



## **PART C – SHIRE OF SERPENTINE-JARRAHDALE**

**1. Declarations of Due Consideration**

**2. Disclosure of Interests**

**3. Form 1 DAP Applications**

3.1a Lot 32 (1324) Thomas Road, Oakford - Proposed Oat Mill Operating Facility and Associated Buildings and Structures - 'Industry-Rural' – DAP/25/02840

3.1b Lot 32 (1324) Thomas Road, Oakford - Proposed Oat Mill Operating Facility and Associated Buildings and Structures - 'Industry-Rural' – DAP/25/02840

**4. Form 2 DAP Applications**

Nil

**5. Section 31 SAT Reconsiderations**

Nil

**Part C – Item 3.1a – LOT 32 (1324) THOMAS ROAD, OAKFORD –  
PROPOSED OAT MILL OPERATING FACILITY AND ASSOCIATED  
BUILDINGS AND STRUCTURES - ‘INDUSTRY-RURAL’**

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

<b>DAP Name:</b>	Metro Outer Development Assessment Panel	
<b>Local Government Area:</b>	Shire of Serpentine Jarrahdale	
<b>Applicant:</b>	Statewest Planning	
<b>Owner:</b>	1234 Thomas Road Red Property Ltd 1234 Thomas Road Blue Property Ltd Bam Oakford Pty Ltd	
<b>Value of Development:</b>	\$5 million	
<b>Responsible Authority:</b>	Shire of Serpentine Jarrahdale	
<b>Authorising Officer:</b>	Director Development Services	
<b>LG Reference:</b>	PA24/803	
<b>DAP File No:</b>	DAP/25/02840	
<b>Application Received Date:</b>	13 January 2025	
<b>Report Due Date:</b>	19 August 2025	
<b>Application Statutory Process Timeframe:</b>	90 Days with additional agreed extension of times	
<b>Attachment(s):</b>	<ol style="list-style-type: none"> <li>1. Development Plans</li> <li>2. Transport Impact Assessment</li> <li>3. Bushfire Management Plan</li> <li>4. Environmental Noise Assessment</li> <li>5. Council Report</li> <li>6. Schedule of Submissions</li> </ol>	
<b>Is the Responsible Authority Recommendation the same as the Officer Recommendation?</b>	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

**Responsible Authority Recommendation:**

That the Metro Outer Development Assessment Panel resolves to:

1. **Refuse** DAP/25/02840 and accompanying plans 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 Shire of Serpentine Jarrahdale Planning Scheme No. 3, for the following reasons:
  - a. The development is not consistent with the Rural Zone due to concerns pertaining to noise, traffic and noise impacts on nearby sensitive dwellings.

## Reasons for Responsible Authority Recommendation

### Reason for Difference:

Questionable as to if it is viewed as being a Industry-Rural submission as it is a large industrial-looking, possibly considered a manufacturing facility working 24 hours per day. This is in contrast of the Shire of SJ Local Planning Strategy 2022 and Long-Term Strategic Plan to allow in a rural use zone. If doubt as to whether it is a manufacturing facility now, if it increases in size, that doubt would only grow. Thus caution should be exercised with a long term view in mind.

Limited benefit to the local community due to:

1. Oats not being a commonly grown local crop.
2. Being over 7km from the nearest populated area for workers with no connecting footpaths/bikepaths or public transport options.

Traffic impact concerns, in particular: 1. Heavy trucks turning onto a busy carriage way (being Thomas Road) form a private driveway in an 80km/hr zone. Thomas Road traffic will only increase as the dual lanes are introduced to the east and population growth increases.

1. LILO access thus trucks needing to use rural roads to go "around the block" to get to the entrance.
2. No access to rail envisaged in long term strategic plan. With the state government attempting to take back the Tier lines from Arc Infrastructure, this should be considered as part of good strategic planning

If considered a manufacturing facility, it would not sit within the strategic long term plan of the Shire. The long-term plan is NOT for that area to be deemed zoned industrial foreseeably in the future but rather more likely to be higher density housing. Strategic planning should be followed as ad hoc placement of possible manufacturing/industrial facilities will create industrial/urban friction in future.

Noise and light pollution concerns for residents in rural land where both travel significantly further on open land. No light pollution assessment done.

### **Details: outline of development application**

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Rural Zone
Local Planning Scheme	Shire of Serpentine Jarrahdale Local Planning Scheme No. 3 (LPS3)
Local Planning Scheme - Zone/Reserve	Rural
Structure Plan/Precinct Plan	NA
Structure Plan/Precinct Plan - Land Use Designation	NA
Use Class and permissibility:	'Industry Rural'
Lot Size:	19.25ha
Existing Land Use:	
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:**

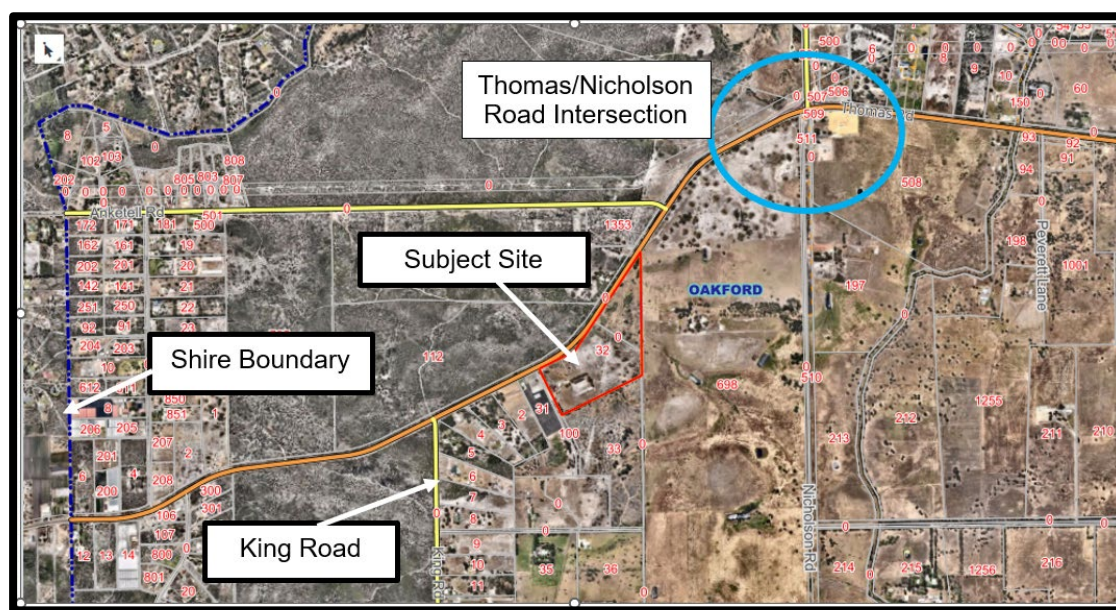
The application is seeking approval for a for a proposed Oat Milling Facility and associated structures ('Industry-Rural') at Lot 32,1324 Thomas Road, Oakford. The application details that the facility would receive, screen, clean, and dry raw oats and then distribute them for further processing into various food products to various buyers.

The Department of Planning, Lands and Heritage (DPLH) will also be providing a RAR to the MODAP as Main Roads Western Australia (MRWA) have raised issues of concern, that Officers consider can be overcome.

Officers consider that the proposal aligns with the planning framework and the concerns of MRWA can be fully satisfied through the imposition of conditions. The RAR therefore recommends the MODAP approve the application, subject to conditions

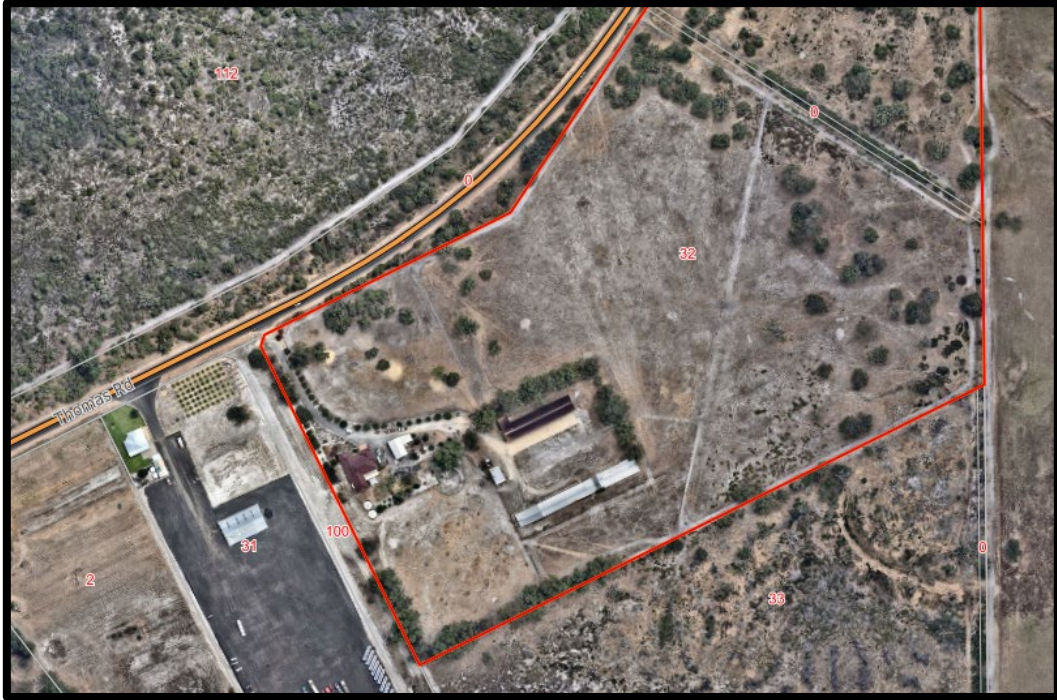
**Background:**

The subject site is located within the rural area of Oakford towards the west of the Shire. It is located on Thomas Road, between King Road to the west and the Nicholson/Thomas Road intersection to the east. The locality is shown following.



**Figure 1- Aerial Image**

The general locality comprises of 'Rural' zoned properties used for grazing, equestrian activities, market gardens, nurseries, extractive industries, and rural lifestyle lots. The lot to the west is developed with a 'Transport Depot'. The subject site is shown following:



**Figure 2 - Zoomed in Aerial image**

#### Existing Development

The subject site is developed with a dwelling and associated outbuildings located within the western portion of the lot. These would be retained as part of the proposal and be used for administration and storage. A poultry farm was previously operating on the lot which ceased operation circa 2013. Remnant structures (poultry sheds) are sited on the southern portion of the site.

The development site is generally cleared of vegetation; however, the northern portion of the site contains a significant amount of remnant vegetation and is classified as a resource enhancement wetland.

#### Proposed Development

The development application seeks approval for an Oat Mill facility. The application details that oats are purchased as a raw product directly from growers. The site would receive approximately 420 tonnes of raw oats per week, resulting in 7-10 truck deliveries to the site per day. Deliveries would occur primarily between the hours of 7:00am and 6:00pm, Monday to Friday, however with some deliveries as early at 6:00am (which is relevant to assessment of noise given all times before 7am must be assessed under more stringent night time noise level requirements).

On receipt, the oats are sampled and unloaded from trucks into storage silos. The oats are then transferred from silos to cleaning machines where they are aspirated and screened to remove chaff and weed seeds. Machinery then sorts the oats, removing smaller grains, and then shells them to remove their outer skin. The oats are finally screened and aspirated to remove any broken grains or foreign seeds before being passed through steam heated pipes for drying. At the end of this process, dried oats are transported from the site for further processing for use in various food products via approximately five trucks per day.

The site would operate 50 weeks per year, seven days a week for up to 24 hours per day. It would employ approximately 25 employees at any time. The proposal does not entail any retail activities on the subject site.

The facility comprises of:

- A concrete grain holding shed (778.73m<sup>2</sup>) with an overall height of 18.77m;
- Holding silos with heights generally ranging from 9m - 12m;
- A staff/visitor carpark (27 bays) with a separate access to isolate heavy and light vehicle traffic;
- A vehicle circulation pathway which allows traffic to leave the site in forward gear;
- Two weighbridges for inbound and outbound traffic; and
- Landscaping.

The elevations and site plan are shown following:

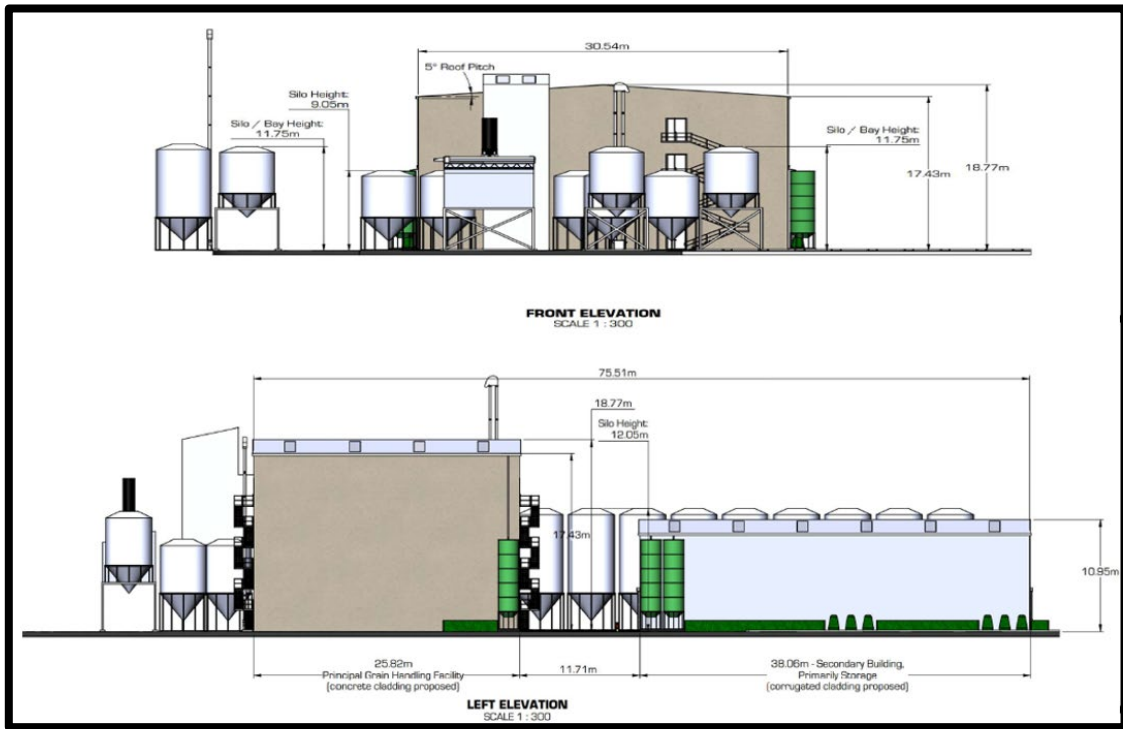
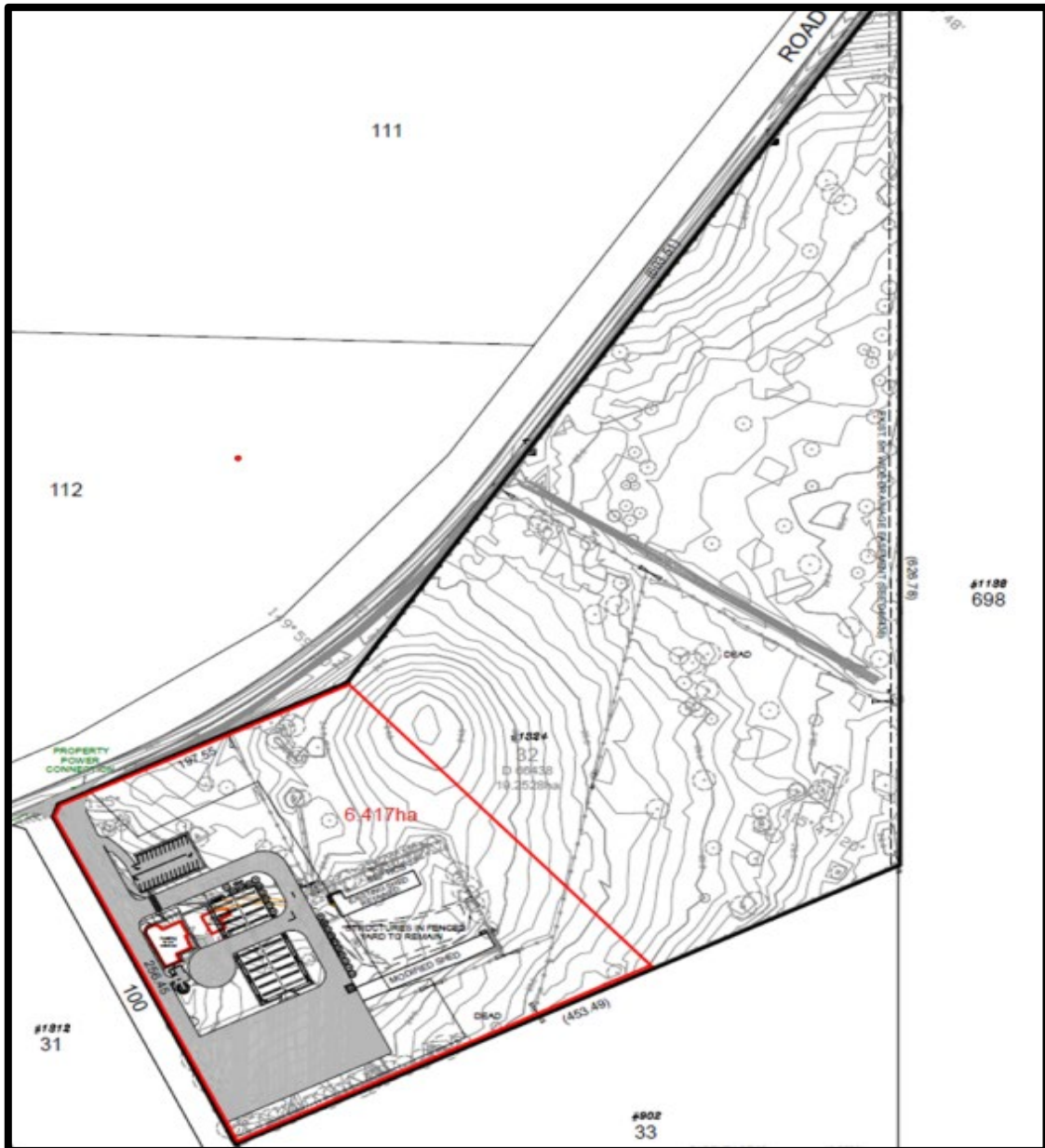


Figure 3: Elevation Plans



Figure 4: Site Plan



**Figure 4: Site Plan**

Full details of the proposal are contained within attachment 1.

**Legislation and Policy:**

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Environmental Protection (Noise) Regulations 1997*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- *Metropolitan Region Scheme (MRS)*

### State Government Policies

- South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 million
- Environmental Protection Authority Environmental Assessment Guideline for Separation Distances
- State Planning Policy 2.1 - The Peel-Harvey Coastal Plain Catchment (SPP 2.1)
- State Planning Policy 2.5 - Rural Planning (SPP 2.5)
- Draft State Planning Policy 2.9 - Planning for Water (SPP 2.9)
- State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP 3.7).

### Local Planning Framework

- Shire of Serpentine Jarrahdale Local Planning Scheme No. 3
- Shire of Serpentine Jarrahdale Local Planning Strategy

### Local Policies

- Local Planning Policy 1.4 - Advertising Development Applications (LPP1.4)
- Local Planning Policy 1.6 - Public Art for Major Developments (LPP1.6)
- Local Planning Policy 2.4 - Water Sensitive Design (LPP2.4)
- Local Planning Policy 4.26 - Development in the Rural Zone (LPP 4.26)

### **Consultation:**

#### Public Consultation

The application was advertised for a period of 28 days from 21 January 2025 to 18 February 2025 to surrounding landowners within a 1km radius of the site, in accordance with LPP1.4 - Advertising Development Applications. The application was also advertised on the Shire's website for the same period. At the conclusion of this period, 18 submissions were received, 16 objecting to the proposal and two letters of support.

The objections raised the following concerns:

- Suitability of the land use in the 'Rural' zone.
- Noise impacts from traffic movements.
- Dust impacts from the cleaning process and traffic movements.
- Consistency of the proposal with the Rural Industry land use definition and the objectives of the rural zone.
- Proposal not suited in an area located within the Urban Investigation area under Perth and Peel @3.5 Million.
- Traffic impact and safety concerns relating to entry and exit points on Thomas Road.
- Noise impacting on quality of life.

The objections are discussed under the relevant headings of the report. A summary of the submissions and the Officer response has been included as part of attachment 2.

## Consultation with Government/Service Agencies

### **Consultation with Government Agencies**

#### **Main Roads Western Australia (MRWA) (Initial Response**

##### **Government Agency Response:**

The application was referred to MRWA who requested for further information as follows:

##### *1. Preliminary Concept Design (Vehicular Access to Thomas Road)*

###### Option 1 - Relocating Access

- *The Applicant is requested to investigate a modified relocated LILO (Left-In, Left-Out) concept via the unnamed road reserve (Lot 100). Entry to the site will be via the unnamed road. This will minimize points of conflict and satisfy as per the Main Roads Driveways Policy and WAPC Development Control Policy 5.1 Regional Roads (vehicular access).*

###### Option 2 - Current proposal

- *The applicant will be required to upgrades to the road network. The applicant is to investigate the proposed left-in and left-out (LILO) option without having any enforcement in place (such as raised island, central median and localised widening) to restrict right turns to/from the site.*

##### General Requirements for Option 1 & Option 2

*The applicant is to:*

- *Investigate all current traffic movements to and from Thomas Road that are available to the site.*
- *Propose suitable treatments to accommodate turning vehicles, including appropriate Restricted Access Vehicles (RAV).*
- *A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6 are met, or when the presence of the driveway may impact the performance or safety of the road network.*
- *Swept-path assessment is required for 36.5m B-Triple combination in accordance with the MRWA Supplement to Austroads Guide to Road Design (AGRD) Part 4, Table 5.2.2, Table 5.2.3 and Section 5.6.1. Minimum turning radii of 20m and appropriate offset (edge of pavement/ kerb/ centreline) is also required as per the guideline.*
- *Sight distance assessment to be provided in a diagram in accordance with the Section 4.1.4 of the Main Roads' Driveways Policy.*
- *Justification is required for the indicative three lanes at the access point (one lane for entering and two lanes for exiting the site) when the proposal is for LILO only.*

##### **Transport Impact Assessment (TIS)**

*The impact of the proposed development upon the access point onto Thomas Road is uncertain due to a significant percentage of heavy vehicle (up to 36.5m) entering the property*

*A revised TIS is required addressing the following:*

*Trip generation for the proposed development is based on the Client’s advice without any detailed evidence to support the assumptions. Further justification is required to clarify why the adopted trip rate is appropriate in this instance.*

*The report to provide detailed justification for the trip distribution assumption (LILO only) as shown in the section 2.15 of the TIS.*

*Warrant for turn treatments is to be investigated in accordance with the justified trip generation and distribution patterns.*

**Officer Comment:**

In order to address the issues raised by MRWA, the applicant provided an amended proposal in the form of an updated site plan and an updated Traffic Impact Assessment which was sent MRWA for further assessment.

**Main Roads Western Australia (MRWA) Second Response**

**Government Agency Response:**

Subsequently, on 8 July 2025 MRWA provided a further submission not supporting the proposal and requesting for further information as follows:

*Main Roads has reviewed the additional information (amended Transport Impact Statement and Intersection Concept, May 2025) were not able to support the subject proposal until the additional information has been received and reviewed.*

*The following information is required:*

**1. Concept Design (Vehicular Access to Thomas Road)**

*Latest intersection concept (15% design) for the proposed upgrade to existing access point onto Thomas Road does not enforce the left-in/ left-out (LILO) movements due to the large pavements area of the proposed driveway. Passenger cars and small trucks will be able to do right-turn (right-turn in and right-turn out) movements easily to/from the site. Further amendment to concept design is required addressing the following:*

- *The applicant is required to upgrades the proposed access to enforce the LILO movements only (such as raised island, central median and localised widening), restricting right turns to/from the site.*
- *The proposed raised/kerbed island is required to sufficiently offset from the Thomas Road carriageway as per the section 6 of MRWA Supplement to AGRD Part 4A.*
- *Driveway is required to be lit with any inclusion of the raised/ kerbed island. It is noted that this area of Thomas Road doesn’t currently have roadway lighting. Refer to section 6.1 of MRWA Supplement to AGRD Part 4A (i.e. “Where intersections include kerbed medians or kerbed islands, street lighting should be provided.”)*

*A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6 are met, or when the presence of the driveway may impact the performance or safety of the road network.*

**2. Transport Impact Statement (TIS)**

*The impact of the proposed development upon the access point onto Thomas Road is still uncertain and therefore the TIS requires further amendment addressing the following:*

*Trip generation assumption for the proposed development is based on the Client’s advice without any detailed evidence (such as trip generation survey data from similar site/s) to support the assumptions. Further evidence on trip generation data is required.*

*Requires intersection warrant assessment. These are to be investigated in accordance with the justified trip generation and distribution patterns.*

**Officer Comment:**

Officers consider that the comments raised by MRWA can be addressed, this is discussed under the Traffic section of the report.

### Department of Water and Environmental Regulation (DWER)

#### **Government Agency Response:**

*The application was referred to DWER who raised no objections and provided advice on the following:*

#### Stormwater Management Plan

*The Department recommends that the first 15 mm of stormwater runoff from the hardstand areas should be designed to undergo water quality treatment via biofiltration. This can be through vegetated swales or bioretention basins set off-line from the general flood storage basins.*

*Furthermore, the Department recommends the proponent update the Stormwater Management Plan (SMP) as part of the development approval process. The SMP should include,*

*design cross-sections of each infiltration basin (cross-sections should include basin inverts, maximum groundwater level (MGL), use of amended soils and vegetation and top water levels for each rainfall event.*

*Longitudinal section of proposed swales (sections should include spot inverts, MGL, use of amended soils and vegetation and top water levels for each rainfall event. Furthermore, swales should be designed as vegetated swales to improve at source biofiltration and reduce potential for erosion.*

*All biofiltration basin, swale and flood storage area inverts should be set at least 300 mm above the recorded on-site MGL. Diagrams C-001-A and E-001-A indicate that Basins 3 & 4 have inverts that are either below or at the MGL. The Department's Lower Serpentine Hydrological Studies data indicates the MGL at the location is approximately 23 m AHD and this MGL should be used when designing drainage infrastructure.*

#### Peel-Harvey Coastal Plain Catchment

*The subject area is located within the Peel-Harvey coastal plain catchment and provisions of State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment (WAPC, 2003), Draft State Planning Policy 2.9 Planning for Water (SPP 2.9) (WAPC, 2021) and Environmental Protection (Peel Inlet – Harvey Estuary) Policy 1992 apply.*

#### Native Vegetation Regulation

*Based on the information provided, should development approval be issued, clearing to construct a building or structure may be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations.*

#### **Officer Comment:**

These have informed the assessment and recommended conditions, should Council support the officer recommendation.

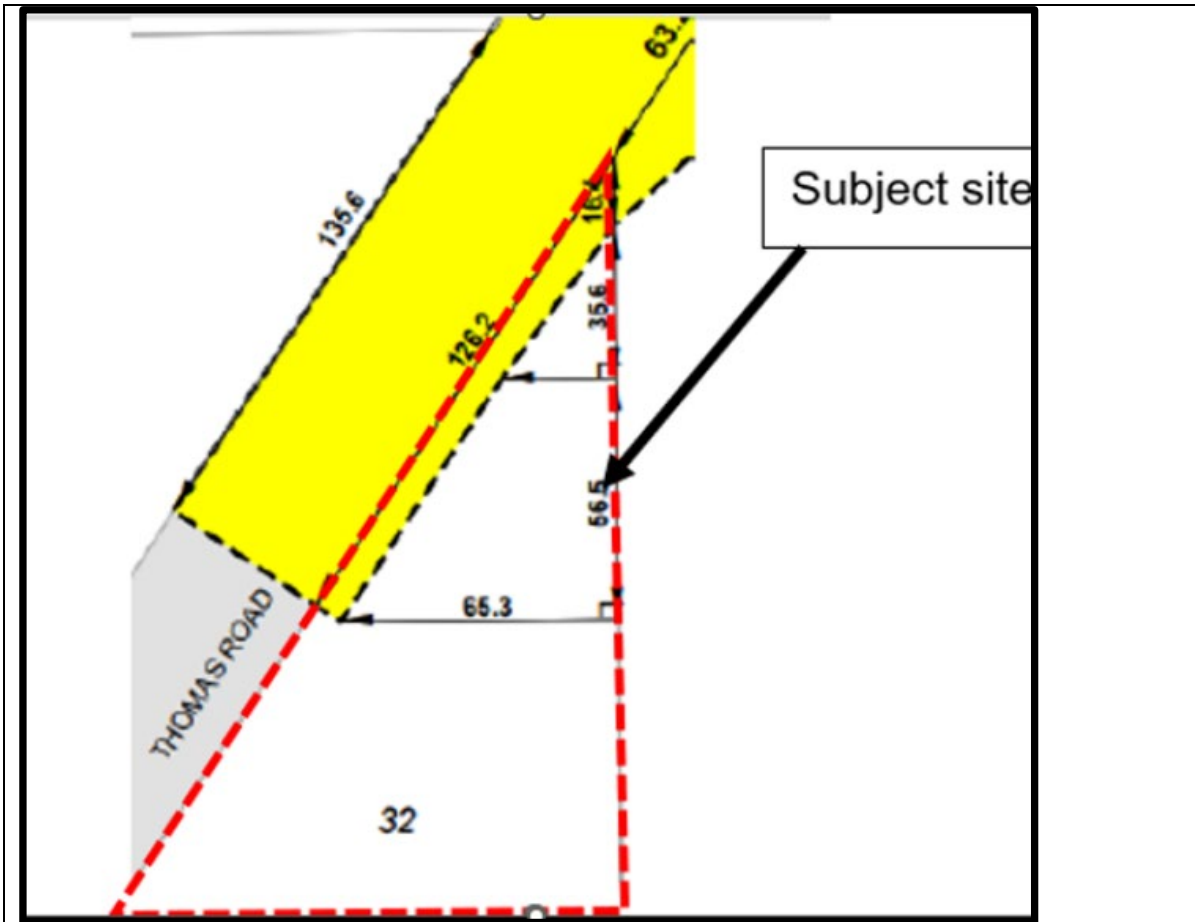
### Department of Biodiversity Conservation and Attractions

#### **Government Agency Response:**

*The application was referred to (DBCA) who raised no objections and the following advice was provided :*

*DBCA has no comments, with the expectation that the Shire of Serpentine and Jarrahdale and the Department of Water and Environmental Regulation (DWER) will address any*

<p><i>environmental matters associated with the proposal, including the management of drainage and wastewater.</i></p>
<p><b>Officer Comment:</b> Noted. This advice has been provided to the applicant.</p>
<p>Department of Fire and Emergency Services DFES)</p>
<p><b>Government Agency Response:</b> DFES raised no objections and recommended modification of the Bushfire Management Plan (BMP) with regards to vegetation classification: <i>The Vegetation Classification Map (Figure 7) does not align with the photographic evidence or Tables 3A – 3E. The plot numbers are consistent between Figure 7 and the photographic evidence, however these plot number are inconsistent with Tables 3A – 3E. The separation distances shown on Figure 7 do not align with separation distances detailed in the Tables.</i></p>
<p>Officer Comment: DFES has recommended modifications to be undertaken to the submitted Bushfire Management Plan (BMP). The applicant provided an amended BMP addressing matters raised relating to the correct classification of vegetation plots.</p>
<p><b>Department of Planning Lands and Heritage (DPLH)</b></p>
<p><b>Government Agency Response:</b> <u>WAPC Planning Control Area No. 171</u> The northern portion of the is identified within the planning control area which relates to proposed longer term road upgrading works associated with the intersection of Thomas and Anketell Road.</p>



**Figure 5 - Planning Control Area**

The Department raised no objections to the proposed development. It is considered that the development proposal would not impact or prejudice its purpose to protect the land required for the proposed Anketell/Thomas Road primary regional road corridor.

**Officer Comment:**

The proposal is located outside of the PCA and is considered not to impact on the capacity for any future use of the Thomas/Anketell Road Corridor.

Design Review Panel Advice

Not Applicable

Swan Valley Planning

**Planning Assessment:**

Land Use:

The subject site is zoned 'Rural' under Local Planning Scheme No.3 (LPS3). The proposal is considered to fall within the land use of 'Industry Rural' defined under LPS3 as "premises used for an industry that:

- "(a) supports and/or is associated with **primary production**; or
- (b) services plant or equipment used in primary production."

"Primary Production' takes its meaning from the Income Tax Assessment Act 1997 which states that you carry on a primary production business if you carry on a business of, amongst other things, "(a) cultivating or propagating plants, fungi or their products or parts (including seeds, spores, bulbs and similar things), in any physical environment....

- i. where they are first to be milled or processed: or*
- ii. from which they are to be transported to the place where they are first to be milled or processed.*

During the consultation period, concerns were raised regarding the classification of the land use. The submission details that proposal should be considered as 'Industry' on the basis of its scale, associated infrastructure, traffic movements and being a 24- hour facility. The submission also details that the facility is proposed to process oats grown across Western Australia and not necessarily from local producers for the use to be deemed 'Industry - Rural'.

Officers acknowledge these concerns, however, consider that the receipt of raw oats from primary producers and undertaking the initial processing stage is considered to be an industry directly associated with primary production and therefore consistent with the 'Industry - Rural' land use. A legal advice has been sought in this regard prior to the application being accepted for assessment.

The 'Industry - Rural' land use is a discretionary ('D') use in the 'Rural Zone' meaning the use is not permitted unless the Responsible Authority has exercised its discretion by granting development approval.

Local Planning Scheme No.3 (LPS3)

The objective of the 'Rural' zone under LPS3 pertaining to 'non-rural land uses' states "To provide for a limited range of non-rural land uses, only where they have demonstrated a direct benefit to the local community and are compatible with surrounding rural uses." This objective is supported by Local Planning Policy 4.26 - Development in the Rural zone which seeks to expand upon the objective and provide guidance to ensure land uses are compatible. Officers consider that the proposal will support the local rural community, can be carried on alongside and will not prejudice future rural uses. This is discussed in detail later in the report.

The subject site is located within Special Control Area 5 – Separation Distances (SCA5) of LPS3. The objectives of SCA5 are to designate separation distances to properties within proximity of a site which may be considered a nuisance or offensive because of noise, dust, gas, odour, fumes, lighting overspill and health concerns. In this case the trigger for the SCA was the poultry farm on the subject site which is no longer in operation.

Local Planning Policy 4.26 - Development in the Rural Zone (LPP4.26)

As previously stated, LPP4.26 provides guidance in relation to non-rural uses in the 'rural' zone. During the consultation period concerns were raised with regards to compatibility of the land use within the rural zone. LPP4.26 acknowledges that 'non-rural' land uses can be considered for approval within the 'Rural' zone, according to LPS3. LPP4.26 assists with the consideration of these 'non rural' land uses in that it identifies potentially beneficial uses, which 'Industry Rural' is identified as. The policy establishes the circumstances where beneficial non-rural development may be supported after undertaking a preliminary analysis to set out proposed benefits expected.

An assessment against the LPP is shown following:

Clause	Provided
The proportion of the lot proposed to be used for non-rural uses and whether the majority of the land would be available to be used for rural uses alongside;	The proposal would occupy approximately 33% the non-rural activity would still enable the balance of the land to be used for rural uses.

Whether there is a rural use occurring on the site;	There is currently no rural use occurring on the site. Whilst the site has been used as a poultry farm previously, this use comes with its own challenges given the proximity to sensitive receptors in this location. The subject proposal is considered to be less impactful by way of offsite impacts than a poultry farm.
Whether the proposal would adversely impact existing rural uses on the site or surrounding locality;	The site to the west contains a Transport Depot with availability for rural uses to the rear. It is considered that the proposal can be carried on alongside any future rural uses on surrounding land.
Whether the proposal would impact the ability of the land to be used for rural uses in the future;	It is considered that the land could still be used for rural land uses in future.
The capability of the land to undertake productive rural uses	Whilst the soil types are not best suited for in ground-based agriculture other agricultural methods can be used to productively use the land. The land is however constrained by the existing resource enhancement wetland containing some areas of remnant wetland vegetation with biodiversity values to the northern portion of the lot.
The scale of development/activities;	As previously stated, the proposal seeks to occupy approximately 33% of the site.
Built form character;	It is not uncommon within Western Australia for Rural Industries to be prevalent to development consisting of processing equipment buildings and silos.
Any external impacts and their proposed management.	It is considered that external impacts such as noise and dust can be appropriately managed so as to not result in adverse offsite impacts. Management Plans are recommended through conditions in this regard.
Traffic generation and suitability of infrastructure to accommodate.	The site is conveniently located on Thomas Road which has good transport links to support the development.

Officers consider that the proposed 'Industry - Rural' use is beneficial to the local community and consistent with the objectives of the Rural zone under LPS3. The proposal demonstrates a direct association with primary production and provides a value-adding process that supports the agricultural sector more broadly across Western Australia.

While the facility will process oats from various regions, its function remains closely tied to the initial stages of agricultural production, aligning with the definition of 'Industry - Rural'. The proposal does not seek to introduce an unrelated industrial activity, but rather one that complements and enhances the agricultural supply chain.

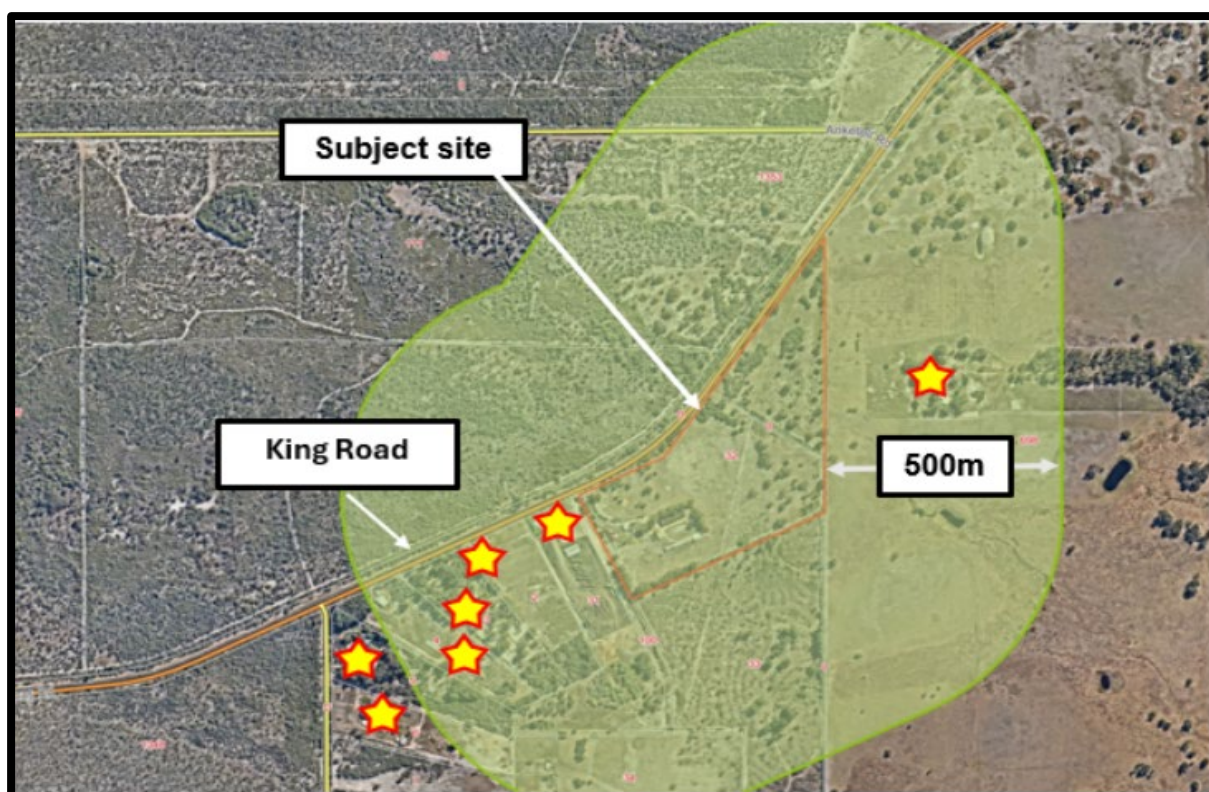
The development occupies only a portion of the site, allowing the remainder to remain available for rural uses. It is not expected to adversely affect surrounding rural uses or limit future rural activities on adjacent properties. The built form is consistent with rural industry character, and external impacts are manageable through recommended conditions. The site's location on Thomas Road provides suitable infrastructure and transport access, supporting the operational needs of the facility.

Taken together, these factors demonstrate that the proposal is compatible with the Rural zone and meets the intent of LPP4.26. It supports the local economy, aligns with planning objectives, and maintains the potential for future rural land use. Officers are satisfied that the development can be approved without compromising the integrity or purpose of the Rural zone.

### Amenity

*The Environmental Protection Authority's Guidance Statement 3 - Separation Distances between Industrial and Sensitive Land Uses* (Guidance Statement), sets out generic separation distances between industrial land uses and sensitive receptors to avoid or minimise the potential for land use conflicts.

The separation distance recommended between a 'Grain Cleaning' premises and sensitive land uses is between 300 - 500m depending on size of the operation. Potential off-site impacts are listed in the Guidance Statement as noise, dust, and odour. For worst case scenario, the separation distance of 500m has been used as shown following:



**Figure 6- Location of sensitive Receptors**

There are five sensitive receptors within the separation distance. Where sensitive receptors are located within the generic separation distance (500m), technical reports are required to demonstrate how specific impacts as referenced in the Guidance Statement are proposed to be managed. This is discussed following:

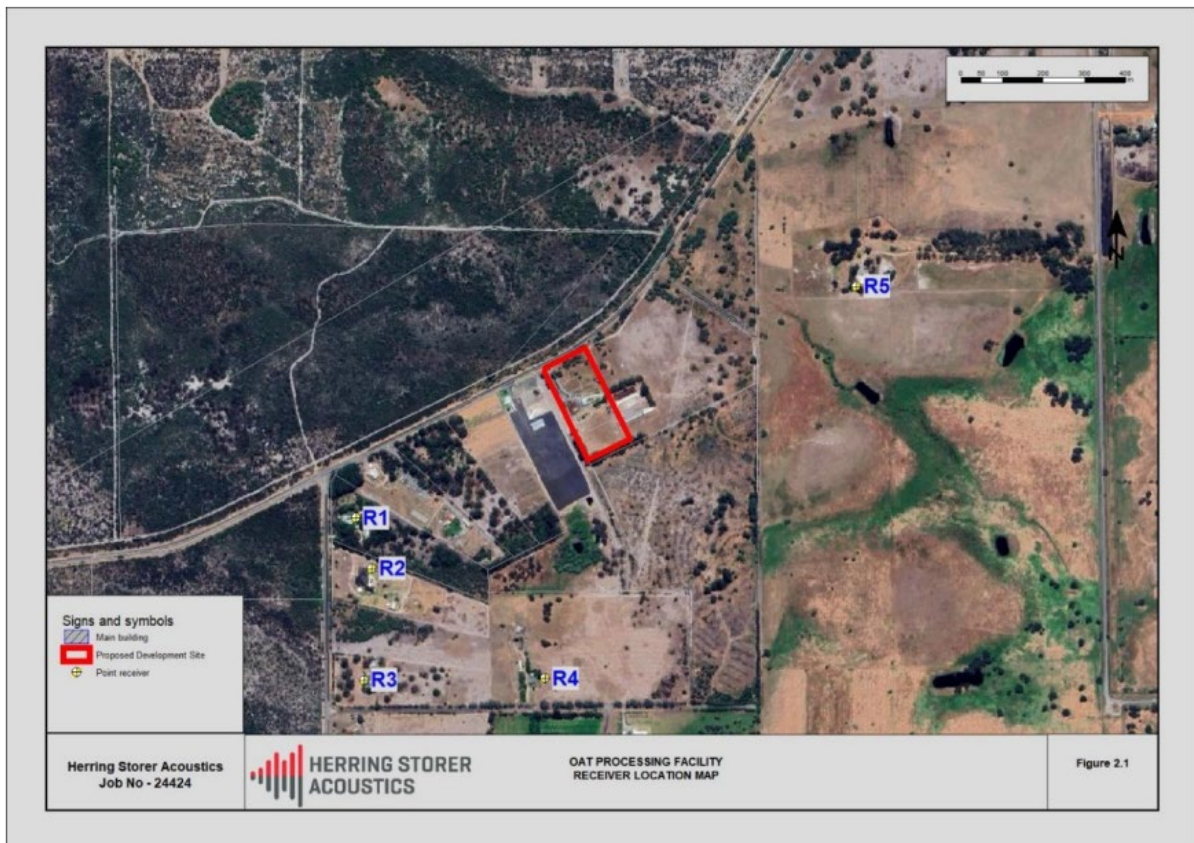
### Noise

To address noise impacts the applicant submitted an Environmental Noise Assessment (ENA) (attachment 3) assessing compliance with the Environmental Protection (Noise) Regulations 1997 (Noise Regulations). The ENA identifies key noise sources from the proposed development as vehicle movements and operational plant and machinery, including conveyors, hulling machines, vibrating screens, dryers, dust extraction units, forklifts, and air compressors.

In terms of truck noise, the noise assessment sets out that allowance has been made for 7-10 delivery trucks arriving at the site per day (Monday to Saturday) and occasional trucks on Sunday. The heavy vehicle movements are (primarily) from 6am to 6pm in the form of 60 tonne road trains in addition to 25 – 40 tonne semi loads. These same trucks remove any waste product from the process to avoid additional vehicle movements, and reduce the overall number of vehicle trips expected. Additionally, 5 trucks per day will access the site to transport oats packed in bulk shipping containers, with a maximum of two shipping containers per truck movements.

In terms of the assessment approach, the noise study assessed night-time (worst case) noise emissions under maximum propagation conditions for the plant and transport trucks for compliance with the requirements of the Environmental Protection (Noise) Regulations 1997.

The study starts by setting out the nearest highly noise sensitive premises being situated approximately 600m to 700m from the proposed plant. This is shown following:



**Map showing sensitive receptors**

In terms of then setting the assigned noise levels, an influencing factor of 2dB(A) was applied due to the proximity of Thomas Rd, as a major road. This establishes the following assigned noise levels for the sensitive receptors:

**TABLE 2.1 – ASSIGNED OUTDOOR NOISE LEVELS**

Type of premises receiving noise	Time of day	Assigned level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>A max</sub>
R1, R2 and R5	0700 to 1900 hours Monday to Saturday	47	57	67
	0900 to 1900 hours Sunday and public holidays	42	52	67
	1900 to 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	37	47	57
R3 and R4	0700 to 1900 hours Monday to Saturday	45	55	65
	0900 to 1900 hours Sunday and public holidays	40	50	65
	1900 to 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35	45	55

**Assigned noise levels**

Continuous noise monitoring then occurred on the site, to establish the ambient noise levels. Continuous noise monitoring was conducted from Thursday 10 through to Thursday 17 April 2025. During this period, weather conditions were monitored via the Bureau of Meteorology web site as to any weather conditions which may have unduly influenced noise levels.

This found the following ambient noise levels:

**TABLE 3.1 – SUMMARY NOISE LEVELS**

Day / Date	Average L <sub>Aeq</sub> Noise Level dB(A)			Average L <sub>A90</sub> Noise Level dB(A)		
	Day 0700 to 1900	Evening 1900 to 2200	Night 2200 to 0700	Day 0700 to 1900	Evening 1900 to 2200	Night 2200 to 0700
Friday, 11 April 2025	65.1	59.7	55.5	58.2	47.5	40.6
Saturday, 12 April 2025	62.4	59.2	54.5	54.8	47.9	37.9
Sunday, 13 April 2025	61.0	57.5	59.4	51.2	43.9	51.0
Monday, 14 April 2025	65.3	59.9	59.7	58.2	46.9	53.1
Tuesday, 15 April 2025	64.5	59.8	60.8	56.9	46.2	55.0
Wednesday, 16 April 2025	64.8	59.8	58.8	57.5	47.1	49.3
<b>Average</b>	<b>63.9</b>	<b>59.3</b>	<b>58.1</b>	<b>56.1</b>	<b>46.6</b>	<b>47.8</b>

**Ambient noise levels**

With this established, the noise assessment sets out the noise sources on the actual site that will be associated with the operation. These are as follows:

**TABLE 4.1 – SOUND POWER LEVEL - NOISE SOURCES dB(A)**

Noise Sources	Outdoor/ Indoor	Work Location	Sound Power Level dB(A)	Work Days	Comments
Delivery Trucks	Outdoor	Around Site	98	7 days 6am to 6pm	60 tonne road trains Moving Slowly
Off site Transport Trucks	Outdoor	Around Site	92	7 days 6am to 6pm	25 – 40 tonne semi loads
Conveyors - storage silo to Processing	Outdoor	North side of Processing	80/m2	Continuous	Elevated
Hulling Machine	Indoor	Processing Building	80	Continuous	External Point Source for each as partial opening
Vibrating screens	Indoor	Processing Building	92	Continuous	External Point Source for each as partial opening
Dryer	Indoor	Processing Building	75	Continuous	External Point Source for each as partial opening
Vibrating screen	Indoor	Processing Building	87	Continuous	External Point Source for each as partial opening
Dust extraction unit	Exterior	Processing Building	87	Continuous	4x Point Source for each
Forklifts	Indoor & Outdoor	From Storage building to loading	80	7 days 6am to 6pm	4x Internal and External Point Source for each
Instrument air - compressor	Indoor	Processing Building	95	Continuous	

**Noise sources**

This allows the operating scenario with the potential for noise impact to be developed, and in this case was based on the following elements:

- Day/Night operations (Mon to Sunday 6am to 6pm)
- Oat Plant
- Transport in and out of site
- Loading and unloading

The scenario considers all equipment operating at the same time (to document the worse possible case), and weather conditions that would generate the greatest potential noise transmission (light winds in the direction from noise source to receiver).

The results demonstrate no noise impact on nearby sensitive receptors. Specifically, the noise sources have been separated into two areas, noise associated with truck movements (intermittent noise emission) and the continuous noise of the Oat plant. The assessment is based on the addition of these two noise areas. This is shown following:

**TABLE 5.1 – CALCULATED NOISE LEVELS, LA10 dB(A)**

Receiver Name	Scenario 1		
	Truck Associated Noise dB(A)	Plant Associated Noise dB(A)	Total Cumulative Noise dB(A)
R1	30	26	31
R2	29	26	31
R3	26	22	27
R4	28	17	29
R5	27	20	28

Noise contour plots for the above scenarios are included in Appendix B.

**Noise results**

The operations include truck movement during the day period, however, as there is a potential for noise to be present prior to 7am, i.e. 6am onwards, the assessment needed to consider the "night" period criteria, which is far more stringent. It is assumed that during the night period, the operational noise when received at the neighbouring premises will not have a 'tonal' characteristic, due to the distance, and the noise levels approaching the existing background noise level (meaning noise characteristics such as tonality, would not be applicable).

At noise emission levels around 31 dB(A) it will generally be the case that the noise emission level is low enough that the influence of background noise will result in the noise emission not being 'technically tonal', although that does not mean that some characteristics would not be audible. Based on this, no adjustments were required as shown in Table 6.1 following:

**TABLE 6.1 – SCENARIO 1 - APPLICABLE ADJUSTMENTS AND ASSESSABLE LEVEL OF NOISE EMISSIONS, LA10 dB(A) DAY OPERATIONS**

Noise Measurement Location	Calculated Noise Level Scenario 1 Day Time LA10	Applicable Adjustments to Measured Noise Levels, Characteristics			Assessable Noise Level
		Where Noise Emission is NOT music			
		Tonality	Modulation	Impulsiveness	
R1	31	-	-	-	31
R2	31	-	-	-	31
R3	27	-	-	-	27
R4	29	-	-	-	29
R5	28				28

**Showing no adjustment**

This resulted in the following night time assessment result:

**TABLE 6.2 – ASSESSMENT OF NOISE LEVELS**

Scenario	Receiver	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable LA01 Assigned Noise Level (dB)	Exceedance to Assigned Noise Level LA01 (dB)
Night Criteria Scenario 1	R1	31	Night (22:00 to 07:00)	37	Complies
	R2	31		37	Complies
	R3	27		35	Complies
	R4	29		35	Complies
	R5	28		37	Complies

**Night time result**

For the most stringent time period (night prior to 7am) the assigned noise level is 35 to 37 dB(A). This compares to the day time period shown in the previous table which is of a higher range (recognising the more stringent night time criteria). The highest predicted noise emissions for the nearest noise sensitive premise is 31 dB(A) . This includes all noise sources associated with the Oat facility, including truck movements.

The operating scenarios consider all noise sources from the proposed facilities operating at the same time. The calculated noise levels have been assessed under the highest night-time propagation weather conditions. Given this, the noise modelling would be considered conservative, as it is unlikely that all noise sources are operating at the same time under the worst-case propagation conditions.

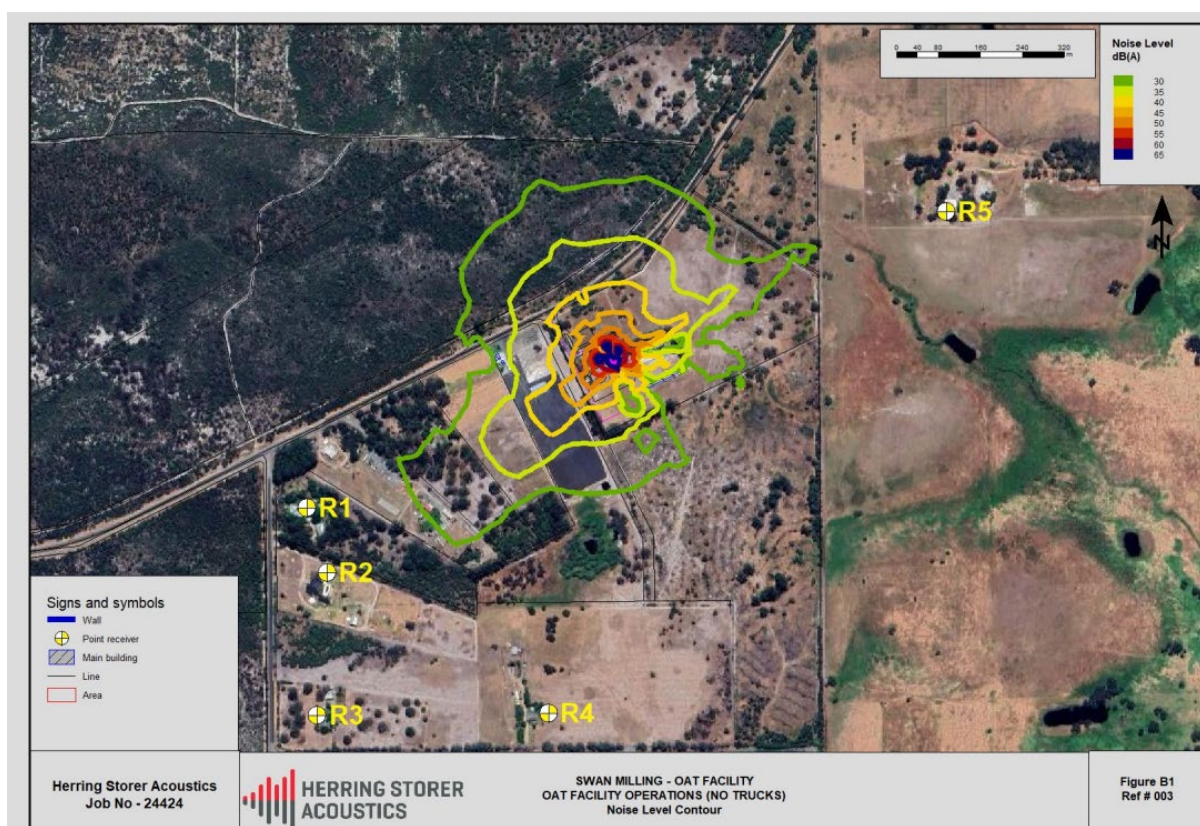
The acoustic assessment shows that in the worst case, that noise received at a premise is below the assigned noise level. Thus, noise emissions from the proposed Oat Facility would be deemed to comply with the requirements of the Regulations.

Whilst mere compliance with the Regulations is not an automatic determining factor to arrive at the conclusion that the development poses an acceptable amenity outcome, it is generally held that exceedance of the Regulations warrants development to have an unacceptable amenity impact. Given this development is below the assigned night time (worse case) noise level, and particularly given the documented night time noise from Thomas Road, the development is considered to not pose any unreasonable impacts on amenity by way of noise. Noting the nature of background noise during the night time period from Thomas Rd:

LA90 = 47.8 (noise level that is exceeded only 10% of the time)

LAeq = 58 (average of the sound energy)

the development in question won't create discernible amenity impact on any nearby sensitive receptors.



### Noise contours

The Noise Assessment is provided at Attachment 4 to this report.

In order to also secure an ongoing level of conformance against the operational aspects underpinning the noise assessment, Officers recommend imposing a condition requiring a Noise Management Plan (NMP). This plan will detail ongoing noise management strategies to ensure continuous compliance with assigned noise levels suitable for the Rural zone, helping prevent risk of future exceedances.

### Dust Management:

Concerns were raised by submitters regarding the generation of dust from the proposed facility having a detrimental impact on the amenity of neighbouring properties. As all of the processing will occur inside it is expected that there will be little to no dust impacts and that any potential for dust to be generated from the site may potentially occur during loading and unloading of

trucks. As all of the internal roadways are sealed there is no risk of dust generated from vehicle movement to the immediate surrounding properties. Officers are satisfied that dust on site can be adequately managed through the preparation, approval and implementation of a Dust Management Plan detailing how the operation will minimise dust and drift during loading and unloading of vehicles. A condition has been recommended in this regard.

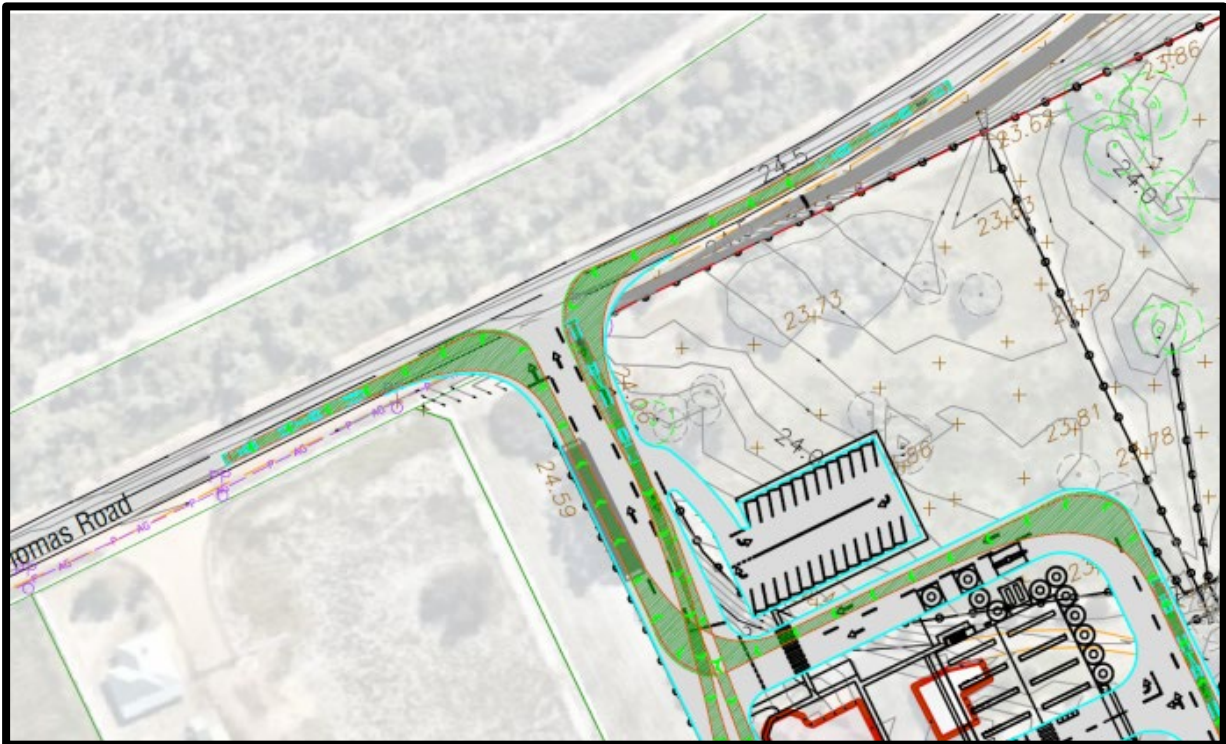
#### Access and Traffic

To address traffic issues, the applicant submitted a Traffic Impact Assessment (TIA), which can be viewed within attachment 5.

#### Access

The application proposes that all vehicle movements entering and exiting the property will be via an existing crossover on Thomas Road. This section of Thomas Road has an existing carriageway width of 40m which is a two-way, one lane direction carriageway.

As the site abuts Thomas Road which is designated as a Primary Regional Road (PRR) it is required to be referred to MRWA for comment. MRWA initially reviewed the design and requested that the driveway and access be Left-in, Left Out (LILO) configuration in order to minimise conflicts between turning vehicles and oncoming traffic.



**Figure 7 - Full Movement Driveway**

The applicant subsequently updated the design of the driveway to be a low island/kerb on the centre line to restrict right hand movement to and from Thomas Road, this proposal was amended to be provided to MRWA.



**Figure 8 - Amended Approval**

MRWA in their submission were still not satisfied with the configuration for the following reasons:

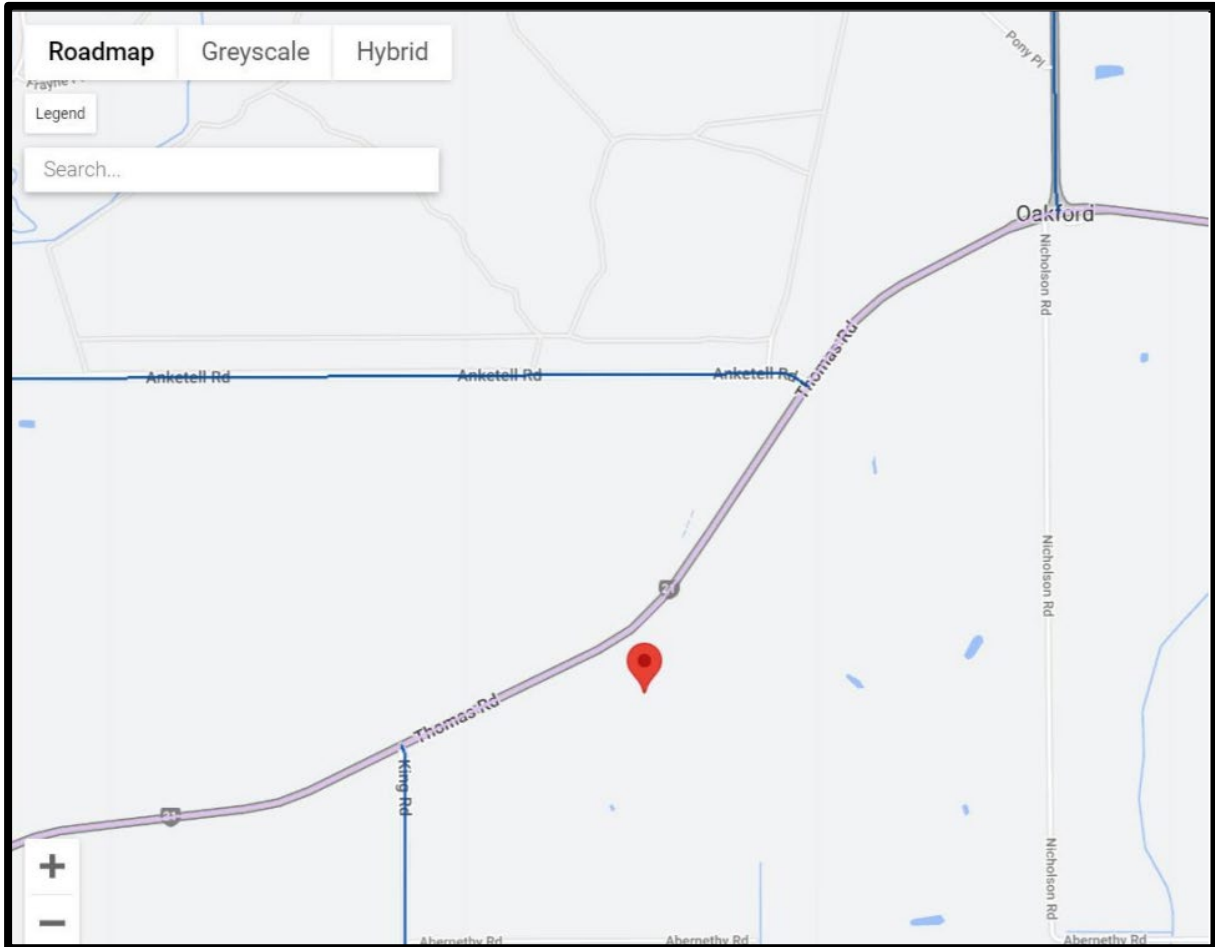
- The proposed LILO kerb island was deemed insufficient
- The island is not sufficiently offset in regard to a specific MRWA guideline.
- Insufficient street lighting has been provided.
- An additional left in auxiliary turning lane is also required.

Officers consider that these concerns can fully addressed through the design of the intersection/crossover, with such design adjustments relatively incidental have been general addressed through spatial layout already. As such, it is recommended that a condition is imposed requiring engineering drawings for the necessary upgrades to allow LILO vehicle movements only. Once approved, the applicant would be required to undertake and complete all infrastructure upgrade works prior of the commencement of the development's operations.

However, under Clause 28 of the Metropolitan Region Scheme (MRS) Text, the exercise of decision-making powers by the local authority (in this case, the Shire or MODAP) is only permitted where the advice or recommendation provided by the public authority - MRWA - is supported. In this instance the non-support of the application from MRWA and the Shire's supportive RAR, the application, along with MRWA's advice or recommendations, must be referred to the Department of Planning, Lands and Heritage (DPLH). Accordingly, the application has been referred to DPLH to prepare a Responsible Authority Report (RAR) for consideration by the MODAP that will deal with the access arrangements proposed.

#### Traffic

The proposed route for haulage vehicles would include Anketell Road, Nicholson Road and King Road as shown in the Figure following: The routes for large vehicles will include roads which are in MRWA jurisdiction only being primary and regional distributors.



**Figure 9: Route for Road Trains**

Thomas Road is categorised as a Primary Distributor Road under Main Roads Western Australia’s (MRWA’s) Functional Road Hierarchy with a speed limit of 80km/hr. It has the capacity to cater for approximately 25,000 to 30,000 vehicles per day (vpd). King Road is designated as a ‘Regional Distributor Road’ and operates under the sign-posted speed limit of 80km/h in the vicinity of the site. King Road has the capacity to cater for approximately 6,000 vpd. Anketell Road is a Regional Distributor and operates under the sign-posted speed limit of 90km/h in the vicinity of the site with a capacity to cater for 6000 vehicles per day.

During the consultation period, concerns were raised regarding the increase of heavy traffic movements on Thomas Road as a result of this proposal and the capability of the existing road network to accommodate these traffic volumes. Specifically, concerns were raised regarding the safety of road users and the access point onto Thomas as a result of significant percentage of heavy vehicles. The TIA provides detailed current traffic movements that were undertaken within an 800m radius of the site. The results of the traffic survey that was completed at the site in March 2025 are shown as follows:



**Figure 10: Intersection Analysis**

The TIA states that there are around 2,100 vehicles in the peak hours (AM and PM) on Thomas Road in the vicinity of the subject site. The traffic volumes on the major route are also presented in the table below:

**2.7 Traffic Volumes**

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle % <i>If HV count is Not Available, are HV likely to be in higher volumes than generally expected?</i>	Date of Traffic Count	Estimation of 2025 Traffic Volumes (where needed)
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH			
Thomas Road	West of King Road	12,953	07:15 – 1,078		15:45 – 1,367		7%	Oct 2020	-
	East of King Road	14,135	07:15 – 1,251		15:45 – 1,476		7%	Oct 2020	-
	South of Anketell Road	14,111	06:15 – 1,155		16:15 – 1,431		8%	Oct 2020	-
	North of Anketell Road	17,120	06:15 – 1,446		16:15 – 1,766		9%	Oct 2020	-
	At 1324 Thomas Road Access*	/	07:00 – 2,100		15:45 – 2,108		11% AM; 8% PM	Mar 2025	Daily estimation** 22,500
King Road	South of Thomas Road	1,934	07:15 – 227		15:45 – 175		12%	Oct 2020	-
Anketell Road	West of Thomas Road	3,079	06:15 – 291		16:15 – 335		14%	Oct 2020	-

\*Note – These traffic counts have been obtained through a survey conducted from 25-27th March 2025 for the purposes of this project. The values shown in the table are average of three survey days

\*\*Note – Daily traffic volume for surveyed location has been estimated based on the ratio of Daily traffic and Peak traffic at traffic count locations – Thomas Road East of King Road and South of Anketell Road (closest to the surveyed location). The calculations show 25,000 VPD when using AM peak ration and 20,000 VPD when using PM peak ratio. Therefore, an average of 22,500 VPD is estimated for this location in 2025.

The TIA states that the development will generate approximately 88 vehicular trips per day (44 inbound movement and 44 outbound movements). The hourly traffic generation is estimated to be 9 vehicular trips in the AM peak (07:00 – 08:00) and 8 vehicular trips in the PM peak (16:00 – 17:00). The development generated peaks coincide with existing road network peaks as the development is a 24-hour facility with three shifts commencing at 6am, 2pm and 10pm.

The Western Australian Planning Commission’s Transport Assessment Guidelines for Development (Vol. 4) states that “Where a traffic increase as a result of a proposed development is less than 10% of the current road capacity, it would not normally have a material impact.” The TIA stated that traffic volumes associated with the development on the approved vehicle route has been assessed as under the 10% ‘material impact’ threshold. Based on the traffic modelling and analysis undertaken, the assessment considers that the proposal will have minimal impact on the surrounding road network as the proposal will generate approximately up to 88vehicles per day which translates to 1.46%. As such proposed traffic would generate less than 10% and is therefore not considered to adversely impact upon the local road network by way of volume.

MRWA raised concerns regarding the TIA, specifically in relation to the methodology used by the applicant to estimate traffic volumes which were not based on any evidence-based trip general survey data from similar operations. In response, the applicant advised that vehicle movements to and from the site would be managed through a booking system via their website, ensuring orderly arrivals and departures consistent with the assumptions outlined in the TIA. However, MRWA has requested further evidence to substantiate the traffic volume calculations

and demonstrate how the booking system effectively regulates vehicle flow. Officers consider that the imposition of a condition requiring this updated information will address the concerns.

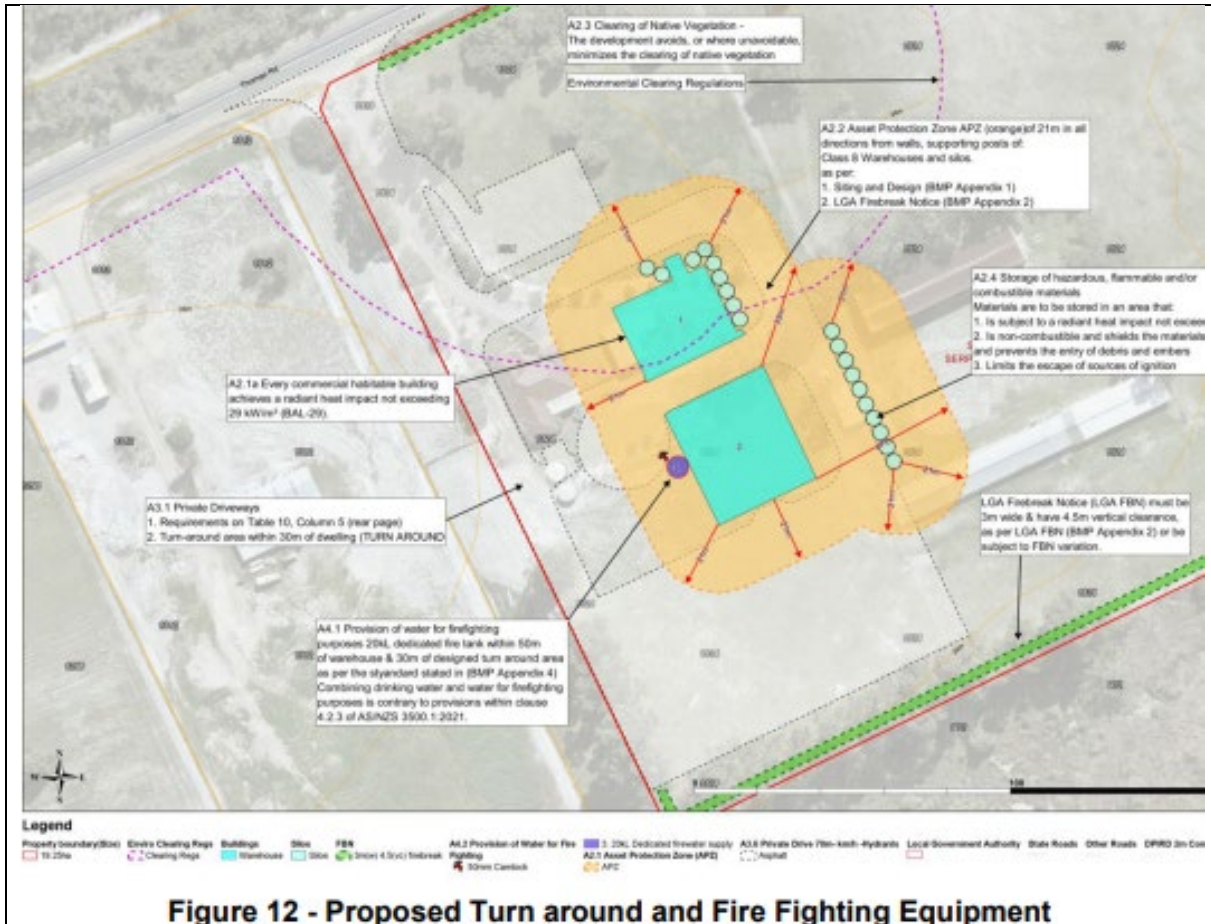
Generally, Officers are satisfied that the road network is capable of accommodating the additional traffic generated by the development, subject to the detailed design of the access.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)

The lot is designated as bushfire prone under the Department of Fire and Emergency Services (DFES) mapping and therefore requires consideration against SPP3.7.

The applicant has submitted a Bushfire Management Plan (BMP) (attachment 6) demonstrating the development will be located in an area with a bushfire attack level (BAL) of BAL-29, consistent with SPP3.7. The application is also required to be assessed against the Guidelines for Planning in Bushfire Prone Areas (Guidelines) as detailed following:

<b>Bushfire Protection Criteria</b>	<b>Provided</b>	<b>Compliant</b>
Element 1: Location	Not applicable	NA
Element 2: Siting and design of development - Asset Protection Zone (APZ)	The proposed development area has been provided with a APZ area which will ensure all development surrounding the development will be maintained to a low fuel standard. Any other classified vegetation site will therefore will only provide a radiant heat factor of BAL-29 which is an acceptable requirement to the guidelines.	Yes
Element 3: Vehicular access	The subject site is accessed via existing public roads, with access/egress point into subject site coming off Thomas Road All of the surrounding roads are bitumen with estimated width of the sealed surface achieving a minimum width of $\geq 6\text{m}$ and therefore the existing road network would provide suitable access and egress for the community and emergency services personnel in the event of a bushfire. The site provides adequate turn around areas in accordance with the guidelines.	Yes
Element 4: Water	The applicant has proposed 1 x 20kl dedicated firefighting water tank. The requirement is currently 10kl and thus the proposal exceeds the requirement under the guidelines.	Yes



**Figure 12 - Proposed Turn around and Fire Fighting Equipment**

Given the prevalence of the BMP for the proposal, a condition has been recommended for the application to comply with the BMP at all times.

**Stormwater**

The subject site is located within the Peel-Harvey catchment area. SPP2.1 – Peel-Harvey Coastal Plain Catchment aims to ensure that changes to land use within the catchment to the Peel-Harvey Estuarine System are controlled so as to avoid and minimise environmental damage. Land uses which are likely to drain towards the Peel-Harvey Estuarine System should be managed to reduce or eliminate nutrient export from the land. Accordingly, as described within SPP2.1 measure 6.6, appropriate nutrient reduction measures to reduce groundwater contamination, nutrient entering into the groundwater profile, and movement towards the Peel Inlet need to be addressed.

During the consultation process, concerns were raised regarding treatment of stormwater run-off on site. Given the large amount of hardstand proposed and roofed structures, the proposal will generate a considerable amount of run-off. As such, stormwater treatment and measures to address run-off will need to be demonstrated to the satisfaction of the Shire.

