



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 18 March 2025; 9:30am
Meeting Number: MODAP/68
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/68 – 18 March 2025 – City of Swan](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 22 Talbot Road, Hazelmere – Industry – Light (Workshop) and Ancillary Office – DAP/24/02823
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



ATTENDANCE

DAP Members

Eugene Koltasz (Presiding Member)
Karen Hyde (Deputy Presiding Member)
Agata Cabanek (Specialist Member)
Cr Rod Henderson (Local Government DAP Member, City of Swan)
Cr Charlie Zannino (Local Government DAP Member, City of Swan)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)



PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
- 3. Members on Leave of Absence**
- 4. Noting of Minutes**



PART B – CITY OF SWAN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 22 Talbot Road, Hazelmere – Industry – Light (Workshop) and
Ancillary Office – DAP/24/02823

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lot 22 Talbot Road, Hazelmere – Industry – Light (Workshop) and Ancillary Office

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Rowe Group (Ryan Munyard)
Owner:	Talbot Road Pty Ltd
Value of Development:	\$2,500,000 million
Responsible Authority:	City of Swan
Authorising Officer:	Philip Russell – Manager Statutory Planning
LG Reference:	DA-929/2024
DAP File No:	DAP/24/02823
Application Received Date:	3 December 2024
Report Due Date:	7 March 2025
Application Statutory Process Timeframe:	90 Days (with an additional 2 days agreed)
Attachment(s):	1. Accompanying Plans a) Overall Site Plan – 24/02/25 b) Part Site Plan – 24/02/25 c) Elevations – 24/02/25 d) Solar Panel Array – 24/02/24 e) Outdoor Amenity – 24/02/24 <u>Other reports not subject of approval</u> 2. Overall Master Plan – 24/02/25 3. Planning Report – December 2024 4. Transport Impact Statement – November 2024 5. Landscaping Plan – November 2024 6. Bushfire Attack Level Report – November 2024 7. Endorsed Design Review Report – February 2025 8. Endorsed Chair Review – February 2025 9. Main Roads WA [Response to Council] – February 2025 10. DWER Response – January 2025

Responsible Authority Recommendation

It is recommended that the Metro Outer Development Panel resolves to:

1. **Approve** DAP Application reference DAP/24/02823 and Accompanying Plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Clause 26 of the Metropolitan Region Scheme and Clause 10.3 of the City of Swan Local Planning Scheme No. 17, subject to the following conditions:

Conditions

1. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City of Swan. The plans approved as part of this application from part of the development approval issued.
2. This approval is for a 'Warehouse' and 'Motor Vehicle Repair' as defined under the City of Swan's Local Planning Scheme No.17 and the subject land may not be used for any other use without prior approval of the City of Swan.
3. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.
4. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.
5. Prior to the occupation or use of the development, 43 vehicle parking bays must be provided on the lot in accordance with the approved plans. The design of vehicle parking and access must comply with AS/NZ2890.1 (as amended). Accessible parking bays must comply with AS/NZ2890.6 (as amended).
6. The development shall be connected to reticulated sewer or otherwise provide with onsite effluent disposal system approved by the Department of Health to accommodate a daily volume of wastewater not exceeding 540 litres per 2,000m² of site area.
7. Prior to a building permit being issued, detailed stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Swan.
8. No fluid other than uncontaminated stormwater is to enter any stormwater drain without prior approval from the City of Swan and the Environmental Protection Authority.
9. Prior to the occupation of the development, a detailed landscaping and reticulation plan for the subject site and/or road verge(s) must be submitted to, and approved to, the satisfaction of the City of Swan, and must include the following:
 - a. The location, number and type of proposed trees and shrubs including planter and/or tree pit sizes and planting density

- b. Any lawns to be established
 - c. Any existing vegetation and/or landscaped areas to be retained
 - d. Evidence that the proposed landscaping will not, at maturity, negatively impact the development and adjoining properties; and
 - e. Consideration of the incorporation of *Corymbia Calophylla* (Marri Trees)
10. All landscaping must be fully implemented within the first available planting season after the initial occupation of the development, and maintained thereafter, to the satisfaction of the City of Swan.
 11. Refuse bin areas adequate to service the development must be provided to the satisfaction of the City of Swan prior to occupation or use of the development
 12. All crossovers must be built and maintained in accordance with the City of Swan's specifications
 13. External lighting shall comply with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting
 14. Stormwater discharge shall not exceed pre-development discharge to the Great Eastern Highway (GEH) Bypass Road Reserve.
 15. No structure (including retaining walls and on-site basin) above or below ground shall encroach into the GEH Bypass Road Reserve
 16. No earthworks are to encroach onto the GEH Bypass road reserve.
 17. No works are permitted within the GEH Bypass Road Reserve unless Main Roads has issued a Working on Roads Permit.
 18. No signage component is approved as part of this approved as part of this application.
 19. Prior to the submission of an application for a building permit, the Applicant shall provide a statement outlining suitable sustainability measures to be incorporated into the development. Measures such as natural ventilation, the use of translucent sheeting on workshop walls and the usage of cost-effective initiatives including low carbon concrete, EV charging, recyclable or reusable materials, low energy/low water use fittings, bike parking, motorbike parking and End of Trip facilities are to be considered.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	General Industrial
Structure Plan/Precinct Plan	Hazelmere Enterprise Area Structure Plan (2011)
Structure Plan/Precinct Plan - Land Use Designation	General Industrial
Use Class and permissibility:	'Warehouse' – P, 'Motor Vehicle Repair – P'.
Lot Size:	27,120m ²
Existing Land Use:	Vacant
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:

Rowe Group has applied for the approval of an 'Industry-Light and Ancillary Office' which comprises a primary Workshop and incidental office with associated car parking, wash down bay and hardstand storage areas at Lot 22 Talbot Road, Hazelmere.

It is noted that based on the information provided by Rowe Group that the tenant is 'Vehicle Dealers International', the official Australian distributor of 'Yutong' buses. The proposal involves the receipt of imported buses, which are manufactured overseas, brought to site and stored within the hardstand areas and then prepared for distribution to the associated dealer network or directly to customers via wholesale means. As part of this, the proposal includes the after-sales service of these buses, broadly encompassing checks of hydraulic and brake systems, fuel volumes, and the cleaning of the buses on-site.

Based on this, instead of 'Industry – Light', City Staff consider that it is more appropriate to attribute the use of the land as both a 'Warehouse' and 'Motor Vehicle Repair'.

The development is situated within the rear-leasehold of the subject lot and comprises the following particulars:

- A 1,655m² Gross Floor Area (GFA) Warehouse for the holding, cleaning and final checks of hydraulics, brake systems, fuel volumes and other associated processes related to the preparation of the buses prior to distribution.

- A 200m² ancillary office area for administrative purposes associated with the primary Warehouse area.
- A 252m² covered vehicle wash down bay on the western side of the Warehouse.
- Two (2) 350m² 6m wide awnings totalling an aggregate 700m² to both the north and south sides of the Warehouse.
- 43 lined parking bays, with 35 being within designated staff parking areas and eight (8) being notated as reserve bays and being located within the handstand storage area.
- The containerised deliveries of materials and parts will be delivered on an “as required” basis which is dependent on the anticipated services to be carried out.
- The largest vehicle anticipated to access the site is a 19m long prime mover and semi-trailer vehicles and the swept path for typical entry and exit movements are shown within the Traffic Impact Statement.
- A projected maximum of 13 employees on-site, with 7 being office based and 6 working within the Warehouse component.
- The proposed development is intended to operate between 7am – 4pm on weekdays, with operations at other times as required.

Proposed Land Use	Warehouse, Motor Vehicle Repair
Proposed Net Lettable Area	N/A
Proposed No. Storeys	Single Storey Industrial Building
Proposed No. Dwellings	N/A

Background:

The subject site is formed from the northern portion of Lot 22 Talbot Road, Hazelmere. It covers an area of approximately 10,500m² of a total lot size of 27,120m². The site is currently vacant but was historically used as a fat and bone rendering facility from 1968 until 2011 and has now been remediated for restricted use.

It is situated approximately 350m from the Talbot Road and Stirling Crescent intersection within the existing Hazelmere Industrial Precinct and abut the Great Eastern Highway Bypass Primary Regional Road Reservation to the north. The land ownership of the four (4) lots on the north side of Talbot Road are held by the same entity.

The subject lot is clear of all previous structures and vegetation in anticipation of future development. There is an easement in gross favour of the City of Swan for the purpose of reciprocal access being provided on the titles of Lot 141 and Lot 22 Talbot Road.

Legislation and Policy:

Legislation

Planning and Development Act 2005
 Planning and Development (Development Assessment Panels) Regulations 2011
 Planning and Development (Local Planning Schemes) Regulations 2015
 Metropolitan Region Scheme
 City of Swan Local Planning Scheme No.17

State Government Policies

Government Sewerage Policy
 State Planning Policy 7.0 - Design of the Built Environment
 State Planning Policy 3.7 - Planning in a Bushfire Prone Area.

Structure Plans/Activity Centre Plans

Hazelmere Enterprise Area Structure Plan (2011)

Local Policies

POL-TP-129 Vehicle Parking Standards
 POL-TP-124 Building and Development Standards – Industrial Zones
 POL-LP-1.13 Design Review

Consultation:

Public Consultation

No public consultation was undertaken for this proposal

Referrals/consultation with Government/Service Agencies

The subject property is classified as a contaminated site in accordance with the *Contaminated Sites Act 2003*. As per the requirements under this act, a referral was undertaken to the Department of Water and Environmental Regulation (DWER) for advice as to the suitability of the land for the proposed development.

On the basis of soil investigations, and decreasing trends in nutrients concentrations in the groundwater, the site has been deemed suitable for ongoing commercial/industrial use and has been reclassified under the '*Contaminated Sites Act 2003*' as '*remediated for restricted use*'.

DWER have no objection to the proposal as the development site is considered suitable for the proposed development.

The subject property also abuts a Category No.3 Primary Regional Road Reservation being the Great Eastern Highway Bypass. As such, a statutory referral was undertaken to Main Roads WA.

Main Roads WA advised of no objection towards the proposal, subject to conditions and advice notes pertaining to preventing the Great Eastern Highway Bypass from

being affected by the construction works in terms of both stormwater discharge and in respect to the structural integrity of the Great Eastern Highway Bypass road reserve.

Design Review Panel Advice

This proposal was presented to the Design Review Panel on 4th February 2025 and the Panel subsequently advised:

“The Panel supports the design as an acceptable response to the ten design principles of SPP7. Whilst there remain some areas where there is still scope for improvement in the design, there are areas that could be further considered during the detailed design process, particularly in relation to the sustainability of the development, which offers long-term benefits to both the building owner and the tenant”

Consequently, on the advice of the Panel, the City considers this proposal to satisfy the requirements of ‘State Planning Policy 7.0 Design of the Built Environment’ subject to a condition requiring that the applicant, prior to the building permit stage, submit a sustainability statement addressing the capacity for natural ventilation, the use of energy sensitive materials, and various cost-effective initiatives.

Planning Assessment:

Zoning

The subject land is zoned ‘Industrial’ under the Metropolitan Region Scheme and ‘General Industrial’ under the City of Swan Local Planning Scheme No.17 with a restricted use designation. Restricted Use No.14, as listed under Schedule No.3 of City of Swans Local Planning Scheme No.17, limits the Use Classes listed under the Zoning Table against the ‘General Industrial’ zone and cross references with the symbols of ‘P’, ‘D’, and ‘A’.

Land use classification and permissibility

For the purposes of characterising it under LPS17, this proposal is considered to constitute a ‘Warehouse’ and a ‘Motor Vehicle Repair’ use as it primarily comprises the storage of Yutong Buses for sale by wholesale and subsequent after sales servicing of these vehicles.

‘Warehouse’ is defined under the City of Swan Local Planning Scheme No.17 as

“means premises used to store or display goods and may include sale by wholesale”

‘Motor Vehicle Repair’ is defined under the City of Swan Local Planning Scheme No.17 as

“a premises used for or in connection with –

- a) *Electrical and mechanical repairs, or overhauls, to vehicles; or*
- b) *Repairs to tyres;*

But does not include premises used for recapping or treading of tyres, panel beating, spray painting or chassis reshaping”.

'Warehouse' and 'Motor Vehicle Repair' are both listed as a 'P' use within the 'General Industrial' zone which means that these uses are permitted provided the use complies with the relevant development standards and requirements of the City of Swan Local Planning Scheme No.17.

Incidental use is defined under the City of Swan Local Planning Scheme No.17 as:

“a use of premises which is ancillary and subordinate to the predominant use”

The use of 'Office' would not ordinarily be permitted within the 'General Industrial' zone, but as the office is clearly incidental to the predominant use of 'Warehouse' and 'Motor Vehicle Repair', it is capable of approval.

Restricted Use No.14

The subject site is designated a Restricted Use under the City of Swan's Local Planning Scheme No.17 in which Schedule No.3 lists the particular conditions set with respect to that land. Restricted Use No.14 provides direction on stormwater and effluent disposal, site limitations regarding wastewater generation, stormwater disposal and effluent disposal and requirements for contamination and acid sulphate investigation. With regard to this application, the pertinent conditions for Restricted Use No.14 are listed below:

- Provision of a wastewater management plan which demonstrates that the wastewater generated onsite as a result of the proposed development not exceed a daily volume of 540 litres per 2000m² of site area;
- Development to connect to reticulated sewer where possible or where sewer is not available, connection to an Aerobic Treatment Unit (ATU) or Nutrient Effluent Disposal System where acceptable groundwater depths exist.
- A Stormwater Management Plan submitted to the satisfaction of the Local Government which demonstrates that stormwater can be contained onsite;
- The provision of a landscape plan in association with any stormwater compensation basin;
- Site investigation and remediation report with respect to potential soil and groundwater contamination on site;
- Investigation of ground water levels and requirements for future fill and/or subsoil drainage; and
- Acid sulphate Soils Self-Assessment, soils report and Management Plan.

The plans submitted by the applicant which address the aforementioned conditions are considered acceptable by City of Swan staff, subject to a condition of approval for a detailed stormwater management plan prior to the issuance of a building permit.

Local Planning Policy POL-TP-129 Vehicle Parking Standards

The City of Swan's parking standards policy sets out car parking rates for various types of land uses including both the 'Warehouse' and 'Motor Vehicle Repair' land uses.

The parking rate for the 'Warehouse' land use is 2 spaces per 100 square metres GLA; or 2 spaces per person employed; or a minimum 6 spaces; whichever is greater. For the proposed 2,107m² GLA, it equates to a requirement of 42.14 bays or 43 bays rounded up.

The parking rate for the 'Motor Vehicle Repair' land use is 4 spaces for each working bay plus 1 space per employee. With 5 working bays and 13 employees, it equates to a requirement of 23 bays.

If you were to calculate against the Scheme's technical requirements based on the Gross Leasable Area of both the 'Warehouse' and 'Motor Vehicle Repair' components, the combined required number of parking bays would calculate to be 66 car parking spaces.

City Staff note however that the GLA for both uses reflects the same area, City Staff have subsequently removed the 'Motor Vehicle Repair' parking requirement from the calculation as both uses cannot be used in isolation but are dependent on one another. Further to this, both the Wash Down Bay and the office components are subordinate to the usage of the 'Warehouse' and consequently the 252m² Wash Down Bay and 200m² Office area is factored into the Warehouses GLA when calculating the parking requirements.

Proposed Land Use	Parking Requirements	Yield	Parking Required	Parking Provided
Warehouse	2 spaces per 100m ² GLA; or 2 spaces per person employed; or a minimum of 6 spaces; whichever is greater	2,107m ²	43	43

Traffic and Site Access

This application proposes vehicular access for both light and heavy vehicles up to a maximum length of 19m into an internal circulatory road via a 12m wide two-way private driveway off Talbot Road. This private driveway area will be split equally between Lot 141 and Lot 22 (Lot 141 is directly east of the development). The purpose of the driveway down the boundary of the two (2) Lots is to minimise the number of crossovers to Talbot Road.

The applicant has prepared a Traffic Impact Statement (TIS) in support of this proposal, to affirm that the traffic volumes during peak operative periods can be adequately covered within the site and the existing road network. As part of this, the applicant contends that the number of buses (whether for detailing and preparing for sale, or servicing) arriving and departing from site would fluctuate, with the number being principally dependent on the number of buses arriving due to prior importation orders by the tenant.

In the absence of site-specific trip rates with respect to the numbers of vehicles per day entering and exiting the site, the submitted TIS calculates the typical AM and PM peak hour trip rates based on the GFA of the Warehouse in accordance with Table 1 of the *WAPC Transport Impact Assessment Guidelines Volume 5 – Technical Guidance*.

Based on this, the TIS contends the following:

- The proposed development and its associated low-level traffic generation can be accommodated on the surrounding existing road network and intersections.
- Based on a swept path analysis of the entry, exit and manoeuvring through the site, the development demonstrates all vehicles movements up to 19m in length are achievable.
- Based on a GFA of 2,107m², the development is expected to generate up to 21 two-way vehicle movements in either of the AM and PM peak hour periods which equates to approximately an additional vehicle for every three minutes during the morning and evening peak hour periods; and
- The proposed site layout complies with applicable traffic engineering standards and provides suitable accessibility for all design vehicles up to and including 19m long prime mover and semi-trailer vehicles. Talbot Road is currently approved for larger vehicles restricted to operate on the RAV 4 Network of which this development is not expected to generate.

City of Swan staff are satisfied with the above contentions inclusive of the capacity of Talbot Road to accommodate the estimated traffic generated as a result of this proposal.

Local Planning Policy POL-TP-124 Building and Development Standards – Industrial Zones

The City of Swan's Policy POL-TP-124 Building and Development Standards – Industrial Zones establishes building and development standards within Industrial zoned land in the City of Swan and seeks to ensure development is consistent with the objectives of the zone. With regard to the proposed development, assessment against the City of Swan's Development Standards is included in the table below:

General Industrial Zone	Lot Frontage	Minimum Setback from Boundary			Maximum Plot Ratio	Landscaping
		Front	Side	Rear		
Required	30m	9m	Nil	Nil	0.6:1	10% of total site area.
Provided	134.58m	137m	24.77m	14.65m	0.2:1 (2,107m ²)	16.5% (1,735m ² including landscaped drainage basin)

The proposed development sufficiently demonstrates compliance against the Building and Development Standards. The applicant has supplied a tree planting schedule to reinforce the proposal within the context of landscaping by showing location, quantity and density of proposed vegetation. The opportunity to appropriately vegetate the subject lot in this manner is supported by the City of Swan staff. This would require the formulation of a Landscaping Plan to the satisfaction of the City of Swan as a condition of approval of the proposed development.

The warehouse will be constructed using a combination of painted concrete panels and Colorbond metal sheeting. The incidental office is positioned at the front of the warehouse building and will be constructed using a combination of sand finish render and Smoke Silver Metallic Ultrabond cladding.

The façade selections for the warehouse and incidental office is considered to meet the intent of the City of Swan's Industrial Development Standards concerning facades, it presents as simple and aesthetically pleasing where visible from Talbot Road and is consistent with its surrounds.

Bushfire

The northern portion of Lot 22, which encompasses the subject development site is bushfire prone and is therefore subject to the provisions of State Planning Policy 3.7 – Planning in Bushfire Prone Areas.

The applicant has submitted a Bushfire Attack Level Assessment Report of which determines the level of fire risk to be BAL-19. The Department of Fire and Emergency Services (DFES) bushfire prone mapping layer designates the area from the Great Eastern Highway Bypass as the location of the bushfire risk. The road reservation area fronting the Lot 22 has been cleared in relation to the Main Roads WA Great Eastern Highway Bypass Interchange Project.

The development proposal does not include the retention of any existing vegetation on site which may generate the requirements of an appropriate Asset Protection Zone or Hazard Separation Zone and there is no indication the development will include the storage of dangerous goods on site which may classify the development as a high-risk land use.

Accordingly, the fact the development is neither a high-risk nor a vulnerable land use, with the road reservation cleared in its entirety to facilitate the Main Roads WA Interchange Project, City of Swan staff are satisfied bushfire will not be problematic and do not consider it necessary for a Bushfire Management Plan to be submitted.

Signage

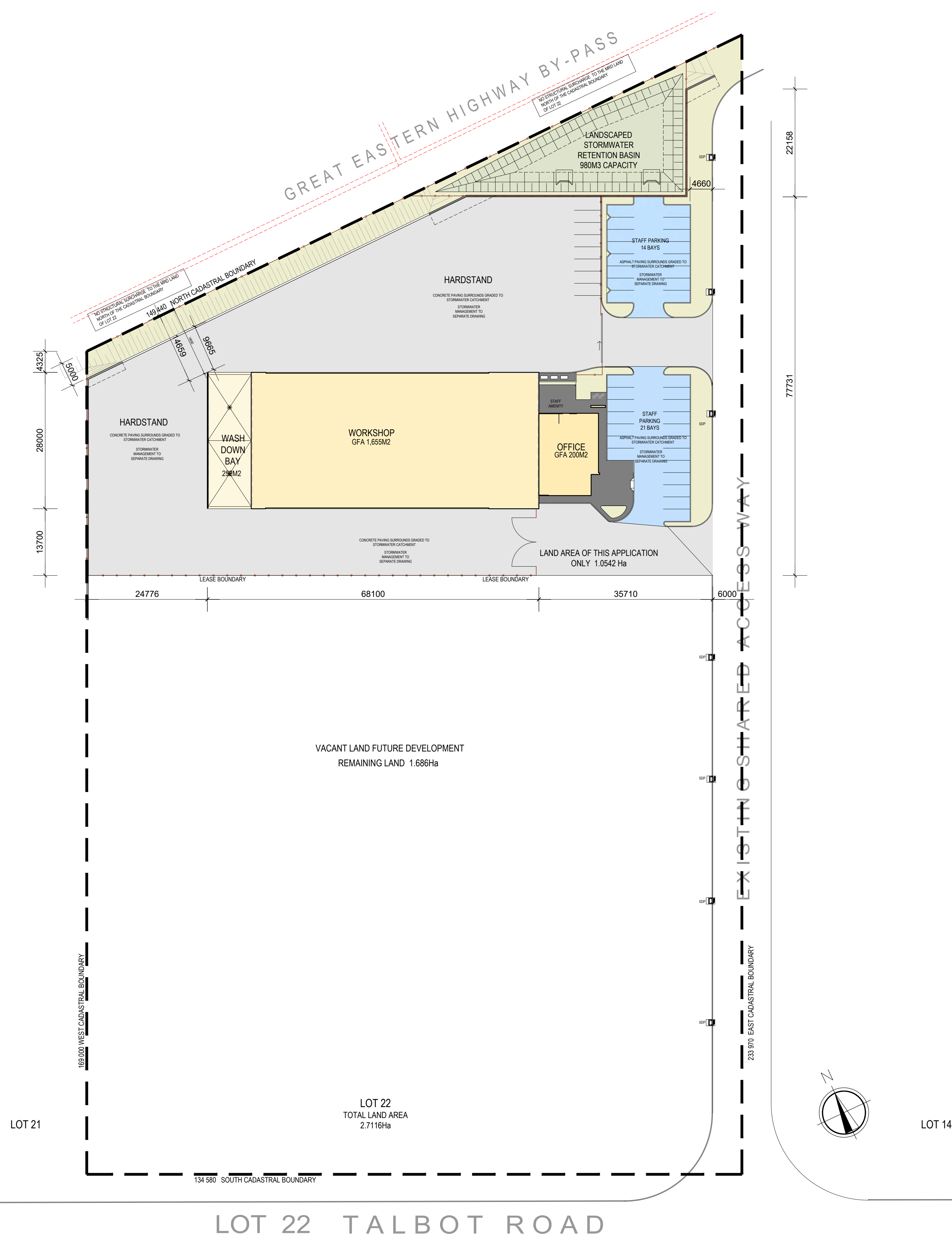
No signage is proposed as part of this development application. Any future signage proposed is pursuant to exemption criteria within Schedule 5A of the City of Swan's Local Planning Scheme No.17.

Conclusion:

The application seeks approval for a 'Warehouse' and 'Motor Vehicle Repair' facility as part of a 10,500m² rear leasehold located at Lot 22 Talbot Road, Hazelmere. The subject land is zoned 'General Industrial' under the City of Swan Local Planning Scheme No.17 and 'Warehouse' and 'Motor Vehicle Repair' are 'P' uses within this zone.

It was referred to the Main Roads WA, Department of Water and Environmental Regulation and the City of Swan Design Review Panel of which were either fully or conditionally supportive of the proposal. The application is considered to accord with the Hazelmere Enterprise Area Structure Plan and the City of Swan's Industrial Development Standards.

In light of the above, the City of Swan resolves to recommend approval.



