUP SPECIFICATIONS:**
1. CONCRETE FLOOR TO FALL TO CENTRAL INDUSTRIAL FLOOR WASTE.
 2. CONCRETE WALL PANELS TO BE PAINTED WITH AN EPOXY PAINT, WATERPROOF.
 3. COLD WATER HOSE COCK TO BE PROVIDED WITH HOSE ON WALL BRACKET TO ALLOW WASHING DOWN OF BINS, WALLS AND FLOOR.
 4. CONCRETE FLOOR TO BE SEALED WITH WATER PROOF COATING.
 5. DOORS, FRAME AND WALL TO BE COLORBOND METAL, AND PROVIDED WITH CHAIN AND PADLOCK.
 6. COMMERCIAL BIN ENCLOSURE DIMENSIONS TO BE 3500mm x 2500mm x 1800mm MIN.

VACANT LOT 27

WASTE MANAGEMENT PLAN
SCALE: 1 : 200

A	DOCUMENTATION	19-01-2026
Issue	Description	Date
Revisions		
PRELIMINARY B.P		
DOEPEL MARSH architects		
Project Name NEW TRAINING FACILITY (Lot 827) 21 Injune Way, Joondalup		
Sheet Title WASTE MANAGEMENT PLAN		
Scale @ A1 As indicated	Date 11/02/2026 09:55:19	
	JOB NO. 24.017 INJUNE	Drawn Author
	SHEET NO. A.017	REV. A Checked Checker
DO NOT SCALE FROM THIS DRAWING THIS DRAWING IS FOR READING PURPOSES ONLY		
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AREA SUMMARY:

SITE AREA	= 3685 m ²
SITE COVER	= 1047 m ²
or %	= 28.4 %
DEEP SOIL AREA	= 380 m ²
VERGE AREA	= 118 m ²
STUDENT PARKING	= 1166 m ²
STAFF AND VISITOR PARKING	= 340 m ²
HARD STAND AREA	= 500 m ²

**ACCORDING TO THE JACP PRECINCT 5:
JOONDALUP WEST:**

CAR PARKING FOR NON-RESIDENTIAL DEVELOPMENT:

	REQUIRED	PROVIDED
STUDENTS	14 BAYS	47 BAYS
VISITOR AND STAFF		9 BAYS
TOTAL	14 BAYS	56 BAYS

NOTES:

- 2 ACCESSIBLE BAYS PROVIDED.
- 6 EV CAR BAYS (3 DUAL CHARGERS)

MOTORCYCLE / SCOOTER PARKING FOR NON-RESIDENTIAL DEVELOPMENT:

	REQUIRED	PROVIDED
GENERAL	3 BAYS	4 BAYS
TOTAL	3 BAYS	4 BAYS

**ACCORDING TO THE JACP
(JOONDALUP ACTIVITY CENTRE PLAN):**

BICYCLE PARKING FOR EDUCATIONAL ESTABLISHMENT:

	REQUIRED	PROVIDED
GENERAL	4 BAYS FOR 70 STUDENTS	4 BAYS FOR 70 STUDENTS
TOTAL	4 BAYS	4 BAYS

LOT 827 DEPOSITED PLAN 413061
VOLUME: 4001
FOLIO: 640
LAND AREA: 3685 m²

**CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.**

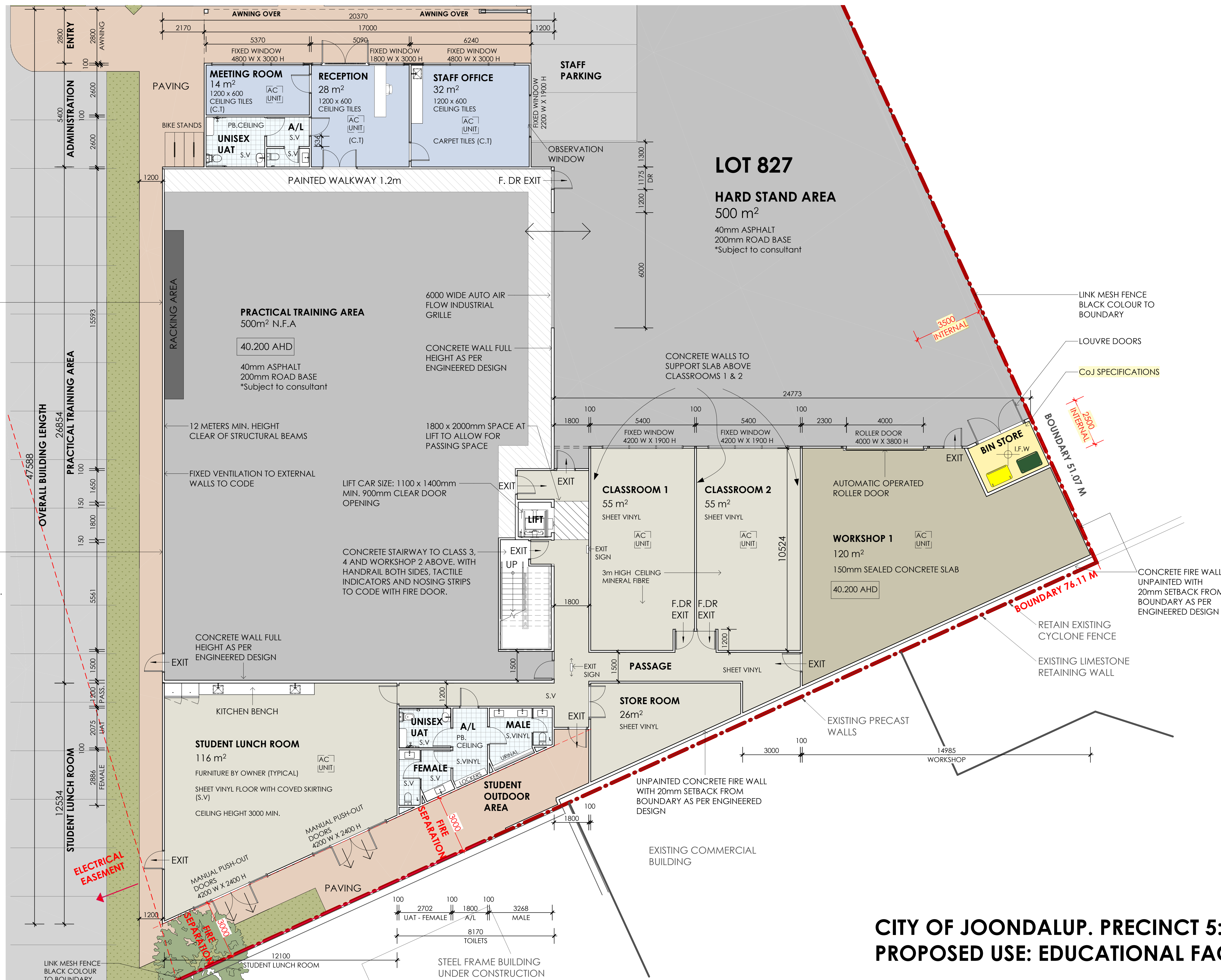
EXTERNAL WALL LOW AND HIGH LEVEL AIR VENTILATION GRILLES TO CODE

SPECIALLY FORMED STEEL EAVES GUTTER WITH 150mm DIAM. DOWN PIPES ON STAND OFF BRACKETS. COLORBOND FINISH.

FLOOR TYPES	
	CARPET TILES OR SIMILAR TO FUTURE SELECTION
	VINYL SHEET OR SIMILAR TO FUTURE SELECTION
	VINYL SHEET OR SIMILAR TO FUTURE SELECTION
	SEALED CONCRETE SLAB AS PER ENGINEERED DESIGN
	IMPERVIOUS FLOOR WASH FOR BIN STORE
	ASPHALT AND ROAD BASE FOR INDOOR AND OUTDOOR TRAINING AREAS AS PER ENGINEERED DESIGN
	BRUSHED FINISHED CONCRETE PAVING

GFA	
AREA	1047 m ²
NFA	
ROOM	AREA
STAFF OFFICE	32 m ²
RECEPTION	28 m ²
MEETING ROOM	14 m ²
STAFF TOILETS	14 m ²
PRACTICAL TRAINING AREA	500 m ²
STUDENT LUNCH ROOM	116 m ²
CLASSROOM 1	55 m ²
CLASSROOM 2	55 m ²
CLASSROOM 3	60 m ²
CLASSROOM 4	57 m ²
WORKSHOP 1	120 m ²
WORKSHOP 2	130 m ²
STUDENTS TOILET UNITS	29 m ²
STORE ROOM 1	26 m ²
STORE ROOM 2 (SERVER)	33 m ²
STORE ROOM 3	4.5 m ²
TOTAL NFA	1274 m ²

- BIN STORE GUIDELINES TO COMPLY WITH THE CITY OF JOONDALUP SPECIFICATIONS:**
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 - CONCRETE FLOOR TO BE SEALED WITH WATER PROOF COATING.
 - DOORS, FRAME AND WALL TO BE COLORBOND METAL, AND PROVIDED WITH CHAIN AND PADLOCK.
 - COMMERCIAL BIN ENCLOSURE DIMENSIONS TO BE 3500mm x 2500mm x 1800mm MIN.



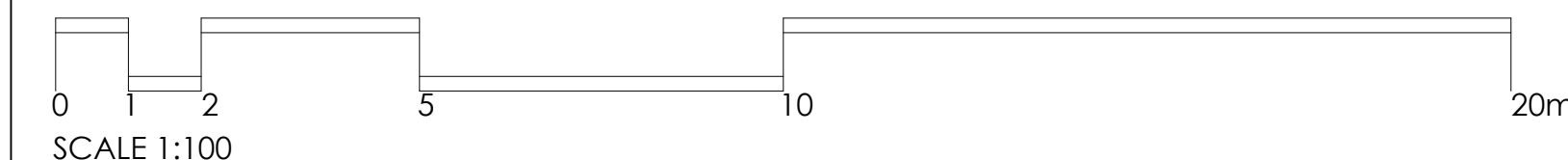
CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.

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GROUND FLOOR PLAN



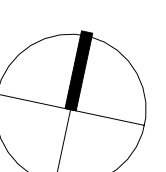
CP PROJECTS

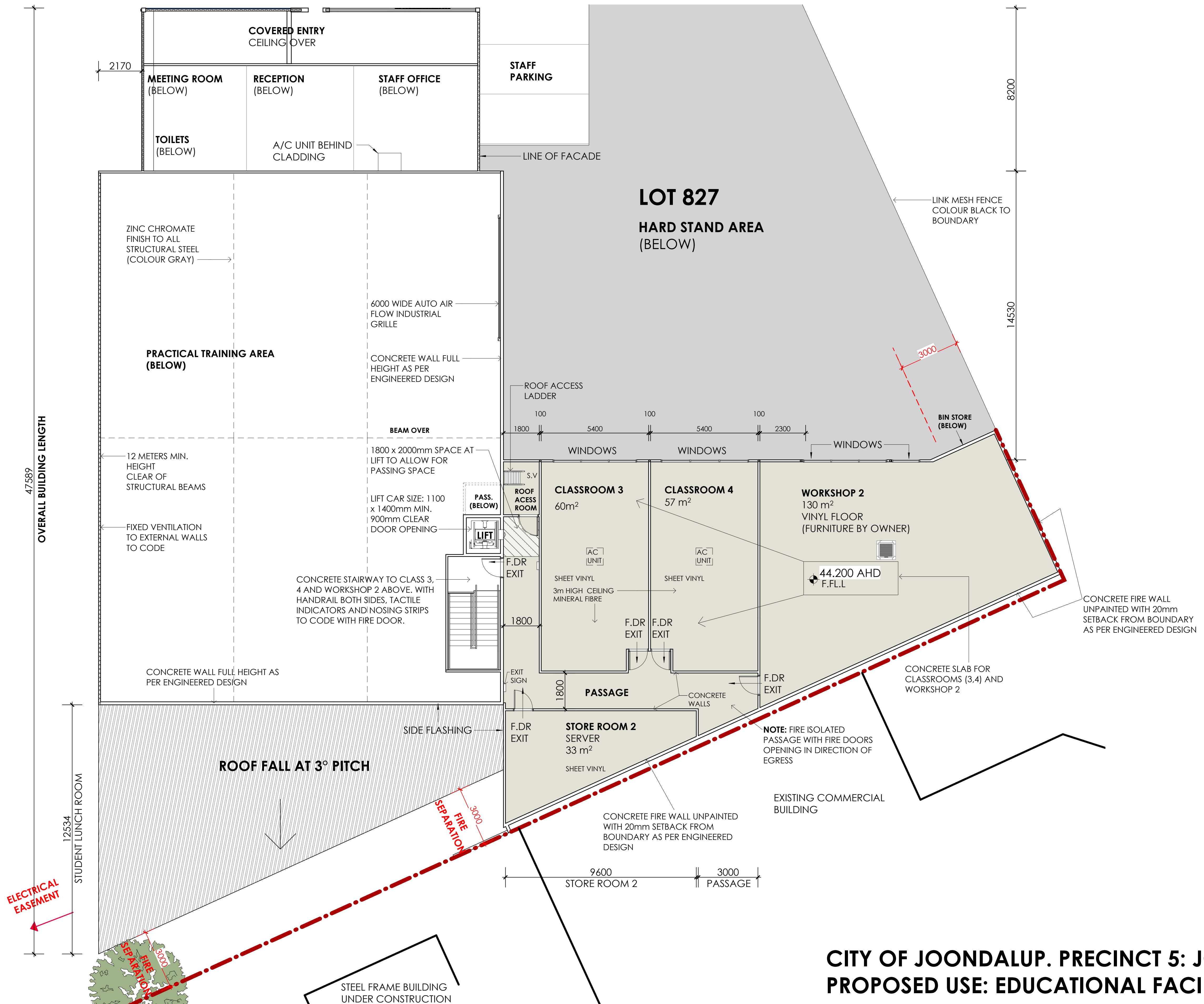


NEW TRAINING FACILITY
(Lot 827) 21 Injune Way, Joondalup

PROJECT NAME
PROJECT STATUS
DA - DEVELOPMENT APPLICATION

PROJECT NUMBER
24.017
DATE
16/01/2026 16:38:59
DRAWING NUMBER
DA101



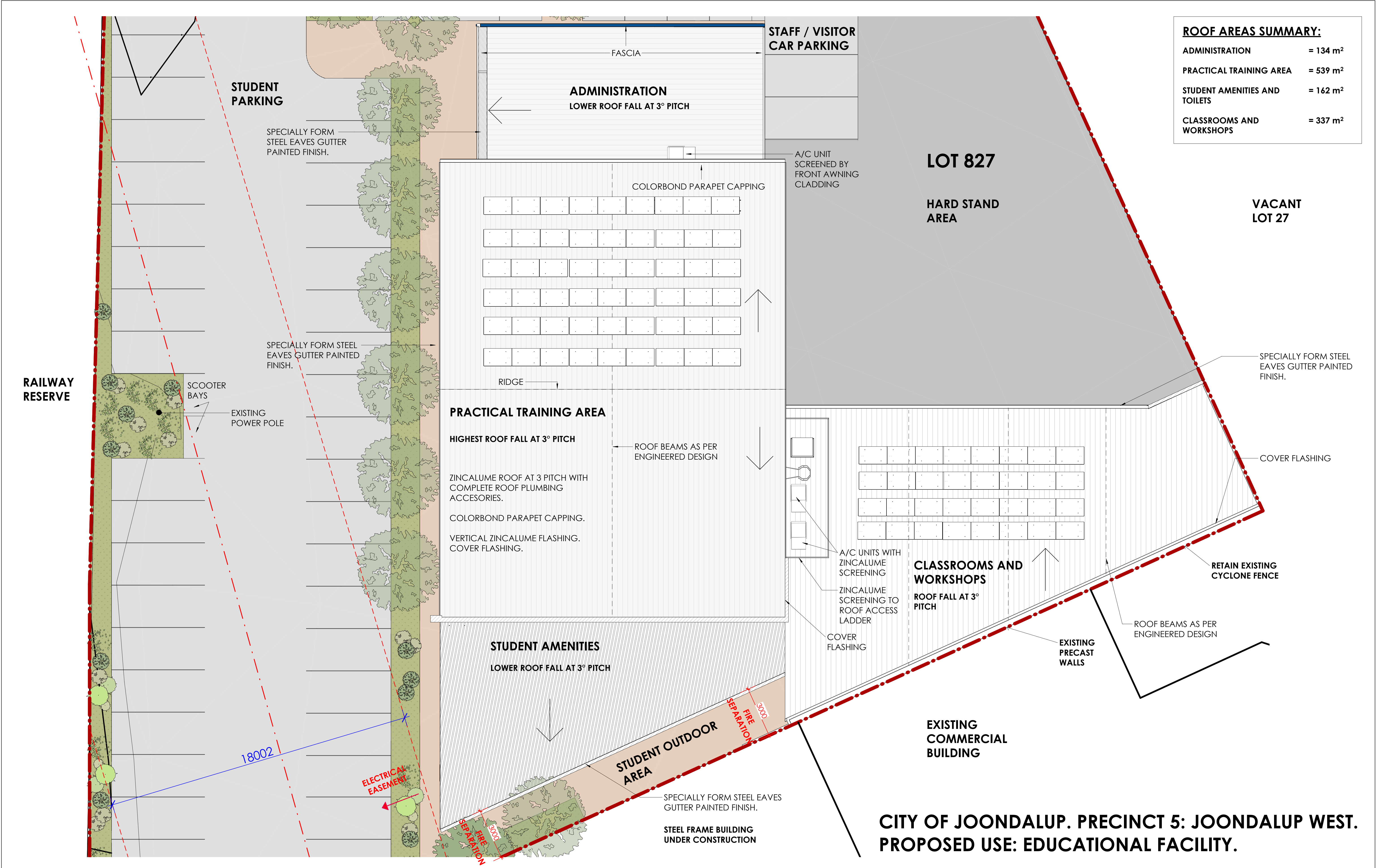


FLOOR TYPES	
	CARPET TILES OR SIMILAR TO FUTURE SELECTION
	VINYL SHEET OR SIMILAR TO FUTURE SELECTION
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	SEALED CONCRETE SLAB AS PER ENGINEERED DESIGN
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	ASPHALT AND ROAD BASE FOR INDOOR AND OUTDOOR TRAINING AREAS AS PER ENGINEERED DESIGN
	BRUSHED FINISHED CONCRETE PAVING

GFA	
AREA	1047 m²
NFA	
ROOM	AREA
STAFF OFFICE	32 m²
RECEPTION	28 m²
MEETING ROOM	14 m²
STAFF TOILETS	14 m²
PRACTICAL TRAINING AREA	500 m²
STUDENT LUNCH ROOM	116 m²
CLASSROOM 1	55 m²
CLASSROOM 2	55 m²
CLASSROOM 3	60 m²
CLASSROOM 4	57 m²
WORKSHOP 1	120 m²
WORKSHOP 2	130 m²
STUDENTS TOILET UNITS	29 m²
STORE ROOM 1	26 m²
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TOTAL NFA	1274 m²

- BIN STORE GUIDELINES TO COMPLY WITH THE CITY OF JOONDALUP SPECIFICATIONS:**
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CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.



LANDSCAPING NOTES BUSHFIRE COMPLIANCE CLARIFICATION

AS REQUESTED IN THE BUSHFIRE MANAGEMENT PLAN (BMP), THE NUMBER OF TREES WITHIN THE LANDSCAPE DESIGN HAS BEEN REDUCED TO COMPLY WITH THE ASSET PROTECTION ZONE (APZ) TECHNICAL REQUIREMENTS (WAPC 2024).

THE WESTERN BOUNDARY INTERFACE AND BUILDING SURROUNDS HAVE BEEN REVISED IN ACCORDANCE WITH THE RECOMMENDATIONS PROVIDED BY THE BUSHFIRE PRACTITIONER, AS OUTLINED BELOW.

- A MINIMUM 3 METRES VEGETATION SETBACK FROM THE FENCE LINE IS REQUIRED WITH NO SHRUBS OR GROUND COVERS PERMITTED WITHIN THIS ZONE.
ACTION: GROUND COVERS AND SHRUBS HAVE BEEN REMOVED ALONG THE FENCE LINE TO MAINTAIN THE REQUIRED SETBACK.
- SHRUBS ARE NOT PERMITTED BENEATH TREE CANOPIES OR WITHIN 3 METRES OF ANY BUILDING.
ACTION: ALL SHRUBS HAVE BEEN REMOVED FROM THE PROJECT LANDSCAPE DESIGN.
- GROUND COVER PLANTING AREAS ARE TO BE LIMITED TO DISCRETE CLUMPS NOT EXCEEDING 5 M² IN AREA.
ACTION: GROUND COVER PLANTING IS SHOWN IN MAXIMUM 5 M² CLUMPS (REFER TO PLANTING SCHEDULE). SHRUBS HAVE BEEN REMOVED FROM THE DESIGN.
- CLUMPS OF SHRUBS OR GROUND COVERS ARE TO BE SEPARATED FROM EACH OTHER, AND FROM ANY EXPOSED WINDOWS OR DOORS, BY A MINIMUM DISTANCE OF 10 M.
ACTION: GROUND COVER CLUMPS ARE SEPARATED BY 10 M. GROUND COVER PLANTING IS LOCATED MINIMUM 3 M FROM BUILDING OPENINGS. SHRUBS HAVE BEEN REMOVED FROM THE PROJECT.

NOTES

- BUILDER TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION.
- ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DRAWINGS.
- ALL BUILDING WORKS TO BE EXECUTED IN ACCORDANCE WITH AUSTRALIAN STANDARDS, BUILDING CODE OF AUSTRALIA, LOCAL & REGULATORY AUTHORITIES.
- BUILDER TO NOTIFY ARCHITECT IMMEDIATELY OF ANY SERVICE LOCATION DISCREPANCIES OR CLASHES ON SITE. NO WORK TO COMMENCE UNTIL APPROVAL BY ARCHITECT IS GRANTED.

PAVERS LEGEND

SYMBOL	DESCRIPTION
	BRUSHED FINISHED CONCRETE CROSSOVER AND WALKWAYS
	ASPHALT (CONSTRUCTION TO ENGINEERS DESIGN)
	BITUMEN (CONSTRUCTION TO ENGINEERS DESIGN)
	NON-COMBUSTIBLE HARDWOOD MULCH (LESS THAN 5mm OF THICKNESS) AS PER APZ TECHNICAL REQUIREMENTS



C	BMP RECOMMENDATIONS	10-03-2026
B	RFI CoJ	11-02-2026
A	DOCUMENTATION	19-01-2026
Issue	Description	Date

Revisions

PRELIMINARY BP

DOEPEL MARSH architects

NEW TRAINING FACILITY
(Lot 827) 21 Injune Way, Joondalup

LANDSCAPE PLAN

READ A.015 AND A.016 DRAWINGS TOGETHER.

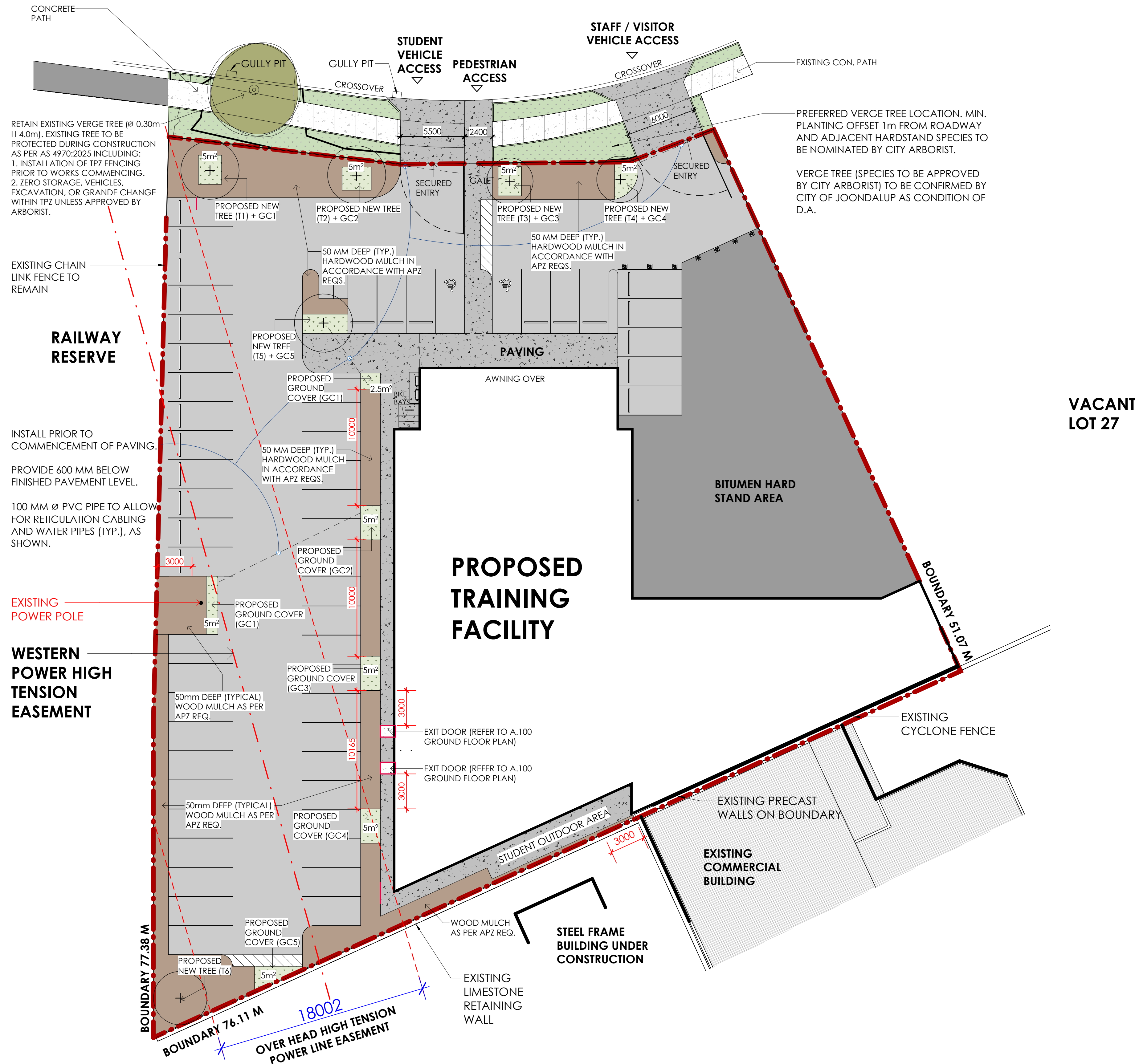
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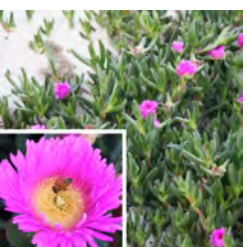
	JOB NO.	24.017 INJUNE	Drawn	JMA
	SHEET NO.	1 OF 2 A.015	REV.	C
			Checked	KD

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INJUNE WAY



GROUND COVERS					
GROUND COVERS AND UNDER TREES WHERE ALLOCATED. TO BE PLANTED IN MIN 100 mm ø POTS AND SPACED AT 1000 mm CENTRES. DRIPPER TO EACH PLANT. IN CLUMPS NO MORE THAN 5 m²					
SAMPLE	CODE	BOTANICAL NAME	QTY.	MATURE HEIGHT	MATURE SPREAD
	GC1	Hardenbergia comptoniana (Native Wisteria)	3	300 mm	2000 mm
	GC2	Hemianдра pungens (Snakebush)	2	300 mm	1500 mm
	GC3	Kennedia prostrata (Running Postman)	2	300 mm	1000 - 2000 mm
	GC4	Carpobrotus Virescens (Pig face)	2	300 mm	3000 mm
	GC5	Trachelospermum jasminoides (Star jasmine)	2	300 mm	1000 - 2000 mm

ETI HAVE A REGULAR GARDENER TO PRUNE AND MAINTENANCE IN ACCORDANCE WITH BMP REPORT.

TREES LEGEND					
SAMPLE	CODE	BOTANICAL NAME	QTY.	MATURE HEIGHT	MATURE CANOPY
	T-1 T-5 T-6	Eucalyptus torquata (Coral Gum)	3	3 - 7 m	3 - 6 m
	T-2 T-4	Hakea laurina (Pincushion Hakea)	2	3 - 5 m	2 - 5 m
	T-3	Melaleuca nesophila (Showy Honey-Myrtle)	1	3 - 5 m	1.5 - 4 m

NOTES:

1. CONTRACTOR TO VERIFY LOCATION OF ALL SERVICES PRIOR TO COMMENCEMENT OF ANY WORKS.
2. CONTRACTOR TO VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORKS.
3. CONTRACTOR TO NOTE THAT REQUIRED LOCATION AND DIMENSIONS OF WORKS MAY NOT EXACTLY CORRESPOND WITH EXISTING CONDITIONS.
4. **ALL PLANTS SELECTED FROM CITY OF JOONDALUP APPROVED SPECIES INFORMATION SHEET** AND PLANTED AT 2 PER SQM IN 14cm POT SIZE.

- ALL PLANTING AREAS TO HAVE 150mm OF RICHGRO NATIVE MIX SOIL, CULTIVATED IN.

- APPROVED SPECIES SELECTIONS ARE SUBJECT TO STOCK AVAILABILITY AT THE TIME OF PURCHASE.

- PROVIDE AVERAGE 50mm THICK WOOD MULCH (5mm THICKNESS) TO ALL PLANTING AREAS.
5. PLANT & STAKE ALL TREES AS DETAILED ABOVE.
6. VERIFY ALL PLANT QUANTITIES.
7. TREES ARE TO BE PLANTED NO CLOSER THAN 3 METRES TO SEWERAGE AND STORMWATER PIPES. 1.5M FOR ALL OTHER SERVICES, UNLESS OTHERWISE DIRECTED.
8. PRIOR TO COMMENCEMENT OF GARDEN BED WORKS APPLY NON-RESIDUAL KNOCKDOWN HERBICIDE (EG 'ROUNDUP') OR SIMILAR, TO WEED GROWTH AS NECESSARY. REMOVE ALL BUILDING MATERIALS AND OTHER EXTRANEIOUS MATERIALS FROM GARDEN BED AREAS.
9. EXCAVATE GARDEN BED AREAS AS NECESSARY TO ALLOW FOR 250MM MIN. DEPTH IMPORTED TOPSOIL.
10. ALL IMPORTED TOPSOIL FOR RAISED PLANTER BOX IS TO BE 70% GRO-ALL "GARDEN BLEND" OR APPROVED EQUIVALENT, 20% WOOD MULCH , 10% COURSE WASHED RIVER SAND AND SHALL BE INSTALLED TO A MINIMUM DEPTH OF 450MM UNLESS NOTED OTHERWISE ON THE DRAWINGS. A LAYER OF GEOTEXTILE FABRIC IS TO BE INSTALLED BETWEEN TOPSOIL AND 20MM NOM SIZE SCREENINGS.
11. GARDEN BEDS TO HAVE 250MM MIN. DEPTH APPROVED IMPORTED TOPSOIL, SUPPLIED AND INSTALLED. IMPORTED TOPSOIL TO COMPLY WITH AS 4419-2003 AND TOXICITY INDEX TO AS 3743. CONTRACTOR TO SUPPLY CERTIFICATE OF COMPLIANCE FOR IMPORTED TOPSOIL, PRIOR TO DELIVERY.
12. PRIOR TO INSTALLING TOPSOIL, CULTIVATE SUBGRADE TO 150mm DEPTH WITH GYPSUM ADDED AT 2.5KG/M².
13. GARDEN BED AREAS TO GRADE AWAY FROM BUILDING AT 1% GRADIENT MINIMUM.
14. GARDEN BED AREAS AND RAISED PLANTER BOX TO HAVE 50MM MINIMUM DEPTH, WOOD MULCH 5MM THICK TO AN APPROVED SAMPLE.
15. **PLANT ESTABLISHMENT:** ALL PLANT MATERIALS TO BE MAINTAINED (INCLUDING WATERING, PRUNING AND FERTILIZING) AS NECESSARY. REPLACEMENT OF DEAD AND POORLY PERFORMING PLANT MATERIAL ON A MINIMUM 4 WEEKLY BASIS. ALL WEEDS TO BE REMOVED & MULCH TO BE REPLENISHED AS NECESSARY FOR A PERIOD OF 13 WEEKS FOLLOWING PRACTICAL COMPLETION. OWNER TO BE RESPONSIBLE FOR REGULAR GARDEN MAINTENANCE FOLLOWING COMPLETION OF 13 WEEK PLANT ESTABLISHMENT PERIOD.



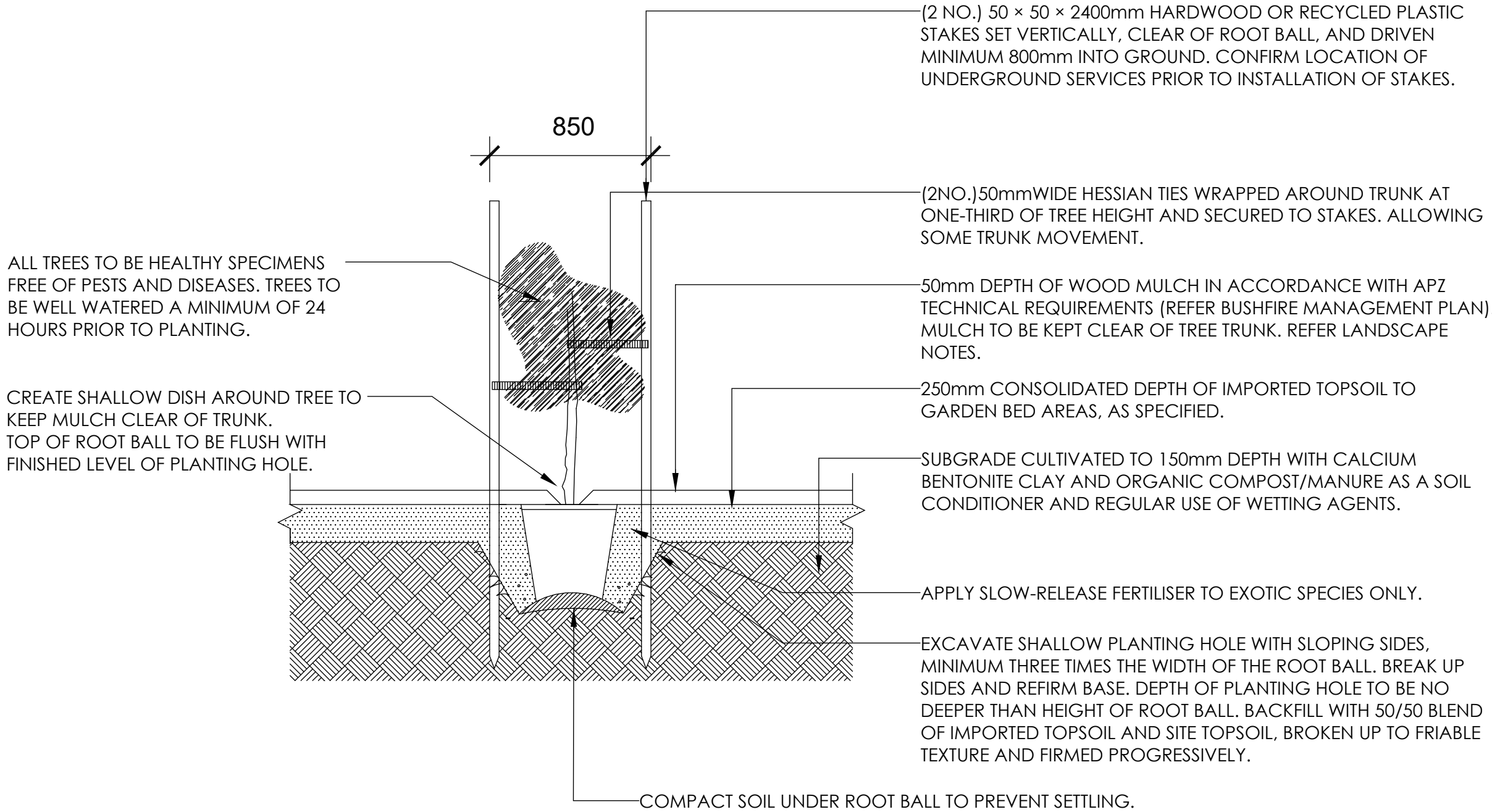
Landscaping design prepared by Scott Bailey.

IRRIGATION NOTES:

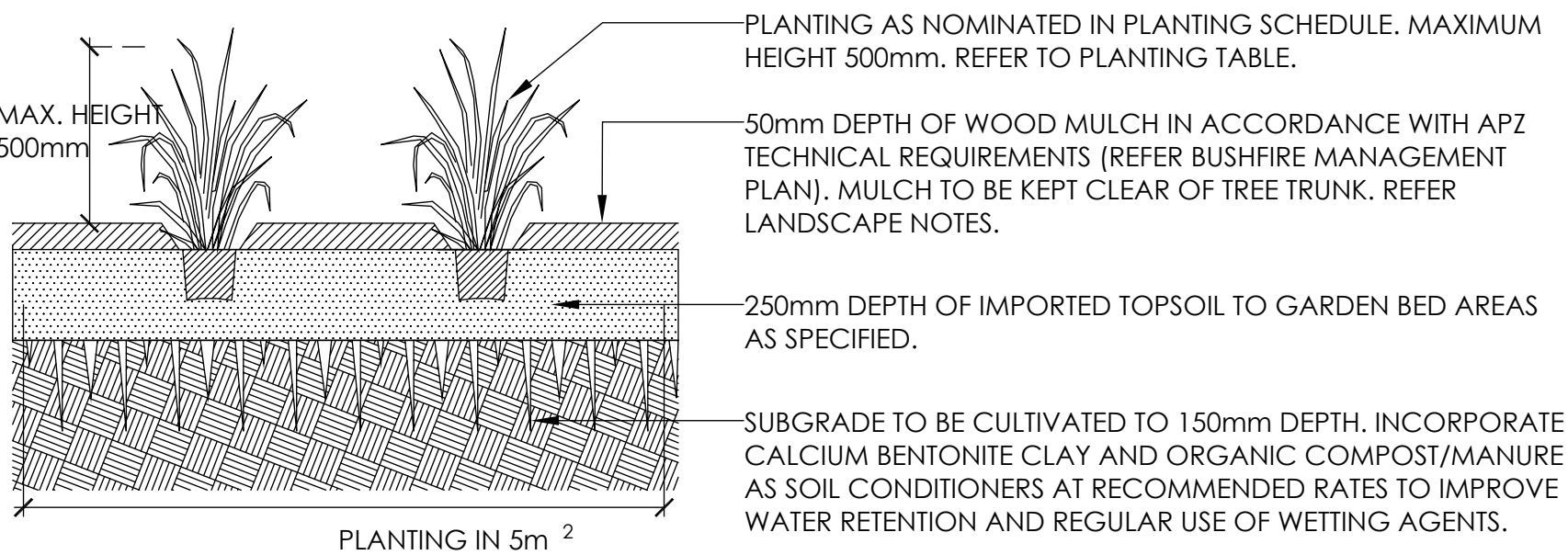
1. IRRIGATION TO BE INSTALLED BY APPROVED WATERWISE GARDEN IRRIGATOR WITH THE FOLLOWING REQUIREMENTS AND IN ACCORDANCE WITH WATER CORP "BEING WATERWISE.
2. 100MM PVC SLEEVES UNDER ALL HARDSTANDS AS MARKED, BACKFLOW PREVENTION NON RETURN BALL VALVE, 25mm PVC MAINLINE, MULTICORE IRRIGATION CABLE IN ELECTRICAL CONDUIT, BERMAD VALVES, HYDRAWISE AUTOMATIC SMART CONTROLLER, TWO TREES AND GROUND COVERS ON ARTICULATED RISERS PER TREE AND PRESSURE COMPENSATING DRIPLINE IRRIGATION TO ALL GARDEN BEDS.
3. DETAILED IRRIGATION PLAN TO BE SUBMITTED FOR APPROVAL OF P.M.
4. IRRIGATION CONTROLLER TO BE HARD-WIRED TO POWER SOURCE AND FITTER WITH BATTERY BACK-UP AND RAIN-SENSOR SHUTOFF AS PER COUNCIL REQUIREMENT.