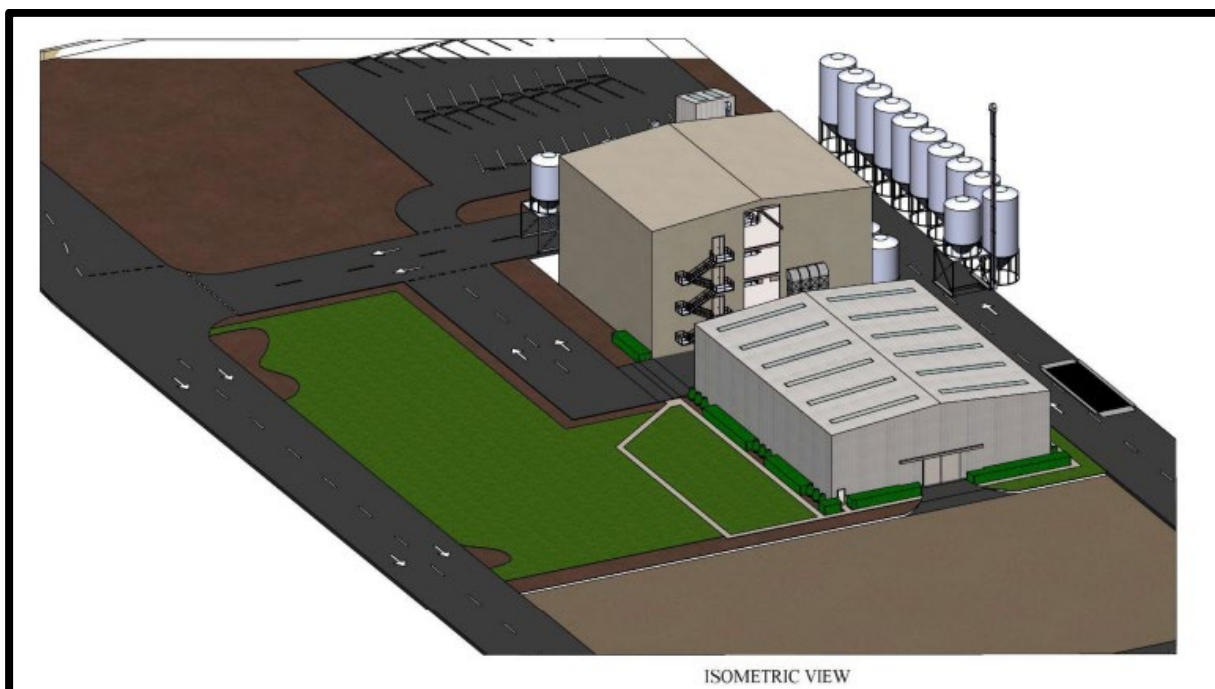
In that regard, Officers recommend a condition requiring a Stormwater Management Plan to be submitted prior to commencement of works. The plan should include all the methods of stormwater collection and how stormwater will be wholly contained within the subject site, minimising risk to public health and amenity, and protecting the built and natural environment from flooding and waterlogging.

The applicant will be required to submit a Stormwater Management Plan as discussed earlier in the report. Due to the size of the property, Officers are satisfied that Stormwater run-off can be contained and managed on the site subject to conditions.

### Form of Development

The relevant built form standards applicable to this development are contained within Schedule 4 of LPS3. Section 4.2 requires development in the 'Rural' zone to be set back 20m from the primary street lot boundary and 10m to other lot boundaries.

The proposed new buildings comply with the setback requirements as it is setback 100m from Thomas Road and 58m from the western boundary. The development is located mostly on the western location of the subject site. The isometric view of the facility is shown following:



**Figure 13 – Built Form**

During the consultation period, concerns were raised regarding construction of large-scale buildings and their potential to be visually intrusive and adversely impact on the locality.

As discussed above the proposed silos, and processing and storage sheds are located approximately 100metres from the street. As seen from figure 11 above, the majority of the silos are located behind the main grain holding shed and therefore would not be adversely visible from Thomas Road and are located reasonable enough for the adjoining neighbouring property. The visual impact of the silos fronting Thomas Road would be ameliorated by the separation distance of 100m and existing trees along this section of the freight route.

The sheds will be constructed of concrete with colorbond wall cladding and metal roof sheeting. Officers note that large sheds are commonplace within rural areas and the appearance of these can be mitigated through siting, design and landscaping. Due to the setbacks proposed, it is considered that the sheds will not adversely impact on the amenity of the streetscape or that of neighbouring properties. The colour palette which includes that use of earthy tones and materials ensures the rural character is maintained. In this case Officers consider that this form of development would ensure a maintenance of rural character of the Shire.

However, to further satisfy the concerns raised during the consultation period and improve the visual amenity and rural character of the area, the requirement for a Landscape and Vegetation Plan has been recommended as a condition of approval. The Landscape and Vegetation Plan must show areas of retained vegetation and proposed additional planting and the number of each species to be planted on site. Within the addition of this requirement, it is considered that the proposed built form would not unduly impact on amenity subject to further landscaping.

## Conclusion:

The application seeks approval for an 'Industry Rural' land use. The proposal is considered to generally align with the planning framework and otherwise be consistent with existing development in the locality. It is considered that the concerns of MRWA can be adequately addressed through the imposition of condition. As such the RAR is recommended for support subject to conditions.

## Alternatives

In accordance with clause 17(4) of the Regulations, the MODAP may determine an application by either approving the application (with or without conditions) or refusing the application. Given the Officer recommendation differs from the Council Resolution, the Officer recommendation and conditions has been provided below to assist the MODAP in determining the application.

## Officer Recommendation:

That the Metro Outer Development Assessment resolves to:

1. **Accept** that the DAP Application reference DAP/25/02840 is appropriate for consideration as an 'Industry Rural' land use and compatible with the objectives of the zoning table in accordance with Clause 17 of the Shire of Serpentine Jarrahdale Local Planning Scheme No. 3.
2. **Approve** DAP Application reference DAP/25/02840 and accompanying plans 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 Shire of Serpentine Jarrahdale Planning Scheme No. 3, subject to following conditions:

## Conditions

- a. The development is to be carried out in compliance with the plans and documentation listed below except where amended by other conditions of this consent:

Plans and Specifications	Development Plans received on 30 January 2025 Transport Impact Assessment received on 22 May 2025 Bushfire Management Plan received on 30 May 2025 Environmental Noise Impact Assessment received on 22 July 2025
--------------------------	--

- b. Prior to the lodgement of a Building Permit, detailed engineering drawings shall be submitted to and approved by the Shire, on the advice of Main Roads Western Australia (MRWA). The drawings shall detail the provision of the following infrastructure improvements:
  - i. The driveway entrance from Thomas Road being suitability upgraded to enforce the Left in/Left out movements only, restricting right turns to/from the site.
  - ii. The raised/kerbed island being sufficiently offset from the Thomas Road carriageway as per MRWA standards.
  - iii. The driveway lit as per Main Roads standards.

Once approved, the infrastructure improvements are required to be fully constructed prior to operation of the development.

- c. Prior to the lodgement of a Building Permit, an updated Traffic Impact Assessment (TIA) shall be submitted to and approved by the Shire, on the advice of MRWA. The TIA shall be updated to provide trip generation surveys associated with the development.
- d. Prior to occupation of the development, the vehicle parking areas, accessways, internal roads and crossover must:
  - i. Be designed in accordance with the relevant Australian/New Zealand Standard;
  - ii. Include a suitable number of car parking spaces dedicated to people with disability designed in accordance with the relevant Australian/New Zealand Standard;
  - iii. Be constructed, sealed, kerbed, drained, marked and thereafter maintained.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a Building Permit and fully constructed prior to operation.

- e. Prior to occupation, a monetary contribution of 1% of construction costs, shall be paid to the Shire of Serpentine Jarrahdale for the establishment of public art, or alternatively, the provision of public art shall be provided on site in accordance with the Shire of Serpentine Jarrahdale Local Planning Policy 1.6 – Public Art to the Shire’s satisfaction.
- f. Prior to lodgement of a Building Permit, a Construction Management Plan is to be submitted to and approved by the Shire of Serpentine Jarrahdale. The Plan should address the following matters:
  - i. Management of car parking, delivery vehicles and traffic associated with the construction of the development.
  - ii. Management of dust and noise

Once approved, the Construction Management Plan shall be implemented and adhered to for the duration of the construction unless otherwise agreed upon in writing by the Shire of Serpentine Jarrahdale

- g. Prior to the occupation of the development, an Operational Management Plan (OMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The OMP shall include but not be limited to the following:
  - i. a log of all complaints received;
  - ii. a log of all actions taken in response to complaints;
  - iii. public safety and site security;
  - iv. parking arrangements for contractors and sub-contractors;
  - v. delivery and access arrangements.

Once approved the OMP shall be adhered to by the development unless otherwise agreed upon in writing to the Shire of Serpentine Jarrahdale.

- h. Prior to occupation of the development, a Signage Plan shall be submitted to and approved by the Shire. Signage shall be in accordance with the Shire’s Local Planning Policy 4.11 - Advertising Policy. No signs are permitted to be displayed in the road reserve at any time.

- i. Prior to occupation of the development, a Dust Management Plan shall be submitted to and approved by the Shire. Once approved, the Dust Management Plan shall be adhered to in its entirety.
- j. Prior to the commencement of works, a Drainage Management Plan must be submitted to and approved by the Shire, on the advice of the Department of Water and Environmental Regulation (DWER). Once approved, the Drainage Management Plan shall be implemented and maintained thereafter to the Shire's satisfaction.
- k. Prior to the commencement of works, a Noise Management Plan shall be submitted to and approved by the Shire. The Noise Management Plan shall include measures to ensure the development does not cause adverse noise impacts on surrounding sensitive land uses, in accordance with the Environmental Protection (Noise) Regulations 1997. Once approved, the development shall be undertaken in accordance with the Noise Management Plan.
- l. Prior to the issue of a building permit, a Landscaping Plan shall be submitted to and approved by the Shire. The Landscaping Plan shall detail the following;
  - i. Provision of vegetative landscaping within the adjoining verges of the site, and the full management of verges adjoining the site;
  - ii. Detailed planting regime and plans, identifying the number of plants, species, size of tubs;
  - iii. A schedule of planting including how vegetation is planted, monitored and replaced where failed.

Once approved, the Landscaping Plan shall be implemented prior to occupation and maintained thereafter.
- m. Prior to the commencement of works, a Waste Management Plan must be submitted to and approved by the Shire. Once approved, waste must be managed in accordance with the approved Waste Management Plan.
- n. Prior to the occupation of the development, all measures listed within the Bushfire Management Plan (BMP No: BMP24294v3.0) prepared by WA Fire & Safety shall be enacted and adhered to for the life of the development to the satisfaction of the Shire of Serpentine Jarrahdale.

### **Advice Notes**

1. Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.
2. This development approval constitutes approval under the Local Planning Scheme No.3 only.

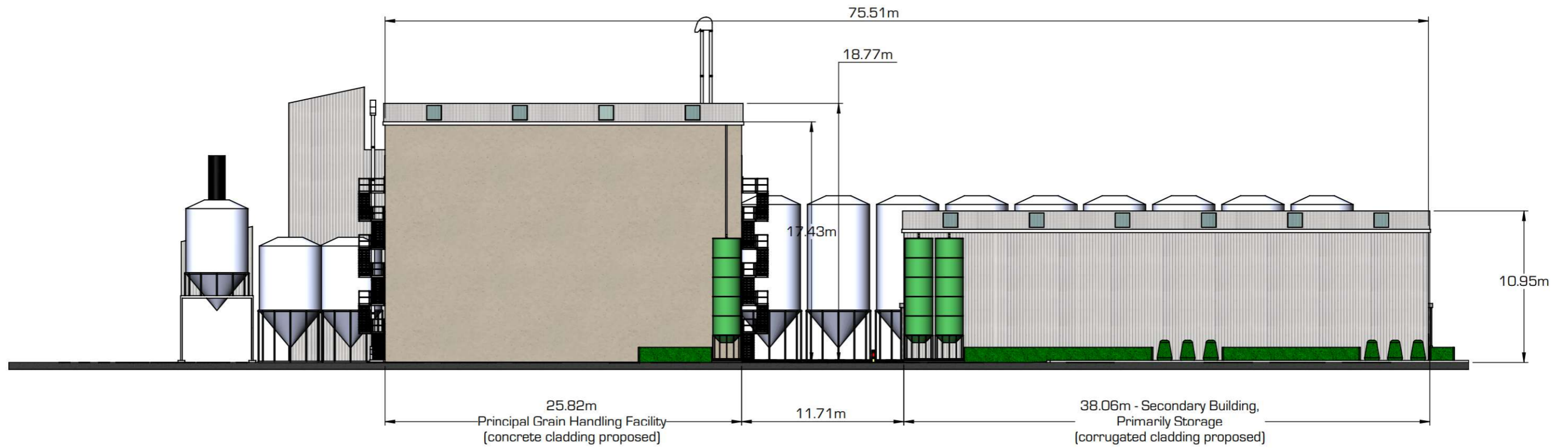
6 5 4 3 2 1

D

C

B

A



**LEFT ELEVATION**  
SCALE 1 : 300

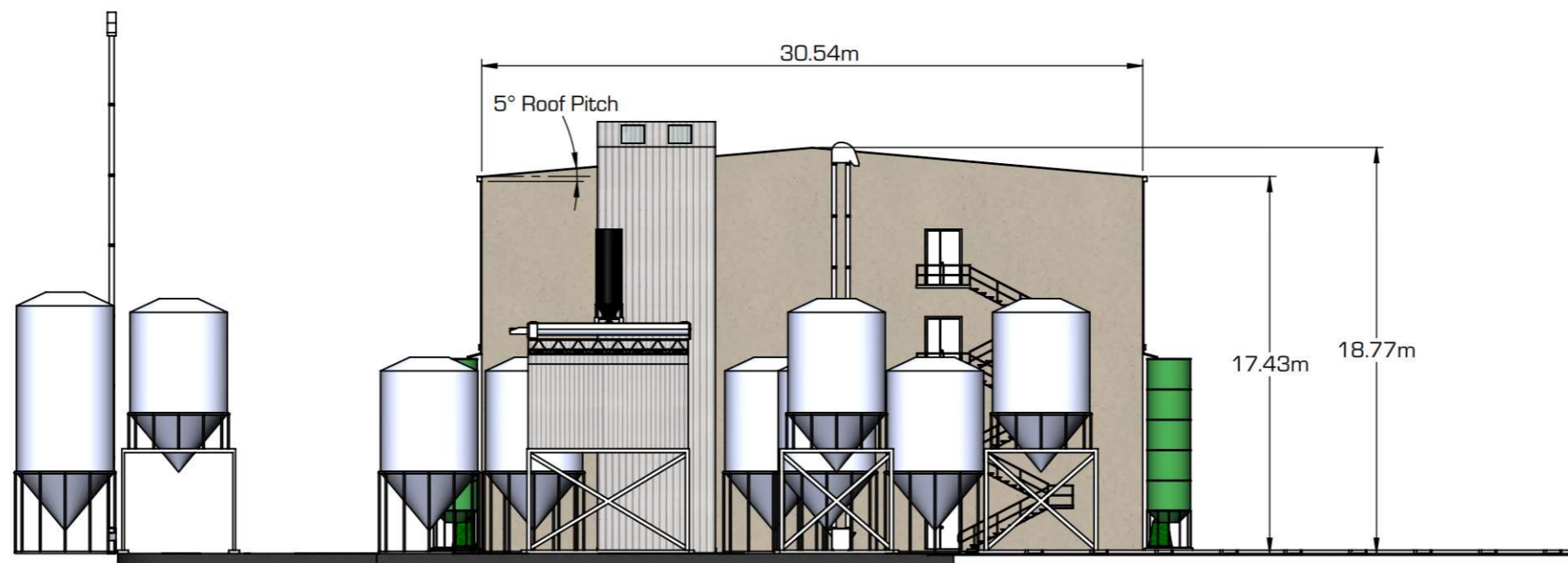


**SOUTHERN FOODS CONSULTANTS**

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS.		NOTES: Not to be used for Fabrication		DO NOT SCALE DRAWING		REVISION: 1.5.2411.20.0453	
TOLERANCES: LINEAR: Linear BLDG ANGULAR: Angular BLDG				Customer: Swan Grain Handling			
				TITLE: Proposed Grain Handling Facility - Planning Layouts			
				Drg No. SF - M C 0 1 2 - 2 4 1 1 - 2 0 - A Y			
SURFACE FINISH: N/A		MATERIAL: Material <not specified>		Part No: Complete Assembly NE (Nov2024)_241120_0615_Rev 152411200453			
DEBUR AND BREAK SHARP EDGES		WEIGHT: 8254004651		SCALE: Not to Scale		SHEET: 1 of 5	

A3

6 5 4 3 2 1



**FRONT ELEVATION**  
SCALE 1 : 300



**SOUTHERN  
FOODS  
CONSULTANTS**

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS.

TOLERANCES:  
LINEAR: Linear BLDG  
ANGULAR: Angular BLDG

NOTES: Not to be used for Fabrication

DO NOT SCALE DRAWING

REVISION: 1.5.2411.20.0453

Customer: Swan Grain Handling

	NAME	DATE
Model Created By	Dan Liwzyc	Tuesday, 26 July 2022 7:47:51 PM
Drawing Created By	Dan Liwzyc	Thursday, 17 November 2022 5:58:24 AM
Latest Model Revision	Dan Liwzyc	Wednesday, 20 November 2024 8:24:56 AM
Latest Drawing Rev.	Dan Liwzyc	Wednesday, 20 November 2024 9:36:33 AM

TITLE: Proposed Grain Handling Facility - Planning Layouts

Drg No. SF - M C 0 1 2 - 2 4 1 1 - 2 0 - A Y

SURFACE FINISH: N/A

MATERIAL: Material <not specified>

Part No: Complete Assembly NE (Nov2024)\_241120\_0615\_Rev 152411200453

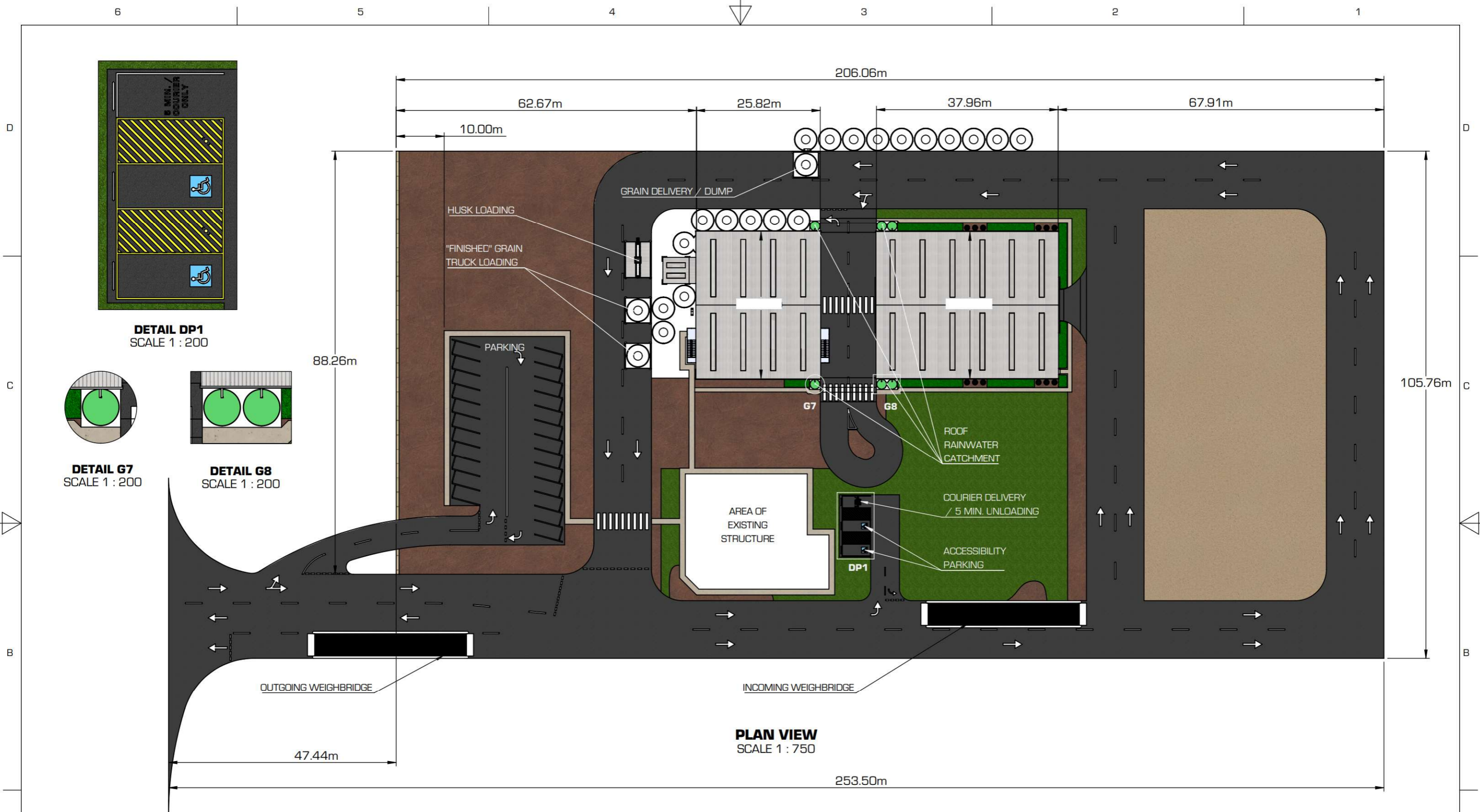
DEBUR AND BREAK SHARP EDGES

WEIGHT: 8254004651

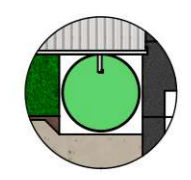
SCALE: Not to Scale

SHEET: 2 of 5

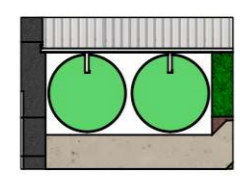
A3



**DETAIL DP1**  
SCALE 1 : 200



**DETAIL G7**  
SCALE 1 : 200



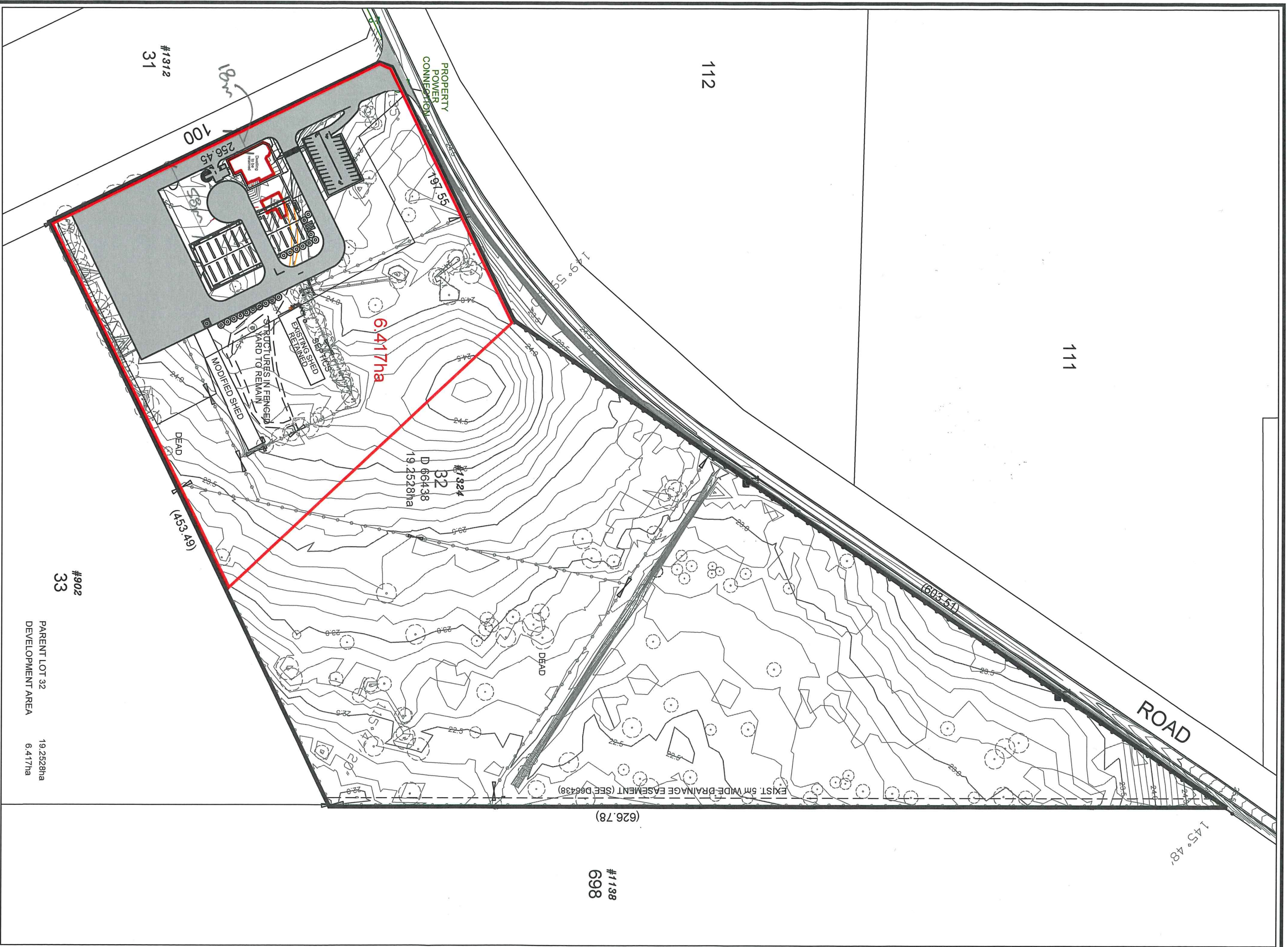
**DETAIL G8**  
SCALE 1 : 200

**PLAN VIEW**  
SCALE 1 : 750



**SOUTHERN  
FOODS  
CONSULTANTS**

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS.		NOTES: Not to be used for Fabrication		DO NOT SCALE DRAWING		REVISION: 1.5.2411.20.0453	
TOLERANCES: LINEAR : Linear BLDG ANGULAR : Angular BLDG				Customer: <b>Swan Grain Handling</b>			
				TITLE: Proposed Grain Handling Facility - Planning Layouts			
				Drg No. SF - M C 0 1 2 - 2 4 1 1 - 2 0 - A Y			
				Part No: Complete Assembly NE (Nov2024)_241120_06'15_Rev 15.241120.0453		A3	
				SCALE: Not to Scale		SHEET: 3 of 5	



LEGEND:  
 Subject Land: [Black outline]  
 Development Footprint: [Red outline]

NOTE:  
 See engineering and design plans for details  
 DATE: 18.12.2024

#902  
 33  
 PARENT LOT 32  
 DEVELOPMENT AREA  
 19.2528ha  
 6.417ha

### SITE PLAN

LOT 32 (No. 1324) THOMAS ROAD  
 OAKFORD  
 Shire of Serpentine - Jarrahdale

# TRANSPORT IMPACT STATEMENT

1324 Thomas Road,  
Oakford

May 2025

Rev G



# Premise

**HISTORY AND STATUS OF THE DOCUMENT**

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A Draft	23.10.2023	M Kleyweg	M Kleyweg	23.10.2023	Issued for Review
Rev A	26.10.2023	M Kleyweg	M Kleyweg	26.10.2023	Issued for Review
Rev B	8.03.2024	M Kleyweg	M Kleyweg	8.03.2024	Amended as per additional information from client
Rev C	6.12.2024	M Kleyweg	M Kleyweg	6.12.2024	Proposed layout amended
Rev D	12.12.2024	M Kleyweg	M Kleyweg	12.12.2024	Minor amendments included
Rev E	17.12.2024	M Kleyweg	M Kleyweg	17.12.2024	Minor amendments included
Rev F	19.12.2024	M Kleyweg	M Kleyweg	19.12.2024	Minor amendments included
Rev G	19.05.2025	M Kleyweg	M Kleyweg	20.05.2025	Proposed layout amended

**DISTRIBUTION OF COPIES**

Revision	Date of issue	Quantity	Issued to
Rev A Draft	23.10.2023	1 (PDF)	Barry Small (Bravura Design Pty Ltd)
Rev A	26.10.2023	1 (PDF)	Barry Small (Bravura Design Pty Ltd)
Rev B	8.03.2024	1 (PDF)	Barry Small (Bravura Design Pty Ltd)
Rev C	6.12.2024	1 (PDF)	Jason Hunt (Stawest Planning)
Rev D	6.12.2024	1 (PDF)	Jason Hunt (Stawest Planning)
Rev E	17.12.2024	1 (PDF)	Jason Hunt (Stawest Planning)
Rev F	19.12.2024	1 (PDF)	Jason Hunt (Stawest Planning)
Rev G	20.05.2025	1 (PDF)	Jason Hunt (Stawest Planning)

<b>Document Printed</b>	20/05/2025 12:33 PM
<b>File Name</b>	C:\Users\Nemanja\Box\KCTT Projects\KC00000 Current Projects\KC01712.000 1324 Thomas Road OAKFORD\Outgoing\Report\250404 Rev G\KC01712.000 1324 Thomas Road Oakford, Rev G.docx
<b>Author of the Rev A Draft</b>	Ana Marijanovic
<b>Author of the Current Revision</b>	Nemanja Marijanovic
<b>Project Team</b>	/
<b>Project Director / Project Manager</b>	Marina Kleyweg
<b>Name of Project</b>	KC01712.000 1324 Thomas Road Oakford
<b>Name of the Document</b>	KC01712.000 1324 Thomas Road Oakford - Transport Impact Statement
<b>Document Version</b>	KC01712.000_R01_ Rev G

# Table of Contents

---

<b>1. Executive Summary .....</b>	<b>4</b>
<b>2. Transport Impact Statement .....</b>	<b>6</b>
2.1 Proposal .....	6
2.2 Location.....	6
2.3 Technical Literature Used.....	6
2.4 Land Uses.....	7
2.5 Planning considerations.....	7
2.6 Local Road Network Information .....	9
2.7 Traffic Volumes.....	10
2.8 Vehicular Crash Information .....	11
2.9 Vehicular Parking.....	12
2.10 Compliance with AS2890 Parking facilities .....	12
2.10.1 Compliance Overview.....	12
2.10.2 Comparison of proposed layout to AS2890.01 requirements.....	13
2.10.3 Vehicle Swept Paths.....	14
2.11 Bicycle Parking .....	14
2.12 ACROD Parking.....	14
2.13 Delivery and Service Vehicles.....	15
2.14 Calculation of Development Generated / Attracted Trips.....	15
2.15 Traffic Flow Distribution.....	17
2.16 Vehicle Crossover Requirements .....	17
2.16.1 Right-of-Way (ROW).....	18
2.17 Access to RAV Network .....	20
2.18 Public Transport Accessibility.....	22
2.19 Pedestrian Infrastructure .....	22
2.20 Cyclist Infrastructure.....	22
2.21 Site-Specific Issues and Proposed Remedial Measures .....	23

## Appendices

---

- Appendix 1** - The layout of the proposed development
- Appendix 2** - Transport Planning and Traffic Plans
- Appendix 3** - Sight Lines and Vehicle Turning Circle Plan

## 1. Executive Summary

### Site Context

- A small portion of the lot currently features a residential dwelling with rural industry facilities onsite, while the majority is vacant. The proposed land use is a grain facility.
- The subject site is zoned as Rural and located within the Jandakot District Structure Plan and WAPC Planning control area No. 171 - Oakford Central (Thomas Road to Spears Drive).

### Technical Findings

- According to WAPC guidelines, all developments generating less than 10 vehicular trips in the peak hour can be deemed to have a low impact on the network.  
The proposed development is expected to generate up to 88 vehicular trips per day 9 vehicular trips in the AM peak and 8 vehicular trips in the PM peak.  
Considering the existing land uses, it can be concluded that the future land uses will generate additional generation 83 vehicular trips per day, 8 vehicular trips in the AM peak and 7 vehicular trips in the PM peak.
- The proposed driveway will be upgraded to MRWA standard and allows for the design vehicle movements. It should be noted that the proposed crossover currently encroaches on the area designated for the potential ROW connection to Thomas Road, which could lead to future conflicts between the two access points.
- The ROW is currently not constructed, and while the owners have indicated their intention to engage with the relevant authorities in the future regarding its potential use as access, this is outside the scope of the current application and is assessed in this report only as a possibility.
- Given the ROW's current state and lack of active use, it is considered reasonable to defer addressing the encroachment until such time as the ROW becomes actively utilised. This approach ensures that unnecessary modifications are avoided at this stage while acknowledging the need for future review if the ROW's use or status changes.
- As seen from section 2.15 Traffic Flow Distribution there would be a maximum of 5 vehicles in a one-hour period turning into the proposed development. According to the MRWA Intersection Warrants (Main Roads Supplement to AGTM: Part 6 – Intersections, Interchanges and Crossing Management - Part 4 A.8) warrants are limited to five turning vehicles per hour therefore there would be no need for turning lanes.

### Relationship with Policies

- A total of 27 car parking bays will be provided for staff employed at the facility and additional visitor parking. Two of the bays are marked as accessible and one 5min courier only parking bay.
- The development includes two passenger vehicle parking areas. The first features 90-degree parking, incorporating two accessible bays and a dedicated 5-minute courier-only bay. The second area consists of 75-degree angled parking, designed with adequate space for vehicles to turn around at the end of the aisle and exit in a forward direction.  
While AS2890.1 does not specify dimensions for 75-degree angled parking, the provided dimensions align with the standard requirements for parking bays at any angle.
- Having in mind the character of the subject land use and the surrounding area it is highly unlikely that any of the staff members nor possible patrons will utilise the bicycle to access the site.
- As the facility will operate as a delivery and dispatch receival point there will be no additional parking of commercial vehicles on the property other than for loading and offloading. The site is designed to

## **Transport Impact Statement**

KC01712.000 1324 Thomas Road, Oakford

accommodate the circulation of 36.5m B-Triple vehicles, ensuring smooth movement throughout. Two weighbridges are provided, positioned at the entry and exit points, to facilitate vehicle weighing during ingress and egress.

### **Conclusion**

- As stated above, the additional traffic attracted to the subject site is expected to increase by 83 daily vehicular trips, 8 vehicular trips in the AM peak and 7 vehicular trips in the PM peak.
- Thomas Road is classified as a Primary Distributor as per MRWA classification. Currently there are around 2,100 vehicles in the peak hour on Thomas Road in the vicinity of the subject site. Therefore, it is not expected that the level of traffic from the proposed development would cause traffic flow disruptions on Thomas Road.
- Other surrounding roads would absorb significantly less traffic than Thomas Road, moreover, the traffic would be dispersed so that the impact can be considered negligible. In summary the proposed development will not have a negative impact on the surrounding road network.

## 2. Transport Impact Statement

### 2.1 Proposal

Statewest Planning engaged Premise to prepare a Transport Impact Statement (TIS) for the proposed grain facility. The proposed development will be serviced by trucks bringing grain from the growing regions and delivering at around 10 daily deliveries.

This report will primarily address the level of impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

### 2.2 Location

Lot Number	32
Street Number	1324
Road Name	Thomas Road
Suburb	Oakford
Description of Site	<p>A small portion of the lot currently features a residential dwelling with rural industry facilities onsite while the majority of the lot is vacant.</p> <p>The proposed land use is a grain facility.</p> <p>The subject site is zoned as Rural and located within the Jandakot District Structure Plan and WAPC Planning control area No. 171 - Oakford Central (Thomas Road to Spears Drive).</p>

### 2.3 Technical Literature Used

Local Government Authority	Shire of Serpentine-Jarrahdale
Type of Development	Industrial - Rural
Are the R-Codes referenced?	NO
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments
Are there applicable LGA schemes for this type of development?	YES
<i>If YES, Nominate:</i>	
Name and Number of Scheme	Local Planning Scheme No. 3
Are Austroads documents referenced?	YES
Is the Perth Transport Plan for 3.5 million and Beyond referenced?	NO

## 2.4 Land Uses

Are there any existing Land Uses	YES
If <u>YES</u> , Nominate:	1 residential dwelling approximately 2,000m <sup>2</sup> rural industrial facilities
<b>Proposed Land Uses</b>	
How many types of land uses are proposed?	One
Nominate land use type and yield	Industry Rural - grain facility 2,292m <sup>2</sup> There will be a maximum of 25 staff. The proposed development will be serviced by heavy vehicles as follows: <ul style="list-style-type: none"> <li>• 10 trucks delivering grain to the site and transporting husk away.</li> <li>• 5 trucks arriving at the site to receive two sea containers daily.</li> </ul> The client has indicated the deliveries will require the use of 36 m-long vehicles as the largest vehicle.
Proposed Vehicle Access	It is intended all vehicle movements entering and exiting the property will be Left In - Left Out onto Thomas Road. Whilst all vehicle access in and out of the property can and will initially be managed/accommodated using the existing crossover off Thomas Road, the Client would like to consider providing access from the strip of land adjoining the western boundary of Lot 32 i.e., Lot 100 which is in the ownership of the state for a planned ROW.
Are the proposed land uses complementary with the surrounding land-uses?	YES

## 2.5 Planning considerations

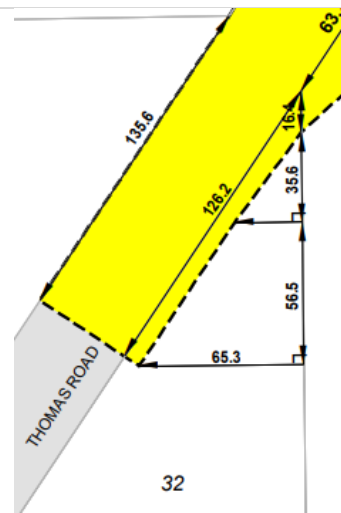
### WAPC Planning control area No. 171 - Oakford Central (Thomas Road to Spears Drive) Westport Anketell-Thomas Road Freight Corridor

*“ The Planning Control Areas are intended to protect the land required for the proposed Anketell/Thomas Road primary regional road corridor.*

*The WAPC considers that the planning control areas are required over the properties to ensure that no development occurs on the land which might prejudice this purpose until it may be reserved for Primary Regional Roads in the Metropolitan Region Scheme.”*

*“ The early road concept for the freight corridor between Clementi Road in Mandogalup and Tonkin Highway in Oakford includes both four and six lanes with a concrete median, and proposed bridges, interchanges and roundabout access at key intersections to provide uninterrupted east-west movement for freight vehicles and enhanced safety for local road users.”*

Impacted site area:



## **Perth and Peel@3.5million The Transport Network March 2018**

Thomas Road is identified as a Primary Distributor and a Secondary Freight Route.

### **MRWA Thomas Road Safety Improvements**

- “Dual carriageway between Kwinana Freeway and Bombay Boulevard, construction of a roundabout at Bombay Boulevard, and a four-metre wide pedestrian and cyclist path with lighting.
- Construction of a dual lane roundabout at Thomas Road and Nicholson Road, and upgrades on approach to the intersection.
- Construction of a dual lane roundabout at Thomas Road and Kargotich Road.
- Additional street lighting between Bombay Boulevard and Kargotich Road.
- Added safety measures added between Kwinana Freeway and Cumming Road including shoulder widening, new line markings, raised reflectors and resurfacing.”

### **Jandakot Structure Plan August 2007**

#### **“Freight routes**

Thomas, Anketell and King Roads, and the Kwinana Freeway are designated primary freight routes that traverse the structure plan area. Rowley Road west of the freeway is proposed as a future primary freight route.

#### **Road hierarchy**

The existing major roads (Thomas Road west of Kwinana Freeway) will be retained in the structure plan. The function of the important regional roads will be also retained in the hierarchy. These are Thomas Road (east of Kwinana Freeway), Mortimer Road and Anketell Road (west of Kwinana Freeway).

#### **Roads and transport**

The study area is dominated by the Kwinana Freeway and southern suburbs railway and a number of major east-west roads which link into the freeway and provide connections westward to the Kwinana Industrial Area. These include Rowley Road, Anketell Road, Thomas Road and Mundijong Road (south of the structure plan area). In addition, in the proposed new urban areas, north-south collector and/or integrator roads are proposed to link these areas together and provide local access to facilities. They also provide access on and off the major east-west roads and thus, access to the Kwinana Freeway and the proposed railway stations.

This will establish the potential for the public transport (bus) feeder services between the new urban areas and the railway stations and the Kwinana town centre.

### **Main Roads Western Australia**

MRWA confirmed via email planned potential upgrades to Thomas Road. The following information has been received:

- “Should a DA be formally lodged at the Council, the proposal (including crossover) would be referred to Main Roads for comments and recommended conditions would be provided to the local government to be considered in the planning decision/outcome.
- The crossover should be designed in accordance with the Main Roads Driveway Policy and meet the requirements of the WAPC Development Control Policy 5.1 – Regional Roads (Vehicular Access).
- The applicant will be required to submit an Application form to undertake works within the road reserve prior to undertaking any work within the road reserve.
- This section of Thomas Road is located within the Westport Project area which is currently under review. A planning study will be conducted to confirm whether any additional land requirements is needed for the project. Timing of the commencement of the planning study is currently unknown at this stage. Please note project timing is subject to change and Main Roads assumes no liability for any change to the timing information provided.
- There are a range of safety improvements underway that involves this section of Thomas Road. This includes but is not limited to street lighting works and an upgrade of the nearby Thomas Road and Nicholson Road intersection into a dual lane roundabout. For more information regarding this please visit the Projects & Initiatives page on the Main Roads website.”

## 2.6 Local Road Network Information

How many roads front the subject site? 1

*Name of Roads Fronting Subject Site / Road Classification and Description:*

<b>Road Name</b>	<b>Thomas Road</b>
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	40.0m
Road Pavement Width	9.0m inclusive of bicycle lanes
Classification	Primary Distributor
Speed Limit	80kph
Bus Route	NO
On-street parking	NO

*Name of Other Roads within 400m radius of site, or roads likely to take increased traffic due to the development:*

<b>Road Name</b>	<b>King Road</b>
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20.0m
Road Pavement Width	7.5m
Classification	Regional Distributor
Speed Limit	80kph
Bus Route	NO
On-street parking	NO

<b>Road Name</b>	<b>Anketell Road</b>
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20.0m
Road Pavement Width	9.0m
Classification	Regional Distributor
Speed Limit	90kph
Bus Route	NO
On-street parking	NO

## 2.7 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle % <i>If HV count is Not Available, are HV likely to be in higher volumes than generally expected?</i>	Date of Traffic Count	Estimation of 2025 Traffic Volumes (where needed)
			AM Peak Time	AM Peak - VPH	PM Peak Time	PM Peak - VPH			
<b>Thomas Road</b>	West of King Road	12,953	07:15 – 1,078		15:45 – 1,367		7%	Oct 2020	-
	East of King Road	14,135	07:15 – 1,251		15:45 – 1,476		7%	Oct 2020	-
	South of Anketell Road	14,111	06:15 – 1,155		16:15 – 1,431		8%	Oct 2020	-
	North of Anketell Road	17,120	06:15 – 1,446		16:15 – 1,766		9%	Oct 2020	-
	At 1324 Thomas Road Access*	/	07:00 – 2,100		15:45 – 2,108		11% AM; 8% PM	Mar 2025	Daily estimation** 22,500
<b>King Road</b>	South of Thomas Road	1,934	07:15 – 227		15:45 – 175		12%	Oct 2020	-
<b>Anketell Road</b>	West of Thomas Road	3,079	06:15 – 291		16:15 – 335		14%	Oct 2020	-

\*Note – These traffic counts have been obtained through a survey conducted from 25-27th March 2025 for the purposes of this project. The values shown in the table are average of three survey days

\*\*Note – Daily traffic volume for surveyed location has been estimated based on the ratio of Daily traffic and Peak traffic at traffic count locations – Thomas Road East of King Road and South of Anketell Road (closest to the surveyed location). The calculations show 25,000 VPD when using AM peak ration and 20,000 VPD when using PM peak ratio. Therefore, an average of 22,500 VPD is estimated for this location in 2025.

## 2.8 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1 Thomas Road SLK [11.66 - 13.29]

Period of crash data collection 01/01/2019 - 31/12/2024

The following table shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31<sup>st</sup> May 2022 by email request:

Crash Density and Crash Rate on Metropolitan State Roads Network only				
	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro State Roads - Midblock	20.12	0.37	0.89	0.02
Metro State Roads - All	46.28	0.85	1.80	0.03

Note: Based on 5-years data for the period 2017 to 2021.

Definitions of acronyms and terms used in this analysis can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash
- MVKT - Million Vehicle Kilometres Travelled.

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Thomas Road	11.66 -13.29	Primary Distributor	80kph	1	2	3	2
MR Nature	Rear End	Head On	Hit Pedestrian	Hit Animal	Hit Object	Other / Unknown	
Count	5	2	0	0	1	0	
No of MVKT Travelled at Location	App. 20,000 VPD * 365 * 5 years * 1.63 km = 59.46 MVKT						
KSI Crash Rate	1 KSI crashes / 59.46 MVKT = 0.016 KSI crashes/MVKT						
Comparison with KSI Crash Density and Crash Rate Statistics	Crash rate of 0.016 is lower than network average of 0.02 KSI Crashes per MVKT for Metropolitan State Roads Network						
All Crash Rate	8 crashes / 59.46 MVKT = 0.13 crashes/MVKT						
Comparison with Crash Density and Crash Rate Statistics	Crash rate of 0.13 is lower than the network average of 0.37 Crashes per MVKT for Metropolitan State Roads Network						

## 2.9 Vehicular Parking

Local Government Shire of Serpentine-Jarrahdale

Local Government Document Utilised Local Planning Scheme No. 3

Town Planning Scheme No. 2

### Description of Parking Requirements in accordance with Scheme:

LSP 3 does not offer parking rates for industrial land uses, therefore the superseded TPS was referred to for guidance on parking rates.

### TPS 2:

*“ Industry Rural - 1 space per employee, except where industry is wholly a family concern ”*

### Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Grain Facility	1 space per employee	25 staff	25
<b>Total Car Parking Requirement</b>			<b>25</b>
<b>Total Volume of Parking Provided by Proponent</b>			<b>27</b>

### Justification

A total of 27 car parking bays will be provided for staff employed at the facility and additional visitor parking. Two of the bays are marked as accessible and one 5min courier only parking bay.

## 2.10 Compliance with AS2890 Parking facilities

Which Austroads documents are referenced?	<ul style="list-style-type: none"> <li>Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - AS 2890.01</li> <li>Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities – AS2890.06</li> </ul>
Number of Parking Bays on-site	<ul style="list-style-type: none"> <li>27 bays</li> </ul>
Proposed development User Class	<ul style="list-style-type: none"> <li>1A - Residential, domestic and employee parking</li> <li>2 - Generally medium-term parking</li> <li>4 - Parking for people with disabilities</li> </ul>
Driveway category and dimensions	<ul style="list-style-type: none"> <li>Category 2 access driveway</li> <li>Driveway width varies from 18.0m – 6.0m</li> </ul>

### 2.10.1 Compliance Overview

FULL COMPLIANCE		PARTIAL DEPARTURE		FULL DEPARTURE		NOT APPLICABLE	
Element	Compliance	Comment					
Car Bay Class 1A		AS2890.01 does not provide car parking and aisle dimensions for 75 ° parking. However, the provided dimensions are in line with the standard size bays for any angle.					
Car Bay Class 2							
Car Bay Class 4 (ACROD)							
Aisle width							
Blind Aisle Extension							
Reversing bay							
Location of driveway							

**2.10.2 Comparison of proposed layout to AS2890.01 requirements**

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 75° (User Class 1A) <b>STAFF</b>	N/A*	5.4m	N/A*	2.6m	N/A*	6.4
All bays at 90° (User Class 2) <b>VISITORS</b>	5.4m	5.5m	2.5m	2.6m	5.8m	
ACROD Parking	5.4m		2.4m-ACROD 2.4m-shared space	m-ACROD m-shared space	5.8m	

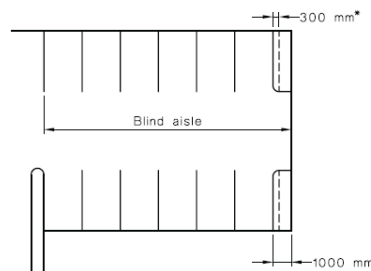
Note \* - AS2890.01 does not provide car parking and aisle dimensions for 75° parking. However, the provided dimensions are in line with the standard size bays for any angle.

**Name other requirements in the AS2890.1:2004 document.**

**“Blind aisles**

At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.

In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.



\*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii)

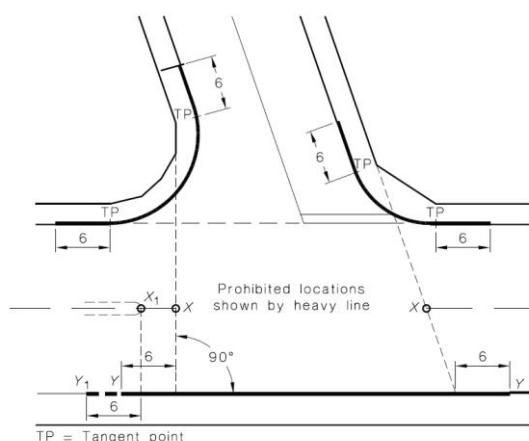
DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

Blind aisle	Extended by 1m
Reversing bay	Not required, vehicles can turnaround without a reversing bay

**“ Access driveway location**

Driveway Categories 1 and 2 At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.”



TP = Tangent point

Access driveway location	The proposed crossover will be located 6m from any intersection tangent point.
--------------------------	--

### 2.10.3 Vehicle Swept Paths

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

The proposed parking area has been checked with a standard B99 Passenger Vehicle 5.2m, Service Vehicle 8.8m and B-Triple 36.5m.

The designated vehicle can easily navigate through the entire parking area, with a few important points to consider:

- All vehicles can make lane correct movement to and from Thomas Road
- Service vehicle 8.8m is expected to enter the designated loading area and traverse the internal driveways without issues.

Please refer to the swept path analysis plans provided in Appendix 3.

### 2.11 Bicycle Parking

Local Government Shire of Serpentine-Jarrahdale

Reference Document Utilised Local Planning Scheme No. 3  
 Town Planning Scheme No. 2

Description of Parking Requirements in accordance with Scheme:

LSP 3 and TPS 2 do not offer bicycle parking rates for rural industrial land uses.

#### Justification

Having in mind the character of the subject land use and the surrounding area, it is highly unlikely that any of the staff members nor possible patrons will utilise the bicycle to access the site.

### 2.12 ACROD Parking

Class of Building Class 7b - for storage or display of goods or produce for sale by wholesale.

Does this building class require specific provision of ACROD Parking? YES

Reference Document Utilised Building Code of Australia

Description of Parking Requirements:

Class 7b — 1 space for every 100 carparking spaces or part thereof.

#### Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Grain Facility	1 space for every 100 carparking spaces or part thereof	27	1
<b>Total Volume of ACROD Parking Required</b>			<b>1</b>

#### Justification

Two of the proposed parking bays are proposed to be accessible bays.

## 2.13 Delivery and Service Vehicles

Local Government	Shire of Serpentine-Jarrahdale
Reference Document Utilised	Local Planning Scheme No. 3 Town Planning Scheme No. 2

### Description of Parking Requirements in accordance with Scheme:

LSP 3 and TPS 2 do not offer commercial vehicle parking rates.

### Justification

As the facility will operate as a delivery and dispatch receival point, there will be no parking of commercial vehicles on the property other than for loading and offloading.

Service vehicle 8.8m is expected to access the designated loading area and exit the site following the site's movement pattern.

## 2.14 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	7 days per week / 24 hours per day
Guideline Documents Used	<ul style="list-style-type: none"> <li>NSW RTA Guide to Traffic Generating Developments</li> <li>WAPC's Transport Impact Assessment Guidelines Volume 5 Technical guidance</li> </ul>
Information from above document:	<p>First Principles method was used as described in NSW RTA Guide 2024:</p> <ul style="list-style-type: none"> <li>"This method involves making evidence-based assumptions about the development, its users and their behaviour to inform trip generation assumptions. It is used particularly in the absence of information such as TfNSW trip generation survey data. An example would be an uncommon or special land use developments (e.g. stadiums, airports, distribution centres etc.), where there is a need to consider the available information as the basis for a trip generation estimate.</li> <li>The approach may vary depending on the development's context, site characteristics and planned daily operations. Assumptions that may be required include:             <ul style="list-style-type: none"> <li>number of employees/staff/visitors</li> <li>respective arrival and departure profiles for employees/staff/visitors/deliveries etc.</li> <li>mode share for the site or by grouping.</li> <li>These assumptions can be used to estimate the level of trip generation throughout the day and week and allow practitioners to project the site peak periods and travel patterns."</li> </ul> </li> </ul> <p>WAPC's Transport Impact Assessment Guidelines Volume 5 Technical guidance supports this method as well by stating:</p> <ul style="list-style-type: none"> <li>"Where more information is known on the likely trip generation of the development in question, site specific trip rates should be used in lieu of the rates in these guidelines."</li> <li></li> </ul>

**Movement overview**

Information received from the client presented in the table below representing the maximum output of vehicle movements at the proposed development

**Vehicle Movements at Oat Mill Maximum Output**

Type	00:00 – 07:00	07:00 – 08:30	08:30 – 16:00	16:00 – 17:00	17:00 – 00:00	Total
Passenger Car (IN AND OUT)	16	6	19	5	12	58
Truck (IN AND OUT)	6	4	13	3	4	30
<b>TOTAL</b>	22	<b>10</b>	32	<b>8</b>	16	<b>88</b>

What are the likely peak hours of operation? 07:00 – 08:00  
16:00 – 17:00

Do the development generated peaks coincide with existing road network peaks? YES – both peaks

Does the site have existing trip generation / attraction? YES

**Guideline Document Used NSW RTA Guide to Traffic Generating Developments**

As the client has provided the expected number of total vehicle movements onsite the provided information will be compared to existing traffic from the current operations.

It should be noted that the AM peak of the proposed development is one and a half hour from 07:00 to 08:30. In order to assess the impact within a one-hour peak from 07:00 to 08:00 as indicated above a conservative 90% of the total value is considered to be adequate i.e. 9 vehicular trips.

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
<b>Existing (as per surveyed turning counts)</b>					
Residential Dwelling / Industry Rural	/	/	Assumed 5	1	1
<b>Proposed</b>					
Grain Facility	<i>As per client information</i>	15 deliveries 25 staff	88	9	8
Total traffic from the proposed development (A)			<b>88</b>	<b>9</b>	<b>8</b>
Total Existing Traffic from the subject site (A <sup>0</sup> )			<b>5</b>	<b>1</b>	<b>1</b>
<b>Total Additional traffic from the proposed development (A-A<sup>0</sup>)</b>			<b>83</b>	<b>8</b>	<b>7</b>

**What is the total impact of the new proposed development?**

According to WAPC guidelines, all developments generating less than 10 vehicular trips in the peak hour can be deemed to have a **low** impact on the network.

The proposed development is expected to generate up to 88 vehicular trips per day 9 vehicular trips in the AM peak and 8 vehicular trips in the PM peak.

Considering the existing land uses, it can be concluded that the future land uses will generate additional 83 daily vehicular trips, 8 vehicular trips in the AM peak and 7 vehicular trips in the PM peak.

## 2.15 Traffic Flow Distribution

How many routes are available for access / egress to the site? 2 routes:

- Left in from Thomas Road
- Left out to Thomas Road

Directional split was provided by the client as per table below:

AM in	5	PM in	2	Daily IN	44
AM out	4	PM out	6	Daily OUT	44

*Note - For a graphical representation of the estimated vehicular traffic volumes and distribution please refer to the plans provided in Appendix 2.*

It should be noted that routes for large vehicles will include roads which are in MRWA jurisdiction only – Primary Distributors.

Therefore, large vehicles arriving to the site will either arrive from Kwinana Freeway > Thomas Road > turnaround at the roundabout with Nicholson Road > Thomas Road to the west > Subject site; or from Tonkin Road > Thomas Road to the west > Subject site. Large vehicle exiting the site will travel to the west via Thomas Road to Kwinana Freeway.

## 2.16 Vehicle Crossover Requirements

**Guideline Documents Utilised**

- Main Roads Driveways document
- Main Roads supplements to Austroads Guide to Road Design
- Austroads Guide to Road Design

**Proposed Vehicle Access** One existing crossover – to be upgraded and limited to Left in / Left Out

Whilst all vehicle access in and out of the property can and will initially be managed/accommodated using the crossover off Thomas Road the Client would like to consider developing and providing access from the strip of land adjoining the western boundary of Lot 32 i.e., Lot 100 which is in the ownership of the state for a planned ROW.

The proposed crossover currently encroaches on the area designated for the potential ROW connection to Thomas Road, potentially leading to future conflicts between the two access points. The encroachment of the proposed crossover and turning movements into the ROW is acknowledged. However, the ROW is not presently utilised for regular access or significant traffic flow. As such, there is no immediate functional impact arising from the encroachment.

**MRWA Geometric Requirements of Driveways**

- Driveway Type – B-Triple 36.5m
- Maximum Width – 11.0m
- [Drawing containing layout details for rural driveways](#)
- Storage Length for Long Vehicles, Road Trains & all other vehicles - length of vehicle + 3 m = 39.5m
- Maximum Gradients for Commercial Driveways – desirable 5% / absolute maximum 8%
- Maximum Change of Grade – 12%

### Main Roads Driveways Document Requirements

- “ Modifications to existing driveways shall comply with the requirements for new driveways.
- Where alternative access to a Lot is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the State Road unless special circumstances apply, such as an agreed vehicle access strategy.

- *Driveways serving access by large vehicles (multi-combination vehicles, road trains, etc.) including mine site accesses, logging tracks, quarry tracks, haul roads and other similar temporary access points, shall be treated in the same way as commercial driveways.*
- *Where a driveway is permitted access to a State Road, the design shall ensure it will operate safely. As a minimum, all driveways must conform to Main Roads Driveways guideline and technical criteria.”*

---

### Auxiliary Turn Lanes Warrants

As seen from section 2.14 Traffic Flow Distribution there would be a maximum of 5 vehicles in a one-hour period turning into the proposed development. According to the MRWA Intersection Warrants (Main Roads Supplement to AGTM: Part 6 – Intersections, Interchanges and Crossing Management - Part 4 A.8) warrants are limited to five turning vehicles per hour therefore there would be no need for turning lanes.

---

### MRWA Sight Distance Requirements

The minimum required Safe Intersection Sight Distance (SISD) for trucks has been calculated using Equation 2 of AGRD04A and the parameters below. A 90 km/h operating speed has been assumed.

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

- Decision Time  $D_T$  = observation time (s) + reaction time (s) = 3.0 + 2.5 = 5.5 s (*reaction time of 2.5s shall be used as the Main Roads desirable minimum*)
- Operating Speed  $V$  = 90 km/h (10 km/h above speed limit)
- Coefficient of deceleration  $d$  = 0.29 (*coefficient of deceleration (d) of 0.29 for trucks used in Western Australia.*)
- Longitudinal grade  $a$  = 0%

The desirable minimum sight distance is 248m which is achievable on both sides of the driveway as per figures below. It should be noted that the achievable sight distance is significantly higher than the minimum required SISD.

The existing driveway offers a sight distance of approximately 256m to the north and 348m to the south, measured per MRWA standards. A 10m distance from the stop line to conflict point was used for a conservative assessment. Please refer to Appendix 3 for sightlines review drawings.

---

### Recommendations

The driveway treatment is designed to manage vehicle movements and to allow use of the weighbridge with a 'passing lane' for vehicle not using the weighbridge to exit and thus ensure suitable movements internally at the site.

Note for the construction - there should be a painted island in front of the weighbridge, to prevent double queues at the intersection, but to still allow vehicles from weighbridge to safely approach the intersection.

#### 2.16.1 Right-of-Way (ROW)

The subject ROW was created in the mid-1960s. The land to the south of the ROW has direct frontage to Abernethy Road, which is a sealed and functional road. Currently, the ROW does not appear to serve an active access purpose for the adjoining lots.

The current crossover is in conflict with the ROW, resulting in minor encroachment. However, this encroachment does not impede the existing functionality of the ROW, given its limited current use and the alternative access provided to adjacent land.

The encroachment of the proposed crossover and turning movements into the ROW is acknowledged. However, the ROW is not presently utilised for regular access or significant traffic flow. As such, there is no immediate functional impact arising from the encroachment.

The adjoining land benefits from direct frontage to Thomas and Abernethy Roads, reducing reliance on the ROW for access.

Given the ROW's current state and lack of active use, it is reasonable to defer addressing the encroachment until such time as the ROW becomes actively utilised. This approach ensures that unnecessary modifications are avoided at this stage while acknowledging the need for future review if the ROW's use or status changes.

## 2.17 Access to RAV Network

### Description of RAV Networks:

The Restricted Access Vehicle Network (RAV) is a network of roads approved by Main Roads Western Australia that can cater for the safe movement of certain heavy vehicles. There are several types of RAV networks:

- **Standard RAVs** are those vehicle combinations specified as Category 1 to 10 vehicle combinations under the Prime Mover, Trailer Combinations and Truck, Trailer Combinations Notice. Standard width of the RAV vehicle will not exceed 2.5m while standard height will not exceed 4.6m.
- **Tri-drive Restricted Access Vehicle (RAV) Network** are required to meet the requirements under the Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, with the exception of the structures assessments, gradient assessments and swept path assessments, which must be assessed in accordance with these Tri-drive Route Assessment Guidelines.
- **Concessionally loaded RAVs** provide the quantitative limits recommended ensuring additional safety margins for concessionally loaded RAVs, as the extra mass has a considerable impact on the vehicle's performance characteristics. For this reason, additional road width, stopping distances etc. are required.
- **Over Size Over Mass Vehicles** must have relevant Main Roads WA permits and may require pilot vehicles and/or police escorts if they exceed Main Roads WA specified size thresholds.

### Existing RAV Networks:

YES ([MRWA RAV Network Map](#))

*If YES Nominate RAV Networks in vicinity of the subject site*

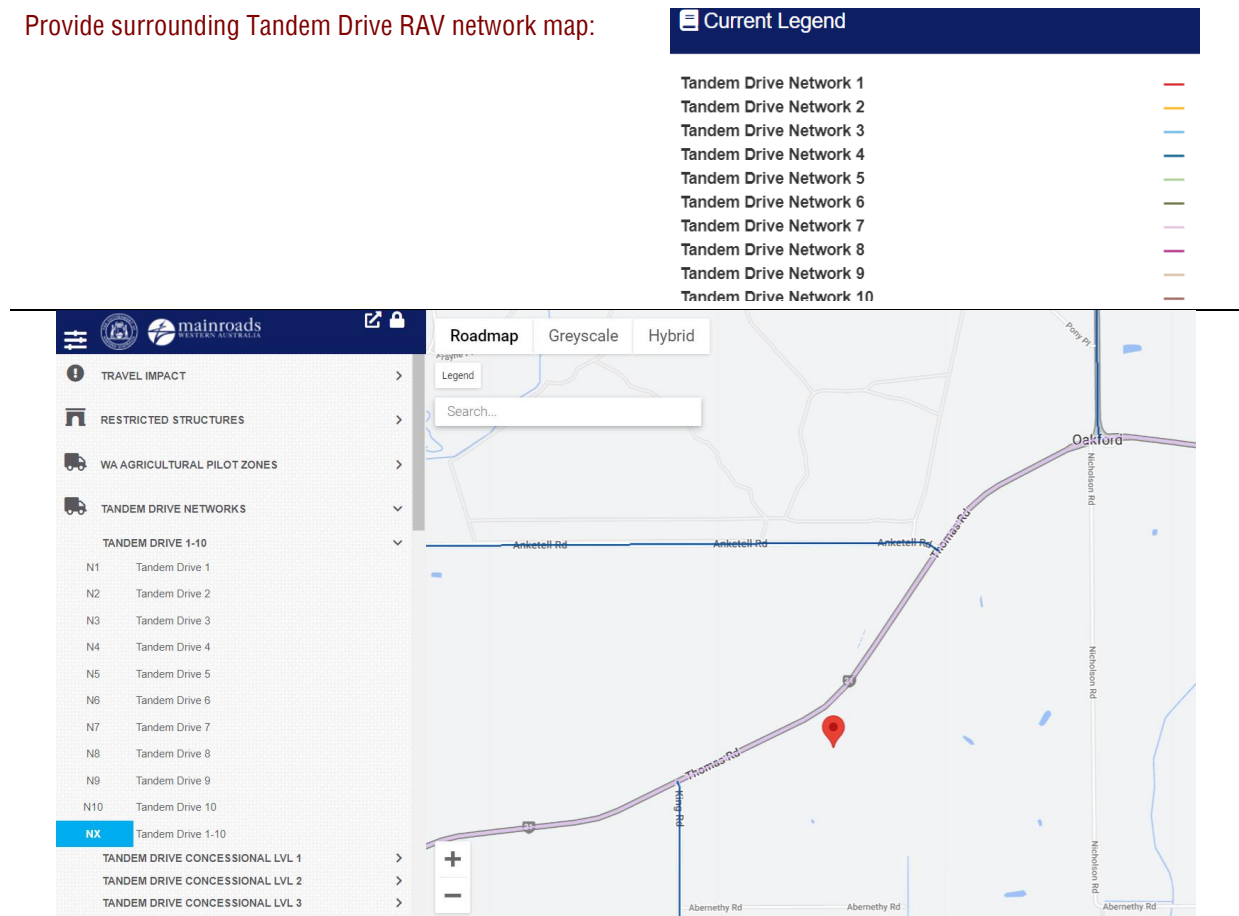
#### Thomas Road:

- Standard RAV Network 7 (e.g., RAVs with a maximum length of 36.5 m and a maximum mass of 107.5T)
- Tri drive RAV Network 4 (e.g., RAVs with a maximum length of 36.5 metres).
- Oversize Road Train Network 1 (27.5m Road Train)

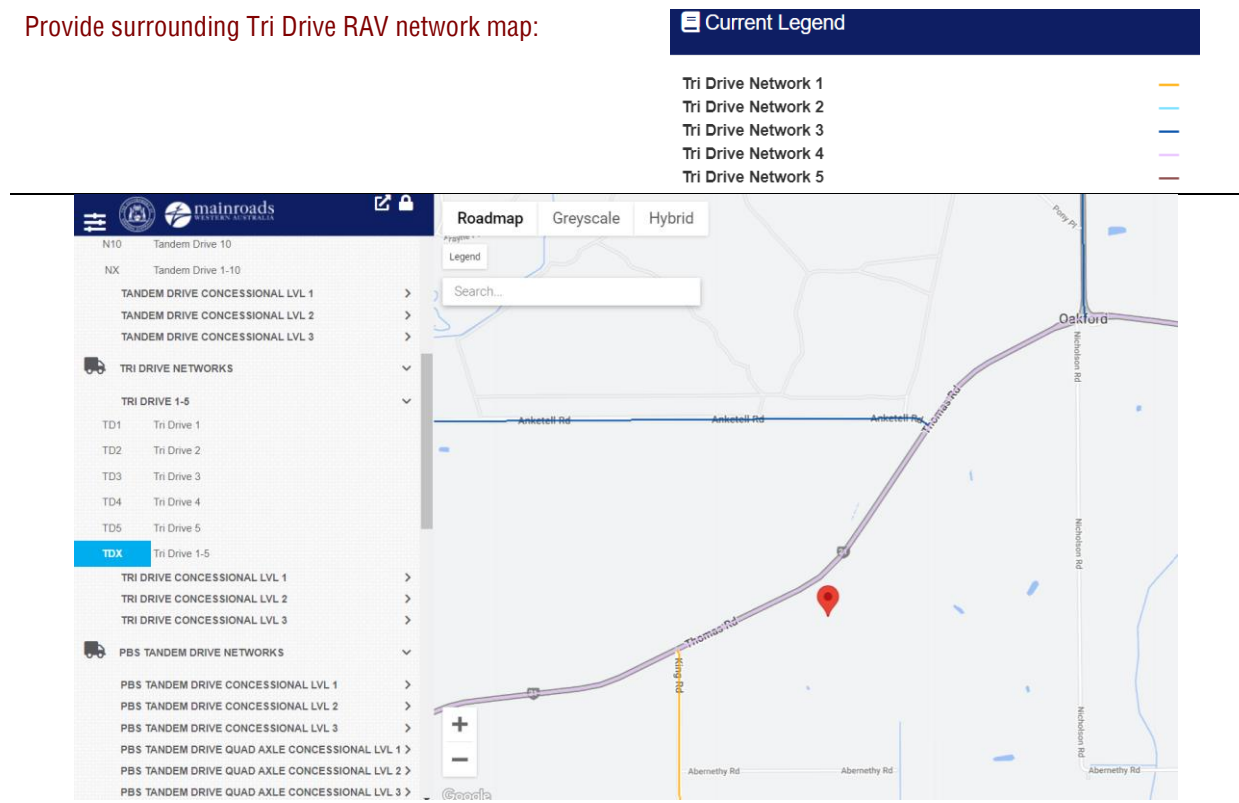
#### Anketell Road:

- Standard RAV Network 4 (e.g., pocket road train, B-Double, and other RAVs with a maximum length of either 25.0 m or 27.5 m)
- Tri drive RAV Network 3 (e.g. RAVs with a maximum length of 27.5 metres)
- Oversize Road Train Network 1 (27.5m Road Train)

Provide surrounding Tandem Drive RAV network map:



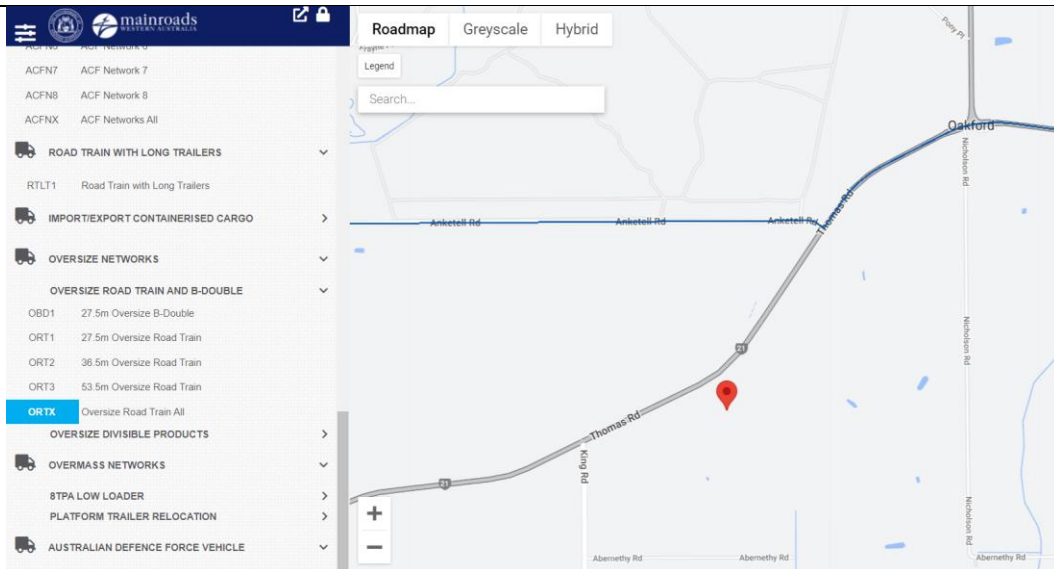
Provide surrounding Tri Drive RAV network map:



Provide surrounding Oversize Road Train network map:

Current Legend

- Oversize 27.5m Road Train Network —
- Oversize 36.5m Road Train Network —
- Oversize 53.5m Road Train Network —



## 2.18 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site?	None
How many rail routes are within 800 metres of the subject site?	None
The closest available public transportation options are located in Kwinana and Byford 7km and 11km from the subject site.	
Is the development in a Greenfields area?	YES

## 2.19 Pedestrian Infrastructure

There are no pedestrian paths in the vicinity of the subject site	
Does the site have existing pedestrian facilities	NO
Does the site propose to improve pedestrian facilities?	NO
What is the Walk Score Rating?	
0	Car-Dependent. Almost all errands require a car.

## 2.20 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site?	YES
<i>If YES, describe:</i>	
<b>Classification</b>	<b>Road Name</b>
"Bicycle Lanes or Sealed Shoulder Either Side"	Thomas Road
Are there any PBN Routes within a 400m radius of the subject site?	YES
<i>If YES, describe:</i>	

<b>Classification</b>	<b>Road Name</b>
<i>" Bicycle Lanes or Sealed Shoulder Either Side"</i>	Thomas Road

It should be noted that Thomas Road and Anketell Road are classified as Secondary Routes in the Department of Transport Perth and Peel Long-Term Cycle Network.

Does the site have existing cyclist facilities?	YES
Does the site propose to improve cyclist facilities?	NO

## 2.21 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed? One

### Site-Specific Issue No 1

Remedial Measure / Response

### Auxiliary Turn Lanes Warrants

As seen from section 2.14 Traffic Flow Distribution there would be a maximum of 5 vehicles in a one-hour period turning into the proposed development. According to the MRWA Intersection Warrants (Main Roads Supplement to AGTM: Part 6 – Intersections, Interchanges and Crossing Management - Part 4 A.8) warrants are limited to five turning vehicles per hour therefore there would be no need for turning lanes. Furthermore, the swept paths have shown that all vehicles will have comfortable manoeuvres into and out of the subject site.



*Bushfire Management Plans - BAL Assessments - BAL Contour Mats - Bushfire Statements*

**1324 Thomas Road, Oakford, WA**

**Version 3.0**

**BMP No: BMP24294v3.0**

**Bushfire Management Plan**

Proposed development of Single Lot

Development Commercial

## Table of Contents

Bushfire Management Plan Coversheet.....	3
1.0 Introduction and Proposal Details .....	6
1.1 Site Location .....	6
1.2 Aims and Objectives.....	6
1.3 Document Preparation .....	6
2.0 Environmental Considerations .....	8
2.1 Native vegetation – Modification and Clearing.....	10
2.2 Revegetation/Landscape Plans.....	11
3.0 Bushfire Assessment Results.....	12
3.1 BAL Assessment Inputs.....	12
3.2 BAL-Assessment Outputs.....	20
4.0 Identification of Bushfire Hazard Issues .....	24
5.0 Assessment against the Bushfire Protection Criteria.....	24
5.1 Compliance Table .....	24
5.2 Bushfire Mitigation Measures .....	30
6.0 Roles & Responsibilities .....	31
Bushfire Management Plan Appendices .....	33
Appendix 1 – Asset Protection Zone (APZ) – Siting and Design.....	33
Appendix 2 – Local Government Authority Firebreak Notice .....	35
Appendix 3 – Vehicular Access Requirements – Private Driveway .....	37
Appendix 4 – Water Supply – Residential / Commercial Development .....	38

## List of figures

- Figure 1: Copy of site plan(s)
- Figure 2: Proposed Location
- Figure 3: Map of bushfire prone areas for the subject site
- Figure 4: Map of Environmental Considerations (Emerge Associates et al, 2024.)
- Figure 5: Map of Environmental Clearing Regulations
- Figure 6: Vegetation Classification Map
- Figure 7: Determined BAL Results
- Figure 8: Prescribed BAL Results with APZ established

## Bushfire Management Plan Coversheet

This Coversheet and accompanying Bushfire Management Plan has been prepared and issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme.

### Bushfire management Plan and Site Details

**Site Address:** 1324 Thomas Road, Oakford, Western Australia,

**Date of site visit:** 26 February 2024

**Report Author and/ or Reviewer:** Dwayne Griggs, Level 2, BPAD 40466 - WA Fire & Safety

**(BMP) Bushfire Management Plan Number:** BMP 24294v3.0

**BMP Date:** 30<sup>h</sup> May 2025

If one or more of the following are marked **X / YES**, then this BMP should be referred to DFES for comment: **Yes No**

Has the BAL been calculated by a method other than Method 1 as outlined in AS3959?		X
Have any of the bushfire protection criteria elements been addressed through the use of an outcomes-based approach?		X
Strategic planning proposal (including rezoning applications)		X
Local planning scheme amendment containing supplementary provisions, additional to the deemed provisions for bushfire risk management		X
Where a bushfire local planning policy, or variation to the acceptable solutions or the APZ is proposed		X
Where there is a conflict of opinion between the decision maker and proponent		X
Expert technical advice on bushfire behaviour, emergency management, or other occasions where bushfire technical advice is required to support planning decision-making		X
Expert technical advice on bushfire matters referred to State Administrative Tribunal (SAT) or Development Assessment Panel (DAP)		X
Comments on future buildings' compliance with FES Commissioner's operational requirement guidelines		X
Decision maker discretionary referral, (e.g. renewable energy, hazardous materials, vulnerable land use)		X

*Note: The decision maker (e.g. local government or the WAPC) should only refer the proposal to DFES for comment if one (or more) of the above answers are ticked "Yes". [Referral to DFES Checklist](#)*

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

Dwayne Griggs, WA Fire & Safety, 30th May 2025

## Document control

Report version	Purpose	Author/reviewer and accreditation details	Date submitted
1.0	Approval of a Class 8 Warehouse Grain Cleaning Facility	Dwayne Griggs Level 2- BPAD40466	25 November 2024
2.0	Changes to Environmental Considerations Plan	Dwayne Griggs Level 2- BPAD40466	17 December 2024
3.0	Update to new SPP3.7, changes to tables/plots not matching.	Dwayne Griggs Level 2- BPAD40466	30 May 2025

## Disclaimer

The Bushfire Management Plan prepared by WA Fire & Safety (Dwayne Griggs BPAD40466), is solely intended for the use of:

1. Current & future landowners
2. Developers & contractors engaged by the current landowners
3. Local Government Authority (LGA)

The enclosed strategies intended for the mitigation of the bushfire risk for this development are the minimum standard and the risk is assessed to the ability of the bushfire consultant and provided information from all stakeholders at the time of the accepted task.

