



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 14 March 2024; 9:30am
Meeting Number: MODAP/4
Meeting Venue: 140 William Street, Perth
Public Observing: via Electronic Means

To connect to the meeting please click here: [MODAP/4 - 14 Mar 2024 - City of Gosnells](#)

This DAP meeting will be live streamed open to the public rather than requiring attendance in person.

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 GOSNELLS

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 32 (1771), Lot 31 (1777), Lot 30 (1779) & Lot 29 (1783) Albany Highway, Kenwick – Motor Vehicle Sales & Service Centre – DAP/23/02573
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. General Business
3. 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 additional information documentation



ATTENDANCE

DAP Members

Karen Hyde (Presiding Member)
Ian Birch (Deputy Presiding Member)
Neema Premji (Specialist Member)
Cr David Goode JP (Local Government Member, City of Gosnells)
Cr Caren Baayens (Local Government Member, City of Gosnells)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Zoe Hendry (DAP Secretariat)



PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

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

This meeting is being recorded and livestreamed on the DAP website in accordance with regulation 40(2A) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

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



PART B – CITY OF GOSNELLS

1. Declarations of Due Consideration

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

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 32 (1771), Lot 31 (1777), Lot 30 (1779) & Lot 29 (1783) Albany Highway, Kenwick – Motor Vehicle Sales & Service Centre – DAP/23/02573

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

LOT 32 (1771), Lot 31 (1777), Lot 30 (1779) & Lot 29 (1783)
Albany Highway KENWICK WA 6107
Motor Vehicle Sales & Service Centre
Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP	
Local Government Area:	City of Gosnells	
Applicant:	Hidding Urban Planning	
Owner:	1771 Albany Pty Ltd 1779 Albany Pty Ltd 1783 Albany Pty Ltd	
Value of Development:	\$7,800,000.00 ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Gosnells	
Authorising Officer:	Brenton Scambler	
LG Reference:	DA23/00471	
DAP File No:	DAP/23/02573	
Application Received Date:	29 September 2023	
Report Due Date:	28 February 2024	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location/Site Aerial Plan 2. Existing Site Survey - SK014 - 1000 3. Site & Ground Floor Plan – SK016 – 2000 4. Elevations – SK015 - 3000 5. Perspective Plan – SK014 – 4000 6. Perspective Plan – SK014 – 4001 7. Perspective Plan – SK014 – 0001 8. Perspective Plan – SK014 – 0002 9. Perspective Plan – SK014 – 0003 10. Transport Impact Statement 11. Bushfire Attack Level Assessment Report 12. Main Roads WA Recommendation	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes	Complete Responsible Authority Recommendation section
	☒ N/A	
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

Approve DAP Application reference DAP/23/02573 and accompanying plans (Existing Site Survey - SK014 – 1000, Perspective Plan – SK014 – 4000, Perspective Plan – SK014 – 4001, Perspective Plan – SK014 – 0001, Perspective Plan – SK014 – 0002, Perspective Plan – SK014 – 0003 dated September 2023, Site & Ground Floor Plan – SK016 – 2000, Elevations – SK015 – 3000 dated December 2023, in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Town Planning Scheme No. 6, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to the issue of the building permit an amended development plan is to be submitted and approved identifying the following access arrangements to Albany Highway.
 - The northern vehicular crossover on Albany Highway is to be reconfigured for full movement turning.
 - The southern vehicular crossover on Albany Highway is to be reconfigured for left-out turning only.
 - Removal of the median strip as identified on plan.

This plan shall be to Main Roads WA requirements and to the satisfaction of the City of Gosnells.

4. Prior to applying for a Building Permit, the applicant is to submit a preliminary design (15% concept) for the upgrading of the existing crossover at the Albany Highway / McIntyre Way intersection. This plan shall be to Main Roads requirements and the satisfaction of the City of Gosnells.
5. Prior to applying for a Building Permit, a geotechnical report is to be submitted, detailing site conditions with respect to soil, groundwater and stormwater disposal, to the satisfaction of the City of Gosnells.
6. Prior to applying for a Building Permit, a Landscape Plan for the development site and the adjoining road verge(s) is to be submitted to and approved by the City of Gosnells. The following details are to be included:
 - (i) Existing street trees and other vegetation.
 - (ii) Vegetation to be retained on the site.
 - (iii) Landscape treatments such as lawn, mulch areas, and bin collection areas.

- (iv) The location, species, quantity and pot size of proposed trees and shrubs.
 - (v) Areas to be irrigated.
7. Prior to applying for a Building Permit, arrangements being made to the satisfaction of the City of Gosnells for the amalgamation of lots 32 (1771), 31 (1777), 30 (1779) and 29 (1783) Albany Highway, Kenwick into one lot. The amalgamation must be completed prior to occupation of the development.
 8. Prior to applying for a Building Permit, the applicant shall submit, have approved, and thereafter implement, a drainage plan, to the satisfaction of the City of Gosnells, showing how stormwater drainage from the proposed building and/or paved areas is to be connected to the existing drainage system.
 9. Prior to the occupation of the development, vehicle crossovers, parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line-marked and kerbed in accordance with the approved plan(s), including amendments referred to in Condition 3 above. The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.
 10. Prior to the occupation of the development, redundant vehicle crossovers to Albany Highway and Ozich Court are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells.
 11. Prior to the occupation of the development, the land required for the widening of Albany Highway and Kenwick Link as shown on Land Protection Plan No 201432-0111 is to be set aside as a separate freehold lot for acquisition pending future road widening requirements.
 12. Prior to the occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with an approved landscape plan and thereafter maintained to the satisfaction of the City of Gosnells.
 13. The development shall be constructed and maintained thereafter in accordance with the approved schedule of materials, finishes and colours to the satisfaction of the City of Gosnells.
 14. Any development within the land required for future road purposes, as shown on Land Protection Plan No 201432-0111, shall only be permitted for the purposes of car parking, signs and landscaping.
 15. In the event the land required for future road purposes as shown on Land Protection Plan No 201432-0111 is needed for future roadworks, the landowner shall upon receipt of a notice from Main Roads, relocate or remove the development at the cost of the landowner.
 16. Signage shall only advertise the business operating on the subject site, and shall:
 - a) Use low-level illumination not exceeding 300cd/m² (candela per square metre) between sunset and sunrise;
 - b) Not flash, pulsate or chase;

- c) Not include fluorescent, reflective or retro-reflective colours or materials; and
 - d) Not be an electronic or digital format.
17. Any signage attached to walls of the development must not overhang or encroach into the Primary Regional Road Reservation.
 18. Vegetation within the Kenwick Link and Albany Highway Road Reserves shall not be removed or trimmed to increase the visibility of the signs.
 19. No works are permitted within the Kenwick Link and Albany Highway Road Reserves, unless Main Roads has issued a Working on Roads Permit.
 20. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted for approved to the satisfaction of Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.
 21. Stormwater shall not be discharged into the Kenwick Link and Albany Highway Road Reserves.
 22. No waste collection is permitted from Kenwick Link and Albany Highway Road Reserves.

Advice Notes

1. The applicant is advised of the requirements for access to buildings for people with disabilities in accordance with the Building Code of Australia and AS1428.1. Detailed drawings are to be submitted with the Building Permit application identifying means of access from car parking areas to the entrance of the building and throughout the building, as required by AS1428.1.
2. The applicant is advised that prior to applying for a Building Permit, the applicable trade waste permits must be obtained from the Water Corporation for disposal of all trade waste produced onsite.
3. The applicant is advised that the operation/development is to comply with the Environmental Protection (Noise) Regulations 1997.
4. The applicant is advised of the following to minimise the impact of development works:
 - (i) All development works must be carried out in accordance with Control of Noise Practices set out in section 6 of AS2436-1981. For further details please contact the Department of Water and Environmental Regulation.
 - (ii) Development work shall only be permitted between 0700 hours and 1900 hours on any day which is not a Sunday or public holiday, without the written approval of the City.
 - (iii) Development work shall comply in all respects with the Environmental Protection (Noise) Regulations 1997.
5. Main Roads WA provides the following advice on the application:

- a) Kenwick Link is a proclaimed Control of Access road pursuant to Section 28A of the Main Roads Act 1930 and access between adjacent properties and Kenwick Link is not permitted.
- b) The site is affected by land reserved Primary Regional Road in the Metropolitan Region Scheme as shown on the Land Protection Plan No. 201432-0111 and will be required for road purposes in the future.
- c) The project for the upgrading and widening of Kenwick Link and Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.
- d) The ultimate road design for Albany Highway and Kenwick Link may impact the proposed access arrangements onto the road network
- e) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Gosnells Town Planning Scheme No. 6
Local Planning Scheme – Zone	Light Industry
Use Class and permissibility:	Motor Vehicle, Boat or Caravan Sales “D” Motor Vehicle Repair “D”
Lot Size:	Lot 32 (1771) – 6782m ² Lot 31 (1777) – 3084m ² Lot 30 (1779) – 2857m ² Lot 29 (1783) – 2627m ² Total combined area – 1.535 hectares
Existing Land Use:	Industry - Light – Portable Building Construction Motor Vehicle Sales
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The application proposes the construction of a new Motor Vehicle Sales Dealership with associated Motor Vehicle Repairs, comprising of 3 new car sales showrooms, a service workshop (utilising and retrofitting an existing warehouse on the site) and extensive outdoor vehicle display areas. The application proposes the following elements:

- 1695m² vehicle showroom incorporating sales, office and staff amenities;
- 1669m² service workshop;
- 289m² office and amenities incorporated into workshop building;
- 355m² parts storage incorporated into workshop building;
- 115 staff and customer parking bays and 220 parking bays for display vehicles
- 9.85% (1512m²) Landscaping of the site; and
- Reconfigured crossovers to Albany Highway and Ozich Court.

Background:

The subject land has previously been used for the construction of transportable buildings, fibreglass pool sales, and motor vehicle sales. The previously approved land uses ceased operating on the site in late 2022, and the site has since remained vacant.

The site is bound by the Bickley Brook to the north, Albany Highway to the east, Ozich Court to the south, and Kenwick Link to the west.

Legislation and Policy:

- Metropolitan Region Scheme
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas
- Town Planning Scheme No. 6
- Local Planning Policy 4.9 – Signage
- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015.*

Consultation:Public Consultation

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

Referrals/consultation with Government/Service Agencies

The application was referred to Main Roads Western Australia (MRWA) for comment due to the proposal abutting Albany Highway which is a Primary Regional Road under MRWA control. In response, MRWA did not support the application for the following reasons:

- Reconfiguration of the existing bus embayment of Bus Stop ID 10037 and the left-in turn slip lane for vehicle deceleration on Albany Highway.

- Removal and relocation of Bus Stop ID 10037, the existing bus embayment bus shelter and all other associated infrastructure.
- Installation of a solid median line or median kerb at Albany Highway / McIntyre Way intersection.
- The proposed sign and line pavement marking.

Notwithstanding its objection, MRWA also provided a list of recommended conditions should the DAP approve the development. Upon receipt of MRWA's response, the City conferred with the Department of Planning Lands and Heritage with respect to delegation matters under the Metropolitan Region Scheme (MRS) for the application. The objection to the application from MRWA would typically require a separate approval process under the MRS, however due to recommended conditions of approval also being provided the delegation requirements were unclear. The DPLH liaised with MRWA, who subsequently revised their recommendation to support subject to its recommended conditions being included in an approval.

The City has considered and is supportive of MRWA recommended conditions which have been incorporated into the RAR recommendation.

Planning Assessment:

Land Use Permissibility

The subject site is zoned Light Industry under the City's Town Planning Scheme No.6 (TPS 6). Motor Vehicle, Boat or Caravan Sales, and Motor Vehicle Repair are 'D' uses, which means that the uses are not permitted unless the local government has exercised its discretion by granting planning approval. Therefore, the proposal is capable of approval.

Setbacks

For development within the Light Industry zone, TPS 6 (Table 2A) stipulates a 15m primary street setback and a 4.5m secondary street setback.

The vehicle showroom building is proposed to be setback 27.8m from the Albany Highway boundary, reducing down to 24.8m at the Ford entry feature. The vehicle showroom building will be setback a minimum of 22.4m from the Kenwick Link boundary. The proposed parts store extension to the existing warehouse will be setback a minimum of 8m from the Kenwick Link boundary.

All proposed building setbacks comply with the requirements of TPS 6.

Car Parking

The following table details TPS 6 car parking requirements.

Use Class	TPS 6 Parking Standards	TPS 6 Parking Requirements	Car Parking Bays Proposed
Motor Vehicle, Boat or Caravan Sales	1 space for every 100m ² display area, plus 1 space per employee Minimum 4 spaces	3446m ² net lettable area, therefore 35 car parking bays are required.	

		30 employees, therefore 30 bays are required. Sub total – 65 bays	
Motor Vehicle Repair	4 spaces for every working bay; plus 1 space for every person employed onsite.	17 working bays, therefore 68 car parking bays required. 40 employees therefore 40 bays required. Sub total – 108 bays	
Total		173 bays	115 bays

The proposal results in a shortfall of 58 car parking bays.

There is scope to consider a variation to the parking requirements on the basis of the following provision of TPS 6 (Clause 4.13.3):

"Where the Council is satisfied that the circumstances of a development justify such action and there will not be any resultant lowering of safety, convenience and amenity standards, it may permit a reduction in the number of car parking spaces as required by clause 4.13.1."

In considering the matter, the following is relevant:

- 30 vehicle sales staff will utilise demo/used cars for commuting to and from work, these cars are then parked in the vehicle display area for sale during operating hours.
- The vehicle servicing area provides 100 dedicated parking spaces and represents a shortfall of 8 bays.
- 220 vehicle parking spaces have been provided for vehicles offered for sale.
- Due to the nature of the land use and the high frequency of vehicle turn over, it is unlikely that the full number of bays would be required at any one time.

Given the factors above, it is considered that there is no resultant lowering of safety, convenience, or amenity standards as a result of the proposed variation. Parking provision is considered acceptable in this instance.

Signage

Local Planning Policy 4.9 – Signage (LPP 4.9) provides guidance for the assessment and determination of applications seeking planning approval for signs and/or flags. The development application proposes a number of wall signs, and denotes that two future pylon signs will be subject to further approvals.

The following table details the variations to LPP 4.9 proposed:

Wall Sign	Required	Proposed
Size	Total wall signage shall not occupy more than 40% of each building façade.	Less than 10% of total façade area is proposed.

Maximum Number	One sign per tenancy, per street frontage.	One sign per vehicle brand except for Ford, which proposes a number of smaller brand signs in addition to the main signage.
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The proposal includes a number of wall signs to all street frontages of the proposed vehicle sales and vehicle repair buildings. The total area of the signage represents less than 10% of the total façade area which accords with LPP 4.9. In this regard, whilst the number of proposed signs exceeds the maximum one sign per tenancy permitted under LPP 4.9, the number of signs is not considered to be unreasonable in the context of the building size and lot area. As such the variation to LPP 4.9 is considered acceptable.

