Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday, 7 November 2022; 9:30am
Meeting Number: MOJDAP/206
Meeting Venue: Electronic Means

To connect to the meeting via your computer -
https://us06web.zoom.us/j/83450866933

To connect to the meeting via teleconference dial the following phone number - +61 8 6119 3900
Insert Meeting ID followed by the hash (#) key when prompted - 834 5086 6933

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Mr Eugene Koltasz (Presiding Member)
Ms Gabriela Poezyn (A/Deputy Presiding Member)
Ms Diana Goldswain (A/Third Specialist Member)
Cr David Goode (Local Government Member, City of Gosnells)
Cr Serena Williamsons (Local Government Member, City of Gosnells)

Officers in attendance

Ms Manisha Wallace (City of Gosnells)
Mr Andrew Lefort (City of Gosnells)

Minute Secretary

Mr Stephen Haimes (DAP Secretariat)

Applicants and Submitters

Mr Jarrod Ross (Taylor Burrell Barnett)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

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

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Ms Karen Hyde (Deputy Presiding Member)
Mr Jason Hick (Third Specialist Member)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Member	Item	Nature of Interest
Ms Karen Hyde	8.1	Impartiality Interest – Ms Hyde is an employee of Taylor Burrell Barnett and as such must recuse herself from any application determination where they are involved
Mr Jason Hick	8.1	Impartiality Interest – Mr Hick is an employee of Emerge, who provided supporting documents for the application. As such Mr Hick has recused himself from this meeting.

7. Deputations and Presentations

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

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 53 (Lot 9039) Logistics Boulevard, Kenwick

Development Description:	Warehouse and Incidental Office
Applicant:	Taylor Burrell Barnett
Owner:	MKSEA Pty Ltd
Responsible Authority:	City of Gosnells
DAP File No:	DAP/22/02319

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

Nil.

10. State Administrative Tribunal Applications and Supreme Court Appeals

11. Current SAT Applications				
File No. & SAT DR No.	**LG Name**	**Property Location**	**Application Description**	**Date Lodged**
DAP/18/01543 DR 75/2022	City of Joondalup	Lot 649 (98) O'Mara Boulevard, Iluka	Commercial development	02/05/2022
DAP/22/02148 DR146/2022	City of Rockingham	Lot 53 (No 67) Folly Road, Baldivis	Proposed place of worship (Hindu Temple)	26/08/2022
DAP/22/02220 DR162/2022	City of Kwinana	Lot 9507 Berthold Street, Orelia	Proposed Child Care Centre	28/09/2022
DAP/22/02159 DR163/2022	Shire of Murray	No. 630 (Lot 137) Pinjarra Road, Furnissdale	Proposed Petrol Filling Station	28/09/2022

12. General Business

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

13. Meeting Closure

53 (LOT 9039) LOGISTICS BOULEVARD KENWICK
Warehouse and Incidental Office

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Gosnells	
Applicant:	Taylor Burrell Barnett	
Owner:	Mksea Pty Ltd	
Value of Development:	$ 2.5 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Gosnells	
Authorising Officer:	Andrew Lefort Manager Development Services	
LG Reference:	DA22/00460	
DAP File No:	DAP/22/2319	
Application Received Date:	6 September 2022	
Report Due Date:	28 October 2022	
Application Statutory Process Timeframe:	60 Days	
Attachment(s):	1. Development Plans 2. Deposited Plan 3. Location Plan 4. Transport Impact Statement	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/22/2319 and accompanying plans (Site Plan – DA.01B, Ground Floor Plan – DA.02C, First Floor Plan – DA0.3C, Elevations DA.04A) 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 Gosnells Town Planning Scheme No. 6, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

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

3. Prior to the lodgement of a Building Permit, the applicant shall submit, have approved, and thereafter implement, a drainage design, prescribing a functional drainage system, including detailed engineering drawings, and necessary technical information to demonstrate functionality of the design in accordance with the relevant Urban Water Management Plan, to the satisfaction of the City of Gosnells.

4. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted to and approved by the City of Gosnells. The following details are to be included:

   a) Existing street trees and verge landscaping;
   b) Landscaping treatments such as lawn, mulch areas, paving and bin collection areas;
   c) The location, species, quantity and pot sizes of proposed trees and shrubs;
   d) Areas to be irrigated.

5. Prior to applying for a Building Permit, the applicant is to submit and have approved information relating to external finishes and colour schemes to the satisfaction of the City of Gosnells. Once approved and prior to the occupation of the development, the approved external finishes and colour schemes are to be implemented to the satisfaction of the City of Gosnells.

6. Prior to the commencement of the development, the applicant is to submit, have approved, and thereafter implement, a management plan detailing how risks of wind and/or water borne erosion and sediment will be minimised during the works, to the satisfaction of the City of Gosnells.

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

   a) The approved plan(s);
   b) Australian/New Zealand Standard AS/NZS 2890.01:2004, parking facilities, Part 1: Off-street car parking;
   c) Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities; and
   d) Council's engineering requirements and design guidelines.

   The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.

8. All crossovers are to be located and constructed to the City of Gosnells' specifications.

9. Prior to the occupation of the development, the proposed hardstand areas are to be paved, sealed and drained to the satisfaction of the City of Gosnells.

10. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with the approved landscape plan and thereafter maintained to the satisfaction of the City of Gosnells.

11. Prior to the occupation of the development, the drainage swale within the Logistics Boulevard road reserve, adjacent to the property, is to be reinstated to the satisfaction of the City of Gosnells.

Advice Notes

1. The applicant is advised that this approval does not relate to any signage, with a separate application to be lodged and approved by the City of Gosnells.

2. The applicant is advised of the need to obtain a Building Permit prior to the commencement of work. The submitted Building Permit plans are to be consistent with the plans that form part of the relevant Development Approval, to the satisfaction of the City of Gosnells.

3. The applicant is advised that in accordance with the Government Sewerage Policy (2019), the site has been identified as a sewerage sensitive area and a secondary treatment system with nutrient removal is therefore required.

4. The applicant is advised that in accordance with the Government Sewerage Policy (2019), the on-site effluent disposal system and its associated wastewater infiltration area discharge point shall have a minimum 100 metre horizontal separation from waterways and a minimum 1.5 metre vertical separation from the highest known level of groundwater.

5. The applicant is advised that in accordance with the Building Act 2011 and the Building Regulations 2012, the applicant is required to obtain local government approval for an Aerobic Treatment Unit (ATU) for the treatment of sewerage, prior to applying for a Building Permit. The approved ATU is to be installed and a permit to use issued by the City prior to the occupation of the development and maintained thereafter as required under the relevant legislation.

6. The applicant is advised that in accordance with Condition 6, the drainage swales are to be managed for sediment during construction. Any sediment build up present in the swales adjoining the development site is to be removed prior to planting and the City's acceptance of the landscape implementation. The swale's embankments are to be intact and free of erosion.

7. The applicant is advised that in accordance with Condition 10 and 11, the applicant is to liaise with the City of Gosnells with respect to the timing of planting within the swale located within the Logistics Boulevard road reserve.

8. The applicant is advised of the following to minimise the impact of development works:

a) All development works must be carried out in accordance with Control of Noise Practices set out in section 6 of AS2436-1981. For further details please contact the Department of Water and Environmental Regulation.

b) Development works shall only be permitted between 0700 hours and 1900 hours on any day which is not a Sunday or public holiday without the written approval of the City.

c) Development works shall comply in all respects with the Environmental Protection (Noise) Regulations 1997.

9. The applicant is advised to ensure that the proposed development complies with all other relevant legislation, including but not limited to, the Environmental Protection 1986 and Regulations, Health (Miscellaneous Provisions) Act 1911 and Regulations, Contaminated Sites Act 2003, and the National Construction Code.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Gosnells Town Planning Scheme No. 6
Local Planning Scheme - Zone/Reserve	General Industry
Structure Plan/Precinct Plan	Maddington Kenwick Strategic Employment Area (MKSEA) Precinct 3A
Structure Plan/Precinct Plan - Land Use Designation	General Industry
Use Class and permissibility:	Warehouse – P use Incidental Office
Lot Size:	8,892m² (parent lot), 3,419m² (future lot 61)
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A
Design Review	☒ N/A
Bushfire Prone Area	Parent lot – Yes Subdivided lot (future lot 61) - No
Swan River Trust Area	No

Proposal:

The development proposal is for a Warehouse with an incidental Office comprising:

- A Warehouse building with a floor area of 1,573m².
- An incidental Office with a floor area of 300m² (split over two storeys).
- 12 car parking bays.
- Seven full time employees.

- Two crossovers on to Logistics Boulevard including one for passenger vehicle access and heavy vehicle entry, with the second crossover providing heavy vehicle exit only.
- Fencing and landscaping.

A copy of the site, floor and elevation plans are contained in Attachment 1.

Background:

The subject site is located within the Maddington Kenwick Strategic Employment Area (MKSEA) Precinct 3A, known as the Roe Highway Logistics Park. The site is accessed via Logistics Boulevard.

The proposal will be located on future Lot 61, which will be 3,419m² in area. The subdivision application is approved but not finalised. A location plan of the site is contained in Attachment 3.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme
- Town Planning Scheme No. 6

State Government Policies

- Government Sewerage Policy – Perth Metropolitan Region

Structure Plans/Activity Centre Plans

- Maddington Kenwick Strategic Employment Area (MKSEA) Precinct 3A

Consultation:

Public Consultation

The application was not required to be advertised for public comment.

Referrals/consultation with Government/Service Agencies

The application was not required to be referred to any Government/Service Agencies.

Planning Assessment:

Town Planning Scheme No. 6 (TPS 6)

Land Use Permissibility

The subject site is zoned General Industry under TPS 6. A Warehouse is a "P" use within the General Industry zone, meaning that it is permitted providing it complies with the relevant development standards of the Scheme. It should be noted that the Office use is an incidental component of the Warehouse use. The proposal is therefore capable of approval.

Setbacks and Landscaping

For development in industrial zones, Table 2B of TPS 6 stipulates a 15m street setback. The setback area should include a 3m wide landscaping strip along the street boundary. Side and rear setback requirements are determined by relevant Building Codes. The setbacks and landscaping provision is compliant with TPS 6.

Façade

For development within industrial zones, TPS 6 requires each façade of the building to be constructed of masonry, concrete or glass (or a combination of one or more of those materials or similar materials as approved). Where the bottom portions of the building are masonry (to a height of 2m), the use of metal, timber or other panelling above the masonry base may be approved.

The façade of the building is proposed to be constructed in a combination of painted concrete panels and metal wall cladding in various Colorbond and corporate colours. A cantilevered steel framed awning will extend the full width of the Warehouse on the south western façade and for 3m on the south eastern façade. The façade treatments are acceptable.

Sewer

The subject site is not currently serviced by reticulated sewer. In such situations, Clause 4.9.5 of TPS 6 stipulates:

> *"Where connection to a comprehensive reticulated sewerage system is not available, no development with on-site effluent disposal in excess of that of a single house or single residential equivalent, shall be approved unless the proposed development is in accordance with the provisions of the Government Sewerage Policy."*

Given that connection to reticulated sewer is not available, the development must incorporate an Alternative Treatment Unit (ATU), that is required to be approved by the Department of Health (DoH). The development is proposed to be connected to an ATU.

Car Parking

The following table details the TPS 6 parking requirements.

Use Class	TPS 6 Car Parking Standards	TPS 6 Car Parking Requirements	Car Parking Bays Provided
Warehouse	1 space for every 100m² gross floor area, plus; 1 space for every employee.	1,873m² gross floor area, therefore requiring 19 bays. A total of 7 employees, therefore requiring 7 bays.	
Total		**26 bays**	**12 bays**

As outlined above, the proposal results in a shortfall of 14 parking bays. Clause 4.13.3 of TPS 6 allows for variations to car parking requirements where there will be no resultant lowering of safety, convenience and amenity standards.

In considering this variation, the use of the development is such that there will be a maximum of seven staff employed at any one time, and the applicant anticipates no more than one visitor on site at any one time, resulting in a practical surplus of four car parking bays.

Additionally, the nature of the warehouse business involves a large area for storage and distribution purposes which does not generate a large parking demand and only requires seven employees to carry out its function. It is therefore considered that there will be no resultant lowering of safety, convenience and amenity standards as a result of the proposed variation, and the variation is therefore considered acceptable in this instance.

Traffic and Access

The application proposes two vehicle crossovers consisting of:

- One crossover which provides heavy vehicle entry, and full movement exit and entry for passenger vehicles; and
- One crossover which is a dedicated heavy vehicle exit only.