TYPICAL PLANTING DETAIL NOTES:

1. PLANTS ARE TO BE PLACED IN THE CENTRE OF THE HOLES
2. PLANTS MUST BE SET AT A LEVEL SUCH THAT THE CROWN OF THE PLANTS ESTABLISH A NORMAL AND NATURAL RELATIONSHIP WITH THE SURROUNDING LEVELS.
3. PLANTS TO BE REMOVED FROM CONTAINER BY TIPPING CONTAINER UPSIDE DOWN AND LETTING PLANT FALL INTO HAND
4. AFTER REMOVAL FROM CONTAINER, THE HANDLING OF THE ROOT SYSTEMS MUST BE DONE WITH A MINIMUM OF ROOT DISTURBANCE, PARTICULARLY AUSTRALIAN NATIVE SPECIES.
5. PLANTS MUST BE HEALTHY AND PLANT ROOT SYSTEMS MUST BE MOIST AT THE TIME OF PLANTING. PLANTS MUST BE WATERED IN WITH APPROXIMATELY 10 LITRES OF WATER AT TIME OF PLANTING.

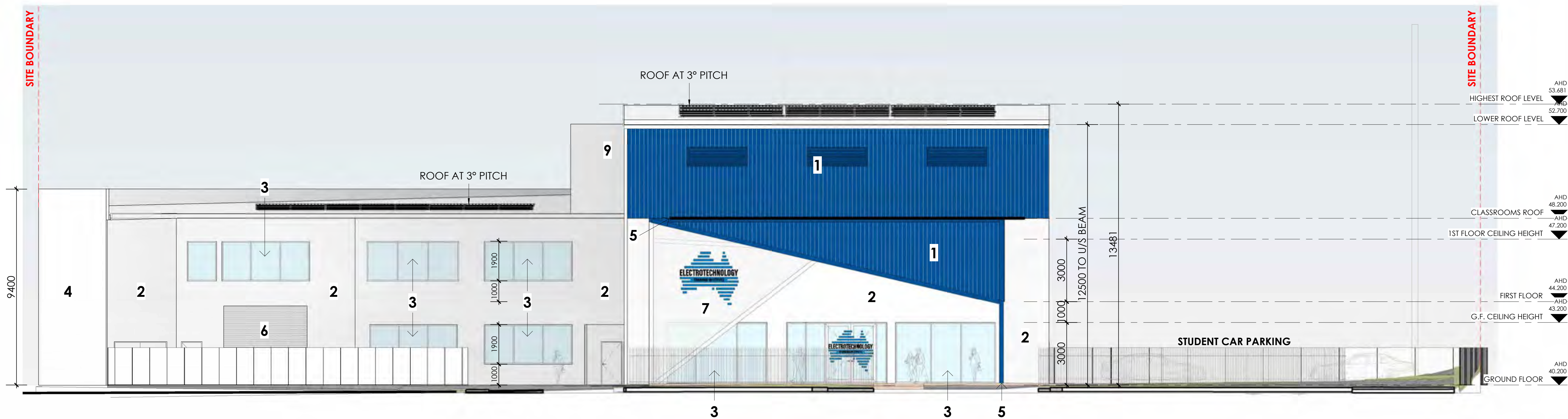


GROUND COVERS TO BE IN 5m² MAX AREAS. PLANTING WITHIN GARDEN BED AREA DETAIL:



NOTES

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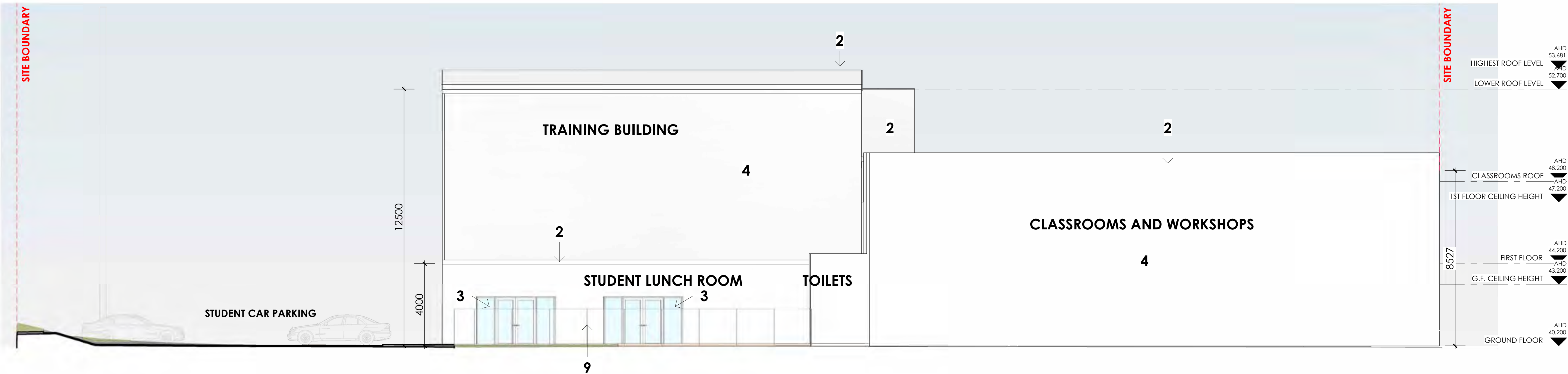


NORTH ELEVATION - VIEW FROM INJUNE WAY ROAD

1. SAPPHIRE BLUE TRIMDEK	2. ZINCALUME FOR ROOF AND WALLS	3. WINDOW AND DOOR FRAMES	4. CONCRETE PANELS	5. AWNING STEEL	6. ROLLER DOORS	7. WHITE TRANSLUCENT SHEET	8. FRONT FENCING	9. EAST AND WEST FENCING
TRIMDEK CLADDING SAPPHIRE BLUE OR SIMILAR TO MATCH ETI FACILITIES OR SIMILAR	ZINCALUME WALL CLADDING, TRIMDECK HI-TEN OR SIMILAR	POWDER-COATED ALUMINIUM FRAME OR SIMILAR	UNPAINTED CONCRETE TILT PANELS	SAPPHIRE BLUE OR SIMILAR TO MATCH ETI FACILITIES OR SIMILAR	ALUMINIUM SOLID ROLLER DOOR OR SIMILAR.	WHITE TRANSLUCENT SHEETING OR SIMILAR ALLOWING NATURAL LIGHT INTO ADMINISTRATIVE AND ENTRY AREA WITH ETI SIGNAGE	BLACK GARRISON GALVANIZED FENCE TO MATCH ETI FACILITY ACROSS THE ROAD	BLACK CHAIN LINK MESH FENCE TO BOUNDARIES EXCEPT FRONT

MATERIALS AND FINISHES SCHEDULE

CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.

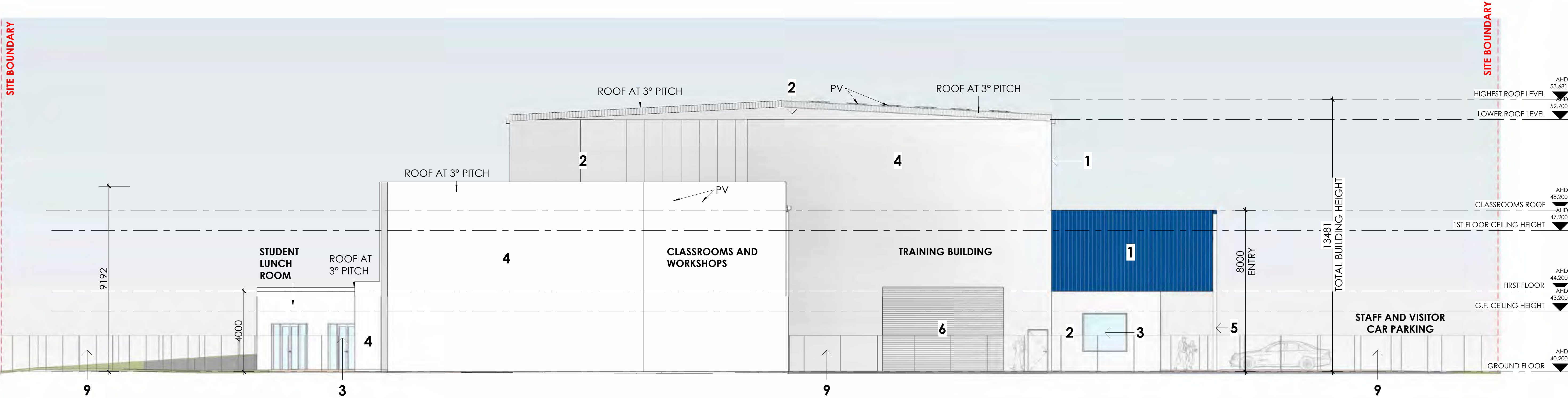


SOUTH ELEVATION - REAR VIEW

1. SAPPHIRE BLUE TRIMDEK	2. ZINCALUME FOR ROOF AND WALLS	3. WINDOW AND DOOR FRAMES	4. CONCRETE PANELS	5. AWNING STEEL	6. ROLLER DOORS	7. WHITE TRANSLUCENT SHEET	8. FRONT FENCING	9. EAST AND WEST FENCING
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MATERIALS AND FINISHES SCHEDULE

CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.

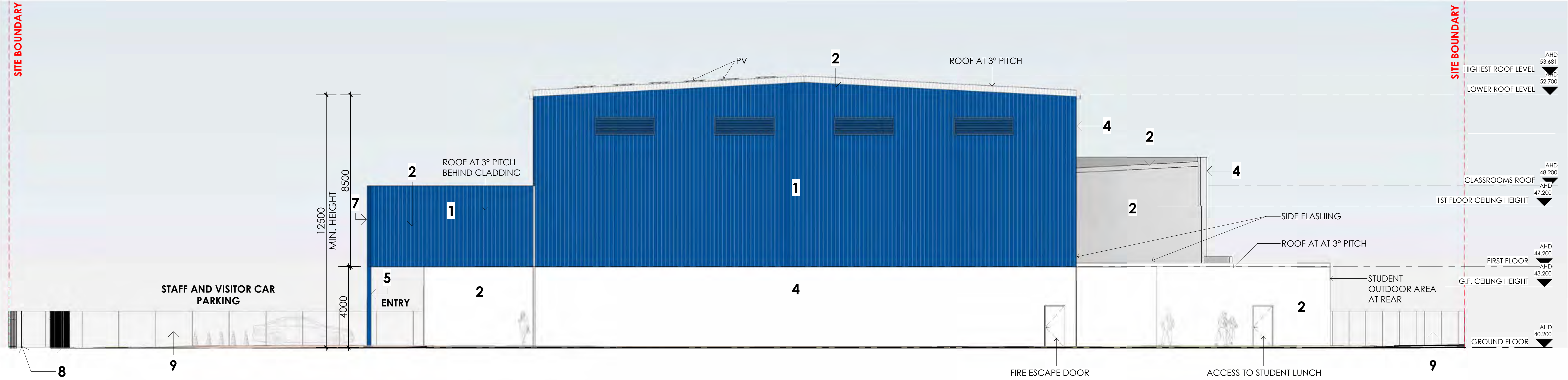


EAST ELEVATION - VIEW FROM LOT 27

1. SAPPHIRE BLUE TRIMDEK	2. ZINCALUME FOR ROOF AND WALLS	3. WINDOW AND DOOR FRAMES	4. CONCRETE PANELS	5. AWNING STEEL	6. ROLLER DOORS	7. WHITE TRANSLUCENT SHEET	8. FRONT FENCING	9. EAST AND WEST FENCING
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MATERIALS AND FINISHES SCHEDULE

CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.

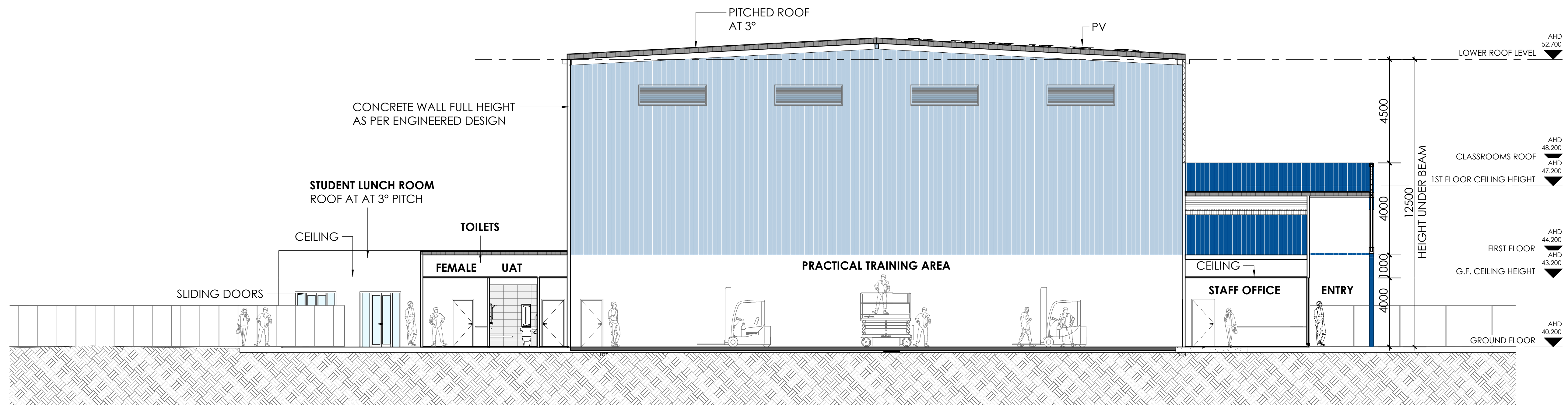


WEST ELEVATION - VIEW FROM STUDENT CAR PARKING

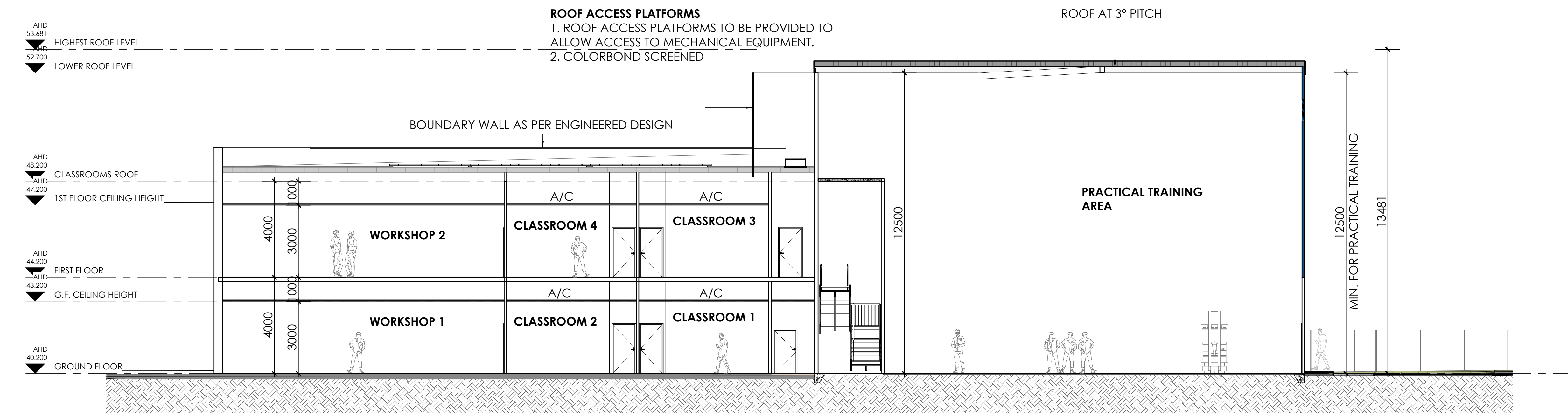
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MATERIALS AND FINISHES SCHEDULE

CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.



2 LONG SECTION
SCALE: 1 : 100



3 SHORT SECTION
SCALE: 1 : 100

CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
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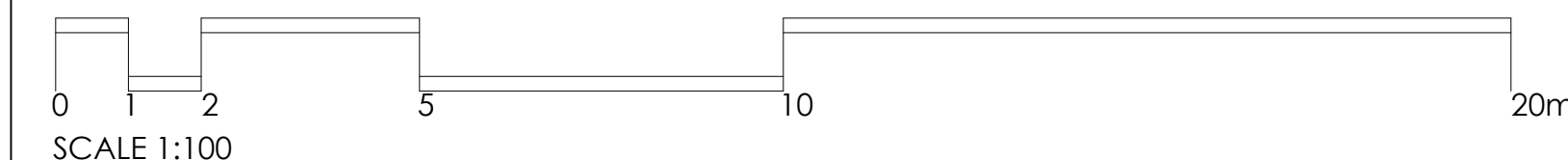
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TITLE

SECTIONS



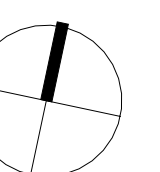
CP PROJECTS

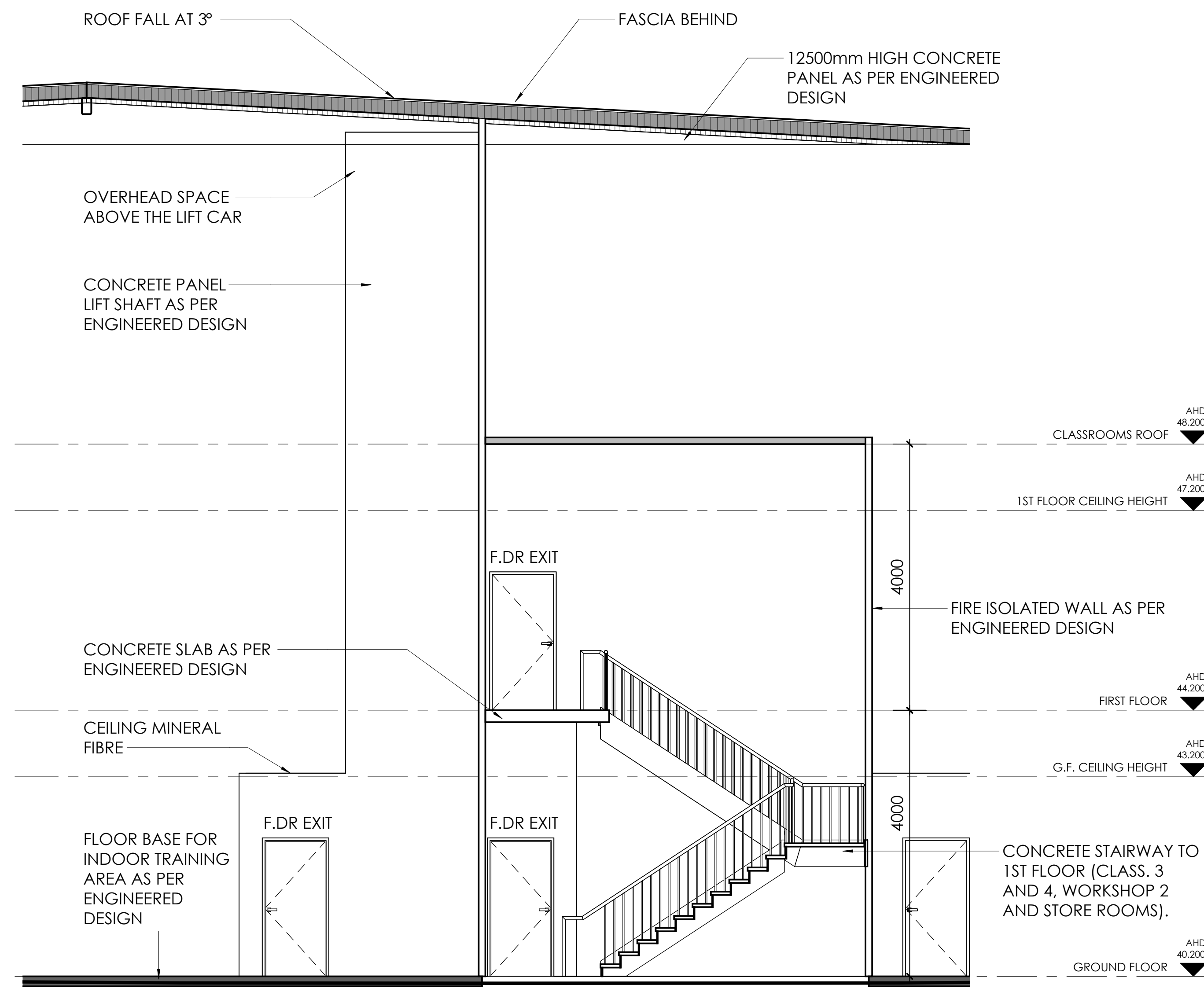


NEW TRAINING FACILITY
(Lot 827) 21 Injune Way, Joondalup

PROJECT STATUS
DA - DEVELOPMENT APPLICATION

PROJECT NAME
PROJECT NUMBER
24.017
DATE
16/01/2026 16:39:59
ISSUE
A
DRAWING
NUMBER
DA301





STAIRWAY SECTION
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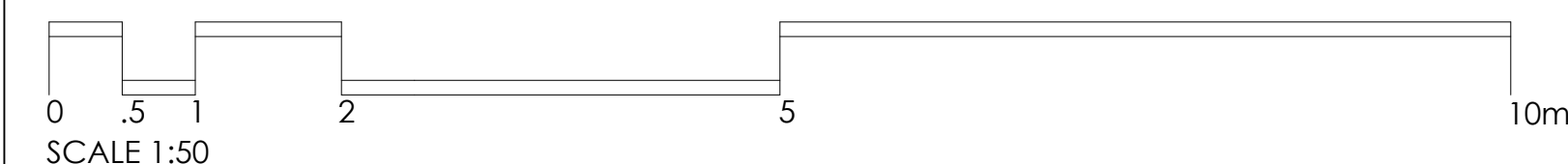
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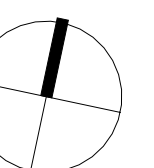
TITLE

STAIRS SECTION



PROJECT NAME
NEW TRAINING FACILITY
(Lot 827) 21 Injune Way, Joondalup
PROJECT STATUS
DA - DEVELOPMENT APPLICATION

PROJECT NUMBER
24.017
DATE
16/01/2026 16:40:00
ISSUE
A
DRAWING
NUMBER **DA302**





CITY OF JOONDALUP. PRECINCT 5: JOONDALUP WEST.
PROPOSED USE: EDUCATIONAL FACILITY.

DOEPEL
MARSH

architects

NEW TRAINING FACILITY
21 INJUNE WAY, JOONDALUP, 6027

PREPARED FOR ELECTROTECHNOLOGY TRAINING INSTITUTE (ETI)

PREPARED BY DOEPEL MARSH ARCHITECTS + PLANNERS.

11 FEBRUARY 2026
24.017



CONFIDENTIAL & LEGALLY PRIVILEGED.

DOEPEL MARSH ARCHITECTS + PLANNERS

61 FORREST ST, SUBIACO WA 6008 TEL: 08 9388 2281

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DOCUMENT CONTROL 24.017				
Date	Issue Details	Author	Checked	Approved
11-02-26	Request For Information	JMA	JM	KD
16-01-26	DA Application	JMA	JM	KD

11 February 2026

The CEO
City of Joondalup
Boas Avenue,
Joondalup WA 6027

ATTENTION: NARISSA HRIBAR
PLANNING DEPARTMENT

RE: DEVELOPMENT APPLICATION
EDUCATIONAL FACILITY
(LOT 827) 21 INJUNE WAY
JOONDALUP, WA 6027

1 APPLICATION OVERVIEW

On behalf of the Property Owners, The Electrical and Communications Association of Western Australia Inc., please find attached the Development Approval Application (DA) for an Educational Facility Development located at 21 Injune Way. The proposal was presented to the Design Review Panel (DRP) on 19 November 2025 and, subsequently, a formal response addressing all recommendations was provided via email on 19 December 2025.

2 CHANGE OF USE AND PLANNING FRAMEWORK

Under Local Planning Scheme No. 3 (LPS3), the Joondalup Activity Centre Plan (JACP), and Precinct 5: Joondalup West, the intended land use was originally commercial. When the Owner acquired the land, they were advised by a senior planner, Byron, that the proposed "Use" would need to be confirmed as a **Discretionary Use** as part of the Development Application.

In accordance with LPS3 and the JACP, an educational establishment within Precinct 5: Joondalup West is a Discretionary Use and was supported by the Development Review Panel on 19 November 2025.

The site's proximity to the Educational Precinct further supports and justifies the proposed change of use and reinforces the Educational Hub that the City of Joondalup seeks to establish.

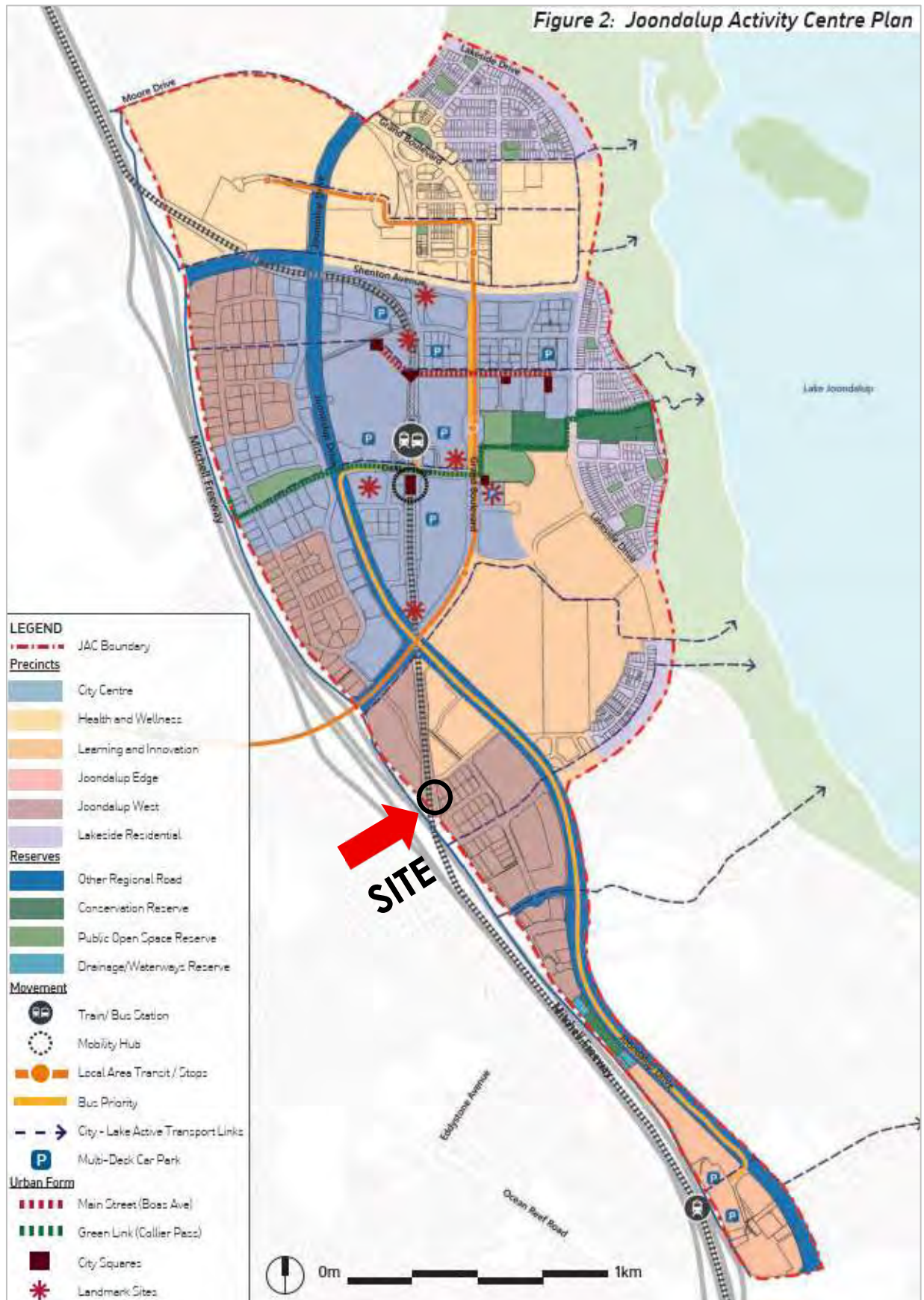


Figure 1 JACP. Taken from City of Joondalup.

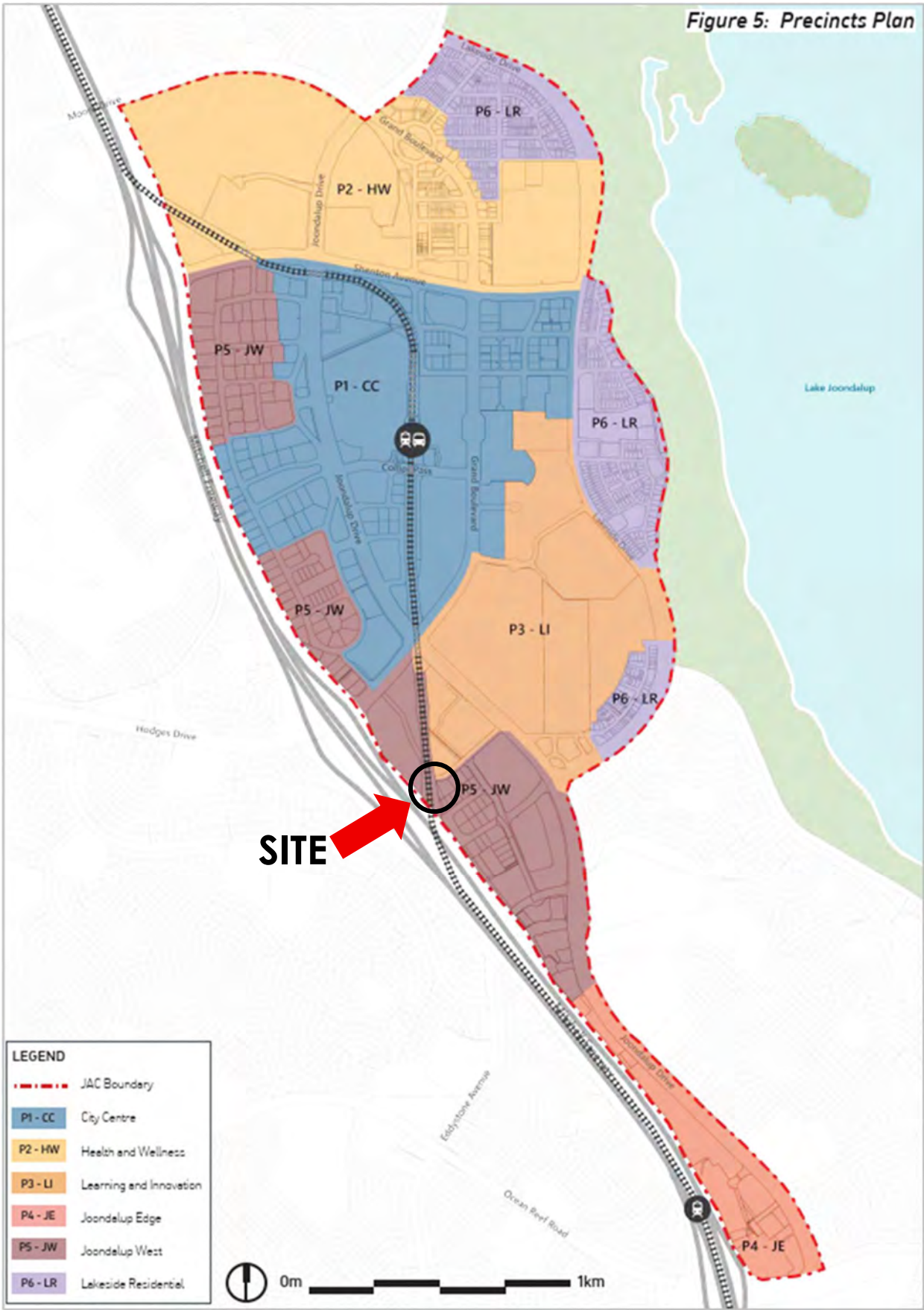


Figure 2 JACP Precincts Plan. Taken from City of Joondalup.

City of Joondalup

Local Planning Scheme No 3

Table 3 Zoning Table

USE AND DEVELOPMENT CLASS	ZONES							
	RESIDENTIAL	MIXED USE	COMMERCIAL	SERVICE COMMERCIAL	LIGHT INDUSTRY	PRIVATE COMMUNITY PURPOSES	RURAL	CENTRE
Amusement Parlour	X	D	D	D	X	X	X	Development and use of land is to be in accordance with an approved structure plan prepared and adopted under Part 4 of the deemed provisions
Animal Establishment	X	X	X	X	D	X	D	
Bed & Breakfast	D	D	P	X	X	D	D	
Betting Agency	X	X	D	D	X	X	X	
Bulky Goods Showroom	X	X	D	P	D	X	X	
Car Park PERMITTED	X	D	P	P	P	D	X	
Caravan Park	A	X	X	X	X	D	X	
Caretaker's Dwelling	X	X	D	D	D	D	X	
Child Care Premises	D	D	D	D	X	D	X	
Cinema/Theatre	X	X	P	D	X	D	X	
Civic Use	D	D	D	D	X	P	X	
Club Premises	X	X	P	D	D	D	X	
Commercial Vehicle Parking	X	X	D	D	P	X	D	
Community Purpose	X	D	D	D	X	P	X	
Consulting Rooms	A	P	P	P	X	D	X	
Convenience Store	X	D	P	P	D	D	X	
Educational Establishment	X	D	D	D	D	P	X	
Exhibition Centre	X	D	D	D	X	P	X	
Family Day Care	P	P	P	X	X	X	X	
Fast Food Outlet	X	X	P	P	X	X	X	
Fuel Depot	X	X	X	X	D	X	X	
Funeral Parlour	X	X	D	D	D	X	X	
Garden Centre	X	X	P	P	P	X	X	
Grouped Dwelling	P	D	D	X	X	X	X	
Holiday Accommodation	D	D	D	X	X	D	X	
Holiday House	D	D	X	X	X	D	X	
Home Occupation	D	P	P	X	X	X	X	
Home Business	A	P	P	X	X	X	X	
Home Store	D	P	P	X	X	X	X	
Hospital	X	X	D	D	X	D	X	
Hotel	X	X	D	D	X	D	X	
Industry	X	X	X	X	D	X	X	
Industry – Extractive	X	X	X	X	X	X	X	
Industry – Light	X	X	X	X	P	X	X	
Industry – Service	X	X	D	P	P	X	X	
Liquor Store - large	X	X	D	D	X	X	X	Development and use of land is to be in accordance with an approved structure plan prepared and adopted under Part 4 of the deemed provisions
Liquor Store - small	X	X	P	D	X	X	X	

City of Joondalup

Local Planning Scheme No 3

USE AND DEVELOPMENT CLASS	CENTRE DISTRICT			
	C-1 Endeavour District	C-2 Retail District	C-3 Banks District	C-4 Education and Civic District
Telecommunications Infrastructure	D	D	D	D
Veterinary Centre	P	P	D	X

Table 3b - Joondalup Activity Centre Zoning Table

USE AND DEVELOPMENT CLASS	ZONES					
	CITY CENTRE	HEALTH AND WELLNESS	LEARNING AND INNOVATION	JOONDALUP EDGE	JOONDALUP WEST	LAKESIDE RESIDENTIAL
Amusement Parlour	P	D	D	D	D	X
Animal Establishment	X	X	X	X	D	X
Bed and Breakfast	D	D	D	D	X	D
Betting Agency	P	D	D	D	X	X
Bulky Goods Showroom	X	X	X	D	P	X
Car Park	X	X	X	D	X	X
Caravan Park	X	X	X	X	X	X
Caretaker's Dwelling	D	D	D	D	D	D
Child Care Premises	D	D	D	D	D	D
Cinema/Theatre	P	D	D	X	D	X
Civic Use	P	D	D	D	D	X
Club Premises	D	D	D	D	D	X
Commercial Vehicle Parking	D	D	D	D	D	X
Community Purpose	D	D	D	D	D	D
Consulting Rooms	P	P	P	P	D	D
Convenience Store	P	D	D	P	P	D
Educational Establishment	D	D	P	D	D	X
Exhibition Centre	P	D	D	D	D	D
Family Day Care	P	P	X	X	X	P
Fast Food Outlet	D	D	D	P	D	D
Fuel Depot	X	X	X	X	X	X
Funeral Parlour	X	X	X	X	D	X
Garden Centre	X	X	X	X	P	X
Grouped Dwelling	X	X	X	X	X	D
Holiday Accommodation	P	D	D	D	X	D
Holiday House	X	X	X	X	X	D
Home Occupation	X	D	X	X	X	D
Home Business	X	D	X	X	X	D
Home Store	X	X	X	X	X	D
Hospital	X	D	X	X	X	X
Hotel	P	D	X	X	X	X
Industry	X	X	X	X	D	X
Industry - Extractive	X	X	X	X	X	X
Industry - Light	X	X	X	X	D	X
Industry - Service	X	X	X	X	D	X

3 RESPONSE TO DESIGN REVIEW PANEL

As outlined in DMA's response submitted via email on 19 December 2025, the requests made by the DRP have been carefully considered and addressed. All recommendations have been incorporated into the proposal, with the exception of two matters: the requirement for two crossovers and the provision of staff parking at the rear of the site. The rear parking has instead been replaced with an outdoor student amenity area, as requested by the DRP.

3.1 TWO CROSSOVERS – SAFETY CONSIDERATIONS

The provision of two (2) crossovers was reviewed by the ETI Safety Manager under Work Health and Safety (WHS) principles, who advised that, given the nature of the activities proposed, this arrangement is “not practicable for the safe operations of the future site”, as detailed in the supporting correspondence (**Refer to Appendix No. 3.2**). It is also noted that the existing facility owned by the Applicant across the road was approved by the City of Joondalup with three crossovers for safety and logistical reasons.

3.2 REAR PARKING AND STUDENT AMENITY AREA

The provision of car parking at the rear as requested, was not feasible. In response, the building has been moved forward, allowing the rear portion of the site to be designated as a student outdoor area to support lunch and amenity use. This adjustment also improves connectivity with the street and increases opportunities for passive surveillance.

3.3 OTHER DESIGN REVIEW PANEL AMENDMENTS

Other minor changes requested by the DRP have been addressed where possible.

- Screening of the HVAC plant to ensure it is not visible from the street. (JACP 1.4.8 Screening of equipment).
- Update of the landscaping plan in accordance with DRP recommendations. (Refer to LAPL01).
- Revision of plant species selection, including shrubs, ground covers and verge planting with local native species. (Refer to LAPL01).
- Increase in the **5** number of trees to comply with parking bay requirements and enhance planting diversity. (Refer to LAPL01).
- Relocation of the building forward (**3 metres from rear boundary**) to create a new outdoor open area for students and staff.

- Provision of outdoor furniture (tables and chairs) within the student amenity area.
- Extension of the main pedestrian access path to connect directly with the street.
- Relocation of the tree strip on the western side of the car park to be closer to the west side of the building, to provide shade and reduce internal heat.
- An Indigenous artwork (Figure 5) created for ETI has been commissioned and can be provided to the front glazed entrance façade as a transparent feature. Refer to the attached images for detail. The Owner proposes to engage Signarama Joondalup to produce the window artwork. Further detail will be provided at the Building Permit stage.



Figure 5 Artwork titled Journey, created by artist Anthony Fenn in 2021 for ETI, with exclusive rights retained by the client.



Figure 6 Proposed entrance with Public Art to all glazed façade

4 PROJECT DESCRIPTION AND SITE LAYOUT

4.1 USERS

The proposed facility will accommodate approximately 70 students, 5 staff members, and occasional visitors.

4.2 OPERATING HOURS

The premises will operate Monday to Friday between 7:30 am and 4:30 pm.

4.3 TRAINING PROGRAMS

The training programs offered at the facility comprise both theoretical and practical components, specifically focused on forklift operator training and scissor lift operator training.

4.4 SITE LAYOUT

The development functions as a **Class 9b** (Education) facility. The building is organised into five clearly defined functional zones, comprising:

1. An indoor main training area of approximately 500 m² with a minimum clear internal height of 12 m, designed to accommodate practical training activities.
2. Dedicated classroom areas to support theoretical instruction.
3. An entry and administration zone located at the front of the building, providing clear hierarchy, legibility, and controlled access.
4. A large parking area situated on the western side of the site to accommodate student parking requirements, together with a designated hardstand area for training activities.