It is noted that the pylon signs shown on the site plan are notional only and have not been considered as part of this application. The applicant understands a separate Development Application is required for the signs.

Traffic and Access

The applicant lodged a Transport Impact Statement (TIS) to support the proposal. The TIS suggests that the development will generate up to 107 vehicle movements within peak hours, which is considered to have a 'moderate impact' and is within the network capacity of the surrounding roads. The TIS also conservatively considers 10% of the patrons visiting the site are likely to be from passing vehicles already utilising the surrounding road network, thereby reducing the overall number of vehicle movements directly attributed the development.

Technically, the traffic movements associated with the development and the findings of the TIS are accepted.

Vehicle access will be retained via the existing number of crossovers to both Albany Highway and Ozich Court. However, the vehicle crossover within the mid-block of the subject site will be removed, the verge reinstated, and a new crossover constructed further to the north. Additionally, the existing crossover to Ozich Court is proposed to be to be removed, the verge reinstated and a new crossover to be installed further away from the intersection with Albany Highway.

The proposed crossover modifications are acceptable, subject to the construction meeting the City and MRWA specifications. Conditions have been included in the RAR recommendation addressing this requirement.

Bushfire

The subject land is located within a designated bushfire prone area and as such is subject to the requirements of State Planning Policy 3.7 – Planning in Bushfire Prone Areas.

The applicant provided a BAL report, and BAL certificate, with the application demonstrating that the development would be subject to a BAL-19 rating for the vehicle servicing workshop and a BAL12.5 rating for the vehicle sales showroom. As the proposed development is of a commercial nature there are no specific construction requirements required to respond to the BAL ratings and no requirement for a Bushfire Management Plan to be prepared.

Conclusion:

The proposed development is generally consistent with the planning framework for the area and it is therefore recommended it be approved subject to conditions as detailed in the recommendation.



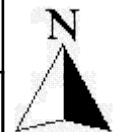
CITY of GOSNELLS

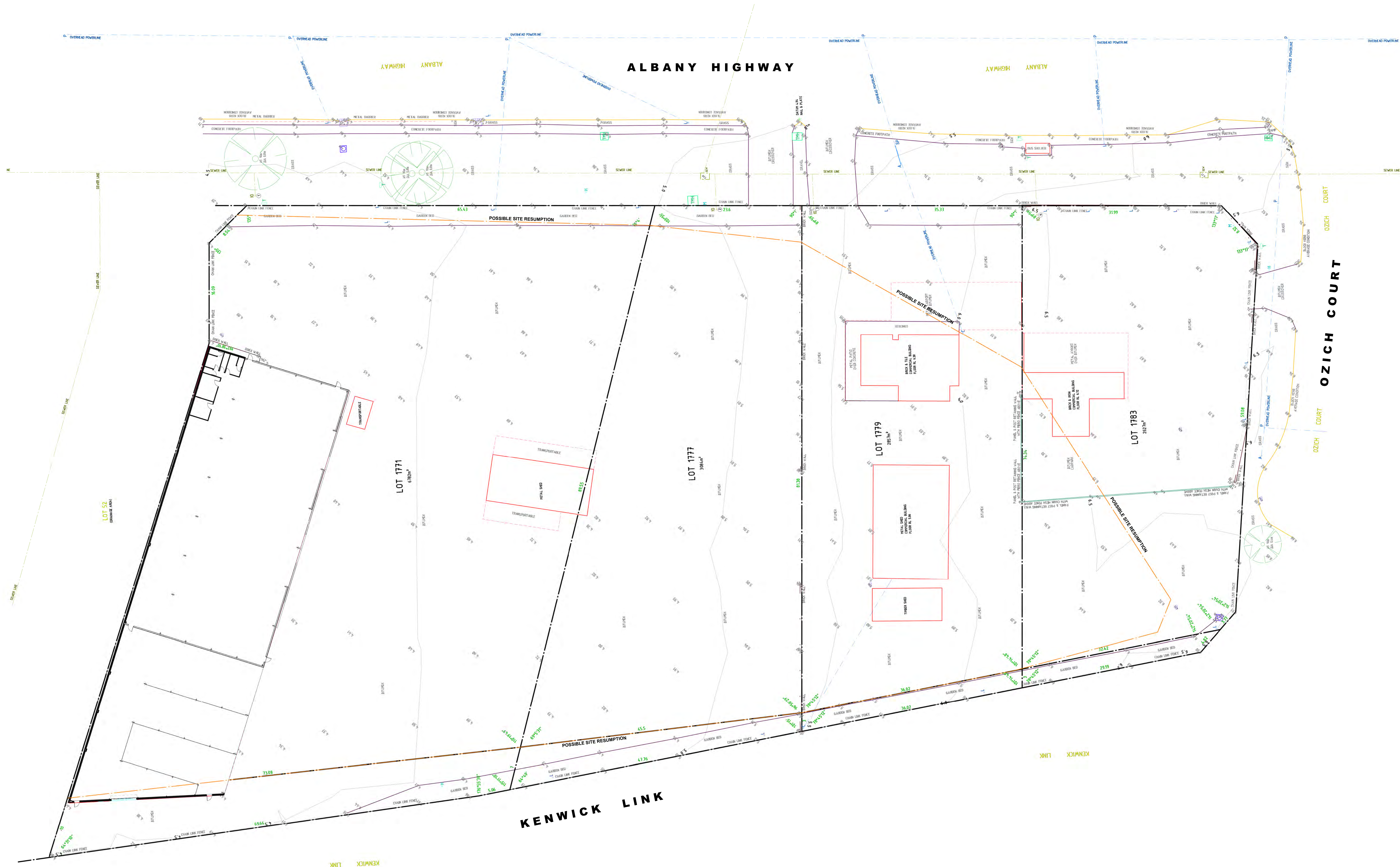
The City of Gosnell provides the information contained herein. The Council of the City of Gosnell shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.

Attachment 1 - Location / Site Aerial Plan

Date: 27/02/2024

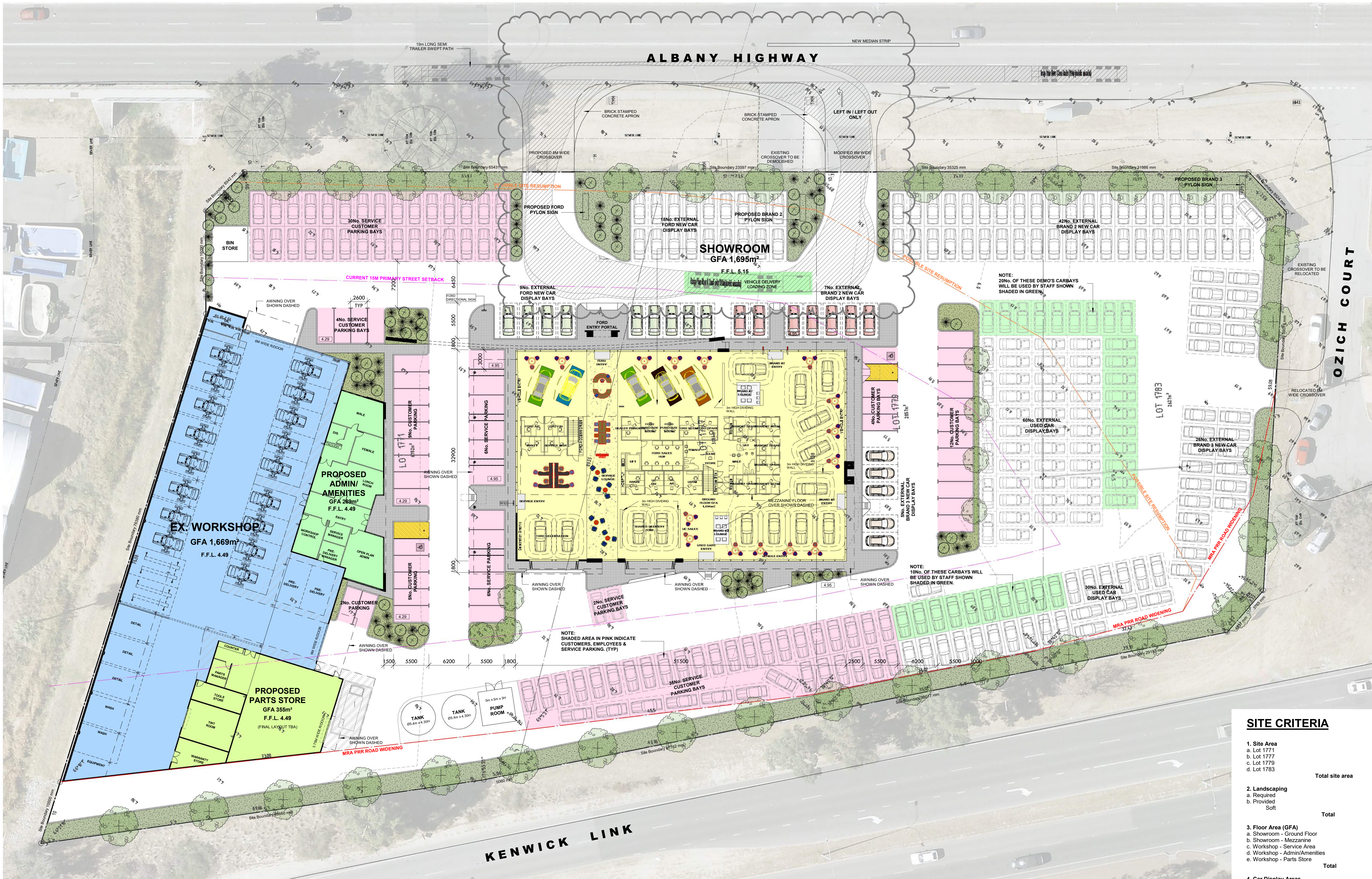
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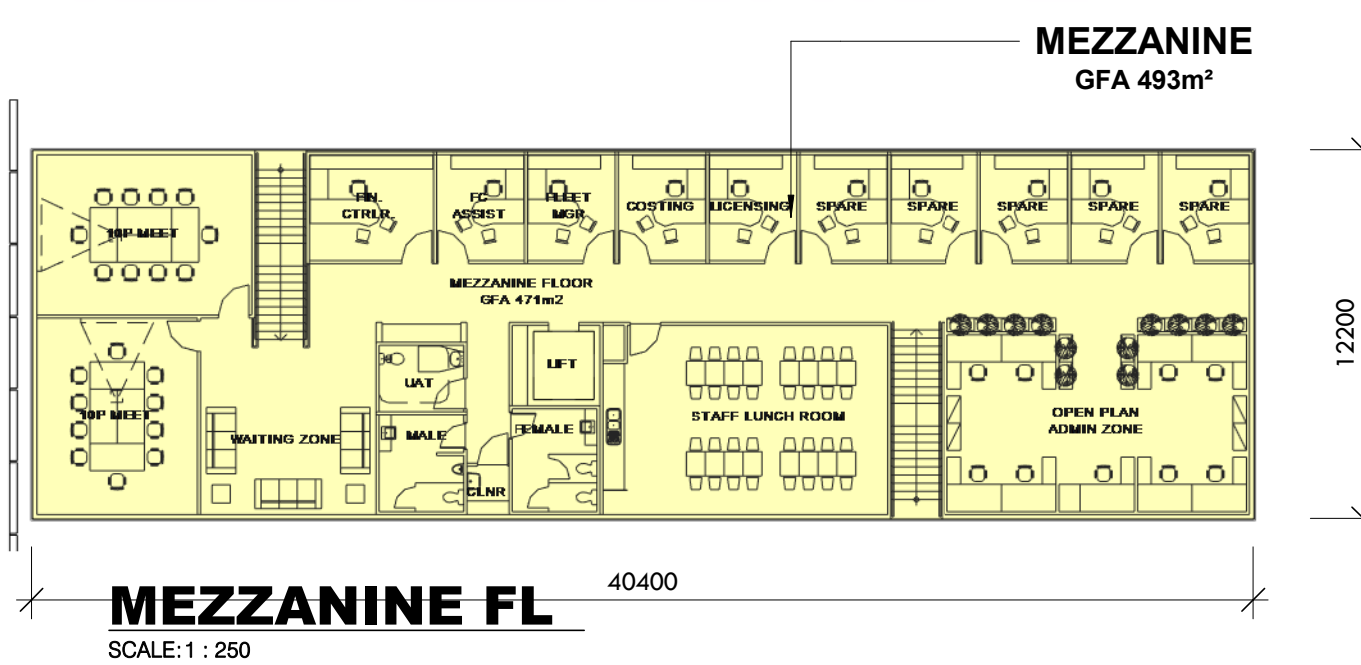


EXISTING SITE SURVEY
SCALE: 1 : 250

ATTACHMENT 2 - EXISTING SITE SURVEY



SITE & GROUND FLOOR PLAN
SCALE: 1: 250



Landscaping
A. Fixed Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.
Gross Floor Area - GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Net Floor Area.
B. Definition of Gross Floor Area is defined as:
i. GROSS FLOOR AREA OF TENANCY
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii. GROSS FLOOR AREA OF A BUILDING
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls.
Net Floor Area - NFA
A. Net Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

SITE CRITERIA

1. Site Area		
a. Lot 1771	6,782m²	
b. Lot 1777	3,084m²	
c. Lot 1779	2,857m²	
d. Lot 1783	2,637m²	
Total site area		15,350m²
2. Landscaping		
a. Required	3m abutting all streets	
b. Provided		
Total		1,512m² (9.85%)
3. Floor Area (GFA)		
a. Showroom - Ground Floor	1,695m²	
b. Showroom - Mezzanine	493m²	
c. Workshop - Service Area	1,669m²	
d. Workshop - Admin/Amenities	289m²	
e. Workshop - Parts Store	355m²	
Total		4,501m²
4. Car Display Areas		
a. External - Car Display	3,000m²	
b. Internal - Car Display	300m²	
c. Internal - Car Delivery	80m²	
5. Carparking Required		
a. Showroom - Display @ 1/100m²	3 cars	
b. Delivery - Display @ 1/100²	0.8 cars	
c. Employees @ 1/employee	70 cars	
d. Workshop @ 4/service bay	68 cars	
e. External Display @ 1/100m²	30 cars	
Sub-Total		172.46 Cars
Deduct Staff using Demo/Used Cars		30 cars
Sub-Total		142.46 Cars
Deduct 20% City of Gosnell Shortfall Allowance		28.49
Grand Total		113.97 Cars
6. Carparking Provided		
a. Provided	115 Cars	