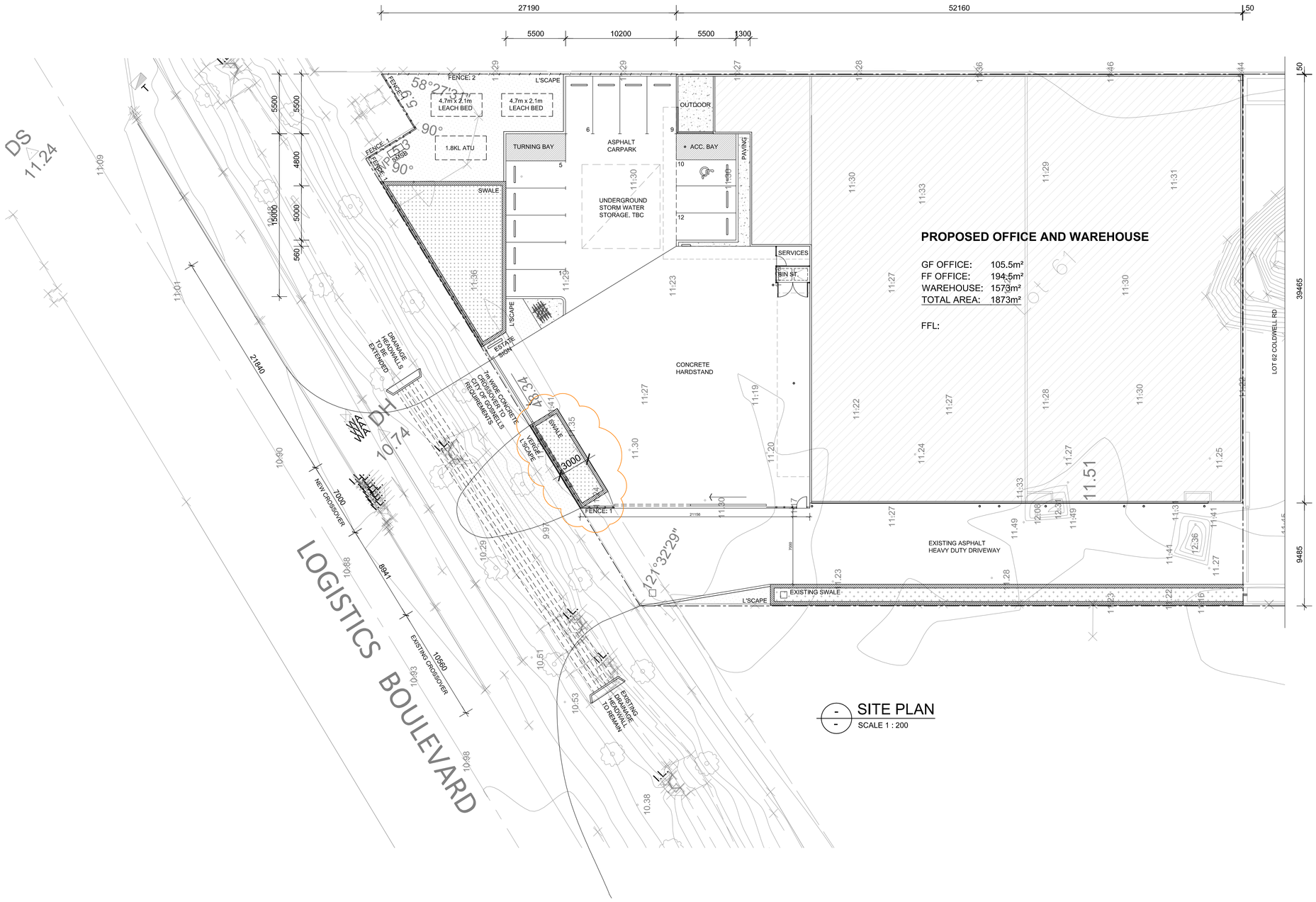
A Transport Impact Statement (TIS) was submitted in support of the application, which assessed the traffic operations, access and car parking adequacy of the proposed development. A copy of the TIS is contained as Attachment 4. The TIS identified that the development will generate 11 trips in the AM peak and 11 trips in the PM peak, with up to 34 trips daily. The swept path analysis confirms that the site will be designed to accommodate a 12.5m Heavy Ridged Vehicle which is able to enter and exit the site in forward gear.

The TIS concludes that the surrounding road network will continue to operate within its design capacity with the inclusion of the proposed development and is therefore acceptable from a traffic impact perspective.

Conclusion:

The proposed development is consistent with the planning framework for MKSEA Precinct 3A area and is therefore recommended for approval subject to conditions.

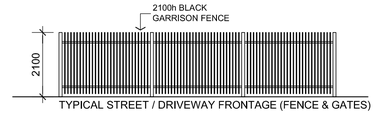
ATTACHMENT 1



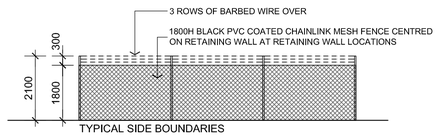
SITE PLAN
SCALE 1 : 200

AREAS

SITE AREA:	3418m²
GROUND FLOOR OFFICES:	105.5m²
FIRST FLOOR OFFICES:	194.5m²
WORKSHOP AREA:	1569m²
OVERALL FLOOR AREA:	1869m²
BITUMEN CARPARK:	328m²
CONC. HARDSTAND:	536m²
LANDSCAPING:	147m²
PAVING:	28m²
NEW SWALE (INTERNAL):	104m²



FENCE TYPE 1
SCALE 1 : 100



FENCE TYPE 2
SCALE 1 : 100

REV	DATE	ITEM	DRN
B	03.10.22	REVISED AS PER COUNCIL COMMENT	JP
A	15.08.22	INITIAL ISSUE	JP

SHELFORD CONSTRUCTIONS
ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA, 6168
ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED OFFICE BUILDING & WAREHOUSE

SITE ADDRESS:
LOT 61 LOGISTICS BLVD, KENWICK

DRAWING TITLE:
SITE PLAN

SCALE:	DATE:
AS SHOWN @ A1	15.08.22
DRAWN: JP	CHECKED:
JOB No.: 61-LOG	DRAWING: DA.01
	REV: B

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GROUND FLOOR PLAN

SCALE 1 : 100

ATTACHMENT 1

REV	DATE	ITEM	DRN
C	22.08.22	REVISED: AREAS ADDED	JP
B	19.08.22	REVISED TO COMMENTS	JP
A	15.08.22	INITIAL ISSUE	JP

SHELFORD CONSTRUCTIONS

ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA. 6168
ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED OFFICE BUILDING & WAREHOUSE

SITE ADDRESS:
LOT 61 LOGISTICS BLVD, KENWICK

DRAWING TITLE:
GROUND FLOOR PLAN

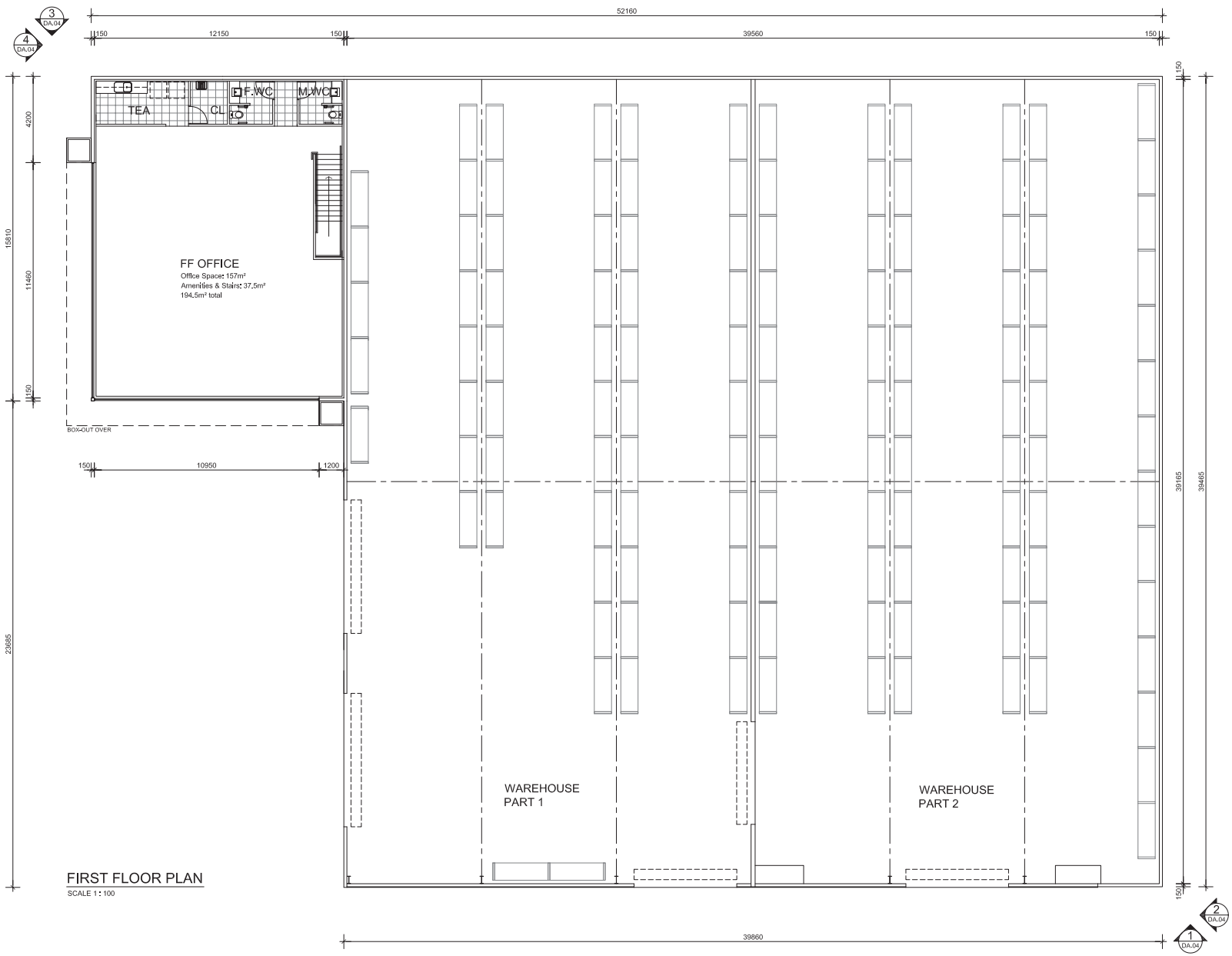
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JOB No.: 61-LOG		DRAWING: DA.02	REV: C

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Document Set ID: 7338905
Version: 1, Version Date: 06/09/2022

ATTACHMENT 1



FIRST FLOOR PLAN
SCALE 1 : 100

REV	DATE	ITEM	DRN
C	22.08.22	REVISED: AREAS ADDED	JP
B	19.08.22	REVISED TO COMMENTS	JP
A	15.08.22	INITIAL ISSUE	JP

SHELFORD CONSTRUCTIONS
ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA. 6168
ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED OFFICE BUILDING & WAREHOUSE

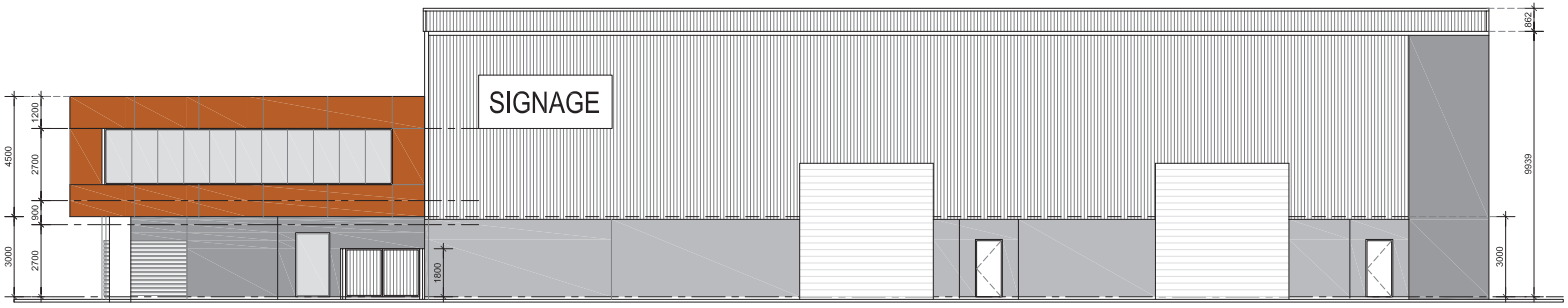
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LOT 61 LOGISTICS BLVD, KENWICK

DRAWING TITLE:
FIRST FLOOR PLAN

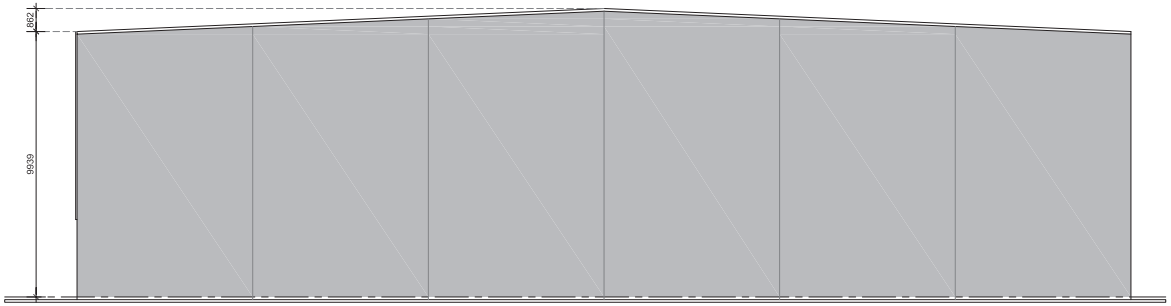
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JOB No.:	61-LOG	DRAWING:	DA.03	REV: C

