



PART C – CITY OF COCKBURN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1a Lot 303 (#95) Clarence Beach Road Henderson - Marine Engineering (2 Workshops, 2 Offices, Barge Loading Wharf, Land Reclamation and Associated Hardstand Storage Area) and Industry – General (Licensed) – DAP/25/02870

3.1b Lot 303 (#95) Clarence Beach Road Henderson - Marine Engineering (2 Workshops, 2 Offices, Barge Loading Wharf, Land Reclamation and Associated Hardstand Storage Area) and Industry – General (Licensed) – DAP/25/02870

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

**Part C – Item 3.1a - Lot 303 (#95) Clarence Beach Road
Henderson – Marine Engineering (2 Workshops, 2 Offices,
Barge Loading Wharf, Land Reclamation and Associated
Hardstand Storage Area) and Industry – General (Licensed)**

**Form 1 – Responsible Authority Report
(Regulation 12)**

| | | |
|--|--|--|
| DAP Name: | Metro Outer DAP | |
| Local Government Area: | City of Cockburn | |
| Applicant: | Taylor Burrell Barnett | |
| Owner: | Property Marine Pty Ltd | |
| Value of Development: | \$10.8 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6) | |
| Responsible Authority: | City of Cockburn and Western Australian Planning Commission | |
| Authorising Officer: | Riley Brown | |
| LG Reference: | DAP25/002 | |
| DAP File No: | DAP/25/02870 | |
| Application Received Date: | 24 February 2025 | |
| Report Due Date: | 9 June 2025 | |
| Application Statutory Process Timeframe: | 90 Days | |
| Attachment(s): | <ol style="list-style-type: none"> 1. Development Plans 2. Landscaping Plan 3. Applicant's Planning Report 4. Traffic Impact Statement 5. Bushfire Management Plan 6. DoT Referral Response 7. JTSI Referral Response 8. DevWA Referral Response 9. DWER (Planning) Referral Response 10. DWER (Contaminated Site) Referral Response | |
| Is the Responsible Authority Recommendation the same as the Officer Recommendation? | <input type="checkbox"/> Yes | Complete Responsible Authority Recommendation section |
| | <input checked="" type="checkbox"/> N/A | |
| | <input type="checkbox"/> No | Complete Responsible Authority and Officer Recommendation sections |

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP25/02870 is appropriate for consideration as a “Marine Engineering” and “Industry - General (Licensed)” land use and compatible with the objectives of the zoning table in accordance the City of Cockburn’s Local Planning Scheme No. 3;
2. **Approve** DAP Application reference DAP25/02870 and accompanying plans (DA01 to DA15, revision B) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Cockburn’s Local Planning Scheme No. 3,

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. Development shall be carried out in accordance with the terms of the application as approved herein and any approved plan.
3. All stormwater to be contained on site. Stormwater drainage to be able to contain a 1 in 100-year, 24 hour storm event. Details about the stormwater drainage design intended for the proposed development shall be submitted to the City **prior to the lodgement of a building permit application**, for review and approval.
4. The street number, or where there is no street number, the lot number, shall be clearly displayed on the façade of the building prior to occupation of the building hereby approved and remain in perpetuity to the satisfaction of the City.
5. The site shall be kept in a neat and tidy condition at all times to the satisfaction of the City. In particular:
 - a. Weeds within landscaping areas to be removed
 - b. Litter/rubbish to be removed;
 - c. Graffiti to be removed within a timely matter;
 - d. Building/structures that fall into disrepair to be repaired and maintained; and
 - e. Any disused materials to be removed
6. **Prior to the initial occupation** of the building hereby approved, the parking bay/s, driveway/s and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use in accordance with the approved plans.

7. The dimensions of all car parking bays, aisle widths, wheel stops, columns, ramps, delivery bays and circulation areas complying with the Australian Standards AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.
8. Hardstand to be constructed and maintained to City's Paving and Drainage Specification for non/trafficable areas. **Prior to the commencement of use**, the applicant/landowner shall provide compaction certificates, stormwater plans and calculations.
9. Crossovers are to meet City's Vehicle Crossover Specification. A 2m x 2.5m sightline shall be provided at the intersection of the crossover and the front boundary for standard crossovers. All sightlines shall be maintained clear of obstructions above a height of 0.75m.
10. **Prior to the commencement of development**, the landowner/applicant is to provide a pre-works geotechnical report certifying that the land is physically capable of development or advising how the land is to be remediated and compacted to ensure it is capable of development; and In the event that remediation works are required, the landowner/applicant is to provide a post geotechnical report certifying that all development works have been carried out in accordance with the pre-works geotechnical report.
11. **Prior to the issue of a building permit**, a Construction Management Plan (CMP) shall be submitted and approved by the City. The CMP shall be implemented for the duration of the construction.
12. Waste water from the wash down bay shall be disposed of to the sewer.
13. **Prior to the occupation of the development**, a total of 13 bike parking spaces shall be provided.
14. A detailed landscaping plan shall be submitted to and approved by the City, **prior to lodgement of a building permit application** and shall include the following:
 - a. the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - b. any lawns to be established;
 - c. any existing landscape areas to be retained;
 - d. those areas to be reticulated or irrigated; and
 - e. verge treatments.
15. Landscaping including verge planting shall be installed, reticulated and irrigated in accordance with the approved plan required by condition 14 above and maintained thereafter to the satisfaction of the City. The landscaping shall be implemented during the first available planting season **post completion of development** and any species which fail to establish within a period of 12 months from planting shall be replaced to the satisfaction of the City.
16. All waste and recycling materials must be contained within bins. These must be stored in an internal enclosure within the building(s) or within an external enclosure located and constructed to the satisfaction of the City. This information shall be submitted to and approved by the City **prior to the lodgement of a Building Permit Application**.

17. The bin enclosure must be and of an adequate size to contain all waste bins, at least 1.8 m high, fitted with a gate and graded to a 100mm diameter industrial floor waste with a hose cock, all connected to sewer. The minimum provisions for internal bin storage is a concrete wash-down pad graded to a 100mm diameter industrial floor waste drain with a hose cock, all connected to sewer. This can be centrally located within the development
18. Fencing around the site, if erected, is to be in accordance with the City's Fencing Local Laws or the operative Design Guidelines
19. The development must be constructed in accordance with the approved Bushfire Management Plan, which shall be implemented in perpetuity.

Advice Notes

- a) This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, or with any requirements of the City of Cockburn Town Planning Scheme No. 3 or with the requirements of any external agency.
- b) All stormwater drainage shall be designed in accordance with the document entitled "Australian Rainfall and Runoff" 1987 (where amended) produced by the Institute of Engineers, Australia, and the design is to be certified by a suitably qualified practicing Engineer or the like, to the satisfaction of the City, and ideally designed on the basis of a 1:100 year storm event. This is to be provided with the associated Building Permit Application.
- c) All earthworks and/or associated drainage details shall be in accordance AS3500 with plans and specifications certified by a suitably qualified practicing Engineer to the satisfaction of the City.
- d) Retaining wall(s) being constructed in accordance with a suitably qualified Structural Engineer's design and a Building Permit being obtained prior to construction. Retaining walls are required for any cut and/or fill greater than 150mm in height. In this regard, any fill above or below natural ground level at the lot boundaries is to be suitably retained or have a compliant stabilised embankment.
- e) Please be advised that the development must comply with the requirements of the Building Codes of Australia.
- f) The applicant / land owner is advised that any alteration or modifications to the Jetty within the Department of Transport (DoT) vested seabed will require the applicant to obtain a modification to jetty licence from the Department of Transport, Maritime Property Services

- g) DoT's strategic cycle network plan is the Long Term Cycle Network (LTCN) which was endorsed by the City of Cockburn Council at its meeting of 9 April 2020. A primary LTCN route runs along Cockburn Road and down Quill Way in the vicinity of the subject site. The route is currently shown as 'not existing' however the intent for a primary route exists and the proposed development should plan for the future increase in accessibility by bike.
- h) If dust is detected at adjacent premises and is deemed to be a nuisance by the City, then any process, equipment and/or activities that are causing the dust nuisance shall be stopped until the process, equipment and or activity has been altered to prevent the dust to the satisfaction of the City
- i) If an odour detected at an adjacent premises is deemed to be offensive by the City, then any process, equipment and/or activities that are causing the odour shall be stopped until the process, equipment and or activity has been altered to prevent odours to the satisfaction of the City
- j) With respect to condition 11, the Construction Management Plan (CMP) shall be prepared in accordance with the 'City of Cockburn Construction Management Plan Guidelines' (available on the City's website) and shall include the provision of a completed CMP checklist. Please note that in accordance with the Guidelines, a Dust Management Plan and/or Traffic Management Plan may be required to form part of the CMP. You are advised to contact the City's Environmental Health team and Traffic & Transport team to discuss whether these are required.
- k) An unexpected finds protocol should be prepared to address the risks associated with potential exposure of soil contamination during development works
- l) The Environmental Protection Act 1986 requires a works approval to be obtained before constructing a prescribed premises and makes it an offence to cause an emission or discharge unless a licence or registration (for operation) is held for the premises.

Details: outline of development application

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme |
| Region Scheme - Zone/Reserve | Industrial and Waterway Reserve |
| Local Planning Scheme | City of Cockburn Town Planning Scheme 3 |
| Local Planning Scheme - Zone/Reserve | Strategic Industry |
| Structure Plan/Precinct Plan | NA |
| Structure Plan/Precinct Plan - Land Use Designation | NA |
| Use Class and permissibility: | Marine Engineering – Permissible (P) Office – Discretionary (D) Industry – General (Licensed) (D) |
| Lot Size: | 2.0001 Ha |
| Existing Land Use: | Marine Engineering |
| State Heritage Register | No |
| Local Heritage | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area |
| Design Review | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other |
| Bushfire Prone Area | Yes |
| Swan River Trust Area | No |

Proposal:

This application proposes the redevelopment of the site that is currently being used for marine engineering purposes. The site currently features a workshop, office building, jetty and a hardstand storage area.

This proposal includes the demolition of all existing structures with the construction of new warehouse buildings, office blocks, a barge loading wharf and a section of reclaimed land. The site will be used to facilitate the construction and maintenance of ships and other marine infrastructure.

| | |
|----------------------------|--------------------|
| Proposed Land Use | Marine Engineering |
| Proposed Net Lettable Area | 4825m2 |
| Proposed No. Storeys | 2 |
| Proposed No. Dwellings | 0 |

The City's Town Planning Scheme 3 defines Industry General (Licensed) as an industry which is a category of prescribed premises set out in Schedule 1 of the Environmental Protection Regulations, notwithstanding the production or design capacity for each category of prescribed premises specified in the Schedule. As boat building is listed in the regulations as a prescribed premises, this proposal is also a Industry – General (Licensed) proposal, so the recommended approval has captured this land use definition.

It should be noted that the attachments referred to in the applicant's planning report may not align with the attachments of this responsible authority report. Further, the City had requested some minor adjustment to plans through the Further Information (stop the clock) process. As such, the figures referred to in the applicant's planning report (such as landscaping areas) may be slightly different from the figures in this report's assessment section.

Given the proposal includes a portion of land reclamation within an area reserved for waterways under the Metropolitan Region Scheme (MRS), the Western Australian Planning Commission (WAPC) will also author its own responsible authority report for this portion.

Background:

The site is located within the Australian Marine Complex (AMC). The AMC's development is coordinated by the Industrial Lands Authority (better known as DevelopmentWA). The land currently features a warehouse and office with storage/hardstand areas. An existing wharf extends into Jervoise bay to the west:



Figure One – Aerial view of site

The Australian Marine Complex (AMC) is a major industrial hub that plays a vital role for the Western Australia's ship building industry. It provides facilities and services for building, maintaining, and assembling equipment for the marine, defence, energy, and resource sectors. The entire AMC (which is bound by Cockburn Road to the south and east and Russel Road and the Woodman Point Regional Reserve to the north) is zoned Strategic Industry pursuant to the City's Town Planning Scheme 3.

The site adjoins two government landholdings to the North and South. In particular, the lot to the South forms part of the state government's Northern Common User Facility (CUF North). The Common User Facility (CUF) offers shared infrastructure and services to a range of users, including spaces for storage, fabrication halls, workshops, offices, wharves for loading and unloading, and berths for vessels. It's

designed to support multiple industries and allows companies to access its facilities for individual projects. With its open access policy and large capacity, several businesses can carry out their operations there simultaneously.

CUF North is a smaller satellite facility, with the larger main CUF located further south, approximately 1km from the subject site. The prominent feature of the CUF to consider as it relates to this application is the vehicle transfer path, which is explained further below.

Legislation and Policy:

Legislation

Planning and Development Act 2005
 Planning and Development (Local Planning Schemes) Regulations 2015
 Planning and Development (Development Assessment Panels) Regulations 2011
 City of Cockburn Town Planning Scheme 3
 Metropolitan Region Scheme (MRS)

State Government Policies

State Planning Policy 3.7 – Bushfire

Structure Plans/Activity Centre Plans

N/A

Local Policies

Local Planning Policy 1.14 - Waste Management
 Local Planning Policy 3.7 – Signs and Advertising
 Local Planning Policy 3.8 – Industrial Subdivision and Development

Consultation:

Public Consultation

This application was not publicly advertised, as there were no significant variations that posed an amenity impact to adjoining neighbours. The proposal conforms with the objectives of the zone, so public consultation is not warranted.

Referrals/consultation with Government/Service Agencies

The application was referred to a number of government agencies. The reasons for the referral as well as the response is outlined in the table below.

| AGENCY | REASON FOR REFERRAL | REFERRAL RESPONSE | CITY RESPONSE |
|-----------------------|---|---|---|
| DevelopmentWA (DevWA) | Developers of Australian Marine Complex (AMC) | No objection subject to provision for VTP | Noted – Vessel Transfer Path has been kept clear of development |

| | | | |
|--|---|--|--|
| Department of Jobs, Tourism, Science and Innovation (JTSI) | Location of site within a strategic industrial zone with multiple government landholdings | No objection subject to DevWA's comment being sought | Noted |
| Department of Transport (DoT) | Development within waterway reserve | No objection subject to increased bicycle racks and appropriate leasing arrangements | Noted – all recommended conditions and footnotes have been applied |
| Department of Water and Environmental Regulation (DWER) | Potential impact on water quality | No objection subject to general environmental and licensing advice | Noted – all recommended conditions and footnotes have been applied |

Design Review Panel Advice

This application was not referred to the Design Review Panel, as the City's Local Planning Policy 5.16 exempts mandatory referral for industrial developments.

Planning Assessment:

Zoning and Land Use

The site falls within the Strategic Industry zone pursuant to Town Planning Scheme 3. The objectives of the zone, as prescribed in clause 3.2 (i) of TPS3 are:

'To provide for Strategic Industrial areas of State or Regional significance; and to provide for a range of industrial activities associated with defence, resource and marine activities.'

The proposed land use is best defined as 'marine engineering' which is a permitted use in the zone. TPS3 defines marine engineering as:

'The carrying out of any process for and incidental to the fitting out, maintenance and repair of ships, including the construction of boats, but excluding all blasting other than wet slurry blasting operations as defined by Clean Air Act Regulations.'

The proposal comfortably fits into this definition and aligns with the objectives of the zone.

Australian Marine Complex

The AMC is divided into 5 precincts, as outlined below:

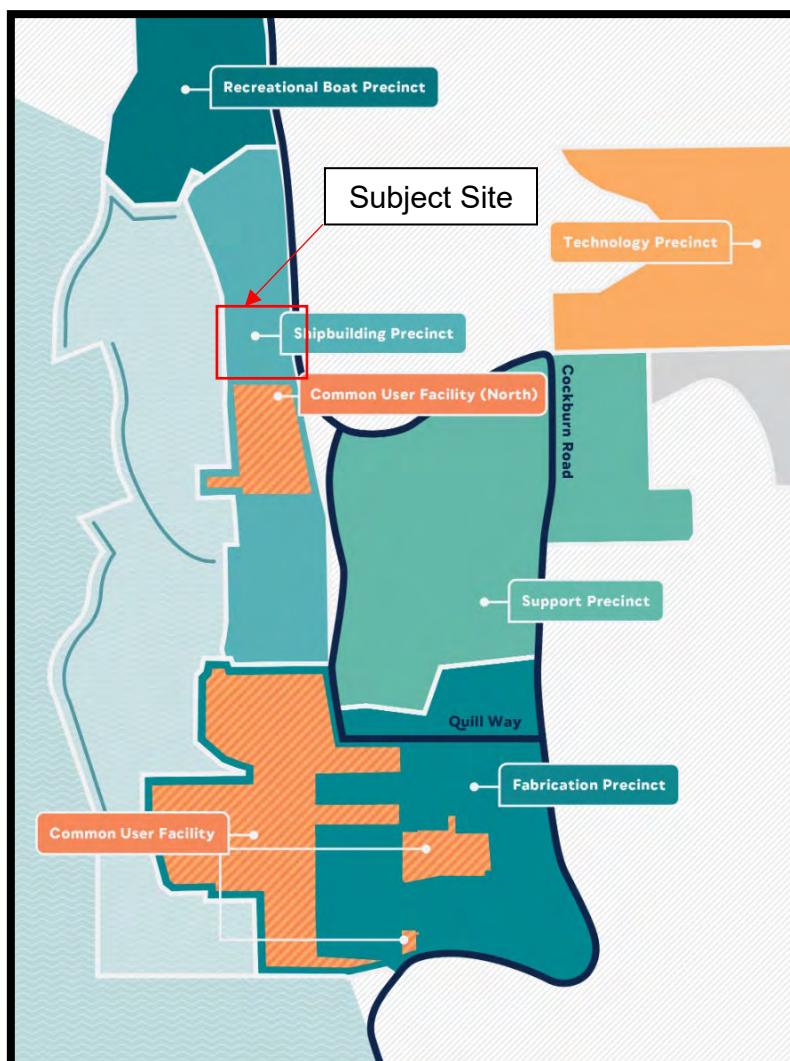


Figure Two – AMC Precincts

The site falls into the Ship Building Precinct. As outlined in the [AMC Strategic Infrastructure and Land Use Plan \(SILUP\)](#), the Ship Building Precinct's focus is:

'The construction and maintenance of commercial and smaller Defence vessels and associated manufacturing, engineering, repair and refurbishment activities. This precinct also provides support services to resource industries. It enables a waterfront location for individual operators to establish their own marine infrastructure, along with the development opportunity of CUF North addressing the needs of the commercial shipbuilding industry.'

Whilst the SILUP is not a statutory planning instrument identified within the overarching planning framework, it should be given due regard as the overall guiding document for land use planning within the area. The proposal clearly complies with the focus of the Shipbuilding precinct. Further, JTSI (the responsible department for the SILUP) have raised no objections to the proposal.

Landscaping

In accordance with the City's Town Planning Scheme No. 3 (TPS3), a minimum of 10% of the subject site is required to be set aside for onsite landscaping. However, Clause 5.9.2 of TPS3 provides flexibility by allowing this minimum requirement to be reduced to 5%, provided the proponent undertakes to landscape the adjoining verge area to the satisfaction of the City.

In this instance, the development proposal includes a total landscaping area of approximately 1,020 square metres, which equates to around 5.1% of the site area. In addition, the submitted plans indicate that verge treatments are proposed as part of the overall landscape design. As such, the proposal satisfies the landscaping provisions of TPS3, taking into account the reduction permitted under Clause 5.9.2 due to the inclusion of verge landscaping.

While the current submission includes indicative landscaping details demonstrating compliance, a more comprehensive and detailed landscaping plan will be required. This plan should address specific elements such as plant species selection, irrigation systems, maintenance considerations, and overall landscape functionality. The City is amenable to this detailed landscaping plan being submitted as a condition of development approval and assessed post-determination to ensure consistency with the City's landscaping guidelines and objectives.

Parking

The applicant has submitted a detailed breakdown of the required parking ratios within Section 3.3 of their planning report. This section outlines how the proposed number of parking bays corresponds with the relevant statutory and policy-based parking requirements for the development. Upon review of this information, the City concurs with the applicant's assessment and confirms that the number of parking bays provided is appropriate and meets the applicable standards. Furthermore, the City considers that the provision is sufficient to accommodate the anticipated parking demand generated by the proposed land use.

In addition to the parking provision, the applicant has included vehicle swept path diagrams as part of the submitted Traffic Impact Statement. These diagrams illustrate the expected movement of vehicles within the internal circulation areas of the site, including access driveways, turning bays, and manoeuvring spaces. The City has reviewed these diagrams and is satisfied that they demonstrate compliant and efficient vehicle movements, ensuring that all vehicles, including service and emergency vehicles, will be able to enter, exit, and circulate the site safely and without obstruction.

Overall, the City is satisfied that the development provides a suitable level of parking, and that vehicle circulation has been appropriately addressed in accordance with the relevant planning and engineering guidelines.

Bicycle Parking

The proponent initially proposed to provide a total of eight bicycle racks as part of the development. However, under the provisions of Town Planning Scheme No. 3 (TPS3), a total of 25 bicycle racks were required to be provided to comply with the scheme's standards.

The City referred the matter to the Department of Transport (DoT) for review. The DoT assessed the proposal using the *Austroads Guide to Traffic Management – Bicycle Parking Facilities* (2016), specifically Table 5.1, which outlines recommended bicycle parking ratios for different land uses. Based on these guidelines and the development's classification under Office and Industry uses, the DoT determined that a total of 13 bicycle parking spaces would be required.

Following this advice, both the applicant and the City agreed that the provision of 13 bicycle parking spaces would be sufficient to meet the needs of the development. While this figure does not meet the TPS3 requirement of 25 racks, it aligns with current best practice guidelines and the expected use of the site.

It is also noted that the initially proposed provision of eight bicycle racks is still anticipated to exceed the actual demand generated by the development. This is due to the expectation that most employees will access the site via personal vehicles rather than bicycles. Therefore, the provision of bicycle parking is considered appropriate, as it balances compliance with efficient land use, avoiding unnecessary infrastructure while still accommodating potential cycling needs.

Traffic

The applicant has submitted a Traffic Impact Study (TIS) as part of their development application. This study was prepared to assess the potential impact of the proposed development on the surrounding transportation network.

The Traffic Impact Study indicated that the proposed development is expected to generate a modest volume of additional traffic. The analysis concluded that this increase in traffic can be accommodated within the existing road infrastructure without causing significant delays or adverse effects on traffic operations in the area.

Following a thorough review of the submitted TIS, the City accepts its findings. The conclusions presented in the report are considered reasonable, and the anticipated traffic impacts are deemed to be manageable within the context of current and projected traffic conditions.

Vessel Transfer Path

A key feature of the Australian Marine Complex (AMC), as outlined in the Strategic Infrastructure and Land Use Plan (SILUP), is the incorporation of a designated Vessel Transfer Path (VTP). This VTP serves as a critical infrastructure corridor, enabling the movement of vessels between shipbuilding facilities located at the

northern end of the complex and the Common User Facility (CUF) situated at the southern end. The SILUP specifically identifies the importance of this corridor and highlights the requirement for all development applications located between these two termini to account for and accommodate the VTP in their design and planning.

In accordance with this guidance, the current development proposal has taken the VTP into full consideration. The development plans clearly indicate the location and alignment of the VTP, ensuring it is preserved and unobstructed. This demonstrates the applicant's awareness of the strategic importance of the VTP and their commitment to maintaining its intended function within the broader operations of the AMC.

Furthermore, the proposal does not include any permanent structures or developments within the defined boundaries of the VTP that could potentially interfere with, restrict, or otherwise prejudice its operation. By maintaining a clear and accessible corridor through the site, the proposal ensures that the long-term utility and functionality of the VTP are protected, aligning with the objectives set out in the SILUP and supporting the overall strategic intent for the AMC precinct.

Local Planning Policy 3.8 – Industrial Subdivision and Development

LPP 3.8 guides industrial development within the City. The provisions of the policy are outlined below along with an assessment of the proposal.

| Provision | Requirement | Proposal | Assessment |
|----------------|--|---|--------------------------|
| 2(a)(i) | The main entrance to the building is on the front elevation or close to the front of the building and should be clearly be visible, easily accessible and marked with signage. | Colours perspective shows that the main entrance is clearly definable on the front elevation and is accompanied by wall signs above the porticos. | Compliant |
| (ii) | Entrances shall contain a covered portico, awning, canopy or verandah to further emphasise it and provide weather protection. | Covered portico provides over main entries | Compliant |
| (iii) | Large expanses of unrelieved sections of wall or roof where seen from the primary street and (if applicable) secondary street, shall not be permitted. | Front elevation features a variety of materials and colours with no expansive sections of unrelieved materials. | Compliant |
| (iv) | Street numbering is to be facing the primary street and to be clearly visible from the public realm. | No details provided | To be conditioned |
| 3(a) | An above roof awning, creating a visual top to the building facade is to be provided where flat; skillion or similar roofs are proposed. | NA – Gabled roofs on warehouses are proposed | NA |

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| 4(a) | Broad facades are to be broken down into separate sections through different materials, colours and finishes to provide interest and enhance the streetscape | Facades are well broken down and a variety of colours and materials are being proposed | Compliant |
| (b) | External boundary walls that are visible from the street shall be treated appropriately. This may be achieved through colour, score lines or similar. Where an adjoining site is vacant, the treatment shall be for at least half the length of the wall, measured from the portion of wall closest to the street. | Blank façade proposed on Southern Boundary wall. | Variation Sought – See discussion below |
| (c) | Any development proposal with a construction value exceeding \$500,000 shall include a set of coloured perspectives with the application. | Coloured Perspectives Provided | Compliant |
| (d) | External fixtures and equipment such as roof ventilation, exhaust towers and plumbing pipes should be effectively screened from the primary street elevation using roof structures and architectural elements. | External fixtures appropriately screened. Standard condition applied | Compliant |
| 5(a) | Primary Street Setback -15m Secondary Street Setback – 3m | Primary street – 18.54 Secondary street – NA | Compliant |
| (b) | The primary and secondary street setback areas shall not be used for any purpose other than vehicle access, car parking, loading or unloading of vehicles and landscaping. | No development proposed in setback area except for carparking and landscaping. Electrical transformer is existing | Compliant |
| (c) | The main entry and access to the building is to be obtained from the primary street frontage. | Entry is gained from carpark within front setback area | Compliant |
| 6(a) | Car parking in accordance with TPS3 | 71 Required 98 Provided | Compliant |
| (b) | Car parking ratios rounded up to the nearest whole number | Car parking is already in surplus | NA |
| (c) | Cash in lieu not to be considered for discretionary uses | Car parking is already in surplus – Cash in Lieu is not being considered | NA |
| (d) | Joint Carparking Use not considered for discretionary use | Car parking is already in surplus – off site joint carparking is not being considered | NA |
| (e) | Tandem bays not supported | Tandem bays have not been proposed | NA |
| (f) | Car parking inside buildings not included in parking calculations | Internal car bays have not been proposed | NA |
| (g) | Car spaces designed and constructed in accordance with AS2980.1 | | To be conditioned |
| 7(a) | Bicycle Parking in accordance with TPS3 | 25 required 13 provided | Variation Sought – See discussion above |

| | | | |
|--------------|--|---|--|
| 8(a) | Delivery bays signed, marked and easily accessible in perpetuity | No details provided | To be conditioned |
| 9(a) | End of Trip facilities at a rate of 1 + 1 per 10 bike racks per sex | 2 male and 2 female EOT showers provided | Compliant |
| 10(a) | Fencing in accordance with the local law | Black garrison fencing proposed | Compliant |
| 11 | Stormwater management in accordance with the requirements of the BCA | No details provided | To be conditioned |
| 12 | Landscaping in accordance with TPS3 | 5.1% with verge proposed 5% with verge required under TPS3 | Compliant |
| 13 | Verge Improvements in accordance with the City's Guidelines | No details provided | Can be captured under landscaping plan condition and addressed post determination |
| 14(a) | Bin store to be provided onsite | Bin store of sufficient size provided | Compliant |
| (b) | Bin stores to consist of concrete wash-down pad with a 100mm diameter floor waste drain with a hose cock | No details provided | To be conditioned |
| (c) | External bin stores to be enclosed with 1.8m walls | 1.8m profiled sheets provided to enclose external bin stores | Compliant |
| (d) | External bin stores located behind the building alignment | Bin stores located at rear of warehouse | Compliant |
| (e) | Secondary treatment system required when sewer connection is not available. | Sewer is available – no requirement of secondary treatment system | NA |

The proposal includes a boundary wall along the southern side of the property that does not incorporate any of the typical treatments outlined in the policy, such as colour variation, score lines, or similar design features. As such, it presents as a blank wall. This would normally be a variation to the policy requirement, which aims to ensure that boundary walls visible from the street contribute positively to the streetscape.

In this instance, however, the City supports the proposed variation. One of the primary reasons for this support is the considerable setback of the wall from the street, which significantly reduces its visibility and overall impact on the streetscape. Due to this distance, the blank nature of the wall does not detract from the visual quality or character of the street frontage.

In addition, the southern boundary adjoins a vacant lot, which is currently fenced off. This fencing acts as a physical barrier that helps to deter access to the wall, significantly reducing the risk of graffiti or other forms of vandalism. The fencing also limits the visibility of the wall from the adjoining lot and public view, minimising any visual impact in the short to medium term.

It is also anticipated that future development on the adjoining site will likely screen or obscure the wall from view entirely, further reducing any long-term concerns regarding its untreated appearance. Furthermore, while the wall lacks architectural detailing, it is constructed from neutral-toned materials that are considered non-obtrusive and consistent with the overall character of the development.

Given these circumstances, the variation is considered minor and unlikely to result in any significant adverse visual or amenity impacts. As such, the City is satisfied that the proposal meets the intent of the policy and supports the variation in this case.

Conclusion:

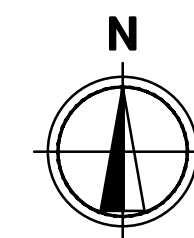
The proposal is well-aligned with the intended strategic objectives established for the zone, demonstrating a clear consistency with the broader vision and goals outlined in the relevant planning policies. Furthermore, it largely complies with the overarching planning framework, adhering to the key requirements and guidelines that govern development within this area.

While the application includes some minor variations from standard provisions, these deviations are considered acceptable and are supported based on a thorough assessment. Importantly, these minor variations will not have any detrimental impact on the character or visual quality of the streetscape. Additionally, the proposal is unlikely to adversely affect the amenity of the surrounding locality, ensuring that the local environment and community wellbeing are maintained.

On the basis of these considerations, the City is of the opinion that the application satisfactorily addresses the planning criteria and objectives. Therefore, it is recommended that the MODAP approve the application.

Attachment 1


Development Plans



166 STIRLING HIGHWAY
NEDLANDS WA 6009

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPROVAL



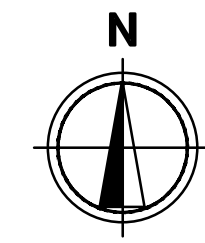
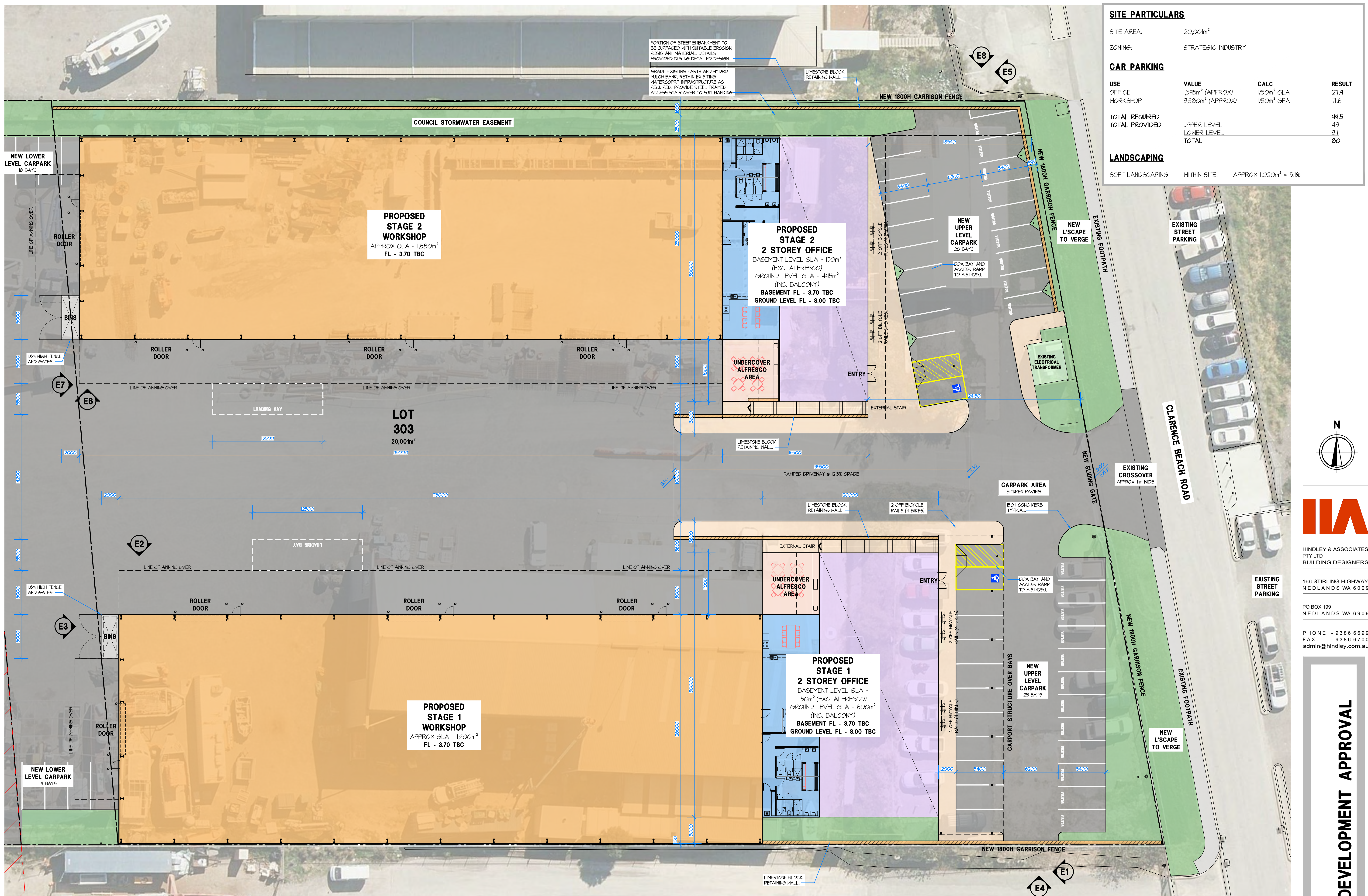
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-

A1 SHEET

SCALE 1:500

PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

Date - 09.04.24
Design - JJR
Drawn - JJR
Checked - SJH
Scale - 1:500
Job No. - 0732
Dwg - DA01
Rev - C



HINDLEY & ASSOCIATES
PTY LTD
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
FAX - 9386 6700
admin@hindley.com.au

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HINDLEY TRUST
ACN No. 088 989 904



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| A | 12.12.24 | ISSUED FOR PLANNING APPROVAL | JJR | SDS |
| B | 18.03.25 | LANDSCAPING ADDED | SDS | SDS |
| C | 07.05.25 | COUNCIL'S COMMENTS | SDS | SDS |

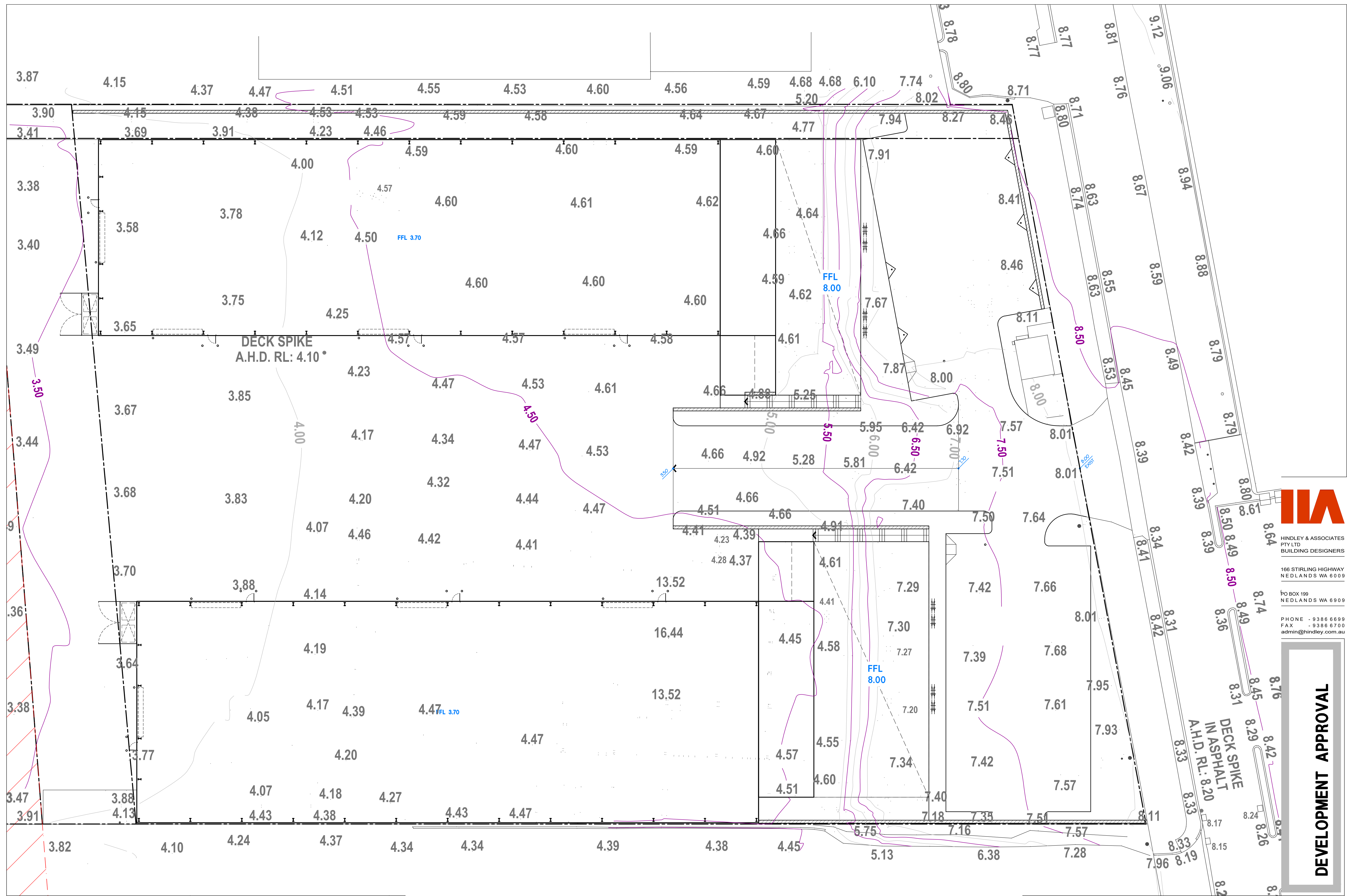
PROPOSED SITE PLAN

SCALE 1:200

A1 SHEET

PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

Date - 09.04.24
Design - JJR
Drawn - JJR
Checked - SJH
Scale - 1:200
Job No. 0732
Dwg - DA02
Rev - C