LOT 22 TALBOT ROAD

OVERALL SITE PLAN

SCALE 1:500



AERIAL VIEW



EAST



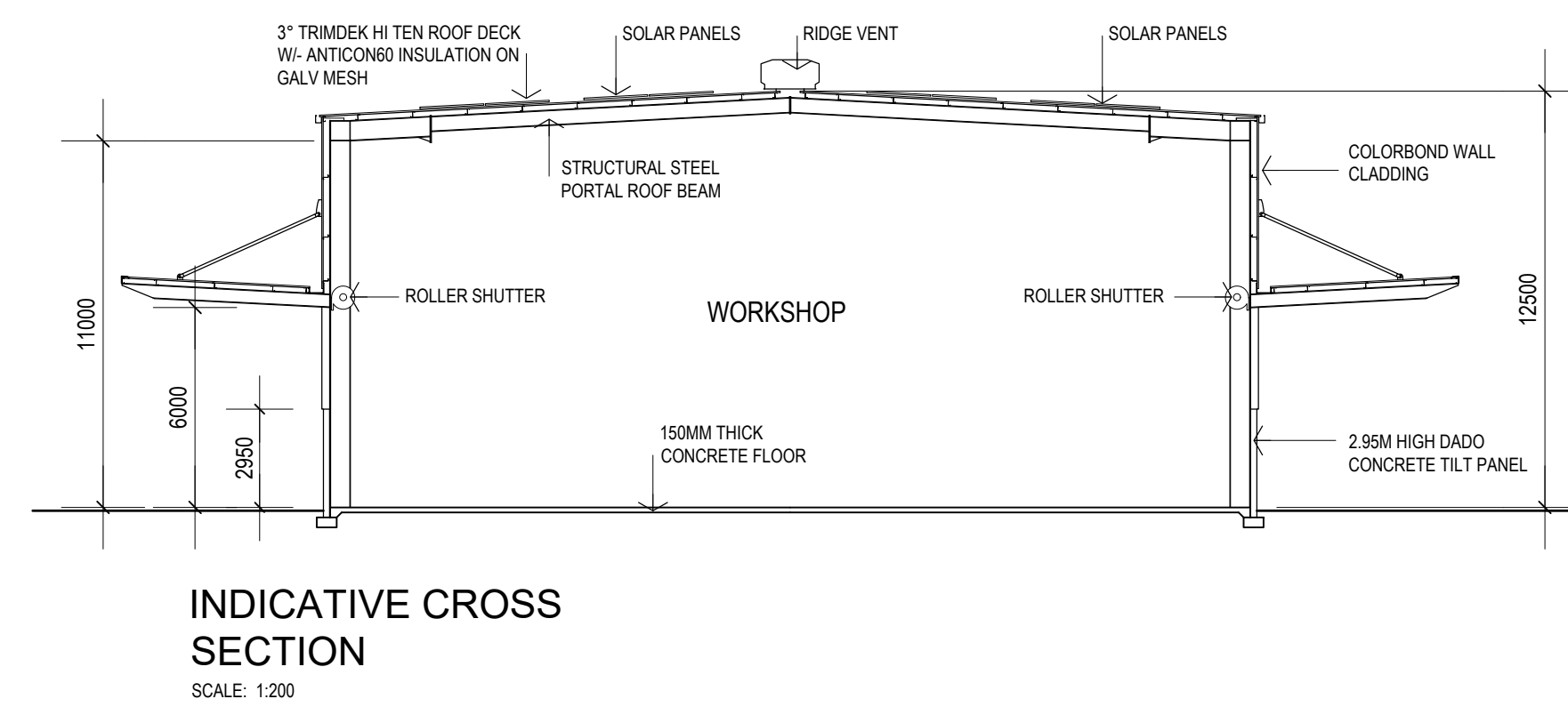
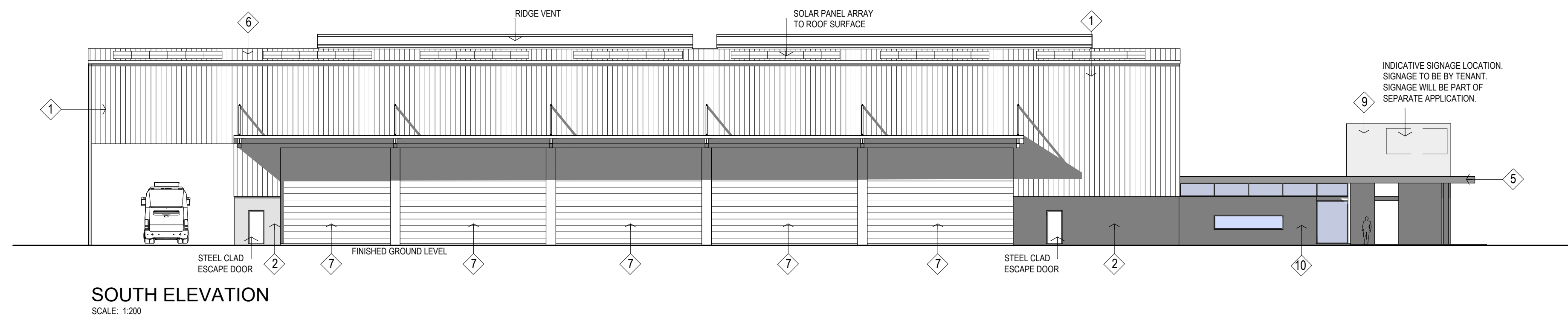
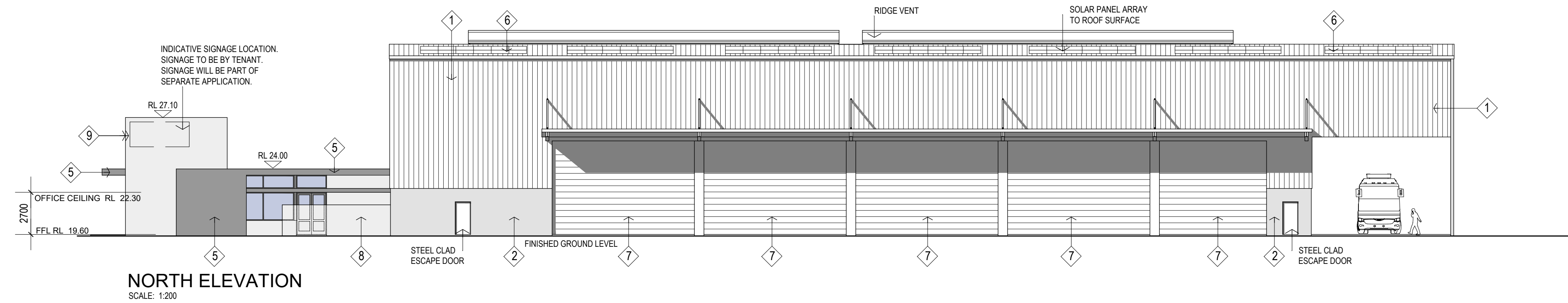
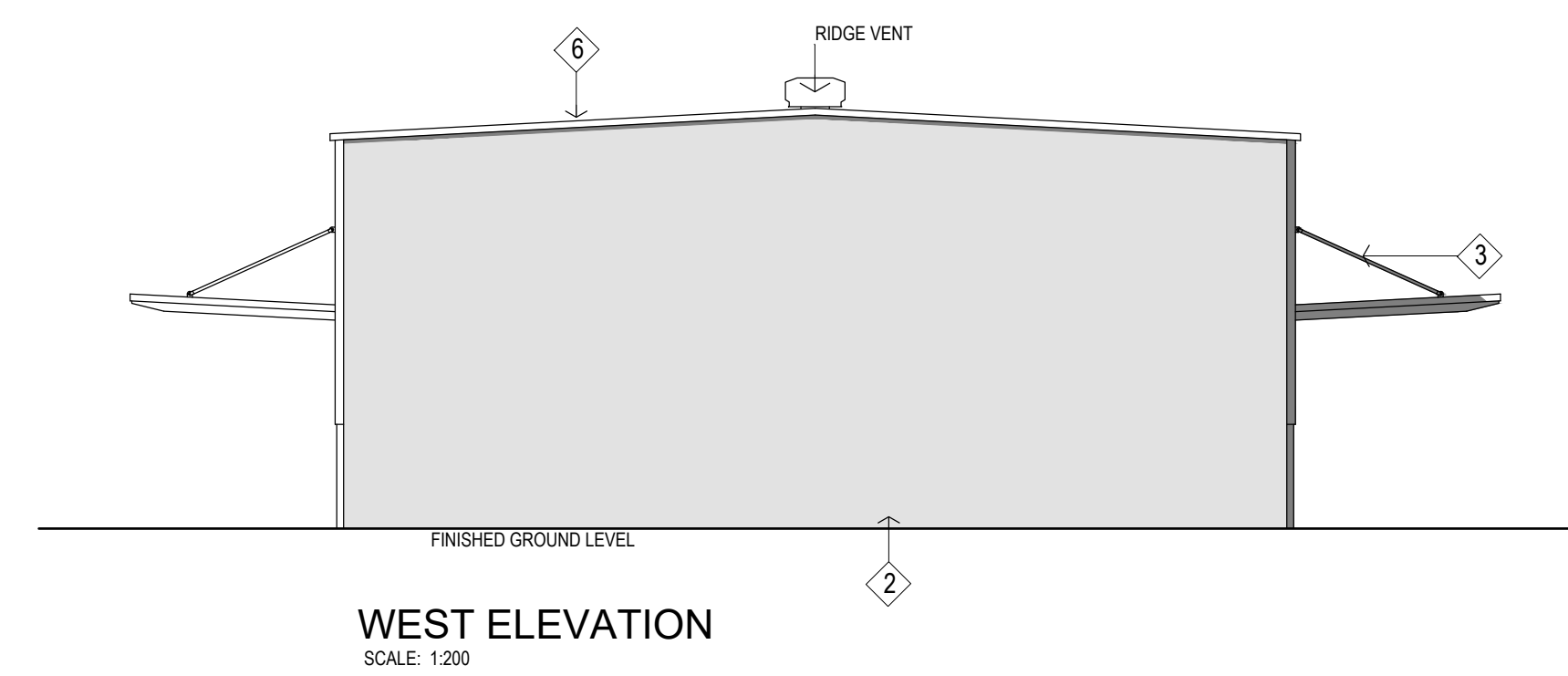
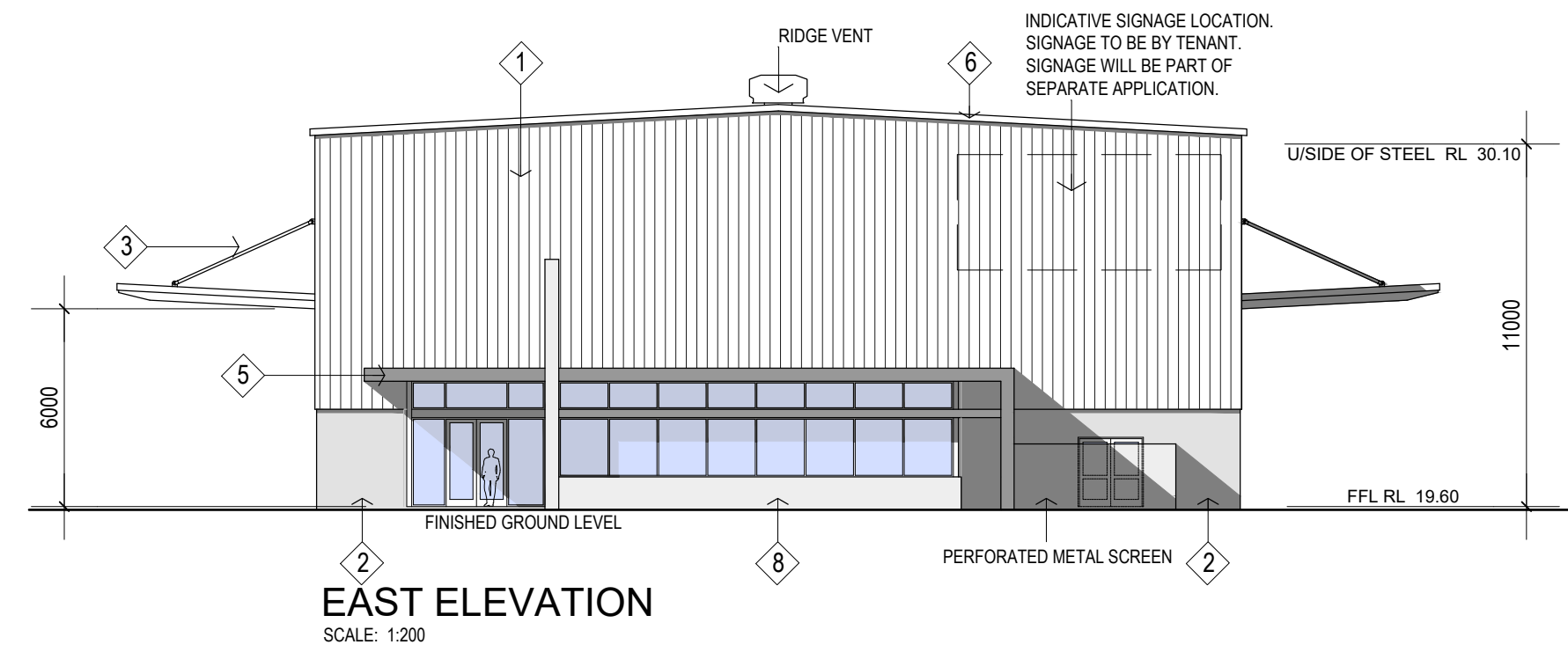
NORTH EAST



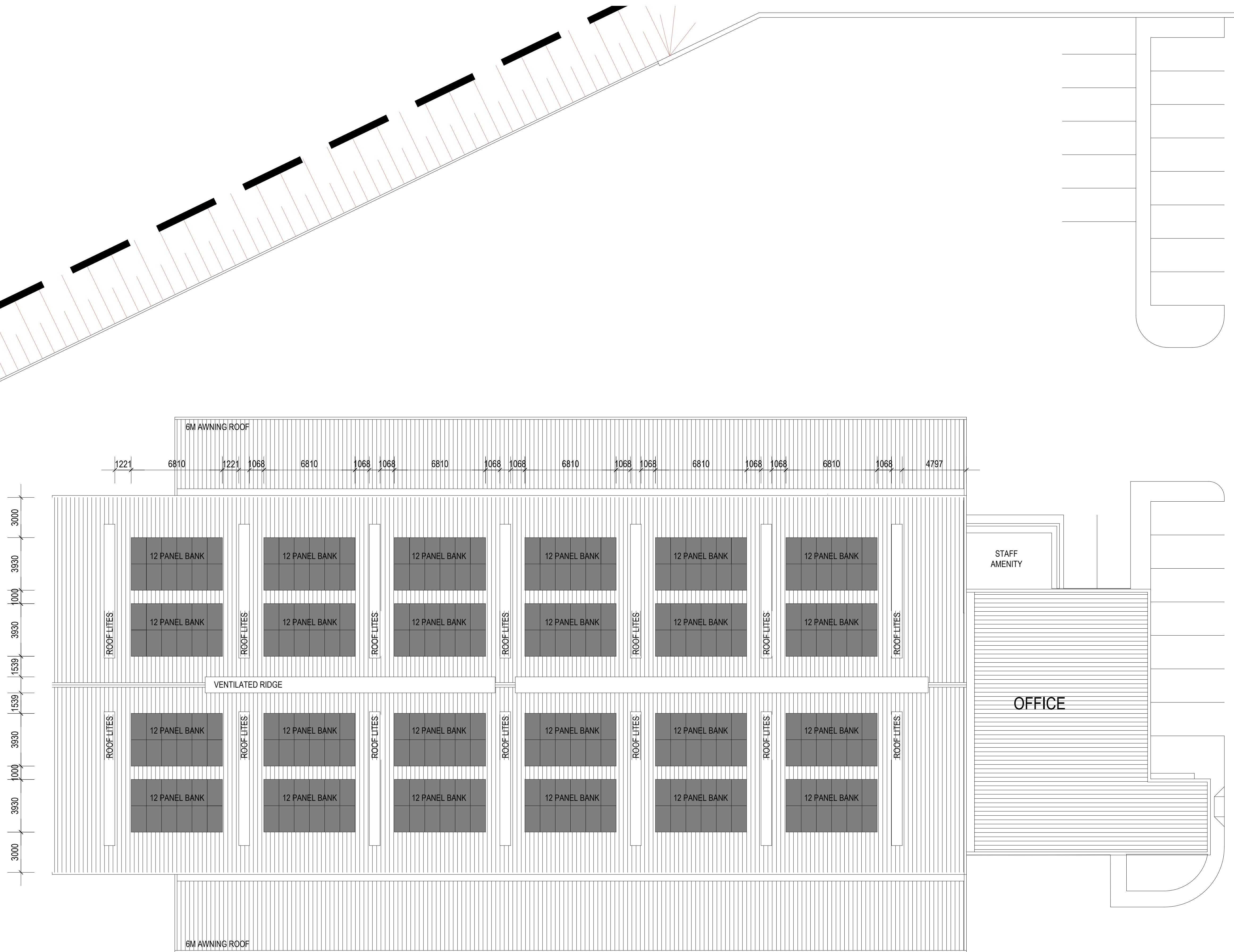
SOUTH EAST

PERSPECTIVE VIEWS

NOTE: PLANT SPECIES INDICATIVE ONLY.

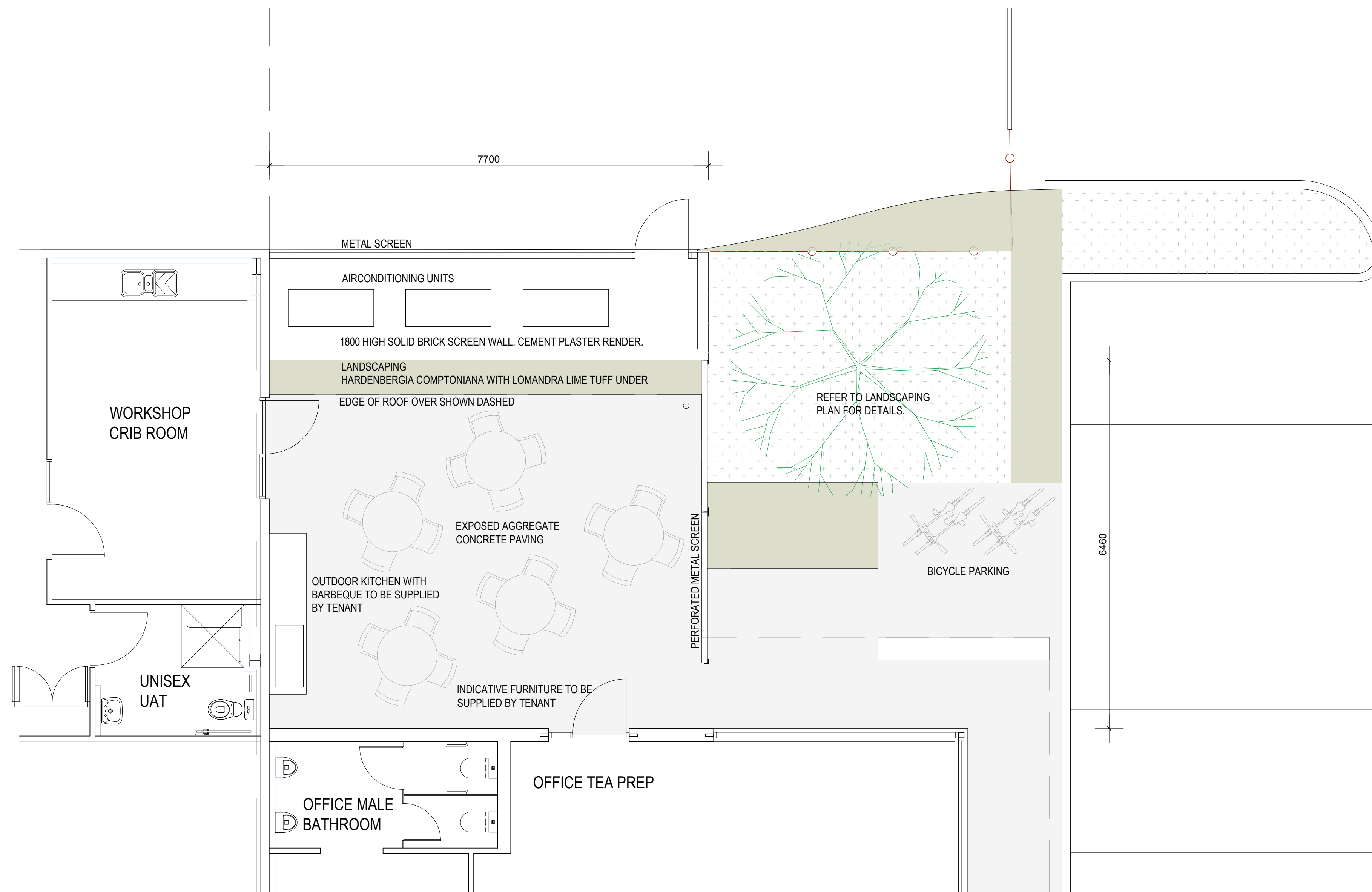


FINISHES SCHEDULE	
①	COLORBOND WALL CLADDING Colour: Shale Grey
②	PAINTED CONCRETE TILT PANEL Colour: Dulux Monument
③	PAINTED STRUCTURAL STEEL Colour: Dulux Ferrodor Natural
④	COMMERCIAL GRADE ALUMINIUM WINDOW & DOOR JOINERY Colour: Bronze Anodised
⑤	ULTRABOND CLADDING Colour: Smoke Silver Metallic
⑥	ZINCALUME ROOF DECK
⑦	AUTOMATED ROLLER SHUTTERS Colour: Dulux Shale Grey
⑧	SAND FINISH RENDER - PAINTED Colour: TBC
⑨	SAND FINISH RENDER - PAINTED Colour: Feature colour TBC
⑩	FEATURE WALL PANELING Colour: Timber look aluminium - Ash



INDICATIVE SOLAR PANEL ARRAY

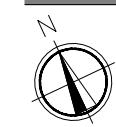
SCALE 1:250



OUTDOOR AMENITY PLAN

SCALE 1:50





TALBOT ROAD ESTATE PLAN

SCALE 1:1000

Proposed Workshop (Industry - Light) and Ancillary Office

Lot 22 Talbot Road, Hazelmere

Version	File Name	Prepared	Approved	Date
1	9958_20241203_R_gh.docx	Ryan Munyard	George Hajigabriel	3 December 2024

This Report has been authorised by;



George Hajigabriel
Director



Ryan Munyard
Senior Town Planner



Jamie Baxter
Quality Control



CONTACT ROWE GROUP

p 9221 1991 **e** info@rowegroup.com.au **w** rowegroup.com.au
a 3/369 Newcastle Street, Northbridge 6003

Although all care has been taken on the compilation of this document Greg Rowe Pty Ltd and all parties associated with its preparation disclaim any responsibility for any errors or omissions. The right is reserved to change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Greg Rowe Pty Ltd for any loss or damage which may be sustained by any person acting on this document.

© 2024 Greg Rowe Pty Ltd All Rights Reserved. Copyright in the whole and every part of this document belongs to Greg Rowe Pty Ltd and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of Greg Rowe Pty Ltd.

Contents

1.	Introduction	1
2.	Description of Site	2
2.1	Location	2
2.2	Cadastral Information	2
2.2.1	Memorial	2
2.3	Site History	3
3.	Description of Proposal	7
4.	Town Planning Considerations	8
4.1	Zoning	8
4.1.1	Metropolitan Region Scheme	8
4.1.2	City of Swan Local Planning Strategy	8
4.1.3	Local Planning Scheme No. 17	8
4.1.4	Schedule 3 ('Restricted Uses')	9
4.1.5	Draft Local Planning Scheme No. 18	9
4.2	State Planning Policies	13
4.2.1	Draft State Planning Policy 2.9 - Planning for Water	13
4.2.2	State Planning Policy 3.7 - Bushfire	13
4.3	Local Planning Policies	16
4.3.1	POL-TP-124 - Building and Development Standards - Industrial	16
4.3.2	POL-TP-129 - Vehicle Parking Standards	17
5.	Other Technical Considerations	18
5.1	Traffic	18
5.1.1	Current Partial Closure of Talbot Road	19
5.2	Stormwater	19
5.3	Reticulated Sewerage	19
6.	Conclusion	21

Figures

1.	Regional Location	4
2.	Local Context	5
3.	Site Plan.....	6
4.	MRS Zoning Plan.....	10
5.	LPS17 Zoning Plan.....	11
6.	Draft LPS18 Zoning Plan	12
7.	Draft SPP2.9 Mapping.....	14
8.	Bushfire Prone Area Mapping.....	15

Tables

1. Project Team
2. Industrial Standards LPP Requirements
3. Parking LPP Requirements

Attachments

1. Certificate of Title and Deposited Plan
2. DWER Basic Summary of Records
3. ASIC Company Extract
4. Proposed Development Plans (including Landscaping Plan)
5. Environmental Status Report
6. Groundwater Management Advice
7. Bushfire Attack Level Report
8. Transport Impact Statement
9. Stormwater and Wastewater Management Plans
10. Private Sewerage Main Capacity Advice

1. Introduction

Rowe Group acts on behalf of 'Talbot Road Pty Ltd' (our **client**), which owns Lot 22 Talbot Road, Hazelmere (**subject site** or **site**).

Our client has instructed us to prepare and lodge this Application for Development Approval (**Application**) with the Metro Outer Development Assessment Panel (**DAP**). This Application proposes a Workshop (Industry – Light) and ancillary Office for the subject site with associated car parking, wash down bay and hardstand storage areas (**Proposal**). The Proposal will be connected to the existing private reticulated sewerage network abutting the subject site.

In support of the Application, please find attached the following:

- Certificate of Title (**CT**), Deposited Plan (**DP**) and Memorial;
- DWER Basic Summary of Records;
- Company ASIC Extract;
- Proposed Development Plans (including Landscaping Plan);
- Environmental Status Reporting;
- Groundwater Management Advice;
- Bushfire Attack Level Report;
- Transport Impact Statement;
- Stormwater and Wastewater Management Plans; and
- Private Sewerage Main Capacity Advice

Justification in support of this Application is provided within the relevant sections of this Report.

This Development Application has been prepared by a multi-disciplinary project team, made up of the following consultants:

Discipline	Consultant
Design and Landscaping	CDM
Bushfire	Bushfire Smart
Environmental	Emerge Associates
Groundwater, Stormwater and Wastewater Management	M J Wynne & Associates
Town Planning	Rowe Group
Traffic	PJA Australia

Table 1: Project Team

2. Description of Site

2.1 Location

The subject site is located within the City of Swan (**City**) local government municipality, approximately 14km north-east of the Perth Central Business District and 4km east of the Swan River.

Refer **Figure 1 - Regional Location**.

The Great Eastern Highway Bypass abuts the northern boundary of the site. Rowe Highway is approximately 1km to the east of the site.

The site fronts Talbot Road, which provides public road access to the site and is a cul-de-sac. Talbot Road connects via Stirling Crescent to the wider Perth metropolitan region.

Refer **Figure 2 - Local Context**.

The subject site is vacant and has been cleared to accommodate future development on-site. As present, there is a communal “crushed road base” accessway straddling the site’s eastern lot boundary with the abutting Lot 141 Talbot Road (also owned by our client), in anticipation of this accessway being sealed.

Refer **Figure 3 - Site Plan**.

2.2 Cadastral Information

The subject site has an area of approximately 2.71 ha and comprises one land parcel, being:

- Lot 22 on Deposited Plan 73040, Certificate of Title Volume 2814 Folio 698.

Refer **Attachment 1 - Certificate of Title, Deposited Plan and Memorial**.

2.2.1 Memorial

Memorial N641985 is registered on Title as the site has been classified as ‘*Remediated for restricted use*’ in accordance with the *Contaminated Sites Act 2003 (CS Act)*.

The Department of Water and Environment Regulations (**DWER**) associated Basic Summary of Records (**BSR**) states the following for the site:

“...

The land use of the site is restricted to commercial/industrial use, which excludes sensitive uses with accessible soil such as childcare centres, kindergartens, pre-schools and primary schools. The site should not be developed for a more sensitive use such as recreational open space; residential use or childcare centres without further contamination assessment and/or remediation.