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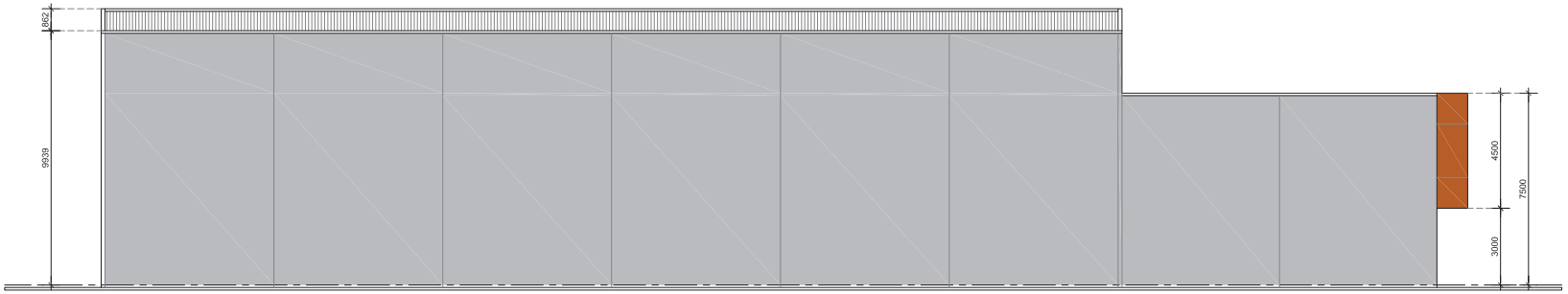
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Version: 1, Version Date: 06/09/2022



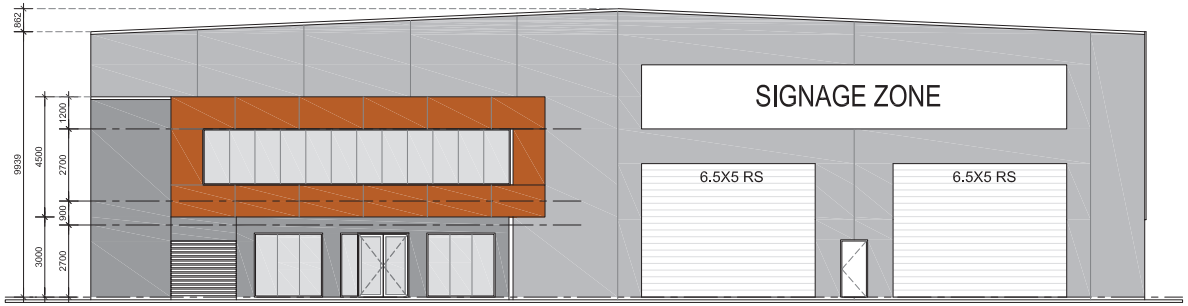
Elevation 1
SCALE 1 : 100



Elevation 2
SCALE 1 : 100



Elevation 3
SCALE 1 : 100



Elevation 4
SCALE 1 : 100

ATTACHMENT 1

REV	DATE	ITEM	DRN
A	15.08.22	INITIAL ISSUE	JP

SHELFORD CONSTRUCTIONS
ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA. 6168
ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED OFFICE BUILDING & WAREHOUSE

SITE ADDRESS:
LOT 61 LOGISTICS BLVD, KENWICK

DRAWING TITLE:
ELEVATIONS

SCALE: AS SHOWN @ A1	DATE: 15.08.22	
DRAWN: JP	CHECKED:	
JOB No.: 61-LOG	DRAWING: DA.04	REV: A

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Document Set ID: 3338405
Version: 1, Version Date: 06/09/2022

Plan Information

Tenure Type	Freehold
Plan Type	Deposited Plan
Plan Purpose	Subdivision

Plan Heading

Lots 61, 62 and Easement

Locality & Local Government

Locality	Kenwick
Local Government	City of Gosnells

Department of Planning, Lands and Heritage

File Number	

Examination

Examined	Date

Planning Approval

Planning Authority	Western Australian Planning Commission
Reference	157914

Delegated under S. 16 P&D Act 2005	Date

In Order For Dealings

Subject To	

For Registrar of Titles	Date

Plan Approved Reg. 26A (4)

Inspector of Plans and Surveys / Authorised Land Officer	Date

Survey Details

Field Records	141263
Declared as Special Survey Area	Yes

Survey Method Regulatory Statement

Survey carried out under Reg. 26A Special Survey Area Guidelines. See survey sheet(s) to determine the true final position and type of all survey marks placed for this plan.

Survey Method and Plan Content Variations

Approved Variation Type	Reference

Survey Certificate - Regulation 54

I, Scott J. ANDERSON
hereby certify that this plan is accurate and is a correct representation of the -

(a) survey; and

(b) calculations from measurements recorded in the field records,

undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

FINAL

Licensed Surveyor	Date

Survey Organisation

Name	MNG MCMULLEN NOLAN GROUP
Address	PO Box 3526, SUCCESS W.A. 6964
Phone	6436 1599
Fax	6436 1500
Email	info @ mngsurvey.com.au
Reference	99923dp-161d

Amendments

Version	Lodgement Type	Amendment Description	Authorised By	Date

Former Tenure

New Lot / Land	Parent Plan Number	Parent Lot Number	Title Reference	Subject Land Description
61, 62	DP 422761	LOT 9039	4013/702	

Former Tenure Interests and Notifications

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
(J)	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA 1893	DOC 0339093	LOT 61	ELECTRICITY NETWORKS CORPORATION	FIRE SEPARATION

New Interests

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
(A)	RIGHT OF CARRIAGEWAY	SEC 136C OF THE TLA 1893	THIS PLAN	LOT 61	LOT 62	

New Notifications and Memorials

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
	NOTIFICATION	SEC 70A OF THE TLA 1893	DOC	LOTS 61 & 62		NO RETICULATED SEWER SERVICES
	NOTIFICATION	SEC 165 OF THE P & D ACT 2005	DOC	LOT 62		BUSHFIRE MANAGEMENT PLAN

ATTACHMENT 2

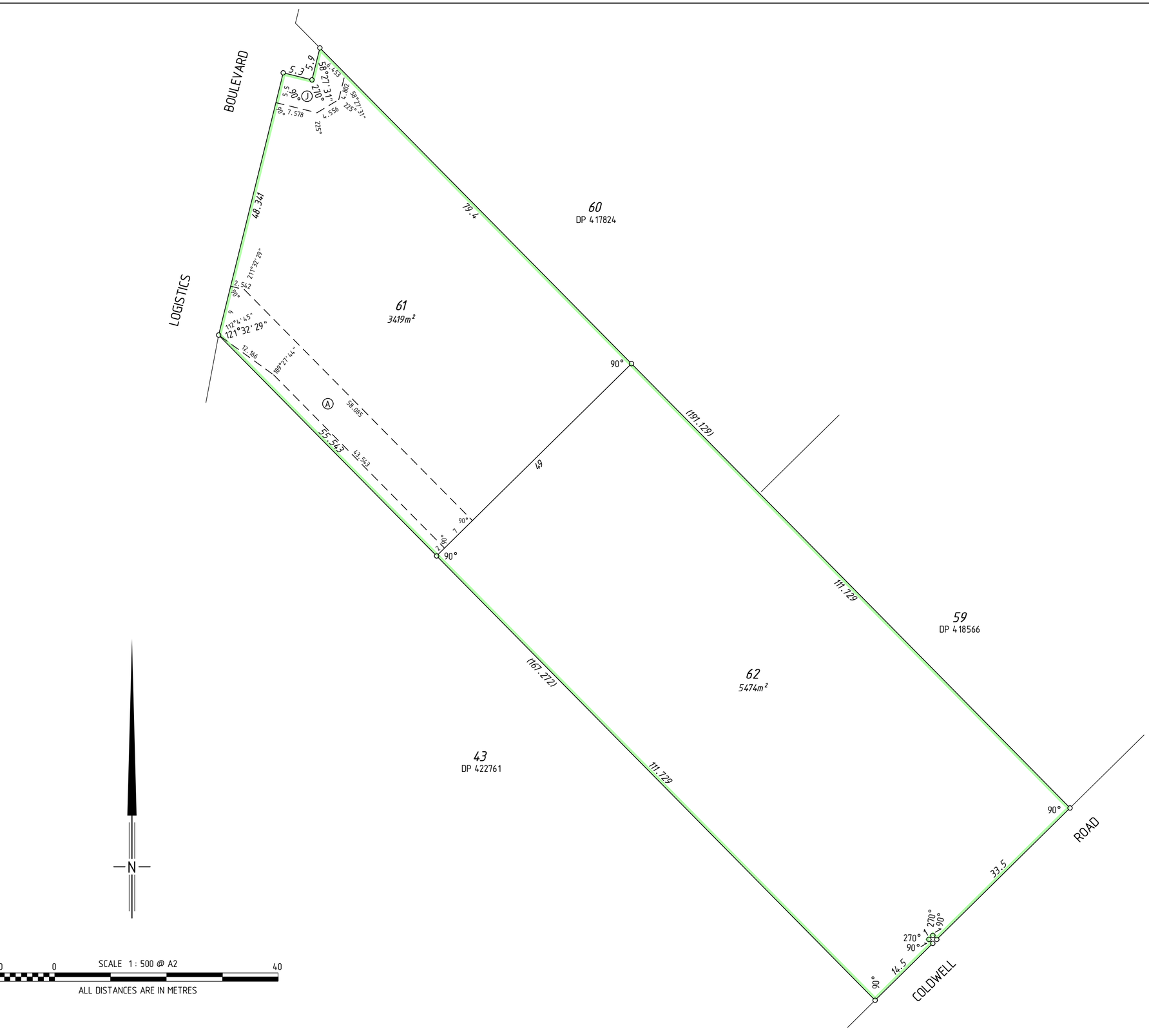
GOVERNMENT OF WESTERN AUSTRALIA

Landgate

MNG
MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

MNG Ref : 99923dp-161d - DP414092.CSD

ADDITIONAL SHEETS	SHEET	SHEETS	VERSION NUMBER	DEPOSITED PLAN
SURVEY SHEET	1 OF	2	1	414092



ATTACHMENT 2

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

MNG

MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

MNG Ref : 99923dp-161d - DP414092.CSD

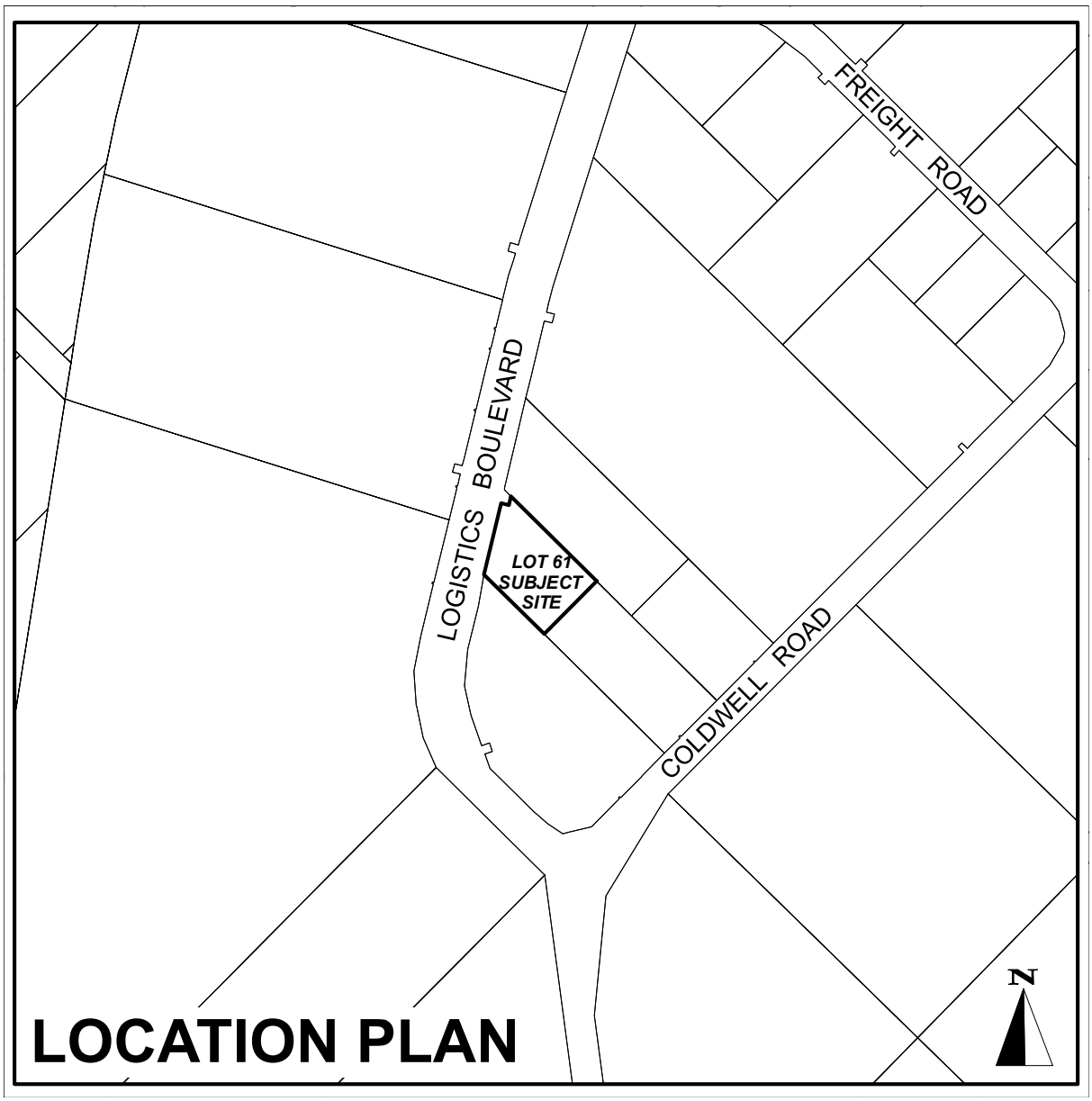
ADDITIONAL SHEETS	SHEET	SHEETS	VERSION NUMBER	DEPOSITED PLAN
SURVEY SHEET	2	OF 2	1	414092