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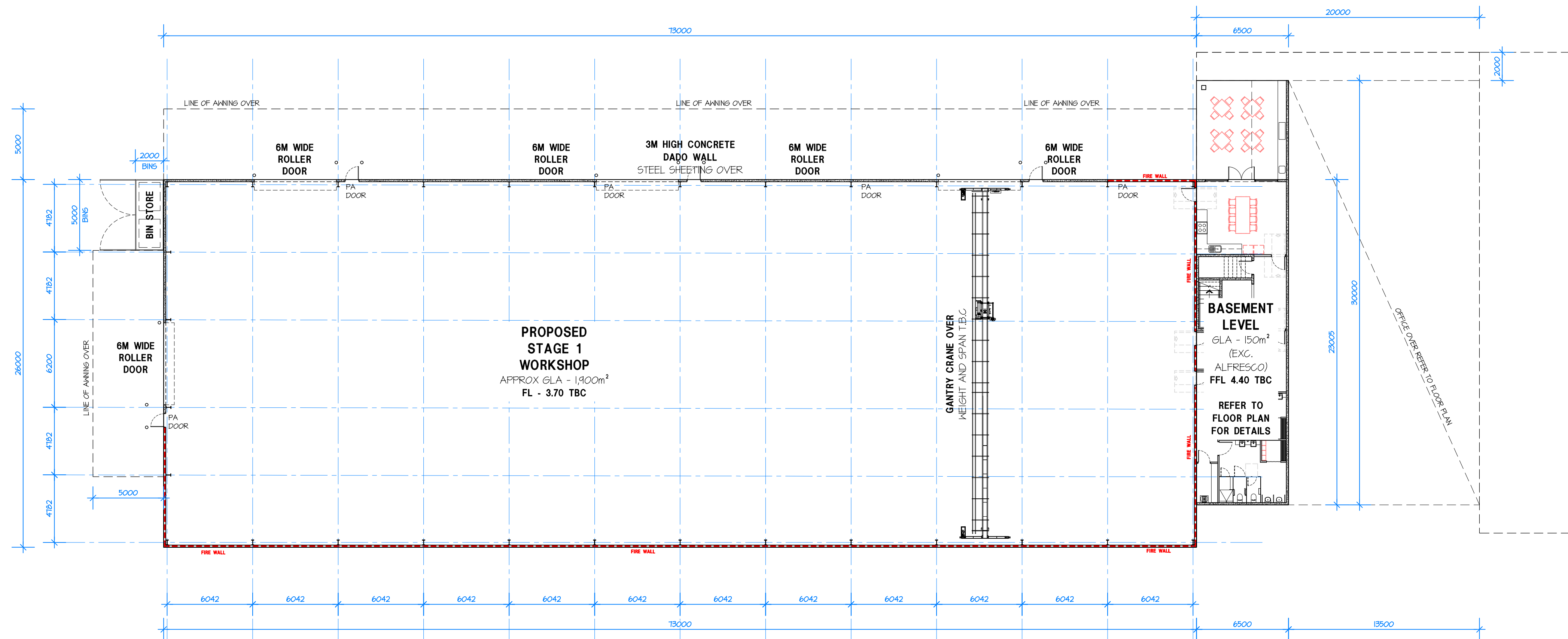


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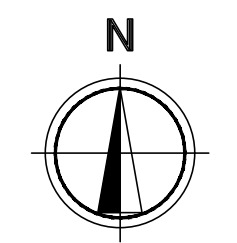
SURVEY OVERLAY PLAN
SCALE 1:200

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LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

Date - 09.04.24
Design - JUR
Drawn - JUR
Checked - SJH
Scale - 1:200
Job No. 0732
Dwg - DA03
Rev - A



STAGE I - WAREHOUSE AND BASEMENT
SCALE 1:200



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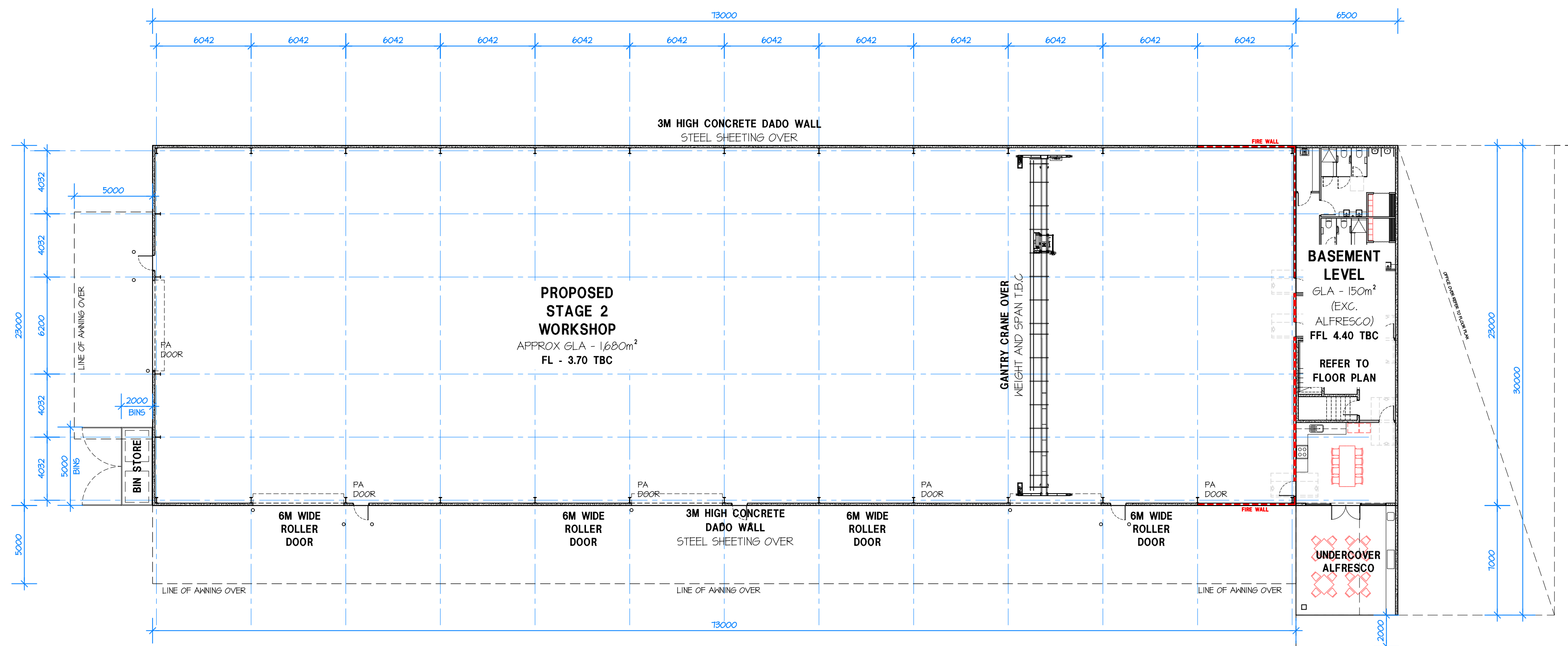


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| B | 18.03.25 | LANDSCAPING ADDED | SDS | SDS |

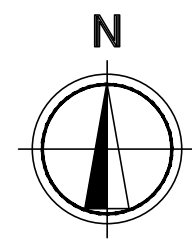
A1 SHEET

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LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | |
|---------|------------|
| Date | - 09.04.24 |
| Design | - JJR |
| Drawn | - JJR |
| Checked | - SJH |
| Scale | - 1:200 |
| Job No. | - 0732 |
| Dwg | - DA04 |
| Rev | - B |



STAGE 2 - WAREHOUSE AND BASEMENT
SCALE 1:200



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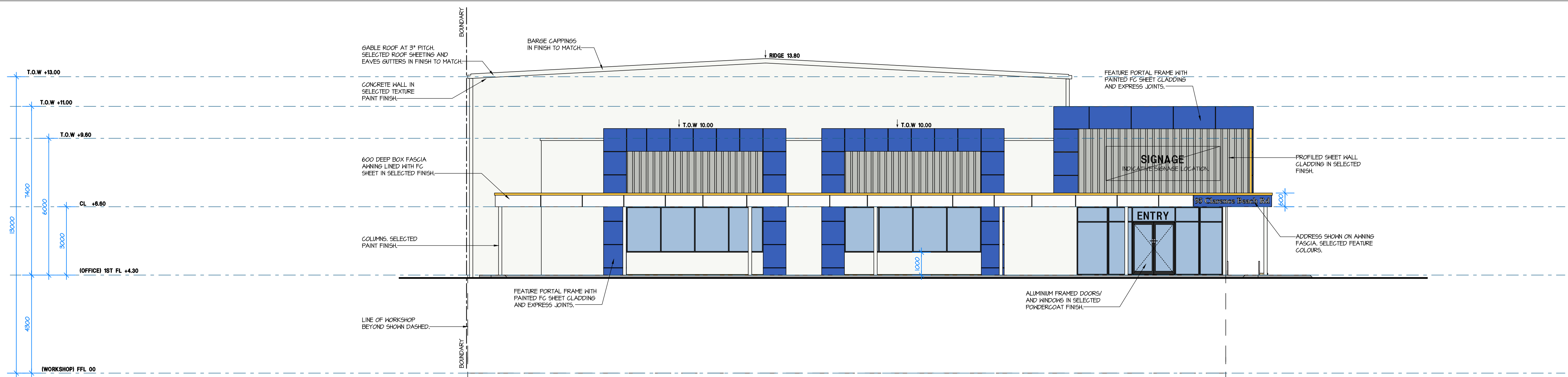


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| B | 18.03.25 | LANDSCAPING ADDED | SDS | SDS |

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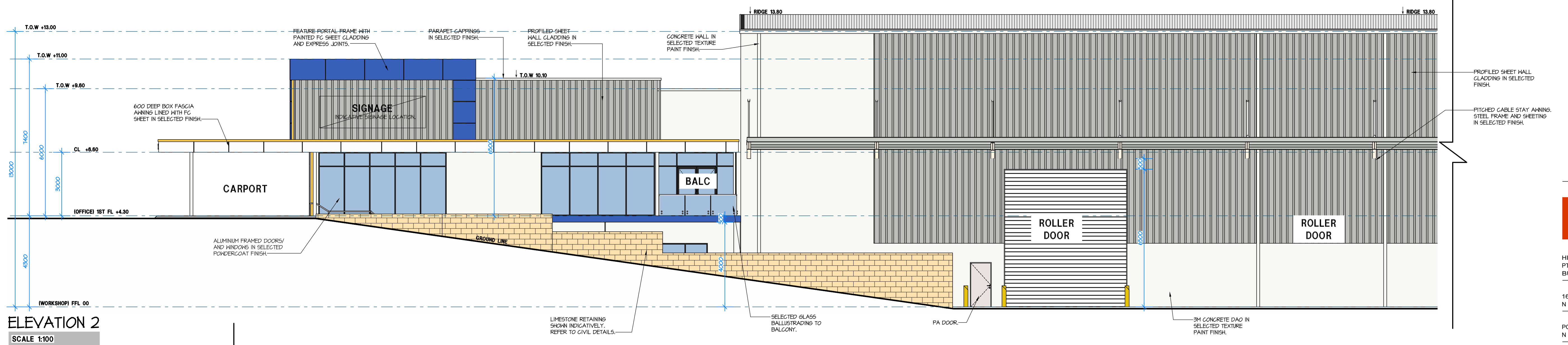
PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | |
|---------|------------|
| Date | - 09.04.24 |
| Design | - JJR |
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| Scale | - 1:200 |
| Job No. | - 0732 |
| Dwg | - DA06 |
| Rev | - B |



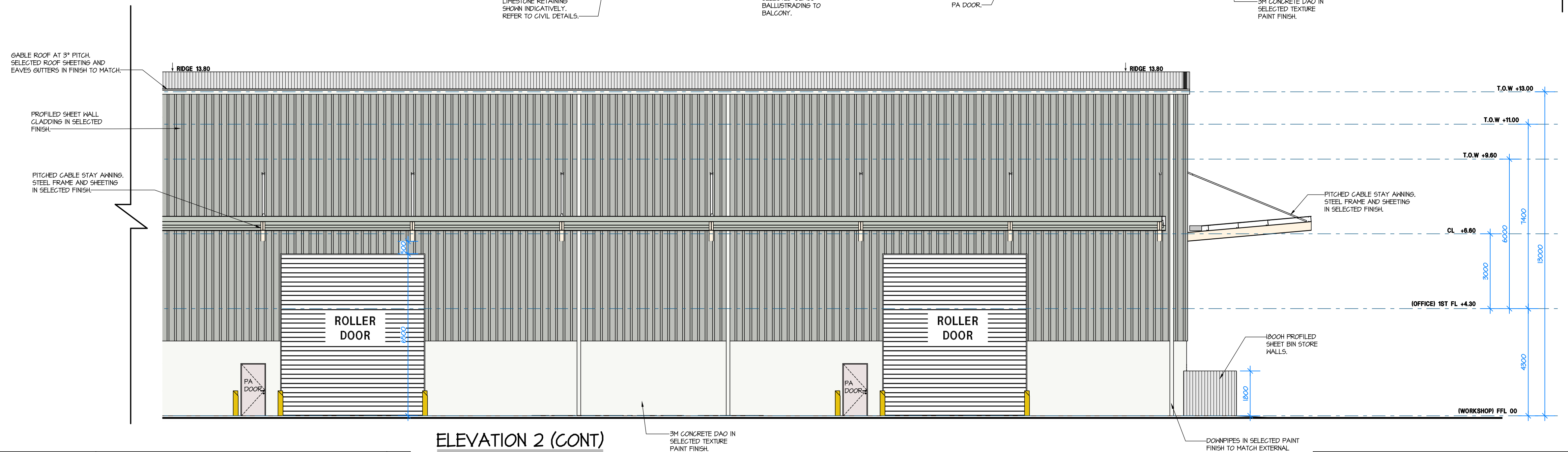
ELEVATION 1

SCALE 1:100



ELEVATION 2

SCALE 1:100



ELEVATION 2 (CONT)

SCALE 1:100

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A1 SHEET

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HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

Date - 30.07.24
Design - JJR
Drawn - JJR
Checked - SDS
Scale - 1:100
Job No. 0855
Dwg - DA08
Rev - B

COLOUR SCHEDULE:

- COLORBOND COVER WHITE.
- PROFILED SHEET IN COLORBOND SHALE GREY.
- COLORBOND SURFMIST.
- COLORBOND MONUMENT.
- INDICATIVE FEATURE PAINTS T.B.G.
- MASONRY RETAINING IN LIMESTONE BLOCK FINISH.
- GLAZING PANEL.



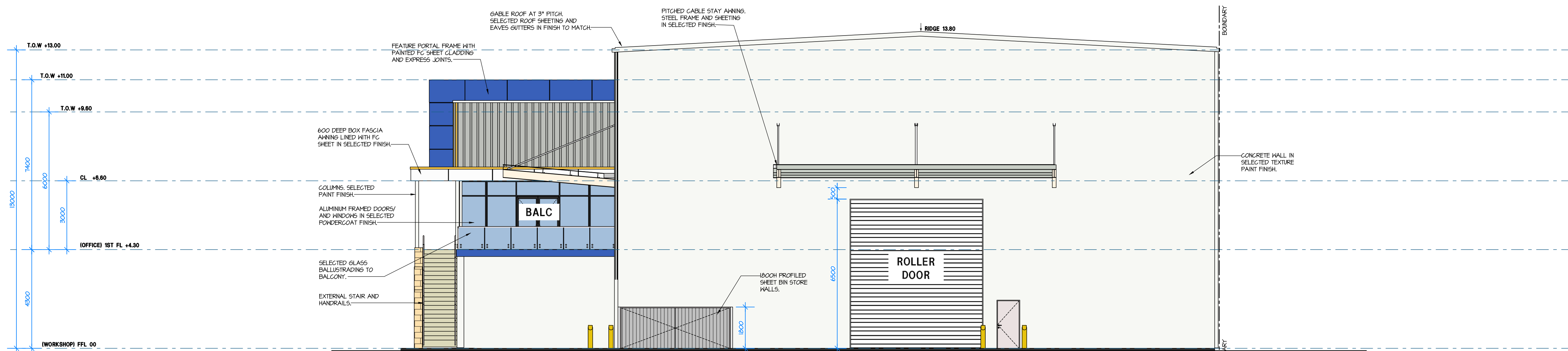
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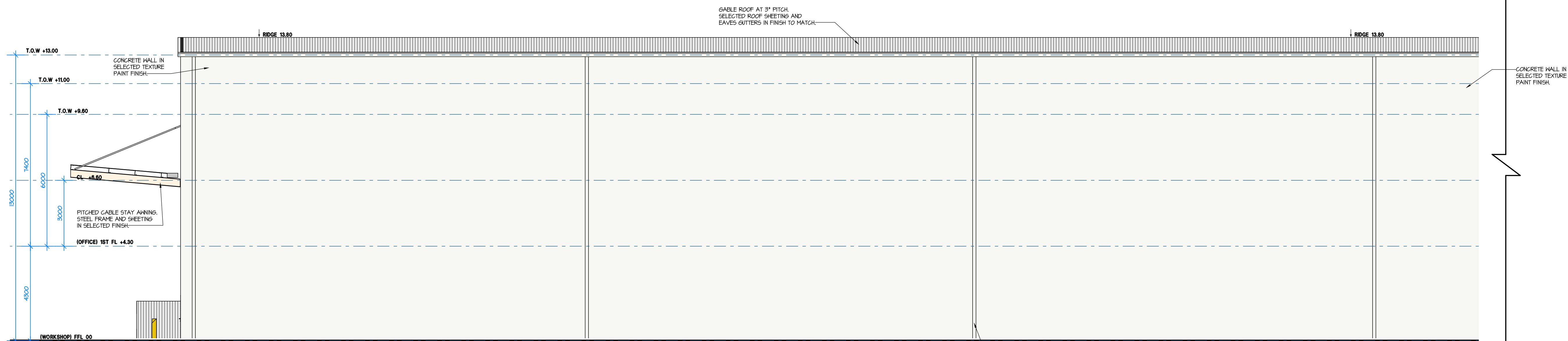
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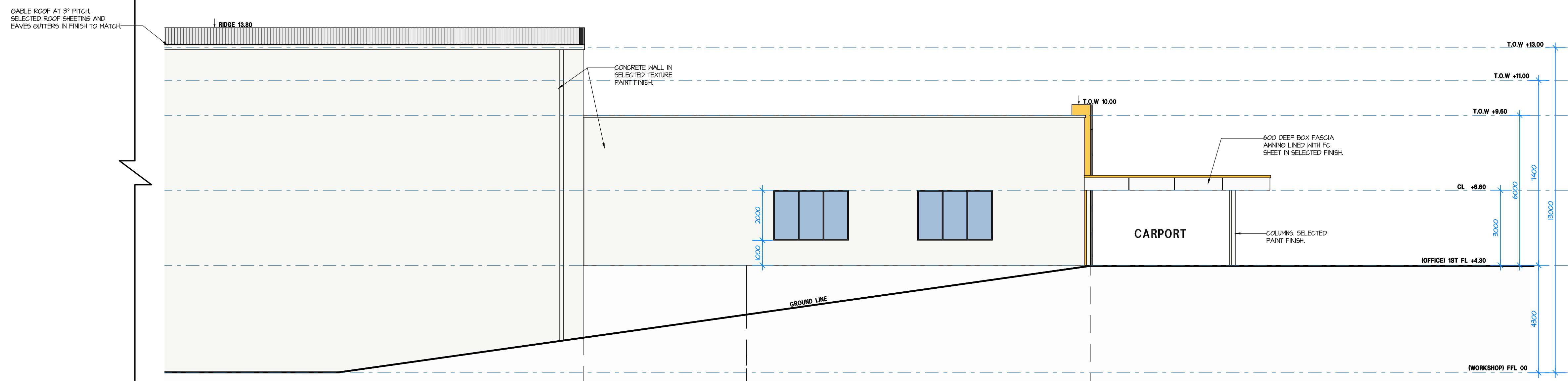
DEVELOPMENT APPLICATION

**ELEVATION 3**

SCALE 1:100

**ELEVATION 4**

SCALE 1:100

**ELEVATION 4 (CONT)**

SCALE 1:100

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| B | 14.05.25 | AMENDED AS PER COMMENTS | JJR | SDS |

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LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | | |
|---------|---|-------------|
| Date | - | 31.07.24 |
| Design | - | JJR |
| Drawn | - | JJR |
| Checked | - | SDS |
| Scale | - | 1:100 |
| Job No. | - | 0855 |
| Dwg | - | DA09 |
| Rev | - | B |

COLOUR SCHEDULE:

- COLORBOND COVER WHITE.
- PROFILED SHEET IN COLORBOND SHALE GREY.
- COLORBOND SURFIMIST.
- COLORBOND MONUMENT.
- INDICATIVE FEATURE PAINTS T.B.G.
- MASONRY RETAINING IN LIMESTONE BLOCK FINISH.
- GLAZING PANEL.



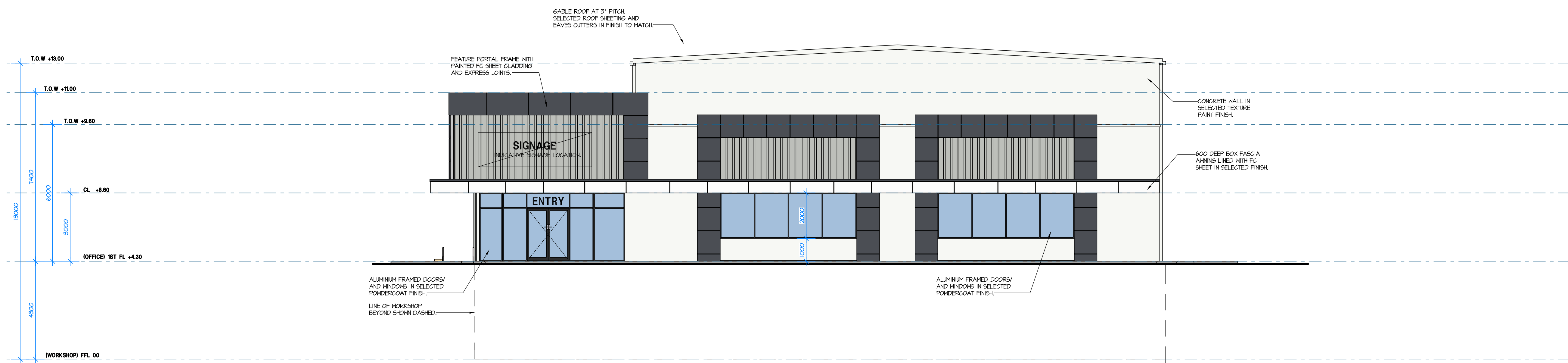
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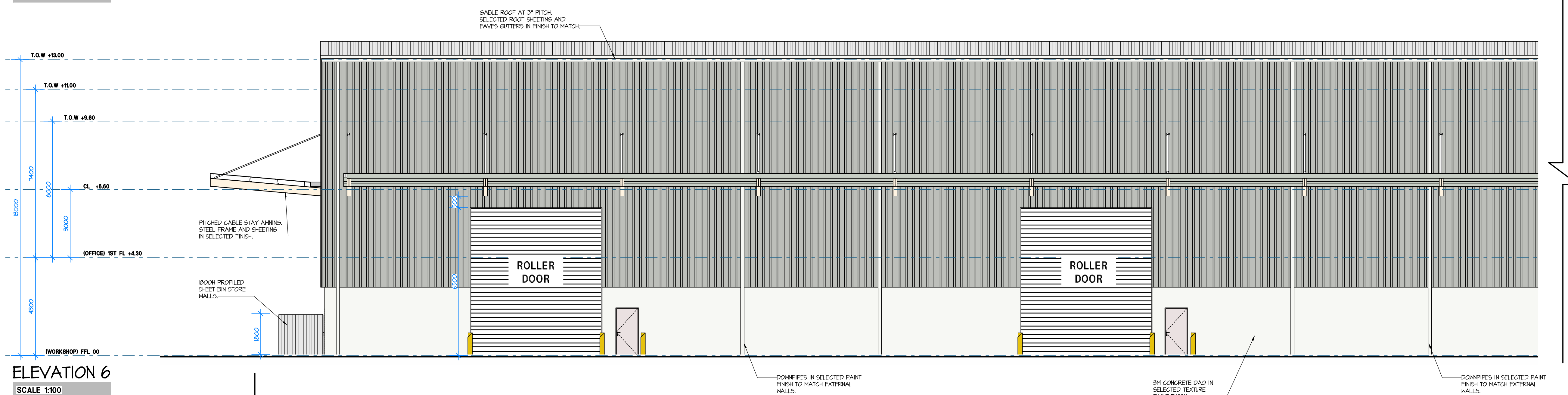
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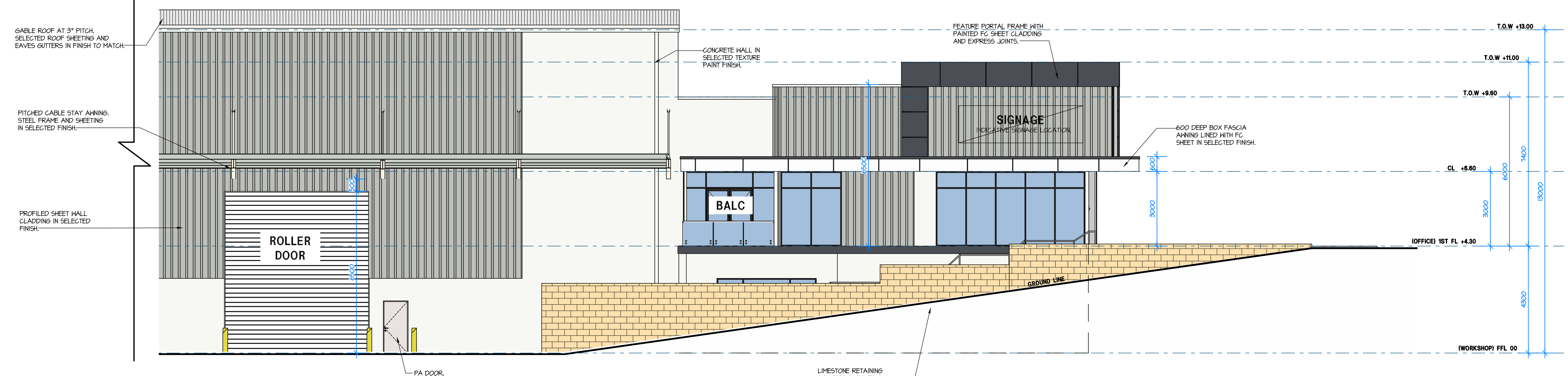
DEVELOPMENT APPLICATION



ELEVATION 5
SCALE 1:100



ELEVATION 6
SCALE 1:100



ELEVATION 6 (CONT)
SCALE 1:100

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A1 SHEET

PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

Date - 31.07.24
Design - JUR
Drawn - JUR
Checked - SDS
Scale - 1:100
Job No. 0855
Dwg - DA10
Rev - B

COLOUR SCHEDULE:

- COLORBOND COVER WHITE.
- PROFILED SHEET IN COLORBOND SHALE GREY.
- COLORBOND SURFMIST.
- COLORBOND MONUMENT.
- INDICATIVE FEATURE PAINTS T.B.G.
- MASONRY RETAINING IN LIMESTONE BLOCK FINISH.
- GLAZING PANEL.



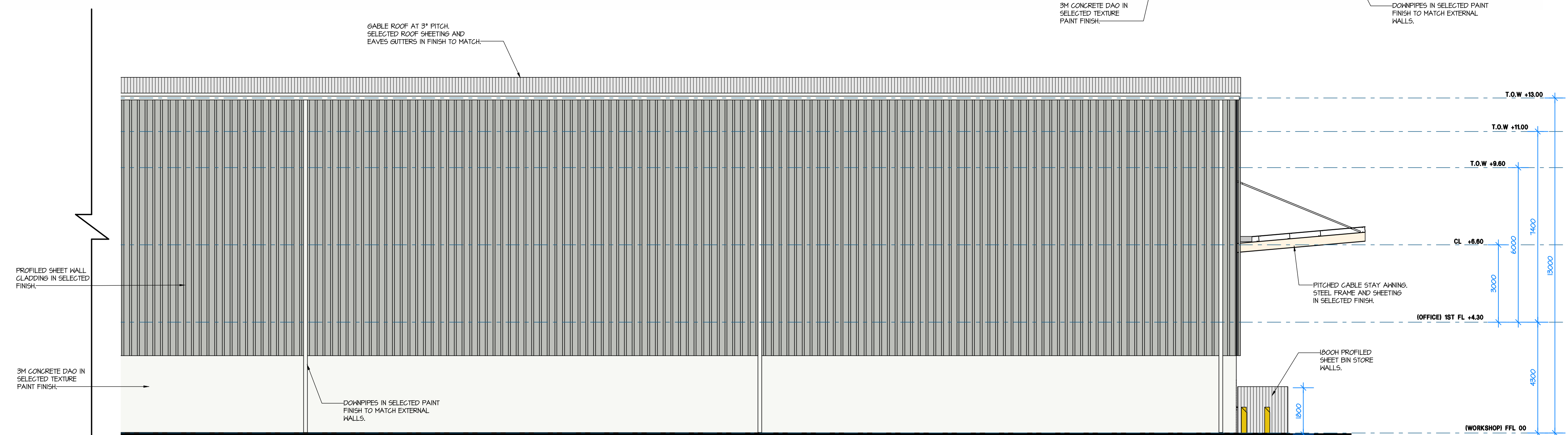
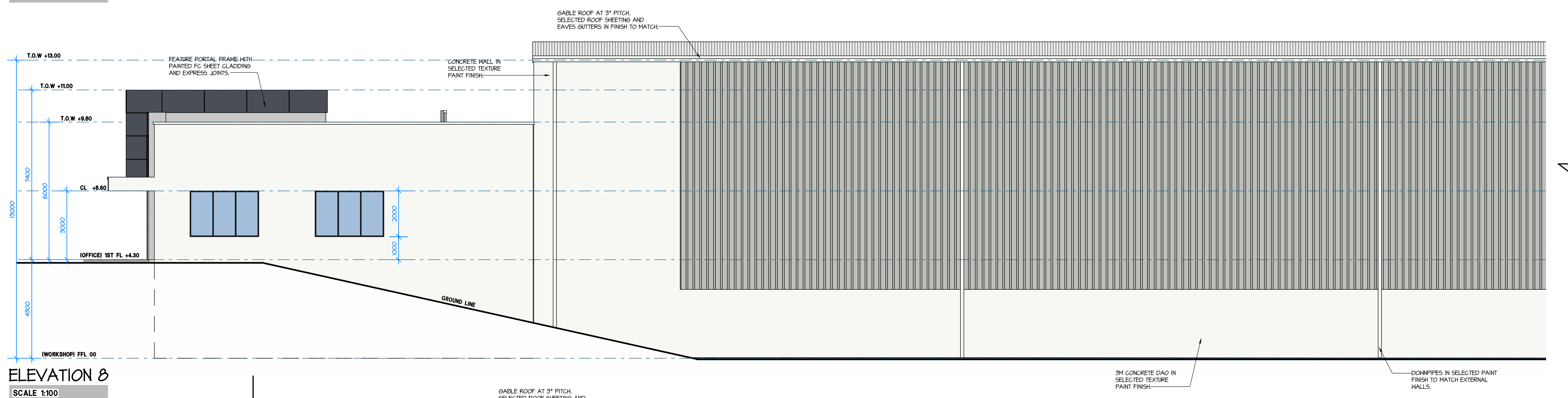
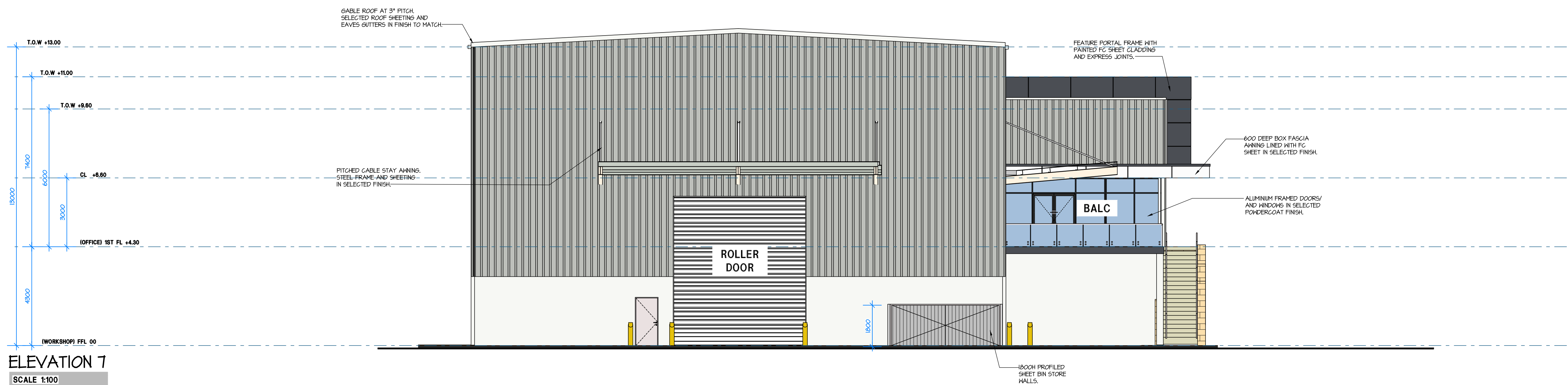
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DEVELOPMENT APPLICATION

**COLOUR SCHEDULE:**

- COLORBOND DOVER WHITE.
- PROFILED SHEET IN COLORBOND SHALE GREY.
- COLORBOND SURFMIST.
- COLORBOND MONUMENT.
- INDICATIVE FEATURE PAINTS T.B.G.
- MASONRY RETAINING IN LIMESTONE BLOCK FINISH.
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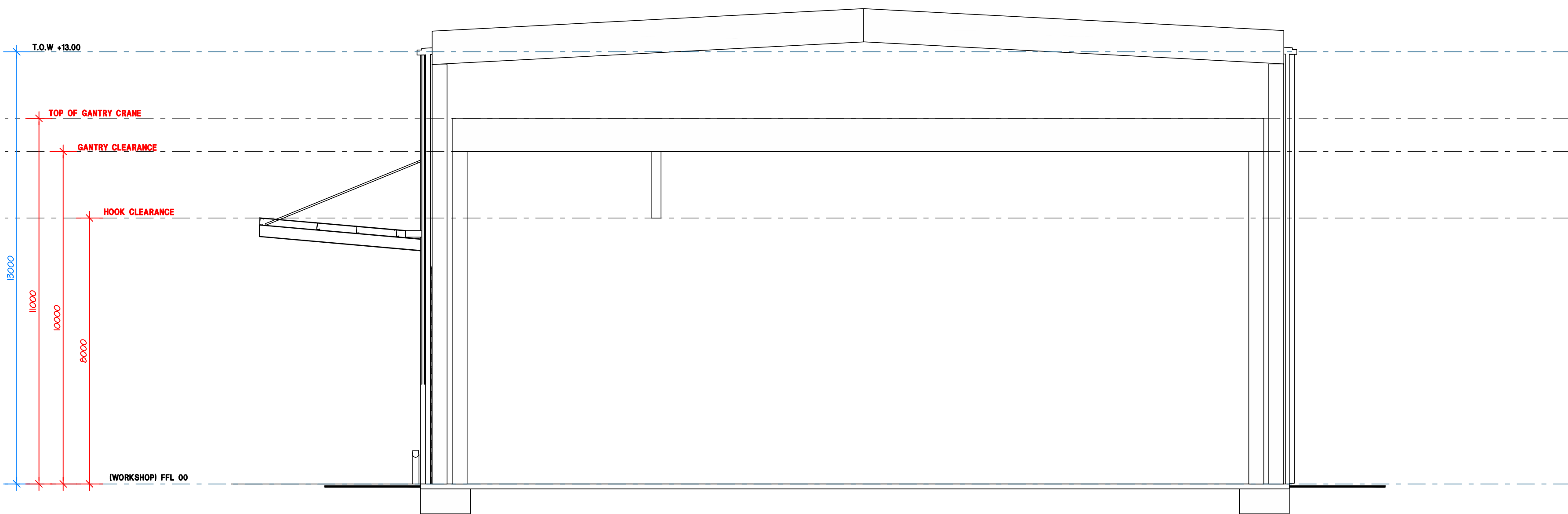
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A1 SHEET

ELEVATION 8 (CONT)
SCALE 1:100

PROPOSED OFFICES & WORKSHOPS
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HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

Date - 31.07.24
Design - JUR
Drawn - JUR
Checked - SDS
Scale - 1:100
Job No. - 0855
Dwg - DA11
Rev - B



SCHEMATIC SECTION
SCALE 1:100



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PROPOSED OFFICES & WORKSHOPS
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HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | | |
|---------|---|----------|
| Date | - | 31.07.24 |
| Design | - | JJR |
| Drawn | - | JJR |
| Checked | - | SDS |
| Scale | - | 1:100 |
| Job No. | - | 0855 |
| Dwg | - | DA12 |
| Rev | - | B |



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4



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PERSPECTIVE IMAGES
NOT TO SCALE

PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | | |
|---------|---|----------|
| Date | - | 31.07.24 |
| Design | - | JJR |
| Drawn | - | JJR |
| Checked | - | SDS |
| Scale | - | NTS |
| Job No. | - | 0855 |
| Dwg | - | DA13 |
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IMAGE 5