Due to the nature and extent of groundwater contamination identified to date, the abstraction of groundwater for any purpose other than analytic testing or remediation is not recommended

...”

Refer **Attachment 2 - DWER Basic Summary of Records**.

2.3 Site History

On 20 February 2023, the former Metro Outer JDAP approved a development application for 2 Warehouses on the abutting eastern Lot 141 Talbot Road (*ref. MOJDAP/230*) (**Abutting JDAP Approval**). This approval is currently being implemented and the buildings are currently under construction.

Condition 12 of the Abutting JDAP Approval states:

"Prior to a building permit being issued, an easement in gross in favour of the City of Swan for the purpose of reciprocal access shall be provided on the title of Lot 141 and Lot 22 Talbot Road, Hazelmere. The easement will be located on the boundary as shown on the approved plans. The applicant shall pay all costs associated with preparing all documentation and lodgement of the easement on the title."

Pursuant to Regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*, Condition 12 was subsequently modified by the City under delegation (*City's ref. DA-676/2022/C*) to allow the easement to be provided prior to occupation.

The "shared" accessway associated with Condition 12 is reflected in the proposed development plans of this Application.



0 4000m
SCALE @ A4: 1:150,000



FIGURE 1
REGIONAL LOCATION



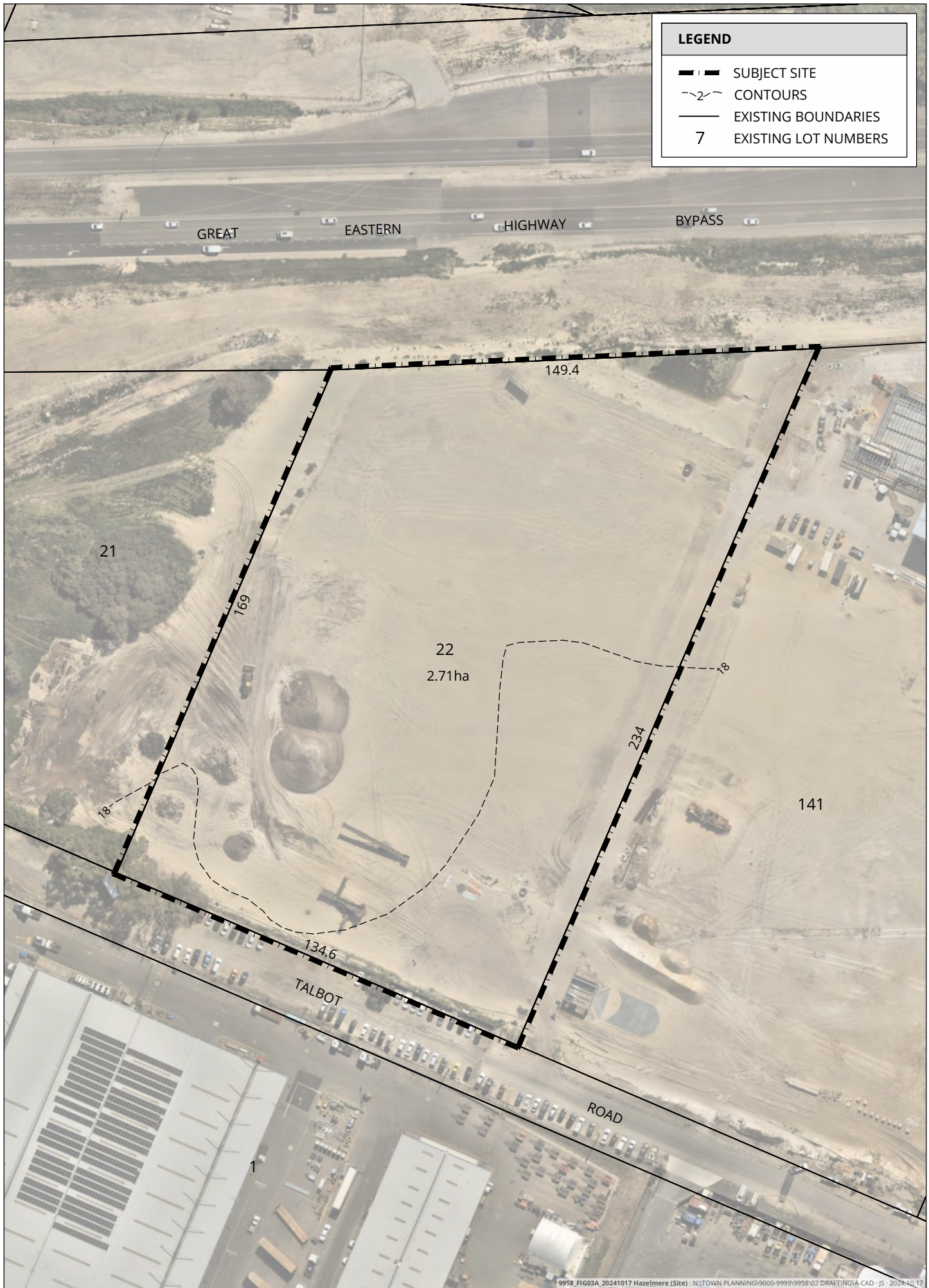
9958_FIG02A_20241018 Hazelmere (Local) - N:\TOWN PLANNING\9000-9999\9958\02 DRAFTING\A-CAD-JS- 2024.10.18



0 500m
SCALE @ A4: 1:20,000



FIGURE 2
LOCAL CONTEXT



0 50m
SCALE @ A4: 1:1500



FIGURE 3
SITE PLAN

3. Description of Proposal

This Application proposes a Workshop (Industry – Light) and ancillary Office for the subject site with associated car parking, wash down bay and hardstand storage areas. The building is intended to be used by the prospective tenant, 'Vehicle Dealers International', which is the official Australian distributor of 'Yutong' buses and all genuine Yutong Spare Parts.

Representing an intended Perth-branch of the national distributor network, the Proposal involves the receipt of imported buses, which are manufactured overseas. The buses are brought to site "under their own steam" and initially stored within the hard stand areas. The buses are then prepared for distribution to the associated dealer network, or in some cases direct to customers via wholesale means. The preparation typically involves cleaning the buses and a final check of hydraulic, brake systems, fuel volume, confirmation of paperwork (certificates and registration/transactional details) etc.

In addition, the Proposal involves after-sales service of Yutong buses. However, this tends to be on a limited scale as approximately 80% of the vehicles sold operate in regional areas and do not return to site for servicing (based on existing business statistics). Notwithstanding, the building has been designed to accommodate up to 10 buses per week for servicing.

The Workshop has a 1,655m² Gross Floor Area (**GFA**), with an associated 200m² ancillary office component with staff amenities area. The building will be concrete tilt panel construction with Colorbond cladding. Car parking is located in front of the office component and will be surrounded by landscaping. Attached to the rear of the warehouse is a 252m² covered vehicle wash down bay. The immediate surrounds of the workshop are to be used for hardstand/storage purposes.

At the rear of the site, in the north-east corner, is a landscaped stormwater retention basin with a 980m³ capacity.

The Proposal has been designed on the basis that the building will be connected to the existing private reticulated sewerage network abutting the subject site.

Refer **Attachment 4 - Proposed Development Plans**.

4. Town Planning Considerations

4.1 Zoning

4.1.1 Metropolitan Region Scheme

The subject site is zoned 'Industrial' pursuant to the *Metropolitan Region Scheme*.

Refer **Figure 4 - MRS Zoning Plan**.

4.1.2 City of Swan Local Planning Strategy

The City's *Local Planning Strategy (LP Strategy)* was endorsed by the Western Australian Planning Commission (**WAPC**) in August 2020.

Amongst other things, the LP Strategy (Section 3.3 – Economy and Employment) identifies that *"Within the City, Bullsbrook South and Hazelmere are considered to be strategic industrial areas and ... Hazelmere South have been identified as potential medium-term non-heavy industrial sites with a zoning time-frame of 4 to 10 years."*

The LP Strategy includes a number of actions/responses regarding the above including *"Promote and facilitate the Hazelmere industrial area consistent with Perth and Peel @3.5million."*

As the Proposal involves the development of the site for industrial purposes, it is consistent with the LP Strategy and is therefore acceptable.

4.1.3 Local Planning Scheme No. 17

The site is zoned 'General Industrial' pursuant to the City's *Local Planning Scheme No. 17 (LPS17 or Scheme)*.

Refer **Figure 5 - LPS17 Zoning Plan**.

As stated previously, the predominate aspect of the Proposal involves a Workshop ('Industry – Light') which is defined in LPS17 as follows:

Industry – Light:

"means an industry —

- (a) in which the processes carried on, the machinery used, and the goods and commodities carried to and from the premises do not cause any injury to or adversely affect the amenity of the locality; and*
- (b) the establishment or conduct of which does not, or will not, impose an undue load on any existing or proposed service for the supply or provision of essential services."*

The Scheme Zoning Table prescribes Industry – Light as a discretionary ('D') use within the General Industrial zone, meaning *"... the use is not permitted unless the local government has exercised its discretion by granting planning approval"*.

Whilst it could be argued that aspects of the Proposal should instead be classified as 'Motor Vehicle Repair' or 'Motor Vehicle, Boat or Caravan Sales' (as defined within LPS17), there are nuances to the Proposal, meaning it most appropriately fits within the Industry – Light definition. This is because an Industry – Light use can accommodate each aspect; being the proposed storage, washing, sales/delivery preparation and servicing of buses (and noting that the Proposal will not create any adverse external amenity impacts).

Notwithstanding the above, it is noted that the current (and proposed future) zoning of the subject site prescribes possible alternative classifications as either permitted or discretionary uses.

4.1.4 Schedule 3 ('Restricted Uses')

Schedule 3 ('Restricted Uses'), No. 14 of LPS17 (**RU14**) contains a series of conditions for the subject site which *inter alia* relate to;

- a restriction to 'dry industry' uses (unless the site is connected to reticulated sewerage);
- provision of a wastewater management plan (if on-site effluent disposal is proposed), stormwater management plan and a landscape plan to accompany each development application;
- (if required) provision of a site investigation/remediation report (on the advice of DWER); and
- Provision of a potential acid sulphate soils (**ASS**) 'self-assessment' investigations (on the advice of DWER) to accompany each development application.

An Environmental Status Report (**ESR**) has been prepared by Emerge Associates in response to the above.

Refer **Attachment 5 - Environmental Status Report**.

In summary, the ESR advises that;

- The DWER '*Remediated for restricted use*' classification is due to the presence of elevated concentrations of nutrients in groundwater, primarily beneath the adjacent Lot 141. This classification was finalised after the cessation of the historic rendering plant use;
- The site is suitable for commercial/industrial uses without restriction (as stated within the BSR), meaning Condition 8 of RU14 has been satisfied; and
- Construction works will not require dewatering. Accordingly, there is no reasonable likelihood that ASS would be disturbed by the construction. As such, a further ASS investigation/management plan is not required, which satisfies Condition 10 of RU14.

With respect to Condition 9 of RU 14 (which relates to the investigation of ground water levels and fill/subsoil drainage requirements), this has been addressed via the Groundwater Management Advice prepared by M J Wynne & Associates.

Refer **Attachment 6 - Groundwater Management Advice**.

In summary, the Groundwater Management Advice advises that;

- A net improvement to groundwater will be achieved by the treatment of surface water runoff via Water Sensitive Urban Design protocols to reduce total nutrient load; and
- The development will avoid intercepting or altering the level and behaviour of existing groundwater flows (no subsoil drainage or imported fill is required site).

Based on the above, the Proposal is acceptable with respect to Schedule 3 of the Scheme.

4.1.5 Draft Local Planning Scheme No. 18

Under the City's draft *Local Planning Scheme No. 18* (**Draft LPS18**), the site is proposed to be zoned 'General Industry' and to maintain its 'Restricted Uses' conditions.

Refer **Figure 6 - Draft LPS18 Zoning Plan**.

Notwithstanding some overall changes within Draft LPS18 reflect contemporary land use terminology (and corresponding minor wording changes to land use definitions), the use permissibilities would be the same as LPS17 (i.e. discretionary).

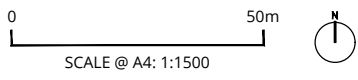
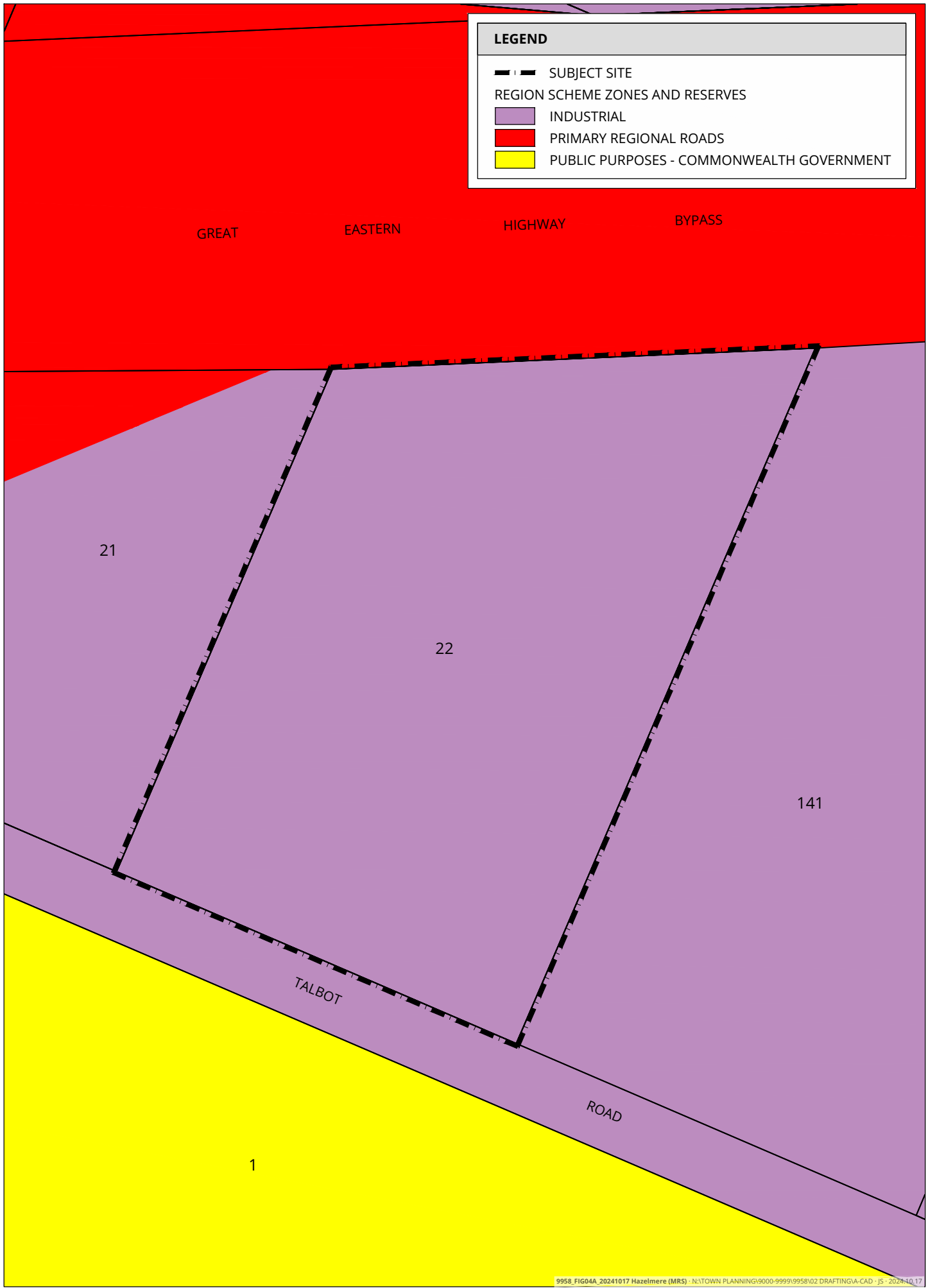


FIGURE 4
METROPOLITAN REGION SCHEME ZONING

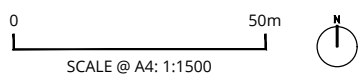
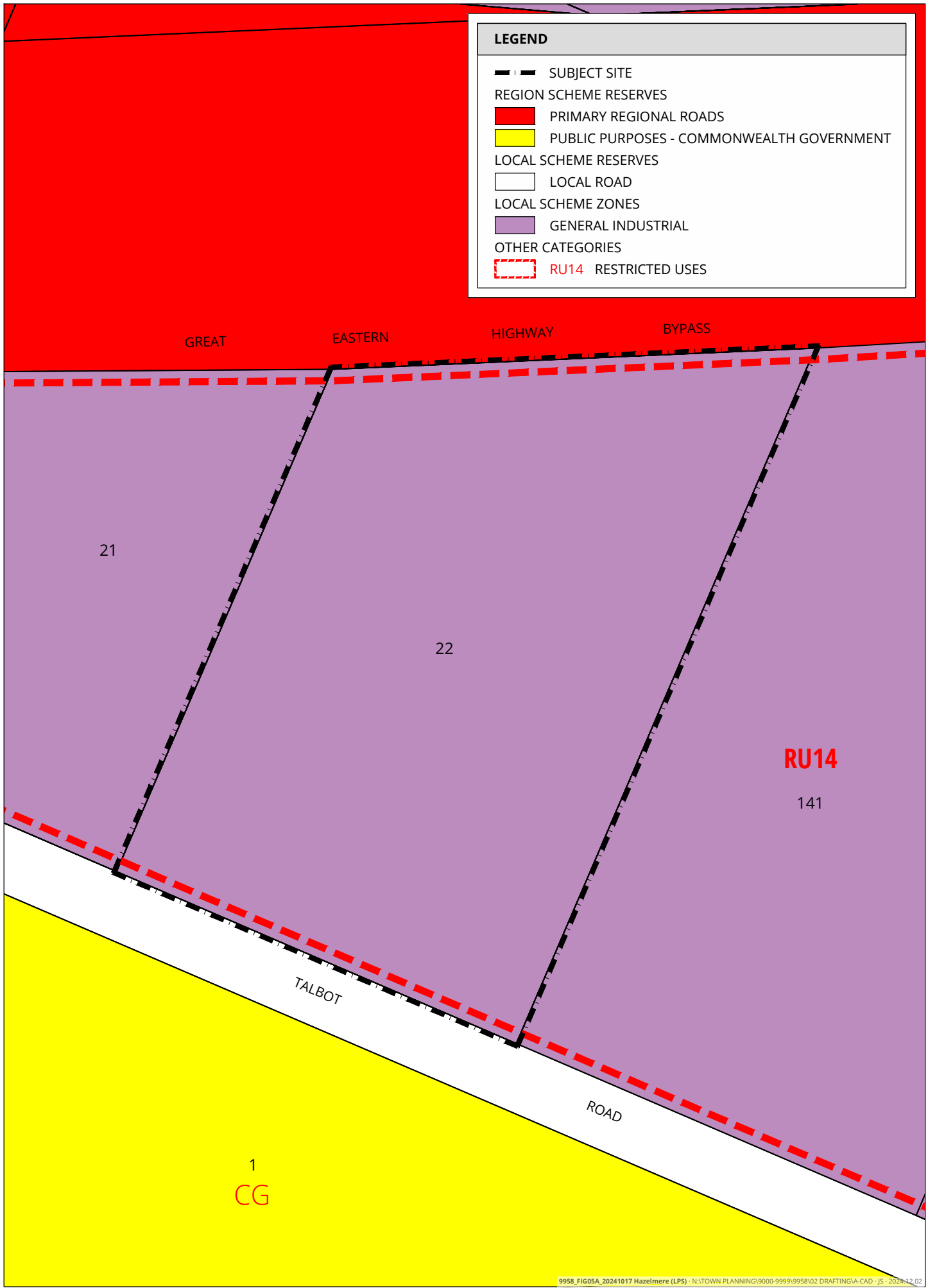


FIGURE 5
CITY OF SWAN LOCAL PLANNING SCHEME No.17 ZONING

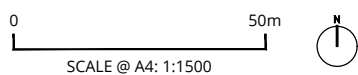
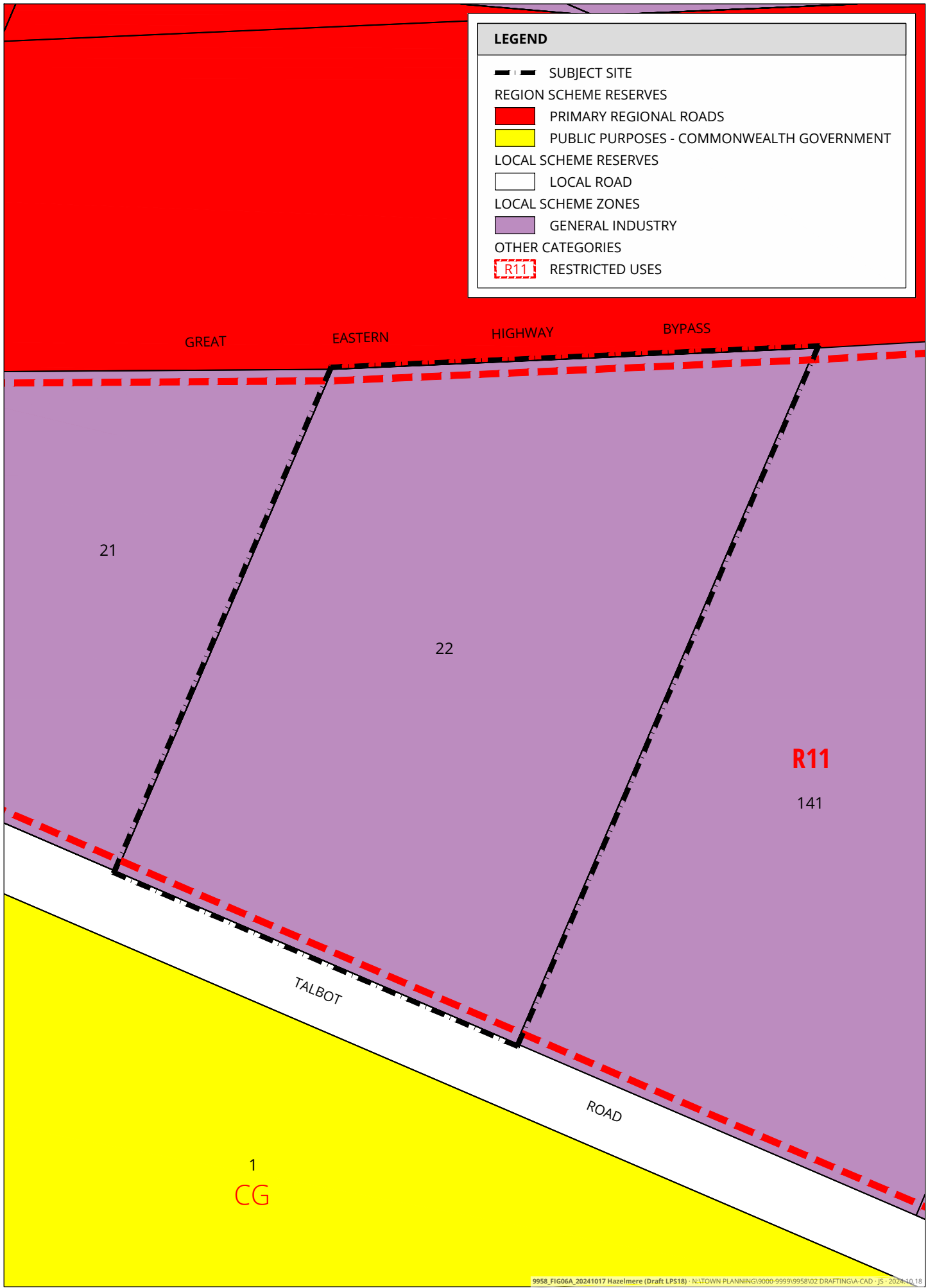


FIGURE 6
DRAFT CITY OF SWAN LOCAL PLANNING SCHEME No.18 ZONING

4.2 State Planning Policies

4.2.1 Draft State Planning Policy 2.9 - Planning for Water

The State Government has proposed *Draft State Planning Policy 2.9 – Planning for Water* (**Draft SPP2.9**), however no timeframe for its gazettal has been provided by the WAPC.

Notwithstanding, the site is identified within 'estuary catchments on the Swan and Scott Coastal Plains' (**Swan Estuary Catchment**) (as mapped by the Department of Planning, Lands and Heritage (**DPLH**)), meaning it is located within a 'sensitive water resource area' (as referenced by Draft SPP2.9). The site is located approximately 4km east of the Swan River.

Refer **Figure 7 - Draft SPP2.9 Mapping**.

As detailed within this Report, the site will be connected to reticulated sewerage and the submitted Groundwater Management Advice and Stormwater Management Plan specifies that drainage will be contained on-site.

Based on the above, and having regard to the approximate 4km distance to the Swan River, there will be no detrimental impacts on this water resource and accordingly, the Proposal is acceptable with respect to Draft SPP2.9.