5. A student outdoor area located at the rear of the site and oriented to the south.

4.5 EXISTING APPROVED BUILDING

Additionally, it is important for the City to note that ETI already operates an educational training facility directly across the road at 20 Injune Way, where electrical technician training is currently undertaken.

4.6 BUILDING DESIGN

The primary activities proposed for the facility include forklift and scissor lift training. For this reason, the internal building height is a critical design consideration to ensure students can be trained safely and effectively within the indoor area. The maximum height allowed is 13.5m, according to the JACP, with the actual height being 13.4m (complying).

5 BUILDING DESIGN

5.1 JACP REQUIREMENTS

Requirements as per City of Joondalup Activity Centre Plan, as an educational establishment and following the Learning and Innovation and Joondalup West Precinct:

ITEM	REQUIRED	PROVIDED	COMPLIANCE
CAR PARKING FOR NON-RESIDENTIAL DEVELOPMENT	1 bay per 100m ² NLA 1274 m ² ÷ 100 m ² = 11.6 = 12 BAYS	56 BAYS	Complying
CAR PARKING TREES AT A GRADE PARKING	Min. one (1) shade tree per 4 car parking bays. 56 BAYS provided ÷ 4 = 14 trees	19 TREES	Complying
MOTORCYCLE SCOOTER PARKING FOR NON-RESIDENTIAL DEVELOPMENT	10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. 13 BAYS required = 4 BAYS	4 BAYS	Complying
BICYCLE STANDARDS TABLE 2 JACP	1 per 20 students 70 students ÷ 20 = 3.5 = 4 BAYS	4 BAYS	Complying

6 SITE CONSTRAINTS AND EASEMENTS

In developing the proposal, site limitations have been carefully considered. A Western Power easement associated with a Western Power transmission line is located along the western side of the site.

In addition, a covenant (L932387) stipulates that within the easement, no parking or storage of vehicles or machinery exceeding 2.5 metres in height is permitted. Accordingly, an access restriction will be implemented at the student parking crossover to limit the access height. The fence height will also be limited to less than two metres, in accordance with the covenant requirements.

7 CONSULTANTS

A range of specialist consultants have been engaged, including:

- 7.1 BUILDING CERTIFIER**
Undertaken by BCA Consultants.
- 7.2 NOISE REPORT**
As part of the DA Application.
Undertaken by Marshall Day Acoustic.
- 7.3 BAL ASSESSMENT**
As part of the DA Application.
Undertaken by WA Fire & Safety.
- 7.4 LANDSCAPE PLAN**
As part of the DA Application. **(Refer to Appendix No. 4.4)**
- 7.5 WASTE MANAGEMENT PLAN**
As part of the D.A Application process, the City of Joondalup (Narissa Hribar) has advised on the 14/01/2026 that a Waste Management Plan is not required at this D.A stage, given that waste collection is managed by a private contractor. The facility across the road is currently serviced by a private contractor, Incredible Bulk, for this purpose and is Owned by the same entity.

ITEM	DESCRIPTION	
Private Contractor Company's Name	Incredible Bulk	
Truck Access Diagram	(Refer to Appendix No. 4.1) Dwg A.017	
Collection Vehicle Type	Rear loading compactor truck. 2m wide, 6m long and 3.3m high.	(Refer to Appendix No. 4.1)
Bin Sizes	Required: 406 L (G.W) + 406 L (C.R) Provided: 1100 L (G.W) + 1100 L (C.R)	(Refer to Appendix No. 4.2)
Bin Storage Area	Provided with drawing DA101 of D.A Application. 3500mm x 2500 mm x 1800mm MIN. Commercial Bin Enclosure according to Bin Store Guidelines for Commercial to comply with the City of Joondalup Specifications.	(Refer to Appendix No. 1.3)

Provision for wash-down with the bin compound, including tap and drainage.	Provided with drawing DA101 of D.A Application.	(Refer to Appendix No. 1.3)
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8 CONCLUSION

The proposal achieves the intent of the Planning Framework and can be supported with a recommendation for Approval in the Responsible Authority report to the JDAP.

Should you require any further information, please contact me immediately.

Thank you.

Yours sincerely,

DOEPEL MARSH ARCHITECTS PTY LTD



KIM DOEPEL

B. ARCH, FRAIA

9 APPENDICES

1. D.A APPLICATION (16 – JANUARY - 2026)

1. Certificate of Title and Deposited Plans
2. Signed Forms
 - (a) DA Application form
 - (b) MRS form
 - (c) Application checklist
 - (d) JDAP form
 - (e) City's environmentally design checklist
3. Architectural Documentation

DA DRAWING SCHEDULE		
Sheet Number	Sheet Name	Sheet Issue Date
DA000	COVER SHEET	16/01/2026
DA001	LOCAL CONTEXT PLAN	16/01/2026
DA002	SITE CONTEXT - STREETSCAPE ELEVATION	16/01/2026
DA003	SITE SURVEY - EXPANDED FEATURE	16/01/2026
DA004	PARKING GROUND LEVEL	16/01/2026
DA100	SITE PLAN	16/01/2026
DA101	GROUND FLOOR PLAN	16/01/2026
DA102	FIRST FLOOR PLAN	16/01/2026
DA103	ROOF PLAN	16/01/2026
DA201	NORTH ELEVATION	16/01/2026
DA202	SOUTH ELEVATION	16/01/2026
DA203	EAST ELEVATION	16/01/2026
DA204	WEST ELEVATION	16/01/2026
DA301	SECTIONS	16/01/2026
DA302	STAIRS SECTION	16/01/2026
DA401	MODEL VIEW PERSPECTIVES	16/01/2026
DALP01	LANDSCAPING PLAN	16/01/2026

4. City of Joondalup Activity Centre Plan
5. City of Joondalup Local Planning Scheme 3
6. BAL Assessment (WA Fire & Safety)
7. Acoustic Report (Marshall Day Acoustic)
8. Painting 'Journey' created by Anthony Fenn 2021. Image provided by Project Owner.
9. Renders

2. DRP MINUTES (19 – NOVEMBER - 2025)

3. DRP MINUTES RESPONSE (19– DECEMBER - 2025)

1. DMA response sent to Council on the 19th of December 2025.
2. ETI - DRP letter from Safety Manager
3. 24.017 20251219 Lot 827 Injune Way, Joondalup - Correspondence N. Hribar
4. Final Render

4. REQUEST FOR INFORMATION (11 - FEBRUARY - 2026)

1. Swept path diagram for Bin Truck access. (A.017)
2. WALGA Calculator for Education/Training Building Type.
3. Stormwater Management Plan. (A.040)
4. Amended Landscaping Plan (A.015 and A.016).
5. Aerial view: Site distance from Joondalup Drive.

Item No. 4.1		
Panel Members	Cathrine Temple, Manager Planning Services	Presiding Member
	Simon Venturi	Chairperson
	Robin Burnage	Member
	Andrew Howe	Member
Proponent/s	Presenters:	
	Kim Doepel	Doepel Marsh Architects
	In attendance/observing:	
Local Government Officers	Laura Kelliher	Coordinator, Planning Approvals
	Heidi Miragliotta	Senior Urban Planner
	Montana Leung	Urban Planner

Design Review	
Property address	Lot 827 (21) Injune Way, Joondalup
Background	This is the first time the proposal has been presented to the JDRP.
Proposal	The proposal involves a two-storey educational training facility comprising an administration area, student lunchroom, practical training area, workshop, three storage areas, and five classrooms, with a total Net Lettable Area of 1,179.9 m² (874.9 m² ground floor; 305 m² upper floor). Site provisions include 58 car parking bays (including two accessible), four scooter bays, ten bicycle bays and 529.36 m² (14.37%) of landscaping. Access is via two crossovers from Injune Way: a 5 m wide crossover to student parking and a 6 m wide crossover to staff / visitor parking. A bin store is located at the rear, adjoining the southern and eastern boundaries.

Key Design Review Comments	The Panel thanks the applicant for presenting the proposal and provides the following comments and recommendations to guide the proposal's design development moving forward. The proposal has the following design strengths: • The educational / vocational training use is a discretionary use however is common in the surrounding context and supported • Height and built form on the site generally appears appropriate within the surrounding context (with some recommendations to improve streetscape interactivity) • Generous landscaping metrics are provided on the site • Landscaping has been used as a buffer to the adjacent railway line • Native tree species have been selected • A number of active ESD initiatives have been noted such as a PV solar system and 3 EV chargers
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	The Panel recommends the following key areas be refined and strengthened in order to gain full DRP support for the proposal: • Relocate the building further forward on the site with the staff parking tucked around the corner at the rear of the site to increase streetscape interactivity and passive surveillance • Remove one crossover • Show HVAC plant for the building • Improve a number of user amenity aspects • Strengthen the proposal's Landscape and ESD aspects • Increase the diversity of materiality on the front elevation • Relocate the roof access ladder to a less visible location The proposal is required to return to the DRP for review in responding to the above and below noted items.
Chairperson's signature Date: 28/11/25	

Design Quality Evaluation

Legend

	<i>Meets the Design Principle objective.</i>
	<i>Requires further attention to meet the Design Principle objective.</i>
	<i>Does not meet the Design Principle objective.</i>
	<i>Insufficient information to enable comments to be provided.</i>

Design Principle	Comments/Recommendations
<i>Principle 1 – Context and character</i>	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i> Comments: - The level of streetscape interactivity and passive surveillance currently generated is minimal with the streetscape interface currently dominated by parking positioned in a significant primary setback - Two crossovers on the site could be reduced to one Recommendation 1: Parking on the western side of the building (rather than at rear) can be supported due to the Western Power easement however the building should be brought further forward to address the streetscape with staff parking tucked around corner at the rear of the site, accessed through the student carpark Amalgamate access to both carparks through one crossover with access to the staff parking area through the student carpark (with a security gate between the two if required) to eliminate one crossover on the site
<i>Principle 2 – Landscape quality</i>	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i> Comments: - Tree locations / species only have been shown on the Landscape Plan. A layered landscape response is required with greater diversity of planting - The amount of trees in the student carpark currently appears limited - For a building of this type a usable external communal / public space with a table, seats and shade is essential for use by students and staff use. The omission of this aspect is hard to support given the large parking oversupply on the site - The verge is an opportunity for additional landscaping on the site. Some mechanism to stop cars parking on a landscaped verge is also recommended

Design Principle		Comments/Recommendations
		- The Landscape Plan requires further detail in relation to hard landscape materiality and finishes - The pedestrian pathway doesn't currently connect to the footpath Recommendation 2: - Show lower level planting and plant species selections for this landscaping on the Landscape Plan - Increase the amount of trees in the student carpark or disperse them more evenly throughout the carpark - Introduce a usable communal / public space in the front area of the site, ideally in proximity to the pedestrian pathway, for use by students and staff - Consider landscaping on the verge and integrated bollards such as rocks to stop people parking on verge landscaping - Include further detail on the Landscape Plan in the form of hard landscape materiality and finishes - Ensure the pedestrian entry pathway extends to the footpath
Principle 3 – Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i> Comments: - No further opportunity comments. Supported Recommendation 3: - None
Principle 4 – Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i> Comments: - HVAC plant is not currently shown on the drawings - The bin-store currently appears small in relation to the size of the building Recommendation 4: - Show HVAC plant on the drawings positioned on the roof in a location that is fully screened from the public realm and adjoining neighbours - Provide a Waste Management Plan for the site
Principle 5 – Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i> Comments:

Design Principle	Comments/Recommendations
	- The start of an ESD narrative for the project has been established however it requires further development and strengthening Recommendation 5: - Engage an ESD professional to input into the project generating a detailed ESD strategy and report for the proposal - Provide details in relation to the size of the PV solar system that will be integrated into the project - Integrate further active ESD initiatives such as an all-electric development (no gas), rainwater capture / re-use, energy monitoring, heat pump HWSs, white colour roof minimise heat absorbance etc.
Principle 6 – Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i> Comments: - Only two of the four classrooms on the lower and upper levels currently receive natural light - The toilets in the lunchroom occupy a large extent of the rooms external wall allowing limited natural light into this room Recommendation 6: - Rotate classrooms 1,2,3 and 4 with access corridors on the rear of these rooms or position the staff carpark at the rear of the site so all classrooms have natural light access through windows - Rotate the toilets in the lunchroom or reposition the toilet away from the external wall so the lunchroom has larger windows increasing natural light access to this room
Principle 7 – Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i> Comments: - No further opportunity comments. Supported Recommendation 7: - None
Principle 8 – Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and easily identifiable elements to help people find their way around.</i> Comments:

Design Principle	Comments/Recommendations
	• Refer to comments in the Context & Character Principle in relation to the inactive streetscape interface which also results in limited streetscape passive surveillance • Given the hardstand area will be used for student training does this area require a barrier or form of access control from the staff carpark? Recommendation 8: 1. Bring the building further forward to address the streetscape with the staff parking tucked around corner at the rear of the site to increase streetscape passive surveillance 2. Consider a barrier or form of access control between the staff carpark and hardstand training area
Principle 9 – Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interactions.</i> Comments: • No further opportunity comments. The vocational education use is supported Recommendation 9: • None
Principle 10 – Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i> Comments: • The roof access ladder is currently positioned in a visually prominent location • Externally the proposal is heavily reliant on the blue metal sheeting to generate visual interest • Translucent white cladding is noted on the elevations however it appears as concrete on the 3d renders • Public Art could play an important role in enlivening the site Recommendation 10: 1. Relocate the roof access ladder to the rear lower roof or a less visually prominent location from the streetscape 2. Increase the diversity of materiality on the proposal's streetscape elevation, especially at lower level, to increase visual interest 3. Adjust the renders so the translucent white cladding is evident which will also increase the level of visual interest on the streetscape elevation 4. Provide a high level Public Art Strategy to identify locations and forms of public art that will

Design Principle	Comments/Recommendations
	meaningfully contribute to the development and surrounding community in a positive way

Item No. 4.1		
Panel Members	Cathrine Temple, Manager Planning Services	Presiding Member
	Simon Venturi	Chairperson
	Robin Burnage	Member
	Andrew Howe	Member
Proponent/s	Presenters:	
	Kim Doepel	Doepel Marsh Architects
	In attendance/observing:	
Local Government Officers	Laura Kelliher	Coordinator, Planning Approvals
	Heidi Miragliotta	Senior Urban Planner
	Montana Leung	Urban Planner

THE DRP COMMENTS AND RECOMMENDATIONS HAVE BEEN CAREFULLY CONSIDERED AND INCORPORATED INTO THE PROPOSAL.

ALL ITEMS HAVE BEEN IMPLEMENTED WITH THE EXCEPTION OF TWO MATTERS: THE REQUIREMENT FOR TWO CROSSOVERS, AND THE PROVISION OF STAFF PARKING AT THE REAR OF THE SITE, WHICH HAS INSTEAD BEEN REPLACED WITH AN OUTDOOR STUDENT AMENITY AREA.

Design Review	
Property address	Lot 827 (21) Injune Way, Joondalup
Background	This is the first time the proposal has been presented to the JDRP.
Proposal	The proposal involves a two-storey educational training facility comprising an administration area, student lunchroom, practical training area, workshop, three storage areas, and five classrooms, with a total Net Lettable Area of 1,179.9 m² (874.9 m² ground floor; 305 m² upper floor). Site provisions include 58 car parking bays (including two accessible), four scooter bays, ten bicycle bays and 529.36 m² (14.37%) of landscaping. Access is via two crossovers from Injune Way: a 5 m wide crossover to student parking and a 6 m wide crossover to staff / visitor parking. A bin store is located at the rear, adjoining the southern and eastern boundaries.

Key Design Review Comments

The Panel thanks the applicant for presenting the proposal and provides the following comments and recommendations to guide the proposal's design development moving forward.

The proposal has the following design strengths:

- The educational / vocational training use is a discretionary use however is common in the surrounding context and supported.
- Height and built form on the site generally appears appropriate within the surrounding context (with some recommendations to improve streetscape interactivity)
- Generous landscaping metrics are provided on the site
- Landscaping has been used as a buffer to the adjacent railway line
- Native tree species have been selected
- A number of active ESD initiatives have been noted such as a PV solar system and 3 EV chargers.

	The Panel recommends the following key areas be refined and strengthened in order to gain full DRP support for the proposal: • ✓ Relocate the building further forward on the site with the staff parking tucked around the corner at the rear of the site to increase streetscape interactivity and passive surveillance. • ✗ Remove one crossover. Not possible. CITY OF JOONDALUP APPROVED TWO. • ✓ Show HVAC plant for the building. AND SCREENED. • ✓ Improve a number of user amenity aspects. ADDED. • ✓ Strengthen the proposal's Landscape and ESD aspects. DONE • ✓ Increase the diversity of materiality on the front elevation. AGREED AND DONE. • ✓ Relocate the roof access ladder to a less visible location. SCREENED FROM VIEW. *The proposal is required to return to the DRP for review in responding to the above and below noted items. PLEASE REQUEST THAT THE CHAIRPERSON REVIEW THE AMENDMENTS AND PROVIDE APPROVAL, AS TIMING IS CRITICAL AND THE DEVELOPMENT APPLICATION MUST BE COMPLETED AND LODGED AS SOON AS POSSIBLE. A DESIGN REVIEW PANEL MEETING IN FEBRUARY WOULD IMPACT THE COMMENCEMENT OF TRAINING FOR STUDENTS.
Chairperson's signature Date: 28/11/25	

Design Quality Evaluation

Legend

	<i>Meets the Design Principle objective.</i>
	<i>Requires further attention to meet the Design Principle objective.</i>
	<i>Does not meet the Design Principle objective.</i>
	<i>Insufficient information to enable comments to be provided.</i>

Design Principle		Comments/Recommendations	DMA RESPONSE
<i>Principle 1 – Context and character</i>		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i> Comments: - The level of streetscape interactivity and passive surveillance currently generated is minimal with the streetscape interface currently dominated by parking positioned in a significant primary setback - Two crossovers on the site could be reduced to one Recommendation 1: Parking on the western side of the building (rather than at rear) can be supported due to the Western Power easement however the building should be brought further forward to address the streetscape with staff parking tucked around corner at the rear of the site, accessed through the student carpark Amalgamate access to both carparks through one crossover with access to the staff parking area through the student carpark (with a security gate between the two if required) to eliminate one crossover on the site	1. THE BUILDING HAS BEEN BROUGHT FORWARD ALLOWING BETTER CONNECTIVITY WITH THE SCREET AND INCREASING PASSIVE SURVEILLANCE. 2. IT WAS NOT POSSIBLE TO RELOCATE STAFF PARKING AT THE REAR, AS BY MOVING THE BUILDING FORWARD, THE REAR SPACE IS NOW STUDENT OUTDOOR AREA AS THEIR LUNCH + KITCHEN AREA. 3. THE TWO CROSSOVERS HAVE BEEN REALIGNED, ON SAFETY GROUNDS TWO ARE NEEDED.

<i>Principle 2 – Landscape quality</i>	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i> Comments: • Tree locations / species only have been shown on the Landscape Plan. A layered landscape response is required with greater diversity of planting • The amount of trees in the student carpark currently appears limited • For a building of this type a usable external communal / public space with a table, seats and shade is essential for use by students and staff use. The omission of this aspect is hard to support given the large parking oversupply on the site • The verge is an opportunity for additional landscaping on the site. Some mechanism to stop cars parking on a landscaped verge is also recommended	1. THE LANDSCAPE PLAN IS TO BE UPGRADED AS PART OF THE D.A APPLICATION. TO INCLUDE SHRUBS, GROUND COVERS AND THE VERGE AREAS NOW PLANTED WITH LOCAL NATIVE PLANTS. NO LAWN WILL BE PLANTED. 2. THE CITY OF JOONDALUP REQUIRE 1 TREE PER 4 CAR BAYS. WITH 47 STUDENT CAR BAYS REQUIRED: 12 TREES PROVIDED: 36 TREES 3. NOW THAT THE BUILDING HAS BEEN BROUGHT FORWARD, AN OUTDOOR OPEN AREA HAS BEEN PROVIDED FOR STUDENTS AND STAFF, WITH ACCESS FROM THE STUDENT AMENITY AREA, WHICH WILL BE TABLES AND CHAIRS. 4. LAWN HAS BEEN DELETED FROM THE PROPOSAL AND ALL THE VERGE AREAS WILL BE PLANTED WITH LOCAL NATIVE WATERWISE GROUND COVERS AND SMALL SHRUBS. THE AMENDED LANDSCAPE PLAN WILL FORM PART OF THE D.A.
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	- The Landscape Plan requires further detail in relation to hard landscape materiality and finishes - The pedestrian pathway doesn't currently connect to the footpath Recommendation 2: - Show lower level planting and plant species selections for this landscaping on the Landscape Plan - Increase the amount of trees in the student carpark or disperse them more evenly throughout the carpark - Introduce a usable communal / public space in the front area of the site, ideally in proximity to the pedestrian pathway, for use by students and staff - Consider landscaping on the verge and integrated bollards such as rocks to stop people parking on verge landscaping - Include further detail on the Landscape Plan in the form of hard landscape materiality and finishes - Ensure the pedestrian entry pathway extends to the footpath	RECOMMENDATION 2 1. AGREED AND WILL BE ADDED TO LANDSCAPE PLAN AS PART OF D.A APPLICATION. 2. AGREED. THE CITY OF JOONDALUP REQUIRE 1 TREE PER 4 CAR BAYS. WITH 47 STUDENT CAR BAYS REQUIRED: 12 TREES PROVIDED: 36 TREES 3. AGREED, THE MAIN PEDESTRIAN ACCESS FOOTPATH NOW EXTENDS DIRECTLY INTO THE CENTRE OF THE OUTDOOR COVERED PAVED AREA. 4. ALL VERGE AREA CAPABLE OF LANDSCAPING WILL BE PLANTED WILL LOCAL NATIVE WATER WISE PLANTS, THE DETAILS WILL APPEAR ON THE D.A APPLICATION PLANS. 5. AGREED AND AS ABOVE. 6. AGREED AND SHOWN.
Principle 3 – Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i> Comments: - No further opportunity comments. Supported Recommendation 3: - None	

<i>Principle 4 – Functionality and build quality</i>	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i> Comments: • HVAC plant is not currently shown on the drawings • The bin-store currently appears small in relation to the size of the building Recommendation 4: 1. Show HVAC plant on the drawings positioned on the roof in a location that is fully screened from the public realm and adjoining neighbours 2. Provide a Waste Management Plan for the site	1. AGREED AND SHOWN. IT WILL BE A FULL SCREEN FROM PEDESTRIAN VIEW. 2. THE WASTE BIN ENCLOSURE INCREASED IN SIZE FOLLOWING ADVICE FROM THE PRIVATE WASTE COLLECTION PROVIDER. A COMPREHENSIVE WASTE MANAGEMENT PLAN WILL BE PART OF THE D.A APPLICATION.
<i>Principle 5 – Sustainability</i>	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i> Comments: • The start of an ESD narrative for the project has been established however it requires further development and strengthening Recommendation 5: 1 Engage an ESD professional to input into the project generating a detailed ESD strategy and report for the proposal 2 Provide details in relation to the size of the PV solar system that will be integrated into the project 3 Integrate further active ESD initiatives such as an all-electric development (no gas), rainwater capture / re-use, energy monitoring, heat pump HWSs, white colour roof minimise heat absorbance etc.	1. AGREED AND DONE. 2. PV SOLAR PANELS PROVIDED. 3. AGREED, ALL ELECTRIC (NO GAS) RAINWATER HARVESTING INCLUDED, H.P.HWS ZINCALUME ROOF FINISH TO REDUCE HEAT ABSORBANCE. 4. 6 EV CHARGES ARE PROVIDED. 5. ALL DETAIL PART OF D.A. APPLICATION.

Principle 6 – Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i> Comments: - Only two of the four classrooms on the lower and upper levels currently receive natural light - The toilets in the lunchroom occupy a large extent of the rooms external wall allowing limited natural light into this room Recommendation 6: 1. Rotate classrooms 1,2,3 and 4 with access corridors on the rear of these rooms or position the staff carpark at the rear of the site so all classrooms have natural light access through windows 2. Rotate the toilets in the lunchroom or reposition the toilet away from the external wall so the lunchroom has larger windows increasing natural light access to this room	1. AGREED AND DONE. 2. AGREED AND DONE.
Principle 7 – Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i> Comments: - No further opportunity comments. Supported Recommendation 7: - None	
Principle 8 – Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and easily identifiable elements to help people find their way around.</i> Comments: Refer to comments in the Context & Character Principle in relation to the inactive streetscape interface which	1. THE BUILDING WAS BROUGHT FORWARD BUT NO REAR PARKING WAS PLACED AS THERE IS OUTDOOR STUDENT AREAS WITH TABLES AND CHAIRS AT THE REAR.

		also results in limited streetscape passive surveillance - Given the hardstand area will be used for student training does this area require a barrier or form of access control from the staff carpark? Recommendation 8: - Bring the building further forward to address the streetscape with the staff parking tucked around corner at the rear of the site to increase streetscape passive surveillance - Consider a barrier or form of access control between the staff carpark and hardstand training area.	2. AGREED. ON DAILY BASIS, TRAFFIC CONTROL MEASURES WILL BE IN PLACE.
Principle 9 – Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interactions.</i> Comments: - No further opportunity comments. The vocational education use is supported Recommendation 9: - None	

Principle 10 – Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i> Comments: • The roof access ladder is currently positioned in a visually prominent location • Externally the proposal is heavily reliant on the blue metal sheeting to generate visual interest • Translucent white cladding is noted on the elevations however it appears as concrete on the 3d renders • Public Art could play an important role in enlivening the site Recommendation 10: 1. Relocate the roof access ladder to the rear lower roof or a less visually prominent location from the streetscape 2. Increase the diversity of materiality on the proposal's streetscape elevation, especially at lower level, to increase visual interest 3. Adjust the renders so the translucent white cladding is evident which will also increase the level of visual interest on the streetscape elevation Provide a high level Public Art Strategy to identify locations and forms of public art that will meaningfully contribute to the development and surrounding community in a positive way	1. AGREED AND NOW HAS A COLORBOND SCREEN. 2. AGREED AND IMPLEMENTED. 3. AGREED AND DONE. 4. A DONATION TO THE CITY OF JOONDALUP WILL BE MADE FOR PUBLIC ART TO CONTRIBUTE TO A CITY ART PROJECT.
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DOEPEL MARSH ARCHITECTS



Kim Doepel
B. Arch FRAIA.

DOEPEL
MARSH

architects

**NEW TRAINING FACILITY – TRAFFIC IMPACT STATEMENT (TIS)
SUPPORT DOCUMENT TO (DAP/26/03050 – DA26/0034)
21 INJUNE WAY, JOONDALUP, 6027**

PREPARED FOR ELECTROTECHNOLOGY TRAINING INSTITUTE (ETI)

PREPARED BY DOEPEL MARSH ARCHITECTS + PLANNERS.

13 FEBRUARY 2026
24.017



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DOCUMENT CONTROL 24.017				
Date	Issue Details	Author	Checked	Approved
13-02-26	Traffic Impact Statement for D.A	JMA	JM	KD

13 February 2026

The CEO
City of Joondalup
Boas Avenue,
Joondalup WA 6027

ATTENTION: BELLA MORETON
COORDINATOR PLANNING APPROVALS

RE: TRAFFIC IMPACT STATEMENT FOR DAP/26/03050 – DA26/0034
EDUCATIONAL FACILITY
(LOT 827) 21 INJUNE WAY
JOONDALUP, WA 6027

1 INTRODUCTION

On behalf of the Property Owners, The Electrical and Communications Association of Western Australia Inc., please find attached the Traffic Impact Statement (TIS) as part of the Development Application (**DAP/26/03050 – DA26/0034**) for a proposed Class 9b Educational Establishment at 21 Injune Way, within the City of Joondalup, as shown in Figure 1.

The site is surrounded by educational establishments and commercial/retail land uses.

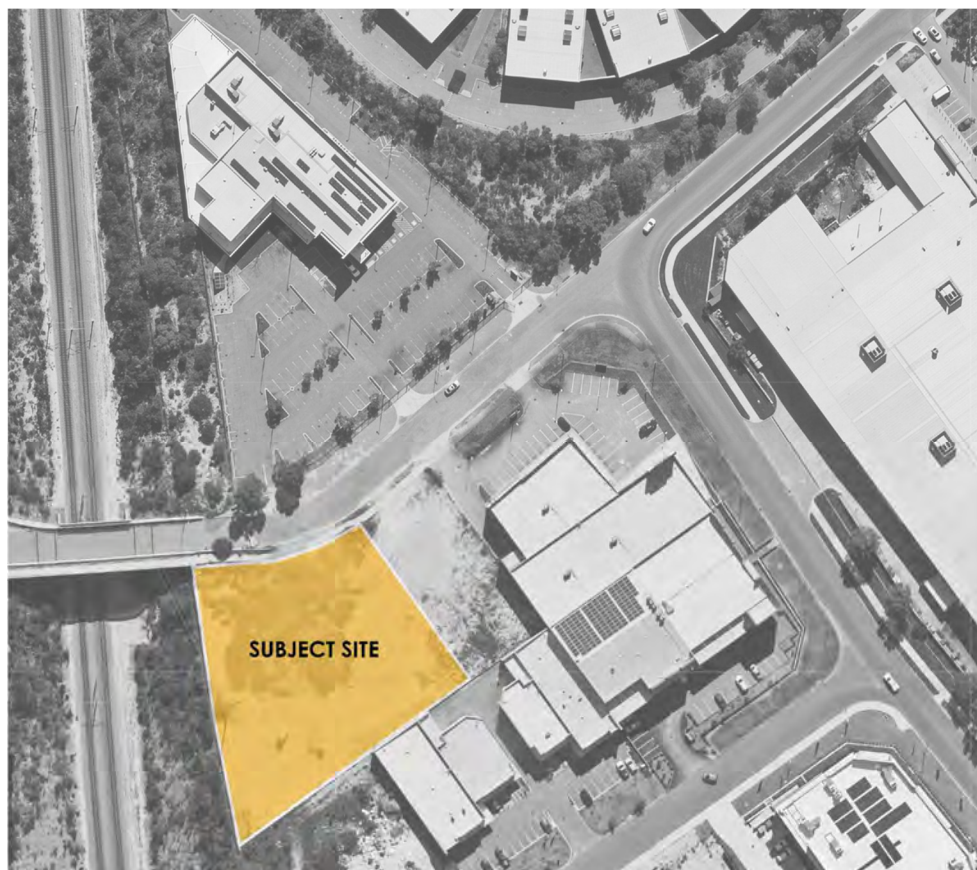


Figure 1: Subject site location

The TIS shows the transport implications of the proposal and demonstrates that the development can be accommodated within the existing road network. The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, car parking and access to the site.



Figure 2: Existing site use

Source: Google Streetview Image dated February 2024.

2 SCOPE OF WORK

In accordance with the Western Australian Planning Commission: Transport Impact Assessment Guidelines (2016), the proposed development is classified as generating a **Moderate Impact**, with an estimated **56 vehicle trips** associated with the subdivision. Consistent with this level of assessment, a Transport Impact Statement (TIS) has been prepared to support the Development Application and to provide relevant traffic and access information for the City and other reviewing authorities. Class schedules will be staggered, meaning vehicle movements will be distributed over time rather than occurring simultaneously.

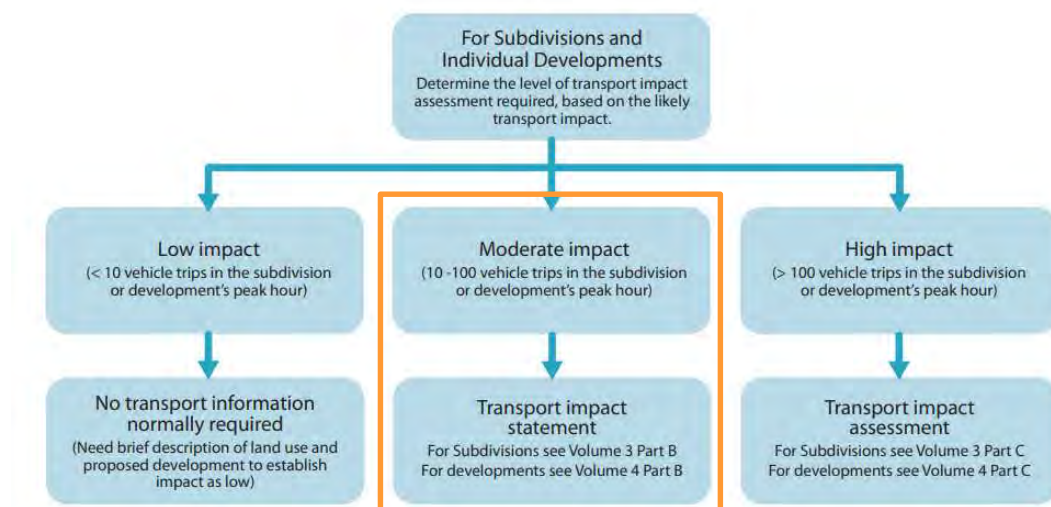


Figure 3 WAPC Transport Assessment Guidelines - Level of Assessment Required

Source: Transport Impact Assessment: Guidelines: Volume 4 Individual Developments. Page 10: Level of assessment.

3 PROPOSED DEVELOPMENT

The proposal for the subject site is for an educational establishment. This change of use, from commercial to educational, was supported by the Design Review Panel (DRP) and is consistent with the Local Planning Scheme, which designates the site with a 'D' (Discretionary) use classification.

3.1 SITE LOCATION

- **Address:** Lot 827 (21) Injune Way, Joondalup, WA
- **Structure Plan:** Joondalup Activity Centre Plan.
- **Zoning:** Centre.
- **Existing land use:** Vacant.
- **Surrounding land uses:** Educational / commercial.

3.2 SURROUNDING ROAD NETWORK

- Injune Way road Hierarchy according to MRWA: Access Road.

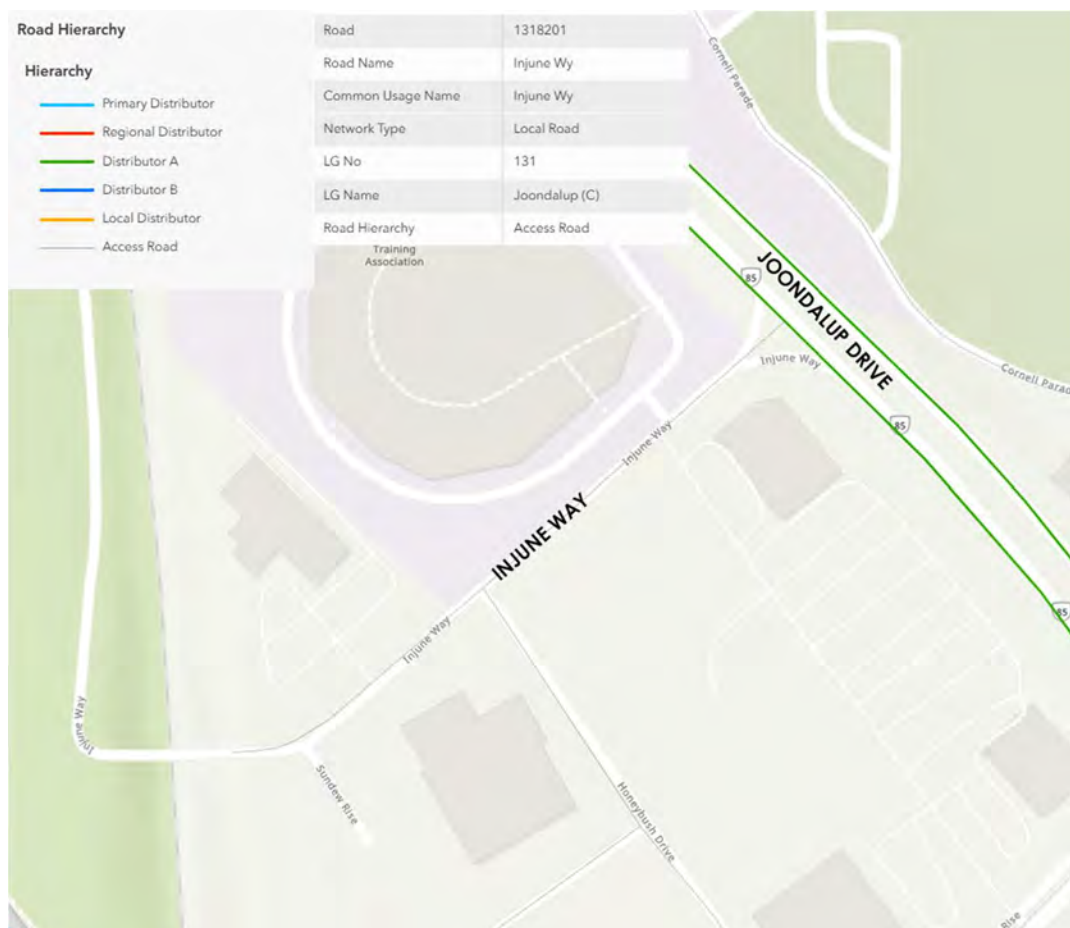


Figure 4: Road Hierarchy according to Main Roads WA

Source: Main Roads Arcgis. Road Information Mapping System

- Carriageway width: 9.5 metres.
- Speed limit: 50 km/h in built up areas.
- Distance to:
 - o Joondalup Drive: 289 m.
 - o Honeybush Drive: 98 m.

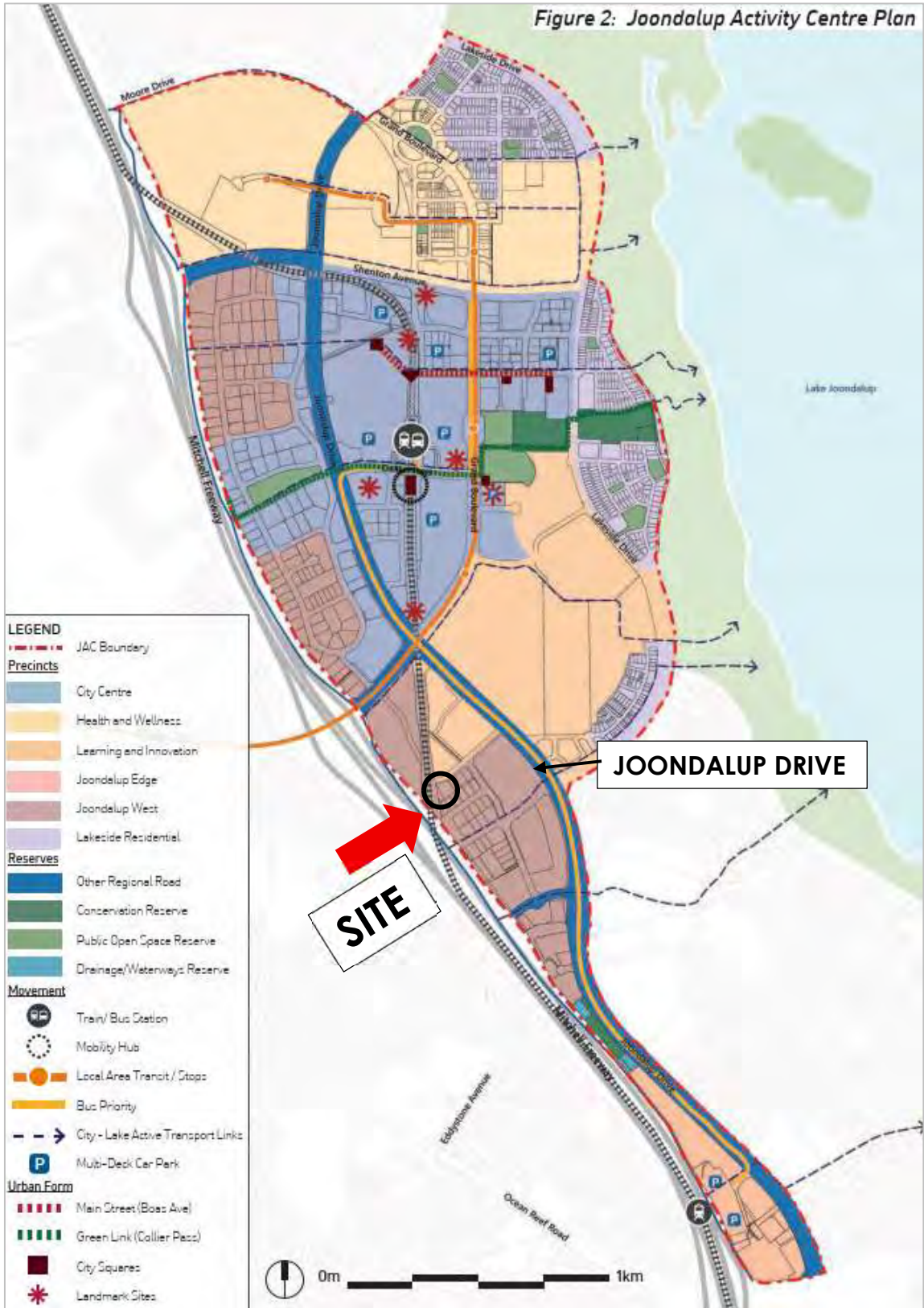


Figure 5 JACP. Taken from City of Joondalup.