THIS SURVEY SHEET WILL BE
REPLACED BY THE SURVEY DATA

ATTACHMENT 2

GOVERNMENT OF WESTERN AUSTRALIA
Landgate
MNG
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PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au
MNG Ref : 99923dp-161d

		VERSION NUMBER	DEPOSITED PLAN
		1	414092



ATTACHMENT 3

Transport Impact Statement

Proposed Warehouse and Incidental Office – Lot 61 (Part Lot 9027) Logistics Boulevard

CW937700 / 340900322



Prepared for

Hesperia Pty Ltd

16 August 2022

Cardno

now

Stantec

ATTACHMENT 4

Document Set ID: 7539906
Version: 1, Version Date: 06/09/2022

Contact Information

Cardno (WA) Pty Ltd
ABN 77 009 119 000

11 Harvest Terrace
Suburb State 6005
Australia

www.cardno.com
Phone +61 8 9273 3888
Fax +61 8 9486 8664

Document Information

Prepared for	Hesperia Pty Ltd
Project Name	Proposed Warehouse and Incidental Office – Lot 61 (Part Lot 9027) Logistics Boulevard
File Reference	CW937700-TR-RP-001-A-TIS-Lot 61 (Part Lot 9027) Logistics Boulevard, Kenwick V2 DR RR.docx
Job Reference	CW937700 / 340900322
Date	16 August 2022
Version Number	A

Author(s):

Dana Romic
Transport Planner

Effective Date 16/08/2022

Approved By:

Ray Cook
Business Leader – Traffic and Transport Planning

Date Approved 16/08/2022

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	16 August 2022	For Issue	DR	RR

Document Set ID: 7539906
Version: 1, Version Date: 06/09/2022

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1 Introduction

1.1 Background

Cardno now Stantec has been commissioned by Hesperia Pty Ltd ('the Client') to conduct a Transport Impact Statement for a proposed Warehouse and Incidental Office development at Lot 61 (Part Lot 9027) Logistics Boulevard, Kenwick ('Site') within the Maddington-Kenwick Strategic Employment Area (MKSEA), specifically within Precinct 3A (sub-area of Precinct 3), under the jurisdiction of the City of Gosnells.

The report will discuss access, trip generation, public transport, pedestrian and cycle networks, circulation, and car parking requirements.

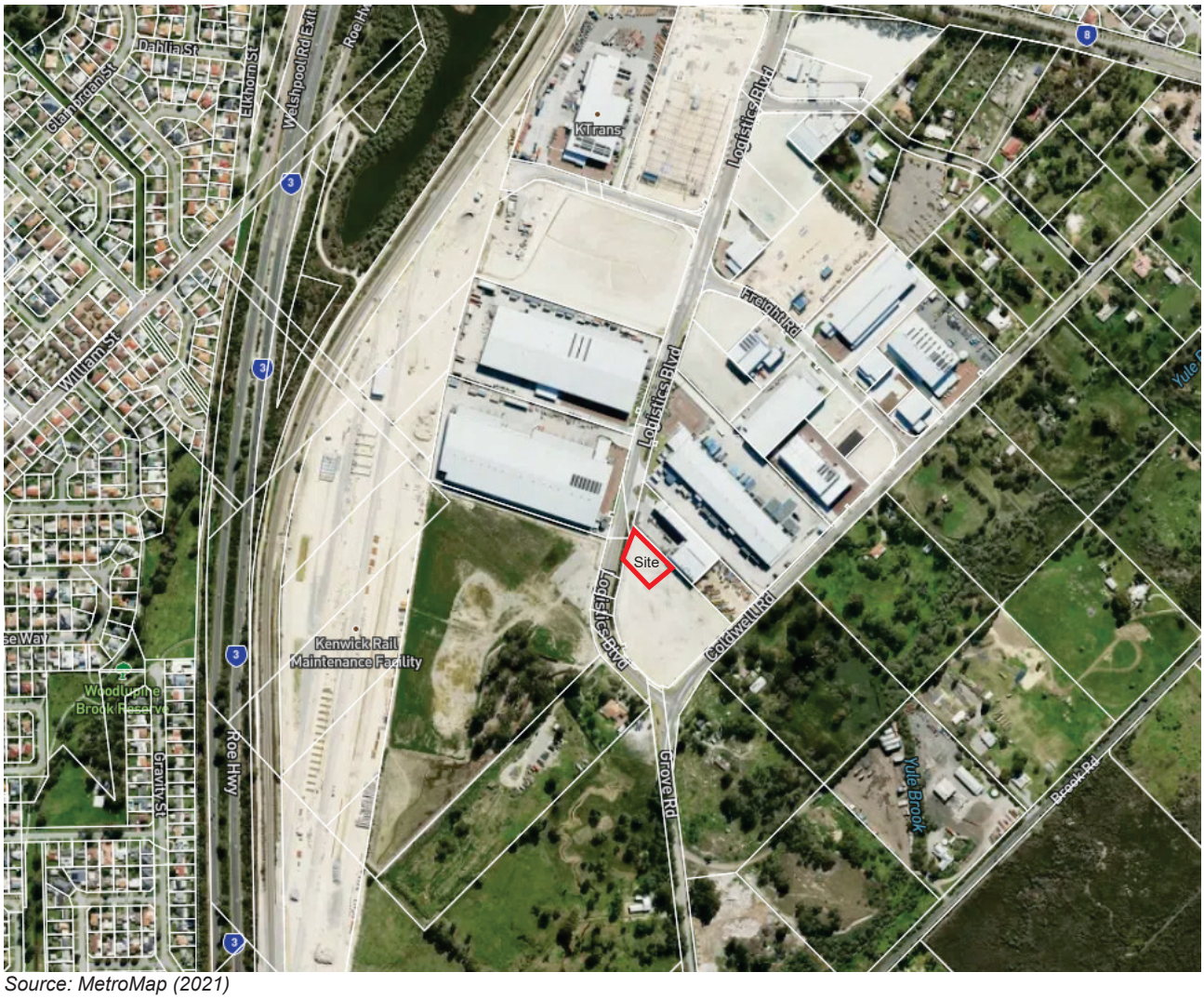
This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included at **Appendix A**.

1.2 Existing Site

The Site is located at Lot 61 (Part Lot 9027) Logisitics Boulevard, Kenwick. **Figure 1-1** shows an aerial image of the Site.

The Site is currently vacant and is predominately surrounded by rural and industrial development, within an approved industrial estate.

Figure 1-1 Aerial Image of Site



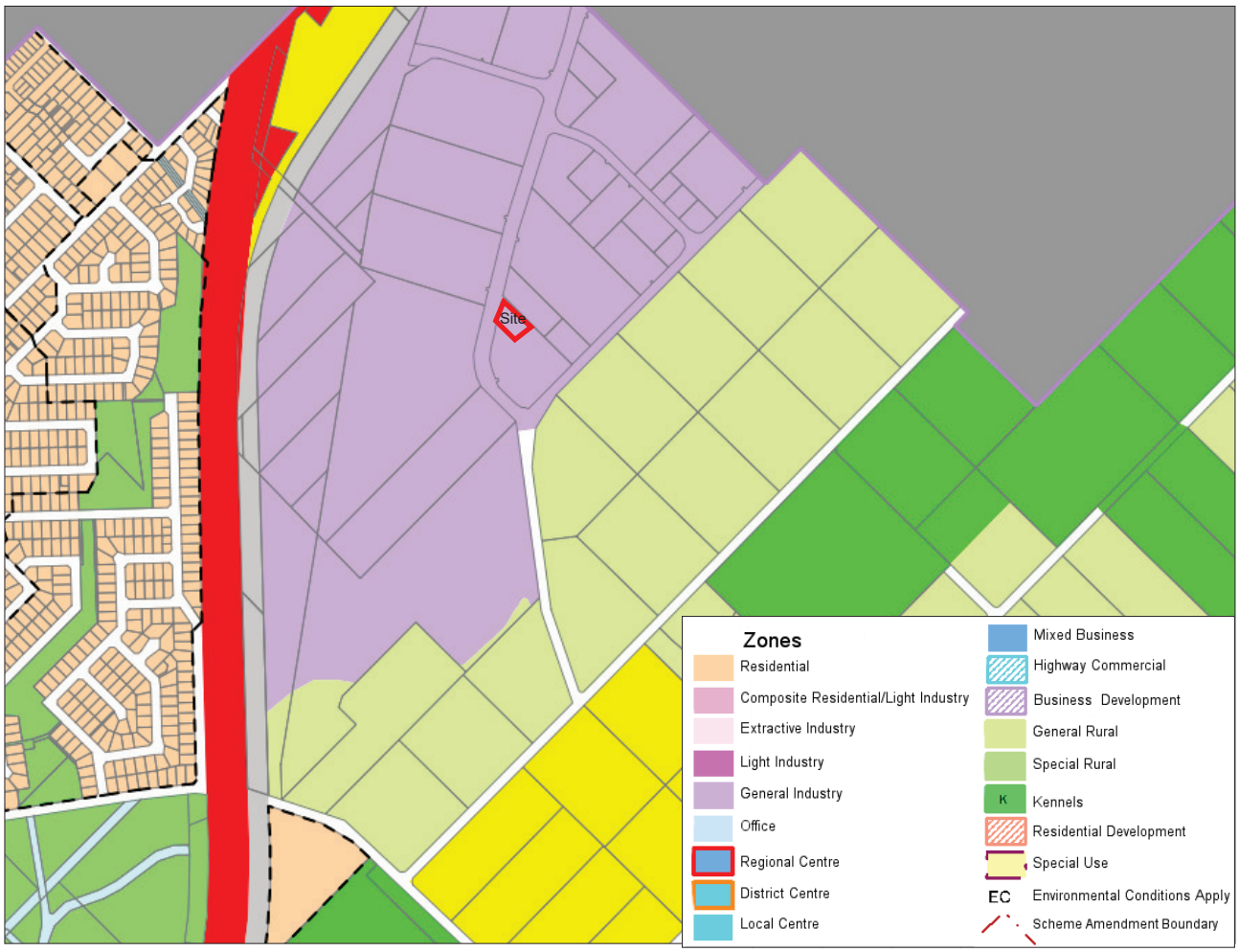
Source: MetroMap (2021)

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1.3 Existing Land Use

Under the provisions of the *City of Gosnells Local Planning Scheme No. 6,* the Site is zoned as '*Industrial*' use, as shown in **Figure 1-2.** The Site is surrounded by other industrial land uses to the north, east and west, with general rural uses to the south.