4.2.2 State Planning Policy 3.7 - Bushfire

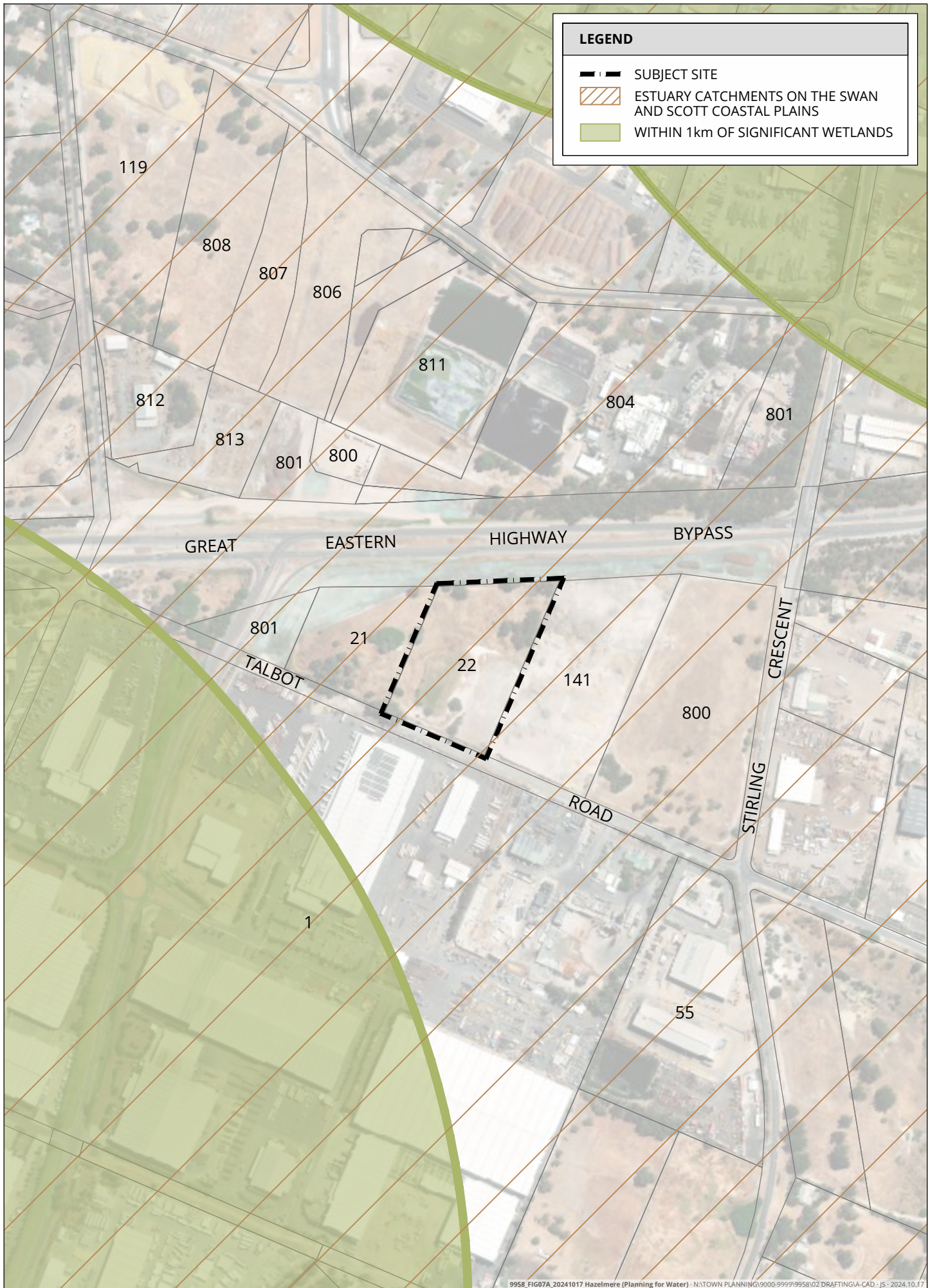
The approximate northern half of the site is situated within a bushfire prone area as designated by the Department of Fire and Emergency Services.

Refer **Figure 8 - Bushfire Prone Area Mapping**.

Accordingly, a Bushfire Attack Level (**BAL**) Report has been prepared by Bushfire Smart in accordance with *State Planning Policy 3.7 - Planning* (**SPP3.7**) and its associated *Planning for Bushfire Guidelines*. The BAL Report identifies a rating of BAL-19, which is less than the maximum BAL-29 permitted by SPP3.7.

Accordingly, the Proposal is acceptable with respect to bushfire risk.

Refer **Attachment 7 - Bushfire Attack Level Report**.



9958_FIG07A_20241017 Hazelmere (Planning for Water) - N:\TOWN PLANNING\9000-9999\9958\02 DRAFTING\A-CAD - JS - 2024.10.17



0 150m
SCALE @ A4: 1:6000



FIGURE 7
DRAFT STATE PLANNING POLICY 2.9 - PLANNING FOR WATER

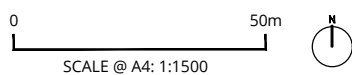
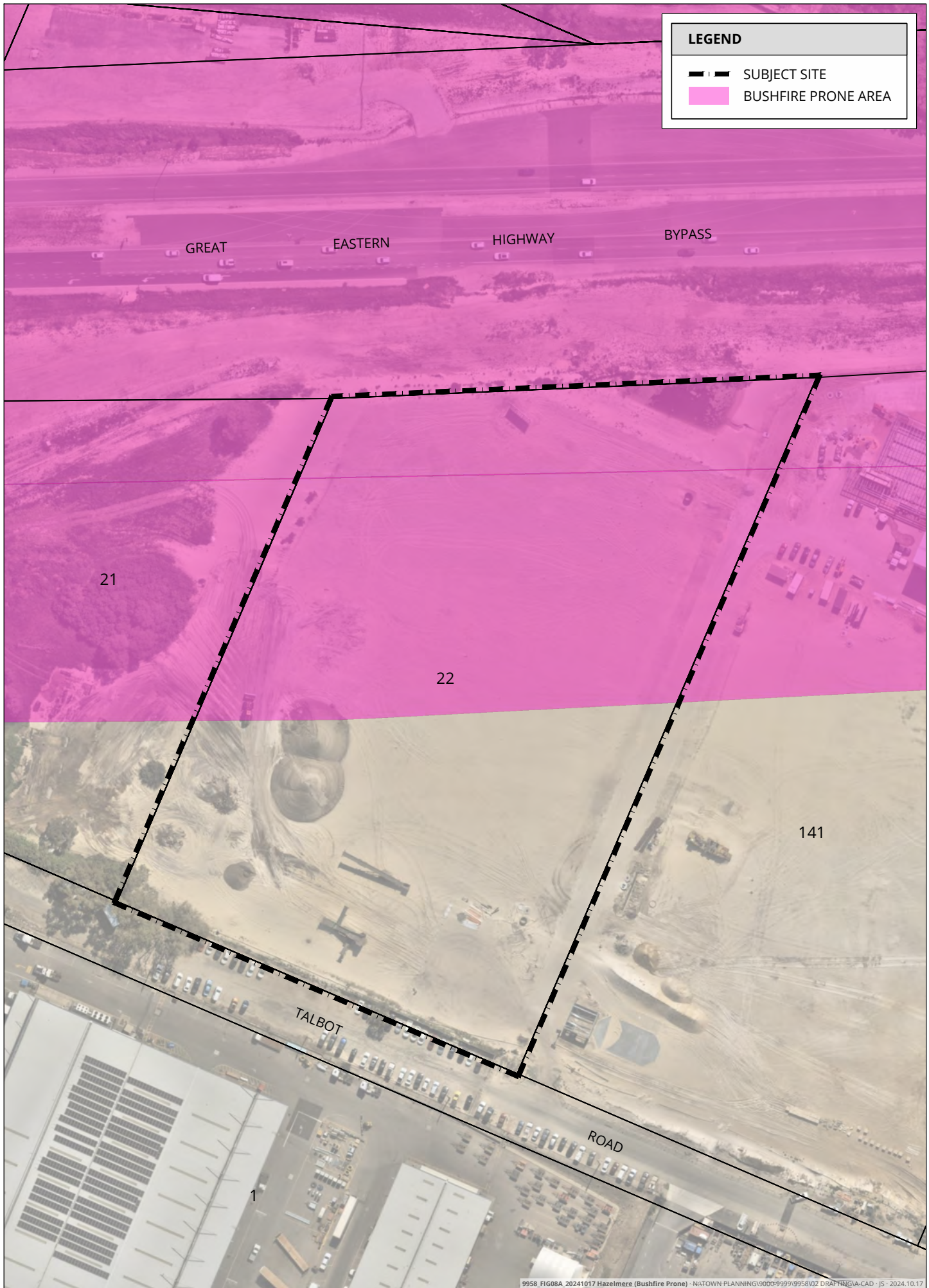


FIGURE 8
BUSHFIRE PRONE AREA MAPPING

4.3 Local Planning Policies

4.3.1 POL-TP-124 - Building and Development Standards - Industrial

An assessment against the “primary” development controls of *Local Planning Policy POL-TP-124 - Building and Development Standards - Industrial Zones (Industrial Standards LPP)* for the General Industrial zone is tabled below.

As the Proposal relates only to the rear portion of the site (approximately 10,500m²), the plot ratio and landscaping requirements have been calculated on this amount, as opposed to the entire subject site.

On this basis, the assessment demonstrates the Proposal complies with the relevant requirements of the Industrial Standards LPP.

	Minimum Lot Frontage	Minimum Lot Boundary Setbacks			Maximum Plot Ratio	Minimum Landscaping
		Front	Side	Rear		
Required	20m	9m	Nil	Nil	0.6:1 (6,300m ²)	10% (1,050m ²)
Proposed	134.58m	Approximately 137m	Approximately 30m (east) and 24.77m (west)	14.65m (at its smallest point, to the wash down bay)	0.2:1 (2,107m ²)	Approximately 16.5% (1,735m ² , including landscaped drainage basin)
Assessment Comment	Complies	Complies	Complies	Complies	Complies	Complies

Table 2: Industrial Standards LPP Requirements

As tabled above, the Proposal involves additional landscaping in excess of the minimum requirement. The proposed landscaping also includes a suitable composition of turf and garden bed areas, groundcover and shrub plantings, and shade trees within deep soil areas.

Whilst there is no street frontage applicable to the Proposal, the landscaping is nonetheless located at the entry to the rear development area and adjoining the building entrance for maximum visibility. There is also landscaping proposed along the rear boundary, abutting The Bypass, which will be visible to the public realm.

When the “front” portion of the site is developed in the future, there will be at least 2,712m² of landscaping in aggregate for the entire site which would comply with the minimum 10% requirement.

From a landscaping perspective, the Proposal complies with the requirements stipulated by the Industrial Standards LPP, both now and into the future.

With respect to materiality, the Workshop will be principally constructed using painted concrete tilt panels and Colorbond metal cladding. The ancillary office component is positioned at the front of the workshop, adjoining the shared accessway to aid identification to the tenancy and internal site wayfinding. The office will similarly

be constructed using painted concrete tilt panels and will contain 'Ultrabond' cladding and other rendered elements.

Accordingly, the building façades comply with the materiality requirements of the Industrial Standards LPP.

4.3.2 POL-TP-129 - Vehicle Parking Standards

An assessment against the parking standards of *Local Planning Policy POL-TP-129 Vehicle Parking Standards (Parking LPP)* is tabled below.

Land Use	Deemed-to-comply (DTC) Requirement	Proposed	Assessment Comment
Industry – Light 3 spaces per 100m² Gross Leasable Area (GLA); or 2 spaces per person employed; or - a minimum of 6 spaces; whichever is the greater.	56 bays (based on GFA)	43 bays (based on 1,855m ² floor area, excluding wash down bay)	Discretion sought (13-bay shortfall)

Table 3: Parking LPP Requirements

As tabled above, the Proposal involves a total GLA of 1,855m², excluding the wash down bay which is unenclosed at each end. This generates a DTC requirement of 56 parking bays (including the ancillary office space). The proposed development provides 43 car bays and therefore discretion is sought under the provisions of the Parking LPP for the 13-bay shortfall.

As stated previously, the prospective tenant is Vehicle Dealers International which is the Australian distributor of Yutong buses and which also provides the after sales servicing. The nature of the Workshop (Industry – Light) use is such that it requires a substantial area to conduct activities (including manoeuvring and storage of buses), yet the overall staff numbers would be relatively low. Furthermore, visitation to the site will be similarly low given the workshop/servicing aspect of the Proposal. Accordingly, the 43 supplied bays will be sufficient to accommodate the total expected staff numbers and visitation for the development.

Given the large floor area footprint of the Proposal, the application of a unit rate of car parking per square metre GLA is not considered appropriate in this instance as there are expected to be large areas within the warehouse/storage building primarily used only for storage and manoeuvring of vehicles. In simple terms, a large portion of the site is not expected to be regularly occupied by staff that would generate a demand for parking.

Based on the above, the Proposal is considered acceptable with respect to parking.

5. Other Technical Considerations

5.1 Traffic

PJA Australia have prepared a Transport Impact Statement (**TIS**) to accompany this Application in accordance with Volume 4 ('Individual Developments') of the WAPC's *Transport Impact Assessment Guidelines*

Refer **Attachment 8 - Transport Impact Statement**.

The TIS outlines the transport aspects of the Proposal and focuses on relevant considerations such as generated traffic volumes, access and provision of car parking as well as an assessment of the proposed alternative transport methods (e.g. cycling, public transport options etc.).

The Proposal will be accessed via a combination of light vehicles (i.e. private cars for staff, utility vehicles and the-like) and single unit 4 to 8 tonne trucks for deliveries. Occasional 19m semi-trailer heavy vehicles will access the site via the 12m wide two-way industrial-grade asphalt accessway that is shared with the adjoining Lot 141 (within the same ownership). Notwithstanding, Talbot Road is currently approved to accommodate larger 'RAV4' vehicles (up to 27.5m long); however the Proposal is not expected to generate this type of traffic.

The shared accessway minimises the number of crossovers to Talbot Road and adequate manoeuvring areas are provided within the site to allow RAV vehicles to exit the site in forward gear.

In summary, the main findings of the TIS are as follows:

- The Proposal will generate low levels of traffic which can be accommodated within the surrounding exiting road network (without relying on the upgrades associated with the Interchanges Project). Specifically, the number of buses accessing the site for servicing will be less than 1 per week as approximately 80% of the vehicles sold by the prospective tenant operate in regional areas and do not return to site for servicing.
- The warehouses currently under construction on abutting Lot 141 Talbot Road were approved on a conservative basis of 105 light vehicle movements during Lot 141's peak period. When accounting for Lots 22 and 141, the shared accessway is expected to carry up to 144 two-way vehicle trips in the peak periods, following completion of development on both lots. This is well within the approved design capacity of the shared accessway.
- Crash data within the vicinity of the subject site between 2018 to 2023 is such that no crashes were recorded for Talbot Road and 1 collision was recorded for Stirling Crescent, north of Talbot Road. However, this related to an out of control vehicle colliding with a parked vehicle on Stirling Crescent. Accordingly, it is predicted that there will be a low likelihood of regular crashes occurring as a result of the Proposal.
- The development is expected to generate up to 21 two-way vehicle movements in the AM and PM peak hour periods (i.e. approximately 1 vehicle every 3 minutes). This represents an approximate 4.2% increase in traffic flows on Stirling Crescent, well below the 10% "threshold" commonly considered to represent a material impact.
- Notwithstanding, the network upgrades resulting from the Interchanges Project will fundamentally improve access to the site and the overall Hazelmere Industrial locality by reducing journey times and increasing safety for all road users.
- The proposed 43 car parking spaces is sufficient given the workshop/servicing use of the Proposal.

From a wider locality perspective, the Main Roads' approved Interchanges Project (which is currently under construction) involves *inter alia* the northern end of Stirling Crescent (where it currently intersects with the Bypass) being terminated with a cul-de-sac. Access to the Bypass will be maintained, albeit via an extension to Adelaide Street (approximately 630m south of the subject site) and a new interchange with Abernethy Road.

To coincide the Interchanges Project, the City will be widening Stirling Crescent and constructing new roundabouts at the Talbot Road/Stirling Crescent and Adelaide Street/Stirling Crescent intersections. Overall, this new route to The Bypass will preserve the existing permitted RAV classifications for the locality.

Based on the above, the Proposal is acceptable with respect to traffic and access.

5.1.1 Current Partial Closure of Talbot Road

At present, an approximate 300m portion of the existing Talbot Road reserve (i.e. immediately west of the shared crossover) is closed off to prevent public access.

The barrier was installed in response to Council's 29 April 2009 Resolution (**Resolution**) as a means to control anti-social behaviour and illegal rubbish dumping within the unconstructed portion of Talbot Road. The Resolution included reference to the "*Closure being valid only until such time as direct road access is required to Lots 139 & 140 [now Lots 21 and 22]*" with the intent being that the barrier would be removed once development was implemented in the locality.

Given our client's intention to develop the subject site (which in the future will also include the "front" portion of the site), a formal request was submitted to the City on 16 October 2024 (**Request**) to reopen Talbot Road. This requested that the City implements the necessary actions to remove the barrier and reinstate full public access for the entirety of Talbot Road (i.e. until where it terminates with Abernethy Road).

The City's 11 December 2024 Ordinary Council Meeting Agenda has recommended that the Council revoke the 2009 barrier road closure to allow full public access for the entirety of Talbot Road.

5.2 Stormwater

On-site stormwater disposal is proposed as detailed in the Stormwater Management Plan prepared by M J Wynne & Associates.

Refer **Attachment 9 - Stormwater and Wastewater Management Plans**.

The proposed stormwater drainage system has been designed to accommodate a 1-in-10 year event (approximately 412m³ of retention) via a series of interconnected 1800mm wide x 1800mm deep soakwells with silt pits.

The on-site drainage system is designed to discharge to the 980m³ landscaped basin at the rear of the site, which has been designed with an approximate 137% "built-in" drainage surplus. This surplus comfortably accommodates the Proposal whilst ensuring future development of the front portion of the subject site can also fit within its design parameters.

Based on the above, the Proposal is acceptable with respect to stormwater.

5.3 Reticulated Sewerage

The subject site is located within a 'Sewage Sensitive Area' (**SSA**) (as referenced in the *Government Sewerage Policy (GSP)*) due to the site's location within the Swan Estuary Catchment.

As the Proposal (including the wash down bay) will be connected to a private sewerage service, which ultimately connects into the Water Corporation's wider network, it complies with the GSP and is therefore acceptable.

Notwithstanding, advice regarding the capacity of the private sewerage main (**Capacity Advice**) has been prepared by M J Wynne & Associates in support of the Proposal.

Refer **Attachment 10 - Private Sewerage Main Capacity Advice**.

The Capacity Advice confirms that the private sewerage main has excess capacity to service the Proposal, including the remaining front portion of the subject site as part of a future development.

Based on the above, the Proposal is acceptable with respect to reticulated sewerage.

6. Conclusion

This Report has been prepared by Rowe Group on behalf of Talbot Road Pty Ltd in support of a development application for a 1,655m² Workshop and ancillary Office at Lot 22 Talbot Road, Hazelmere.

The prospective tenant ('Vehicle Dealers International') is the Australian distributor of Yutong buses and also provides the after sales servicing.

This Application and accompanying technical reports demonstrate the appropriateness of the development for the following reasons:

- The proposed development is appropriate within the 'Industrial' Zone under the *Metropolitan Region Scheme* and within the 'General Industrial' Zone under the *City's Local Planning Scheme No. 17*. This is also the case given the proposed 'General Industry' zoning under the *City's draft Local Planning Scheme No. 18*.
- The proposed development is compliant with the current *Local Planning Scheme No. 17* Restricted Use conditions and also satisfies the relevant matters for consideration under Clause 67(2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- The proposed development is consistent with the relevant built form controls of the *City's POL-TP-124 - Building and Development Standards – Industrial*.
- The Proposal will have a net benefit for the locality. Firstly, it will be connected to reticulated sewerage and secondly, it acts as an appropriate catalyst for the City re-opening the portion of Talbot Road west of the subject site, increasing accessibility and removing an impediment to development of the abutting western Lot 21.
- The provided car parking bays are sufficient given the nature of the use, its relatively low staff numbers and infrequent visitation to the site.
- The submitted Transport Impact Statement demonstrates that the impact of the Proposal on the surrounding road network will be negligible and furthermore, the Proposal is not reliant on the road upgrades currently under construction as part of Main Roads' Great Eastern Highway Bypass Interchanges Project.

In light of the above, we request that the City of Swan recommends to the Metro Outer Development Assessment Panel that it approve the Application.

Talbot Road Pty Ltd

Proposed Industrial Development Transport Impact Statement

Lot 22 - Talbot Road, Hazelmere

November 2024

Project Code: 06633-A



Version Control and Approval

Version	Date	Main Contributors	Issued by	Approved by
A – DRAFT FOR REVIEW	06 November 2024	Richard Spencer	Richard Spencer	Tanya Moran
B – FINAL	07 November 2024	Richard Spencer	Richard Spencer	Tim Judd

Prepared for

Rory Feely
General Manager – Commercial Property
Talbot Road Pty Ltd
756 Canning Highway (cnr Conon Road),
Perth WA
6153



Contents

Section	Page		
I	Introduction	4	
1.1	Executive Summary of Traffic Impact Statement	4	
1.2	Background	4	
1.3	Purpose of a Transport Impact Statement	5	
1.4	References	6	
2	Traffic Management on the Frontage Street	7	
2.1	General	7	
2.2	Existing Road Network	7	
2.3	Existing Traffic Volumes	8	
2.4	Road Hierarchy	9	
2.5	Speed Zoning	9	
3	Proposed Industrial Development.....	10	
3.1	Existing Site Context and Land Uses	10	
3.2	Vehicular Access	10	
3.3	Car Parking & Layout	11	
3.4	Pedestrian Facilities	11	
3.5	Bicycle Parking Provision	11	
3.6	Provision for Service Vehicles	11	
4	Development Traffic Generation & Access	12	
4.1	Peak Hour Traffic Volumes	12	
4.2	Combined Traffic Generation for Lot 22 and Approved Lot 141	12	
4.3	Swept Paths at Proposed Site	12	
4.4	Intersection of Talbot Road / Shared Access Way	14	
5	Sustainable Access	15	
5.1	Cycling and Walking	15	
6	Changes to the External Transport Network.....	16	
6.1	Great Eastern Highway Bypass Interchanges Project (GEHBI)	16	
6.2	Stirling Crescent Upgrades	16	
6.3	Talbot Road Upgrades	17	
7	Safety Issues	18	
7.1	Existing Crash Records	18	
7.2	Impact of the Proposed Development on Road Safety	18	
8	Conclusions	19	



List of Tables

Table 2-1: City of Swan Parking Requirements 11

Table 4-1: WAPC Industrial Trip Rates.....12

Table 4-2: Proposed Development Traffic Generation – Industrial Workshop.....12

List of Figures

Figure 1-1: Site Location 5

Figure 1-2: Level of Transport Impact Assessment Required 5

Figure 2-1: Site and its Environs 7

Figure 3-1: Plan of Proposed Industrial Development – Talbot Road, Hazelmere.....10

Figure 4-1: Swept Path of 19m Prime Mover & Semi-Trailer Vehicle 13

Figure 4-2: Swept Path of 19m Prime Mover & Semi-Trailer Vehicle 13

Figure 5-1: Bus Service 870 – Frequency & Route Map 15

Figure 6-1: Main Roads WA GEHBI Project.....16

Figure 6-2: Demonstration of a Future 36.5m long Truck using Talbot Road in its upgraded form 17

Figure 7-1: Crash Locations.....18

Appendices

Appendix A TIS Checklist..... 21

Appendix B Proposed Site Layout..... 23



I Introduction

I.1 Executive Summary of Traffic Impact Statement

In accordance with WAPC *'Guidelines for Transport Impact Assessment (TIA) Guidelines: Volume 4 – Individual Developments'*, this report sets out the details of the proposed industrial development (Lot 22) located off Talbot Road, in Hazelmere WA.

This TIS includes the key transport issues and impacts related to the development of the industrial site including the current level of accessibility by road, public transport, cycle and on foot.

Summary:

- The proposed development incorporates an industrial / workshop facility of 2,107m² gross floor area including ancillary office, a wash down bay area and 43 car parking spaces.
- The proposed car parking provision of 43 spaces is compliant with City of Swan's parking requirements for this use.
- The proposed site layout complies with applicable traffic engineering standards and provides suitable accessibility for all design vehicles up to and including 19m long prime mover and semi-trailer vehicles. Talbot Road is currently approved for larger vehicles restricted to operate on the RAV 4 Network (27.5m long trucks) of which Lot 22 is not expected to generate.
- The proposed development and its associated low-level of traffic generation can be accommodated on the surrounding exiting road network and intersections, without having reliance on the planned local or state government road infrastructure projects, primarily the Great Eastern Highway Bypass Interchanges Project.

In conclusion, the proposed industrial development has minimal transport-related impacts on the surrounding area, consistent with the Hazelmere Enterprise Area Structure Plan, and therefore the development should not be considered unacceptable to proceed on transport grounds.

This TIS ultimately demonstrates that the existing and future road network is capable of satisfactorily supporting the additional vehicular traffic expected to be generated by the proposed industrial development and future industrial development on Lot 22.

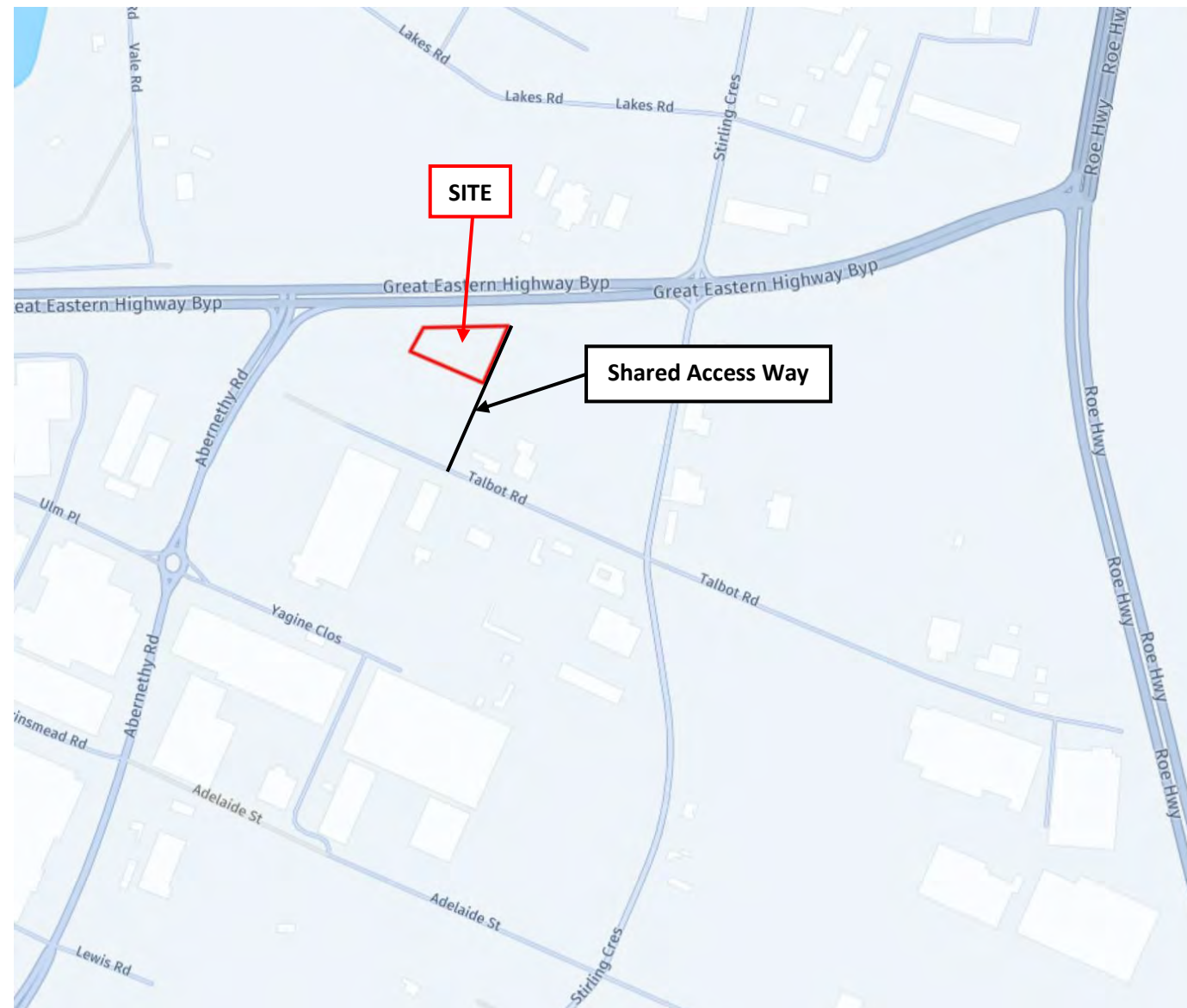
I.2 Background

PJA Australia has been commissioned by Talbot Road Pty Ltd to prepare this Transport Impact Statement (TIS) for the proposed industrial development located off Talbot Road, in Hazelmere WA. The location of the site in relation to the wider road network is shown in **Figure 1-1**.