IMAGE 6



IMAGE 7



IMAGE 8

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PERSPECTIVE IMAGES
NOT TO SCALE

A1 SHEET

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LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | | |
|---------|---|----------|
| Date | - | 31.07.24 |
| Design | - | JJR |
| Drawn | - | JJR |
| Checked | - | SDS |
| Scale | - | NTS |
| Job No. | - | 0855 |
| Dwg | - | DA14 |
| Rev | - | B |



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NEDLANDS WA 6909

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FAX - 9386 6700
admin@hindley.com.au

DEVELOPMENT APPLICATION



IMAGE 9



IMAGE 10



IMAGE 11

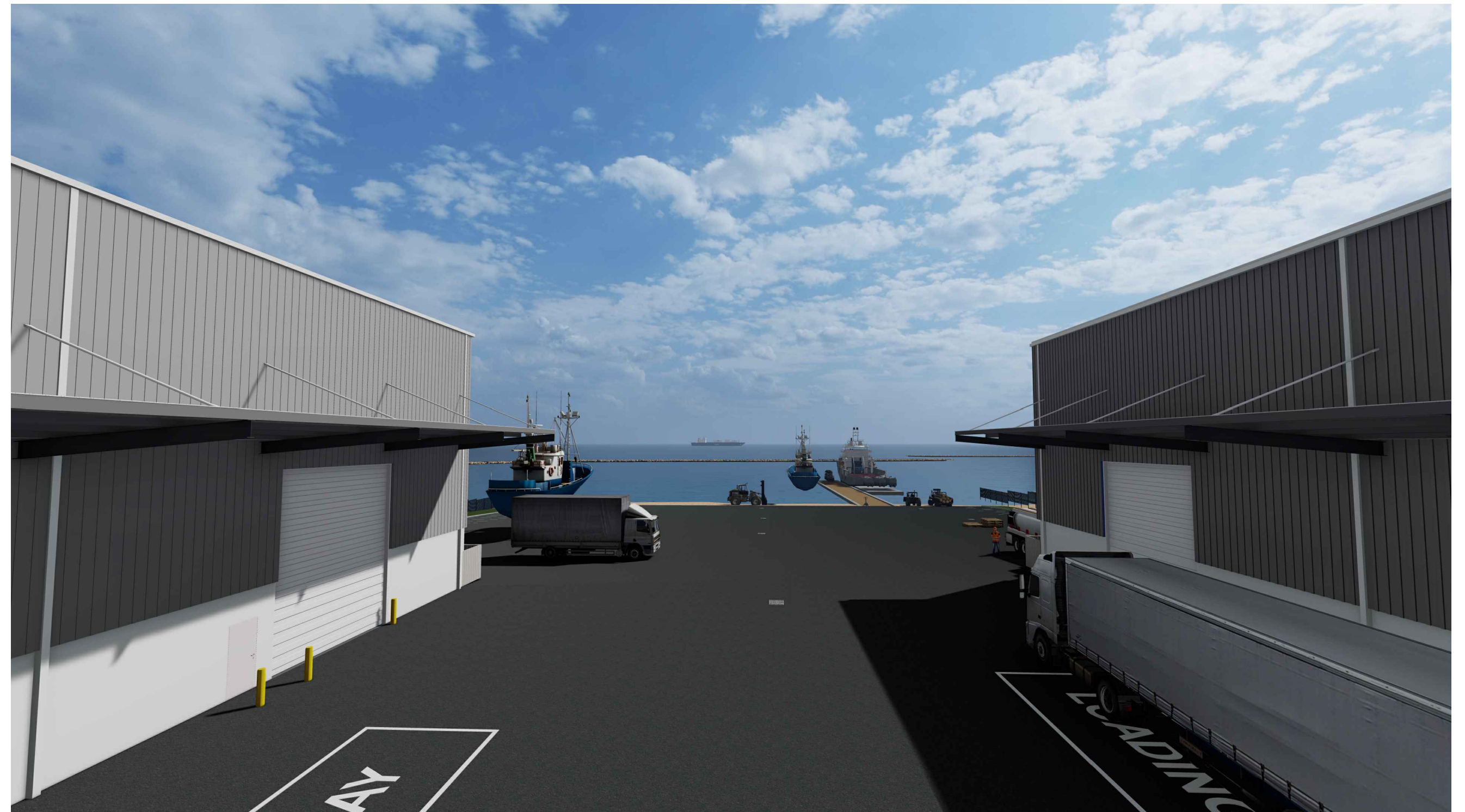


IMAGE 12



HINDLEY & ASSOCIATES
PTY LTD
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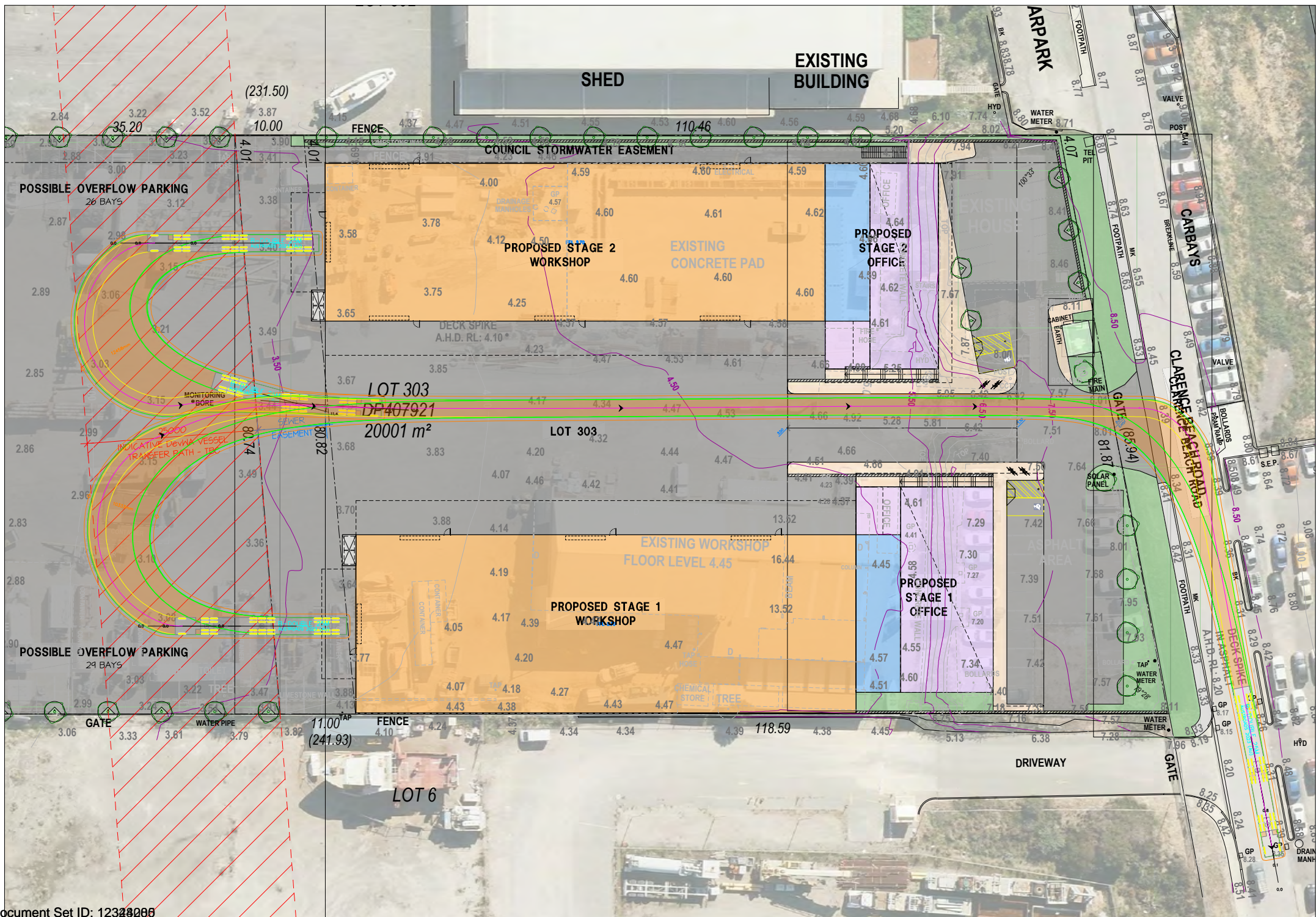
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| A | 12.12.24 | ISSUED FOR PLANNING APPROVAL | JJR | SDS |
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PERSPECTIVE IMAGES
NOT TO SCALE

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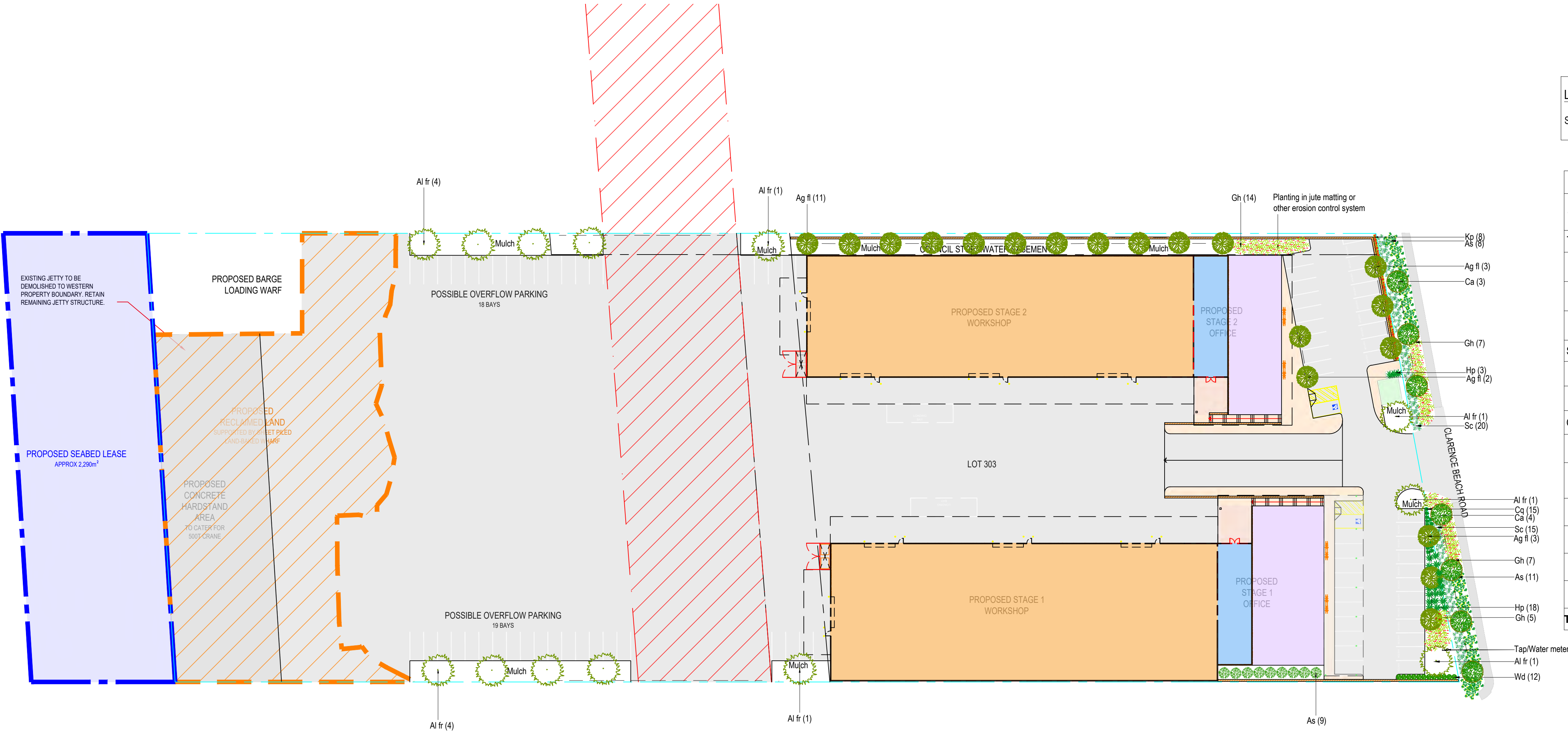
PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

| | | |
|---------|---|----------|
| Date | - | 31.07.24 |
| Design | - | JJR |
| Drawn | - | JJR |
| Checked | - | SDS |
| Scale | - | NTS |
| Job No. | - | 0855 |
| Dwg | - | DA15 |
| Rev | - | B |



Attachment 2

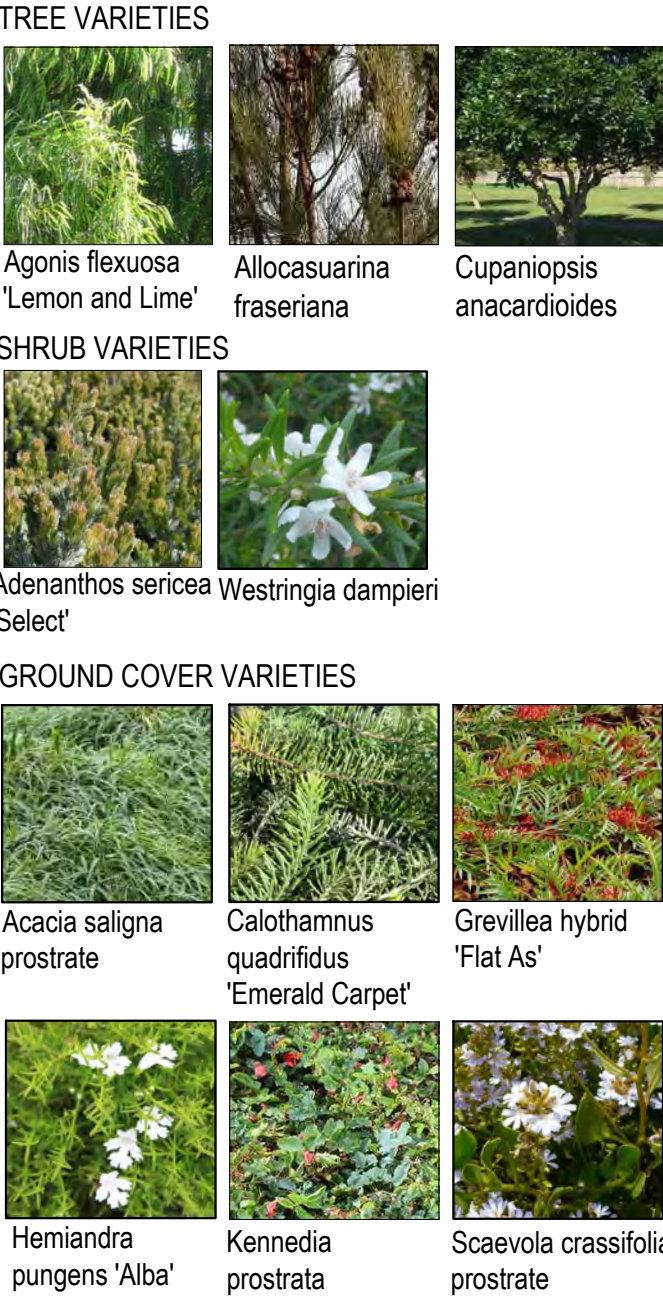
Landscaping Plan



LANDSCAPE AREA

SOFT LANDSCAPING WITHIN SITE: APPROX 1020m² = 5.1%

| PLANT SCHEDULE AND SYMBOL LEGEND | | | | | |
|----------------------------------|--------------|--|-----------------------|---------------------------|--------|
| Symbol | Code on plan | Botanic Name | Mature height x width | Minimum installation size | Number |
| TREES (39, site 32, verge 7) | | | | | |
| | Ag fl | Agonis flexuosa 'Lemon and Lime' | 5m x 4m | 45 Litre | 19 |
| | Al fr | Allocasuarina fraseriana | 10m x 6m | 45 Litre | 13 |
| | Ca | Cupaniopsis anacardioides | 8m x 4m | 45 Litre | 7 |
| SHRUBS | | | | | |
| | As | Adenanthos sericea 'Select' | 3m x 3m | 14cm | 9 |
| | Wd | Westringia dampieri | 1.5m x 1m | 14cm | 12 |
| GROUND COVER | | | | | |
| | As | Acacia saligna prostrate | 30cm x 3m | 13cm | 20 |
| | Cq | Calothamnus quadrifidus 'Emerald Carpet' | 20cm x 80cm | 14cm | 15 |
| | Gh | Grevillea hybrid 'Flat Az' | 35cm x 3m | 13cm | 33 |
| | Hp | Hemidra pungens 'Alba' | 30cm x 1.5m | 13cm | 21 |
| | Kp | Kennedia prostrata | 10cm x 3m | 13cm | 8 |
| | Sc | Scaevola crassifolia prostrate | 50cm x 2m | 13cm | 35 |
| TOTAL PLANTS | | | | | 192 |



INSTALLATION SPECIFICATIONS

1. TREE AND PLANT MATERIAL SUPPLY AND PLANTING

- 1.1 PLANT MATERIAL
- ALL PLANT STOCK SUPPLIED BY CONTRACTOR SHALL BE OF THE SPECIES AND SIZES AS THOSE ON THE PLANT SCHEDULE. SHOULD THERE BE ANY DIFFICULTIES IN SOURCING PLANTS, THE CONTRACTOR SHALL RECOMMEND SIMILAR SUITABLE SUBSTITUTE SPECIES AND/OR SIZES TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS SHALL TAKE PLACE WITHOUT WRITTEN APPROVAL BY THE SUPERINTENDENT.
 - GREENLIFE MUST BE WELL KEPT: DELIVERED TO SITE ON DAY OF INSTALLATION, OUT OF FULL SUN, AWAY FROM ANIMALS AND PESTS AND ROOTS NOT ALLOWED TO DRY OUT AND SHALL:
 - BE TRUE TO SPECIES, SUBSPECIES AND VARIETY
 - BE IN FIRST CLASS CONDITION AND HEALTHY
 - BE OF GOOD FORM CONSISTENT WITH SPECIES AND VARIETY
 - AND BE PLANTED AS PER THE INSTRUCTIONS BELOW.

1.2. GENERAL PLANTING INSTRUCTIONS

- SETTING OUT OF WORKS: WHERE UNDERGROUND SERVICES, MANHOLES, CABLE PITS, KERBING, PAVING AND OTHER OBSTRUCTIONS OCCUR, PLANT CLEAR OF SUCH SERVICES AND OBSTRUCTIONS AND PROTECT THEM FROM DAMAGE BY MACHINES AND EQUIPMENT.
- ALL PLANTS ADJACENT TO FOOTPATHS, SERVICES AND THE LIKE SHALL BE POSITIONED WITH APPROPRIATE OFFSET TO SIZE (MINIMUM 500MM) TO ENSURE PLANTS DO NOT GROW OVER FOOTPATHS AND SERVICES AT MATURE SIZE.
- REMOVE ALL PLANTS FROM THEIR CONTAINERS, IN SUCH A MANNER AS TO DO AS LITTLE DISTURBANCE AS POSSIBLE TO THE ROOTS. WHERE NECESSARY, GENTLY TEASE OUT ROOT-BALLS BEFORE PLANTING. PLACE TREES, SHRUBS AND PLANTS IN HOLES IN AN UPRIGHT POSITION AND BACKFILL LEVEL WITH TOP OF ROOTBALL. COMPACT SOIL BY HAND.
- REFER DETAILS 'TYPICAL TREE PLANTING DETAIL' AND 'TYPICAL POT PLANTING DETAIL'.
- A ROOT BARRIER SHALL BE INSTALLED FOR ALL TREES.

1.3 SOIL CONDITIONER

- SUPPLY AND INSTALL SOIL CONDITIONER TO ALL PLANTING AREAS AFTER SITE WORKS AND BEFORE PLANTING.
- PRIOR TO PLACEMENT ENSURE ALL BASE MATERIAL IS CLEAN, FREE DRAINING AND FREE OF ALL BUILDER'S RUBBLE, RUBBISH, DELETERIOUS MATERIAL AND CONTAMINATION. ALL AREAS CONTAMINATED BY THE BUILDER OR OTHERS SHALL BE REMOVED AND REPLACE WITH CLEAN FILL SAND TO THE APPROVAL OF THE SUPERINTENDENT.
- PLACE SOIL CONDITIONER TO A DEPTH OF 15MM OVER THE FULL EXTENT OF AREAS TO BE CONDITIONED. ROTARY-HOE OR SPADE DIG WHERE NECESSARY, SOIL CONDITIONER INTO EXISTING SITE SOIL TO A DEPTH OF 80MM TO PRODUCE A FULLY HOMOGENEOUS MIX. REMOVE ALL RUBBLE OR OTHER EXTRANEOUS AND DELETERIOUS MATTER EXPOSED AS A RESULT OF CULTIVATION, INCLUDING ANY BASE COURSE MATERIAL.
- SOIL CONDITIONER SHALL COMPLY WITH AS4454 COMPOSTS, SOIL CONDITIONERS AND MULCHES.

1.4 FERTILISING

- AFTER PLANTING AND AT TIME OF BACK FILLING ALL PLANTS ARE TO RECEIVE APPROVED PROPRIETY ITEM OF EIGHT TO NINE MONTH SLOW-RELEASE FERTILISER SUITABLE FOR AUSTRALIAN NATIVE PLANTS.
- FERTILISER TO BE APPLIED IN BACKFILL (BELOW GROUND) DURING PLANTING AT THE MANUFACTURERS' RECOMMENDED RATE FOR THE RELATIVE PLANT SIZE, AND AT A MINIMUM RATE AS FOLLOWS:
 - 45 LITRE POT SIZE PLANTS TO HAVE FORTY GRAMS
 - 13CM - 14CM POT SIZE PLANTS TO HAVE TEN GRAMS

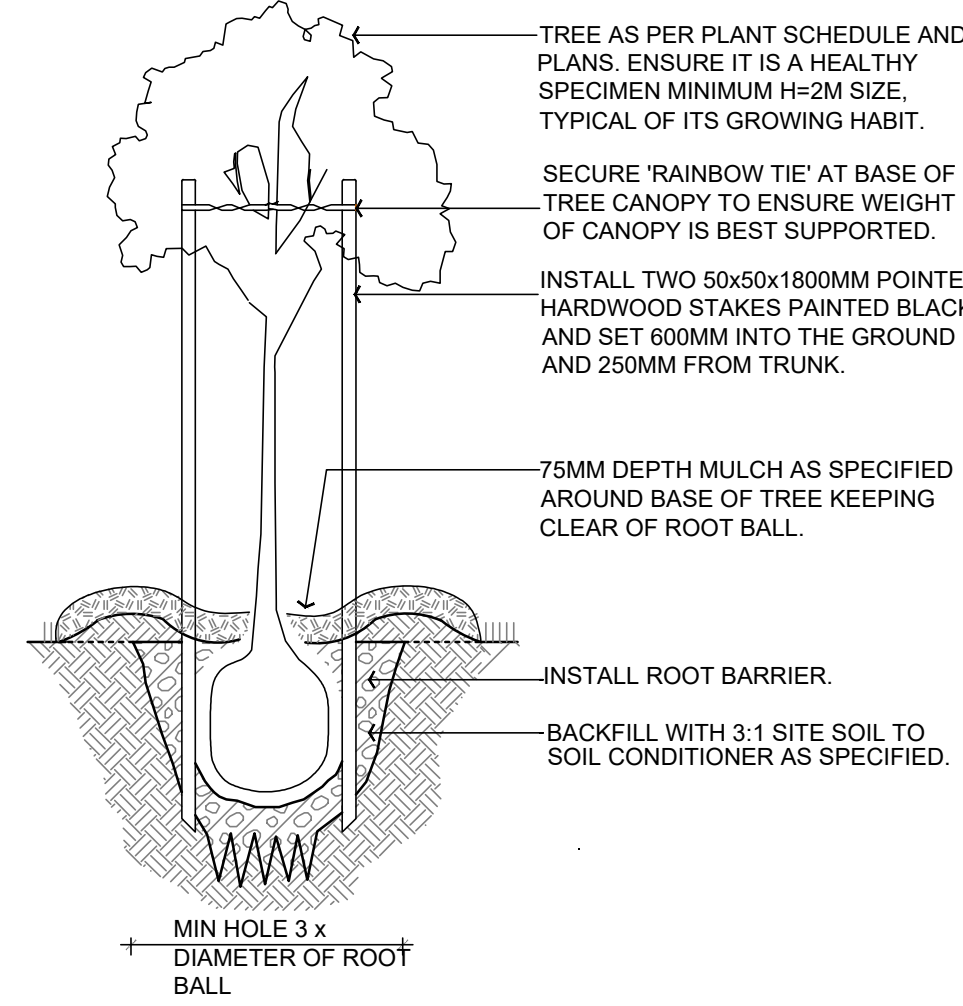
2. MULCH

- ALL GARDEN BEDS TO BE MULCHED TO A MINIMUM DEPTH OF 75MM, KEEPING MULCH CLEAR OF PLANT STEMS.
- ALL MULCH SHALL MEET AUSTRALIAN STANDARD 4454-2012.
- MULCH SHALL BE CHUNKY PINE BARK WOOD CHIPS.
- MULCH IS TO BE COMPLETELY FREE OF ALL NOXIOUS WEEDS, SEEDS AND FUNGUS, INSECT PESTS AND OTHER DELETERIOUS MATERIAL.
- TIDY AND GRADE MULCH AFTER APPLICATION, FINISHING 20MM BELOW SURROUNDING HARD SURFACES.

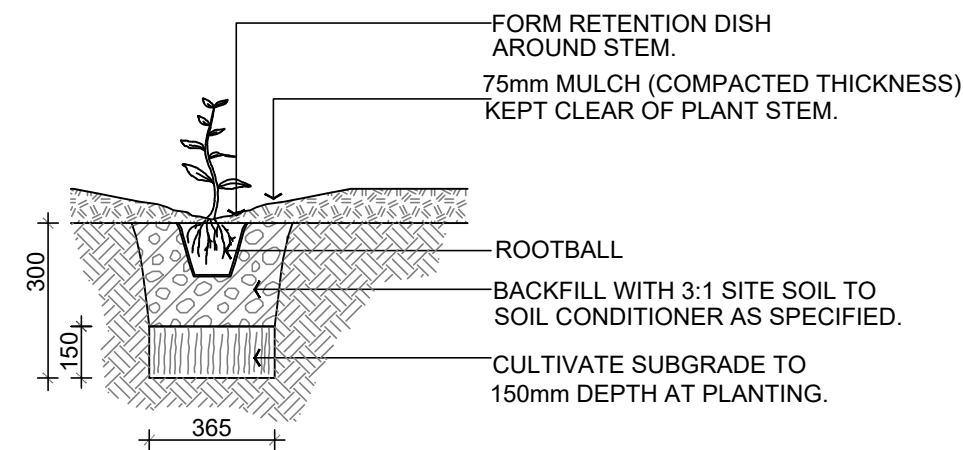
3. IRRIGATION

- ALL GARDEN BEDS TO BE IRRIGATED. INSTALL A SUB-MULCH DRIP SYSTEM FOR ALL GARDEN BEDS AND INDIVIDUAL BUBBLERS FOR TREES.
- CONTROLLER TO BE AUTOMATIC SYSTEM WITH RAIN SENSOR. LOCATION TO BE CONFIRMED ON SITE.
- THE CONTRACTOR IS RESPONSIBLE FOR LAYOUT DESIGN AND INSTALLATION OF IRRIGATION SYSTEM.
- AT TIME OF COMPLETION THE IRRIGATION SYSTEM SHALL BE FULLY AUTOMATED, WORKING EFFICIENTLY AND EFFECTIVELY AND WATERING TIMES PROGRAMMED.

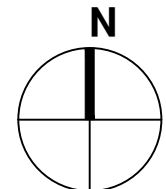
TYPICAL DRAWINGS



1 TYPICAL TREE PLANTING DETAIL TYPICAL SECTION NOT TO SCALE



2 TYPICAL POT PLANTING DETAIL TYPICAL SECTION NOT TO SCALE



THIS PLAN MUST BE PRINTED IN BEST QUALITY COLOUR PRINT

URBAN Retreat GARDEN DESIGN

| | | | |
|--------------------------------|---|----------------|-------------------------|
| C | DEVELOPMENT APPLICATION | AC | 09.05.2025 |
| B | DEVELOPMENT APPLICATION | AC | 06.09.2024 |
| A | DEVELOPMENT APPLICATION | AC | 18.07.2024 |
| revision/issue | description | drawn | date |
| project | PROPOSED OFFICES AND WORKSHOPS | client | PROPERTY MARINE Pty Ltd |
| location | LOT 303, NO 95 CLARENCE BEACH ROAD, HENDERSON | scale | 1:500 |
| project no | 24300 | project no | 24300 |
| www.urbanretreatgardens.com.au | E:amelia@urbanretreatgardens.com.au | draw no | 01 |
| LANDSCAPE DESIGN SERVICES | M:0438 926 313 | rev | 2 |
| URBAN RETREAT GARDEN DESIGN | | LANDSCAPE PLAN | |

Attachment 3

Planning Report

Development Application

Two Workshops, Two Incidental Offices and Barge
Loading Wharf

Lot 303 (No. 95) Clarence Beach Road, Henderson



Prepared for consideration by the Metro Outer Development
Assessment Panel

24/069

January 2025



Document Information

Development Application

Lot 303 (No. 95) Clarence Beach Road,
Henderson

iParks Property Group Pty Ltd

24/069

Prepared By: Taylor Burrell Barnett

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Doc ID: 24~069 DA Report - Lot 303 (95) Clarence Beach Road, Henderson v1.0 DRAFT

| Revision | Status | Author | Approved by | Date Issue |
|----------|--------|----------------|--------------|------------|
| 1.0 | Rev A | Josh Dallimore | Jarrold Ross | 17/02/2025 |
| | | | | |
| | | | | |
| | | | | |

Disclaimer

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The report may contain information gathered from a number of sources using a variety of methods. Taylor Burrell Barnett does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied to Taylor Burrell Barnett by third parties.

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1.0 Introduction

Taylor Burrell Barnett, acting on behalf of our client iParks, has prepared this report in support of an application for development approval for the use and development of Lot 303 (No. 95) Clarence Beach Road, Henderson (subject site) for the purpose of a constructing two workshops, two incidental offices and a barge loading wharf. iParks are the Development Manager on behalf of the landowner.

The report is prepared in accordance with the provisions of the Metropolitan Region Scheme and City of Cockburn Town Planning Scheme No. 3 (TPS3).

The subject development is contained within Lot 303 and will front Clarence Beach Road to the east and the Cockburn Sound to the west. Clarence Beach Road will provide vehicular access to the development.

The subject site is located in the Australian Marine Complex (ACM), which is being progressively developed by the State vGovernment for the purpose of facilitating marine, defence, oil and gas and resources industries. The ACM is one of two locations within Australia designated for naval shipbuilding and maintenance.

The development proposal includes a 1,900m² workshop, a 1,680m² workshop, a 2-storey incidental office building for each workshop with a combined GLA of 1,395m², a barge loading wharf, a concrete hardstand area on reclaimed land which will house a 500tn crane and an additional hardstand area.

A 2,290m² portion of Cockburn Sound abutting the reclaimed land area is proposed to be used as part of the development under a seabed lease. The lease is currently being progressed as a separate process through the Department of Biodiversity, Conservation and Attraction.

The primary purpose of the development is to facilitate the construction and maintenance of ships and marine infrastructure. The operations are considered to be consistent with the 'Strategic Industry' zoning under TPS3.

Construction of the facility is scheduled to commence following receipt of necessary planning and building permit approvals. Completion and occupation of the facility is scheduled for February 2026.

2.0 Site Context

2.1 Location

The subject site is located within Precinct A (Core Strategic Marine and Defence) within the well-established Australian Marine Complex, a recognised marine industrial estate facilitating shipbuilding and maintenance, including developments associated with various industries.

The area is in close proximity to freight routes (including Cockburn Road and Rockingham Road) and various industrial areas including the Kwinana Industrial Area and Rockingham Industrial Area to the south, and Latitude 32 Industrial Zone to the east (Figure 1).

The immediate surrounding area comprises a mix of land uses, including industrial and commercial development throughout, with Lake Coogee to the north-east and Woodman Point Recreation Reserve to the north. The subject site abuts the Cockburn Sound to the west.

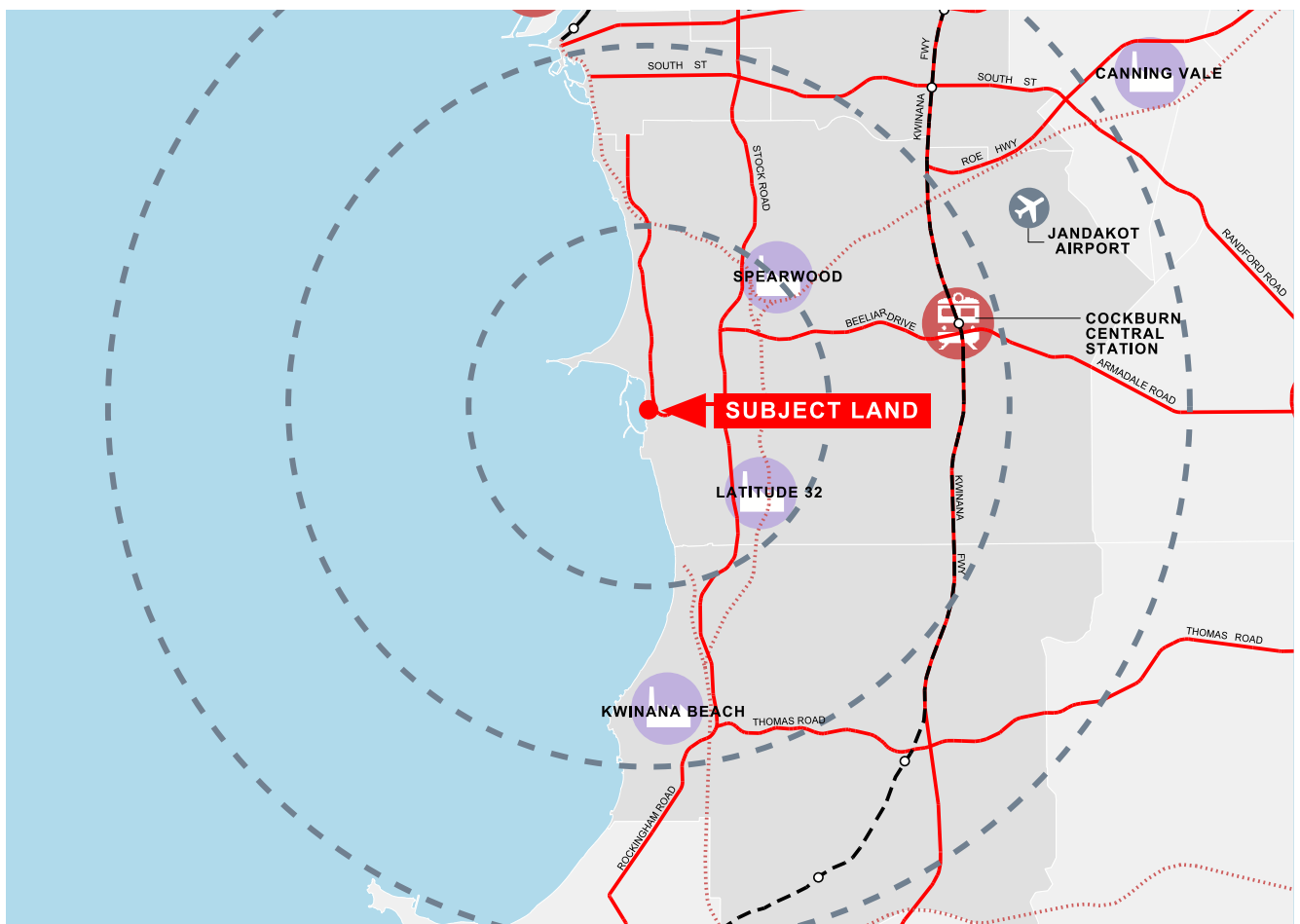


Figure 1: Metropolitan context for the Australian Marine Complex

2.2 Subject Site

The subject site comprises Lot 303 (No. 95) Clarence Beach Road, Henderson and covers an area of 20,001m². Bhagwan Marine, an Australian marine service company, currently operates at the subject site and will continue to do so once development has been completed.

The subject site currently comprises a workshop, office building, jetty and hardstand storage area, with all buildings and a portion of the jetty proposed to be demolished. The stored goods onsite all relate to Bhagwan Marine’s ongoing operation.

A City of Cockburn stormwater easement measuring 156m in length and 4m in width is located along the northern lot boundary starting from the Clarence Beach Road road reserve due west. A City of Cockburn sewer easement measuring 81m in length and 10m in width is located in the centre of the subject site, running from the northern lot boundary to the southern lot boundary.

2.3 Land Ownership

Lots 303 is owned by Property Marine Pty Ltd (refer Table 1) as evidenced by the Certificate of Title included in Appendix B. The landowner has authorised the application via their signatures on the submitted application forms.

Table 1: Land ownership details

| Address | Owner | Deposited Plan | Volume | Folio |
|-----------------------------|-------------------------|----------------|--------|-------|
| Lot 303 Clarence Beach Road | Property Marine Pty Ltd | 407921 | 2895 | 749 |



Figure 2: Local Context Plan for Subject Site

3.0 Planning Framework


3.1 Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) with a 'Waterways' reserve over the portion of Cockburn Sound on the western side of the lot (Figure 3). The majority of the surrounding area is also zoned 'Industrial' under the MRS, with lots abutting Cockburn Sound also containing a 'Waterways' reserve along their western boundaries. The land to the east and north-east is reserved for 'Public Purposes - Water Authority of WA'.


As a portion of the proposed development is located within an MRS reserve, the application also requires approval through the Western Australian Planning Commission (WAPC).

The proposed development is consistent with the 'Industrial' zoning at the subject site and complies with the requirements of the 'Waterways' reserve under the MRS.