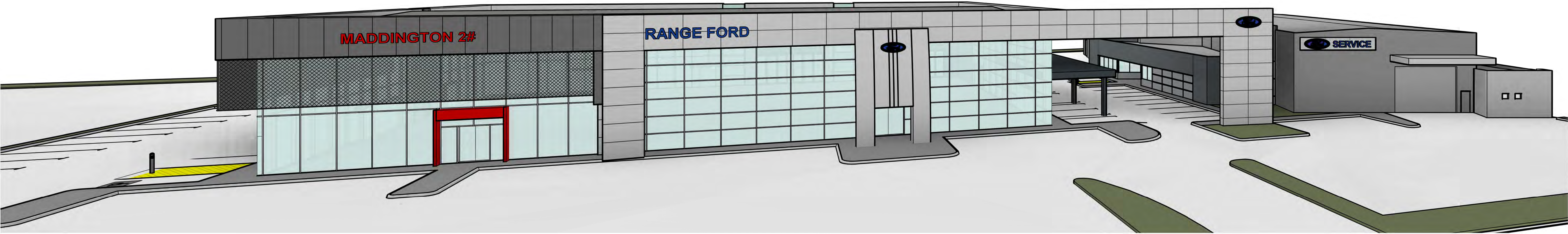
ATTACHMENT 3 - SITE AND GROUND FLOOR PLAN



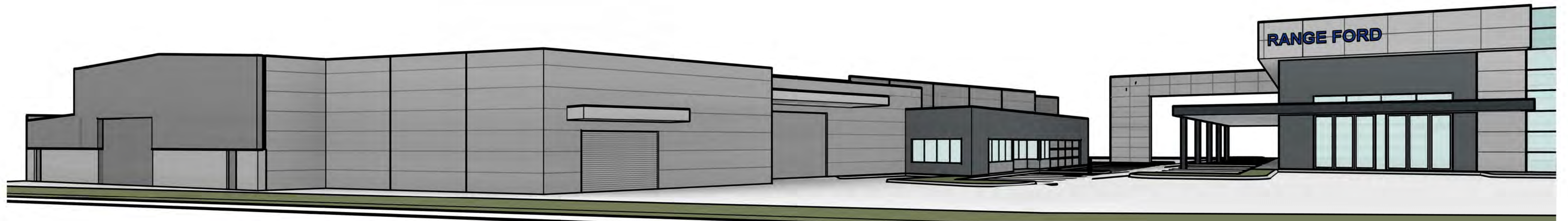
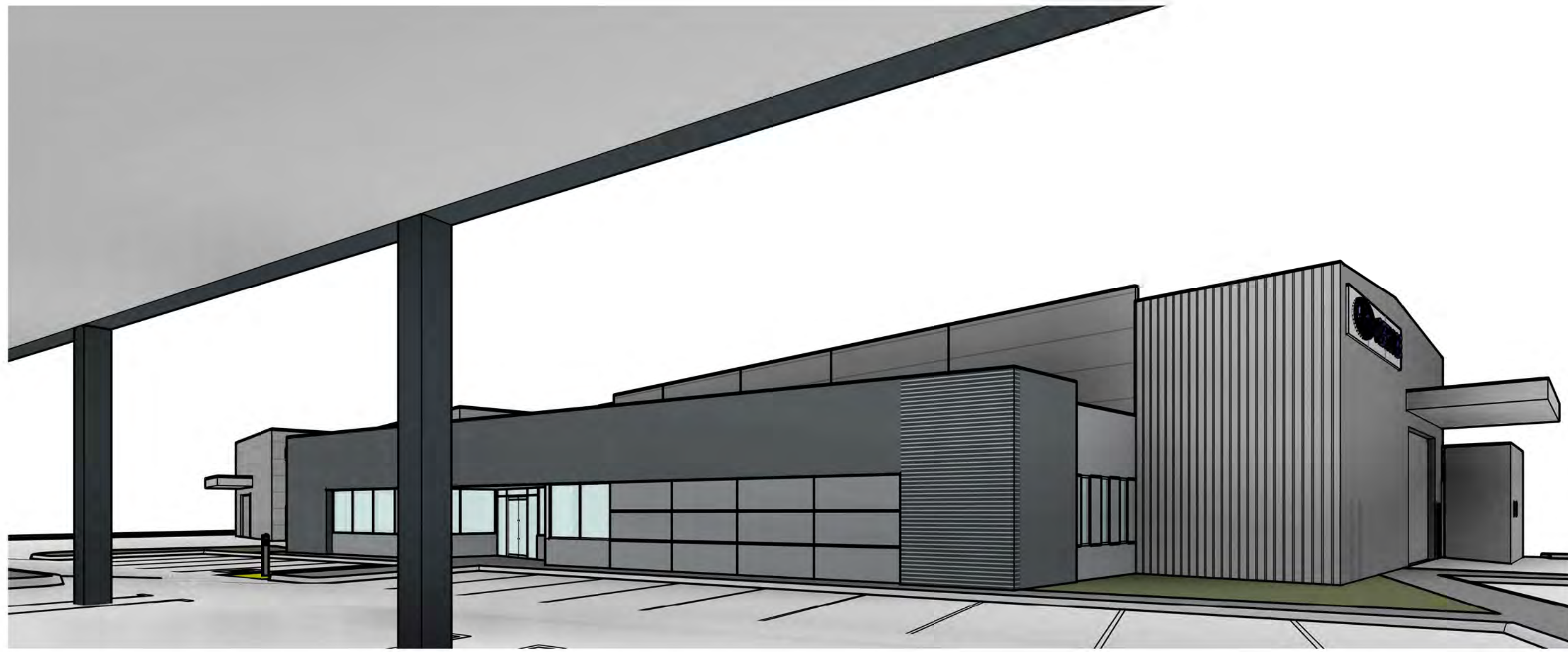
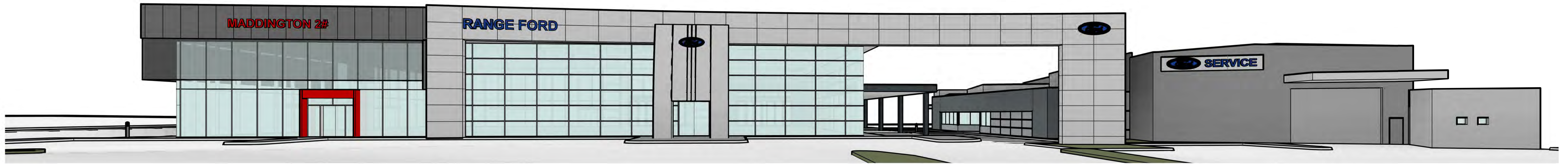
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DATE: DEC 2023 PROJECT NUMBER
REVISION: SK016 **8981**
SHEET: 2000
SCALE: As indicated @ B1
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ATTACHMENT 5 - PERSPECTIVES



ATTACHMENT 6 - PERSPECTIVES



VIEW FROM ALBANY HIGHWAY

ATTACHMENT 7 - PERSPECTIVES



VIEW FROM ALBANY HIGHWAY



September 2023
Final

1771-1783 Albany Highway, Kenwick

Prepared For:
Regent Motors

Transport Impact Statement Report



ATTACHMENT 10 - TRAFFIC IMPACT
STATEMENT

DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	16/02/2023	Draft Report	SGY	DNV	DNV
0	1	01/09/2023	Draft Report	SGY/YS	SGY	DNV
1	0	21/09/2023	Final Report	SGY/YS	SGY	DNV

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Donald Veal Consultants Pty Ltd

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1. INTRODUCTION

1.1 BACKGROUND

Regent Motors has commissioned Donald Veal Consultants to prepare this Transport Impact Statement report to support a Development Application for a proposed car showroom at 1771-1783 Albany Highway, Kenwick.

1.2 SCOPE OF THIS REPORT

The structure and scope of this Transport Statement are in accordance with Volume 4 (Individual Developments) of the Western Australian Planning Commission's Transport Impact Assessment Guidelines (2016).

2. EXISTING SITE CONDITIONS

2.1 LOCATION

The development site is located between Albany Highway and Kenwick Link. The general locality is shown in **Figure 2.1**, with the site location shown in more detail in **Figure 2.2**.



Figure 2.1: General Locality Plan

Source: Googlemaps



Figure 2.2: Site Location

Source: Googlemaps

2.2 CURRENT LAND USES

Until recently, the buildings on the subject site housed a number of businesses, including a portable building hire yard and a swimming pool sales yard. However these premises are now vacant.

See **Photo 1**.



Photo 1: The site previously housed a number of businesses, but the premises are now vacant.

Other land uses in the immediate vicinity include similar retail/commercial premises, as well as car sales yards and a funeral parlour. See **Photos 2 & 2a**.



Photos 2 & 2a: Nearby land uses include swimming pool sales and a funeral parlour.

2.3 ACCESS ARRANGEMENTS

The site has three existing access points, two side by side onto Albany Highway and one onto Ozich Court. The crossover to Ozich Court is in need of rehabilitation.

See **Photos 3 to 6**.



Photo 3: The site has two adjacent crossovers onto Albany Highway.



Photo 4: The two accesses previously served two different lots within the overall site.

Client: Regent Motors

Project: Albany Highway, Kenwick, TIS



Photo 5: Crossover onto Ozich Court to the south of the site.



Photo 6: The damaged surfacing of the crossover has been only partly repaired.

2.4 ADJACENT ROAD NETWORK

The road network adjacent the site consists primarily of Albany Highway, Kenwick Link and Ozich Court.

Albany Highway and Kenwick Link run roughly northwest to south east either side of the site, whilst Ozich Court forms the southern boundary.

The classifications of the roads immediately adjacent the site as identified in MRWA's *Metropolitan Road Hierarchy*, are shown in **Figure 2.3**.

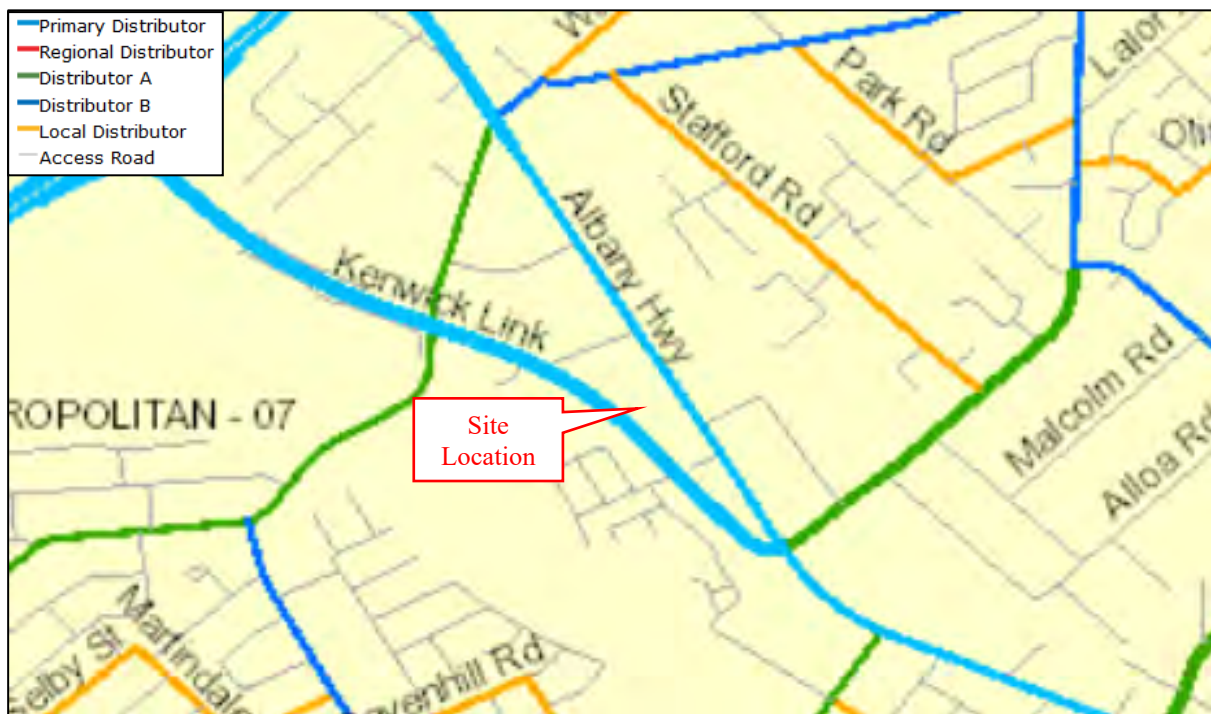


Figure 2.3: MRWA Functional Road Hierarchy

2.5 EXISTING TRAFFIC VOLUMES

MRWA's Traffic Map shows traffic count data from 2019/20 for Albany Highway just south of the site. See **Figure 2.4**.

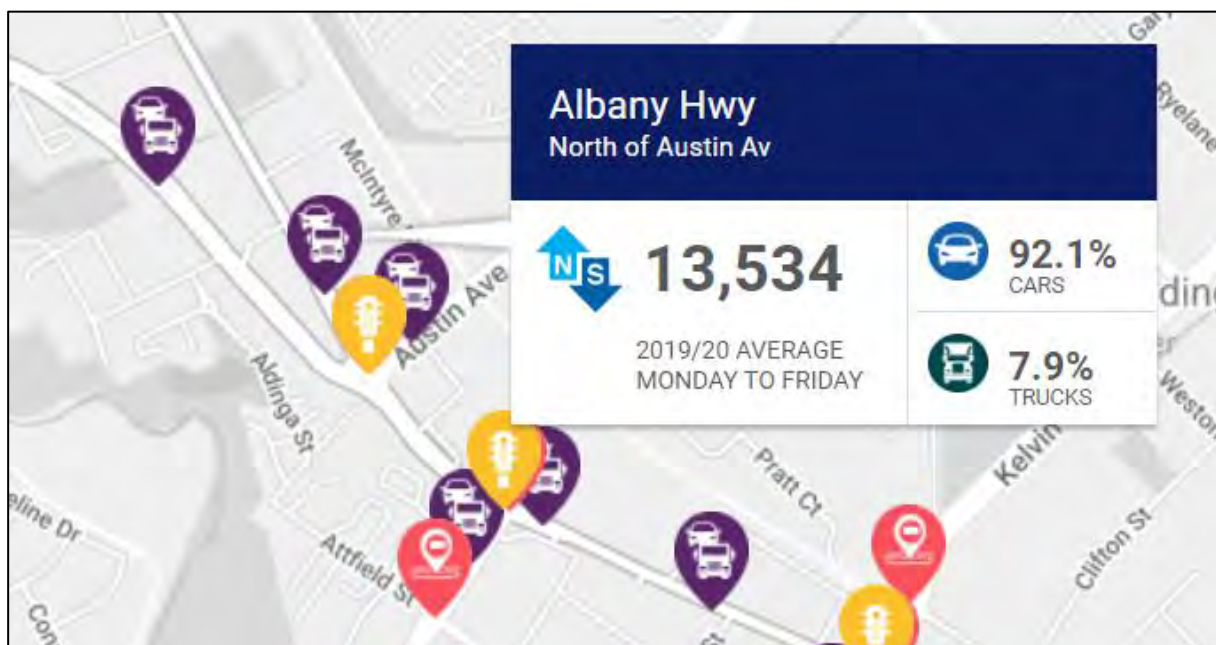


Figure 2.4: Daily traffic flows on Albany Highway.