This BMP considers the bushfire aspects of planning only and does not consider all the environmental aspects involved. A limited environmental survey has been completed and further consultation and/or approval for vegetation clearances is up to the Local Government Authority (LGA).

The setbacks and distances for the Asset Protection Zone(s) APZs should be confirmed at the time of vegetation modification for the proposed structures and after the vegetation clearance a final inspection may be required to provide a to confirm distance and issue a BAL certificate, thus ensuring the correct risk mitigation distances has been achieved, the decision for a final inspection is up to the LGA.

There is no guarantee that in the event of a bushfire that property loss will not occur, and the author has used the information provided, appropriate guidelines and due care to provide what they believe is the best possible solution to combat a relatively unpredictable fire threat.

WA Fire & Safety (Dwayne Griggs) excludes all liability for any damage, loss, injury or claim from any fire event, by the acceptance of this BMP the property owner is made aware and agrees to this exclusion of liability.

The ongoing responsibility falls on the landowner for the correct site maintenance to maintain the BAL Levels outlined inside this BMP and their continuance to mitigate the risks involved with extreme fire behaviour. The poor maintenance of vegetation, fuel loads, APZ requirements, Local government fire break notices and fire risk mitigation strategies provided within this BMP can severely impact the level of risk that a fire event can have. If the landowner believes that any factors have changed or modified the potential risk, then the bushfire consultant should be informed, and a new BMP may be required.

**On submission of this BMP the landowner authorises direct contact from the LGA to the bushfire consultant for any issues, changes, or queries, contact details are below.**

This Bushfire Management Plan is Valid for 3 years from the date completed.

## Compliance Statement

*This document has been prepared in accordance to comply with the latest State Planning Policy 3.7 Bushfire April 2023 and the Planning for Bushfire Guidelines September 2024.*

Bushfire Management Plan Author & Reviewer:  
WA Fire & Safety, Maida Vale, Western Australia  
Dwayne Griggs  
Level 2 FPAA Accredited Practitioner  
Accreditation Number: BPAD40466  
Admin (M-F / 0800-1600) - Phone: [0473078179](tel:0473078179)  
Admin Email: [Admin@wafiresafety.com.au](mailto:Admin@wafiresafety.com.au)  
Webpage: <https://www.wafiresafety.com.au/>



## 1.0 Introduction and Proposal Details

This BMP has been requested by Swan Milling Pty Ltd for the proposed development of 1324 Thomas Road, Oakford, Western Australia, within the LGA of the Shire of Serpentine-Jarrahdale.

The zoned rural lot is currently identified as inside the Bushfire Prone Area. Currently this lot is in a developed state with an asphalt driveway leading towards the class 1a primary dwelling, lot has firebreaks established to an acceptable standard around the property.

This proposed application is for a non-associated class 8 warehouse grain cleaning facility located in the western region of the lot in a central position in regard to the northern and southern boundaries, and 20m to the east of the existing dwelling.

Site will have combustible materials being grains stored in bulk, as per SPP3.7 this will need to be located in an area of BAL-29 or less within the site, therefore the Asset Protection Zone has been increased to allow for this, this extension of the APZ area will mostly extend into grassland that will be required to be maintained at less than 50mm at all times.

The assessed bushfire risk for the lot is moderate to extreme, BAL-29 is achievable for the dwelling with vegetation separation and an APZ (Asset Protection Zone) established inside the lot.

Determined BAL rating is BAL-FZ on the day of the site visit and further vegetation modification is required to achieve BAL-29.

### 1.1 Site Location

The proposed development is located 2km ESE from Nicholson Road and 6km ENE off Kwinana Freeway on Thomas Road having access from both the East and West.

### 1.2 Aims and Objectives

The aim of this Bushfire Management Plan is to identify issues, requirements and provide bushfire risk mitigation measures for the proposed development. Aims for this site include:

- avoid increasing the threat to people, property and infrastructure
- reduce the developments vulnerability from extreme bushfire behaviour
- allow ingress and egress for fire and emergency services
- consider and minimize environmental impacts by reducing vegetation modification.

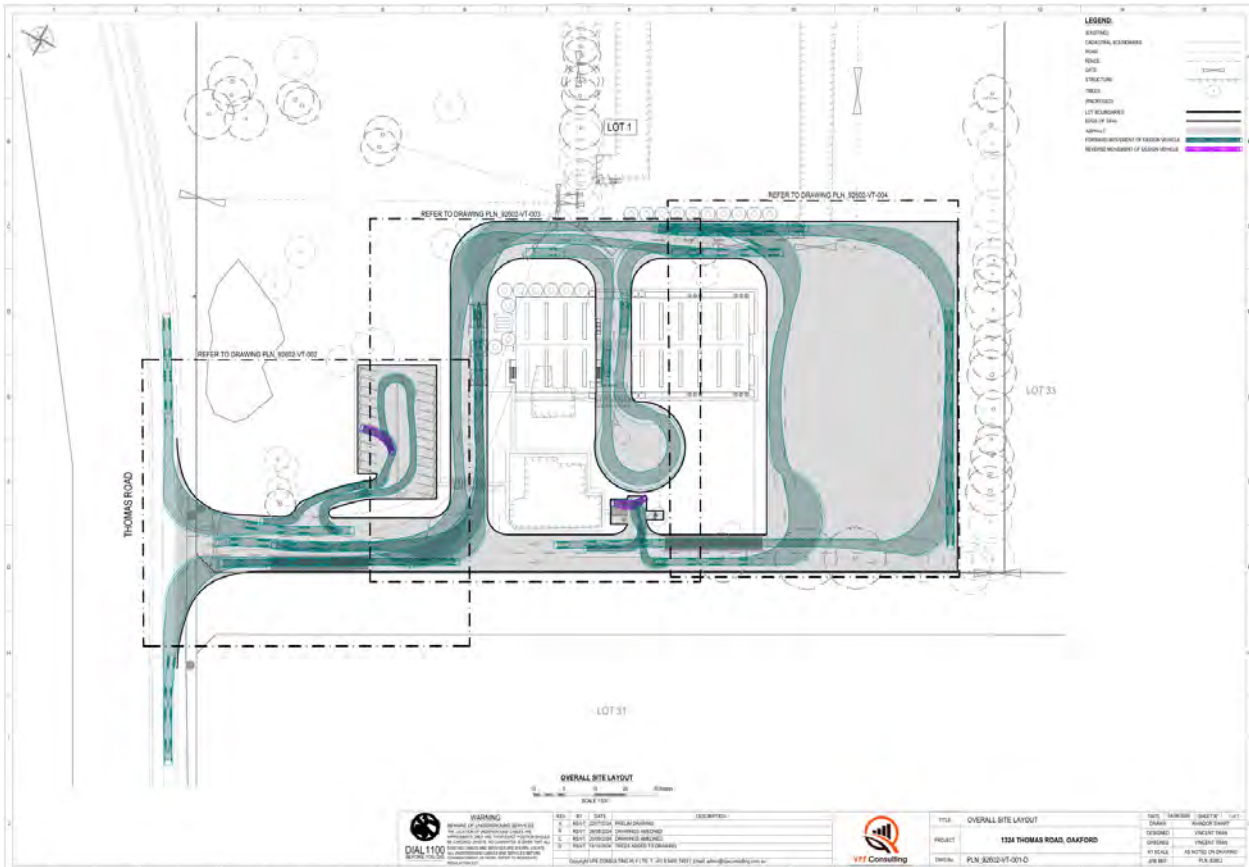
The objectives of this Bushfire Management Plan are to:

- demonstrate suitability for development
- display bushfire risk levels, fuels, vegetation types and the impact before and after
- show Bushfire management strategies recommended for the site
- demonstrate compliance with the bushfire protection criteria and the use of acceptable solutions for the site.

### 1.3 Document Preparation

Dwayne Griggs from WA Fire & Safety a BPAD Level 2 accredited practitioner with the Fire Protection Association of Australia has conducted the site assessment and prepared this BMP.

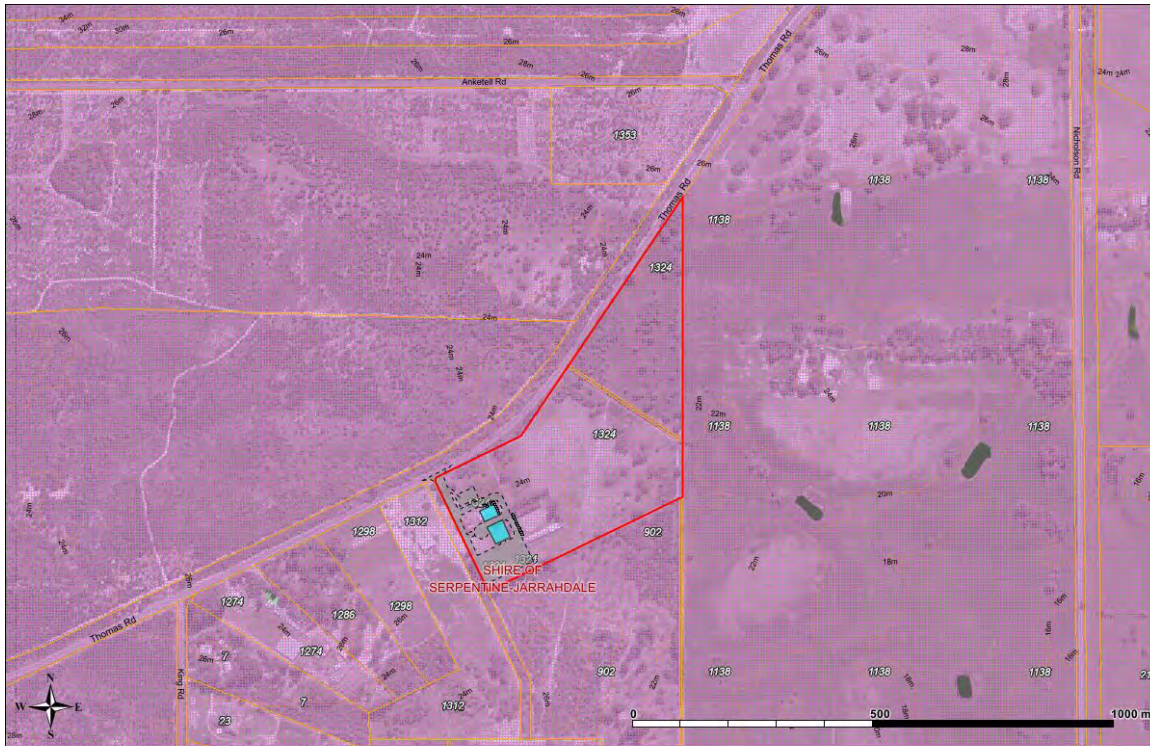
**FIGURE 1: Copy of Site Plans**



**FIGURE 2: Proposed Location**



**FIGURE 3: Map of Bushfire Prone Areas for the subject site**



**Legend**

Bushfire Prone Areas (OBRM, Sep 2024) Local Government Authority State Roads Other Roads DPIRD 2m Contours

Site is entirely inside the bushfire prone area 2.

## 2.0 Environmental Considerations

Limited considerations below have been assessed with limited issues:

**Department of Biodiversity, Conservation and Attractions (DBCA)**

Conservation category wetlands and buffer **DBCA-019**,

Augusta to Walpole **DBCA-017**

RAMSAR wetlands (**DBCA-010**)

Threatened and priority flora (**DBCA-036**)- Three individual plants of *Jacksonia gracillima* which are listed as priority 3, however are all located outside of the proposed building envelope.

Threatened Ecological Communities (**DBCA-038**)-May require investigation.

**Department of Planning, Lands and Heritage**

Bush Forever areas 2000 (**DPLH-019**)

**Department of Water and Environmental Resources (DWER)**

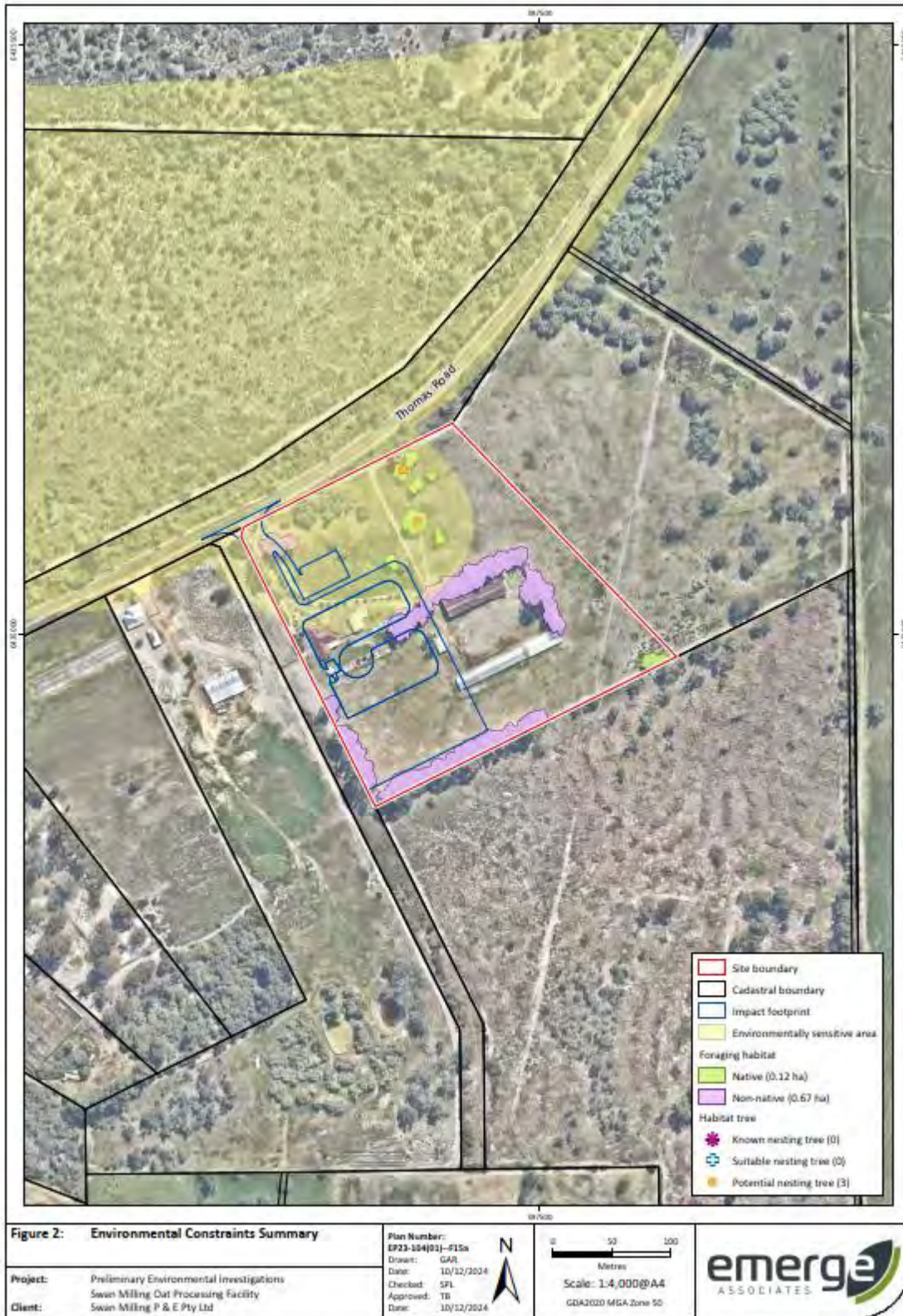
Clearing regulations – Environmentally Sensitive Areas (**DWER-046**)

Swan Bioplan Regionally Significant Natural Areas 2010 (**DWER-070**)

**Department of Primary Industries and Regional Development (DPIRD)**

Conservation Covenants Western Australia (**DPIRD-023**)-May require investigation.

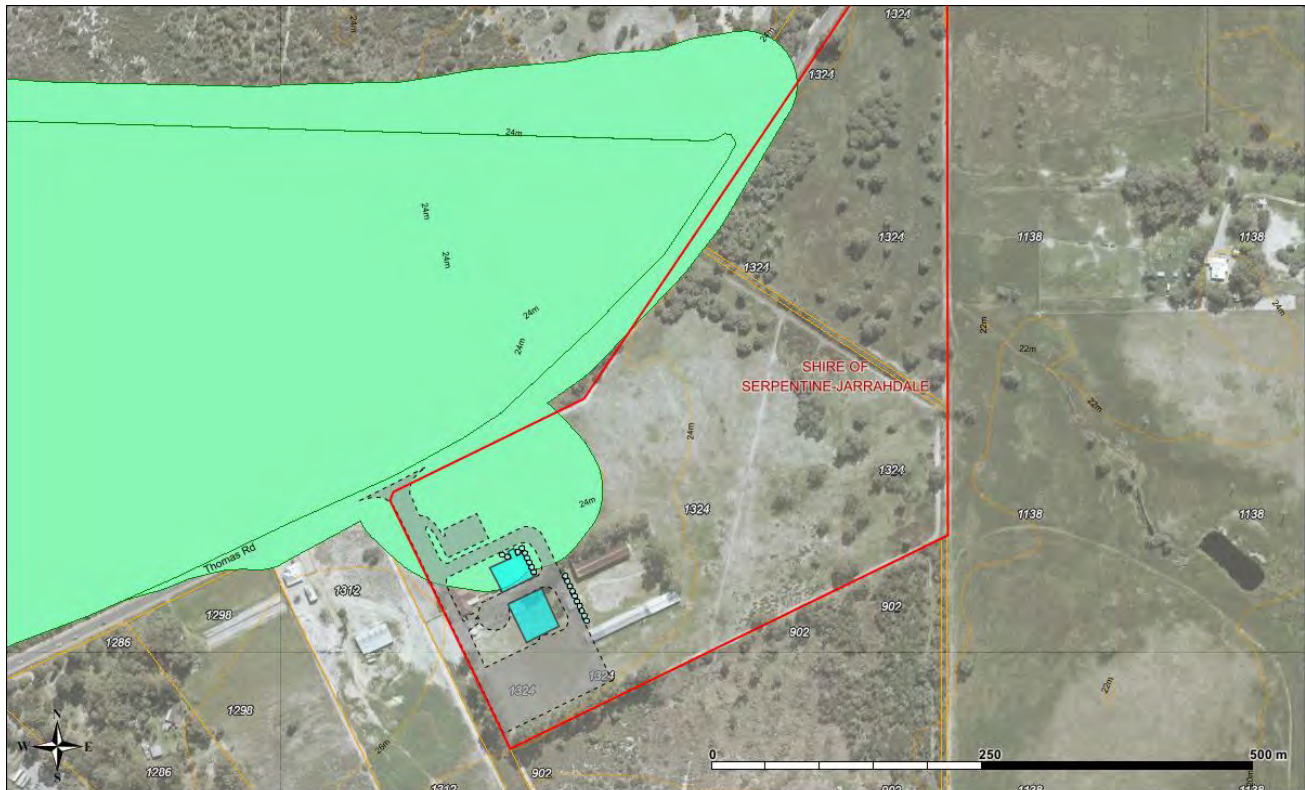
**FIGURE 4: Map of Environmental Constraints (DWER-046)**



Clearing regulations – Environmentally Sensitive Areas (DWER-046)

A portion of the block to the north-west is located in an environmentally sensitive clearing regulation zone. The proposed APZ only requires minimal management of 1847m<sup>2</sup> of class G Grass and no significant removal of the class A Forest is required as the Class A Forest within the APZ is located outside of the environmentally sensitive area. This can be seen clearer in Section 5.0 Bushfire Management Strategies map.

**FIGURE 5: Map of Environmental Clearing Regulations**



## 2.1 Native vegetation – Modification and Clearing

Vegetation modification is required to achieve BAL-29 within the proposed lot.

The area of 495m<sup>2</sup> of class A Forest and 7223m<sup>2</sup> of Class G Grass will be required to be modified and managed to the Appendix B2 Siting and Design of Planning for Bushfire Guidelines Sept 2024 and the requirements of the Local Government Authority Firebreak Notice (Appendix 2) in order to establish and APZ of BAL-29.

There are no alternative bushfire management design solutions that will reduce the extent of vegetation clearing as the warehouse location has been provided to minimise vegetation modification from the clearing regulation zone (DWER-046) using minimum setbacks to the north-east while providing suitable access in and out without restriction.

The proposed layout will result in an appropriate balance between bushfire risk mitigation and vegetation retention, the already established driveway and proposed turn-around areas are inside the proposed APZ.

## **2.2 Revegetation/Landscape Plans**

Revegetation inside the APZ will be designed and maintained as per Appendix B2 Siting and Design, Planning for Bushfire Guidelines Sept 2024 and the Local Government Authority Firebreak Notice (Appendix 2).

### 3.0 Bushfire Assessment Results



The site requires a BAL assessment in accordance with clause 6.5 of SPP 3.7. The assessment of this site or development was undertaken by Dwayne Griggs of WA Fire & Safety, a BPAD Accredited Level 2 Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2018 Simplified Procedure (Method 1). All vegetation within 150m of the proposed site has been assessed and classified in accordance with AS3959.




#### 3.1 BAL Assessment Inputs

Vegetation and land use within 150 m of the site has been classified as per descriptions included in AS 3959 – 2018 Construction of Buildings within Bushfire Prone Areas.


All vegetation inside the 150m Vegetation survey is either Class A Forest, Class G Grassland or Class D Scrub.




<b>Photo ID:</b>	10	<b>Plot:</b>	1	
<b>Vegetation Classification or Exclusion Clause</b>				
Class G Grassland				
<b>Description / Justification for Classification</b>				
<b>Vegetation Classification or Exclusion Clause</b>				
Class G Grassland				
<b>Description / Justification for Classification</b>				
Grassland of >100mm in Height Canopy Cover of Less than 10% Understorey of Grasses Average surface, Near surface and Intermediate Fuel loads				
Grassland of >100mm in Height Canopy Cover of Less than 10% Understorey of Grasses Average surface, Near surface and Intermediate Fuel loads				
<b>Photo ID:</b>	20	<b>Plot:</b>	1	
<b>Vegetation Classification or Exclusion Clause</b>				

<p><b>Class G Grassland</b></p> <p><b>Description / Justification for Classification</b></p> <p>Grassland of &gt;100mm in Height Canopy Cover of Less than 10% Understorey of Grasses Average surface, Near surface and Intermediate Fuel loads</p>		<p>BRG: 76° NE (T) POS: -32.217405, 115.911409 ±7 m ALT: -2m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:27:13 pm</p>	
<p><b>Photo ID:</b> 25</p> <p><b>Plot:</b> 1</p> <p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class G Grassland</p> <p><b>Description / Justification for Classification</b></p> <p>Grassland of &gt;100mm in Height Canopy Cover of Less than 10% Understorey of Grasses Average surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 72° NE (T) POS: -32.217867, 115.911015 ±3 m ALT: -3m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:28:59 pm</p>		
<p><b>Photo ID:</b> 40</p> <p><b>Plot:</b> 1</p> <p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class G Grassland</p> <p><b>Description / Justification for Classification</b></p> <p>Grassland of &gt;100mm in Height Canopy Cover of Less than 10% Understorey of Grasses Average surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 282° W (T) POS: -32.216622, 115.909973 ±6 m ALT: -1m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:35:00 pm</p>		
<p><b>Photo ID:</b> 4</p> <p><b>Plot:</b> 2</p> <p><b>Vegetation Classification or Exclusion Clause</b></p>			

<p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 173° S (T) POS: -32.21611, 115.909685 ±3 m ALT: -3m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:21:12 pm</p>
<p><b>Photo ID:</b> 39 <b>Plot:</b> 2</p> <p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 315° NW (T) POS: -32.21658, 115.910042 ±5 m ALT: -2m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:34:53 pm</p>
<p><b>Photo ID:</b> 2 <b>Plot:</b> 3</p> <p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 308° NW (T) POS: -32.216111, 115.909684 ±3 m ALT: -4m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:20:41 pm</p>
<p><b>Photo ID:</b> 3 <b>Plot:</b> 3</p>	

<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>		<p>BRG: 355° N (T) POS: -32.216112, 115.909685 ±3 m ALT: -3m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:20:46 pm</p>	
<p><b>Photo ID:</b> 1</p>	<p><b>Plot:</b> 4</p>	<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class D Scrub</p> <p><b>Description / Justification for Classification</b></p> <p>More than 2m in height less than 6m Canopy Cover of 30% Understorey of Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>	
<p><b>Photo ID:</b> 6</p>		<p><b>Plot:</b> 4</p>	
<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class D Scrub</p> <p><b>Description / Justification for Classification</b></p> <p>More than 2m in height less than 6m Canopy Cover of 30% Understorey of Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>		<p>BRG: 61° NE (T) POS: -32.216111, 115.909684 ±3 m ALT: -4m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:20:34 pm</p>	
<p><b>Photo ID:</b> 6</p>		<p><b>Plot:</b> 4</p>	
<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class D Scrub</p> <p><b>Description / Justification for Classification</b></p> <p>More than 2m in height less than 6m Canopy Cover of 30% Understorey of Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>		<p>BRG: 67° NE (T) POS: -32.216113, 115.909687 ±3 m ALT: -3m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:21:30 pm</p>	
<p><b>Photo ID:</b> 14</p>	<p><b>Plot:</b> 5</p>		

<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>			<p>BRG: 54° NE (T) POS: -32.216705, 115.911127 ±6 m ALT: -3m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:24:40 pm</p>
<p><b>Photo ID:</b></p> <p>35</p>	<p><b>Plot:</b></p> <p>5</p>	<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 89° E (T) POS: -32.216868, 115.91096 ±4 m ALT: -1m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:32:58 pm</p>
<p><b>Photo ID:</b></p> <p>21</p>	<p><b>Plot:</b></p> <p>6</p>	<p><b>Vegetation Classification or Exclusion Clause</b></p> <p>Class A Forest</p> <p><b>Description / Justification for Classification</b></p> <p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>	<p>BRG: 94° E (T) POS: -32.217554, 115.911477 ±4 m ALT: -3m</p>  <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:27:31 pm</p>
<p><b>Photo ID:</b></p> <p>22</p>	<p><b>Plot:</b></p> <p>6</p>		

<p><b>Vegetation Classification or Exclusion Clause</b></p>	<p>BRG: 201° S (T) POS: -32.217843, 115.911525 ±5 m ALT: -3m</p>		
<p>Class A Forest</p>	 <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:27:42 pm</p>		
<p><b>Description / Justification for Classification</b></p>			
<p>Overstorey up to 30m in height Canopy Cover of 30-70% Understorey of Shrubs and Grasses Moderate surface, Near surface and Intermediate Fuel loads</p>			
<p><b>Photo ID:</b></p>	<p>9</p>	<p><b>Plot:</b></p>	<p>7</p>
<p><b>Vegetation Classification or Exclusion Clause</b></p>	<p>BRG: 150° SE (T) POS: -32.216783, 115.910198 ±9 m ALT: -3m</p>		
<p>Excludable - 2.2.3.2 (e) (f) Low Threat Vegetation/Non Vegetated</p>	 <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:22:51 pm</p>		
<p><b>Description / Justification for Classification</b></p>			
<p>Maintained Areas Canopy Cover of Less than 10% Residential Areas Insufficient Fuels to increase the risk from bushfire Irrigated gardens with low threat ground covers Non-Vegetated Areas</p>			
<p><b>Photo ID:</b></p>	<p>11</p>	<p><b>Plot:</b></p>	<p>7</p>
<p><b>Vegetation Classification or Exclusion Clause</b></p>	<p>BRG: 134° SE (T) POS: -32.21673, 115.910449 ±3 m ALT: -3m</p>		
<p>Excludable - 2.2.3.2 (e) (f) Low Threat Vegetation/Non Vegetated</p>	 <p>BAL WAFS DG</p> <p>1324 Thomas Rd 26 Feb 2024, 12:23:26 pm</p>		
<p><b>Description / Justification for Classification</b></p>			
<p>Maintained Areas Canopy Cover of Less than 10% Residential Areas Insufficient Fuels to increase the risk from bushfire Irrigated gardens with low threat ground covers Non-Vegetated Areas</p>			

<b>Photo ID:</b>	18	<b>Plot:</b>	7	
<b>Vegetation Classification or Exclusion Clause</b>				
Excludable - 2.2.3.2 (e) (f) Low Threat Vegetation/Non Vegetated				
<b>Description / Justification for Classification</b>				
Maintained Areas Canopy Cover of Less than 10% Residential Areas Insufficient Fuels to increase the risk from bushfire Irrigated gardens with low threat ground covers Non-Vegetated Areas				

This site is all classified as 0° / Upslope.

**Table 3A:** Vegetation Classification and Slopes

Plot	Vegetation Classification	Effective Slope
1	Class G Grassland	0/Upslope
2	Class A - Forest	0/Upslope
3	Class D Scrub	0/Upslope
4	Class A - Forest	0/Upslope
5	Class A - Forest	0/Upslope
6	Excludable – Clause 2.2.3.2 (e) & (f)	-

**FIGURE 6: Vegetation Classification Map**



**Legend**

Photo points	100m Vegetation Survey	150m Vegetation Survey	Exc	Property boundary(Size)	Silos	D. Scrub, 0	Veg 100-150m	G. Grassland, 0	State Roads	DPIRD 2m Contours
Yellow circle	100m	2.2.2.2(a)	150m	19.25ha	Silos	Excluded, ef, 0	A. Forest, 0	Local Government Authority	Grey line	Grey line
				Buildings	Veg 100m	G. Grassland, 0	D. Scrub, 0	Other Roads	Red line	Red line
				Warehouse	A. Forest, 0					

## 3.2 BAL-Assessment Outputs

Table 3B and 3C provide the distances and determined radiant heat impact in the form of a BAL rating before vegetation modification or the establishment of APZ.

**Table 3B: Determined BAL Ratings Warehouse 1.**

Plot	Vegetation Classification	Effective Slope in Degrees	Separation (m)	BAL
1	Class G Grassland	0/Upslope	0	BAL – FZ
2	Class A - Forest	0/Upslope	71	BAL – 12.5
3	Class D Scrub	0/Upslope	61	BAL – 12.5
4	Class A - Forest	0/Upslope	0	BAL – FZ
5	Class A - Forest	0/Upslope	82	BAL – 12.5
6	Excludable – Clause 2.2.3.2 (e) & (f)	-	-	BAL – LOW

**Table 3C: Determined BAL Ratings Warehouse 2.**

Plot	Vegetation Classification	Effective Slope in Degrees	Separation (m)	BAL
1	Class G Grassland	0/Upslope	0	BAL – FZ
2	Class A - Forest	0/Upslope	102	BAL – LOW
3	Class D Scrub	0/Upslope	103	BAL – LOW
4	Class A - Forest	0/Upslope	0	BAL – FZ
5	Class A - Forest	0/Upslope	53	BAL – 12.5
6	Excludable – Clause 2.2.3.2 (e) & (f)	-	-	BAL – LOW

**Figure 6: BAL Assessment Map**



Table 3D and 3E provide the indicative BAL rating after the proposed APZ has been established inside the lot boundary.

**Table 3D: Prescribed BAL ratings and APZ distances Warehouse 1.**

Plot	Vegetation Classification	Effective Slope in Degrees	Separation (m)	BAL
1	Class G Grassland	0/Upslope	21	BAL – 12.5
2	Class A - Forest	0/Upslope	74	BAL – 12.5
3	Class D Scrub	0/Upslope	61	BAL – LOW
4	Class A - Forest	0/Upslope	26	BAL – 29
5	Class A - Forest	0/Upslope	82	BAL – 12.5
6	Excludable – Clause 2.2.3.2 (e) & (f)	-	-	BAL – LOW
7	Excludable – Clause 2.2.3.2(f)	-	-	BAL – LOW
8	APZ of 21m	-	-	BAL – LOW

**Table 3E: Prescribed BAL ratings and APZ distances Warehouse 2.**

Plot	Vegetation Classification	Effective Slope in Degrees	Separation (m)	BAL
1	Class G Grassland	0/Upslope	21	BAL – 12.5
2	Class A - Forest	0/Upslope	102	BAL – LOW
3	Class D Scrub	0/Upslope	103	BAL – LOW
4	Class A - Forest	0/Upslope	40	BAL – 12.5
5	Class A - Forest	0/Upslope	56	BAL – 12.5
6	Excludable – Clause 2.2.3.2 (e) & (f)	-	-	BAL – LOW
7	Excludable – Clause 2.2.3.2(f)	-	-	BAL – LOW
8	APZ of 21m	-	-	BAL – LOW

**Figure 7 BAL Assessment Map (Prescribed with APZ)**



**Legend**

- |                                  |   |   |  |  |   |  |                                  |
|----------------------------------|---|---|--|--|---|--|----------------------------------|
| 100m Vegetation Survey<br>□ 100m | 150m Vegetation Survey Exc<br>2.2.2.2(a)<br>□ 150m<br>Dimensions Prescribed Map<br>— Effective Slope(*) | → Separation Distance (m)<br>Property boundary(Size)<br>□ 19.25ha | Buildings<br>Warehouse<br>Silos<br>□ Silos | A2.1 Asset Protection Zone (APZ)<br>□ APZ<br>A3.6 Private Drive 70m- km/h<br>Hydrants<br>□ Asphalt | Veg 0-150 Final<br>□ A. Forest, 0<br>□ D. Scrub, 0<br>□ Excluded, ef, 0 | □ G. Grassland, 0<br>Local Government Authority<br>State Roads | Other Roads<br>DPIRD 2m Contours |
|----------------------------------|---|---|--|--|---|--|----------------------------------|

## **4.0 Identification of Bushfire Hazard Issues**

Below are the identified bushfire hazard issues relating to this site:

- The development is surrounded by class G Grass in all directions and has class A Forest to the east. The vegetation is in contact with the walls of the proposed structures before APZ is established.
- Asset Protection Zones are to be established and maintained in perpetuity to ensure the commercial structures will maintain BAL-29.
- Grain dust is the main source of fuel for explosions in grain handling. Grain dust is highly combustible and can burn or explode if enough becomes airborne or accumulates on a surface and finds an ignition source, therefore will be located within the BAL-29 or less areas and comply with A2.4.
- The indicative BAL ratings are to demonstrate compliance only and will need to be established during the building process with building permit being issued after BMP is approved by the local government authority, APZ has been established and the issue of a BAL-29 Report and certificate.
- Storage of hazardous, flammable or combustible materials are located in BAL-29 or less.
- As this development is above BAL-LOW the relevant bushfire protection criteria apply and will need to be addressed (section 4.0).

## **5.0 Assessment against the Bushfire Protection Criteria**

### **5.1 Compliance Table**

## Bushfire Management Plan – BAL Assessment

**Table 4: Compliance with bushfire protection criteria**

Bushfire protection criteria Intent	Acceptable solutions	Proposed bushfire management strategies/solutions
<p><b>Element 1: Location</b></p> <p>Avoid broader landscapes that present an unacceptable bushfire risk to life, property and infrastructure</p>	<p><b>BPA Area 1</b></p>	<p><b>Not Applicable</b> for Commercial Development</p>
	<p><b>BPA Area 2</b></p>	<p><b>Not Applicable</b> for Commercial Development</p>
<p><b>Element 2: Siting and design</b></p> <p>Ensure siting and design solutions:</p> <ul style="list-style-type: none"> <li>• manage or mitigate the bushfire risk to people, property and infrastructure; and</li> <li>• avoid, or where unavoidable, minimises the clearing of native vegetation</li> </ul>	<p><b>A2.1a Siting and Design</b></p> <p>Every proposed new habitable commercial building or associated structure achieves a radiant heat impact not exceeding 29 kW/m<sup>2</sup> (BAL-29).</p>	<p>All proposed structures within the subject lot can achieve BAL-29 or less in the sited locations with the implementation of an Asset Protection Zone.</p>
	<p><b>A2.1b Siting in an area with a radiant heat impact exceeding 29 kW/m<sup>2</sup> (BAL-40 or BAL-FZ).</b></p> <p>The siting of a commercial habitable building, with a radiant heat impact exceeding 29 kW/m<sup>2</sup> (BAL-40 or BAL-FZ).</p> <p><b>Should only be considered where:</b></p> <ul style="list-style-type: none"> <li>• the lot was created prior to December 2015; and</li> </ul>	<p>N/A –BAL-29 or less can be achieved.</p>

Bushfire protection criteria Intent	Acceptable solutions	Proposed bushfire management strategies/solutions
	<ul style="list-style-type: none"> <li>• there are demonstrated site characteristics and/or biodiversity or conservation values that prevent the achievement of a radiant heat impact not exceeding 29 kW/m<sup>2</sup> (BAL-29); and</li> <li>• it is demonstrated that the reduction of the building footprint or a redesign to manage or mitigate the risk, is not practical or appropriate.</li> </ul> <p>If the provision of an APZ in accordance with acceptable solution A2.2 cannot be achieved, then the vegetation immediately surrounding the building is to be managed as defensible space in accordance with <a href="#">Appendix 1</a>, Table 9 – APZ technical requirements.</p>	
	<p><b>A2.2 Asset Protection Zone (APZ)</b>            Where a residential habitable building cannot be wholly within an area with a radiant heat impact not exceeding 29 kW/m<sup>2</sup> (BAL-29) in its pre-development state, an APZ is to be provided and meet the following requirements:  <b>Width:</b> the APZ is to be measured from any external wall or supporting post or column of the building, and of sufficient size to ensure the radiant heat impact of a bushfire does not exceed 29 kW/m<sup>2</sup> (BAL-29) in all circumstances.  <b>Location:</b> the APZ is to be contained solely within the boundaries of the lot, except in instances where:            – the vegetation on the adjoining lot(s) is, and will continue to be, low threat as per Clause 2.2.3.2 of AS 3959 or the requirements</p>	<p>APZ is to be established and maintained in perpetuity to:</p> <ol style="list-style-type: none"> <li>1. 21m inside lot</li> </ol> <p>**This APZ will extend from the silos for storage of grain.</p> <p>APZ has been designed to minimise environmental impact within the lot boundary positioning the dwelling to avoid clearing in the environmentally sensitive clearing regulation zone.</p> <p>APZ's are to be maintained in perpetuity in accordance with:</p> <ol style="list-style-type: none"> <li>1. APZ Siting and Design (<a href="#">Appendix 1 - Table 9</a>) and</li> <li>2. Local Government Authority Firebreak Notice (<a href="#">Appendix 2</a>).</li> </ol>

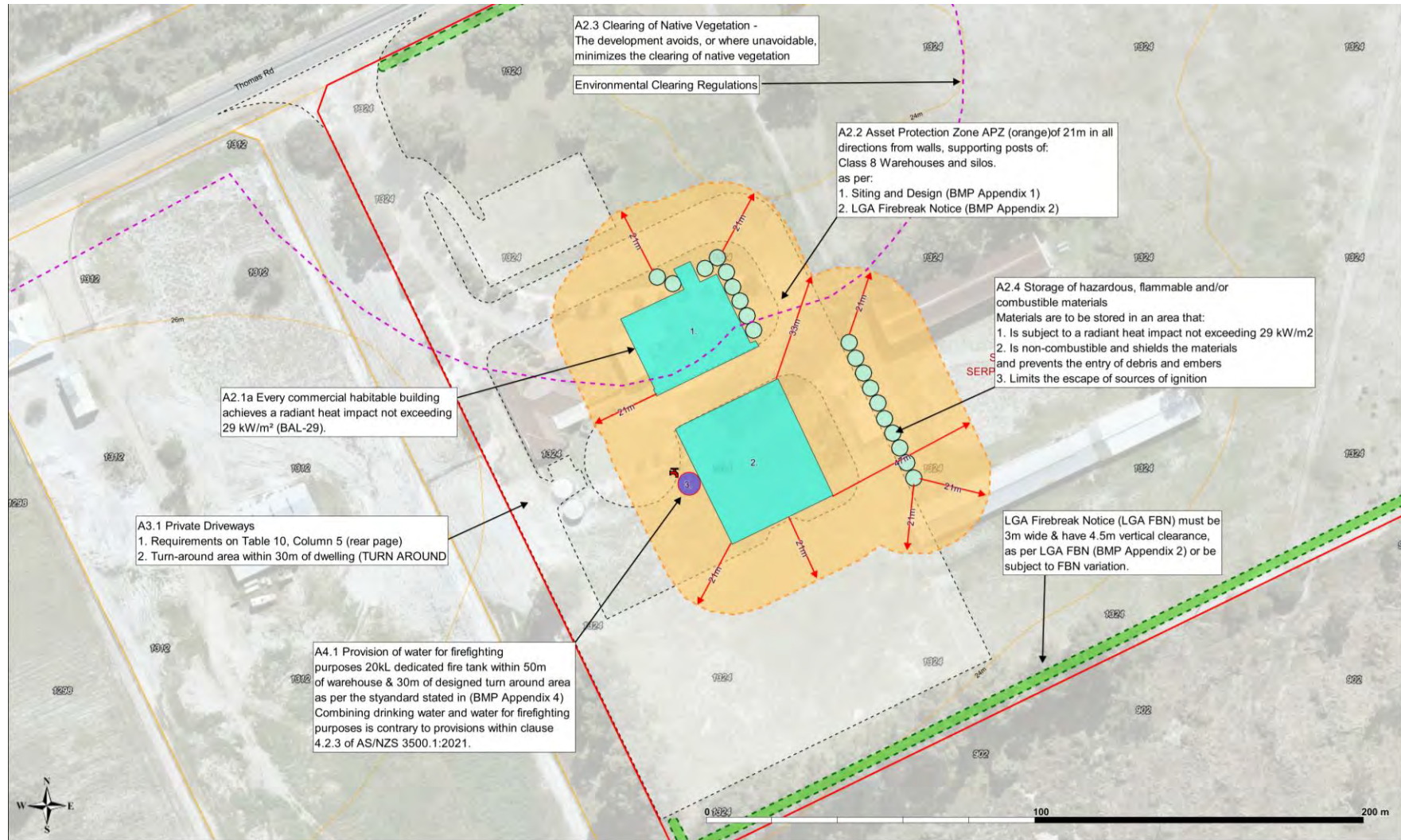
Bushfire protection criteria Intent	Acceptable solutions	Proposed bushfire management strategies/solutions
	<p>of Appendix B.2, Table 9 - APZ technical requirements, or an alternative standard in a local planning scheme, on an ongoing basis in perpetuity; or            – the adjoining land is and will remain in perpetuity, non-vegetated.</p> <p><b>Management:</b> the APZ is managed in accordance with the requirements of Appendix B.2, Table 9 – APZ technical requirements (<a href="#">Appendix 1</a>), or an alternative standard in a gazetted local planning scheme.</p>	
	<p><b>A2.3 Clearing of native vegetation</b>            The development avoids, or where unavoidable, minimises the clearing of native vegetation</p>	<p>Proposed site is suitable and avoids excessive vegetation management or clearing and is inline with the environmental Constraints survey:            Environmental Survey, <a href="#">Appendix 5</a></p>
	<p><b>A2.4 Storage of hazardous, flammable and/or combustible materials</b>            Where a proposed land use will include the storage of hazardous, flammable and/or combustible materials as part of its ongoing day to day operations, the materials are to be stored in an area that:</p> <ul style="list-style-type: none"> <li>• is subject to a radiant heat impact not exceeding 29 kW/m<sup>2</sup> (BAL-29);</li> <li>• is non-combustible and shields the materials to reduce their exposure to radiant heat from the bushfire to levels significantly lower than 29 kW/m<sup>2</sup> and prevents the entry of debris and embers; and</li> <li>• limits to the degree necessary and practical, the escape of sources of ignition from the stored materials into bushfire prone vegetation</li> </ul>	<p>Materials on site are stored in an area that:</p> <ul style="list-style-type: none"> <li>- is subject to a radiant heat impact not exceeding 29 kW/m<sup>2</sup> (BAL-29)</li> <li>- is non-combustible and shields the materials to reduce their exposure to radiant heat from the bushfire to levels significantly lower than 29 kW/m<sup>2</sup> and prevents the entry of debris and embers; and</li> </ul> <p>limits to the degree necessary and practical, the escape of sources of ignition from the stored materials into bushfire prone vegetation</p>

Bushfire protection criteria Intent	Acceptable solutions	Proposed bushfire management strategies/solutions
<p>Element 3: Ensure the design and capacity of vehicular access and egress provide:</p> <ul style="list-style-type: none"> <li>• for efficient and effective evacuation to a suitable destination(s) and/or</li> <li>• as a contingency measure for vulnerable land uses, an on-site shelter, where demonstrated appropriate, as a last resort option</li> </ul>	<p><b>A3.1 Private Driveways</b>            There are no private driveway technical requirements (prescribed by these Guidelines) where the private driveway is within a lot:</p> <ol style="list-style-type: none"> <li>1. serviced by reticulated water and</li> <li>2. is no greater than 70 metres in length between the most distant external part of the habitable building and the public road (curb as a hose lay).</li> </ol> <p>In circumstances where the above conditions are not met, the private driveway is to meet all of the following requirements:</p> <ul style="list-style-type: none"> <li>• requirements of <a href="#">Appendix 3 - Table 10, column 5</a>; and</li> <li>• passing bays every 200 metres with a minimum length of 20 metres and a minimum additional carriageway width of 2 metres (i.e. the combined carriageway width of the passing bay and constructed private driveway is to be a minimum 6 metres); and</li> <li>• turn-around area (Figure 30) and within 30 metres of the residential habitable building (Figure 38).</li> </ul>	<p>The private driveway is to meet all of the following requirements:</p> <ul style="list-style-type: none"> <li>• requirements of <a href="#">Appendix 3 - Table 10, column 5</a>; and</li> <li>• turn-around area (Figure 30)</li> </ul>
<p>Element 4: Water            Water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire</p>	<p><b>A4.1 Water supply for residential / habitable commercial buildings</b>            Where a reticulated water supply is existing or proposed, a hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority. Where these specifications cannot be met, a water tank(s) should be provided in accordance with the requirements of <a href="#">Appendix 4</a>,</p>	<p>1x 20kL dedicated fire water tank is required, as below:</p> <ol style="list-style-type: none"> <li>1. Water tank with 10,000L capacity (per 1500m<sup>2</sup> of floorspace), constructed of steel or able to maintain integrity though a bushfire</li> <li>2. 50mm male camlock coupling with full flow valve shielded from the bushfire hazard by facing away from the threat and towards the emergency vehicle access.</li> <li>3. Having unobstructed hardened ground provided 4m from</li> </ol>

Bushfire protection criteria Intent	Acceptable solutions	Proposed bushfire management strategies/solutions
	Table 11 – Water supply dedicated for bushfire firefighting.	<p>water supply point where emergency vehicles can freely move.</p> <p>4. Within 50m of the structure and 30m from the turn around area.</p> <p>As per <a href="#">Appendix 4</a>,</p>

## 5.2 Bushfire Mitigation Measures

Figure 8: Spatial representation of the bushfire mitigation measures (BMS)



### Legend

Property boundary (Size) 19.25ha	Enviro Clearing Regs Clearing Regs	Buildings Warehouse	Silos	FBN 3m(w) 4.5(vc) firebreak	A4.2 Provision of Water for Fire Fighting 50mm Camlock	A2.1 Asset Protection Zone (APZ) APZ	A3.6 Private Drive 70m- km/h -Hydrants	Local Government Authority	State Roads	Other Roads	DPIRD 2m Contours
-------------------------------------	---------------------------------------	------------------------	-------	--------------------------------	---	---	--	----------------------------	-------------	-------------	-------------------

## 6.0 Roles & Responsibilities

Responsibilities & implementation measure for the proposed development, these are shared by the Current and future landowners, project developer and the Local Government Authority (LGA).

**Table 5: Roles & Responsibilities**

DEVELOPER/LANDOWNER/CONSULTANT – PRIOR TO USE	
No.	Implementation action
1	<p>A notification, pursuant to Section 165 of the Planning and Development Act 2005, is required to be placed on the certificate(s) of title of the proposed lot(s) with a Bushfire Attack Level (BAL) rating of 12.5 or above, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows</p> <p>“This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is/may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land.”</p> <p>Notification placed on title</p> <p><input type="checkbox"/> Certified <input type="checkbox"/> dated the ___ of _____ 20___ - Certified by _____</p>
2	<p>Establish an Asset Protection Zone (APZ) to the</p> <ul style="list-style-type: none"> <li>- dimensions (<a href="#">Table 4 A2.2</a>), and</li> <li>- standard stated in this BMP in APZ Siting and Design (<a href="#">Appendix 1</a>) and</li> <li>- to the additional requirements outlined in the LGA Firebreak Notice (<a href="#">Appendix 2</a>).</li> </ul> <p>APZ Clearance Completed</p> <p>Certified <input type="checkbox"/> dated the ___ of _____ 20___ - Certified by _____</p>
3	<p>Maintain the lot and firebreaks to comply with the relevant (LGA) annual firebreak notice issued under s33 of the Bush Fires Act 1954 to required standard in perpetuity as per Local Government Authority Firebreak Notice (<a href="#">Appendix 2</a>) or per variation issued by LGA.</p>
4	<p>Install dedicated fire water supply tank(s) of 10,000L per habitable commercial structure / 1500m2 of floorspace as per</p> <ul style="list-style-type: none"> <li>- BMP (<a href="#">table 4 A4.1</a>) and</li> <li>- the standards stated in BMP Water Supply (<a href="#">Appendix 4</a>)</li> </ul>
5	<p>Construct / maintain Private Driveway to the standard stated in this BMP <a href="#">Table 4, A3.1</a> including:</p> <ul style="list-style-type: none"> <li>- Horizontal clearance of 6m with 4.5m vertical clearance and</li> <li>- the standard stated in BMP (Appendix 3) and Table 10, Column 5 &amp; B3.8</li> </ul>
5	<p>Hazardous, flammable or combustible materials on site must be stored as per the requirements in</p> <ul style="list-style-type: none"> <li>- BMP (<a href="#">table 4 A2.4</a>)</li> <li>- <a href="#">Bushfire Management Strategies</a> map</li> </ul>
LANDOWNER – ONGOING	
No.	Management action
1	<p>Maintain an Asset Protection Zone (APZ) to:</p> <ul style="list-style-type: none"> <li>- dimensions (<a href="#">Table 4 A2.2</a>), and</li> </ul>

	<ul style="list-style-type: none"> <li>- standard stated in this BMP in APZ Siting and Design (<a href="#">Appendix 1</a>) and</li> <li>- to the additional requirements outlined in the LGA Firebreak Notice (<a href="#">Appendix 2</a>).</li> </ul>
2	Maintain the lot and firebreaks to comply with the relevant (LGA) annual firebreak notice issued under s33 of the Bush Fires Act 1954 to required standard in perpetuity as per Local Government Authority Firebreak Notice ( <a href="#">Appendix 2</a> ) or per variation issued by LGA.
3	Maintain functionality, couplings, hard stand to 4m, accessibility and level of fire water tank as per ( <a href="#">table 4 A4.1</a> ) and the standard stated in BMP ( <a href="#">Appendix 4</a> ).
4	Maintain Private Driveway to the standard stated in this BMP <a href="#">Table 4, A3.1</a> including: <ul style="list-style-type: none"> <li>- Horizontal clearance of 6m with 4.5m vertical clearance and</li> <li>- the standard stated in BMP (Appendix 3) and Table 10, Column 5 &amp; B3.8</li> </ul>
<b>LOCAL GOVERNMENT AUTHORITY (LGA) – ONGOING MANAGEMENT</b>	
<b>No.</b>	<b>Management action</b>
1	Inspection and issue of works orders or fines for non-compliance, this includes firebreaks, private driveway, Asset Protection Zone and water supply.

# Bushfire Management Plan Appendices

## Appendix 1 – Asset Protection Zone (APZ) – Siting and Design

### B.2: SITING AND DESIGN

State Planning Policy outcome for Element 2:  
Siting and design

Ensure siting and design solutions:

- manage or mitigate the bushfire risk to people, property and infrastructure; and
- avoid, or where unavoidable, minimise clearing of native vegetation.

#### B.2.1 IDENTIFYING AN ASSET PROTECTION ZONE

An Asset Protection Zone (APZ) is a low fuel area, maintained around a building to increase the likelihood a building will survive a bushfire, by reducing the potential for direct flame contact, radiant heat exposure and ember attack. The APZ allows emergency services access and provides an area for firefighters and home-owners to defend their property.

The width of an APZ should ensure the radiant heat impact does not exceed 29 kW/m<sup>2</sup> for a habitable building, or 10 kW/m<sup>2</sup> where a building is identified for use as an on-site shelter. Where a building or development site achieves a radiant heat impact of 29 kW/m<sup>2</sup> or lower in its pre-development state (prior to any vegetation clearing or modification), an APZ is generally not required.

Exclusion of vegetation on adjoining land, which is covered by a local government firebreak notice, issued under section 33 of the *Bushfires Act 1954*, may occur in limited circumstances at the development application stage. Where it is evident the adjoining landowner is managing the vegetation in accordance with the firebreak notice, a copy of the firebreak notice and photographic evidence of the managed vegetation should be included in a BMP. It will also be necessary to seek written confirmation from the local government, to confirm support for the exclusion.

#### B.2.2 DESIGNING AN ASSET PROTECTION ZONE

An APZ should not be seen as an area entirely cleared of vegetation, but as a strategically designed space that considers how existing and future mature vegetation, and combustible and non-combustible features interact with and affect the building's resilience to bushfire.

An APZ should provide the greatest level of vegetation management within at least three metres of a habitable building, to ensure adequate unobstructed defensible space for emergency services to operate. This area should contain minimal vegetation and be free of combustible materials and obstructions. Within the remainder of the APZ, planting of vegetation can increase as you move farther away from the building.

The placement of plants within an APZ is a key design technique. Separation of garden beds with areas of low fuel or non-combustible material will break up fuel continuity and reduce the likelihood of vegetation within an APZ supporting a bushfire. It is important to consider the plant density and final structure and form of plants in their mature state.

However, providing for the ongoing management of an APZ in perpetuity, as low threat vegetation, within the implementation section of the BMP and/or condition of development approval, will ensure the BAL rating of the building does not increase over time.

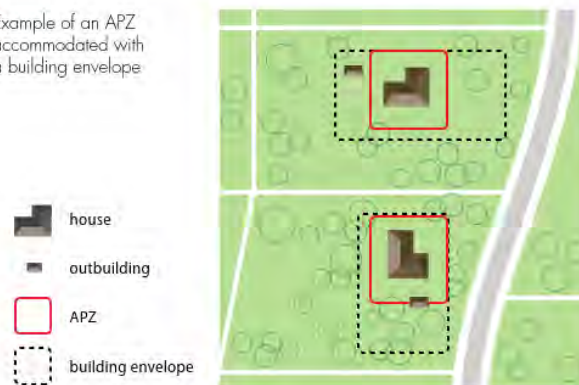
Clearing or modification of native vegetation to reduce the radiant heat impact below 29 kW/m<sup>2</sup> is generally not supported.

At the subdivision stage where a lot contains a building envelope, and the development site(s) is yet to be determined, the BMP should demonstrate the lot(s) can achieve an indicative development site(s) with a radiant heat impact not exceeding 29 kW/m<sup>2</sup>, within the building envelope (Figure 24).

It may not be necessary for an entire building envelope to achieve 29 kW/m<sup>2</sup> or lower, where this results in unnecessary clearing or modification of native vegetation.

An APZ should be contained within the boundaries of the lot on which the building is situated, except in instances where it is demonstrated the vegetation on the adjoining land is, and will continue to be, low threat as per cl. 2.2.3.2 of AS 3959, or the vegetation on the adjoining lot is, and will remain in perpetuity, non-vegetated. However, it should be noted there is no requirement for a neighbouring landowner or land manager (public or private) to be party to a legal agreement to undertake ongoing management of vegetation as low threat, in perpetuity.

Figure 24: Example of an APZ accommodated with a building envelope



Strategic landscaping measures can be applied, such as replacing weeds with low flammability vegetation to create horizontal and vertical separations between the retained vegetation.

Mulches used within the APZ should be non-combustible. The use of stone, gravel, shells, rock and crushed mineral earth is encouraged. Very fine or light mulch (such as shredded pine bark, pine needles, or poplar woodchips) less than five millimeters in diameter should be avoided. It is recommended that wood mulch is used in garden beds or areas where the moisture level is higher by regular irrigation, and these areas are separated with non-combustible elements, such as pathways and open spaces.

Incorporation of landscaping features, such as masonry feature walls, can provide habitable buildings with barriers to wind, radiant heat and embers. These features can include noise walls or wind breaks. Use of Appendix F of AS 3959 for bushfire resistant timber selection or the use of non-combustible fencing materials such as iron, brick, limestone, metal post and wire is encouraged within an APZ.

#### B.2.3 MANAGEMENT OF AN ASSET PROTECTION ZONE

Ongoing maintenance of an APZ is usually enforced through a condition of a development approval, which should refer to **Table 9** APZ technical requirements within this Appendix.

In addition to regular maintenance of an APZ, further bushfire protection can be provided by:

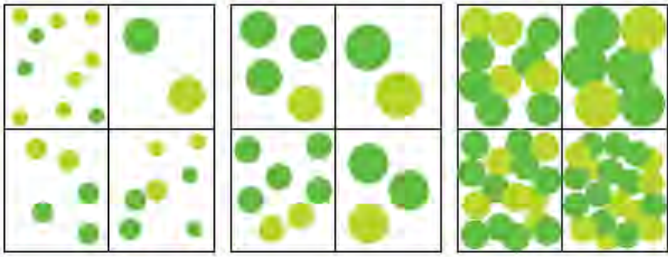
- ensuring gutters are free from vegetation
- installing gutter guards or plugs

- regular cleaning of underfloor spaces, or enclosing them to prevent gaps
- trimming and removing dead plants or leaf litter
- pruning climbing vegetation (such as vines) on a trellis, to ensure it does not connect to a building, particularly near windows and doors
- removing vegetation in close proximity to a water tank, to ensure it is not touching the sides of a tank
- following the requirements of the relevant local government firebreak notice, which may include additional provisions such as locating wood piles more than 10 metres from a building.

Preparation of a property prior to the bushfire season and/or in anticipation of a bushfire is beneficial even if your plan is to evacuate. Embers can travel up to several kilometres from a bushfire and fall into small spaces and crevices or land against the external walls of a building. Best practice recommends objects within the APZ are moved away from the building prior to any bushfire event. Objects may include, but are not limited to:

- door mats
- outdoor furniture
- potted plants
- shade sails or umbrellas
- plastic garbage bins
- firewood stacks
- flammable sculptures
- playground equipment and children's toys.


**Table 9:** Asset Protection Zone (APZ) technical requirements

OBJECT	REQUIREMENT
Fences within the APZ	Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (combustible, dead vegetation matter less than 6 mm in thickness)	<ul style="list-style-type: none"> <li>Should be managed and removed on a regular basis to be maintained as low threat vegetation</li> <li>Should be maintained at less than two tonnes per hectare (on average)</li> <li>Mulches should be non-combustible such as stone, gravel, shells, rock or crushed mineral earth or wood mulch more than five millimetres in thickness.</li> </ul>
Trees* (more than 6 m in height)	<ul style="list-style-type: none"> <li>Trunks at maturity should be a minimum distance of six metres from all elevations of the building</li> <li>Branches at maturity should not touch or overhang a building or powerline</li> <li>Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation.</li> <li>Canopy cover within the APZ should be less than 15 per cent of the total APZ area</li> <li>Tree canopies at maturity should be at least 5 m apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided the total canopy cover within the APZ does not exceed 15 per cent and is not connected to the tree canopy outside the APZ.</li> </ul> <p style="text-align: center;"><b>Tree canopy cover – ranging from 15 to 70 per cent at maturity</b></p>  <p style="text-align: center;">15%                      30%                      70%</p>
Shrub* and scrub* (0.5 m to 6 m in height). Shrub and scrub more than 6 m in height are to be treated as trees.	<ul style="list-style-type: none"> <li>Should not be located under trees or within three metres of buildings</li> <li>Should not be planted in clumps more than five square metres in area</li> <li>Clumps should be separated from each other and any exposed window or door by at least 10 metres.</li> </ul>
Ground cover* (less than 0.5 m in height. Ground cover more than 0.5 m in height is to be treated as shrub)	<ul style="list-style-type: none"> <li>Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above</li> <li>Can be located within two metres of a structure but three metres from windows or doors if more than 100 mm in height.</li> </ul>
Grass	<ul style="list-style-type: none"> <li>Grass should be maintained at a height of 100 mm or less, at all times</li> <li>Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.</li> </ul>
Defendable space	Within three metres of each wall or supporting post of a habitable building; the area is kept free from vegetation but can include ground cover, grass and non-combustible mulches as prescribed above.
Liquid petroleum gas cylinders	<ul style="list-style-type: none"> <li>Should be located on the side of a building farthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building</li> <li>The pressure relief valve should point away from the house</li> <li>No flammable material within six metres from the front of the valve</li> <li>Must sit on a firm, level and non-combustible base and be secured to a solid structure.</li> </ul>

Notes:

\*Plant flammability, landscaping design and maintenance should be considered – refer to following explanatory notes

## Appendix 2 – Local Government Authority Firebreak Notice



Shire of Serpentine Jarrahdale

FIRST AND FINAL NOTICE

COMPLIANCE DUE BY:

1 December 2024

ASSESSMENTS COMMENCE FROM:

1 December 2024

# Fire Hazard Reduction Notice

Important: The works outlined below must be completed by 1 December 2024 and maintained in this state up to and including 31 May 2025.

Notice to all owners of land within the Shire of Serpentine Jarrahdale

Pursuant to Section 33 of the **Bush Fires Act 1954 (WA)**, the Shire of Serpentine Jarrahdale (Shire) gives written notice to act as specified in this notice to land that you own and/or occupy and with respect to any matter which is upon the land that you own and/or occupy within the Shire. Failure or neglect to comply with this notice is an offence and can result in a penalty of up to \$5000. The Shire advises that its officers, servants, workmen, contractors, vehicles, machinery, and appliances (as the officers deem fit) may carry out the requisitions of this notice that are not complied with by the date specified above, and any costs and expenses incurred may be recovered from you as the owner and/or occupier of the land.

The table below outlines the requirements of land owners and/or occupiers in the Shire of Serpentine Jarrahdale. Please refer to the column that best describes your land size to view your legal responsibilities.

All land with an area of:	Less than 4,047m <sup>2</sup>	Between 4,047m <sup>2</sup> & 25,000m <sup>2</sup>	Greater than 25,000m <sup>2</sup>
<b>Fire Breaks</b> Install and maintain mineral earth fire breaks as per fire break specifications.		✓	✓
<b>Driveways</b> Ensure driveways and access ways to all buildings are maintained at a minimum of three (3) metres in width and a vertical clearance height of four (4) metres, with all over hanging vegetation trimmed back to clear access.	✓	✓	✓
<b>Dead Flammable Material</b> Reduce and/or maintain all dead flammable material below eight (8) tonne per hectare.	✓	✓	✓
<b>Slashing Unstocked Land</b> Slash, mow, or trim grasses, to a height no greater than 50mm and remove cutting/swath across the entire property.	✓	✓	✓
<b>Slashing Stocked Land</b> Slash, mow, or trim grasses, to a height no greater than 50mm and remove cutting/swath across the entire property.	✓	✓	
<b>Asset Protection Zone</b> Maintain a fuel-reduced zone around all buildings or assets which extends 20 metres (m) from the outermost point of the building or asset.  <ul style="list-style-type: none"> <li>• Cutters, roofs, and walls of all buildings to be free of flammable matter and maintained.</li> <li>• Fuel load within the 20m zone is reduced and maintained to no more than 2 tonne per hectare.</li> <li>• Trees over 5m in height within the 20m zone to be under pruned up to 2m.</li> <li>• Trees or shrubs within 2m of the asset shall be pruned to a height no greater than 2m and/or pruned away from the asset to a distance no greater than 2m.</li> </ul>		✓	✓



Shire of Serpentine Jarrahdale

Shire of Serpentine Jarrahdale  
6 Paterson Street  
Murdong, WA 6123

T (08) 9526 1111  
E [localgovernment@shires.wa.gov.au](mailto:localgovernment@shires.wa.gov.au)  
W [www.shires.wa.gov.au](http://www.shires.wa.gov.au)

ABN 98 934 729 841

## Definitions

### Fire Break

A strip of land free of all flammable material with the intention of minimising the spread or extension of a bushfire and provide safe access on the property for emergency vehicles and other firefighting operations.

- Clearance must be **no less than 3 metres wide and 4 metres in height** inside and along all boundaries (including boundaries adjacent to roads, rail and drain reserves and all public open space reserves).
- Must not be more than 5 metres wide (further width extensions may be considered upon written application for approval to the Shire).
- Maintained and living lawns are acceptable in conjunction with, or in lieu of mineral earth firebreaks, provided that the same width and height requirements for a firebreak are maintained.
- Must have a **corner turning radius of up to 12 metres**.
- Must be a mineral earth break with a continuous trafficable surface for a 4WD vehicle, **be clear of any obstructions and must not terminate in a dead end**.

### Fuel Load

Can be live and dead vegetation that accumulates over time. This Notice refers only to dead vegetation.

#### Fine fuels include:

Leaf litter, grasses, twigs (up to 6mm diameter), bark etc.

#### Heavy (coarse) fuels include:

Branches, logs, stumps etc.

- A fuel load depth of 15mm (fine fuels) to the mineral earth is indicative of approximately 8 tonne per hectare. The more fuel load, the higher the flame height and increased fire intensity.
- Mulch piles, stored firewood and burn piles can contribute to fuel loading on land and must be stored safely away from assets, removed from the property, or actioned as directed by a Fire Control Officer.



### Fuel Dumps and Depots

Remove all flammable material within 10 metres of fuel dumps, fuel ramps or where fuel drums, whether containing fuel or not, are stored.



### Variation to the Fire Hazard Reduction Notice

If you consider it impractical to meet a requirement/s of this Notice, you may apply to the Shire for a variation no later than **1 October 2024**.

Note: A variation is not an exemption but an application to employ other methods of property preparedness to land that you own and/or occupy.

If your application is not granted you must comply with all requirements outlined in the Fire Hazard Reduction Notice 2024/2025. Variation request application forms are available before 1 October 2024 on the Shire's website at: [www.sjshire.wa.gov.au/fem](http://www.sjshire.wa.gov.au/fem)



### Haystacks

Clear and maintain a firebreak completely surrounding any haystack on the land, within 60 metres of the haystack.

## Emergency Management Plans and Shire Approved Treatment Plans



Where a property is affected by an approved Bushfire Management Plan, property owners must still comply with all requirements in this notice and with any additional requirements outlined within that Plan.

All properties and/or land subject to a Bushfire Management Plan or an approved Bushfire Attack Level assessment (BAL), as a result of subdivision, development application or a Shire approved treatment plan, must comply with the listed requirements in their entirety. Compliance with any additional plans does not constitute compliance with this Notice.



### Environmental Conditions

Any property subject to environmental value such as, but not limited to, Threatened Ecological Communities (TEC), Bush Forever sites, Declared Rare Flora and Fauna (DRF) sites, Aboriginal Cultural Heritage sites, etc. should seek further information about what can or cannot be done prior to carrying out requirements under this Notice.



### Additional Works

You may be required to carry out further bushfire property preparedness works on your land to reduce any fire hazards considered necessary by a Fire Control Officer. If required, these will be outlined in a 'work order' and sent to the address of the owner.

If you require any further information, please contact the **Shire of Serpentine Jarrahdale Emergency Services Team** on **(08) 9526 1111**.

**Paul Martin** | Chief Executive Officer

Scan the QR code for more information on Fire and Emergency Management.



Shire of Serpentine Jarrahdale  
6 Peterson Street  
Mundaring, WA 6155

T (08) 9526 1111  
E [esdepartment@sjshire.wa.gov.au](mailto:esdepartment@sjshire.wa.gov.au)  
W [www.sjshire.wa.gov.au](http://www.sjshire.wa.gov.au)

ABN 98 924 130 894

## Appendix 3 – Vehicular Access Requirements – Private Driveway

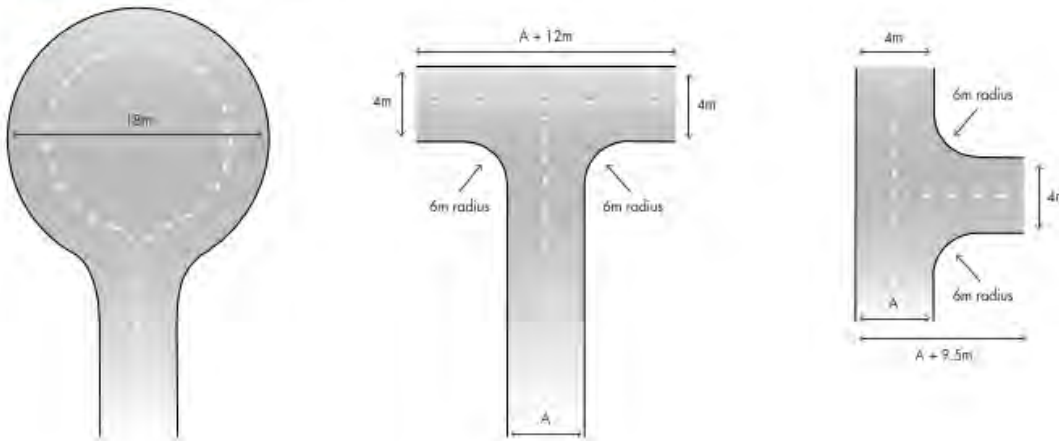
Table 10: Vehicular access technical requirements

TECHNICAL REQUIREMENTS	1 PERIMETER ROADS		2 PUBLIC ROADS		3 EMERGENCY ACCESS WAY <sup>3</sup>		4 FIRE SERVICE ACCESS ROUTE <sup>3</sup>		5 BATTLE-AXE & PRIVATE DRIVEWAYS <sup>1</sup>	
	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
MAP OF BUSH FIRE PRONE AREAS DESIGNATION	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1	Area 2	Area 1
Minimum horizontal clearance (metres)	12	8	See note 5		10	6	10	6	6	
Minimum vertical clearance (metres)	4.5									
Minimum weight capacity (tonnes)	1.5									
Maximum grade unsealed road <sup>2</sup>	See note 5		See note 5		1:10 (10% or 6°)					
Maximum grade sealed road <sup>2,4</sup>					1:7 (14.3% or 8°)					
Maximum average grade sealed road					1:10 (10% or 6°)					
Minimum inner radius of road curves (metres)					8.5					

**Notes:**

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

Figure 30: Design requirements for a turn-around area



**B.3.8 PRIVATE DRIVEWAYS**

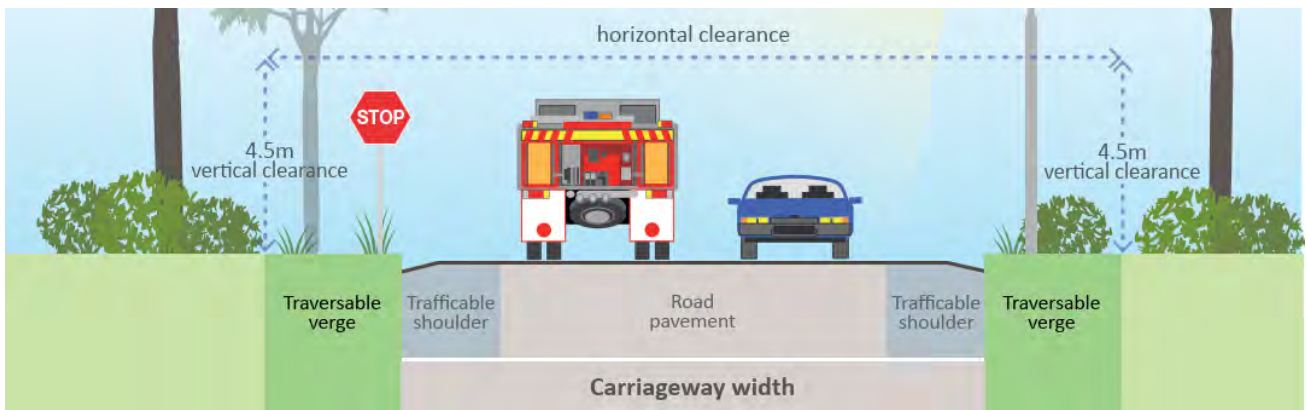
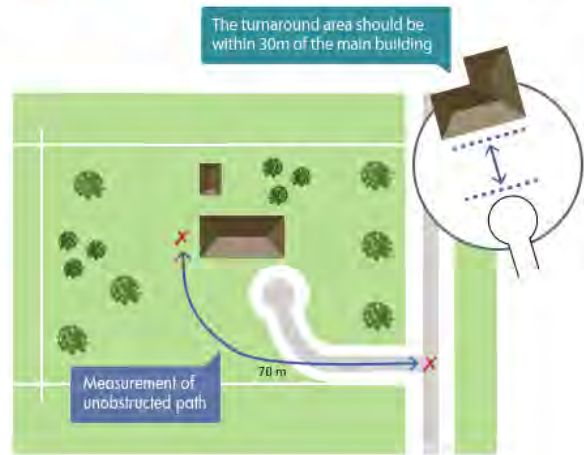
Emergency services vehicles typically operate from the street frontage in areas serviced by reticulated water and where the distance from the public road to the farthest part of the habitable building is no greater than 70 metres.

In the event the habitable building cannot be reached by hose reel from the public road, emergency services vehicles will need to gain access via the driveway to the property. Emergency services vehicles will also need to gain access to the property where access to water is provided by onsite water tanks. In these situations, the driveway and battle-axe access leg (if applicable) will need to be wide enough for access by an emergency services vehicle and a vehicle to evacuate.

It is acceptable for a private driveway to have a carriageway width of four metres with a traversable verge of one metre on either side of the carriageway.

Turn-around areas (Figure 38) should be available for conventional two-wheel drive vehicles and type 3,4 fire appliances and should be located within 30 metres of habitable buildings. Circular and loop driveway design may also be considered.

Figure 38: Design requirements for a private driveway where required



Horizontal clearance: The carriageway width (including the road pavement and trafficable shoulder) and traversable verge that provides for the movement and parking of vehicles and area required by emergency services to operate. Infrastructure and vegetation within the traversable verge should be frangible, however, non-frangible items can occur providing they do not restrict vehicular movement in the event of an emergency.

**Appendix 4 – Water Supply – Residential / Commercial Development**

Table 11: Water supply dedicated for bushfire firefighting purposes

SECTIONS FROM THE PLANNING FOR BUSHFIRE GUIDELINES					
SECTION 5 <sup>2</sup> STRUCTURE PLANS AND SUBDIVISION APPLICATIONS		SECTION 6 <sup>2</sup> DEVELOPMENT – RESIDENTIAL	SECTION 7 <sup>2</sup> DEVELOPMENT – COMMERCIAL & INDUSTRIAL	SECTION 8 <sup>2</sup> – DEVELOPMENT – VULNERABLE LAND USES	
One additional lot	10,000 litre water tank per lot	10,000 litre water tank per habitable building	For each habitable building - 10,000 litre per 1,500 m <sup>2</sup> of floor space up to 50,000 litre. Provided in a water tank.	Camping ground	At the discretion of the local government
Three to 24 lots	10,000 litre water tank per lot <sup>1</sup> or 50,000 litre strategic water tank				
25 lots or more	50,000 litre per 25 lots or part thereof, provided as a strategic water tank(s) and/or 10,000 litre water tank per lot			Other vulnerable land uses	For each habitable building - 10,000 litre per 500 m <sup>2</sup> of floor space up to 50,000 litre. Provided in a water tank

Notes:

- <sup>1</sup> Evidence that the identified water supply amounts in either column denoted is to be provided at the relevant planning stage.
- <sup>2</sup> Where more than one habitable building is proposed, strategic water tanks are to be provided in accordance with Section 5 requirements and at the discretion of the Local Government.

## B.4: WATER SUPPLY

### State Planning Policy outcome for Element 4: Water Supply

Ensure that sufficient water is available and accessible for emergency services use, to enable people, property and infrastructure to be defended from bushfire.

### B.4.1 CONSTRUCTION AND DESIGN

An above-ground tank and associated stand should be constructed of non-combustible material.

Below-ground tanks should have a 200 millimetres diameter access hole to allow tankers or emergency services vehicles to refill direct from the tank, with the outlet location clearly marked on the surface.

Above and below ground tanks may need to comply with AS/NZS 3500.1:2018.

An inspection opening may double as the access hole provided that the inspection opening meets the requirements of AS/NZS 3500.1:2018.

Where an outlet for an emergency services vehicle is provided, then an unobstructed, hardened ground surface is to be supplied within four metres of any water supply.

#### B.4.1.1 Pipes and fittings

All above-ground, exposed water supply pipes and fittings should be metal. Fittings should be located away from the source of bushfire hazard and be in accordance with the applicable section below, unless otherwise specified by the local government.