The proposed site is located approximately 6.0km to the north-east of Perth Airport and some 17.0km north-east of Perth city centre. The primary vehicle access route to the site is currently from the wider strategic road network of Great Eastern Highway to the north and Roe Highway to the east, via Stirling Crescent and Talbot Road. The site is currently vacant land.

The planned State Government major infrastructure project 'Great Eastern Highway Bypass Interchanges Project (GEHBI) and Stirling Crescent upgrades will fundamentally change how the site will be accessed, for the better, being primarily from a new signal controlled intersection at Abernethy Road/Adelaide Street. This project and the impact upon the proposed development is discussed further in Section 6 of this report.

Figure 1-1: Site Location



Source: Nearmap

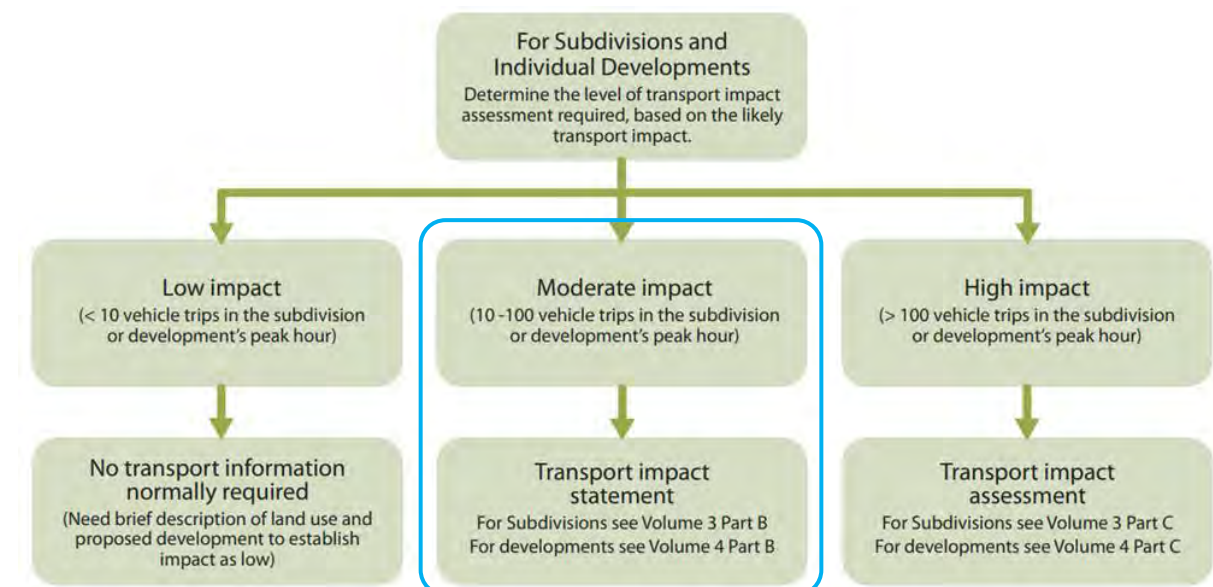
1.3 Purpose of a Transport Impact Statement

The planning system in Western Australia stipulates that all developments go through a process of stages to ensure that the statutory planning is consistent with the strategic planning. A more detailed assessment of the transport networks for developments is required within the land use planning stages. The Western Australian Planning Commission (WAPC) guidelines for a Transport Impact Assessment (TIA) shows the level of detail required at each stage as shown in **Figure 1-2**.

The WAPC guidelines recommend the level of assessment which is necessary to be carried out dependent on the likely traffic impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact which generates over 100 trips in the peak hour, is satisfied by a TIA. Any development which is expected to generate less than 100 trips in the peak hour requires a TIS to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impact.

To determine the level of detail and content required, the impact of a development is separated into three groups, dependent upon the forecast vehicle trips generated by the proposed development as shown in **Figure 1-2**.

Figure 1-2: Level of Transport Impact Assessment Required



Source: Western Australian Planning Commission (WAPC)

As detailed in Section 2, the site is anticipated to generate less than 100 two-way vehicle trips within both the AM and PM peak hours. Therefore, the level of assessment required for this proposal is aligned with a 'moderate impact' and as such a Transport Impact Statement (TIS) is required in accordance with Part B of the *WAPC TIA Guidelines Volume 4*.



This TIS therefore briefly outlines the transport aspects surrounding the proposed operations. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the applicant has adequately considered the transport aspects of the proposed development and that it would not have an adverse transport impact on the surrounding area.

In accordance with the WAPC Guidelines, this TIS outlines:

- Existing transport conditions proximate to the site.
- Suitability of the proposed parking provision within the site.
- The adequacy of the proposed site layout.
- The traffic generating characteristics of the proposed development.
- The anticipated impact of the proposed development on the surrounding movement network.

I.4 References

In preparing this report, reference has been made to the following:

- City of Swan Local Planning Scheme No. 17
- The Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments
- Australian / New Zealand Standard for Off-Street Car Parking (AS/NZS 2890.1:2004)
- Traffic count data undertaken Main Roads Western Australia (MRWA) in 2023/2024
- plans for the proposed development prepared by CDM dated October 2024 as provided at Appendix A
- other documents as referenced in this report.

2 Traffic Management on the Frontage Street

2.1 General

The subject site is located at Lot 22 Talbot Road, Hazelmere, to the west of Lot 141. The site has a frontage to the shared access way leading to Talbot Road.

The site is vacant and is surrounded by existing industrial developments to its east and to the south of Talbot Road. The Lot 22 subject site and its environs are shown in **Figure 2-1**.

There are no parking provisions on the frontage street (Talbot Road), nor is on-street parking proposed on Talbot Road as part of the development.

Figure 2-1: Site and its Environs



(source: Nearmap)

In accordance with Amendment 198 of the City of Swan Local Planning Scheme, the Hazelmere Enterprise Area Structure Plan inclusive of Lot 22 is zoned General Industrial and subject to Restricted use Condition No.14. This amended was approved by Council in December 2021.

2.2 Existing Road Network

2.2.1 Talbot Road

Talbot Road is classified as an Access Road in the Main Roads WA (MRWA) Road Hierarchy and is under the jurisdiction of the City of Swan. Talbot Road is also noted as an Industrial Road for its entire length west of the Roe Highway. Talbot Road across the site's frontage is listed as a **Network 4** Restricted Access Vehicle (RAV) network road, thus allowing vehicle access up to 27.5m A-Double category to operate on the developments.

Talbot Road is a two-lane, two-way undivided road with a typical 9m wide carriageway set within a 20m wide road reserve. Talbot Road has no posted speed limit, and as such a default 50km/h speed limit applies.

2.2.2 Stirling Crescent

Stirling Crescent is classified as a Local Distributor in the MRWA Road Hierarchy and is under the jurisdiction of the City of Swan. Stirling Crescent is also noted as an Industrial Road from the Barmingo site (390 Stirling Crescent, Hazelmere WA 6055) which sits just south of Talbot Road to the Great Eastern Highway Bypass. Stirling Crescent is listed as a **Network 5** RAV network road (up to 36.5m length) between the Great Eastern Highway Bypass and the Barmingo site south of Talbot Road and a Network 4 road between the Barmingo site and Adelaide Street and on Adelaide Street itself.

Stirling Crescent is a two-lane, two-way undivided road with an 8m wide carriageway (approx.) set within a 20m wide road reserve. The posted speed limit on Stirling Crescent is 60km/h south of the Great Eastern Highway Bypass.

2.2.3 Great Eastern Highway Bypass

The Great Eastern Highway Bypass is classified as a Primary Distributor Road in the MRWA Road Hierarchy and is under the jurisdiction of MRWA. It is noted that the Great Eastern Highway Bypass has a control of access applied to its entire length west of the Roe Highway. The Great Eastern Highway Bypass is listed as a **Network 7** RAV network road for its entire length between the Great Eastern and Roe Highways.

The Great Eastern Highway is a four-lane, two-way divided road with two 9m wide carriageways (plus median) set within a 100m wide road reserve (varies). The posted speed limit on the Great Eastern Highway Bypass is 80km/h.

Discussion on Main Roads WA's planned Great Eastern Highway Bypass Interchanges Project (GEHBI) is provided in Section 6 of this report.

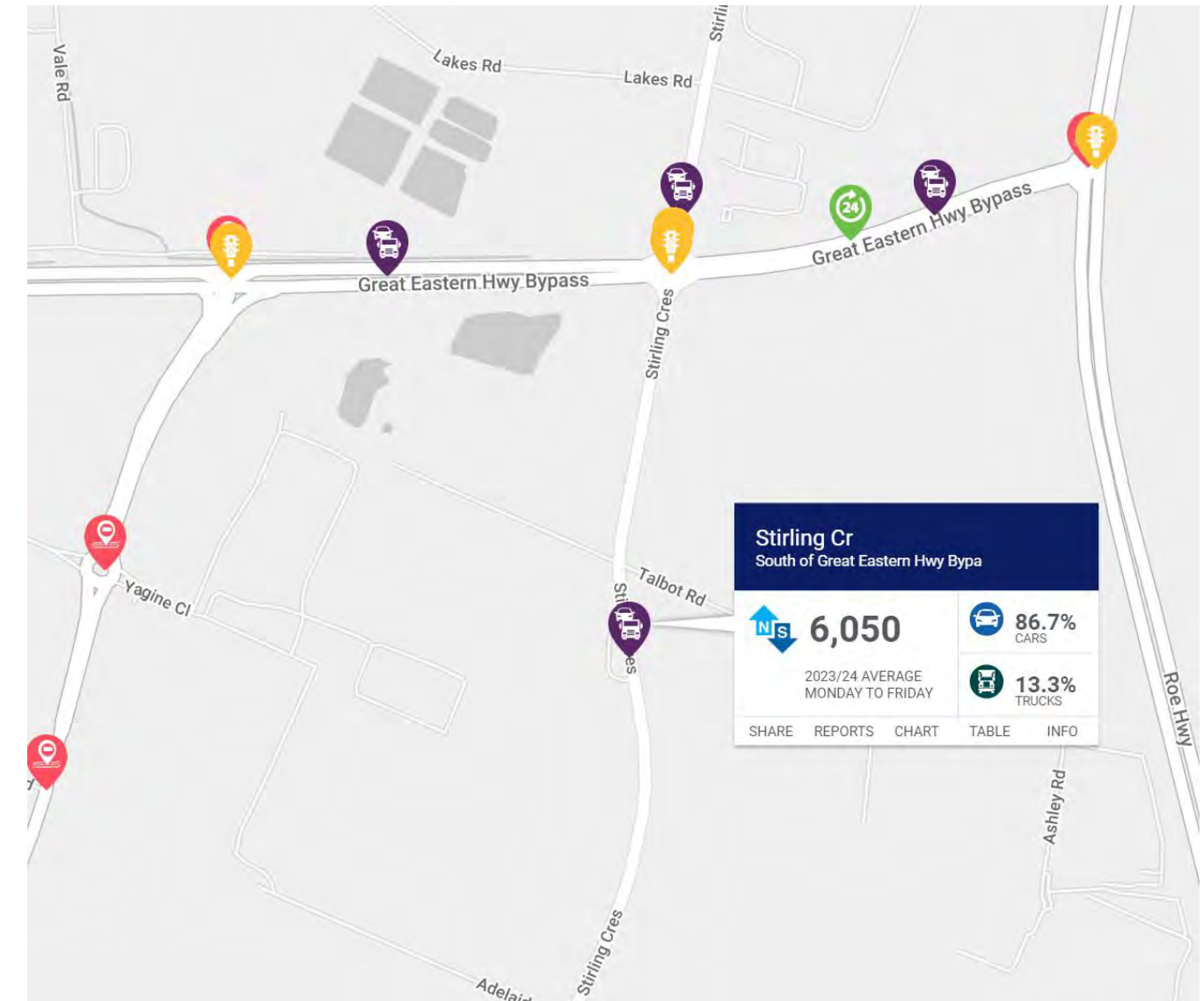
2.3 Existing Traffic Volumes

2.3.1 MRWA Traffic Map – Stirling Crescent

Talbot Road intersects Stirling Crescent as a four-way intersection. Stirling Crescent was recorded as carrying 6,050 vehicles per day in 2023/24 (Monday to Friday average), which incidentally has reduced by 70 vehicles per day on average since 20/21. Stirling Crescent is recorded as carrying 13.3% heavy vehicles.

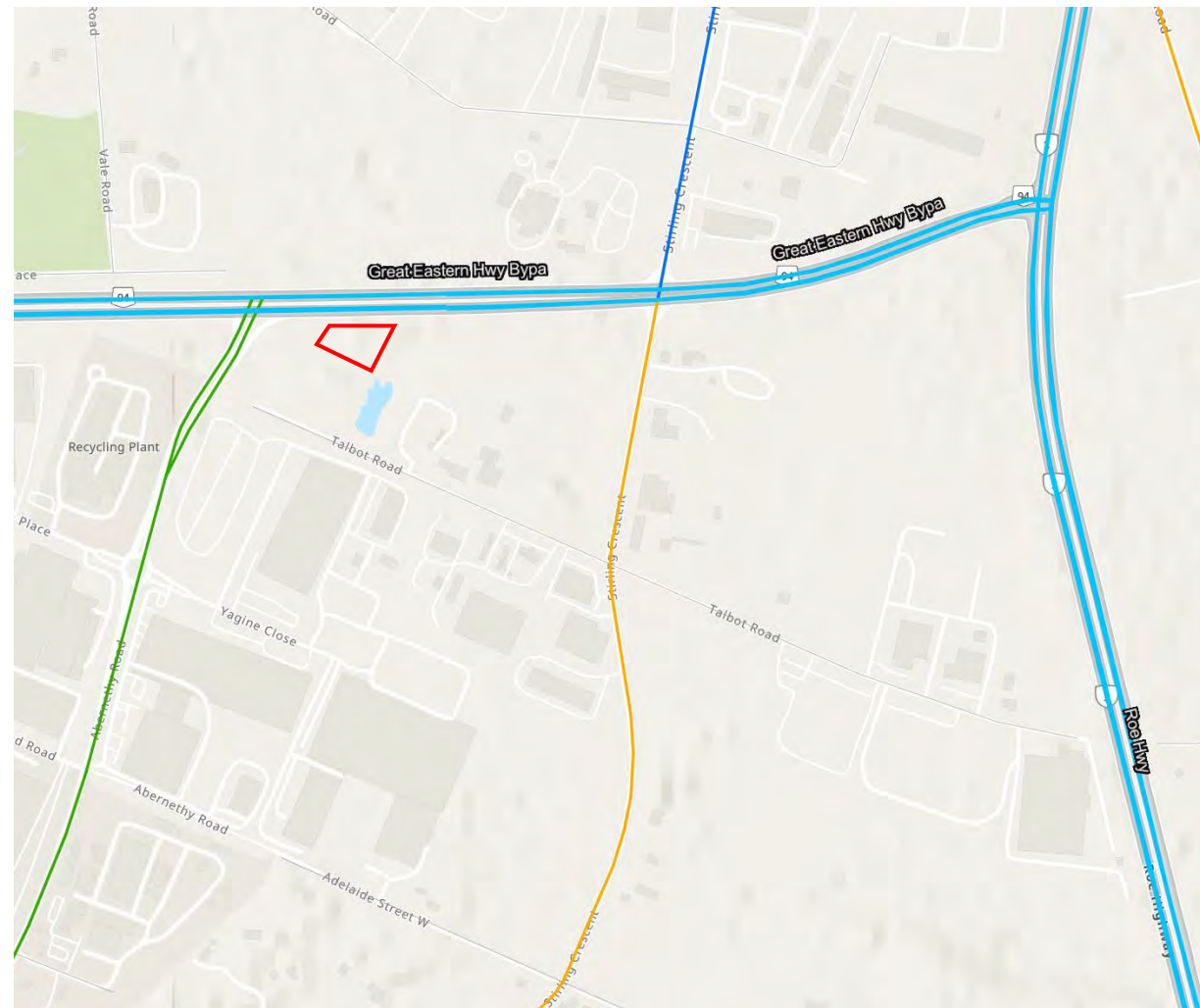
In the AM peak hour (07:00 – 08:00) Stirling Crescent carries approximately 500 vehicles per hour two-way. In the PM peak hour (16:00 – 17:00) Stirling Crescent carries approximately 560 vehicles per hour two-way.

Figure 2-2: Existing Traffic Volumes – Stirling Crescent



2.4 Road Hierarchy

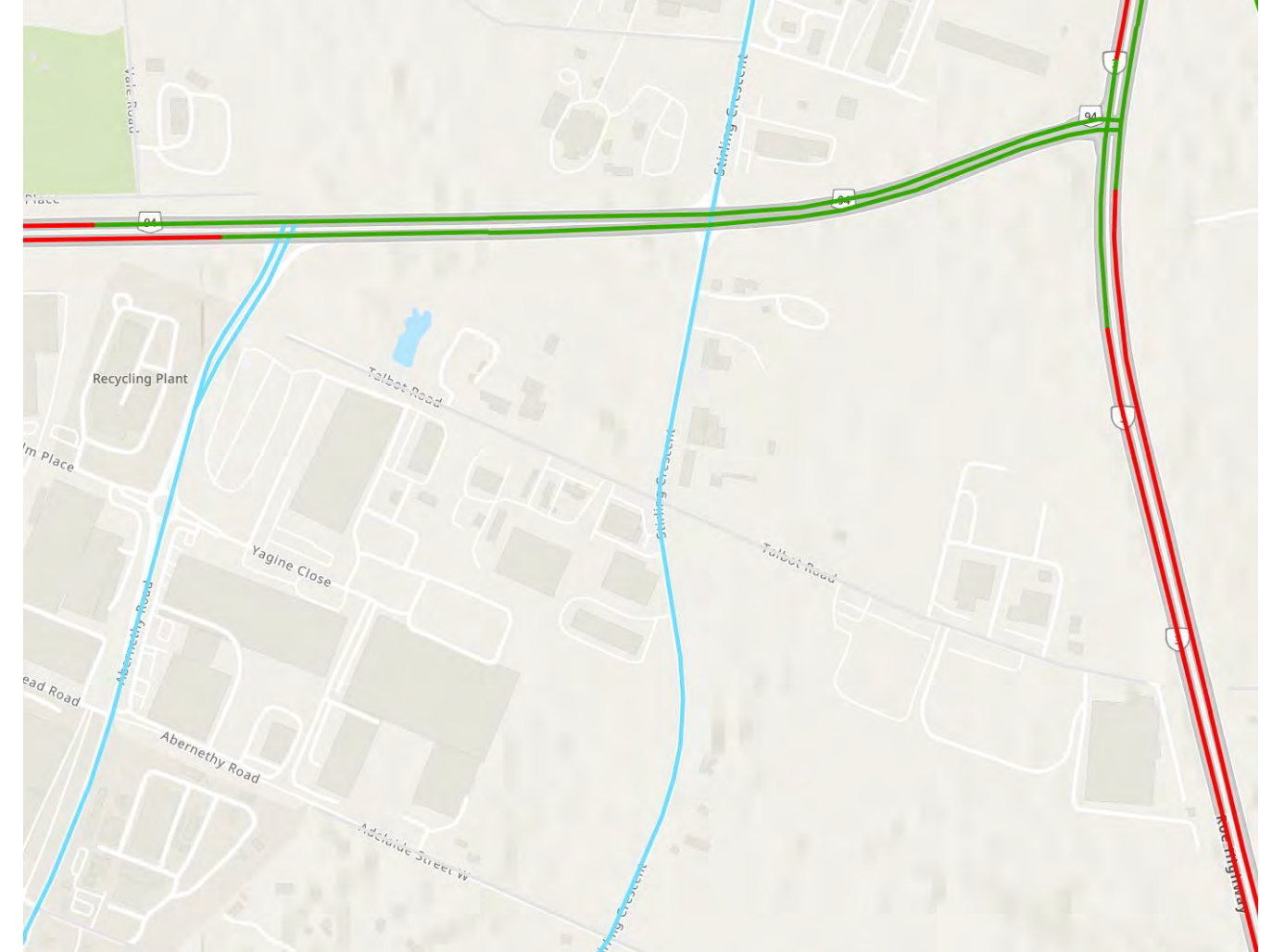
Figure 2-3: Main Roads WA Road Hierarchy



- Primary Distributor
- Regional Distributor
- Distributor A
- Distributor B
- Local Distributor
- Access Road

2.5 Speed Zoning

Figure 2-4: Main Roads WA Speed Zoning – Talbot Road and Surrounds



- Speed Limit 50 km/h
- Speed Limit 60 km/h
- Speed Limit 70 km/h
- Speed Limit 80 km/h
- Speed Limit 90 km/h
- Speed Limit 100 km/h
- Speed Limit 110 km/h
- Speed Limit: 50 km/h in built up areas or 110 km/h

3 Proposed Industrial Development

3.1 Existing Site Context and Land Uses

The proposal is for a new industrial development at the subject site. The proposal includes the construction of a workshop, ancillary wash down bay, ancillary office and hardstand areas on Lot 22 comprising:

- 1,655m² workshop.
- 252m² ancillary wash down bay.
- 200m² ancillary office.
- 43 parking bays.
- Landscaped stormwater retention basin 980m³.

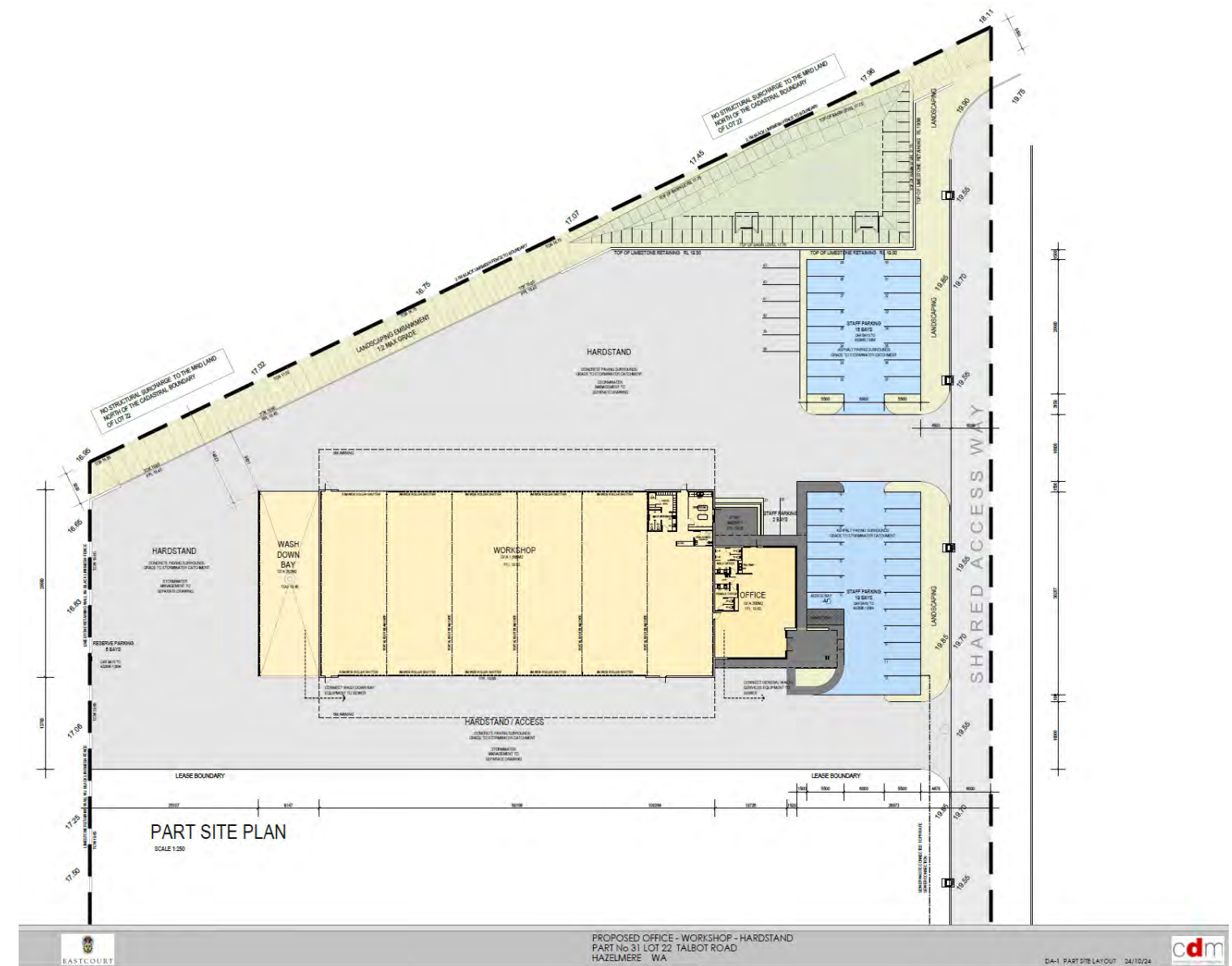
The prospective tenant is 'Vehicle Dealers International' who are the Australian distributor of Yutong buses as well as the providers of after sales service.