Source: MRWA TrafficMap

2.6 CRASH HISTORY

The MRWA Crash Map system was interrogated for crash data on the roads in the vicinity of the site, for the latest five-year period from January 2017 to December 2021.

The crash data reveals that there have been 21 recorded crashes along the section of Albany Highway immediately adjacent the site during this period. These included two side swipes and nine rear ends, six right angles and three right turn thru crashes, with seventeen of these occurring during daylight. The crashes resulted in one fatality, 2 hospital visits, 2 required medical attention and sixteen occasioned property damage only (13 major, 3 minor). See **Figure 2.5**.

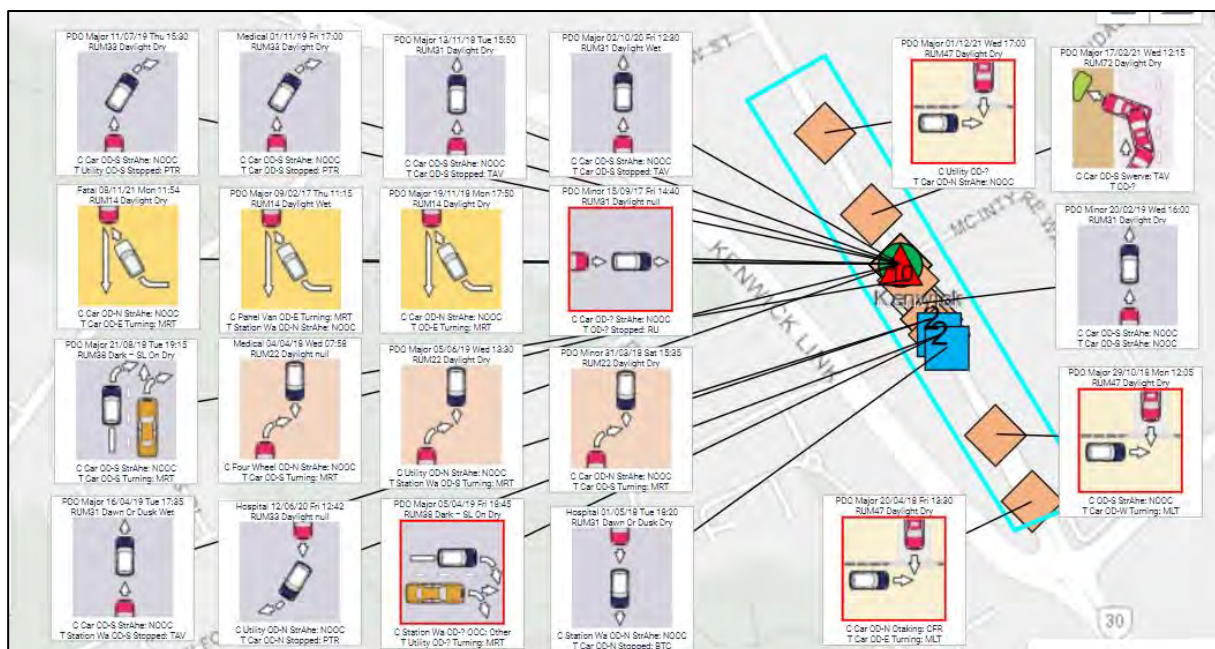


Figure 2.5: Twenty one crashes have been recorded near the site in the last 5 years.

A significant number of the crashes appear to have occurred at or near the existing access location on Albany Highway, where this effectively forms a four-way intersection with McIntyre Way. However there are other crossovers nearby, on the eastern side of Albany Highway, where some of the crashes may possibly have occurred.

The high proportion of rear ends and crashes involving right turning vehicles suggests that right turns across this four lane section of Albany Highway have been problematic, potentially with traffic in one through lane being masked by vehicles in the other.

2.7 PLANNED CHANGES TO THE ROAD NETWORK

DVC is unaware of any planned changes to the road network in the immediate vicinity of the site.

3. PROPOSAL

3.1 PROPOSED DEVELOPMENT

The proposed development will consist of a new motor dealership, including a new car showroom, a parts store and extensive external vehicle display areas. The existing building at the northern end of the site will be reused as a Workshop.

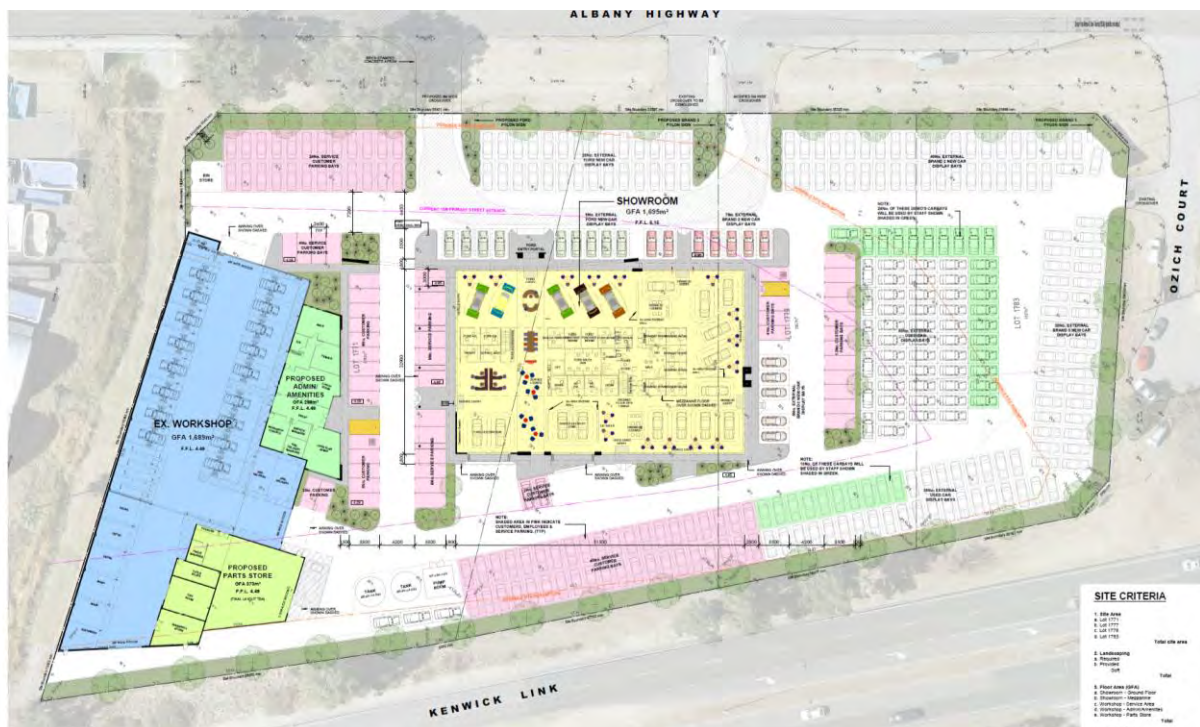
114 customer parking bays have been provided between the new car showroom and the workshop, including 2 Acrod bays. Staff parking will be provided at the rear of the site, with sufficient parking to cater for an expected workforce of 70 staff members with 30 in Sales and Admin and a further 40 in servicing. However, the overall number of staff bays will be less than 40, as the sales team members are permitted to use display vehicles for commuting to and from home. These vehicles will then be parked back on the lot for sale, during the day.

Business hours will normally be 7.30am to 5.30pm Mon – Fri, Sat morning 7.30am to midday. Wednesday sales trading to 9pm.

3.2 PROPOSED ACCESS

The site will retain the existing vehicular crossovers from Albany Highway and Ozich Court, although the latter may not be used regularly. The central crossover from Albany Highway will also be modified, with the northern part being closed, and a new one constructed, further north.

The latest concept layout is shown in **Figure 3.1** and Appendix A.



Visibility from the existing accesses on Albany Highway is generally good, as seen in **Photo 7**, but there is a history of crashes in this general location.



Photo 7: Visibility to the north of the existing Albany Highway crossovers.

Visibility to the south could be compromised when there is a bus in the bus stop. See **Photo 8**.



Photo 8: Visibility to the south of the existing Albany Highway crossovers. Note location of Bus embayment.

Client: Regent Motors

Project: Albany Highway, Kenwick, TIS

Visibility from the Ozich Court intersection also appears good, although as is often the case with four lane roads, turning vehicles in the left lane may mask through vehicles in the right lane. See **Photos 9 & 10**.



Photo 9: Visibility to the north from the Ozich Court intersection.



Photo 10: Visibility to the south from the Ozich Court intersection.

It is recommended from a safety perspective that the southern access off Albany Highway, located opposite McIntyre Way, is limited to left in and left out movements, with all right turn manoeuvres being made at the northern access.

3.3 PARKING

Parking requirements for the site have been identified from the provisions identified in *Table 3A – Parking Standards*, in the City of Gosnells Town Planning Scheme No. 6 (TPS6). See **Figure 3.2**.

Development (Use)	Parking Requirement (Number of Bays)
Motor Vehicle, Boat or Caravan Sales	1 space for every 100m ² display area, plus 1 space for every employee. Minimum 4 spaces
Motor Vehicle Repair	4 spaces to each working bay, or 1 space for every 50m ² gross floor area, whichever is the greater, plus 1 space for every person employed on site

Figure 3.2: Extract from Table 3A of TPS6.

The indicated provision rates result in a total parking requirement of approximately **143 bays**, made up as follows:-

Motor Vehicle Sales Area requirement:

- Display Area (~3,457m²) = 35 bays; and
- Staff = 40 = 40 bays*.

Motor Vehicle Repair requirement:

- 17 Working Bays = 68 bays
- Staff = included as part of Motor Vehicle Sales Area requirement

The display area is approximate, and includes both the Showroom and the external display bays.

*The number of marked staff bays has been reduced by 30 on the basis that sales staff will use display vehicles for commuting.

The proposed layout plan for the development shows a total of **114 parking bays** being provided for customers and staff within the site, including two ACROD bays. There is a shortfall of 29 parking bays that are provided, or approximately 20% reduction. Although this is not considered to be a significant issue, as part of the approval process a dispensation will need to be sought from City of Gosnells for the available number of parking bays.

The proposed development is approximately 1.3km or 15 minute walk to Kenwick Train Station to the north, and approximately 1.3km or 15 minute walk to Maddington Train Station to the south. There are existing bus stops on Albany Highway adjacent to the property serviced by Transperth bus route number 220. This bus route travels to and from Kenwick Train station and Maddington Train Station. This provides opportunity for some staff to travel via public transport rather than use their private vehicles to get to work.

4. TRAFFIC IMPACT

4.1 TRIP GENERATION

Trip generation for the site has been estimated based on published trip rates from the RTA Guide to Traffic Generating Developments (2002).

Land Use	Site Area	PM Peak Hour Trip Rate	Total Peak Hour Trips
Motor Showroom	15,350m ²	0.7 / 100m ²	107
			107 trips

The RTA Guidelines state that: Trip generation rates for motor showrooms vary widely. The above rate is based generally on showrooms with both new and used car sales as well as servicing facilities. It is noted that the site area has been estimated based on the overall site boundary, and may therefore provide a worst case trip generation figure.

It is considered likely that a proportion of the patrons visiting the site will be from passing trade. i.e. vehicles that are already on the adjacent road network, making trips for other purposes, and would not therefore constitute an additional trip. If this were taken even as 10%, then this would result in the number of additional trips being generated being around 97.

Thus, the level of peak hour trip generation is likely to be 107, which is only considered to represent a 'moderate impact', and no further technical analysis is therefore required.

The presence of a bus route with stops located right outside the site may help to reduce the number of trips still further. It is also noted that no allowance has been made for the trips already being produced by the previous land use, which would again reduce the 'additional' trips being generated, and further reduce the impact of the development.

4.2 SERVICE VEHICLES

It is not expected that many service vehicle trips will be generated by the development, with only car transporters, occasional delivery trucks and the weekly refuse collection vehicle visiting the site.

Car transporters would be 19m semi-trailers, which would be able to enter and leave the site in forward gear, parking in a suitable spot on site whilst being unloaded.

Bins would be kept in the enclosure shown on the layout plan, next to the Tanks and service customer parking bays, and placed out on the Albany Highway verge for collection. Some industrial waste may need to be removed using private contractors.

5. SUSTAINABLE TRANSPORT ACCESS

5.1 PEDESTRIANS AND CYCLISTS

Footpaths are provided along Albany Highway, in front of the site, but they are well below current standards. The paths are narrow, partially overgrown, have sub-standard crossing points, and do not provide continuity. See **Photo 8**.



Photo 11: Narrow footpath with non-standard pedestrian ramp. Footpath does not continue on far side of Ozich Court.



Photo 12: The path connecting Ozich Court to the cycle lanes on Kenwick Link is in poor condition.

There are no cycle lanes on this section of Albany Highway. However, there do appear to be cycle lanes on Kenwick Link, and there is a path linking Kenwick Link to Ozich Court, albeit in need of repair.

5.2 PUBLIC TRANSPORT

The nearest Transperth bus route is 220, which runs between Perth City and Armadale Railway Station. Routes 228, 229 and 279 also run within about 270m of the site. See **Figure 5.1** There are a number of stops on Albany Highway within walking distance of the site. See **Photo 13**.