Legend


 Lot 303 Clarence Beach Road, Henderson

Reserved Lands

 Parks & Recreation


 Waterways

Roads

 Primary Regional Roads

 Other Regional Roads


Public Purpose Reserves


 Public Purposes - Water Authority of WA

Zones

 Industrial

Other

 Bush Forever

 0 100 200m
pt: 24/06/2024

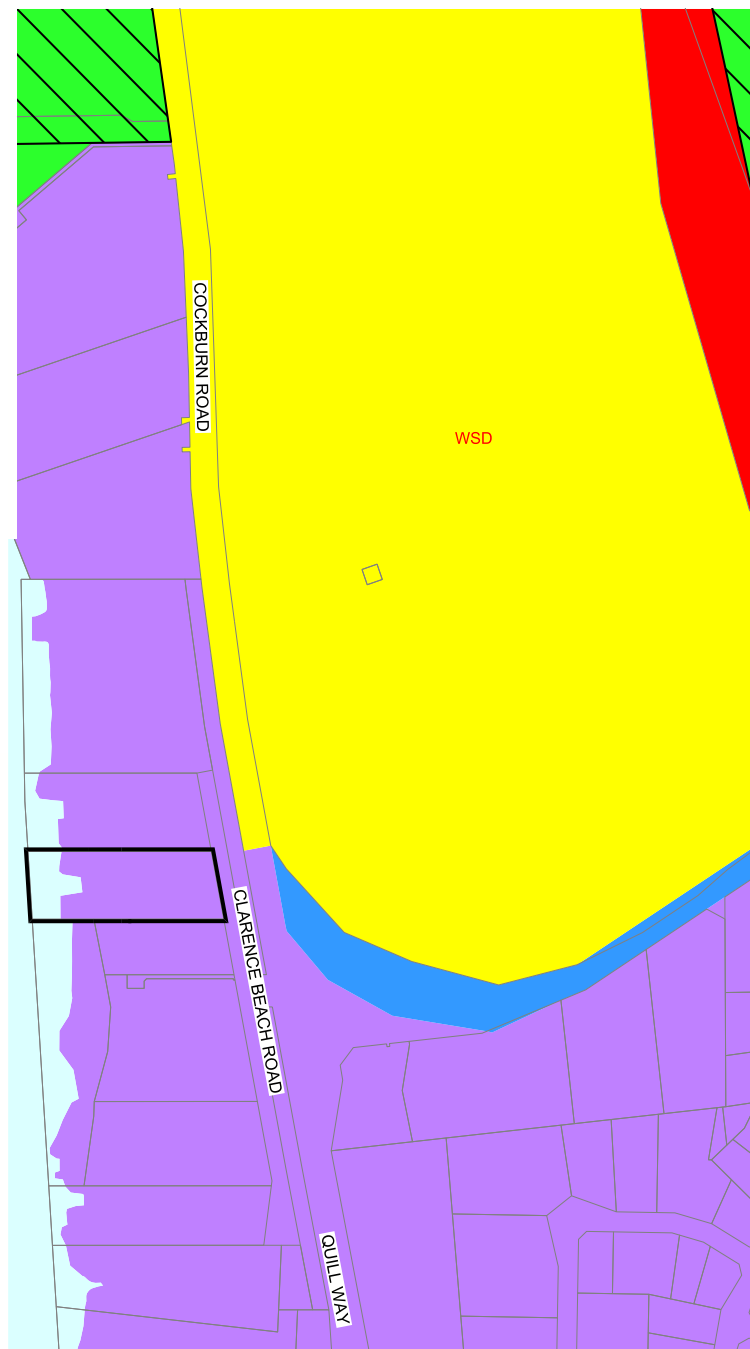


Figure 3: Metropolitan Region Scheme zoning for the subject site and surrounds.

3.2 Town Planning Scheme No. 3

The subject site is zoned ‘Strategic Industry’ under the City of Cockburn Town Planning Scheme No. 3 (TPS3) (Figure 4).

The key objective of the ‘Strategic Industry’ zone is defined under TPS3 as follow:

To provide for Strategic Industrial areas of State or Regional significance; and to provide for a range of industrial activities associated with defence, resource and marine activities.

Under Table 1 - Zoning Table of TPS3, the proposed development is consistent with the ‘Marine Engineering’ land use, which is a ‘P’ (permitted) use in the ‘Strategic Industry’ zone.

The proposed offices, barge loading wharf and hardstand areas are classed as incidental uses, defined under TPS3 as:

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

Incidental uses do not require a separate land use approval under TPS3.

The area on the west side of the subject site identified as a ‘Waterways’ reserve under the MRS is not within the City of Cockburn local government area and is therefore not subject to the requirements of TPS3.

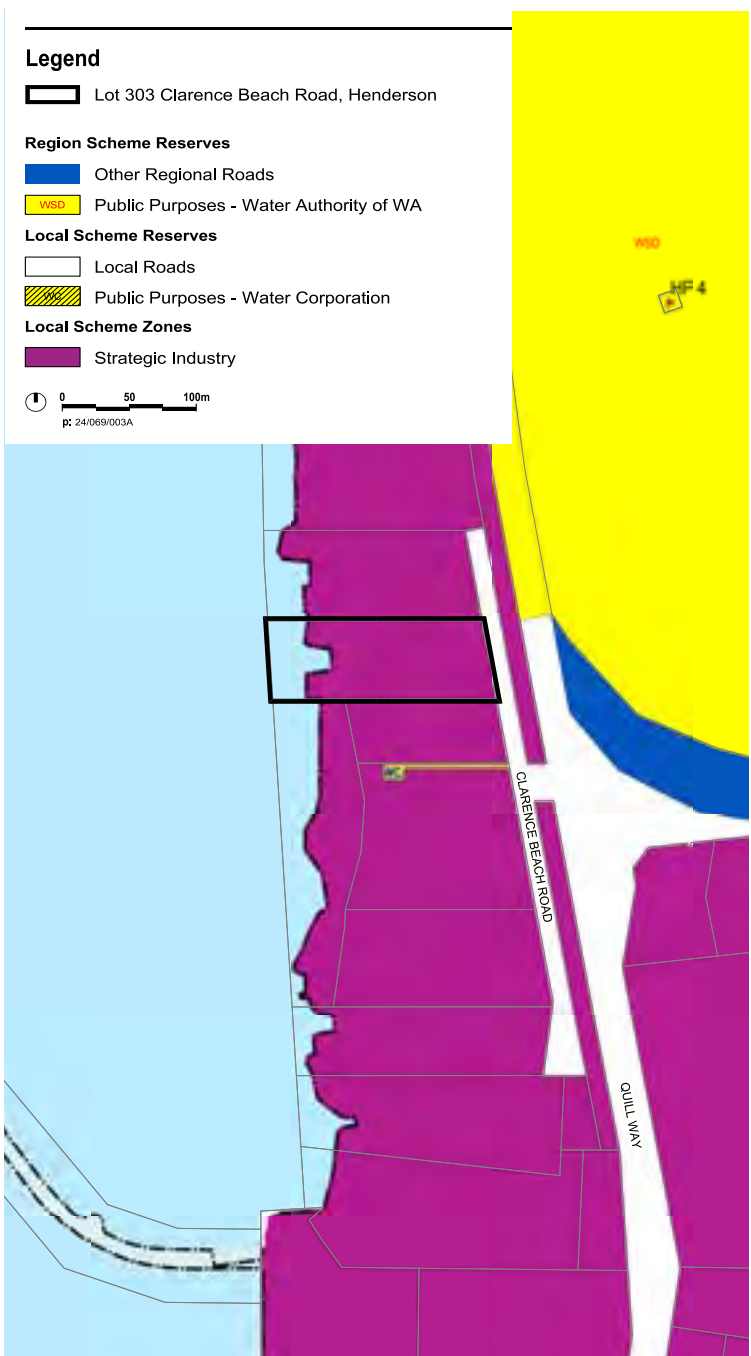


Figure 4: City of Cockburn Local Planning Scheme No. 3 zoning for subject site and surrounds.

3.3 Local Planning Policies

3.3.1 LPP 3.9 - Industrial Development

The built form and development standards applicable to the proposed development are set out in LPP 3.9. The proposed development is broadly compliant with the relevant requirements.

A detailed assessment of the proposal against the requirements of LPP 3.9 are detailed below.

Land Use

The subject site is located within Precinct A (Core Strategic Marine and Defence) of the Henderson Strategic Industry Precinct. Under Precinct A, a proposed land use must demonstrate consistency with the marine, resource or defence sector.

The proposed development is consistent with the ‘Marine Engineering’ land use under LPS3 and is therefore consistent with the land use requirement of LPP 3.9.

Built Form

For developments proposing multiple uses, a clear separation of uses is required. The development provides a clear distinction between the workshops and abutting office buildings.

Street and lot boundary setback requirements are summarised in Table 2.

Table 2: Street and lot boundary assessment

| Requirements | Proposal | Comment |
|------------------------------|--------------|-----------|
| Minimum front setback of 15m | 18.5 - 24.9m | Compliant |
| Nil minimum side setback | nil - 4m | Compliant |
| Nil minimum rear setback | N/A | N/A |

Parking

The vehicle parking requirements outlined in LPP 3.9 for the proposed development falls to the relevant provisions under LPS3. Clause 4.9.9 of LPS3 outlines requirements for vehicle parking, including bicycle parking and requirements for end of trip facilities.

For a ‘Marine Engineering’ land use, clause 4.9.9 requires:

a minimum of 1 car parking bay per employee, plus 1 parking bay per 200m² GLA for visitor parking;

1 delivery bay is also required per service/storage area; and

bicycle racks are to be provided at a rate of 1 bicycle rack per 200m² of GLA.

‘Marine Engineering’ land uses also requires end of trip facilities.

The ‘Office’ component of the proposed development is incidental to the primary use of the site and therefore parking rates have been calculated as per Marine and engineering requirements.

The proposed development includes a total of 98 parking bays, which includes 2 ACROD parking bays.

The number of employees onsite at any given time is not expected to exceed 45. A total of 3,580m² GLA is proposed, excluding the office buildings, which has been assessed separately below, resulting in a requirement of 63 parking bays.

One service/storage area is proposed resulting in a requirement for 1 parking bay.

A total of 1,395m² GLA of office space is proposed, resulting in a requirement for 7 parking bays. The proposed parking provision therefore exceeds the requirements under clause 4.9.9 of LPS3. Table 3 provides a summary.

Table 3: Car parking assessment

| Assumption | Car Parking Requirement |
|--|-------------------------|
| 45 employees | 45 bays |
| Total 3,580m ² GLA (excluding office space) | 18 bays |
| Total 1,395m ² office GLA | 7 bays |
| Service/Storage area | 1 bay |
| Total Bays Required | 71 bays |
| Total Bays Provided | 98 bays |

With regard to bicycle racks, a total of 4,975m² GLA is proposed, resulting in a requirement to provide 25 bicycle racks. A total of 8 are provided, comprising 4 two-sided rails, with two, two-sided rails provided adjacent to each office building.

The provision of 8 bicycle racks is still expected to exceed the anticipated need of the development, as most employees are expected to access the site via personal vehicles. The bicycle racks provided also ensures an efficient use of space without excess infrastructure.

End of trip facilities are provided in each office building comprising showers, changing rooms and locker facilities and are sufficient in addressing the anticipated demand.

Landscaping

The landscaping requirements outlined in LPP 3.9 for the proposed development falls to the relevant provisions in LPS3. Clause 4.9.2 of LPS3 outlines requirements for landscaping, which are summarised in Table 4.

Table 4: Landscaping assessment

| Requirements | Proposal | Comment |
|--|--|---------------|
| 10% onsite landscaping (May be reduced to 5% if the extent of the verge is landscaped and maintained by the landowner) | 2.1% | Non-compliant |
| 1 shade tree planted for every 10 linear metres of frontage or every 50m ² of total landscaped area provided within the street verge (whichever is greater) | 7 shade trees for 85.9m of frontage, which equates to 1 shade tree for every 12.27m of frontage. | Non-compliant |
| 1 shade tree per 3 side-by-side parking spaces trees to be 2m in height (45L pot size) | A total of 33 shade trees are provided for 98 parking bays, which equates to 1 shade tree for every 2.94 parking bays. | Compliant |

The development proposal includes 2.1% onsite landscaping, 7 shade trees for 85.9m of frontage along Clarence Beach Road and a total of 33 shade trees for 98 parking bays.

The proposed shortfalls are further addressed in Section 4.6.2.

Fencing

1.8m high, PVC coated chain/mesh fencing with black support posts is the minimum requirement for primary street and lot boundary fencing under LPP 3.9, with 3-bar wiring on atop fencing also permitted.

The development proposes 1.8m high Garrison fencing along the northern, eastern and southern lot boundaries.

The proposed fencing is considered to exceed the minimum requirements under LPP 3.9.

3.3.2 LPP 3.7 - Signs & Advertising

LPP 3.7 seeks to ensure advertising signs are controlled effectively and contribute towards the development of well signed precincts.

Signage for the development will be proposed separately following confirmation of the tenant's requirements.

3.3.3 LPP 1.14 - Waste Management

LPP1.14 provides waste management requirements for development. For all industrial land uses proposed a waste management plan is typically required.

Bin store locations and access arrangements for waste vehicles are further addressed in Section 4.5.4.



Figure 5: Render of eastern elevation showing office facade.

4.0 Development Proposal

4.1 Proposal

The subject application proposes a 'Marine Engineering' land use and comprises the following development:

- A workshop building (Stage 1) with an area of 1,900m² located on along the southern lot boundary of the subject site;
- A workshop building (Stage 2) with an area of 1,680m² located 4m from the northern lot boundary of the subject site;
- A two-storey incidental front office building abutting the eastern side of the proposed Stage 1 workshop with an area of 495m²;
- A second two-storey incidental front office building abutting the eastern side of the second proposed Stage 2 workshop with an area of 600m²;
- A barge loading wharf along the western boundary within Cockburn Sound;
- A concrete hardstand area to house a 500tn crane on reclaimed land on the western boundary;
- The dedicated hardstand storage area occupying the land west of the proposed workshops to be retained;
- A 500m² washdown containment area west of the Stage 2 workshop measuring 40m in length and 12.5m in width;
- A filtration system along the northern lot boundary contained within a 20' shipping container; and
- The 10m crossover from Clarence Beach Road to accommodate light and heavy vehicles, including staff and visitor movements to the carpark areas.

A 2,290m² portion of Cockburn Sound abutting the reclaimed land area is proposed to be used as part of the development under a seabed lease. The lease is currently being progressed as a separate process through the Department of Biodiversity, Conservation and Attraction. Refer to the development plans contained in Appendix A.

4.2 Land Use

'Marine Engineering' is defined under the City of Cockburn Local Planning Scheme No. 3 as:

'Marine Engineering' means the carrying out of any process for and incidental to the fitting out, maintenance and repair of ships, including the construction of boats, but excluding all blasting other than wet slurry blasting operations as defined by Clean Air Act Regulations.

'Marine Engineering' is listed as a 'P' use under Table 1 - Zoning Table of TPS3, meaning the use is permitted.

Incidental use is defined by TPS3 as:

'Incidental Use' means a use of premises which is ancillary and subordinate to the predominant use.

The 'Office' use would ordinarily be a discretionary land use within the 'Strategic Industry' zone, but as the office is clearly incidental to the predominant use of 'Marine Engineering', it does not require assessment.

4.3 Built Form

4.3.1 Workshop

The 1,900m² workshop building will be constructed as part of Stage 1 as a rectangular structure measuring an overall length of 73m and width of 26m, built to an overall height of approximately 13.8m.

The workshop building is setback approximately 0.15m from the southern lot boundary, 58m from the northern lot boundary and 39m from the primary street boundary at the closest point.

A 365m² pitched awning measuring 73m in length and 5m in width is proposed along the northern side of the workshop and a 79m² pitched awning measuring 15.75m in length and 5m in width is proposed along the western side of the workshop.

A series of roller doors and sliding doors on the northern and western elevations under the proposed awnings will provide for the movement of vehicles through the workshop.

The Stage 2 workshop building will be constructed as a rectangular structure measuring an overall length of 73m and width of 23m, built to an overall height of approximately 13.8m.

The workshop is setback approximately 4m from the northern lot boundary, 57m from the southern lot boundary and 35m from the primary street boundary at the closest point.

A 365m² pitched awning measuring 73m in length and 5m in width is proposed along the northern side of the workshop and a 75m² pitched awning measuring 14.25m in length and 5.25m in width is proposed along the western side of the workshop.

A series of roller doors and sliding doors on the northern and western elevations under the proposed awnings will provide for the movement of vehicles through the workshop.

Profiled sheet wall cladding will form the primary external wall material of both workshop structures, with a 3m high concrete dado wall at the base finished with selected texture paint.

Both proposed workshop buildings do not traverse over the existing stormwater or sewer easements onsite.

4.3.2 Incidental Office

Two incidental office buildings are to be constructed as rectangular structures attached to each workshop:

- the office building abutting the Stage 1 workshop building comprises two floors, measuring approximately 23m in width and 6.5m in depth on the basement floor, excluding the proposed uncovered alfresco area, and approximately 30m in width and 20m in depth on the first floor, providing a total floor space of approximately 750m²; and
- the office building abutting the Stage 2 workshop building comprises two floors, measuring approximately 23m in width and 6.5m in depth on the basement floor, excluding the proposed



Figure 6: Render of eastern elevation showing primary office facades and front parking areas.

uncovered alfresco area, and approximately 30m in width and 16.5m in depth on the first floor, providing a total floor space of approximately 645m².

A 0.6m deep box fascia awning provides shade along the northern, eastern and southern elevations of each office building.

Each office building will be fit out with a large open office area, training room, lunch room, restrooms, staff facilities and end of trip facilities, with an uncovered alfresco area on the basement level and a covered balcony on the ground floor.

The slope of the subject site provides the basement levels of each office building with adequate sunlight and natural ventilation.

The facade of the office building will be constructed of profiled sheet wall cladding, sections of exposed concrete walls finished with selected texture paint and feature portal frames providing articulation and colour variations on each elevation. Extensive vertical glazing with aluminium frames are proposed on both levels of each office building to provide passive surveillance.

The development provides a clear distinction between the workshops and abutting office buildings.

4.3.3 Loading Barge Wharf

The loading barge wharf will comprise the portion of the existing jetty proposed to be retained. The loading barge wharf includes an adjacent hardstand area located on reclaimed land.



4.4 Access, Circulation and Parking

This application provides a comprehensive assessment of access, circulation and parking considerations, as detailed in the Traffic Impact Statement contained in Appendix C.

The following summarises the key matters for consideration as a component of this development application.

4.4.1 Movement Network

The subject site is serviced by a number of key strategic freight routes as illustrated in Figure 7.

Clarence Beach Road is a sealed constructed single carriageway road that provides access to the greater Henderson Strategic Industry Precinct. It also allows for industrial traffic access to Cockburn Road and Rockingham Road for commercial vehicles. Cockburn Road is classed as an 'Other Regional Road' and Rockingham Road is classed as a 'Primary Regional Road' under the MRS.

Clarence Beach Road due north is a no through road with circulation facilitated via Quill Way to the south, which provides access to Cockburn Road and Rockingham Road.

Clarence Beach Road is not a reserved road under the MRS, therefore referral of this application to Main Roads WA and/or the Department of Planning, Lands and Heritage should not be required.

4.4.2 Site Access

The subject site will be accessed via an existing 10m crossover from Clarence Beach Road.

Both heavy and light vehicles will enter the site via the existing crossover, which provides easy access to the workshops, office buildings and parking facilities, including the overflow parking area west of the workshops. The development incorporates sufficient hardstand area west of the workshops to facilitate

internal circulation and enable vehicles returning to Clarence Beach Road in forward gear.

The largest vehicle expected to access the site is a RAV4 (B - Double) at an estimated 0 to 0.14 trips per day, and the swept path for typical entry and exit movements is shown in Appendix C.

4.4.3 Car Parking

As outlined in Section 3.3.1, the development proposal includes a total of 98 parking bays onsite, including 2 ACROD bays, for use by employees, visitors and service vehicles.

The proposed development is required to provide 92 parking bays under clause 4.9.9 of TPS3. The proposal therefore exceeds the requirements parking requirements under clause 4.9.9 of TPS3.

4.5 Essential Services

4.5.1 Water

The subject site has an existing water connection which will be modified to suit the proposed development in accordance with separate approvals from the Water Corporation.

4.5.2 Electricity

The subject site has an existing electricity connection to suit the proposed current and future developments via an existing transformer adjacent to the existing crossover onto Clarence Beach Road.

4.5.3 Wastewater

Connection to reticulated sewage infrastructure will be provided to the subject site in accordance with the condition of subdivision approval. This will be installed and operational prior to occupation of the subject development.



Figure 7: Access arrangements for the surrounding area noting access to regional road network.

4.5.4 Waste Management

Refuse will be managed by the tenants. Bins will be collected via private contractor engaged by the future tenants.

An open bin area measuring 4.5m in width and 2m in depth is proposed at the north-west corner of the Stage 1 workshop and an open bin area measuring 4.5m in width and 2m in depth is proposed at the south-west corner of the Stage 2 workshop.

Each bin area will comprise facilities for general waste and recycled waste.

The bin areas will also act as collection points for waste vehicles. Access will be provided via the existing crossover, which provides a clear path to the bin areas.

A 500m² washdown containment area is proposed as part of the development and will be designed and installed in accordance with the relevant standards.

4.6 Site Drainage and Landscaping

4.6.1 Site Drainage

A concept Stormwater Management Plan has been prepared and is included as Appendix D.

The concept design assumes some offsite discharge within the allowable limits and has been based on the lower parameters of the preferred rate. However, it is noted that while the calculations within Appendix D have taken into consideration the lower rate and can demonstrate compliance, the higher discharge rate is preferred.

4.6.2 Landscaping

A Concept Landscape Plan has been prepared and is included as Appendix E, in addition to being outlined in Figure 9.

The concept plan outlines compliance with the relevant landscaping requirements, inclusive of the installation of landscaping within the primary street interface and within the light vehicle car park area.

Landscaping is proposed predominantly along the eastern lot boundary, with landscaping strips also proposed along the northern and southern lot boundaries adjacent to the offices and workshops

As outlined in Section 3.3.1, the development proposal includes 2 onsite landscaping, 7 shade trees for 86.5m of frontage along Clarence Beach Road and a total of 33 shade trees for 98 parking bays.

The provision of 2% onsite landscaping is provided. The shortfall is mitigated by providing a fully landscaped verge, which features high-quality landscaping that enhances the site's visual appeal. Given the nature of the land use, opportunities for onsite landscaping are limited, so the focus has been on ensuring the frontage is well landscaped to maintain the area's aesthetic

7 shade trees for 85.9 meters of frontage is provided, which equates to 1 shade tree for every 12.27m of frontage. The proposed shade tree species ranges in canopy width of between 3-4m, offering sufficient shading along the frontage. Additionally, the remainder of the verge is enhanced with high-quality landscaping, ensuring the area remains visually appealing without the need for additional trees.

33 shade trees are provided for a total of 98 parking bays. This includes 11 shade trees for 43 parking bays in the front parking area, noting 14 parking bays are covered by a carport structure, preventing an opportunity to incorporate shade trees. The carport structure will provide sufficient shading for these parking bays.

The overflow parking area comprises 55 parking bays, with 5 shade trees provided along the northern lot boundary throughout the parking bays and 6 shade trees provided along the southern lot boundary throughout the parking bays.

11 additional shade trees are proposed along the northern lot boundary adjacent to the northern elevation of the Stage 2 workshop. The additional shade trees provide a compliant shade tree to parking bay ratio, noting these shade trees are not located within a parking area. Given the nature of the land use, opportunities for tree placement is limited, so shade trees have been incorporated where practically feasible while maintaining compatibility with the proposed land use.

4.7 Bushfire

A Bushfire Management Plan (BMP) for the proposed development has been undertaken as outlined in Appendix F.

A portion of along the eastern lot boundary is designated a BAL-19 zone, with no buildings proposed in this area.

Both offices and a portion of each workshop are proposed in a designated BAL12.5 zone.

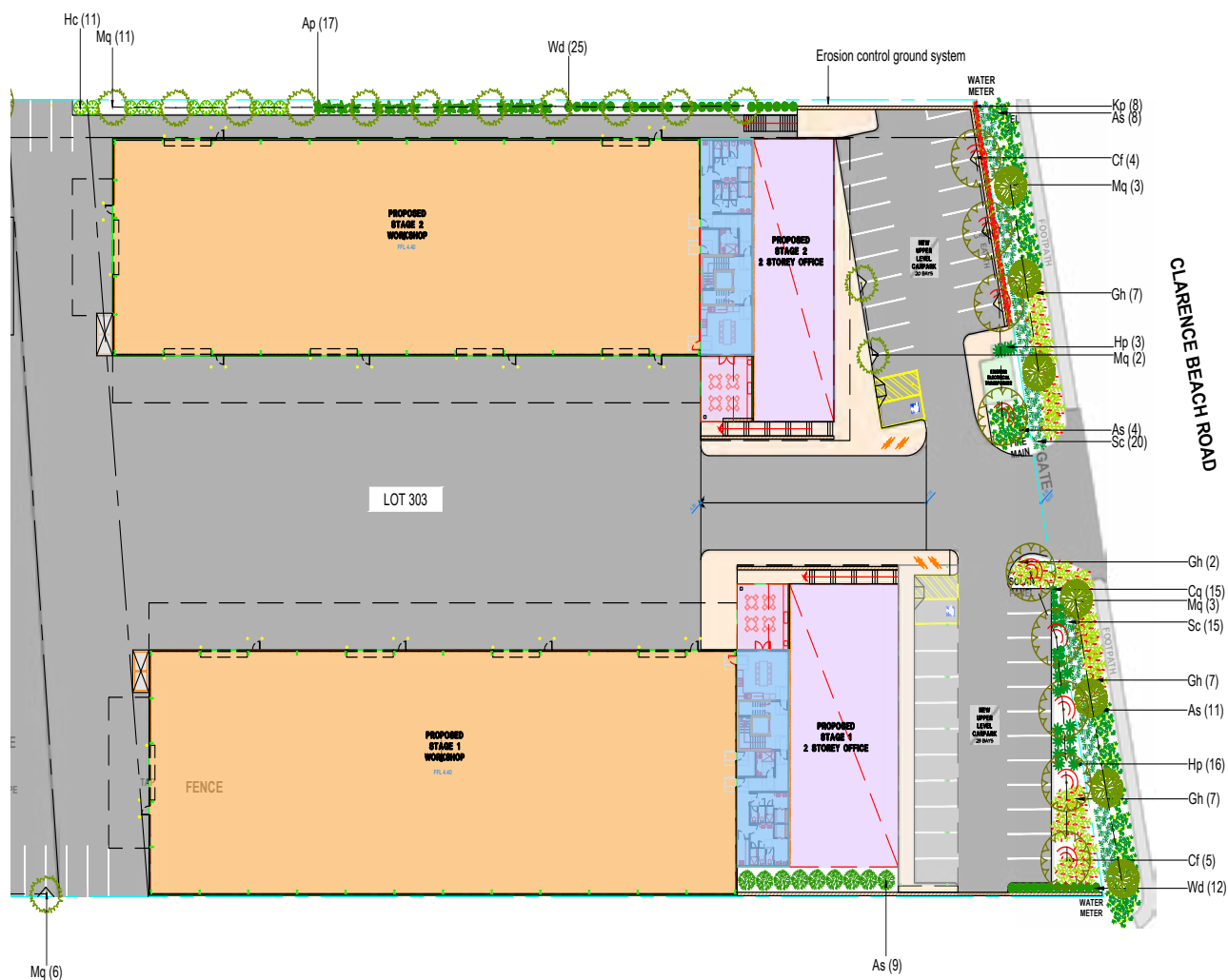
The recommendations of the BMP include the following:

- Construct internal access ways to the vehicle technical requirements in accordance with the Guidelines; and
- Ensure all on-site landscaping is low threat in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.

The recommendations of the BMP have been incorporated into the design of the proposed development.



Figure 8: Render of workshop side elevations and vehicle access toward Cockburn Sound.



| PLANT SCHEDULE AND SYMBOL LEGEND | | | | | |
|----------------------------------|--------------|---|-----------------------|---------------------------|--------|
| Symbol | Code on plan | Botanical Name | Mature height & width | Minimum installation size | Number |
| TREES (TL, etc. & verge 7) | | | | | |
| | Cf | Corymbia tokebia | 8m x 5m | 25 Litre | 4 |
| | Mq | Melaleuca quinquenervia | 8m x 4m | 25 Litre | 7 |
| SHRUBS | | | | | |
| | Wd | Westringia dumosa | 1.5m x 1m | 15 Litre | 12 |
| GROUND COVER | | | | | |
| | As | Asplenium nidus | 30cm x 5cm | 15 Litre | 27 |
| | Cq | Calothamnus quadrifidus 'Trematol' Carpet | 25cm x 10cm | 15 Litre | 14 |
| | Gh | Grevillea hybrid 'Flat A' | 25cm x 5cm | 15 Litre | 25 |
| | Hp | Hemiphysalis subsp. 'Alba' | 30cm x 1.5m | 15 Litre | 14 |
| | Kp | Kanmala prostrata | 15cm x 3cm | 15 Litre | 8 |
| | Sc | Scandebus ostiaulis prostrata | 50cm x 2cm | 15 Litre | 35 |
| TOTAL PLANTS | | | | | |
| 147 | | | | | |

TREE VARIETIES

SHRUB VARIETY

GROUND COVER VARIETIES

FOR PLANT SCHEDULE AND
SURE IT IS A HEALTHY
MINIMUM H=2M SIZE,
ITS GROWING HABIT.

Figure 9: Landscape Concept Plan

5.0 Conclusion

This application seeks approval to redevelop a highly accessible site, which is strategically located and ideally suited for industrial purposes, particularly aligned with the objectives of the AMC .

As outlined in this report, the proposed development appropriately addresses the applicable planning framework.

We submit that the proposal should be supported by the City of Cockburn and WAPC and approved by the Development Assessment Panel on the following grounds:

- The proposed development demonstrates compliance with the Metropolitan Region Scheme, City of Cockburn Local Planning Scheme No. 3 and the State and Local Planning Policies applicable to the site and the proposed form of development.
- The development only seeks minor variations to the

provisions of the policies, in order to foster desirable design and operational outcomes.

- The proposed workshops are highly suitable for this site and provides valuable infrastructure to the surrounding industrial area.
- The development will not have any adverse impacts on adjoining land uses. Specialist reports and assessments have been undertaken to ensure that the development has no adverse impacts on surrounding developments, particularly with regards to noise, waste and traffic generation

We look forward to working with the City of Cockburn and WAPC to achieve approval for the proposed development.



Figure 10: Render of proposed development from Clarence Beach Road.

Attachment 4

TIS

PTG/00800

Transport Impact Statement 303 (95) Clarence Beach Road, Henderson

20th January 2025 | Revision A

Prepared for iParks c/o Taylor Burrell Barnett

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REPORT DETAILS

Unique Document Identification

| | Information |
|----------------|--|
| Document Title | Transport Impact Statement – Lot 303 (95) Clarence Beach Road Henderson WA |
| Project Number | PTG/00800 |
| Document ID | Rev A |
| Client | iParks c/o Taylor Burrell Barnett |

Revision Details

| Revision No. | Date | Comments |
|--------------|-----------------|----------|
| Rev A | 20 January 2025 | Final |
| | | |
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Document Approval

| | |
|---------|-------------|
| Author | Approved By |
| NC / SL | RJC |
| | |

1 INTRODUCTION

1.1 Background

PTG Consulting Pty Ltd (PTG) has been commissioned by iParks c/o Taylor Burrell Barnett ('the Client') to prepare a Traffic Impact Statement (TIS) for the proposed workshop located at Lot 303 (95) Clarence Beach Road, Henderson, WA ('the Site').

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

Specifically, this report aims to assess the operations of the proposed development internally and its connections to the adjacent road network, with a focus on traffic volumes, access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

2 INDIVIDUAL DEVELOPMENT

2.1 Existing Land Uses

The Site shown in Figure 1 is located in an industrial area in the suburb of Henderson, within the City of Cockburn. It is currently occupied by Bhagwan Marine, which offers a range of marine services, including vessel chartering, offshore support, and logistics.

Figure 1 Site Location



Source: Google Earth

The Site covers an overall area of approximately 20,000 m². The development is proposed to occur in two stages – Stage 1 and Stage 2. Each stage will include a workshop and a two-storey office, in accordance with the proposed site plan shown in **The** details of the area allocated for each land use are provided in **Table 1**.

Figure 2 Site Plan



Table 1 Land Uses

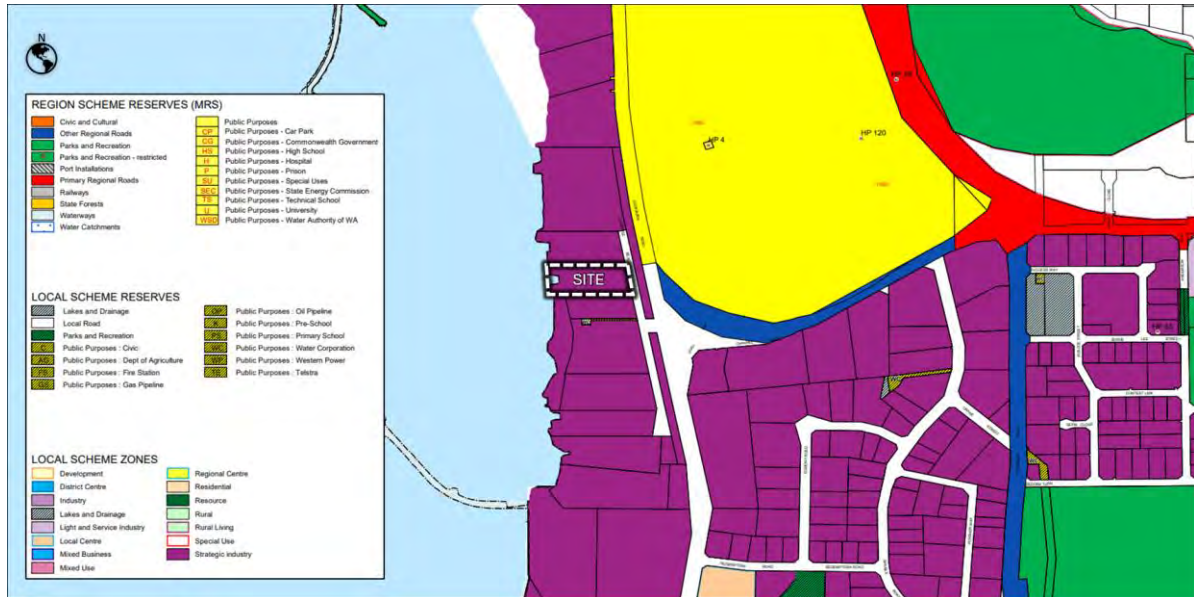
| | |
|----------|--------------------|
| Stage 1 | |
| Workshop | 1900m ² |
| Office | 750m ² |
| Stage 2 | |
| Workshop | 1680m ² |
| Office | 645m ² |

2.3 Context with Surrounds

The area to the east is zoned for 'Public Purposes – Water Authority of WA' and 'Strategic Industry' uses. To the west of the site is the Indian Ocean.

Figure 3 provides a zoning map of the Site and its immediate surroundings. The Site is classified under the 'Strategic Industry' zoning designation. The area to the east is zoned for 'Public Purposes – Water Authority of WA' and 'Strategic Industry' uses. To the west of the site is the Indian Ocean.

Figure 3 Surrounding Land Uses



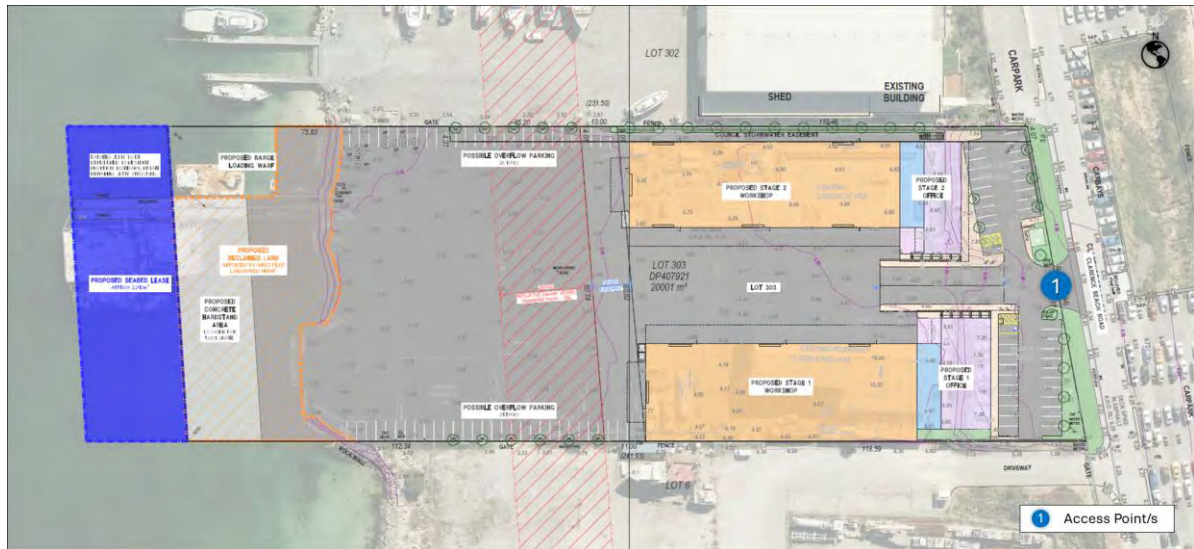
Source: City of Cockburn Town Planning Scheme No. 3

3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

Figure 4 illustrates the primary access point to the Site, which is a crossover along Clarence Beach Road. This serves as the primary route for vehicles and pedestrians to enter and exit the Site.