Information from the operator based on their existing sites indicates that the inbound number of buses for servicing is less than one unit per week as approximately 80% of the vehicles they sell operate in regional areas and do not return to site for servicing. The capacity of this site could theoretically be up to 10 vehicles per week for servicing, but as stated this is unlikely to occur due to the reason above.

The majority of equipment, materials and parts deliveries will be delivered to site by single unit 4 to 8 tonne trucks. The operator expects 19m long semi-trailer vehicles to deliver parts containers 2 to 4 times per year, of which are emptied and collected by service vehicles every 1 to 2 days.

A copy of the development plans is provided in **Figure 3-1** and a full copy is attached at Appendix A.

Figure 3-1: Plan of Proposed Industrial Development – Talbot Road, Hazelmere



3.2 Vehicular Access

Vehicular access is to be provided by way of the new shared access way leading to Talbot Road. The driveway area will be split equally between Lot 141 and Lot 22 (Lot 141 is directly to the east of development).



The proposed vehicular access includes:

- an industrial grade asphalt common shared access way (approved under a separate application) providing access to Lot 22 via two industrial sized crossovers and access to the staff / visitor car parking areas.

Talbot Road is sealed along the site's frontage and terminates at a barrier gate prior to Abernethy Road. The *Ordinary Minutes of Council from 29 April 2009* notes this barrier closure of Talbot Road was formalised to prevent access by vehicular traffic (excluding service/emergency vehicles and those of the adjoining landowner to the north) from the point where the barrier is erected (10 metres west of the eastern boundary of Lot 22), westwards to the Abernethy Road alignment. This closure is valid only until such time as direct road access is required to Lots 139 & 140 (now known as Lot 21 & 22).

The primary vehicle access route to the site is currently from the wider strategic road network of Great Eastern Highway to the north and Roe Highway to the east, via Stirling Crescent and Talbot Road. The site is currently vacant land.

The planned State Government major infrastructure project 'Great Eastern Highway Bypass Interchanges Project (GEHBI) and Stirling Crescent upgrades will fundamentally change how the site will be accessed, for the better, being primarily from a new signal controlled intersection at Abernethy Road/Adelaide Street. This project and the impact upon the proposed development is discussed further in Section 6 of this report.

3.3 Car Parking & Layout

The proposed development is to provide a total of 43 car parking spaces, including 1 ACROD bay.

The types of vehicles expected to access the site on a regular basis will vary from smaller light vehicles for staff and visitors and single unit 4 to 8 tonne trucks for deliveries. Occasional 19m semi-trailer heavy vehicles will visit the site, however these will be infrequent as previously mentioned and no larger vehicles are expected to visit this site.

The car parking layout has been reviewed against AS/NZS 2890.1:2020 as User Class 1A. Car parking bays are typically 2.5m wide by 5.5m long, accessed from a minimum 6m wide aisle, which is adequate for the low-turnover staff and medium-turnover visitor/customer bays.

On this basis, the proposed site layout is considered adequate from a traffic and transport perspective.

The car parking provision requirements for developments in the City of Swan are set out in the *City's Local Planning Scheme No. 17*. These requirements as applicable to the proposed development are detailed in Table 2-1.

Table 2-1: City of Swan Parking Requirements

Proposed Land Use	Size m ² (GFA)	Statutory Parking Rate	Statutory Parking Requirement
Warehouse - including incidental Office area	2,107	2 spaces per 100sq.m GLA; or 2 spaces per person employed; or a minimum of 6 spaces; whichever is the greater	43 spaces

Based on the City of Swan's land use parking requirements, the proposed development (inclusive of ancillary office and wash down bay area) is required to provide 43 parking spaces (rounded up). 43 car parking spaces are shown on the site layout plan and therefore this provision is deemed to comply with City of Swan requirements.

3.4 Pedestrian Facilities

There are no proposed improvements to the pedestrian facilities within the subject site.

3.5 Bicycle Parking Provision

The development will not include any provision for bicycle parking due to the location and type of land use proposed.

3.6 Provision for Service Vehicles

3.6.1 Waste Collection

Waste collection at the site will be occasional, and the site will have a sufficient bulky waste area for storage before collection. There may be semi-regular access for toilets etc. to be cleaned/emptied. Access for the occasional waste vehicle is not considered to be an issue.

3.6.2 Emergency Vehicles

There will be adequate width within the proposed site access and driveway to accommodate an emergency vehicle as larger semi-trailer vehicles will be accommodated by the crossovers/driveways.



4 Development Traffic Generation & Access

4.1 Peak Hour Traffic Volumes

In relation to the proposed development, the standard industrial trip rate of 1.0 trip per 100m² GFA as guided in the WAPC Guidelines has been used to calculate the expected traffic generation of this proposed development. Table 6-1 shows the applicable trip rates and Table 6-2 shows the resultant traffic generation of the site.

Table 4-1: WAPC Industrial Trip Rates

Land Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	2-WAY	IN	OUT	2-WAY
Industrial	0.8	0.2	1.0 trip per 100m ²	0.2	0.8	1.0 trip per 100m ²

Table 4-2: Proposed Development Traffic Generation – Industrial Workshop

Land Use	GFA/Site Area	AM Peak Hour			PM Peak Hour		
		IN	OUT	2-WAY	IN	OUT	2-WAY
Industrial	2,107 (GFA)	17	4	21	4	17	21

The development is expected to generate up to 21 two-way vehicle movements in either of the AM and PM peak hour periods.

A review of traffic flows on Stirling Crescent (provided by MRWA) indicates that it presently carries approximately 6,050vpd (two-way) with 13.3% heavy vehicle composition on an average weekday. In the AM peak hour (07:00 – 08:00) Stirling Crescent carries approximately 500 vehicles per hour two-way. In the PM peak hour (16:00 – 17:00) Stirling Crescent carries approximately 560 vehicles per hour two-way.

Based on the estimation of development generated traffic from the site (i.e. 21vph two-way), traffic flows on Stirling Crescent would be expected to increase by around 4.2% which is below the threshold of 10% that is considered to represent a material impact. In terms of the actual number of increased vehicles, 21 vph (two-way) equates to approximately one additional vehicle for every three minutes during the morning and evening peak hour periods. It is considered that this insignificant increase will

not be discernible to motorists, nor is it expected to have any deleterious effects on the traffic flows, road or intersection performance near the proposed development.

Therefore, this proposed development and its associated low-level of traffic generation can be accommodated on the surrounding exiting road network and intersections, without having reliance on the planned local or state government road infrastructure projects, primarily the Great Eastern Highway Bypass Interchanges Project.

4.2 Combined Traffic Generation for Lot 22 and Approved Lot 141

The Transport Impact Assessment (TIA) for the approved Lot 141, immediately to the east of Lot 22, which shares the common driveway, assumed a conservative demand profile of some 105 light vehicle movements in each peak period as a result of staff arrivals and departures to/from Lot 141.

For customers and other deliveries, it was noted in the Lot 141 TIA that these movements would not typically be expected to occur during the peak, and instead be expected to occur throughout the course of the day. As such, for the purposes of producing a sufficiently conservative assessment, it was assumed that the proposed Lot 141 development would be expected to generate in the order of 123 vehicle movements in a given peak hour, under conservative assumptions. This was accepted by City of Swan.

Combining the higher generating Lot 141 with the Lot 22 traffic generation (21 two-way vehicles), the shared access way is expected to carry up to 144 two-way vehicle trips in the peak periods following completion of Lot 141 and Lot 22.

4.3 Swept Paths at Proposed Site

Swept paths of the largest vehicle expected to visit the proposed industrial development (19m prime mover & semi-trailer) have been undertaken to test the adequacy of the site access crossovers and the internal circulating area.

Figures 4-1 and 4-2 show that the swept paths can be easily accommodated at both site access points, and within the circulating area on site.

Figure 4-1: Swept Path of 19m Prime Mover & Semi-Trailer Vehicle



Figure 4-2: Swept Path of 19m Prime Mover & Semi-Trailer Vehicle





4.4 Intersection of Talbot Road / Shared Access Way

The Transport Impact Assessment associated with Lot 141, the site which shares the access way to Lot 22, demonstrated that the future intersection of Talbot Road/Shared Access Way can adequately accommodate the turning movements associated with heavy vehicles up to 36.5m long turning into and out of the shared access way to/from Talbot Road. Lot 22 only has the requirement for visitation of heavy vehicles up to the size of a 19m long prime mover & semi-trailer. It is therefore considered that the designed intersection onto Talbot Road can easily accommodate the 19m long heavy vehicle movements expected to be associated with Lot 22.

5 Sustainable Access

5.1 Cycling and Walking

No specific on or off-road cycling or pedestrian infrastructure exists to provide access to the site. Given the location and nature of the proposed development, this type of demand is not anticipated to be high. Notwithstanding these modes are always encouraged for physical health and facilities should be provided for the safe interaction of road users.

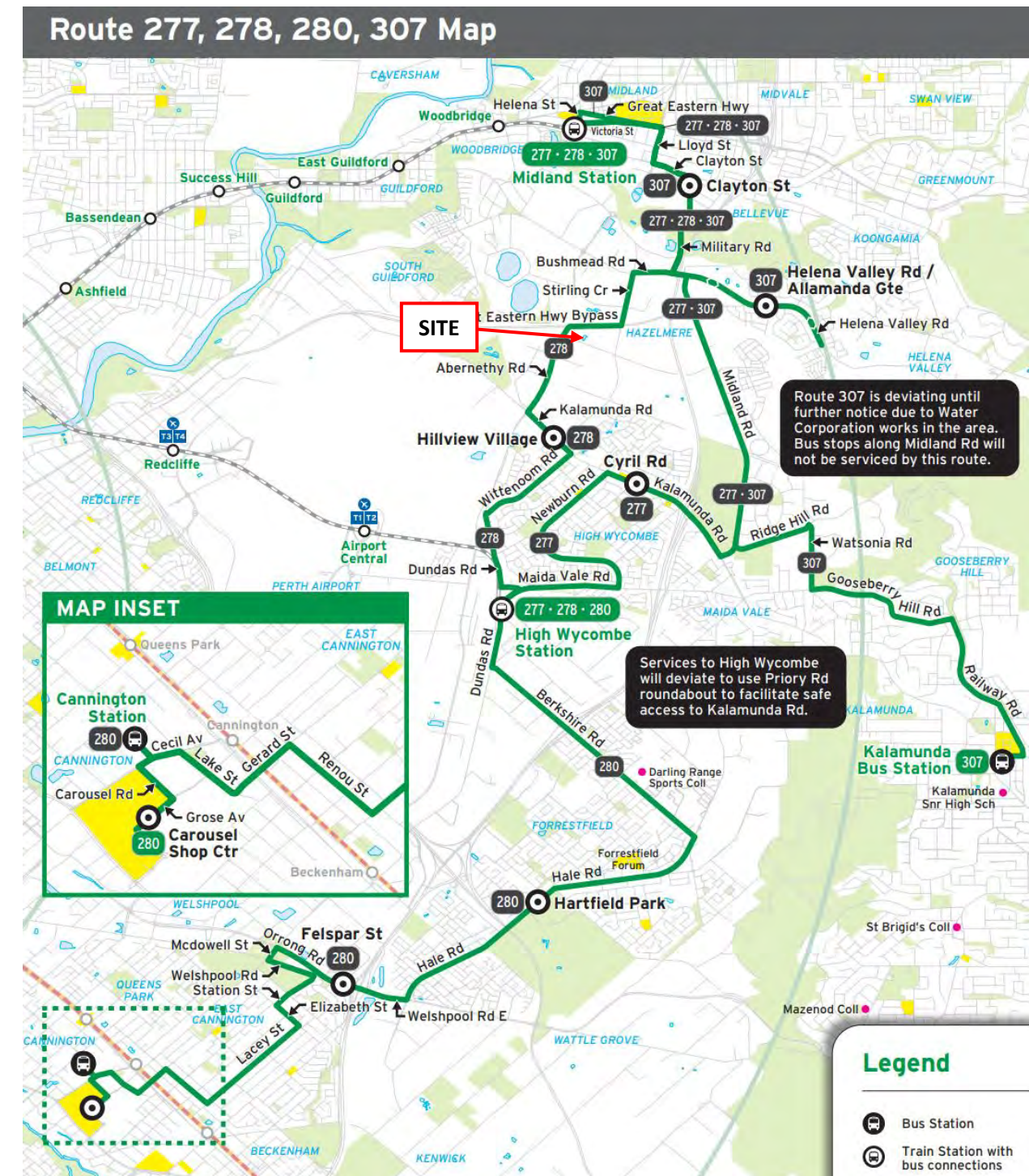
Further discussion on future Talbot Road upgrades which incorporates cycle lanes being planned by the City of Swan is discussed in Section 6.3 of this report.

5.1.1 Public Transport

No public transport stops are located within the vicinity of the subject site. The nearest bus stops are located on Abernethy Road, some 800m south-west of the subject site which are serviced by bus route 278 providing connections to Midland and Cannington. The frequency of bus service 278 equates to one bus every 30 minutes during the morning and evening periods, Monday to Friday. No Sunday or public holiday bus services are available.

Given the location and nature of the proposed development and the adequate available car parking on-site, this type of demand is not anticipated to be high.

Figure 5-1: Bus Service 870 – Frequency & Route Map



6 Changes to the External Transport Network

6.1 Great Eastern Highway Bypass Interchanges Project (GEHBI)

The Metropolitan Region Scheme Amendment 1254/57 – Report on Submissions prepared by the City of Swan and WAPC in December 2014 details several future changes planned to the road network within the Hazelmere Enterprise Area (in which the proposed development is included). In accordance with these planned changes, Item 6.2, notes that Main Roads WA proposes to close the Stirling Crescent / Great Eastern Highway Bypass intersection in the future, with Stirling Crescent to terminate in a cul-de-sac.

Accordingly, the GEHBI Project is currently underway by Main Roads WA upgrading two major interchanges at Roe Highway and Abernethy Road, extending Lloyd Street and constructing a new bridge over Helena River (**Figure 6-1**). Alternative access for the industrial traffic within Hazelmere Industrial Precinct south of the GEHB is to be reinstated via Adelaide Street connecting to Abernethy Road.

The latest information from MRWA on this project is that the project has reached a point where major construction works are ready to commence, however, further construction activity has been placed on hold while Main Roads secures the approvals required to deliver the works. Estimated completion for this project is within the 2024/25 financial year, however the recent hold point due to approvals places uncertainty around the delivery and completion of this project.

6.2 Stirling Crescent Upgrades

To coincide with the above planned State Government infrastructure changes, City of Swan is planning to upgrade (widen) Stirling Crescent and its intersection with Talbot Road from its current 4-way sign-controlled intersection to a peanut roundabout which will cater for RAV 7 36.5m long turning trucks. It is understood that the Main Roads WA Alliance's commissioned project team for the GEHBI project will also be designing the Stirling Crescent upgrades.

Figure 6-1: Main Roads WA GEHBI Project



6.3 Talbot Road Upgrades

The City of Swan has advised that the section of Talbot Road east of the current gate (refer Section 3.2) is included within the Councillor endorsed *Hazelmere Specified Area Rate (SAR)* list of projects from the 2013 Ordinary Meeting of Council for upgrades. The City of Swan has noted that Talbot Road east of the gate will be upgraded as part of the GEHBI road upgrades.

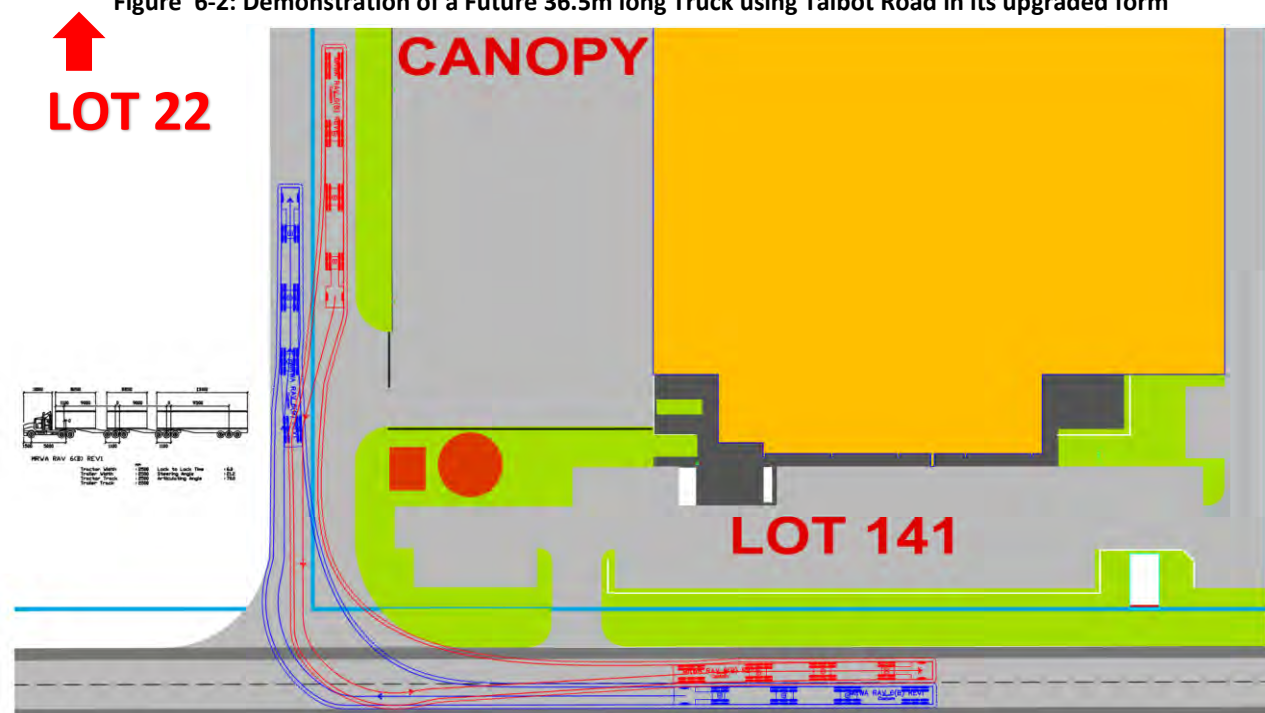
For the section of Talbot Road west of the gate, at the time of writing, there is no timeframe for its construction. For this development, the applicant has assessed there is no need for the use of Talbot Road west of the gate for the development of Lot 22. However, it is likely that the applicant will require additional access from Talbot Road for subsequent applications on Lot 22.

Lot 141 has the requirement for visitation of 36.5m long trucks and Lot 22 has the requirement for visitation of only 19m long semi-trailer vehicles. Therefore, the larger vehicle has been used for assessment into and out of the shared access way to/from Talbot Road.

Provided below is a swept path of a 36.5m long truck (future RAV 7 Network) overlaid on the City of Swan's currently advised future Talbot Road cross section (10m pavement including 1.5m wide cycle lanes on both sides).

Road inside the proposed bike lanes. As such, the anticipated traffic to/from Lot 141 development is able to perform appropriately on both the current Talbot Road carriageway and the future Talbot Road upgrades (as shown in **Figure 6-2** above). By virtue of this, the largest expected vehicle travelling to/from Lot 22 along the shared access way (19m long semi-trailer) will therefore be able to perform these movements to/from Talbot Road within the existing Talbot Road cross section.

Figure 6-2: Demonstration of a Future 36.5m long Truck using Talbot Road in its upgraded form



The swept path for this future anticipated vehicle to/from Lot 141 indicates that the 36.5m truck can turn in and out of the proposed driveway within the future 7.0m wide traffic lanes (two-way) on Talbot

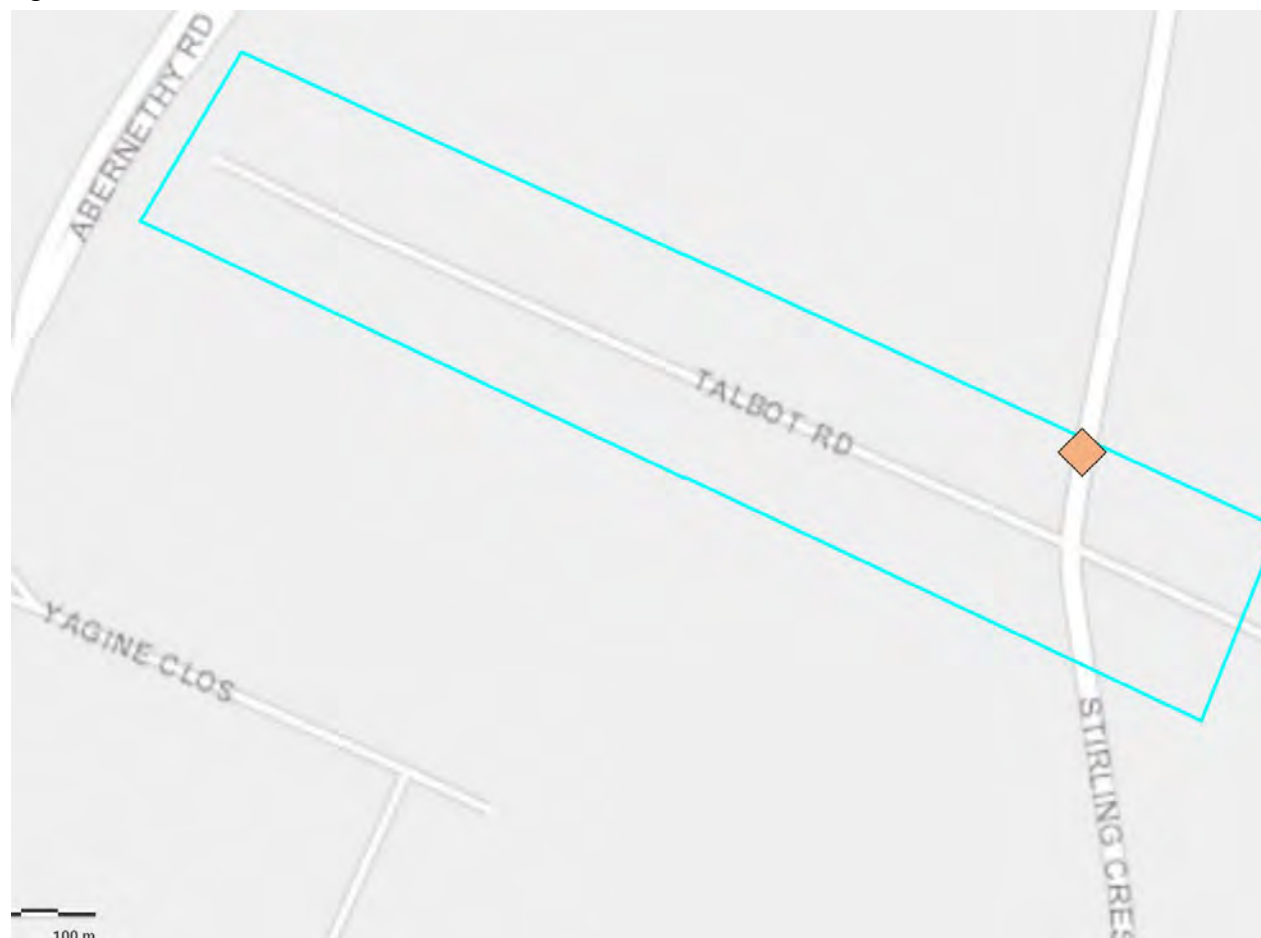
7 Safety Issues

7.1 Existing Crash Records

A review of recorded crash history has been undertaken from the Main Roads WA Crash Information - WA Crash Information Map on streets in the vicinity of the site for the last five years to December 2023. The review found that no crashes had occurred on Talbot Road and one collision had occurred on Stirling Crescent north of Talbot Road.

The single collision involved an out of control vehicle colliding with a parked vehicle on Stirling Crescent and is classified a Property Damage Only (PDO) Major.

Figure 7-1: Crash Locations



7.2 Impact of the Proposed Development on Road Safety

Given the low number of crashes (and circumstances) recorded over the study area in the last available five year period, it is reasonable to assume that whilst the proposed development will contribute a low proportion of increased traffic volumes to Talbot Road and Stirling Crescent, there is a low likelihood that the proposed development will increase the chances of regular crashes occurring.

In terms of the relative traffic impact of the proposed industrial development, the expected traffic generation would represent an increase of 1 vehicle every three minutes (two-way) travelling to and from the development, which is very modest and translates into relatively low exposure to an already low baseline of existing recorded crashes.

The planned future upgrades to the Stirling Crescent / Talbot Road intersection to accommodate RAV 7 vehicles and the major infrastructure project of the Great Eastern Highway Bypass Interchanges Project are expected to accommodate for increases in heavy vehicle traffic whilst at the same time improving journey time and safety for all users.



8 Conclusions

In accordance with WAPC *'Guidelines for Transport Impact Assessment (TIA) Guidelines: Volume 4 – Individual Developments'*, this report sets out the details of the proposed industrial development (Lot 22) located off Talbot Road, in Hazelmere WA.

This TIS includes the key transport issues and impacts related to the development of the industrial site including the current level of accessibility by road, public transport, cycle and on foot.

Summary:

- The proposed development incorporates an industrial / workshop facility of some 2,107m² floor area including ancillary office, wash down bay area and 43 car parking spaces.
- The proposed car parking provision of 43 spaces is compliant with City of Swan's parking requirements.
- The proposed site layout complies with applicable traffic engineering standards and provides suitable accessibility for all design vehicles up to and including 19m long prime mover and semi-trailer vehicles. Talbot Road is currently approved for larger vehicles restricted to operate on the RAV 4 Network of which Lot 22 is not expected to generate.
- The proposed development and its associated low-level of traffic generation can be accommodated on the surrounding existing road network and intersections, without having reliance on the planned local or state government road infrastructure projects, primarily the Great Eastern Highway Bypass Interchanges Project.

In conclusion, the proposed industrial development has minimal transport-related impacts on the surrounding area, consistent with the Hazelmere Enterprise Area Structure Plan, and therefore the development should not be considered unacceptable to proceed on transport grounds.

This TIS ultimately demonstrates that the existing and future road network is capable of satisfactorily supporting the additional vehicular traffic expected to be generated by the proposed industrial development and future industrial development on Lot 22.