#### B.4.1.2 Fittings for above-ground water tanks:

- Commercial land uses: 125 millimetres Storz fitting; or
- Strategic water tanks: 50 millimetres or 100 millimetres (where applicable and adapters are available) male camlock coupling with full flow valve; or
- Standalone water tanks: 50 millimetres male camlock coupling with full flow valve; or
- Combined water tanks: 50 millimetres male camlock coupling with full flow valve or a domestic fitting, being a standard household tap that enables an occupant to access the water supply with domestic hoses.

#### B.4.1.3 Remote outlets

In certain circumstances, it may be beneficial to have the outlet located away from the water supply. In instances in which a remote outlet is to be used, the applicant should consult the local government and DFES on their proposal.

### B.4.2 USE OF WATER SUPPLY

Water supply for firefighting in the event of a bushfire can be provided on a lot for use by emergency services or for use by the landowner, if their [Bushfire Survival Plan](#) is to stay and defend their property.

The combination of drinking water and water for firefighting purposes is not recommended, as stagnant water may alter the quality of the drinking water and the emergency services, by law, may not be able to take water from the water supply to suppress a bushfire.

Combining drinking water and water for firefighting purposes is contrary to provisions within clause 4.2.3 of AS/NZS 3500.1:2021.

### **B.4.3 INDEPENDENT WATER AND POWER SUPPLY**

Bushfires can directly impact a water service provider's equipment or pipes. As such, a reticulated water supply may not be reliable due to a reduction in water pressure or loss of supply. Where development is in an area designated as Area 2 on the *Map of Bush Fire Prone Areas* and/or where the local government area has known issues with water supply or pressure, it is recommended that the landowner consider providing a water tank in accordance with **Table 11**, Water supply dedicated for bushfire firefighting purposes.

In non-reticulated water supply areas, it is recommended that any pumping equipment be powered by means other than the electricity network. The pumping equipment could be a diesel or petrol-powered pump, or an electric pump if there is an onsite generator or backup power supply independent of the electricity network grid.

It is recommended that combustion pumps should be a minimum five hp or three kW diesel or petrol-powered pump and should be shielded against bushfire attack.

### **B.4.4 STRATEGIC WATER SUPPLIES**

Many local governments have a well-developed network of strategic water tanks for firefighting within their local government area. Given this, it is at the discretion of the local government to determine if the water supply within a locality is sufficient to cater for an increasing population when a subdivision is proposed. Local governments are encouraged to work with local emergency services to ensure the water supply needs for firefighting are understood.

Where a structure plan or subdivision proposes to create more than three but fewer than 24 lots, it is at the discretion of the local government whether it requires a strategic water tank or for each lot to be provided with a 10,000-litre tank.

A strategic water tank should preferably be located no more than 10 minutes from the farthest development site (20 minute turnaround time at a maximum). The turnaround time is the time it takes an emergency services vehicle to travel at legal road speeds from a lot to the water supply and back to the lot. Where a strategic water tank has been provided at the subdivision stage, the local government should consider whether the tank has the capacity to serve applications for development approval.

A landowner should enquire with their local government to determine whether a private water tank on their lot will be required.

When there is fragmented ownership of a structure plan area, or when staging of a subdivision is to occur and the local government has determined that a strategic water tank is required, then the first stage should include arrangements for the installation of a strategic water tank and the identification of land to be ceded. This should occur free of cost, without any payment or compensation by the Crown, as a Crown reserve for 'strategic water

supply for firefighting purposes' (if applicable). Where local planning scheme provisions provide for developer contributions for public infrastructure and the local government is supportive, then a cash-in-lieu arrangement may be established for the provision of a strategic water tank.

Approval for the use of these types of water supplies is on a case-by-case basis and at the discretion of the decision-maker, in consultation with emergency services and local government.

#### **B.4.5 LOCATION OF WATER TANKS AND HYDRANTS**

Surrounding vegetation should be considered when locating a water tank. Avoid locations where the tank will be situated underneath existing vegetation or where vegetation will grow against or overhang the tank, **(Figure 39)**. Where a tank is on the bushfire hazard side of a building, sufficient shielding for the protection of firefighters should be provided. In addition to the tank location, the fitting should be positioned and/or shielded from the bushfire hazard to allow access by emergency services.

In areas serviced by reticulated water, where the distance from the public road to the farthest part of the habitable building is greater than 70 metres, emergency services vehicles will need to gain access within the property and be provided with a water supply for firefighting purposes. This is because access to reticulated water (fire hydrants) is not possible further than 70 metres, due to the length of the hose reel.

#### **B.4.6 OUTCOMES BASED APPROACH**

A dam, river or other source may be considered a firefighting water source for emergency services if it complies with **DFES guidelines for acceptable sources of water**, and it can be demonstrated that the water level will be maintained above the top of the highest fire brigade suction point.

**Figure 39:** A good and bad example of landscaping around a water tank





**SWAN MILLING P&E PTY LTD**

**OAT FACILITY**

**1324 THOMAS ROAD, OAKFORD**

**ENVIRONMENTAL NOISE ASSESSMENT**

DECEMBER 2024

OUR REFERENCE: 33904-6-24424



DOCUMENT CONTROL PAGE

**ENVIRONMENTAL NOISE ASSESSMENT**

**1324 THOMAS ROAD, OAKFORD**

Job No: 24424

Document Reference: 33904-6-24424

FOR

**SWAN MILLING P&E PTY LTD**

DOCUMENT INFORMATION				
<b>Author:</b>	Paul Daly	<b>Checked By:</b>	Tim Reynolds	
<b>Date of Issue:</b>	13 December 2024			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Client Comments	19/12/2024	PLD	
2	Updated for Ambient Noise Monitoring	07/05/2025	PLD	
3	Clarification on operational times	29/05/2025	PLD	
4	Correct typo for Figure 3.3	25/06/2025	TR	
5	SoSJ comments addressed	21/07/2025	PLD	
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	6	Statewest Planning Jason Hunt <a href="mailto:jason.hunt@statewestplanning.com.au">jason.hunt@statewestplanning.com.au</a>		✓

## EXECUTIVE SUMMARY

Statewest Planning, on behalf of Swan Milling P&E Pty Ltd commissioned Herring Storer Acoustics to carry out an acoustic study of noise emissions for a proposed Oat Facility at 1324 Thomas Road, Oakford Western Australia.

This acoustic assessment is required for the approval process and is being undertaken prior to the final design of the plant being known. Whilst the plant design is undergoing final consideration, for the purpose of the predictive noise modelling, the current design has been used as a basis for the assessment.

The nearest noise sensitive premises (R1 to R5) are situated approximately 600m to the southwest and 700m of the proposed plant.

The facility will operate 24 hours a day, however the truck movements are generally limited to the day period. As this could be prior to 7am, i.e from 6am onwards, the critical period for compliance is the Regulatory Night period (prior to 7am).

For the most stringent time period (night prior to 7am) the assigned noise level for the plant operations would be either 35 or 37 dB(A). The highest predicted noise emissions for the nearest noise sensitive premise for the noise emissions associated with the Oat Plant is 31 dB(A) for the same time period.

For the most stringent time period (night prior to 7am) the assigned noise level for truck movements would be either 45 or is 47 dB(A). The highest predicted noise emissions for the nearest noise sensitive premise for the noise emissions associated with the truck movements is 36 dB(A) for the same time period.

Ambient noise monitoring conducted for the area shows that the background noise levels are generally higher than the predicted noise levels from the facility. This would result in any annoying characteristics in the facility's noise emissions would be masked at the residential receivers. However, to provide a conservative acoustic assessment, a +5 dB adjustment has been included in the above accessible noise level for the Oat Facility plant.

We note that the background noise level in the area would be dominated by noise received from vehicles travelling on Thomas Road. Thus, the noise received from the truck movements within the Oat Facility would not be distinguishable, if audible from the road traffic noise. Thus, the noise received at the neighbouring residence would not be tonal.

The operating scenarios consider all noise sources from the proposed facilities operating at the same time. The calculated noise levels have been assessed under the highest night-time propagation weather conditions. Given this, the noise modelling would be considered conservative, as it is unlikely that all noise sources are operating at the same time under the worst-case propagation conditions.

The acoustic assessment shows that in the worst case, that noise received at a premise is below the assigned noise level. Thus, noise emissions from the proposed Oat Facility would be deemed to comply with the requirements of the Regulations.

## CONTENTS

1.	INTRODUCTION	1
2.	ACOUSTIC CRITERIA	2
	2.1 <i>Environmental Protection (Noise) Regulations 1997 (WA)</i>	3
3.	AMBIENT NOISE MONITORING	5
4.	METHODOLOGY	7
5.	RESULTS	9
6.	ASSESSMENT	9

## APPENDICES

A	Location Plan Plant Layouts
B	Noise Contour Plots

## 1. INTRODUCTION

Statewest Planning, on behalf of Swan Milling P&E Pty Ltd commissioned Herring Storer Acoustics to carry out an acoustic study of noise emissions for a proposed Oat Facility at 1324 Thomas Road, Oakford Western Australia.

The proposal is for the construction and operation of an oat facility on the site. Situated within a key rural area, the site will clean, dry, store and dispatch in bulk quantities, directly supporting primary producers and the agricultural economy.

The proposal is to include:

- Purchased oats are received on site and sampled.
- Unloaded from the truck into storage silos.
- Transferred from silos to cleaning machines where they are aspirated and screened to remove chaff and weed seeds.
- They are then sized with larger and smaller grains removed.
- The oats are then passed through an impact hulling machine to remove the outer shell.
- The shelled oat is screened and aspirated to remove broken grain and any foreign seeds.
- The oats are then dried by passing between steam-heated pipes.
- The dried oats are then transported to clients for further processing for use in various food products.

The above processing (except transport of grain) is to be housed internally in a purpose built building. There will be a second building for the storage of the product next to the processing building.

Allowance in the assessment has been made for 7-10 delivery trucks arriving at the site per day (Monday to Saturday) and occasional trucks on Sunday. The heavy vehicle movements are primarily from 6am to 6pm in the form of 60 tonne road trains in addition to 25 – 40 tonne semi loads. These same trucks will remove any waste product from the process to avoid additional vehicle movements and reduce the overall number of vehicle trips expected. Additionally, 5 trucks per day will access site to transport oats packed in bulk shipping containers, a maximum of two shipping containers per truck.

The nearest noise sensitive premises (R1 to R5) are situated approximately 600m to the southwest and 700m of the proposed plant.

The Figure 1.1 shows the overall location plan for the Project.



**FIGURE 1.1 – LOCATION PLAN**

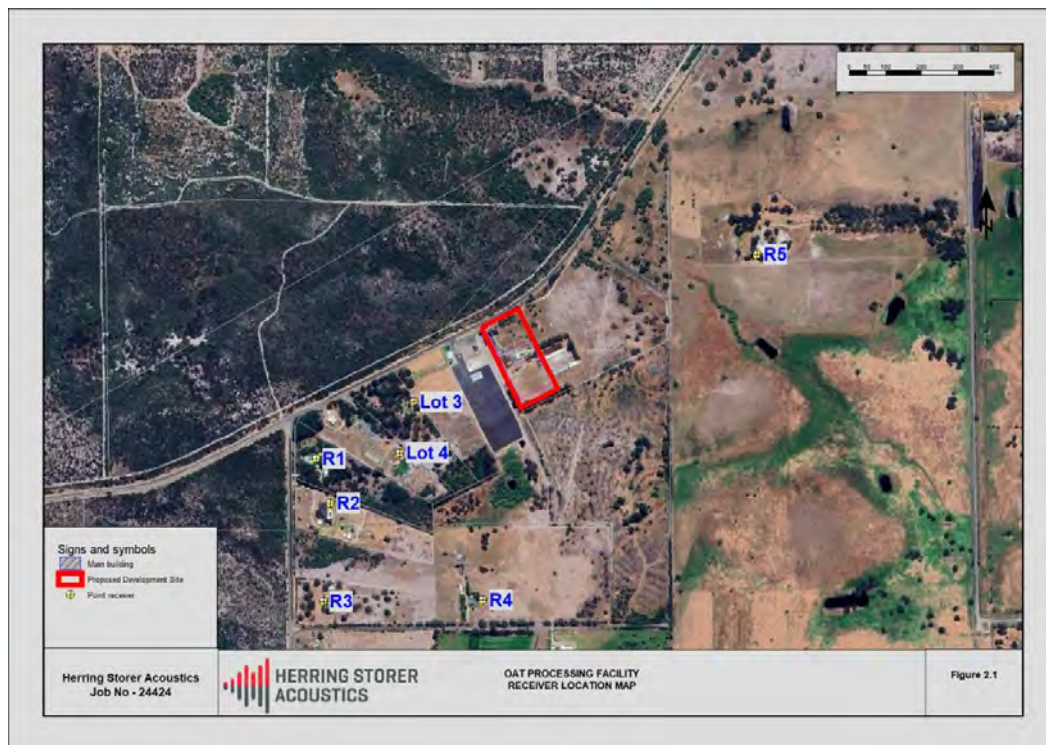
This report assesses night-time (worst case) noise emissions under maximum propagation conditions for the plant and transport trucks for compliance with the requirements of the *Western Australian Environmental Protection (Noise) Regulations 1997 (WA) (the Noise Regulations)*.

## 2. ACOUSTIC CRITERIA

The nearest highly noise sensitive premises (R1 to R5) are situated approximately 600m to 700m from the proposed plant.

The proposed site boundary and receiver locations are shown in Figure 2.1.

It is noted that the proposed development at 1324 Thomas Road has a dwelling on the property, as does the adjoining premise (1312 Thomas Road). These dwellings are considered as Caretaker under the Regulations as the land they are on is being used for industrial purposes. These premises have not been considered as highly noise sensitive, unlike the above surrounding residence.



**FIGURE 2.1 – RESIDENTIAL RECEIVER LOCATION MAP**

2.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997 (WA)

These regulations stipulate maximum allowable external noise levels that can be received at premises. For noise sensitive premise, the assigned noise levels are determined by the calculation of an influencing factor, which is then added to base noise levels. The influencing factor is calculated for the usage of land within the two circles, having radii of 100m and 450m from the premises of concern. For commercial and industrial premises, the assigned noise levels are fixed. The base assigned noise levels for noise sensitive premises and the fixed assigned noise levels for commercial and industrial premises are listed in Table 2.1.

**TABLE 2.1 – ASSIGNED OUTDOOR NOISE LEVELS**

Type of premises receiving noise	Time of day	Assigned level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>Amax</sub>
Noise sensitive premises: highly sensitive area (i.e within 15m of a dwelling)	0700 to 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 to 1900 hours Sunday and public holidays	40 + IF	50 + IF	65 + IF
	1900 to 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + IF	45 + IF	55 + IF
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80
Industrial and utility premises	All hours	65	80	90

Note: The L<sub>A10</sub> noise level is the noise that is exceeded for 10% of the time.  
 The L<sub>A1</sub> noise level is the noise that is exceeded for 1% of the time.  
 The L<sub>Amax</sub> noise level is the maximum noise level recorded.  
 IF = Influencing Factor

At the neighbouring residences, the influencing factor would be 0 to 2dB(A) due to the proximity of Thomas Road, which is considered a major road. Hence, the assigned noise levels are as listed in Table 2.2.

**TABLE 2.1 – ASSIGNED OUTDOOR NOISE LEVELS**

Type of premises receiving noise	Time of day	Assigned level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>Amax</sub>
R1, R2, R5 and Lot 3	0700 to 1900 hours Monday to Saturday	47	57	67
	0900 to 1900 hours Sunday and public holidays	42	52	67
	1900 to 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	37	47	57
R3 and R4	0700 to 1900 hours Monday to Saturday	45	55	65
	0900 to 1900 hours Sunday and public holidays	40	50	65
	1900 to 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35	45	55
Lot 4 (Caretaker)	All hours	60	75	80

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

**TABLE 2.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS WHEN MUSIC IS NOT PRESENT**

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Where there is more than one industry that emits noise to a residence and the combined noise levels of all industries results in an exceedance to the assigned noise levels, each industry is required to be at least 5 dB less than these levels as documented below (Regulation 7(2)).

*“Noise emitted from any premises or public place when received at other premises –*

*(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind...”*

*“...a noise emission is taken to **significantly contribute to** a level of noise if the noise emission ... exceeds a value which is 5 dB below the assigned level at the point of reception.”*

Under the Regulations, noise received at a residence is deemed to be NOT “significantly contributing” to the noise received at a premises if it is at least 5 dB(A) below the assigned noise level.

### 3. AMBIENT NOISE MONITORING

As per the “Draft Guidelines on Environmental Noise for Prescribed Premises” (released in May 2016), continuous noise monitoring has been conducted for this site, to establish the ambient noise levels.

Continuous noise monitoring was conducted at 1324 Thomas Road from Thursday 10<sup>th</sup> through to Thursday 17<sup>th</sup> April 2025. During this period, weather conditions were monitored via the Bureau of Meteorology web site as to any weather conditions which may have unduly influenced noise levels.

Figure 3.1 details of the monitoring location, with Figure 3.2 showing the monitor in situ.

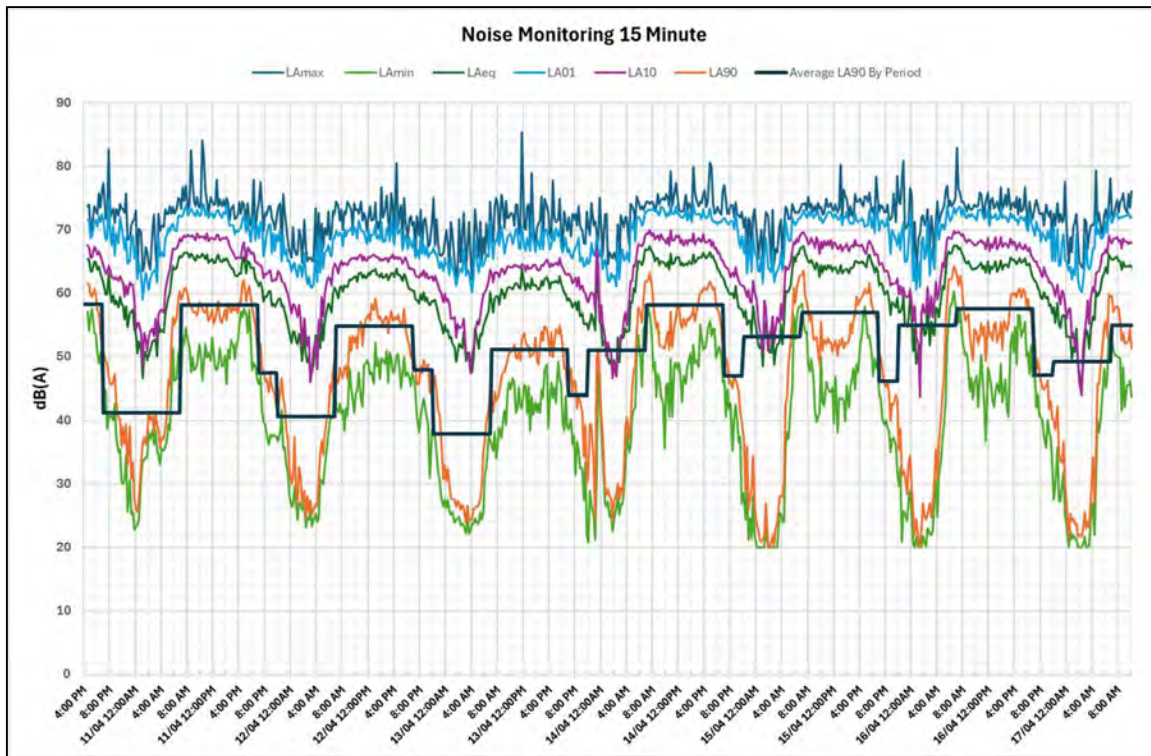


**FIGURE 3.1 - CONTINUOUS MONITORING LOCATIONS**



**FIGURE 3.2 - MONITOR IN SITU**

Noise monitoring results are summarised graphically below in Figure 3.3.



**FIGURE 3.3 – MONITORED NOISE LEVELS – OAT FACILITY SITE**

For informational purposes, a summary of the average noise level for each daily regulatory time period is shown in Table 3.1.

**TABLE 3.1 – SUMMARY NOISE LEVELS**

Day / Date	Average LAeq Noise Level dB(A)			Average LA90 Noise Level dB(A)		
	Day 0700 to 1900	Evening 1900 to 2200	Night 2200 to 0700	Day 0700 to 1900	Evening 1900 to 2200	Night 2200 to 0700
Friday, 11 April 2025	65.1	59.7	55.5	58.2	47.5	40.6
Saturday, 12 April 2025	62.4	59.2	54.5	54.8	47.9	37.9
Sunday, 13 April 2025	61.0	57.5	59.4	51.2	43.9	51.0
Monday, 14 April 2025	65.3	59.9	59.7	58.2	46.9	53.1
Tuesday, 15 April 2025	64.5	59.8	60.8	56.9	46.2	55.0
Wednesday, 16 April 2025	64.8	59.8	58.8	57.5	47.1	49.3
<b>Average</b>	<b>63.9</b>	<b>59.3</b>	<b>58.1</b>	<b>56.1</b>	<b>46.6</b>	<b>47.8</b>

#### 4. METHODOLOGY

Noise immissions<sup>1</sup> at the nearest neighbouring residential premises, due to noise associated with the proposed operations, were modelled using the computer programme SoundPlan. Sound power levels used for the noise modelling were based on both manufacturer data and measured sound pressure levels of similar equipment proposed for use on site.

This acoustic assessment is required for the approval process and is being undertaken prior to the final design of the plant being known. Whilst the plant design is undergoing final consideration, for the purpose of the predictive noise modelling, the current design has been used as a basis for the assessment.

The modelling of noise levels has been based on noise sources and sound power levels shown in Figure 4.1 and Table 4.1.

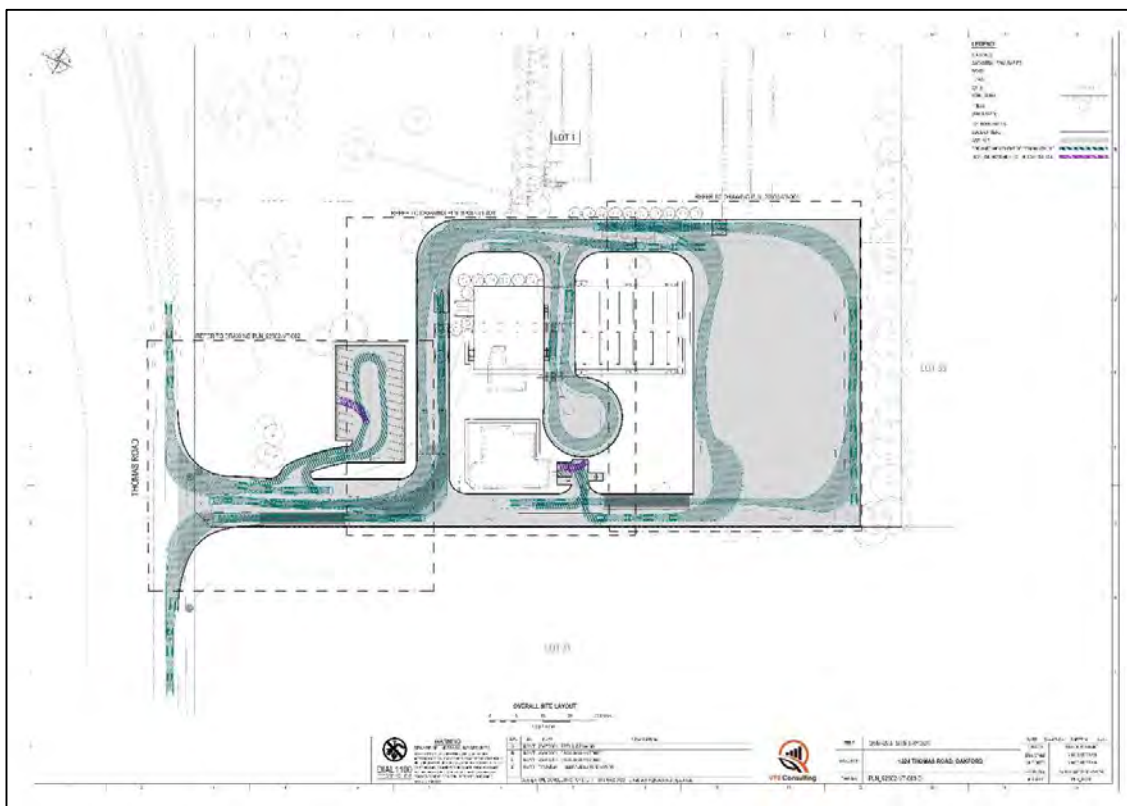


FIGURE 4.1 – OAT FACILITY LAYOUT

1 Immissions – noise received at a source

2 Emissions – noise emanating from a source and / or location

**TABLE 4.1 – SOUND POWER LEVEL - NOISE SOURCES dB(A)**

Noise Sources	Outdoor/ Indoor	Work Location	Sound Power Level dB(A)	Work Days	Comments
Delivery Trucks	Outdoor	Around Site	98	7 days 6am to 6pm	60 tonne road trains Moving Slowly
Off site Transport Trucks	Outdoor	Around Site	92	7 days 6am to 6pm	25 – 40 tonne semi loads
Conveyors - storage silo to Processing	Outdoor	North side of Processing	80/m2	Continuous	Elevated
Hulling Machine	Indoor	Processing Building	80	Continuous	External Point Source for each as partial opening
Vibrating screens	Indoor	Processing Building	92	Continuous	External Point Source for each as partial opening
Dryer	Indoor	Processing Building	75	Continuous	External Point Source for each as partial opening
Vibrating screen	Indoor	Processing Building	87	Continuous	External Point Source for each as partial opening
Dust extraction unit	Exterior	Processing Building	87	Continuous	4x Point Source for each
Forklifts	Indoor & Outdoor	From Storage building to loading	80	7 days 6am to 6pm	4x Internal and External Point Source for each
Instrument air - compressor	Indoor	Processing Building	95	Continuous	

Based on noise emissions from the above equipment, the following operating scenario was developed:

**SCENARIO 1**

Transport in and out of site  
 Loading and unloading

**SCENARIO 2**

Day/Night operations (Mon to Sunday 6am to 6pm)  
 Oat Plant

It is noted, that for the scenarios considered, all equipment has been assumed to be operating at the same time.

The following input data was used in the calculations:

- a) Provided site layouts.
- b) Sound Power Levels as listed.
- c) Ground contours and receiver points provided by client.

Weather conditions for modelling were as stipulated in the Environmental Protection Authority's "Draft Guidance for Assessment of Environmental Factors No. 8 - Environmental Noise" as listed in Table 4.3.

**TABLE 4.3 – WEATHER CONDITIONS**

Condition	Night	Day
Temperature	15°C	20°C
Relative humidity	50%	50%
Pasquill Stability Class	F	E
Wind speed	3 m/s*	4 m/s*

\* From sources, towards receivers.

It is noted that 'worst case' wind conditions refer to conditions where there is a temperature inversion in conjunction with light winds in the direction from noise source to receiver, resulting in the highest sound propagation towards receiver locations.

## 5. RESULTS

A summary of the calculated noise levels for scenarios are shown in Table 5.1.

For the purpose of information, the noise sources have been separated into two areas, noise associated with truck movements (intermittent noise emission) and the continuous noise of the Oat plant. The assessment is based on the addition of these two noise areas, however for clarity, the individual contribution has been shown.

**TABLE 5.1 – CALCULATED NOISE LEVELS, LA10 dB(A)**

Receiver Name	Scenario 1	Scenario 2
	Truck Associated Noise LA01 dB(A)	Plant Associated Noise LA10 dB(A)
R1	30	26
R2	29	26
R3	26	22
R4	28	17
R5	27	20
Lot 3	36	17
Lot 4	33	30

Noise contour plots for the above scenarios are included in Appendix B.

## 6. ASSESSMENT

The operations include truck movement during the day period, however, as there is a potential for noise to be present prior to 7am, i.e. 6am onwards, the assessment needs to consider the "night "period criteria.

Ambient noise monitoring conducted for the area shows that the background noise levels are generally higher than the predicted noise levels from the facility. This would result in any annoying characteristics in the facility's noise emissions likely being masked at the residential receivers. However, to provide a conservative acoustic assessment, a +5 dB adjustment has been included in the above accessible noise level.

We note that the background noise level in the area would be dominated by noise received from vehicles travelling on Thomas Road. Thus, the noise received from the truck movements within the Oat Facility would not be distinguishable, if audible from the road traffic noise. Thus, the noise received at the neighbouring residence would not be tonal.

Based on this, Table 6.1 contains the applicable adjustments, with Table 6.2 and 6.3 showing the assessable noise levels.

**TABLE 6.1 – SCENARIO 1 - APPLICABLE ADJUSTMENTS AND ASSESSABLE LEVEL OF NOISE EMISSIONS, L<sub>A10</sub> dB(A) PLANT OPERATIONS**

Noise Measurement Location	Calculated Noise Level Plant Associated Noise Night Time L <sub>A10</sub>	Applicable Adjustments to Measured Noise Levels, Characteristics			Assessable Noise Level
		Where Noise Emission is NOT music			
		Tonality	Modulation	Impulsiveness	
R1	26	31	-	-	31
R2	26	31	-	-	31
R3	22	27	-	-	27
R4	17	22	-	-	22
R5	20	25	-	-	25
Lot 3	17	22	-	-	22
Lot 4	30	35	-	-	35

**TABLE 6.2 – ASSESSMENT OF NOISE LEVELS L<sub>A10</sub> dB(A) PLANT OPERATIONS**

Scenario	Receiver	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L <sub>A01</sub> Assigned Noise Level (dB)	Exceedance to Assigned Noise Level L <sub>A01</sub> (dB)
Plant Associated Noise Night Time L <sub>A10</sub>	R1	31	Night (22:00 to 07:00)	37	Complies
	R2	31		37	Complies
	R3	27		35	Complies
	R4	22		35	Complies
	R5	25		37	Complies
	Lot 3	22		37	Complies
	Lot 4	35	All Hours	60	Complies

For the most stringent time period (night prior to 7am) the assigned noise level for the plant operations would be either 35 or 37 dB(A). The highest predicted noise emissions for the nearest noise sensitive premise for the noise emissions associated with the Oat Plant is 31 dB(A) for the same time period.

**TABLE 6.3 – ASSESSMENT OF L<sub>A1</sub> NIGHT PERIOD NOISE LEVELS LIMITED DELIVERY TRUCKS**

Scenario	Receiver	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L <sub>A1</sub> Assigned Noise Level (dB)	Exceedance to Assigned Noise Level L <sub>A01</sub> (dB)
Night Criteria Delivery Truck limited to a max of 5/hr	R1	30	Night (22:00 to 07:00)	47	Complies by 17 dB(A)
	R2	29		47	Complies by 18 dB(A)
	R3	26		45	Complies by 19 dB(A)
	R4	28		45	Complies by 17 dB(A)
	R5	27		47	Complies by 20 dB(A)
	Lot 3	36		47	Complies by 11 dB(A)
	Lot 4	33	All Hours	75	Complies by 14 dB(A)

For the most stringent time period (night prior to 7am) the assigned noise level for truck movements would be either 45 or is 47 dB(A). The highest predicted noise emissions for the nearest noise sensitive premise for the noise emissions associated with the truck movements is 36 dB(A) for the same time period.

---

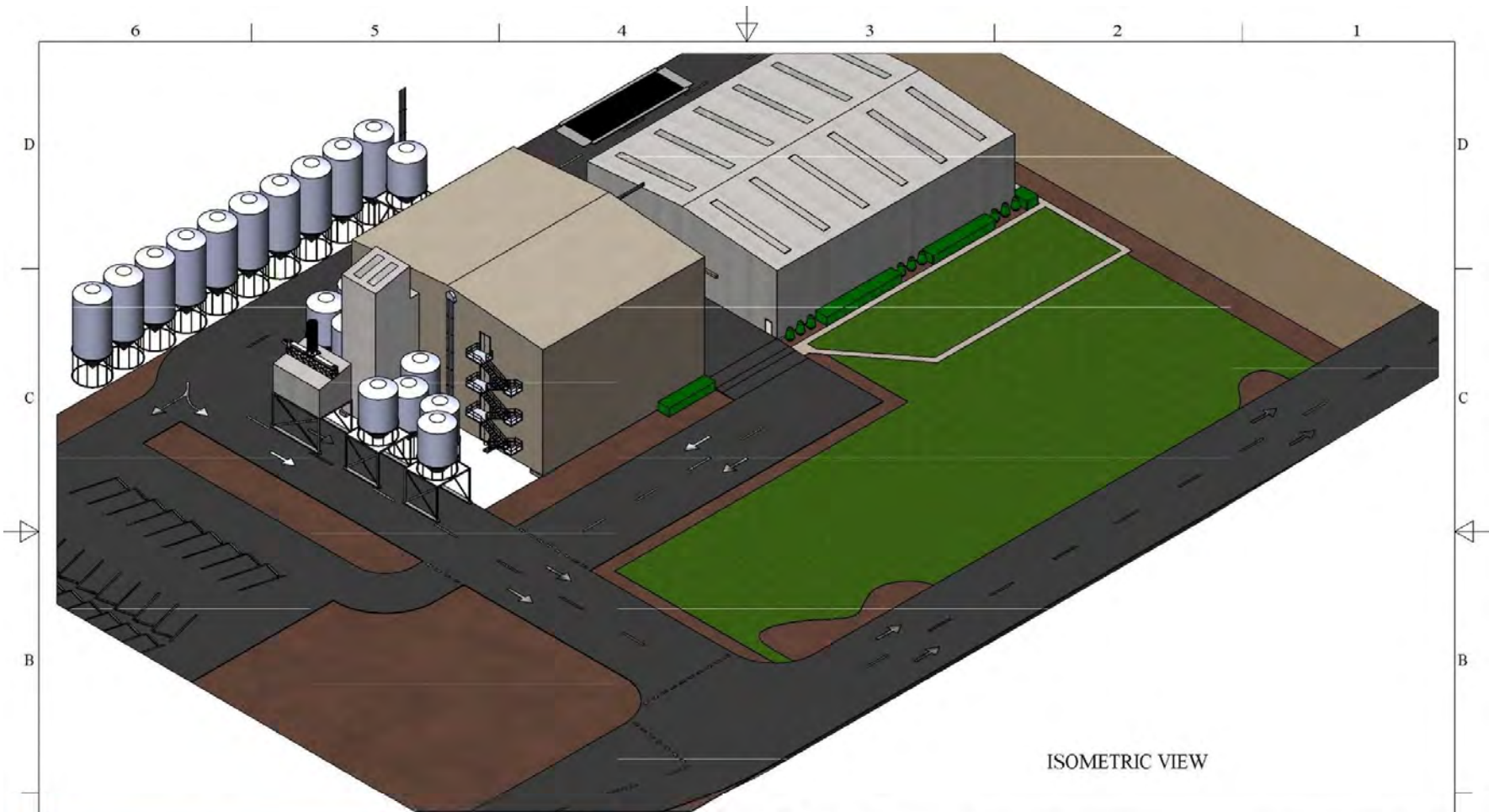
The operating scenarios consider all noise sources from the proposed facilities operating at the same time. The calculated noise levels have been assessed under the highest night-time propagation weather conditions. Given this, the noise modelling would be considered conservative, as it is unlikely that all noise sources are operating at the same time under the worst-case propagation conditions.

The acoustic assessment shows that in the worst case, that noise received at a premise is below the assigned noise level. Thus, noise emissions from the proposed Oat Facility would be deemed to comply with the requirements of the Regulations.

# **APPENDIX A**

## LOCATION PLANS



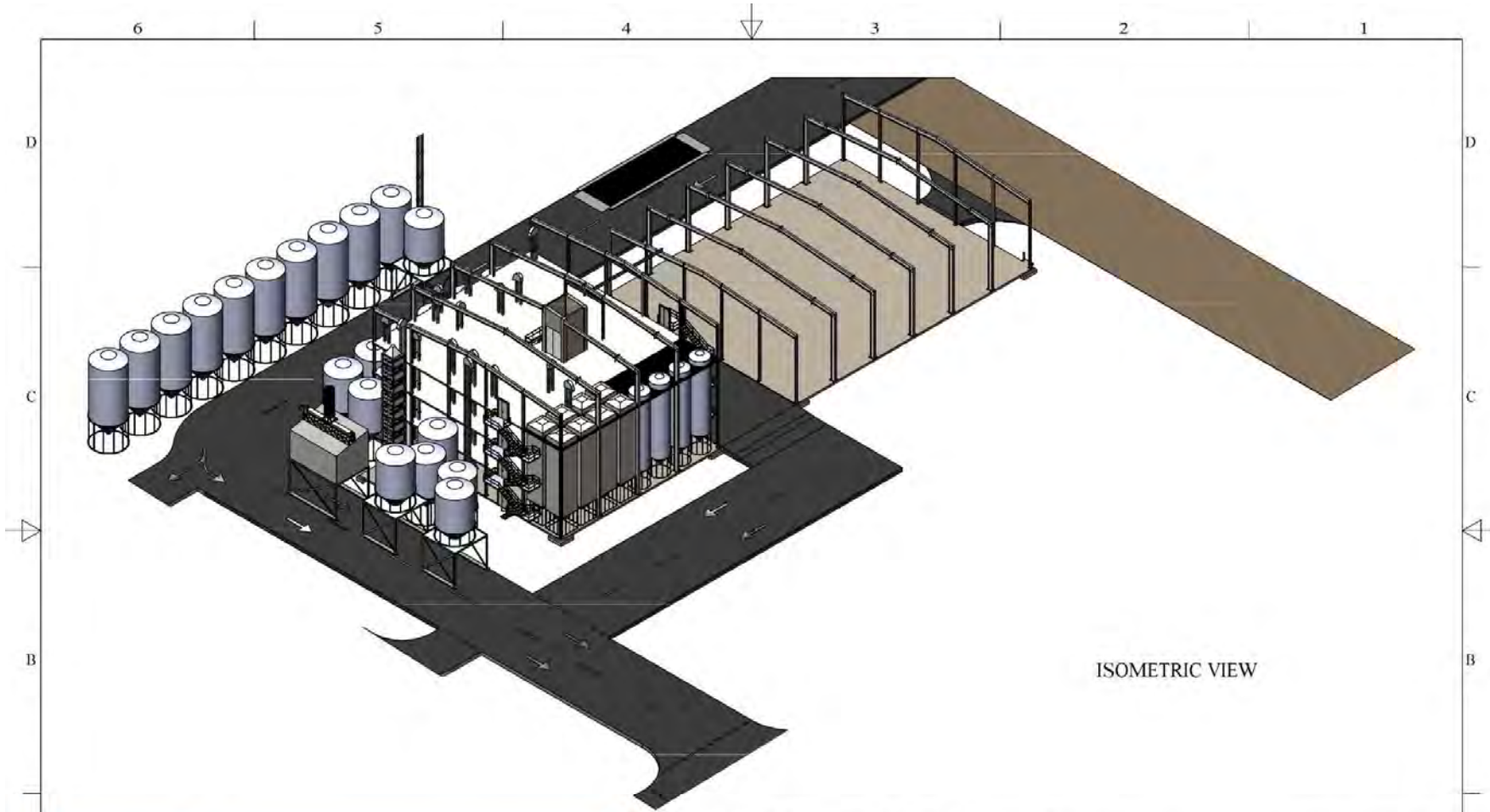


ISOMETRIC VIEW



**SOUTHERN  
 FOODS  
 CONSULTANTS**

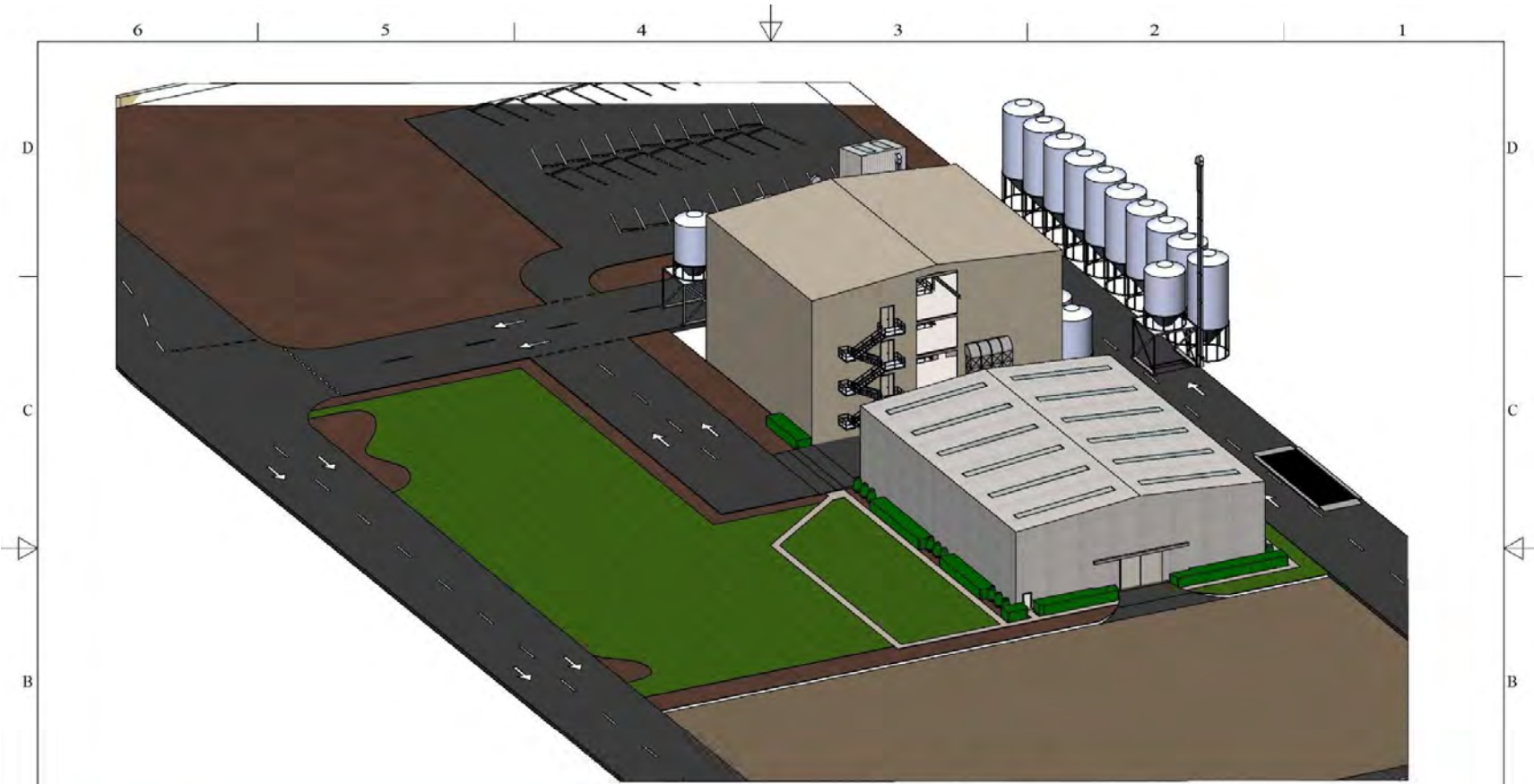
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETRES		NOTES: Preliminary Concept Only - Not to be used for Fabrication	DO NOT SCALE DRAWING	REVISED 1 2 23 02 07 1122
TOLERANCES: ANGLES: Linear BLDG ASSEMBLY: Angles BLDG			Customer: <b>Hope Valey Wood Waste Pty Ltd</b>	
MADE CHECKED BY: Dan Lwysyc	DATE: Tuesday 26 July 2022 7:47:51 PM		TITLE: Proposed Grain Cleaning Facility - Preliminary Buidng Concept	
DRAWING CREATED BY: Dan Lwysyc	DATE: Thursday 17 November 2022 5:58:24 AM		DRG No: SF-MC012-2302-07-AY	
LATEST MADE REVISION: Dan Lwysyc	DATE: Wednesday 22 May 2024 8:53:44 PM		Part No: Revised Structure (May2024) - Assembly_24031_1607_Rev142405220330	
LATEST DRAWING REV: Dan Lwysyc	DATE: Wednesday, 22 May 2024 8:54:06 PM		SCALE: Not to Scale	
SURFACE FINISH: N/A	MATERIAL: Material not specified		ORIENT: (A3)	
DIMEN AND BREAK SHAPED DIMEN			SCALE: Not to Scale	
WEIGHT BALANCE			ORIENT: (A3)	



ISOMETRIC VIEW



UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS		NOTES: Preliminary Concept Only - Not to be used for fabrication	DO NOT SCALE DRAWING	REVISION 1 2 23 01 07 1122
DIMENSIONS: LINEAR: As per BLDG ANGULAR: As per BLDG			Customer: Hope Valley Wood Waste Pty. Ltd	
SURFACE FINISH: N/A CORNERS AND BREAK SHARP EDGES:		MATEL: Material (not specified) WEIGHT: 8411888 kg	TITLE: Proposed Grain Cleaning Facility - Preliminary Building Concept Dwg No: SF-MC012-2302-07-AY PART No: Revised Structure (May2024) - Assembly_240131_1607_Rev 142405220330	
Made Created By: Dan Lwakye Drawing Created By: Dan Lwakye Latest Model Revision: Dan Lwakye Latest Drawing Rev: Dan Lwakye		DATE: Tuesday 26 July 2022 7:47:51 PM Thursday 17 November 2023 5:58:24 AM Wednesday 22 May 2024 8:53:54 PM Wednesday 22 May 2024 8:54:06 PM	SCALE: Not to Scale SHEET: 1 of 1	



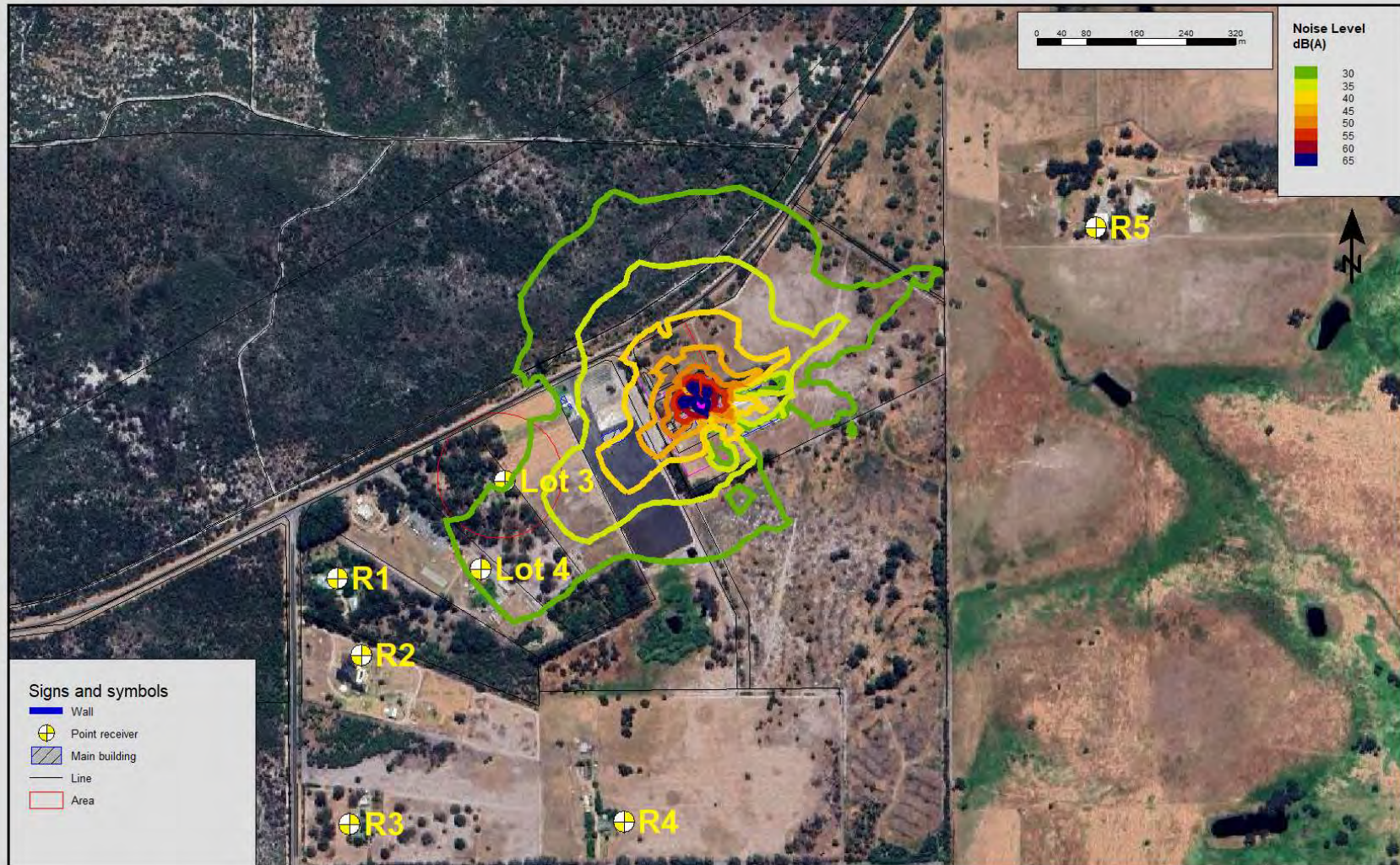
ISOMETRIC VIEW

**SOUTHERN  
 FOODS  
 CONSULTANTS**

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS		NOTES: Preliminary Concept (0) - Not to be used for fabrication	DO NOT SCALE DRAWING	REVISION: 1 2 3 0 2 0 7 1 1 2 2
TOLERANCES: DIMS: Linear DIMS ANGLES: ANGLES DIMS			Customer: Hope Valley Wood Waste Pty. Ltd.	
DATE: 2024		DATE: 2024	TITLE: Proposed Grain Cleaning Facility - Preliminary Building Concept	
Model Created By: Dan LWrcyc	DATE: Tuesday 26 July 2022 7:47:51 PM		DRG No: SF-MC012-2302-07-AY	
Drawing Created By: Dan LWrcyc	DATE: Thursday 17 November 2022 5:58:24 AM			
Latest Model Version: Dan LWrcyc	DATE: Wednesday 22 May 2024 8:53:54 PM			
Latest Drawing Rev: Dan LWrcyc	DATE: Wednesday 22 May 2024 8:54:06 PM			
SURFACE FINISH: N/A	MATERIAL: Material (not specified)		Part No: Revised Structure (May2024) - Assembly_240131_1607_Rev.142405220330	A3
DUPLEX AND BREAK SHARP EDGES:		WEIGHT (kg):	SCALE: 750 IS SCALE	SHEET: 3 OF 3

# **APPENDIX B**

## **NOISE CONTOUR PLOTS**

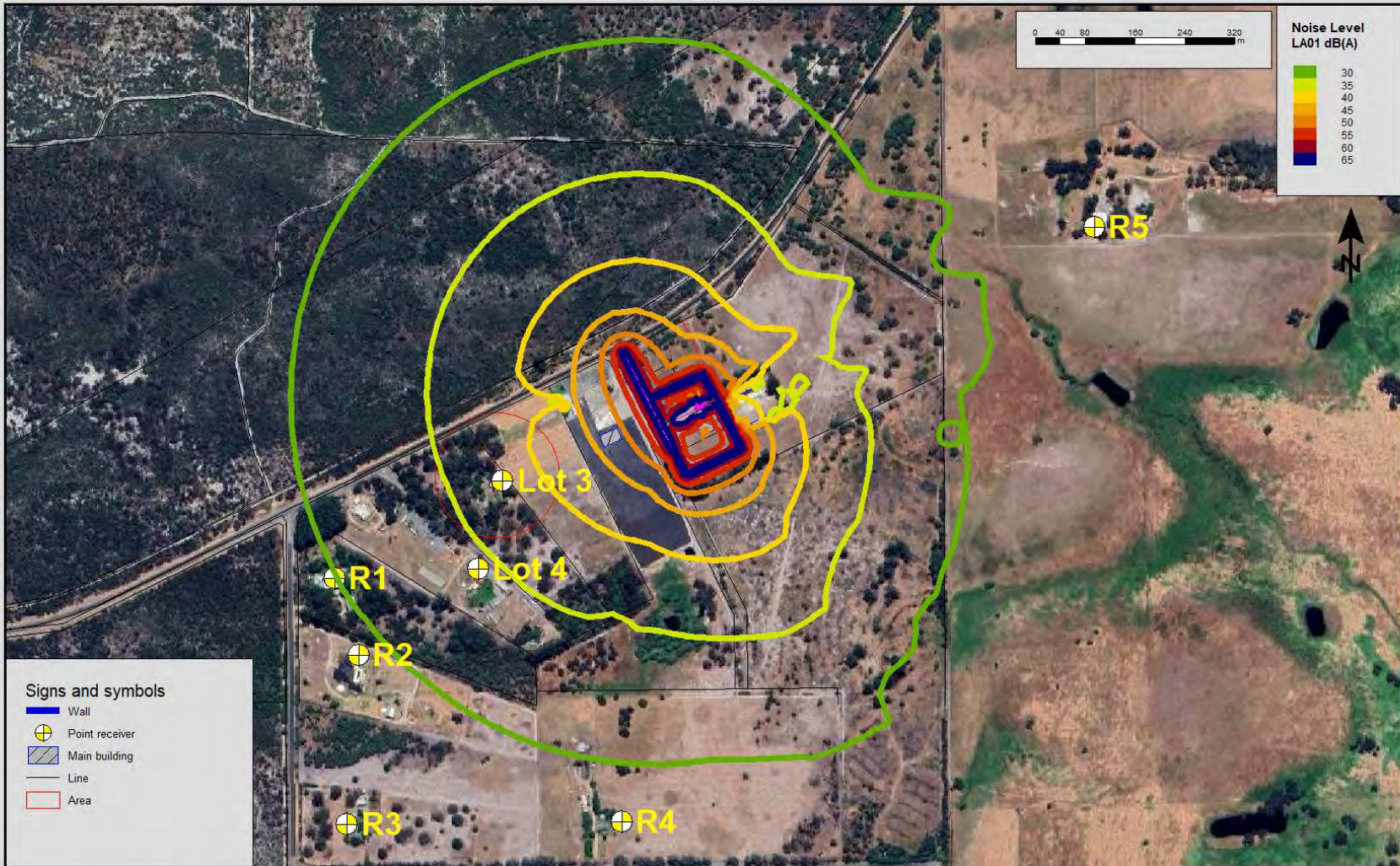


Herring Storer Acoustics  
Job No - 24424



SWAN MILLING - OAT FACILITY  
OAT FACILITY OPERATIONS (NO TRUCKS)  
Noise Level Contour

Figure B1  
Ref # 003



Herring Storer Acoustics  
Job No - 24424



SWAN MILLING - OAT FACILITY  
TRUCK MOVEMENT ONLY (LA01 NOISE LEVEL)  
Noise Level Contour

Figure B2  
Ref # 004

## 11.6 Proposed Oat Mill Facility and Associated Structures ('Industry-Rural') at Lot 32 (1324) Thomas Road, Oakford (PA24/803)

<b>Responsible Officer</b>	Manager Statutory Planning and Compliance
<b>Senior Officer</b>	Director Development Services
<b>Disclosure of Any Interest</b>	No Officer involved in the preparation of this report has an interest to declare in accordance with the provisions of the <i>Local Government Act 1995</i> .
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Thomas Road, Oakford 1324 (L32) 318000 - Responsible authority report (IN25/14005)</li> <li>2. Development Plans</li> <li>3. Summary of Submissions (E25/1363)</li> <li>4. Technical Assessment (IN25/14021)</li> <li>5. Confidential Legal Advice</li> <li>6. Environmental Noise Assessment</li> <li>7. Updated Environmental Noise Assessment</li> <li>8. Updated Traffic Impact Assessment</li> <li>9. BMP</li> </ol>

---

### Authority / Discretion

<b>Quasi-Judicial</b>	<p>When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (e.g. under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.</p>
-----------------------	---

## Application Details

<b>Proponent:</b>	Statewest Planning
<b>Owner:</b>	1324 Thomas Road Blue Property Pty Ltd, 1324 Thomas Road Red Property Pty Ltd, Bam Oakford Pty Ltd
<b>Date of Receipt:</b>	13 January 2025
<b>Lot Area:</b>	19.25ha
<b>Local Planning Scheme No. 3 Zoning:</b>	'Rural'
<b>Metropolitan Region Scheme Zoning:</b>	'Rural'

## Report Purpose

The purpose of this report is for Council to consider endorsing the Responsible Authority Report (RAR) (attachment 1) for a proposed Oat Milling Facility and associated structures ('Industry-Rural') at Lot 32, 1324 Thomas Road, Oakford. The application details that the facility would receive, screen, clean, and dry raw oats and then distribute them for further processing into various food products to various buyers.

The development is estimated at a value of \$5 million and the applicant has opted for the Metro Outer Development Assessment Panel (MODAP) to replace Council as the decision-making authority for the application in accordance with the Planning and Development (Development Assessment Panels) Regulations 2011 (DAP Regulations). The report is presented to Council to consider the RAR that will be presented to the MODAP, consistent with established delegations.

It is worth noting that whilst under the current DAP Regulations a RAR is not able to be presented to Council and has to be endorsed by a CEO or delegated officer, this DAP was lodged prior to the amendments to the DAP Regulations. As such, the RAR is presented for Council endorsement before being presented to the MODAP. This is the last current application that was submitted prior to the DAP Regulations changing.

Council should additionally note that the Department of Planning, Lands and Heritage (DPLH) will also be providing a RAR to the MODAP as Main Roads Western Australia (MRWA) have raised issues of concern, that Officers consider can be overcome. This is discussed in detail within the report.

Officers consider that the proposal aligns with the planning framework and the concerns of MRWA can be fully satisfied through the imposition of conditions. It is therefore recommended that Council endorse the RAR which recommends the MODAP approve the application, subject to conditions.

### Relevant Previous Decisions of Council

There is no previous Council decision relating to this matter.

### Background

The subject site is located within the rural area of Oakford towards the west of the Shire. It is located on Thomas Road, between King Road to the west and the Nicholson/Thomas Road intersection to the east. The locality is shown following.

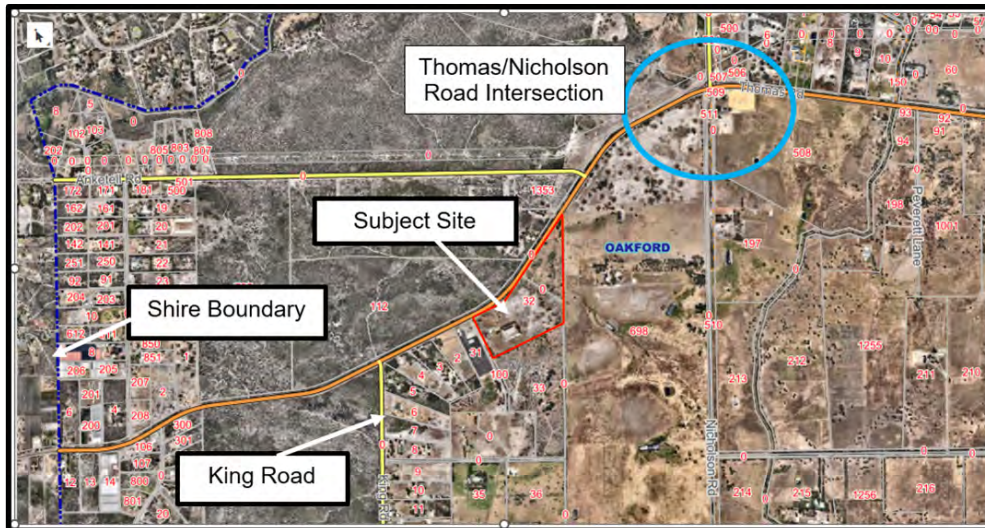


Figure 1- Aerial Image

The general locality comprises of 'Rural' zoned properties used for grazing, equestrian activities, market gardens, nurseries, extractive industries, and rural lifestyle lots. The lot to the west is developed with a 'Transport Depot'.

The subject site is shown following:



Figure 2 - Zoomed in Aerial image

### Existing Development

The subject site is developed with a dwelling and associated outbuildings located within the western portion of the lot. These would be retained as part of the proposal and be used for administration and storage. A poultry farm was previously operating on the lot which ceased operation circa 2013. Remnant structures (poultry sheds) are sited on the southern portion of the site.

The development site is generally cleared of vegetation, however, the northern portion of the site contains a significant amount of remnant vegetation and is classified as a resource enhancement wetland.

### Proposed Development

The development application seeks approval for an Oat Mill facility. The application details that oats are purchased as a raw product directly from growers. The site would receive approximately 420 tonnes of raw oats per week, resulting in 7-10 truck deliveries to the site per day. Deliveries would occur primarily between the hours of 7:00am and 6:00pm, Monday to Friday, however with some deliveries as early as 6:00am (which is relevant to assessment of noise given all times before 7am must be assessed under more stringent night time noise level requirements).

On receipt, the oats are sampled and unloaded from trucks into storage silos. The oats are then transferred from silos to cleaning machines where they are aspirated and screened to remove chaff and weed seeds. Machinery then sorts the oats, removing smaller grains, and then shells them to remove their outer skin. The oats are finally screened and aspirated to remove any broken grains or foreign seeds before being passed through steam heated pipes for drying. At the end of this process, dried oats are transported from the site for further processing for use in various food products via approximately five trucks per day.

The site would operate 50 weeks per year, seven days a week for up to 24 hours per day. It would employ approximately 25 employees at any time. The proposal does not entail any retail activities on the subject site.

The facility comprises of:

- A concrete grain holding shed (778.73m<sup>2</sup>) with an overall height of 18.77m;
- Holding silos with heights generally ranging from 9m - 12m;
- A staff/visitor carpark (27 bays) with a separate access to isolate heavy and light vehicle traffic;
- A vehicle circulation pathway which allows traffic to leave the site in forward gear;
- Two weighbridges for inbound and outbound traffic; and
- Landscaping.

The elevations and site plan are shown following:

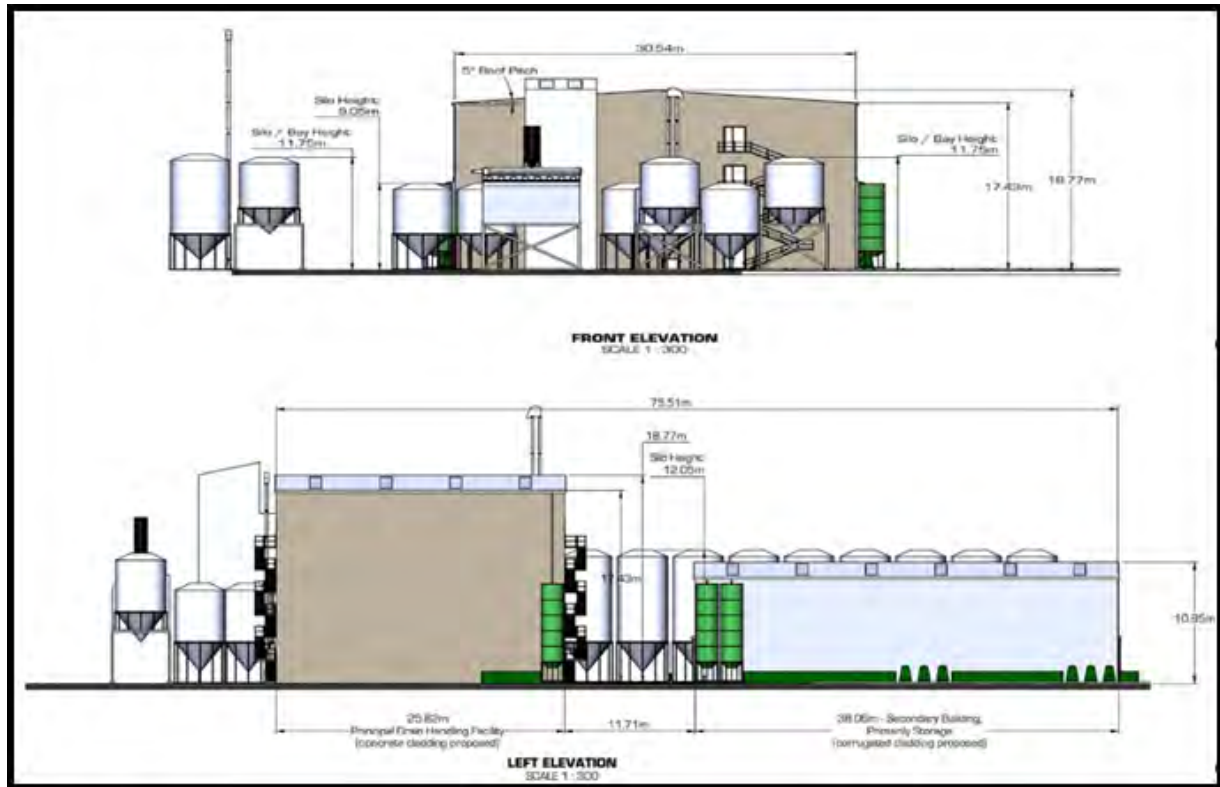


Figure 3: Elevations



## Community / Stakeholder Consultation

The application was advertised for a period of 28 days from 21 January 2025 to 18 February 2025 to surrounding landowners within a 1km radius of the site, in accordance with LPP1.4 - Advertising Development Applications. The application was also advertised on the Shire’s website for the same period. At the conclusion of this period, 18 submissions were received, 16 objecting to the proposal and two letters of support.

The objections raised the following concerns:

- Suitability of the land use in the ‘Rural’ zone.
- Noise impacts from traffic movements.
- Dust impacts from the cleaning process and traffic movements.
- Consistency of the proposal with the Rural Industry land use definition and the objectives of the rural zone.
- Proposal not suited in an area located within the Urban Investigation area under Perth and Peel @3.5 Million.
- Traffic impact and safety concerns relating to entry and exit points on Thomas Road.
- Noise impacting on quality of life.

The objections are discussed under the relevant headings of the report. A summary of the submissions and the Officer response has been included as part of **attachment 3**.

## Consultation with Government Agencies

### Main Roads Western Australia (MRWA) (Initial Response)

#### Government Agency Response:

The application was referred to MRWA who requested further information as follows:

1. Preliminary Concept Design (Vehicular Access to Thomas Road)

#### Option 1 – Relocating Access

- The Applicant is requested to investigate a modified relocated LILO (Left-In, Left-Out) concept via the unnamed road reserve (Lot 100). Entry to the site will be via the unnamed road. This will minimize points of conflict and satisfy as per the Main Roads Driveways Policy and WAPC Development Control Policy 5.1 Regional Roads (vehicular access).

#### Option 2 – Current proposal

- The applicant will be required to upgrade to the road network. The applicant is to investigate the proposed left-in and left-out (LILO) option without having any enforcement in place (such as raised island, central median and localised widening) to restrict right turns to/from the site.

**General Requirements for Option 1 and Option 2**

The applicant is to:

- Investigate all current traffic movements to and from Thomas Road that are available to the site.
- Propose suitable treatments to accommodate turning vehicles, including appropriate Restricted Access Vehicles (RAV).
- A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6 are met, or when the presence of the driveway may impact the performance or safety of the road network.
- Swept-path assessment is required for 36.5m B-Triple combination in accordance with the MRWA Supplement to Austroads Guide to Road Design (AGRD) Part 4, Table 5.2.2, Table 5.2.3 and Section 5.6.1. Minimum turning radii of 20m and appropriate offset (edge of pavement/ kerb/ centreline) is also required as per the guideline.
- Sight distance assessment to be provided in a diagram in accordance with the Section 4.1.4 of the Main Roads' Driveways Policy.
- Justification is required for the indicative three lanes at the access point (one lane for entering and two lanes for exiting the site) when the proposal is for LILO only.

**Transport Impact Assessment (TIS)**

The impact of the proposed development upon the access point onto Thomas Road is uncertain due to a significant percentage of heavy vehicle (up to 36.5m) entering the property

A revised TIS is required addressing the following:

- Trip generation for the proposed development is based on the Client's advice without any detailed evidence to support the assumptions. Further justification is required to clarify why the adopted trip rate is appropriate in this instance.
- The report to provide detailed justification for the trip distribution assumption (LILO only) as shown in the section 2.15 of the TIS.
- Warrant for turn treatments is to be investigated in accordance with the justified trip generation and distribution patterns.

**Officer Comment:**

In order to address the issues raised by MRWA, the applicant provided an amended site plan and an updated Traffic Impact Assessment which was sent to MRWA for further assessment.

**Main Roads Western Australia (MRWA) (Second Response)**

**Government Agency Response:**

- Subsequently, on 8 July 2025 MRWA provided a further submission not supporting the proposal and requesting further information as follows:

- Main Roads has reviewed the additional information (amended Transport Impact Statement and Intersection Concept, May 2025) however are not able to support the subject proposal until the additional information has been received and reviewed.

The following information is required:

### 1. Concept Design (Vehicular Access to Thomas Road)

Latest intersection concept (15% design) for the proposed upgrade to existing access point onto Thomas Road does not enforce the left-in/ left-out (LILO) movements due to the large pavements area of the proposed driveway. Passenger cars and small trucks will be able to do right-turn (right-turn in and right-turn out) movements easily to/from the site. Further amendment to the concept design is required addressing the following:

- The applicant is required to upgrade the proposed access to enforce the LILO movements only (such as raised island, central median and localised widening), restricting right turns to/from the site.
- The proposed raised/kerbed island is required to sufficiently offset from the Thomas Road carriageway as per the section 6 of MRWA Supplement to AGRD Part 4A.
- Driveway is required to be lit with any inclusion of the raised/kerbed island. It is noted that this area of Thomas Road doesn't currently have roadway lighting. Refer to section 6.1 of MRWA Supplement to AGRD Part 4A (i.e. "Where intersections include kerbed medians or kerbed islands, street lighting should be provided.")
- A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6 are met, or when the presence of the driveway may impact the performance or safety of the road network.

### 2. Transport Impact Statement (TIS)

The impact of the proposed development upon the access point onto Thomas Road is still uncertain and therefore the TIS requires further amendment addressing the following:

Trip generation assumption for the proposed development is based on the Client's advice without any detailed evidence (such as trip generation survey data from similar site/s) to support the assumptions. Further evidence on trip generation data is required.

Requires intersection warrant assessment. These are to be investigated in accordance with the justified trip generation and distribution patterns.

#### Officer Comment:

Officers consider that the comments raised by MRWA can be addressed, this is discussed under the Traffic section of the report.

**Department of Water and Environmental Regulation (DWER)**

**Government Agency Response:**

The application was referred to DWER who raised no objections and provided advice on the following:

Stormwater Management Plan

The Department recommends that the first 15 mm of stormwater runoff from the hardstand areas should be designed to undergo water quality treatment via biofiltration. This can be through vegetated swales or bioretention basins set off-line from the general flood storage basins.

Furthermore, the Department recommends the proponent update the Stormwater Management Plan (SMP) as part of the development approval process. The SMP should include,

- design cross-sections of each infiltration basin (cross-sections should include basin inverts, maximum groundwater level (MGL), use of amended soils and vegetation and top water levels for each rainfall event.
- Longitudinal section of proposed swales (sections should include spot inverts, MGL, use of amended soils and vegetation and top water levels for each rainfall event. Furthermore, swales should be designed as vegetated swales to improve at source biofiltration and reduce potential for erosion.

All biofiltration basin, swale and flood storage area inverts should be set at least 300 mm above the recorded on-site MGL. Diagrams C-001-A and E-001-A indicate that Basins 3 & 4 have inverts that are either below or at the MGL. The Department’s Lower Serpentine Hydrological Studies data indicates the MGL at the location is approximately 23 m AHD and this MGL should be used when designing drainage infrastructure.

Peel-Harvey Coastal Plain Catchment

The subject area is located within the Peel-Harvey coastal plain catchment and provisions of State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment (WAPC, 2003), Draft State Planning Policy 2.9 Planning for Water (SPP 2.9) (WAPC, 2021) and Environmental Protection (Peel Inlet – Harvey Estuary) Policy 1992 apply.

Native Vegetation Regulation

Based on the information provided, should development approval be issued, clearing to construct a building or structure may be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations.

**Officer Comment:**

These have informed the assessment and recommended conditions, should Council support the officer recommendation.

**Department of Biodiversity Conservation and Attractions (DBCA)**

**Government Agency Response:**

The application was referred to (DBCA) who raised no objections, and the following advice was provided:

*DBCA has no comments, with the expectation that the Shire of Serpentine Jarrahdale and the Department of Water and Environmental Regulation (DWER) will address any environmental matters associated with the proposal, including the management of drainage and wastewater.*

**Officer Comment:**

Noted. This advice has been provided to the applicant.

**Department of Fire and Emergency Services (DFES)**

**Government Agency Response:**

DFES raised no objections and recommended modification of the Bushfire Management Plan (BMP) with regards to vegetation classification:

*The Vegetation Classification Map (Figure 7) does not align with the photographic evidence or Tables 3A – 3E. The plot numbers are consistent between Figure 7 and the photographic evidence, however these plot number are inconsistent with Tables 3A – 3E. The separation distances shown on Figure 7 do not align with separation distances detailed in the Tables.*

**Officer Comment:**

DFES has recommended modifications to be undertaken to the submitted Bushfire Management Plan (BMP). The applicant provided an amended BMP addressing matters raised relating to the correct classification of vegetation plots.

**Department of Planning Lands and Heritage (DPLH)**

**Government Agency Response:**

WAPC Planning Control Area No. 171

The northern portion of the is identified within the planning control area which relates to proposed longer term road upgrading works associated with the intersection of Thomas and Anketell Road.

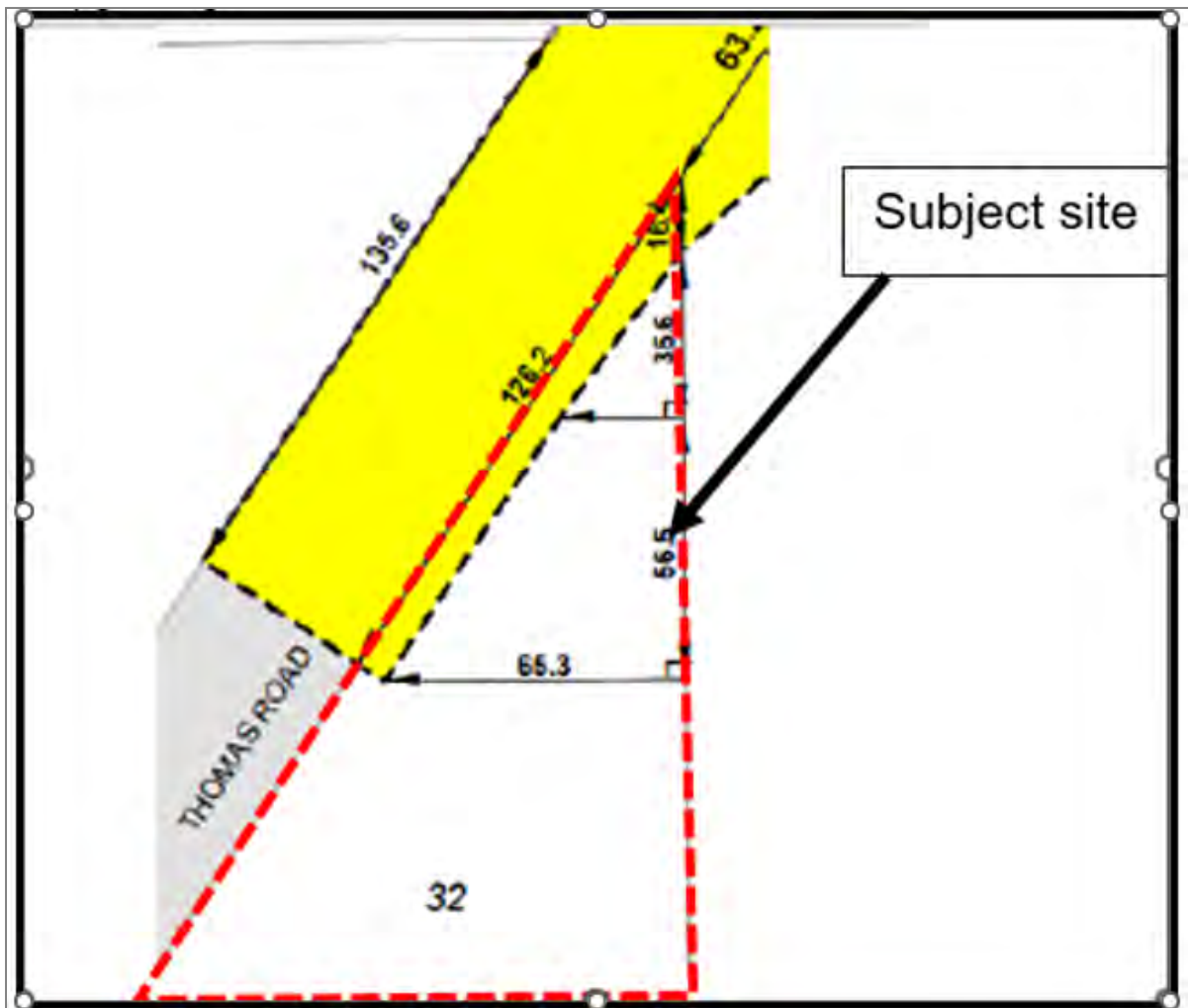


Figure 5 - Planning Control Area

The Department raises no objections to the proposed development. It is considered that the development proposal would not impact or prejudice its purpose to protect the land required for the proposed Anketell/Thomas Road primary regional road corridor.