Figure 4 Access Arrangement



Source: Hindley and Associates Pty Ltd Building Designers

3.2 Public, Private, Disabled Parking Set Down/Pick Up

A total of 98 car parking bays and 4 off bicycle rails are provided, with the following breakdown:

- » 96 – Standard Parking Bays
- » 2 – Accessible Parking Bays
- » 4 – Off Bicycle Rails

4 SERVICE VEHICLES

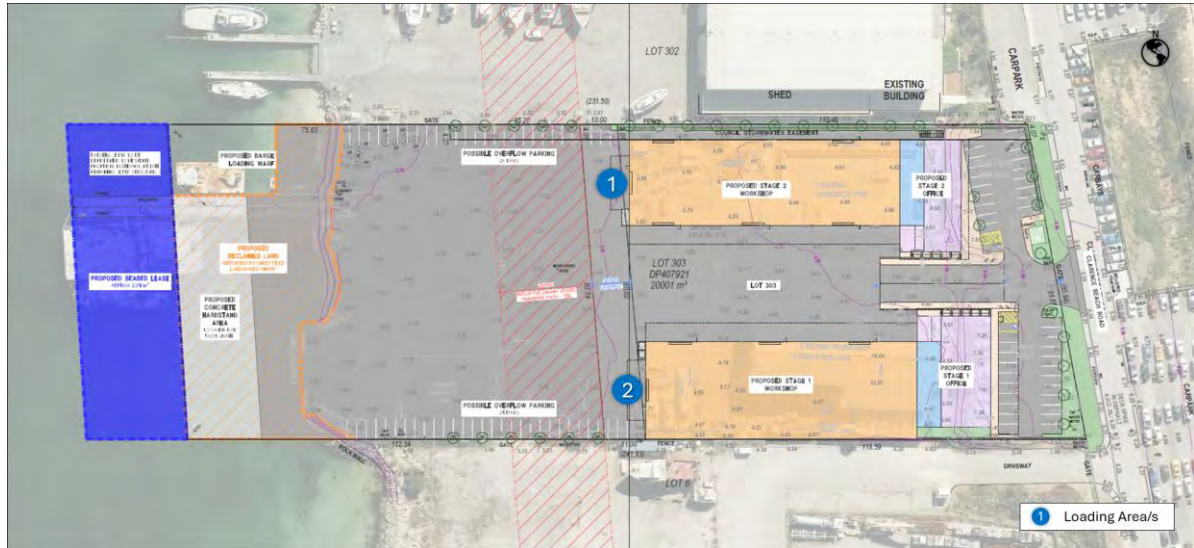
4.1 Access Arrangements

All service and delivery vehicles will utilise the same access point as described in Section 3.1.

4.2 Loading Facilities

All loading and unloading will occur within the area shown in Figure 5.

Figure 5 Loading Facilities



Source: Hindley and Associates Pty Ltd Building Designers

4.3 Swept Path Assessment

A swept path assessment has been conducted to demonstrate that the design vehicles can manoeuvre through the site and access the loading docks for loading and unloading. The swept path analysis considers the following design vehicles:

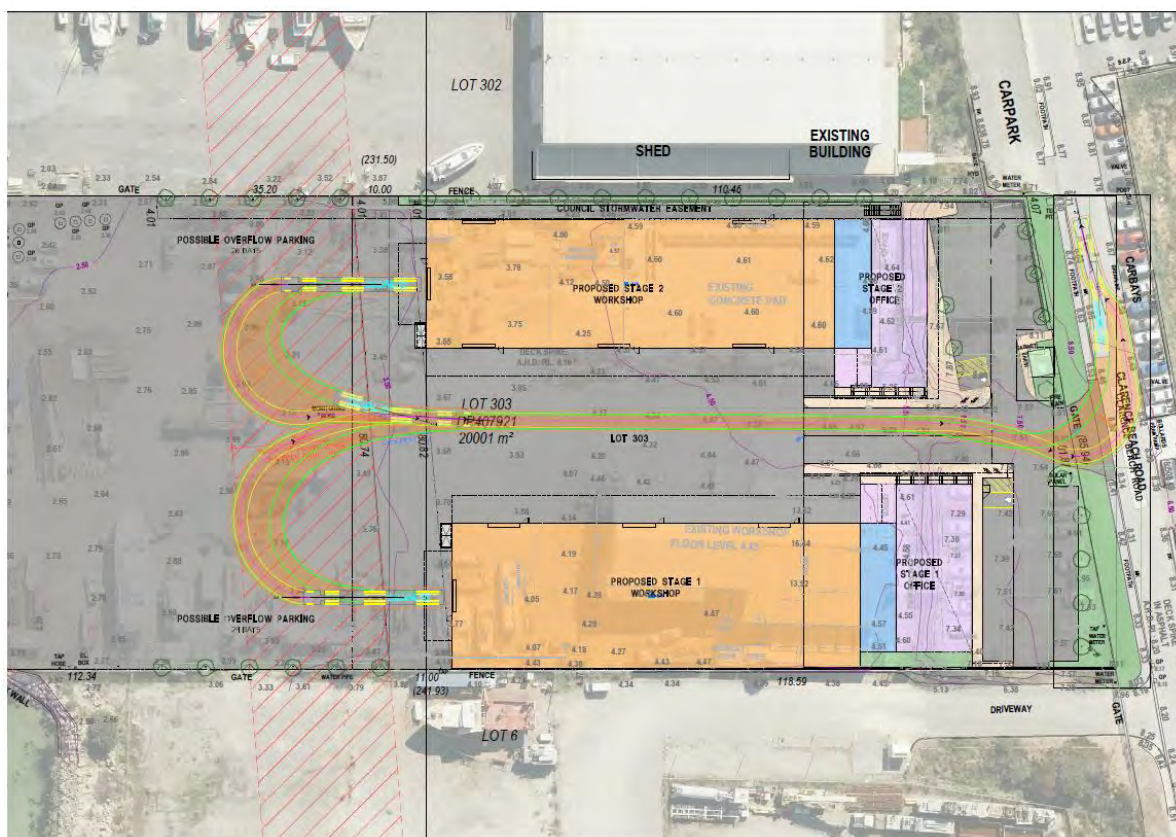
- » B99 Car
- » 25m B-Double Truck

The swept path analysis for the B99 car assumes that a truck is parked in the designated area. Refer to Figure 6 to Figure 8 for illustrations.

This aerial site plan for Lot 303 DP407921 (20001 m²) illustrates the proposed development stages. The plan includes the following key features and labels:

- Proposed Stage 2 Workshop:** A large orange-shaded rectangular area in the upper central portion of the lot.
- Proposed Stage 1 Workshop:** A large orange-shaded rectangular area in the lower central portion of the lot.
- Existing Concrete Pad:** A grey-shaded rectangular area located between the two proposed workshops.
- Proposed Stage 2 Office:** A blue-shaded rectangular area situated to the right of the Stage 2 Workshop.
- Proposed Stage 1 Office:** A blue-shaded rectangular area situated to the right of the Stage 1 Workshop.
- Site Access and Infrastructure:**
 - GATE:** Two gate locations are marked on the western boundary.
 - FENCE:** Boundary fences are indicated along the northern and southern edges.
 - WATER METER:** Two water meter locations are marked on the western boundary.
 - DRIVEWAY:** A driveway is shown on the eastern boundary.
 - CARPARK:** A carpark area is located to the northeast of the site.
 - EXISTING BUILDING:** An existing building is located to the northeast, adjacent to the carpark.
 - SHED:** A shed is located to the north of the lot, adjacent to the existing building.
 - COUNCIL STORMWATER EASEMENT:** A green-shaded area along the northern boundary indicates a council stormwater easement.
- Parking and Overflow Areas:**
 - POSSIBLE OVERFLOW PARKING:** Two areas are identified on the western side of the lot, marked with yellow and green hatching.
 - MONITORING POINT:** A monitoring point is marked on the western boundary.
- Topography and Boundaries:**
 - Lot 303:** The central subject lot.
 - Lot 302:** Located to the north of Lot 303.
 - Lot 6:** Located to the south of Lot 303.
 - Lot 304:** Located to the east of Lot 303.
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 - Lot 400:** Located to the east of Lot 399.

Figure 8 Swept Path – 25m B-Double Out



5 SERVICE VEHICLES (RESIDENTIAL)

5.1 Rubbish Collection and Emergency Vehicle Access

Not applicable, as the Site is not a residential development.

6 HOURS OF OPERATION (NON-RESIDENTIAL ONLY)

The operation hours are from 6:00 AM to 5:00 PM.

7 TRAFFIC VOLUMES AND VEHICLE TYPES

7.1 Daily/Peak Traffic Volumes

The trip generation rates for the development were obtained from the following sources:

- » First Principle (trip generation)
- » Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition ITE code 150 (trip distribution percentages).

To estimate the daily and peak-hour trips, we considered First Principle – information provided by the client regarding typical vehicle usage and fleet composition. Based on these insights, the vehicle types were categorised as follows:

- » Class 1: Small vehicles (e.g., cars, vans) – Averaging 40 trips per day.
- » Class 2-5: Small trucks – Estimated at 5-10 trips per day (average of 7.5 used in calculations).
- » Class 6-9: Large trucks (45ft flat tops, long nose, cab-over) – 5 trips per week, with 80% assigned to this category (resulting in 0.57 to 1 trip per day).
- » Class 10-11: B-doubles – Occasionally present, assumed to be 20% of large trucks, resulting in 0 to 0.14 trips per day.

Summation of all vehicle classes resulted in a total of approximately 48.2 trips per day. This total was distributed between two project stages based on the relative contribution of each stage's development area. Industrial/commercial land uses typically experience peak-hour traffic flows accounting for 20–30% of daily trips. A 25% peak hour factor was applied in both AM and PM periods.

Table 2 shows the trip generation for the proposed land uses, **Table 3** shows the directional distribution and **Table 4** shows the total traffic generated by the proposed development.

Table 2 Trip Generation Rates

| Land Use | Source | Yield | AM Peak | PM Peak | Daily |
|---|---------------------------|--------------------|---------|---------|-------|
| Industrial Estate and Business Park Stage 1 | 1 st Principle | 2650m ² | 7 | 7 | 26 |
| Industrial Estate and Business Park Stage 2 | 1 st Principle | 2325m ² | 6 | 6 | 23 |

Table 3 Trip Distribution

| Land Use | AM Peak | | PM Peak | | Daily | |
|---|---------|-----|---------|-----|-------|-----|
| | IN | OUT | IN | OUT | IN | OUT |
| Industrial Estate and Business Park Stage 1 | 66% | 34% | 24% | 76% | 50% | 50% |
| Industrial Estate and Business Park Stage 2 | 66% | 34% | 24% | 76% | 50% | 50% |

Table 4 Total Trip Generation

| Land Use | AM Peak | | PM Peak | | Daily | |
|---|---------|-----|---------|-----|-------|-----|
| | IN | OUT | IN | OUT | IN | OUT |
| Industrial Estate and Business Park Stage 1 | 5 | 2 | 2 | 5 | 13 | 13 |
| Industrial Estate and Business Park Stage 2 | 4 | 2 | 1 | 5 | 12 | 12 |
| Total | 13 | | 13 | | 49 | |

7.2 Types of Vehicles

The vehicle type percentages were sourced from the information provided by the client and are summarised in Table 5:

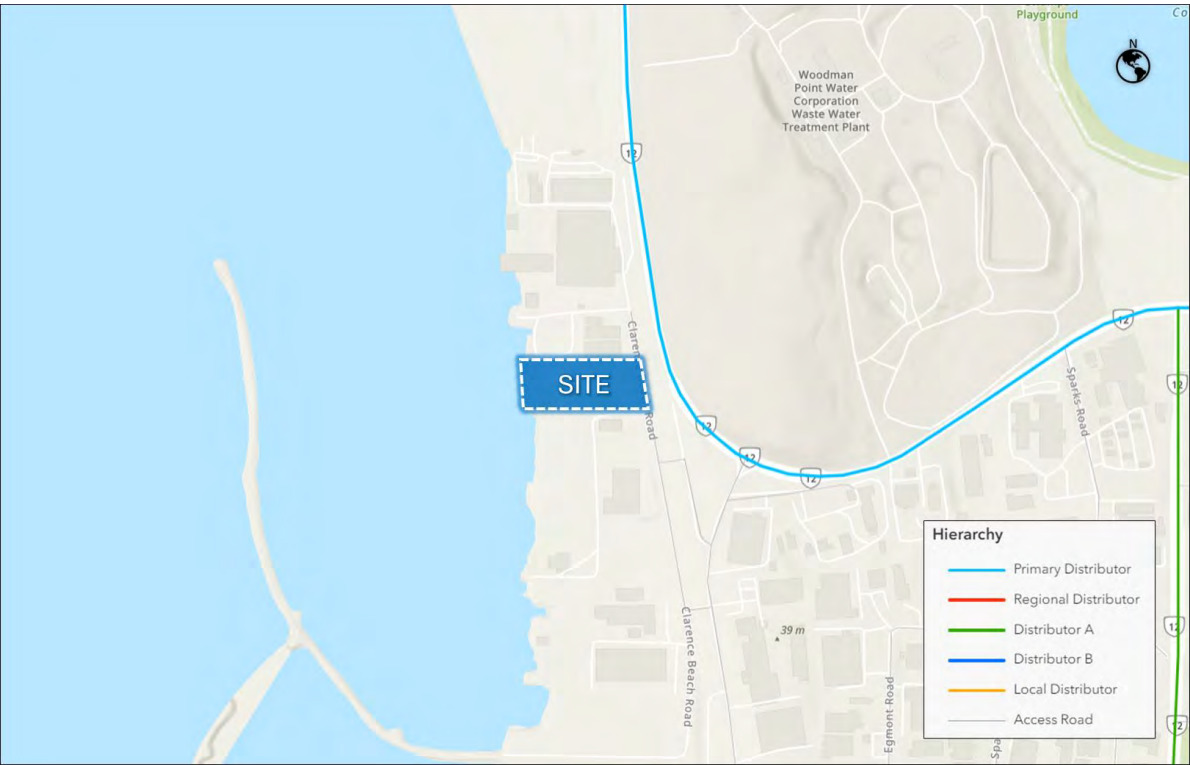
Table 5 Vehicle Type Percentages

| Vehicle Type | Percentage |
|--------------|------------|
| Class 1 | 83% |
| Class 2-5 | 16% |
| Class 6-9 | 1% |
| Class 10-11 | 0% |
| Class 12 | 0% |

8 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

Figure 9 illustrates the surrounding area's road hierarchy, while Table 6 provides a summary of the characteristics of the surrounding road network.

Figure 9 Road Hierarchy



Source: MRWA Road Information Mapping

Table 6 Road Network Classification

| Road Name | Hierarchy | Lanes | Footpaths | Width (m) | Speed Limit (km/h) |
|-------------------|---------------------|-------|-----------|-----------|--------------------|
| Cockburn Rd | Primary Distributor | 2 | - | 7.8 | 70 |
| Quill Wy | Access Road | 2 | - | 7.8 | 60 |
| Clarence Beach Rd | Access Road | 2 | 1 | 7.3 | 50 |

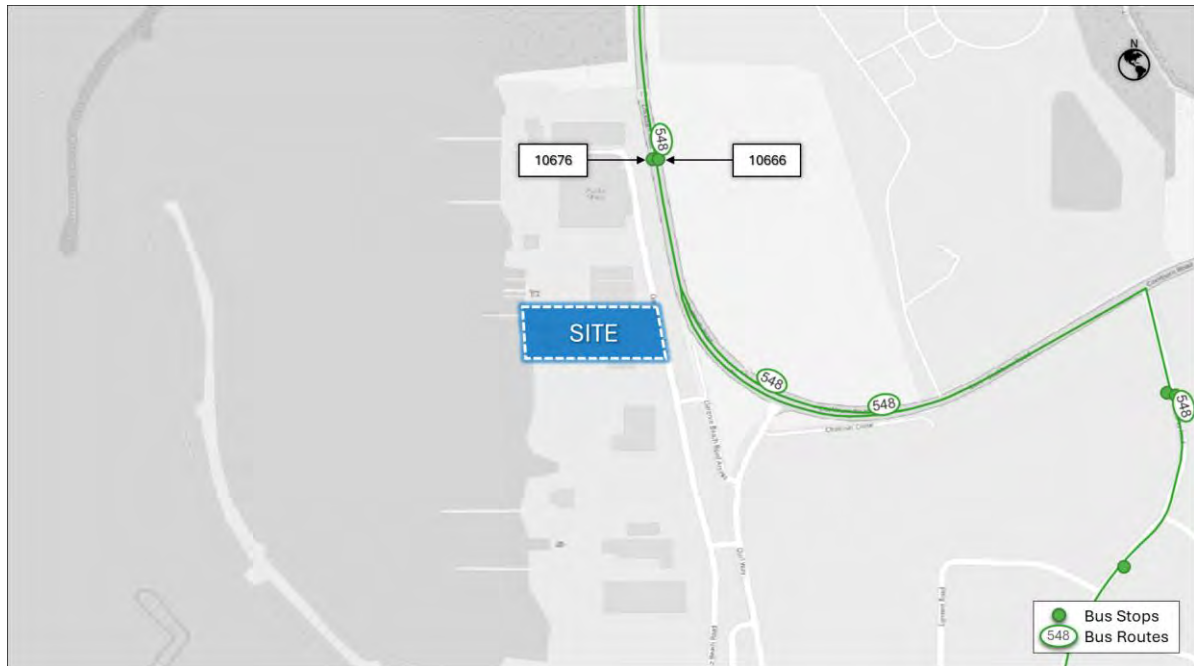
Source: MRWA Road Information Mapping

9 PUBLIC TRANSPORT ACCESS

9.1 Nearest Bus/Train Routes

The nearest bus routes to the Site are shown in Figure 10. Route 548 runs between Fremantle Station and Rockingham Station, traveling via Cockburn Road and Patterson Road.

Figure 10 Bus Routes and Bus Stops



Source: Transperth

9.2 Nearest Bus Stops/Train Stations

The nearest bus stops to the Site are shown in Figure 10 and are described as follows:

- » Stop ID: 10676 – Cockburn Rd After Quill Wy
- » Stop ID: 10666 – Cockburn Rd Before Quill Wy

9.3 Pedestrian/Cycle Links to Bus Stops/Train Stations

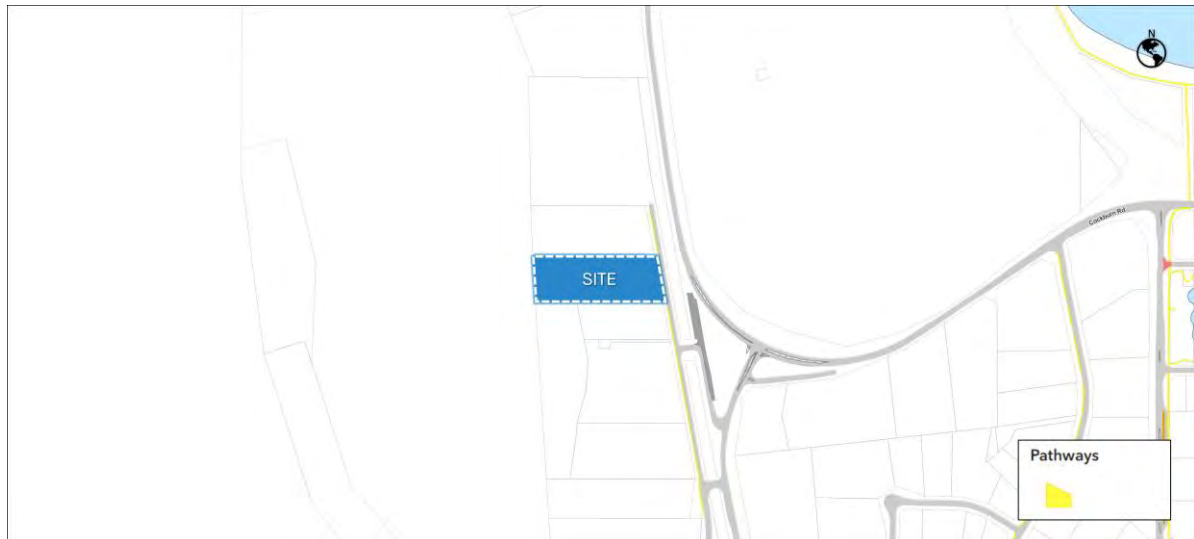
Currently, there is a lack of appropriate pathways in the area surrounding the Site. As a result, connectivity to bus stops and public transportation in general is considered to be poor within the surrounding area. This is typically the case in many industrial areas as private vehicles tend to be the preferred method of transport.

10 CYCLE/PEDESTRIAN ACCESS/FACILITIES

10.1 Existing Cycle/Pedestrian Facilities within the Development and Surroundings

Figure 11 shows the existing pathway in the area surrounding the Site. The pathway is approximately 1.5m wide and extends along Clarence Beach Road from Lot 105 to Lot 53, with a total length of approximately 580m.

Figure 11 Existing Pathway Network



Source: City of Cockburn Maps

10.2 Proposed Cycle/Pedestrian Facilities within the Development and Surroundings

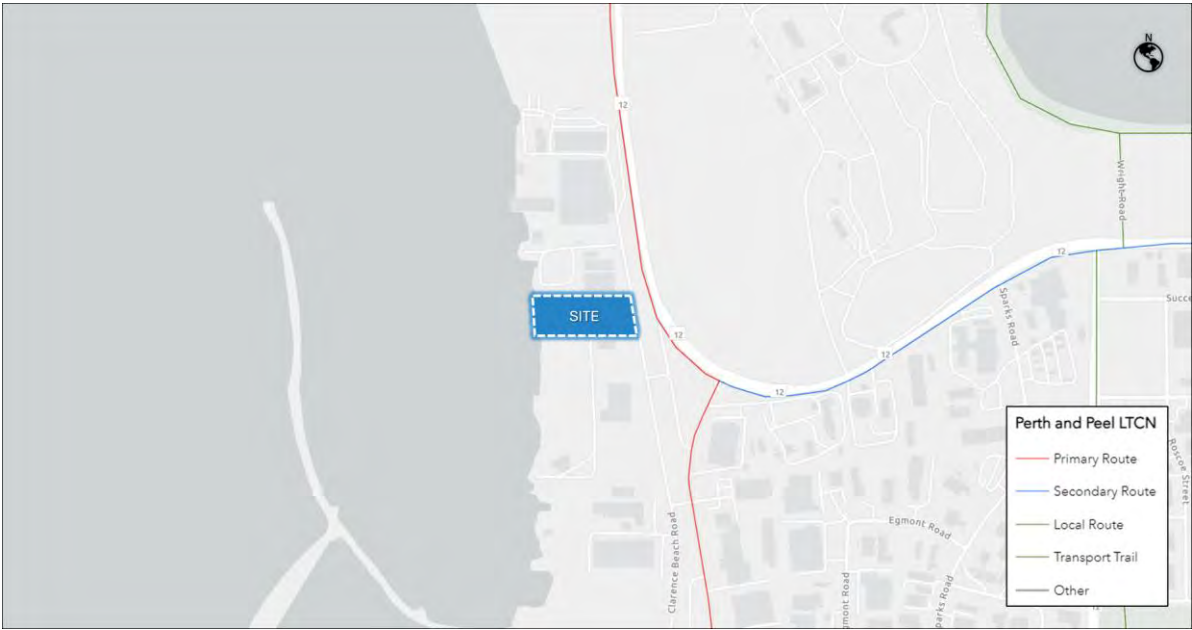
The WA Cycling Network Hierarchy categorises cycling routes based on its function as opposed to its built form. The types of cycling routes are described as follows:

- » Primary routes are high demand corridors connecting major destinations and are the backbone of cycle networks. Primary routes are often located next to major roads and railways.
- » Secondary routes have a moderate level of demand and connect primary routes and major activity centres such as shopping precincts, industrial areas, as well as health, education and sporting facilities.
- » Local routes experience a lower level of demand than primary and secondary routes, and provide access to other routes, local amenities and recreational spaces.

The Long-Term Cycle Network (LTCN) for Perth and Peel designates Cockburn Road west of Quill Way and Quill Way as Primary Routes, while Cockburn Road east of Quill Way is designated as a Secondary Route.

The LTCN for the immediate surrounds of the Site is shown in Figure 12.

Figure 12 Long Term Cycle Network



Source: Department of Transport Long Term Cycle Network for Perth and Peel

11 SITE SPECIFIC ISSUES

No site-specific issues have been identified.

12 SAFETY ISSUES

12.1 Issues/Remedial Measures

Crash data was extracted from Main Roads Crash Map application for the period between 1st January 2019 to 31st December 2023. The search covered the following roads:

- » H025 Cockburn Road (SLK 7.4 to SLK 7.9)
- » 1030931 Clarence Beach Road (SLK 0 to SLK 0.53)
- » 103Z069 Clarence Beach Road (SLK 0 to SLK 0.45)
- » 1031495 Clarence Beach Road Access (SLK 0 to SLK 0.21)
- » 1039000 Clarence Beach Road Access Sth (SLK 0 to SLK 0.045)
- » 103Z028 Old Cockburn Road (SLK 0 to SLK 0.1)

The crash locations and severities are shown visually in

Figure 13, while detailed summaries are provided in Table 7 to Table 10.

Table 7 H025 Cockburn Road Midblock Crashes

| Type of Crash (RUM Code) | Fatal | Hospital | Medical | Major Property Damage | Minor Property Damage | Total Crashes |
|--------------------------|-------|----------|---------|-----------------------|-----------------------|---------------|
| Hit Object | - | 1 | - | - | - | 1 |
| Total | - | 1 | - | - | - | 1 |

Table 8 1031495 Clarence Beach Road Access Midblock Crashes

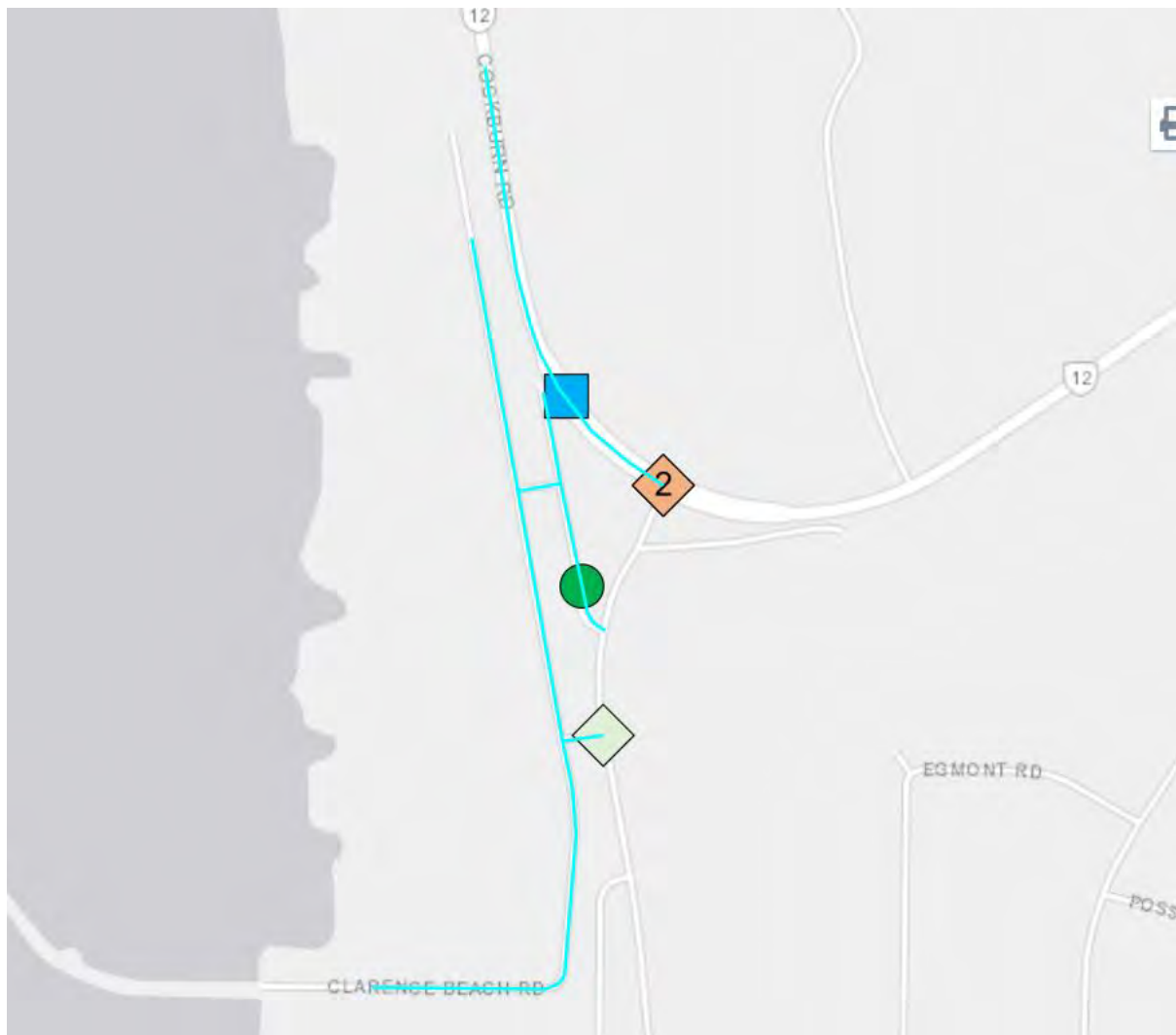
| Type of Crash (RUM Code) | Fatal | Hospital | Medical | Major Property Damage | Minor Property Damage | Total Crashes |
|--------------------------|-------|----------|---------|-----------------------|-----------------------|---------------|
| Sideswipe Same Direction | - | - | 1 | - | - | 1 |
| Total | - | - | 1 | - | - | 1 |

Table 9 Cockburn Road/Quill Way Intersection Crashes

| Type of Crash (RUM Code) | Fatal | Hospital | Medical | Major Property Damage | Minor Property Damage | Total Crashes |
|--------------------------|-------|----------|---------|-----------------------|-----------------------|---------------|
| Right Angle | - | - | - | 1 | 1 | 2 |
| Total | - | - | - | 1 | 1 | 2 |

Table 10 Quill Way/Clarence Beach Road Access (Sth) Intersection Crashes

| Type of Crash (RUM Code) | Fatal | Hospital | Medical | Major Property Damage | Minor Property Damage | Total Crashes |
|--------------------------|-------|----------|---------|-----------------------|-----------------------|---------------|
| Rear End | - | - | - | - | 1 | 1 |
| Total | - | - | - | - | 1 | 1 |

Figure 13 Crash Locations

Overall, the number of crashes that occurred within the surrounding area appears to be low for the last five years. Impact on road safety due to the development is likely to be negligible.

13 CONCLUSION

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

The following conclusions can be drawn from this Traffic Impact Statement (TIS):

- » The proposed development at Lot 303 (95) Clarence Beach Road, Henderson, involves the construction of a workshop and two-storey office in two stages.
- » The site, currently occupied by Bhagwan Marine, is located in an industrial area and is classified under the 'Strategic Industry' zoning designation.
- » The development will generate manageable traffic volumes, with a total of 13 vehicles during the AM peak, 13 vehicles during the PM peak, and 49 vehicles daily.
- » Access to the site is provided via Clarence Beach Road, which will also serve service and delivery vehicles.
- » Parking provisions include 98 car parking bays and 4 bicycle rails.
- » Public transportation options are limited, and there is a lack of sufficient pedestrian and cycling infrastructure in the surrounding area, which impacts connectivity to bus stops and other public transport links.
- » Due to the low number of crashes that occurred within the last 5 years, it is envisaged that the development would have a negligible impact on road safety in the area.

Overall, while the proposed development aligns with traffic and transport guidelines, enhancing the pedestrian and cycling infrastructure in the area is recommended to support better connectivity and ensure a safer environment for all users.



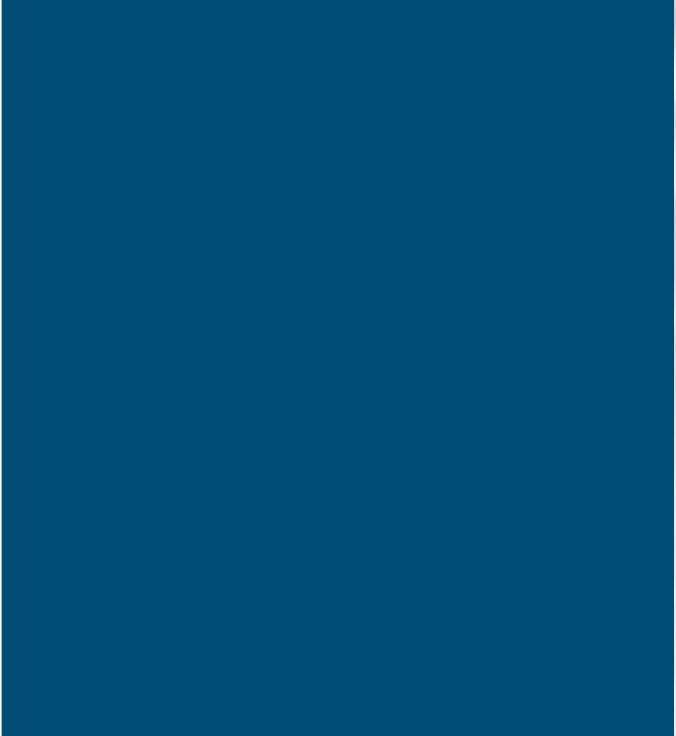
Appendix A

WAPC CHECKLIST INDIVIDUAL DEVELOPMENTS - TRANSPORT IMPACT STATEMENT



APPENDIX A

| Item | Status | Comments/Proposal |
|--|-------------------|-------------------|
| Proposed development | Section 2 | |
| existing land uses | Section 2.1 | |
| proposed land use | Section 2.2 | |
| context with surrounds | Section 2.3 | |
| Vehicular access and parking | Section 3 | |
| access arrangements | Section 3.1 | |
| public, private, disabled parking set down/pick up | Section 3.2 | |
| Service vehicles (non-residential only) | Section 4 | |
| access arrangements | Section 4.1 | |
| on/off-site loading facilities | Section 4.2 | |
| Service vehicles (residential) | Section 5 | |
| rubbish collection and emergency vehicle access | Section 5.1 | |
| Hours of operation (non-residential only) | Section 6 | |
| Traffic volumes | Section 7 | |
| daily or peak traffic volumes | Section 7.1 | |
| type of vehicles (eg cars, trucks) | Section 7.2 | |
| Traffic management on frontage streets | Section 8 | |
| Public transport access | Section 9 | |
| nearest bus/train routes | Section 9.1 | |
| nearest bus stops/train stations | Section 9.2 | |
| pedestrian/cycle links to bus stops/ train station | Section 9.3 | |
| Pedestrian access/facilities | Section 10 | |
| existing pedestrian facilities within the development (if any) | Section 10.1 | |
| proposed pedestrian facilities within development | Section 10.2 | |
| existing pedestrian facilities on surrounding roads | Section 10.1 | |
| proposals to improve pedestrian access | Section 10.2 | |
| Cycle access/facilities | Section 10 | |
| existing cycle facilities within the development (if any) | Section 10.1 | |
| proposed cycle facilities within development | Section 10.2 | |
| existing cycle facilities on surrounding roads | Section 10.1 | |
| proposals to improve cycle access | Section 10.2 | |
| Site specific issues | Section 11 | |
| Safety issues | Section 12 | |
| identify issues | Section 12.1 | |
| remedial measures | Section 12.1 | |



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Attachment 5

BMP



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Bushfire Management Plan

Development Application: Lot 303 (#95)
Clarence Beach Road, Henderson

Western Environmental Pty Ltd

(08) 6162 8980

PO Box 437, Leederville, WA 6903

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westenv.com.au



Bushfire Management Plan

Development Application: Lot 303 (#95)
Clarence Beach Road, Henderson

Report No:

A24.151-RPT-BMP_A.0_DRAFT

Issue Date:

5-Sep-2024

Status

FINAL

Prepared for:

Property Marine Pty Ltd

Prepared by

Western Environmental Approvals Pty Ltd




Unit 5, 162 Colin Street

West Perth WA 6005

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Internal Review

| Author | Reviewed by | Approved by |
|---|---|---|
|  |  |  |
| Dylan Wray Associate Bushfire Consultant Level 2 Accredited BPAD Practitioner - 44656 | Daniel Panickar Senior Principal Level 3 Accredited BPAD Practitioner - 37802 | Daniel Panickar Senior Principal Level 3 Accredited BPAD Practitioner - 37802 |
| 3-Sep-2024 | 3-Sep-2024 | 5-Sep-2024 |

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Bushfire Protection

The bushfire management measures and risk treatments proposed in this document do not guarantee that buildings or infrastructure will not be damaged in a bushfire, nor that there will be no injuries or fatalities either on the site or offsite while evacuating. Primarily, this is due to the unpredictable nature and behaviour of fire and fire weather conditions. In addition, implementation of the required bushfire management measures (including construction standards, maintenance etc.) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of landowners and/or operators over which WEPL has no control.

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- Appendix A: Classified vegetation photos
- Appendix B: Vehicular access technical requirements (WAPC, 2021)

1. Introduction

1.1 Proposal Details

Taylor Burrell Barnett, on behalf of Property Marine Pty Ltd, is seeking to progress a development application (DA) for Lot 303 (No. 95) Clarence Beach Road, Henderson (hereafter referred to as the subject site; Figure 1). The proposed DA will result in an intensification of land use and involves the development of two workshops, offices and associated infrastructure (Figure 2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES 2021; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; WAPC, 2015) and reporting to accompany submission of the DA in accordance with the associated *Guidelines for Planning in Bushfire Prone Areas v 1.4* (the Guidelines; WAPC, 2021).

Western Environmental Approvals Pty Ltd (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the DA. This BMP has been prepared by Associate Bushfire Consultant Dylan Wray and Senior Principal Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802).

1.1.1 Site context

The subject site is located within the City of Cockburn and is zoned Strategic Industry under Local Planning Scheme No. 3 and Industrial under the Metropolitan Region Scheme. The subject site has historically been used for industrial purposes associated with the ship building industry and is clear of vegetation. The subject site is bound by:

- Industrial development to the north;
- Clarence Beach Road to the east;
- Industrial development to the south; and
- Cockburn Sound to the west.

1.2 Purpose and Application of the BMP

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the DA for the subject site.

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

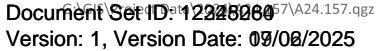


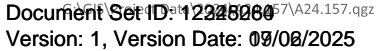
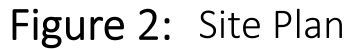
1.3 Environmental Considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

No revegetation is proposed within the subject site and landscaping will be maintained in a low-threat state.

WEPL is not aware of any outstanding environmental approvals required for development to proceed.