Figure 1-2 Site Locality within City of Gosnells Scheme Zoning Map



Source: City of Gosnells Local Planning Scheme No.6

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2 Road Network

2.1 Existing Road Network

Road Classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

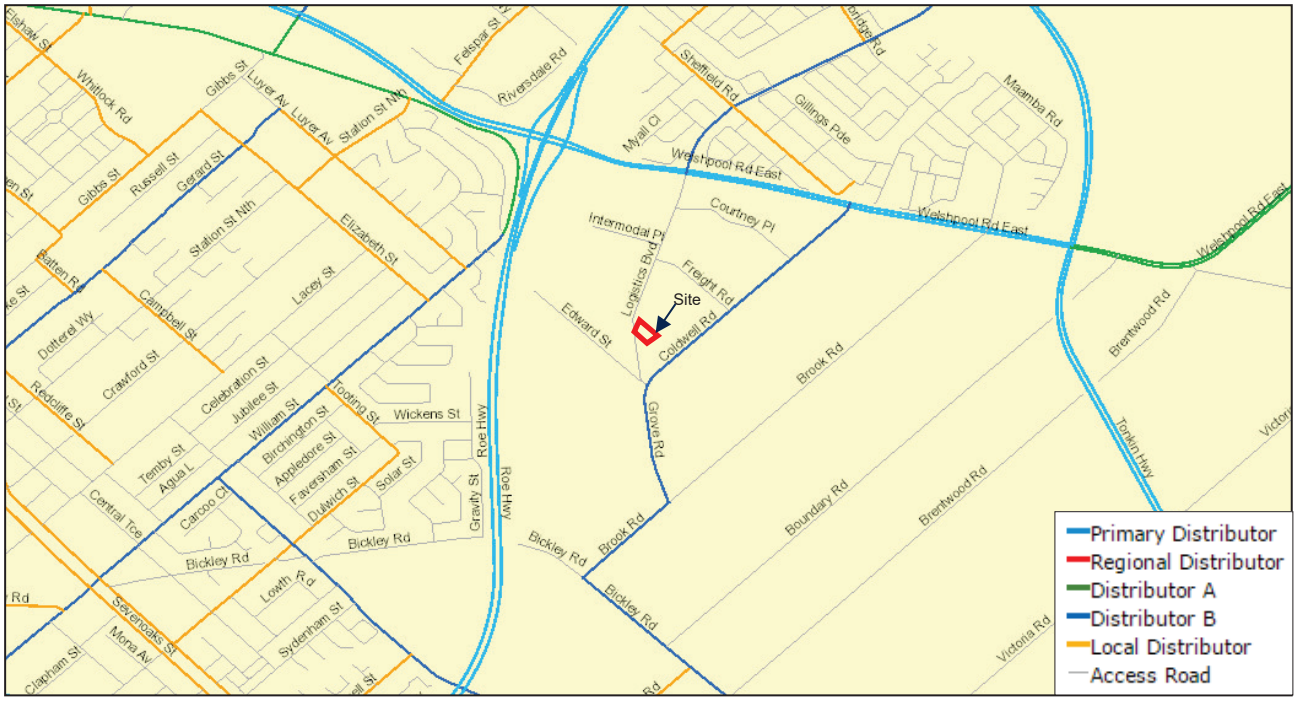
The Site is bounded by Logistics Boulevard to the north. The surrounding road network is further described in **Table 2-1** and **Figure 2-2** shows the hierarchy as per the Main Roads WA Road Information Mapping System.

Table 2-1 Road Network Classification

Road Name	Road Hierarchy	Jurisdiction	No of Lanes	No of Footpaths	Approximate Width (m)	Posted Speed Limit (km/h)
Welshpool Road East	Primary Distributor	Main Roads WA	4	2	23.8m (with 8.8m median strip)	70 km/h
Roe Highway	Primary Distributor	Main Roads WA	4	1	36 (with 18.5m median strip)	100 km/h
Coldwell Road	Distributor B	Local Government	2	1	10m	60 km/h
Logistics Boulevard	Access Road	Local Government	2	1	10m	50 km/h
Freight Road	Access Road	Local Government	2	1	9.6m	50 km/h
Courtney Place	Access Road	Local Government	2	0	6m	50 km/h

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Figure 2-2 Road Hierarchy

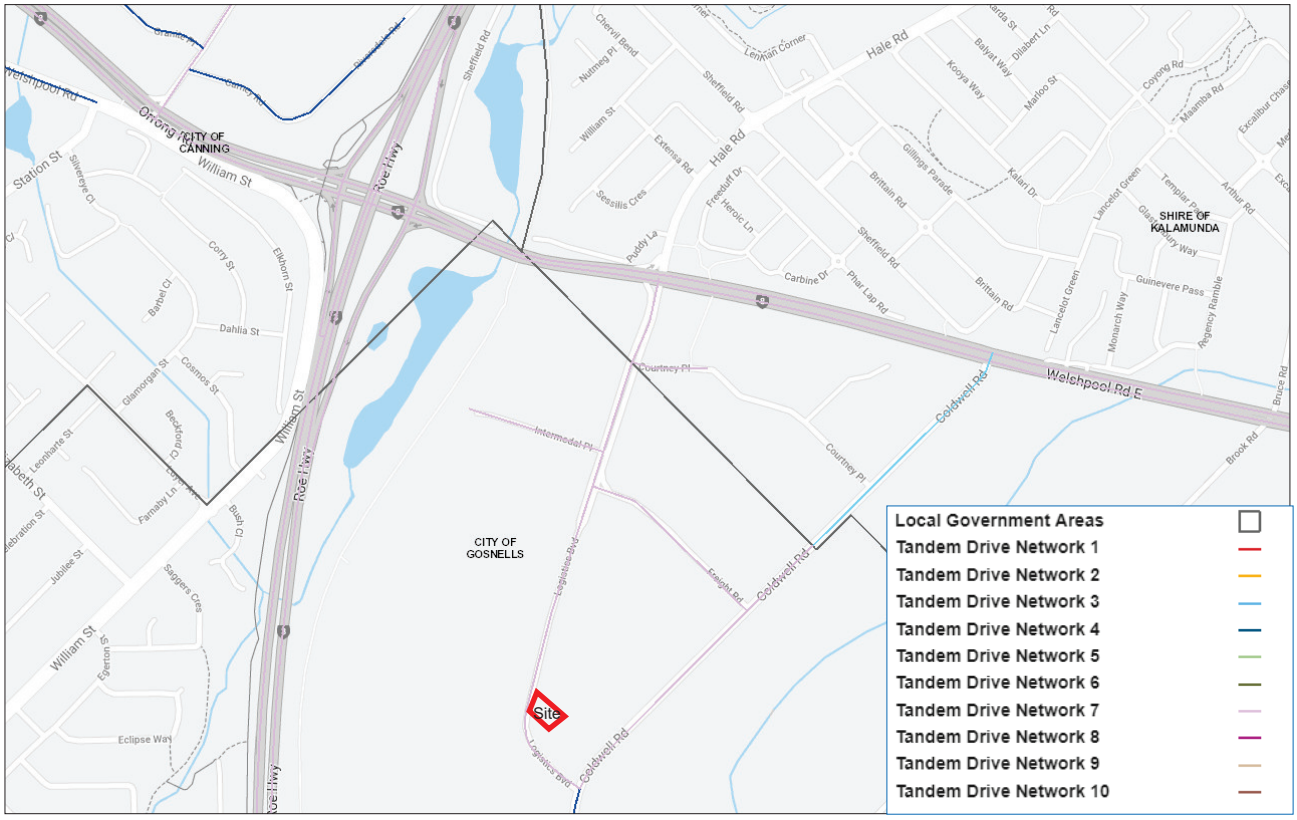


Source: Main Roads information Mapping (2021)

2.2 Existing Restricted Access Vehicle (RAV) Network

The existing RAV network is shown in **Figure 2-3**. The Site is fronting Logistics Boulevard, which is included in the RAV 7 network.

Figure 2-3 Existing RAV Network



Source: Main Roads HVS Network Map

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2.3 Traffic Volumes

Existing traffic volumes were sourced from Main Road WA Traffic Map and are summarised in **Table 2-2**.

Table 2-2 Traffic Volumes

Road	Date	Existing Traffic Volumes		
		Weekday AM Peak Hour	**Weekday PM Peak Hour**	**Daily (HV%)**
Welshpool Road East East of Roe Highway	2020/21	3,237	3,143	33,637 (12%)
Welshpool Road East East of Hale Road	2021/2022	1,772	1,799	20,465 (11.2%)
Logistics Boulevard South of Courtney Place	2019/20	313	502	3,395 (25.9%)

Source: Main Roads Traffic Map

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3 Public Transport Facilities

3.1 Existing Public Transport Facilities

The Site is not currently directly served by any existing public transport services. The closest public transport routes are bus route 282 and 283 that run along Welshpool Road. The local bus routes and their levels of service near the Site are shown in **Table 3-1.**

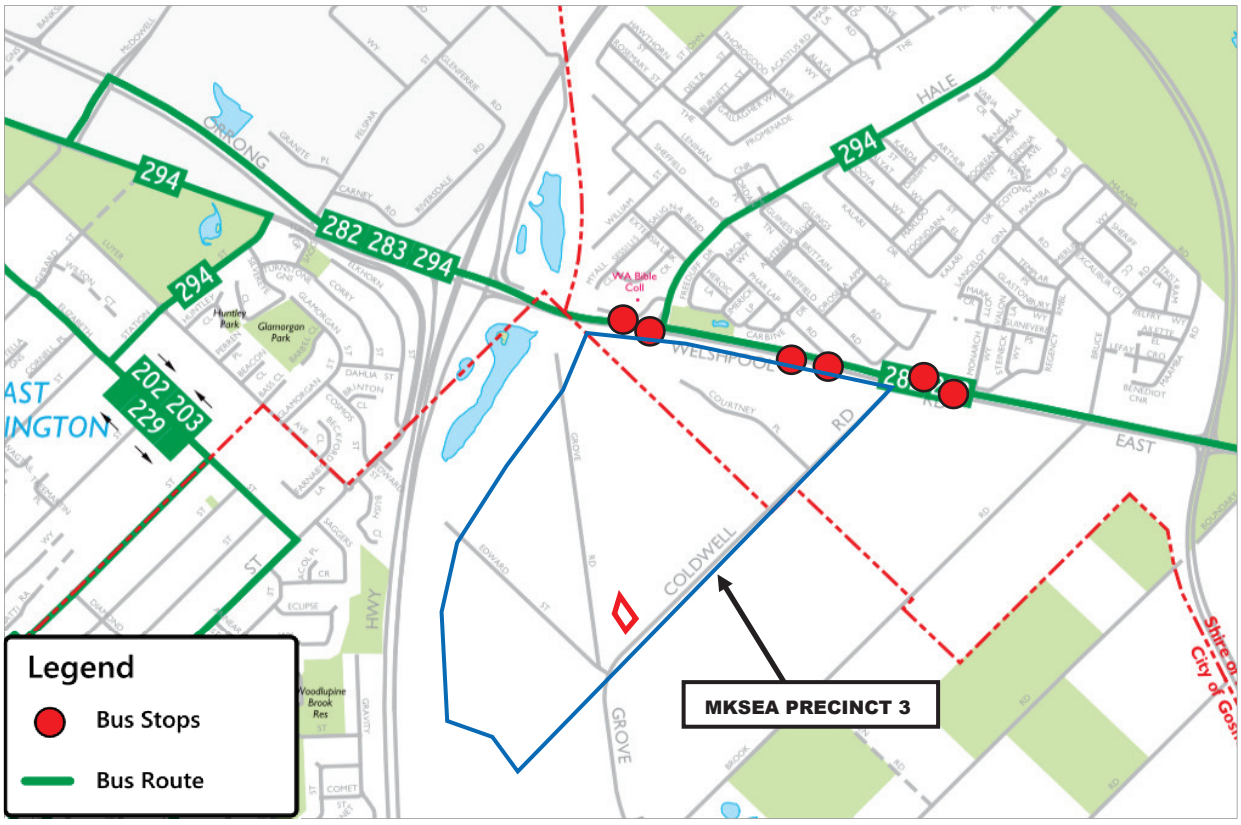
Table 3-1 Bus Routes

Route No.	Route Description	Service Frequency (at nearest bus stop)	
		Weekdays	**Saturday**
282/283	Elizabeth Quay Bus Station – Kalamunda Bus Station	Every 15 – 60 minutes (between 7:33am and 8:14pm)	Every 60 minutes (between 8:08am and 7:11pm)
294	Carousel Shopping Centre – Midland Station	Every 20 – 60 minutes (between 5:51am and 7:27pm)	Every 120 minutes (between 8:38am and 6:11pm)

Both bus routes run through Welshpool Road East located north of the Site and bus stops are within 750m 'as the crow flies' radius of the Site near Hale Road and Welshpool Road intersection. A signalised crossing on Welshpool Road East and 2.5m wide shared paths provide pedestrian access to the bus stops.

Refer to **Figure 3-1** for the bus routes within close proximity to the Site.

Figure 3-1 Existing Bus Routes



Source: Public Transport Authority

3.2 Future Public Transport Facilities

Cardno now Stantec contacted the Public Transport Authority and understand there are no changes proposed to the existing public transport network within the short term.