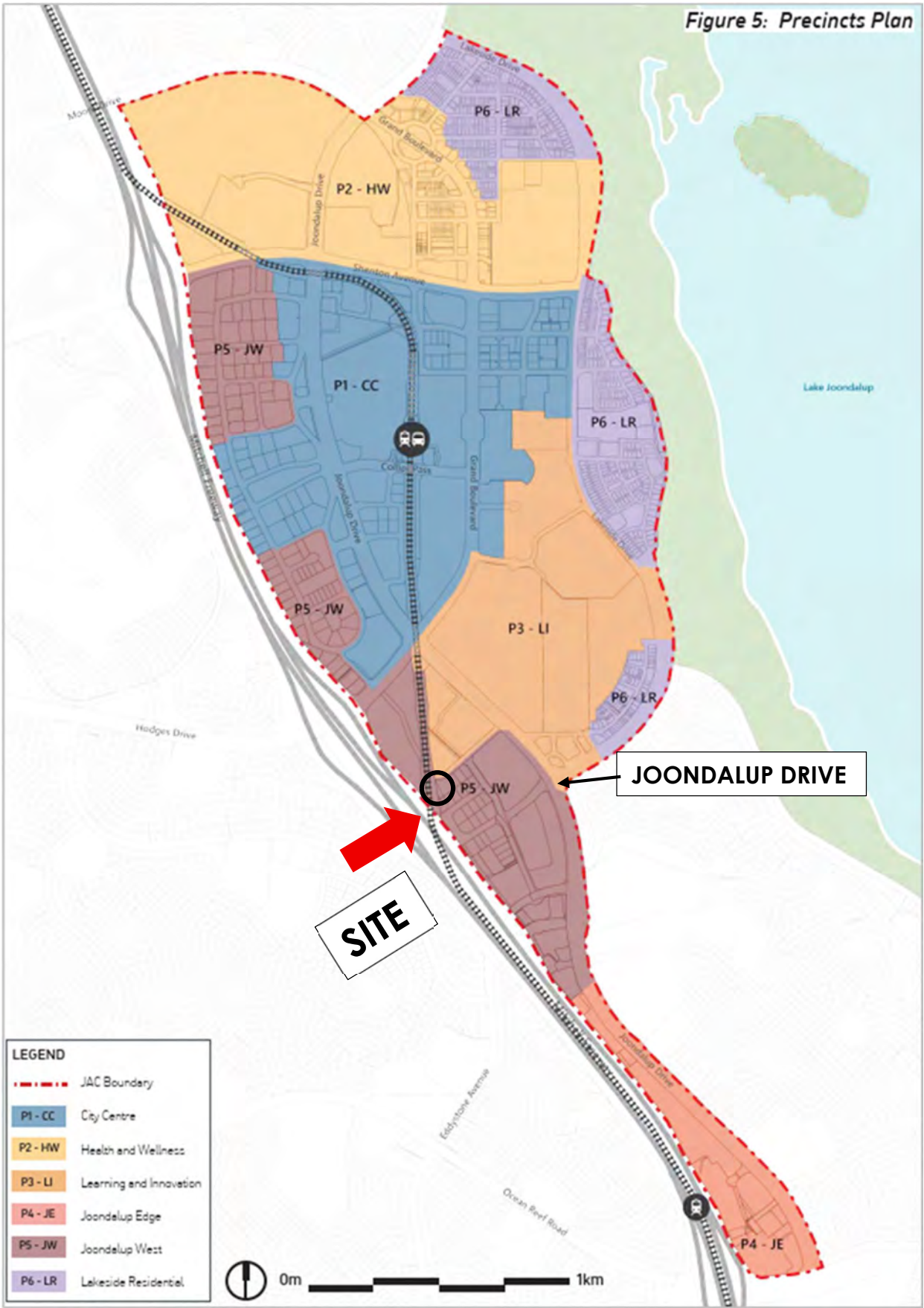


Figure 6 JACP Precincts Plan. Taken from City of Joondalup.

Table 3 Zoning Table

USE AND DEVELOPMENT CLASS	ZONES							
	RESIDENTIAL	MIXED USE	COMMERCIAL	SERVICE COMMERCIAL	LIGHT INDUSTRY	PRIVATE COMMUNITY PURPOSES	RURAL	CENTRE
Amusement Parlour	X	D	D	D	X	X	X	
Animal Establishment	X	X	X	X	D	X	D	
Bed & Breakfast	D	D	P	X	X	D	D	
Betting Agency	X	X	D	D	X	X	X	
Bulky Goods Showroom	X	X	D	P	D	X	X	
Car Park PERMITTED	X	D	P	P	P	D	X	
Caravan Park	A	X	X	X	X	D	X	
Caretaker's Dwelling	X	X	D	D	D	D	X	
Child Care Premises	D	D	D	D	X	D	X	
Cinema/Theatre	X	X	P	D	X	D	X	
Civic Use	D	D	D	D	X	P	X	
Club Premises	X	X	P	D	D	D	X	
Commercial Vehicle Parking	X	X	D	D	P	X	D	
Community Purpose	X	D	D	D	X	P	X	
Consulting Rooms	A	P	P	P	X	D	X	
Convenience Store	X	D	P	P	D	D	X	
Educational Establishment	X	D	D	D	D	P	X	
Exhibition Centre	X	D	D	D	X	P	X	
Family Day Care	P	P	P	X	X	X	X	
Fast Food Outlet	X	X	P	P	X	X	X	
Fuel Depot	X	X	X	X	D	X	X	
Funeral Parlour	X	X	D	D	D	X	X	
Garden Centre	X	X	P	P	P	X	X	
Grouped Dwelling	P	D	D	X	X	X	X	
Holiday Accommodation	D	D	D	X	X	D	X	
Holiday House	D	D	X	X	X	D	X	
Home Occupation	D	P	P	X	X	X	X	
Home Business	A	P	P	X	X	X	X	
Home Store	D	P	P	X	X	X	X	
Hospital	X	X	D	D	X	D	X	
Hotel	X	X	D	D	X	D	X	
Industry	X	X	X	X	D	X	X	
Industry – Extractive	X	X	X	X	X	X	X	
Industry – Light	X	X	X	X	P	X	X	
Industry – Service	X	X	D	P	P	X	X	
Liquor Store - large	X	X	D	D	X	X	X	
Liquor Store - small	X	X	P	D	X	X	X	
								Development and use of land is to be in accordance with an approved structure plan prepared and adopted under Part 4 of the deemed provisions
								Development and use of land is to be in accordance with an approved structure plan prepared and adopted under Part 4 of the deemed provisions

City of Joondalup

Local Planning Scheme No 3

USE AND DEVELOPMENT CLASS	CENTRE DISTRICT			
	C-1 Endeavour District	C-2 Retail District	C-3 Banks District	C-4 Education and Civic District
Telecommunications Infrastructure	D	D	D	D
Veterinary Centre	P	P	D	X

Table 3b - Joondalup Activity Centre Zoning Table

USE AND DEVELOPMENT CLASS	ZONES					
	CITY CENTRE	HEALTH AND WELLNESS	LEARNING AND INNOVATION	JOONDALUP EDGE	JOONDALUP WEST	LAKESIDE RESIDENTIAL
Amusement Parlour	P	D	D	D	D	X
Animal Establishment	X	X	X	X	D	X
Bed and Breakfast	D	D	D	D	X	D
Betting Agency	P	D	D	D	X	X
Bulky Goods Showroom	X	X	X	D	P	X
Car Park	X	X	X	D	X	X
Caravan Park	X	X	X	X	X	X
Caretaker's Dwelling	D	D	D	D	D	D
Child Care Premises	D	D	D	D	D	D
Cinema/Theatre	P	D	D	X	D	X
Civic Use	P	D	D	D	D	X
Club Premises	D	D	D	D	D	X
Commercial Vehicle Parking	D	D	D	D	D	X
Community Purpose	D	D	D	D	D	D
Consulting Rooms	P	P	P	P	D	D
Convenience Store	P	D	D	P	P	D
Educational Establishment	D	D	P	D	D	X
Exhibition Centre	P	D	D	D	D	D
Family Day Care	P	P	X	X	X	P
Fast Food Outlet	D	D	D	P	D	D
Fuel Depot	X	X	X	X	X	X
Funeral Parlour	X	X	X	X	D	X
Garden Centre	X	X	X	X	P	X
Grouped Dwelling	X	X	X	X	X	D
Holiday Accommodation	P	D	D	D	X	D
Holiday House	X	X	X	X	X	D
Home Occupation	X	D	X	X	X	D
Home Business	X	D	X	X	X	D
Home Store	X	X	X	X	X	D
Hospital	X	D	X	X	X	X
Hotel	P	D	X	X	X	X
Industry	X	X	X	X	D	X
Industry - Extractive	X	X	X	X	X	X
Industry - Light	X	X	X	X	D	X
Industry - Service	X	X	X	X	D	X

4 PROPOSED DEVELOPMENT DESCRIPTION

4.1 PROPOSED EDUCATIONAL FACILITY CHARACTERISTICS:

The proposal:

- Class 9b Educational Establishment
- Indoor training area of 500 m²
- 4 Classrooms
- 1 Administration area
- Outdoor training / hardstand
- Student outdoor space

Operational characteristics:

- Number of students: 70.
- Number of staff: 6.
- Visitors: Occasional.

5 HOURS OF OPERATION

The educational facility will operate from Monday to Friday (7:30am to 4:30pm).

6 SITE ACCESS ARRANGEMENTS

6.1 ACCESS LOCATION

- Proposed crossovers width:
 1. Students only crossover: 5.0 metres.
 2. Staff/ Visitor /Service Vehicle crossover: 6.0 metres.
- Distance to nearest intersection: 104 metres from Honeybush Drive.
- As part of the DA Application, the provision of two (2) crossovers was reviewed by the ETI Safety Manager under Work Health and Safety (WHS) principles, who advised that, given the nature of the activities proposed, 2 were required, as detailed in the supporting correspondence (**Refer to Appendix No. 1.1**). It is also noted that the existing facility owned by the Applicant across the road was approved by the City of Joondalup with three crossovers for safety and logistical reasons.

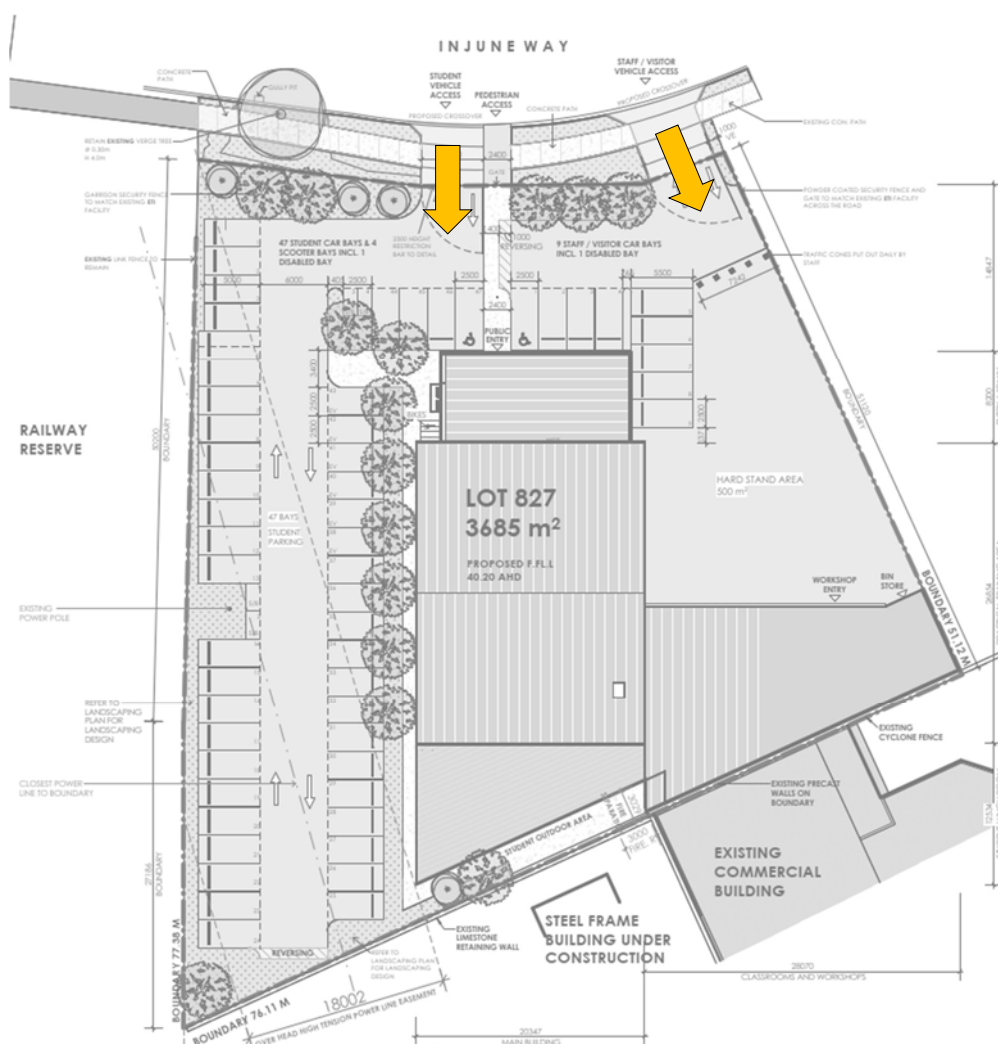


Figure 9 Proposed Development vehicle access

7 PARKING SUPPLY AND ALLOCATION

7.1 STATUTORY REQUIREMENT (CITY OF JOONDALUP)

The proposal has been prepared with regard to the requirements of the City of Joondalup Activity Centre Plan, specifically the Learning and Innovation Precinct and Precinct 5 – Joondalup West.

7.2 PARKING REQUIREMENT

- City of Joondalup Local Planning Scheme No. 3.
- Educational establishment and following the Learning and Innovation and Joondalup West Precinct.
- The proposed parking provision exceeds minimum requirements to achieve improved safety outcomes, including the removal of verge parking, unobstructed pedestrian access along the footpath, and improved vehicular circulation within the area.

	REQUIRED	PROVIDED
STUDENTS	$1047 \text{ m}^2 \div 75 = 13.96 =$	47 BAYS
STAFF	14 BAYS	9 BAYS
TOTAL	14 BAYS	56 BAYS

7.3 BAYS PROVIDED

TYPE	PROVIDED
STANDARD BAYS	54 BAYS
ACCESSIBLE BAYS	2 BAYS (Accessible bays compliant with relevant standards)
BICYCLE PARKING	4 BIKE STANDS
EV BAYS	6 BAYS 3 DUAL CHARGERS

7.4 TREE REQUIREMENTS TO CAR PARKING AREA

	REQUIRED	PROVIDED
TREES	ONE (1) TREE FOR EVERY FOUR (4) CAR BAYS $56 \text{ CAR BAYS} / 4 \text{ TREES} = 14 \text{ TREES}$	19 TREES
TOTAL	14 TREES	19 TREES

7.5 MOTORCYCLE AND SCOOTERS FOR NON-RESIDENTIAL DEVELOPMENT

	REQUIRED	PROVIDED
MOTORCYCLE SCOOTERS FOR NON-RESIDENTIAL DEVELOPMENT	14 CAR BAYS REQ. x 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. $13.96 * 0.10 = 1.396 = 2 \text{ BAYS}$	4 BAYS
TOTAL	2 BAYS	4 BAYS

8 PUBLIC TRANSPORT ACCESS:

The nearest bus stops are located on Joondalup Drive. The Edith Cowan University bus stop (Stop ID 17784) is approximately 420 metres from the site, providing convenient access to public transport.

Joondalup Station is accessible from the site within approximately 14 minutes by bus and 6 minutes by bicycle, providing convenient connectivity to the public transport network.

9 PROVISION FOR SERVICE VEHICLES: WASTE COLLECTION

ITEM	DESCRIPTION	
Private Contractor Company's Name	Incredible Bulk	
Truck Access Diagram	On-site manoeuvring without reversing onto public road. (Refer to Appendix No. 2.1) Dwg A.017	
Collection Vehicle Type	Rear loading compactor truck. 2m wide, 6m long and 3.3m high.	(Refer to Appendix No. 2.2)
Collection Frequency	Weekly	
Notes	No reliance on City waste services. Private Contractor	

10 CONCLUSION

The proposed Class 9b Educational Establishment is expected to generate modest traffic volumes that can be accommodated by the existing road network. The anticipated vehicle movements represent a minor increase on Injune Way and are not expected to adversely affect network performance or safety.

Site access has been designed in accordance with applicable standards and City of Joondalup requirements to ensure safe and efficient vehicle movements. On-site parking provision satisfies statutory requirements and is sufficient to accommodate staff, students and visitors without impacting surrounding streets.

It is also noted that ETI operates an established training facility directly opposite at 20 Injune Way. The proposed use complements this existing operation and will function within an established training environment.

The proposed parking provision meets the operational needs of the development. This Transport Impact Statement support the proposed development and is provided for the consideration of the City and relevant authorities.

Thank you.

Yours sincerely,

DOEPEL MARSH ARCHITECTS PTY LTD



KIM DOEPEL

B. ARCH, FRAIA

11 APPENDICES

1. CORRESPONDENCE FROM ETI (OWNERS) (19-DECEMBER-2025)

1. DRP Response – Letter from Safety Manager.

2. WASTE MANAGEMENT

1. Truck Access Diagram.
2. Collection Vehicle Type (Information provided by Private Contractor).



MARSHALL DAY
Acoustics 

JOONDALUP FORKLIFT TRAINING CENTRE
NOISE ASSESSMENT

Rp 001 20260005 | 14 January 2026

Project: **JOONDALUP FORKLIFT TRAINING CENTRE**

Prepared for: **CP Projects**
19A Korella Street
Mullaloo WA 6027

Attention: **Paul Carter**

Report No.: **Rp 001 20260005**

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Issued	-	For DA submission	14 Jan. 2026	F. Wheatley	B. Beverley

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APPENDIX A GLOSSARY OF TERMINOLOGY

APPENDIX B ASSIGNED LEVEL CALCUATIONS

1.0 INTRODUCTION

A forklift training facility is proposed for 21 Injune Way, Joondalup. Marshall Day Acoustics (Australia) Pty Ltd (MDA) has been engaged by CP Projects to undertake a noise assessment for the proposed facility. This report provides details of relevant noise criteria, predicted noise levels and recommended noise controls for the facility.

A glossary of acoustic terminology used in this report is provided in Appendix A.

2.0 SITE DESCRIPTION

The proposed training facility is to be located at 21 Injune Way, Joondalup. The site is situated north east of the Mitchell Freeway within an area containing predominantly commercial and industrial premises. Edith Cowan University and the College of Electrical Training are located north of the site.

The layout of the subject site is shown in Figure 1.

Figure 1: Site layout of the proposed training facility



2.1 Nearest receivers

The nearest receivers to facility are shown in Figure 2. A description of each of these receivers is provided in Table 1.

Table 1: Nearest Receivers

Number	Address	Receiver Type	Description
1	20 Injune Way	Noise sensitive	College of Electrical Training
2	17 Injune Way	Commercial	Barbecue shop
3	29 Sundew Rise	Commercial	Auto parts shop
4	27 Sundew Rise	Industrial	TOMRA recycling centre

Figure 2: Nearest Receivers (Image: MetroMap)



2.2 Description of operations

It is understood that the site usage will consist of:

- Operating hours between 0700 and 1630 hours on weekdays only, with classes running between 0730 and 1530 hours.
- Student training will be a mix of practical exercises (machinery assessments) and theory.
- Students will have practical exercises and assessments using scissor lifts, forklifts, boom lifts and trailer lifts.

The operation of the vehicles will include:

- Driving and operating the machinery
- Parking and shutting down the vehicles
- Safety checks.

3.0 NOISE CRITERIA

3.1 Environmental Protection (Noise) Regulations 1997

External noise emission from plant equipment, machinery and other noise sources is governed by the *Western Australia Environmental Protection (Noise) Regulations 1997* (the Noise Regulations). The Noise Regulations are a “prescribed standard” under the *Environmental Protection Act 1986*.

The assessment of noise emission under the Noise Regulations is based on external noise level limits that apply at a receiver position. The calculation of the noise level limits takes into account the local road network, the land use in the surrounding area and the time of day. These noise level limits are known as ‘assigned noise levels’.

The noise emissions are assessed over an assessment period which can be between fifteen minutes and four hours. The assessment period must be appropriate for the assessment of the emission and depends on the type and character of the noise source(s).

The assigned noise levels are defined in terms of statistical A-weighted and Slow-weighted sound pressure levels and are:

- L_{A10} , this is the noise level not to be exceeded for more than 10% of the assessment period
- L_{A1} , this is the noise level not to be exceeded for more than 1% of the assessment period
- L_{Amax} , this is the noise level not to be exceeded at any time.

In determining the assigned noise levels applicable to the development, reference has been made to the following town planning scheme maps:

- City of Joondalup Local Planning Scheme No. 3 (District Scheme) Map 05 (plot date 14 Jun 2021)
- City of Joondalup Local Planning Scheme No. 3 (District Scheme) Map 06 (plot date 4 Feb 2021)
- City of Joondalup Local Planning Scheme No. 3 (District Scheme) Map 08 (plot date 4 Feb 2021).

3.1.1 Assigned noise levels

The assigned noise levels applicable to the representative most-affected receivers are presented in Table 2. Full details of the parameters used in the calculation of the assigned noise levels are provided in Appendix B.

Table 2: Summary of assigned noise levels

Type of premises receiving noise	Time of day	Assigned noise level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700-1900 Monday to Saturday	52	62	72
	0900-1900 Sunday and public holidays	47	57	72
	1900-2200 all days	47	57	62
	2200-0700 Monday to Saturday or 2200-0900 Sunday and public holidays	42	52	62
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80
Industrial and utility premises	All hours	65	80	90

In addition, the noise emissions must be free of intrusive or dominant noise characteristics such as: impulsiveness, modulation and tonality. Adjustments are also applicable where the noise emission is music. These adjustments are presented in Table 3.

Table 3: Adjustments for intrusive or dominant noise characteristics

Adjustment where noise emission is not music. These adjustments are cumulative to a maximum of 15dB.			Adjustment where noise emission is music	
Where tonality is present	Where modulation is present	Where impulsiveness is present	Where impulsiveness is not present	Where impulsiveness is present
+5dB	+5dB	+10dB	+10dB	+15dB

4.0 NOISE ASSESSMENT DETAILS

4.1 Noise sources

The identified noise sources associated with the facility are outlined in Table 4.

Table 4: Noise sources

Item	Comments
Gas forklift	Toyota gas-powered forklifts are expected to be the primary noise source on the site. The forklifts should be fitted with broadband reversing alarms and this has been assumed in the modelling.
Electric scissor lift, electric boom lift, electric trailer lift	Other mobile equipment will be electric and therefore noise will be primarily limited to the pneumatic/hydraulic lifting system, and broadband reversing alarms. Noise from the electric equipment is not expected to contribute to the receiver noise levels when gas forklifts are also in operation. The electric-powered equipment has therefore not been included in the typical worst-case scenario noise modelling.
Mechanical services	Details are not yet available however the strategy is expected to include split system AC units serving workshops and classrooms, and exhaust fans for the toilets. There is no central plant compound proposed. Instead, external equipment will be distributed around the building and roof, which will help distribute the noise. Based on this information and the buffer distances to nearby receivers, it is expected that the services noise can be adequately controlled with the appropriate selection and siting of plant equipment.
Carpark	A 56 bay carpark is proposed for the site, comprising 47 bays for students and 9 bays for staff/visitors. The carpark is not expected to have a high turnover of vehicles based on the facility type. Additionally, it is noted that the nearest noise sensitive receiver (College of Electrical Training) is over 80 m from the site with a large carpark on the receiver site serving as a buffer. Noise from the proposed carpark is considered low risk given the expected uses and surrounding land uses and has therefore not been assessed in detail.

4.2 Noise modelling scenarios and assumptions

Based on a review of the sources on the site, we have modelled a typical worst-case scenario for noise. The dominate source of noise emissions is expected to occur from the use of gas-powered construction vehicles for training purposes and broadband reversing alarms. The assumptions made in the setup of the noise model are presented in Table 5.

Table 5: Summary of modelled operational scenario

Item	Description
Types of training vehicles	2 gas powered forklifts. 3 broadband reversing alarms.
Number of training vehicles in operation at any time	All vehicles operating continuously during the assessment period.
Location of vehicles	Outdoor hard stand area. Noise from the indoor practical training area will be lower than the outdoor area due to the enclosure, so only outdoor operations have been modelled.
Vehicle noise levels	Estimated based on vehicle type using measured noise data and publicly available equipment data sheets.

Detailed sound power data for each specific vehicle was not available at the time of assessment. As such, the sound power data for each vehicle has been estimated based on the type of each vehicle. The sound power data for the expected contributing noise sources considered in the modelling are presented in Table 6 below. The data is based on measurements from MDA's database of noise sources, as well as publicly available equipment data sheets.

Table 6: Sound power levels for training vehicles

Vehicle Type	SWL Octave Band Centre Frequency, Hz (dB)							dBA
	63	125	250	500	1000	2000	4000	
Gas-powered forklift	101	92	81	78	74	67	59	81
Broadband reversing alarm	-	-	83	83	83	83	83	89

The sound power for the broadband reversing alarm is estimated based on a self-adjusting broadband type. These commonly used alarms output a variable signal that is 5 dB higher than the ambient noise level.

Electric-powered equipment has not been modelled on the basis the sound power is likely to be significantly lower than the gas-powered forklifts.

4.3 Methodology

A 3-dimensional digital model of the training yard and surrounding built environment has been created using SoundPLANnoise proprietary noise modelling software (version 9.1).

Geometry data for the model has been sourced from public aerial photography, visual inspections of the area, and building heights defined on the basis of standard assumed heights per floor level. The geometries in the model are simplified representations of the built environment that have been configured to a level of detail that is appropriate for noise calculation purposes.

The SoundPLANnoise digital model has been used to calculate noise levels using the International Standard *ISO 9613-2: 2024 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation* (ISO 9613). ISO 9613 is a general environmental noise calculation standard that has been used extensively throughout Australia, New Zealand, and Europe since its initial publication in 1996.

The implementation of ISO 9613 within proprietary noise modelling software enables multiple sound transmission paths, including reflected and screened paths, to be accounted for in the calculated noise levels. While atmospheric effects are expected to have a negligible effect on the transmission of sound from the venue to neighbouring sensitive receiver locations, it is noted that the ISO 9613 predicts noise levels for conditions which favour the propagation of noise.

The model assumes 100% reflective ground throughout.

5.0 NOISE ASSESSMENT

Table 7 presents a typical worst-case scenario for noise based on both forklifts operating continuously in the assessment period. 3 continuous broadband reversing alarms have been included in the model, which is likely conservative.

Table 7: Noise assessment

Receiver	Address	Predicted Level (L _{A10})	Day-time Assigned Level (L _{A10})	Compliance
1	20 Injune Way	47	52	✓
2	17 Injune Way	57	60	✓
3	29 Sundew Rise	57	60	✓
4	27 Sundew Rise	50	65	✓

The modelling shows that the assigned levels can be achieved at all receivers by margins of 3-15 dB.

While adjustments for intrusive or dominant noise characteristics can sometimes affect compliance, the following is noted for this site:

- Tonality is not expected to present at receivers, provided that the recommended broadband reverse alarms are used instead of tonal beepers.
- A +5 dB modulation adjustment could apply on account of the reverse alarms, which modelling shows may result in a 2 dB exceedance. This is considered marginal, particularly noting that the modelling has various conservative assumptions. Additionally, it is noted that an assessment undertaken indoors at receivers would demonstrate compliance and there do not appear to be any regularly occupiable outdoor areas at the surrounding receivers.
- Impulsive noise such as from load drops is not expected to occur during regular operations. The facility will be teaching safe and steady lifting movements and students will be under constant supervision from trainers.

5.1 Noise management recommendations

As presented above, the noise modelling has demonstrated the assigned noise levels can be met under an expected typical worst-case operational scenario.

The following noise management procedures are recommended:

- Where vehicles have reversing alarms, they should be the broadband self-adjusting type instead of conventional reversing beepers.
- Mechanical services:
 - o Select plant equipment and siting to reduce noise impacts
 - o Vibration isolate equipment
 - o Utilise barriers/screens around plant equipment (if required)
 - o Include duct attenuators and acoustic louvres (if required).

6.0 CONCLUSION

This report has provided details of relevant noise criteria and predicted noise levels for a proposed forklift training facility at 21 Injune Way, Joondalup. The use of the facility includes students conducting training exercise on small construction vehicles.

Emissions from gas-powered forklifts and from broadband reverse alarms have been identified as the dominant noise sources and a noise modelling assessment of these sources has been carried out.

The assessment considers an expected typical worst-case scenario for noise emissions at the nearest receivers. The assessment shows that noise from the site can achieve the assigned levels.

APPENDIX A GLOSSARY OF TERMINOLOGY

Frequency	Sound occurs over a range of frequencies, extending from the very low (e.g. thunder) to the very high (e.g. mosquito buzz). Measured in units of Hertz (Hz). Humans typically hear sounds between 20 Hz and 20 kHz. High frequency acuity naturally reduces with age most adults can hear up to 15 kHz.
Noise	A subjective term used to describe sound that is unwanted by, or distracting to, the receiver.
A-weighting	A set of frequency-dependent sound level adjustments that are used to better represent how humans hear sounds. Humans are less sensitive to low and very high frequency sounds. Sound levels using an “A” frequency weighting are expressed as dB L_A. Alternative ways of expressing A-weighted decibels are dBA or dB(A).
dB	Decibel. The unit of sound level.
L_{A10}	The A-weighted sound level exceeded for 10% of the measurement period, measured in dB. Commonly referred to as the average maximum noise level.
L_{A01}	The A-weighted sound level exceeded for 1% of the measurement period, measured in dB. Sometimes referred to as the typical maximum noise level.
L_{Amax}	The A-weighted maximum sound level. The highest sound level which occurs during the measurement period. Usually measured with a fast time-weighting i.e. L_{AFmax}

APPENDIX B ASSIGNED LEVEL CALCULATIONS

The determination of the Influencing Factor (IF), which affects the assigned levels applicable at the nearest receivers is based on the following:

- The area of commercial and industrial zoned land surrounding the receiver
- The number of major and secondary roads in proximity to the receiver.

The procedure defined in the Noise Regulations considers the land use and road types with two circles centred on the receiver location, one of 450 m radius, and one of 100 m radius.

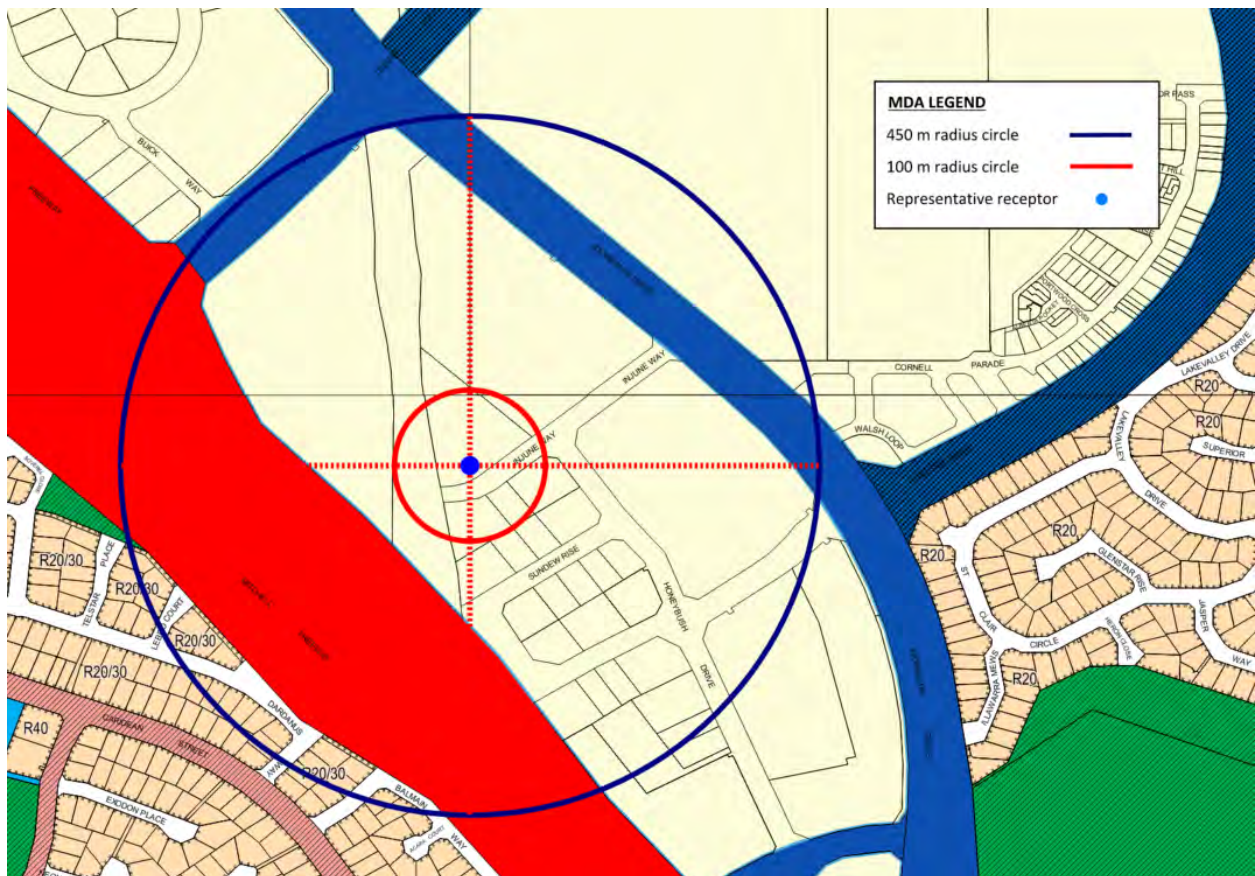
The land use has been determined from:

- City of Joondalup Local Planning Scheme No. 3 (District Scheme) Map 05 (plot date 14 Jun 2021)
- City of Joondalup Local Planning Scheme No. 3 (District Scheme) Map 06 (plot date 4 Feb 2021)
- City of Joondalup Local Planning Scheme No. 3 (District Scheme) Map 08 (plot date 4 Feb 2021).

Transport factors of 6 dB and 2 dB apply if there are any Major Roads (a road carrying in excess of 15,000 vpd) within the 100 m and 450 m circles respectively. For each Secondary Road (a road carrying in between 6,000 - 15,000 vpd) within the 100 m circle, a 2 dB transport factor applies. The total transport factor that is included in the IF is limited to 6 dB.

An extract of the combined City of Joondalup planning maps showing the two area circles surrounding 20 Injune Way is presented in Figure 3.

Figure 3: Extract of combined planning map with 100 m and 450 m radius areas used to determine the IF



Traffic data for the nearby roads obtained from Main Roads is presented in Table 8.

Table 8: Traffic data and classifications for nearby roads (Source: Main Roads)

Road	Average Weekday Traffic Volume (VPD)	Classification
Mitchell Freeway	66,489 (2021 / 22)	Major Road
Hodges Drive	31,289 (2020 / 21)	Major Road
Joondalup Drive	30,180 (2024 / 25)	Major Road

Based on the data presented in Table 8 and the area circles in Figure 3, the Transport Factor is 2 dB.

A summary of the input parameters used to determine the IF is presented in Table 9

Table 9: Influencing Factor (IF) calculation parameters

	100m Circle	450m Circle	IF Calculation
Industrial %	0%	1%	+0
Commercial %	57%	41%	+5
Major road	0	3	+2
Secondary roads	0	-	-
Total IF:			+7 dB

Based on the parameters above, the Influencing Factor is calculated to be 7 dB.

Bushfire Management Plan / Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 827 (21) Injune Way, Joondalup

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 27 Month FEB Year 2026

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2026

Bushfire management plan version number: 1

Bushfire management plan date: Day 6 Month MAR Year 2026

If one or more of the following are selected, then these should be automatically referred to DFES.

	YES	NO
Strategic planning is required to address SPP 3.7 and the Guidelines	☐	☒
The application is a vulnerable land use	☒	☐

None of the Above

☐

If one or more of the following are selected, and the decision-maker requires input from DFES, then the application can be referred.

	YES	NO
The BAL rating has been calculated by a method other than Method 1 as prescribed by AS 3959	☐	☐
An outcomes-based approach has been submitted to demonstrate compliance with the bushfire protection criteria	☐	☐

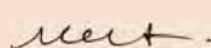
None of the Above

☒

Note: If a subdivision or development application meets all the acceptable solutions and does not otherwise trigger a referral as listed above, seeking advice from DFES on SPP 3.7 or other matters is at the discretion of the decision-maker.

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer



Date

6 March 2026



Bushfire Management Plan (DA)

Proposed Vulnerable Use facility at: Lot 827 (21) Injune Way, Joondalup

Client: CP PROJECTS PTY LTD

Report Number: 24-24196

Assessment Date: 27 February 2026

Report Date: 6 March 2026

Prepared by a BPAD Accredited Practitioner



Bushfire Management Plan

Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 827 (21) Injune Way, Joondalup				
Version	Date	Author		Reviewer	
1	06/03/2026	Jess Calcutt	JC	Nathan Peart	NP
	Initial Report Issued				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

Insurance Coverage Statement

Bushfire Smart is covered by Professional Indemnity Insurance up to \$2,000,000 and Public Liability Insurance valued at \$20,000,000. These policies provide comprehensive coverage for bushfire attack level assessments, planning, design, and advisory services, in accordance with the FPA Australia Bushfire Planning and Design Accreditation Scheme for a BPAD-Level 3 practitioner.

Author		
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Reviewer		
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Executive Summary

The proposal is at Lot 827 (21) Injune Way, Joondalup regarding an educational establishment used for training purposes (Class 9b).

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7 (SPP 3.7). Planning for Bushfire Guidelines Version: September 2024 (the Guidelines) has been used to determine the proposals compliance with SPP 3.7.

An assessment against the Bushfire Protection Criteria 6 is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against Bushfire Protection Criteria 6

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	-	N/A	
2: Siting and Design	A2.1 Siting and design	Acceptable Solution	In its predevelopment state, proposed building(s) within an area that is BAL-29 or below.
	A2.2 Asset Protection Zone (APZ)	Acceptable Solution	In its pre-development state, the site is entirely located within an area subject to radiant heat impact not exceeding 29 kW/m ² . However, entire lot is to be landscaped and maintained to APZ standards. See section A2.4 for further details.
	A2.3 Clearing of native vegetation	Acceptable Solution	The proposal does not require the clearing of native vegetation. (See Figure: 4 Map of Native Vegetation Extents for Subject Site).
	A2.4 Landscape management plan	Acceptable Solution	<u>A revised landscape management plan is to be provided</u> to the satisfaction of bushfire consultants and local council.
	A2.5 On-site shelter	N/A	
	A2.6 Storage of hazardous, flammable and/or combustible materials	N/A	
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Existing public roads meet the requirements in Appendix B.3, Table 10.
	A3.2 Access routes	Acceptable Solution	Area 1: Access is provided in at least one suitable destination.
	A3.3a No-through roads	Acceptable Solution	Area 1: No limitation on no-through road lengths.
	A3.3b No-through road requirements	Acceptable Solution	No through road is existing and meets Appendix B.3, Table 10, Column 2 and has a turnaround as per Figure 30, however, road is currently closed. Adequate turnaround access must be available to

			firefighting appliances in the event of an emergency.
	A3.4 Emergency access ways	N/A	
	A3.5 On-site shelter	N/A	
	A3.6 Fire service access route	N/A	
	A3.7 Private driveways	Acceptable Solution	Private driveways to meet the requirements of the guidelines.
	A3.8 Signage	Acceptable Solution	Emergency procedure signage to be displayed at the main entrance, with exit signage directing occupants east (right from car park) away from the dead-end road toward the preferred evacuation route.
4: Water Supply	A4.1 Water supply	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Bushfire Hazards

The locality is predominantly urbanised, characterised by dense residential and commercial development with major road corridors forming the primary structural elements of the landscape. These arterial roads, interchanges, railways, and associated verges provide continuous, hardened breaks that interrupt fuel connectivity in all directions around the subject area.