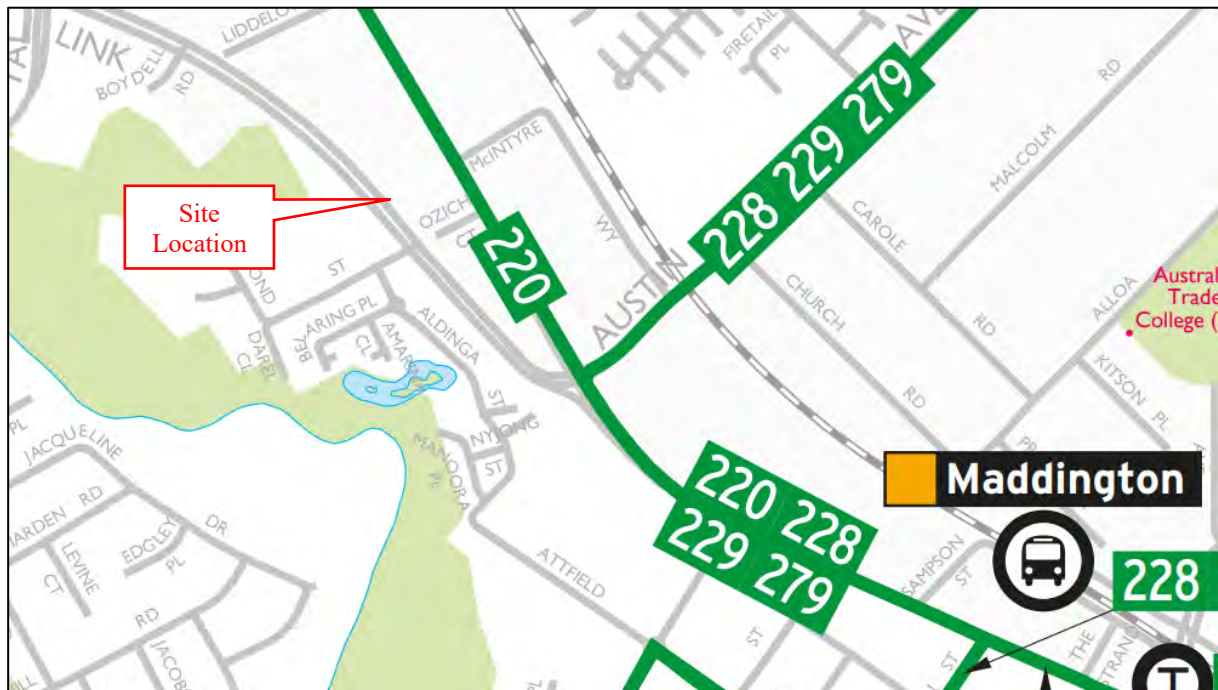


Figure 5.1: Nearest Public Transport facilities.

Source: TransPerth



Photo 13: Bus stop and embayment on Albany Highway outside the site.

6. SUMMARY AND CONCLUSION

6.1 SUMMARY

Regent Motors has commissioned Donald Veal Consultants to prepare this Transport Impact Statement report to support a Development Application for Lots 29, 30, 31 & 32 Albany Highway, to include new car showrooms, workshops, parts store and offices with vehicular accesses off Albany Highway and Ozich Court, Maddington.

The road network adjacent the site consists primarily of Albany Highway, Kenwick Link and Ozich Court.

Albany Highway and Kenwick Link run roughly northwest to south east either side of the site, whilst Ozich Court forms the southern boundary.

The proposed development will consist of a new motor dealership, including a new car showroom, a parts store and extensive external vehicle display areas. The existing building at the northern end of the site will be reused as a Workshop.

Parking requirements for the site have been identified from the provisions identified in Table 3A – Parking Standards, in the City of Gosnells Town Planning Scheme No. 6 (TPS6).

The indicated provision rates result in a total parking requirement of approximately 143 bays.

The proposed layout plan for the development shows a total of **114** parking bays being provided for customers and staff within the site, including two ACROD bays. Although this is not considered to be a significant issue, as part of the approval process a dispensation will need to be sought from City of Gosnells for the available number of parking bays.

Based on published trip generation rates, the development is only expected to generate between 10 and 100 additional trips in the peak hour, and as such has only a moderate transport impact on the local road network.

6.2 CONCLUSION

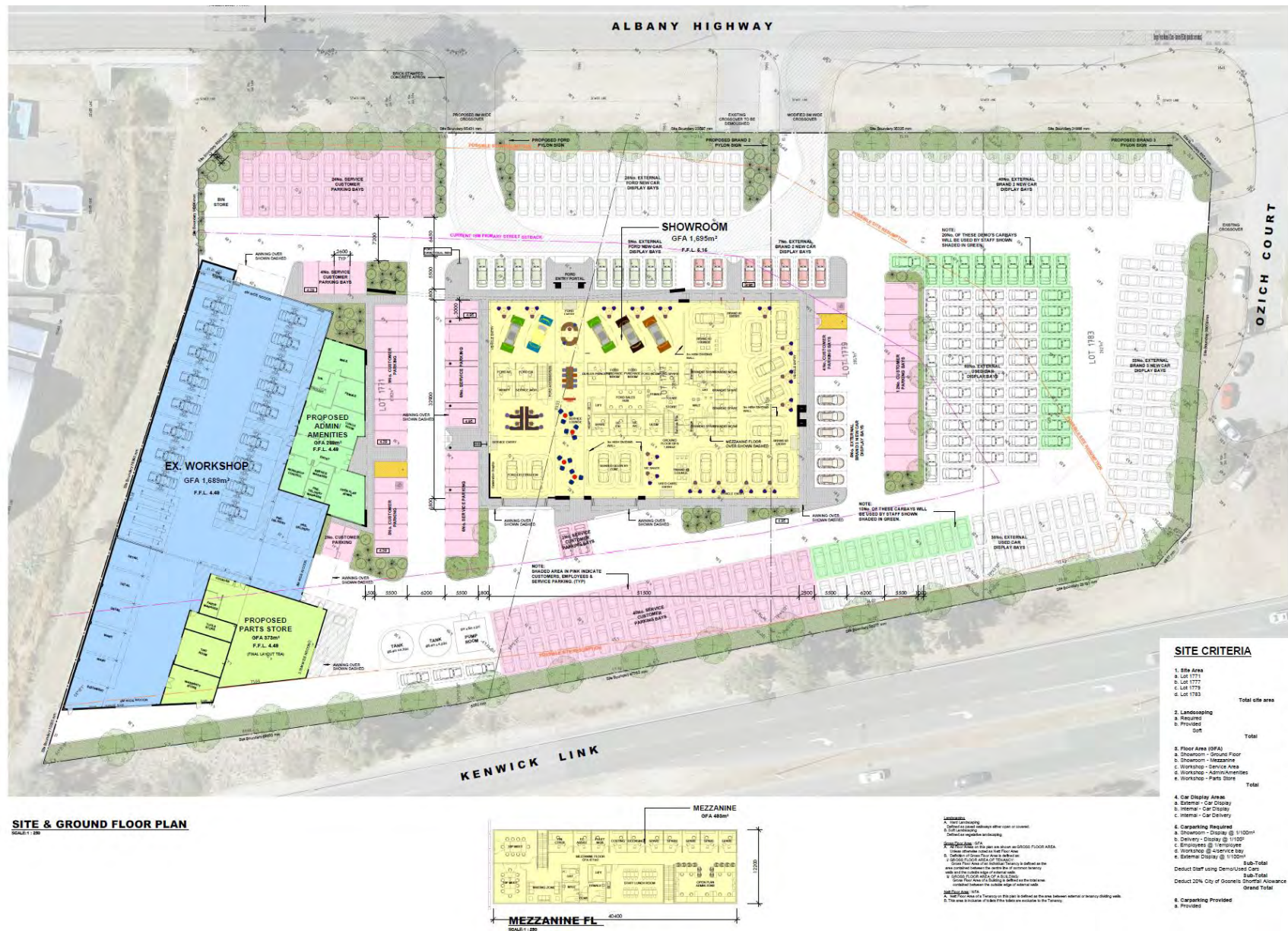
The development is not expected to generate a significant number of peak hour trips. Dispensation will need to be sought from City of Gosnells for the number of parking bays being provided for customers and staff within the site. Public transport access is also excellent.

We therefore support the development application in terms of its traffic and road safety impact and recommend its approval subject to City of Gosnells approval of the dispensation for the number of parking bays being provided within the site.

APPENDIX A: DEVELOPMENT PLAN

Client: Regent Motors

Project: Albany Highway, Kenwick, TIS



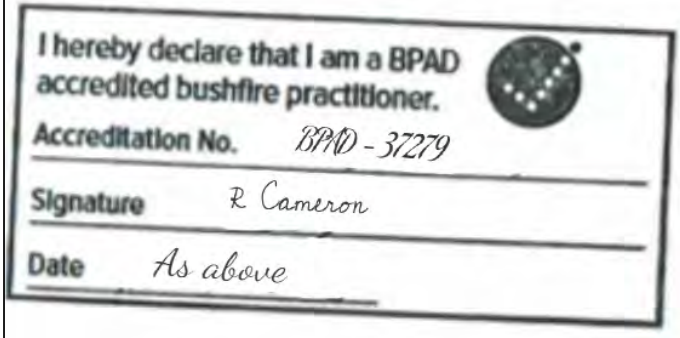


AS3959 Bushfire Attack Level (BAL) Assessment Report

Download this report from <https://jobcomplete.com.au/checker>

Site Details			
Address	L29 30 31 & 32 H1771 1777 1779 & 1783 Albany Highway		
Suburb	Kenwick	State	WA
Local Government Area:	City of Gosnells		
Description of Building Works:	Class 6		

Report details			
Report/Job Number	#RP8124	Client Reference #:	L29-32 Albany Hwy
Assessment Date	15-02-2023	Report Version:	1
Report Is Valid Until:	20-02-2024	Report Date:	20-02-2023

BPAD Accredited Practitioner Details	
Company Name:	Bushfire Perth Pty Ltd
Contact Details:	Rod@Balrating.com.au - 0416 985 859
Representative	Roddy Cameron
 BAL Rating	 I hereby declare that I am a BPAD accredited bushfire practitioner. Accreditation No. <i>BPAD - 37279</i> Signature <i>R. Cameron</i> Date <i>As above</i>

Disclaimer: The measures or recommendations contained in this report are considered to be minimum standards and they do not guarantee that a building will not be damaged in a bushfire. 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 name in this report and where required an updated report issued.

ATTACHMENT 11 - BUSHFIRE ATTACK
LEVEL ASSESSMENT REPORT

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Site Assessment & Site Plans

The assessment of this site / development at Albany Highway Kenwick was undertaken on 15-02-2023 by Natalia Smirnova a BPAD Accredited level 1 Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS3959 - 2018 Simplified Procedure (Method 1).



Plot	Vegetation Classification	Effective Slope	Separation (m)	Exclusions *	BAL
1	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW
2	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW
3	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW
4	Class A Forest	Downslope/2°	59	-	BAL-12.5
5	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW

Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot 1a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained gardens with grassland under 100mm in height.			

Plot 1b	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained gardens with grassland under 100mm in height.			

Plot 2a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained grassland under 100mm in height.			

Plot 3a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained grassland under 100mm in height.			

Plot 3b	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained grassland under 100mm in height.			

Plot 4a	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-12.5
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 4b	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-12.5
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 4c	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-12.5
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 4d	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-12.5
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 5a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained gardens with grassland under 100mm in height.			

Plot 5b	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained gardens with grassland under 100mm in height.			

Plot 5c	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained gardens with grassland under 100mm in height.			

Plot 5d	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained gardens with grassland under 100mm in height.			

Determined Bushfire Attack Level

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 Index

FDI 40 ☐
Table 2.4.5

FDI 50 ☐
Table 2.4.4

FDI 80 ☒
Table 2.4.3

FDI 100 ☐
Table 2.4.2

Potential Bushfire Impacts

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

Plot	Vegetation Classification	Effective Slope	Separation (m)	Exclusions *	BAL
1	Exclusion 2.2.3.2 (F)	-	0	F	BAL-LOW
2	Exclusion 2.2.3.2 (F)	-	0	F	BAL-LOW
3	Exclusion 2.2.3.2 (F)	-	0	F	BAL-LOW
4	Class A Forest	Downslope/2°	59	-	BAL-12.5
5	Exclusion 2.2.3.2 (F)	-		F	BAL-LOW

Table 1: BAL Analysis - *Exclusions refer to clause 2.2.3.2 as found in AS3959-2018

Diagram Explaining Slopes



Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development at Albany Highway Kenwick has been determined in accordance with clause 2.2.6 of AS3959-2018 using the above analysis.

Bushfire Attack Level Determined On 15-02-2023

Bal-12.5

Radiant Heat Levels

BAL rating	Explanation	Risk
BAL - LOW	There is insufficient risk to warrant any specific construction requirements but there is still some risk.	BAL - LOW
BAL - 12.5	There is a risk of ember attack. The construction elements are expected to be exposed to a heat flux not greater than 12.5 kW/m ² .	LOW
BAL - 19	There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat.	MODERATE
BAL - 29	There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level of radiant heat.	HIGH
BAL - 40	There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front	VERY HIGH
BAL - FZ	There is an extremely high risk of ember attack and burning debris ignited by windborne embers, and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front.	EXTREME

The Australian Standard AS3959-2018 Construction of buildings in bushfire prone areas

The Australian Standard AS3959 describes comprehensive methodology of assessing bushfire attacks and advises specific construction details for dwellings to diminish the risk of combustion caused by burning embers, radiant heat or direct flame contact generated by a bushfire and its intensity on the dwelling.

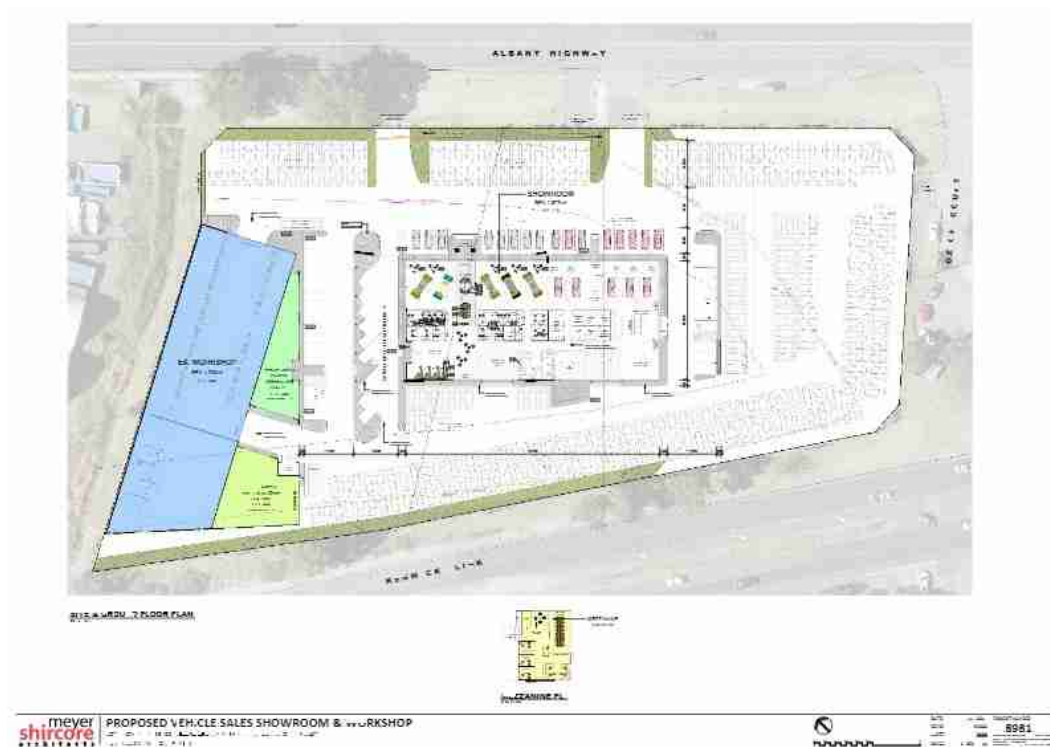
Construction Requirements

BAL rating	Requirements	AS3959-2018 Page number
LOW	No construction requirements Section 4	
BAL 12.5	Construction sections 3 and 5	pg42
BAL 19	Construction sections 3 and 6	pg50
BAL 29	Construction sections 3 and 7	pg58
BAL 40	Construction sections 3 and 8	pg67
BAL FZ	Construction sections 3 and 9	pg74

Appendix 1 - Site Plan showing setbacks

This report has been generated taking into consideration the information provided by client at the time of placing their booking with this office. If any amendments are made to this information the client is responsible to contact this office to confirm that the changes do not conflict with the issued BAL rating.