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4 Pedestrian/Cycle Networks and Facilities

4.1 Existing Pedestrian/Cycle Networks Facilities

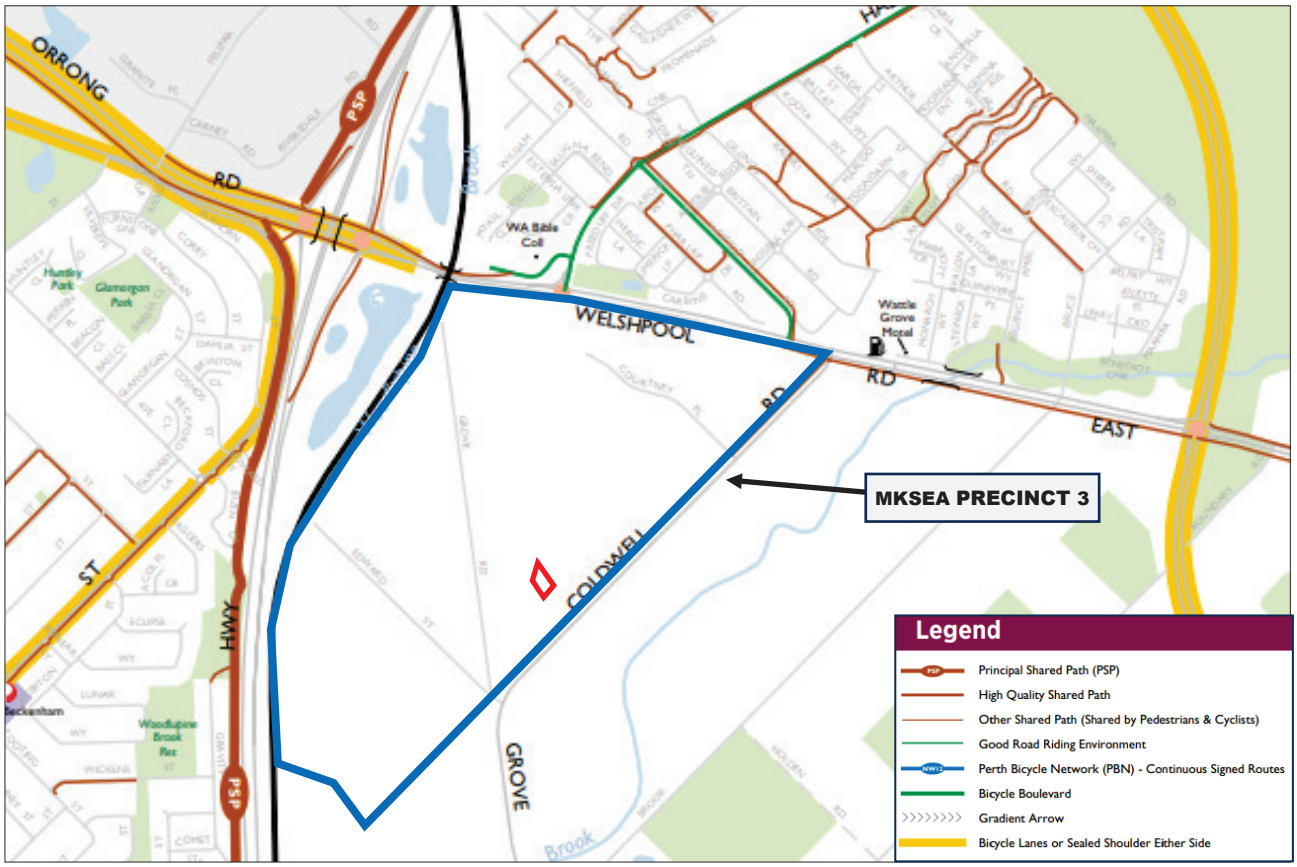
Figure 4-1 illustrates the pedestrian and bicycle network in the wider area surrounding MKSEA Precinct 3 (note that the road layout has been heavily modified within the MKSEA area since this map was produced). Recent improvements (not shown on the map) include:

- Upgraded and extended shared path from Roe Highway to Hale Road, along the northern side of Welshpool Road East;
- Shared path along the southern side of Welshpool Road East from Coldwell Road to Logistics Boulevard;
- Shared path along the western side of Logistics Boulevard and northern side of Courtney Place, within the Roe Highway Logistics Park.

A path is provided along the western side of Logistics Boulevard between Welshpool Road East and Grove Road. No path is available on the eastern side of Logistics Boulevard, i.e., the Site's frontage, therefore direct pedestrian and cycling access to the Site is not available.

The path on Logistics Boulevard links to the wider path network to the north via a signalised crossing at the Welshpool Road East / Logistics Boulevard intersection, providing access to existing shared paths on Welshpool Road East, Hale Road and Roe Highway Principal Shared path.

Figure 4-1 Existing Pedestrian / Cycle Networks



Source: Department of Transport (2016)

4.2 Future Pedestrian/Cycle Networks Facilities

There are no proposed changes to the pedestrian/cycle networks in association with the MKSEA Precinct 3 Structure Plan.

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5 Proposed Development

5.1 Proposed Development

The proposed development comprises of the following site-specific design components:

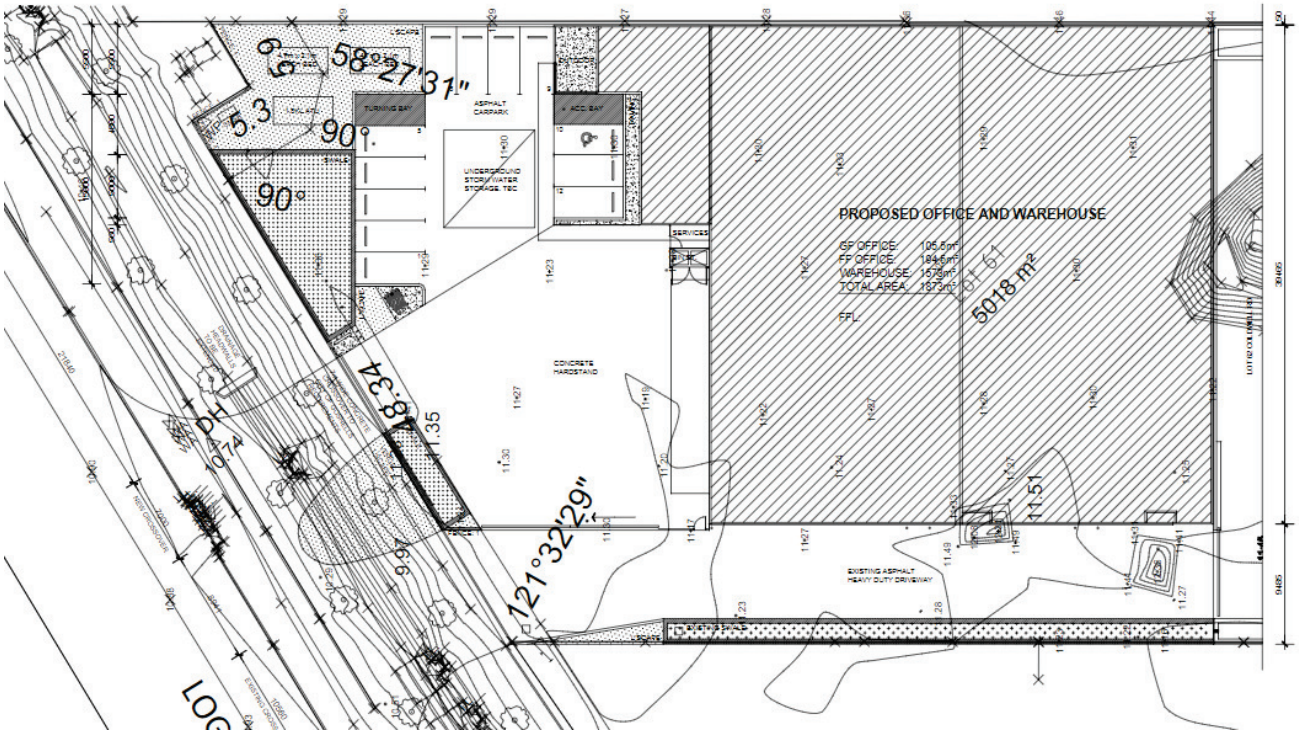
> 1,573m^2 Warehouse;

> 300m^2 Office; and

> 12 car parking bays.

The layout of the proposed development at the Site is shown below in **Figure 5-1**. Detailed development plans are provided in **Appendix B**.

Figure 5-1 Ground Floor Site Plan



Source: Hesperia (2022)

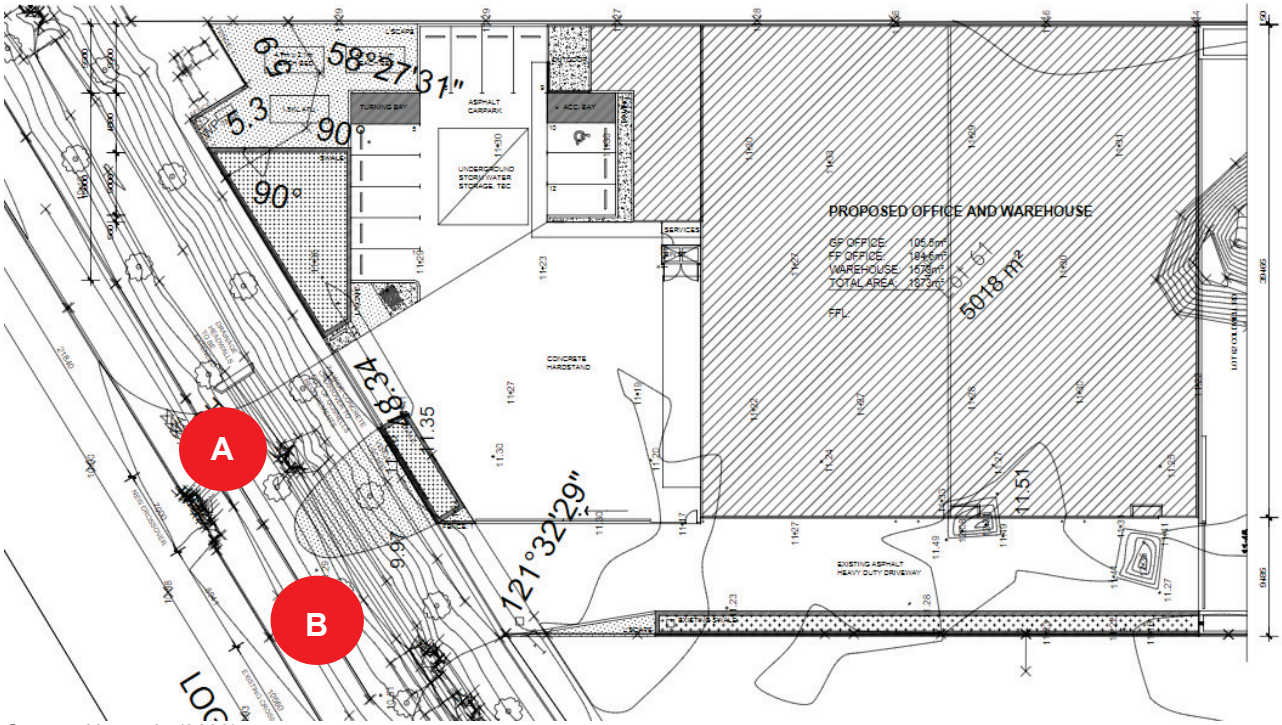
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Version: 1, Version Date: 06/09/2022

5.2 Access Arrangements

Access to the Site is shown in **Figure 5-2**. Heavy vehicles and cars will enter the Site from Logistics Boulevard via Access A. Cars will exit the Site via Access A, whilst heavy vehicles will exit the Site via Access B only.

- **Access A**: Heavy vehicle entry / car entry and exit; and
- **Access B**: Heavy vehicle exit.

Figure 5-2 Access Arrangements for Site



Source: Hesperia (2022)

5.3 Hours of Operation

The operation hours are anticipated to be from 7:30AM to 5:00PM Monday to Friday and 9:00AM to 1:00PM on Saturdays.

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5.4 Traffic Generation

Trip generation has been estimated using the available information regarding expected employee numbers and truck movements as follows:

> 7 employees

> Approximately 10 truck movements per day

It is assumed that all staff will arrive on Site in the AM peak and leave during the PM peak periods. For the purpose of this assessment, an assumption was that 2 trucks would arrive at each of the peak hour and depart within the same hour.

Table 5-1 below provides the summary of the total trips generated by the Site.

Table 5-1 Estimated Trip Generation

Land Use	AM Peak Hour		PM Peak Hour		Daily	
	In	Out	In	Out	In	Out
Employees	7	0	0	7	7	7
Trucks	2	2	2	2	10	10
TOTAL	**11**		**11**		**34**	