Appendix A TIS Checklist

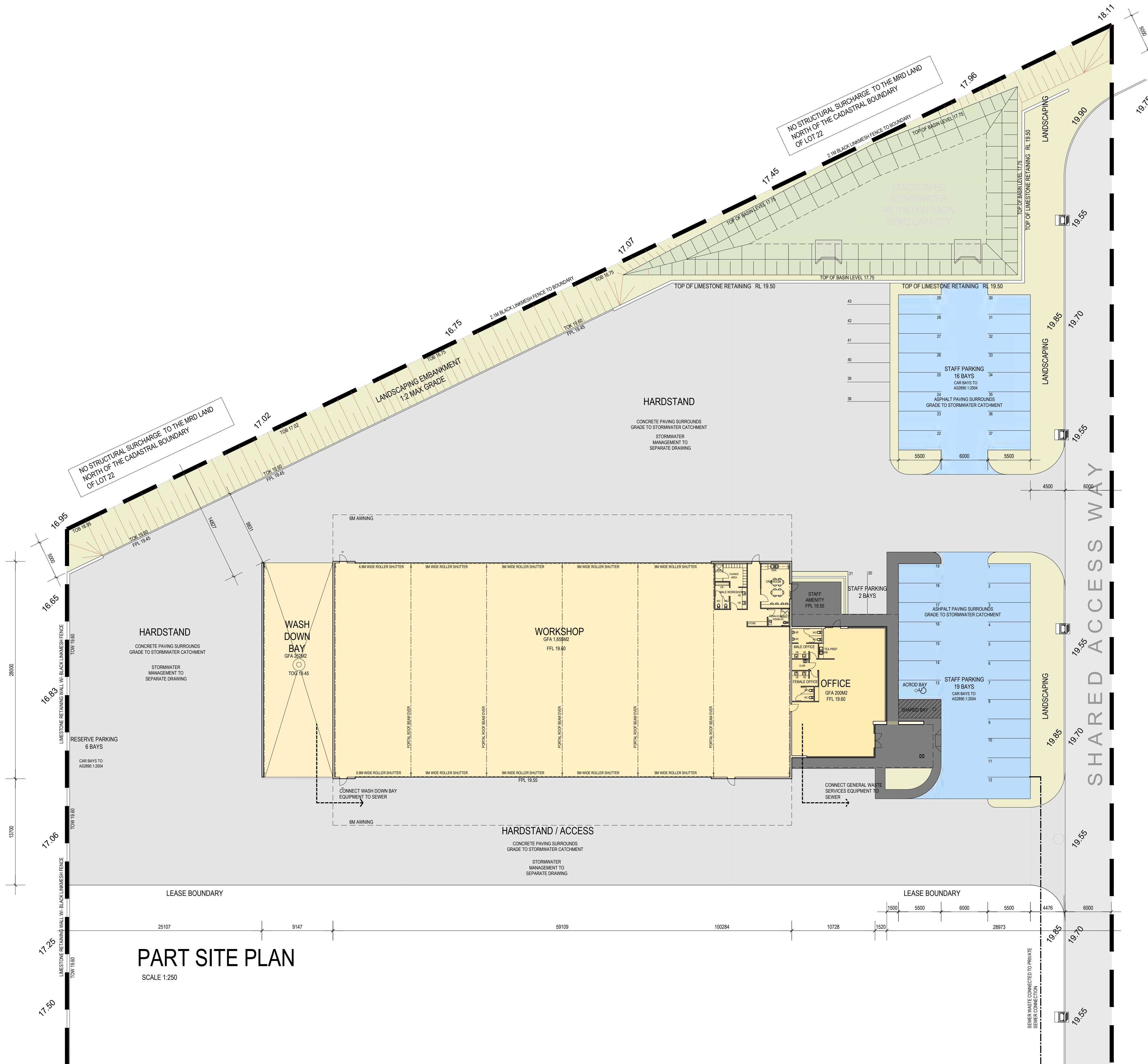


Appendix A TIS Checklist

Item	Provided	Comments/Proposals
Executive Summary	Y	
Introduction / Background	Y	
Proposed development	Y	
proposed land uses	Y	
existing land uses	Y	
context with surrounds	Y	
Vehicular access and parking	Y	
access arrangements	Y	
public, private, disabled parking set down/pick up	Y	
Service vehicles (non-residential subdivisions only)	Y	
access arrangements	Y	
on/off-site loading facilities	Y	
Traffic volumes and vehicle types (non-residential subdivisions only)	Y	
daily or peak traffic volumes	Y	
type of vehicles (eg cars, trucks)	Y	
Traffic management on frontage streets	Y	
Public transport access	Y	
nearest bus/train routes	Y	
nearest bus stops/train stations	Y	
pedestrian/cycle links to bus stops/train station	Y	
Pedestrian access/facilities	Y	
existing pedestrian facilities within the subdivision (if any)	Y	
proposed pedestrian facilities within subdivision	Y	
existing pedestrian facilities on surrounding roads	Y	
proposals to improve pedestrian access	Y	
Cycle access/facilities	Y	
existing cycle facilities within the subdivision (if any)	Y	
proposed cycle facilities within subdivision	Y	
existing cycle facilities on surrounding roads	Y	

proposals to improve cycle access	Y	
Site specific issues	Y	
Safety issues	Y	
identify issues	Y	
remedial measures	Y	

Appendix B
Proposed Site Layout



UNITED KINGDOM

BIRMINGHAM

Park Point
17 High Street
Longbridge
Birmingham
B31 2UQ

T: +44 121 475 0234

CAMBRIDGE

Nine Hills Road,
Cambridge
CB2 1GE

T: +44 1223 869949

MANCHESTER

8 Brewer Street
Hilton Square
Manchester
M1 2EU

T: +44 161 242 1162

BRISTOL

Brew House
Jacob Street
Tower Hill
Bristol
BS2 0EQ

T: +44 117 929 8856

LONDON

G.03
Wenlock Studios
50-52 Wharf Road
London
N1 7EU

T: +44 20 7253 8902

READING

The Aquarium
King Street
Reading
RG1 2AN

T: +44 118 956 0909

AUSTRALIA

MELBOURNE

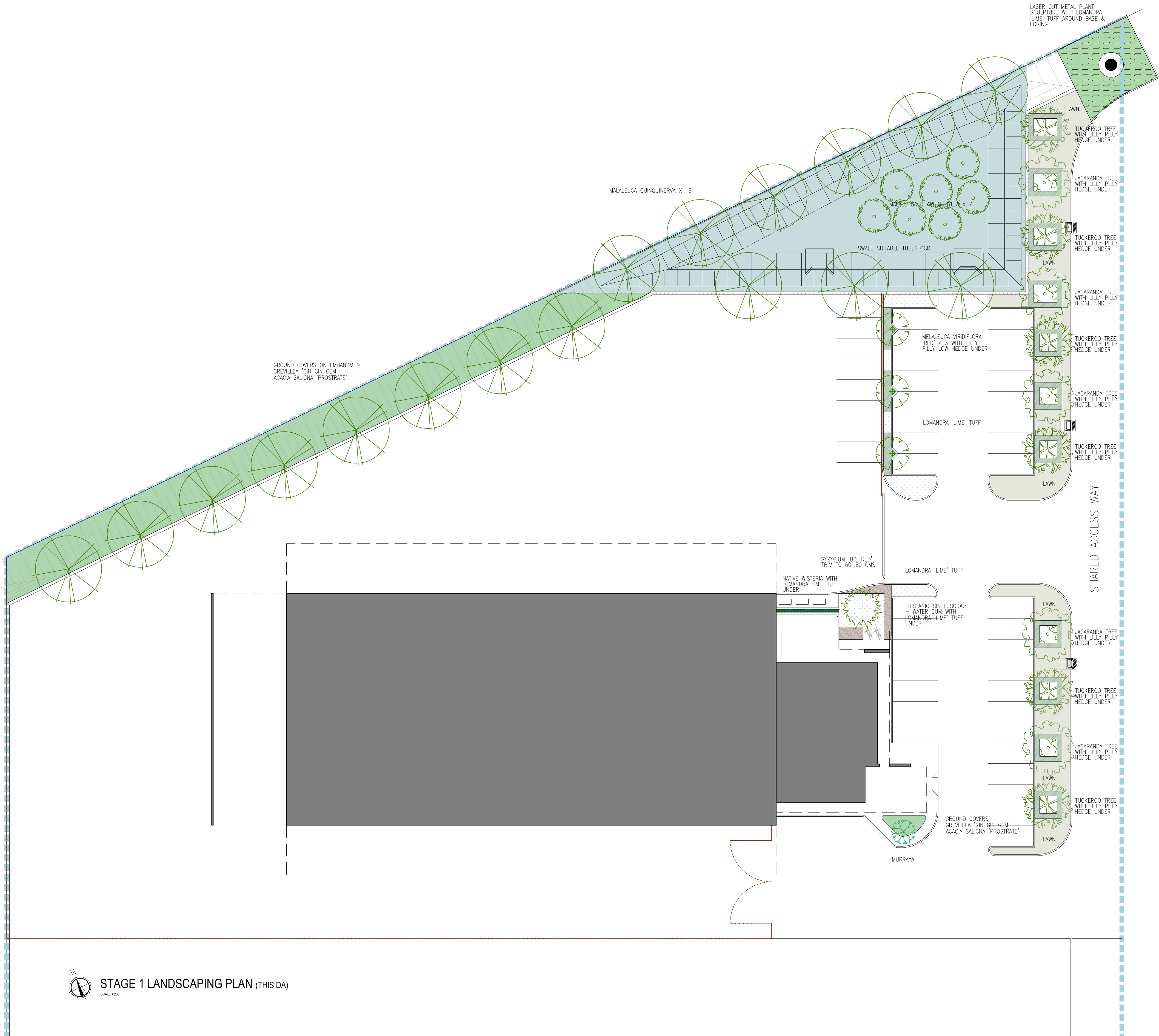
Level 7
575 Bourke Street
Melbourne
VIC 3000
Australia

T: +61 370 330 210

PERTH

Level 27
St Martins Tower
44 St Georges Terrace
Perth
WA 6000
Australia

T: +61 370 330 210



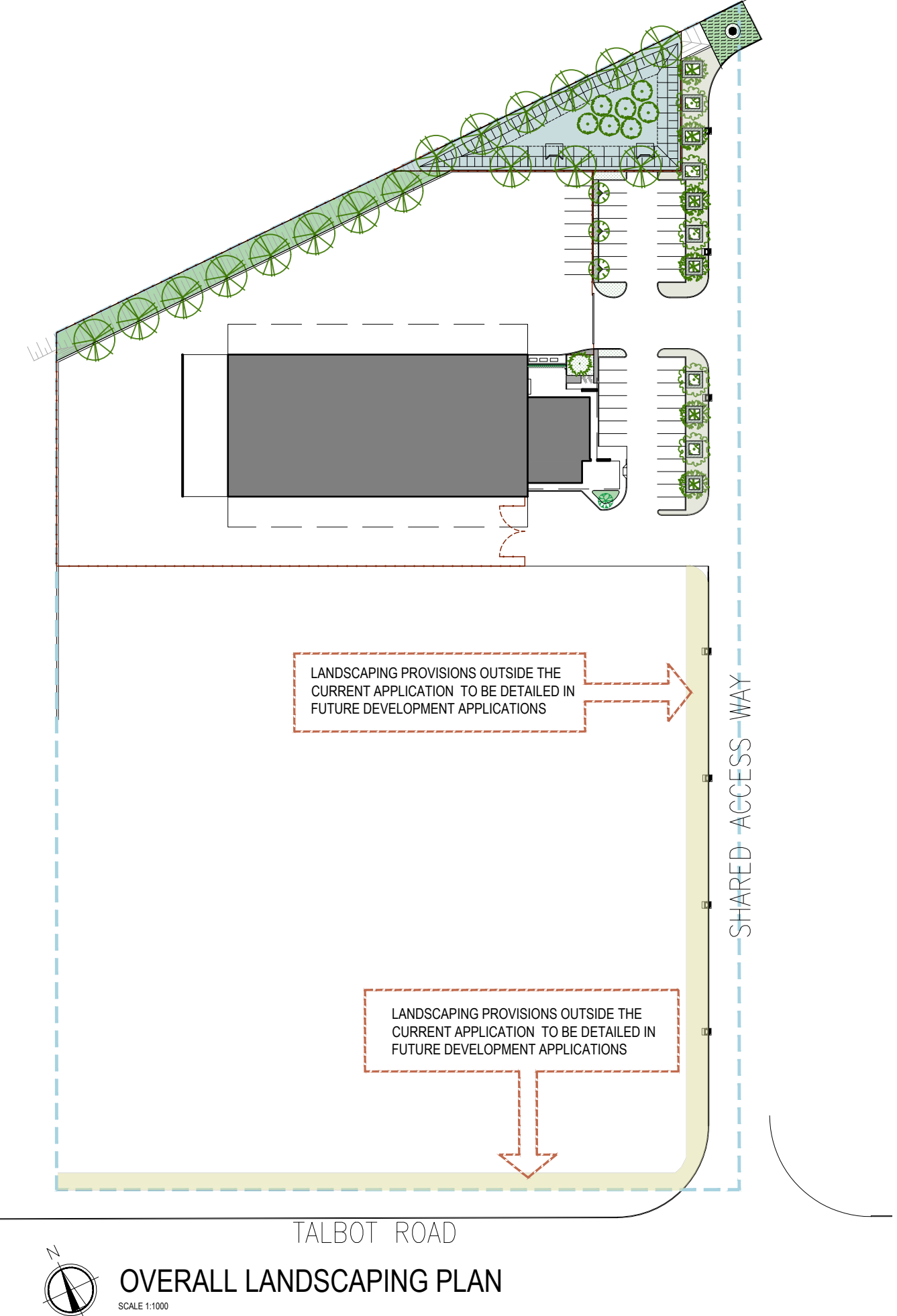
STAGE 1 LANDSCAPING PLAN (THIS DA)
SCALE 1:250

LANDSCAPING PROVISION

LOT 22 TOTAL LAND AREA	27,165 M2
COUNCIL REQ'D LANDSCAPING FOR LOT 22 10% OF TOTAL SITE (PLUS VERGE)	2,712 M2
ON-SITE LANDSCAPING PROVIDED AS PART OF THIS DA	1,732 M2
TOTAL LANDSCAPING ON COMPLETION OF FUTURE DEVELOPMENT	2,712 M2

LANDSCAPING LEGEND

SYMBOL	PLANT NAME	SQ M	NO.	POT SIZE
	TRISTANIOPSIS LUSCIOUS		1	75 L
	JACARANDA MIMOSIFOLIA		5	75 L
	MELALEUCA QUINQUENARIA		19	35 L
	CUPANIOPSIS ANACARDIODES TUCKEROO		6	75 L
	MELALEUCA VIRIDIFLORA 'RED'		3	150 L
	LOMANDRA 'LIME' TUFT	58 M2	200	140mm
	SYZYGIUM 'WINTER LIGHTS' LILLY PILLY	90.6M2	180	200mm
	SYZYGIUM 'BIG RED' LILLY PILLY	14 M2	28	200mm
	MURRAYA PANICULATA ORANGE JESSAMINE		1	30L
	NATIVE WISTERIA HARDENBERGIA COMPTONIANA		10	140mm
	EMBANKMENT GROUND COVERS, PROSTRATE - LOW SHRUBS INCLUDING: ACACIA SALIGNA (PROSTRATE) GREVILLEA 'GIN GIN GEM' BANKSIA BLECHNIFOLIA GREVILLEA OLIVACEAE	398M2	400	TUBESTOCK
	STORMWATER RETENTION BASIN PLANTING INCLUDING: CAREX APPRESSA COTULA CORONOPHOLIA FICUS NUCOSA HYPOCALYMMA ANGUSTIFOLIUM SAMOLUS REPENS	776 M2	776	TUBESTOCK
	MALALEUCA RHAPHIOPHYLLA		7	35 L
	LAWN, 'VILLAGE GREEN'		321 M2	
	GREVILLEA 'GIN GIN GEM'			140mm



OVERALL LANDSCAPING PLAN
SCALE 1:1000



Bushfire Attack Level (BAL) Report and Certificate

For project at: Lot 22 Talbot Road, Hazelmere

Client: Commercial Design Management (GKD & CDM)

Report Number: 24-20290

Assessment Date: 20 November 2024

Report Date: 25 November 2024

Prepared by a BPAD Accredited Practitioner

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS 3959-2018

This Certificate has been issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme. The certificate details the conclusions of the full Bushfire Attack Level Assessment Report (full report) prepared by the Accredited Practitioner.

Property Details and Description of Works

Address Details	Unit no	Street no	Lot no	Street name / Plan Reference		
		-	22	Talbot Road		
	Suburb			State		Postcode
	Hazelmere			WA		6055
Local government area	City of Swan					
Main BCA class of the building	TBA	Use(s) of the building	Commercial			
Description of the building or works	New Building					

Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance (m)	BAL
Method 1	Class G Grassland	Flat/Upslope	15	BAL – 19

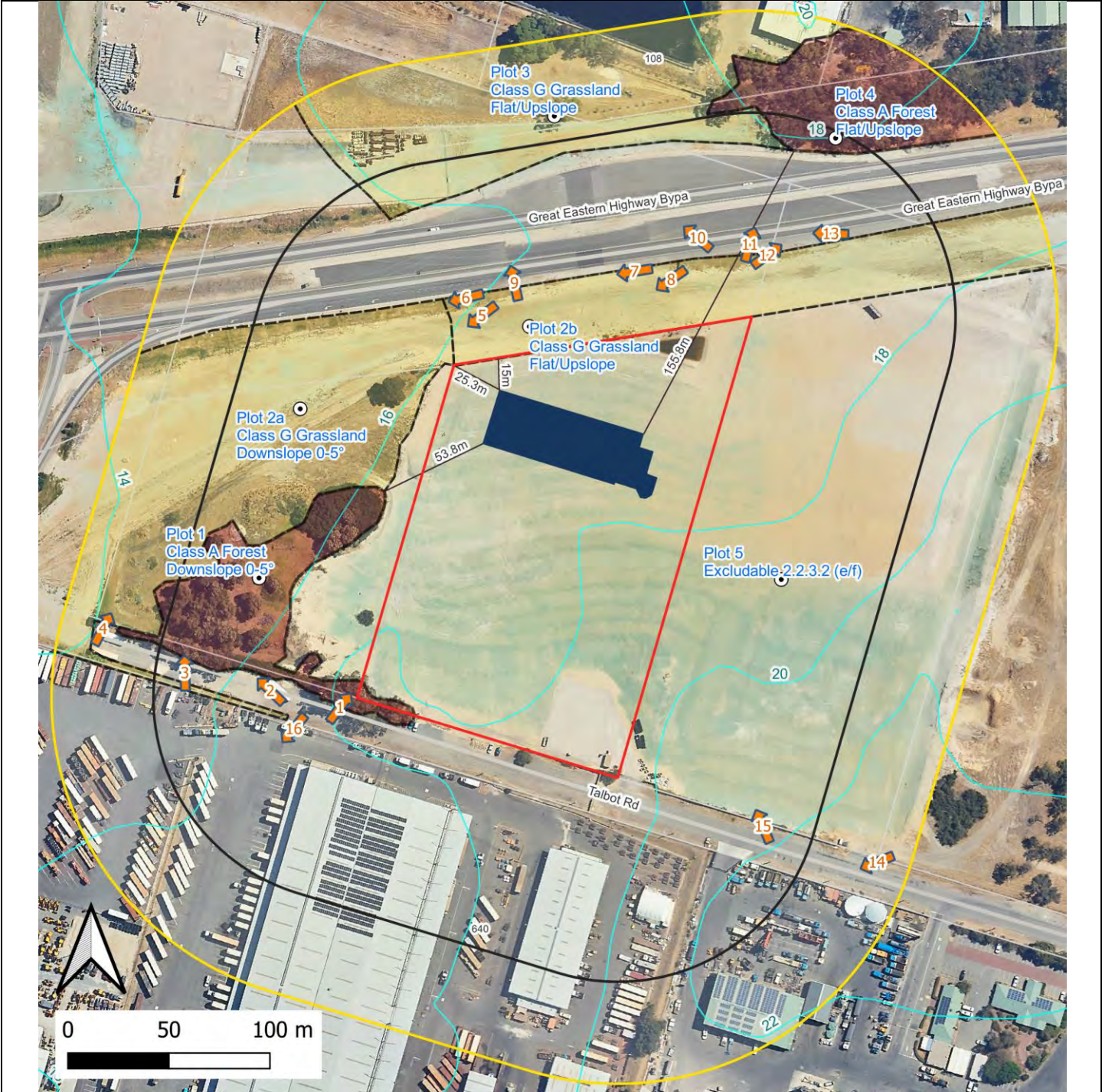
BPAD Accredited Practitioner Details

Name Jess Calcutt	Signature 	Jess Calcutt Level 1 BPAD Accredited Assessor Accreditation No.: BPAD 65772  BPAD Bushfire Planning & Design Accredited Practitioner Level 1 Authorised Practitioner Stamp
Company Details Bushfire Smart		
I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-2018.		

Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated report issued.

Site Assessment & Site Plans

The assessment of this site 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).



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

Figure 1: Vegetation Classification		Legend			
Lot 22 Talbot Road, Hazelmere			Proposed Structure		150m area assessment
Assessment Date: 20 November 2024 Prepared by: Jess Calcutt Accreditation Level: 1 Accreditation Number: 65772			Site boundary		Photo point
			100m area assessment		Plot / Veg Class. & Slope
			A Forest		D Scrub
			B Woodland		G Grassland
			C Shrubland		Excluded

Vegetation Classification

All vegetation within 100m 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.

Plot:	1	Effective Slope (°):	>0-5°	Separation Distance (m):	53.8 m
Vegetation Classification or Exclusion Clause:		Class A Forest - Open forest A-03			
Description / Justification for Classification:					
Dense thicket of trees reaching up to 20 m in height, with a thick shrub/scrub understorey and ladder fuels throughout. Surrounded by long unmanaged grasses. Significant fine fuels present. Foliage cover exceeds 30%.					
 DIRECTION 37 deg(T) 31.91949°S 116.00265°E ACCURACY 5 m DATUM WGS84 Hazelmere 2024-11-20 11:58:19+08:00		 DIRECTION 314 deg(T) 31.91958°S 116.00239°E ACCURACY 12 m DATUM WGS84 Hazelmere 2024-11-20 12:01:08+08:00			
Photo ID: 1		Photo ID: 2			
 DIRECTION 358 deg(T) 31.91926°S 116.00186°E ACCURACY 5 m DATUM WGS84 Hazelmere 2024-11-20 12:01:29+08:00		 DIRECTION 28 deg(T) 31.91902°S 116.00147°E ACCURACY 5 m DATUM WGS84 Hazelmere 2024-11-20 12:01:52+08:00			
Photo ID: 3		Photo ID: 4			

Plot:	2a	Effective Slope (°):	>0-5°	Separation Distance (m):	25.3 m
Vegetation Classification or Exclusion Clause:			Class G Grassland – Sown pasture G-26		
Description / Justification for Classification:					
Open grassland across verges and surrounding lots with no overstorey vegetation. Images also show forest described in Plot 1.					
DIRECTION 233 deg(T) 31.91777°S 116.00380°E ACCURACY 4 m DATUM WGS84 			DIRECTION 256 deg(T) 31.91775°S 116.00382°E ACCURACY 4 m DATUM WGS84 		
Hazelmere 2024-11-20 12:10:24+08:00			Hazelmere 2024-11-20 12:10:26+08:00		
Photo ID: 5			Photo ID: 6		

Plot:	2b	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	15 m
Vegetation Classification or Exclusion Clause:			Class G Grassland – Sown pasture G-26		
Description / Justification for Classification:					
Foreground shows open grassland with no overstorey vegetation. Images also show forest described in Plot 1.					
DIRECTION 261 deg(T) 31.91773°S 116.00510°E ACCURACY 5 m DATUM WGS84 			DIRECTION 235 deg(T) 31.91773°S 116.00510°E ACCURACY 5 m DATUM WGS84 		
Hazelmere 2024-11-20 12:08:25+08:00			Hazelmere 2024-11-20 12:08:29+08:00		
Photo ID: 7			Photo ID: 8		

Plot:	3	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	97 m
Vegetation Classification or Exclusion Clause:			Class G Grassland – Tussock grassland G-22		
Description / Justification for Classification:					
Mix of self-seeded curing grasses and tussock-like growths. A thin strip of trees intersects the plot but contributes to less than 10% foliage cover.					
DIRECTION348 deg(T)31.91774°S116.00383°EACCURACY 4 mDATUM WGS84 			DIRECTION310 deg(T)31.91772°S116.00512°EACCURACY 5 mDATUM WGS84 		
Hazelmere2024-11-2012:10:34+08:00			Hazelmere2024-11-2012:08:35+08:00		
Photo ID: 9			Photo ID: 10		

Plot:	4	Effective Slope (°):	Flat/Upslope	Separation Distance (m):	155.8 m
Vegetation Classification or Exclusion Clause:			Class A Forest - Open forest A-03		
Description / Justification for Classification:					
Thick forest predominantly consisting of Eucalypts (20–25 m in height) with foliage cover exceeding 30%. Understorey comprises unmanaged grasses.					
DIRECTION33 deg(T)31.91772°S116.00512°EACCURACY 5 mDATUM WGS84 			DIRECTION48 deg(T)31.91772°S116.00513°EACCURACY 5 mDATUM WGS84 		
Hazelmere2024-11-2012:08:39+08:00			Hazelmere2024-11-2012:08:43+08:00		
Photo ID: 11			Photo ID: 12		

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:					
Low-threat vegetation includes sparse grass growth along fence edges, insufficient to contribute to fire risk. Non-vegetated areas consist of neighbouring lots cleared for development, public and industrial roads, and commercial yards.					
DIRECTION 272 deg(T) 31.91772°S 116.00513°E ACCURACY 5 m DATUM WGS84  Hazelmere 2024-11-20 12:08:50+08:00			DIRECTION 248 deg(T) 31.92054°S 116.00546°E ACCURACY 5 m DATUM WGS84  Hazelmere 2024-11-20 12:05:12+08:00		
Photo ID: 13			Photo ID: 14		
DIRECTION 308 deg(T) 31.92050°S 116.00540°E ACCURACY 5 m DATUM WGS84  Hazelmere 2024-11-20 12:04:56+08:00			DIRECTION 220 deg(T) 31.91955°S 116.00266°E ACCURACY 5 m DATUM WGS84  Hazelmere 2024-11-20 11:58:28+08:00		
Photo ID: 15			Photo ID: 16		

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger IndexFDI 40 ☐

Table 2.7

FDI 50 ☐

Table 2.6

FDI 80 ☒

Table 2.5

FDI 100 ☐

Table 2.4

Potential Bushfire Impacts

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

Table 1: BAL Analysis

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class A - Forest	>0-5°	53.8	BAL – 12.5
2a	Class G Grassland	>0-5°	25.3	BAL – 12.5
2b	Class G Grassland	Flat/Upslope	15	BAL – 19
3	Class G Grassland	Flat/Upslope	97	BAL – LOW
4	Class A - Forest	Flat/Upslope	155.8	BAL – LOW
5	Excludable - 2.2.3.2 (e/f) Non-Vegetated Areas & Low Threat Vegetation	N/A	N/A	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 – 19**

Appendix 1: Plans and Drawings

Plans and drawings relied on to determine the bushfire attack level

Plans Drawn by: CDM

ID/Project/DWG Number: LOT 22 TALBOT ROAD

Revision no.:

Date of Plan: 22/11/24



PROPOSED OFFICE - WORKSHOP - HARDSTAND
PART NO 31 LOT 22 TALBOT ROAD
HAZELMEKE WA

BAL IMPACT DIAGRAM 2011124



Appendix 2: Shielding Provisions

AS 3959 – 2018 Part 3.5 allows for a reduction in construction requirements due to shielding, where an elevation not exposed to the source of a bushfire attack may be reduced to the next lower BAL (But not to BAL LOW).