Several discrete patches of vegetation are present around the major road networks and highway ramps, however these are small, fragmented and separated by extensive built form and sealed infrastructure. To the northeast, a substantial waterbody forms a complete barrier to fire spread, with an adjoining band of dense canopy vegetation extending along its edge; this vegetation presents a broader-scale hazard but is spatially separated from the subject locality by both distance and intervening development.

To the northwest, a large managed green space (golf course) is visible, comprising low, modified fuels with limited canopy connectivity. Remaining vegetation within the wider setting consists of small, scattered pockets embedded within the urban matrix.

Overall, the subject area is situated within a heavily urbanised environment with significant transportation corridors and developed land creating consistent fuel breaks. Bushfire exposure is limited, with only localised risks associated with vegetated pockets near road reserves, railways and additional elevated ember attack potential under extreme conditions from the larger continuous vegetation around the waterbody to the northeast.

Action Required

Compliance with this BMP, and therefore SPP 3.7, will require action prior, during and after development. The items requiring implementation include:

- Conduct training with all senior members onsite as per BEP
- Conduct annual and daily preparation as per requirements of the BEP
- Ensure all visitors are aware of Bushfire risk and evacuation procedures
- Amend landscaping design and management plan to the satisfaction of bushfire consultant.
- Establish the Asset Protection Zone (APZ) to the dimensions and standard stated in this BMP
- Emergency procedure signage to be displayed at the main entrance, and exit signage directing occupants east.
- Conduct training with all senior members onsite as per BEP
- Ongoing compliance with the local government's firebreak notice.

This report should be read in its entirety and in conjunction with the Guidelines for Planning in Bushfire Prone Areas to ensure all requirements and recommendations are fully understood and correctly applied.

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1 Proposal and Site Details

1.1 Proposal Details

Lot 827 (21) Injune Way, Joondalup (subject lot) is a 3,685 m² parcel. The proposal is for the construction of a new training facility on an existing vacant lot.

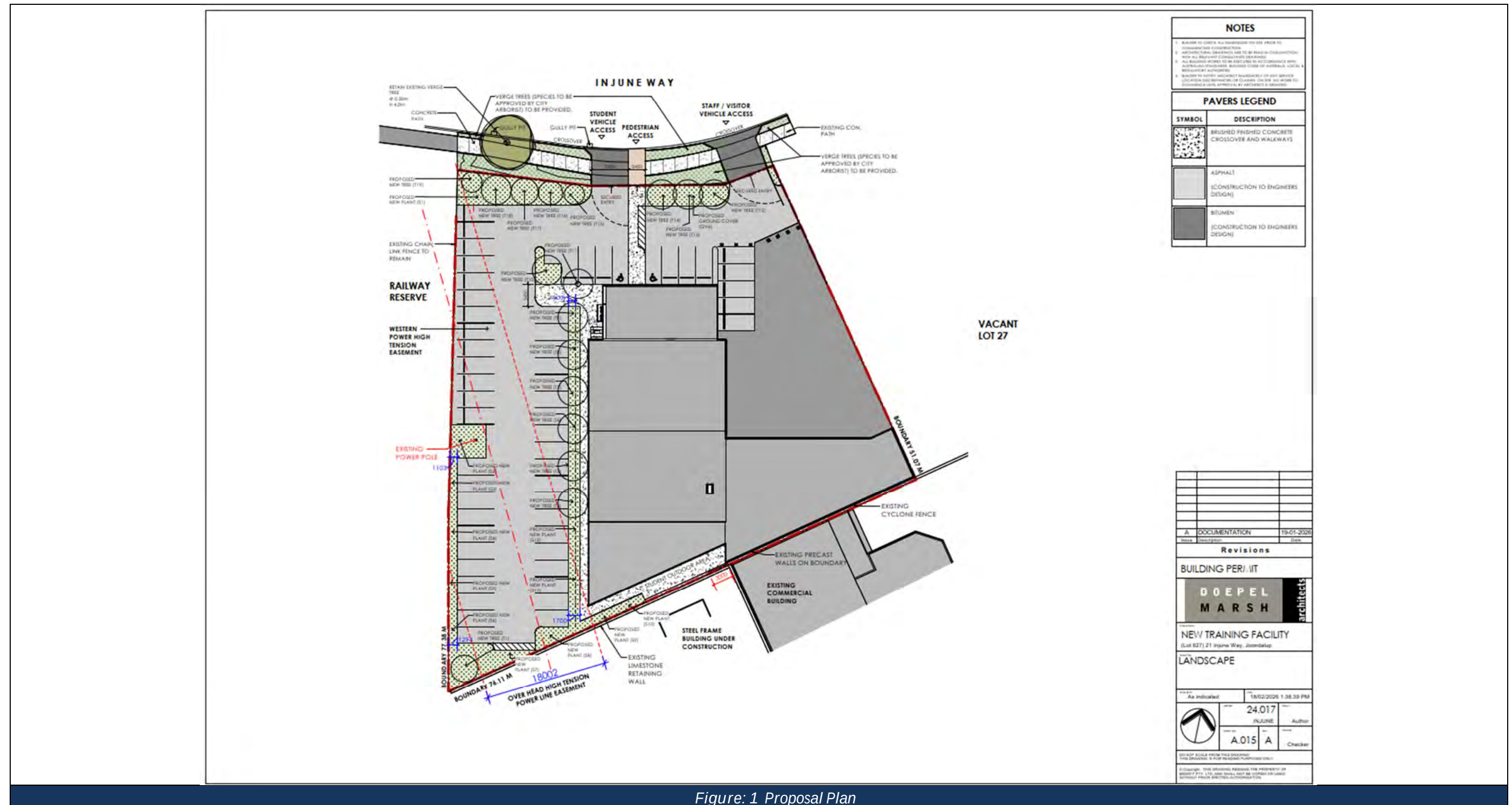


Figure: 1 Proposal Plan

[illegible]

2 Environmental Considerations

To identify environmental, biodiversity and conservation values on the subject site, the site has been examined against the following databases as shown in Table 1.

Table 1: Assessment against environmental considerations

Object	Database	Identified	Details
Geomorphic Wetlands	DBCA-013 DBCA-014 DBCA-015 DBCA-016 DBCA-017 DBCA-019 DBCA-013 DBCA-043 DBCA-044	No	Site not identified within database.
Ramsar sites (Wetland areas designated under the Ramsar Convention)	DBCA-010	No	Site not identified within database.
Threatened and Priority Flora	DBCA-036	No	Site not identified within database.
Threatened and Priority Fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	No	Site not identified within database.
Bush Forever Areas - 2000	DPLH-019	No	Site not identified within database.
Clearing Regulations – Environmentally Sensitive Areas	DWER-046	No	Site not identified within database.
SWAN Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

The subject site has not been identified in the above databases.

2.1 Native Vegetation Extent – modification and clearing

The site has been checked against the Native Vegetation Extent mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005).

This dataset maps remnant native vegetation across Western Australia and is used to identify vegetation extent within the subject site. It was originally compiled as part of the National Land and Water Resource Audit using 1995 Landsat TM satellite imagery, later refined with aerial photography captured between 1996 and 2006. The dataset was progressively updated by DPIRD with assistance from the Department of Conservation and Land Management until 2020, with a final one-off update completed in May 2023.

This database does not show Native Vegetation Extent on the subject site, as seen in the image below.

Figure: 4 Map of Native Vegetation Extents for Subject Site

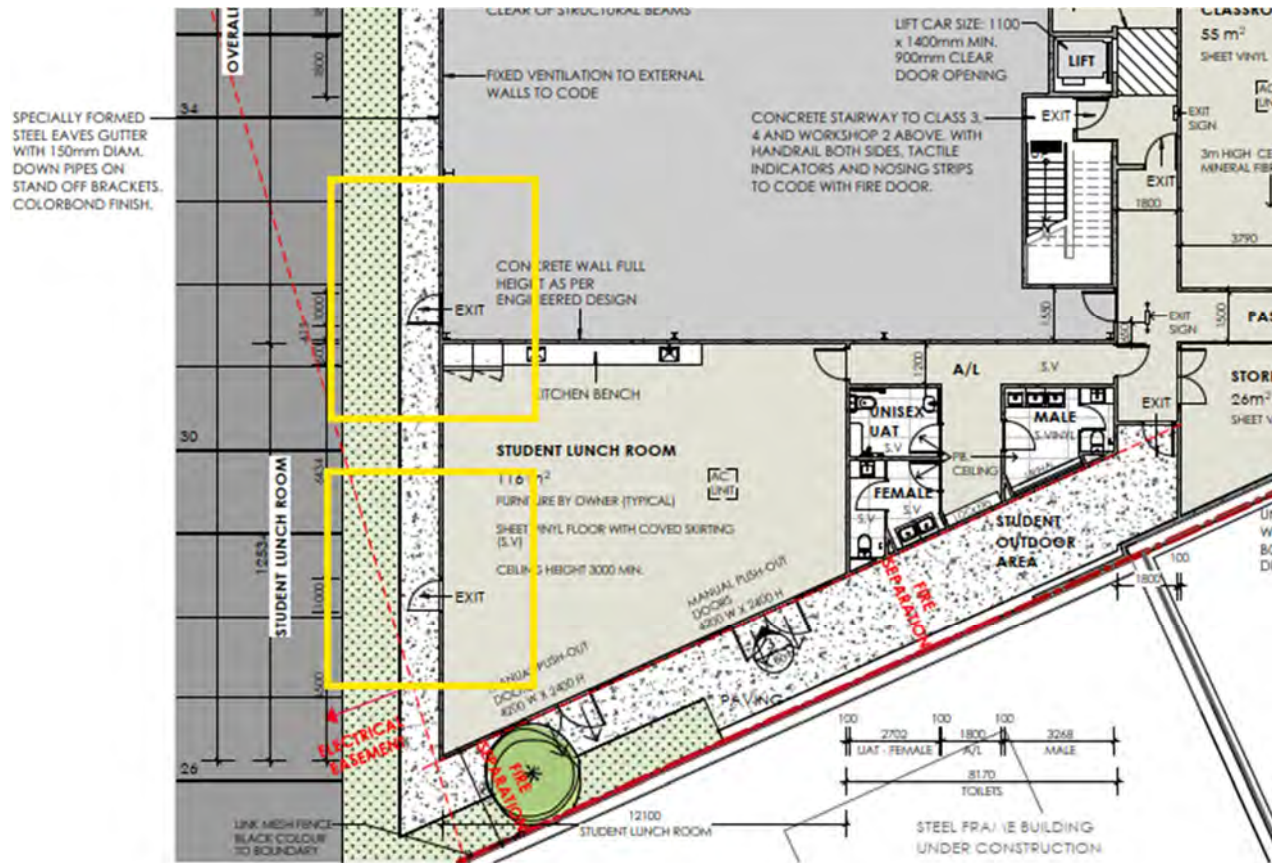
This section outlines landscaping plans or management evidence to ensure decision-makers are informed and supportive of the vegetation classifications applied to the subject area. It identifies areas to be revegetated or retained, including riparian zones, wetland or foreshore buffers, and public open spaces.

To achieve compliance with APZ requirements, the following measures apply to the western boundary interface and building surrounds:

- 

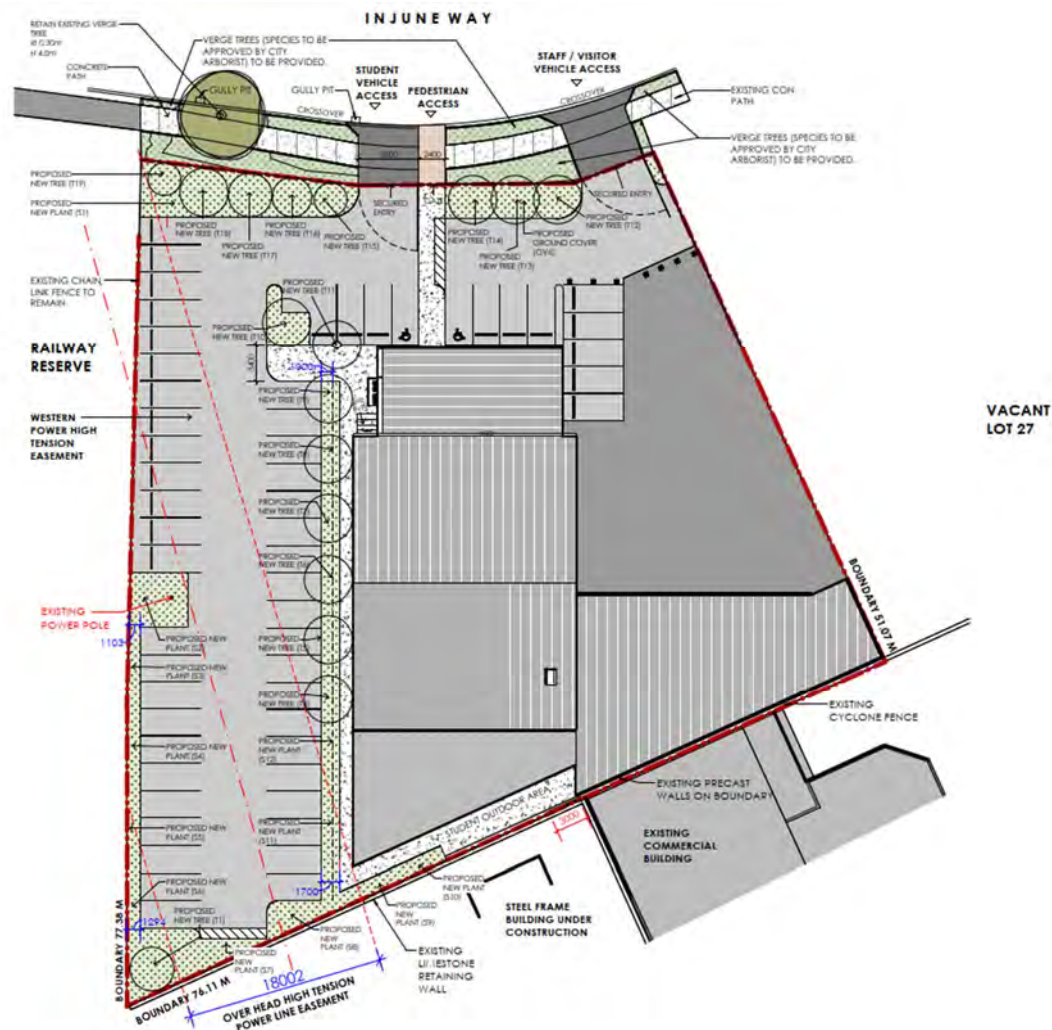
Bushfire Management Plan

These measures ensure the proposed landscaping is consistent with APZ standards and does not increase bushfire risk at the site.



Exposed doors where proposed shrub plantings should not be within 10m.

Bushfire Management Plan



A	DOCUMENTATION	19-01-2026	
Issue	Description	Date	
Revisions			
BUILDING PERMIT			
DOEPEL MARSH		architects	
NEW TRAINING FACILITY (Lot 827) 21 Injune Way, Joondalup			
LANDSCAPE			
As indicated		18/02/2026 1:38:39 PM	
	24.017 INJUNE		Author
	A.015	A	Checker
	DO NOT SCALE FROM THIS DRAWING THIS DRAWING IS FOR READING PURPOSES ONLY		
© Copyright. THIS DRAWING REMAINS THE PROPERTY OF MEDNIT PTY. LTD. AND SHALL NOT BE COPIED OR USED WITHOUT PRIOR WRITTEN AUTHORIZATION.			

NOTES	
1. BUILDER TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION.	
2. ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANT DRAWINGS.	
3. ALL BUILDING WORKS TO BE EXECUTED IN ACCORDANCE WITH AUSTRALIAN STANDARDS BUILDING CODE OF AUSTRALIA, LOCAL & REGULATORY AUTHORITIES.	
4. BUILDER TO NOTIFY ARCHITECT IMMEDIATELY OF ANY SERVICE LOCATION DISCREPANCIES OR CLASHES ON SITE. NO WORK TO COMMENCE UNTIL APPROVAL BY ARCHITECT IS GRANTED.	
PAVERS LEGEND	
SYMBOL	DESCRIPTION
	BRUSHED FINISHED CONCRETE CROSSOVER AND WALKWAYS
	ASPHALT (CONSTRUCTION TO ENGINEERS DESIGN)
	BITUMEN (CONSTRUCTION TO ENGINEERS DESIGN)

3 Bushfire Assessment

3.1 Site Assessment

The assessment of this site/development was undertaken by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2018 Simplified Procedure (Method 1).



Figure: 5 Vegetation Classification

Legend

Lot 827 (21) Injune Way,
Joondalup

The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.

											
Proposed Structure	Subject Land	150m area assessment	100m area assessment	Photo point	A Forest	B Woodland	C Shrubland	D Scrub	G Grassland	Excluded	Effective Slope Point

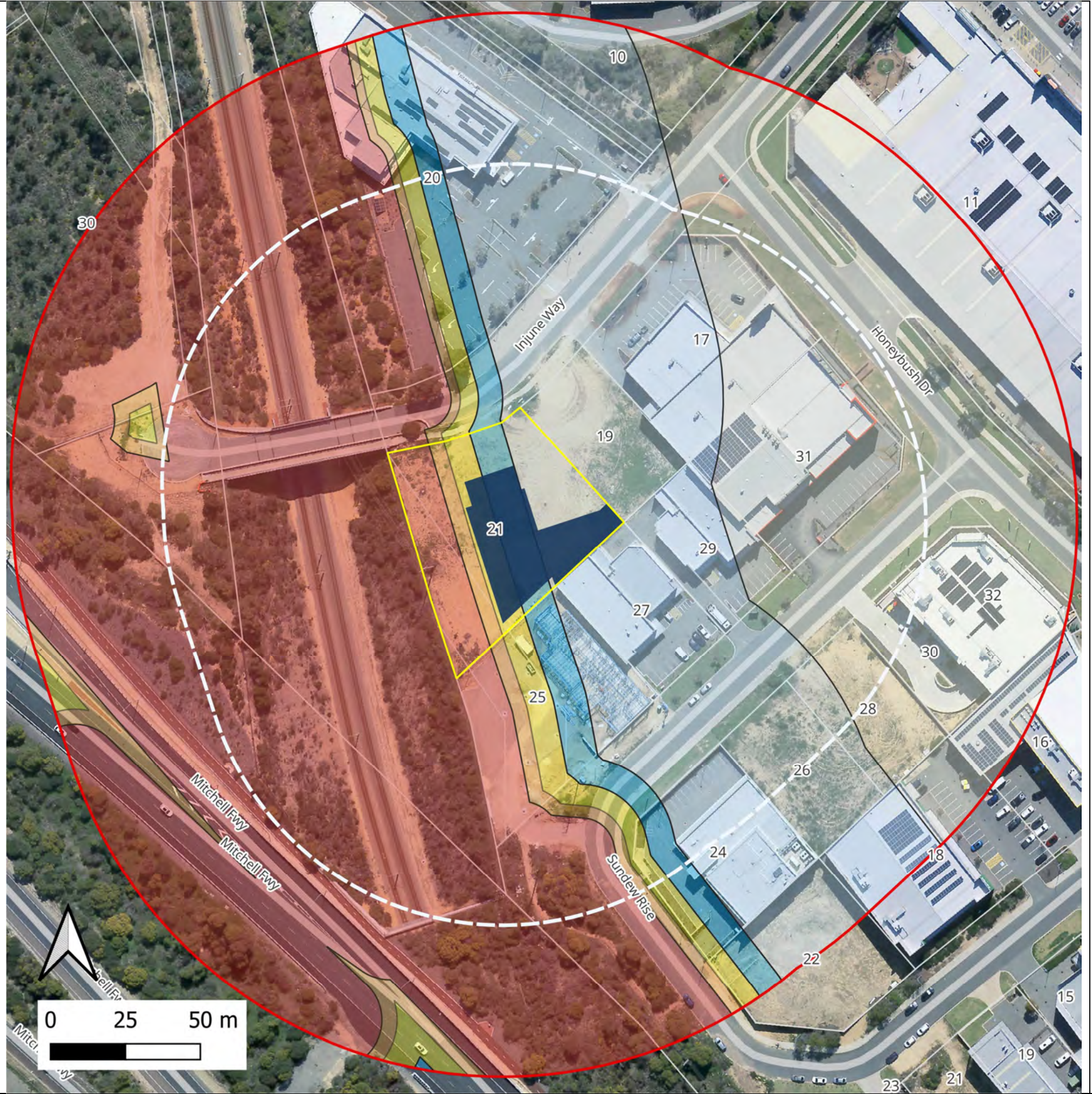


Figure: 6 BAL Contours (Indicative – Attainable Pre-Development)

Lot 827 (21) Injune Way, Joondalup	Legend										Comments
The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions.	Proposed Structure	Subject Land	150m area assessment	100m area assessment	BAL FZ	BAL 40	BAL 29	BAL 19	BAL 12.5	BAL Low	

3.2 Vegetation Classification

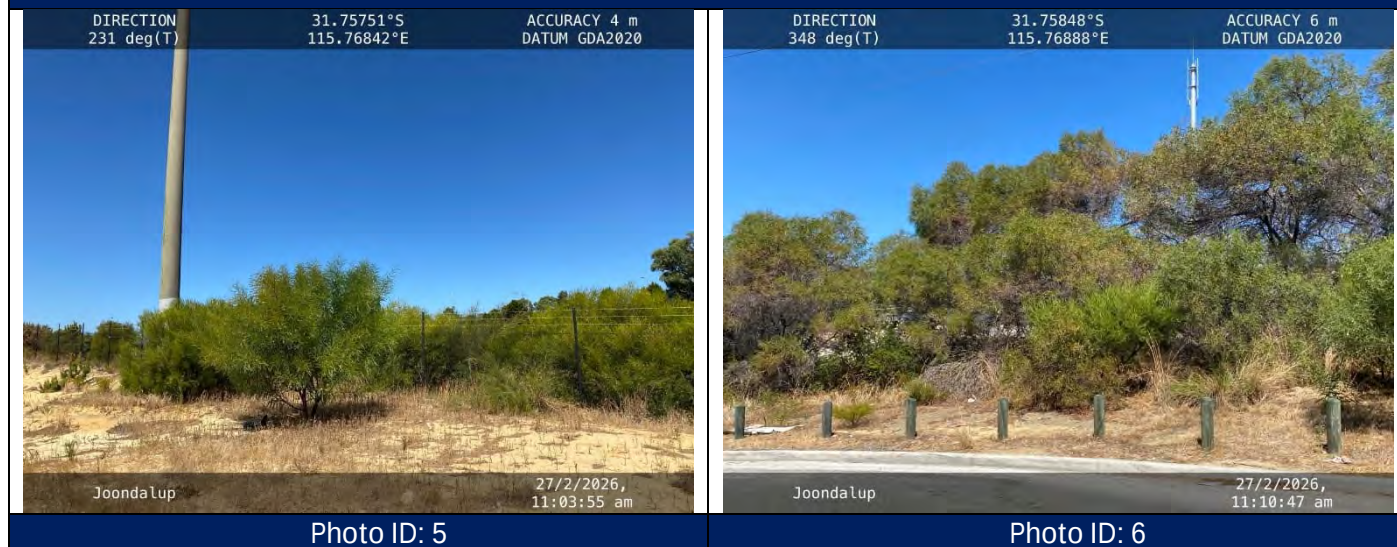
All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Table 2: BAL Analysis

Plot:	1	Effective Slope (°):	Varies See Table	Separation Distance (m):	Varies
Vegetation Classification or Exclusion Clause:		Class D Scrub - Open scrub D-14			
Description / Justification for Classification:					
Open scrub on the eastern bank of rail line (closest to subject building) dominated by mixed scrub species including <i>Acacia</i> spp. and <i>Melaleuca</i> spp., forming a discontinuous canopy not exceeding 4 m in height. Foliage cover is >30%. Understorey consists of mixed low shrubs and fine fuels/cured grasses present.					
DIRECTION 298 deg(T) 31.75703°S 115.76841°E ACCURACY 5 m DATUM GDA2020 		DIRECTION 260 deg(T) 31.75702°S 115.76844°E ACCURACY 6 m DATUM GDA2020 			
Photo ID: 1		Photo ID: 2			
DIRECTION 339 deg(T) 31.75713°S 115.76815°E ACCURACY 5 m DATUM GDA2020 		DIRECTION 225 deg(T) 31.75730°S 115.76832°E ACCURACY 3 m DATUM GDA2020 			
Photo ID: 3		Photo ID: 4			

Bushfire Management Plan (DA)

Plot 1 a/b/c Continued:



Plot:	2a/b	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	Varies
Vegetation Classification or Exclusion Clause:			Class D Scrub - Open scrub D-14		
Description / Justification for Classification:					
Similar to Plot 1; Open scrub to the west of train line dominated by mixed scrub species including <i>Acacia</i> spp. and <i>Melaleuca</i> spp., forming a discontinuous canopy not exceeding 4 m in height. Foliage cover is >30%. Understorey consists of mixed low shrubs and fine fuels with cured grasses below.					
DIRECTION 316 deg(T) 31.75718°S 115.76786°E ACCURACY 4 m DATUM GDA2020  Joondalup 27/2/2026, 11:01:30 am			DIRECTION 267 deg(T) 31.75773°S 115.76838°E ACCURACY 3 m DATUM GDA2020  Joondalup 27/2/2026, 11:04:26 am		
Photo ID: 7			Photo ID: 8		

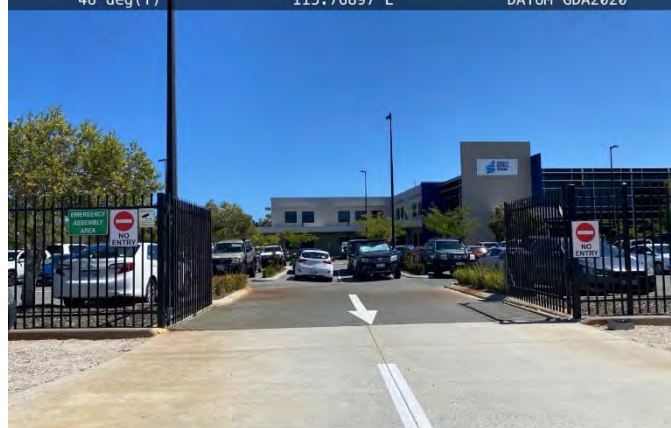
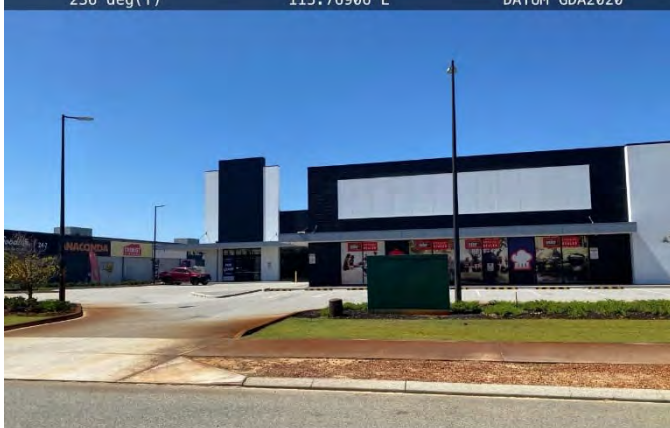
Bushfire Management Plan (DA)

Plot:	3a/b	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	Varies
Vegetation Classification or Exclusion Clause:			Class A Forest - Low open forest A-04		
Description / Justification for Classification:					
Low open forest dominated by <i>Eucalyptus</i> spp., <i>Allocasuarina</i> spp. and red-capped gums (<i>Corymbia</i> spp.) with foliage cover >30% and an estimated canopy height of 10–12 m. The understorey is consistent with the structure described for Plot 2, comprising mixed native shrubs and associated near-surface fuels. Vegetation labelled as Plot 3b is separated from the subject area by the highway and is excludable due to distance, but is referenced here as it forms part of the same forest structure that was cut through during highway construction.					
DIRECTION 315 deg(T)		31.75719°S 115.76767°E		ACCURACY 4 m DATUM GDA2020	
					
Joondalup		27/2/2026, 11:01:48 am		Joondalup 27/2/2026, 11:01:54 am	
Photo ID: 9			Photo ID: 10		
DIRECTION 270 deg(T)		31.75729°S 115.76829°E		ACCURACY 4 m DATUM GDA2020	
					
Joondalup		27/2/2026, 11:03:11 am		Joondalup 27/2/2026, 11:03:38 am	
Photo ID: 11			Photo ID: 12		

Bushfire Management Plan (DA)

Plot:	4a/b	Effective Slope (°):	N/A	Separation Distance (m):	N/A
Vegetation Classification or Exclusion Clause:		Excludable - 2.2.3.2(e) Non Vegetated Areas			
Description / Justification for Classification:					
Permanently non-vegetated surfaces including the road pavement, bridge deck, rail ballast, and associated hardstand form a continuous non-vegetated corridor. The overpass structure and rail reserve consist of compacted gravel, ballast and sealed surfaces with no combustible vegetation within the assessed area. Adjacent embankments contain vegetation outside the non-vegetated footprint, but these are addressed in Plots 1-3.					
DIRECTION 324 deg(T) 31.75715°S 115.76809°E ACCURACY 5 m DATUM GDA2020 		DIRECTION 244 deg(T) 31.75720°S 115.76778°E ACCURACY 4 m DATUM GDA2020 			
Joondalup 27/2/2026, 11:01:09 am		Joondalup 27/2/2026, 11:01:41 am			
Photo ID: 13		Photo ID: 14			
DIRECTION 302 deg(T) 31.75723°S 115.76817°E ACCURACY 4 m DATUM GDA2020 		DIRECTION 227 deg(T) 31.75721°S 115.76878°E ACCURACY 47 m DATUM GDA2020 			
Joondalup 27/2/2026, 11:02:41 am		Joondalup 27/2/2026, 11:00:44 am			
Photo ID: 15		Photo ID: 16			

Bushfire Management Plan (DA)

Plot:	5	Effective Slope (°):	N/A	Separation Distance (m):	N/A
Vegetation Classification or Exclusion Clause:			Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation		
Description / Justification for Classification:					
The area comprises sealed roads, concrete footpaths, paved parking areas and commercial hardstand that form permanently non-vegetated surfaces. Landscaping includes irrigated lawn, mulched garden beds and isolated ornamental trees all maintained in low-threat condition. Verge grasses are cropped to <100 mm and do not constitute unmanaged near-surface fuels.					
DIRECTION 20 deg(T) 31.75697°S 115.76848°E ACCURACY 6 m DATUM GDA2020 			DIRECTION 116 deg(T) 31.75796°S 115.76843°E ACCURACY 7 m DATUM GDA2020 		
Joondalup			Joondalup		
27/2/2026, 10:59:08 am			27/2/2026, 11:05:34 am		
Photo ID: 17			Photo ID: 18		
DIRECTION 46 deg(T) 31.75685°S 115.76897°E ACCURACY 17 m DATUM GDA2020 			DIRECTION 236 deg(T) 31.75677°S 115.76906°E ACCURACY 7 m DATUM GDA2020 		
Joondalup			Joondalup		
27/2/2026, 11:08:59 am			27/2/2026, 11:09:06 am		
Photo ID: 19			Photo ID: 20		

Bushfire Management Plan (DA)

Plot 5 Continued:

DIRECTION 283 deg(T) 31.75683°S 115.76985°E ACCURACY 5 m DATUM GDA2020



Joondalup

27/2/2026,
11:09:26 am

Photo ID: 21

DIRECTION 40 deg(T) 31.75791°S 115.76969°E ACCURACY 7 m DATUM GDA2020



Joondalup

27/2/2026,
11:09:57 am

Photo ID: 22

DIRECTION 263 deg(T) 31.75793°S 115.76965°E ACCURACY 5 m DATUM GDA2020



Joondalup

27/2/2026,
11:10:02 am

Photo ID: 23

DIRECTION 45 deg(T) 31.75748°S 115.76833°E ACCURACY 4 m DATUM GDA2020



Joondalup

27/2/2026,
11:03:44 am

Photo ID: 24

Bushfire Management Plan (DA)

Plot:	6	Effective Slope (°):	N/A	Separation Distance (m):	108.4
Vegetation Classification or Exclusion Clause:		Excludable - 2.2.3.2(a) >100m from site			
Description / Justification for Classification:					
Low forest beyond 100m from subject building and is therefore excludable.					
DIRECTION 78 deg(T) 31.75678°S 115.76973°E ACCURACY 8 m DATUM GDA2020			DIRECTION 87 deg(T) 31.75632°S 115.76969°E ACCURACY 10 m DATUM GDA2020		
					
Joondalup 27/2/2026, 11:13:57 am			Joondalup 27/2/2026, 11:14:33 am		
Photo ID: 25			Photo ID: 26		

Bushfire Management Plan (DA)

The Fire Danger Index (FDI) – 80 and Table 2.5 AS3959-2018 applied.

Potential Bushfire Impacts

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

Table 3: BAL Analysis

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1a	Class D Scrub	Flat/Upslope	30.9	BAL – 12.5
1b	Class D Scrub	>10-15°	19.8	BAL – 29
1c	Class D Scrub	>0-5°	73	BAL – 12.5
2a	Class D Scrub	Flat/Upslope	58.5	BAL – 12.5
2b	Class D Scrub	Flat/Upslope	59.8	BAL – 12.5
3a	Class A - Forest	Flat/Upslope	57.6	BAL – 12.5
3b	Class A - Forest	Flat/Upslope	133.6	BAL – LOW
4a/b	Excludable – Clause 2.2.3.2(e)	N/A	N/A	BAL – LOW
5	Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation	N/A	N/A	BAL – LOW
6	Excludable – Clause 2.2.3.2(a)	N/A	108.4	BAL – LOW

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 29
----------------------------------	----------

In its pre-development state, the site is entirely located within an area subject to radiant heat impact not exceeding 29 kW/m². However, entire lot is to be landscaped and maintained to APZ standards. See A2.4 for further details.

4 Bushfire Hazard Issues

The Bushfire Hazard Assessment provides a high-level landscape overview of bushfire risk, identifying vegetation types, patterns, and surrounding land uses that may influence fire behaviour.

It may highlight factors such as the presence and proximity of significant bushfire hazards (e.g. regional reserves, National Parks, and other unmanaged vegetation), and any additional site-specific risks or mitigating factors.

The locality is predominantly urbanised, characterised by dense residential and commercial development with major road corridors forming the primary structural elements of the landscape. These arterial roads, interchanges, and associated verges provide continuous, hardened breaks that interrupt fuel connectivity in all directions around the subject area.

Several discrete patches of vegetation are present around the major road networks and highway ramps, however these are small, fragmented and separated by extensive built form and sealed infrastructure. To the northeast, a substantial waterbody forms a complete barrier to fire spread, with an adjoining band of dense canopy vegetation extending along its edge; this vegetation presents a broader-scale hazard but is spatially separated from the subject locality by both distance and intervening development.

To the northwest, a large managed green space (golf course) is visible, comprising low, modified fuels with limited canopy connectivity. Remaining vegetation within the wider setting consists of small, scattered pockets embedded within the urban matrix.

Overall, the subject area is situated within a heavily urbanised environment with significant transportation corridors and developed land creating consistent fuel breaks. Bushfire exposure is limited, with only localised risks associated with vegetated pockets near road reserves, railways and additional elevated ember attack potential under extreme conditions from the larger continuous vegetation around the waterbody to the northeast.

5 Assessment against the Bushfire Protection Criteria

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Not Applicable

Element 2: Siting and design of development

A.2.1: Siting and design

The habitable building achieves a radiant heat impact not exceeding 29 kW/m² (BAL-29) in its pre-development state.

A2.2 Asset Protection Zone (APZ)

In its pre-development state, the site is entirely located within an area subject to radiant heat impact not exceeding 29 kW/m². However, entire lot is to be landscaped and maintained to APZ standards. See A2.4 for further details.

For further information, see Appendix A: Spatial Representation of proposed risk management measures of this report. The APZ is to be managed as per Table 9: *Asset Protection Zone (APZ) technical requirements* of the Guidelines (see Appendix B).

A2.3 Clearing of native vegetation

The proposal does not require the clearing of native vegetation.

A2.4 Landscape Management Plan

A revised landscape management plan is to be provided to the satisfaction of bushfire consultants and local council per Section "2.2 – Revegetation/landscaping plans" of this report in accordance with the Table 9: Asset Protection Zone (APZ) technical requirements (WAPC 2024).

A2.5 On-Site Shelter (Safe building) — Not Applicable

A2.4 Storage of hazardous, flammable and/or combustible materials

The proposal does not currently indicate the storage of hazardous, flammable, and/or combustible materials. However, if the future use of the building will include the storage of such materials as part of its ongoing day-to-day operations, the materials are to be stored in an area that:

- is subject to a radiant heat impact not exceeding 29 kW/m² (BAL-29);
- is non-combustible and shields the materials to reduce their exposure to radiant heat from the bushfire to levels significantly lower than
- 29 kW/m² and prevents the entry of debris and embers; and
- limits to the degree necessary and practical, the escape of sources of ignition from the stored materials into bushfire prone vegetation.

Element 3: Vehicular Access

A3.1 Public Roads

Public roads are existing and are assumed to meet the requirements with no areas of non-compliance with the technical requirements outlined in Appendix B.3, Table 10 (excerpt shown below) have been identified.

Table 10: Vehicular access technical requirements

	1		2		3		4		5	
TECHNICAL REQUIREMENTS	PERIMETER ROADS		PUBLIC ROADS		EMERGENCY ACCESS WAY ³		FIRE SERVICE ACCESS ROUTE ³		BATTLE-AXE & PRIVATE DRIVEWAYS ¹	
MAP OF BUSH FIRE PRONE AREAS DESIGNATION	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	15									
Maximum grade unsealed road ²	See note 5		See note 5		1:10 (10% or 6°)					
Maximum grade sealed road ^{2,4}					1:7 (14.3% or 8°)					
Maximum average grade sealed road					1:10 (10% or 6°)					
Minimum inner radius of road curves (metres)					8.5					

Notes:

¹ Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.

² Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.

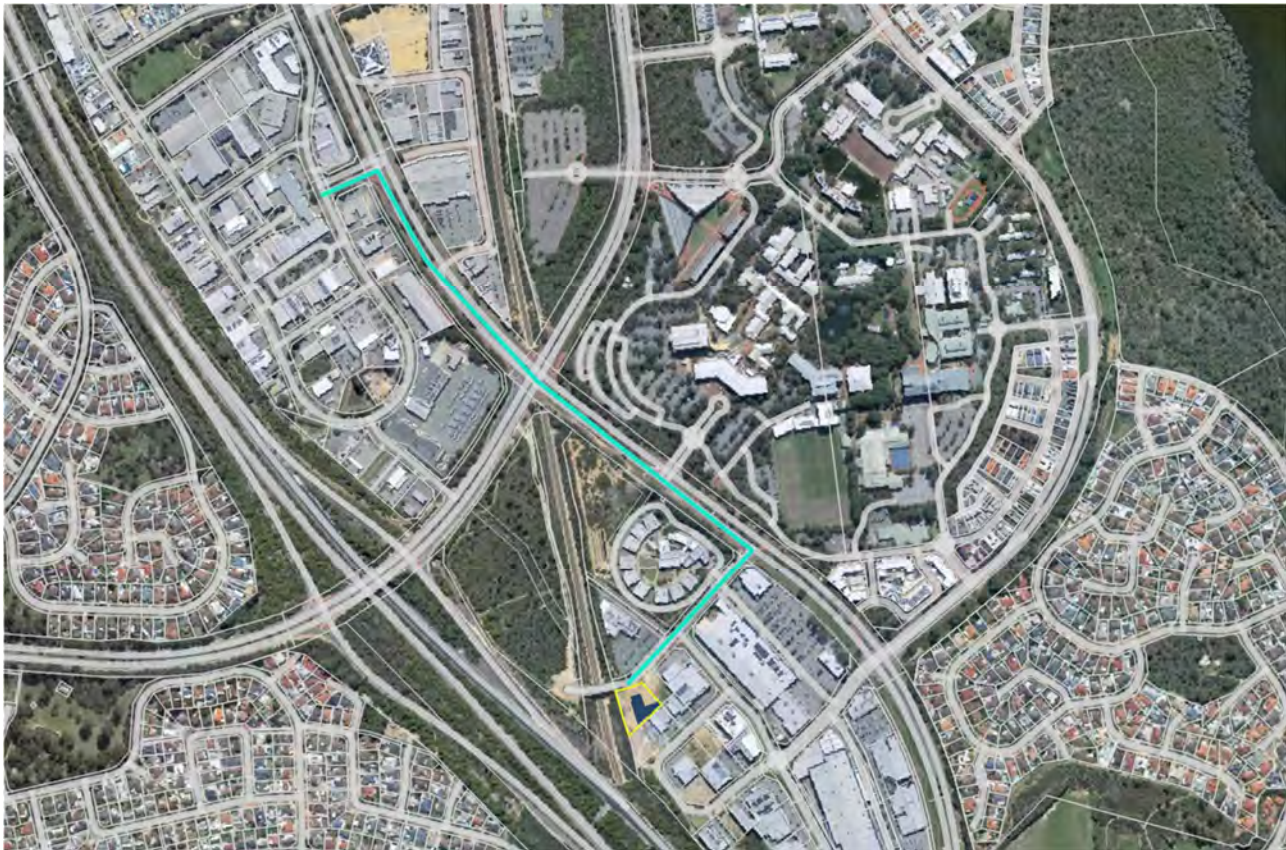
³ To have crossfalls between 3 per cent and 6 per cent.