All recommendations, projections and assessments associated with the current project are made in good faith on the basis of information available to the assessor at the time of assessment; and the level of implementation of bushfire protection measures will depend on the actions of the landowners or occupiers over which this office has no control.



Appendix 2

Exclusions

Areas of Vegetation that do not trigger a BAL rating BAL-LOW (i.e. low threat) according to AS3959 includes the following:

- Vegetation of any type more than 100 m from the site.
- Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified.
- Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site or each other.
- Strips of vegetation less than 20 m wide (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified.
- Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.
- Low threat vegetation, including grassland managed in a minimal fuel condition. maintained lawns, golf courses, maintained public reserves and parkland, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and wind breaks

Disclaimer Statement

Disclaimer

This report is distributed under the understanding that this office and its assessor are not responsible for any results of any actions taken on the basis of the information contained within this document or for any errors in or omission from it. Some or all of the information contained within this report may have been provided by a 3rd party, this office and its assessors are not responsible for any inaccuracy or misrepresentation of information provided to them to complete this report. It should be understood that the main reason of this document is to look into diminishing the impact and danger of a bushfire in an identified bushfire prone area to the residents of the District.

It must be outlined that fuel loading and weather conditions prevailing at the time of bushfire event may persuade high intensity fire to occur posing a risk to lives and property. This must be taken into consideration by any person living or staying within a bushfire prone area. This Bushfire Attack Level Assessment is based on site conditions described as at the date of its assessment indicated by this report. Any changes to the current vegetation type, structure and fuel loadings will modify the bushfire attack level and invalidate this report.

-- End of BAL assessment --

What Is An Asset Protection Zone?

An Asset Protection Zone (APZ) is a fuel reduced area surrounding a built asset or structure. This can include any residential building or major building such as farm and machinery sheds, or industrial, commercial or heritage buildings. An APZ provides:

- a buffer zone between a bush fire hazard and an asset;
- an area of reduced bush fire fuel that allows suppression of fire;
- an area from which backburning may be conducted; and
- an area which allows emergency services access and provides a relatively safe area for firefighters and home owners to defend their property.

Potential bush fire fuels should be minimised within an APZ. This is so that the vegetation within the planned zone does not provide a path for the transfer of fire to the asset either from the ground level or through the tree canopy.

Design of Asset Protection Zone

The proportion of the APZ reflect the distance from the hazard to ensure adequate separation is achieved

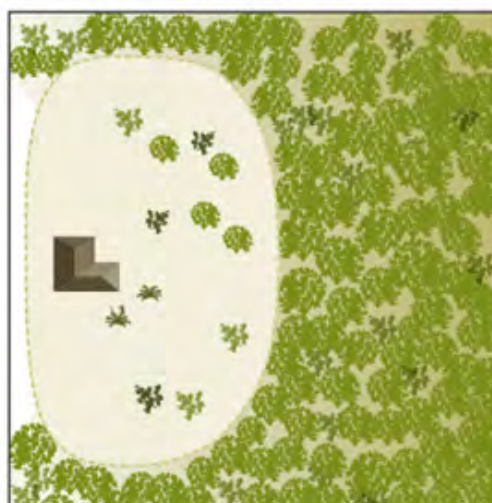
Hazard on one side

APZ



Hazard on three sides

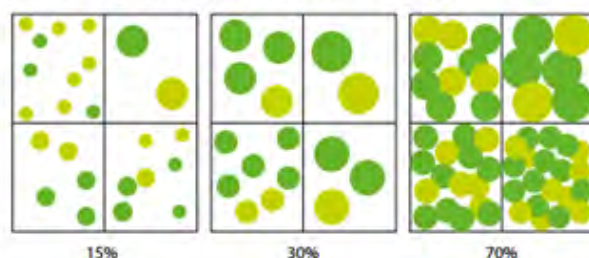
APZ



Tree Canopy Cover

Tree canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



Steps Required To Setup And Maintain An Asset Protection Zone (APZ)

Asset Protection Zone (APZ) means a low fuel area immediately surrounding habitable buildings and is to meet the following requirements:

- **Minimum width:**
Measured from any external wall or supporting post or column of the proposed building or the building envelope, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m^2 (BAL-29)
- **Sheds:**
should not contain flammable materials.
- **Location:**
wholly within the development site
- **Objects:**
within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Trees (> 5 metres in height):**
trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy. No tree crowns overhang the building.
- **Shrubs (0.5 metres to 5 metres in height):**
should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m^2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):**
can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:**
Should be managed to maintain a height of 100 millimetres or less. Cut before every fire season
Cut before every fire season

It is the responsibility of the owner to ensure that the APZ is created and maintained through appropriate design to ensure their property complies with the APZ standards outlined above. All Bushfire attack level ratings (BAL ratings) has been calculated with the conditions that are found on site at the time of assessment. It is very important that as the owner/owners of Albany Highway Kenwick understand that any modifications to the site do not disregard the advice contained on asset protection zones. Allowing vegetation to grow around a building in a bushfire prone area will greatly increase the risk to your site and invalidate your bushfire attack level rating that is currently rated as BAL-12.5

More information on asset protection zones can be found by contacting your local shire at the City of Gosnells

Additional Comments

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS3959-2018

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: L29 , 30, 31, & 32 H1771, 1777, 1779, & 1783 Albany Highway

Suburb: Kenwick

State: WA

Local Government Area City of Gosnells

Report / Job Number: #RP8124

Report Date: 20-02-2023

Determination of Highest Bushfire Attack Level

AS3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class A Forest	Downslope/2°	59m	12.5

BPAD Accredited Practitioner Details

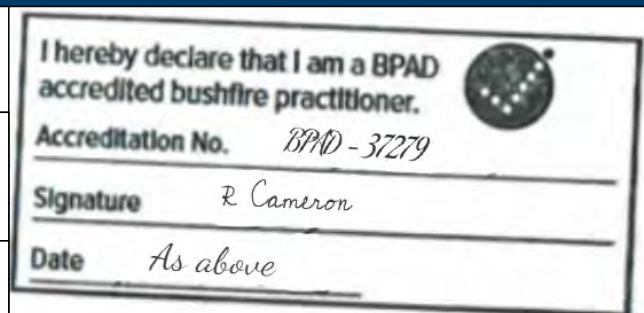
Name

Roddy Cameron

Company Details

Bushfire Perth Pty Ltd, Booking@BALRating.com.au - 0416 985 859

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 AS3959-2018



I hereby declare that I am a BPAD accredited bushfire practitioner.

Accreditation No. *BPAD-37279*

Signature *R. Cameron*

Date *As above*

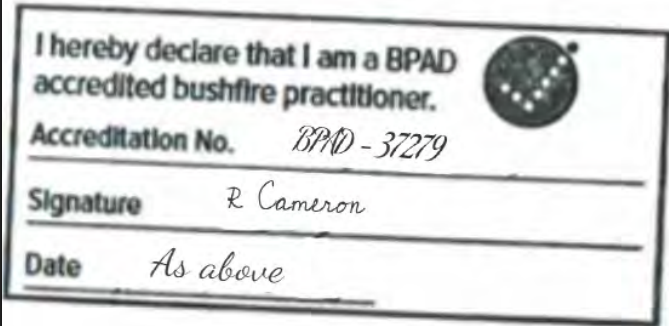
Reliance on the assessment and determination of the Bushfire Attack Level contained in this certificate should not extend beyond a period of 12 months from the date of issue of the certificate. If this certificate was issued more than 12 months ago, it is recommended that the validity of the determination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

AS3959 Bushfire Attack Level (BAL) Assessment Report

Download this report from <https://jobcomplete.com.au/checker>

Site Details			
Address	L29 30 31 & 32 H1771 1777 1779 & 1783 Albany Highway		
Suburb	Kenwick	State	WA
Local Government Area:	City of Gosnells		
Description of Building Works:	Class 5, 6, & 8		

Report details			
Report/Job Number	#WK9892	Client Reference #:	job 3594 2nd structure
Assessment Date	15-02-2023	Report Version:	1
Report Is Valid Until:	20-02-2024	Report Date:	20-02-2023

BPAD Accredited Practitioner Details	
Company Name:	Bushfire Perth Pty Ltd
Contact Details:	Rod@Balrating.com.au - 0416 985 859
Representative	Roddy Cameron
 BAL Rating	

Disclaimer: The measures or recommendations contained in this report are considered to be minimum standards and they do not guarantee that a building will not be damaged in a bushfire. 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 name in this report and where required an updated report issued.

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Site Assessment & Site Plans

The assessment of this site / development at Albany Highway Kenwick was undertaken on 15-02-2023 by Natalia Smirnova a BPAD Accredited level 1 Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS3959 - 2018 Simplified Procedure (Method 1).



Plot	Vegetation Classification	Effective Slope	Separation (m)	Exclusions *	BAL
1	Class A Forest	Downslope/2°	43	-	BAL-19
2	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW
3	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW
4	Exclusion 2.2.3.2 (F)	-	-	F	BAL-LOW

Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS3959-2018. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot 1a	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-19
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 1b	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-19
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 1c	Vegetation-Class A Forest	Slope-Downslope/2°	BAL-19
			
Trees 10-30 m high; 30-70% foliage cover (may include understorey of sclerophyllous low trees and tall scrubs or grass). Typically dominated by eucalypts.			

Plot 2a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained grassland under 100mm in height.			

Plot 3a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained public reserve and parkland.			

Plot 3b	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained public reserve and parkland.			

Plot 4a	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained grassland under 100mm in height.			

Plot 4b	Vegetation-Exclusion 2.2.3.2 (F)	Slope (-)	BAL-LOW
			
Exclusion clause 2.2.3.2 F, Low threat vegetation including maintained grassland under 100mm in height.			

Determined Bushfire Attack Level

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 Index

FDI 40 ☐
Table 2.4.5

FDI 50 ☐
Table 2.4.4

FDI 80 ☒
Table 2.4.3

FDI 100 ☐
Table 2.4.2

Potential Bushfire Impacts

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

Plot	Vegetation Classification	Effective Slope	Separation (m)	Exclusions *	BAL
1	Class A Forest	Downslope/2°	43	-	BAL-19
2	Exclusion 2.2.3.2 (F)	-	0	F	BAL-LOW
3	Exclusion 2.2.3.2 (F)	-		F	BAL-LOW
4	Exclusion 2.2.3.2 (F)	-	0	F	BAL-LOW

Table 1: BAL Analysis - *Exclusions refer to clause 2.2.3.2 as found in AS3959-2018

Diagram Explaining Slopes



Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development at Albany Highway Kenwick has been determined in accordance with clause 2.2.6 of AS3959-2018 using the above analysis.

Bushfire Attack Level Determined On 15-02-2023

Bal-19

Radiant Heat Levels

BAL rating	Explanation	Risk
BAL - LOW	There is insufficient risk to warrant any specific construction requirements but there is still some risk.	BAL - LOW
BAL - 12.5	There is a risk of ember attack. The construction elements are expected to be exposed to a heat flux not greater than 12.5 kW/m ² .	LOW
BAL - 19	There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat.	MODERATE
BAL - 29	There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level of radiant heat.	HIGH
BAL - 40	There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front	VERY HIGH
BAL - FZ	There is an extremely high risk of ember attack and burning debris ignited by windborne embers, and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front.	EXTREME

The Australian Standard AS3959-2018 Construction of buildings in bushfire prone areas

The Australian Standard AS3959 describes comprehensive methodology of assessing bushfire attacks and advises specific construction details for dwellings to diminish the risk of combustion caused by burning embers, radiant heat or direct flame contact generated by a bushfire and its intensity on the dwelling.

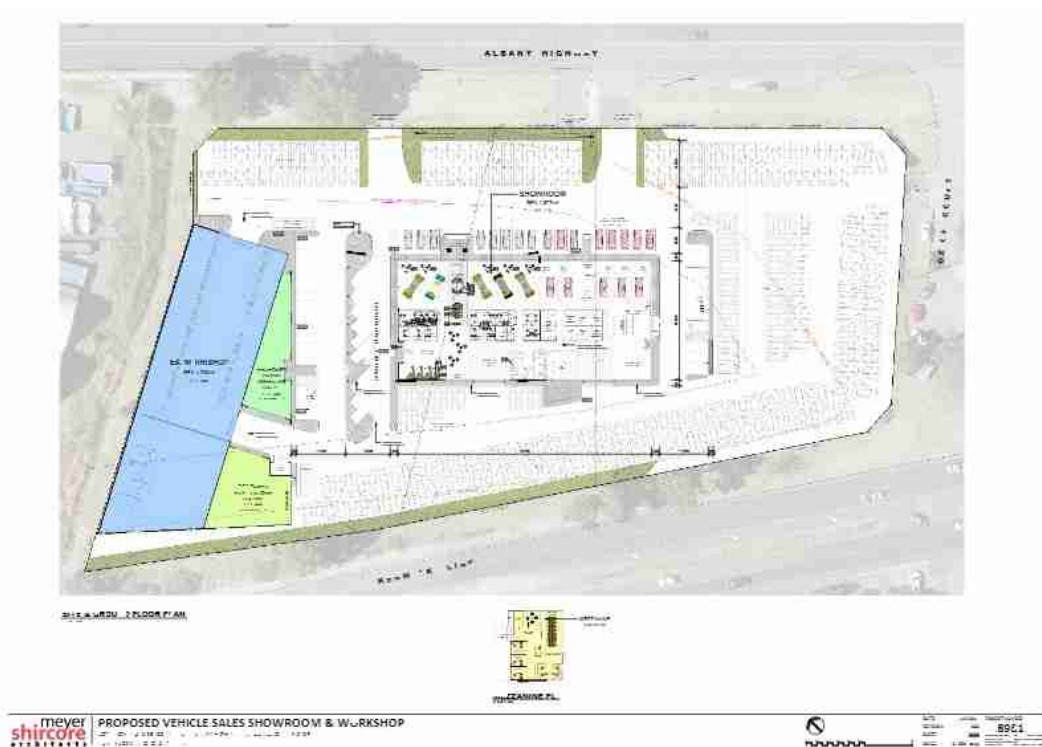
Construction Requirements

BAL rating	Requirements	AS3959-2018 Page number
LOW	No construction requirements Section 4	
BAL 12.5	Construction sections 3 and 5	pg42
BAL 19	Construction sections 3 and 6	pg50
BAL 29	Construction sections 3 and 7	pg58
BAL 40	Construction sections 3 and 8	pg67
BAL FZ	Construction sections 3 and 9	pg74

Appendix 1 - Site Plan showing setbacks

This report has been generated taking into consideration the information provided by client at the time of placing their booking with this office. If any amendments are made to this information the client is responsible to contact this office to confirm that the changes do not conflict with the issued BAL rating.