A reduced level due to shielding may be applied to this project as shown in the diagram below. This lower BAL level may be applied to the elements of the walls (including openings) but shall not be applied to subfloors or roofs.

No shielding applies.

Appendix 3: Construction Requirements

The construction requirements for each determined Bushfire Attack Level (BAL) are outlined below. Depending on your BAL rating, as indicated in this report, construction must comply with the corresponding sections listed. Detailed construction specifications can be found within the relevant sections of AS3959-2018.

AS 3959:2018

34

SECTION 3 GENERAL CONSTRUCTION REQUIREMENTS

3.1 GENERAL

This Section specifies general requirements for the construction of buildings for all Bushfire Attack Levels (BALs).

The BALs and the corresponding Sections for specific construction requirements are listed in Table 3.1.

TABLE 3.1
BUSHFIRE ATTACK LEVELS AND CORRESPONDING SECTIONS FOR
SPECIFIC CONSTRUCTION REQUIREMENTS

Bushfire Attack Level (BAL)	Classified vegetation within 100 m of the site and heat flux exposure thresholds	Description of predicted bushfire attack and levels of exposure	Construction Section
BAL—LOW	See Clause 2.2.3.2	There is insufficient risk to warrant specific construction requirements	4
BAL—12.5	$\leq 12.5 \text{ kW/m}^2$	Ember attack	3 and 5
BAL—19	$> 12.5 \text{ kW/m}^2$ $\leq 19 \text{ kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux	3 and 6
BAL—29	$> 19 \text{ kW/m}^2$ $\leq 29 \text{ kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux	3 and 7
BAL—40	$> 29 \text{ kW/m}^2$ $\leq 40 \text{ kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing heat flux with the increased likelihood of direct contact with flames	3 and 8
BAL—FZ	$> 40 \text{ kW/m}^2$	Direct exposure to flames from fire front in addition to heat flux and ember attack	3 and 9

Appendix 4: Glossary of Terms

<i>AS 3959 -2018</i>	AS 3959 is the Australian Standard for Construction of Buildings in Bushfire-Prone Areas. It outlines the requirements for building design and construction to improve the resilience of structures against bushfire attacks.
<i>BAL</i>	Bushfire Attack Level, referring to the level of bushfire risk for a property, typically denoted by a rating (e.g., BAL 29), or to the report assessing this risk.
<i>BCA</i>	Building Code of Australia, a set of guidelines and regulations for building construction and safety.
<i>BPAD Accreditation</i>	The Bushfire Planning and Design (BPAD) Accreditation Scheme is administered by Fire Protection Association Australia (FPA Australia) to formally recognize professionals who provide bushfire assessment, planning, design, and advisory services. BPAD Accreditation confirms a practitioner's skills and gives confidence that bushfire services are provided by qualified professionals.
<i>BPAD</i>	Bushfire Planning and Design, involving measures to mitigate bushfire risks in urban planning and building design.
<i>Effective Slope</i>	The slope of the land under the vegetation in relation to a building, which affects the speed and intensity of a bushfire. Fires move faster uphill, so steeper slopes increase bushfire risk.
<i>FDI</i>	A numerical scale that indicates the severity of bushfire conditions based on factors like temperature, humidity, wind speed, and drought. Higher values mean greater fire danger.
<i>Method 1</i>	Method 1 for determining Bushfire Attack Level (BAL) ratings is a simplified approach outlined in <i>Australian Standard AS 3959: Construction of Buildings in Bushfire-Prone Areas</i> . It uses readily available information and basic measurements to determine the potential exposure of a building to bushfire hazards
<i>Shielding</i>	Shielding is the protection of an elevation of a structure that does not have line of sight to potential bushfire attack, reducing its exposure to radiant heat, embers, and direct flames during a bushfire.



Design Review Report

Location/Venue: City of Swan Council Chambers - Midland Town Hall -
312 Great Eastern Highway Midland
Meeting Date: Tuesday 4th February 2025
Meeting Time: 1.30pm

Item 1 - Workshop and Office – Lot 22 Talbot Road Hazelmere – DA-929/2024 & DRP-1/2025 – 1st DRP Meeting Post DA

Design Review Report	
Subject	Item 1 - Workshop and Office – Lot 22 Talbot Road Hazelmere
Design Reviewers	Malcolm Mackay - Chairperson (Mackay Urban Design)
	Brett Wood-Gush – Deputy Chairperson (Insight Urbanism)
	Stephen Carrick – Panel Member (Stephen Carrick Architects)
	Walter Van Der Loo – Panel Member (PLACE Laboratory)
Proponent & Project Team	Joseph Panetta – CDM Cindy Park – CDM George Hajigabriel – Rowe Group Rory Feely – Rowe Group Ryan Munyard – Rowe Group
Declarations	None.

Design quality evaluation		
Principle 1 Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
Comments and Recommendation		Strengths a) The use, form and typology are consistent with other developments and the industrial intent for the locality. Areas for improvement b) It would be useful to see a masterplan for the whole site (even if only work in progress) to understand the overall intent for development and access arrangements. Recommendations 1. Provide an overall site master plan (even if only work in progress) for context.

Principle 2 Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
Comments and Recommendation		Strengths a) The inclusion of a landscape plan is positive. Areas for improvement b) Relocate the two isolated car bays next to the staff amenity area to create a landscape context for the amenity area. c) Widen the landscape strip next to the norther car park sufficient to enable shade trees, noting that the tree planting ratio in the planning framework applies to the car park itself not the whole site. d) Use landscape to provide a sense of arrival along the access leg, including a safe pedestrian path. e) Review the extent of hardstand required for operational purposes with a view to establishing trees along the southern boundary to help mitigate the heat impact of the extensive hard standing. f) Focus on native plants rather than exotics. g) Ensure landscape plans, architectural plans, and renders are consistent. h) Show extent of tree canopy at maturity on the landscape plan - Some trees appear small. Recommendations 1. Review the car parking to enable better landscape amenity and more shade trees for the car parks. 2. Develop a stronger and more welcoming sense of arrival along the access leg. 3. Explore whether there is the capacity to incorporate trees along the southern boundary. 4. Focus more on native planting. 5. Ensure landscape intent is expressed consistently across the drawing package. 6. Show tree canopies as 'at maturity'.
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 and Recommendation		Strengths a) The form is clear and consistent with the prevailing typology of the locality. b) The relationship between the major elements – the workshop, office and car parking is logical. c) There is a generous amount of shade to the

		entrance and east facing glazing. Areas for improvement d) None. Recommendations 1. 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 and Recommendation		Strengths a) The design appears to be functional and fit for purpose. b) The relationship between the office and workshop is strong and logical. c) Whilst the female WC provision is low, it is acknowledged that it is compliant and driven by the tenant worker profile. Areas for improvement d) Some further explanation of the functionality would be useful to help understand how the workshop will be used and, therefore, its relationship to the rest of the site. e) Undertake a needs analysis to help justify the parking provision. Recommendations 1. Provide confirmation of the workshop purpose as explained in the meeting. 2. Provide a rationale for the car-parking numbers based on the anticipated demand generated by the facility.
Principle 5 Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
Comments and Recommendation		Strengths a) The provision of PV is good. b) Light-coloured finishes are positive. c) The use of framed construction is supported. d) The roof ridge venting is good as is shade Areas for improvement e) Provide a sustainability strategy outlining sustainability initiatives and commitments, such as clarifying the intended PV capacity. f) Investigate the capacity for natural ventilation to purge excess heat and reduce the load on the AC

		system. g) Consider using the translucent sheeting in the workshop walls to reduce heat gain and offsetting the vertical sheeting from the concrete wall to create a ventilation gap at the overlap, for when the roller doors are closed. h) Explore the inclusion of relatively easy and cost-effective initiatives: Low Carbon Concrete, water management (stormwater capture, reuse of washdown water, etc), EV charging, recyclable or reusable materials, low energy/ low water use fittings, efficient landscape retic, bike parking, motorbike parking and End of Trip facilities, etc. Recommendations 1. Develop a sustainability strategy noting the comments above.
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 and Recommendation		Strengths a) The north-facing staff amenity space is good in principle but needs further refinement. b) The provision of light to the office is good. c) Access to natural light to the workshop is positive d) Direct access from the workshop to the amenity area via the crib room is logical. Areas for improvement e) Review and provide more detail on the staff amenity area – landscape, shade, adjacency to noise nuisances, outlook, etc – that can determine the level of amenity of the space. Recommendations 1. Develop a more detailed plan for the external amenity area with a higher level of amenity (shade, landscape, outlook, etc)
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 and Recommendation		Strengths a) The entrance is clearly visible on approach. b) The blade wall has the potential to support signage. c) External vehicle circulation spaces are generous, and the car parks are simple layouts. Areas for improvement

		d) Clarify whether vehicle movement in and out of the site is one-way given the dual crossovers. Recommendations 1. Show traffic direction arrows on the site plan.
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
Comments and Recommendation		Strengths a) Locating the secure line back at the building line is supported. Areas for improvement b) Show typical truck/bus swept paths for the anticipated size of trucks. c) The lack of a footpath is a concern - provide a safe pathway for people arriving or leaving on foot, by bike or micromobility. Recommendations 1. Provide large vehicle swept paths and use them to determine redundant areas of hardscape that could provide for shade trees. 2. Review the access leg to provide safe access for all travel modes.
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 interaction.</i>
Comments and Recommendation		Strengths a) The staff amenity area is good in principle but needs further work to increase its appeal. Areas for improvement b) Clarify the public art strategy, noting that public art contribution is best associated with the public realm (such as fencing to the broader site) where it can be best appreciated. Recommendations 1. Clarify the public art strategy.
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 and Recommendation		Strengths a) Simple and consistent material and colour palette.

		b) The blade wall provides a logical place to integrate signage. c) The isolated location with limited visibility from the street network is visually forgiving. d) The intent to use the same aesthetic and design team across the whole site for consistency is supported. Areas for improvement e) Treat the appearance of the fencing and security gates as an integral design element and include on the drawings. f) Show preferred signage locations and types. Recommendations 1. <i>Provide details on fencing.</i> 2. <i>Show, indicatively, preferred signage locations.</i>
--	--	--

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Yet to be addressed			
	DRP Meeting 1 04/02/25 Post DA	DRP Meeting 2	DRP Meeting 3	DRP Meeting 4
Principle 1 - Context and character				
Principle 2 - Landscape quality				
Principle 3 - Built form and scale				
Principle 4 - Functionality and build quality				
Principle 5 - Sustainability				
Principle 6 - Amenity				
Principle 7 - Legibility				
Principle 8 - Safety				
Principle 9 - Community				
Principle 10 - Aesthetics				

Concluding Remarks

The Panel thanks the Applicant for the presentation and engaging early in the process. The Panel broadly supports the design, which demonstrates a well-considered architectural response to the functional brief. It's noted that the design includes many aspects that the Panel has suggested to other Applicants for similar facilities. So, in this respect, the design is ahead of the curve.

However, there remain some areas where there is still scope for improvement. These areas include:

- further developing the sustainability narrative
- refining the landscape concept to provide for more trees and shade
- refining the design of the external amenity area with a view to improving its amenity
- providing a more welcoming experience and safer treatment for all travel modes along the shared access leg.

Satisfying the above will, in all probability, result in the design being deemed to satisfy the 10 design principles of SPP7 and the Applicant is encouraged to consider the advice offered.

Is the proposal required to go back to a future Design Review Panel Meeting?

Please tick one of the following:

- ☒ **Yes – future full panel design review**
☐ **No – future chair review only**
☐ **No – supported – no further review required**

Is the proposal supported?

Please tick one of the following:

- ☐ **Yes - Supported**
☒ **Yes - Supported – pending further attention and/or conditions to be imposed**
☐ **No - Not supported**

Design Review Report endorsement & DRP Recommendation



Malcolm Mackay
DRP Chair





Design Review Panel Chair Review Report

Chair Review Date: Friday, 28 February 2025

Item 1 - Workshop and Office – Lot 22 Talbot Road Hazelmere – DA-929/2024 & DRP-1/2025

Design Review Report	
Item Reviewed by Chairperson	Item 1 - Workshop and Office – Lot 22 Talbot Road Hazelmere
Chairperson undertaking the Review	Malcolm Mackay - Chairperson (Mackay Urban Design)

Design quality evaluation		
Principle 1 Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		Strengths a) The use, form and typology are consistent with other developments and the industrial intent for the locality. b) An indicative master plan has been provided, which provides a useful context for the development. The development is consistent with the master plan. Areas for improvement a) It would be useful to see a masterplan for the whole site (even if only work in progress) to understand the overall intent for development and access arrangements Recommendations 1. None.
Principle 2 Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		Strengths a) The inclusion of a landscape plan is positive. b) The relocation of the parking bays adjacent to the amenity area has allowed for more landscape in a strategic location. c) The capacity for more shade trees to the car park is good. d) The landscape provided to the access leg is supported and the Applicant is encouraged to continue this theme for the rest of the access leg in future stages of development. e) The increase in the use of native plants is good. f) There is improved consistency between plans and renders.

		g) Trees are shown with 'at maturity canopy, which is supported. Areas for improvement a) During the detailed design stage, review the extent of hardstand required for operational purposes with a view to establishing trees along the southern boundary to help mitigate the heat impact of the extensive hard standing Recommendations 1. Review the capacity to provide more shade planting during the detailed design stage.
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>
		Strengths a) The form is clear and consistent with the prevailing typology of the locality. b) The relationship between the major elements – the workshop, office and car parking is logical. c) There is a generous amount of shade to the entrance and east facing glazing. Areas for improvement a) None Recommendations 1. 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>
		Strengths a) The design appears to be functional and fit for purpose, and the use of the facility has been explained for context. b) The relationship between the office and workshop is strong and logical. c) Whilst the female WC provision is low, it is acknowledged that it is compliant and driven by the tenant worker profile. d) It's noted that a TIS has been undertaken (but not sighted) and it is presumed that this provides justification for the proposed parking numbers. Areas for improvement a) None Recommendations 1. None.
Principle 5		<i>Good design optimises the sustainability of the built</i>

Sustainability		<i>environment, delivering positive environmental, social and economic outcomes.</i> Strengths a) The commitment to 100kW of PV is excellent. b) Light-coloured finishes are positive. c) The use of framed construction is supported. d) The roof ridge venting is good as is the shading to the glazing. e) There is a commitment to low water-use appliances. f) The inclusion of a stormwater basin with nutrient-stripping vegetation is positive. g) A sustainability summary has been provided, albeit it is short on detail. Areas for improvement a) Investigate, during the detailed design stage, the capacity for natural ventilation to purge excess heat and reduce the load on the AC system. b) Consider using the translucent sheeting in the workshop walls to reduce heat gain and offsetting the vertical sheeting from the concrete wall to create a ventilation gap at the overlap, for when the roller doors are closed. h) Explore at the detailed design stage, the inclusion of relatively easy and cost-effective initiatives: Low Carbon Concrete, water management (stormwater capture, reuse of washdown water, etc), EV charging, recyclable or reusable materials, low energy/ low water use fittings, efficient landscape retic, bike parking, motorbike parking and End of Trip facilities, etc. Recommendations 1. <i>Continue to develop a focus on sustainability initiatives at the detailed design stage, noting the comments above.</i>
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> Strengths a) The north-facing staff amenity space with shade and an outlook to the adjacent landscape is supported b) The provision of light to the office is good. c) Access to natural light to the workshop is positive. d) Direct access from the workshop to the amenity area via the crib room is logical. Areas for improvement a) None Recommendations 1. <i>None.</i>

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>
		Strengths a) The entrance is clearly visible on approach. b) The blade wall has the potential to support signage. c) External vehicle circulation spaces are generous, and the car parks are simple layouts. Areas for improvement a) Clarify whether vehicle movement in and out of the site is one-way given the dual crossovers. Recommendations 1. Show traffic direction arrows on the site plan.
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		Strengths a) Locating the secure line back at the building line is supported. b) Given the extensive area of hardstand, there is no reason to believe that swept paths for large vehicles will be a concern. Areas for improvement a) The lack of a footpath to provide a safe pathway for people arriving or leaving on foot, by bike or micromobility. Noting that the access leg does not form part of the application, it is essential that the issue is addressed in future stages, and, to that effect, the Applicant is put on notice. Recommendations 1. Ensure that safe pedestrian and bike connectivity is addressed in subsequent stages of development.
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 interaction.</i>
		Strengths a) The staff amenity area is a good facility for encouraging interaction within the workforce. b) The intended approach for public art is supported. Areas for improvement a) None Recommendations 1. 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>

		Strengths a) Simple and consistent material and colour palette. b) Indicative signage locations have been identified. c) The isolated location with limited visibility from the street network is visually forgiving. d) The intent to use the same aesthetic and design team across the whole site for consistency is supported. Areas for improvement a) None Recommendations 1. <i>Provide details on fencing.</i> 2. <i>Show, indicatively, preferred signage locations.</i>
--	--	--

Design Review progress				
	Supported			
	Pending further attention			
	Not yet supported			
	Yet to be addressed			
	DRP Meeting 1 04/02/25 Post DA	Chair Review 1 28/02/25 Post DA		
Principle 1 - Context and character				
Principle 2 - Landscape quality				
Principle 3 - Built form and scale				
Principle 4 - Functionality and build quality				
Principle 5 - Sustainability				
Principle 6 - Amenity				
Principle 7 - Legibility				
Principle 8 - Safety				
Principle 9 - Community				
Principle 10 - Aesthetics				

Concluding Remarks

The Panel thanks the Applicant for the updated documents in response to the advice provided at the previous DRP meeting, which has resulted in some improvements to the design. The Panel supports the design as an acceptable response to the ten design principles of SPP7.

Whilst there remain some areas where there is still scope for improvement in the design, these are areas that could be further considered during the detailed design process, particularly in relation to the sustainability of the development, which offers long-term benefits to both the building owner and the tenant.

There remains some concern over the safety and amenity of the access leg. Whilst it is acknowledged that this falls outside of this application, it will need to be addressed in future stages of the development.

Is the proposal required to go back to a future Design Review Panel Meeting?

Please tick one of the following:

- ☐ Yes – future full panel design review
- ☐ No – future chair review only
- ☒ No – supported – no further review required

Is the proposal supported?

Please tick one of the following:

- ☒ Yes - Supported
- ☐ Yes - Supported – pending further attention and/or conditions to be imposed
- ☐ No - Not supported

**Design Review Report
endorsement & DRP
Recommendation**

Malcolm Mackay
DRP Chair



mainroads
WESTERN AUSTRALIA

Enquiries: Isabel Huston on (08) 9323 6232
Our Ref: 24/10708 (D25#162141)
Your Ref: DA-929/2024
DAP Ref: DAP/24/02823

24 February 2025

Chief Executive Officer
City of Swan
PO Box 196
MIDLAND WA 6936

Email: planning.submissions@swan.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED WORKSHOP AND ANCILLARY OFFICE - REF DA-929/2024 AND DAP/24/02823 - LOT 22 (TALBOT ROAD), HAZELMERE

In response to correspondence received on 31 January 2025, Main Roads supports the proposal and recommends that if development approval is granted, the following conditions are imposed:

Conditions

1. Stormwater discharge shall not exceed pre-development discharge to the Great Eastern Highway (GEH) Bypass Road Reserve.

Justification for Condition

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

2. No structure (including retaining walls and on-site basin) above or below ground shall encroach into the GEH Bypass Road Reserve.

Justification for Condition

This development must not compromise the ultimate road design. No form of the development should encroach upon the identified land requirement.

3. No earthworks are to encroach onto the GEH Bypass road reserve.
4. No works are permitted within the GEH Bypass Road Reserve unless Main Roads has issued a Working on Roads Permit.

Justification for Condition

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



5. No signage component is approved as part of this application.

Justification for Condition

Due to the absence of the signage content on the premises within the referral package, an assessment against “*Main Roads’ Policy and Assessment Guidelines for Static / Digital Advertising Signs*” is unable to be undertaken.

In accordance with *Planning and Development (Local Planning Schemes) Regulations 2015*, Schedule 2, Part 9, Clause 67(2) (f) it is appropriate to exclude the signage component as assessment against the relevant state policy is unable to be executed.

Advice

- a) In relation to Condition 1, the Main Roads drainage system is designed for a 10 year Average Recurrence Interval (ARI), excluding hardstand runoff from surrounding developments. The applicant needs to demonstrate that any discharge from Lot 22 (i.e. basin overflows) into the GEH Bypass Road Reserve is not exceeding the maximum predevelopment flow rate for a 10 year ARI, for durations between 5 minutes and 3 hours.
- b) GEH Bypass is a proclaimed Control of Access road pursuant to Section 28A of the *Main Roads Act 1930* and access between adjacent properties and GEH Bypass is not permitted.
- c) The GEH Bypass Interchanges Project is at the construction stage and is currently on hold until Main Roads secure the approvals required to deliver the works. The project is within Main Roads current 4-year forward estimated construction program. Please be aware timing information is subject to change and Main Roads assumes no liability for the information provided.

The project involves changes to the State Road network in the subject locality, including but not limited to the upgrade of the Abernethy Road, Lloyd Street and GEH Bypass Interchange and closure of the road between GEH Bypass and Stirling Crescent. Further information can be found at <https://www.mainroads.wa.gov.au/projects-initiatives/all-projects/metropolitan/Great-Eastern-Highway-Bypass-Interchanges/>.

- d) Any changes to RAVs access requirements to service the development will be subject to a separate approval process under *Road Traffic (Vehicles) Act 2012* and *Road Traffic Code 2000*.

Requests to add or amend a road on a RAV network is subject to future support and approval from the City of Swan and Main Roads. Application forms and supporting information about the RAV Route Assessment procedure can be found on the Main Roads website > Heavy Vehicles > Access Requirements in WA.

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



mainroads
WESTERN AUSTRALIA

General Comments

GEH Bypass and sections of Stirling Crescent and Talbot Road is part of the Heavy Vehicle Tandem Drive 4 and Tri Drive 1 networks which can facilitate vehicle up to 27.5m in length, in accordance with Table 5.2.2 and Table 5.2.3 of *Main Roads Supplement to Austroads Guide to Road Design Part 4*. The City is to be satisfied with the adopted 19m prime mover and semi-trailer vehicle for the swept path analysis within the subject site, shared access road and local roads.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Isabel Huston on (08) 9323 6232.

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

Yours sincerely

Anne Walsh

Planning Assessment Coordinator



Our ref: DMO1275
Enquiries: Bill Richmond, Ph 6364 7190
Email: bill.richmond@dwer.wa.gov.au

Darcy Gibson
Senior Planning Officer
Statutory Planning
City of Swan
PO Box 196
Midland WA 6936

By email darcy.gibson@swan.wa.gov.au

Dear Darcy Gibson

**DEVELOPMENT APPLICATION - PROPOSED WORKSHOP AND
ANCILLARY OFFICE - LOT 22 TALBOT ROAD, HAZELMERE**

I refer to your email of 12 December 2024 to the Department of Water and Environmental Regulation (the department) regarding an application to the City of Swan for the proposed development of the above-mentioned lot.

As per the requirements under section 58(6)(b) of the *Contaminated Sites Act 2003* (CS Act), advice is required as to the suitability of the land for the proposed development. The department understands that the proposed development comprises construction of a workshop and associated office on the northern portion of Lot 22 Talbot Road, Hazelmere.

Land at Lot 22 on Plan 73040, and adjacent lots to the east and west of Lot 22 (the site), was classified under the CS Act as *remediated for restricted use* on 10 January 2017 and a memorial (reference number N641985ML) was placed on the certificate of title.

The three lots comprising the site were historically used as a fat and bone rendering facility between 1968 and 2011. The site was reported due to the historical practice of storing nutrient-rich wastewater in treatment lagoons, before disposing of the water by irrigation on the site. Treatment lagoons were removed in 1995 and wastewater irrigation ceased in 2004. Remediation works associated with decommissioning and removal of the former waste treatment lagoons were carried out at the site in 1995. However, no detailed information describing those works has been provided to the department. Additional soil investigations carried out in September 2016 in the locations of the former lagoons found no evidence of residual lagoon waste sludge, and nutrient concentrations in the soil samples were consistent with local background levels. On the basis of those soil investigations, and decreasing trends in nutrient concentrations in groundwater, the site was deemed suitable for ongoing commercial/industrial use, and was reclassified under the CS Act as *remediated for restricted use*.

Based on available information, the site is considered suitable for the proposed development. Therefore, the department has no objection to the proposed development of a workshop and ancillary office at Lot 22 and recommends that the approval should not include a contamination condition.

Acid sulfate soil risk mapping shows that the site lies within an area identified as having a moderate to low risk of acid sulfate soils occurring within three metres of the natural soil surface, but high to moderate risk of acid sulfate soils beyond three metres below the natural soil surface.

Given that the proposed development is unlikely to require dewatering or excavation of more than 100 cubic metres of soil, the department advises that an acid sulfate soils condition is not considered necessary in this instance.

Please note that this advice relates to potential contamination and acid sulfate soil issues only. You may receive additional advice from other areas within the department.

If you have any queries in relation to the above, please contact Environmental Officer, Bill Richmond, on 6364 7190.

Yours sincerely



Chek Cher
A/SENIOR MANAGER
CONTAMINATED SITES
Delegated Officer under section 91
of the *Contaminated Sites Act 2003*

15 January 2025



PART C – OTHER BUSINESS

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