⁴ For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.

⁵ As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

A3.2a Access Routes

The subdivision is within an area classified as 'Area 1 Urban' therefore public road access is to be provided to at least one suitable destination access which is via northeast along Injune Way connecting with Joondalup Drive.



 First Access/Egress Option

A3.3a No-through Roads

The proposal is within Area 1 therefore there are no limits on no-through road length.

A3.3b No-through Road Requirements – Not Applicable

A3.4 Emergency Access Ways – Not Applicable

A3.5 On-site Shelter – Not Applicable

A3.6 Fire service access route – Not Applicable

A3.7 Internal vehicular Access and Private Driveways

The proposal is within a reticulated area, and all driveways are 70 metres long or less to the most distal part of the development. Therefore, driveway has no requirements.

A3.8 Signage

Emergency procedure signage is to be installed at the main entrance/exit of the building in a clear and visible location. The signage should outline basic emergency actions and provide guidance on evacuation procedures in the event of a bushfire.

Directional exit signage must also be provided to guide occupants away from the dead-end road that leads toward higher bushfire hazard areas. Egress signage should direct occupants to travel east (turn right when exiting the car park) toward the preferred evacuation route.

Element 4: Water

A4.1 Water supply

Water supply is via a reticulated system with hydrant connections provided in accordance with Water Corporation's Design Standard DS 63: Design and Construction Requirements for Water Reticulation Systems up to DN250. The hydrant is located along Injune Way, approximately 19 m from the lot boundary.

6 Implementation and Ongoing Maintenance Responsibilities

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Proponent/Landowner	
Amend landscaping design and management plan to the satisfaction of bushfire consultant.	Prior to construction
Install Signage as required by this BMP	Prior to occupancy
Conduct training with all senior members onsite as per BEP	Prior to occupancy
Occupants	
Maintain the Asset Protection Zone (APZ) to the dimensions and standard stated in this BMP	Ongoing
Implement requirements of the BEP including establishing EMT and conducting reviews	Ongoing
Conduct annual and daily preparation as per requirements of BEP	Ongoing
Ensure all visitors are aware of Bushfire risk and evacuation procedures	Ongoing
Ensure all visitors, parents and guardians are aware of Bushfire risk and evacuation procedures	Ongoing
Council	
Existing cul-de-sac to be accessible for public and emergency services use.	Prior to occupancy

6.1 Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

7 General References

Office of Bushfire Risk Management (OBRM). (2020). *Bushfire Risk Management (BRM) Plan Guidelines*. Retrieved October 2020.

Standards Australia. (2018). *AS 3959-2018 Construction of Buildings in Bushfire-Prone Areas*. Sydney.

WA Department of Planning. (2016). *Visual Guide for Bushfire Risk Assessment in Western Australia*.

Water Corporation. (2018). *Design standard DS 63: Water reticulation standard design and construction requirements for water reticulation systems up to DN250 (Version 3, Revision 14)*. Water Corporation.

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

Western Australian Planning Commission. (2024). *Planning for Bushfire Guidelines*. State of Western Australia.

8 Online references

Landgate. (2024). Map Viewer Plus. Government of Western Australia. Retrieved from <https://map-viewer-plus.app.landgate.wa.gov.au/index.html>

Office of Bushfire Risk Management (OBRM). (2024). Map of Bush Fire Prone Areas. Retrieved from <https://maps.slip.wa.gov.au/landgate/bushfireprone/>

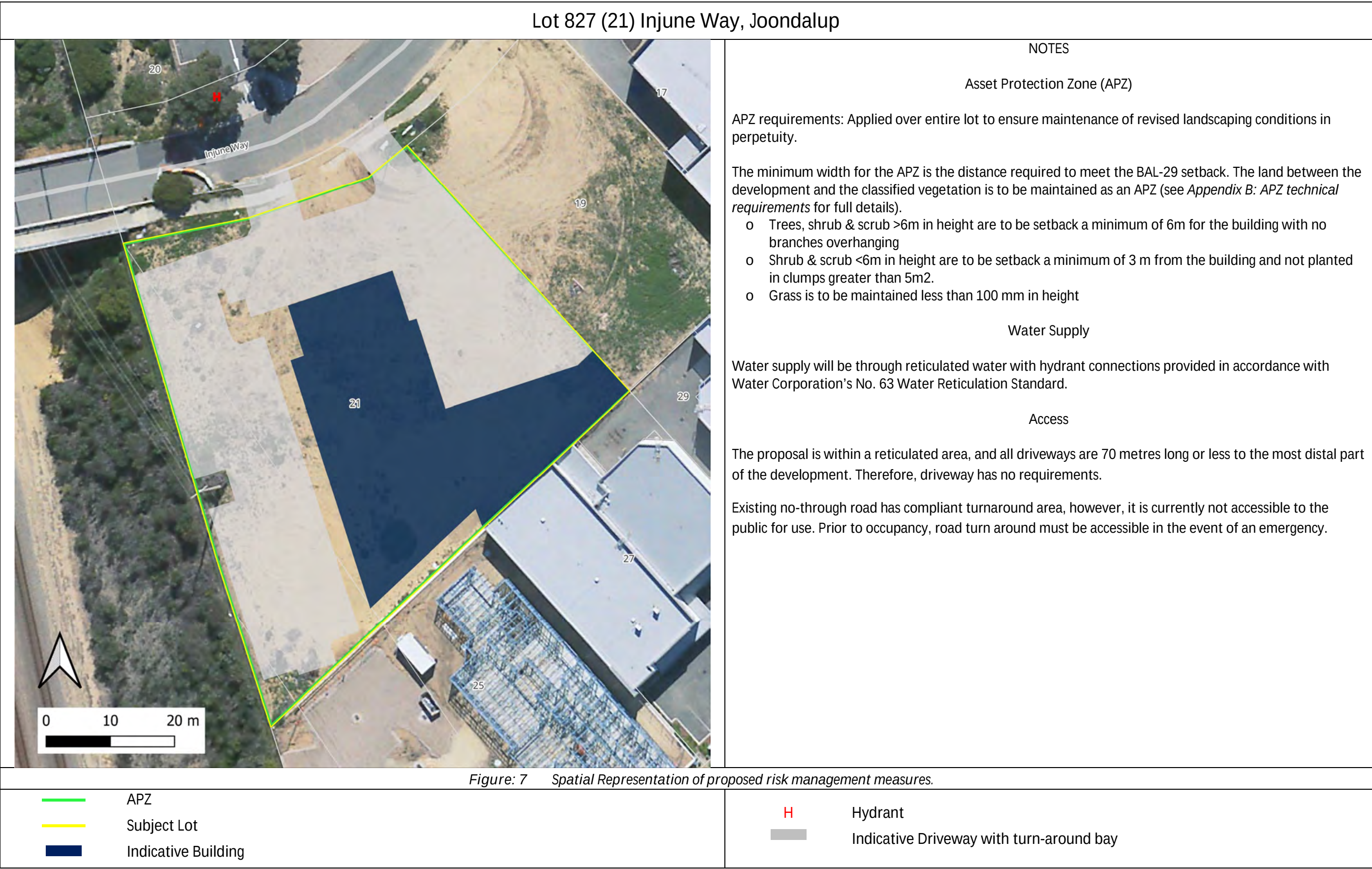
WA Local Government Association (WALGA). Environmental Planning Tool. Retrieved from <https://pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html>

9 Acknowledgement of Country

We acknowledge the traditional custodians of the land on which we operate, the Noongar people. We pay our respects to their elders, past, present, and emerging, and recognise their enduring connection to the land and environment. As we conduct our bushfire management and reporting, we honour their legacy and their stewardship of our natural landscapes.

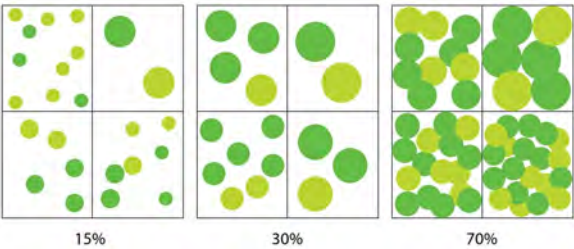
10 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)



Appendix B: APZ technical requirements

The APZ is to be managed as per the extract from *Table 9: Asset Protection Zone (APZ) technical requirements* (WAPC 2024).

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (combustible, dead vegetation matter less than 6 mm in thickness)	- Should be managed and removed on a regular basis to be maintained as low threat vegetation - Should be maintained at less than two tonnes per hectare (on average) - Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.
Trees* (more than 6 metres in height)	- Trunks at maturity should be a minimum distance of six metres from all elevations of the building - Branches at maturity should not touch or overhang a building or powerline - Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. - Canopy cover within the APZ should be less than 15 per cent of the total APZ area - Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ. Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%
Shrub* and scrub* (0.5 metres to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	- Should not be located under trees or within three metres of buildings. - Should not be planted in clumps more than 5 square metres in area. - Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 m in height. Ground covers more than 0.5 metres in height are to be treated as shrub)	- Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. - Can be located within two metres of a structure, but three metres from windows or doors if more than 100 millimetres in height.
Grass	- Grass should be maintained at a height of 100 mm or less, at all times. - Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	- Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. - The pressure relief valve should point away from the house. - No flammable material within six metres from the front of the valve. - Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Appendix C: Vehicular access technical requirements

Extract from Table 10: Vehicular access technical requirements of the Guidelines (WAPC 2024).



Table 10: Vehicular access technical requirements

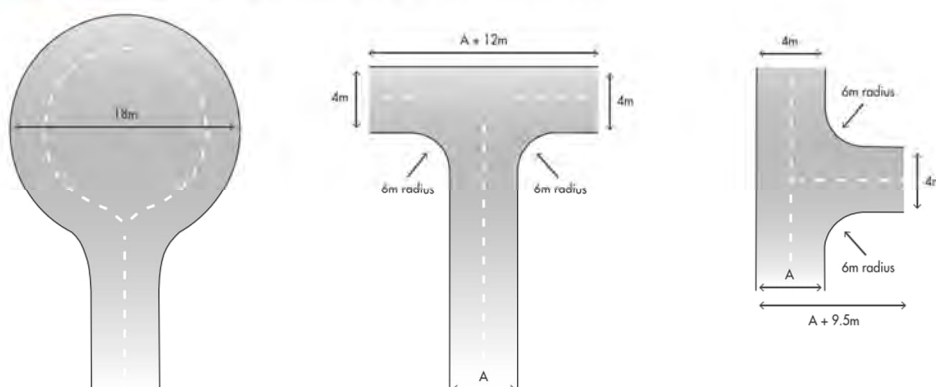
	1		2		3		4		5	
TECHNICAL REQUIREMENTS	PERIMETER ROADS		PUBLIC ROADS		EMERGENCY ACCESS WAY ³		FIRE SERVICE ACCESS ROUTE ³		BATTLE-AXE & PRIVATE DRIVEWAYS ¹	
MAP OF BUSH FIRE PRONE AREAS DESIGNATION	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	15									
Maximum grade unsealed road ²	See note 5		See note 5		1:10 (10% or 6°)					
1:7 (14.3% or 8°)										
1:10 (10% or 6°)										
8.5										

Notes:

- Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.
- Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.
- To have crossfalls between 3 per cent and 6 per cent.
- For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.
- As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

Alternative turnaround layouts:

Figure 30: Design requirements for a turn-around area



BUSHFIRE EMERGENCY PLAN

Prepared for: ETI Training Facility

At: Lot 827 (#21) Injune Way, Joondalup

Client: CP PROJECTS PTY LTD

Version: 1.0

Date: March 26

To be reviewed annually.

This plan has been prepared having regard to AS3745-2010.

DOCUMENT CONTROL

Version	Date	Details	Undertaken by
1.0	6-Mar-26	Draft BEP	NP

Accredited Practitioner details:		
Name Nathan Peart	Signature 	Company Details EcoForm
 BPAD Bushfire Planning & Design Accredited Practitioner Level 3		

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EMERGENCY MANAGEMENT TEAM

An Emergency Management Team (EMT) is to be established. The EMT is responsible for the development, documentation and review of this Emergency Evacuation Plan. The EMT is to include an accredited bushfire planning practitioner and the owner/operator of the facility.

NAME	ORGANISATION	CONTACT DETAILS
Nathalie Wilson	Electrotechnology Training Institute	0472 578 808
Nathan Peart	Bushfire Smart	0439 060 029

The EMERGENCY MANAGEMENT TEAM is:

- Responsible for ensuring the plan is promoted and available to appropriate persons.
- Responsible for nominating the key positions required as per responsibilities section of this plan and ensures the compliance of the facility with all bushfire safety measures.
- Responsible for maintaining the emergency plan and ensuring resources are provided for its implementation.

Bushfire Risk Analysis

Table 1 provides an assessment of the vulnerability of the development and location and extent of the bushfire hazard to understand how a bushfire may affect the facility and its occupants.

Table 1: Bushfire risk analysis

Bushfire risk element	Facility response
Type of facility	Tertiary Education Training Facility
Management of Facility	Teaching staff on-site during opening hours
Number of Occupants	70 Transient
Type of occupants	Adults (mature age students and teachers)
Needs of occupants	Occupants are transient students who may be unfamiliar with the campus.
Travel arrangements	All occupants are expected to arrive by self-driven vehicles or public transport and vacate in self-driven vehicles or public transport. Should additional transport be required, the facility management will organize carpooling with others or public transport. There are multiple transport routes that are not in a Bushfire Prone Area departing from ECU Joondalup and Lakeside Joondalup shopping centre, within walking distance of the development. Front desk is to have route options accessible.
Access/Egress	The site has good access ways that allow for two-way travel within a 47-bay carpark on the west of the development. The east has nine visitor bays and a hard stand area that can be accessed by vehicle. These two carparks are not connected. The entrance feeds onto a main road, that allows travel in two directions. Evacuation should be via a right hand turn only to ensure a faster evacuation.
Health considerations	Potential for occupants to have a disability, asthma or anxiety.
Bushfire Conditions	The patrons will be within a suitably constructed building that will have a level of protection during a bushfire event. Early evacuation remains critical for all patrons of the site.
Communications	Communication with patrons on site is via loudspeaker and bulk SMS
First Aid and Services	The site has a main office, where first aid and any other assistance is available (TBC)
Accessibility	There are two different vehicle access routes (east and west carpark) that both connect to the public road network and provide access to Injune Way. Injune Way provides access to the north-east. The nearest major public road is Joondalup Drive, which is a dual carriageway, 280m (approx. 1 minute drive) north-east. Mitchell Freeway is 1.1 km (Approx. 3 mins drive) to the west.
Quality of roads	The access roads are well-maintained, bitumen dual lane. Approximate width of access roads are 6 m or wider.
Bushfire prone vegetation adjacent to transport routes	The road network described above is not bordered by vegetation that may be involved in a bushfire. Injune Way is surrounded by commercial development, hardscaped areas and remnant vegetation that is unlikely to restrict access to Joondalup Drive north-east of the facility in the event of an evacuation.
Building condition / construction	The building is to be well-maintained after construction and will be constructed in 2026-27.

Bushfire Emergency Plan for: Lot 827 (#21) Injune Way, Joondalup

Bushfire risk element	Facility response	
Defendable space	The building will have a compliant Asset Protection Zone (APZ) implemented in accordance with the endorsed Bushfire Management Plan. The APZ applies to the entire lot to ensure maintenance of revised landscaping conditions in perpetuity.	
Overall likely bushfire impact	Moderate	The facility has the potential to house occupants who may be unfamiliar with the area and people who may be mobility impaired. The building is well-maintained and surrounded by a compliant Asset Protection zone comprising managed grassland/cultivated gardens/lawns. The public road network is in reasonable to good condition and relatively clear of vegetation meaning access and egress is unlikely to be restricted by a bushfire occurring in the area. The site may also be serviced by more than one access route.

Analysis of the bushfire risk assessment has determined that the Primary Action should be to Evacuate occupants early to another location (primary off-site refuge) away from the effects of a bushfire. However, in the event that there is insufficient time to conduct an evacuation, Shelter-in-place procedures are to be carried out as a last resort only.

Roles and responsibilities

Table 2 and Table 3 outline the people and organisations who are responsible for implementing the emergency procedures in the event of a bushfire.

Table 2: Roles and responsibilities

Position	Name of person	Phone number
Manager	Nathalie Wilson	0472 578 808

Table 3: Emergency contacts

Organisation	Office / contact	Information	Phone number / website
Local Fire Bridge	DFES Communications	Report a fire	000
Ambulance	Communications Centre	Report a medical emergency	000
Police	Communications Centre	Report other emergencies	000
Department of Fire and Emergency Services (DFES)	Communications Centre / website	Emergency warnings and incidents in local area	13 DFES (133 337) www.emergency.wa.gov.au
Department of Communities	Disaster Response Hotline	Evacuation centre and emergency management	1800 032 965.
Main Roads WA	Office / website	Road closures	138 138 www.mainroads.wa.gov.au
DFES State Emergency Service (SES)	Communications Centre	SES services	132 500

Bushfire preparation and awareness

Preparation

Preparation prior to and during the declared bushfire season is paramount to increasing a building and its occupants chance of surviving a bushfire event. The following provides a list of bushfire preparations that should be carried out within the facility prior to and during the bushfire season by the operator of the facility:

- ensure compliance with the annual Local Government Area Fuel Hazard Reduction and Firebreak Notice.
- ensure the APZ has been maintained to the requirements of the associated BMP /Local Shire Bushfire Prevention Notice for this facility. All vegetation within the APZ to be in accordance with Table 9 of Planning for Bushfire Guidelines (November 2024)
- ensure that this BEP is reviewed and updated annually
- practice evacuation and shelter-in-place procedures as outlined within this BEP
- ensure that an Evacuation Diagram is displayed within the facility and occupants are aware of the BEP
- test any firefighting equipment present within the facility (e.g. fire hose reels, sprinklers, smoke detectors)
- ensure compliance with Total Fire Bans.

Fire Danger Ratings

Fire Danger Ratings (FDRs) are issued by Department of Fire and Emergency Services (DFES) and provide advice about how dangerous a fire would be if one started on a particular day. An FDR of Catastrophic or Extreme means that a bushfire that starts is likely to be so intense that even well-prepared, well-constructed and actively defended homes may not survive. Under these conditions, DFES advice is to evacuate in the days or hours before a bushfire might threaten to increase the chances of survival.

Understanding the FDR categories and what they mean to the facility will help facility management to make decisions about what to do if a bushfire starts.

It is recommended that facilities with an overall risk rating of High or Extreme (from Table 1) plan to spend the day in a low bushfire risk location (such as a townsite) on days with a Catastrophic or Extreme FDR.

The FDR for your local area can be checked on the following websites:

- Emergency WA website (DFES): <https://www.emergency.wa.gov.au/#firedangerratings>
- Bureau of Meteorology website: <http://www.bom.gov.au/wa/forecasts/fire-danger.shtml>

CATASTROPHIC
For your survival, leave bushfire risk areas • If a fire starts and takes hold, lives are likely to be lost. • These are the most dangerous conditions for a fire. • It may be too late to make a bushfire plan. Prepare your emergency kit and choose where you will go and different ways to get there. • Stay safe by going to a safer location early in the morning or the night before. • Homes cannot withstand fires in these conditions. You may not be able to leave, and help may not be available.
EXTREME
Take action now • Fires will spread quickly and be extremely dangerous. These are dangerous fire conditions. • Put your bushfire plan into action. • If a fire starts, take immediate action. If you and your property are not prepared to the highest level, plan to leave early. • Avoid travel through bushfire risk areas.
HIGH
Be ready to act • Fires can be dangerous. There's a heightened risk. Be alert for fires in your area. • If a fire starts, your life and property may be at risk. • Leave bushfire risk areas if necessary.
MODERATE
Plan and prepare • Most fires can be controlled. • Stay up to date and be alert for fires in your area.

Emergency warnings

During a bushfire, DFES and the Department of Biodiversity, Conservation and Attractions (DBCA) will issue community alerts and warnings for bushfires that threaten lives and property.

The following warnings may be issued:

EMERGENCY WARNING
<i>An out of control fire is approaching very fast. You are in danger as your area will be impacted by fire. You need to take immediate action to survive. Listen carefully as you will be advised whether you can leave the area or if you must shelter where you are as the fire burns through your area. An emergency warning may be supported with a siren sound called the Standard Emergency Warning Signal (SEWS). These factors should be reviewed on a regular basis as they may change at any time and without notice.</i>
WATCH AND ACT
<i>A fire is approaching and is out of control. Put your plan into action. If your plan is to leave, make sure you leave early. Only stay if you are mentally, physically and emotionally prepared to defend your property and you have all the right equipment.</i>
ADVICE
<i>A fire has started but there is no immediate danger. Stay alert and watch for signs of a fire.</i>

Additional resources

Table 4 provides a list of publications that provide additional information relating to bushfire preparedness and awareness. It is recommended that facility management review these publications prior to and during the bushfire season.

Table 4: DFES preparation and awareness publications

Resource	Website
5 Minute Fire Chat online resource	https://www.dfes.wa.gov.au/firechat/Pages/default.htm
5 Minute Fire Chat publications	https://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/Pages/publications.aspx
Bushfire Preparation Toolkit	https://www.dfes.wa.gov.au/safetyinformation/fire/bushfire/BushfireManualsandGuides/DFES-Fire-Chat-Bushfire-Preparedness-Toolkit.pdf

Pre-emptive procedures

Pre-emptive procedures are triggered:

- when occupants of the facility are made aware that there is a bushfire in the surrounding area with the potential to impact the facility (DFES 'Advice' alert)
- on days with a Fire Danger Rating of Very High, Severe or Extreme - DFES recommends that residents seek information and be ready to leave if a bushfire starts on these days
- on days with a Fire Danger Rating of Catastrophic - DFES considers that the only safe place in these conditions is away from bushfire risk areas.

Table 5 lists the stand-by procedures to be followed when the threat of a bushfire is not immediate.

Table 5: Stand-by procedures

TRIGGER:	
On becoming aware that there is a bushfire in the surrounding area (DFES 'Advice' alert)	
On days with a Fire Danger Rating of Very High, Severe, Extreme or Catastrophic	
Action	Person responsible
Consult State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (102.5FM) for fire situation and updates	Facility manager and/ or occupants
Appoint one of the occupants as a person in charge and ensure that they have a mobile phone and are contactable	Facility manager and/ or occupants
Inform occupants of the fire situation and account for all occupants	Person in charge or delegate
Advise DFES (000) that the centre is operating as a tertiary education facility	Person in charge or delegate
Make arrangements for transportation for possible evacuation	Person in charge or delegate

Evacuation procedures (primary action)

Evaluation of the safety of occupants has determined that it would be safer for all persons to evacuate to a designated off-site refuge, if time permits.

On-site assembly point

An on-site assembly point is an area within the premises where facility occupants are to meet on becoming aware that there is a bushfire in the area and before carrying out evacuation procedures. The assembly point is to be clearly marked to identify its location to evacuees. The designated on-site assembly point is identified in Table 6.

Table 6: Designated on-site assembly points

Assembly point
The hard-stand area, to the east of the building.

Off-site safe refuge areas

DFES and the Department of Communities will provide advice on the day as to the locations of the designated off-site safe refuge areas/welfare centres.

In the event that this information is not yet available, Table 7 lists two potential refuge areas that are to be considered during an evacuation. The refuges have been chosen based on:

- relative proximity to the facility
- relative safety of evacuation route (a secondary refuge may be designated if there is potential for the primary refuge to be inaccessible)
- whether the refuge is located away from the effects of a bushfire
- capacity to support the number of occupants in the facility
- capacity to support occupants with special needs.

Table 7: Designated off-site refuges

Primary off-site refuge	Arena Joondalup
Address	25 Kennedy Drive, Joondalup WA 6027
Nearest cross-street	Joondalup Drive
Travel distance and time	3 km (8 mins) - estimated driving distance and time
Phone number	(08) 9300 3355
Secondary off-site refuge	Connolly Community Centre
Address	5 Glenelg Place, Connolly WA 6027
Nearest cross-street	Country Club Boulevard
Travel distance and time	2.8 km (6 mins) - estimated driving distance and time
Phone number	(08) 9400 4268

Transportation arrangements

Table 8 details the transportation arrangements required for evacuation of the facility.

Table 8: Transportation arrangements

Transportation arrangements	
Number of vehicles required	Private vehicles in carpark with a maximum of 2 buses if required (estimating 35 passengers per bus), for balance
Type of vehicles	Bus and self-driven private vehicles, as available
Special transport required	Potential requirement for disability transport, enrollment to be monitored by management and arrangements organized as required
Time required to organise transport	10-30 min for bus, immediate for private vehicles
Time required to evacuate to off-site refuge	10 minutes

Evacuation route

The Bushfire Evacuation Procedures diagram is displayed on the wall at each exit of the facility. The diagram depicts the safest evacuation route to the designated off-site refuge.

The primary evacuation route to Arena Joondalup is:

- Turn right onto Injune Way
- Turn left onto Joondalup Dr/State Route 85 (2.2km)
- Turn left onto Kennedya Dr
- At the roundabout, take the 3rd exit

Safety considerations while driving:

If there is a lot of smoke:

- slow down as there could be people, vehicles and livestock on the road
- turn your car headlights and hazard lights on
- close the windows and outside vents
- if you can't see clearly, pull over and wait until the smoke clears.

If you become trapped by a fire:

- park the vehicle off the roadway where there is little vegetation, with the vehicle facing towards the oncoming fire front.
- turn the engine off.
- close the car doors, windows and outside vents.
- call 000.
- stay as close to the floor as possible and cover your mouth with a damp cloth to avoid inhalation of smoke. If smoke enters the vehicle, toxic fumes are released from the interior of the vehicle.
- stay covered in woollen blankets, continue to drink water and wait for assistance.
- stay in the car until the fire front has passed and do not open windows or doors. Once the front has passed and the temperature has dropped, cautiously exit the vehicle. Internal parts may still be extremely hot.

Evacuation procedures

Evacuation procedures are triggered:

- when an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert)
- in the situation where little warning has been received in relation to an approaching bushfire but there is still time to conduct a safe evacuation
- when advised by emergency services personnel that evacuation is necessary.

Table 9 lists the evacuation procedures to be followed during an evacuation of the facility.

Table 9: Evacuation procedures

TRIGGERS: • On becoming aware that an approaching bushfire threatens to impact the facility (DFES 'Watch and Act' alert) • When little warning of an approaching bushfire has been received but there is still time to perform a safe evacuation • When advised by emergency services that evacuation of the facility is necessary	
Action	Person responsible
Move all occupants to the on-site assembly area	Person in charge or delegate
Remain calm and explain evacuation procedures to occupants	Person in charge or delegate
Advise DFES (000) that the centre is operating as a tertiary education facility and is performing an evacuation (advise number of occupants and where they are going)	Person in charge or delegate
Arrange for vehicles to meet at designated assembly point to pick up evacuees	Person in charge or delegate
Ensure all doors and windows are closed and evaporative air conditioners turned off prior to leaving the facility	Person in charge or delegate
Notify fire brigade (000) if building is being impacted by fire	Person in charge or delegate
Contact refuge and inform them of impending arrival	Person in charge or delegate
All occupants to travel to the off-site refuge designated by local emergency services or as identified in this BEP via bus or private vehicles	Individual occupants
Ensure all persons are accounted for as they leave the facility	Person in charge or delegate
Report any unaccounted or injured persons to emergency services (000)	Person in charge or delegate
Maintain situational awareness through State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (102.5FM)	Person in charge, delegate and individual occupants

Recovery procedures (evacuation)

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert). Table 10 lists the recovery procedures to be carried out during an evacuation of the facility.

Table 10: Recovery procedures

TRIGGER: On being informed by emergency services that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert)	
Action	Person responsible
Notify occupants it is safe to return to the facility	Person in charge or delegate
If the facility has been impacted by fire, ensure no persons re-enter the facility until emergency services have declared it as being safe	Person in charge or delegate

Shelter-in-place procedures (last resort action only)

Evaluation of the safety of occupants has determined that there is insufficient time to conduct a safe evacuation and it would be safer for all persons to shelter in a designated on-site refuge.

Shelter-in-place procedures may need to be carried out when a DFES 'Emergency Warning' has been issued for the location advising that it is no longer safe for occupants to evacuate and that you must shelter where you are.

Shelter-in-place procedures are to be carried out as a last resort only.

On-site refuge

An on-site refuge is a building within the property that is able to adequately accommodate all occupants ideally away from the effects of a bushfire.

The designated on-site refuge is identified in Table 11. The following criteria have been considered when choosing the most suitable on-site refuge:

- whether the building/room is situated away from the potential worst-case bushfire front and the possible effects of a bushfire
- whether the building/room has the capacity to house the maximum number of occupants
- whether the building/room has an easy escape route to the outside (e.g. door leading outside) and a water supply
- whether the building has been constructed to withstand bushfire attack and has an appropriate APZ.

Table 11: Designated on-site refuge

On-site refuge
TBA

Shelter-in-place procedures

Shelter-in-place procedures are triggered:

- in the situation where a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation, and/or
- when advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary.

Table 12 lists the procedures to be followed when sheltering-in-place is required as a last resort.

Table 12: Shelter-in-place procedures

TRIGGERS: • When a bushfire threatens to impact the facility imminently and there is no time to perform a safe evacuation • When advised by emergency services or a DFES 'Emergency Warning' that sheltering in place is necessary	
Action	Person responsible
Ensure all doors and windows are closed and evaporative air conditioners turned off	Person in charge or delegate
Remain calm and explain shelter-in-place procedures to occupants	Person in charge or delegate
Move occupants to designated on-site refuge	Person in charge or delegate
Ensure all persons are accounted for	Person in charge or delegate
Advise DFES (000) that the centre is operating as a tertiary education facility and occupants are sheltering-in-place (advise number of occupants and what building / room they are sheltering in)	Person in charge or delegate
Maintain situational awareness through State emergency Alerts and Warnings website, DFES phone (13 3337) and local ABC radio (102.5 FM)	Person in charge, delegate and individual occupants
Soak towels and rugs in water and lay them along the inside of external doorways. Soak woolen blankets and keep them available for protection against radiant heat. Take down curtains and push furniture away from windows.	Person in charge, delegate and / or individual occupants
Occupants to get down low to limit exposure to smoke and drink plenty of water to avoid becoming dehydrated.	Person in charge, delegate and individual occupants
Two persons to regularly inspect building exterior and roof cavity through the internal manhole (wearing suitable protective clothing - at a minimum long sleeves, trousers and leather boots) to identify embers and extinguish where possible	Person in charge or delegate
Stay in the building while the fire front is passing, if the building catches fire and conditions inside become unbearable, leave through the door furthest from the approaching fire and go to an area that has already burnt	Person in charge, delegate and / or individual occupants
Notify fire brigade (000) if building is being impacted by fire	Person in charge or delegate

Recovery procedures (shelter-in-place)

Recovery procedures are triggered when emergency services have advised that the bushfire threat has passed and it is safe to return to the facility (DFES 'All Clear' alert). Table 13 lists the recovery procedures to be carried out when sheltering-in-place.

Table 13: Recovery procedures

TRIGGER:	
On being informed by emergency services that the bushfire threat has passed (DFES 'All Clear' alert)	
Action	Person responsible
Inform emergency services that all occupants are safe and accounted for within refuge	Person in charge or delegate
If the facility has been impacted by fire, ensure no persons re-enter the facility until emergency services have declared it as being safe	Person in charge or delegate
Decision made to either reopen facility or remain as closed	Person in charge or delegate
Occupants to organise personal transport to return home if facility remains closed	Person in charge or delegate

BUSHFIRE EMERGENCY EVACUATION PROCEDURES



ADDRESS: Lot 827 (#21) Injune Way, Joondalup
BUSINESS HOURS PHONE: 08 6241 6100
AFTER HOURS PHONE: TBA

Notes:

EVACUATION PROCEDURE

Refer to **Bushfire Emergency Evacuation Plan** located **within admin office** for full evacuation procedures.

- Move to the designated assembly point on becoming aware that a bushfire is in the surrounding area.
- Call **000** and advise that the centre is operating as a tourist accommodation facility.
- **Evacuate when:**
 - a bushfire threatens to impact the property (DFES 'watch and act' alert), or
 - a little warning of approaching bushfire has been given but there is time to perform a safe evacuation, or
 - emergency services have advised that evacuation is necessary.
- **Shelter-in-place is to be used as a last resort only when:**
 - a bushfire threatens to impact imminently and there is no time to perform a safe evacuation, or
 - advised by emergency services that shelter-in-place is necessary.

Due to the level of bushfire risk, early evacuation is to be given the highest priority. Sheltering-in-place is to be carried out as a last resort only.

EVACUATION ROUTE

Evacuate to the Arena Joondalup if safe to do so

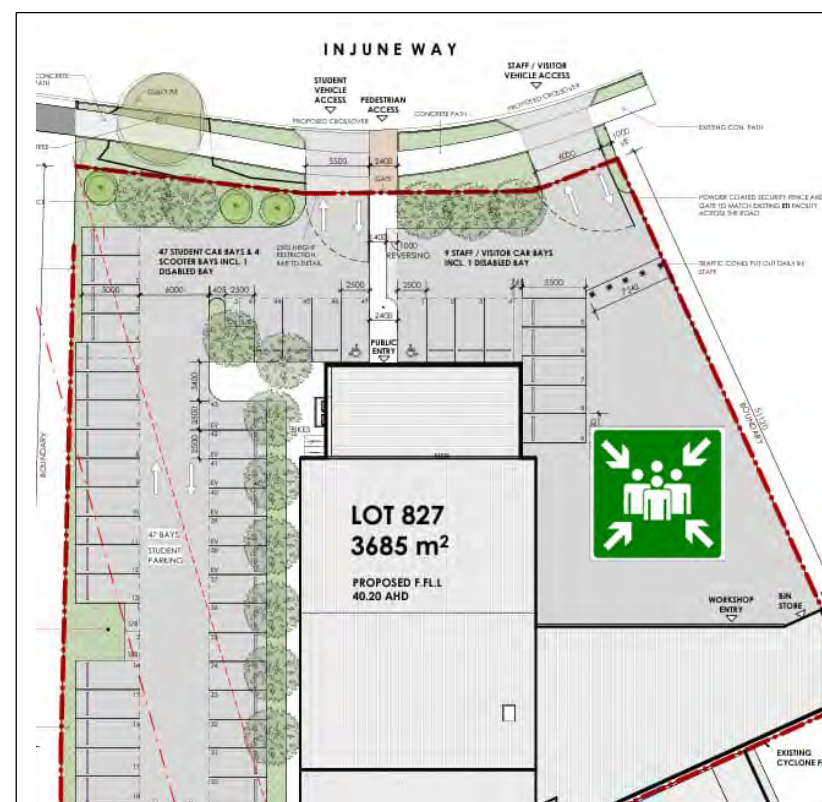
Follow direction:

- Turn right onto Injune Way
- Turn left onto Joondalup Dr/State Route 85 (2.2km)
- Turn left onto Kennedy Dr
- At the roundabout, take the 3rd exit

Follow instructions from the Emergency Services Incident Controller

BUSHFIRE ASSEMBLY POINT & REFUGE AREAS

- Prior to evacuation, assemble at the designated bushfire assembly point at the hardstand area, to the east of the building.
- Evacuate east along Injune Way and north on Joondalup Drive towards Arena Joondalup or to a location advised by emergency services.
- If it is too late to evacuate, the designated on-site refuge is **<TBA>** (to be used as a last resort only).



Bushfire Information and Updates:

DFES: 13 DFES (13 3337)
www.emergency.wa.gov.au
Radio Updates: 102.5 FM (ABC News)
Fire Danger Ratings: www.dfes.wa.gov.au
www.bom.gov.au

The Australian Fire Danger Ratings (AFDRS) levels are:

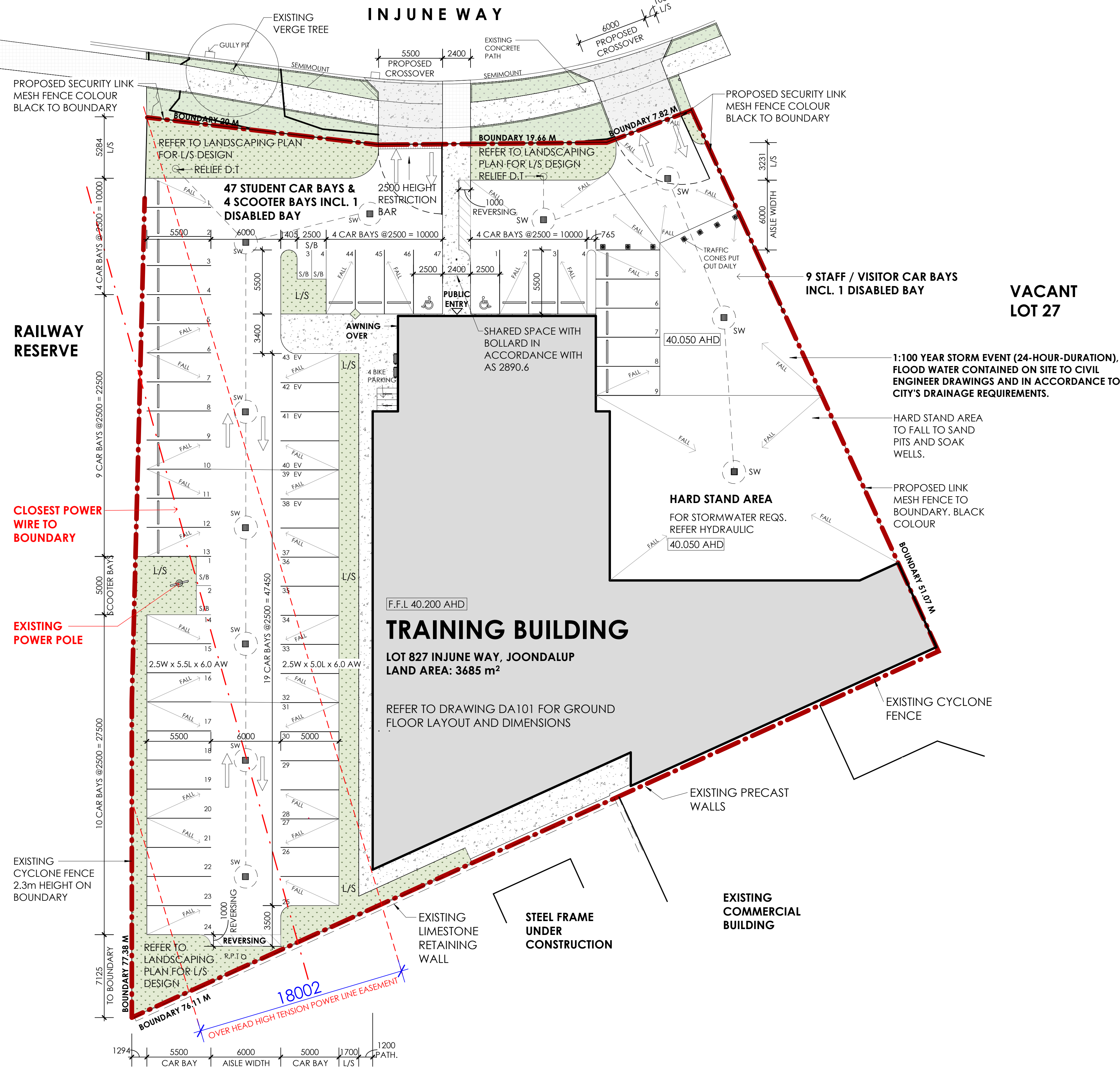


1. BUILDER TO CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCING CONSTRUCTION.
2. ARCHITECTURAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DRAWINGS.
3. ALL BUILDING WORKS TO BE EXECUTED IN ACCORDANCE WITH AUSTRALIAN STANDARDS, BUILDING CODE OF AUSTRALIA, LOCAL & REGULATORY AUTHORITIES.
4. BUILDER TO NOTIFY ARCHITECT IMMEDIATELY OF ANY SERVICE LOCATION DISCREPANCIES OR CLASHES ON SITE. NO WORK TO COMMENCE UNTIL APPROVAL BY ARCHITECT IS GRANTED.