All recommendations, projections and assessments associated with the current project are made in good faith on the basis of information available to the assessor at the time of assessment; and the level of implementation of bushfire protection measures will depend on the actions of the landowners or occupiers over which this office has no control.



Appendix 2

Exclusions

Areas of Vegetation that do not trigger a BAL rating BAL-LOW (i.e. low threat) according to AS3959 includes the following:

- Vegetation of any type more than 100 m from the site.
- Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified.
- Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site or each other.
- Strips of vegetation less than 20 m wide (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified.
- Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.
- Low threat vegetation, including grassland managed in a minimal fuel condition. maintained lawns, golf courses, maintained public reserves and parkland, vineyards, orchards, cultivated gardens, commercial nurseries, nature strips and wind breaks

Disclaimer Statement

Disclaimer

This report is distributed under the understanding that this office and its assessor are not responsible for any results of any actions taken on the basis of the information contained within this document or for any errors in or omission from it. Some or all of the information contained within this report may have been provided by a 3rd party, this office and its assessors are not responsible for any inaccuracy or misrepresentation of information provided to them to complete this report. It should be understood that the main reason of this document is to look into diminishing the impact and danger of a bushfire in an identified bushfire prone area to the residents of the District.

It must be outlined that fuel loading and weather conditions prevailing at the time of bushfire event may persuade high intensity fire to occur posing a risk to lives and property. This must be taken into consideration by any person living or staying within a bushfire prone area. This Bushfire Attack Level Assessment is based on site conditions described as at the date of its assessment indicated by this report. Any changes to the current vegetation type, structure and fuel loadings will modify the bushfire attack level and invalidate this report.

-- End of BAL assessment --

What Is An Asset Protection Zone?

An Asset Protection Zone (APZ) is a fuel reduced area surrounding a built asset or structure. This can include any residential building or major building such as farm and machinery sheds, or industrial, commercial or heritage buildings. An APZ provides:

- a buffer zone between a bush fire hazard and an asset;
- an area of reduced bush fire fuel that allows suppression of fire;
- an area from which backburning may be conducted; and
- an area which allows emergency services access and provides a relatively safe area for firefighters and home owners to defend their property.

Potential bush fire fuels should be minimised within an APZ. This is so that the vegetation within the planned zone does not provide a path for the transfer of fire to the asset either from the ground level or through the tree canopy.

Design of Asset Protection Zone

The proportion of the APZ reflect the distance from the hazard to ensure adequate separation is achieved

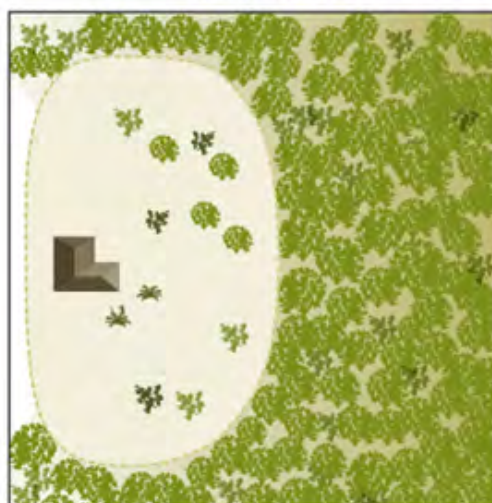
Hazard on one side

APZ



Hazard on three sides

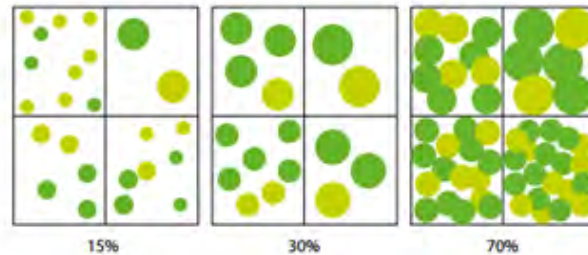
APZ



Tree Canopy Cover

Tree canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover – ranging from 15 to 70 per cent at maturity



Steps Required To Setup And Maintain An Asset Protection Zone (APZ)

Asset Protection Zone (APZ) means a low fuel area immediately surrounding habitable buildings and is to meet the following requirements:

- **Minimum width:**
Measured from any external wall or supporting post or column of the proposed building or the building envelope, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m^2 (BAL-29)
- **Sheds:**
should not contain flammable materials.
- **Location:**
wholly within the development site
- **Objects:**
within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors.
- **Trees (> 5 metres in height):**
trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy. No tree crowns overhang the building.
- **Shrubs (0.5 metres to 5 metres in height):**
should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m^2 in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):**
can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:**
Should be managed to maintain a height of 100 millimetres or less. Cut before every fire season
Cut before every fire season

It is the responsibility of the owner to ensure that the APZ is created and maintained through appropriate design to ensure their property complies with the APZ standards outlined above. All Bushfire attack level ratings (BAL ratings) has been calculated with the conditions that are found on site at the time of assessment. It is very important that as the owner/owners of Albany Highway Kenwick understand that any modifications to the site do not disregard the advice contained on asset protection zones. Allowing vegetation to grow around a building in a bushfire prone area will greatly increase the risk to your site and invalidate your bushfire attack level rating that is currently rated as BAL-19

More information on asset protection zones can be found by contacting your local shire at the City of Gosnells

Additional Comments

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS3959-2018

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: L29 , 30, 31, & 32 H1771, 1777, 1779, & 1783 Albany Highway

Suburb: Kenwick

State: WA

Local Government Area City of Gosnells

Report / Job Number: #WK9892

Report Date: 20-02-2023

Determination of Highest Bushfire Attack Level

AS3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class A Forest	Downslope/2°	43m	19

BPAD Accredited Practitioner Details

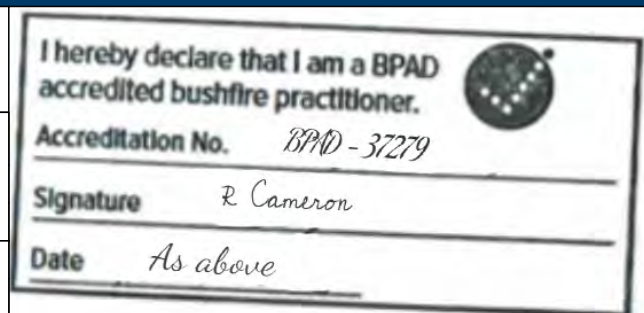
Name

Roddy Cameron

Company Details

Bushfire Perth Pty Ltd, Booking@BALRating.com.au - 0416 985 859

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 AS3959-2018



I hereby declare that I am a BPAD accredited bushfire practitioner.

Accreditation No. *BPAD-37279*

Signature *R. Cameron*

Date *As above*

Reliance on the assessment and determination of the Bushfire Attack Level contained in this certificate should not extend beyond a period of 12 months from the date of issue of the certificate. If this certificate 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 certificate issued.

Brenton Scambler

From:
Sent: Tuesday, 13 February 2024 3:22 PM
To: Ann Harrop
Subject: RE: Proposed Motor Vehicle Sales and Repair - DAP/23/02523 - Your ref 22/3350 (D24#184425)

OFFICIAL

Hi Ann

Thank you for your call and email on 9 February 2024 regarding the City seeking clarification regarding the Main Roads response for development application Ref DA23/00471 or DAP/23/02723.

Main Roads confirms the following:

- Main Roads would find the proposal acceptable if all conditions requested were incorporated into the City's RAR recommended conditions. The access arrangements proposed by the conditions are one possible solution; or
- An improved design solution could be achieved if revised plans were submitted to MRWA for consideration.

It is important to note the design of the southern crossover onto Albany Highway (as presented) requires Public Transport Authority approval to relocate Bus Stop ID 10037. Given this approval has not been obtained the conditions were recommended.

Kind regards

Isabel Huston

Isabel Huston

Planning Assessment Officer
Road Access and Planning
Office of Managing Director



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present

From: Ann Harrop
Sent: Tuesday, 13 February 2024 10:36 AM
To: Isabel Huston
Subject: RE: Proposed Motor Vehicle Sales and Repair - DAP/23/02523 - Your ref 22/3350 (D24#184425)



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Enquiries: (08) 9323 6232
Our Ref: 22/3350 (D24#184425)
Your Ref: DA23/00471
DAP Ref: DAP/23/02723

2 February 2024

Chief Executive Officer
City of Gosnells
PO Box 662
GOSNELLS WA 6990

Email: council@gosnells.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED MOTOR VEHICLE SALES AND REPAIR (MOTOR VEHICLE DEALERSHIP) – LGA REF DA23/00471 – DAP/23/02523 - LOT 32 (NO. 1771), LOT 31 (NO. 1777), LOT 30 (NO. 1779) AND LOT 29 (NO. 1783) ALBANY HIGHWAY, KENWICK

In response to correspondence received on 3 January 2024, please be advised Main Roads has reviewed the information and is unable to support the proposed access arrangements on Albany Highway in its current form.

Main Roads is unable to support the upgrading of the existing southern crossover (left-in and left-out turning only) onto Albany Highway (opposite the Albany Highway / McIntyre Way intersection). The proposed upgrades/works not supported include:

- Reconfiguration of the existing bus embayment of Bus Stop ID 10037 and the left-in turn slip lane for vehicle deceleration on Albany Highway.
- Removal and relocation of Bus Stop ID 10037, the existing bus embayment bus shelter and all other associated infrastructure.
- Installation of a solid median line or median kerb at Albany Highway / McIntyre Way intersection.
- The proposed sign and line pavement marking.

The Public Transport Authority is required to approve the proposal to relocate Bus Stop ID 10037. It is encouraged the applicant meets with Main Roads and the City to discuss the proposal further to resolve access and modifications to Albany Highway.

Notwithstanding the above, should the JDAP approve the proposed development the access arrangements onto Albany Highway shall be limited to the following:

1. Northern vehicular crossover on Albany Highway is to be reconfigured for full movement.
2. Southern vehicular crossover on Albany Highway is to be reconfigured for left-out turning only.

See attachment 3 for further details.



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Main Roads recommends the following conditions and advice are imposed if the JDAP approves the development plans as is:

Conditions

1. Prior to the issue of the building permit an amended development plan is to be submitted and approved identifying the following access arrangements to Albany Highway.
 - The northern vehicular crossover on Albany Highway is to be reconfigured for full movement turning.
 - The southern vehicular crossover on Albany Highway is to be reconfigured for left-out turning only.
 - Removal of the median strip as identified on plan.

This plan shall be to Main Roads requirements and the satisfaction of the City.

Justification for Condition

The access arrangements as proposed are not supported by Main Roads. As discussed, the road authority can only support a left out only arrangement at the southern crossover and full movement access at northern crossover. Revised plans are required to conform to Main Roads requirements to ensure the development access arrangements are achieved.

2. Prior to the issue of a building permit, the applicant is to submit a preliminary design (15% concept) for the upgrading of the existing crossover at Albany Highway / McIntyre Way intersection. This plan shall be to Main Roads requirements and the satisfaction of the City.

Justification for Condition

Plans are required to be approved by Main Roads to ensure the proposed works are satisfactory.

3. Prior to the occupation of the development the two (2) redundant vehicle crossover(s) on Albany Highway and Ozich Court to be removed and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells and to the specifications of the local government.

Justification for Condition

Condition confirms timing of required works.

4. Prior to the occupation of the development the revised access arrangements and associated works must be constructed.

Justification for Condition

Condition confirms timing of required works.



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5. Prior to the occupation of the development, the balance of the subject lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated freehold lot.

Justification for Condition

To ensure all lots have legal vehicular access arrangements. This condition excludes the land required for future road purposes (as per condition 6).

6. Prior to the occupation of the development, the land required for the widening of Albany Highway and Kenwick Link as shown on Land Protection Plan No 201432-0111 (refer Attachment 1) is to be set aside as a separate freehold lot for acquisition pending future road widening requirements.

Justification for Condition

The land is required for the future widening of Albany Highway and Kenwick Link.

7. Any development within the land required for future road purposes, as shown on Land Protection Plan No 201432-0111 (refer Attachment 1), shall only be permitted for the purposes of car parking, signs and landscaping.

Justification for Condition

The land use within this is temporary only and is required for the future road.

8. In the event the land required for future road purposes as shown on Land Protection Plan No 201432-0111 (refer Attachment 1) is needed for future roadworks, the landowner shall upon receipt of a notice from Main Roads, relocate or remove the development at the cost of the landowner.

Justification for Condition

The land use within this is temporary only and is required for the future road.

9. The signs shall only advertise the tenancy operating on the subject site.

Justification for Condition

To ensure compliance with *Main Roads Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves*.

10. The signs shall:
 - a) Use low-level illumination not exceeding 300cd/m² (candela per square metre) between sunset and sunrise;
 - b) Not flash, pulsate or chase;
 - c) Not include fluorescent, reflective or retro-reflective colours or materials; and
 - d) Not be an electronic or digital format;



Justification for Condition

To ensure compliance with *Main Roads Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves*.

11. Any signs attached to walls of the development must not overhang or encroach the Primary Regional Road Reservation.

Justification for Condition

To ensure signs are contained within the site.

12. Vegetation within the Kenwick Link and Albany Highway Road Reserves shall not be removed or trimmed to improve the visibility of the signs.

Justification for Condition

Amenity.

13. The two (2) pylon signs abutting Albany Highway Road Reserve are not approved as part of this application.

Justification for Condition

Due to the absence of the signage content within the referral package, an assessment against *Main Roads Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves* is unable to be undertaken. In accordance with f) any policy of the State, Clause 67, Part 9, Schedule 2 *Planning and Development (Local Planning Schemes) Regulations 2015* it is appropriate to exclude the signage component as assessment against the relevant state policy is unable to be executed.