**Officer Comment:**

Noted. The proposal is located outside of the PCA and is considered not to impact on the capacity for any future use of the Thomas/Anketell Road Corridor.

**Statutory Environment**

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Environmental Protection (Noise) Regulations 1997*
- *Planning and Development (Development Assessment Panel) Regulations 2011*
- *Metropolitan Region Scheme (MRS)*

### State Government Policies

- South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 million
- Environmental Protection Authority Environmental Assessment Guideline for Separation Distances
- State Planning Policy 2.1 - The Peel-Harvey Coastal Plain Catchment (SPP 2.1)
- State Planning Policy 2.5 - Rural Planning (SPP 2.5)
- Draft State Planning Policy 2.9 - Planning for Water (SPP 2.9)
- State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP 3.7).

### Local Planning Framework

- Shire of Serpentine Jarrahdale Local Planning Scheme No. 3
- Shire of Serpentine Jarrahdale Local Planning Strategy

### Local Planning Policies

- Local Planning Policy 1.4 - Advertising Development Applications (LPP1.4)
- Local Planning Policy 1.6 - Public Art for Major Developments (LPP1.6)
- Local Planning Policy 2.4 - Water Sensitive Design (LPP2.4)
- Local Planning Policy 4.26 - Development in the Rural Zone (LPP 4.26)

## **Comment**

### Planning Assessment

Clause 67 of the Deemed Provisions lists matters to be considered in the determination of development applications. An assessment was carried out against the planning framework in accordance with Clause 67 of the Deemed Provisions which can be viewed within **attachment 4**.

### Planning Framework Land Use

The subject site is zoned 'Rural' under Local Planning Scheme No.3 (LPS3). The proposal is considered to fall within the land use of 'Industry Rural' defined under LPS3 as "premises used for an industry that:

- "(a) supports and/or is associated with **primary production**; or  
(b) services plant or equipment used in primary production."*

*"Primary Production' takes its meaning from the Income Tax Assessment Act 1997 which states that you carry on a primary production business if you carry on a business of, amongst other things, "(a) cultivating or propagating plants, fungi or their products or parts (including seeds, spores, bulbs and similar things), in any physical environment....*

- where they are first to be milled or processed: or*
- from which they are to be transported to the place where they are first to be milled or processed.*

During the consultation period, concerns were raised regarding the classification of the land use. The submission details that proposal should be considered as 'Industry' on the basis of its scale, associated infrastructure, traffic movements and being a 24-hour facility. The submission also details that the facility is proposed to process oats grown across Western Australia and not necessarily from local producers for the use to be deemed 'Industry - Rural'.

Officers acknowledge these concerns, however, consider that the receipt of raw oats from primary producers and undertaking the initial processing stage is considered to be an industry directly associated with primary production and therefore consistent with the 'Industry - Rural' land use. Council should note that legal advice has been sought in this regard prior to the application being accepted for assessment as contained within **CONFIDENTIAL attachment 5**.

The 'Industry - Rural' land use is a discretionary ('D') use in the 'Rural Zone' meaning the use is not permitted unless the Council has exercised its discretion by granting development approval.

#### *Local Planning Scheme No.3 (LPS3)*

The objective of the 'Rural' zone under LPS3 pertaining to 'non-rural land uses' states *"To provide for a limited range of non-rural land uses, only where they have demonstrated a direct benefit to the local community and are compatible with surrounding rural uses."*

This objective is supported by Local Planning Policy 4.26 - Development in the Rural zone which seeks to expand upon the objective and provide guidance to ensure land uses are compatible. Officers consider that the proposal will support the local rural community, can be carried on alongside and will not prejudice future rural uses. This is discussed in detail later in the report.

The subject site is located within Special Control Area 5 – Separation Distances (SCA5) of LPS3. The objectives of SCA5 are to designate separation distances to properties within proximity of a site which may be considered a nuisance or offensive because of noise, dust, gas, odour, fumes, lighting overspill and health concerns. In this case the trigger for the SCA was the poultry farm on the subject site which is no longer in operation.

#### Local Planning Policy 4.26 - Development in the Rural Zone (LPP4.26)

As previously stated, LPP4.26 provides guidance in relation to non-rural uses in the 'rural' zone. During the consultation period concerns were raised with regards to compatibility of the land use within the rural zone. LPP4.26 acknowledges that 'non-rural' land uses can be considered for approval within the 'Rural' zone, according to LPS3. LPP4.26 assists with the consideration of these 'non rural' land uses in that it identifies potentially beneficial uses, which 'Industry Rural' is identified as. The policy establishes the circumstances where beneficial non-rural development may be supported after undertaking a preliminary analysis to set out proposed benefits expected.

An assessment against the LPP is shown following:

Policy Provisions	Provided
The proportion of the lot proposed to be used for non-rural uses and whether the majority of the land would be available to be used for rural uses alongside;	The proposal would occupy approximately 33% of the site. The non-rural activity would still enable the majority balance of the land to be used for rural uses.
Whether there is a rural use occurring on the site;	There is currently no rural use occurring on the site. Whilst the site has been used as a poultry farm previously, this use comes with its own challenges given the proximity to sensitive receptors in this location. The subject proposal is considered to be less impactful by way of offsite impacts than a poultry farm.
Whether the proposal would adversely impact existing rural uses on the site or surrounding locality;	The site to the west contains a Transport Depot with availability for rural uses to the rear. It is considered that the proposal can be carried on alongside any future rural uses on surrounding land.
Whether the proposal would impact the ability of the land to be used for rural uses in the future;	It is considered that the land could still be used for rural land uses in future.
The capability of the land to undertake productive rural uses	Whilst the soil types are not best suited for in ground-based agriculture, other agricultural methods can be used to productively use the land. The land is however constrained by the existing resource enhancement wetland containing some areas of remnant wetland vegetation with biodiversity values to the northern portion of the lot.
The scale of development/activities;	As previously stated, the proposal seeks to occupy approximately 33% of the site.
Built form character;	It is not uncommon within Western Australia for Rural Industries to be prevalent to development consisting of processing equipment buildings and silos.
Any external impacts and their proposed management.	It is considered that external impacts such as noise and dust can be appropriately managed so as to not result in adverse offsite impacts. Management Plans are recommended

	through conditions in this regard.
Traffic generation and suitability of infrastructure to accommodate.	The site is conveniently located on Thomas Road which has good transport links to support the development.

Officers consider that the proposed ‘Industry - Rural’ use is beneficial to the local community and consistent with the objectives of the Rural zone under LPS3. The proposal demonstrates a direct association with primary production and provides a value-adding process that supports the agricultural sector more broadly across Western Australia.

While the facility will process oats from various regions, its function remains closely tied to the initial stages of agricultural production, aligning with the definition of ‘Industry - Rural’. The proposal does not seek to introduce an unrelated industrial activity, but rather one that complements and enhances the agricultural supply chain.

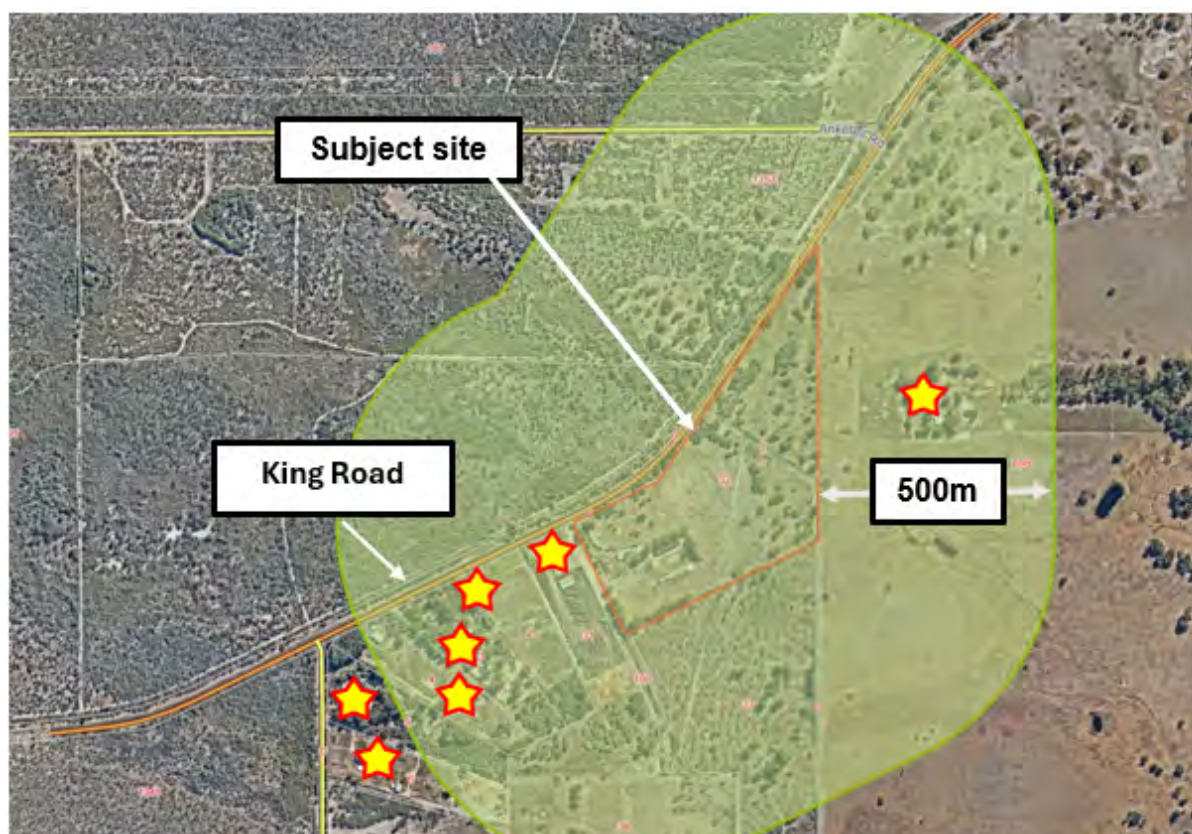
The development occupies only a portion of the site, allowing the remainder to remain available for rural uses. It is not expected to adversely affect surrounding rural uses or limit future rural activities on adjacent properties. The built form is consistent with rural industry character, and external impacts are manageable through recommended conditions. The site’s location on Thomas Road provides suitable infrastructure and transport access, supporting the operational needs of the facility.

Taken together, these factors demonstrate that the proposal is compatible with the Rural zone and meets the intent of LPP4.26. It supports the local economy, aligns with planning objectives, and maintains the potential for future rural land use. Officers are satisfied that the development can be approved without compromising the integrity or purpose of the Rural zone.

Amenity

*The Environmental Protection Authority’s Guidance Statement 3 - Separation Distances between Industrial and Sensitive Land Uses* (Guidance Statement), sets out generic separation distances between industrial land uses and sensitive receptors to avoid or minimise the potential for land use conflicts.

The separation distance recommended between a ‘Grain Cleaning’ premises and sensitive land uses is between 300 - 500m depending on size of the operation. Potential off-site impacts are listed in the Guidance Statement as noise, dust, and odour. For worst case scenario, the separation distance of 500m has been used as shown following:



**Figure 6- Location of sensitive Receptors**

There are five sensitive receptors within the separation distance. Where sensitive receptors are located within the generic separation distance (500m), technical reports are required to demonstrate how specific impacts as referenced in the Guidance Statement are proposed to be managed. This is discussed following:

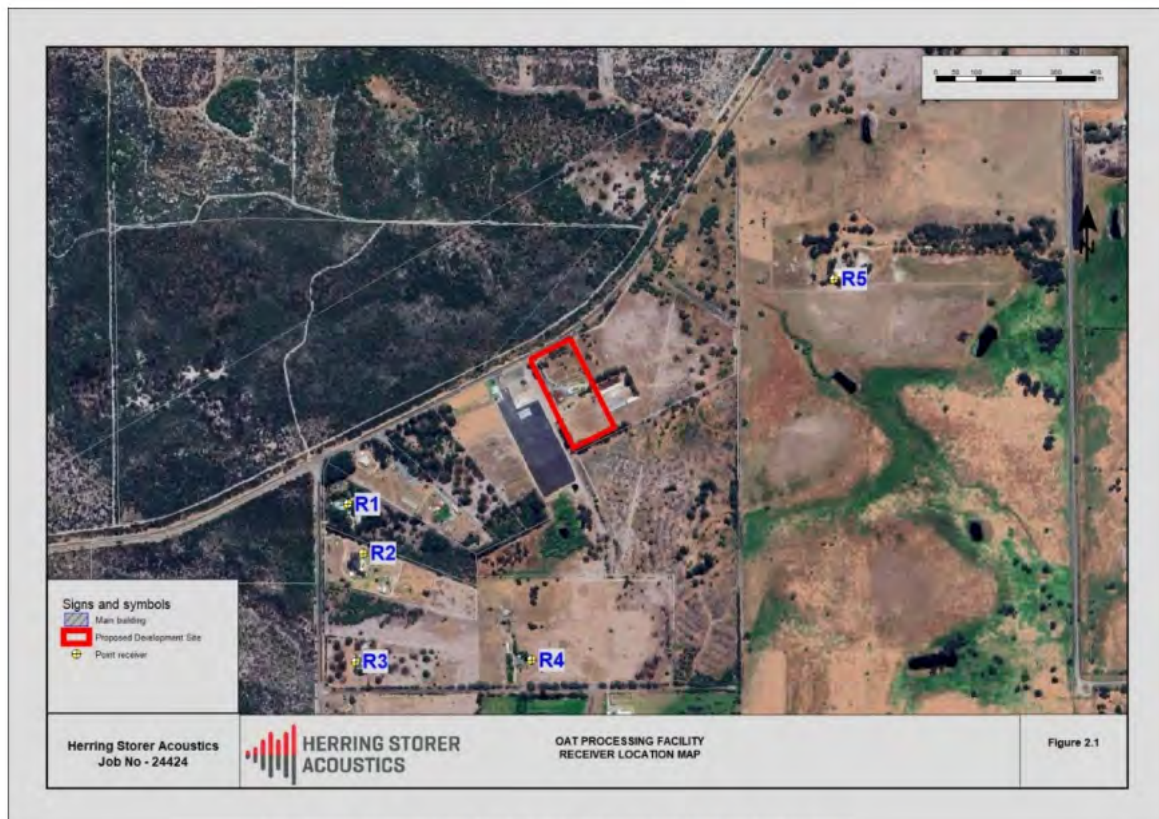
Noise

To address noise impacts the applicant submitted an Environmental Noise Assessment (ENA) (**attachment 6**) assessing compliance with the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations). The ENA identifies key noise sources from the proposed development as vehicle movements and operational plant and machinery, including conveyors, hulling machines, vibrating screens, dryers, dust extraction units, forklifts, and air compressors.

In terms of truck noise, the noise assessment sets out that allowance has been made for 7-10 delivery trucks arriving at the site per day (Monday to Saturday) and occasional trucks on Sunday. The heavy vehicle movements are (primarily) from 6am to 6pm in the form of 60 tonne road trains in addition to 25 – 40 tonne semi loads. These same trucks remove any waste product from the process to avoid additional vehicle movements, and reduce the overall number of vehicle trips expected. Additionally, 5 trucks per day will access the site to transport oats packed in bulk shipping containers, with a maximum of two shipping containers per truck movements.

In terms of the assessment approach, the noise study assessed night-time (worst case) noise emissions under maximum propagation conditions for the plant and transport trucks for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The study starts by setting out the nearest highly noise sensitive premises being situated approximately 600m to 700m from the proposed plant. This is shown following:



**FIGURE 2.1 – RESIDENTIAL RECEIVER LOCATION MAP**

**Map showing sensitive receptors**

In terms of then setting the assigned noise levels, an influencing factor of 2dB(A) was applied due to the proximity of Thomas Rd, as a major road. This establishes the following assigned noise levels for the sensitive receptors:

**TABLE 2.1 – ASSIGNED OUTDOOR NOISE LEVELS**

Type of premises receiving noise	Time of day	Assigned level (dB)		
		L <sub>A</sub> 10	L <sub>A</sub> 1	L <sub>A</sub> max
R1, R2 and R5	0700 to 1900 hours Monday to Saturday	47	57	67
	0900 to 1900 hours Sunday and public holidays	42	52	67
	1900 to 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	37	47	57
R3 and R4	0700 to 1900 hours Monday to Saturday	45	55	65
	0900 to 1900 hours Sunday and public holidays	40	50	65
	1900 to 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35	45	55

**Assigned noise levels**

Continuous noise monitoring then occurred on the site, to establish the ambient noise levels. Continuous noise monitoring was conducted from Thursday 10 through to Thursday 17 April 2025. During this period, weather conditions were monitored via the Bureau of Meteorology web site as to any weather conditions which may have unduly influenced noise levels.

This found the following ambient noise levels:

**TABLE 3.1 – SUMMARY NOISE LEVELS**

Day / Date	Average L <sub>Aeq</sub> Noise Level dB(A)			Average L <sub>A90</sub> Noise Level dB(A)		
	Day 0700 to 1900	Evening 1900 to 2200	Night 2200 to 0700	Day 0700 to 1900	Evening 1900 to 2200	Night 2200 to 0700
Friday, 11 April 2025	65.1	59.7	55.5	58.2	47.5	40.6
Saturday, 12 April 2025	62.4	59.2	54.5	54.8	47.9	37.9
Sunday, 13 April 2025	61.0	57.5	59.4	51.2	43.9	51.0
Monday, 14 April 2025	65.3	59.9	59.7	58.2	46.9	53.1
Tuesday, 15 April 2025	64.5	59.8	60.8	56.9	46.2	55.0
Wednesday, 16 April 2025	64.8	59.8	58.8	57.5	47.1	49.3
<b>Average</b>	<b>63.9</b>	<b>59.3</b>	<b>58.1</b>	<b>56.1</b>	<b>46.6</b>	<b>47.8</b>

**Ambient noise levels**

With this established, the noise assessment sets out the noise sources on the actual site that will be associated with the operation. These are as follows:

**TABLE 4.1 – SOUND POWER LEVEL - NOISE SOURCES dB(A)**

Noise Sources	Outdoor/ Indoor	Work Location	Sound Power Level dB(A)	Work Days	Comments
Delivery Trucks	Outdoor	Around Site	98	7 days 6am to 6pm	60 tonne road trains Moving Slowly
Off site Transport Trucks	Outdoor	Around Site	92	7 days 6am to 6pm	25 – 40 tonne semi loads
Conveyors - storage silo to Processing	Outdoor	North side of Processing	80/m2	Continuous	Elevated
Hulling Machine	Indoor	Processing Building	80	Continuous	External Point Source for each as partial opening
Vibrating screens	Indoor	Processing Building	92	Continuous	External Point Source for each as partial opening
Dryer	Indoor	Processing Building	75	Continuous	External Point Source for each as partial opening
Vibrating screen	Indoor	Processing Building	87	Continuous	External Point Source for each as partial opening
Dust extraction unit	Exterior	Processing Building	87	Continuous	4x Point Source for each
Forklifts	Indoor & Outdoor	From Storage building to loading	80	7 days 6am to 6pm	4x Internal and External Point Source for each
Instrument air - compressor	Indoor	Processing Building	95	Continuous	

### Noise sources

This allows the operating scenario with the potential for noise impact to be developed, and in this case was based on the following elements:

- Day/Night operations (Mon to Sunday 6am to 6pm)
- Oat Plant
- Transport in and out of site
- Loading and unloading

The scenario considers all equipment operating at the same time (to document the worse possible case), and weather conditions that would generate the greatest potential noise transmission (light winds in the direction from noise source to receiver).

The results demonstrate no noise impact on nearby sensitive receptors. Specifically, the noise sources have been separated into two areas, noise associated with truck movements (intermittent noise emission) and the continuous noise of the Oat plant. The assessment is based on the addition of these two noise areas. This is shown following:

**TABLE 5.1 – CALCULATED NOISE LEVELS, LA10 dB(A)**

Receiver Name	Scenario 1		Total Cumulative Noise dB(A)
	Truck Associated Noise dB(A)	Plant Associated Noise dB(A)	
R1	30	26	31
R2	29	26	31
R3	26	22	27
R4	28	17	29
R5	27	20	28

Noise contour plots for the above scenarios are included in Appendix B.

### Noise results

The operations include truck movement during the day period, however, as there is a potential for noise to be present prior to 7am, i.e. 6am onwards, the assessment needed to consider the "night" period criteria, which is far more stringent. It is assumed that during the night period, the operational noise when received at the neighbouring premises will not have a 'tonal' characteristic, due to the distance, and the noise levels approaching the existing background noise level (meaning noise characteristics such as tonality, would not be applicable).

At noise emission levels around 31 dB(A) it will generally be the case that the noise emission level is low enough that the influence of background noise will result in the noise emission not being 'technically tonal', although that does not mean that some characteristics would not be audible. Based on this, no adjustments were required as shown in Table 6.1 following:

**TABLE 6.1 – SCENARIO 1 - APPLICABLE ADJUSTMENTS AND ASSESSABLE LEVEL OF NOISE EMISSIONS, L<sub>A10</sub> dB(A) DAY OPERATIONS**

Noise Measurement Location	Calculated Noise Level Scenario 1 Day Time L <sub>A10</sub>	Applicable Adjustments to Measured Noise Levels, Characteristics Where Noise Emission is NOT music			Assessable Noise Level
		Tonality	Modulation	Impulsiveness	
R1	31	-	-	-	31
R2	31	-	-	-	31
R3	27	-	-	-	27
R4	29	-	-	-	29
R5	28				28

**Showing no adjustment**

This resulted in the following night time assessment result:

**TABLE 6.2 – ASSESSMENT OF NOISE LEVELS**

Scenario	Receiver	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L <sub>A01</sub> Assigned Noise Level (dB)	Exceedance to Assigned Noise Level L <sub>A01</sub> (dB)
Night Criteria Scenario 1	R1	31	Night (22:00 to 07:00)	37	Complies
	R2	31		37	Complies
	R3	27		35	Complies
	R4	29		35	Complies
	R5	28		37	Complies

**Night time result**

For the most stringent time period (night prior to 7am) the assigned noise level is 35 to 37 dB(A). This compares to the day time period shown in the previous table which is of a higher range (recognising the more stringent night time criteria). The highest predicted noise emissions for the nearest noise sensitive premise is 31 dB(A) . This includes all noise sources associated with the Oat facility, including truck movements.

The operating scenarios consider all noise sources from the proposed facilities operating at the same time. The calculated noise levels have been assessed under the highest night-time propagation weather conditions. Given this, the noise modelling would be considered conservative, as it is unlikely that all noise sources are operating at the same time under the worst-case propagation conditions.

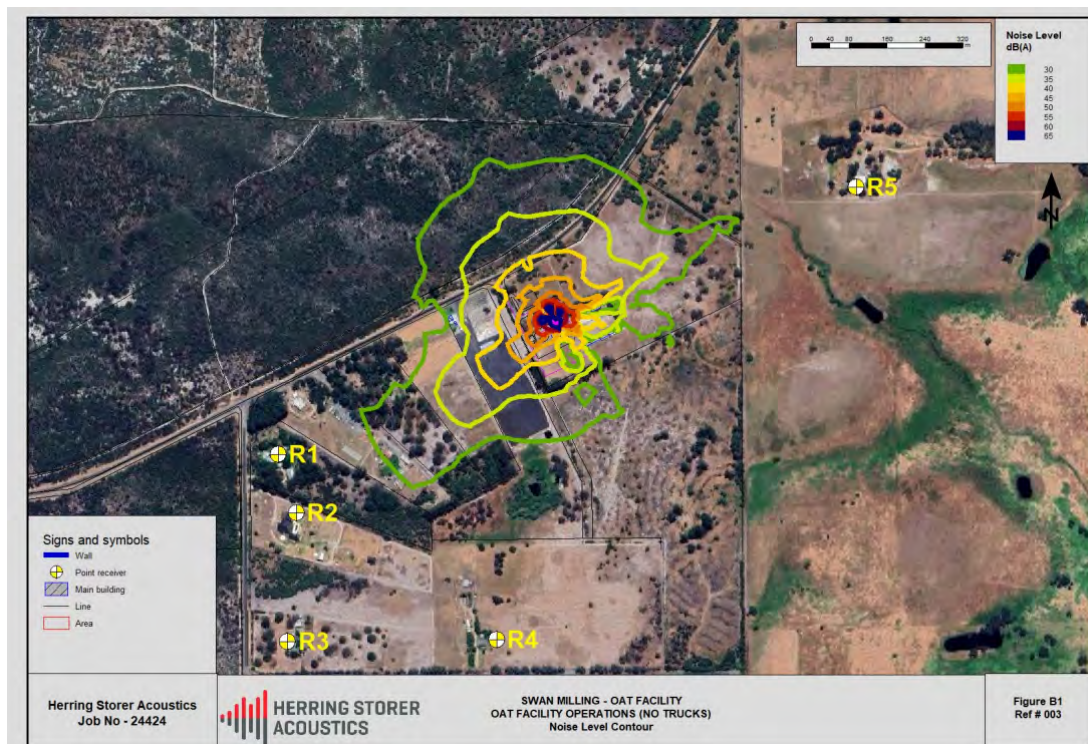
The acoustic assessment shows that in the worst case, that noise received at a premise is below the assigned noise level. Thus, noise emissions from the proposed Oat Facility would be deemed to comply with the requirements of the Regulations.

Whilst mere compliance with the Regulations is not an automatic determining factor to arrive at the conclusion that the development poses an acceptable amenity outcome, it is generally held that exceedance of the Regulations warrants development to have an unacceptable amenity impact. Given this development is below the assigned night time (worse case) noise level, and particularly given the documented night time noise from Thomas Road, the development is considered to not pose any unreasonable impacts on amenity by way of noise. Noting the nature of background noise during the night time period from Thomas Rd:

LA90 = 47.8 (noise level that is exceeded only 10% of the time)

L<sub>Aeq</sub> = 58 (average of the sound energy)

the development in question won't create discernable amenity impact on any nearby sensitive receptors.



**Noise contours**

The Noise Assessment is provided at **Attachment 7 to this report.**

In order to also secure an ongoing level of conformance against the operational aspects underpinning the noise assessment, Officers recommend imposing a condition requiring a Noise Management Plan (NMP). This plan will detail ongoing noise management strategies to ensure continuous compliance with assigned noise levels suitable for the Rural zone, helping prevent risk of future exceedances.

#### Dust Management:

Concerns were raised by submitters regarding the generation of dust from the proposed facility having a detrimental impact on the amenity of neighbouring properties. As all of the processing will occur inside it is expected that there will be little to no dust impacts and that any potential for dust to be generated from the site may potentially occur during loading and unloading of trucks. As all of the internal roadways are sealed there is no risk of dust generated from vehicle movement to the immediate surrounding properties. Officers are satisfied that dust on site can be adequately managed through the preparation, approval and implementation of a Dust Management Plan detailing how the operation will minimise dust and drift during loading and unloading of vehicles. A condition has been recommended in this regard.

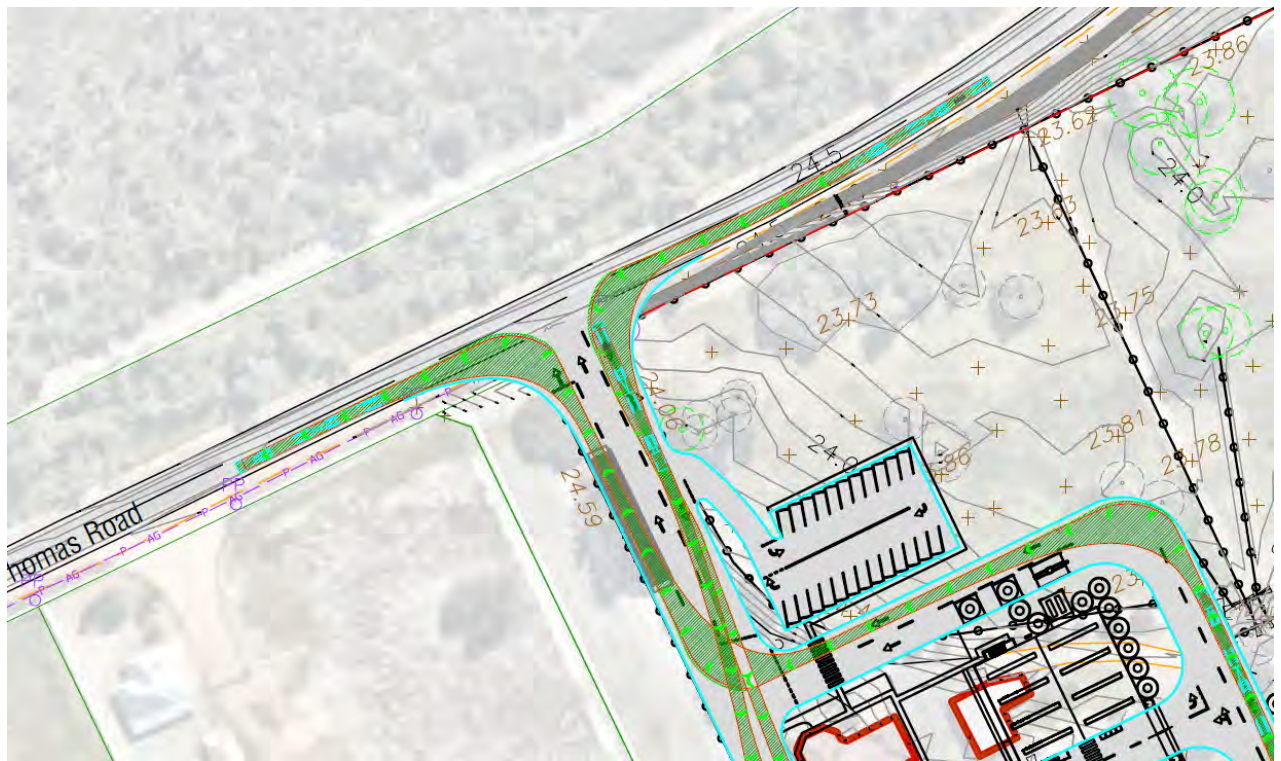
#### Access and Traffic

To address traffic issues, the applicant submitted a Traffic Impact Assessment (TIA), which can be viewed within **attachment 8**.

##### *Access*

The application proposes that all vehicle movements entering and exiting the property will be via an existing crossover on Thomas Road. This section of Thomas Road has an existing carriageway width of 40m which is a two-way, one lane direction carriageway.

As the site abuts Thomas Road which is designated as a Primary Regional Road (PRR) it is required to be referred to MRWA for comment. MRWA initially reviewed the design and requested that the driveway and access be Left-in, Left Out (LILO) configuration in order to minimise conflicts between turning vehicles and oncoming traffic.



**Figure 7 - Full Movement Driveway**

The applicant subsequently updated the design of the driveway to be a low island/kerb on the centre line to restrict right hand movement to and from Thomas Road, this proposal was amended to be provided to MRWA.



**Figure 8 - Amended Approval**

MRWA in their submission were still not satisfied with the configuration for the following reasons:

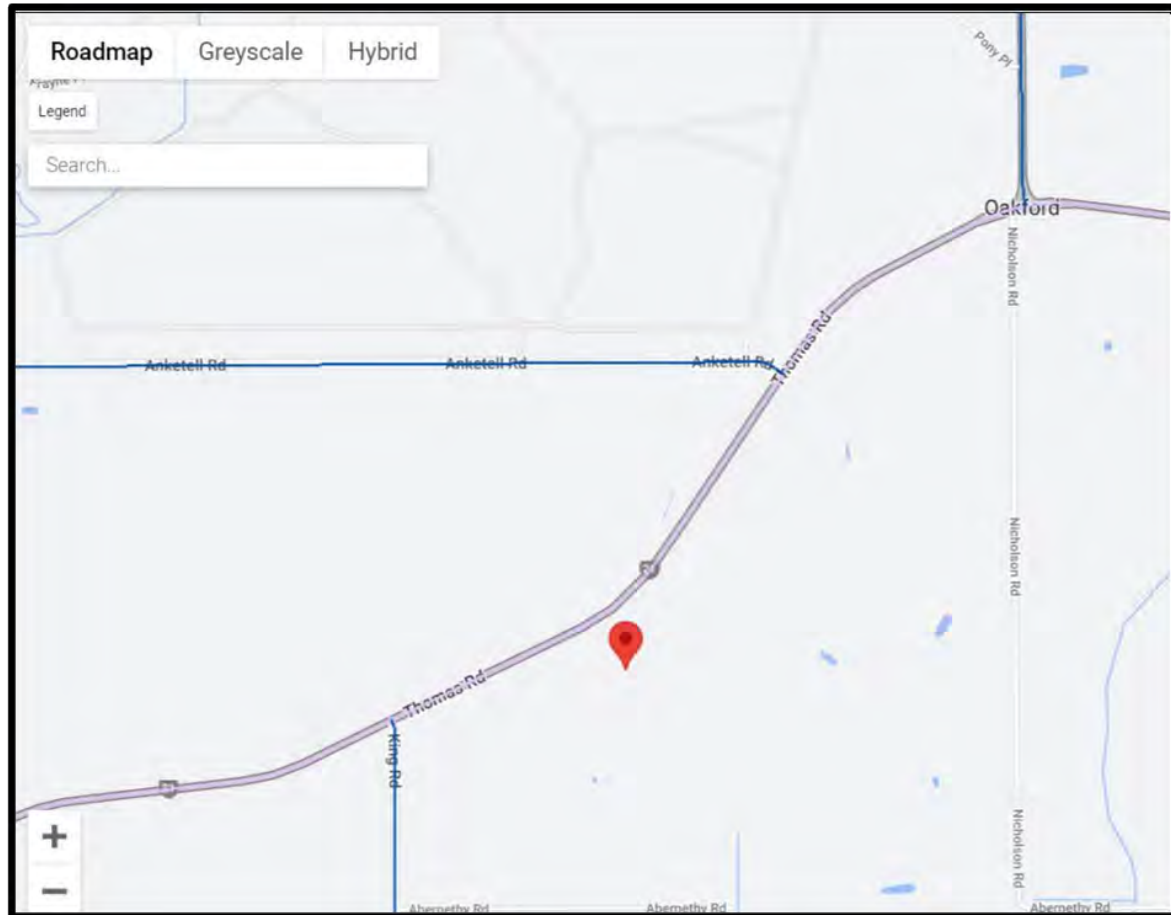
- The proposed LILO kerb island was deemed insufficient
- The island is not sufficiently offset in regard to a specific MRWA guideline.
- Insufficient street lighting has been provided.
- An additional left in auxiliary turning lane is also required.

Officers consider that these concerns can fully addressed through the design of the intersection/crossover, with such design adjustments relatively incidental have been general addressed through spatial layout already. As such, it is recommended that a condition is imposed requiring engineering drawings for the necessary upgrades to allow LILO vehicle movements only. Once approved, the applicant would be required to undertake and complete all infrastructure upgrade works prior of the commencement of the development's operations.

However, under Clause 28 of the Metropolitan Region Scheme (MRS) Text, the exercise of decision-making powers by the local authority (in this case, the Shire or MODAP) is only permitted where the advice or recommendation provided by the public authority - MRWA - is supported. In this instance the non-support of the application from MRWA and the Shire's supportive RAR, the application, along with MRWA's advice or recommendations, must be referred to the Department of Planning, Lands and Heritage (DPLH). Accordingly, the application has been referred to DPLH to prepare a Responsible Authority Report (RAR) for consideration by the MODAP that will deal with the access arrangements proposed.

### Traffic

The proposed route for haulage vehicles would include Anketell Road, Nicholson Road and King Road as shown in the Figure following: The routes for large vehicles will include roads which are in MRWA jurisdiction only being primary and regional distributors.



**Figure 9: Route for Road Trains**

Thomas Road is categorised as a Primary Distributor Road under Main Roads Western Australia’s (MRWA’s) Functional Road Hierarchy with a speed limit of 80km/hr. It has the capacity to cater for approximately 25,000 to 30,000 vehicles per day (vpd). King Road is designated as a ‘Regional Distributor Road’ and operates under the sign-posted speed limit of 80km/h in the vicinity of the site. King Road has the capacity to cater for approximately 6,000 vpd. Anketell Road is a Regional Distributor and operates under the sign-posted speed limit of 90km/h in the vicinity of the site with a capacity to cater for 6000 vehicles per day.

During the consultation period, concerns were raised regarding the increase of heavy traffic movements on Thomas Road as a result of this proposal and the capability of the existing road network to accommodate these traffic volumes. Specifically, concerns were raised regarding the safety of road users and the access point onto Thomas as a result of significant percentage of heavy vehicles.

The TIA provides detailed current traffic movements that were undertaken within an 800m radius of the site. The results of the traffic survey that was completed at the site in March 2025 are shown as follows:



**Figure 10: Intersection Analysis**

The TIA states that there are around 2,100 vehicles in the peak hours (AM and PM) on Thomas Road in the vicinity of the subject site. The traffic volumes on the major route are also presented in the table below:

## 2.7 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle % <i>If HV count is Not Available, are HV likely to be in higher volumes than generally expected?</i>	Date of Traffic Count	Estimation of 2025 Traffic Volumes (where needed)
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH			
Thomas Road	West of King Road	12,953	07:15 – 1,078		15:45 – 1,367		7%	Oct 2020	-
	East of King Road	14,135	07:15 – 1,251		15:45 – 1,476		7%	Oct 2020	-
	South of Anketell Road	14,111	06:15 – 1,155		16:15 – 1,431		8%	Oct 2020	-
	North of Anketell Road	17,120	06:15 – 1,446		16:15 – 1,766		9%	Oct 2020	-
	At 1324 Thomas Road Access*	/	07:00 – 2,100		15:45 – 2,108		11% AM; 8% PM	Mar 2025	Daily estimation** 22,500
King Road	South of Thomas Road	1,934	07:15 – 227		15:45 – 175		12%	Oct 2020	-
Anketell Road	West of Thomas Road	3,079	06:15 – 291		16:15 – 335		14%	Oct 2020	-

\*Note – These traffic counts have been obtained through a survey conducted from 25-27th March 2025 for the purposes of this project. The values shown in the table are average of three survey days

\*\*Note – Daily traffic volume for surveyed location has been estimated based on the ratio of Daily traffic and Peak traffic at traffic count locations – Thomas Road East of King Road and South of Anketell Road (closest to the surveyed location). The calculations show 25,000 VPD when using AM peak ration and 20,000 VPD when using PM peak ratio. Therefore, an average of 22,500 VPD is estimated for this location in 2025.

The TIA states that the development will generate approximately 88 vehicular trips per day (44 inbound movement and 44 outbound movements). The hourly traffic generation is estimated to be 9 vehicular trips in the AM peak (07:00 – 08:00) and 8 vehicular trips in the PM peak (16:00 – 17:00). The development generated peaks coincide with existing road network peaks as the development is a 24-hour facility with three shifts commencing at 6am, 2pm and 10pm.

The Western Australian Planning Commission’s Transport Assessment Guidelines for Development (Vol. 4) states that “Where a traffic increase as a result of a proposed development is less than 10% of the current road capacity, it would not normally have a material impact.” The TIA stated that traffic volumes associated with the development on the approved vehicle route has been assessed as under the 10% ‘material impact’ threshold. Based on the traffic modelling and analysis undertaken, the assessment considers that the proposal will have minimal impact on the surrounding road network as the proposal will generate approximately up to 88

vehicles per day which translates to 1.46%. As such proposed traffic would generate less than 10% and is therefore not considered to adversely impact upon the local road network by way of volume.

MRWA raised concerns regarding the TIA, specifically in relation to the methodology used by the applicant to estimate traffic volumes which were not based on any evidence-based trip general survey data from similar operations. In response, the applicant advised that vehicle movements to and from the site would be managed through a booking system via their website, ensuring orderly arrivals and departures consistent with the assumptions outlined in the TIA. However, MRWA has requested further evidence to substantiate the traffic volume calculations and demonstrate how the booking system effectively regulates vehicle flow. Officers consider that the imposition of a condition requiring this updated information will address the concerns.

Generally, Officers are satisfied that the road network is capable of accommodating the additional traffic generated by the development, subject to the detailed design of the access.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)

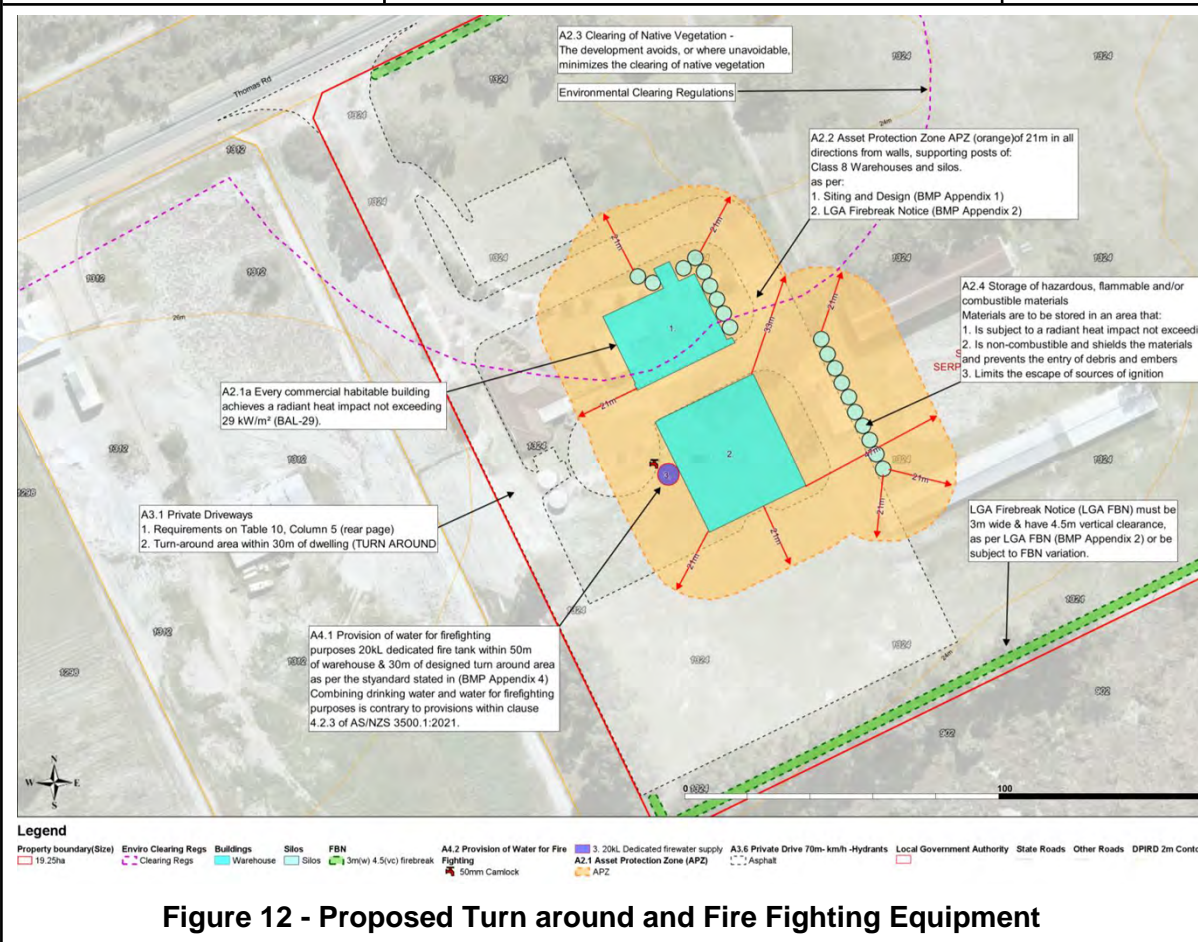
The lot is designated as bushfire prone under the Department of Fire and Emergency Services (DFES) mapping and therefore requires consideration against SPP3.7. The applicant has submitted a Bushfire Management Plan (BMP) (**attachment 9**) demonstrating the development will be located in an area with a bushfire attack level (BAL) of BAL-29, consistent with SPP3.7.

The application is also required to be assessed against the Guidelines for Planning in Bushfire Prone Areas (Guidelines) as detailed following:

<b>Bushfire Protection Criteria</b>	<b>Provided:</b>	<b>Compliant:</b>
Element 1: Location	Not applicable	NA
Element 2: Siting and design of development - Asset Protection Zone (APZ)	The proposed development area has been provided with a APZ area which will ensure all development surrounding the development will be maintained to a low fuel standard. Any other classified vegetation site will therefore will only provide a radiant heat factor of BAL-29 which is an acceptable requirement to the guidelines.	Yes



Bushfire Protection Criteria	Provided:	Compliant:
<b>Figure 11 - APZ shown in orange</b>		
<p>Element 3: Vehicular access</p>	<p>The subject site is accessed via existing public roads, with access/egress point into subject site coming off Thomas Road</p> <p>All of the surrounding roads are bitumen with estimated width of the sealed surface achieving a minimum width of <math>\geq 6m</math> and therefore the existing road network would provide suitable access and egress for the community and emergency services personnel in the event of a bushfire.</p> <p>The site provides adequate turn around areas in accordance with the guidelines.</p>	<p>Yes</p>
<p>Element 4: Water</p>	<p>The applicant has proposed 1 x 20kl dedicated firefighting water tank. The requirement is currently 10kl and thus the proposal exceeds the requirement under the guidelines.</p>	<p>Yes</p>



**Figure 12 - Proposed Turn around and Fire Fighting Equipment**

Given the prevalence of the BMP for the proposal, a condition has been recommended for the application to comply with the BMP at all times.

### Stormwater

The subject site is located within the Peel-Harvey catchment area. SPP2.1 - Peel-Harvey Coastal Plain Catchment aims to ensure that changes to land use within the catchment to the Peel-Harvey Estuarine System are controlled so as to avoid and minimise environmental damage. Land uses which are likely to drain towards the Peel-Harvey Estuarine System should be managed to reduce or eliminate nutrient export from the land. Accordingly, as described within SPP2.1 measure 6.6, appropriate nutrient reduction measures to reduce groundwater contamination, nutrient entering into the groundwater profile, and movement towards the Peel Inlet need to be addressed.

During the consultation process, concerns were raised regarding treatment of stormwater run-off on site. Given the large amount of hardstand proposed and roofed structures, the proposal will generate a considerable amount of run-off. As such, stormwater treatment and measures to address run-off will need to be demonstrated to the satisfaction of the Shire.

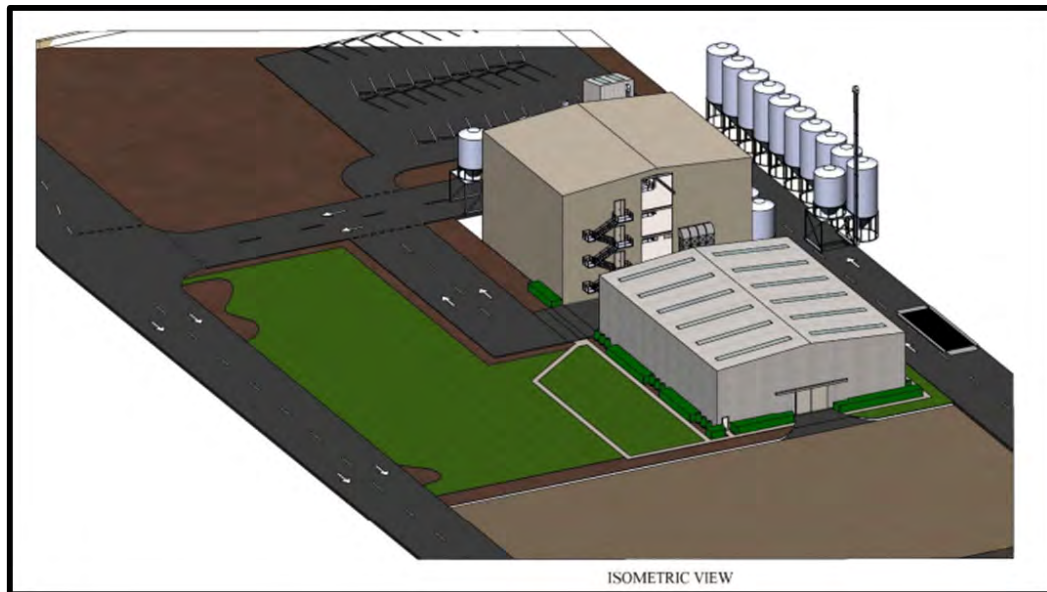
In that regard, Officers recommend a condition requiring a Stormwater Management Plan to be submitted prior to commencement of works. The plan should include all the methods of stormwater collection and how stormwater will be wholly contained within the subject site, minimising risk to public health and amenity, and protecting the built and natural environment from flooding and waterlogging.

The applicant will be required to submit a Stormwater Management Plan as discussed earlier in the report. Due to the size of the property, Officers are satisfied that Stormwater run-off can be contained and managed on the site subject to conditions.

### Form of Development

The relevant built form standards applicable to this development are contained within Schedule 4 of LPS3. Section 4.2 requires development in the 'Rural' zone to be set back 20m from the primary street lot boundary and 10m to other lot boundaries.

The proposed new buildings comply with the setback requirements as it is setback 100m from Thomas Road and 58m from the western boundary. The development is located mostly on the western location of the subject site. The isometric view of the facility is shown following:



**Figure 13: Built Form**

During the consultation period, concerns were raised regarding construction of large-scale buildings and their potential to be visually intrusive and adversely impact on the locality.

As discussed above, the proposed silos and processing and storage sheds are located approximately 100m from the street. As seen from figure 11 above, the majority of the silos are located behind the main grain holding shed and therefore would not be visually prominent from Thomas Road or adjoining properties. The visual impact of the silos fronting Thomas Road would be ameliorated by the separation distance of 100m and existing trees along this section of the freight route.

The sheds will be constructed of concrete with colorbond wall cladding and metal roof sheeting. Officers note that large sheds are commonplace within rural areas and the appearance of these can be mitigated through siting, design and landscaping. Due to the setbacks proposed, it is considered that the sheds will not adversely impact on the amenity of the streetscape or that of neighbouring properties. The colour palette which includes the use of earthy tones and materials ensures the rural character is maintained. In this case Officers consider that this form of development would ensure a maintenance of rural character of the Shire.

However, to further satisfy the concerns raised during the consultation period and improve the visual amenity and rural character of the area, the requirement for a Landscaping Plan has been recommended as a condition of approval. The Landscaping Plan must show areas of retained vegetation and proposed additional planting and the number of each species to be planted on site. With the addition of this requirement, it is considered that the proposed built form would not unduly impact on amenity subject to further landscaping.

**Options**

Option 1

That Council RESOLVES the following Responsible Authority Report Recommendation:

1. That the Metro Outer Joint Development Assessment Panel APPROVES the development application for the proposed 'Industry Rural' at Lot 32,1324 Thomas Road, Oakford as contained within attachment 10 subject to the following conditions:
  - a. The development is to be carried out in compliance with plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

Plans and Specifications	Development Plans received at the Shire Offices on 30 January 2025 Transport Impact Assessment received at the Shire Offices on 22 May 2025 Bushfire Management Plan received at the Shire's Offices on 30 May 2025 Environmental Noise Impact Assessment received at the Shire's Offices on 22 July 2025
--------------------------	--

- b. Prior to the lodgement of a Building Permit, detailed engineering drawings shall be submitted to and approved by the Shire, on the advice of Main Roads Western Australia (MRWA). The drawings shall detail the provision of the following infrastructure improvements:
  - The driveway entrance from Thomas Road being suitability upgraded to enforce the Left in/Left out movements only, restricting right turns to/from the site.
  - The raised/kerbed island being sufficiently offset from the Thomas Road carriageway as per MRWA standards
  - The driveway lit as per Main Roads standards.

Once approved, the infrastructure improvements are required to be fully constructed prior to operation of the development.
- c. Prior to the lodgement of a Building Permit, an updated Traffic Impact Assessment (TIA) shall be submitted to and approved by the Shire, on the advice of MRWA. The TIA shall be updated to provide trip generation surveys associated with the development.
- d. Prior to occupation of the development, the vehicle parking areas, accessways, internal roads and crossover must:
  - i. Be designed in accordance with the relevant Australian/New Zealand Standard;

- ii. Include a suitable number of car parking spaces dedicated to people with disability designed in accordance with the relevant Australian/New Zealand Standard;
- iii. Be constructed, sealed, kerbed, drained, marked and thereafter maintained.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a Building Permit and fully constructed prior to operation.

- e. Prior to occupation, a monetary contribution of 1% of construction costs, shall be paid to the Shire of Serpentine Jarrahdale for the establishment of public art, or alternatively, the provision of public art shall be provided on site in accordance with the Shire of Serpentine Jarrahdale Local Planning Policy 1.6 – Public Art to the Shire’s satisfaction.
- f. Prior to lodgement of a Building Permit, a Construction Management Plan is to be submitted to and approved by the Shire of Serpentine Jarrahdale. The Plan should address the following matters:
  - Management of car parking, delivery vehicles and traffic associated with the construction of the development;
  - Management of dust and noise.

Once approved, the Construction Management Plan shall be implemented and adhered to for the duration of the construction unless otherwise agreed upon in writing by the Shire of Serpentine Jarrahdale.

- g. Prior to the occupation of the development, an Operational Management Plan (OMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The OMP shall include but not be limited to the following:
  - a log of all complaints received;
  - a log of all actions taken in response to complaints;
  - public safety and site security;
  - parking arrangements for contractors and sub-contractors;
  - delivery and access arrangements.

Once approved the OMP shall be adhered to by the development unless otherwise agreed upon in writing to the Shire of Serpentine Jarrahdale.

- h. Prior to occupation of the development, a Signage Plan shall be submitted to and approved by the Shire. Signage shall be in accordance with the Shire’s Local Planning Policy 4.11 - Advertising Policy. No signs are permitted to be displayed in the road reserve at any time.
- i. Prior to occupation of the development, a Dust Management Plan shall be submitted to and approved by the Shire. Once approved, the Dust Management Plan shall be adhered to in its entirety.
- j. Prior to the commencement of works, a Drainage Management Plan must be submitted to and approved by the Shire, on the advice of the Department of Water and Environmental Regulation (DWER). Once approved, the Drainage Management Plan shall be implemented and maintained thereafter to the Shire’s satisfaction.

- k. Prior to the commencement of works, a Noise Management Plan shall be submitted to and approved by the Shire. The Noise Management Plan shall include measures to ensure the development does not cause adverse noise impacts on surrounding sensitive land uses, in accordance with the Environmental Protection (Noise) Regulations 1997. Once approved, the development shall be undertaken in accordance with the Noise Management Plan.
- l. Prior to the issue of a building permit, a Landscaping Plan shall be submitted to and approved by the Shire. The Landscaping Plan shall detail the following;
- Provision of vegetative landscaping within the adjoining verges of the site, and the full management of verges adjoining the site;
  - Detailed planting regime and plans, identifying the number of plants, species, size of tubs;
  - A schedule of planting including how vegetation is planted, monitored and replaced where failed.
- Once approved, the Landscaping Plan shall be implemented prior to occupation and maintained thereafter.
- m. Prior to the commencement of works, a Waste Management Plan must be submitted to and approved by the Shire. Once approved, waste must be managed in accordance with the approved Waste Management Plan.
- n. Prior to the occupation of the development, all measures listed within the Bushfire Management Plan (BMP No: BMP24294v3.0) prepared by WA Fire & Safety shall be enacted and adhered to for the life of the development to the satisfaction of the Shire of Serpentine Jarrahdale.

### Option 2

That Council RESOLVES the following Responsible Authority Report Recommendation:

1. That the Metro Outer Joint Development Assessment Panel REFUSES the development application for the proposed 'Industry Rural' at Lot 32,1324 Thomas Road, Oakford for the following reasons:
  - a. The development is not consistent with the Rural Zone due to concerns pertaining to noise, traffic and noise impacts on nearby sensitive dwellings.

**Option 1 is recommended.**

### **Conclusion**

The application seeks approval for an 'Industry Rural' land use. The proposal is considered to generally align with the planning framework and otherwise be consistent with existing development in the locality. It is considered that the concerns of MRWA can be adequately addressed through the imposition of conditions. It is therefore recommended that Council endorse the RAR with a recommendation of approval subject to conditions.

### Alignment with our Council Plan 2023-2033

<b>Thriving</b>
1. Plan for the sustainable growth of the Shire of Serpentine Jarrahdale
2. Advocate and attract businesses to grow and thrive, increasing opportunities for local employment
<b>Liveable</b>
3. Preserve and enhance our natural places, parks, trails and reserves
4. Invest in facilities and amenities to meet current and future needs
<b>Connected</b>
2. Contribute to a well-connected, accessible and healthy community

### Financial Implications

Nil

### Risk Implications

Officer Option	Risk Description	Controls	Principal Consequence Category	Risk Assessment			Risk Mitigation Strategies (to further lower the risk rating if required)
				Likelihood	Consequence	Risk Rating	
1	That Council RESOLVES the Responsible Authority Recommendation for the MOJDAP to approve the application, and MODAP approve.	This is considered the lowest risk					
2	That Council RESOLVES the Responsible Authority Recommendation for the MOJDAP to refuse the application, and MODAP refuse it causing an appeal to the SAT which requires staff to attend.	Planning Framework	Reputation	Possible	Moderate	MODERATE	Clear reasons for refusal

**Voting Requirement**

Simple Majority

**OFFICER RECOMMENDATION**

That Council RESOLVES the following Responsible Authority Report Recommendation:

1. That the Metro Outer Joint Development Assessment Panel APPROVES the development application for the proposed 'Industry Rural' at Lot 32,1324 Thomas Road, Oakford as contained within attachment 10 subject to the following conditions:

a. The development is to be carried out in compliance with plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

Plans and Specifications	Development Plans received at the Shire Offices on 30 January 2025 Transport Impact Assessment received at the Shire Offices on 22 May 2025 Bushfire Management Plan received at the Shire's Offices on 30 May 2025 Environmental Noise Impact Assessment received at the Shire's Offices on 22 July 2025
--------------------------	--

b. Prior to the lodgement of a Building Permit, detailed engineering drawings shall be submitted to and approved by the Shire, on the advice of Main Roads Western Australia (MRWA). The drawings shall detail the provision of the following infrastructure improvements:

- The driveway entrance from Thomas Road being suitability upgraded to enforce the Left in/Left out movements only, restricting right turns to/from the site.
- The raised/kerbed island being sufficiently offset from the Thomas Road carriageway as per MRWA standards
- The driveway lit as per Main Roads standards.

Once approved, the infrastructure improvements are required to be fully constructed prior to operation of the development.

c. Prior to the lodgement of a Building Permit, an updated Traffic Impact Assessment (TIA) shall be submitted to and approved by the Shire, on the advice of MRWA. The TIA shall be updated to provide trip generation surveys associated with the development.

- d. Prior to occupation of the development, the vehicle parking areas, accessways, internal roads and crossover must:
- i. Be designed in accordance with the relevant Australian/New Zealand Standard;
  - ii. Include a suitable number of car parking spaces dedicated to people with disability designed in accordance with the relevant Australian/New Zealand Standard;
  - iii. Be constructed, sealed, kerbed, drained, marked and thereafter maintained.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a Building Permit and fully constructed prior to operation.

- e. Prior to occupation, a monetary contribution of 1% of construction costs, shall be paid to the Shire of Serpentine Jarrahdale for the establishment of public art, or alternatively, the provision of public art shall be provided on site in accordance with the Shire of Serpentine Jarrahdale Local Planning Policy 1.6 – Public Art to the Shire’s satisfaction.
- f. Prior to lodgement of a Building Permit, a Construction Management Plan is to be submitted to and approved by the Shire of Serpentine Jarrahdale. The Plan should address the following matters:
- Management of car parking, delivery vehicles and traffic associated with the construction of the development;
  - Management of dust and noise.

Once approved, the Construction Management Plan shall be implemented and adhered to for the duration of the construction unless otherwise agreed upon in writing by the Shire of Serpentine Jarrahdale.

- g. Prior to the occupation of the development, an Operational Management Plan (OMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The OMP shall include but not be limited to the following:
- a log of all complaints received;
  - a log of all actions taken in response to complaints;
  - public safety and site security;
  - parking arrangements for contractors and sub-contractors;
  - delivery and access arrangements.

Once approved the OMP shall be adhered to by the development unless otherwise agreed upon in writing to the Shire of Serpentine Jarrahdale.

- h. Prior to occupation of the development, a Signage Plan shall be submitted to and approved by the Shire. Signage shall be in accordance with the Shire’s Local Planning Policy 4.11 - Advertising Policy. No signs are permitted to be displayed in the road reserve at any time.

- i. Prior to occupation of the development, a Dust Management Plan shall be submitted to and approved by the Shire. Once approved, the Dust Management Plan shall be adhered to in its entirety.
- j. Prior to the commencement of works, a Drainage Management Plan must be submitted to and approved by the Shire, on the advice of the Department of Water and Environmental Regulation (DWER). Once approved, the Drainage Management Plan shall be implemented and maintained thereafter to the Shire's satisfaction.
- k. Prior to the commencement of works, a Noise Management Plan shall be submitted to and approved by the Shire. The Noise Management Plan shall include measures to ensure the development does not cause adverse noise impacts on surrounding sensitive land uses, in accordance with the Environmental Protection (Noise) Regulations 1997. Once approved, the development shall be undertaken in accordance with the Noise Management Plan.
- l. Prior to the issue of a building permit, a Landscaping Plan shall be submitted to and approved by the Shire. The Landscaping Plan shall detail the following;
  - Provision of vegetative landscaping within the adjoining verges of the site, and the full management of verges adjoining the site;
  - Detailed planting regime and plans, identifying the number of plants, species, size of tubs;
  - A schedule of planting including how vegetation is planted, monitored and replaced where failed.Once approved, the Landscaping Plan shall be implemented prior to occupation and maintained thereafter.
- m. Prior to the commencement of works, a Waste Management Plan must be submitted to and approved by the Shire. Once approved, waste must be managed in accordance with the approved Waste Management Plan.
- n. Prior to the occupation of the development, all measures listed within the Bushfire Management Plan (BMP No: BMP24294v3.0) prepared by WA Fire & Safety shall be enacted and adhered to for the life of the development to the satisfaction of the Shire of Serpentine Jarrahdale.

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
Main Roads	1	<p>In response to correspondence received on 13 January 2025, Main Roads has reviewed the application and is unable to provide comments and recommendations at his point in time.</p> <p>The following information is required:</p> <p><b>1. Preliminary Concept Design (Vehicular Access to Thomas Road)</b></p> <p>Preliminary concept (15% design) for the proposed upgrade to existing access point onto Thomas Road is required addressing the following:</p> <p><u>Option 1 – Relocating Access</u></p> <ul style="list-style-type: none"> <li>• The Applicant is requested to investigate a modified relocated LILO (Left-In, Left-Out) concept via the unnamed road reserve (Lot 100). Entry to the site will be via the unnamed road. This will minimize points of conflict and satisfy as per the Main Roads Driveways Policy and WAPC Development Control Policy 5.1 Regional Roads (vehicular access).</li> </ul> <p><u>Option 2 – Current proposal</u></p> <ul style="list-style-type: none"> <li>• The applicant will be required to upgrades to the road network. The applicant is to investigate the proposed left-in and left-out (LILO) option without having any enforcement in place (such as raised island, central median and localised widening) to restrict right turns to/from the site.</li> </ul> <p>General Requirements for Option 1 &amp; Option 2</p> <p>The applicant is to:</p> <ul style="list-style-type: none"> <li>• Investigate all current traffic movements to and from Thomas Road that are available to the site.</li> <li>• Propose suitable treatments to accommodate turning vehicles, including appropriate Restricted Access Vehicles (RAV).</li> </ul> <p>A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in <i>Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6</i> are met,</p>	<p>A separate table below has been provided in response to the items raised by MRWA and these outcomes, where relevant, have been incorporated into the updated TIS</p>	<p>Noted - Refer to Traffic section of the report.</p> <p>MRWA in their revised submission were still not satisfied with the design of the driveway at Thomas Road to strictly allow LILO vehicle movements only. A condition has been recommended for engineering drawings detailing infrastructure improvement to be submitted and approved by the Shire, on the advice of (MRWA).</p> <p>RWA raised concerns regarding the TIA, specifically in relation to the methodology used by the applicant to estimate traffic volumes which were not based on any evidence-based trip</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>or when the presence of the driveway may impact the performance or safety of the road network.</p> <ul style="list-style-type: none"> <li>• Swept-path assessment is required for 36.5m B-Triple combination in accordance with the <i>MRWA Supplement to Austroads Guide to Road Design (AGRD) Part 4</i>, Table 5.2.2, Table 5.2.3 and Section 5.6.1. Minimum turning radii of 20m and appropriate offset (edge of pavement/ kerb/ centreline) is also required as per the guideline.</li> <li>• Sight distance assessment to be provided in a diagram in accordance with the Section 4.1.4 of the Main Roads' <i>Driveways Policy</i>.</li> <li>• Justification is required for the indicative three lanes at the access point (one lane for entering and two lanes for exiting the site) when the proposal is for LILO only.</li> </ul> <p><b>2. Transport Impact Statement (TIS)</b></p> <p>The impact of the proposed development upon the access point onto Thomas Road is uncertain due to a significant percentage of heavy vehicle (up to 36.5m) entering the property</p> <p>A revised TIS is required addressing the following:</p> <ul style="list-style-type: none"> <li>• Trip generation for the proposed development is based on the Client's advice without any detailed evidence to support the assumptions. Further justification is required to clarify why the adopted trip rate is appropriate in this instance.</li> <li>• The report to provide detailed justification for the trip distribution assumption (LILO only) as shown in the section 2.15 of the TIS.</li> <li>• Warrant for turn treatments is to be investigated in accordance with the justified trip generation and distribution patterns.</li> </ul> <p>Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.</p>		<p>general survey data from similar operations.</p> <p>Officers has recommended that an updated TIA be submitted.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State Road network.</p> <p><b>Main Roads Western Australia (MRWA) (Second Response)</b></p> <ul style="list-style-type: none"> <li>• Subsequently, on 8 July 2025 MRWA provided a further submission not supporting the proposal and requesting further information as follows:</li> <li>• Main Roads has reviewed the additional information (amended Transport Impact Statement and Intersection Concept, May 2025) however are not able to support the subject proposal until the additional information has been received and reviewed.</li> </ul> <p>The following information is required:</p> <p><b>1. Concept Design (Vehicular Access to Thomas Road)</b></p> <p>Latest intersection concept (15% design) for the proposed upgrade to existing access point onto Thomas Road does not enforce the left-in/ left-out (LILO) movements due to the large pavements area of the proposed driveway. Passenger cars and small trucks will be able to do right-turn (right-turn in and right-turn out) movements easily to/from the site. Further amendment to the concept design is required addressing the following:</p> <ul style="list-style-type: none"> <li>• The applicant is required to upgrade the proposed access to enforce the LILO movements only (such as raised island, central median and localised widening), restricting right turns to/from the site.</li> <li>• The proposed raised/kerbed island is required to sufficiently offset from the Thomas Road carriageway as per the section 6 of MRWA Supplement to AGRD Part 4A.</li> </ul>		

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<ul style="list-style-type: none"> <li>• Driveway is required to be lit with any inclusion of the raised/kerbed island. It is noted that this area of Thomas Road doesn't currently have roadway lighting. Refer to section 6.1 of MRWA Supplement to AGRD Part 4A (i.e. "Where intersections include kerbed medians or kerbed islands, street lighting should be provided.")</li> <li>• A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6 are met, or when the presence of the driveway may impact the performance or safety of the road network.</li> </ul> <p><b>2. Transport Impact Statement (TIS)</b></p> <p>The impact of the proposed development upon the access point onto Thomas Road is still uncertain and therefore the TIS requires further amendment addressing the following:</p> <p>Trip generation assumption for the proposed development is based on the Client's advice without any detailed evidence (such as trip generation survey data from similar site/s) to support the assumptions. Further evidence on trip generation data is required.</p> <p>Requires intersection warrant assessment. These are to be investigated in accordance with the justified trip generation and distribution patterns. Officer Comment: Officers consider that the comments raised by MRWA can be addressed, this is discussed under the Traffic section of the report.</p>		
DWER	2	Thank you for providing the abovementioned development application received with correspondence on 21 January 2025 for the Department of Water and Environmental Regulation (the Department) to consider.	Noted	Noted - If approval is granted then the applicant will be

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>The Department has identified that the proposed development has the potential to impact upon environment 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.</p> <p><b>Issue</b> Stormwater Management Plan</p> <p><b>Advice</b> The proponent should manage stormwater in accordance with the 'Decision process for stormwater management in WA (DoW 2016)' and the 'Stormwater Management Manual for Western Australia (DoW 2004–2007)'. The Department recommends that the first 15 mm of stormwater runoff from the hardstand areas should be designed to undergo water quality treatment via biofiltration. This can be through vegetated swales or bioretention basins set off-line from the general flood storage basins. Furthermore, the Department recommends the proponent update the Stormwater Management Plan (SMP) as part of the development approval process. The SMP should include,</p> <ul style="list-style-type: none"> <li>• design cross-sections of each infiltration basin (cross-sections should include basin inverts, maximum groundwater level (MGL), use of amended soils and vegetation and top water levels for each rainfall event.</li> <li>• Longitudinal section of proposed swales (sections should include spot inverts, MGL, use of amended soils and vegetation and top water levels for each rainfall event. Furthermore, swales should be designed as vegetated swales to improve at source biofiltration and reduce potential for erosion.</li> </ul> <p>All biofiltration basin, swale and flood storage area inverts should be set at least 300 mm above the recorded on-site MGL. Diagrams C-001-A and E-001-A indicate that Basins 3 &amp; 4 have inverts that are either below or at the MGL. The Department's Lower Serpentine Hydrological Studies data</p>	<p align="center">Noted</p>	<p>required to liaise with the department to obtain relevant licences.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>indicates the MGL at the location is approximately 23 m AHD and this MGL should be used when designing drainage infrastructure.</p> <p><b>Issue</b> Peel-Harvey Coastal Plain Catchment</p> <p><b>Advice</b> The subject area is located within the Peel-Harvey coastal plain catchment and provisions of State Planning Policy 2.1 – The Peel-Harvey Coastal Plain Catchment (WAPC, 2003), Draft State Planning Policy 2.9 Planning for Water (SPP 2.9) (WAPC, 2021) and Environmental Protection (Peel Inlet – Harvey Estuary) Policy 1992 apply.</p> <p><b>Issue</b> Native Vegetation Regulation</p> <p><b>Advice</b> Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless:</p> <ul style="list-style-type: none"> <li>• it is undertaken under the authority of a clearing permit</li> <li>• it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required</li> <li>• the clearing is subject to an exemption</li> </ul> <p>Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations).</p> <p>Based on the information provided, should development approval be issued, clearing to construct a building or structure may be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations.</p>	Noted	

## SUMMARY OF SUBMISSIONS

### Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>Note that this exemption does not apply prior to development approval being issued.</p> <p>If the vegetation proposed to be cleared is riparian, an exemption is unlikely to apply, as riparian vegetation cannot be cleared under Regulation 5 Item 1. Riparian vegetation means the distinctive vegetation associated with a wetland or watercourse.</p> <p>This exemption is described in the Departments <a href="https://www.der.wa.gov.au/images/documents/your-environment/native-vegetation/Guidelines/A%20guide%20to%20the%20exemptions%20and%20regulations%20for%20clearing%20native%20vegetation.pdf">https://www.der.wa.gov.au/images/documents/your-environment/native-vegetation/Guidelines/A%20guide%20to%20the%20exemptions%20and%20regulations%20for%20clearing%20native%20vegetation.pdf</a> It is the applicant's responsibility to determine compliance with these exemptions and therefore whether a clearing permit is required. If there is uncertainty, then the precautionary principle should be applied, and it is recommended applicants apply for a clearing permit.</p> <p>However, should clearing of native vegetation be required for such things as landscaping then this is not exempt under Reg 5 Item 1 and a clearing permit will be required.</p> <p>The Department has not received a clearing permit application for this proposal. Application forms are available from <a href="https://www.wa.gov.au/service/environment/environment-information-services/clearing-permit-forms">https://www.wa.gov.au/service/environment/environment-information-services/clearing-permit-forms</a></p> <p>Additional information on how to apply for a clearing permit is available from <a href="https://www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permits">https://www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permits</a>.</p> <p>Information regarding clearing permit fees can be found here: <a href="https://www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permit-fees-frequently-asked-questions">https://www.wa.gov.au/service/environment/environment-information-services/native-vegetation-clearing-permit-fees-frequently-asked-questions</a>.</p>		

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>Please note the Department has a referral process where very minor clearing proposals can be referred to the Department to determine whether a clearing permit is required.</p> <p>The decision on whether a clearing permit is required will be made against criteria specified in the EP Act and the Guideline: Native vegetation referrals available here: <a href="https://www.wa.gov.au/government/publications/guideline-native-vegetation-clearing-referrals">https://www.wa.gov.au/government/publications/guideline-native-vegetation-clearing-referrals</a></p> <p>It appears that the referral process may be applicable to the clearing proposed.</p> <p>Applicants are encouraged to review the guideline to determine whether the proposed clearing satisfies all of the criteria specified under section 51DA of the EP Act.</p> <p>If the clearing does not satisfy all of the criteria under section 51DA of the EP Act, a clearing permit is required</p> <p>If further clarification is required, please contact the Department's Native Vegetation Regulation section by email (<a href="mailto:admin.nvp@dwer.wa.gov.au">admin.nvp@dwer.wa.gov.au</a>) or by telephone (6364 7098).</p> <p><b>Issue</b> Floodplain Management</p> <p><b>Advice</b> The Department in carrying out its role in floodplain management provides advice and recommends guidelines for development on floodplains with the object of minimising flood risk and damage.</p> <p>The Birrega and Oaklands Flood modelling and drainage study (2015) shows that a small portion of the Lot is affected by flooding with the 1 in 100 (1%) AEP flood level expected to vary from 22.5 metres AHD to 24.0 metres AHD (refer to attached map). The Lot is not affected by 1 in 10 AEP flooding.</p> <p>Based on the Department's floodplain management strategy for the area, proposed development (ie, filling, building, etc) on the Lot is considered</p>	<p align="center">Noted</p>	



## SUMMARY OF SUBMISSIONS

### Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>purposes other than domestic and/or stock watering taken from the superficial aquifer, would be subject to licencing by the Department.</p> <p>The property has an expired groundwater licence. Should the proposed oat processing facility require groundwater a groundwater licence may be required. The applicant is advised to contact the Department's Licencing Branch on 9550 4222, as groundwater in the Jandakot Mound 1 sub area is limited.</p> <p>Where the Department has a statutory role, planning applications should be considered prior to the Department issuing any relevant permits, licenses and/or approvals.</p> <p>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.</p>		
DBCA		<p>In reference to your correspondence dated 21 January 2025, the Parks and Wildlife Service of the Department of Biodiversity, Conservation and Attractions (DBCA) provides the following comments.</p> <p>DBCA has no comments, with the expectation that the Shire of Serpentine and Jarrahdale and the Department of Water and Environmental Regulation (DWER) will address any environmental matters associated with the proposal, including the management of drainage and wastewater.</p> <p>Thank you for the opportunity to provide comments. Should you have any queries, please contact Lyndon Mutter on 9442 0342.</p>	Noted	Noted
DFES		<p>I refer to your email dated 21 January 2025 regarding the submission of a Bushfire Management Plan (BMP) (Version 2.0), prepared by WA Fire and Safety and dated 17 December 2024, for the above development application.</p> <p>The new State Planning Policy 3.7 Bushfire and associated Planning for Bushfire Guidelines were published on 24 September 2024 and became</p>		An updated BMP has been received

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment												
		<p>operational for applications lodged with decision makers from 18 November 2024.</p> <p>It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.</p> <p><b><u>Assessment</u></b></p> <table border="1" data-bbox="539 628 1458 863"> <thead> <tr> <th>Issue</th> <th>Assessment</th> <th>Action</th> </tr> </thead> <tbody> <tr> <td>Vegetation Classification</td> <td>The Vegetation Classification Map (Figure 7) does not align with the photographic evidence or Tables 3A – 3E. The plot numbers are consistent between Figure 7 and the photographic evidence, however these plot number are inconsistent with Tables 3A – 3E. The separation distances shown on Figure 7 do not align with separation distances detailed in the Tables.</td> <td>Modification to the BMP is required.</td> </tr> </tbody> </table> <p><b><u>2. Policy Measure 7.1 ii. e. Compliance with Bushfire Protection Criteria 7</u></b></p> <table border="1" data-bbox="539 995 1473 1142"> <thead> <tr> <th>Element</th> <th>Assessment</th> <th>Action</th> </tr> </thead> <tbody> <tr> <td>Siting &amp; Design</td> <td>A2.1 – A 2.4 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table.</td> <td>Modification to the BMP is required.</td> </tr> </tbody> </table> <p><b>Recommendation – compliance with acceptable solutions not demonstrated – modifications required</b></p> <p>It is considered critical the bushfire management measures within the BMP are modified to ensure they are accurate and can be implemented to reduce</p>	Issue	Assessment	Action	Vegetation Classification	The Vegetation Classification Map (Figure 7) does not align with the photographic evidence or Tables 3A – 3E. The plot numbers are consistent between Figure 7 and the photographic evidence, however these plot number are inconsistent with Tables 3A – 3E. The separation distances shown on Figure 7 do not align with separation distances detailed in the Tables.	Modification to the BMP is required.	Element	Assessment	Action	Siting & Design	A2.1 – A 2.4 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table.	Modification to the BMP is required.	<p>Updated BMP provided</p>	
Issue	Assessment	Action														
Vegetation Classification	The Vegetation Classification Map (Figure 7) does not align with the photographic evidence or Tables 3A – 3E. The plot numbers are consistent between Figure 7 and the photographic evidence, however these plot number are inconsistent with Tables 3A – 3E. The separation distances shown on Figure 7 do not align with separation distances detailed in the Tables.	Modification to the BMP is required.														
Element	Assessment	Action														
Siting & Design	A2.1 – A 2.4 – not demonstrated The BAL ratings cannot be validated for the reason(s) outlined in the above table.	Modification to the BMP is required.														