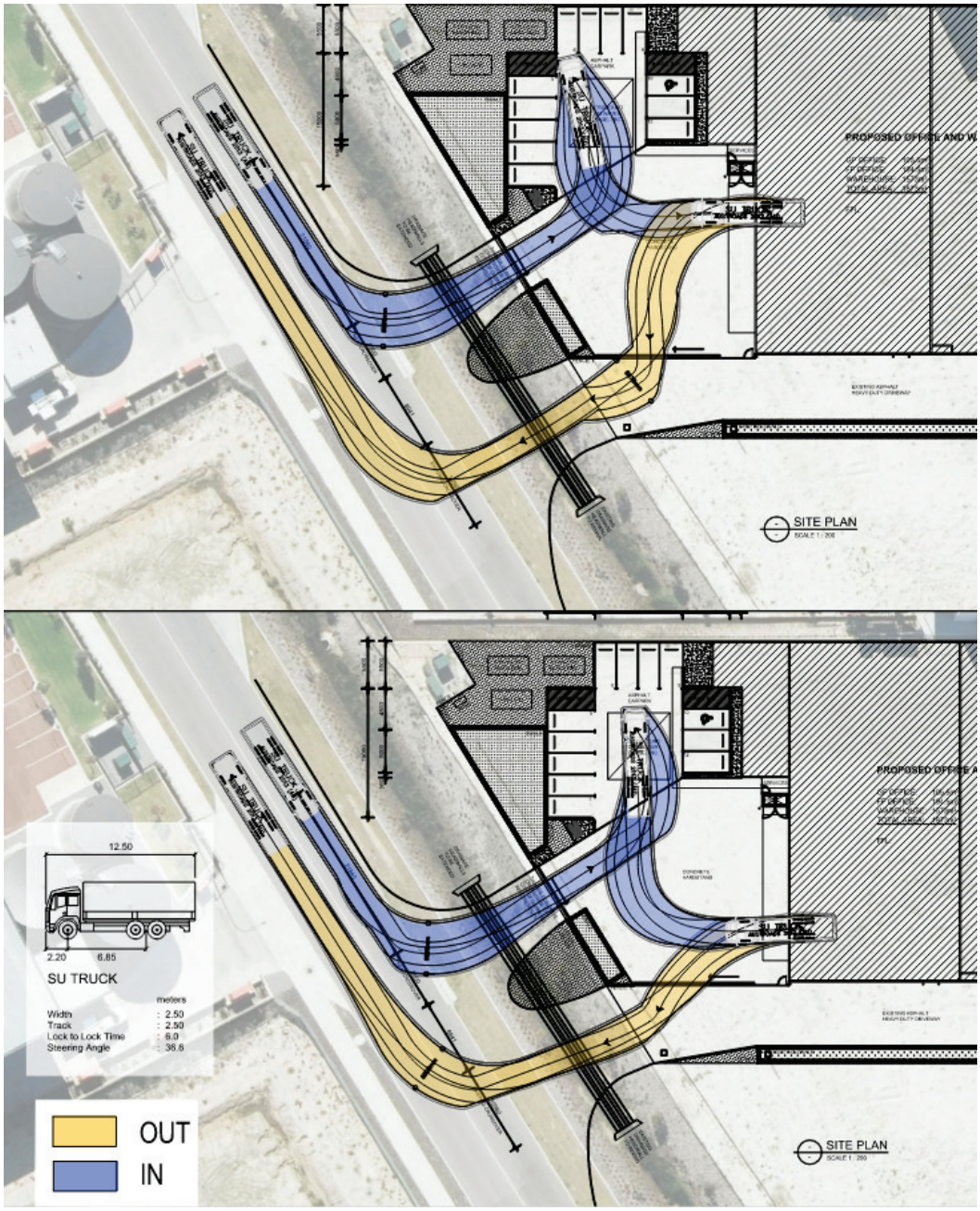
Based on the above, the development is estimated to generate 11 trips in the AM Peak Hour, 11 trips in the PM Peak Hour, and up to 34 trips daily. This level of trip generation is very low and therefore is not expected to have material impact to the road network.

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Version: 1, Version Date: 06/09/2022

5.5 Swept Path Assessment

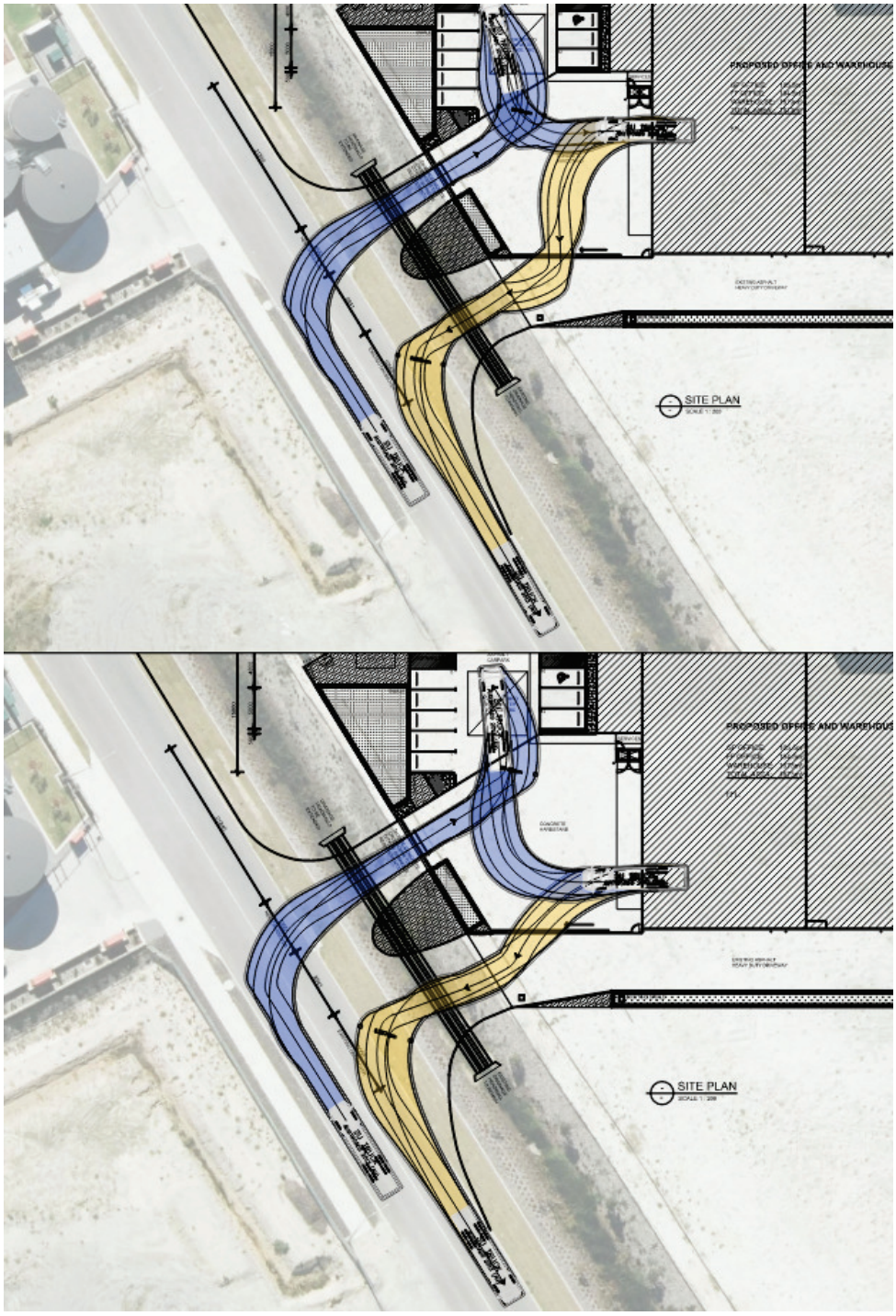
The largest vehicle to enter the site will be a 12.5m HRV, therefore this has been adopted as the design vehicle for the Site. **Figure 5-4** and **Figure 5-5** show swept paths of the vehicle entering and exiting the Site. Please refer to **Appendix C** for larger versions of the swept paths.

Figure 5-4 12.5m Truck Swept Path



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Version: 1, Version Date: 06/09/2022

Figure 5-5 12.5m Truck Swept Path



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Version: 1, Version Date: 06/09/2022

5.6 Parking

5.6.1 Car Parking Requirements and Provision

The statutory parking requirements, in accordance with the *City of Gosnells Local Planning Scheme No. 6* have been considered in the context of the proposed development and are summarised below in **Table 5-2.** For more information regarding car parking, please refer to the Development Application.

Table 5-2 Car Parking Requirements

Proposed Land Use	Parking Requirements	Yield	Parking Required	Parking Provided	Compliant
Warehouse	1 space for every 100m^2 of GFA, plus 1 space every employee, with a minimum of 4 spaces for every tenancy or unit.	1,873 m^2 Warehouse GFA 7 employees	26 bays	12 bays	No.
Total			**26 bays**	**12 bays**	
Proposed Shortfall				**14 bays**	

As outlined above in **Table 5-2**, 12 car parking bays are proposed on Site. Whilst this identifies a shortfall of 14 bays, as per the *City of Gosnells Local Planning Scheme No. 6* car parking requirements, Clause 4.13.3 of the *City of Gosnells Local Planning Scheme No. 6* allows for variations to car parking requirements where there will be no resultant lowering of safety, convenience and amenity standards.

In considering this variation, the use of the development is such that there will be a maximum of 7 employees. The remaining bays can be utilised by occasional visitors.

With 12 parking bays the subject site can accommodate all of the anticipated employees in addition to all of the maximum estimate of one visitor at one time, even though the demand for these bays will vary throughout the day.

Whilst occupying a large area, the nature of the warehouse business does not generate a large parking demand. It is therefore considered that there will be no resultant lowering of safety, convenience and amenity standards as a result of the proposed variation and the variation is considered acceptable in this instance.

5.6.2 Bicycle Parking Requirements and Provision

The *City of Gosnells' Local Planning Scheme No.* 6 does not have any requirements for bicycle parking facilities for this land use. The Site provides 6 bicycle bays which exceeds the minimum requirement.

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6 Summary

This Transport Impact Statement (TIS) outlines the transport aspects of the existing transport depot and its proposed changes, focusing on access, parking, circulation, public transport, pedestrian and cycling.

This TIS has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included at **Appendix A**.

The following conclusion outlines the analysis and discussions presented within this report:

- The proposed development occupies a total Building Floor Area of 1,873m^2, comprising of a warehouse and two storey incidental office with 12 car parking bays;
- The site is estimated to generate 11 trips in the AM peak hour and 11 trips in the PM peak hour with an estimated 34 daily trips. This level of traffic generation is considered to be negligible and will be adequately catered by the surrounding road network.
- Parking provision is adequate for the estimated number of future employees.

In summary, the proposed development is unlikely to have material impact to the surrounding road network.

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Proposed Warehouse and Incidental Office – Lot 61 (Part Lot 9027) Logistics Boulevard

APPENDIX A

WAPC CHECKLIST

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Document Set ID: 7539906
Version: 1, Version Date: 06/09/2022

Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 1, 5	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 5	
public, private, disabled parking set down / pick up	Section 5	
Service vehicles (non-residential)		
access arrangements	Section 5	
on/off-site loading facilities	Section 5	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	N/A	
Hours of operation (non-residential only)		
Traffic volumes		
daily or peak traffic volumes	Section 2	
type of vehicles (e.g. cars, trucks)	Section 2	
Traffic management on frontage streets	Section 2	
Public transport access		
nearest bus/train routes	Section 3	
nearest bus stops/train stations	Section 3	
pedestrian/cycle links to bus stops/train station	Section 4	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 4	
proposed pedestrian facilities within development	Section 4	
existing pedestrian facilities on surrounding roads	Section 4	
proposals to improve pedestrian access	N/A	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 4	
proposed cycle facilities within the development	Section 5	
existing cycle facilities on surrounding roads	Section 4	
proposals to improve cycle access	N/A	
Site specific issues	N/A	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

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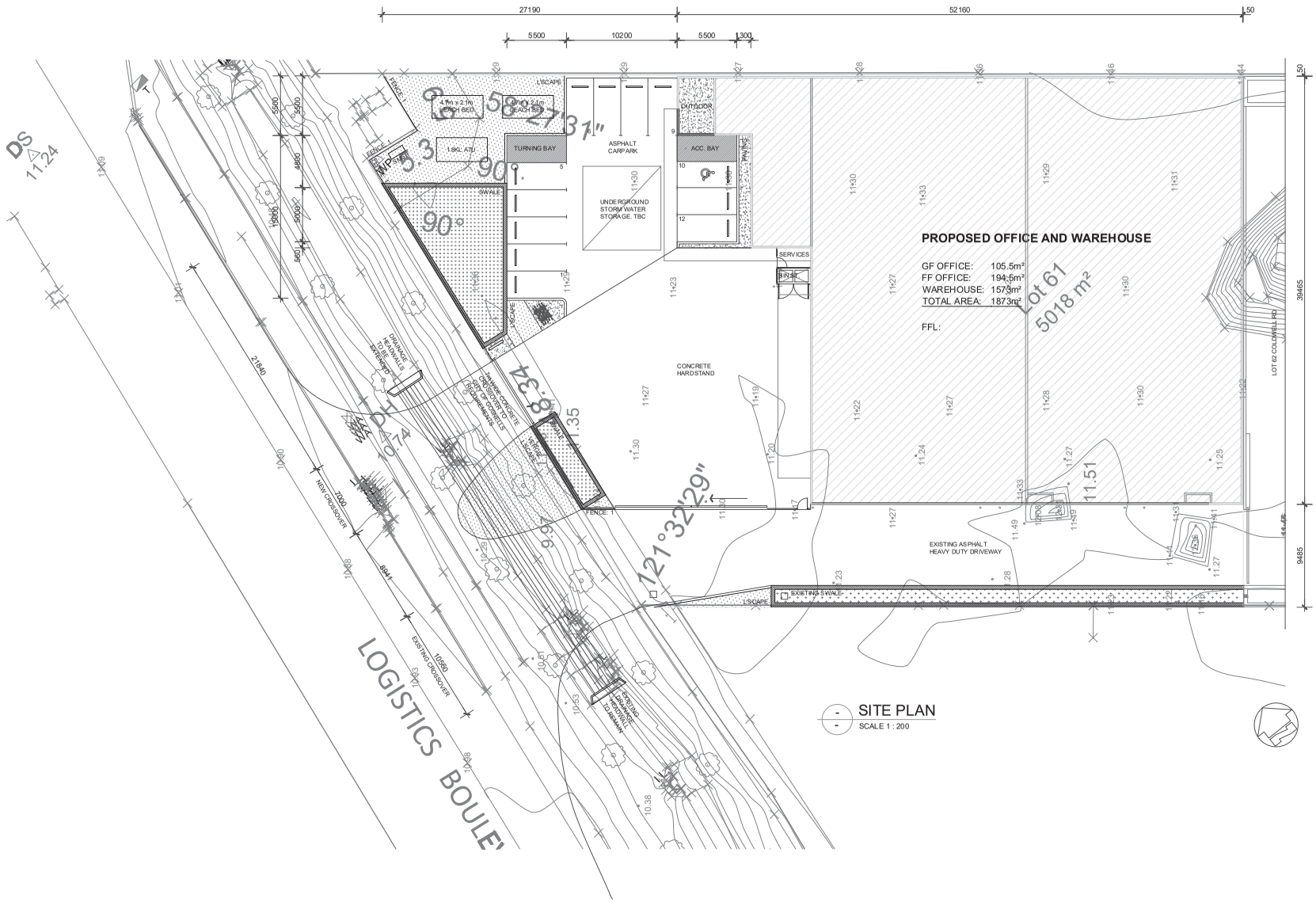
Proposed Warehouse and Incidental Office – Lot 61 (Part Lot 9027) Logistics Boulevard