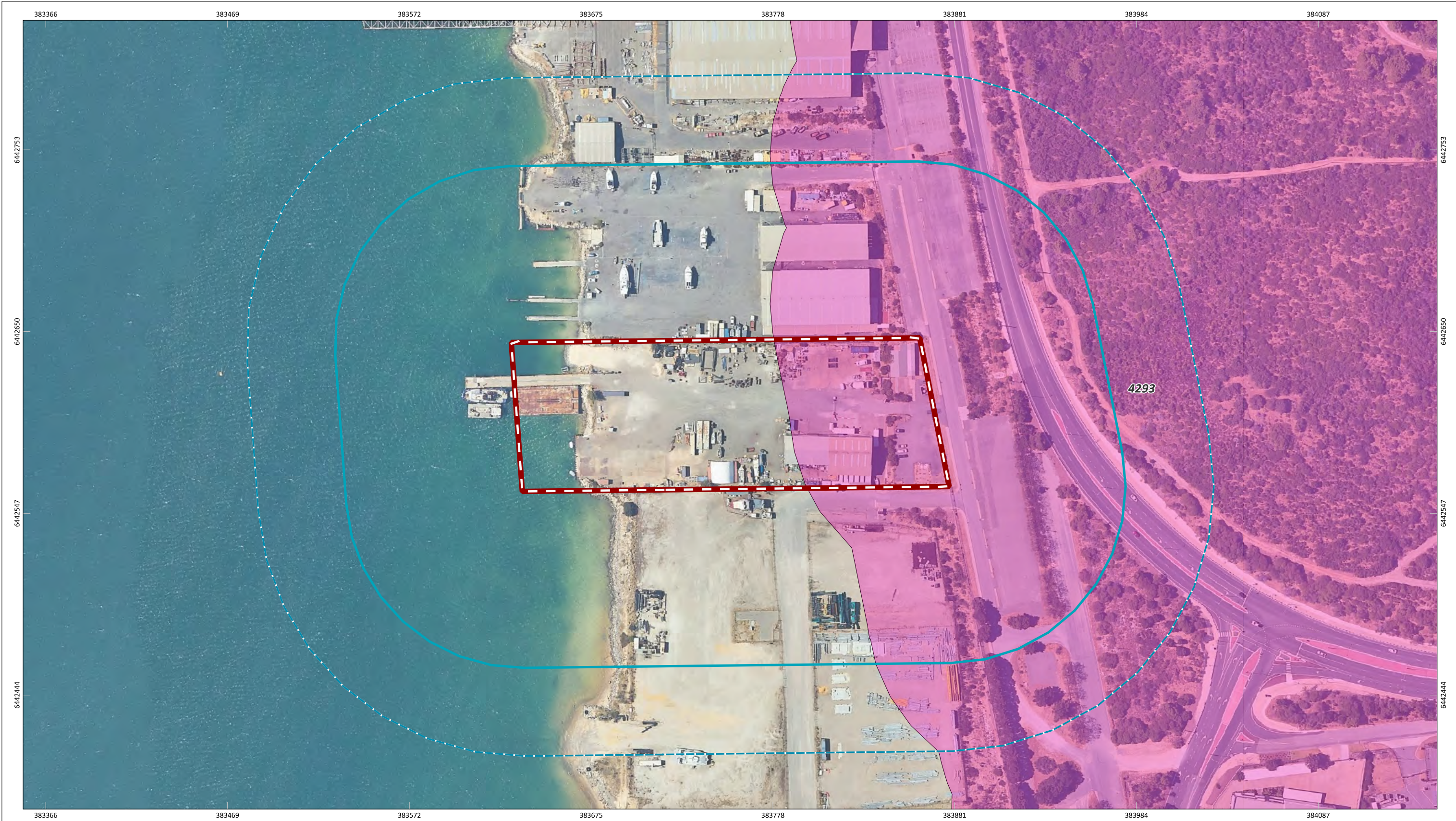


Figure 3: Bushfire Prone Areas

N

0

30

60

90

120 m

SCALE

1:2,058

SHEET SIZE

A3 COLOUR

COORDINATE REFERENCE SYSTEM

GDA2020 / MGA zone 50

DATA SOURCE

LANDGATE AERIAL IMAGERY Summer 2023

PROJECT/REPORT NAME

Bushfire Management Plan
Lot 303 (#95) Clarence Beach Road, Henderson

CLIENT

Property Marine Pty Ltd

PROJECT NUMBER

A24.157

VERSION

0

DRAWN BY / REVIEWED BY

JP/DW

DATE

3/9/2024

Legend

Subject Site

Buffer 100m

Buffer 150m

Bush Fire Prone Areas 2021 (OBRM-019)

| No | Description | Drawn | Approved | Date |
|----|----------------|-------|----------|----------|
| A | Original Issue | JP | DW | 3/9/2024 |
| | | | | |
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NOTES:
Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

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western.com.au



2. Bushfire Assessment Results

2.1 Bushfire Assessment Inputs

A bushfire assessment has been undertaken for the proposed development in accordance with the Guidelines. Inputs to this assessment are detailed below.

2.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

2.1.2 Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 19/07/2024 in accordance with the Guidelines and AS 3959: 2018.

The classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1 and Figure 4.

Table 1: Classified Vegetation as per AS 3959: 2018

| Plot | Vegetation classification | Effective slope |
|------|-------------------------------------|--|
| 1 | Class D Scrub | All upslopes and flat land (0 degrees) |
| 2 | Excluded - clause 2.2.3.2 (e) & (f) | - |

Photographs relating to each area and vegetation type are included in Appendix A.



Figure 4: Vegetation Classification

| | | | | |
|---|----------------|---|-----------------------------------|----------|
| <div><div><div></div><div>N</div></div><div><div>0306090120 m</div><div></div></div></div> | | PROJECT/REPORT NAME Bushfire Management Plan Lot 303 (#95) Clarence Beach Road, Henderson | | |
| SCALE 1:2,058 | | SHEET SIZE A3 COLOUR | CLIENT Property Marine Pty Ltd | |
| COORDINATE REFERENCE SYSTEM GDA2020 / MGA zone 50 | | PROJECT NUMBER A24.157 | VERSION 0 | |
| DATA SOURCE LANDGATE AERIAL IMAGERY Summer 2023 | | DRAWN BY / REVIEWED BY JP/DW | DATE 3/9/2024 | |
| <div><div>Legend</div><div><div><div></div> Subject Site</div><div><div></div> Buffer 100m</div><div><div></div> Buffer 150m</div><div><div></div> Photos</div></div><div><div>2m Contours (DPIRD-072)</div><div><div></div> 5m</div><div><div></div> Each 2m</div></div><div><div>VegetationBushfire150</div><div><div></div> Class D - Scrub</div><div><div></div> Excluded AS 3959: 2018 2.2.3.2</div></div></div> | | | | |
| No | Description | Drawn | Approved | Date |
| A | Original Issue | .JP | DW | 3/9/2024 |
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| NOTES: Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number. | | | | |
| <div><div><div></div></div><div>WESTERN ENVIRONMENTAL</div><div><div>Western Environmental Pty Ltd</div><div>08 6244 2310 enquiries@westernv.com.au</div><div>Level 3/25 Prowse St, West Perth WA 6005</div><div>westernv.com.au</div></div></div> | | | | |



2.2 Bushfire Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 2.1.

2.2.1 BAL Assessment

All land located within 100 m of the classified vegetation depicted in Figure 4 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959: 2018.

A Method 1 BAL assessment (as outlined in AS 3959: 2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating.
- Vegetation class.
- Slope under classified vegetation.
- Distance between proposed development and the classified vegetation.

Based on the identified BAL, construction requirements for relevant buildings/structures can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

2.2.2 Method 1 BAL Assessment

Table 2 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development in accordance with AS 3959: 2018 methodology.

Post-development, all proposed buildings will be subject to BAL ratings of \leq BAL-12.5.

Table 2: Method 1 BAL Calculation (BAL Contours)

| Plot | Vegetation classification | Effective slope | Separation distances required (m) | | | | |
|------|-------------------------------------|--|--|----------|----------|----------|-----------|
| | | | BAL-FZ | BAL-40 | BAL-29 | BAL-19 | BAL-12.5 |
| 1 | Class D Scrub | All upslopes and flat land (0 degrees) | <10 | 10 - <13 | 13 - <19 | 19 - <27 | 27 - <100 |
| 2 | Excluded - clause 2.2.3.2 (e) & (f) | - | No separation distances required - BAL-LOW | | | | |

Based on the site assessment inputs and BAL assessment, all proposed buildings are exposed to BAL ratings \leq BAL-12.5. A summary of the BAL ratings for these assets within the subject site is provided in Table 3.



Table 3: BAL Ratings for Buildings within the Subject Site

| Proposed Building/Asset | Plot Most Affecting BAL Rating | Separation Distance | BAL Rating |
|------------------------------|--------------------------------|---------------------|------------|
| Warehouse / Office (Stage 1) | Plot 1 | 37 m | BAL-12.5 |
| Warehouse / Office (Stage 2) | Plot 1 | 38 m | BAL-12.5 |

2.3 Identification of Issues Arising from the BAL Assessment

Post-development, all proposed buildings will be subject to BAL ratings of ≤BAL-12.5.

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.



Figure 5: Bushfire Attack Level (BAL) contours

| <div><div><div></div><div>N</div></div><div><div>0306090120 m</div></div></div> | | PROJECT/REPORT NAME Bushfire Management Plan Lot 303 (#95) Clarence Beach Road, Henderson | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------|--|------------------|----------|-------------|-------|----------|------|---|----------------|----|----|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|
| SCALE 1:2,058 | | SHEET SIZE A3 COLOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CLIENT Property Marine Pty Ltd | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COORDINATE REFERENCE SYSTEM GDA2020 / MGA zone 50 | | PROJECT NUMBER A24.157 | VERSION 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DATA SOURCE LANDGATE AERIAL IMAGERY Summer 2023 | | DRAWN BY / REVIEWED BY JP/DW | DATE 3/9/2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <div>Legend</div> <div><div><div></div><div>Subject Site</div></div><div><div></div><div>Buffer 100m</div></div><div><div></div><div>Buffer 150m</div></div><div><div></div><div>Bushfire hazard Interface</div></div><div><div></div><div>Subject building</div></div></div> <div><div>Bushfire Attack Level (BAL)</div><div><div></div><div>BAL-FZ</div></div><div><div></div><div>BAL-40</div></div><div><div></div><div>BAL-29</div></div><div><div></div><div>BAL-19</div></div><div><div></div><div>BAL-12.5</div></div><div><div></div><div>BAL-LOW</div></div></div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table><tr><th>No</th><th>Description</th><th>Drawn</th><th>Approved</th><th>Date</th></tr><tr><td>A</td><td>Original Issue</td><td>JP</td><td>DW</td><td>3/9/2024</td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="5">NOTES: Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.</td></tr></table> | | No | Description | Drawn | Approved | Date | A | Original Issue | JP | DW | 3/9/2024 | | | | | | | | | | | | | | | | | | | | | | | | | | NOTES: Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number. | | | | |
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| NOTES: Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <div><div><div></div><div>WESTERN ENVIRONMENTAL</div></div><div><div>Western Environmental Pty Ltd</div><div>08 6244 2310 enquiries@western.com.au</div><div>Level 3/25 Prowse St, West Perth WA 6005</div><div>western.com.au</div></div></div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



3. Assessment Against the Bushfire Protection Criteria

3.1 Compliance

The proposed development is required to comply with policy measures 6.2 and 6.5 of SPP 3.7 and the Guidelines.

Table 4 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Performance Solutions (PS) have been proposed for this development. These management measures are depicted in Figure 6 where relevant.

Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

Table 4: Assessment Against the Bushfire Protection Criteria

| Bushfire Protection Criteria | AS | PS | N/A |
|---|--------------------------|--------------------------|--------------------------|
| Element 1: Location | | | |
| A1.1 Development location | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| Post-development, all proposed buildings will be subject to BAL ratings of ≤BAL-12.5 (Figure 5, Figure 6). The proposed development is considered to be compliant with A1.1. | | | |
| Element 2: Siting and design of development | | | |
| A2.1 Asset Protection Zone (APZ) | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| An APZ is not required given the proposed buildings are subject to BAL ratings of ≤BAL-29 in the pre-development state (Figure 5, Figure 6). | | | |
| Element 3: Vehicular access | | | |
| A3.1 Public roads | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| The subject site is accessed via existing public roads. The Guidelines do not prescribe values for the trafficable (carriageway/pavement) width of public roads as they should be in accordance with the class of road as specified in the IPWEA Subdivision Guidelines, Liveable Neighbourhoods, Austroad Standards and/or any applicable standard in the local government area. WEPL's assessment, however, has identified that the roads surrounding the development are bitumen with estimated width of the sealed surface achieving a minimum width of 6 m and therefore consider the existing road network would provide suitable access and egress for the community and emergency services personnel in the event of a bushfire. Vehicular access technical requirements in accordance with the Guidelines are detailed in Appendix B. The proposed development is considered to be compliant with A3.1. | | | |
| A3.2a Multiple access routes | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| The subject site is accessed via Clarence Beach Road, a no-through road which terminates approximately 150m north of the subject site. While the proposed development is accessed via a no-through road, the subject site is located within 200m of an intersection which provides access in multiple directions to multiple suitable destinations via the public road network (Figure 6). Refer to A3.1 above for details regarding vehicular access technical requirements for public roads. The proposed development is considered to be compliant with A3.2a. | | | |



| Bushfire Protection Criteria | AS | PS | N/A |
|---|--------------------------|--------------------------|--------------------------|
| A3.2b Emergency access way | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| No emergency access ways are required or proposed as part of this development. | | | |
| A3.3 Through-roads | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development applications. | | | |
| A3.4a Perimeter roads | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development applications. | | | |
| A3.4b Fire service access route | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development applications. | | | |
| A3.5 Battle-axe access legs | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| Not Applicable - This Acceptable Solution does not apply to development applications. | | | |
| A3.6 Private driveways | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| The internal access roads will meet the vehicle access technical requirements of the Guidelines (Appendix B), including minimum trafficable width of 6m constructed of asphalt. The internal access arrangements enable light vehicles and fire appliance vehicles to effectively access and egress the subject site in a bushfire emergency. The proposed development is considered to be compliant with A3.6. | | | |
| Element 4: Water | ✓ | <input type="checkbox"/> | <input type="checkbox"/> |
| A4.2 Provision of water for firefighting purposes | | | |
| Existing reticulated water is present within the area and the subject site will be connected to this water supply. The nearest existing hydrants are located on Clarence Beach Road (Figure 6). WEPL assumes the surrounding network of hydrants meet Water Corporation specifications given they are established and within the Perth metropolitan area. The proposed development is considered to be compliant with A4.2. | | | |
| Element 5: Vulnerable tourism land uses | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| This development is not considered vulnerable tourism land use. Element 5 is not applicable to this proposed development. | | | |

Note: AS - Acceptable solution, PS - Performance solution, N/A - Not applicable.

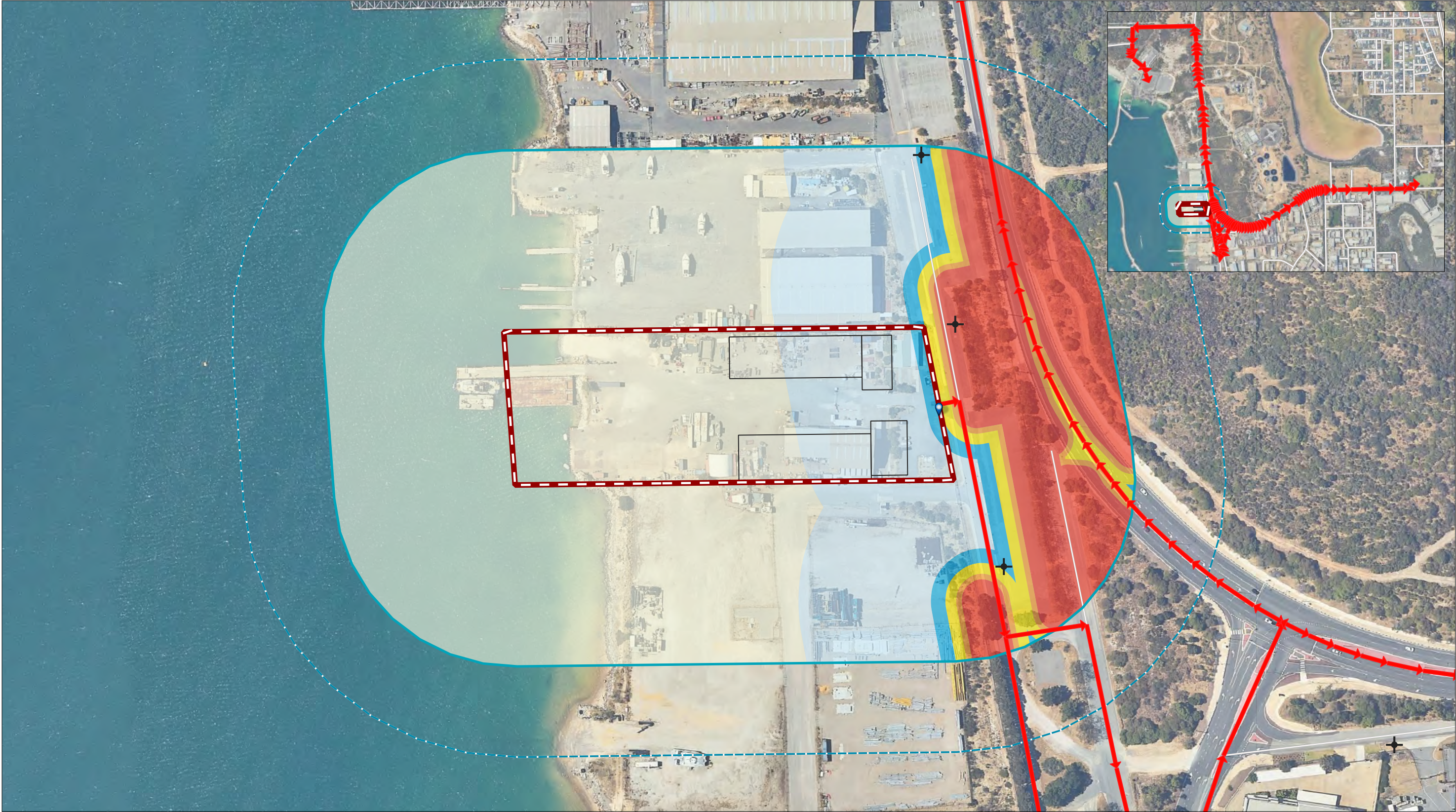


Figure 6: Spatial representation of the bushfire management strategies

N

0

30

60

90

120 m

SCALE

1:2,058

SHEET SIZE

A3 COLOUR

COORDINATE REFERENCE SYSTEM

GDA2020 / MGA zone 50

DATA SOURCE

LANDGATE AERIAL IMAGERY Summer 2023

PROJECT/REPORT NAME

Bushfire Management Plan
Lot 303 (#95) Clarence Beach Road, Henderson

CLIENT

Property Marine Pty Ltd

PROJECT NUMBER

A24.157

VERSION

0

DRAWN BY / REVIEWED BY

JP/DW

DATE

3/9/2024

Legend

Subject Site

Buffer 100m

Buffer 150m

Subject building

Access / egress route

Access point

Water Hydrant (WCORP-070)

Bushfire Attack Level (BAL)

BAL-FZ

BAL-40

BAL-29

BAL-19

BAL-12.5

BAL-LOW

| No | Description | Drawn | Approved | Date |
|----|----------------|-------|----------|----------|
| A | Original Issue | JP | DW | 3/9/2024 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

NOTES:

Cadastral boundary from LANDGATE 2022. Label corresponds to the vegetation association number.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd

08 6244 2310 | enquiries@western.com.au

Level 3/25 Prowse St, West Perth WA 6005

western.com.au

Document Set ID: 12225266
Version: 1, Version Date: 09/08/2025

Print Date: 9 June 2025, 1:00 PM

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4. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 3 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 5 provides a works program detailing these measures, timing of implementation and responsibility.

Table 5: Proposed Works Program

| No. | Bushfire management measure |
|---|--|
| Developer responsibilities - Prior to occupancy | |
| 1 | Construct internal access ways to the vehicle technical requirements in accordance with the Guidelines (Appendix B). |
| 2 | Ensure all on-site landscaping is low threat in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018. |



5. Conclusion

In the professional opinion of the author, the proposed development satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.



6. References

Department of Fire and Emergency Services (DFES). (2021). *Map of Bush Fire Prone Areas*. Retrieved on 19/08/2024 from:

<http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx>.

Standards Australia (SA). (2018). *Construction of buildings in bushfire-prone areas* (AS 3959: 2018).

Western Australian Planning Commission (WAPC). (2015). *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2021). *Guidelines for Planning in Bushfire Prone Areas Version 1.4 (including appendices)*. Government of Western Australia.



Appendix A:

Classified vegetation photos






| Plot 1 | Class D Scrub |
|---|---------------|
| <p>Photo 1</p> <p>This plot is dominated by shrubs and small trees reaching up to 6 m in height. The vegetation structure is closed with an overstorey canopy cover exceeding 30%. The slope under this vegetation was assessed to be upslope/flat land.</p> | |
| Plot 1 | Class D Scrub |
| <p>Photo 2</p> <p>This plot is dominated by shrubs and small trees reaching up to 6 m in height. The vegetation structure is closed with an overstorey canopy cover exceeding 30%. The slope under this vegetation was assessed to be upslope/flat land.</p> | |
| Plot 1 | Class D Scrub |
| <p>Photo 3</p> <p>This plot is dominated by shrubs and small trees reaching up to 6 m in height. The vegetation structure is closed with an overstorey canopy cover exceeding 30%. The slope under this vegetation was assessed to be upslope/flat land.</p> | |




| Plot 1 | Class D Scrub |
|---|--|
| <p>Photo 4</p> <p>This plot is dominated by shrubs and small trees reaching up to 6 m in height. The vegetation structure is closed with an overstorey canopy cover exceeding 30%. The slope under this vegetation was assessed to be upslope/flat land.</p> | <div><div>23 Aug 2024 2:25:26 pm 32.1466S 115.7693E ±3.00m 86° E</div></div> |
| Plot 1 | Class D Scrub |
| <p>Photo 5</p> <p>This plot is dominated by shrubs and small trees reaching up to 6 m in height. The vegetation structure is closed with an overstorey canopy cover exceeding 30%. The slope under this vegetation was assessed to be upslope/flat land.</p> | <div><div>23 Aug 2024 2:34:35 pm 32.1464S 115.7685E ±2.00m 144° SE</div></div> |
| Plot 1 | Class D Scrub |
| <p>Photo 6</p> <p>This plot is dominated by shrubs and small trees reaching up to 6 m in height. The vegetation structure is closed with an overstorey canopy cover exceeding 30%. The slope under this vegetation was assessed to be upslope/flat land.</p> | <div><div>23 Aug 2024 2:17:44 pm 32.1482S 115.7693E ±2.00m 239° SW</div></div> |



| Plot 2 | Excluded - clause 2.2.3.2 (e) & (f) |
|---|--|
| <p>Photo 7</p> <p>Public roads and parking lots comprising of cleared areas and managed grassland.</p> | <p>23 Aug 2024 2:17:57 pm 32.1481S 115.7692E ±3.00m 327° NW</p>  <p>A wide-angle photograph of a large, mostly empty gravel parking lot. A single yellow car is parked in the middle distance. In the background, there are several large industrial or warehouse buildings under a cloudy sky. A compass rose in the bottom left corner indicates a bearing of 327° NW.</p> |
| Plot 2 | Excluded - clause 2.2.3.2 (e) & (f) |
| <p>Photo 8</p> <p>Public roads and parking lots comprising of cleared areas and managed grassland.</p> | <p>23 Aug 2024 2:32:56 pm 32.1464S 115.7688E ±3.00m 343° N</p>  <p>A photograph of a gravel parking lot with several cars parked. A silver SUV is prominent in the foreground on the right. In the background, there are industrial buildings and trees. A compass rose in the bottom left corner indicates a bearing of 343° N.</p> |
| Plot 2 | Excluded - clause 2.2.3.2 (e) & (f) |
| <p>Photo 9</p> <p>Public roads and parking lots comprising of cleared areas and managed grassland.</p> | <p>23 Aug 2024 2:34:38 pm 32.1464S 115.7685E ±3.00m 159° S</p>  <p>A photograph of a paved road with a concrete curb on the right side. The road is flanked by grassy areas and some trees. In the background, there are industrial buildings and a clear sky. A compass rose in the bottom left corner indicates a bearing of 159° S.</p> |



| Plot 2 | Excluded - clause 2.2.3.2 (e) |
|--|--|
| <p>Photo 10</p> <p>Surrounding industrial lots containing buildings, driveways and other cleared areas.</p> | <div><div>23 Aug 2024 2:38:38 pm 32.14769 115.7688E ±6.00m 269° W</div><div><div>S</div><div>N</div></div></div> |



Appendix B:

Vehicular access technical requirements (WAPC, 2021)



| Technical requirements | Public road | Emergency access way ¹ | Fire service access route ¹ | Battle-axe and private driveways ² |
|--|---|-----------------------------------|--|---|
| Minimum trafficable surface (m) | In accordance with A3.1 | 6 | 6 | 4 |
| Minimum horizontal clearance (m) | N/A | 6 | 6 | 6 |
| Minimum vertical clearance (m) | 4.5 | | | |
| Minimum weight capacity (t) | 15 | | | |
| Maximum grade unsealed road ³ | As outlined in the IPWEA Subdivision Guidelines | 1:10 (10%) | | |
| Maximum grade sealed road ³ | As outlined in the IPWEA Subdivision Guidelines | 1:7 (14.3%) | | |
| Maximum average grade sealed road | As outlined in the IPWEA Subdivision Guidelines | 1:10 (10%) | | |
| Minimum inner radius of road curves (m) | As outlined in the IPWEA Subdivision Guidelines | 8.5 | | |

¹To have crossfalls between 3 and 6%

²Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

³Dips must have no more than a 1 in 8 (12.5% - 7.1 degree) entry and exit angle.



Attachment 6

DoT Response

From: "Golestani, Shanthi" <Shanthi.Golestani@transport.wa.gov.au>
Sent: Tue, 8 Apr 2025 16:14:40 +0800
To: "Ellie Kennedy" <ekennedy@cockburn.wa.gov.au>
Cc: "Maritime Planning" <maritimeplanning@transport.wa.gov.au>; "McMahon, Jack" <Jack.McMahon@transport.wa.gov.au>
Subject: DoT response RE: DoT (Marine) Referral - DAP25/002 (95 Clarence Beach Road, Henderson)



External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.



OFFICIAL

Your ref: DAP25/002

Our ref: DT/24/00332

Enquiries: Shanthi Golestani (9216 8774)

Ellie Kennedy
Planning Officer
City of Cockburn
PO Box 1215
Bibra Lake DC WA 6965

Dear Ellie

RE: PROPOSED DoT (Marine) Referral - DAP25/002 (95 Clarence Beach Road, Henderson)

Thank you for your email dated 10 March 2025 inviting the Department of Transport (DoT) to provide comment on the above proposed development. The Urban Mobility (UM) and Maritime divisions of DoT have reviewed the submitted documents and provide the following comments:

1. DoT Maritime have no objection subject to the inclusion of the following condition of approval:
 - The applicant / land owner is advised that any alteration or modifications to the Jetty within the Department of Transport vested seabed will require the applicant to obtain a modification to jetty licence from the Department of Transport, Maritime Property Services.

2. DoT's strategic cycle network plan is the Long Term Cycle Network (LTCN) which was endorsed by the City of Cockburn Council at its meeting of 9 April 2020.
 - a. A primary LTCN route runs along Cockburn Road and down Quill Way in the vicinity of the subject site. The route is currently shown as 'not existing' however the intent for a primary route exists and the proposed development should plan for the future increase in accessibility by bike.
3. Per section 3.3.1 of the Development Application report 8 bike parking bays are being provided, with End of Trip (EoT) facilities included in each office building comprising showers, change rooms and lockers.
 - a. It is noted that a total of 25 bike parking spaces are required under Local Planning Policy (LPP) 3.9.
 - b. Using Austroads *Bicycle Parking Facilities (2016)* Table 5.1 ratios for Office and Industry uses, a total of 13 bike parking spaces would be required.
 - c. DoT recommends at least 13 bike parking spaces are provided for the development.

DoT has not liaised with Main Roads WA or the Public Transport Authority with regards to this response. It is recommended the City should contact MRWA and PTA directly.

If you wish to follow up, please do not hesitate to contact me.

Kind regards,

Shanthi Golestani

Senior Project Officer - Transport Planner

GPO Box C102, Perth WA 6839

Tel: (08) 92168774

Email: Shanthi.Golestani@transport.wa.gov.au

| **Urban Mobility** | **Department of Transport**

| Web: www.transport.wa.gov.au

Part time - Tues/Thurs/Fri



We acknowledge the Traditional Custodians of this land and pay respect to the Elders past and present.

From: Ellie Kennedy <ekennedy@cockburn.wa.gov.au>

Sent: Monday, 10 March 2025 5:15 PM

Attachment 7

JTSI Response



Government of **Western Australia**
Department of **Jobs, Tourism, Science and Innovation**

Your Ref: DA 25/002
Our Ref:
Enquiries: planning@jtsi.wa.gov.au

Mr. Daniel Simms
Chief Executive Officer
City of Cockburn
9 Coleville Crescent
SPEARWOOD WA 6163

Via: riley.brown@cockburn.wa.gov.au

Lot 303 Clarence Beach Road, Henderson – DAP 25/002– JTSI Comment

Thank you for the opportunity to provide comment on DAP Application 25/002. In consideration of the application, the Department of Jobs, Tourism, Science and Innovation provides the following comments.

As identified in the Australian Marine Complex (AMC) Strategic Infrastructure and Land Use Plan (SILUP), Lot 303 Clarence Beach Road, Henderson (subject site) is located within the Shipbuilding Precinct of the Northern Harbour of the AMC. Given its location in the AMC northern harbour between Government landholdings, the subject site is recognised as having potential strategic significance to the State.

It is recommended that the SILUP is considered in decision-making, as it provides a land and infrastructure response to the requirements of the defence, resources and marine industries within the AMC. However, it should also be noted that in October 2024 the Commonwealth and State Governments announced that a defence precinct would be established at Henderson. The impact on the AMC is not yet known.

As such, it is unknown if the proposed development will impact on the establishment of a future vessel transfer path, dredging or wharf design, and it is recommended that Development WA's comments are sought and considered to ensure that future development is coordinated.

It is also noted that the development application does not indicate the anticipated amount of land to be reclaimed, and the proposal has not been referred to the Environmental Protection Authority (EPA) under section 38 of the *Environment Protection Act 1986*. The City of Cockburn may wish to consider if the application should be referred due to the potential impacts to water quality and public interest in the Cockburn Sound, and as similar proposals were referred to the EPA.

Yours sincerely

Chris Clark
Coordinator General

30 April 2025

Attachment 8

DevWA Response

From: "Steve Bennett" <Steve.Bennett@developmentwa.com.au>
Sent: Tue, 6 May 2025 13:10:24 +0800
To: "Riley Brown" <Riley.Brown@cockburn.wa.gov.au>
Subject: RE: Details for DevWA referrals outside of Hope Valley - Wattleup DAP 25/002



External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.



Hi Riley

Further to the JTSI response letter to DAP 25/002 dated 30 April 2025, DevelopmentWA confirms the advice provided therein and notes that concept planning to coordinate development for the AMC Common User Facility is not complete, and the impacts on the AMC of the proposed Defence Precinct at Henderson, remain unknown.

The SILUP Report (August 2020), establishes the need for a Vessel Transfer Path, to connect and permit the passage of vessels between, CUF North and CUF South.

DevelopmentWA supports making provision for the Vessel Transfer Path in keeping with the intent of the SILUP, whilst noting that design work for the development of CUF N and the Vessel Transfer Path due to the current uncertainty, is not yet available.

As suggested by JTSI, the City may wish to consider referral of the application to the relevant agencies for consideration of reclamation works, proposed seabed lease application and impacts generally on water treatment and water quality, within Jervoise Bay.

Regards

Steve Bennett
Senior Development Manager



Whadjuk Noongar Country
Mia Yellagonga Tower 2, Level 7/5 Spring St, Perth WA 6000
T [+61 8 6200 4241](tel:+61862004241) , M [+61 429 993 216](tel:+61429993216)

Attachment 9

DWER (Planning) Response



Government of Western Australia
Department of Water and Environmental Regulation

Your ref: 23-50296-2
Our ref: DWERT5841 & PA 070917
Enquiries: Marie Walsh, Ph 9550 4225

Western Australia Planning Commission
Locked Bag 2506
Perth WA 6001

Attention: Sam Christovitsis

Dear Sam

**APPLICATION NO: 23-50296-2 - LOT 303 (95) CLARENCE BEACH ROAD,
HENDERSON**

Thank you for providing the development application received with correspondence dated 14 March 2025 for the Department of Water and Environmental Regulation (Department) to consider.

The Department has identified that the proposed marine engineering facility, comprising of two workshops, two office buildings, a barge loading wharf and concrete hardstand, has the potential for impacts on environmental and water resource values and management. In principle the Department does not object to the proposal however key issues, recommendations and advice are provided below and these matters should be addressed.

Issue

Contaminated Site – Restricted Use

Advice

Please find attached, a Section 58(6)(b) letter from the Department's Contaminated Sites Branch Delegated Officer under section 91 of the *Contaminated Sites Act 2003* (CS Act).

Issue

Stormwater Management

Advice

Consistent with the [Stormwater Management Manual for Western Australia](#) (DWER, 2004 - 07) the Department recommends that the first 15mm rainfall runoff from the carpark area undergo biofiltration treatment. This approach targets the initial runoff, which typically contains the highest concentration of pollutants, to improve water quality before discharge. This biofiltration treatment could be planted in rain gardens or tree pits. Please refer to [Vegetation guidelines for stormwater biofilters in the southwest of Western Australia](#) (Monash University, 2014).

Kwinana Peel Region
107 Breakwater Parade Mandurah Ocean Marina Mandurah Western Australia 6210
PO Box 332 Mandurah Western Australia 6210
Telephone: 08 9550 4222 Facsimile: 08 9581 4560

www.dwer.wa.gov.au

Issue

Industry Regulation

Advice

The Department regulates emissions and discharges from the construction and operation of prescribed premises through a works approval and licensing process, under Part V, Division 3 of the *Environmental Protection Act 1986* (EP Act).

The categories of prescribed premises are outlined in Schedule 1 of the [Environmental Protection Regulations 1987](#). The EP Act requires a works approval to be obtained before constructing a prescribed premises and makes it an offence to cause an emission or discharge from an existing prescribed premises unless they are the holder of a works approval or licence (or registration) and the emission is in accordance with any conditions to which the licence or works approval is subject.

Based on the information provided, the proposed operations appear to cause the premises to be considered a prescribed premise as per Schedule 1 of the *Environmental Protection Regulations 1987* for one of the following categories:

| Category | Category description | Production or design capacity |
|----------|---|-------------------------------|
| 49 | Boat building and maintenance: premises on which — (a) vessels are commercially built or maintained; and (b) organotin compounds are used or removed from vessels. | NA |
| | OR | |
| 82 | Boat building and maintenance: premises on which — (a) vessels are commercially built or maintained; and (b) organotin compounds are not used or removed from vessels | NA |

The development proposal includes a 1,900m² workshop, a 1,680m² workshop, a two-storey incidental office building for each workshop with a combined GLA of 1,395m², a barge loading wharf, a concrete hardstand area on reclaimed land which will house a 500tn crane and an additional hardstand area. The site currently comprises an existing workshop, office building, jetty, and hardstand storage area, with all buildings and a portion of the jetty proposed to be demolished. The development application indicates the primary purpose of the development is to facilitate the construction and maintenance of ships and marine infrastructure. On this basis one of the above prescribed premises categories is expected to apply to the proposal.

The *Environmental Protection Act 1986* requires a works approval to be obtained before constructing a prescribed premises and makes it an offence to cause an emission or discharge unless a licence or registration (for operation) is held for the premises.

The Department has no record of this premises and has not received any applications relating to this proposal. Therefore, the Department recommends that the applicant submit an application for a works approval with the Department if the proposed infrastructure has not yet been established on the premises.

The applicant is advised to refer to the [Guideline: Industry Regulation Guide to Licensing](#) for detailed information. For queries relating to works approvals and licences, please contact the Department at info@dwer.wa.gov.au or 6364 7000 for information on making an application. Application forms are available online. Applicants may also request a scoping meeting prior to submitting an application if desired.

Any application submitted will need to demonstrate compliance with the general provisions of the EP Act and the following Regulations:

Environmental Protection (Abrasive Blasting) Regulations 1998

Environmental Protection (Controlled Waste) Regulations 2004

Environmental Protection (Metal Coating) Regulations 2001

Environmental Protection (Noise) Regulations 1997

Environmental Protection (Unauthorised Discharges) Regulations 2004

Please note that this advice is provided based on information provided. Should this information change, the works approval and/or licensing requirements may also change. Applicants are encouraged to contact the Department at the above contact details to clarify requirements, should there be changes to the information.

Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses, and/or approvals.

In the event that the applicant determines that a works approval or licence application is required under Part V of the *Environmental Protection Act 1986* (EP Act), the advice provided in this communication does not prejudice and must not be considered to infer the outcome of the EP Act licence and works approval process.

In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.

Should you require any further information on the comments, please contact Marie Walsh at the Mandurah office on 9550 4225.

Yours sincerely



Jane Sturgess
A/Program Manager – Planning Advice
Kwinana Peel Region

24 / 04 / 2025

Attachment 10

DWER (Contaminated Site) Response



Government of Western Australia
Department of Water and Environmental Regulation

Your ref: 23-50296-2
Our ref: DMO 2837, DEC6042
Enquiries: Tim Hallam, Ph 6364 6596
Email: tim.hallam@dwer.wa.gov.au

Sam Boucher
Secretary
Western Australian Planning Commission
140 William Street
PERTH WA 6000

By email referrals@dplh.wa.gov.au

Dear Sam Boucher

**DEVELOPMENT APPLICATION NUMBER 23-50296-2 – LOT 303 (95)
CLARENCE BEACH ROAD, HENDERSON**

I refer to your letter dated 14 March 2025 to the Department of Water and Environmental Regulation (the department) regarding an application to the City of Cockburn for the proposed development of the above-mentioned lot.

As per the requirements under section 58(6)(b) of the *Contaminated Sites Act 2003* (CS Act), advice is required as to the suitability of the land for the proposed development. The department understands that the proposed development comprises two workshops, two office buildings, a barge loading wharf and concrete hardstand.

Land at Lot 303 on Plan 407921 (the site), was classified under the CS Act as *possibly contaminated – investigation required* on 25 January 2008 and a memorial (reference number K536785 ML) was placed on the certificate of title.