**SUMMARY OF SUBMISSIONS**


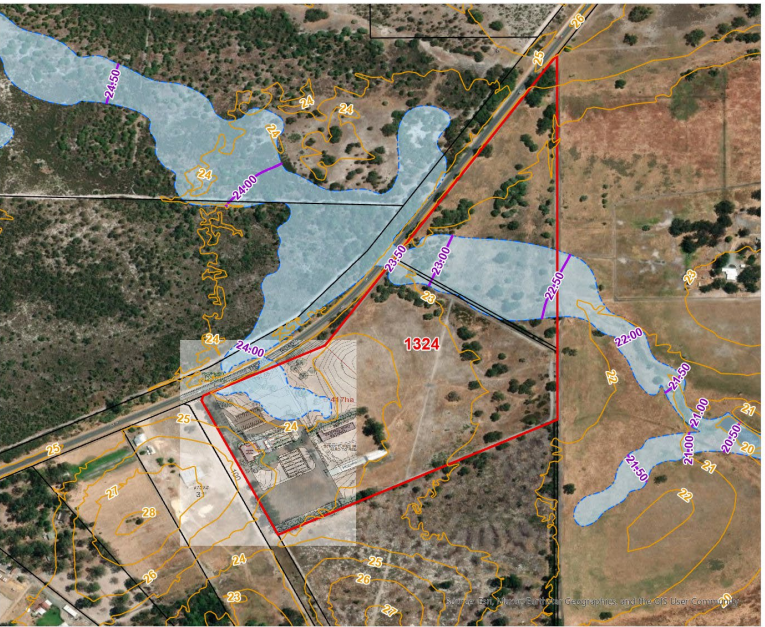
**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>the vulnerability of the development to bushfire. The proposed development has not demonstrated compliance with Element 2: Siting and Design.</p> <p>As this planning decision is to be made by the Metro Outer Development Assessment Panel</p> <p>please forward notification of the decision to DFES for our records.</p>		
A254300	3	<p>I can't believe the SJ Shire would allow this very noisy and dusty industry to be located so close to homes.</p> <p>We have a large flock of Carnaby's which use our trees for food and roosting. I fear the Corellas and others that come for the split grain will chase them away.</p> <p><u>Please don't allow it.</u></p> <p>I would like to add that we bought our Rural property in 1991 and believed it would always be our peaceful quiet rural home .</p> <p>We have lived with all the extra heavy truck traffic but this Very Noisy Dirty Dusty Industry that is being proposed is just too much.</p> <p>It should be well away from homes like down on Mundijong rd.</p> <p>Please do not let this heavy industry happen here.</p>	<p><b>Dust Control Measures</b></p> <p>We acknowledge that dust control is a key concern in the development of the oat processing facility, and we have incorporated a range of mitigation strategies to minimize dust emissions throughout the operational process. The primary sources of dust include grain unloading, oat milling, and by-product handling (oat husks). Below is an overview of the measures we will implement:</p> <p><b>1. Grain Truck Unloading:</b></p>	<p>A Dust Management Plan detailing how the operation will minimise dust from the operation including unloading and unloading of vehicles has been recommended.</p>

## SUMMARY OF SUBMISSIONS

### Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
-----------	----	--------------------	--------------------	-----------------

		<div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;"><b>Lot 32</b> <b>#1324 Thomas Rd</b> <b>OAKFORD</b></p> <p style="text-align: center;"><b>LOCALITY MAP</b></p>  <p style="text-align: center;"><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">■</span> #1324 Thomas Rd</li> <li><span style="color: blue;">■</span> 1 in 100 (1%) AEP flooding</li> <li><span style="color: yellow;">■</span> 1 in 100 (1%) AEP floodplain</li> <li><span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Land Tenure (Estate, 2081 - CLP)</li> <li><span style="color: blue;">—</span> LGA6 Contour Line Coastal Plain In</li> </ul> <p style="text-align: center;">0 25 50 100 150 Meters</p> <p><b>Details and Projection Information</b> Version: 0001 Horizontal Datum: GDA2019 Projection: MGA Zone 56 Spheroid: GRS80</p> <p><b>Project Information</b> Client: State Government Map Author: TMS Draft Task ID: B1308 Completion date: 08/03/2025 Edition: Version 1</p> <p><b>SOURCES</b></p> <p>The Department of Water and Environmental Regulation (DWER) for the following datasets and their contributors in the production of this map:</p> <p>Water: LGA6 Land: LGA6 Topography: LGA6 Contours: LGA6 Aerial: LGA6</p> <p><small>Copyright © 2025 State Government of Western Australia This map is a reproduction of the original map and is not to be used for any other purpose without the permission of the State Government of Western Australia.</small></p> </div> 	<p>Enclosed intake pits with dust extraction units to minimize airborne dust during truck unloading.</p> <p>Negative pressure airflows to direct dust into filtration systems.</p> <p>Water misting or fogging systems may be used as an additional dust suppression measure if required.</p> <p><b>2. Sizing, hulling, sorting and drying process:</b></p> <p>The facility will be equipped with high-efficiency dust extraction and filtration systems placed at key processing points.</p> <p>Enclosed areas will prevent the escape of dust.</p> <p>Cyclone separators and bag filters will capture fine dust particles before air is</p>	
--	--	---	---	--

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
			<p>released from the system.</p> <p>Regular maintenance and monitoring of extraction equipment to ensure optimal performance.</p> <p><b>3. By-Product Handling (Oat Husks):</b></p> <p>Dedicated dust extraction systems at loading points for oat husks to minimize airborne dust.</p> <p>Covered conveyors and enclosed loading bays to reduce dust emissions during handling and transport.</p> <p>Bulk storage areas designed to contain dust and prevent dispersion by wind.</p> <p><b>4. Site-Wide Dust Management:</b></p> <p>Hardstand areas around processing and unloading</p>	

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
			<p>zones to reduce dust from vehicle movement.</p> <p>Regular sweeping and vacuuming of processing areas.</p> <p>Vegetative screening to reduce dust drift.</p> <p><b>5. Regulatory Compliance &amp; Monitoring:</b></p> <p>Compliance with environmental and air quality regulations regarding particulate matter emissions.</p> <p>See responses to MRWA and updated TIS and A320109 comments</p>	
A202415	4	<p><b>RE: DEVELOPMENT APPLICATION – LOT 32, NO. 1324 THOMAS ROAD, OAKFORD PROPOSED INDUSTRY RURAL (OAT FACILITY AND ASSOCIATED BUILDINGS AND STRUCTURES)</b></p> <p><b>1.0 Introduction</b>                      Harley Dykstra represents Humich Nominees, landowners of Lot 698 Thomas Road and Lots 197, 213 and 508 Nicholson Road, Oakford. This submission has been prepared in response to a proposed Development Application for Industry Rural to accommodate an oat facility and associated buildings and structures at Lot 32, No. 1324 Thomas Road, Oakford.</p>		<p>Officers have considered that Land use to fit in the definition of “Industry Rural”. Please refer to the land use section of the report.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p><b>2.0 Purpose</b>                      This submission objects to the proposed Development Application on the basis that the proposed land use is not consistent with 'Industry – Rural' definition, the development will prejudice future planning outcomes for the urban investigation area and the traffic and acoustic implications have not been thoroughly demonstrated in the context of the significant scale of this proposed industry. These concerns will be discussed further in the following sections.</p> <p><u>2.1 Inappropriate Land Use</u>                      The Development Application proposes a new facility with the purpose of cleaning and drying oats sourced from agricultural producers within Western Australia. The applicant has determined the proposed land use as 'Industry – Rural' on the basis that development is associated with primary production. However, upon reviewing the Development Application and associated plans, it is apparent that the proposal represents a large-scale processing plant for oats produced across Western Australia. The sheer scale (18m in height), substantial infrastructure and truck movements, coupled with a 24-hour operation cannot reasonably be considered within the definition of 'Industry – Rural,' and would be more appropriately defined as 'Industry.'</p> <p>'Industry' is defined under Shire of Serpentine Jarrahdale Local Planning Scheme No. 3 as follows:</p> <p><i>means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes –</i></p> <p><i>(a) the storage of goods;</i>  <i>(b) the work of administration or accounting;</i>  <i>(c) the selling of goods by wholesale or retail;</i>  <i>(d) the provision of amenities for employees;</i>  <i>(e) incidental purposes.</i></p>	<p>Engagement occurred with the Shire planning officers prior to the lodgement of the application, through the provisions of legal advice on the proposal and the land use definition in LPS3. This advice forms part of this application.</p> <p>As detailed in the advice, the oat facility is a necessary process undertaken to turn an output (oat grains) into a food product which can then be used as an input into food manufacture.</p> <p>The nature of the processes that are proposed to occur at the facility are a precursor to manufacturing; they support and are associated with primary production.</p>	<p>Traffic and Noise concerns have been addressed in the relevant sections of the main report.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>We are of the view that the land use 'Industry' is most suitable given the proposed development includes the processing of oats, readying the product for sale. It is evident from the development plans that the proposed operations require substantial infrastructure, representing an industrial style use, rather than an</p> <p>Industry – Rural use that appropriately fits its rural landscape and context and would support local producers.</p> <p>It should be noted that 'Industry' is an 'X' use within the Rural zoning and therefore is not capable of approval. Furthermore, it cannot be accurately stated that the proposed development is compatible with the Local Planning Scheme objectives for the Rural zone, namely:</p> <ul style="list-style-type: none"> <li>a) <i>To provide for the maintenance or enhancement of specific local rural character;</i></li> <li>b) <i>To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use;</i></li> <li>c) <i>To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage;</i></li> <li>d) <i>To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone; and</i></li> <li>e) <i>To provide for a limited range of non-rural land uses, only where they have demonstrated a direct benefit to the local community and are compatible with surrounding rural uses.</i></li> </ul>		

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>Given this, the proposed application should not be supported as it is not commensurate with the rural zone and would be more suitably located within an industrial zone.</p> <p>We also wish to draw the Shire’s attention to two other applications that Harley Dykstra has made over recent years in the Shire’s Rural zone, where we suggested an ‘Industry – Rural’ land use for activities of a much smaller scale that were connected with rural/agricultural production (both proposals located in King Road, Oakford). The Shire did not agree that these proposals were able to be classified as ‘Industry – Rural.’</p> <p><u>2.2 Future Urban Area</u> As noted within the Development Application, the subject site and much of the surrounding land is located within an Urban Investigation area under <i>Perth and Peel @ 3.5 Million</i>, with the State Government shortly commencing a district structure planning exercise over this entire precinct. Given this, we have concerns with a very industrial type of land use being approved prematurely in the absence of the urban investigation and structure planning being properly undertaken. This will prejudice future planning outcomes for this urban investigation area, ultimately disrupting orderly and proper planning.</p> <p>Given that the subject site and its surrounds are earmarked as an urban investigation area, large-scale industrial land uses that have potential offsite impacts should be avoided. The proposal has the potential to sterilise urban land at a time that it is highly sought after.</p> <p><u>2.3 Traffic &amp; Acoustic</u> The traffic report raises a number of questions that, whilst we are not qualified as traffic engineers to make strict conclusions upon, our experience with similar applications is sufficient to recommend that a peer review be undertaken on the traffic impacts and in particular the safety of the entry and exit points onto Thomas Road.</p> <p>There are a number of traffic generating land uses within the vicinity of the subject land along this section of Thomas Road that already cause problems with traffic, sight distances and safe turning, etc. To add a 24-</p>	<p>Applications are accessed on their individual merits and the proposed activities, in this application, are consistent with the ‘Industry – Rural’ land use definition.</p> <p>Urban investigation is land that <b>may</b> be suitable for urban development but requires further investigation to determine its suitability. This designation by its very nature does not result in an automatic change in zoning or a presumption that through this process any change will ever occur, there are multiple factors that require investigation.</p> <p>The Investigation zone is never envisaged to sterilise an area , but rather to identify it as an area with possible potential. The possibilities of an area</p>	<p>Officers consider that the proposal which is contained within the business area node is consistent a with the planning framework of the structure plan and would not prejudice the strategic intend of the planning of the area.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>hour significant operation such as this that generates numerous large vehicle movements per hour without a slip lane or turning pocket seems inconceivable that it would be safe.</p> <p>The same question is raised with regards to acoustic impacts. Given the scale of activity and the potential for adjoining properties to be developed for urban purposes under the district structure plan, it needs to be absolutely clear and certain that there are no noise impacts offsite. For that purpose, we are of the view a peer review of the acoustic assessment is warranted.</p> <p><b>3.0 Conclusion</b></p> <p>In our professional opinion, and for the reasons outlined in this submission, we strongly recommend that the Development Assessment Panel refuses the proposed development application.</p>	<p>are evolutionary and will emerge at a time that the need is apparent.</p> <p>The site currently has a poultry farm and associated buffer area(SCA5), demonstrating how a land use has been considered and accepted at a time when that use was requested ,the Investigation Zone does not preclude similar determinations being made now or at any time until statutory planning decisions are made.</p> <p>The application lodged is based on the current zoning of 'Rural' in LPS3.</p> <p><b>TRAFFIC</b></p> <p>As outlined in the TIS report the proposed operations would generate less than 10 trips in peak hours. According to the WAPC guidelines, this is</p>	

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
			<p>considered as low impact to the surrounding road network.</p> <p>Regarding the safety issue a slip lane is not warranted as per MRWA guidelines.</p> <p>ACOUSTIC Noise assessment can be peer reviewed at the discretion of the Shire.</p>	
A202415 – Updated Submission	4	<p><b>RE: DEVELOPMENT APPLICATION – LOT 32, NO. 1324 THOMAS ROAD, OAKFORD</b></p> <p><b>PROPOSED INDUSTRY RURAL (OAT FACILITY AND ASSOCIATED BUILDINGS AND STRUCTURES)</b></p> <p><b>1.0 Introduction</b></p> <p>Harley Dykstra represents Humich Nominees, landowners of Lot 698 Thomas Road and Lots 197, 213 and 508 Nicholson Road, Oakford. This submission has been prepared in response to a proposed Development Application for Industry Rural to accommodate an oat facility and associated buildings and structures at Lot 32, No. 1324 Thomas Road, Oakford.</p> <p><b>2.0 Purpose</b></p> <p>This submission objects to the proposed Development Application on the basis that the proposed land use is not consistent with ‘Industry – Rural’ definition, the development will prejudice future planning outcomes for the urban investigation area and the traffic and acoustic implications have not been thoroughly demonstrated in the context of the significant scale of this</p>	See above	Noted, As mentioned above Officer consider that the land use fall in the definition of ‘Industry Rural’

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>proposed industry. These concerns will be discussed further in the following sections.</p> <p><u>2.1 Inappropriate Land Use</u></p> <p>The Development Application proposes a new facility with the purpose of cleaning and drying oats sourced from agricultural producers within Western Australia. The applicant has determined the proposed land use as ‘Industry – Rural’ on the basis that development is associated with primary production. However, upon reviewing the Development Application and associated plans, it is apparent that the proposal represents a large-scale processing plant for oats produced across Western Australia. The sheer scale (18m in height), substantial infrastructure and truck movements, coupled with a 24-hour operation cannot reasonably be considered within the definition of ‘Industry – Rural,’ and would be more appropriately defined as ‘Industry.’</p> <p>‘Industry’ is defined under Shire of Serpentine Jarrahdale Local Planning Scheme No. 3 as follows:</p> <p><i>means premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials or substances and includes facilities on the premises for any of the following purposes –</i></p> <p><i>(a) the storage of goods;</i></p> <p><i>(b) the work of administration or accounting;</i></p> <p><i>(c) the selling of goods by wholesale or retail;</i></p> <p><i>(d) the provision of amenities for employees;</i></p> <p><i>(e) incidental purposes.</i></p> <p>We are of the view that the land use ‘Industry’ is most suitable given the proposed development includes the processing of oats, readying the product for sale. It is evident from the development plans that the proposed</p>		

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>operations require substantial infrastructure, representing an industrial style use, rather than an</p> <p>Industry – Rural use that appropriately fits its rural landscape and context and would support local producers. Given the facility proposes to service all of Western Australia, we question the need for this industrial style facility to be located within a rural area. In our experience, the Shire has often been hesitant to support the use of the ‘Industry – Rural’ when the proposal is not servicing the immediate locality.</p> <p>It should be noted that ‘Industry’ is an ‘X’ use within the Rural zoning and therefore is not capable of approval. Furthermore, it cannot be accurately stated that the proposed development is compatible with the Local Planning Scheme objectives for the Rural zone, namely:</p> <p><i>a) To provide for the maintenance or enhancement of specific local rural character;</i></p> <p><i>b) To protect broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use;</i></p> <p><i>c) To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage;</i></p> <p><i>d) To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone; and</i></p> <p><i>e) To provide for a limited range of non-rural land uses, only where they have demonstrated a direct benefit to the local community and are compatible with surrounding rural uses.</i></p>		

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>Given this, the proposed application should not be supported as it is not commensurate with the rural zone and would be more suitably located within an industrial zone.</p> <p>We also wish to draw the Shire’s attention to two other applications that Harley Dykstra has made over recent years in the Shire’s Rural zone, where we suggested an ‘Industry – Rural’ land use for activities of a much smaller scale that were connected with rural/agricultural production (both proposals located in King Road, Oakford). The Shire did not agree that these proposals were able to be classified as ‘Industry – Rural.’</p> <p><u>2.2 Future Urban Area</u></p> <p>As noted within the Development Application, the subject site and much of the surrounding land is located within an Urban Investigation area under <i>Perth and Peel @ 3.5 Million</i>, with the State Government shortly commencing a district structure planning exercise over this entire precinct. Given this, we have concerns with a very industrial type of land use being approved prematurely in the absence of the urban investigation and structure planning being properly undertaken. This will prejudice future planning outcomes for this urban investigation area, ultimately disrupting orderly and proper planning.</p> <p>Given that the subject site and its surrounds are earmarked as an urban investigation area, large-scale industrial land uses that have potential offsite impacts should be avoided. The proposal has the potential to sterilise urban land at a time that it is highly sought after.</p> <p><u>2.3 Traffic &amp; Acoustic</u></p> <p>The traffic report raises a number of questions that, whilst we are not qualified as traffic engineers to make strict conclusions upon, our experience with similar applications is sufficient to recommend that a peer review be undertaken on the traffic impacts and in particular the safety of the entry and exit points onto Thomas Road.</p>		

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>There are a number of traffic generating land uses within the vicinity of the subject land along this section of Thomas Road that already cause problems with traffic, sight distances and safe turning, etc. To add a 24-hour significant operation such as this that generates numerous large vehicle movements per hour without a slip lane or turning pocket seems inconceivable that it would be safe.</p> <p>The same question is raised with regards to acoustic impacts. Given the scale of activity and the potential for adjoining properties to be developed for urban purposes under the district structure plan, it needs to be absolutely clear and certain that there are no noise impacts offsite. For that purpose, we are of the view a peer review of the acoustic assessment is warranted.</p> <p><b>3.0 Conclusion</b></p> <p>In our professional opinion, and for the reasons outlined in this submission, we strongly recommend that the Development Assessment Panel refuses the proposed development application.</p>		
A319000	5	<p>Len and his late wife have lived on this property for over 40 years and this development would seriously effect his quality of life and resale value of the property with the constant noise.</p>	Not a planning matter	Not a relevant Planning Matter.
A254300	6	<p>Since my earlier submission 5/02/2025, I have received advice from Rebecca Ireland managing director ecoacoustics pty ltd.</p> <p>I believe you have received her submission which outlines tests that should have been done.</p> <p>I think a lot more testing of the acoustics need to be done, as this oat facility is going to be a huge nuisance both for noise and dust but also trucks which are already causing a huge problem on the corner of king rd and Thomas rd. The worst nuisance would be the noise, the constant noise day and night of the machinery and blowers totally ruining the peace of our homes it is not something that should be anywhere near homes.</p>	Answer provided in A320109 comments	Noise and dust matters have been addressed in the main report.

## SUMMARY OF SUBMISSIONS

### Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		We hope you will delay your decision and allow time to have a proper acoustic assessment done.		
A234709 Online	7	<p>This facility will ruin the environment of rural and special rural areas surrounding the proposed site. People live here for a semi rural life style, not to live in an industrial park.</p> <p>The road system is already over burdened by the increased truck traffic for the last 3 years and this will add even more danger to anyone, but especially the local residents dealing with impaired and or impatient truck operators.</p> <p>It's extremely clear to me the shire cares nothing about the people who have settled, built a life, pay their rates and try to be part of a community.</p>	<p>See response from DWER and DBCA</p> <p>See response to MRWA and the TIS report on road capacity</p> <p>Not a planning matter</p>	<p>The Land use can be considered in the rural zone.</p> <p>The proposed traffic volumes generated by the proposal would not adversely impact upon the local road network.</p>
A317300 Online	8	<p>A 24 hour a day industrial operation so close to residential dwellings makes no sense at all.</p> <p>The dust, increased heavy traffic movements and noise pollution is of major concern. This is not an appropriate location for this activity.</p>	See comments in A320109, acoustic report, comments in A254300 response and MRWA response and TIS report.	The Land use can be considered in the Rural zone. Noise and traffic matters have been discussed in the relevant sections of the main report.
A407399 Online	9	Industrial facilities should be in Industrial areas.	See comments provide in A202415 response	Please refer to the land use section of the main report.
A398405 Online	10	<p>This is not the right location for this facility.</p> <p>The negative impact of increased noise, dust , rodents and traffic on local residents highly outweighs any economic benefit the Shire may receive.</p> <p>There is no benefit to the community by approving this facility.</p>	See comments in A202415 response	Please refer to the land use section of the main report. Officers recommend imposing a condition requiring a Noise Management Plan (NMP), approved before commencing operations. This plan will detail ongoing noise management

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
				strategies to ensure continuous compliance with assigned noise levels suitable for the Rural zone, helping prevent risk of future exceedances
A25204 Online	11	Please reject this 24/7 operation and built it in zones for business	See comments in A202415 response	Please refer to the land use section of the main report.
A401990 Online	12	I don't support this proposal because of the obvious change to amenity and standard of living for those who reside close by.  The dust, noise and increased traffic will affect their lifestyle. Oakford is not an industrial area.	See comments in A202415 and A254300 response	The Land use can be considered in the rural zone. Please refer to the land use section of the report.  The proposed traffic volumes generated by the proposal would not adversely impact upon the local road network.
A400278 Online	13	Re: proposed Oat facility application- PA24/023  I wish to voice my strong opposition to this proposal. We live in a rural/semi rural area where industries such as this do not belong.  I believe that the constant noise and dust would be a most unwelcome addition to what was a peaceful area, and the trucks entering and stopping at that point on Thomas road would most definitely create more traffic hazards along what is already a hazardous, busy road.	See comments in A202415, MRWA and A254300 response	Discussed above.

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		This facility belongs on a much larger farm area further outside of the metropolitan area, or in an industrial area , not in Oakford!		
A330415 Online	14	<p>The layout of the operation has been well thought through with one way in / one way out (left and left).</p> <p>No real objections to the proposal or land use rather looking for some further clarification with the TIS. The rapid increase of development in the surrounding areas using Thomas Rd more frequently would be my main concern. The TIS document lodged provides stats of traffic volumes from 2020. Has it been requested to provide an updated TIS to include more recent stats to ensure that they are relevant to today and not from 5 years ago. The speed along these roads have also been amended in 2024 which may not be reflective within the TIS. Nicholson Rd doesn't appear in the report so would this mean that no trucks will be accessing the site via Nicholson x Thomas.</p>	<ul style="list-style-type: none"> <li>• The most recent MRWA traffic data for the nominated section of Thomas Road is outlined in the report.</li> <li>• Traffic survey completed as mentioned above and incorporated into the updated report</li> <li>• Thomas Road speed limit is 80km/h as per MRWA Road Information Mapping System. No new speed limit signage was found when reviewing the latest street view on the section of Thomas Road in the vicinity of the proposed development.</li> <li>• The Nicholson Road intersection is located approximately 2 km from the subject site entrance. While some passenger vehicles may use this route, the traffic impact</li> </ul>	<p>The report recommended that an updated Traffic Impact Assessment (TIA) shall be submitted and approved by the Shire. The TIA provide trip generation surveys associated with the development.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
			<p>generated by the subject site is minimal and does not warrant further assessment of this intersection. Large vehicles are expected to use only Primary Distributors (Thomas Road, Tonkin Highway, Kwinana Freeway) for access and egress to/from the site.</p> <ul style="list-style-type: none"> <li>- A more detailed explanation on large vehicles distribution has been added to the report.</li> </ul>	
<p>A396514 Online</p>	<p>15</p>	<p>Oakford is such a beautiful area, why would you want to ruin it with more industrial business.</p> <p>The area of Thomas Rd where this facility is proposed is not sufficient for the amount of trucks going in and out on that bend, it is an accident waiting to happen. The development on Rowley Rd has already seen an increase of trucks to the area, it won't be long before there will be a major truck accident on Kargotich Rd. Please oppose this facility.</p>	<p>See comments in A202415, MRWA and A254300 response</p>	<p>Discussed above.</p>
<p>A251723 Online</p>	<p>16</p>	<p>Do NOT want oat processing facility Will cause too much traffic, too much noise, stink the area and pollution from airborne waste etc.</p> <p>This is NOT the area for this type of industry.</p>	<p>See comments in A202415, MRWA, A254300 and A320109 response</p>	<p>Discussed above.</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
Online	17	We don't want it. The constant traffic, noise 24/7 is not acceptable	See response to A320109	Discussed above.
A233900 Online	18	<p>I wish to provide my objection to the new 24hr facility based in the noise, dust and additional trucks that will be created by this.</p> <p>Oakford is a rural area and an industrial operation that will work 24hours per day is intrusive to the quiet nature of the suburb and the reason people have purchased homes here.</p>	<p>See comments in A202415, MRWA and A254300, A320109 response</p> <p>The land is zoned 'Rural'</p>	The land use can be considered in the Rural zone. Noise and traffic matters have been discussed in the relevant sections of the main report.
A320109 Online	19	<p>For your information, I am a fully qualified acoustical consultant and member of the Australian Acoustical Society.</p> <p>I believe that the acoustic assessment conducted for this site is substantially insufficient. Thus approval should not be granted for this site based on the information provided. Having reviewed the acoustical consultants (Herring Storer) report - ref: 33904-2- 24424, it is clear that at least 3 noise sensitive premises have been omitted from the assessment.</p> <p>Each of these are located closer than Residence R1. Based on the noise contour plots, cumulative noise impacts of 40 to 45dB(A) have been presented. The acoustic report does not provide the octave band sound power levels as should be included in such an assessment - this provides information relating to the inclusion or omission of a penalty adjustment for tonality. Mr Daly (the author) would be well aware that the background noise during the winter within the vicinity of this site (and indeed at my premises) gets as low as 20-25dB(A), thus his predictions of up to 30 - 35 dB(A) would attract an adjustment as they would be clearly audible. With the inclusion of a penalty adjustment, the noise levels would exceed the assigned noise levels during the night time period, thus the assessment is inadequate.</p> <p>There are significant erroneous issues associated with this acoustic assessment, it is disappointing that the consultant has no regard for the amenity of the surrounding noise sensitive premises.</p>	The acoustic assessment considers the nearest highly noise sensitive premises, in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i> . The receptors refer to in the comments are the dwelling on the same land the proposal is planned, and the neighbouring lot, which is understood to be an approved transport depot, which contains a dwelling that would be considered as a Caretakers, hence a noise sensitive premise, not a highly noise sensitive premise.	<p>A revised acoustic report has been submitted to the satisfaction of the Officers.</p> <p>Officers recommend imposing a condition requiring a Noise Management Plan (NMP), approved before commencing operations. This plan will detail ongoing noise management strategies to ensure continuous compliance with assigned noise levels suitable for the Rural zone, helping prevent risk of future exceedances</p>

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>The traffic engineer report notes that the road traffic along Thomas Road in the vicinity of the nearby noise sensitive premises is &lt;15000 vehicles per day, thus the site is considered to be a minor road, not a major road as noted in the Herring Storer Report. This reduces the assigned noise levels. As an acoustical consultant, I believe that the acoustic report is insufficient and should be updated accordingly. Should further information be required, please email me.</p>	<p>Background noise monitoring has been conducted since the acoustic assessment, with the supporting letter providing the resultant ambient noise levels. The average ambient noise level (L<sub>A90</sub>) ranges from 47 to 56 dB(A) between night and day. Additionally, the main contributing noise source from the proposed development would be truck movements, which are likely to be masked by Thomas Road traffic movements. Confirmation of the traffic volumes on Thomas Road are taken from MRWA Traffic Map web site. Volumes for 2019/20 were in excess of the 15,000 vpd which define the major road under the Regulations. Additionally, there is a high heavy vehicle component (14%) for Thomas Road, which</p>	

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
			further supports the ambient noise levels measure.	
A321300	20	I fully support the future development of the oat mill. I think it will be good for the local community.	Noted	Noted
<b>MRWA comments</b>		<b>Premise response</b>		
<b>GENERAL REQUIREMENTS</b>				
Investigate all current traffic movements to and from Thomas Road that are available to the site.		<ul style="list-style-type: none"> <li>Traffic survey completed and data incorporated into report.</li> </ul>		
Propose suitable treatments to accommodate turning vehicles, including appropriate Restricted Access Vehicles (RAV).		<ul style="list-style-type: none"> <li>The current layout supports the movement of a 36.2m A double</li> <li>36.5m B-Triple combination will be added to the following revision of the report</li> </ul>		
A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6 are met, or when the presence of the driveway may impact the performance or safety of the road network.		<ul style="list-style-type: none"> <li>This has been discussed within the report - as there would be a maximum of 5 vehicles in a one-hour period turning into the proposed development. According to the MRWA Intersection Warrants (Main Roads Supplement to AGTM: Part 6 – Intersections, Interchanges and Crossing Management - Part 4 A.8) warrants are limited to five turning vehicles per hour therefore there would be no need for turning lanes.</li> </ul>		
Swept-path assessment is required for 36.5m B-Triple combination in accordance with the MRWA Supplement to Austroads Guide to Road Design (AGRD) Part 4, Table 5.2.2, Table 5.2.3 and Section 5.6.1.		<ul style="list-style-type: none"> <li>To be added to the swept path analysis in the next revision</li> </ul>		

## SUMMARY OF SUBMISSIONS

### Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		Minimum turning radii of 20m and appropriate offset (edge of pavement/ kerb/ centreline) is also required as per the guideline.		
		Sight distance assessment to be provided in a diagram in accordance with the Section 4.1.4 of the Main Roads' Driveways Policy.	<ul style="list-style-type: none"> <li>• Provided as part the report</li> <li>• The existing driveway offers a sight distance of approximately 256m to the north and 348m to the south, measured per MRWA standards.</li> <li>• A 10m distance from the stop line to conflict point was used for a conservative assessment. Please refer to drawing S40 Appendix 3 for sightlines review drawings.</li> </ul>	
		Justification is required for the indicative three lanes at the access point (one lane for entering and two lanes for exiting the site) when the proposal is for LILO only.	<ul style="list-style-type: none"> <li>• Design amended to control vehicle movement for LILO</li> </ul>	
<b>TIS</b>				
		Trip generation for the proposed development is based on the Client's advice without any detailed evidence to support the assumptions. Further justification is required to clarify why the adopted trip rate is appropriate in this instance.	<ul style="list-style-type: none"> <li>• Given the detailed information provided by the client regarding the expected usage of the facility, applying trip generation rates is not required. This approach allows for a more accurate assessment of the expected traffic levels based on the available data.</li> <li>• First Principles method was used as described in NSW RTA Guide 2024:  <i>"This method involves making evidence-based assumptions about the development, its users and their behaviour to inform trip generation assumptions. It is used particularly in the absence of information such as TfNSW trip generation survey data. An example would be an uncommon or special land use developments (e.g. stadiums, airports, distribution centres etc.), where there is a need to consider the available information as the basis for a trip generation estimate.</i>  <i>The approach may vary depending on the development's context, site characteristics and planned daily operations. Assumptions that may be required include:</i> <ul style="list-style-type: none"> <li>• number of employees/staff/visitors</li> <li>• respective arrival and departure profiles for employees/staff/visitors/deliveries etc.</li> <li>• mode share for the site or by grouping.</li> </ul> <i>These assumptions can be used to estimate the level of trip generation throughout the day and week and allow practitioners to project the site peak periods and travel patterns."</i> </li> <li>• WAPC's Transport Impact Assessment Guidelines Volume 5 Technical guidance supports this method as well by stating:  <i>"Where more information is known on the likely trip generation of the development in question, site specific trip rates should be used in lieu of the rates in these guidelines."</i> </li> </ul>	
		The report to provide detailed justification for the trip distribution	<ul style="list-style-type: none"> <li>• As the client has provided the expected number of total vehicle movements onsite for in and out movements, and a 50% directional split has been adopted accounting for the LILO restriction.</li> </ul>	

## SUMMARY OF SUBMISSIONS

### Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>assumption (LILO only) as shown in the section 2.15 of the TIS.</p>	<ul style="list-style-type: none"> <li>It should be noted that the AM peak of the proposed development is one and a half hour from 07:00 to 08:30. In order to assess the impact within a one-hour peak from 07:00 to 08:00 as indicated above a 90% of the total value is considered to be adequate i.e. 9 vehicular trips.</li> </ul>	
		<p>Warrant for turn treatments is to be investigated in accordance with the justified trip generation and distribution patterns.</p>	<ul style="list-style-type: none"> <li>This has been discussed within the report - as there would be a maximum of 5 vehicles in a one-hour period turning into the proposed development. According to the MRWA Intersection Warrants (Main Roads Supplement to AGTM: Part 6 – Intersections, Interchanges and Crossing Management - Part 4 A.8) warrants are limited to five turning vehicles per hour therefore there would be no need for turning lanes.</li> </ul>	
<b>SoSJ advertising comments</b>				
		<p>A202415 The traffic report raises a number of questions that, whilst we are not qualified as traffic engineers to make strict conclusions upon, our experience with similar applications is sufficient to recommend that a peer review be undertaken on the traffic impacts and in particular the safety of the entry and exit points onto Thomas Road. There are a number of traffic generating land uses within the vicinity of the subject land along this section of Thomas Road that already cause problems with traffic, sight distances and safe turning, etc. To add a 24-hour significant operation such as this that generates numerous large vehicle movements per hour without a slip lane or turning pocket seems inconceivable that it would be safe.</p>	<ul style="list-style-type: none"> <li>As outlined in the TIS report the proposed operations would generate less than 10 trips in peak hours. According to the WAPC guidelines, this is considered as low impact to the surrounding road network.</li> <li>Regarding the safety issue a slip lane is not warranted as per MRWA guidelines.</li> </ul>	
		<p>A330415 No real objections to the proposal or land use rather looking for some further clarification with the TIS. The</p>	<ul style="list-style-type: none"> <li>The most recent MRWA traffic data for the nominated section of Thomas Road is outlined in the report.</li> <li>Traffic survey completed as mentioned above and incorporated into the updated report</li> <li>Thomas Road speed limit is 80km/h as per MRWA Road Information Mapping System. No new speed limit signage was found when reviewing the latest street view on the section of Thomas Road in the vicinity of the proposed development.</li> </ul>	

**SUMMARY OF SUBMISSIONS**

**Lot 32, 1324 Thomas Road, Oakford - Summary of Submissions - MODAP - Industry Rural - Oat Facility and Associated Buildings and Structures**

Submitter	No	Submitter Comments	Applicant Response	Officer Comment
		<p>rapid increase of development in the surrounding areas using Thomas Rd more frequently would be my main concern. The TIS document lodged provides stats of traffic volumes from 2020. Has it been requested to provide an updated TIS to include more recent stats to ensure that they are relevant to today and not from 5 years ago. The speed along these roads have also been amended in 2024 which may not be reflective within the TIS. Nicholson Rd doesn't appear in the report so would this mean that no trucks will be accessing the site via Nicholson x Thomas.</p>	<ul style="list-style-type: none"> <li>• The Nicholson Road intersection is located approximately 2 km from the subject site entrance. While some passenger vehicles may use this route, the traffic impact generated by the subject site is minimal and does not warrant further assessment of this intersection. Large vehicles are expected to use only Primary Distributors (Thomas Road, Tonkin Highway, Kwinana Freeway) for access and egress to/from the site.</li> <li>• A more detailed explanation on large vehicles distribution will be added to the report.</li> </ul>	



## **PART C – ITEM 3.1B – WAPC**

The WAPC have provided an amended Responsible Authority Report (RAR) on 12 December 2025. This updated RAR has been published as part of the R13 Direction for Services, which can be found in the Related Information documentation.

**Part C – Item 3.1b - Lot 32 (No. 1324) Thomas Road, Oakford  
and Lot 100 on D 31071 – Oat facility**

**Form 1 – Responsible Authority Report**

(Regulation 12)

<b>DAP Name:</b>	Metro Outer Development Assessment Panel
<b>Local Government Area:</b>	Shire of Serpentine Jarrahdale
<b>Applicant:</b>	Statewest Planning
<b>Owner:</b>	Lot 100 on D 31071 (State of Western Australia) Lot 32 (No. 1324) Thomas Road, Oakford (1234 Thomas Road Blue Property Ltd, 1234 Thomas Road Red Property Ltd and Bam Oakford Pty Ltd)
<b>Value of Development:</b>	\$5 million
<b>Responsible Authority:</b>	Western Australian Planning Commission
<b>Authorising Officer:</b>	Planning Director, Land Use Planning
<b>WAPC Reference:</b>	29-50143-1
<b>DAP File No:</b>	DAP/25/02840
<b>Application Received Date:</b>	3 January 2025
<b>Report Due Date:</b>	8 December 2025
<b>Application Statutory Process Timeframe:</b>	90 Days with an additional 249 days agreed
<b>Attachment(s):</b>	<ol style="list-style-type: none"> <li>1. Development plans</li> <li>2. MRS location and zoning plan</li> <li>3. MRWA referral responses dated 25 February 2025 and 8 July 2025</li> <li>4. PCA</li> <li>5. Jandakot Structure Plan</li> <li>6. Transport Impact Statement, Revision 1, dated October 2025</li> <li>7. MRWA response dated 3 December 2025</li> </ol>

**Responsible Authority Recommendation**

That the Metro Outer Development Assessment Panel resolves to:

**Accept** that the DAP Application reference DAP/25/02840 is appropriate for consideration as a rural land use under the Metropolitan Region Scheme and is compatible with the purpose of the Rural zone under the Metropolitan Region Scheme.

**Refuse** DAP Application reference DAP/25/02840 and accompanying plans date stamped 3 January 2025 by the Department of Planning, Lands and Heritage for the following reasons:

1. The proposed driveway and crossover onto Thomas Road encroach into a right of way (Lot 100 on D 31071). The proposed crossover onto Thomas Road would conflict with vehicle access to and from the right of way and Thomas Road.
2. Lot 100 on D 31071 is owned by the State of Western Australia. Landowner consent for development on Lot 100 on D 31071 has not been provided with the application for the encroachment of the development over Lot 100.
3. The application proposes access to and from Thomas Road for light vehicles and B-triple road trains. Thomas Road is reserved for Primary Regional Roads under the Metropolitan Region Scheme and is under the care and control of Main Roads Western Australia. Main Roads Western Australia is the responsible authority for managing the safety and function of Thomas Road. Main Roads Western Australia has not provided support for the proposal.
4. Insufficient evidence has been provided to demonstrate adequate provision can be made for the access to and egress from the site onto Thomas Road. The Transport Impact Statement (Premise, Revision I, dated October 2025) is not supported for the following reasons:
  - (a) inconsistent truck movements per day are specified;
  - (b) survey data from similar sites has not been presented to provide evidence for the proposed trips generated and attracted to the development;
  - (c) information is not provided to detail the reason traffic generation information in Transport Impact Statements version H and version I is different from Version G;
  - (d) future traffic volume considerations have not been provided;
  - (e) Main Roads Western Australia crash data information for the period from 2017 to 2022 is provided. The current Main Roads Western Australia crash data information is for 2020-2024;
  - (f) the desirable minimum sight distance is incorrectly specified to be 248m. A desktop assessment at the Department of Planning, Lands and Heritage suggests that the sight distance provided is approximately 156m. Main Roads Western Australia have advised the Department of Planning, Lands and Heritage that a Safe Intersection Sight Distance of 156m would represent a Safe Intersection Sight Distance fail; and
  - (g) the proposed mountable kerb is not sufficient to enforce left-out only vehicle movements.

#### Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Rural zone
Local Planning Scheme	Shire of Serpentine Jarrahdale Local Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Rural zone
Local Planning Scheme Use Class and permissibility:	Industry - rural. Discretionary
Structure Plan/Precinct Plan	Jandakot Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Rural economic living

Lot Size:	Lot 1324 (19ha) Lot 100 (1ha)
Existing Land Use:	N/A. The site was previously used as a poultry farm
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 proposes a facility for cleaning, drying, storing and dispatching oats in bulk quantities at Lot 32 (No. 1324) Thomas Road, Oakford. The proposed facility is to operate 24 hours per day, seven days per week for 50 weeks per year. Grain is to be delivered to the facility by 36m B-triple road trains.

### Background:

#### Local context

The lot was previously used as a poultry farm. The lot is developed with a dwelling, sheds and paddocks. The Shire of Serpentine Jarrahdale's (the Shire) report provides information on the locality and an assessment of the proposal under the Shire of Serpentine Jarrahdale Local Planning Scheme No. 3 (LPS No. 3).

#### Metropolitan Region Scheme

The land is zoned Rural under the Metropolitan Region Scheme (MRS) (**Attachment 2 - MRS location and zoning plan**). Clause 22 of the MRS specifies the following purposes for the Rural zone under the MRS:

*rural —*

- (i) to provide for the sustainable use of land for agriculture; and*
- (ii) to assist in the conservation and wise use of natural resources, including water, flora, fauna and minerals; and*
- (iii) to provide a distinctive rural landscape setting for urban areas; and*
- (iv) to accommodate carefully planned rural living developments; and*
- (v) to accommodate tourism in keeping with rural character, including, for example, farm stay accommodation, breweries and wineries;*

The MRS does not include land use definitions.

#### Delegation of powers to local government

The application proposes access to Thomas Road which is reserved for Primary Regional Roads (PRR) under the MRS. The Western Australian Planning Commission (WAPC) has delegated the Shire of Serpentine Jarrahdale with the power to determine

the application under the MRS (WAPC Delegation 2025/04 Powers of Local Governments Metropolitan Region Scheme). In regard to development applications on zoned land that abut land reserved for PRR under the MRS, the aforementioned delegation specifies that the power delegated to local government may be exercised if the delegate complies with the referral requirements specified in the delegation, and if the delegate accepts and applies the advice and/or recommendation (if any) from the relevant public authority specified in the delegation. In this instance the delegate is the Shire and the relevant public authority is Main Roads Western Australia (MRWA).

Further, the delegation specifies that:

*Where the advice and/or recommendation provided by the public authority specified in clause 2 above, is not acceptable to the delegate, the application, together with the advice and/or recommendations provided by all public authorities consulted, and the reasons why the recommendation is not acceptable to the delegate, shall be referred immediately to the WAPC for determination.*

MRWA advised the Shire that additional information was required before MRWA would be in a position to support the proposal (**Attachment 3 - MRWA referral responses dated 25 February 2025 and 8 July 2025**). MRWA's advice and recommendation was not acceptable to the Shire. Accordingly, on 29 July 2025, the Shire referred the application to the WAPC for the WAPC to prepare a report to the Metro Outer Development Assessment Panel (MODAP).

#### Development Control Policy 5.1 - Regional Roads (Vehicular Access)

As previously detailed, Thomas Road is reserved for PRR under the MRS. *Development Control Policy 5.1 - Regional Roads (Vehicular Access)* (DC 5.1) details the WAPC's policy position on regional roads. The objectives of DC 5.1 are as follows:

- *To outline planning principles to be applied in the determination of proposals for vehicle access to regional roads.*
- *To ensure that vehicle access to regional roads and the type of abutting developments is controlled and conforms with sound town planning principles.*
- *To improve traffic flow and safety on all regional roads, either new or existing, by minimising the number of junctions or driveways.*

Section 3.3.1 of DC 5.1 specifies (inter alia) that:

*In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration.*

Section 3.3.2 of DC 5.1 specifies (inter alia) that:

*Where alternative access is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the regional road unless special circumstances apply.*

Section 3.3.5 of DC 5.1 specifies that:

*In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered:*

- i) the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and*
- ii) the volume and type of traffic generated by the development.*

Section 3.3.6 of DC 5.1 specifies that:

*Where access is permitted, conditions may be imposed prescribing the location and width of the junction or driveway to ensure adequate visibility and to provide for the safe and convenient movement of vehicles both entering and leaving the traffic stream. In determining design requirements for junctions and driveways, the Commission has regard to standards recommended by both the National Association of State Road Authorities and Main Roads Western Australia.*

#### Planning Control Area

A minor portion of Lot 1324 is within a Planning Control Area 1324 (PCA) declared to protect land required for the proposed Anketell/Thomas Road primary regional road corridor (**Attachment 4 - PCA**). The proposed development does not impact the PCA area.

#### Perth and Peel@3.5million and the South Metropolitan Peel Sub-regional Planning Framework

Perth and Peel@3.5million and the South Metropolitan Peel Sub-regional Planning Framework identify the lot as being within a planning investigation area. Land that is within a planning investigation area is to be subject to further planning investigations to consider its suitability for a possible change of use.

#### Jandakot Structure Plan

The land is within the area of the WAPC's Jandakot Structure Plan. The lot is identified as rural economic living under the Jandakot Structure Plan (**Attachment 5 – Jandakot Structure Plan**). The Jandakot Structure applies a 4ha minimum lot size to rural living lots.

#### **Legislation and Policy:**

##### Legislation

*Planning and Development Act 2005*

*Metropolitan Region Scheme*

##### State Government Policies

*State Planning Policy 2.5 - Rural Planning (SPP 2.5)*

*Development Control Policy 5.1 - Regional Roads (Vehicular Access) (DC 5.1)*

## State Government Strategies

*Perth and Peel@3.5million and the South Metropolitan Peel Sub-regional Planning Framework*

## Structure Plans/Activity Centre Plans

Jandakot Structure Plan

### **Consultation:**

#### Public Consultation

The application was advertised by the Shire. Public consultation is addressed in the Shire's report.

#### Referrals/consultation with Government/Service Agencies

The Shire referred the application to MRWA, the Department of Water and Environmental Regulation (DWER), the Department of Biodiversity, Conservation and Attractions (DBCA) and the Department of Fire and Emergency Services (DFES). The Shire is responsible for addressing any matters raised by DWER, DBCA and DFES in the Shire's report.

#### ***MRWA referral response dated 25 February 2025***

In regard to the original development plans and the Transport Impact Statement provided with the application (Premise, Revision F, dated December 2024), MRWA advised that MRWA is not in a position to support the proposal without the provision of additional information. (**Attachment 3**).

#### ***MRWA referral response dated 8 July 2025***

A revised Transport Impact Statement (Premise, Revision G, dated May 2025) and revised intersection plans were provided to MRWA. MRWA advised that MRWA is not in a position to support the proposal without the provision of additional information. (**Attachment 3**).

#### ***MRWA comments 12 September 2025 and 9 October 2025***

On 19 August 2025, the applicant provided MRWA with revised intersection plans. MRWA provided the following preliminary comments on the revised intersection plans on 12 September 2025:

- *The raised island (using mountable and semi-mountable kerbing) must effectively deter non-compliant movements and support the Left-In, Left-Out (LILLO) arrangement. This should be reinforced with signage and pavement markings as per Main Roads standard drawing 200631-0002.*
- *The island angle for the left-turn-out movement must be 70 degrees, in line with Main Roads Supplement to Austroads Guide to Road Design – Part 4A, Section 6.1.3.*

- *Swept paths should be refined to maximise the use of semi-mountable kerbing and minimise mountable kerbing to further support the LILO function.*
- *Street lighting provision is required as previously advised (refer to attached Main Roads letter) and may impact the proposed treatment.*

On 12 September 2025, the applicant provided MRWA with a revised Transport Impact Statement (Premise, Revision H, dated August 2025) and revised intersection plans. MRWA provided the following comments on the revised Transport Impact Statement and revised intersection plans on 9 October 2025:

- *The TIS and associated appendices are to be updated to include the latest concept sketches and development plans.*
- *The concept sketch is to be revised to incorporate appropriate signage and line marking. Such as, left-turn out pavement arrows, 'Give Way' line and signage etc.*

### **MRWA comments 3 December 2025**

The applicant provided a revised Transport Impact Statement (Premise, Revision I, dated October 2025) and revised intersection plans (**Attachment 6 - Transport Impact Statement, Revision I, dated October 2025**). The Transport Impact Statement and revised intersection plans were referred to MRWA for comment on 5 November 2025. MRWA comments were received 3 December 2025 and advised it does not support the application as amended due to concerns relating to road safety and non-compliance with Main Roads design guidelines and Driveways Policy. (**Attachment 7 - MRWA response dated 3 December 2025**). The Transport Impact Statement and revised intersection plans revised are discussed later in this report.

#### Design Review Panel Advice

Not applicable

#### **Planning Assessment:**

##### WAPC assessment

As previously detailed, the lot is zoned Rural under the MRS. The proposal for cleaning, drying and storing grain at the scale proposed by this application is broadly consistent the purpose of the Rural zone.

The WAPC's assessment of the proposal, and report to the MODAP under the MRS, is limited to matters related to the proposed access to Thomas Road, and the requirements of Clause 43 of the MRS. Clause 43 of the MRS requires the WAPC have regard for a wide range of matters if, and to the extent, they are of State or regional importance. The proposed facility does not have State or regional importance. Notwithstanding, the application proposes access to a regional road. Clause 43 specifies (inter alia) that the WAPC must have regard to the following matters:

- (q) *whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles;*

- (r) *the amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;*

The assessment of the proposal under the land use requirements of LPS No. 3, and the Shire's Local Planning Strategy, and any relevant development standards, is required to be addressed by the Shire and included in the Shire's report to the MODAP.

#### Right of way closure

The proposed crossover onto Thomas Road encroaches onto a right of way (Lot 100 on D 31071) which would conflict with vehicle access to and from the right of way and Thomas Road. For the proposed access to be facilitated the right of way would be required to be permanently closed which would be required to be initiated by the local government and approved by the Minister for Lands.

Main Roads has advised that prior to the closure of the right of way being considered, comprehensive and detailed consultation with all relevant stakeholders should be undertaken, which should include:

- Review of the ROW's history and original purpose for which the land was reserved.
- Engagement with adjoining landowners to understand and determine the future access requirements.
- Assessment of the potential reliance on this ROW for future subdivision of rural lots, including its role in providing road access and accommodating additional traffic if required.

Main Roads further advised that premature closure of the right of way may compromise future access arrangements and limit flexibility for future growth.

In this regard, the submitted application does not demonstrate suitable access and egress from the site.

#### Landowner consent

As previously detailed, the submitted development plans encroach into Lot 100 on D 31071. Lot 100 is owned by the State of Western Australia. Landowner consent for development within Lot 100 has not been provided with the application. The Shire manages the right of way under the *Local Government Act 1995* and accordingly, the Shire has responsibility to provide consent for the application on behalf of the Minister for Lands.

#### Transport Impact Statement (Premise, Revision I, dated October 2025) and revised crossover plans

The encroachment of the crossover onto the right of way was discussed with the applicant and as a result the applicant prepared a revised Transport Impact Statement (Premise, Revision I, dated October 2025) and revised accessway/crossover plans that shifted the crossover outside the right of way (**Attachment 6**). This relocation would negate the need for landowner consent for the encroachment into the right of way, however the revised crossover remains in conflict with the right of way due to its

close proximity to the right of way. The revised location would still require the closure of the right of way.

The applicant was advised that the revised intersection plans were not supported by the Department however the applicant asserted that the revised Transport Impact Statement and the revised intersection plans be forwarded to MRWA for comment. As previously detailed MRWA have reviewed the additional information and do not support the revised crossover and driveway location due to concerns relating to road safety and non-compliance with Main Roads design guidelines and Driveways policy. (**Attachment 7**).

In addition to the issue of the conflict with the right of way, the following issues have been identified with the revised Transport Impact Statement.

#### *Vehicle trips*

The information provided regarding the trips generated and attracted to the development is not based on evidence or survey data, with traffic generation information presented within the document being inconsistent with previously presented versions. No supporting information has been provided for the reduction in traffic attracted and generated by the site in the current version.

#### *Future traffic volumes*

Future traffic volume considerations have not been provided.

#### *Crash information*

The revised Transport Impact Statements provides MRWA crash data information for the period from 2017 to 2022. This should be updated with the current MRWA crash data information for 2020-2024.

#### *Minimum sight distance*

The revised Transport Impact Statement specifies that the desirable minimum sight distance is 248m and that this sight distance is achievable on both sides of the driveway. A desktop assessment suggests that the actual sight distance provided is approximately 156m. MRWA advised the Department of Planning, Lands and Heritage on 14 November 2025 that a Safe Intersection Sight Distance (SISD) of 156m would represent a SISD fail.

#### *Left-in left-out access*

The proposed mountable kerb is not sufficient to enforce left-out only vehicle movements.

#### *Alternative access*

It is noted that the revised Transport Impact Statement details that:

*Furthermore, it is questionable whether the existing ROW could have a direct access to a Primary Distributor with rising traffic volumes without major*

*improvements to the connection; similar to what was achieved with the proposed crossover.*

In this regard, the potential for the right of way intersection to be constructed to accommodate B-triple road trains has not been demonstrated.

**Conclusion:**

Insufficient information has been provided to demonstrate adequate provision can be made for the access to and egress from the site onto Thomas Road. Further it is unclear if the proposed development can be achieved at Lot 32 (No. 1324) Thomas Road, Oakford, for the following reasons:

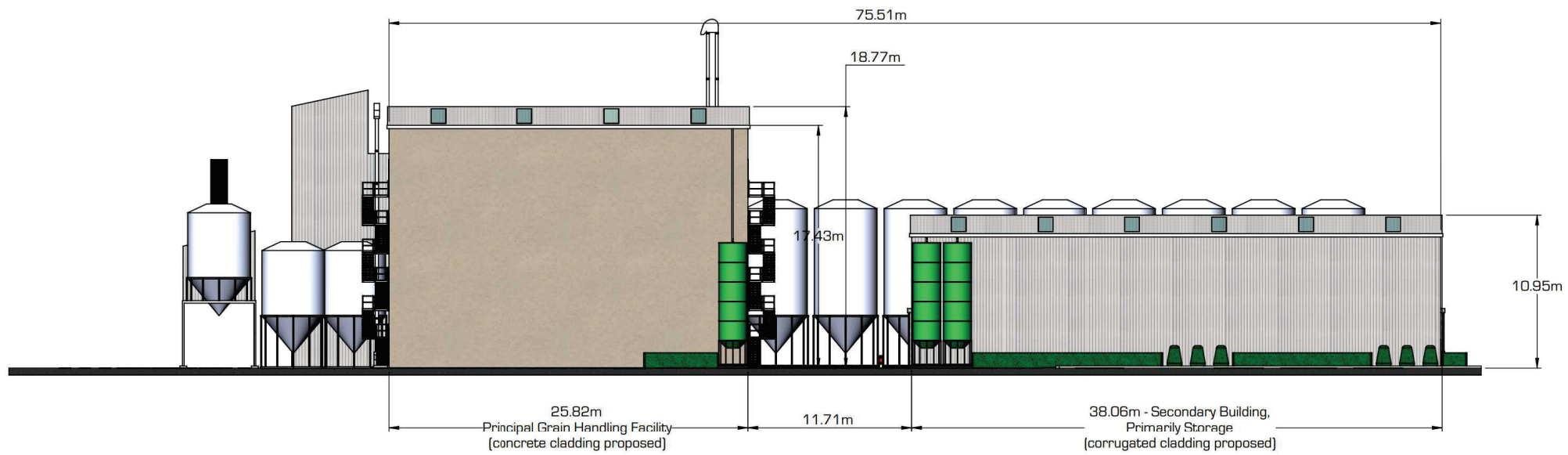
- Thomas Road is under the care and control of MRWA and MRWA has not provided support for the application as the proposed accessway and crossover does not comply with Main Roads Driveway Policy and raises safety concerns;
- a right of way would be required to be closed to facilitate the proposed accessway/crossover. There is a significant possibility that an application to close this right of way would not be supported by the Minister for Lands and Main Roads have advised permanent closure may compromise future access arrangements and limits flexibility for growth;
- a potential alternative intersection location with Thomas Road that does not conflict with the right of way, and that is supported by MRWA, has not been demonstrated;
- should the proposal be redesigned to remove direct vehicle access onto Thomas Road, and for vehicles to use the right of way, the right of way would be required to be constructed. Construction of the intersection of the right of way with Thomas Road would be required to be approved by MRWA. There is no certainty that MRWA would support construction of this intersection. Further, the potential for the right of way intersection to be constructed to accommodate B-triple road trains has not been demonstrated.

For these reasons the application is recommended to be refused.

**DEPARTMENT OF PLANNING, LANDS  
AND HERITAGE**

---

DATE                      FILE  
**03-Jan-2025                      29-50143-1**



**LEFT ELEVATION**  
SCALE 1 : 300



UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS.		NOTES: Not to be used for Fabrication		DO NOT SCALE DRAWING		REVISION: 1.5.2411.20.0453	
TOLERANCES: LINEAR:    Linear BLDG ANGULAR:    Angular BLDG				Customer: Swan Grain Handling			
MODE CREATED BY: Dan Lwyszyc		DATE: Tuesday, 26 July 2022 7:47:51 PM		TITLE: Proposed Grain Handling Facility - Planning Layouts			
DRAWING CREATED BY: Dan Lwyszyc		DATE: Thursday, 17 November 2022 5:58:24 AM		Drg No. SF-MC012-2411-20-A-Y			
LATEST MODEL REVISION: Dan Lwyszyc		DATE: Wednesday, 20 November 2024 8:24:56 AM		Part No: Complete Assembly NE (Nov2024)_241120_0615_Rev 152411200453			
LATEST DRAWING REV: Dan Lwyszyc		DATE: Wednesday, 20 November 2024 9:36:33 AM		SCALE: Not to Scale		SHEET: 1 of 5	
SURFACE FINISH: N/A		MATERIAL: Material <not specified>				A3	
DEBLUR AND BREAK SHARP EDGES		WEIGHT: 8254004651					

6

5

4

3

2

1

D

D

C

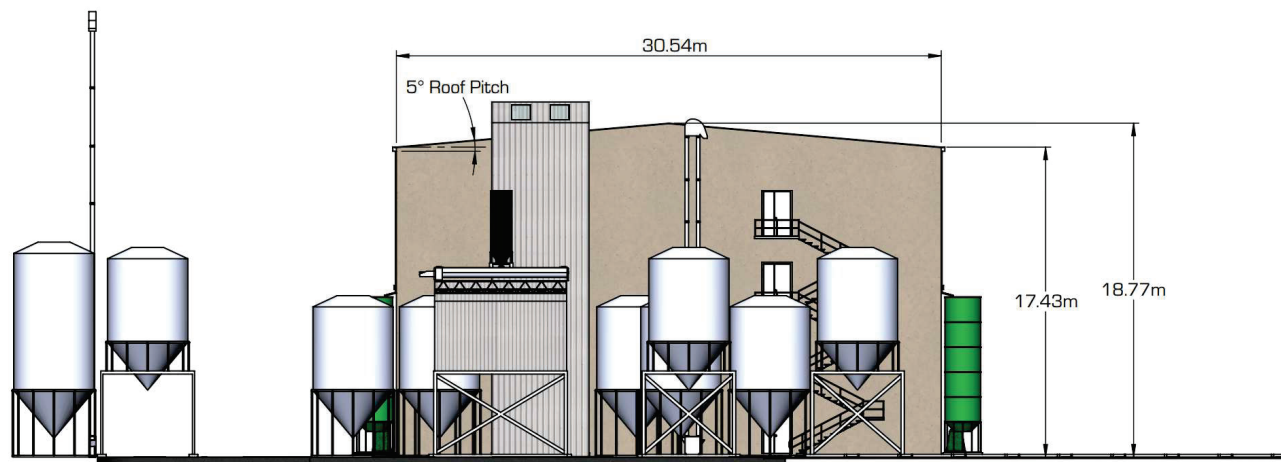
C

B

B

A

A



**FRONT ELEVATION**  
SCALE 1 : 300



**SOUTHERN  
FOODS  
CONSULTANTS**

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS.

NOTES: Not to be used for Fabrication

DO NOT SCALE DRAWING

REVISION: 1.5.2411.20.0453

TOLERANCES:  
LINEAR: Linear BLDG  
ANGULAR: Angular BLDG

	NAME	DATE
Model Created By	Dan Liwzyc	Tuesday, 26 July 2022 7:47:51 PM
Drawing Created By	Dan Liwzyc	Thursday, 17 November 2022 5:58:24 AM
Latest Model Revision	Dan Liwzyc	Wednesday, 20 November 2024 8:24:56 AM
Latest Drawing Rev.	Dan Liwzyc	Wednesday, 20 November 2024 9:36:33 AM

Customer: Swan Grain Handling

TITLE: Proposed Grain Handling Facility - Planning Layouts

Dwg No. SF-MC012-2411-20-A-Y

SURFACE FINISH: N/A

MATERIAL: Material <not specified>

Part No: Complete Assembly NE (Nov2024)\_241120\_0615\_Rev 152411200453

DEBLUR AND BREAK SHARP EDGES

WEIGHT: 8254004651

SCALE: Not to Scale

SHEET: 2 of 5

A3

6

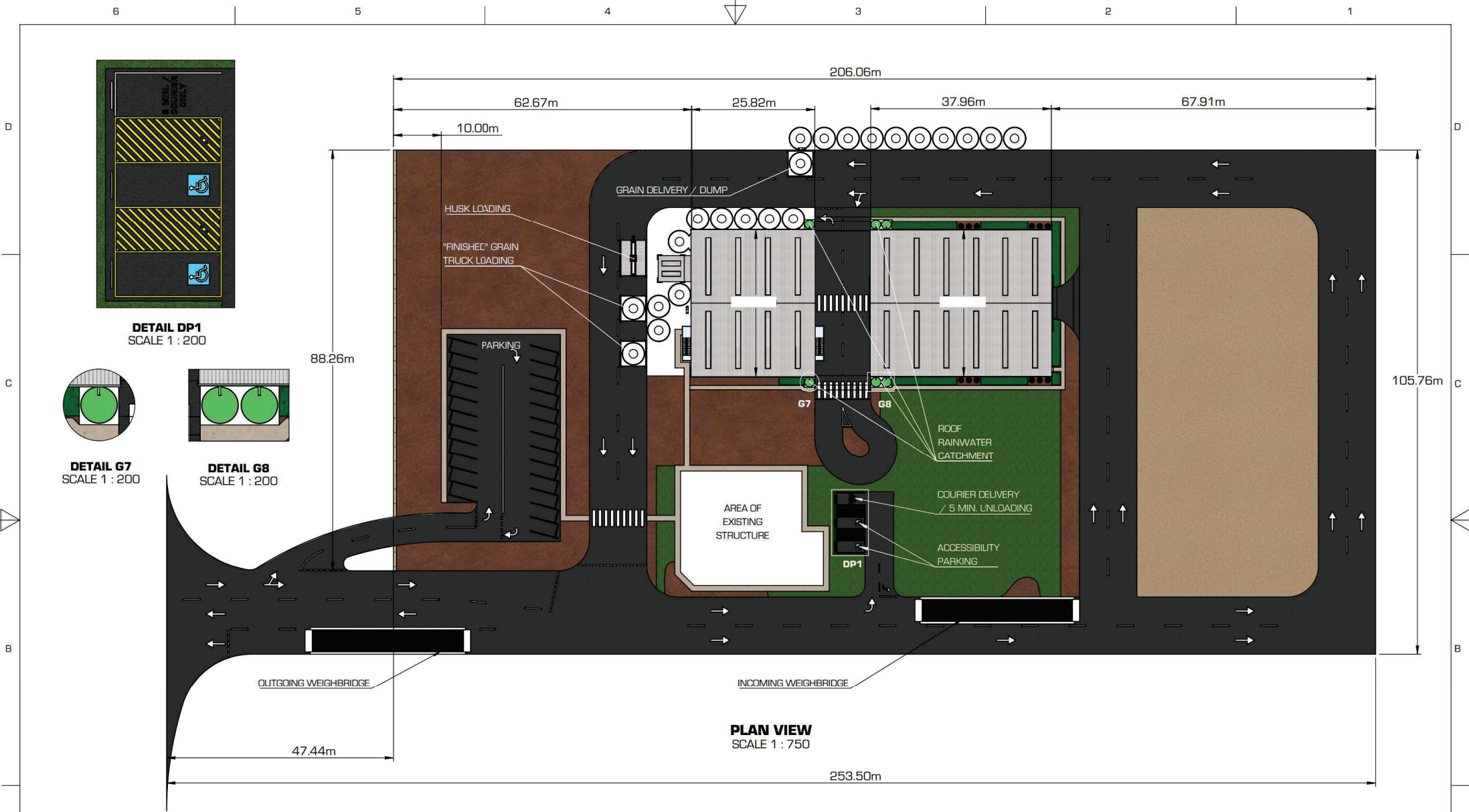
5

4

3

2

1

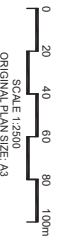
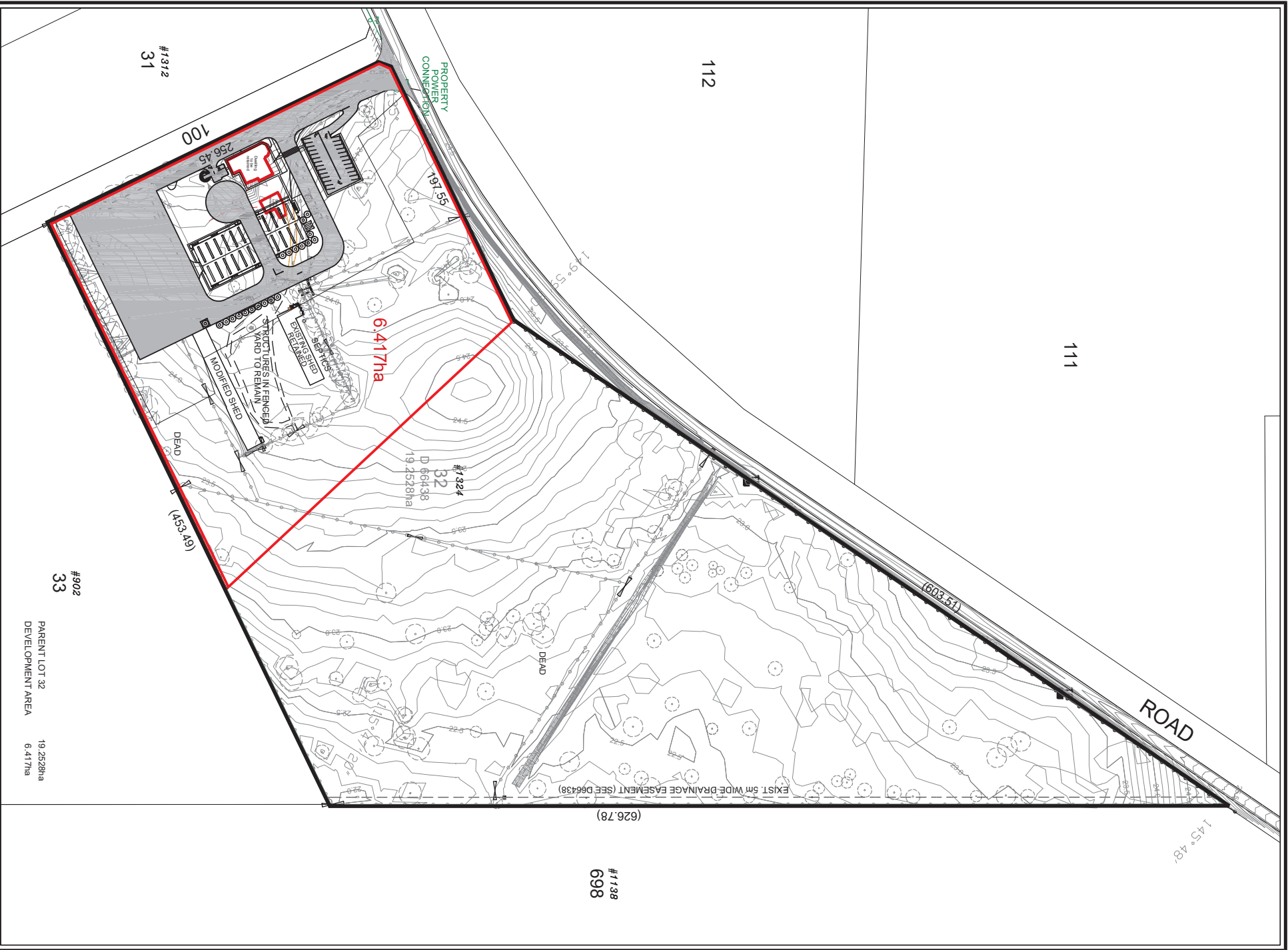


**PLAN VIEW**  
SCALE 1 : 750

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN MILLIMETERS.		NOTES: Not to be used for Fabrication		DO NOT SCALE DRAWING	REVISION: 1.5.2.4.11.2.0.0.453
TOLERANCES: LINEAR: Linear BLDG ANGULAR: Angular BLDG				Customer: <b>Swan Grain Handling</b>	
				TITLE: Proposed Grain Handling Facility - Planning Layouts	
				Dwg No. SF-MC012-2411-20-A Y	
				Part No: Complete Assembly NE (Nov2024)_241120_0615_Rev 15241120.0453	
				A3	
				SCALE: Not to Scale	
				SHEET: 3 of 5	



**SOUTHERN FOODS CONSULTANTS**



Statewest Planning  
Suite 6, 52 Heine Street, Melton  
VIC 3015  
T 1 9274 1381 M 0818 932 782  
E [simon.oliver@statewestplanning.com.au](mailto:simon.oliver@statewestplanning.com.au)

LEGEND:  
Subject Land.....  
Development Footprint.....



NOTE:  
See engineering and design plans for details  
DATE: 18.12.2024

**SITE PLAN**

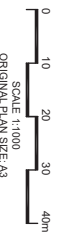
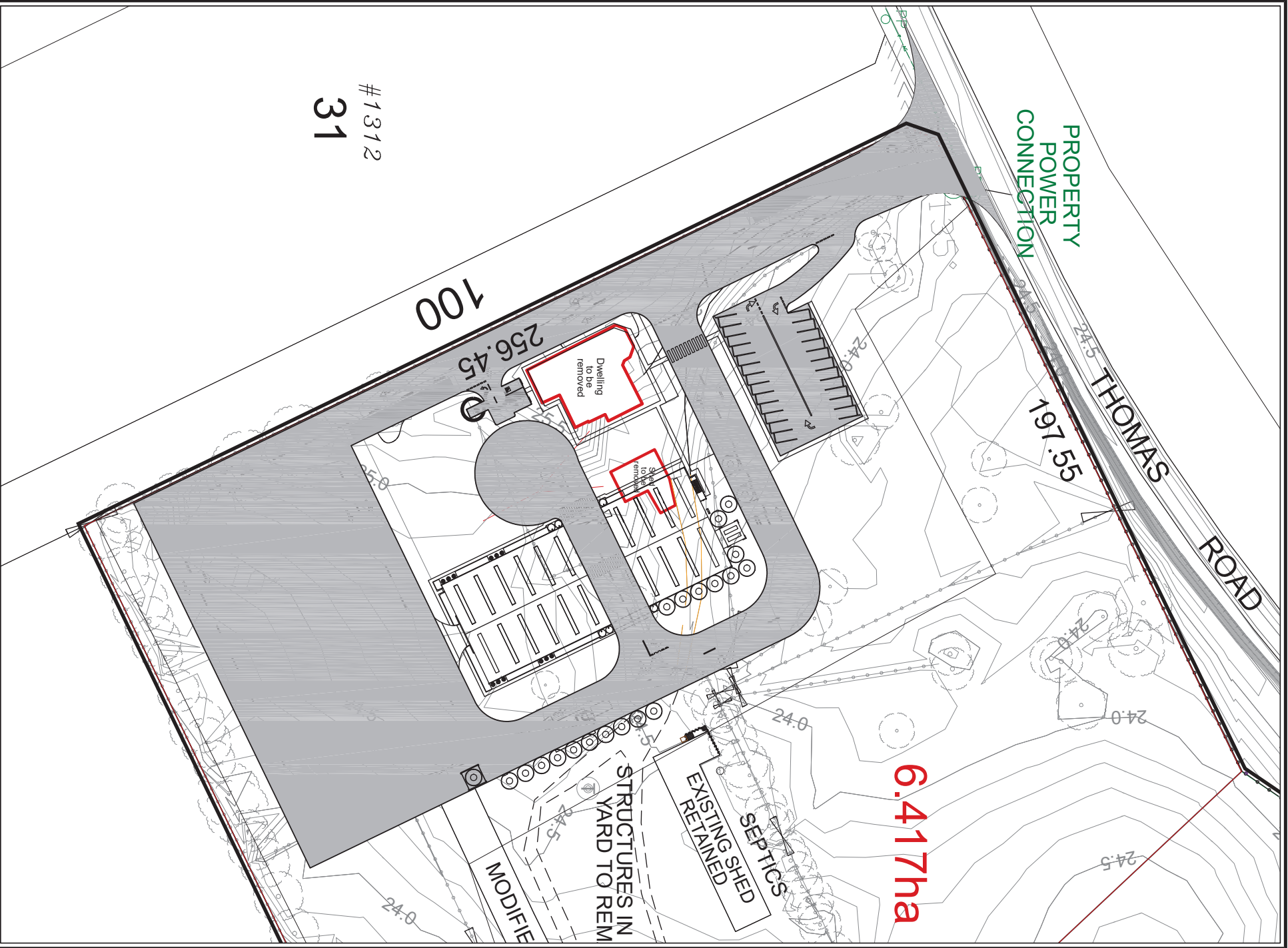
LOT 32 (No. 1324) THOMAS ROAD  
OAKFORD  
Shire of Serpentine - Jarrahdale

PROPERTY  
POWER  
CONNECTION

THOMAS  
ROAD

6.417ha

#1312  
31



Statewest Planning  
Suite 6, 52 Heine Street, Melbourn  
VIC 3073  
T: 1 9274 1381 M: 0818 932 782  
E: [simon.obara@statewestplanning.com.au](mailto:simon.obara@statewestplanning.com.au)

LEGEND:  
Subject Land .....  
Development Footprint...