APPENDIX B

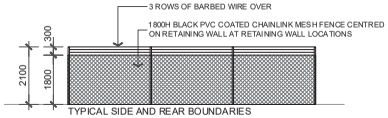
SITE PLAN

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Document Set ID: 7539906
Version: 1, Version Date: 06/09/2022



SITE PLAN
SCALE 1 : 200



TYPICAL SIDE AND REAR BOUNDARIES

FENCE TYPE 1
SCALE 1 : 100



TYPICAL STREET FRONTAGE (FENCE & GATES)

FENCE TYPE 2
SCALE 1 : 100

REV	DATE	ITEM	DRN
A	11.08.22	INITIAL ISSUE	JP

ABN 17 051 265 546 Reg. 8429
131 Dixon Rd., Rockingham, WA, 6168
ph. 9599 1500 e. reception@shelford.com.au

PROJECT:
PROPOSED OFFICE BUILDING & WAREHOUSE

SITE ADDRESS:
LOT 61 LOGISTICS BLVD, KENWICK

DRAWING TITLE:
SITE PLAN

SCALE:	AS SHOWN @ A1	DATE:	11.08.22	
DRAWN:	JP	CHECKED:		
JOB No.:	**61-LOG**	DRAWING:	**DA.01**	REV: **A**

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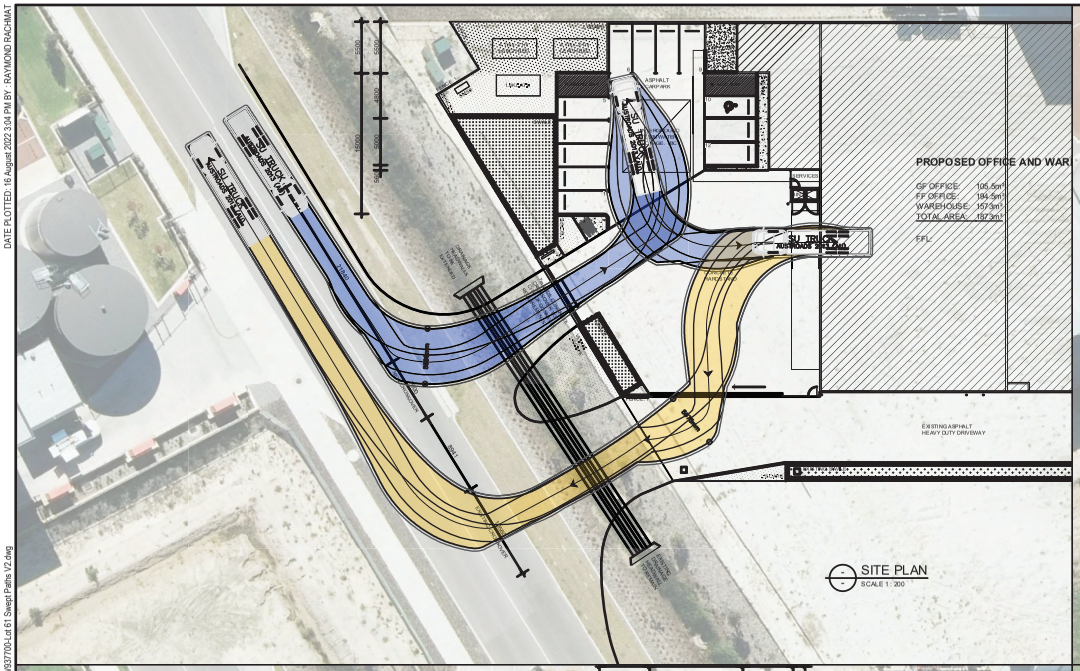
Proposed Warehouse and Incidental Office – Lot 61 (Part Lot 9027) Logistics Boulevard

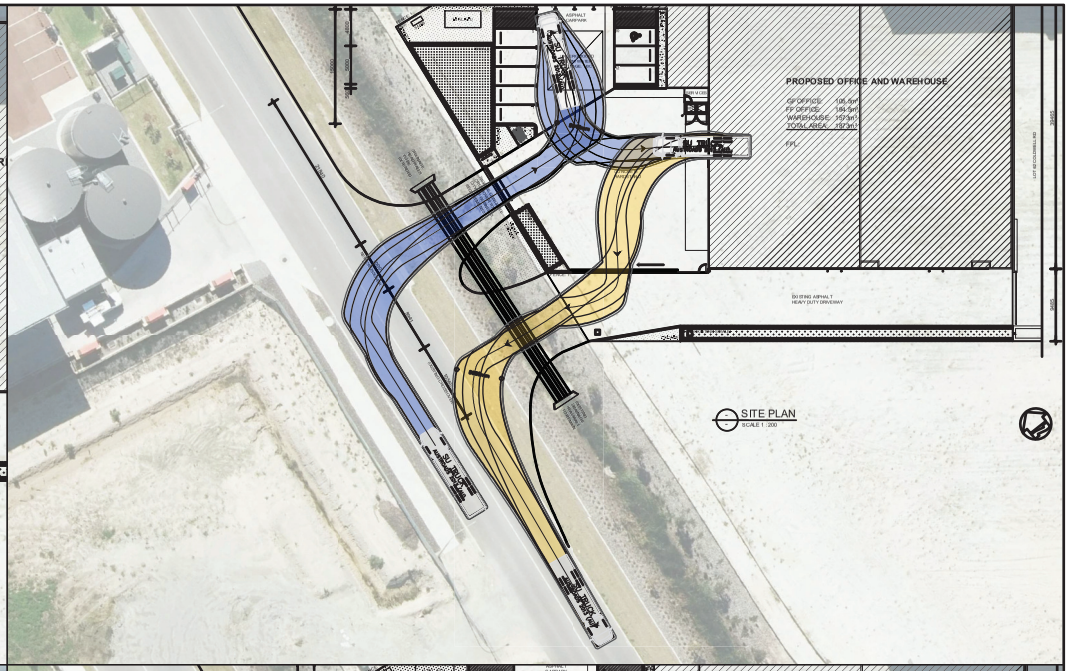
APPENDIX C

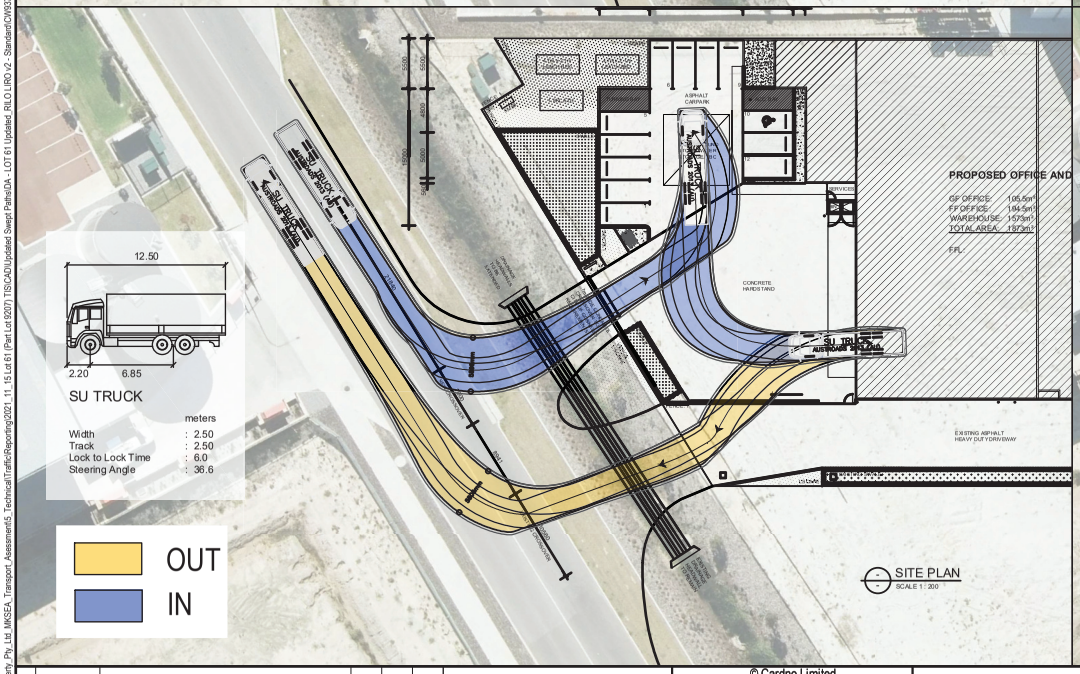
SWEPT PATHS

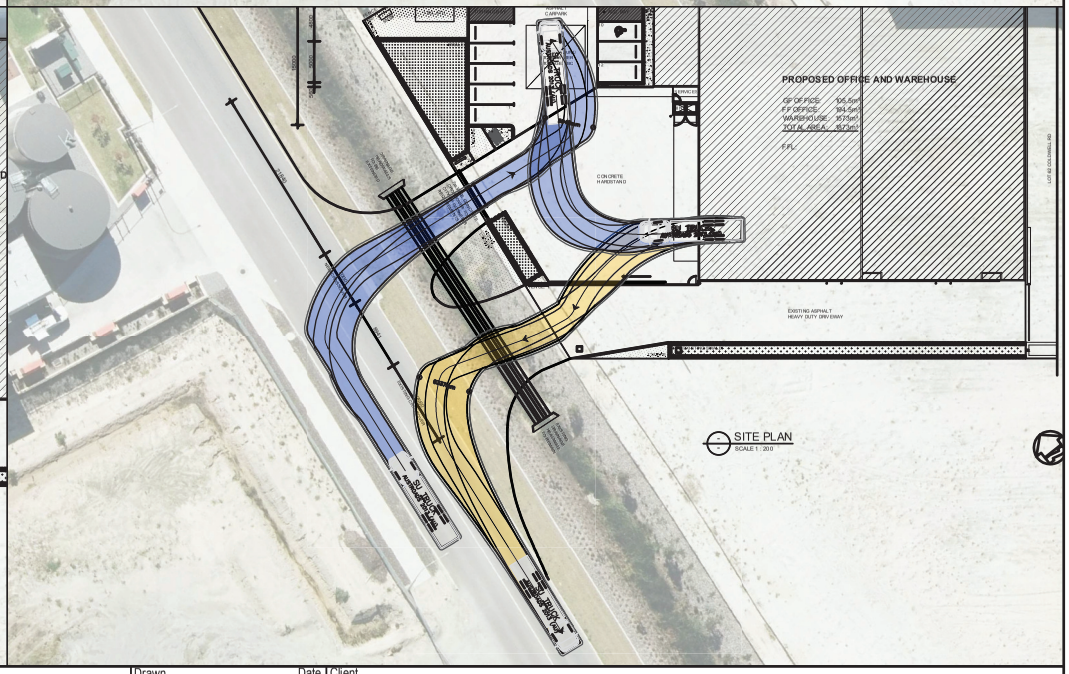
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SU TRUCK

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

OUT

IN

Rev	Date	Description	Des.	Verif.	Appd.

NORTH

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Cardno®
Cardno (WA) Pty Ltd | ABN 77 009 119 000
11 Harvest Terrace
West Perth WA 6005
Tel: 08 9273 3888 Fax: 08 9486 8664
Perth Web: www.cardno.com.au

Drawn	GAB	Date 10-08-2022
Checked	SL	Date 10-08-2022
Designed		Date
Verified		Date
Approved		

Client: HESPERIA PTY LTD

Project: MKSEA TRANSPORT ASSESSMENT
LOT 61 LOGISTICS BOULEVARD

Title: SWEPT PATH ANALYSIS
12.5m SU TRUCK
ACCESS

Status: FOR APRROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Scale: | Size: A3

Drawing Number: CW937700-025-SK02

Revision: A

DATE PLOTTED: 16 August 2022 3:04 PM BY: RAYMOND RACHMAT

XREFs: DA - 11-8-22 (11-08-2022); sur

CAD File: K:\Projects\CW937700_Lnc_Property_Pty_Ltd_MKSEA_Transport_Assessment\5_Technical\Traffic\Reporting\2021_11_15 Lot 61 (Part Lot 9207 TSCADN)\Updated Swept Paths\DA - LOT 61 Updated_RILO (.RC) v2 - Standard\CW937700-Lot 61 Swept Paths V2.dwg

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Version: 1, Version Date: 06/09/2022

About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

Contact

11 Harvest Terrace
Suburb State 6005
Australia

Phone +61 8 9273 3888
Fax +61 8 9486 8664

Web Address
www.cardno.com

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