1. PARKING BAYS (EXCEPT FOR DISABLED BAYS) ARE TO BE IN ACCORDANCE WITH AS NZS 2890.1 - 2004 AND ARE CLASS 3.
2. DISABLED PARKING BAYS AND SHARED AREA TO BE IN ACCORDANCE WITH AS NZS 2890.6 - 2009.
3. CAR PARK LINE MARKING TO BE COMPLETED IN ACCORDANCE WITH AS 1742.
4. WHEEL STOPS TO BE IN ACCORDANCE WITH AS2890.1 - 2004.

STUDENTS	47 BAYS
VISITOR AND STAFF	9 BAYS
TOTAL	56 BAYS
INCLUDING	
- ACCESSIBLE BAYS	2 BAYS
- EV CAR BAYS (3 DUAL CHARGERS)	6 BAYS

1. DISPOSE ALL STORMWATER ON SITE.
2. CAR PARK TO BE DIVIDED UP AS SHOWN TO FALL TO SAND TRAPPED SOAKWELLS.
3. THE SIZING OF THE SOAKWELLS WILL FORM PART OF THE BUILDING PERMIT APPLICATION.
4. 1:100 YEAR STORM EVENT (24-HOUR-DURATION), FLOOD WATER CONTAINED ON SITE TO CIVIL ENGINEER DRAWINGS AND IN ACCORDANCE TO CITY'S DRAINAGE REQUIREMENTS.



A	DOCUMENTATION	19-01-2026
Issue	Description	Date

DOEPEL
MARSH
architects

Sheet Title

STORMWATER MANAGEMENT PLAN

	JOB NO. 24.017		Drawn
	INJUNE		Author
	SHEET NO. A.040	REV. A	Checked
			Checker

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Dear Sir,

Lot 827 (21) Injune Way, Joondalup-As Stated in the proposal "Access is via two crossovers from Injune Way: a 5 m wide crossover to student parking and a 6 m wide crossover to staff / visitor parking."

References from REPORT Item No. 4.3:

Principle 1 – Context and character

"Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place."

Comments:

- *The level of streetscape interactivity and passive surveillance currently generated is minimal with the streetscape interface currently dominated by parking positioned in a significant primary setback*
- *Two crossovers on the site could be reduced to one*

Recommendation 1:

1. **Parking on the western side of the building (rather than at rear) can be supported due to the Western Power easement however the building should be brought further forward to address the streetscape with staff parking tucked around corner at the rear of the site, accessed through the student carpark**
2. **Amalgamate access to both carparks through one crossover with access to the staff parking area through the student carpark (with a security gate between the two if required) to eliminate one crossover on the site**

Principle 8 – Safety

Good design optimises safety and security, minimising the risk of personal harm and easily identifiable elements to help people find their way around.

- *Refer to comments in the Context & Character Principle in relation to the inactive streetscape interface which also results in limited streetscape passive surveillance*
- *Given the hardstand area will be used for student training does this area require a barrier or form of access control from the staff carpark?*

Recommendation 8:

1. **Bring the building further forward to address the streetscape with the staff parking tucked around corner at the rear of the site to increase streetscape passive surveillance**
2. **Consider a barrier or form of access control between the staff carpark and hardstand training area**

The above aesthetical references are not in the spirit of the interpretation of the Work Health and Safety (WHS) Act 2020 (WA) and its accompanying regulations provide a framework for the design of carparks and other workplace structures. The Act places the primary health and safety duty on the business owner or employer, known as a Person Conducting a Business or Undertaking (PCBU), who must ensure the health and safety of workers at the workplace. As this is common knowledge it will be reiterated that this review does not override the PCBU to any WHS jurisdiction, there for the recommendations should be **rejected** as they are deemed not practicable for the safe operations of the future site.

The Code of Practice for Safe Design of Structures, relevant to the design of structures used as workplaces, provides practical guidance to PCBUs, including architects, building designers, and engineers. This Code is also applicable to anyone making decisions that influence the design outcome, such as clients, developers, and builders.

Limit the designer to comment on providing information on significant hazards, as well as features that create access problems. "A structure can increase the consequences of an incident if there are inadequate entry and exit points, poorly situated assembly areas or inadequate access for emergency services" This has not been considered with the reduction of the crossover. Additionally, The Building Code of Australia (BCA) for the access fire brigade access to buildings.

In conclusion the above forementioned recommendations 1 & 8 should be **rejected** as both are under the safe operations and design of the PSPU in accordance with relevant legislation and codes. Therefore, any ongoing risk or hazards or operations shall be Managed by the PSBU. Design comments and recommendations state there is no serious hazard pointed out by adherence to the original plan that was submitted and the suggested recommendations has added the potentially of serious hazard for inadequacy exit and entry to site by the aesthetic recommendations.

Yours Sincerely



Matthew Blampey
ETI WHS Manager



Our Ref: 2026/0808
Your Ref: DA26/0034

Montana Leung
City of Joondalup
Montana.Leung@joondalup.wa.gov.au

Dear Ms Leung

LOT 827 (21) INJUNE WAY, JOONDALUP – PROPOSED EDUCATIONAL ESTABLISHMENT - DEVELOPMENT APPLICATION

I refer to your email dated 9 March 2026 regarding the submission of a Bushfire Management Plan (BMP) (Version 1), prepared by Bushfire Smart and dated 6 March 2026, for the above proposed development.

This advice relates to the *State Planning Policy 3.7 Bushfire* (SPP 3.7) and supporting *Planning for Bushfire Guidelines* (Guidelines), as well as DFES' role and responsibilities as Hazard Management Agency for Fire in Western Australia.

General Comment

- The submitted Bushfire Attack Level (BAL) assessment (within the BMP) cannot be validated due to issues with the vegetation inputs/slopes. The vegetation assessment does not clearly label all plots, slopes provided do not appear to align with topographic contours detailed in both the application package and on PLAN-WA, photographic evidence is not provided for vegetation directly abutting the development site and it is unclear if the heights noted in the vegetation assessment are accurate. Given the potential impact of vegetation sloping down from the subject site, DFES considers that further information is required to validate the BAL assessment prior to any determination. Please contact us if you have any queries regarding these comments.
- DFES has reviewed the BMP, however, cannot guarantee that the BMP is consistent with all other plans and information submitted as part of the proposal. The decision maker should be satisfied that all submitted documents have consistent details.
- Specific requirements of SPP 3.7 and the Guidelines are to be further addressed in the BMP as outlined in the below assessment Tables 1 and 2.

Recommendation: Compliance with acceptable solutions not demonstrated – modifications required

DFES advises that the BMP has not demonstrated that the proposed development complies with the following requirements of SPP 3.7 and the Guidelines:

1. Element 2: Siting and Design; and
2. Element 3: Vehicular Access.

DFES recommends the BMP be modified as per the Assessment advice provided in Tables 1-3 to ensure it is accurate and the bushfire risk management/mitigation measures are effective and can be implemented in perpetuity to manage/mitigate the bushfire risk to people, property and infrastructure to an acceptable level and appropriate to the land use and location. The required modifications are listed in the table(s) below. Should the modified BMP affect the design of the proposal, the proposal should be amended to reflect these modifications.

Could you please forward notification of the application determination to DFES for our records.

If you require any clarification or further information regarding the below assessment, please do not hesitate to contact Senior Land Use Planning Officer – Michael Ball on telephone number 9395 9819.

Yours sincerely



DESMOND ABEL
DIRECTOR LAND USE PLANNING

20 April 2026

Table 1: Assessment – Policy Measure 7.1 ii. c. Compliant Preparation of a Bushfire Attack Level (BAL) Contour Map

Vegetation Classification or Exclusions	BMP Modification Required
<u>Classified Vegetation – not demonstrated</u> As noted above, the vegetation assessment map (figure 5) does not provide labels for all areas, and the boundaries of each plot are not clear, leaving it unclear which slope has been applied to each plot. Further, the slopes applied to not align with slopes measured from the topographic contours, and insufficient evidence is provided to validate the maximum heights of vegetation within some areas classified as Class D Scrub (including the area directly abutting the development site). On the basis of the above issues, DFES is unable to validate the vegetation inputs or BAL outputs. Further information is required to validate the inputs before a BAL rating can be validated. DFES notes that as the planning stage will determine the location of the building, it is imperative that the above issues are resolved, and an accurate BAL rating can be assessed prior to any approval being issued. It is noted that any slope greater than 20% (as potentially present in this area) cannot be assessed using Method 1. Transects are present abutting the site detailing 10 metre drops over less than 25 metres present (>20 degree slope). It is noted that the BMP labels this area as 11 degrees only, which cannot be accurate given the above measurements. It is noted that this area is key to ensuring an accurate BAL contour is provided to determine where the building should be located (which will impact the potential building layout/location). The vegetation classification/slopes should be revised (and substantiated with further evidence) as per AS 3959, or the resultant BAL ratings will be inaccurate.	BAL Rating cannot be validated. Further evidence to support the vegetation classification/slope of several plots is required.
SPP 3.7 Appendix A - Bushfire Assessment Methodologies	BMP Modification Required
Government Obligations The Responsibilities for Implementation and Management of Bushfire Measures section (Section 6) of the BMP, references activities to be undertaken by local government. DFES notes that if the public road network is not currently compliant, the BMP should address this through an Outcomes-based Approach, rather than create an additional obligation for the Local Government to address. This reference should be removed as it is considered outside the scope of the application and not enforceable under a planning mechanism.	BMP to be modified to provide consistent assessment across all sections.

Table 2: Policy Measure 7.1 ii. e. Compliance with the Bushfire Protection Criteria 8: Development – Vulnerable Class 9 Buildings

Element	Assessment	Action
Siting and Design – Asset Protection Zone (APZ)	A2.1 and A2.2 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in Table 1.	BAL Rating cannot be validated. Modification to the BMP is required to address the Assessment advice in Table 1.
Siting and Design – Landscape Management Plan (LMP)	A2.4 – not demonstrated The BMP has not included a LMP. The decision maker should be satisfied that this is not required to ensure that the APZ requirements will be complied with in perpetuity. An LMP is an easy-to-understand plan to ensure that planting/maintenance complies with relevant standards.	Comment only.
Siting and Design – Safer Building for Schools	A2.5 – comment only DFES notes that this is a requirement of the Department of Education. On this basis, DFES has not assessed this requirement. The decision maker should be satisfied that compliance with this requirement has been satisfied.	Comment only. Decision maker to be satisfied with compliance.
Siting and Design – Storage of Hazardous, Flammable and/or Combustible Materials	A2.6 – not demonstrated The BMP provides an assumption that this will not occur, however the BMP does not include any requirements for this to be avoided in the future. The implementation table should be updated to clearly demonstrate compliance with this requirement.	Compliance with Siting and Design not demonstrated. Modification to the BMP is required to address the Assessment advice.
Vehicular Access – Public Roads	A3.1 – not demonstrated The BMP states that the public road network is compliant, however the implementation table states that the cul-de-sac requires modification to achieve compliance. As such, it is unclear if the public road network is compliant. The BMP should be updated to remove ambiguity and provide an accurate assessment.	Compliance with Vehicular Access not demonstrated. Modification to the BMP is required to address the Assessment advice.

Vehicular Access – Internal Access and Private Driveways	A3.6 – not demonstrated The length of the private driveway appears to be greater than 70 metres, however the BMP states that it is less than 70 metres. The BMP also mentions reticulated water as an exemption; however this is not applicable to A3.6 of Bushfire Protection Criteria 8. As such, the proposal should demonstrate compliance with A3.6, rather than state that this is not required.	Compliance with Vehicular Access not demonstrated. Modification to the BMP is required to address the Assessment advice.
---	--	--

Table 3: Policy Measure 7.1 iv. and Section 9.4.2 of the Guidelines: DFES Role as Hazard Management Agency (HMA)

DFES wishes to provide the below additional advice in its role and responsibilities of HMA for Fire in Western Australia.

Bushfire Emergency Plan (BEP)		Action
Bushfire Emergency Plan (BEP)	The referral has included a ' <i>Bushfire Emergency Plan</i> ' for the purposes of addressing the policy requirements. Consideration should be given to the Bushfire Emergency Plan (BEP) Manual (as published by the Western Australian Planning Commission). This contains details of information that should be included in a BEP and will ensure the appropriate content is detailed when finalising the BEP to the satisfaction of the decision maker.	Comment only.
DFES Other Technical Advice		Action
DFES Built Environment Branch	Plans and specifications must be submitted to the DFES Built Environment Branch for assessment, in accordance with <i>Regulation 18B of the Building Regulations 2012 (as amended)</i> . Additionally, given that the total floor area of the proposed building appears to exceed 500m ² , fire hydrant coverage will be required. If compliant hydrant coverage cannot be achieved from street hydrants, an on-site hydrant system that meets the FES Commissioner's Operational Requirements and AS 2419 will be necessary.	To be addressed at the building permit application stage.
DFES Land Use Planning	It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, environmental health or any other approvals required by a relevant authority under written laws.	Comment only.

Bushfire Management Plan / Statement addressing the Bushfire Protection Criteria coversheet

Site address: Lot 827 (21) Injune Way, Joondalup

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 27 Month FEB Year 2026

Report author or reviewer: Nathan Peart

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☐ Level 3 practitioner ☒

If accredited, please provide the following.

BPAD accreditation number: 38808 Accreditation expiry: Month May Year 2026

Bushfire management plan version number: 2

Bushfire management plan date: Day 29 Month APR Year 2026

If one or more of the following are selected, then these should be automatically referred to DFES.

	YES	NO
Strategic planning is required to address SPP 3.7 and the Guidelines	☐	☒
The application is a vulnerable land use	☒	☐

None of the Above ☐

If one or more of the following are selected, and the decision-maker requires input from DFES, then the application can be referred.

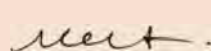
	YES	NO
The BAL rating has been calculated by a method other than Method 1 as prescribed by AS 3959	☐	☐
An outcomes-based approach has been submitted to demonstrate compliance with the bushfire protection criteria	☐	☐

None of the Above ☒

Note: If a subdivision or development application meets all the acceptable solutions and does not otherwise trigger a referral as listed above, seeking advice from DFES on SPP 3.7 or other matters is at the discretion of the decision-maker.

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author or reviewer



Date

29 April 2026



Bushfire Management Plan (DA)

Proposed Vulnerable Use facility at: Lot 827 (21) Injune Way, Joondalup

Client: CP PROJECTS PTY LTD

Report Number: 24-24196

Assessment Date: 27 February 2026

Report Date: 29 April 2026

Prepared by a BPAD Accredited Practitioner



Document Control

Doc name:	Bushfire Management Plan (DA) - Lot 827 (21) Injune Way, Joondalup				
Version	Date	Author		Reviewer	
1	06/03/2026	Jess Calcutt	JC	Nathan Peart	NP
	Initial Report Issued				
2	29/04/2026	Jess Calcutt	JC	Nathan Peart	NP
	Slope calculation amended, BAL Assessment revised, additional information provided.				

Disclaimer and Limitation

This report is prepared solely for the client, any future landowners of the subject lot and is not for the benefit of any other person and may not be relied upon by any other person. Bushfire Smart accepts no liability or responsibility whatsoever for or in respect of any use or reliance upon this report and its supporting material by any third party.

The mitigation strategies contained in this report are considered to be prudent minimum standards only, based on the writer's experience as well as standards prescribed by relevant authorities. It is expressly stated that Bushfire Smart and the writer do not guarantee that if such standards are complied with or if a property owner exercises prudence, that a building or property will not be damaged or destroyed by bushfire or that lives will not be lost in a bush fire. Fire is an extremely unpredictable force of nature. Changing climatic factors (whether predictable or otherwise) either before or at the time of a fire can also significantly affect the nature of a fire and in a bushfire prone area it is not possible to completely guard against bushfire.

Further, the growth, planting or removal of vegetation; poor maintenance of any fire prevention measures; addition of structures not included in this report; or other activity can and will change the bushfire threat to all properties detailed in the report. Further, the achievement of the level of implementation of fire precautions will depend on the actions of the landowner or occupiers of the land, over which Bushfire Smart has no control.

This report does not negate the need to follow Local government authority requirements for Firebreak and Fuel Hazard Reduction. The client agrees that in submitting this report they approve of and will comply with all requirements detailed.

Insurance Coverage Statement

Bushfire Smart is covered by Professional Indemnity Insurance up to \$2,000,000 and Public Liability Insurance valued at \$20,000,000. These policies provide comprehensive coverage for bushfire attack level assessments, planning, design, and advisory services, in accordance with the FPA Australia Bushfire Planning and Design Accreditation Scheme for a BPAD-Level 3 practitioner.

Author		
Jess Calcutt	BPAD 65772	
Level 1 Bushfire Planning and Design (BPAD) Accredited Practitioner		
E: BAL@BushfireSmart.com.au	Ph: 9555 9444	
Reviewer		
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Executive Summary

The proposal is at Lot 827 (21) Injune Way, Joondalup regarding an educational establishment used for training purposes (Class 9b).

The proposal is in an area that has been designated as bushfire prone and must therefore comply with State Planning Policy 3.7 (SPP 3.7). Planning for Bushfire Guidelines Version: September 2024 (the Guidelines) has been used to determine the proposals compliance with SPP 3.7.

An assessment against the Bushfire Protection Criteria 6 is required to be undertaken. The following table summarises the outcome of this assessment.

Table A.1: Summary of assessment against Bushfire Protection Criteria 6

Element	Acceptable Solution	Compliance Method	Compliance notes.
1: Location	-	N/A	
2: Siting and Design	A2.1 Siting and design	Acceptable Solution	In its predevelopment state, proposed building(s) within an area that is BAL-29 or below.
	A2.2 Asset Protection Zone (APZ)	Acceptable Solution	In its pre-development state, the site is entirely located within an area subject to radiant heat impact not exceeding 29 kW/m ² . However, entire lot is to be landscaped and maintained to APZ standards. See section A2.4 for further details.
	A2.3 Clearing of native vegetation	Acceptable Solution	The proposal does not require the clearing of native vegetation. (See Figure: 4 Map of Native Vegetation Extents for Subject Site).
	A2.4 Landscape management plan	Acceptable Solution	A landscape management plan provided.
	A2.5 On-site shelter	N/A	
	A2.6 Storage of hazardous, flammable and/or combustible materials	N/A	
3: Vehicular Access	A3.1 Public Roads	Acceptable Solution	Existing public roads meet the requirements in Appendix B.3, Table 10.
	A3.2 Access routes	Acceptable Solution	Area 1: Access is provided in at least one suitable destination.
	A3.3a No-through roads	Acceptable Solution	Area 1: No limitation on no-through road lengths.
	A3.3b No-through road requirements	Acceptable Solution	No through road is existing and meets Appendix B.3, Table 10, Column 2 and has a turnaround as per Figure 30.
	A3.4 Emergency access ways	N/A	
	A3.5 On-site shelter	N/A	

	A3.6 Fire service access route	N/A	
	A3.7 Private driveways	Acceptable Solution	Private driveways meet the requirements of the guidelines.
	A3.8 Signage	Acceptable Solution	Emergency procedure signage to be displayed at the main entrance, with exit signage directing occupants east (right from car park) away from the dead-end road toward the preferred evacuation route.
4: Water Supply	A4.1 Water supply	Acceptable Solution	Hydrants provided to comply with Water Corporation's No. 63 Water Reticulation Standard.

Bushfire Hazards

The locality is predominantly urbanised, characterised by dense residential and commercial development with major road corridors forming the primary structural elements of the landscape. These arterial roads, interchanges, railways, and associated verges provide continuous, hardened breaks that interrupt fuel connectivity in all directions around the subject area.

Several discrete patches of vegetation are present around the major road networks and highway ramps, however these are small, fragmented and separated by extensive built form and sealed infrastructure. To the northeast, a substantial waterbody forms a complete barrier to fire spread, with an adjoining band of dense canopy vegetation extending along its edge; this vegetation presents a broader-scale hazard but is spatially separated from the subject locality by both distance and intervening development.

To the northwest, a large managed green space (golf course) is visible, comprising low, modified fuels with limited canopy connectivity. Remaining vegetation within the wider setting consists of small, scattered pockets embedded within the urban matrix.

Overall, the subject area is situated within a heavily urbanised environment with significant transportation corridors and developed land creating consistent fuel breaks. Bushfire exposure is limited, with only localised risks associated with vegetated pockets near road reserves, railways and additional elevated ember attack potential under extreme conditions from the larger continuous vegetation around the waterbody to the northeast.

Action Required

Compliance with this BMP, and therefore SPP 3.7, will require action prior, during and after development. The items requiring implementation include:

- Ensure all visitors are aware of Bushfire risk and evacuation procedures.
- Establish the Asset Protection Zone (APZ) and driveway to the dimensions and standard stated in this BMP.
- Emergency procedure signage to be displayed at the main entrance, and exit signage directing occupants east.
- Conduct training with all senior members onsite as per BEP.
- Conduct annual and daily preparation as per requirements of the BEP.
- Ongoing compliance with the local government's firebreak notice.

This report should be read in its entirety and in conjunction with the Guidelines for Planning in Bushfire Prone Areas to ensure all requirements and recommendations are fully understood and correctly applied.

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1 Proposal and Site Details

1.1 Proposal Details

Lot 827 (21) Injune Way, Joondalup (subject lot) is a 3,685 m² parcel. The proposal is for the construction of a new training facility on an existing vacant lot.

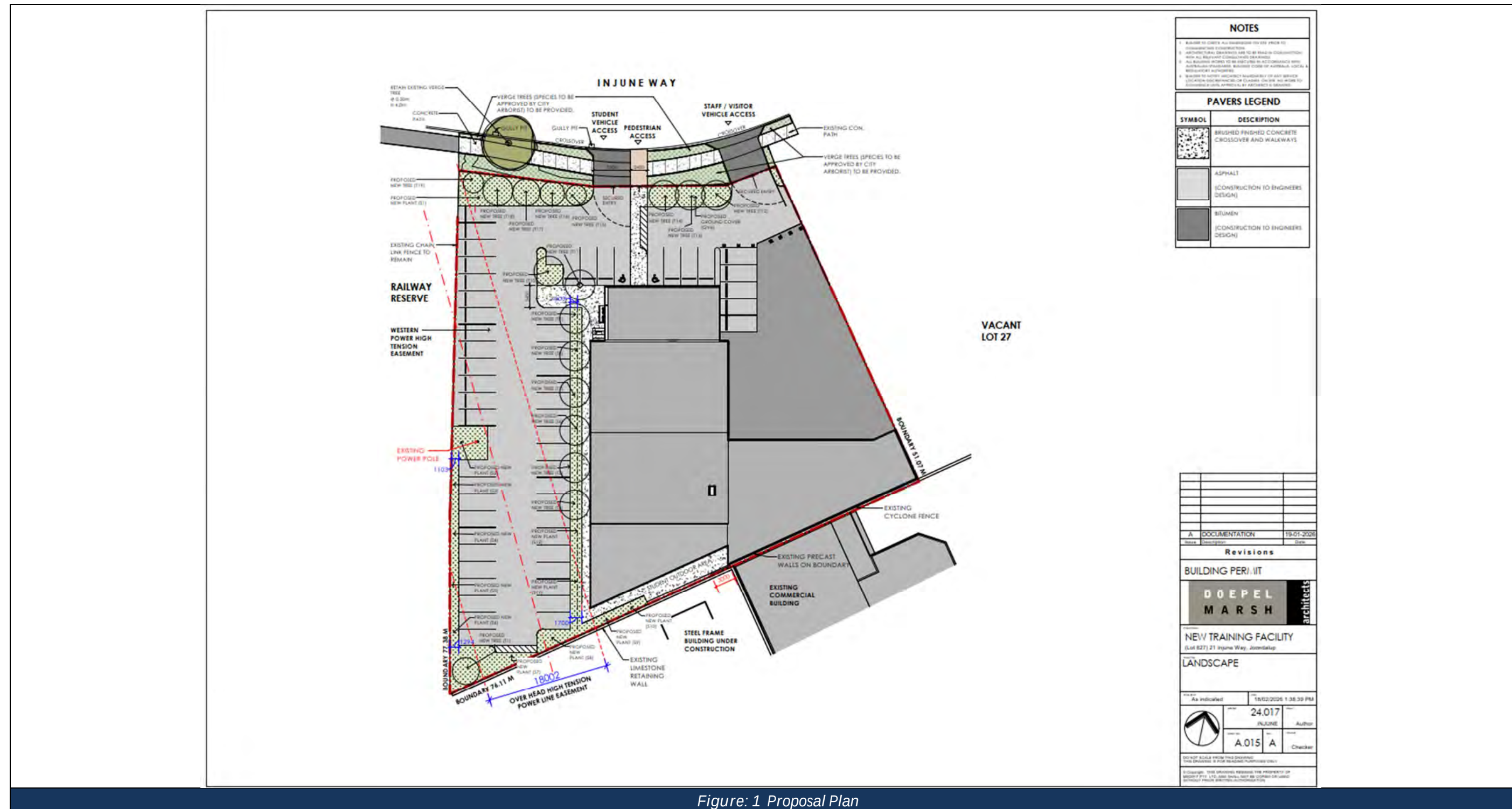


Figure: 1 Proposal Plan



2 Environmental Considerations

To identify environmental, biodiversity and conservation values on the subject site, the site has been examined against the following databases as shown in Table 1.

Table 1: Assessment against environmental considerations

Object	Database	Identified	Details
Geomorphic Wetlands	DBCA-013 DBCA-014 DBCA-015 DBCA-016 DBCA-017 DBCA-019 DBCA-013 DBCA-043 DBCA-044	No	Site not identified within database.
Ramsar sites (Wetland areas designated under the Ramsar Convention)	DBCA-010	No	Site not identified within database.
Threatened and Priority Flora	DBCA-036	No	Site not identified within database.
Threatened and Priority Fauna	DBCA-037	No	Site not identified within database.
Threatened Ecological Communities	DBCA-038	No	Site not identified within database.
Bush Forever Areas - 2000	DPLH-019	No	Site not identified within database.
Clearing Regulations – Environmentally Sensitive Areas	DWER-046	No	Site not identified within database.
SWAN Bioplan Regionally Significant Natural Areas 2010	DWER-070	No	Site not identified within database.
Local government biodiversity/planning	-	No	-

The subject site has not been identified in the above databases.

2.1 Native Vegetation Extent – modification and clearing

The site has been checked against the Native Vegetation Extent mapping conducted by the Department of Primary Industries and Regional Development (DPIRD-005).

This dataset maps remnant native vegetation across Western Australia and is used to identify vegetation extent within the subject site. It was originally compiled as part of the National Land and Water Resource Audit using 1995 Landsat TM satellite imagery, later refined with aerial photography captured between 1996 and 2006. The dataset was progressively updated by DPIRD with assistance from the Department of Conservation and Land Management until 2020, with a final one-off update completed in May 2023.

This database does not show Native Vegetation Extent on the subject site, as seen in the image below.



Figure: 4 Map of Native Vegetation Extents for Subject Site

2.2 Revegetation/landscape plans

This section outlines landscaping plans or management evidence to ensure decision-makers are informed and supportive of the vegetation classifications applied to the subject area. It identifies areas to be revegetated or retained, including riparian zones, wetland or foreshore buffers, and public open spaces.

Landscaping details have been provided (see excerpt below; refer to the full set of submitted plans for additional information). Landscaping for the site is to comply with the Asset Protection Zone (APZ) standards outlined in Appendix B of this report and must maintain adequate separation from the unmanaged vegetation located along the adjoining railway reserve.

To achieve compliance with APZ requirements, the following measures have been applied to the western boundary interface and building surrounds:

- Shrubs and groundcovers along the western boundary are to be removed where located within 3 m of the fence line to prevent the formation of continuous vegetation that would extend closer to the building.
- Shrubs are not to be planted beneath tree canopies or within 3 m of any building.
- Any shrub or groundcover plantings are to be limited to discrete clumps not exceeding 5 m² in area.
- Clumps of shrubs or groundcovers are to be separated from each other, and from any exposed window or door, by a minimum distance of 10 m (see exit doors associated with the student lunchroom and the practical training area below).



Figure: 5 Vegetation Classification

Lot 827 (21) Injune Way, Joondalup Report Number: 24-24196 Assessment Date: 27 February 2026	
LEGEND	
	Proposed Structure
	Site Boundary
	150m area assessment
	100m area assessment
	Photo point
	Effective Slope
	Separation Distance (m)
	Plot Label
	A Forest
	B Woodland
	D Scrub
	C Shrubland
	G Grassland
	Excluded
NOTES	ESInet 1m contour data used due to inaccessibility



The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions. Refer to Plot descriptions below for details, if required.

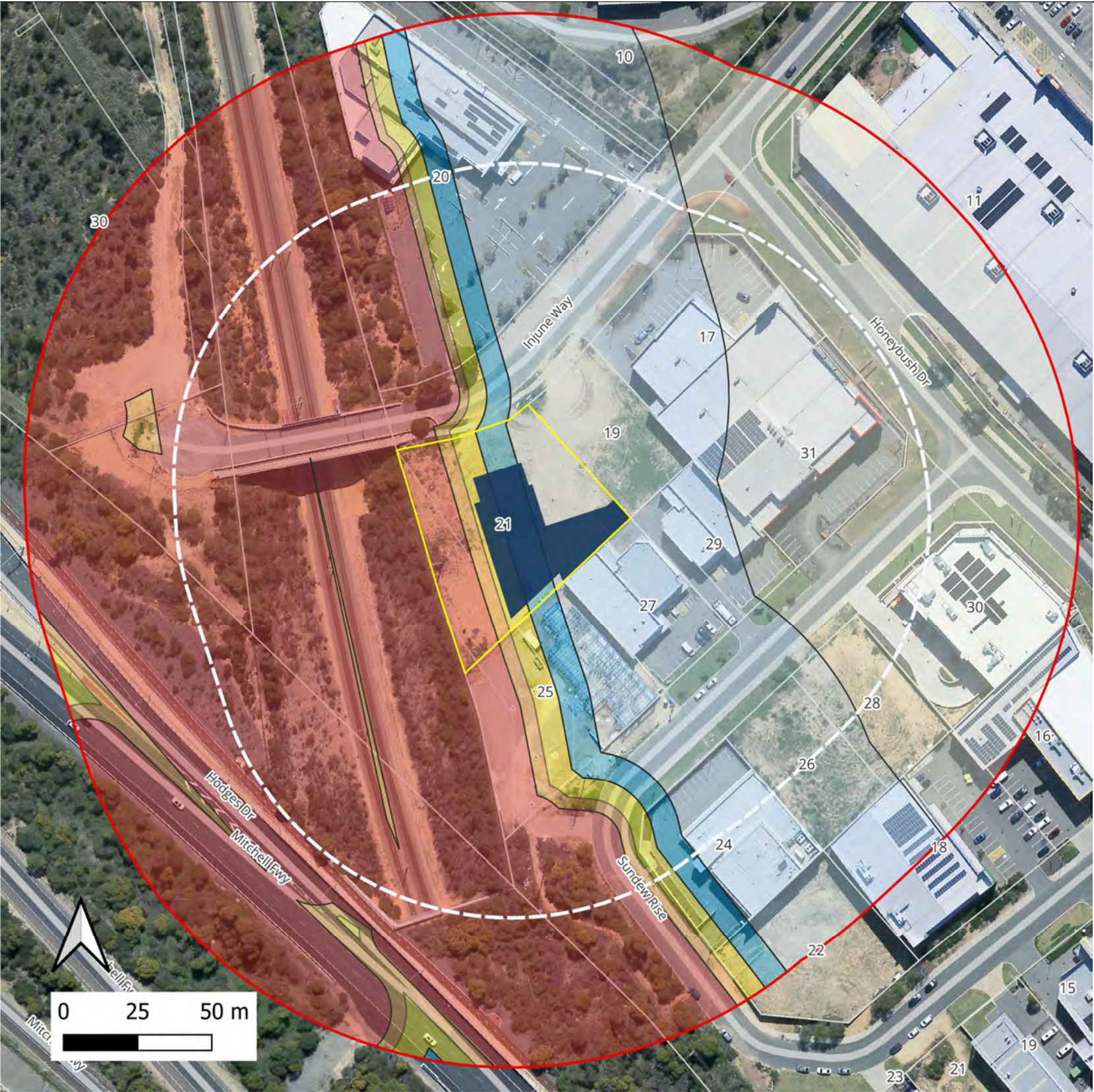


Figure: 6 BAL Contours

Lot 827 (21) Injune Way, Joondalup
Report Number: Error! Reference source not found.
Assessment Date: 27 February 2026

LEGEND

	Proposed Structure
	Site Boundary
	150m area assessment
	100m area assessment
	BAL — FZ
	BAL — 40
	BAL — 29
	BAL — 19
	BAL — 12.5
	BAL — LOW

NOTES



The aerial imagery used was the best available at the time of review; however, it may no longer reflect the most current conditions. Refer to Plot descriptions below for details, if required.

3.2 Vegetation Classification

All vegetation within 150m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Table 2: BAL Analysis

Plot:	1	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	30.9
Vegetation Classification or Exclusion Clause:			Class D Scrub - Open scrub D-14		
Description / Justification for Classification:					
Open scrub on upper flat area of the eastern bank of rail line dominated by mixed scrub species including <i>Acacia</i> spp. and <i>Melaleuca</i> spp., forming a discontinuous canopy not exceeding 4 m in height. Foliage cover is >30%. Understorey consists of mixed low shrubs and fine fuels/cured grasses present.					
DIRECTION 298 deg(T) 31.75703°S 115.76841°E ACCURACY 5 m DATUM GDA2020  Joondalup 27/2/2026, 10:59:19 am			DIRECTION 260 deg(T) 31.75702°S 115.76844°E ACCURACY 6 m DATUM GDA2020  Joondalup 27/2/2026, 10:59:26 am		
Photo ID: 1			Photo ID: 2		

Bushfire Management Plan (DA)

Plot:	2	Effective Slope (°):	>20°	Separation Distance (m):	19.8
Vegetation Classification or Exclusion Clause:		Class C Shrubland - Open heath C-11			
Description / Justification for Classification:					
Shrubland of mixed low shrubs generally ≤2 m in height, isolated shrub exceeding this height on the edge of the plot where the terrain flattens out. Foliage cover is between 10–30%, forming a discontinuous shrub layer without development of a taller scrub canopy. Vegetation height is verifiable against adjacent fencing infrastructure of 1800mm high confirming the shrub layer remains below this threshold, with ground fuels comprising cured grasses and fine surface litter beneath the shrub matrix. Previous slope calculation error superseded; slope calculations for this plot based on ESInet 1m contours due to inaccessibility.					
DIRECTION 339 deg(T)		31.75713°S 115.76815°E		ACCURACY 5 m DATUM GDA2020	
					
Joondalup		27/2/2026, 11:01:03 am		Joondalup 27/2/2026, 11:03:18 am	
Photo ID: 3			Photo ID: 4		
DIRECTION 231 deg(T)		31.75751°S 115.76842°E		ACCURACY 4 m DATUM GDA2020	
					
Joondalup		27/2/2026, 11:03:55 am		Joondalup 27/2/2026, 11:05:41 am	
Photo ID: 5			Photo ID: 6		

Bushfire Management Plan (DA)

Plot:	3	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	Varies
Vegetation Classification or Exclusion Clause:			Class C Shrubland - Open heath C-11		
Description / Justification for Classification:					
Similar to Plot 2; Foliage cover is >30%. Understorey consists of mixed low shrubs and fine fuels with cured grasses below.					
DIRECTION 316 deg(T) 31.75718°S 115.76786°E ACCURACY 4 m DATUM GDA2020 			DIRECTION 267 deg(T) 31.75773°S 115.76838°E ACCURACY 3 m DATUM GDA2020 		
Joondalup			Joondalup		
27/2/2026, 11:01:30 am			27/2/2026, 11:04:26 am		
Photo ID: 7			Photo ID: 8		

Further vegetation note:

There is a distinct difference noted on site between the vegetation on the sloped ground and that on the flatter areas, with shorter shrubland present on the steeper slopes and taller scrub vegetation occurring on the flatter ground. Given this marked difference, vegetation plots have been split between Shrubland on the areas with extreme slope and Scrub on the flatter areas with a high level of confidence this classification will be present into perpetuity.