NOTE:  
See engineering and design plans for details  
DATE: 18.12.2024

### SITE PLAN ENLARGEMENT

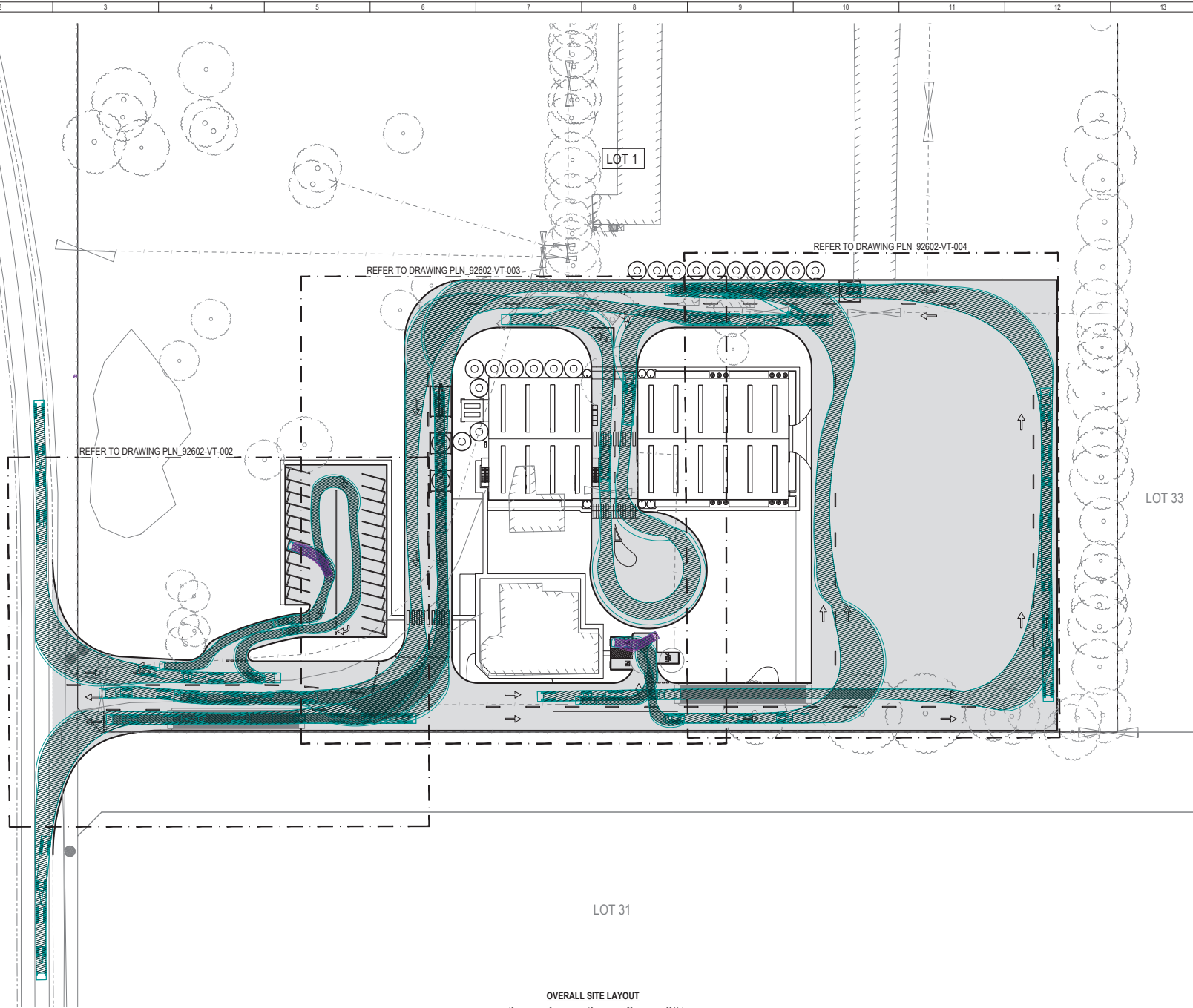
LOT 32 (No. 1324) THOMAS ROAD  
OAKFORD  
Shire of Serpentine - Jarrahdale



**LEGEND:**

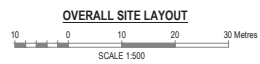
(EXISTING)	
CADASTRAL BOUNDARIES	
ROAD	
FENCE	
GATE	
STRUCTURE	
TREES	
(PROPOSED)	
LOT BOUNDARIES	
EDGE OF SEAL	
ASPHALT	
FORWARD MOVEMENT OF DESIGN VEHICLE	
REVERSE MOVEMENT OF DESIGN VEHICLE	

THOMAS ROAD



LOT 31

LOT 33

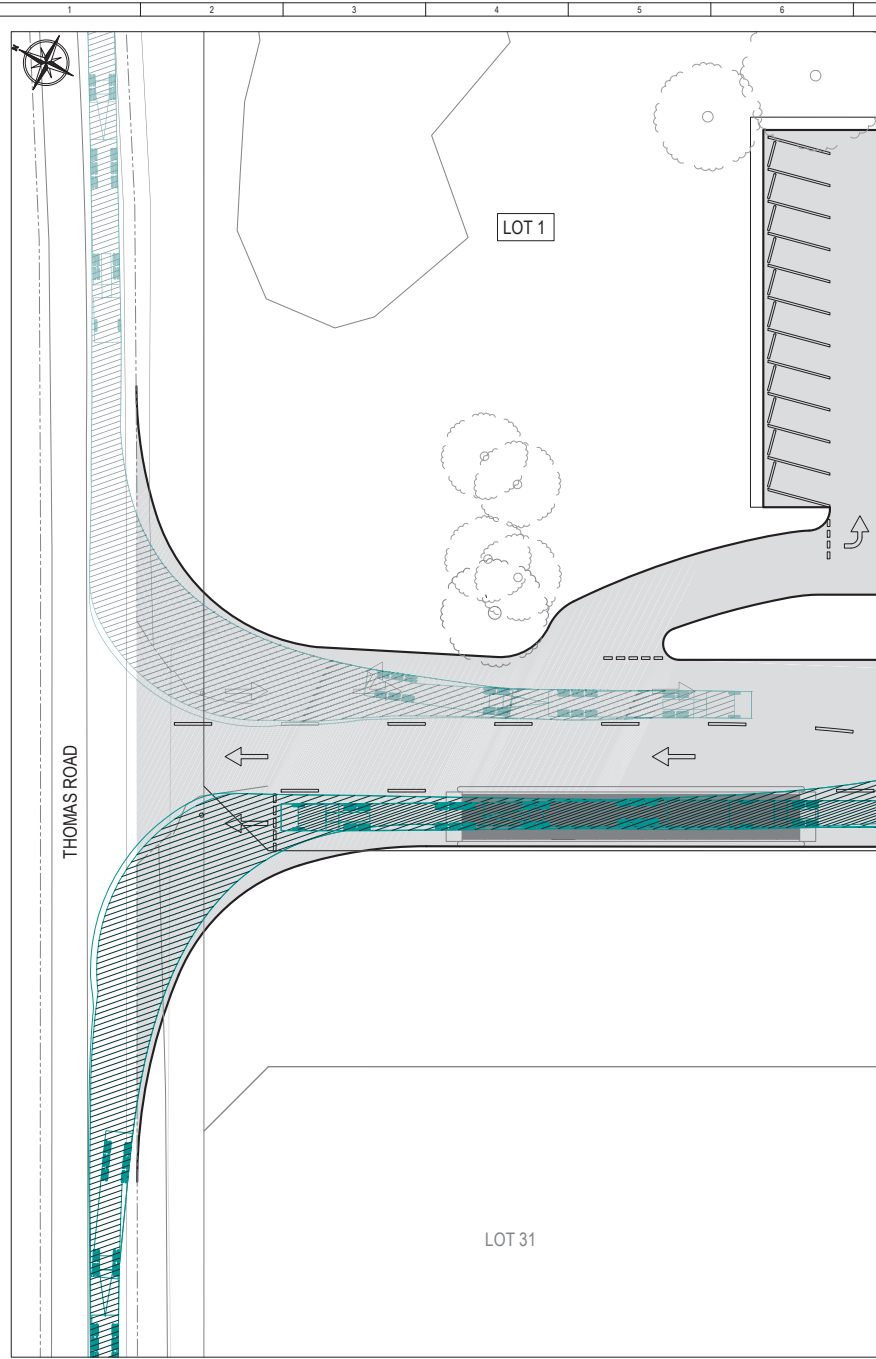


**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.21

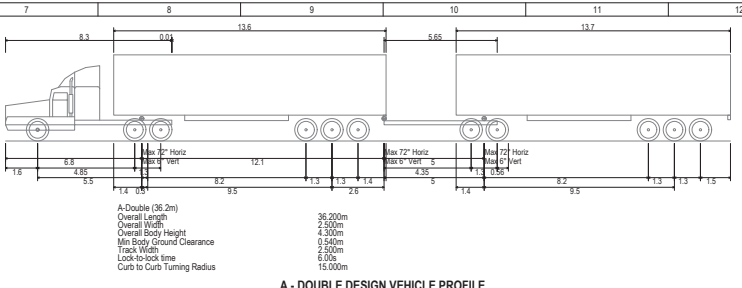
REV.	BY	DATE	DESCRIPTION
A	RSVT	22/07/2024	PRELIM DRAWING
B	RSVT	26/08/2024	DRAWINGS AMENDED
C	RSVT	20/09/2024	DRAWINGS AMENDED
D	RSVT	13/10/2024	TREES ADDED TO DRAWING



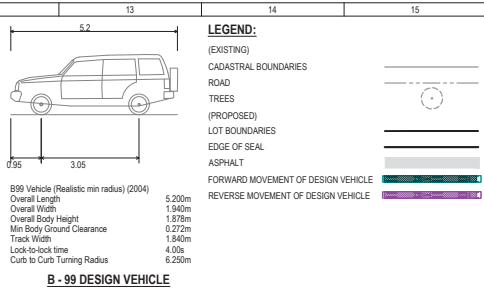
TITLE	OVERALL SITE LAYOUT	DATE	04/04/2024	SHEET N°	1 of 1
PROJECT	1324 THOMAS ROAD, OAKFORD	DRAWN	RIANDOR SWART	DESIGNED	VINCENT TRAN
DWG No.	PLN_92602-VT-001-D	CHECKED	VINCENT TRAN	AT SCALE	AS NOTED ON DRAWING
		JOB REF.	PLN_92602		



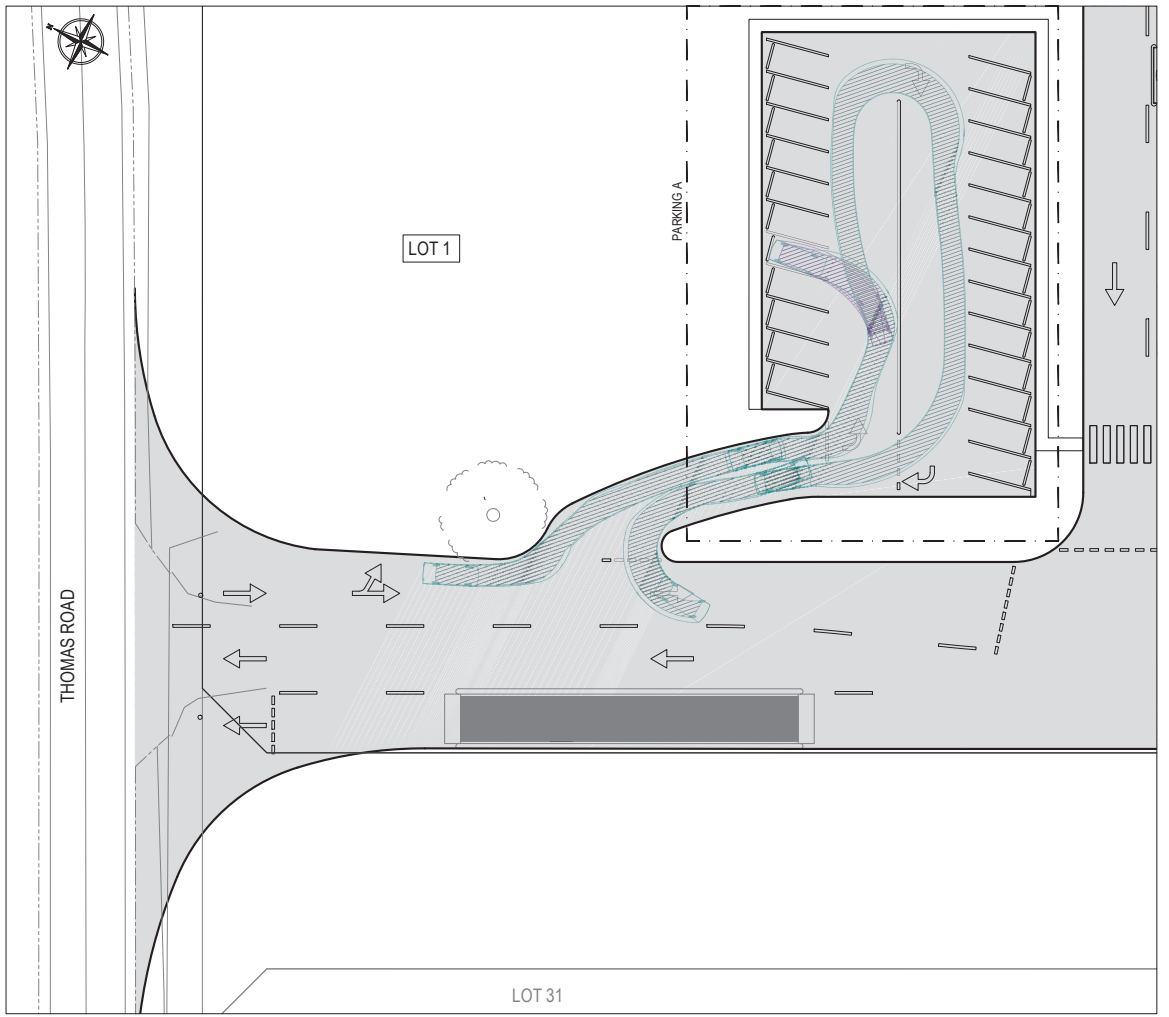
**B-DOUBLE SITE ENTRY AND EXIT**  
SCALE 1:250



**A - DOUBLE DESIGN VEHICLE PROFILE**



**B - 99 DESIGN VEHICLE**



**B99 PASSENGER VEHICLE INTO PARKING A**  
SCALE 1:250

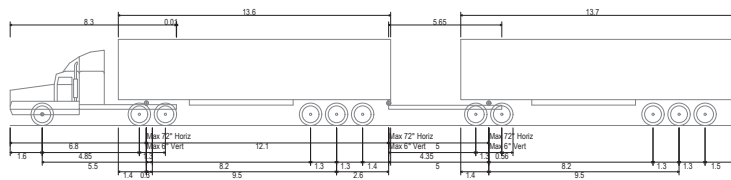
**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.21.

**DIAL 1100 BEFORE YOU DIG**

REV.	BY	DATE	DESCRIPTION
A	RSVT	22/07/2024	PRELIM DRAWING
B	RSVT	26/08/2024	DRAWINGS AMENDED
C	RSVT	20/09/2024	DRAWINGS AMENDED
D	RSVT	13/10/2024	TREES ADDED TO DRAWING

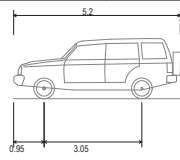


TITLE	DATE	SHEET N°
TURNING PATH LAYOUT SHEET 1 OF 3	04/04/2024	1 of 1
PROJECT	DESIGNED	DRAWN
1324 THOMAS ROAD, OAKFORD	VINCENT TRAN	RIANDOR SWART
DWG No.	CHECKED	DATE
PLN_92602-VT-002-D	VINCENT TRAN	AS NOTED ON DRAWING
	JOB REF.	PLN_92602



**A - DOUBLE DESIGN VEHICLE PROFILE**

A-Double (36.2m)  
 Overall Length 36.200m  
 Overall Width 2.500m  
 Overall Body Height 4.500m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 15.000m

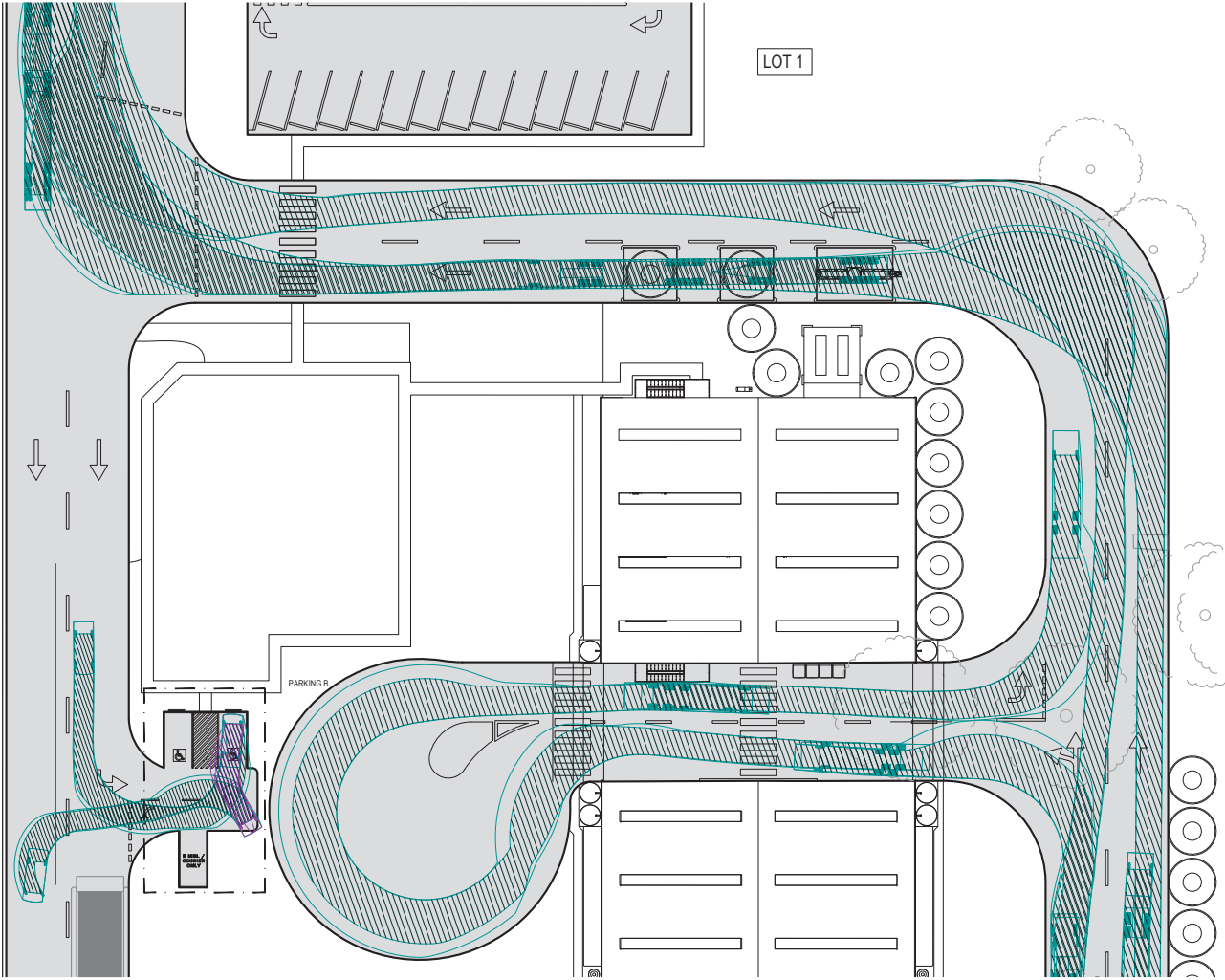


**B - 99 DESIGN VEHICLE**

B99 Vehicle (Realistic min radius) (2004)  
 Overall Length 5.200m  
 Overall Width 1.940m  
 Overall Body Height 1.875m  
 Min Body Ground Clearance 0.272m  
 Track Width 1.840m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 6.250m

**LEGEND:**

(EXISTING)	
CADASTRAL BOUNDARIES	
ROAD	
TREES (PROPOSED)	
LOT BOUNDARIES	
EDGE OF SEAL	
PROPOSED POSITION OF WORKING EQUIPMENT	
ASPHALT	
FORWARD MOVEMENT OF DESIGN VEHICLE	
REVERSE MOVEMENT OF DESIGN VEHICLE	



**B99 PASSENGER VEHICLE INTO PARKING B AND A - DOUBLE TURNING PATHS**

SCALE 1:250

SCALE 1:500

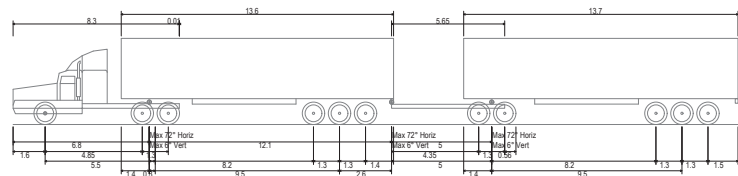
**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.21

REV.	BY	DATE	DESCRIPTION
A	RSV/T	22/07/2024	PRELIM DRAWING
B	RSV/T	26/08/2024	DRAWINGS AMENDED
C	RSV/T	20/09/2024	DRAWINGS AMENDED
D	RSV/T	13/10/2024	TREES ADDED TO DRAWING



TITLE	TURNING PATH LAYOUT SHEET 3 OF 3
PROJECT	1324 THOMAS ROAD, OAKFORD
DWG No.	PLN_92602-VT-004-D

DATE	04/04/2024	SHEET N°	1 of 1
DRAWN	RANDOR SWART	DESIGNED	VINCENT TRAN
CHECKED	VINCENT TRAN	AT SCALE	AS NOTED ON DRAWING
JOB REF.	PLN_92602		



A-Double (36.2m)  
 Overall Length 36.200m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.940m  
 Track Width 2.500m  
 Lock-to-lock time 6.09s  
 Curb to Curb Turning Radius 15.000m

A - DOUBLE DESIGN VEHICLE PROFILE

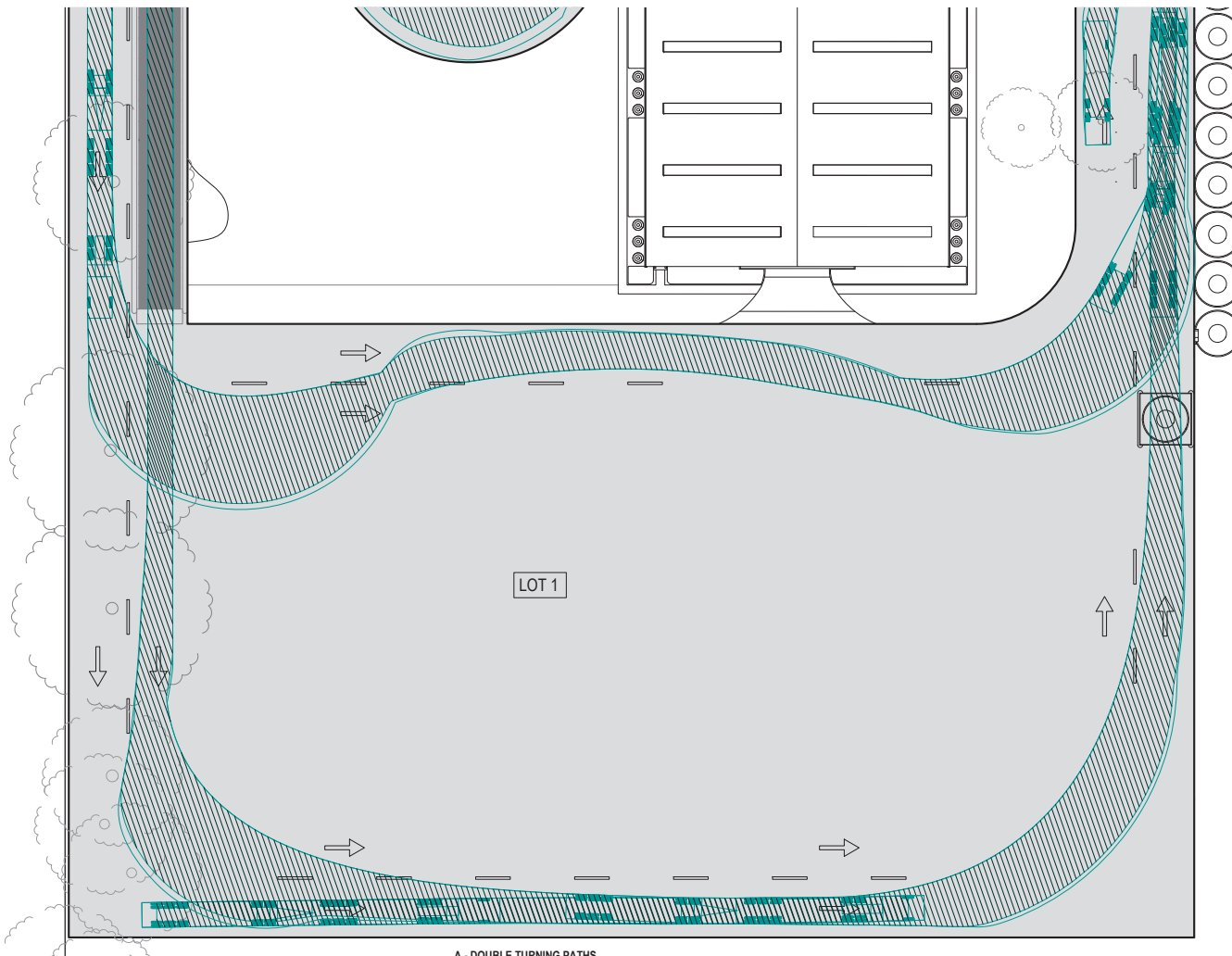
**LEGEND:**

- (EXISTING)
- CADASTRAL BOUNDARIES
- ROAD
- TREES
- (PROPOSED)
- LOT BOUNDARIES
- EDGE OF SEAL
- ASPHALT
- VARIATION TO ORIGINAL LAYOUT
- FORWARD MOVEMENT OF DESIGN VEHICLE
- REVERSE MOVEMENT OF DESIGN VEHICLE



LOT 31

LOT 1



A - DOUBLE TURNING PATHS



**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND CABLES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD  
 BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL  
 EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE  
 ALL UNDERGROUND CABLES AND SERVICES BEFORE  
 COMMENCEMENT OF WORK. REFER TO WORKSAFE  
 REGULATION 3.21

REV.	BY	DATE	DESCRIPTION
A	RSVT	22/07/2024	PRELIM DRAWING
B	RSVT	26/08/2024	DRAWINGS AMENDED
C	RSVT	13/10/2024	TREES ADDED TO DRAWING



TITLE	TURNING PATH LAYOUT SHEET 2 OF 3
PROJECT	1324 THOMAS ROAD, OAKFORD
DWG No.	PLN_92602-VT-003-C

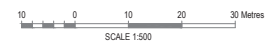
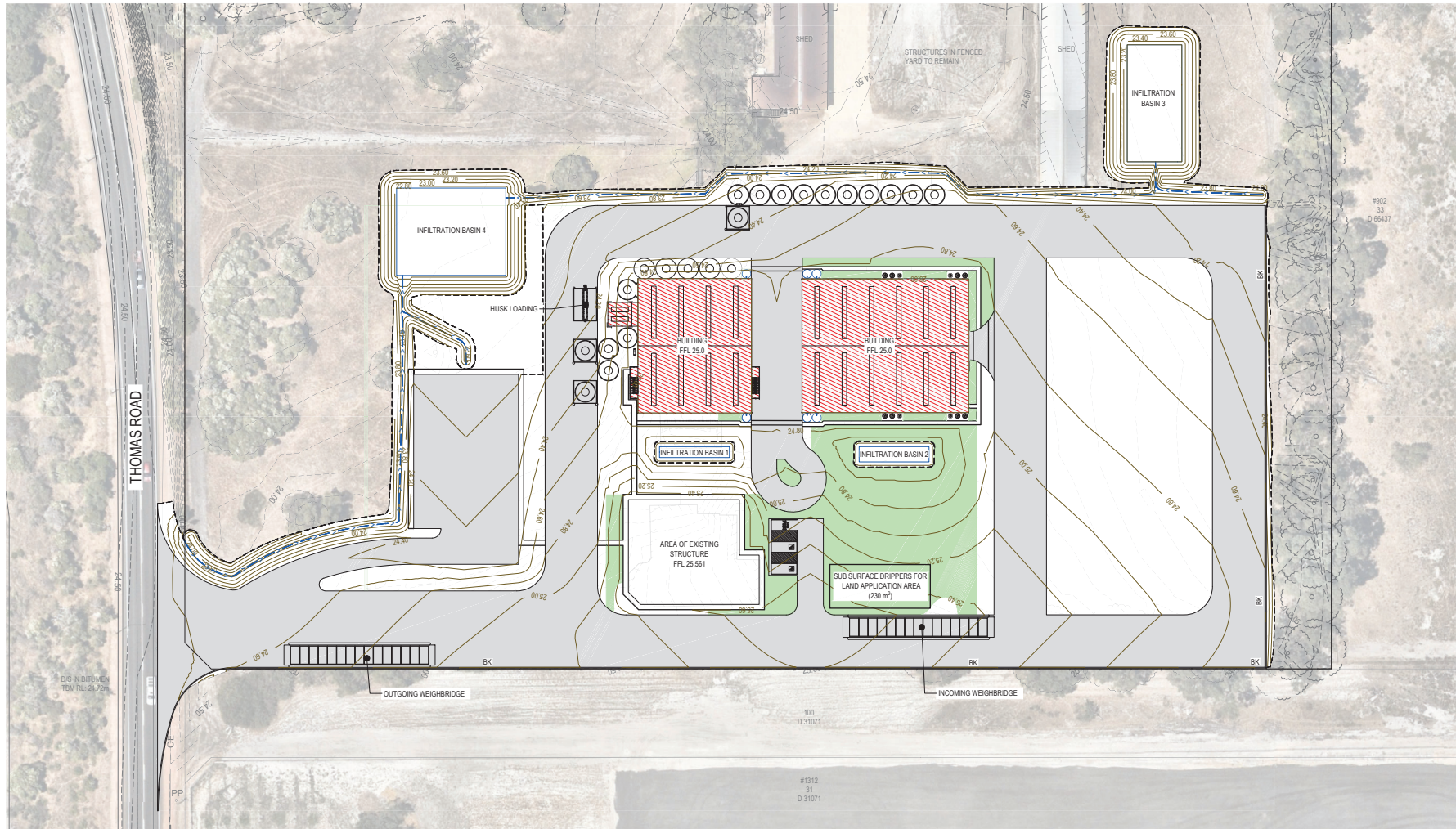
DATE	04/04/2024	SHEET No.	1 of 1
DRAWN	RANDOR SWART	DESIGNED	VINCENT TRAM
CHECKED	VINCENT TRAM	AT SCALE	AS NOTED ON DRAWING
JOB REF.	PLN_92602		



**LEGEND**

(EXISTING)	
SURVEY BOUNDARY	---
BOTTOM OF BANK	- - - - -
TOP OF BANK	- . - . -
FENCE	- / - / -
SITE BOUNDARY	---
TREE	(○)
(PROPOSED)	
INTERFACE TO EXISTING	- - - - -
DESIGN CONTOURS	—
SWALE	—>>>—
BARRIER KERB	Bk
LANDSCAPE	■
ASPHALT PAVEMENT	■
BUILDINGS (REFER TO ARCHITECTURALS FOR MORE DETAIL)	▨

**NOTE:**  
1. THESE PLANS ARE FOR DA PURPOSES ONLY AND NOT FOR CONSTRUCTION.



**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.31.

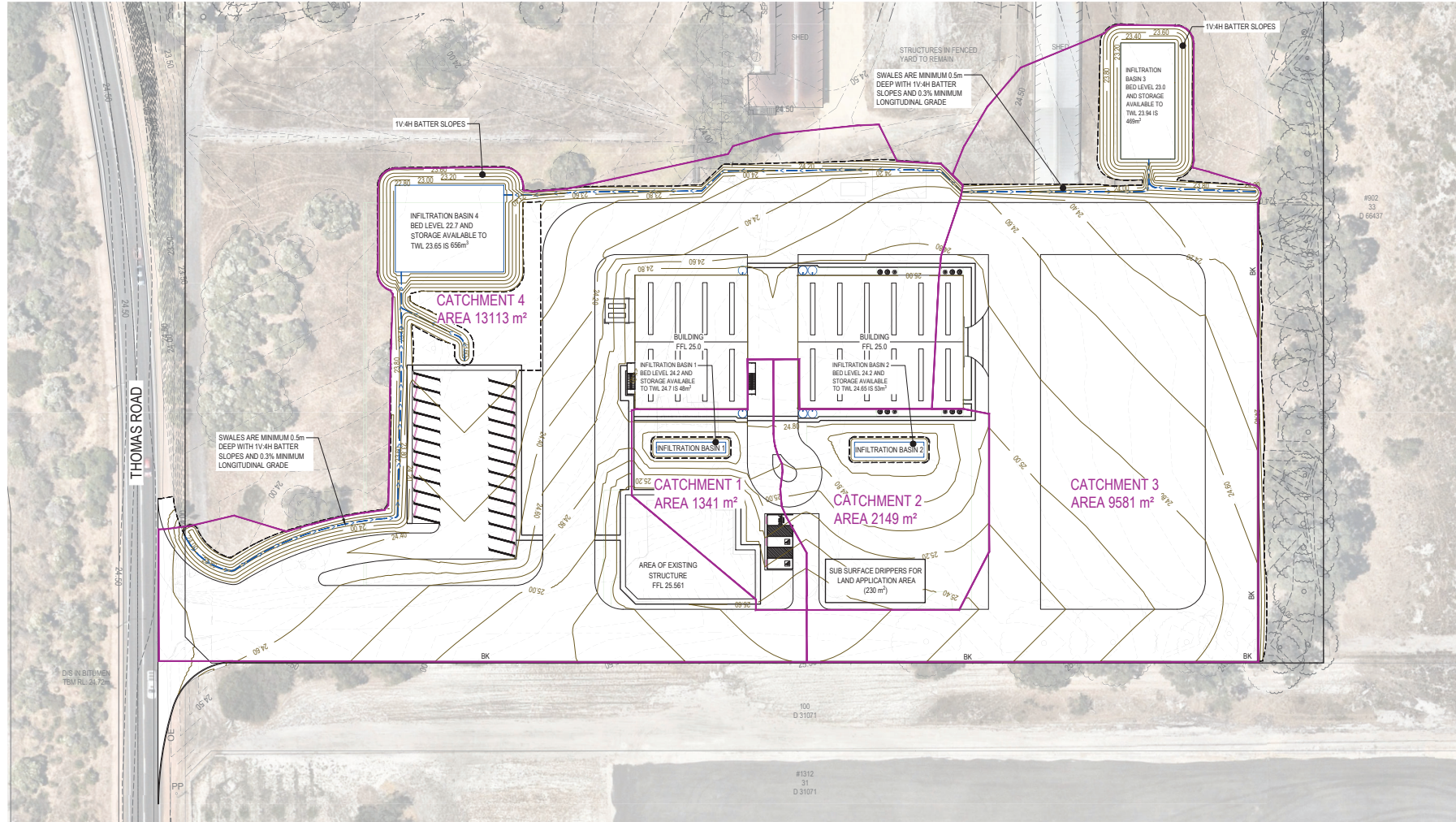
**DIAL 1100**  
BEFORE YOU DIG

REV	BY	DATE	DESCRIPTION
A	RS/VT	20.12.2024	INITIAL DRAWING



TITLE	GENERAL ARRANGEMENT PLAN
PROJECT	1324 THOMAS ROAD OAKFORD
DWG No.	PLN_92602-G-001_A

DATE	20/12/2024	SHEET N°	1 of 1
DRAWN	NT	CHECKED	ROB SMITH
			VINCENT TRAN
A1 SCALE	AS NOTED ON DRAWING	JOB REF.	PLN_92602



**LEGEND**

(EXISTING)	
SURVEY BOUNDARY	---
BOTTOM OF BANK	- - - - -
TOP OF BANK	- . - . -
FENCE	- / - / - / -
SITE BOUNDARY	---
TREE	(o)
(PROPOSED)	
INTERFACE TO EXISTING	- - - - -
DESIGN CONTOURS	---
SWALE	—>—>—>
BARRIER KERB	— BK —
CATCHMENTS	---
WHEELSTOP AS PER AS2890.1	---

- SERVICES AND RESTORATION:**
- EXISTING SERVICES MARKED ON THIS DRAWING ARE APPROXIMATE AND ARE UNCONFIRMED.
  - THE CONTRACTOR SHALL BE SOLELY AND ENTIRELY RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES WITHIN AND ADJOINING THE SITE WHICH ARE OR MAY BE INTERFERED WITH DURING THE PROPOSED WORKS.
  - THE CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO DETERMINE AND CONFIRM THE LOCATIONS AND LEVEL OF ANY AND ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION IN ORDER TO DETERMINE IF CLASHES WITH THE PROPOSED WORKS WILL OCCUR. DIAL 1100.
  - THE INVESTIGATION OF THE EXISTING SERVICES SHALL BE COMPLETED IN A TIMELY MANNER SUCH THAT THE PROGRAM OF THE WORKS IS NOT DELAYED SHOULD A CLASH OCCUR.
  - IF THERE ARE CLASHES WITH PROPOSED SERVICES THEN THE SUPERINTENDENT SHALL BE IMMEDIATELY NOTIFIED SO THAT A COURSE OF ACTION CAN BE DETERMINED WITH THE CONTRACTOR AND THE RELEVANT SERVICE AUTHORITIES.

- NOTES:**
- THESE PLANS ARE FOR DA PURPOSES ONLY AND NOT FOR CONSTRUCTION.
  - ROOF AREAS WILL BE DIRECTED INTO APPLICABLE BASIN IN THAT CATCHMENT.
  - BASIN INFILTRATION IS BASED ON 5mm/dAY.



	<b>WARNING</b>		REV	BY	DATE	DESCRIPTION
	BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 13.1.		A	RS/VT	20.12.2024	INITIAL DRAWING
<b>DIAL 1100</b> BEFORE YOU DIG		Copyright VPE CONSULTING PLY LTD. T: +61 8 6400 7433   Email: admin@vpeconsulting.com.au				



TITLE	CATCHMENT PLAN	DATE	20/12/2024	SHEET N°	1 of 1
PROJECT	1324 THOMAS ROAD OAKFORD	DRAWN	NT	DESIGNED	ROB SMITH
DWG No.	PLN_92602-C-001_A	CHECKED	VINCENT TRAN	A1 SCALE	AS NOTED ON DRAWING
		JOB REF.	PLN_92602		



**LEGEND**

(PROPOSED)

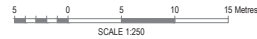
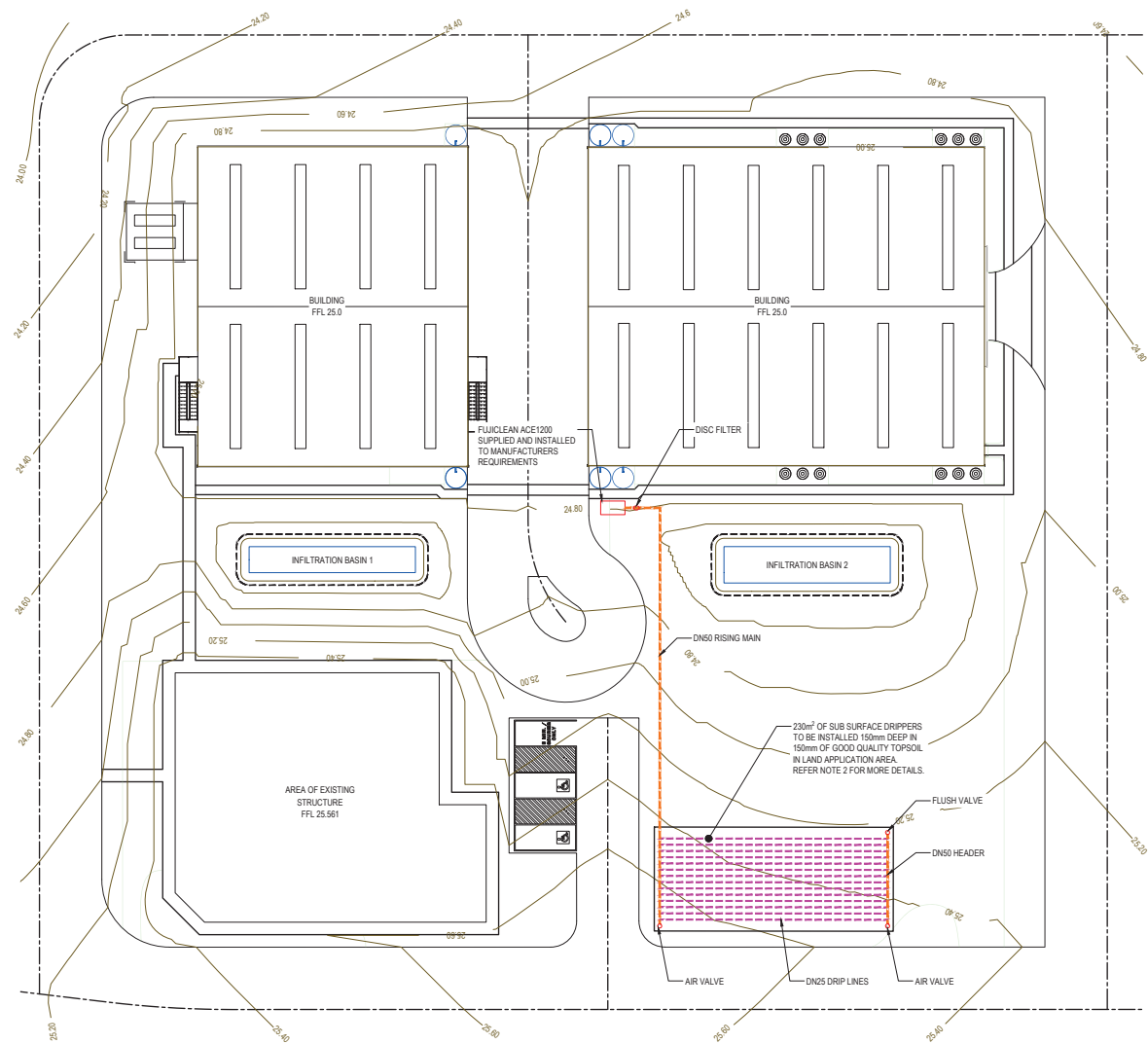
DESIGN CONTOURS

**SERVICES AND RESTORATION:**

- EXISTING SERVICES MARKED ON THIS DRAWING ARE APPROXIMATE AND ARE UNCONFIRMED.
- THE CONTRACTOR SHALL BE SOLELY AND ENTIRELY RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SERVICES AND STRUCTURES WITHIN AND ADJOINING THE SITE WHICH ARE OR MAY BE INTERFERED WITH DURING THE PROPOSED WORKS.
- THE CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO DETERMINE AND CONFIRM THE LOCATIONS AND LEVEL OF ANY AND ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION IN ORDER TO DETERMINE IF CLASHES WITH THE PROPOSED WORKS WILL OCCUR. DIAL 1100.
- THE INVESTIGATION OF THE EXISTING SERVICES SHALL BE COMPLETED IN A TIMELY MANNER SUCH THAT THE PROGRAM OF THE WORKS IS NOT DELAYED SHOULD A CLASH OCCUR.
- IF THERE ARE CLASHES WITH PROPOSED SERVICES THEN THE SUPERINTENDENT SHALL BE IMMEDIATELY NOTIFIED SO THAT A COURSE OF ACTION CAN BE DETERMINED WITH THE CONTRACTOR AND THE RELEVANT SERVICE AUTHORITIES.

**NOTES:**

- SANITARY DRAINAGE FROM FIXTURES TO CONNECT INTO FUJICLEAN ACE1200.
- SUBSOIL DRIPPERS TO BE SUPPLIED AND INSTALLED IN ACCORDANCE WITH AS1547. SUBSURFACE DRIPPERS TO HAVE A MAXIMUM SPACING OF 600mm.
- ALL PLUMBING AND DRAINAGE WORKS SHALL BE COMPLETED IN ACCORDANCE WITH THE AS/NZS 3500, LOCAL AUTHORITIES CONDITIONS AND P.L.B. THE DESIGN DRAWINGS SHOW DESIGN INTENT ONLY AND WILL NOT REMOVE THE CONTRACTOR FROM RESPONSIBILITY OF COMPLIANCE.



WARNING		REV	BY	DATE	DESCRIPTION	
<p><b>DIAL 1100</b> BEFORE YOU DIG</p>	BEWARE OF UNDERGROUND SERVICES	A	RS/VT	20.12.2024	INITIAL DRAWING	
	THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 9.31.					



TITLE	ONSITE EFFLUENT DISPOSAL PLAN
PROJECT	1324 THOMAS ROAD OAKFORD
DWG No.	PLN_92602-O-001_A

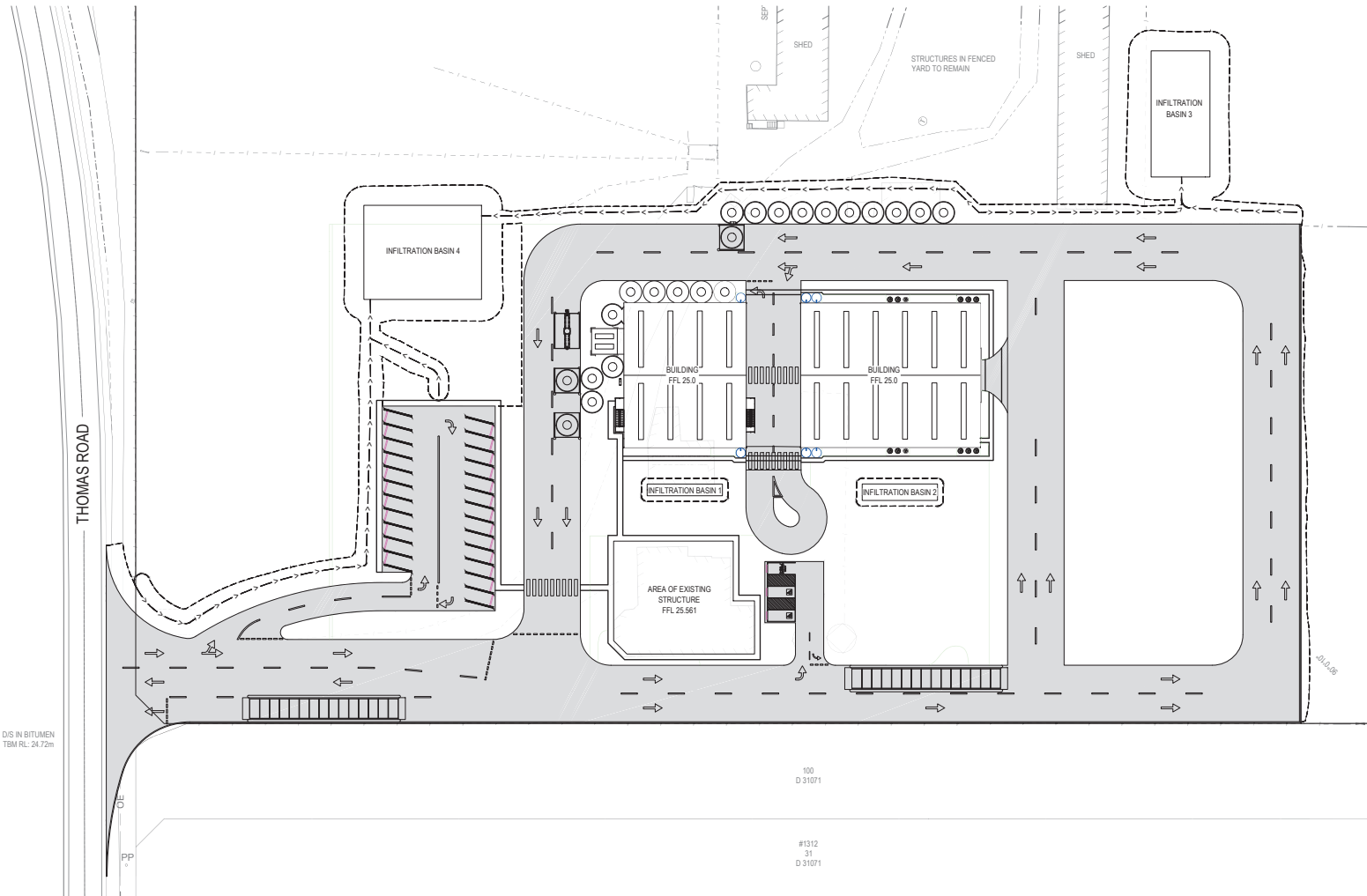
DATE	20/12/2024	SHEET N°	1 of 1
DRAWN	NT	CHECKED	ROB SMITH
DESIGNED	VINCENT TRAN	A1 SCALE	AS NOTED ON DRAWING
JOB REF.	PLN_92602		



**LEGEND**

(EXISTING)	—————
SURVEY BOUNDARY	-----
BOTTOM OF BANK	- - - - -
TOP OF BANK	- . - . -
FENCE	- / - / -
SITE BOUNDARY	—————
(PROPOSED)	—————
SWALE	- > - > - >
INTERFACE TO EXISTING	- - - - -
WHEELSTOP AS PER AS2890.1	—————

- NOTES:**
1. LINE MARKING TO BE COMPLETED IN ACCORDANCE WITH AS2890.1, AS2890.2 & AS1742.
  2. THE PLAN IS FOR DA PURPOSES ONLY AND NOT FOR CONSTRUCTION



<p><b>WARNING</b> BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 9.31.</p> <p><b>DIAL 1100</b> BEFORE YOU DIG</p>		<table border="1"> <thead> <tr> <th>REV.</th> <th>BY</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>RS/VT</td> <td>20.12.2024</td> <td>INITIAL DRAWING</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REV.	BY	DATE	DESCRIPTION	A	RS/VT	20.12.2024	INITIAL DRAWING								
REV.	BY	DATE	DESCRIPTION															
A	RS/VT	20.12.2024	INITIAL DRAWING															
<p>Copyright VPE CONSULTING PLY LTD. T: +61 8 6400 7433   Email: admin@vpeconsulting.com.au</p>		<p><b>VPE Consulting</b></p>																

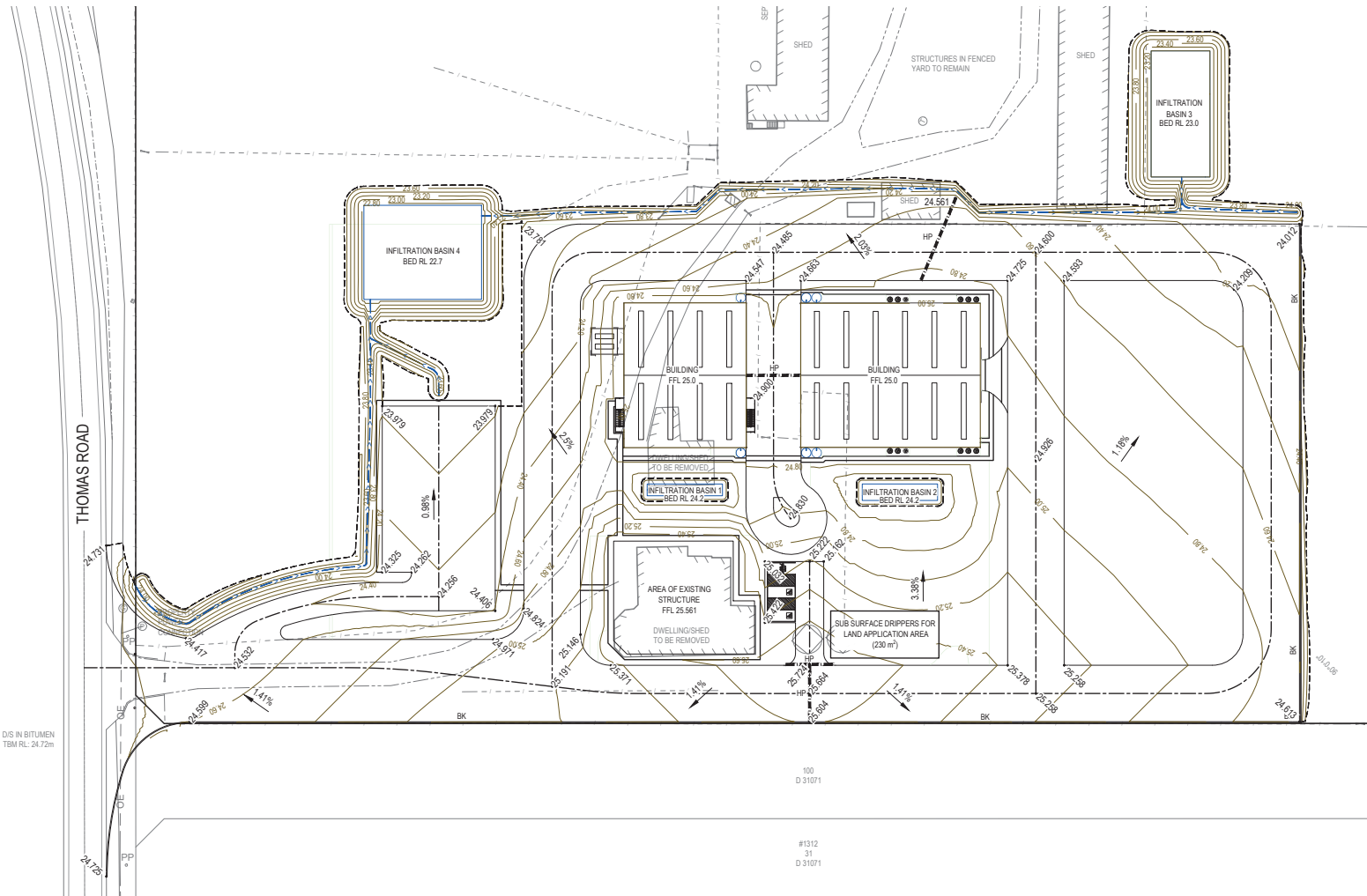
TITLE	LINE MARKING PLAN	DATE	20/12/2024	SHEET N°	1 of 1
PROJECT	1324 THOMAS ROAD OAKFORD	DRAWN	NT	DESIGNED	ROB SMITH
DWG No.	PLN_92602-L-001_A	CHECKED	VINCEN TRAN	A1 SCALE	AS NOTED ON DRAWING
		JOB REF.	PLN_92602		



**LEGEND**

(EXISTING)	
SURVEY BOUNDARY	---
BOTTOM OF BANK	- - - - -
TOP OF BANK	- . - . -
FENCE	- / - / -
SITE BOUNDARY	---
(PROPOSED)	
INTERFACE TO EXISTING	---
DESIGN CONTOURS	---
SWALE	—>—>—>
BARRIER KERB	BK
HIGHPOINT	HP
FINISHED SURFACE LEVEL, NOT TOP OF KERB LEVEL	+24.485

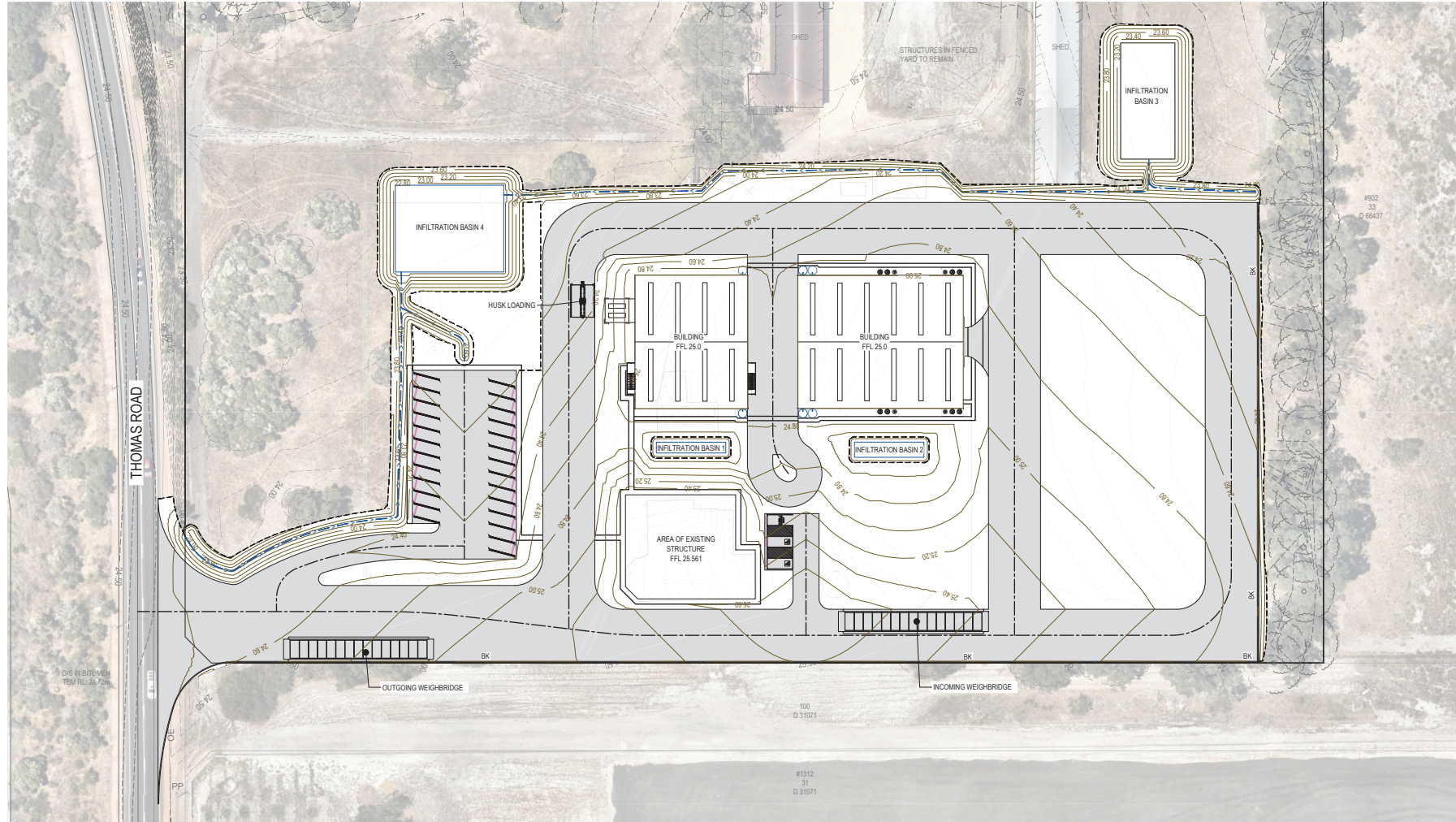
- GENERAL NOTES**
1. ALL DIMENSIONS IN METRES U.N.O.
  2. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH SPECIFICATION.
  3. ALL WORKS SHALL BE CONDUCTED IN ACCORDANCE WITH THE LOCAL AUTHORITY STANDARDS AND
  4. A DUST MANAGEMENT PLAN MUST BE SUBMITTED AND APPROVED BY COUNCIL. THE CONTRACTOR MUST ADHERE TO THE APPROVED DUST MANAGEMENT PLAN.
  5. REFER TO PLN\_92602-D-001 FOR DETAILS



	<b>WARNING</b>		REV.	BY	DATE	DESCRIPTION
	BEWARE OF UNDERGROUND SERVICES THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 9.31.		A	RS/VT	20.12.2024	INITIAL DRAWING
<b>DIAL 1100</b> BEFORE YOU DIG		Copyright VPE CONSULTING PLY LTD. T: +61 8 6400 7433   Email: admin@vpeconsulting.com.au				



TITLE	LEVEL PLAN			DATE	20/12/2024	SHEET N°	1 of 1
PROJECT	1324 THOMAS ROAD OAKFORD			DRAWN	NT	DESIGNED	ROB SMITH
DWG No.	PLN_92602-E-001_A			CHECKED	VINCENT TRAN	A1 SCALE	AS NOTED ON DRAWING
				JOB REF.	PLN_92602		



**LEGEND**

(EXISTING)	
SURVEY BOUNDARY	---
BOTTOM OF BANK	- - - - -
TOP OF BANK	- . - . -
FENCE	- / - / -
SITE BOUNDARY	---
TREE	(o)
(PROPOSED)	
INTERFACE TO EXISTING	- - - - -
DESIGN CONTOURS	---
SWALE	---
BARRIER KERB	Bk
ASPHALT PAVEMENT	---
WHEELSTOP AS PER AS2890.1	---

**NOTE:**  
 1. THESE PLANS ARE FOR DA PURPOSES ONLY AND NOT FOR CONSTRUCTION.











<p><b>WARNING</b>          BEWARE OF UNDERGROUND SERVICES          THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.31.</p> <p><b>DIAL 1100</b>          BEFORE YOU DIG</p>	REV	BY	DATE	DESCRIPTION
	A	RS/VT	19.12.2024	INITIAL DRAWING

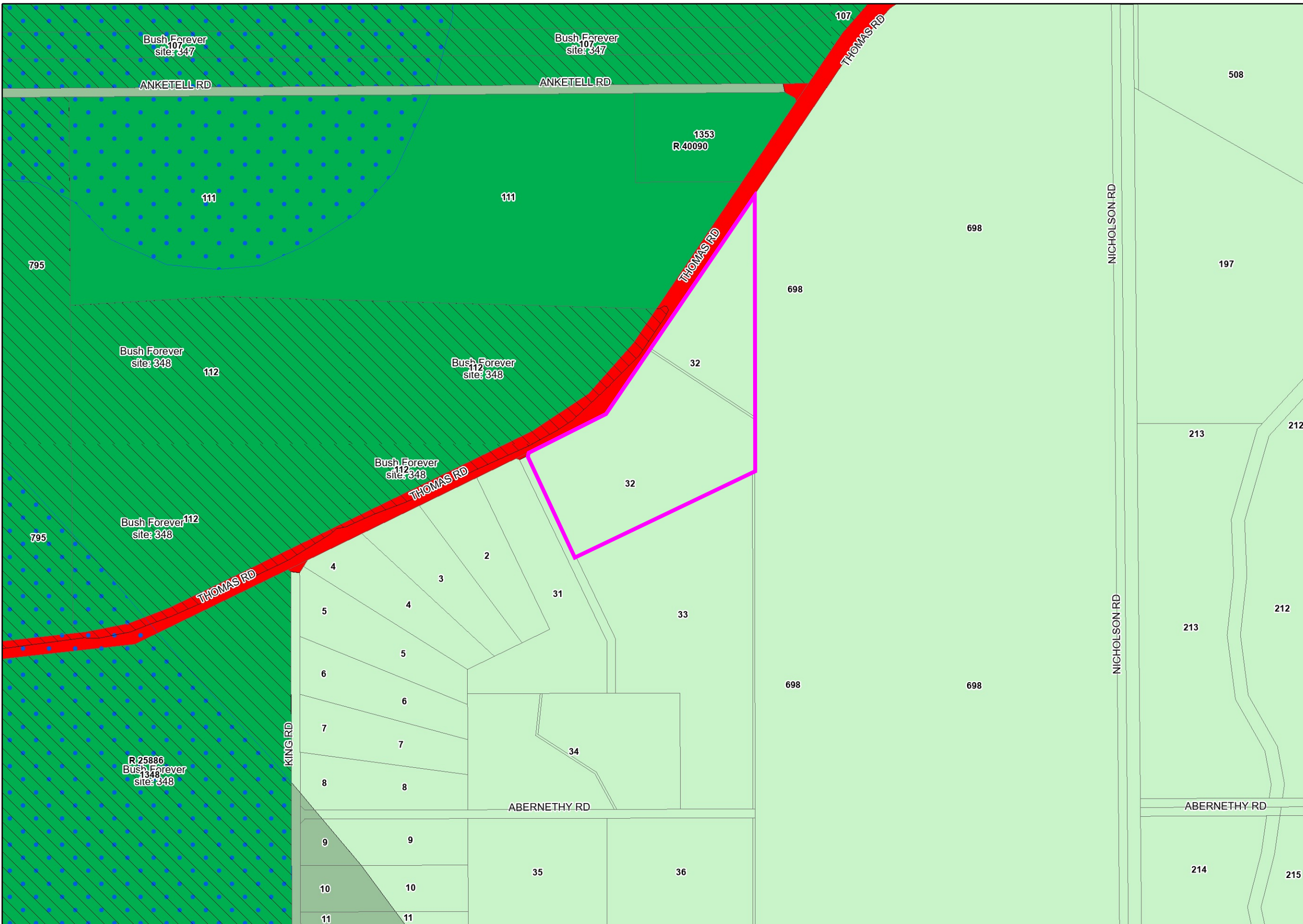


TITLE	PAVEMENT PLAN
PROJECT	1324 THOMAS ROAD OAKFORD
DWG No.	PLN_92602-P-001_A

DATE	19/12/2024	SHEET N°	1 of 1
DRAWN	NT	DESIGNED	ROB SMITH
CHECKED	VINCENT TRAN	A1 SCALE	AS NOTED ON DRAWING
JOB REF.	PLN_92602		

Legend

-  Cadastral (View 1)
  -  Region Scheme Boundary
  -  Region Scheme Bush Forever Areas
  -  Region Scheme Water Catchments
- Region Scheme Zones and Reserves
-  Primary regional roads
  -  Regional open space
  -  Rural
  -  Rural - water protection



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.

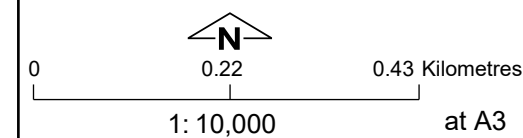
\* This map is not intended to be used for measurement purposes.

29-50143-1

**DPLH BUSINESS USE ONLY**

Internal Spatial Viewer

Aerial photography © Nearmap and/or © Western Australian Land Information Authority (Landgate).  
Location information data licensed from Western Australian Land Information Authority (WALIA) trading as Landgate. Copyright in the location information data remains with WALIA. WALIA does not warrant the accuracy or completeness of the location information data or its suitability for any particular purpose.



Projection: WGS 1984 Web Mercator Auxiliary Sphere  
Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 03-Dec-2025



**mainroads**  
WESTERN AUSTRALIA

Enquiries: Saikat Mitra on (08) 9323 4484  
Our Ref: 19/6514 (D25#172269)  
Your Ref: PA24/803 (DAP/25/02840)

25 February 2025

Chief Executive Officer  
Shire of Serpentine Jarrahdale  
6 Paterson Street  
MUNDIJONG WA 6123

Email: [info@sishire.wa.gov.au](mailto:info@sishire.wa.gov.au) (via email)

Dear Sir/Madam,

**INFORMATION REQUEST - PROPOSED INDUSTRY RURAL (OAT FACILITY AND ASSOCIATED BUILDINGS AND STRUCTURES) – LOT 32 (1324) THOMAS ROAD, OAKFORD – REF: PA24/803 (DAP/25/02840)**

In response to correspondence received on 13 January 2025, Main Roads has reviewed the application and is unable to provide comments and recommendations at this point in time.

The following information is required:

**1. Preliminary Concept Design (Vehicular Access to Thomas Road)**

Preliminary concept (15% design) for the proposed upgrade to existing access point onto Thomas Road is required addressing the following:

Option 1 – Relocating Access

- The Applicant is requested to investigate a modified relocated LILO (Left-In, Left-Out) concept via the unnamed road reserve (Lot 100). Entry to the site will be via the unnamed road. This will minimize points of conflict and satisfy as per the Main Roads *Driveways Policy* and WAPC *Development Control Policy 5.1 Regional Roads (vehicular access)*.

Option 2 – Current proposal

- The applicant will be required to upgrade to the road network. The applicant is to investigate the proposed left-in and left-out (LILO) option without having any enforcement in place (such as raised island, central median and localised widening) to restrict right turns to/from the site.

General Requirements for Option 1 & Option 2

The applicant is to:

- Investigate all current traffic movements to and from Thomas Road that are available to the site.
- Propose suitable treatments to accommodate turning vehicles, including appropriate Restricted Access Vehicles (RAV).



- A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in *Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6* are met, or when the presence of the driveway may impact the performance or safety of the road network.
- Swept-path assessment is required for 36.5m B-Triple combination in accordance with the *MRWA Supplement to Austroads Guide to Road Design (AGRD) Part 4, Table 5.2.2, Table 5.2.3 and Section 5.6.1*. Minimum turning radii of 20m and appropriate offset (edge of pavement/ kerb/ centreline) is also required as per the guideline.
- Sight distance assessment to be provided in a diagram in accordance with the Section 4.1.4 of the Main Roads' *Driveways Policy*.
- Justification is required for the indicative three lanes at the access point (one lane for entering and two lanes for exiting the site) when the proposal is for LILO only.

## 2. Transport Impact Statement (TIS)

The impact of the proposed development upon the access point onto Thomas Road is uncertain due to a significant percentage of heavy vehicle (up to 36.5m) entering the property

A revised TIS is required addressing the following:

- Trip generation for the proposed development is based on the Client's advice without any detailed evidence to support the assumptions. Further justification is required to clarify why the adopted trip rate is appropriate in this instance.
- The report to provide detailed justification for the trip distribution assumption (LILO only) as shown in the section 2.15 of the TIS.
- Warrant for turn treatments is to be investigated in accordance with the justified trip generation and distribution patterns.

Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.

As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.

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

Further information on the pre-lodgement consultation process can be found on Main Roads website at [mainroads.wa.gov.au](http://mainroads.wa.gov.au) > Technical & Commercial > Planning & Development

If you have any further queries, please do not hesitate to contact Saikat Mitra on (08) 9323 4484.

Please forward all emails, including the requested information relating to the proposal to [planninginfo@mainroads.wa.gov.au](mailto:planninginfo@mainroads.wa.gov.au).

Yours sincerely

Saikat Mitra

**Planning Assessment Officer**



Enquiries: Saikat Mitra on (08) 9323 4484  
Our Ref: 19/6514 (D25#621697)  
Your Ref: PA24/803 (DAP/25/02840)

8 July 2025

Chief Executive Officer  
Shire of Serpentine Jarrahdale  
6 Paterson Street  
MUNDIJONG WA 6123

Email: [info@sishire.wa.gov.au](mailto:info@sishire.wa.gov.au) (via email)

Dear Sir/Madam,

**INFORMATION REQUEST - PROPOSED INDUSTRY RURAL (OAT FACILITY AND ASSOCIATED BUILDINGS AND STRUCTURES) – LOT 32 (1324) THOMAS ROAD, OAKFORD – REF: PA24/803 (DAP/25/02840)**

In response to your latest correspondence received on 23 May 2025, Main Roads has reviewed the additional information (amended Transport Impact Statement and Intersection Concept, May 2025) and is still unable to provide recommendations at this point in time.

The following information is required:

**1. Concept Design (Vehicular Access to Thomas Road)**

Latest intersection concept (15% design) for the proposed upgrade to existing access point onto Thomas Road does not enforce the left-in/ left-out (LILO) movements due to the large pavements area of the proposed driveway. Passenger cars and small trucks will be able to do right-turn (right-turn in and right-turn out) movements easily to/from the site. Further amendment to concept design is required addressing the following:

- The applicant is required to upgrade the proposed access to enforce the LILLO movements only (such as raised island, central median and localised widening), restricting right turns to/from the site.
- The proposed raised/kerbed island is required to sufficiently offset from the Thomas Road carriageway as per the section 6 of MRWA Supplement to AGRD Part 4A.
- Driveway is required to be lit with any inclusion of the raised/ kerbed island. It is noted that this area of Thomas Road doesn't currently have roadway lighting. Refer to section 6.1 of MRWA Supplement to AGRD Part 4A (i.e. "Where intersections include kerbed medians or kerbed islands, street lighting should be provided.")
- A left and/or right auxiliary turn lane shall be provided if the warrants and geometric design for turn lanes as described in *Main Roads Supplement to Austroads Guide to Traffic Management Part 6, Section 3.3.6* are met, or when the presence of the driveway may impact the performance or safety of the road network.



## 2. Transport Impact Statement (TIS)

The impact of the proposed development upon the access point onto Thomas Road is still uncertain and therefore the TIS requires further amendment addressing the following:

- Trip generation assumption for the proposed development is based on the Client's advice without any detailed evidence (such as trip generation survey data from similar site/s) to support the assumptions. Further evidence on trip generation data is required.
- Requires intersection warrant assessment. These are to be investigated in accordance with the justified trip generation and distribution patterns.

**In order to progress with this application, Main Roads requests a formal meeting with the City to discuss matter relating to this proposal.**

Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.

As stated above, Main Roads is not in a position to support the subject proposal until the above information has been received and reviewed.

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

Further information on the pre-lodgement consultation process can be found on Main Roads website at [mainroads.wa.gov.au](http://mainroads.wa.gov.au) > Technical & Commercial > Planning & Development

If you have any further queries, please do not hesitate to contact Saikat Mitra on (08) 9323 4484.

Please forward all emails, including the requested information relating to the proposal to [planninginfo@mainroads.wa.gov.au](mailto:planninginfo@mainroads.wa.gov.au).




Yours sincerely

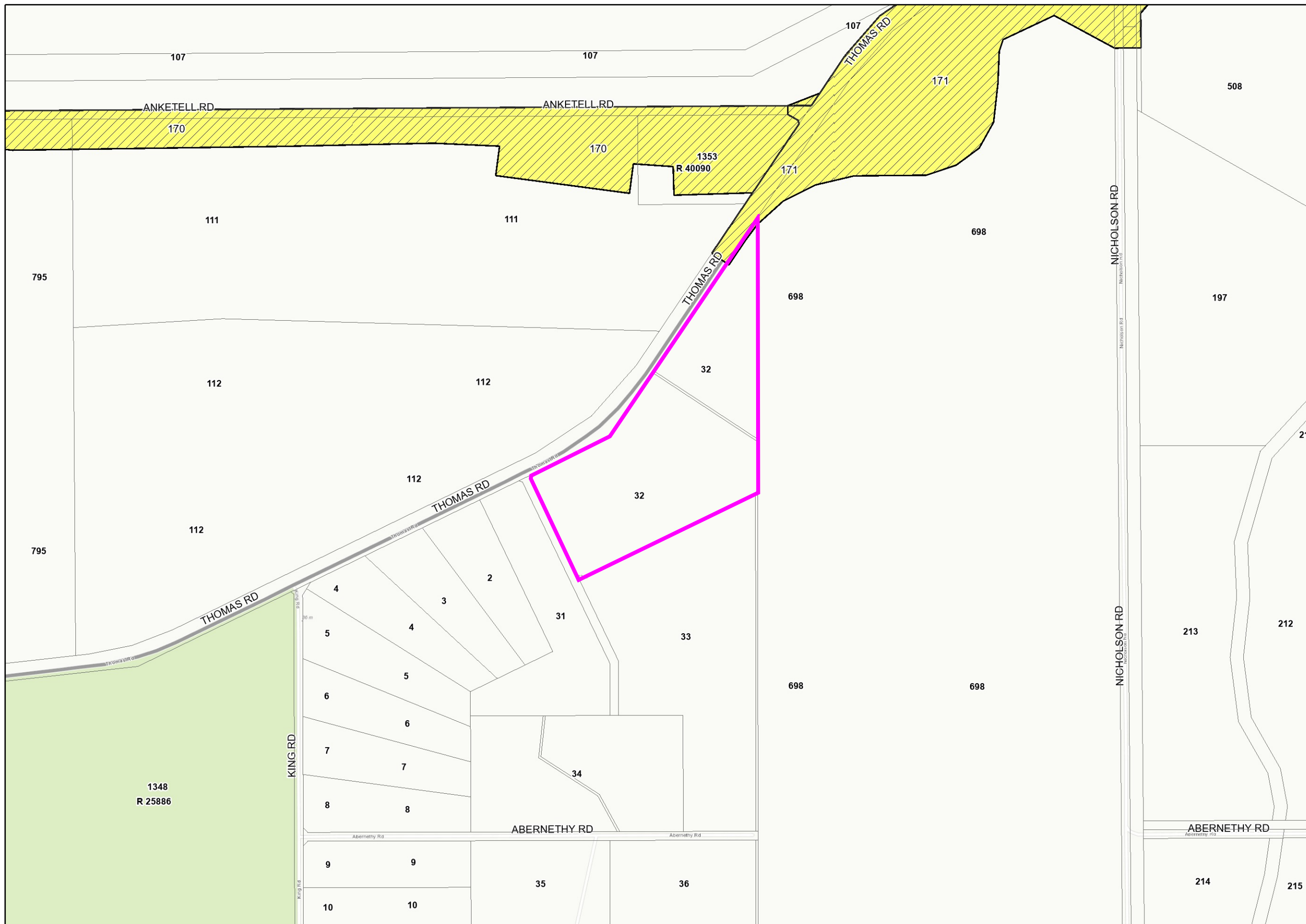
A handwritten signature in black ink, appearing to read 'Saikat Mitra'.

Saikat Mitra  
**Planning Assessment Officer**

Encl:

1. Main Roads previous Letter (Information Request dated 25 February 2025)

- Legend**
-  Cadastre (View 1)
  -  RS Application Planning Control Area
  -  Region Scheme Boundary



**Notes:**

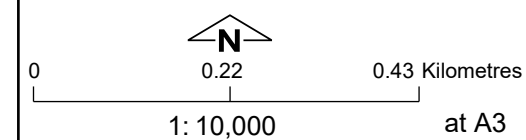
- \* The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.
- \* This map is not intended to be used for measurement purposes.