The classification was based on a preliminary site investigation that was undertaken in December 2007. The investigation found tributyltin was present in soil at the site, however no relevant assessment criteria was available to compare the results to at the time. Copper was also found in soil in concentrations exceeding Health-based Investigation Levels for commercial and industrial sites as published in the guideline 'Assessment Levels for Soil, Sediment and Water' (Department of Environment, 2003). No other reports or investigations have been submitted to the department.

Given the uncertainties associated with the current contamination of Lot 303, the department cannot comment on the suitability of the site as a whole for land use. However, the proposed development is not proposed for a more sensitive land use. Therefore, the department has no objection to the proposed development of the site and recommends that the approval should not include a contamination condition.

However, given the risks associated with the potential disturbance of contaminated soil at the site, the department recommends that the following advice note be applied to any approval granted by WAPC:

Prime House, 8 Davidson Terrace Joondalup Western Australia 6027
Locked Bag 10 Joondalup DC WA 6919
Telephone: 08 6364 7000 Facsimile: 08 6364 7001
www.dwer.wa.gov.au

Advice

An unexpected finds protocol should be prepared to address the risks associated with potential exposure of soil contamination during development works.

The site is not located within an area that is mapped as having a risk of encountering acid sulfate soils. The department therefore advises that no specific comment is required in relation to acid sulfate soil management during development.

If you have any queries in relation to the above, please contact Environmental Officer, Tim Hallam, on 6364 6596.

Yours sincerely



Andrew Miller
SENIOR MANAGER
CONTAMINATED SITES
Delegated Officer under section 91
of the *Contaminated Sites Act 2003*

4 April 2025

**Part C – Item 3.1b - Lot 303 (No. 95) Clarence Beach Road,
Henderson – 2x Workshops, 2x Incidental Offices, a Barge
Loading Wharf and Associated Hardstand Area**

Form 1 – Responsible Authority Report
(Regulation 12)

| | |
|---|---|
| DAP name: | Metro Outer DAP |
| Local government: | City of Cockburn |
| Applicant: | Taylor Burrell Barnett |
| Owner: | Property Marine Pty Ltd |
| Value of development: | \$10.8 million |
| Responsible authority: | Western Australian Planning Commission |
| Authorising officer: | Justin Breeze |
| WAPC reference: | 23-50396-2 |
| DAP file no: | DAP/25/02870 |
| Application received: | 24 February 2025 |
| Report due date: | 9 June 2025 |
| Application statutory process timeframe: | 90 Days |
| Attachment(s): | <ol style="list-style-type: none"> 1. Location plan 2. Development plans 3. Region scheme zoning 4. Development in the Waterways reservation 5. Aerial photography 6. Australian Marine Complex Precinct Plan |

Responsible Authority Recommendation

That the Metro Outer Development Assessment Panel resolves to:

1. **Accept** that DAP Application reference DAP/25/02870 is appropriate for consideration to construct a concrete hardstand on reclaimed land and a barge loading wharf, which is compatible with the purposes of the Waterways reservation as described in Clause 20 of the Metropolitan Region Scheme.
2. **Approve** DAP Application reference DAP/25/02870 and accompanying plans date stamped 07 May 2025 in accordance with Clause 48 of the Metropolitan Region Scheme, subject to the following conditions and advice:

Conditions

1. The development is to be carried out in accordance with the plans date stamped 7 May 2025 (attached) by the Department of Planning, Lands and Heritage, subject to any modifications required by the following conditions of this approval.
2. This decision constitutes planning approval for the works within the Waterways reservation under the Metropolitan Region Scheme only, and does not extend

to works on land within the Industrial zone under the Metropolitan Region Scheme.

3. This decision constitutes planning approval only. If development has not substantially commenced within two years of the date of this letter, the approval shall lapse and be of no further effect.
4. All stormwater runoff is to be contained on-site or appropriately disposed of off-site to the specifications of the City of Cockburn in consultation with the Department of Water and Environmental Regulation, and to the satisfaction of the Western Australian Planning Commission.
5. Prior to commencement of works, an unexpected finds protocol is to be prepared and implemented, to address the risks associated with potential exposure of soil contamination during development, to the specification(s) of the Department of Water and Environmental Regulation, and the satisfaction of the Western Australian Planning Commission.

Advice Notes

1. The Department of Water and Environmental Regulation advises that the proposal appears to be a prescribed premise under the *Environmental Protection Regulations 1987* and that approval under the *Environmental Protection Act 1986* may be required prior to works being undertaken.

Reasons for Responsible Authority Recommendation

The proposed concrete hardstand on reclaimed land and a barge loading wharf within the Waterways reservation is consistent with the planning framework and is supported by local government and relevant state government agencies.

Details: outline of development application

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme |
| Region scheme - zone/reserve | Part reserved Waterways Part zoned Industrial |
| Local planning scheme | City of Cockburn Local Planning Scheme No. 3 |
| Local planning scheme - zone/reserve | Strategic Industry |
| Structure plan/precinct plan | N/A |
| Structure plan/precinct plan - land use designation | N/A |
| Use class and permissibility: | N/A |
| Lot size: | 20,001m ² |
| Existing land use: | Marine Facility |
| State heritage register | No |
| Local heritage | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List |

| | |
|-----------------------|---|
| | <input type="checkbox"/> Heritage Area |
| Design review | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other |
| Bushfire prone area | Yes |
| Swan River Trust area | No |

Proposal:

The application seeks approval for the following development on Lot 303 (No. 95) Clarence Beach Road, Henderson (**Attachment 1**: Location plan):

- two workshops (one of 1,900 m² and one of 1,680m²);
- 2 two-storey office buildings, one attached to each workshop, with a combined GLA of 1,395m²;
- a barge loading wharf; and
- a concrete hardstand on reclaimed land.

(**Attachment 2**: Development plans)

The site is 20,001m² and subject to a Waterways reservation and Industrial zoning under the Metropolitan Region Scheme (MRS) (**Attachment 3**: Region scheme zoning).

This Responsible Authority Report considers development within the Waterways reservation only. This includes the concrete hardstand on reclaimed land and the barge loading wharf only (**Attachment 4**: Development in Waterways reservation).

Development on land reserved in the MRS requires Commission approval under Clause 27(1) of the MRS. It is noted that Clause 27(3) provides exemptions for certain developments on reserved land; however, none of the exemptions apply to the proposed works.

Background:

The site abuts Cockburn Sound, located approximately 23km south of the Perth Central Business District (**Attachment 1**).

It is currently used to operate a marine service company comprising of a workshop, office building, jetty and hardstand storage area, with all buildings and a portion of the jetty proposed to be demolished to make way for the proposed development (**Attachment 5**: Aerial photography).

The primary purpose of the proposed development is to facilitate the construction and maintenance of ships and marine infrastructure. Construction of the facility is scheduled to commence following the receipt of necessary planning and building permit approvals.

Completion and occupation of the facility is scheduled for February 2026.

The site is located near freight routes (including Cockburn Road and Rockingham Road) and industrial areas including the Kwinana Industrial Area and Rockingham Industrial Zone to the south, and the Hope Valley – Wattleup Redevelopment Act area (better known as Latitude 32) to the east.

The immediate surrounding area accommodates a mix of land uses, including industrial and commercial development, with Lake Coogee to the northeast and the Woodman Point Recreation Reserve to the north.

The Western Australian Planning Commission has previously approved multiple development applications on this site for various industrial uses.

Australian Marine Complex (AMC)

The site forms part of the Australian Marine Complex (AMC) and is a centre for maritime related manufacturing, fabrication, assembly, maintenance and technology that services the defence, marine, oil, gas and resource industries and is one of two locations identified for shipbuilding under the Commonwealth's first Naval Shipbuilding Plan.

To ensure Western Australia is ready to support future naval work and optimise defence investment, it is critical that AMC infrastructure support current and future defence requirements.

The proposed development contributes to a larger program of works in this area that will facilitate the AMC's role to support for commercial ship fabrication and maintenance.

Australian Marine Complex Strategic Infrastructure & Land Use Plan (SILUP)

The Australian Marine Complex Strategic Infrastructure & Land Use Plan (SILUP) (2020) was prepared by Advisian for the Department of Jobs, Tourism, Science and Innovation, and this provides a comprehensive land and infrastructure response to both the current and future requirements of the defence, resource and marine industries at the AMC (**Attachment 6: Australian Marine Complex Precinct Plan**).

The SILUP is not a planning instrument; however, it can assist in providing high-level guidance on development and expansion within the AMC. The proposed development is consistent with the Shipbuilding Precinct it is located in, as it will provide infrastructure to support existing and future industrial activities within the AMC.

Legislation and Policy:

Legislation

Metropolitan Region Scheme

State Government Policies

State Planning Policy 2.6 – Coastal Planning

Consultation:Referrals/consultation with Government/Service Agencies

The City of Cockburn advises as follows:

- it has no objection(s) to the proposal subject to the advice of the relevant referral agencies;
- reclaimed land may need to be rezoned in the MRS (transferred from the Waterways reservation to the Industrial zone) and the local planning scheme boundaries may need to be amended;
- any reclamation should be certified by a suitably qualified engineer; and
- the existing drainage easement should be extended for the entire length of the site including any reclaimed areas.

The Department of Transport advises that any alteration or modifications to the jetty within the Department of Transport vested seabed will require the applicant to obtain a modification to the jetty licence from the Department of Transport, Maritime Property Services.

The Water Corporation advises that:

- the site is suitably serviced by water which can be upgraded if there is additional demand; and
- the proposed buildings are adequately set back from sewerage infrastructure.

The Department of Water and Environmental Regulation advises as follows:

- the site has been classified, under the *Contaminated Sites Act 2003* as Possibly Contaminated – Investigation Required. An unexpected finds protocol should be prepared to address the risks associated with potential exposure of soil contamination during development works;
- the proposed development appears to cause the premises to be considered a prescribed premise under the *Environmental Protection Regulations 1987* (Schedule 1); and
- the first 15mm rainfall runoff from the carpark area should undergo biofiltration treatment.

The Department of Jobs, Tourism, Science and Innovation advises as follows:

- that the Australian Marine Complex (AMC) Strategic Infrastructure and Land Use Plan (SILUP) should be considered;
- that comment should be sought from Development WA in respect of the vessel transfer path and wharf design; and
- that a referral to the Environmental Protection Authority may be required.

The Public Transport Authority raises no objection or comment in respect of the proposal.

The Department of Biodiversity Conservation and Attractions - Swan Region Authority raises no objection or comment in respect of the proposal.

WestPort Authority raises no objection or comment in respect of the proposal.

Development WA has not responded to the referral of this application for its advice and recommendation.

Design Review Panel Advice

Not applicable.

Other Advice

Not applicable.

Planning Assessment:

The MRS requires that, in considering an application for development approval under the MRS, the decision-maker have regard to the matters listed in cl.43, to the extent that they are of State or regional importance. In this regard, the following has been considered:

The purpose and aims of the MRS

The purpose of the Waterways reservation is:

“To recognise coastal and inland waterways and lakes, provide for navigation in, and public access to, those waterways and lakes where appropriate, and to protect environmental, landscape and cultural values;”

The proposed reclamation of land within the Waterways reservation is compatible with the purposes of the Waterways reservation, as:

- the reservation does not strictly follow the existing coastline, as there is existing permanent infrastructure within the reservation;
- it would facilitate the development and use of land for maritime-related purposes;
- the development is compatible/consistent with the purposes of the abutting Industrial zoned land;
- land reserved for waterways purposes is privately owned; and
- there will be no changes to the ability of the public to access reserved land.

Coastal planning

The City of Cockburn is currently updating its Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), as required by *State Planning Policy 2.6: Coastal Planning*. In the meantime, decision making and planning along the coast is guided by the City’s [Coastal Adaptation Plan](#) (CAP), developed in collaboration with the Cockburn Sound Coastal Alliance (CSCA). The CAP identifies the site as being within Coastal Management Unit 8 – Australian Marine Complex and states that the site is *“Adequately prepared for inundation and erosion events in the short to medium term (up to 2070)”* and indicates no adaption responses are required besides monitoring.

Stormwater management

The reclaimed land and hardstand area will result in increased stormwater runoff and drainage. Given the site’s location next to a waterway (Cockburn Sound) and the

likelihood of pollutants associated with a shipbuilding facility, it is recommended a condition be imposed to require stormwater be contained on-site or appropriately disposed of off-site to the specifications of the City of Cockburn and DWER.

Contamination

The site has been classified as “Possibly Contaminated – Investigation Required” under the *Contaminated Sites Act 2003*. DWER recommends the landowner/applicant be advised to prepare an unexpected finds protocol prior to works; however, it is recommended this be addressed through a condition of approval, noting that the reclamation of land will (necessarily) result in soil disturbance.

Conclusion:

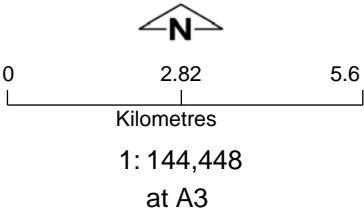
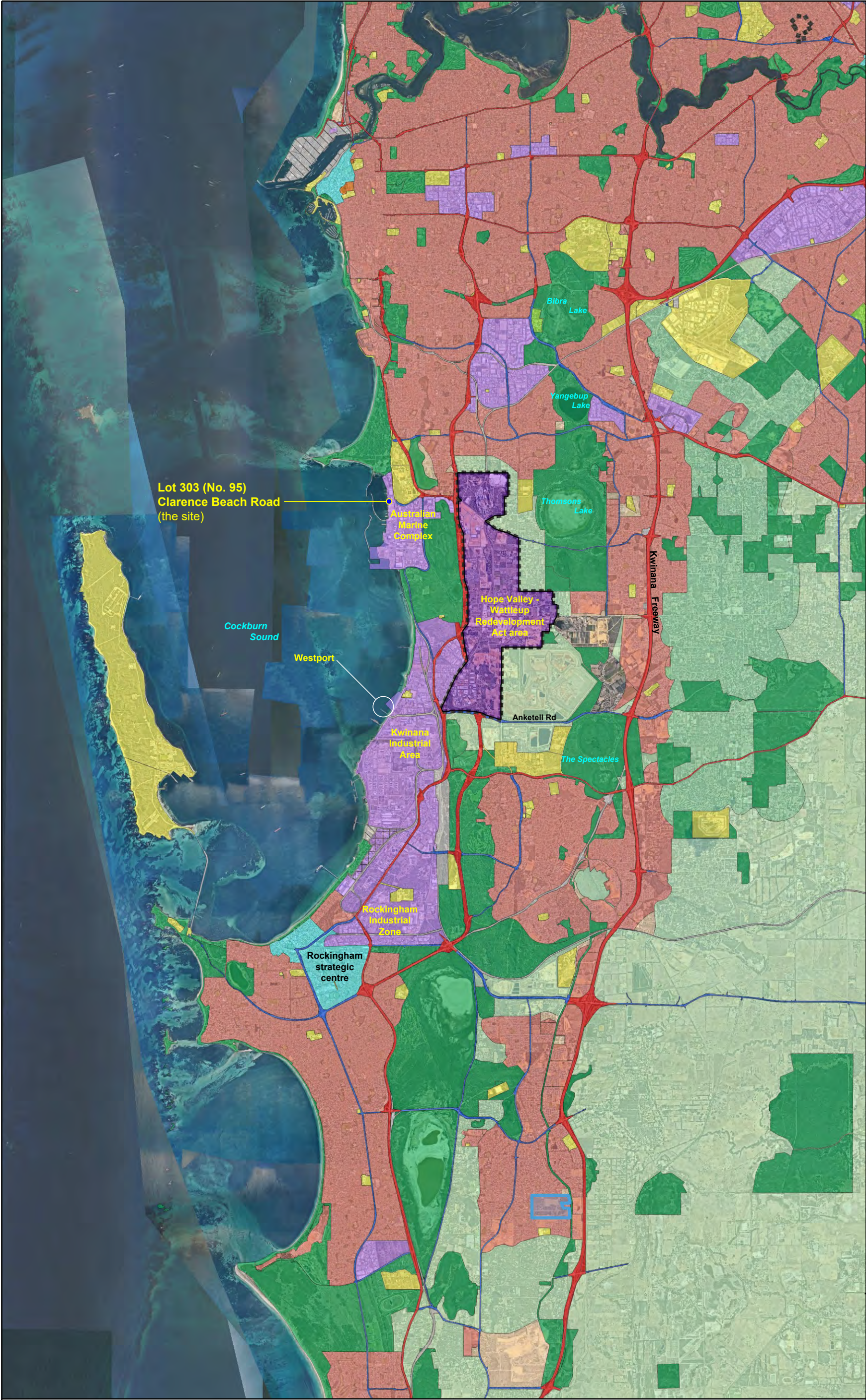
The proposed concrete hardstand on reclaimed land and the construction of a barge loading wharf within the Waterways reservation is consistent with the planning framework and is supported by local and State Government agencies.

On this basis, conditional approval is recommended.



Legend

- RS Application Redevelopment Act Area
- Region Scheme Zones and Reserves
- Central city area
 - Civic and cultural
 - Industrial
 - Other regional roads
 - Port installations
 - Primary regional roads
 - Private recreation
 - Public purposes
 - Public purposes - Commonwealth Government
 - Public purposes - State Energy Commission
 - Public purposes - Water Authority of WA
 - Public purposes - car park
 - Public purposes - high school
 - Public purposes - hospital
 - Public purposes - prison
 - Public purposes - special uses
 - Public purposes - technical school
 - Public purposes - university
 - Railways
 - Regional open space
 - Regional open space - restricted public access
 - Rural
 - Rural - water protection
 - Special industrial
 - Urban
 - Urban deferred



Notes:

- * The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.
- * This map is not intended to be used for measurement purposes.

Map was produced using DPLH's InQuiry.

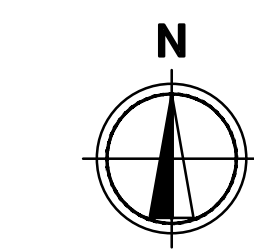
InQuiry Map

DPLH BUSINESS USE ONLY

Internal Spatial Viewer
Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere
Graticules (if visible): GDA 1994 Latitude/Longitude

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| B | 18.03.25 | LANDSCAPING ADDED | SDS | SDS |
| C | 07.05.25 | COUNCIL'S COMMENTS | SDS | SDS |
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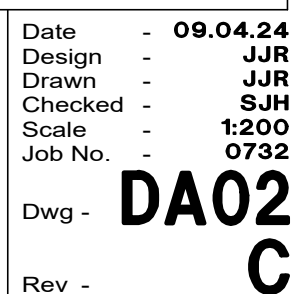
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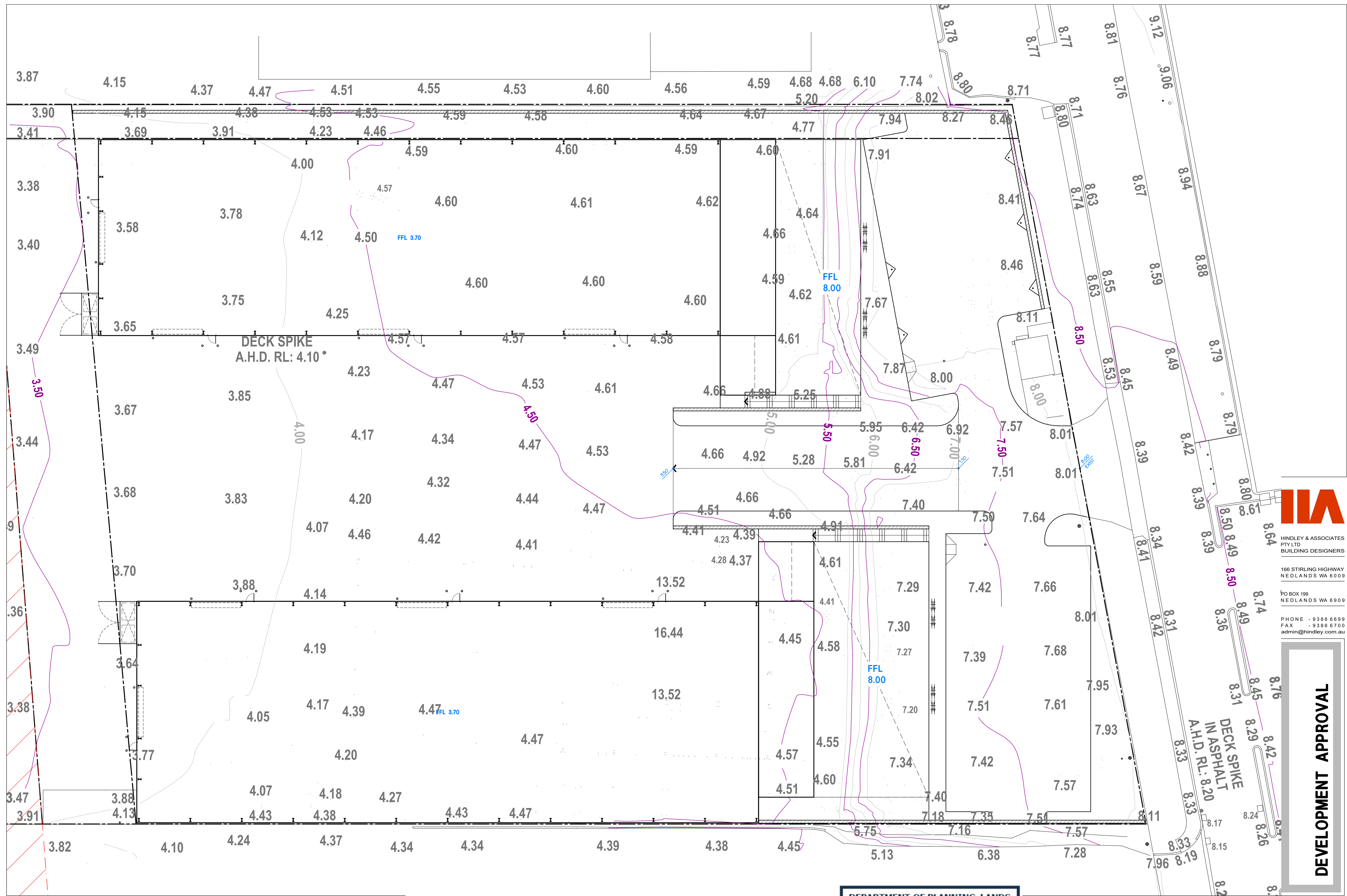
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FILE
23-50296-2

PROPOSED OFFICES & WORKSHOPS
LOT 303, No 95 CLARENCE BEACH RD
HENDERSON W.A.
for PROPERTY MARINE Pty Ltd

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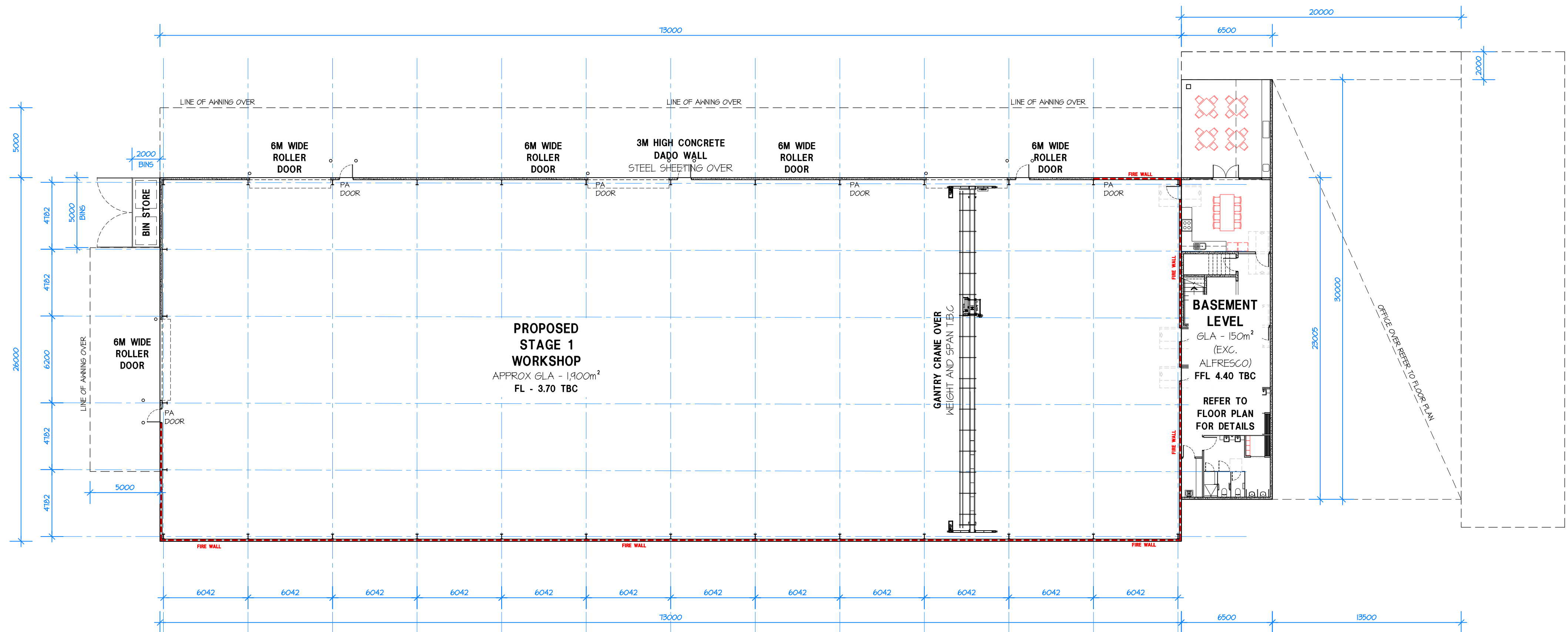
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SURVEY OVERLAY PLAN
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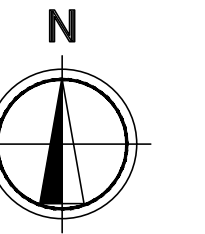
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for PROPERTY MARINE Pty Ltd

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| Dwg - | DA03 |
| Rev - | A |



STAGE I - WAREHOUSE AND BASEMENT
SCALE 1:200



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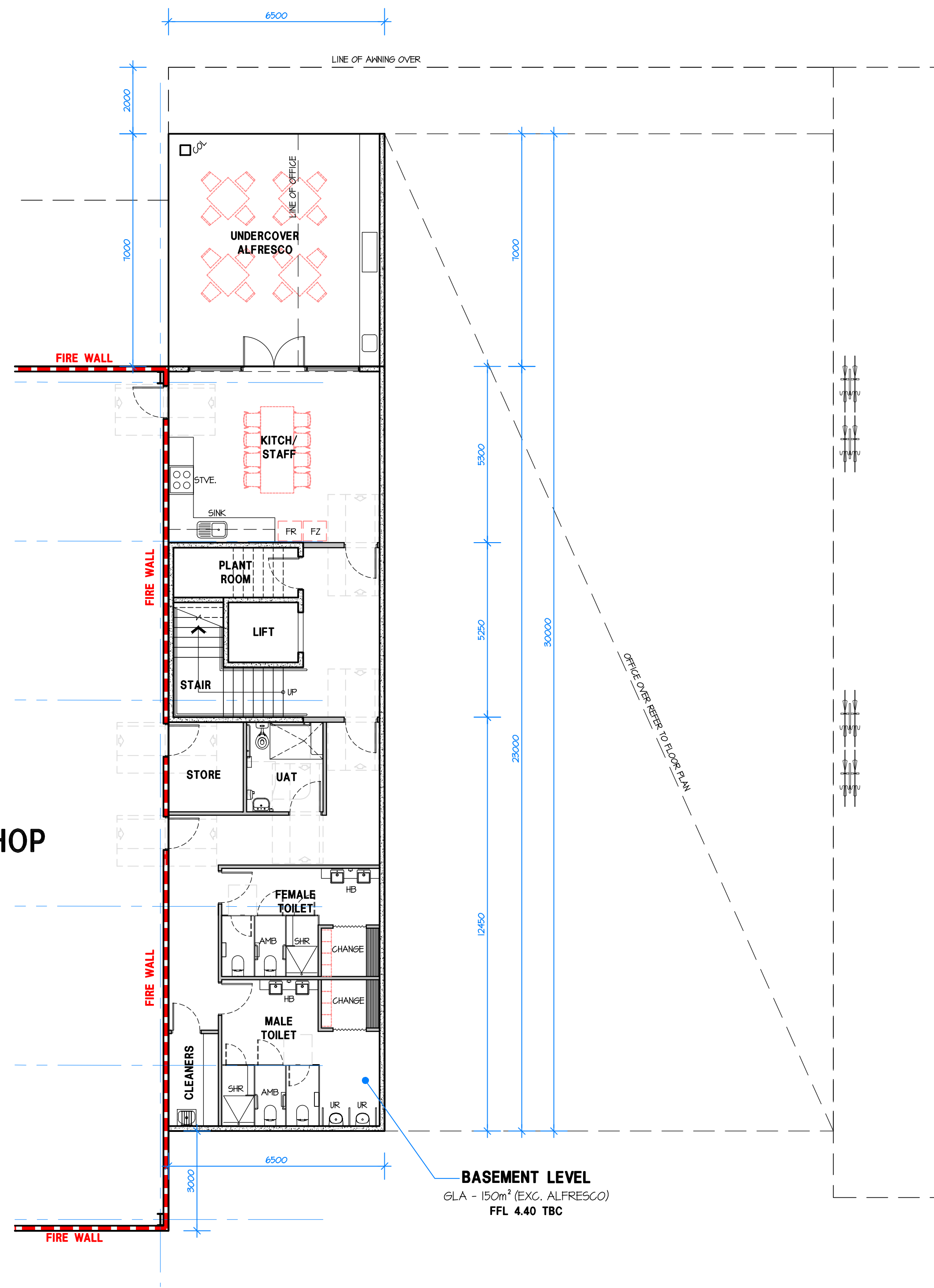
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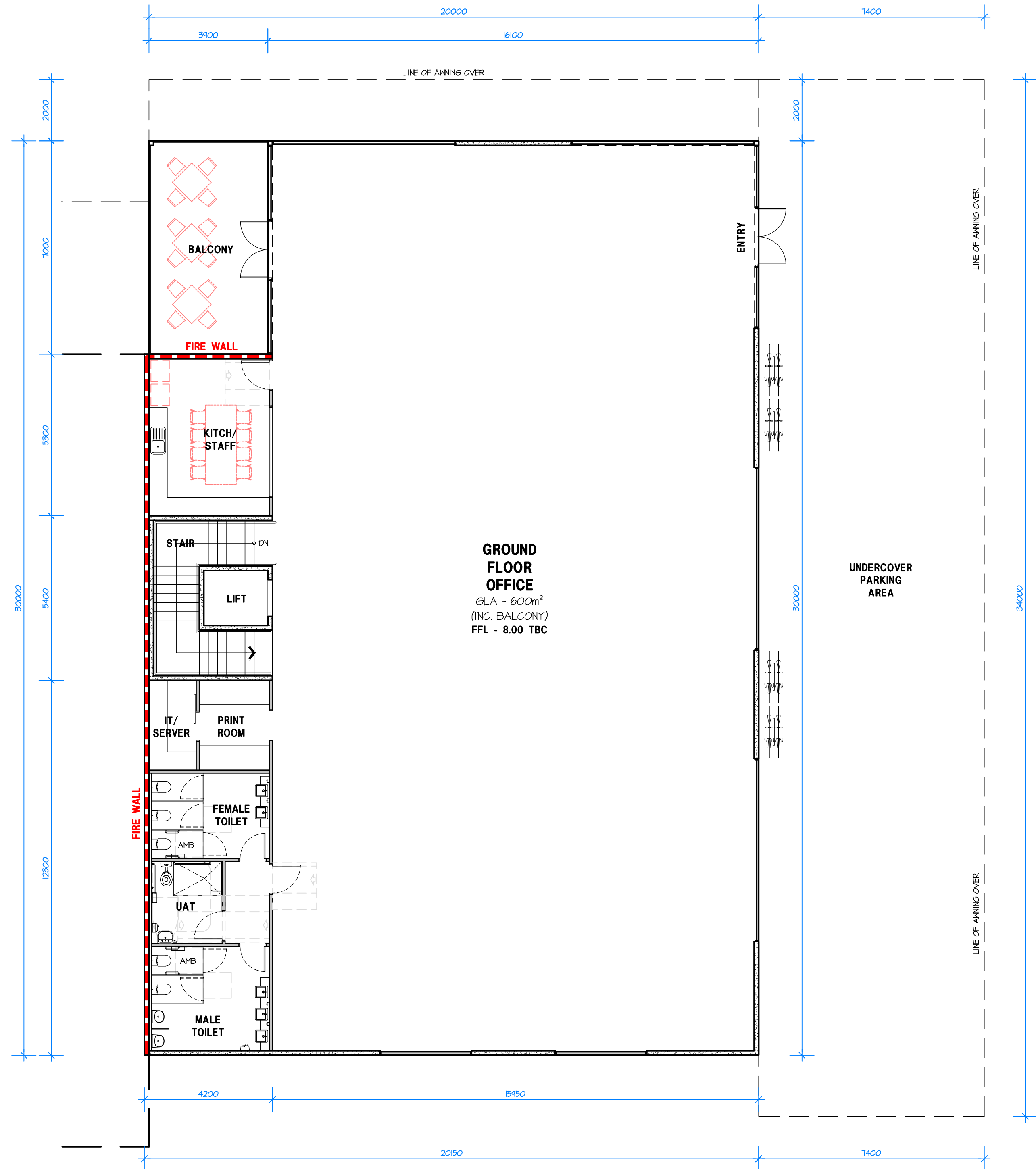
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WORKSHOP

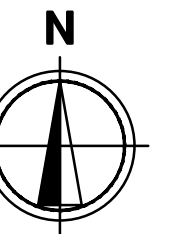


STAGE I - BASEMENT
SCALE 1:100

BASEMENT LEVEL
GLA - 150m² (EXC. ALFRESCO)
FFL 4.40 TBC



STAGE I - GROUND FLOOR OFFICE
SCALE 1:100



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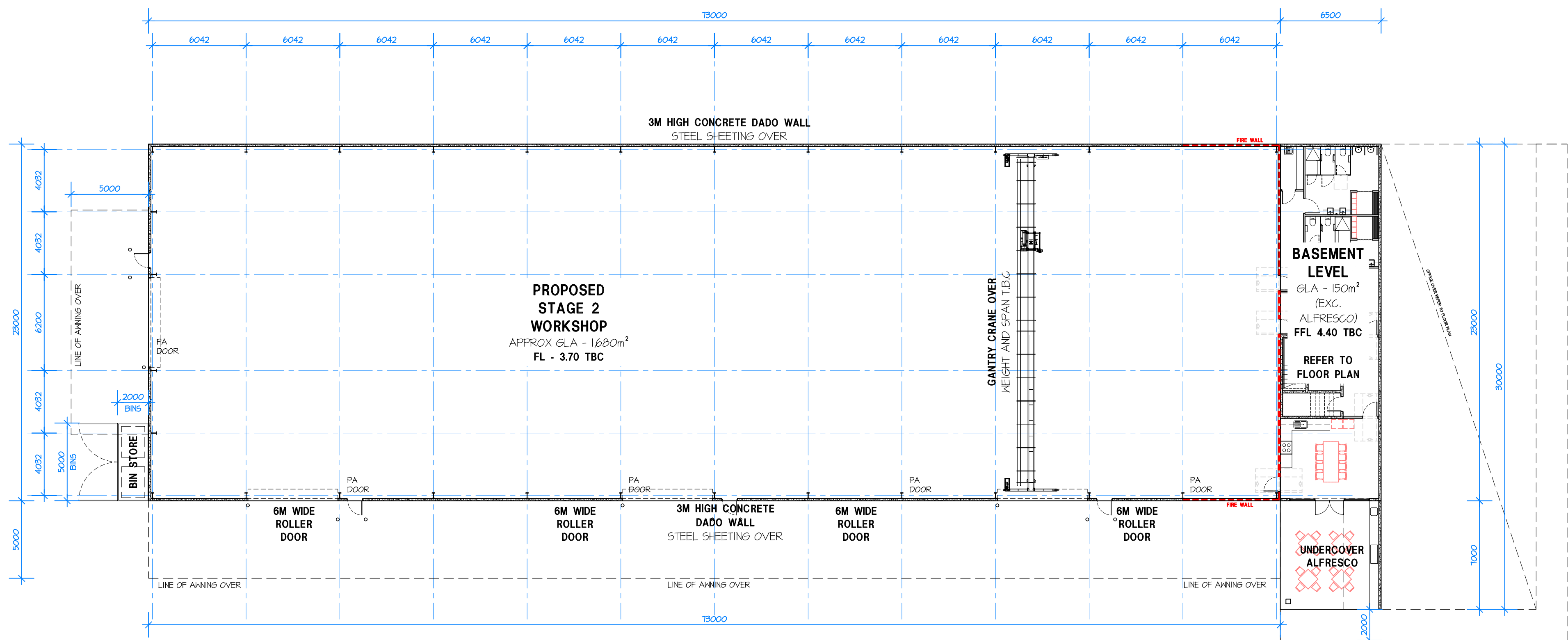
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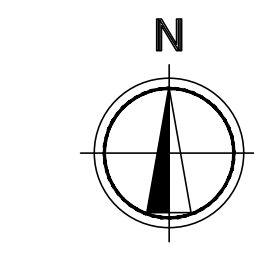
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for PROPERTY MARINE Pty Ltd

Date - 09.04.24
Design - JUR
Drawn - JUR
Checked - SJH
Scale - 1:200
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Dwg - DA05
Rev - A