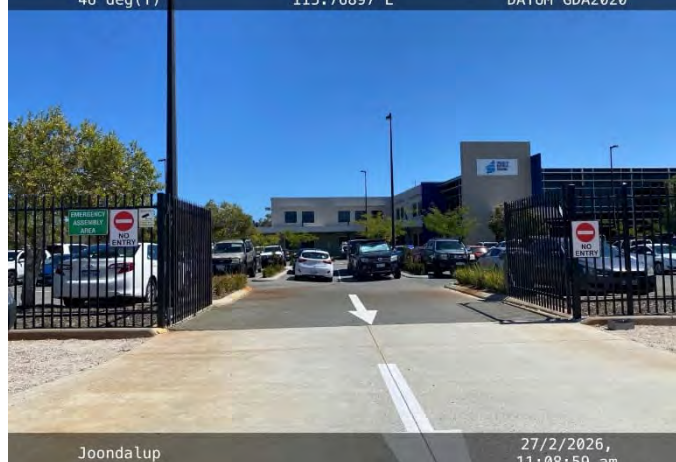
Bushfire Management Plan (DA)

Plot:	4a/b	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	Varies
Vegetation Classification or Exclusion Clause:			Class A Forest - Low open forest A-04		
Description / Justification for Classification:					
Low open forest dominated by <i>Eucalyptus</i> spp., <i>Allocasuarina</i> spp. and red-capped gums (<i>Corymbia</i> spp.) with foliage cover >30% and an estimated canopy height of 10–12 m. The understorey is consistent with the structure described for Plot 2, comprising mixed native shrubs and associated near-surface fuels. Vegetation labelled as Plot 4b is separated from the subject area by the highway and is excludable due to distance, but is referenced here as it forms part of the same forest structure that was cut through during highway construction.					
DIRECTION315 deg(T)31.75719°S115.76767°EACCURACY 4 mDATUM GDA2020  Joondalup27/2/2026, 11:01:48 am			DIRECTION240 deg(T)31.75724°S115.76762°EACCURACY 4 mDATUM GDA2020  Joondalup27/2/2026, 11:01:54 am		
Photo ID: 9			Photo ID: 10		
DIRECTION270 deg(T)31.75729°S115.76829°EACCURACY 4 mDATUM GDA2020  Joondalup27/2/2026, 11:03:11 am			DIRECTION250 deg(T)31.75748°S115.76832°EACCURACY 4 mDATUM GDA2020  Joondalup27/2/2026, 11:03:38 am		
Photo ID: 11			Photo ID: 12		

Bushfire Management Plan (DA)

Plot:	5a/b/c	Effective Slope (°):	N/A	Separation Distance (m):	N/A
Vegetation Classification or Exclusion Clause:		Excludable - 2.2.3.2(e) Non Vegetated Areas			
Description / Justification for Classification:					
Permanently non-vegetated surfaces including the roads, pavement, bridge deck, rail ballast, and associated hardstand form a continuous non-vegetated corridor. The overpass structure and rail reserve consist of compacted gravel, ballast and sealed surfaces with no combustible vegetation within the assessed area. Adjacent embankments contain vegetation outside the non-vegetated footprint, but these are addressed in Plots 1-3.					
DIRECTION 324 deg(T) 31.75715°S 115.76809°E ACCURACY 5 m DATUM GDA2020 		DIRECTION 244 deg(T) 31.75720°S 115.76778°E ACCURACY 4 m DATUM GDA2020 			
Joondalup		Joondalup			
27/2/2026, 11:01:09 am		27/2/2026, 11:01:41 am			
Photo ID: 13		Photo ID: 14			
DIRECTION 302 deg(T) 31.75723°S 115.76817°E ACCURACY 4 m DATUM GDA2020 		DIRECTION 227 deg(T) 31.75721°S 115.76878°E ACCURACY 47 m DATUM GDA2020 			
Joondalup		Joondalup			
27/2/2026, 11:02:41 am		27/2/2026, 11:00:44 am			
Photo ID: 15		Photo ID: 16			

Bushfire Management Plan (DA)

Plot:	6	Effective Slope (°):	N/A	Separation Distance (m):	N/A
Vegetation Classification or Exclusion Clause:			Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation		
Description / Justification for Classification:					
The area comprises sealed roads, concrete footpaths, paved parking areas and commercial hardstand that form permanently non-vegetated surfaces. Landscaping includes irrigated lawn, mulched garden beds and isolated ornamental trees all maintained in low-threat condition. Verge grasses are cropped to <100 mm and do not constitute unmanaged near-surface fuels.					
DIRECTION 20 deg(T) 31.75697°S 115.76848°E ACCURACY 6 m DATUM GDA2020 			DIRECTION 116 deg(T) 31.75796°S 115.76843°E ACCURACY 7 m DATUM GDA2020 		
Joondalup 27/2/2026, 10:59:08 am			Joondalup 27/2/2026, 11:05:34 am		
Photo ID: 17			Photo ID: 18		
DIRECTION 46 deg(T) 31.75685°S 115.76897°E ACCURACY 17 m DATUM GDA2020 			DIRECTION 236 deg(T) 31.75677°S 115.76906°E ACCURACY 7 m DATUM GDA2020 		
Joondalup 27/2/2026, 11:08:59 am			Joondalup 27/2/2026, 11:09:06 am		
Photo ID: 19			Photo ID: 20		

Bushfire Management Plan (DA)

Plot 5 Continued:

DIRECTION 283 deg(T) 31.75683°S 115.76985°E ACCURACY 5 m DATUM GDA2020



Joondalup

27/2/2026,
11:09:26 am

Photo ID: 21

DIRECTION 40 deg(T) 31.75791°S 115.76969°E ACCURACY 7 m DATUM GDA2020



Joondalup

27/2/2026,
11:09:57 am

Photo ID: 22

DIRECTION 263 deg(T) 31.75793°S 115.76965°E ACCURACY 5 m DATUM GDA2020



Joondalup

27/2/2026,
11:10:02 am

Photo ID: 23

DIRECTION 45 deg(T) 31.75748°S 115.76833°E ACCURACY 4 m DATUM GDA2020



Joondalup

27/2/2026,
11:03:44 am

Photo ID: 24

Bushfire Management Plan (DA)

Plot:	7	Effective Slope (°):	N/A	Separation Distance (m):	108.4
Vegetation Classification or Exclusion Clause:		Excludable - 2.2.3.2(a) >100m from site			
Description / Justification for Classification:					
Low forest beyond 100m from subject building and is therefore excludable.					
DIRECTION 78 deg(T) 31.75678°S 115.76973°E ACCURACY 8 m DATUM GDA2020			DIRECTION 87 deg(T) 31.75632°S 115.76969°E ACCURACY 10 m DATUM GDA2020		
					
Joondalup			Joondalup		
27/2/2026, 11:13:57 am			27/2/2026, 11:14:33 am		
Photo ID: 25			Photo ID: 26		

Plot:	8	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	73
Vegetation Classification or Exclusion Clause:			Class D Scrub - Open scrub D-14		
Description / Justification for Classification:					
Similar to Plot 1; Open scrub to the west of train line dominated by mixed scrub species including <i>Acacia</i> spp. and <i>Melaleuca</i> spp., forming a discontinuous canopy not exceeding 4 m in height. Foliage cover is >30%. Understorey consists of mixed low shrubs and fine fuels with cured grasses below.					
DIRECTION 348 deg(T) 31.75848°S 115.76888°E ACCURACY 6 m DATUM GDA2020			DIRECTION 301 deg(T) 31.75877°S 115.76905°E ACCURACY 6 m DATUM GDA2020		
					
Joondalup			Joondalup		
27/2/2026, 11:10:47 am			27/2/2026, 11:10:55 am		
Photo ID: 27			Photo ID: 28		

Bushfire Management Plan (DA)

The Fire Danger Index (FDI) – 80 and Table 2.5 AS3959-2018 applied.

Potential Bushfire Impacts

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

Table 3: BAL Analysis

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class D Scrub	Flat/Upslope	30.9	BAL – 12.5
2	Class C Shrubland	24.5°	19.8	29
3	Class C Shrubland	Flat/Upslope	58.5	BAL – 12.5
4a	Class A - Forest	Flat/Upslope	78.8	BAL – 12.5
4b	Class A - Forest	Flat/Upslope	133.6	BAL – LOW
5a/b/c	Excludable – Clause 2.2.3.2(e)	N/A	N/A	BAL – LOW
6	Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation	N/A	N/A	BAL – LOW
7	Excludable – Clause 2.2.3.2(a)	N/A	108.4	BAL – LOW
8	Class D Scrub	>0-5°	73	BAL – 12.5

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL – 29
----------------------------------	----------

**BAL rating for Plot 2 has been determined using Method 2 due to site conditions falling outside the scope of Method 1. Method 1 has been applied to all other slopes where the gradient is less than 20°. See calculations below.*

Bushfire Management Plan (DA)

Calculated April 28, 2026, 5:18 pm (MDc v.4.9)

Minimum Distance Calculator - AS3959-2018 (Method 2)			
Inputs		Outputs	
Fire Danger Index	80	Rate of spread	16.08 km/h
Vegetation Classification	Shrubland	Flame length	17.11 m
Understorey fuel load	15 t/ha	Flame angle	52 °, 62 °, 70 °, 74 °, 75 ° & 82 °
Total fuel load	15 t/ha	Elevation of receiver	6.74 m, 7.55 m, 8.04 m, 8.22 m, 8.26 m & 8.47 m
Vegetation height	m	Fire intensity	124,641 kW/m
Effective slope	25 °	Transmissivity	0.868, 0.847, 0.819, 0.793, 0.78 & 0.721
Site slope	0 °	Viewfactor	0.605, 0.45, 0.3045, 0.2068, 0.1679 & 0.0454
Flame width	100 m	Minimum distance to < 40 kW/m ²	14 m
Windspeed	45 km/h	Minimum distance to < 29 kW/m ²	18.7 m
Heat of combustion	18,600 kJ/kg	Minimum distance to < 19 kW/m ²	27 m
Flame temperature	1,090 K	Minimum distance to < 12.5 kW/m ²	37.5 m
		Minimum distance to < 10 kW/m ²	44.1 m

Rate of Spread - Catchpole et al. 1998

Flame length - Byram, 1959

Elevation of receiver - Douglas & Tan, 2005

Flame angle - Douglas & Tan, 2005

Radiant heat flux - Drysdale, 1999, Sullivan et al., 2003, Douglas & Tan, 2005



4 Bushfire Hazard Issues

The Bushfire Hazard Assessment provides a high-level landscape overview of bushfire risk, identifying vegetation types, patterns, and surrounding land uses that may influence fire behaviour.

It may highlight factors such as the presence and proximity of significant bushfire hazards (e.g. regional reserves, National Parks, and other unmanaged vegetation), and any additional site-specific risks or mitigating factors.

The locality is predominantly urbanised, characterised by dense residential and commercial development with major road corridors forming the primary structural elements of the landscape. These arterial roads, interchanges, and associated verges provide continuous, hardened breaks that interrupt fuel connectivity in all directions around the subject area.

Several discrete patches of vegetation are present around the major road networks and highway ramps, however these are small, fragmented and separated by extensive built form and sealed infrastructure. To the northeast, a substantial waterbody forms a complete barrier to fire spread, with an adjoining band of dense canopy vegetation extending along its edge; this vegetation presents a broader-scale hazard but is spatially separated from the subject locality by both distance and intervening development.

To the northwest, a large managed green space (golf course) is visible, comprising low, modified fuels with limited canopy connectivity. Remaining vegetation within the wider setting consists of small, scattered pockets embedded within the urban matrix.

Overall, the subject area is situated within a heavily urbanised environment with significant transportation corridors and developed land creating consistent fuel breaks. Bushfire exposure is limited, with only localised risks associated with vegetated pockets near road reserves, railways and additional elevated ember attack potential under extreme conditions from the larger continuous vegetation around the waterbody to the northeast.

5 Assessment against the Bushfire Protection Criteria

An assessment against the bushfire protection criteria (Appendix Four of the guidelines) is required to be undertaken for any strategic planning proposal, subdivision and development application for a site that has or will, on completion, have a bushfire hazard level above 'Low' or a BAL rating above BAL LOW. The following section details the measure to be taken so that this proposal complies with these.

Element 1: Location

Not Applicable

Element 2: Siting and design of development

A.2.1: Siting and design

The habitable building achieves a radiant heat impact not exceeding 29 kW/m² (BAL-29) in its pre-development state.

A2.2 Asset Protection Zone (APZ)

In its pre-development state, the site is entirely located within an area subject to radiant heat impact not exceeding 29 kW/m². However, entire lot is to be landscaped and maintained to APZ standards. See A2.4 for further details.

For further information, see Appendix A: Spatial Representation of proposed risk management measures of this report. The APZ is to be managed as per Table 9: *Asset Protection Zone (APZ) technical requirements* of the Guidelines (see Appendix B).

A2.3 Clearing of native vegetation

The proposal does not require the clearing of native vegetation.

A2.4 Landscape Management Plan

A landscape management plan has provided per Section "2.2 – Revegetation/landscaping plans" of this report which complied with Table 9: Asset Protection Zone (APZ) technical requirements (WAPC 2024).

A2.5 On-Site Shelter (Safe building) — Not Applicable

A2.6 Storage of hazardous, flammable and/or combustible materials

The proposal does not currently indicate the storage of hazardous, flammable, and/or combustible materials. However, if the future use of the building will include the storage of such materials as part of its ongoing day-to-day operations, the materials are to be stored in an area that:

- is subject to a radiant heat impact not exceeding 29 kW/m² (BAL-29);
- is non-combustible and shields the materials to reduce their exposure to radiant heat from the bushfire to levels significantly lower than
- 29 kW/m² and prevents the entry of debris and embers; and
- limits to the degree necessary and practical, the escape of sources of ignition from the stored materials into bushfire prone vegetation.

Element 3: Vehicular Access

A3.1 Public Roads

Public roads are existing and are assumed to meet the requirements with no areas of non-compliance with the technical requirements outlined in Appendix B.3, Table 10 (excerpt shown below) have been identified.

Table 10: Vehicular access technical requirements

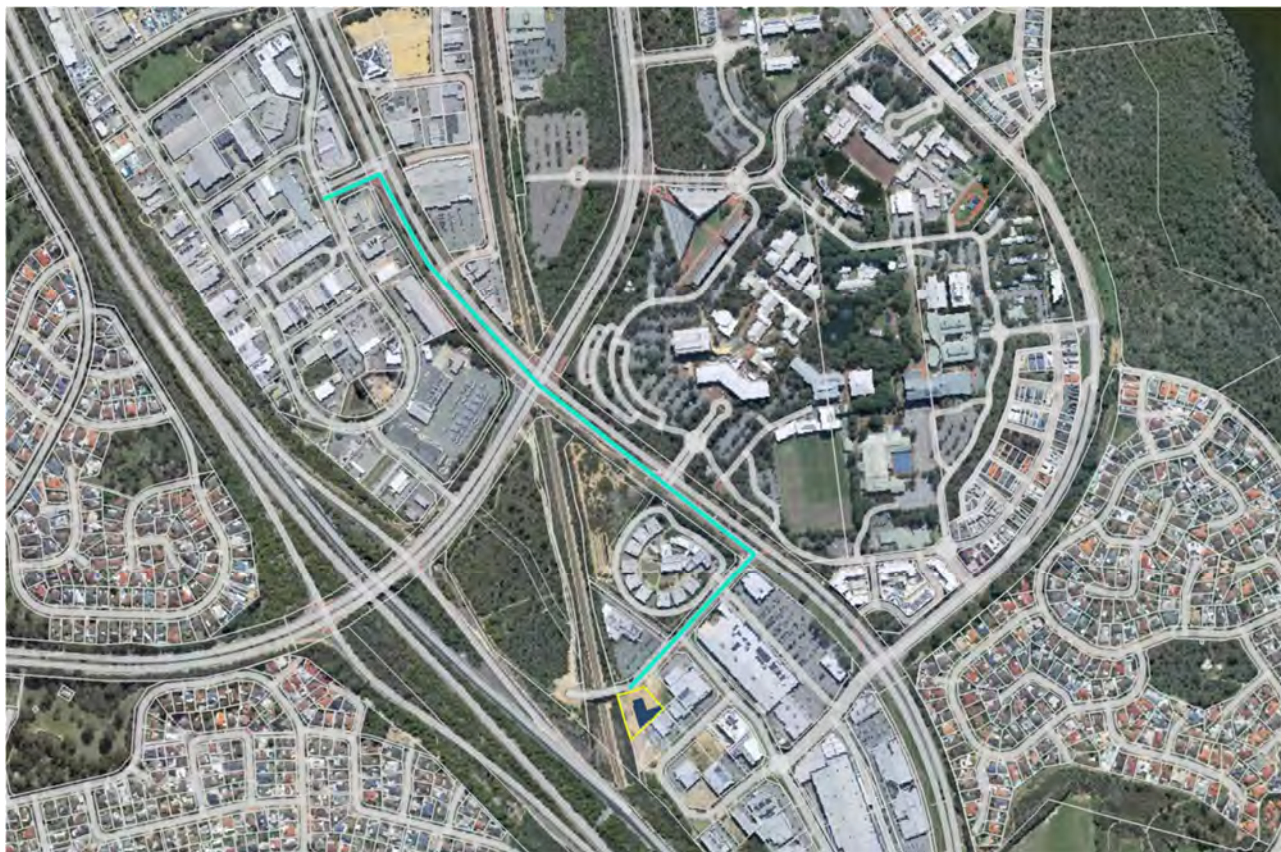
	1		2		3		4		5	
TECHNICAL REQUIREMENTS	PERIMETER ROADS		PUBLIC ROADS		EMERGENCY ACCESS WAY ³		FIRE SERVICE ACCESS ROUTE ³		BATTLE-AXE & PRIVATE DRIVEWAYS ¹	
MAP OF BUSH FIRE PRONE AREAS DESIGNATION	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	15									
Maximum grade unsealed road ²	See note 5		See note 5		1:10 (10% or 6°)					
Maximum grade sealed road ^{2,4}					1:7 (14.3% or 8°)					
Maximum average grade sealed road					1:10 (10% or 6°)					
Minimum inner radius of road curves (metres)					8.5					

Notes:

- ¹ Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.
- ² Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.
- ³ To have crossfalls between 3 per cent and 6 per cent.
- ⁴ For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.
- ⁵ As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

A3.2a Access Routes

The subdivision is within an area classified as 'Area 1 Urban' therefore public road access is to be provided to at least one suitable destination access which is via northeast along Injune Way connecting with Joondalup Drive.



 First Access/Egress Option

A3.3a No-through Roads

The proposal is within Area 1 therefore there are no limits on no-through road length.

A3.3b No-through Road Requirements

The no-through road is existing and has a compliant turnaround area.

A3.4 Emergency Access Ways – Not Applicable

A3.5 On-site Shelter – Not Applicable

A3.6 Fire service access route – Not Applicable

A3.7 Internal vehicular Access and Private Driveways

The proposal is 63 metres from the road to the most distal part of the development. However, when measuring via unobstructed path, is approximately 73 metres marginally outside the maximum of 70 metres. Given this a turnaround is required to comply with Table 10: Vehicular access technical requirements of the Guidelines (WAPC 2024) as indicated in Figure 7.

A3.8 Signage

Emergency procedure signage is to be installed at the main entrance/exit of the building in a clear and visible location. The signage should outline basic emergency actions and provide guidance on evacuation procedures in the event of a bushfire.

Directional exit signage must also be provided to guide occupants away from the dead-end road that leads toward higher bushfire hazard areas. Egress signage should direct occupants to travel east (turn right when exiting the car park) toward the preferred evacuation route.

Element 4: Water

A4.1 Water supply

Water supply is via a reticulated system with hydrant connections provided in accordance with Water Corporation's Design Standard DS 63: Design and Construction Requirements for Water Reticulation Systems up to DN250. The hydrant is located along Injune Way, approximately 19 m from the lot boundary.

6 Implementation and Ongoing Maintenance Responsibilities

The following tables set out the responsibilities of the developer(s), landowner(s) and local government for the initial implementation and ongoing maintenance associated with this proposal.

Management Action	Timing
Proponent/Landowner	
Amend landscaping design and management plan to the satisfaction of bushfire consultant.	Prior to construction
Install driveway to requirements of this BMP.	Prior to occupancy
Install Signage as required by this BMP	Prior to occupancy
Conduct training with all senior members onsite as per BEP	Prior to occupancy
Occupants	
Maintain the Asset Protection Zone (APZ) to the dimensions and standard stated in this BMP	Ongoing
Implement requirements of the BEP including establishing EMT and conducting reviews	Ongoing
Conduct annual and daily preparation as per requirements of BEP	Ongoing
Ensure all visitors are aware of Bushfire risk and evacuation procedures	Ongoing
Ensure all visitors, parents and guardians are aware of Bushfire risk and evacuation procedures	Ongoing
Council	
Existing cul-de-sac to be accessible for public and emergency services use.	Prior to occupancy

6.1 Acknowledgement - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

7 General References

Office of Bushfire Risk Management (OBRM). (2020). *Bushfire Risk Management (BRM) Plan Guidelines*. Retrieved October 2020.

Standards Australia. (2018). *AS 3959-2018 Construction of Buildings in Bushfire-Prone Areas*. Sydney.

WA Department of Planning. (2016). *Visual Guide for Bushfire Risk Assessment in Western Australia*.

Water Corporation. (2018). *Design standard DS 63: Water reticulation standard design and construction requirements for water reticulation systems up to DN250 (Version 3, Revision 14)*. Water Corporation.

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

Western Australian Planning Commission. (2024). *Planning for Bushfire Guidelines*. State of Western Australia.

8 Online references

Landgate. (2024). Map Viewer Plus. Government of Western Australia. Retrieved from <https://map-viewer-plus.app.landgate.wa.gov.au/index.html>

Office of Bushfire Risk Management (OBRM). (2024). Map of Bush Fire Prone Areas. Retrieved from <https://maps.slip.wa.gov.au/landgate/bushfireprone/>

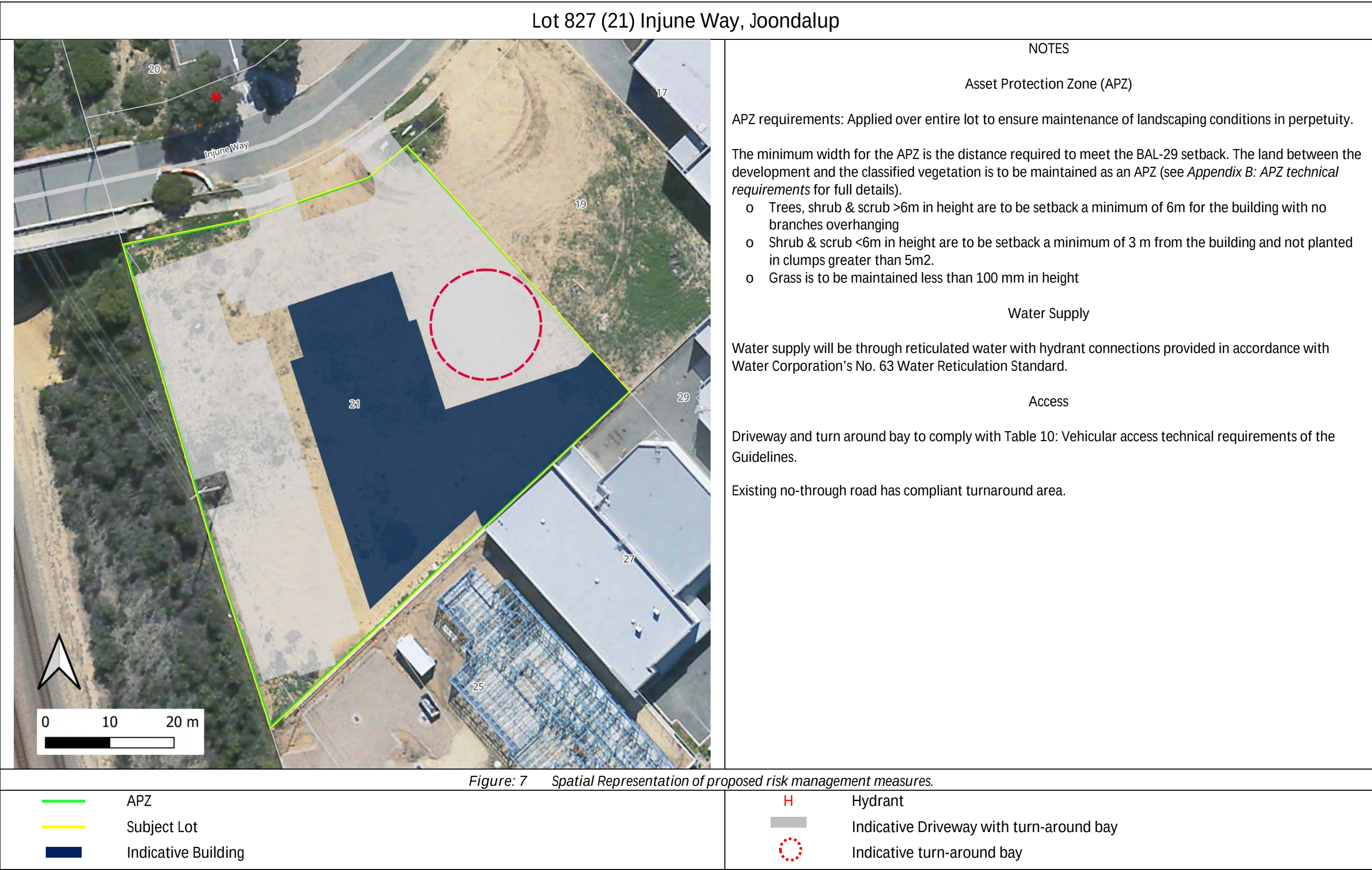
WA Local Government Association (WALGA). Environmental Planning Tool. Retrieved from <https://pbp.walga.asn.au/Tools/EnvironmentalPlanningTool.html>

9 Acknowledgement of Country

We acknowledge the traditional custodians of the land on which we operate, the Noongar people. We pay our respects to their elders, past, present, and emerging, and recognise their enduring connection to the land and environment. As we conduct our bushfire management and reporting, we honour their legacy and their stewardship of our natural landscapes.

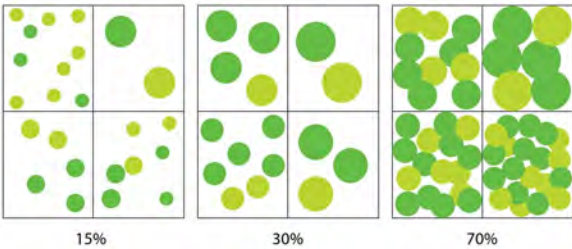
10 Appendices

Appendix A: Spatial Representation of proposed risk management measures (Next Page)



Appendix B: APZ technical requirements

The APZ is to be managed as per the extract from *Table 9: Asset Protection Zone (APZ) technical requirements* (WAPC 2024).

Object	Requirement
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (combustible, dead vegetation matter less than 6 mm in thickness)	- Should be managed and removed on a regular basis to be maintained as low threat vegetation - Should be maintained at less than two tonnes per hectare (on average) - Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.
Trees* (more than 6 metres in height)	- Trunks at maturity should be a minimum distance of six metres from all elevations of the building - Branches at maturity should not touch or overhang a building or powerline - Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. - Canopy cover within the APZ should be less than 15 per cent of the total APZ area - Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ. Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%
Shrub* and scrub* (0.5 metres to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	- Should not be located under trees or within three metres of buildings. - Should not be planted in clumps more than 5 square metres in area. - Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 m in height. Ground covers more than 0.5 metres in height are to be treated as shrub)	- Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. - Can be located within two metres of a structure, but three metres from windows or doors if more than 100 millimetres in height.
Grass	- Grass should be maintained at a height of 100 mm or less, at all times. - Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation
Defendable space	Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	- Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. - The pressure relief valve should point away from the house. - No flammable material within six metres from the front of the valve. - Must sit on a firm, level and non-combustible base and be secured to a solid structure.

Appendix C: Vehicular access technical requirements

Extract from Table 10: Vehicular access technical requirements of the Guidelines (WAPC 2024).



Table 10: Vehicular access technical requirements

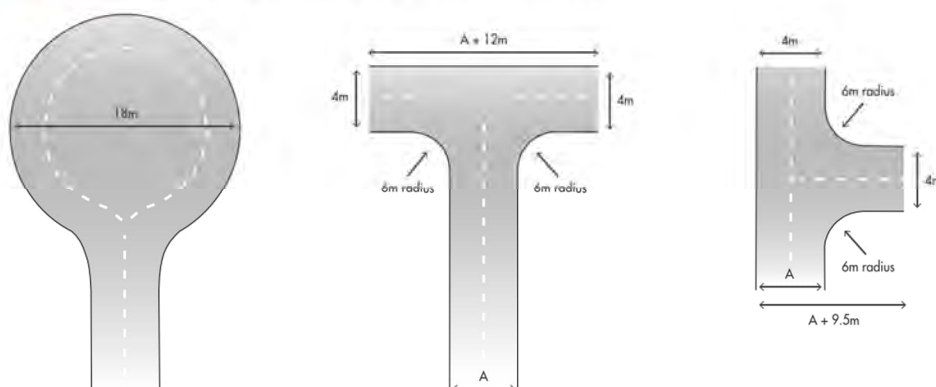
	1		2		3		4		5	
TECHNICAL REQUIREMENTS	PERIMETER ROADS		PUBLIC ROADS		EMERGENCY ACCESS WAY ³		FIRE SERVICE ACCESS ROUTE ³		BATTLE-AXE & PRIVATE DRIVEWAYS ¹	
MAP OF BUSH FIRE PRONE AREAS DESIGNATION	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	15									
Maximum grade unsealed road ²	See note 5		See note 5		1:10 (10% or 6°)					
1:7 (14.3% or 8°)										
1:10 (10% or 6°)										
8.5										

Notes:

- Driveways and battle-axe legs to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision where not required to comply with the widths in this Appendix or the Guidelines.
- Dips must have no more than a 1 in 8 (12.5% - 7.1 degrees) entry and exit angle.
- To have crossfalls between 3 per cent and 6 per cent.
- For sealed roads only the maximum grade of no more than 1 in 5 (20 per cent) (11.3 degrees) for no more than 50 metres is permissible, except for short constrictions to 3.5 metres for no more than 30 metres in length where an obstruction cannot be reasonably avoided or removed.
- As outlined in the Institute of Public Works Engineering Australasia (IPWEA) subdivision guidelines, Liveable Neighbourhoods, Austroads Standards Main Roads standard, supplement, policy or guideline and/or any applicable or relevant local government standard or policy.

Alternative turnaround layouts:

Figure 30: Design requirements for a turn-around area



Montana Leung
City of Joondalup

29 April 2026

Dear Ms Leung,

RE: DFES Response - Lot 827 (21) Injune Way, Joondalup WA

I refer to the letter dated 20 April 2026 from the Department of Fire and Emergency Services (DFES) regarding their assessment of the Bushfire Management Plan (BMP) as per above reference.

Please see Bushfire Smart's response in table form on the following pages.

The BMP has been amended as required to ensure compliance with DFES comments and SPP3.7 generally.

Should there be any further queries I would be happy to address them.

Regards,



Nathan Peart
Level 3 Bushfire Practitioner
BPAD 38808

DFES Comment	Bushfire Smart Response
Classified Vegetation – not demonstrated As noted above, the vegetation assessment map (figure 5) does not provide labels for all areas, and the boundaries of each plot are not clear, leaving it unclear which slope has been applied to each plot. Further, the slopes applied to not align with slopes measured from the topographic contours, and insufficient evidence is provided to validate the maximum heights of vegetation within some areas classified as Class D Scrub (including the area directly abutting the development site). On the basis of the above issues, DFES is unable to validate the vegetation inputs or BAL outputs. Further information is required to validate the inputs before a BAL rating can be validated. DFES notes that as the planning stage will determine the location of the building, it is imperative that the above issues are resolved, and an accurate BAL rating can be assessed prior to any approval being issued. It is noted that any slope greater than 20% (as potentially present in this area) cannot be assessed using Method 1. Transects are present abutting the site detailing 10 metre drops over less than 25 metres present (>20 degree slope). It is noted that the BMP labels this area as 11 degrees only, which cannot be accurate given the above measurements. It is noted that this area is key to ensuring an accurate BAL contour is provided to determine where the building should be located (which will impact the potential building layout/location). The vegetation classification/slopes should be revised (and substantiated with further evidence) as per AS 3959, or the resultant BAL ratings will be inaccurate.	Overall plots have been simplified, and colour contrast increased to ensure clarity. It is agreed that the slopes are in excess of 20° for plot 2, this has been corrected within the BMP and a Method 2 assessment has been calculated. Photos for plot 2 show a fence that is 1800mm high. This acts as a height guide for vegetation and demonstrates that the vegetation within plot 2 is less than 2 metres. There is an isolated bush that is greater than 2 metres high, however this is where the terrain is flat, and the plot has been assessed in accordance with AS3959:2018 with due regard to clause 2.2.3.1 Note1: 'Classification should not be based solely on the edge of the vegetation'

Government Obligations The Responsibilities for Implementation and Management of Bushfire Measures section (Section 6) of the BMP, references activities to be undertaken by local government. DFES notes that if the public road network is not currently compliant, the BMP should address this through an Outcomes-based Approach, rather than create an additional obligation for the Local Government to address. This reference should be removed as it is considered outside the scope of the application and not enforceable under a planning mechanism.	Noted: removed from BMP.
A2.4 – not demonstrated The BMP has not included a LMP. The decision maker should be satisfied that this is not required to ensure that the APZ requirements will be complied with in perpetuity. An LMP is an easy-to-understand plan to ensure that planting/maintenance complies with relevant standards.	LMP has been included within the original BMP and an updated plan compliant with the APZ requirements of the guidelines. A2.4 wording updated to add clarity.
A2.6 – not demonstrated The BMP provides an assumption that this will not occur, however the BMP does not include any requirements for this to be avoided in the future. The implementation table should be updated to clearly demonstrate compliance with this requirement.	The guidelines allow the storage of hazardous materials and therefore no need to include a requirement to avoid in the future. Currently none are shown on the plans, however the BMP clearly states the requirements should the be stored in the future.
A3.1 – not demonstrated The BMP states that the public road network is compliant, however the implementation table states that the cul-de-sac requires modification to achieve compliance. As such, it is unclear if the public road network is compliant. The BMP should be updated to remove ambiguity and provide an accurate assessment.	Amended within BMP.
A3.6 – not demonstrated The length of the private driveway appears to be greater than 70 metres, however the BMP states that it is less than 70 metres. The BMP also mentions reticulated water as an exemption; however this is not applicable to A3.6 of Bushfire Protection Criteria 8. As such, the proposal should demonstrate compliance with A3.6, rather than state that this is not required.	Amended within BMP.



Our Ref: 2026/0808
Your Ref: DA26/0034

Bella Moreton
City of Joondalup
Bella.Moreton@joondalup.wa.gov.au

Dear Ms Moreton

LOT 827 (21) INJUNE WAY, JOONDALUP – PROPOSED EDUCATIONAL ESTABLISHMENT - DEVELOPMENT APPLICATION

I refer to your email dated 5 May 2026 regarding the submission of a Bushfire Management Plan (BMP) (Version 2), prepared by Bushfire Smart and dated 29 April 2026, for the above proposed development.

This advice relates to the *State Planning Policy 3.7 Bushfire* (SPP 3.7) and supporting *Planning for Bushfire Guidelines* (Guidelines), as well as DFES' role and responsibilities as Hazard Management Agency for Fire in Western Australia.

General Comment

- DFES has reviewed the original version of the BMP (V1, dated 6 March 2026), and identified several key issues to be addressed prior to any determination.
- The previous version of the BMP highlighted issues such as a non-compliant cul-de-sac that required modification to achieve compliance. The BMP has removed all comments related to this and now 'assumes compliance'. The BMP should be reviewed next to the original submission to confirm the areas that have been removed from the current version of the BMP however may require further action to demonstrate compliance.
- An updated BMP has been submitted (as referenced above), however DFES notes that no additional evidence has been provided to support proposed changes.
- DFES provided direct commentary identifying areas requiring further evidence (specifically photographic evidence to validate the height /type of vegetation directly abutting the site), however the updated BMP has not addressed this. As such, DFES is unable to support any proposed changes to vegetation classification that will impact the BAL rating of the proposed development.
- It is noted that the slope proposed for the subject vegetation has doubled, however no reason has been provided for the inaccuracy of the first assessment.
- DFES maintains that in the absence of clear evidence to validate the classification of vegetation directly abutting the site, the BMP should not be approved, as the resultant BAL rating cannot be validated.
- Additional commentary is provided below in relation to the submitted Method 2 calculation, following a review by DFES Technical Services branch.

- DFES has reviewed the BMP, however, cannot guarantee that the BMP is consistent with all other plans and information submitted as part of the proposal. The decision maker should be satisfied that all submitted documents have consistent details.
- Specific requirements of SPP 3.7 and the Guidelines are to be further addressed in the BMP as outlined in the below assessment Tables 1 and 2.

Recommendation: Compliance with acceptable solutions not demonstrated – modifications required

DFES advises that the BMP has not demonstrated that the proposed development complies with the following requirements of SPP 3.7 and the Guidelines:

1. Element 2: Siting and Design; and
2. Element 3: Vehicular Access.

DFES recommends the BMP be modified as per the Assessment advice provided in Tables 1-3 to ensure it is accurate and the bushfire risk management/mitigation measures are effective and can be implemented in perpetuity to manage/mitigate the bushfire risk to people, property and infrastructure to an acceptable level and appropriate to the land use and location. The required modifications are listed in the table(s) below. Should the modified BMP affect the design of the proposal, the proposal should be amended to reflect these modifications.

Could you please forward notification of the application determination to DFES for our records.

If you require any clarification or further information regarding the below assessment, please do not hesitate to contact Senior Land Use Planning Officer – Michael Ball on telephone number 9395 9819.

Yours sincerely



**DESMOND ABEL
DIRECTOR LAND USE PLANNING**

11 June 2026

Table 1: Assessment – Policy Measure 7.1 ii. c. Compliant Preparation of a Bushfire Attack Level (BAL) Contour Map

Vegetation Classification or Exclusions	BMP Modification Required
<u>Classified Vegetation – not demonstrated</u> DFES previously requested modification to the vegetation assessment to provide further evidence and clear presentation of information to validate the proposed vegetation classifications. DFES specifically requested further evidence to validate areas of Class D Scrub (abutting the site), noting that no height sticks were provided, or photographs clearly showing the height of plots 2 and 3 vegetation. Instead, the amended BMP proposes a lower classification of plots 2 and 3 vegetation of Class C Scrubland (requiring much smaller separation distances for BAL ratings), with no additional evidence to validate the heights/classification of the plots' vegetation. Plots appear to align with lot boundaries, as opposed to any change in actual vegetation type. As such the updated vegetation classification appears less accurate than the previous version of the BMP, and DFES is unable to validate the accuracy of the plots having the greatest impact on BAL ratings within the site. It is unclear why such a major modification has been made to the BMP without any evidence to validate the new proposed classification, and detail why a higher classification was previously applied. <u>DFES notes that as the planning stage will determine the location of the building, it is imperative that the above issues are resolved, and an accurate BAL rating can be assessed prior to any approval being issued.</u> The vegetation classification/slopes should be revised (and substantiated with further evidence) as per AS 3959, or the resultant BAL ratings will be inaccurate.	BAL Rating cannot be validated. Further evidence to support the vegetation classification/slope of several plots is required.
<u>Method 2 comments</u> DFES' Bushfire Technical Services branch has reviewed the submitted Method 2 and provided the following feedback: • The vegetation classification does not appear accurate, with vegetation in plot 2 requiring further evidence. It is considered that the vegetation in this area is at least classifiable as Class D Scrub, however further photographic evidence is required to validate this classification in lieu of a higher class of vegetation. • A review of the topographic contours details a likely slope of at least 25 degrees.	BAL Rating cannot be validated. Further evidence to validate proposed vegetation classification and topographic transect required to validate proposed slope input.

As the above is inconsistent to the submitted Method 2 calculation inputs, DFES is unable to validate the submitted Method 2.	
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Table 2: Policy Measure 7.1 ii. e. Compliance with the Bushfire Protection Criteria 8: Development – Vulnerable Class 9 Buildings

Element	Assessment	Action
Siting and Design – Asset Protection Zone (APZ)	A2.1 and A2.2 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in Table 1.	BAL Rating cannot be validated. Modification to the BMP is required to address the Assessment advice in Table 1.
Siting and Design – Landscape Management Plan (LMP)	A2.4 – not demonstrated The BMP has not included a LMP. The decision maker should be satisfied that this is not required to ensure that the APZ requirements will be complied with in perpetuity. A LMP is an easy-to-understand plan to ensure that planting/maintenance complies with relevant standards.	Comment only.
Siting and Design – Safer Building for Schools	A2.5 – comment only DFES notes that this is a requirement of the Department of Education. On this basis, DFES has not assessed this requirement. The decision maker should be satisfied that compliance with this requirement has been satisfied.	Comment only. Decision maker to be satisfied that compliance has been achieved.
Siting and Design – Storage of Hazardous, Flammable and/or Combustible Materials	A2.6 – not demonstrated The BMP provides an assumption that this will not occur, however the BMP does not include any requirements for this to be avoided in the future. The implementation table should be updated to clearly demonstrate compliance with this requirement.	Compliance with Siting and Design not demonstrated. Modification to the BMP is required to address the Assessment advice.
Vehicular Access – Public Roads	A3.1 – not demonstrated The BMP states that the public road network is ‘assumed’ to be compliant, however the BMP has removed previous references to non-compliant cul-de-sac areas. DFES considers that BMPs should not include assumptions and should provide a clear assessment of the relevant requirements. The decision	Compliance with Vehicular Access not demonstrated.

	maker should be satisfied that compliance is achieved noting that the BMP has previously confirmed that the public road network is not compliant and requires action by the Local Government.	Modification to the BMP is required to address the Assessment advice.
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Table 3: Policy Measure 7.1 iv. and Section 9.4.2 of the Guidelines: DFES Role as Hazard Management Agency (HMA)

DFES wishes to provide the below additional advice in its role and responsibilities of HMA for Fire in Western Australia.

Bushfire Emergency Plan (BEP)		Action
Bushfire Emergency Plan (BEP)	The referral has included a ' <i>Bushfire Emergency Plan</i> ' for the purposes of addressing the policy requirements. Consideration should be given to the Bushfire Emergency Plan (BEP) Manual (as published by the Western Australian Planning Commission). This contains details of information that should be included in a BEP and will ensure the appropriate content is detailed when finalising the BEP to the satisfaction of the decision maker.	Comment only.
DFES Other Technical Advice		Action
DFES Built Environment Branch	Plans and specifications are to be submitted to the DFES Built Environment Branch for assessment, in accordance with <i>Regulation 18B of the Building Regulations 2012 (as amended)</i> . Additionally, given that the total floor area of the proposed building appears to exceed 500m ² , fire hydrant coverage will be required. If compliant hydrant coverage cannot be achieved from street hydrants, an on-site hydrant system that meets the FES Commissioner's Operational Requirements and AS 2419 will be necessary.	To be addressed at the building permit application stage.
DFES Land Use Planning	It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, environmental health or any other approvals required by a relevant authority under written laws.	Comment only.



PART C – OTHER BUSINESS

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