14. No works are permitted within the Kenwick Link and Albany Highway Road Reserves, unless Main Roads has issued a Working on Roads Permit.

Justification for Non-Standard Condition

Public safety and reflects the approval process for works.

15. Prior to the submission of a building permit, a Traffic Management Plan (for construction) must be submitted for approved to the satisfaction of Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.

Justification for Condition

Protection of the operation and function of the road network



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16. Stormwater shall not be discharged into the Kenwick Link and Albany Highway Road Reserves.

Justification for Non-Standard Condition

To ensure there is sufficient capacity in the Kenwick Link and Albany Highway stormwater networks to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

17. No waste collection is permitted from Kenwick Link and Albany Highway Road Reserves.

Advice

- a) Kenwick Link is a proclaimed Control of Access road pursuant to Section 28A of the Main Roads Act 1930 and access between adjacent properties and Kenwick Link is not permitted.
- b) The site is affected by land reserved Primary Regional Road in the Metropolitan Region Scheme as shown on the Land Protection Plan No. 201432-0111 (refer Attachment 1) and will be required for road purposes in the future.
- c) The project for the upgrading and widening of Kenwick Link and Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.
- d) The ultimate road design for Albany Highway and Kenwick Link may impact the proposed access arrangements onto the road network (refer Attachment 2).
- e) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on 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 JDAP disagree with the above and/or resolve not to include as part of its conditional approval any of the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.

Main Roads requests a copy of the JDAP's final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au.



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In the interim, if you have any queries please do not hesitate to contact Isabel Huston

Yours sincerely

mthornely.

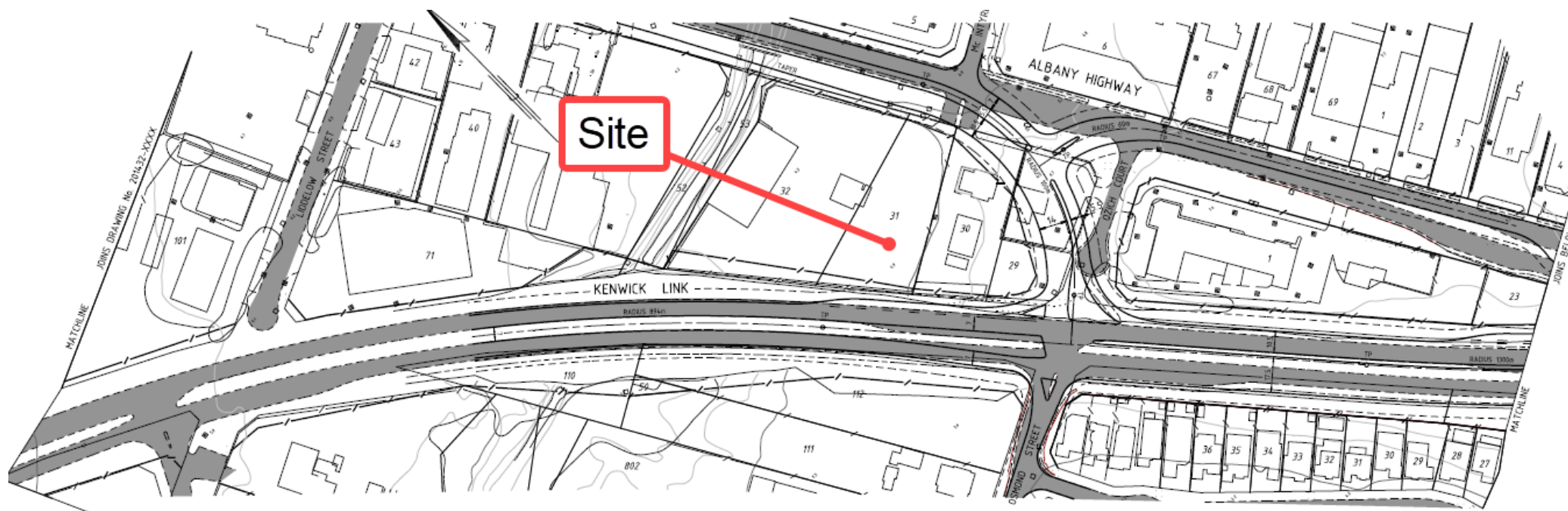
Maryanne Thornely
Road Access and Planning Manager

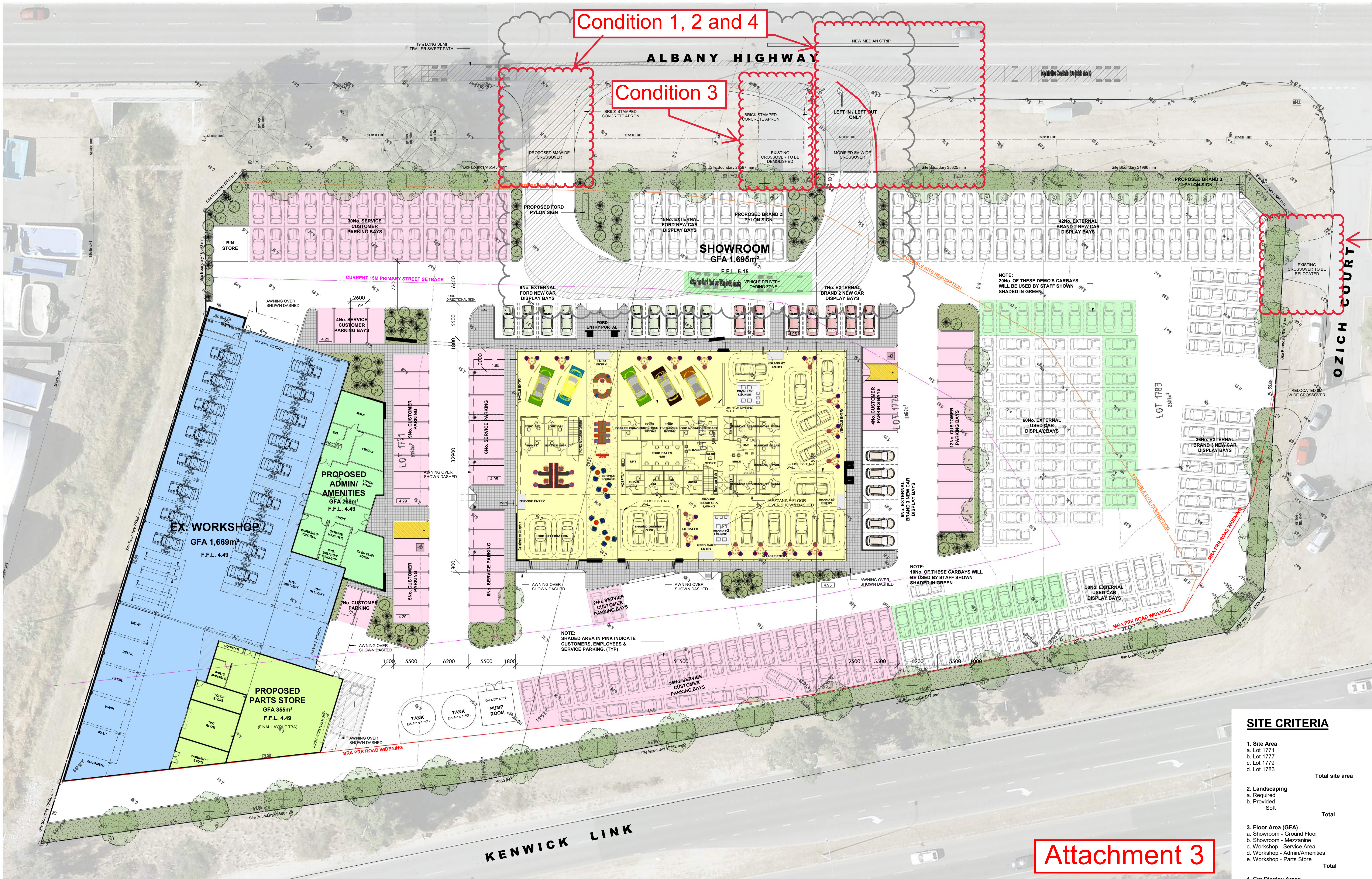
Enc:

- Attachment 1 - Extract of Land Protect Plan No 201432-0111
- Attachment 2 - Extract of Carriageway Pattern Plan Drawing No. 201432-0107
- Attachment 3 - Marked up development site plan dated 2 February 2024



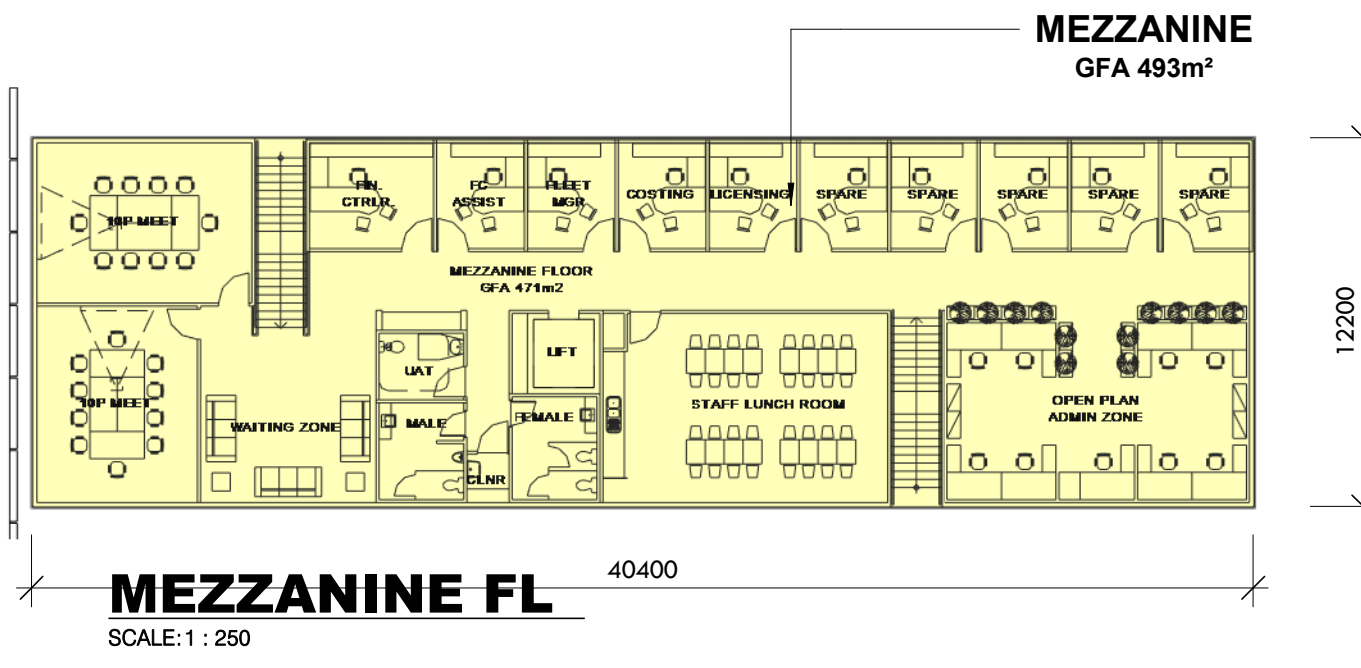
Attachment 2 - Extract of Carriageway Pattern Plan Drawing No. 201432-0107





SITE & GROUND FLOOR PLAN
SCALE: 1: 250

MAIN ROADS MARKED-UP PLAN
AMENDED IN RED 2 February 2024



MEZZANINE FL
SCALE: 1: 250

MEZZANINE
GFA 493m²

LANDSCAPING
A. Fixed Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Areas - GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Net Floor Area.
B. Definition of Gross Floor Area is defined as:
i. GROSS FLOOR AREA OF TENANCY
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii. GROSS FLOOR AREA OF A BUILDING
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls.

Net Floor Area - NFA
A. Net Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

SITE CRITERIA

1. Site Area		
a. Lot 1771	6,782m ²	
b. Lot 1777	3,084m ²	
c. Lot 1779	2,857m ²	
d. Lot 1783	2,657m ²	
Total site area		15,350m²
2. Landscaping		
a. Required	3m abutting all streets	
b. Provided		
Total		1,512m² (9.85%)
3. Floor Area (GFA)		
a. Showroom - Ground Floor	1,695m ²	
b. Showroom - Mezzanine	493m ²	
c. Workshop - Service Area	1,669m ²	
d. Workshop - Admin/Amenities	289m ²	
e. Workshop - Parts Store	355m ²	
Total		4,501m²
4. Car Display Areas		
a. External - Car Display	3,000m ²	
b. Internal - Car Display	300m ²	
c. Internal - Car Delivery	80m ²	
5. Carparking Required		
a. Showroom - Display @ 1/100m ²	3 cars	
b. Delivery - Display @ 1/100 ²	0.8 cars	
c. Employees @ 1/employee	70 cars	
d. Workshop @ 4/service bay	68 cars	
e. External Display @ 1/100m ²	30 cars	
Sub-Total		172.46 Cars
Deduct Staff using Demo/Used Cars		30 cars
Sub-Total		142.46 Cars
Deduct 20% City of Gosnell Shortfall Allowance		28.49
Grand Total		113.97 Cars
6. Carparking Provided		
a. Provided	115 Cars	



PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP notes the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DR75/2022 DAP/18/01543	City of Joondalup	Portion of 9040 (34) Kallatina Drive, Iluka	Mixed Commercial Centre (Iluka Plaza)	02/05/2022
DR169/2023 DAP/23/02486	City of Swan	Lot 1 (No.9) Waterhall Road, South Guildford	Child Care Premises	13/11/2023
DR175/2023 DAP/22/02166	City of Joondalup	1 Lyell Grove (Lot 2), Woodvale	Child Care Premises	30/11/2023
DR179/2023 DAP/22/02358	Shire of Serpentine Jarrahdale	Lot 806 South Western Highway, Byford	Proposed Showroom and Fast Food/Takeaway Development	4/12/2023
DR193/2023 DAP/23/02545	Shire of Serpentine Jarrahdale	575 (Lot 218) Abernethy Road, Oakford	Proposed Educational Establishment	19/12/2023

Current Supreme Court Appeals				
File No.	LG Name	Property Location	Application Description	Date Lodged
DAP/23/02496 CIV 2251 of 2023	City of Swan	Lot 2 & 67 (No.163) and Lot 18 (No.159) James Street, Guildford	Proposed redevelopment of Vaudeville Theatre	03/11/2023

2. General Business

3. Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2024 a DAP member must not publicly comment on any action or determination of a DAP.