STAGE 2 - WAREHOUSE AND BASEMENT
SCALE 1:200



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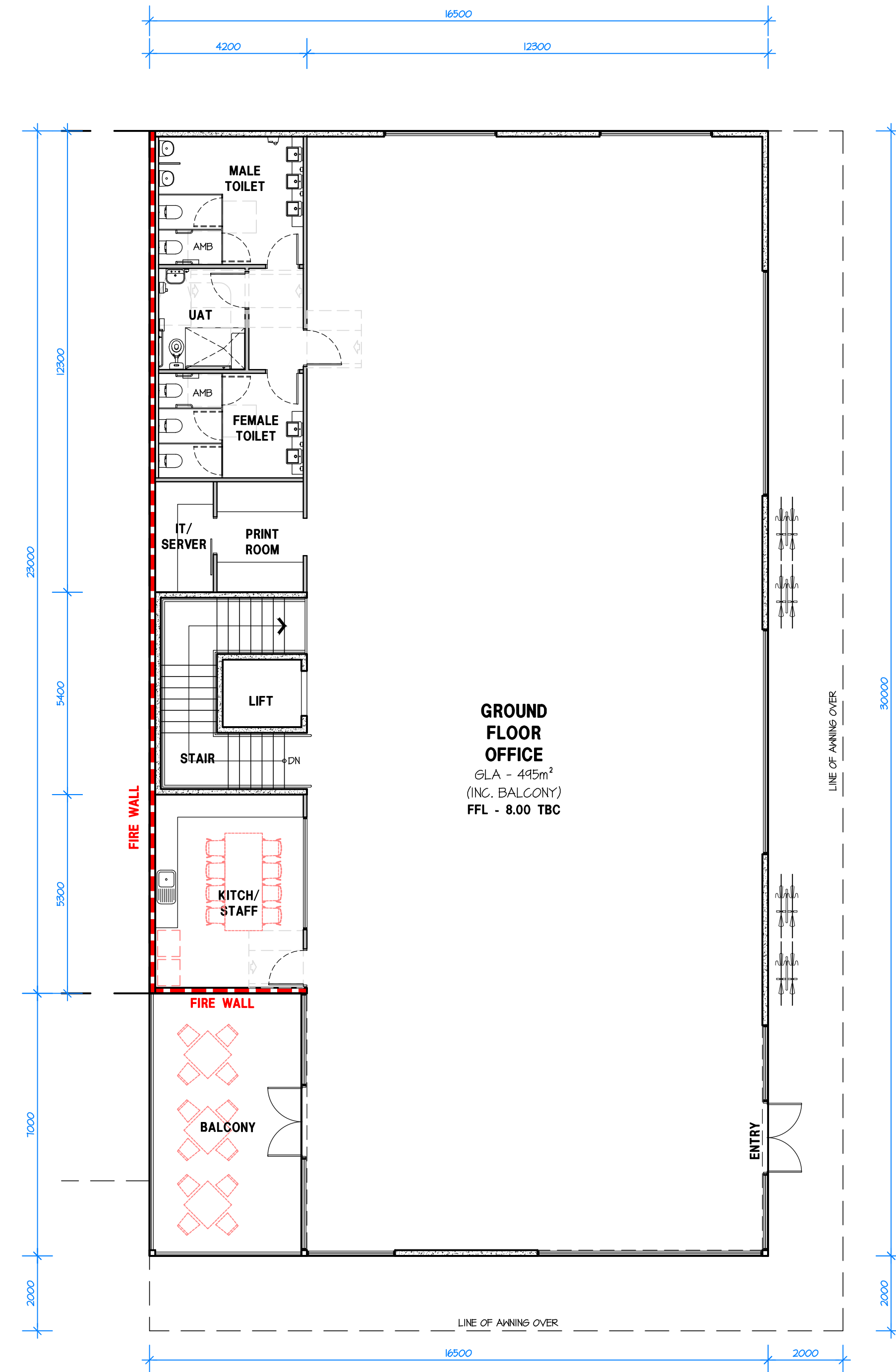
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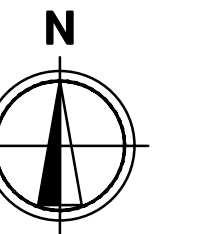
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STAGE 2 - BASEMENT
SCALE 1:100



STAGE 2 - GROUND FLOOR OFFICE
SCALE 1:100



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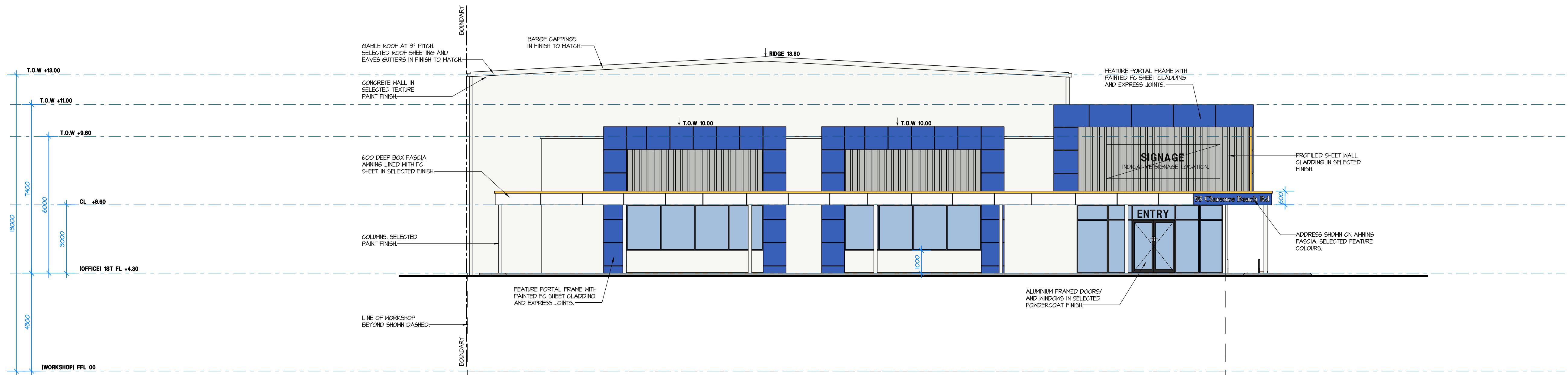
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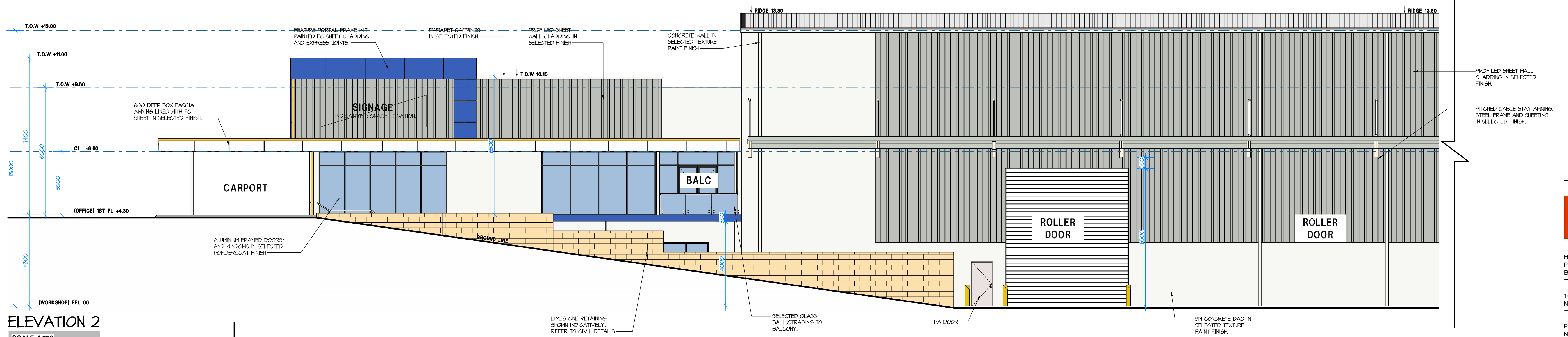
Date - 09.04.24
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Drawn - JUR
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Scale - 1:200
Job No. 0732
Dwg - DA07
Rev - A

COLOUR SCHEDULE:

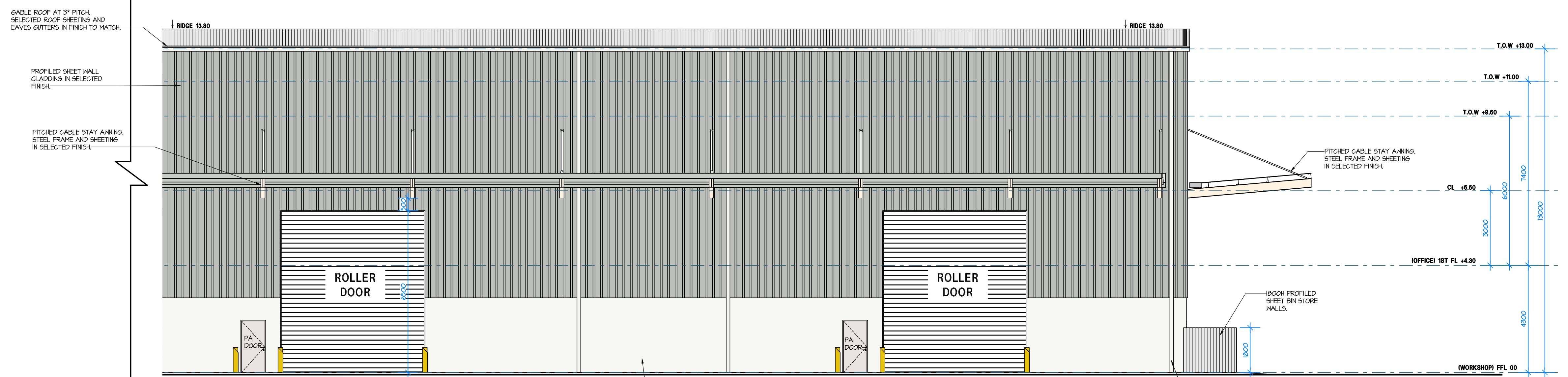
- COLORBOND COVER WHITE.
- PROFILED SHEET IN COLORBOND SHALE GREY.
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**ELEVATION 1**

SCALE 1:100

**ELEVATION 2**

SCALE 1:100

**ELEVATION 2 (CONT)**

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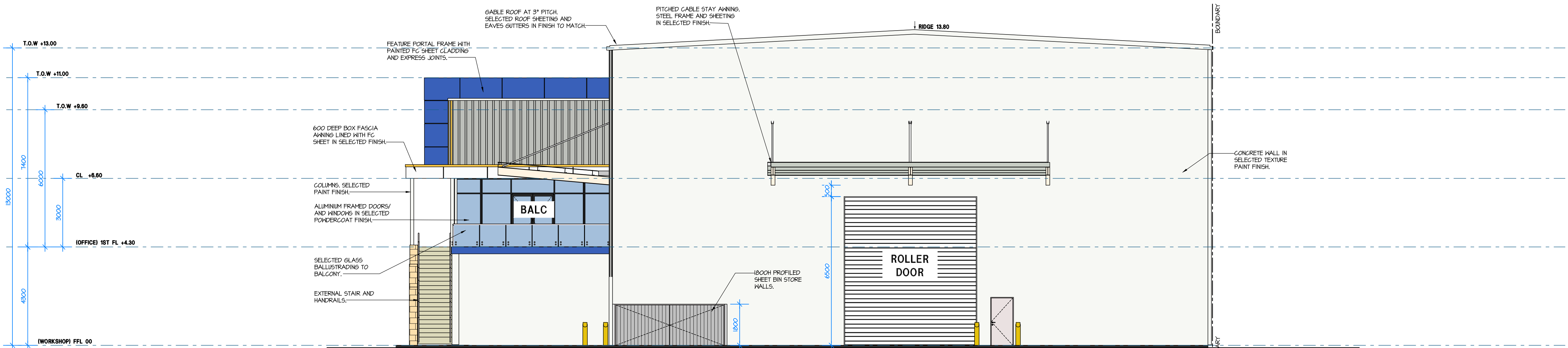
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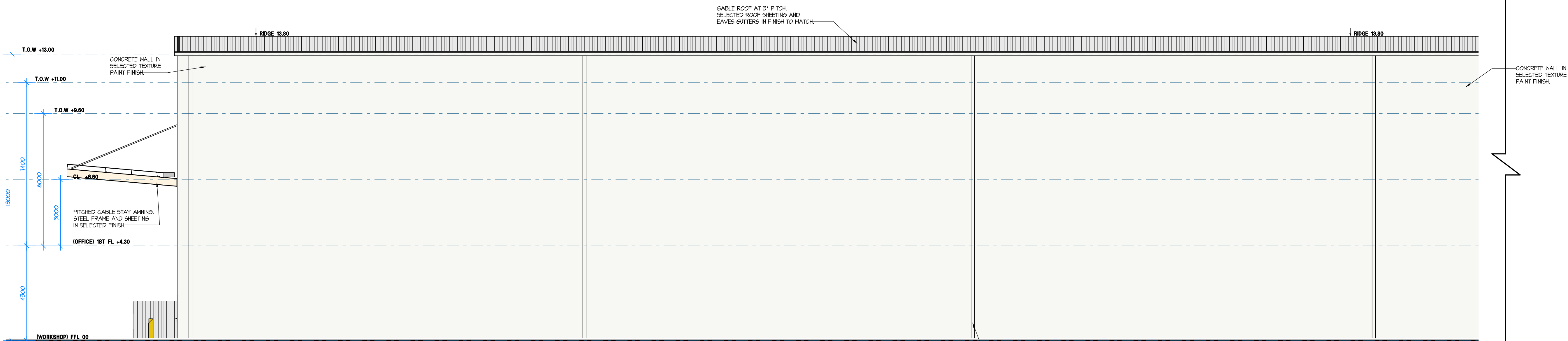
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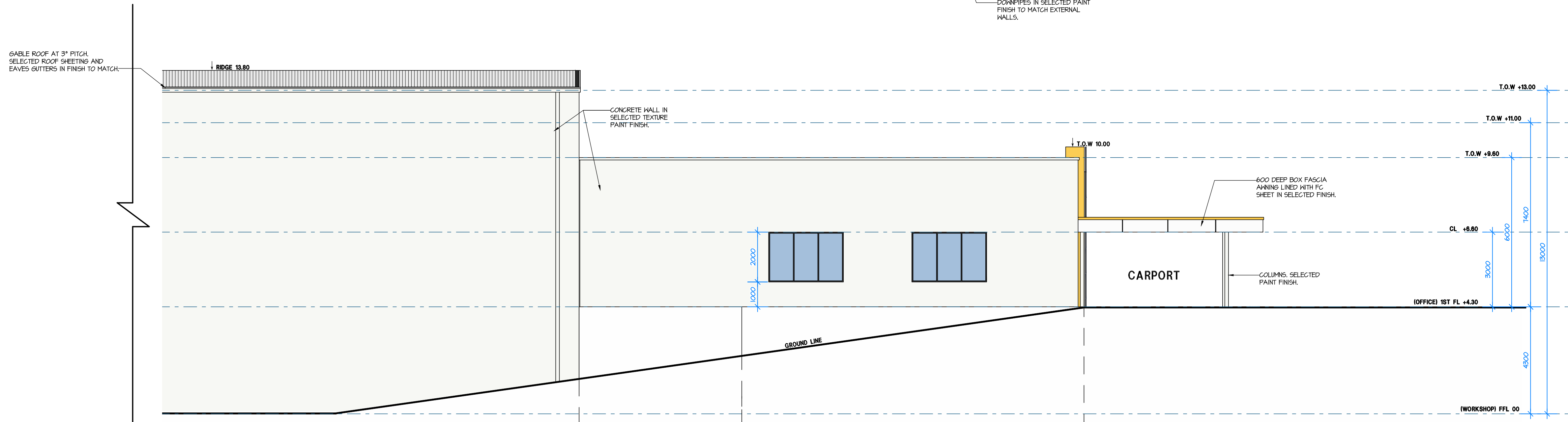
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ELEVATION 3
SCALE 1:100



ELEVATION 4
SCALE 1:100



ELEVATION 4 (CONT)
SCALE 1:100

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- COLORBOND MONUMENT.
- INDICATIVE FEATURE PAINTS T.B.G.
- MASONRY RETAINING IN LIMESTONE BLOCK FINISH.
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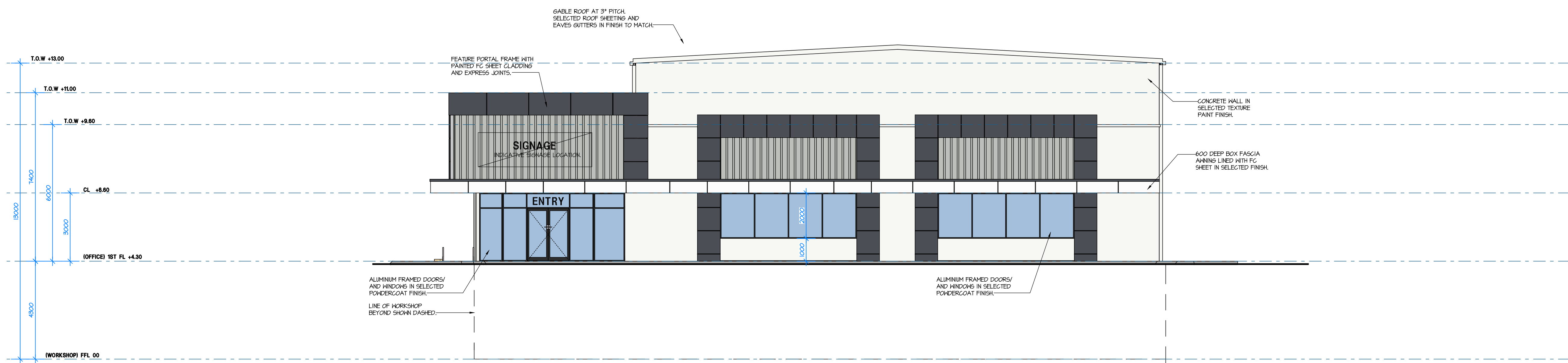
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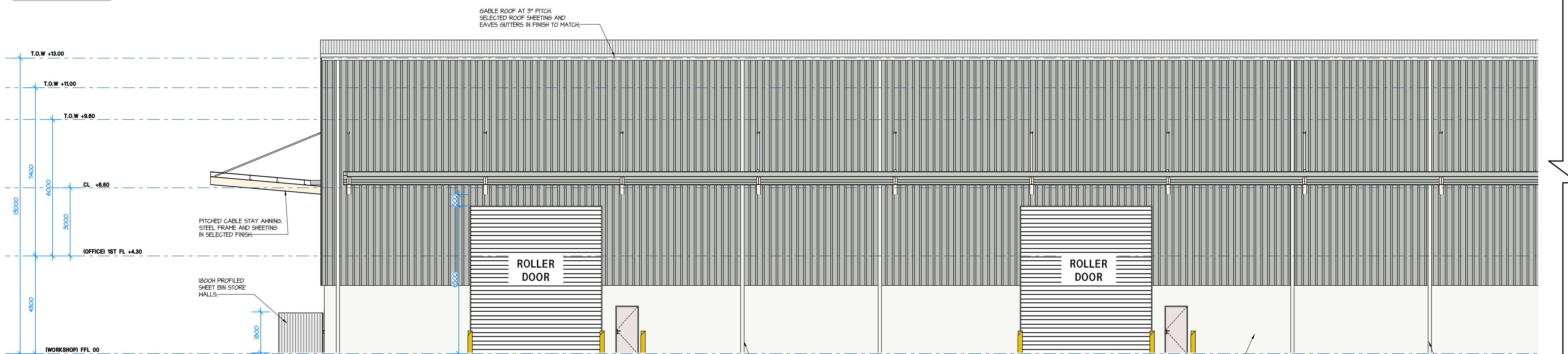
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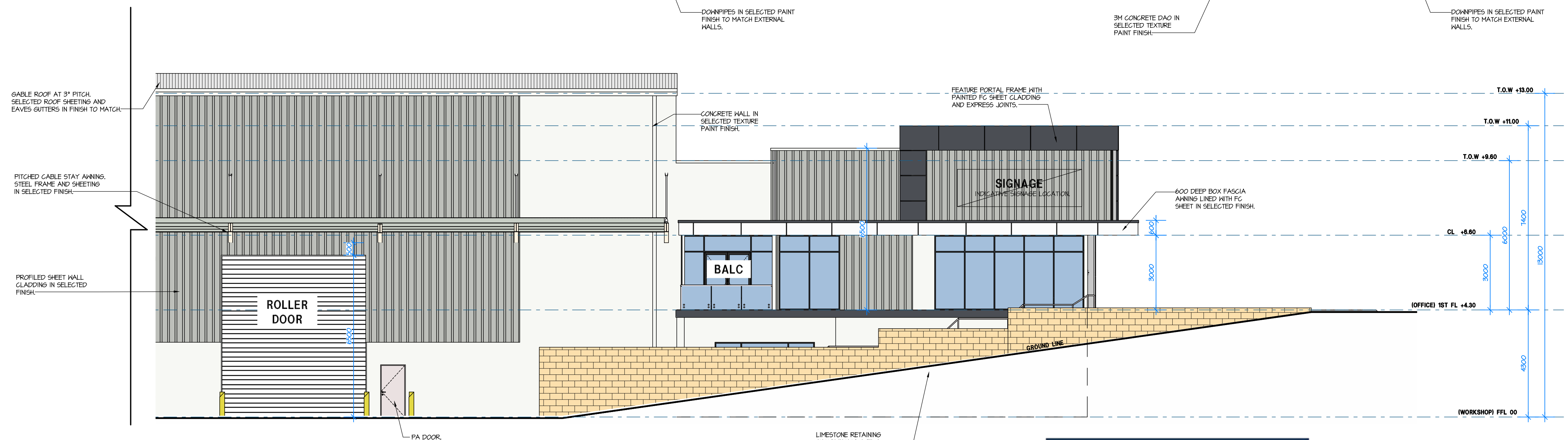
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**ELEVATION 5**

SCALE 1:100

**ELEVATION 6**

SCALE 1:100

**ELEVATION 6 (CONT)**

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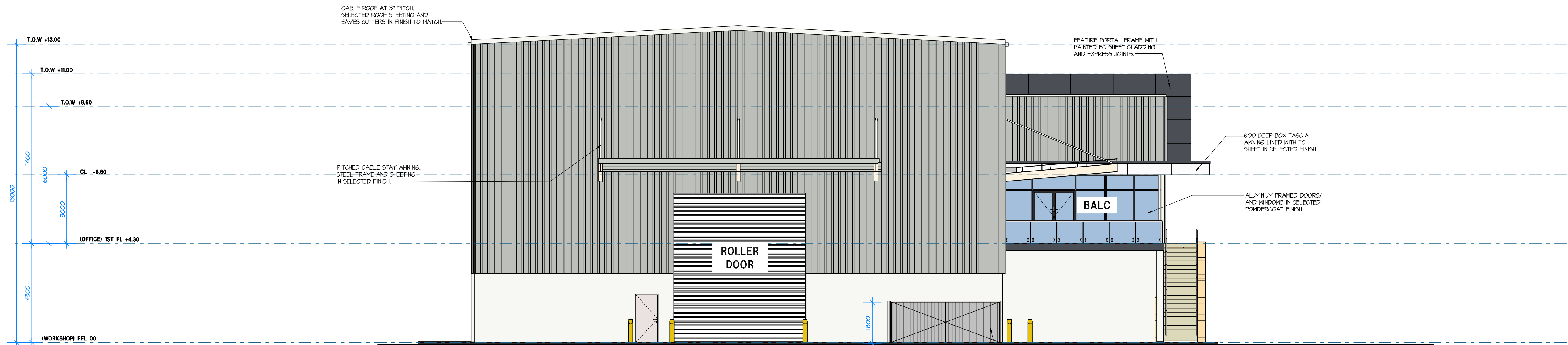
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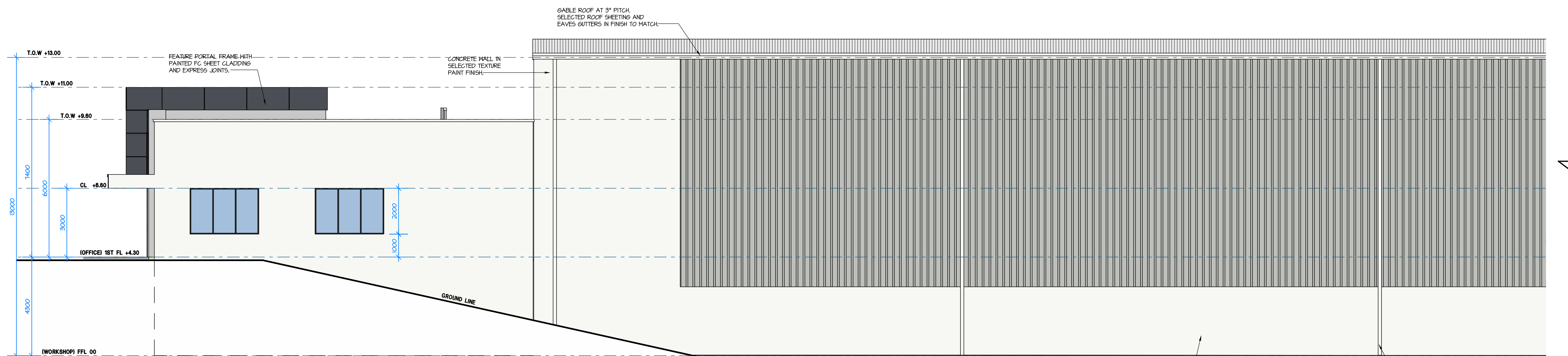
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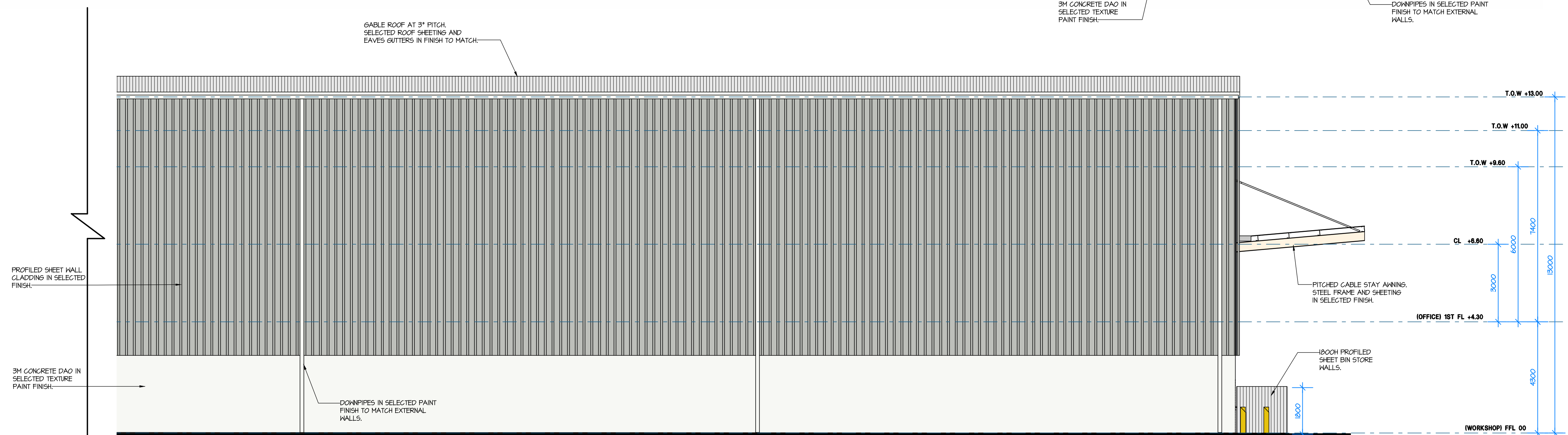
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**ELEVATION 7**

SCALE 1:100

**ELEVATION 8**

SCALE 1:100

**ELEVATION 8 (CONT)**

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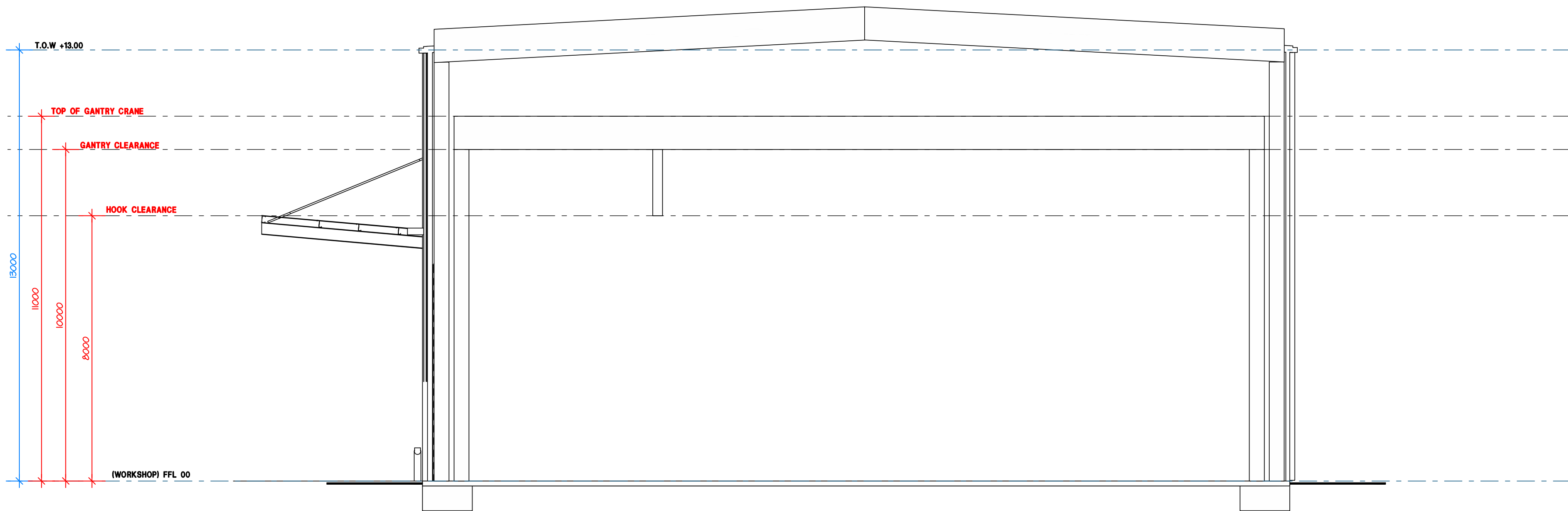
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Dwg - DA12
Rev - B



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4



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IMAGE 5



IMAGE 6



IMAGE 7



IMAGE 8

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IMAGE 9



IMAGE 10



IMAGE 11

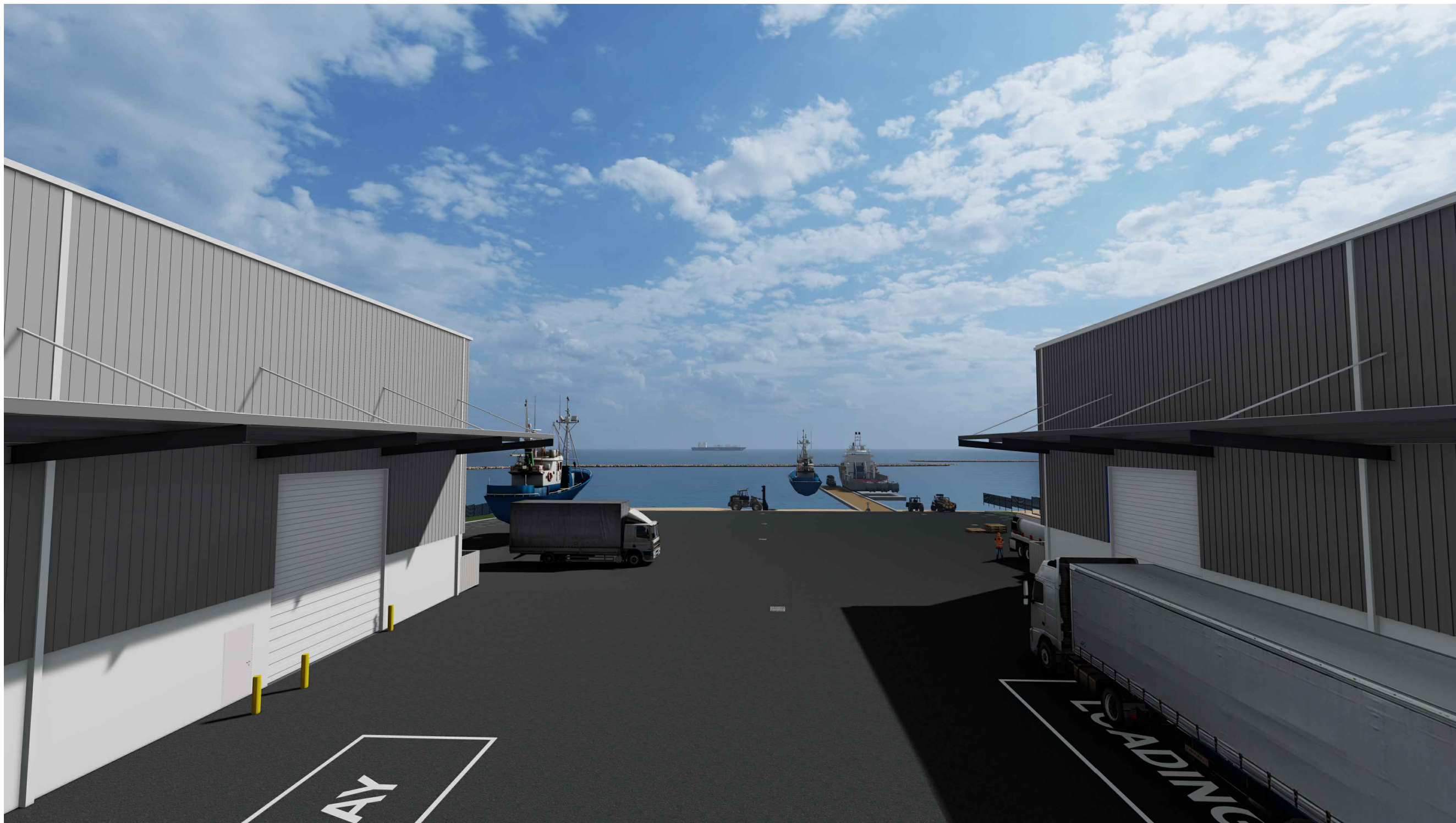


IMAGE 12

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- Legend
- Cadastre (View 1)
- Region Scheme Zones and Reserves
- Industrial
- Other regional roads
- Public purposes - Water Authority of WA



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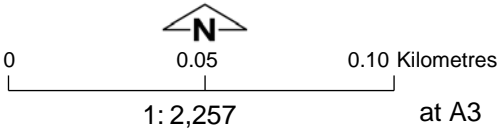
InQuiry Map

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Region scheme zoning

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Taylor Burrell Barnett Town Planning & Design
Level 7, 160 St Georges Terrace, Perth WA 6000
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Legend

Cadastre (View 1)

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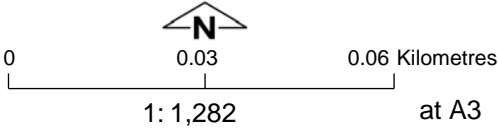


InQuery Map

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Figure 0-1 AMC context



Figure 0-2 AMC Strategic Infrastructure and Land Use Plan Option 1

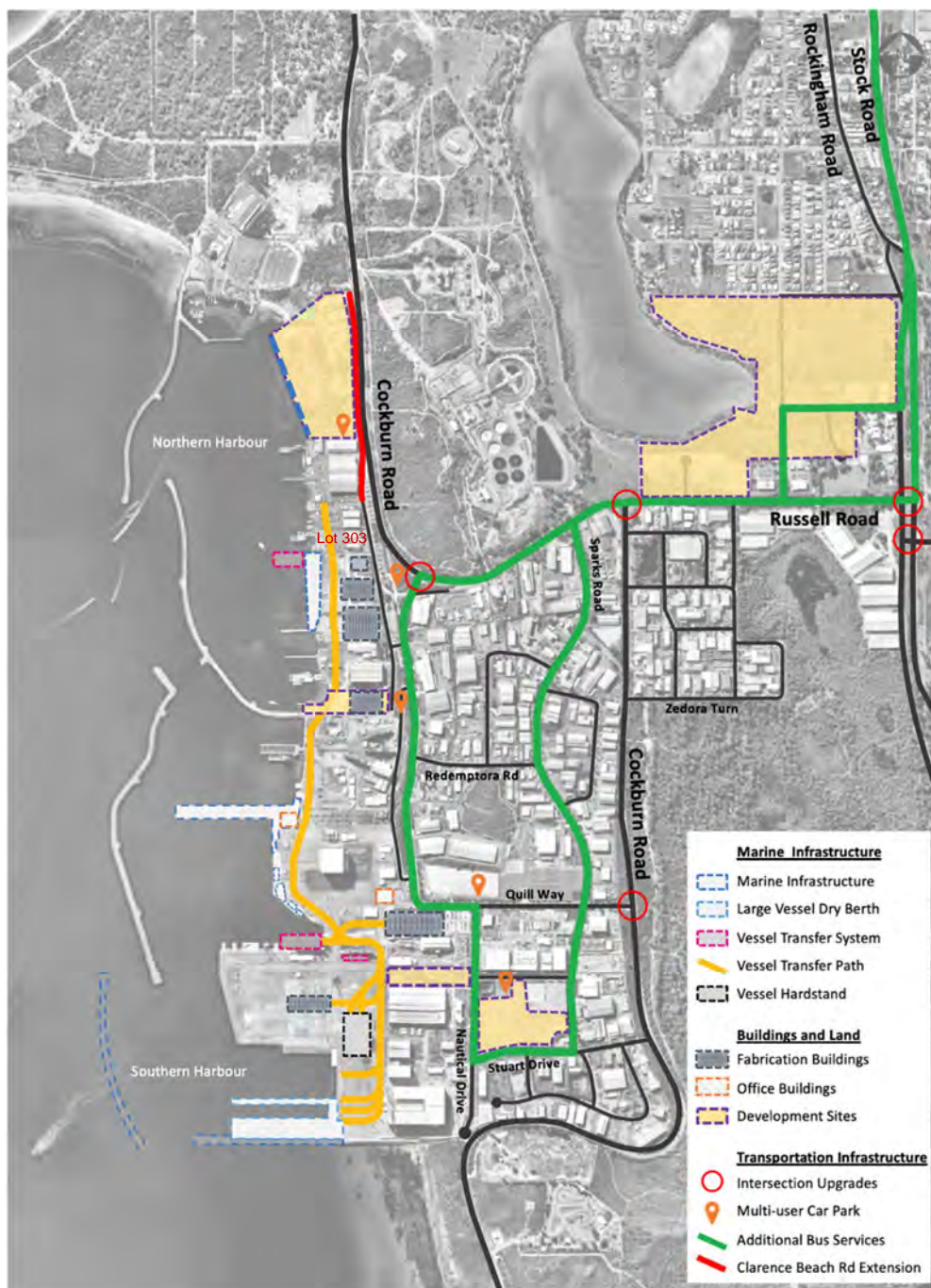


Figure 0-3 AMC Strategic Infrastructure and Land Use Plan Option 2