29-50143-1

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

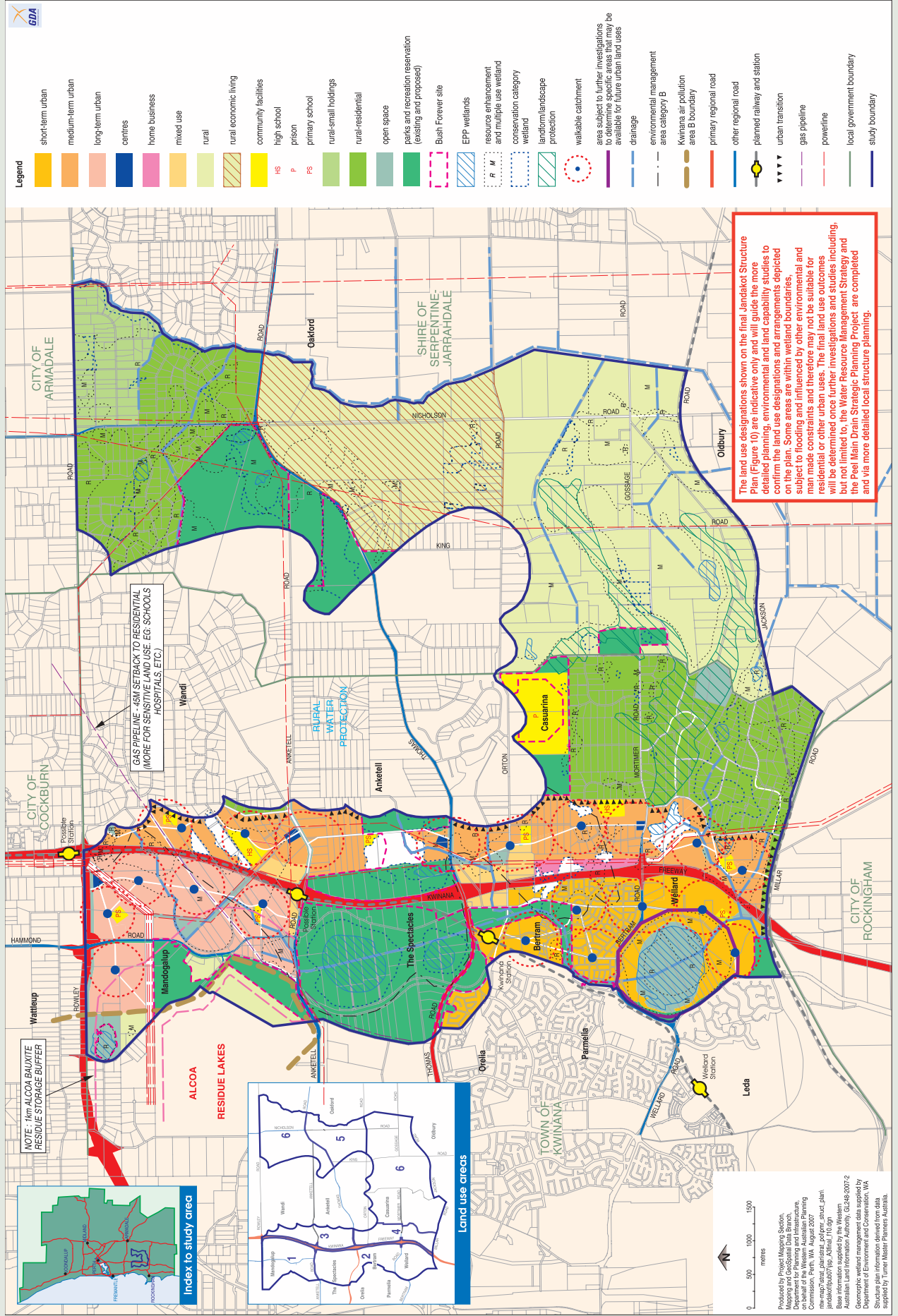
Aerial photography © Nearmap and/or © Western Australian Land Information Authority (Landgate).  
Location information data licensed from Western Australian Land Information Authority (WALIA) trading as Landgate. Copyright in the location information data remains with WALIA. WALIA does not warrant the accuracy or completeness of the location information data or its suitability for any particular purpose.



Projection: WGS 1984 Web Mercator Auxiliary Sphere  
Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 03-Dec-2025

Figure 9 Final structure plan



# TRANSPORT IMPACT STATEMENT

1324 Thomas Road,  
Oakford

October 2025

Rev I



# Premise

PART OF THE  
**Amey** GROUP

**HISTORY AND STATUS OF THE DOCUMENT**

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A Draft	23.10.2023	M Kleyweg	M Kleyweg	23.10.2023	Issued for Review
Rev A	26.10.2023	M Kleyweg	M Kleyweg	26.10.2023	Issued for Review
Rev B	8.03.2024	M Kleyweg	M Kleyweg	8.03.2024	Amended as per additional information from client
Rev C	6.12.2024	M Kleyweg	M Kleyweg	6.12.2024	Proposed layout amended
Rev D	12.12.2024	M Kleyweg	M Kleyweg	12.12.2024	Minor amendments included
Rev E	17.12.2024	M Kleyweg	M Kleyweg	17.12.2024	Minor amendments included
Rev F	19.12.2024	M Kleyweg	M Kleyweg	19.12.2024	Minor amendments included
Rev G	19.05.2025	M Kleyweg	M Kleyweg	20.05.2025	Proposed layout amended
Rev H	11.09.2025	M Kleyweg	M Kleyweg	11.09.2025	MRWA queries addressed
Rev I	29.10.2025	M Kleyweg	M Kleyweg	29.10.2025	Report Finalised

**DISTRIBUTION OF COPIES**

Revision	Date of issue	Quantity	Issued to
Rev A Draft	23.10.2023	1 (PDF)	Barry Small (Bravura Design Pty Ltd)
Rev A	26.10.2023	1 (PDF)	Barry Small (Bravura Design Pty Ltd)
Rev B	8.03.2024	1 (PDF)	Barry Small (Bravura Design Pty Ltd)
Rev C	6.12.2024	1 (PDF)	Jason Hunt (Statewest Planning)
Rev D	6.12.2024	1 (PDF)	Jason Hunt (Statewest Planning)
Rev E	17.12.2024	1 (PDF)	Jason Hunt (Statewest Planning)
Rev F	19.12.2024	1 (PDF)	Jason Hunt (Statewest Planning)
Rev G	20.05.2025	1 (PDF)	Jason Hunt (Statewest Planning)
Rev H	11.09.2025	1 (PDF)	Jason Hunt (Statewest Planning)
Rev I	29.10.2025	1 (PDF)	Jason Hunt (Statewest Planning)

<b>Document Printed</b>	29/10/2025 2:55 PM
<b>File Name</b>	KC01712.000 1324 Thomas Road Oakford, Rev I
<b>Author of the Rev A Draft</b>	Ana Marijanovic
<b>Author of the Current Revision</b>	Nemanja Marijanovic
<b>Project Team</b>	/
<b>Project Director / Project Manager</b>	Marina Kleyweg
<b>Name of Project</b>	KC01712.000 1324 Thomas Road Oakford
<b>Name of the Document</b>	KC01712.000 1324 Thomas Road Oakford - Transport Impact Statement
<b>Document Version</b>	KC01712.000_R01_ Rev I

# Table of Contents

---

<b>1. Executive Summary .....</b>	<b>4</b>
<b>2. Transport Impact Statement .....</b>	<b>6</b>
2.1 Proposal .....	6
2.2 Location.....	6
2.3 Technical Literature Used.....	6
2.4 Land Uses.....	7
2.5 Planning considerations.....	8
2.6 Local Road Network Information .....	10
2.7 Traffic Volumes.....	11
2.8 Vehicular Crash Information .....	12
2.9 Vehicular Parking.....	13
2.10 Compliance with AS2890 Parking facilities .....	13
2.10.1 Compliance Overview.....	13
2.10.2 Comparison of proposed layout to AS2890.01 requirements.....	14
2.10.3 Vehicle Swept Paths.....	15
2.11 Bicycle Parking .....	15
2.12 ACROD Parking.....	15
2.13 Delivery and Service Vehicles.....	16
2.14 Calculation of Development Generated / Attracted Trips.....	16
2.15 Traffic Flow Distribution.....	19
2.16 Vehicle Crossover Requirements .....	19
2.16.1 Right-of-Way (ROW).....	22
2.17 Access to RAV Network .....	23
2.18 Public Transport Accessibility.....	25
2.19 Pedestrian Infrastructure .....	25
2.20 Cyclist Infrastructure.....	25
2.21 Site-Specific Issues and Proposed Remedial Measures .....	26

## Appendices

---

- Appendix 1** - The layout of the proposed development
- Appendix 2** - Transport Planning and Traffic Plans
- Appendix 3** - Sight Lines and Vehicle Turning Circle Plan

## 1. Executive Summary

### Site Context

- A small portion of the lot currently features a residential dwelling with rural industry facilities (poultry farm) onsite, while the majority is vacant. The proposed land use is a grain facility.
- The subject site is zoned as Rural and located within the Jandakot District Structure Plan and WAPC Planning control area No. 171 - Oakford Central (Thomas Road to Spears Drive).

### Technical Findings

- According to WAPC guidelines, all developments generating less than 10 vehicular trips in peak hour have a low impact on the network.  
The proposed development is expected to generate up to 68 vehicular trips per day 9 vehicular trips in the AM peak and 5 vehicular trips in the PM peak.
- The proposed driveway will be upgraded to MRWA standard and allows for the design vehicle movements.
- The proposed crossover design ensures that there is no encroachment of the crossover into the adjacent ROW designated space; however, potential movement overlap could be expected if and when the ROW is constructed and operational. Currently, there is no information that this will happen in the near future.
- The ROW is currently not constructed, and while the owners have indicated their intention to engage with the relevant authorities in the future regarding its potential use as access, this is outside the scope of the current application and is assessed in this report only as a possibility.
- Based on the information received from the proponent, the driveway does not require provision of auxiliary lanes when assessed against the MRWA and Austroads warrants.

### Relationship with Policies

- A total of 27 car parking bays will be provided for staff employed at the facility and additional visitor parking. Two of the bays are marked as accessible and one 5min courier only parking bay.
- The development includes two passenger vehicle parking areas. The first features 90-degree parking, incorporating two accessible bays and a dedicated 5-minute courier-only bay. The second area consists of 75-degree angled parking, designed with adequate space for vehicles to turn around at the end of the aisle and exit in a forward direction.  
While AS2890.1 does not specify dimensions for 75-degree angled parking, the provided dimensions align with the standard requirements for parking bays at any angle.
- Having in mind the character of the subject land use and the surrounding area it is highly unlikely that any of the staff members nor possible patrons will utilise the bicycle to access the site.
- As the facility will operate as a delivery and dispatch receival point there will be no additional parking of commercial vehicles on the property other than for loading and offloading. The site is designed to accommodate the circulation of 36.5m B-Triple vehicles, ensuring smooth movement throughout.

### Conclusion

- As stated above, the proposed development is expected to generate up to 68 vehicular trips per day 9 vehicular trips in the AM peak and 5 vehicular trips in the PM peak.
- Thomas Road is classified as a Primary Distributor as per MRWA classification. Currently there are around 2,100 vehicles in the peak hour on Thomas Road in the vicinity of the subject site. Therefore, it is not

## **Transport Impact Statement**

**KC01712.000 1324 Thomas Road, Oakford**

expected that the level of traffic from the proposed development would cause traffic flow disruptions on Thomas Road.

- Other surrounding roads would absorb significantly less traffic than Thomas Road, moreover, the traffic would be dispersed so that the impact can be considered negligible. In summary the proposed development will not have a negative impact on the surrounding road network.

## 2. Transport Impact Statement

### 2.1 Proposal

Statewest Planning engaged Premise to prepare a Transport Impact Statement (TIS) for the proposed grain facility. The facility has been designed for a maximum receival capacity of 240 tonnes of oats per day, equivalent to 4 truckloads of raw oats (60 tonnes per vehicle).

Grain will be transported on 36 m road train combinations, each with a 60-tonne payload capacity. These same vehicles will also be used to remove husks, ensuring no additional truck trips are generated

This report will primarily address the level of impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

### 2.2 Location

Lot Number	32
Street Number	1324
Road Name	Thomas Road
Suburb	Oakford
Description of Site	<p>A small portion of the lot currently features a residential dwelling with rural industry facilities onsite while the majority of the lot is vacant. The site used to operate as a poultry farm; however, as the farm was closed some time ago, the operations are not reflected in the most recent traffic data count.</p> <p>The proposed land use is a grain facility.</p> <p>The subject site is zoned as Rural and located within the Jandakot District Structure Plan and WAPC Planning control area No. 171 - Oakford Central (Thomas Road to Spears Drive).</p>

### 2.3 Technical Literature Used

Local Government Authority	Shire of Serpentine-Jarrahdale
Type of Development	Industrial - Rural
Are the R-Codes referenced?	NO
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments
Are there applicable LGA schemes for this type of development?	YES
<i>If YES, Nominate:</i>	
Name and Number of Scheme	Local Planning Scheme No. 3
Are Austroads documents referenced?	YES

Is the Perth Transport Plan for 3.5 million and Beyond referenced? NO

## 2.4 Land Uses

Are there any existing Land Uses	YES
<i>If YES, Nominate:</i>	1 residential dwelling approximately 2,000m <sup>2</sup> rural industrial facilities
<b>Proposed Land Uses</b>	
How many types of land uses are proposed?	One
Nominate land use type and yield	Industry Rural - grain facility 2,292m <sup>2</sup> There will be a maximum of 25 staff. The facility has been designed for a maximum receival capacity of 240 tonnes of oats per day, equivalent to 4 truckloads (B-triple) of raw oats (60 tonnes per vehicle). The client has indicated the deliveries will require the use of 36 m-long vehicles as the largest vehicle.
Proposed Vehicle Access	It is intended all vehicle movements entering and exiting the property will be Left In - Left Out onto Thomas Road. Whilst all vehicle access in and out of the property can and will initially be managed/accommodated using the existing crossover off Thomas Road, the Client would like to consider providing access from the strip of land adjoining the western boundary of Lot 32 i.e., Lot 100 which is in the ownership of the state for a planned ROW.
Are the proposed land uses complementary with the surrounding land-uses?	YES

## 2.5 Planning considerations

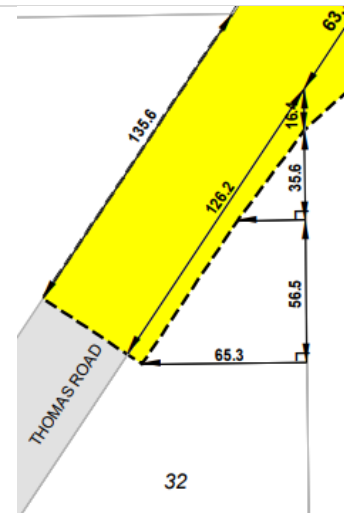
### WAPC Planning control area No. 171 - Oakford Central (Thomas Road to Spears Drive) Westport Anketell-Thomas Road Freight Corridor

*“The Planning Control Areas are intended to protect the land required for the proposed Anketell/Thomas Road primary regional road corridor.*

*The WAPC considers that the planning control areas are required over the properties to ensure that no development occurs on the land which might prejudice this purpose until it may be reserved for Primary Regional Roads in the Metropolitan Region Scheme.”*

*“The early road concept for the freight corridor between Clementi Road in Mandogalup and Tonkin Highway in Oakford includes both four and six lanes with a concrete median, and proposed bridges, interchanges and roundabout access at key intersections to provide uninterrupted east-west movement for freight vehicles and enhanced safety for local road users.”*

Impacted site area:



### Perth and Peel@3.5million The Transport Network March 2018

Thomas Road is identified as a Primary Distributor and a Secondary Freight Route.

### MRWA Thomas Road Safety Improvements

- “Dual carriageway between Kwinana Freeway and Bombay Boulevard, construction of a roundabout at Bombay Boulevard, and a four-metre wide pedestrian and cyclist path with lighting.
- Construction of a dual lane roundabout at Thomas Road and Nicholson Road, and upgrades on approach to the intersection.
- Construction of a dual lane roundabout at Thomas Road and Kargotich Road.
- Additional street lighting between Bombay Boulevard and Kargotich Road.
- Added safety measures added between Kwinana Freeway and Cumming Road including shoulder widening, new line markings, raised reflectors and resurfacing.”

### Jandakot Structure Plan August 2007

#### “Freight routes

Thomas, Anketell and King Roads, and the Kwinana Freeway are designated primary freight routes that traverse the structure plan area. Rowley Road west of the freeway is proposed as a future primary freight route.

#### Road hierarchy

The existing major roads (Thomas Road west of Kwinana Freeway) will be retained in the structure plan. The function of the important regional roads will be also retained in the hierarchy. These are Thomas Road (east of Kwinana Freeway), Mortimer Road and Anketell Road (west of Kwinana Freeway).

#### Roads and transport

The study area is dominated by the Kwinana Freeway and southern suburbs railway and a number of major east-west roads which link into the freeway and provide connections westward to the Kwinana Industrial Area. These include Rowley Road, Anketell Road, Thomas Road and Mundijong Road (south of the structure plan area). In addition, in the proposed new urban areas, north-south collector and/or integrator roads are proposed to link these areas together and provide local access to facilities. They also provide access on and off the major east-west roads and thus, access to the Kwinana Freeway and the proposed railway stations.

---

*This will establish the potential for the public transport (bus) feeder services between the new urban areas and the railway stations and the Kwinana town centre.*

---

### **Main Roads Western Australia**

---

MRWA confirmed via email planned potential upgrades to Thomas Road. The following information has been received:

- *“ Should a DA be formally lodged at the Council, the proposal (including crossover) would be referred to Main Roads for comments and recommended conditions would be provided to the local government to be considered in the planning decision/outcome.*
- *The crossover should be designed in accordance with the Main Roads Driveway Policy and meet the requirements of the WAPC Development Control Policy 5.1 – Regional Roads ( Vehicular Access).*
- *The applicant will be required to submit an Application form to undertake works within the road reserve prior to undertaking any work within the road reserve.*
- *This section of Thomas Road is located within the Westport Project area which is currently under review. A planning study will be conducted to confirm whether any additional land requirements is needed for the project. Timing of the commencement of the planning study is currently unknown at this stage. Please note project timing is subject to change and Main Roads assumes no liability for any change to the timing information provided.*
- *There are a range of safety improvements underway that involves this section of Thomas Road. This includes but is not limited to street lighting works and an upgrade of the nearby Thomas Road and Nicholson Road intersection into a dual lane roundabout. For more information regarding this please visit the Projects & Initiatives page on the Main Roads website.”*

## 2.6 Local Road Network Information

How many roads front the subject site? 1

*Name of Roads Fronting Subject Site / Road Classification and Description:*

<b>Road Name</b>	<b>Thomas Road</b>
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	40.0m
Road Pavement Width	9.0m inclusive of bicycle lanes
Classification	Primary Distributor
Speed Limit	80kph
Bus Route	NO
On-street parking	NO

*Name of Other Roads within 400m radius of site, or roads likely to take increased traffic due to the development:*

<b>Road Name</b>	<b>King Road</b>
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20.0m
Road Pavement Width	7.5m
Classification	Regional Distributor
Speed Limit	80kph
Bus Route	NO
On-street parking	NO

<b>Road Name</b>	<b>Anketell Road</b>
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20.0m
Road Pavement Width	9.0m
Classification	Regional Distributor
Speed Limit	90kph
Bus Route	NO
On-street parking	NO

## 2.7 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle % <i>If HV count is Not Available, are HV likely to be in higher volumes than generally expected?</i>	Date of Traffic Count	Estimation of 2025 Traffic Volumes (where needed)
			AM Peak Time	AM Peak VPH	PM Peak Time	PM Peak VPH			
<b>Thomas Road</b>	West of King Road	12,953	07:15 – 1,078	15:45 – 1,367	7%	Oct 2020	-		
	East of King Road	14,135	07:15 – 1,251	15:45 – 1,476	7%	Oct 2020	-		
	South of Anketell Road	14,111	06:15 – 1,155	16:15 – 1,431	8%	Oct 2020	-		
	West of Nicholson Road	22,974	07:00 – 1,844	15:45 – 2,358	9%	2024/2025	-		
	At 1324 Thomas Road Access*	/	07:00 – 2,100	15:45 – 2,108	11% AM; 8% PM	Mar 2025	Daily estimation** 22,500		
<b>King Road</b>	South of Thomas Road	1,934	07:15 – 227	15:45 – 175	12%	Oct 2020	-		
<b>Anketell Road</b>	West of Thomas Road	3,079	06:15 – 291	16:15 – 335	14%	Oct 2020	-		

\*Note – These traffic counts have been obtained through a survey conducted from 25-27th March 2025 for the purposes of this project. The values shown in the table are average of three survey days

\*\*Note – Daily traffic volume for surveyed location has been estimated based on the ratio of Daily traffic and Peak traffic at traffic count locations – Thomas Road East of King Road and South of Anketell Road (closest to the surveyed location). The calculations show 25,000 VPD when using AM peak ratio and 20,000 VPD when using PM peak ratio. Therefore, an average of 22,500 VPD is estimated for this location in 2025.

## 2.8 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1 Thomas Road SLK [11.66 - 13.29]

Period of crash data collection 01/01/2019 - 31/12/2024

The following table shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2017 to 2022, as obtained from Main Roads WA on the 31<sup>st</sup> May 2022 by email request:

	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro State Roads - Midblock	20.12	0.37	0.89	0.02
Metro State Roads - All	46.28	0.85	1.80	0.03

Note: Based on 5-years data for the period 2017 to 2021.

Definitions of acronyms and terms used in this analysis can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash
- MVKT - Million Vehicle Kilometres Travelled.

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Thomas Road	11.66 -13.29	Primary Distributor	80kph	1	2	3	2
MR Nature	Rear End	Head On	Hit Pedestrian	Hit Animal	Hit Object	Other / Unknown	
Count	5	2	0	0	1	0	
No of MVKT Travelled at Location	App. 20,000 VPD * 365 * 5 years * 1.63 km = 59.46 MVKT						
KSI Crash Rate	1 KSI crashes / 59.46 MVKT = 0.016 KSI crashes/MVKT						
Comparison with KSI Crash Density and Crash Rate Statistics	Crash rate of 0.016 is lower than network average of 0.02 KSI Crashes per MVKT for Metropolitan State Roads Network						
All Crash Rate	8 crashes / 59.46 MVKT = 0.13 crashes/MVKT						
Comparison with Crash Density and Crash Rate Statistics	Crash rate of 0.13 is lower than the network average of 0.37 Crashes per MVKT for Metropolitan State Roads Network						

## 2.9 Vehicular Parking

Local Government Shire of Serpentine-Jarrahdale

Local Government Document Utilised Local Planning Scheme No. 3

Town Planning Scheme No. 2

### Description of Parking Requirements in accordance with Scheme:

LSP 3 does not offer parking rates for industrial land uses, therefore the superseded TPS was referred to for guidance on parking rates.

### TPS 2:

*“ Industry Rural - 1 space per employee, except where industry is wholly a family concern ”*

### Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Grain Facility	1 space per employee	25 staff	25
<b>Total Car Parking Requirement</b>			<b>25</b>
<b>Total Volume of Parking Provided by Proponent</b>			<b>27</b>

### Justification

A total of 27 car parking bays will be provided for staff employed at the facility and additional visitor parking. Two of the bays are marked as accessible and one 5min courier only parking bay.

## 2.10 Compliance with AS2890 Parking facilities

Which Austroads documents are referenced?	<ul style="list-style-type: none"> <li>Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - AS 2890.01</li> <li>Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities – AS2890.06</li> </ul>
Number of Parking Bays on-site	<ul style="list-style-type: none"> <li>27 bays</li> </ul>
Proposed development User Class	<ul style="list-style-type: none"> <li>1A - Residential, domestic and employee parking</li> <li>2 - Generally medium-term parking</li> <li>4 - Parking for people with disabilities</li> </ul>
Driveway category and dimensions	<ul style="list-style-type: none"> <li>Category 2 access driveway</li> <li>Driveway width varies from 18.0m – 6.0m</li> </ul>

### 2.10.1 Compliance Overview

	FULL COMPLIANCE	PARTIAL DEPARTURE	FULL DEPARTURE	NOT APPLICABLE
Element	Compliance			
Car Bay Class 1A				AS2890.01 does not provide car parking and aisle dimensions for 75 ° parking. However, the provided dimensions are in line with the standard size bays for any angle.
Car Bay Class 2				
Car Bay Class 4 (ACROD)				
Aisle width				
Blind Aisle Extension				Blind Aisle to be extended at 5-minute courier bay; or one ACROD shared zone to be removed.
Reversing bay				

Element	Compliance	Comment
Location of driveway		

**2.10.2 Comparison of proposed layout to AS2890.01 requirements**

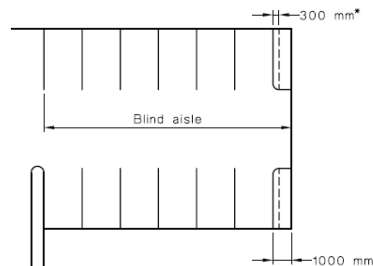
Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 75° (User Class 1A) <b>STAFF</b>	N/A*	5.4m	N/A*	2.6m	N/A*	6.4
All bays at 90° (User Class 2) <b>VISITORS</b>	5.4m	5.5m	2.5m	2.6m	5.8m	6.0
ACROD Parking	5.4m	5.5m	2.4m-ACROD 2.4m-shared space	m-ACROD m-shared space	5.8m	6.0

*Note \* - AS2890.01 does not provide car parking and aisle dimensions for 75° parking. However, the provided dimensions are in line with the standard size bays for any angle.*

**Name other requirements in the AS2890.1:2004 document.**

**“ Blind aisles**

*At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.  
 In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.*



\*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii)

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

Blind aisle

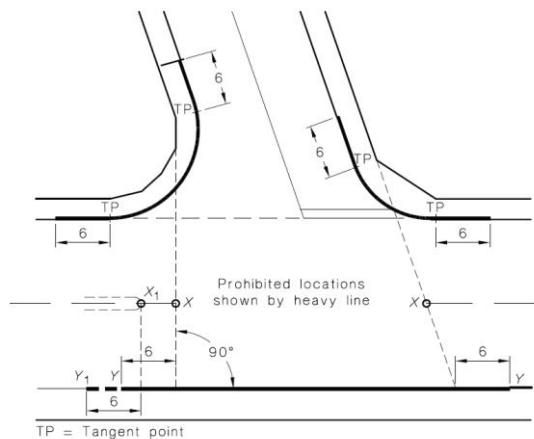
*Blind aisle to be extended by 1m.*

Reversing bay

*Not required, vehicles can turnaround without a reversing bay*

**“ Access driveway location**

*Driveway Categories 1 and 2 At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.”*



Access driveway location

The proposed crossover will be located 6m from any existing intersection tangent point.

### 2.10.3 Vehicle Swept Paths

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

The proposed parking area has been checked with a standard B99 Passenger Vehicle 5.2m, Service Vehicle 8.8m and B-Triple 36.5m.

The designated vehicle can easily navigate through the entire parking area, with a few important points to consider:

- All vehicles can make lane correct movement to and from Thomas Road
- Service vehicle 8.8m is expected to enter the designated loading area and traverse the internal driveways without issues.
- Left-in Left-out crossover is designed to cater to B triple movements.

Please refer to the swept path analysis plans provided in Appendix 3.

### 2.11 Bicycle Parking

Local Government Shire of Serpentine-Jarrahdale

Reference Document Utilised Local Planning Scheme No. 3  
 Town Planning Scheme No. 2

Description of Parking Requirements in accordance with Scheme:

LSP 3 and TPS 2 do not offer bicycle parking rates for rural industrial land uses.

Justification

Having in mind the character of the subject land use and the surrounding area, it is highly unlikely that any of the staff members nor possible patrons will utilise the bicycle to access the site.

### 2.12 ACROD Parking

Class of Building Class 7b - for storage or display of goods or produce for sale by wholesale.

Does this building class require specific provision of ACROD Parking? YES

Reference Document Utilised Building Code of Australia

Description of Parking Requirements:

Class 7b — 1 space for every 100 carparking spaces or part thereof.

**Parking Requirement in accordance with regulatory documents**

Land Use	Requirements	Yield	Total Parking
Grain Facility	1 space for every 100 carparking spaces or part thereof	27	1
<b>Total Volume of ACROD Parking Required</b>			<b>1</b>

Justification

Two of the proposed parking bays are proposed to be accessible bays.

## 2.13 Delivery and Service Vehicles

Local Government	Shire of Serpentine-Jarrahdale
Reference Document Utilised	Local Planning Scheme No. 3 Town Planning Scheme No. 2
Description of Parking Requirements in accordance with Scheme:	
LSP 3 and TPS 2 do not offer commercial vehicle parking rates.	

### Justification

As the facility will operate as a delivery and dispatch receival point, there will be no parking of commercial vehicles on the property other than for loading and offloading.

Service vehicle 8.8m is expected to access the designated loading area and exit the site following the site's movement pattern.

## 2.14 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	7 days per week / 24 hours per day
Guideline Documents Used	<ul style="list-style-type: none"> <li>NSW RTA Guide to Traffic Generating Developments</li> <li>WAPC's Transport Impact Assessment Guidelines Volume 5 Technical guidance</li> </ul>
Information from above document:	<p>First Principles method was used as described in NSW RTA Guide 2024:</p> <ul style="list-style-type: none"> <li>"This method involves making evidence-based assumptions about the development, its users and their behaviour to inform trip generation assumptions. It is used particularly in the absence of information such as TfNSW trip generation survey data. An example would be an uncommon or special land use developments (e.g. stadiums, airports, distribution centres etc.), where there is a need to consider the available information as the basis for a trip generation estimate.</li> <li>The approach may vary depending on the development's context, site characteristics and planned daily operations. Assumptions that may be required include:             <ul style="list-style-type: none"> <li>number of employees/staff/visitors</li> <li>respective arrival and departure profiles for employees/staff/visitors/deliveries etc.</li> <li>mode share for the site or by grouping.</li> <li>These assumptions can be used to estimate the level of trip generation throughout the day and week and allow practitioners to project the site peak periods and travel patterns."</li> </ul> </li> </ul> <p>WAPC's Transport Impact Assessment Guidelines Volume 5 Technical guidance supports this method as well by stating:</p> <ul style="list-style-type: none"> <li>"Where more information is known on the likely trip generation of the development in question, site specific trip rates should be used in lieu of the rates in these guidelines."</li> </ul>

**Movement overview**

Information received from the client presented in the table below representing the maximum output of vehicle movements at the proposed development

**Vehicle Movements at Oat Mill Maximum Output**

	12am to 5:45am	5:45 am to 6:45am	6:45am to 7:30am	7:30am to 8h30	8h30 to 9:30am	9:30am to 11am	11am to 4pm	4pm to 5pm	5pm to 7pm	7pm to 12am	Total trips
Labour Factory- car in	3						3			3	9
Labour Factory- car out		3					3			3	9
Labour Yard - car in		2					2			2	6
Labour Yard - car out		2					2			2	6
Quality staff- car in		1					1				2
Quality staff- car out		1					1				2
Admin staff- car in				2							2
Admin staff- car out								2			2
Maintenance staff- car in			1							1	2
Maintenance staff- car out	1							1			2
management- car in			2								2
management- car out								2			2
oats - 36 m truck in		1		1		1			1		4
husks or empty oats truck - 36m truck out		1		1		1			1		4
containers of oats in- 26m truck-in			1	1	1	1	1		1		6
containers of oats out- 26 m truck- out			1	1	1	1	1		1		6
other deliveries eg packaing- in					1						1
other deliveries eg packaing- out					1						1
<b>Total</b>	<b>4</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>14</b>	<b>5</b>	<b>4</b>	<b>11</b>	
<b>Summary:</b>											
Light vehicles	4	9	3	2	2	0	12	5	0	11	48
Truck movements	0	2	2	4	2	4	2	0	4	0	20

## Transport Impact Statement

KC01712.000 1324 Thomas Road, Oakford

What are the likely peak hours of operation? 05:45 - 06:45  
16:00 – 17:00

Do the development generated peaks coincide with existing road network peaks? NO – AM peak  
YES – PM peak

Does the site have existing trip generation / attraction? YES

### Guideline Document Used NSW RTA Guide to Traffic Generating Developments

The traffic impact of the proposed development is assessed based on the operational information provided by the proponent.

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
<b>Existing (as per surveyed turning counts)</b>					
Residential Dwelling / Industry Rural	/	/	Assumed 5	1	1
<b>Proposed</b>					
Grain Facility	<i>As per client information</i>	15 deliveries 25 staff	68	9	5
Total traffic from the proposed development (A)			<b>68</b>	<b>9</b>	<b>5</b>
Total Existing Traffic from the subject site (A <sup>0</sup> )			<b>5</b>	<b>1</b>	<b>1</b>
<b>Total Additional traffic from the proposed development (A-A<sup>0</sup>)</b>			<b>63</b>	<b>8</b>	<b>4</b>

### What is the total impact of the new proposed development?

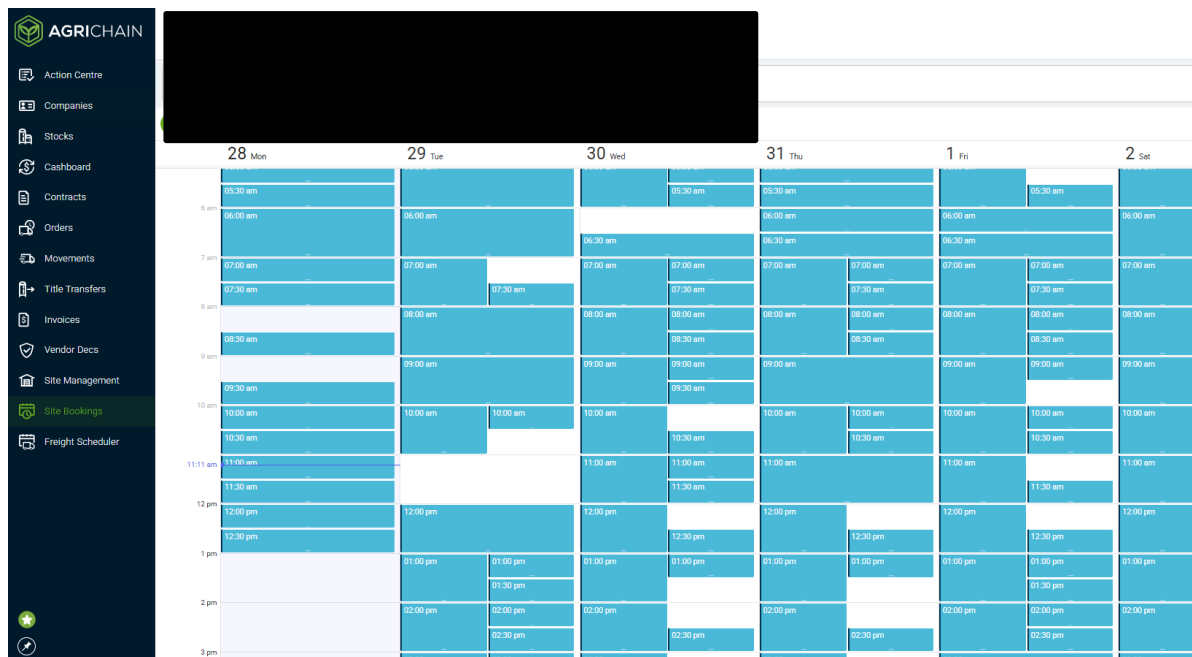
According to WAPC guidelines, all developments generating less than 10 vehicular trips in peak hour create **low** impact on the road network.

The proposed development is expected to generate up to 68 vehicular trips per day, 9 vehicular trips in the AM peak and 5 vehicular trips in the PM peak.

Considering the existing land uses, it can be concluded that the proposed land use will generate additional 63 daily vehicular trips, 8 vehicular trips in the AM peak and 4 vehicular trips in the PM peak. AM peak will occur at the shift changeover, while the PM peak occurs with most of the admin and management staff departing.

The facility is designed for a maximum receival capacity of 240 tonnes of oats per day, therefore it can only receive four (4) truckloads (B-triple) per day. The same vehicles will be used to remove / dispatch husks removing the requirement for additional truck movements.

The proponent will use scheduling system to manage arrivals and departures of heavy vehicles, similar to the system shown in the figure below. This system, successfully used at Demeter Grains - Hope Valley site, Quaker Oats, Weston Animal Nutrition – Hope Valley, ensures that truck arrivals are pre-booked, scheduled, and evenly spread throughout the day. This prevents clustering of vehicles and avoids heavy truck movements coinciding with peak traffic periods on Thomas Road.



## 2.15 Traffic Flow Distribution

How many routes are available for access / egress to the site? 2 routes:

- Left in from Thomas Road
- Left out to Thomas Road

Directional split was provided by the client as per table below:

AM in	4	PM in	0	Daily IN	34
AM out	5	PM out	5	Daily OUT	34

*Note - For a graphical representation of the estimated vehicular traffic volumes and distribution please refer to the plans provided in Appendix 2.*

It should be noted that routes for large vehicles will include roads which are in MRWA jurisdiction only – Primary Distributors.

Therefore, large vehicles arriving to the site will either arrive from Kwinana Freeway > Thomas Road > turnaround at the roundabout with Nicholson Road > Thomas Road to the west > Subject site; or from Tonkin Road > Thomas Road to the west > Subject site. Large vehicle exiting the site will travel to the west via Thomas Road to Kwinana Freeway.

## 2.16 Vehicle Crossover Requirements

- Guideline Documents Utilised**
- Main Roads Driveways document
  - Main Roads supplements to Austroads Guide to Road Design
  - Austroads Guide to Road Design

**Proposed Vehicle Access** One existing crossover – to be upgraded and limited to Left in / Left Out

All vehicle access in and out of the property can and will initially be managed/accommodated using the crossover off Thomas Road.

- MRWA Geometric Requirements of Driveways**
- Driveway Type – B-Triple 36.5m
  - Maximum Width – 11.0m
  - [Drawing containing layout details for rural driveways](#)

- 
- Storage Length for Long Vehicles, Road Trains & all other vehicles - length of vehicle + 3 m = 39.5m
  - Maximum Gradients for Commercial Driveways – desirable 5% / absolute maximum 8%
  - Maximum Change of Grade – 12%
- 

#### Main Roads Driveways Document Requirements

---

- “ Modifications to existing driveways shall comply with the requirements for new driveways.
  - Where alternative access to a Lot is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the State Road unless special circumstances apply, such as an agreed vehicle access strategy.
  - Driveways serving access by large vehicles ( multi-combination vehicles, road trains, etc.) including mine site accesses, logging tracks, quarry tracks, haul roads and other similar temporary access points, shall be treated in the same way as commercial driveways.
  - Where a driveway is permitted access to a State Road, the design shall ensure it will operate safely. As a minimum, all driveways must conform to Main Roads Driveways guideline and technical criteria.”
  -
- 

#### Auxiliary Turn Lanes Warrants

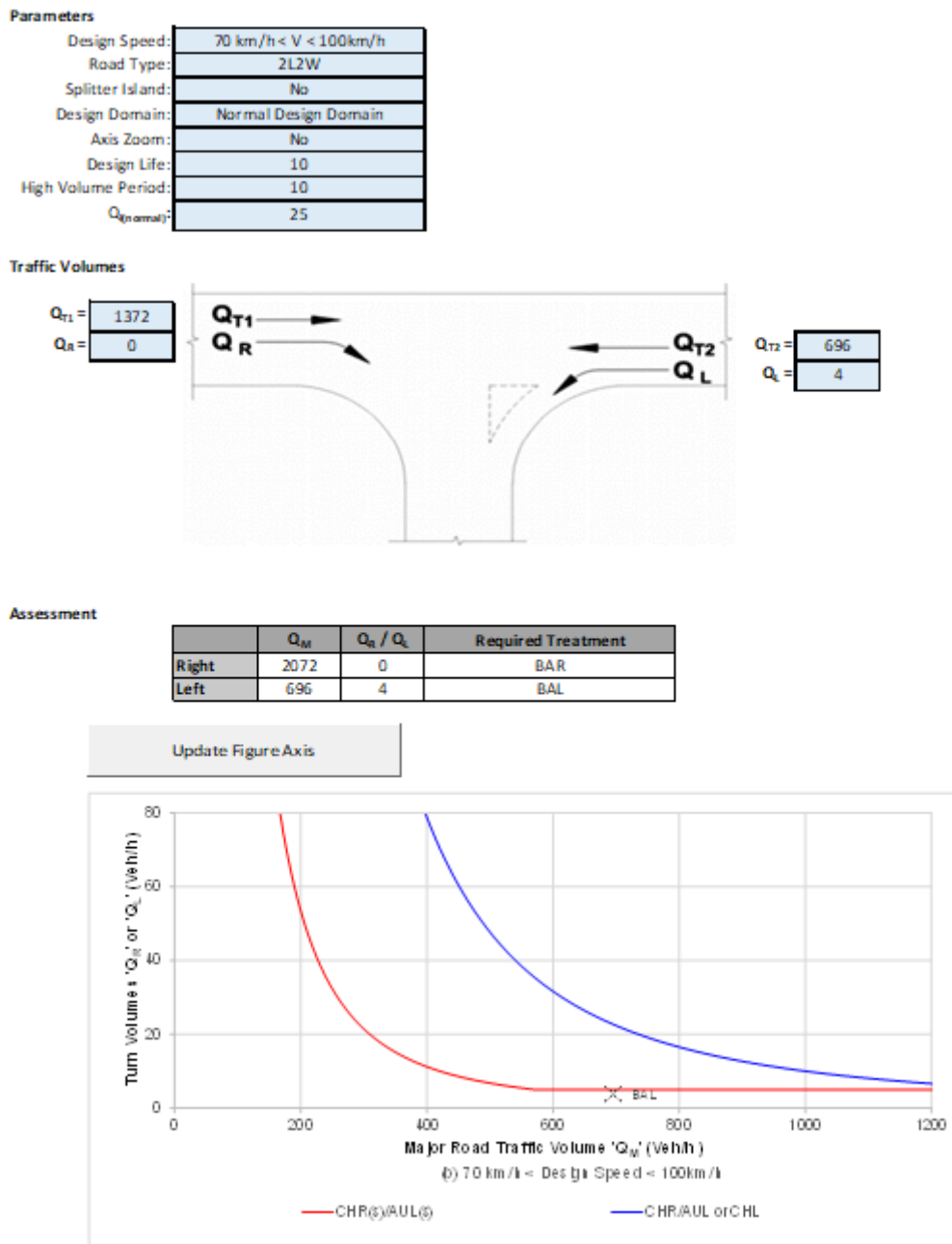
---

Auxiliary lane warrants were assessed using data collected in May 2025. The turn assessment is completed for 07:00-08:00 period, as representative of the development AM peak. At this time it is expected that a maximum of 4 vehicles will be accessing the development (left in movement only).

Based on the Austroads assessment (shown in the **Figure 1** below), the proposed development will not trigger the requirements for auxiliary lanes.

---

**Figure 1 - Auxiliary lane requirement assessment**



**MRWA Sight Distance Requirements**

The minimum required Safe Intersection Sight Distance (SISD) for trucks has been calculated using Equation 2 of AGRD04A and the parameters below. A 90 km/h operating speed has been assumed.

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

- Decision Time D<sub>T</sub> = observation time (s) + reaction time (s) = 3.0 + 2.5 = 5.5 s (*reaction time of 2.5s shall be used as the Main Roads desirable minimum*)
- Operating Speed V = 90 km/h (10 km/h above speed limit)
- Coefficient of deceleration d = 0.29 (*coefficient of deceleration (d) of 0.29 for trucks used in Western Australia.*)

- 
- Longitudinal grade a = 0%

The desirable minimum sight distance is 248m which is achievable on both sides of the driveway as per figures below. It should be noted that the achievable sight distance is significantly higher than the minimum required SISD.

The existing driveway offers a sight distance of approximately 256m to the north given the left-in/left-out treatment, measured per MRWA standards. A 10m distance from the stop line to conflict point was used for a conservative assessment. Please refer to Appendix 3 for sightlines review drawings.

### **2.16.1 Right-of-Way (ROW)**

The subject ROW was created in the mid-1960s. The land to the south of the ROW has direct frontage to Abernethy Road, which is a sealed and functional road. Currently, the ROW does not appear to serve an active access purpose for the adjoining lots.

The proposed crossover was designed to prevent encroachment in the ROW designated area. There will be a minor overlap of movements at Thomas Road pavement edge, however, the ROW is not presently utilised for regular access or significant traffic flow. As such, there is no immediate functional impact arising from the encroachment.

Furthermore, it is questionable whether the existing ROW could have a direct access to a Primary Distributor with rising traffic volumes without major improvements to the connection; similar to what was achieved with the proposed crossover.

Currently, there is no information that the ROW will be constructed in the near future.

## 2.17 Access to RAV Network

### Description of RAV Networks:

The Restricted Access Vehicle Network (RAV) is a network of roads approved by Main Roads Western Australia that can cater for the safe movement of certain heavy vehicles. There are several types of RAV networks:

- **Standard RAVs** are those vehicle combinations specified as Category 1 to 10 vehicle combinations under the Prime Mover, Trailer Combinations and Truck, Trailer Combinations Notice. Standard width of the RAV vehicle will not exceed 2.5m while standard height will not exceed 4.6m.
- **Tri-drive Restricted Access Vehicle (RAV) Network** are required to meet the requirements under the Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines, with the exception of the structures assessments, gradient assessments and swept path assessments, which must be assessed in accordance with these Tri-drive Route Assessment Guidelines.
- **Concessionally loaded RAVs** provide the quantitative limits recommended ensuring additional safety margins for concessionally loaded RAVs, as the extra mass has a considerable impact on the vehicle's performance characteristics. For this reason, additional road width, stopping distances etc. are required.
- **Over Size Over Mass Vehicles** must have relevant Main Roads WA permits and may require pilot vehicles and/or police escorts if they exceed Main Roads WA specified size thresholds.

### Existing RAV Networks:

YES ([MRWA RAV Network Map](#))

*If YES Nominate RAV Networks in vicinity of the subject site*

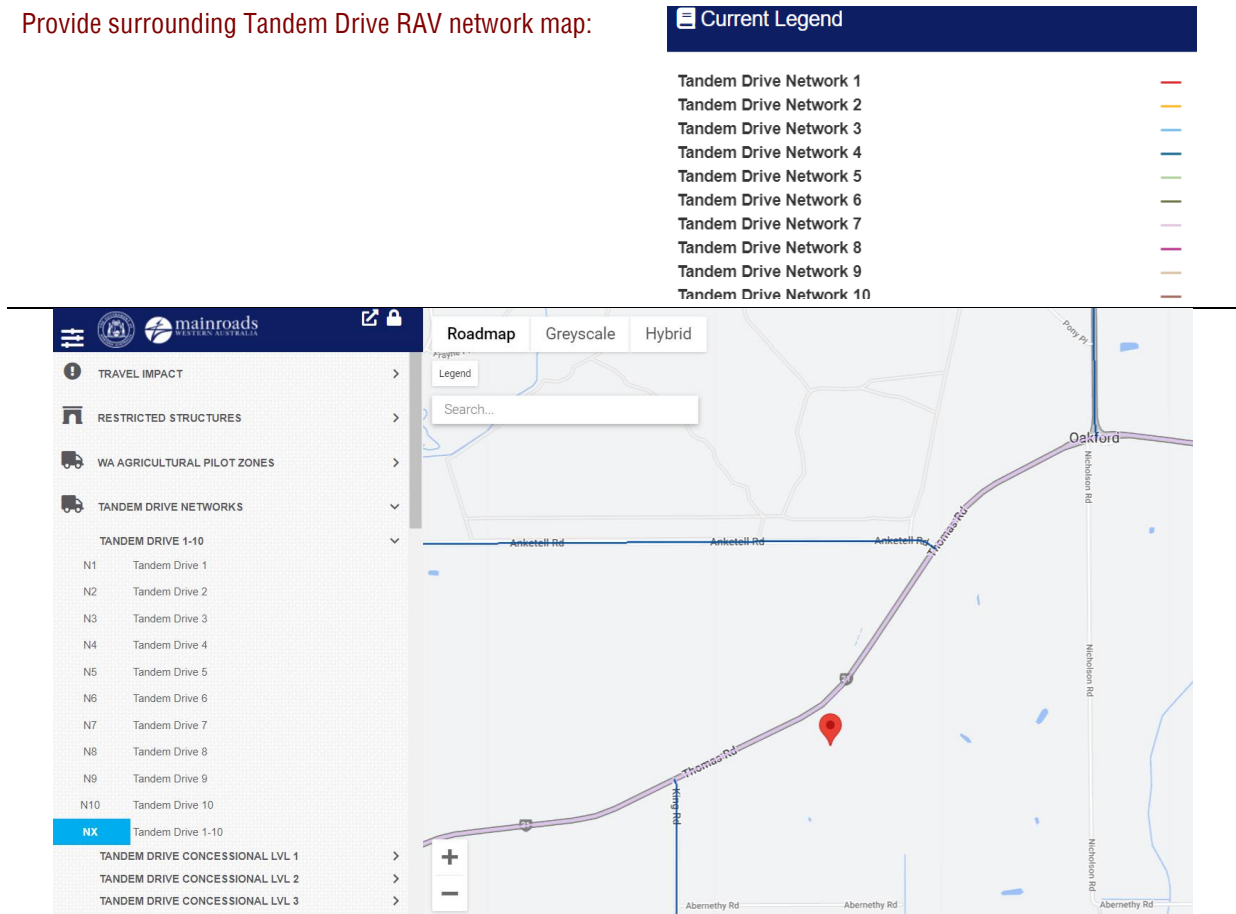
#### Thomas Road:

- Standard RAV Network 7 (e.g., RAVs with a maximum length of 36.5 m and a maximum mass of 107.5T)
- Tri drive RAV Network 4 (e.g., RAVs with a maximum length of 36.5 metres).
- Oversize Road Train Network 1 (27.5m Road Train)

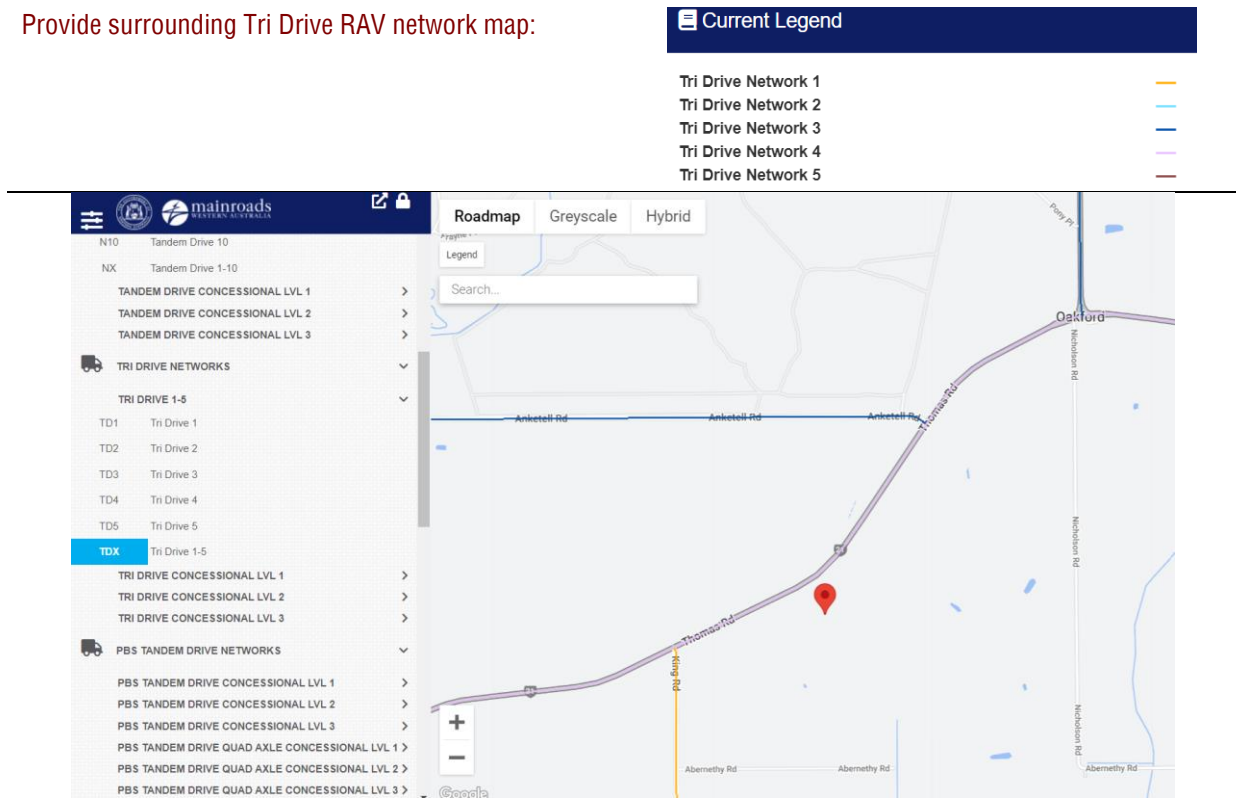
#### Anketell Road:

- Standard RAV Network 4 (e.g., pocket road train, B-Double, and other RAVs with a maximum length of either 25.0 m or 27.5 m)
- Tri drive RAV Network 3 (e.g. RAVs with a maximum length of 27.5 metres)
- Oversize Road Train Network 1 (27.5m Road Train)

Provide surrounding Tandem Drive RAV network map:



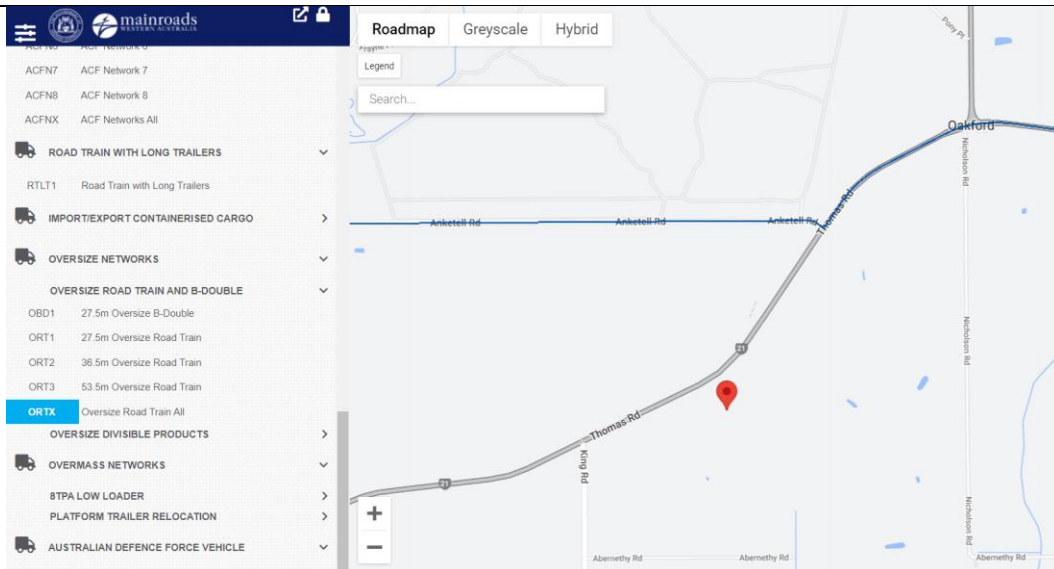
Provide surrounding Tri Drive RAV network map:



Provide surrounding Oversize Road Train network map:

Current Legend

- Oversize 27.5m Road Train Network —
- Oversize 36.5m Road Train Network —
- Oversize 53.5m Road Train Network —



## 2.18 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site?	None
How many rail routes are within 800 metres of the subject site?	None
The closest available public transportation options are located in Kwinana and Byford 7km and 11km from the subject site.	
Is the development in a Greenfields area?	YES

## 2.19 Pedestrian Infrastructure

There are no pedestrian paths in the vicinity of the subject site	
Does the site have existing pedestrian facilities	NO
Does the site propose to improve pedestrian facilities?	NO
What is the Walk Score Rating?	
0	Car-Dependent. Almost all errands require a car.

## 2.20 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site?	YES
<i>If YES, describe:</i>	
<b>Classification</b>	<b>Road Name</b>
"Bicycle Lanes or Sealed Shoulder Either Side"	Thomas Road
Are there any PBN Routes within a 400m radius of the subject site?	YES
<i>If YES, describe:</i>	

<b>Classification</b>	<b>Road Name</b>
<i>“ Bicycle Lanes or Sealed Shoulder Either Side”</i>	Thomas Road
It should be noted that Thomas Road and Anketell Road are classified as Secondary Routes in the Department of Transport Perth and Peel Long-Term Cycle Network.	
Does the site have existing cyclist facilities?	YES
Does the site propose to improve cyclist facilities?	NO

## 2.21 Site-Specific Issues and Proposed Remedial Measures

**How many site-specific issues need to be discussed?** One – Adjacent ROW

The proposed crossover was designed to prevent encroachment in the ROW designated area. There will be a minor overlap of movements at Thomas Road pavement edge, however, the ROW is not presently utilised for regular access or significant traffic flow. As such, there is no immediate functional impact arising from the encroachment.

Furthermore, it is questionable whether the existing ROW could have a direct access to a Primary Distributor with rising traffic volumes without major improvements to the connection; similar to what was achieved with the proposed crossover.

Currently, there is no information that the ROW will be constructed in the near future.

# **Appendix 1**

## **The Layout of the Proposed Development**

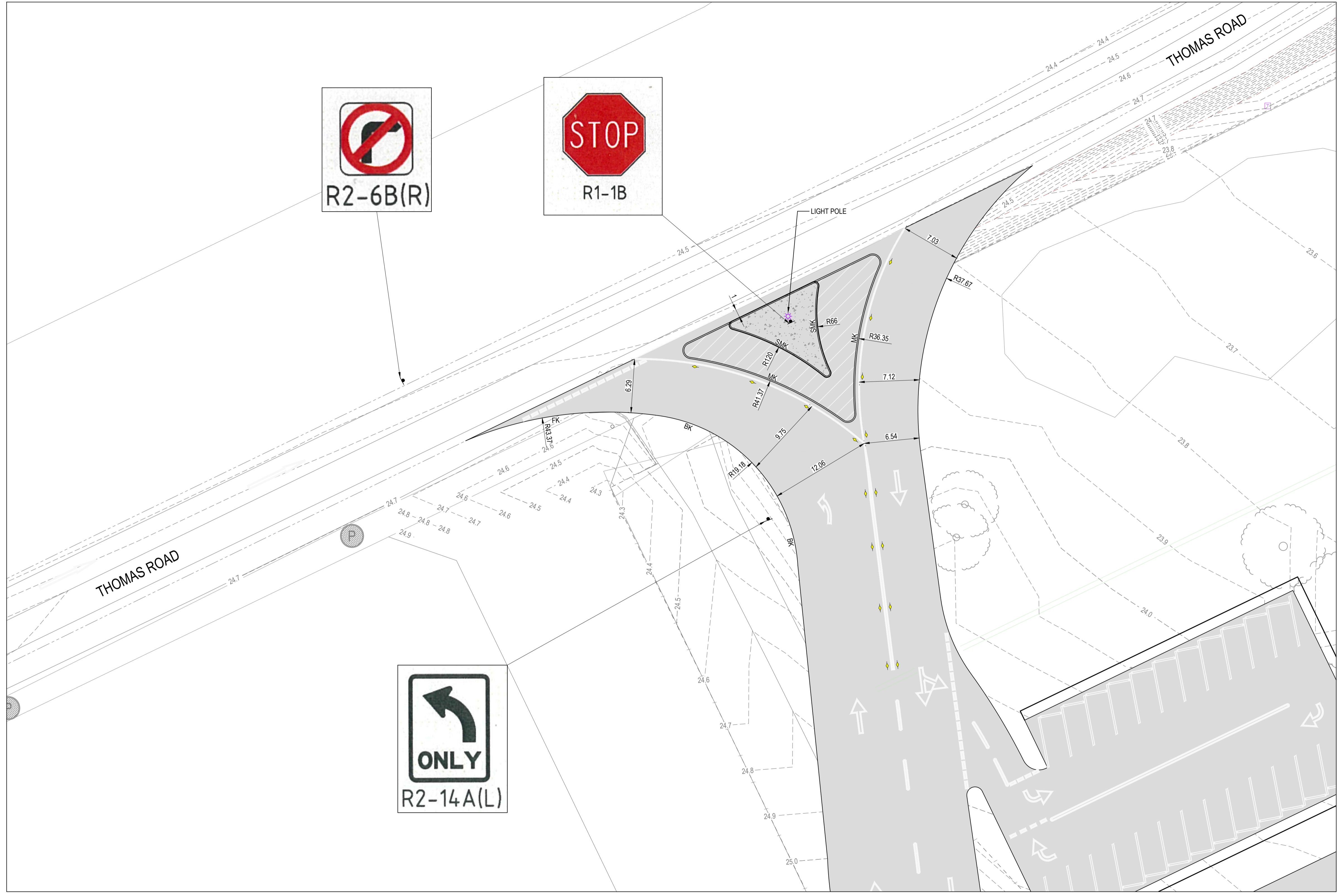


**LEGEND:**

- (EXISTING)
- CADASTRAL BOUNDARIES
- ROAD
- FENCE
- EXISTING CONTOURS
- GATE
- STRUCTURE
- BOTTOM OF BANK
- TOP OF BANK
- SITE BOUNDARY
- POWER POLE
- TREES
- (PROPOSED)
- ASPHALT
- LINEMARKING
- MOUNTABLE KERB
- SEMI-MOUNTABLE KERB
- BARRIER KERB
- FLUSH KERB
- LIGHT POLE
- YELLOW UNIDIRECTIONAL RRPMS
- YELLOW BIDIRECTIONAL RRPMS
- ROAD SIGN

**GENERAL NOTES**

1. ALL DIMENSIONS IN METRES U.N.O



**INTERSECTION TREATMENT PLAN**

SCALE 1:250

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.21.

**DIAL 1100**  
 BEFORE YOU DIG

REV.	BY	DATE	DESCRIPTION
A	TV/RS	2025/09/16	INITIAL DRAWINGS
B	WDJ/RS	2025/10/22	CROSSOVER AMENDED
C	WDJ/VT	2025/10/23	CROSSOVER AMENDED TO CLIENT SPECIFICATIONS

Copyright VPE CONSULTING PLY LTD. T: +61 8 6400 7433 | Email: admin@vpeconsulting.com.au



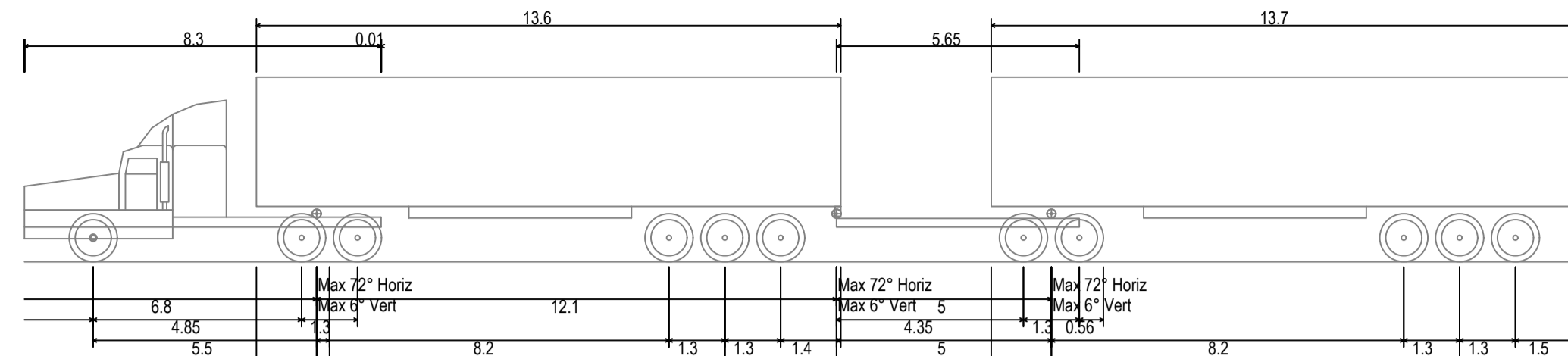
TITLE	DATE	REV	C
INTERSECTION TREATMENT PLAN	04/04/2025		
PROJECT	1324 THOMAS ROAD, OAKFORD		
DWG No.	PLN_92602-SK-001		

DATE	REV	C
04/04/2025		



A-Double (36.2m)  
 Overall Length 36.200m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 15.000m

**A - DOUBLE DESIGN VEHICLE PROFILE**

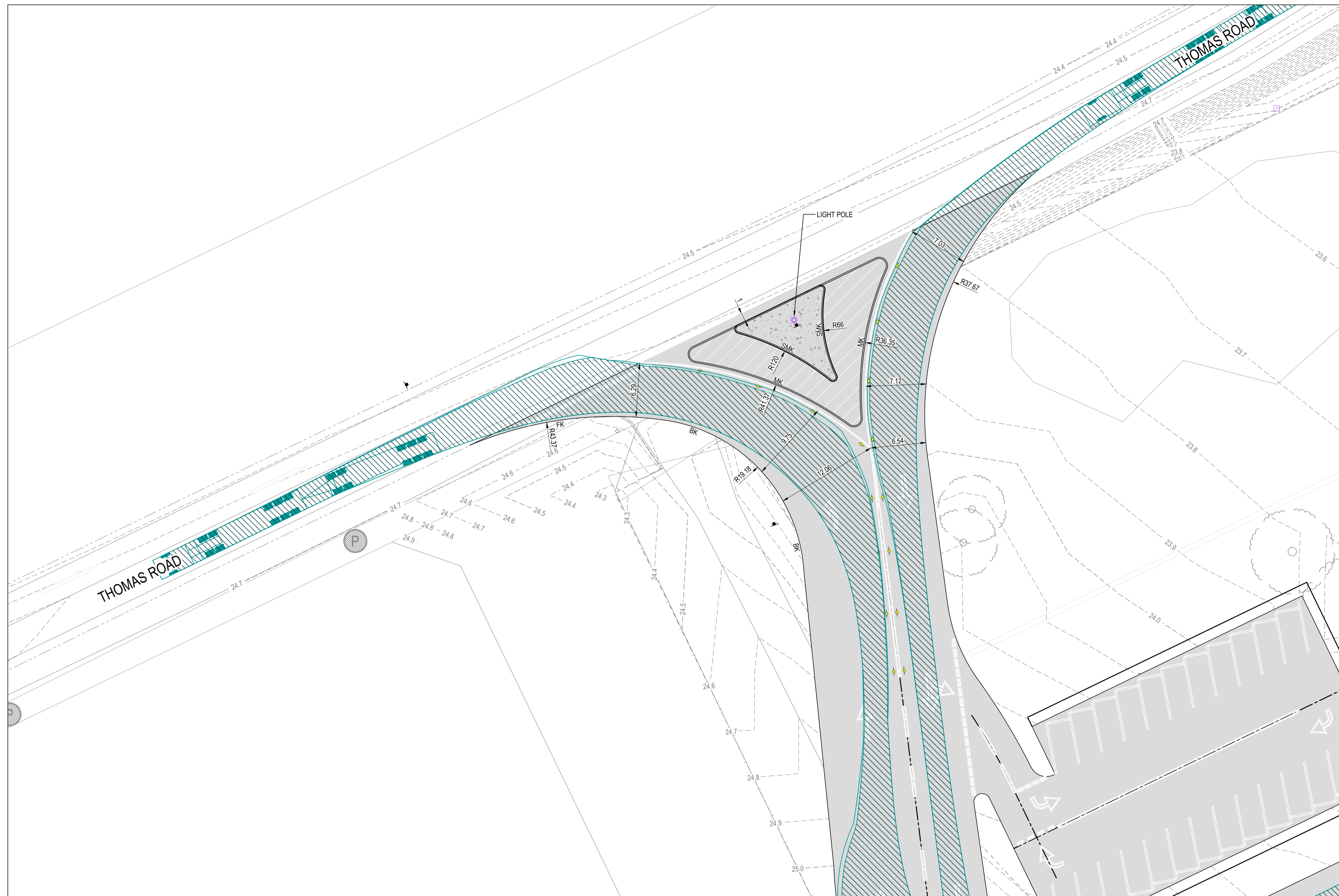


**LEGEND:**

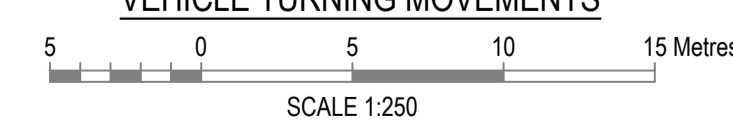
- (EXISTING)
- CADASTRAL BOUNDARIES
- ROAD
- FENCE
- EXISTING CONTOURS
- GATE
- STRUCTURE
- BOTTOM OF BANK
- TOP OF BANK
- SITE BOUNDARY
- POWER POLE
- TREES
- (PROPOSED)
- ASPHALT
- LINEMARKING
- MOUNTABLE KERB
- SEMI-MOUNTABLE KERB
- BARRIER KERB
- FLUSH KERB
- LIGHT POLE
- YELLOW UNIDIRECTIONAL RRPMS
- YELLOW BIDIRECTIONAL RRPMS
- ROAD SIGN
- FORWARD MOVEMENT OF DESIGN VEHICLE
- REVERSE MOVEMENT OF DESIGN VEHICLE

**GENERAL NOTES**

1. ALL DIMENSIONS IN METRES U.N.O



**VEHICLE TURNING MOVEMENTS**



**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND CABLES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE CHECKED ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING CABLES AND SERVICES ARE SHOWN. LOCATE ALL UNDERGROUND CABLES AND SERVICES BEFORE COMMENCEMENT OF WORK. REFER TO WORKSAFE REGULATION 3.21.

**DIAL 1100**  
 BEFORE YOU DIG

REV.	BY	DATE	DESCRIPTION
A	WD/JRS	2025/10/22	INITIAL DRAWINGS
B	WD/JVT	2025/10/23	CROSSOVER AMENDED TO CLIENT SPECIFICATIONS

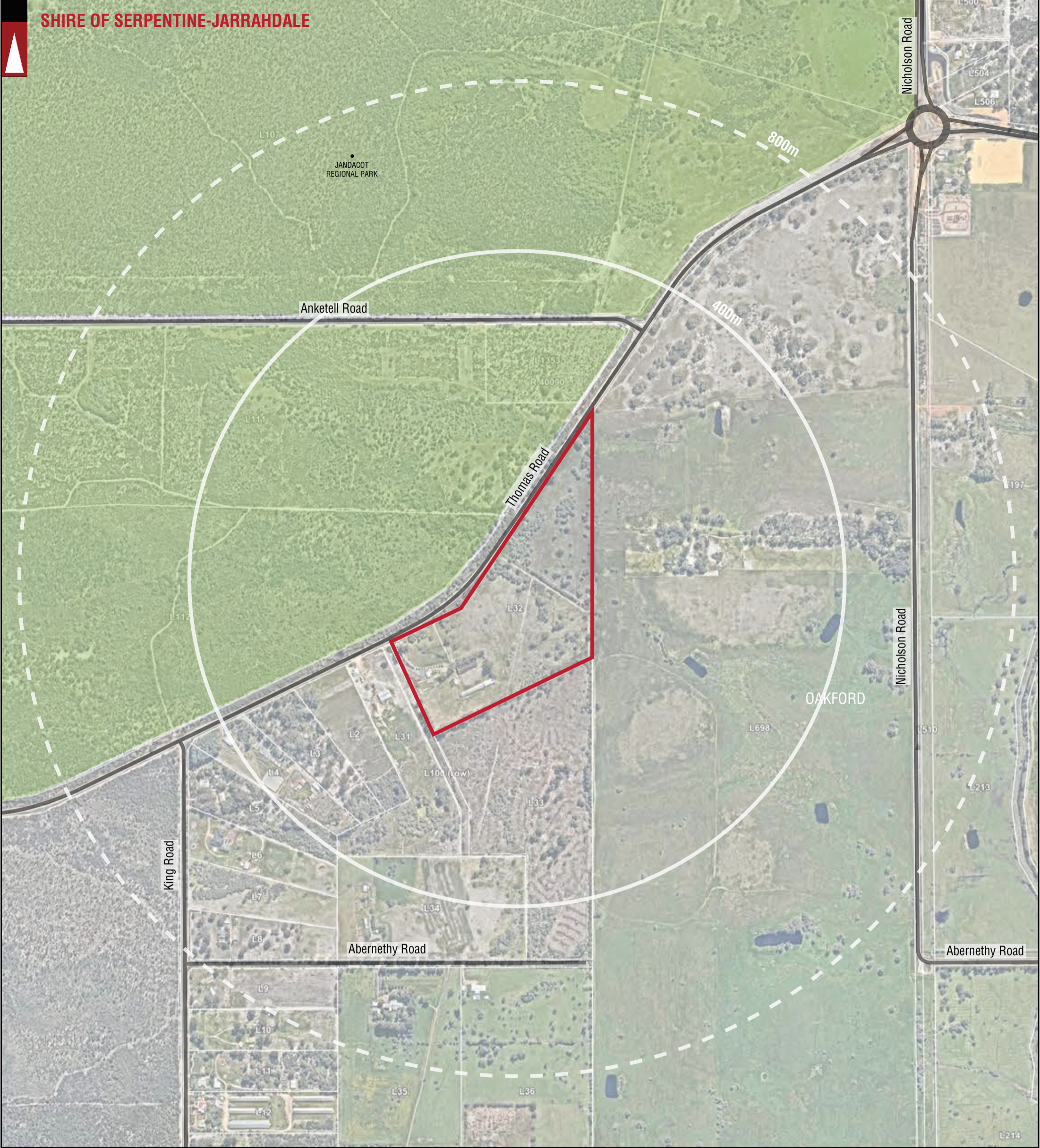
Copyright VPE CONSULTING PLY LTD. T: +61 8 6400 7433 | Email: admin@vpeconsulting.com.au



TITLE	VEHICLE TURNING MOVEMENTS	DATE	2025/10/22	REV	B
PROJECT	1324 THOMAS ROAD, OAKFORD	DRAWN	RILEY VARNAVIDES	DESIGNED	ROB SMITH
DWG No.	PLN_92602-SK-002	CHECKED	VINCENT TRAN	A1 SCALE	AS NOTED ON DRAWING
		JOB REF.	PLN_92602		

# **Appendix 2**

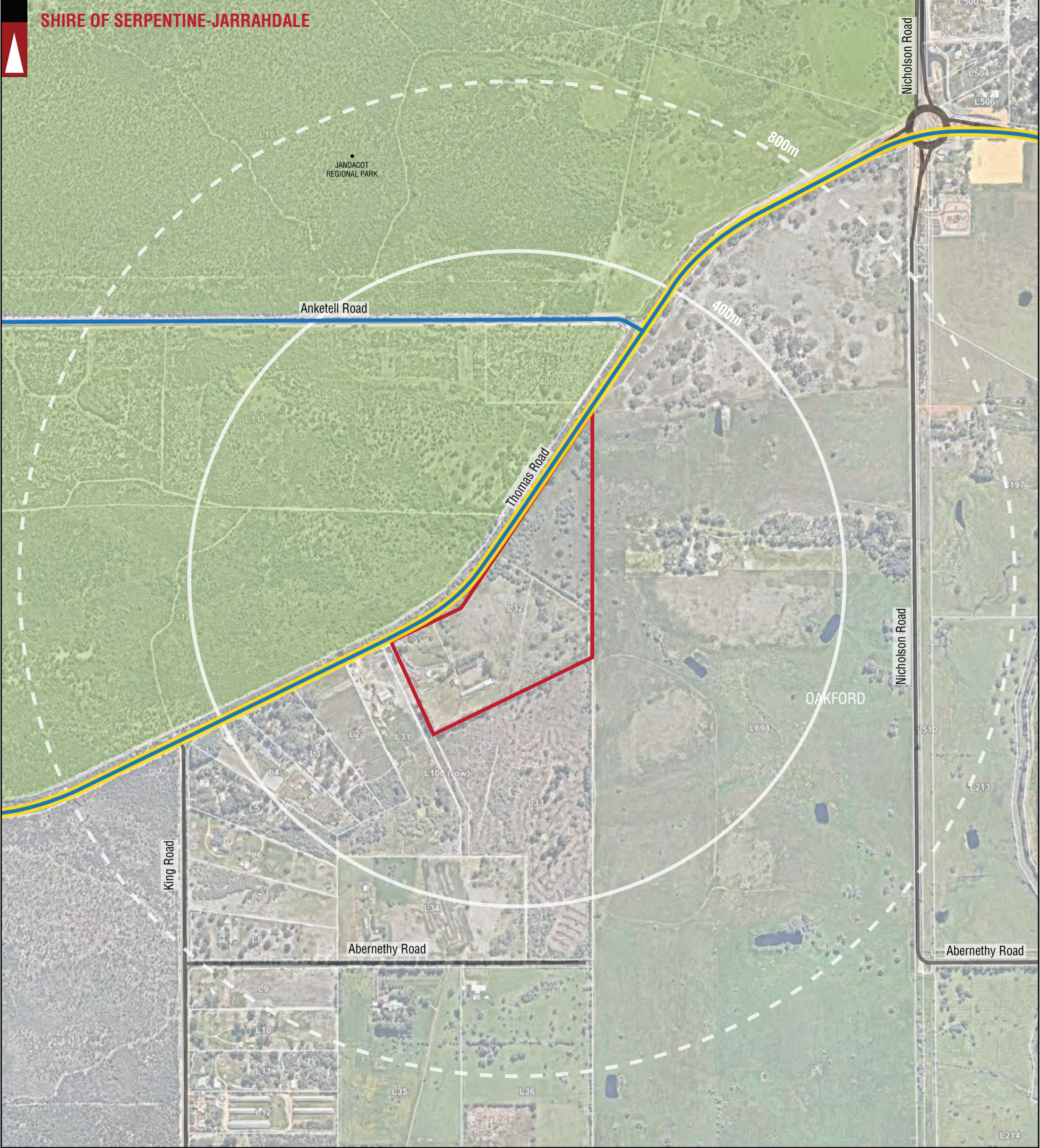
## **Transport Planning and Traffic Plans**



	PARKS AND RECREATION		LOCATION BOUNDARY
	ROAD		DISTANCE FROM LOCATION
	STREET NAME		LOCAL GOVERNMENT NAME
Hay Street		<b>CITY OF SERPENTINE JARRAHDALE</b>	
			NORTHBRIDGE SUBURB NAME

**LEGEND**

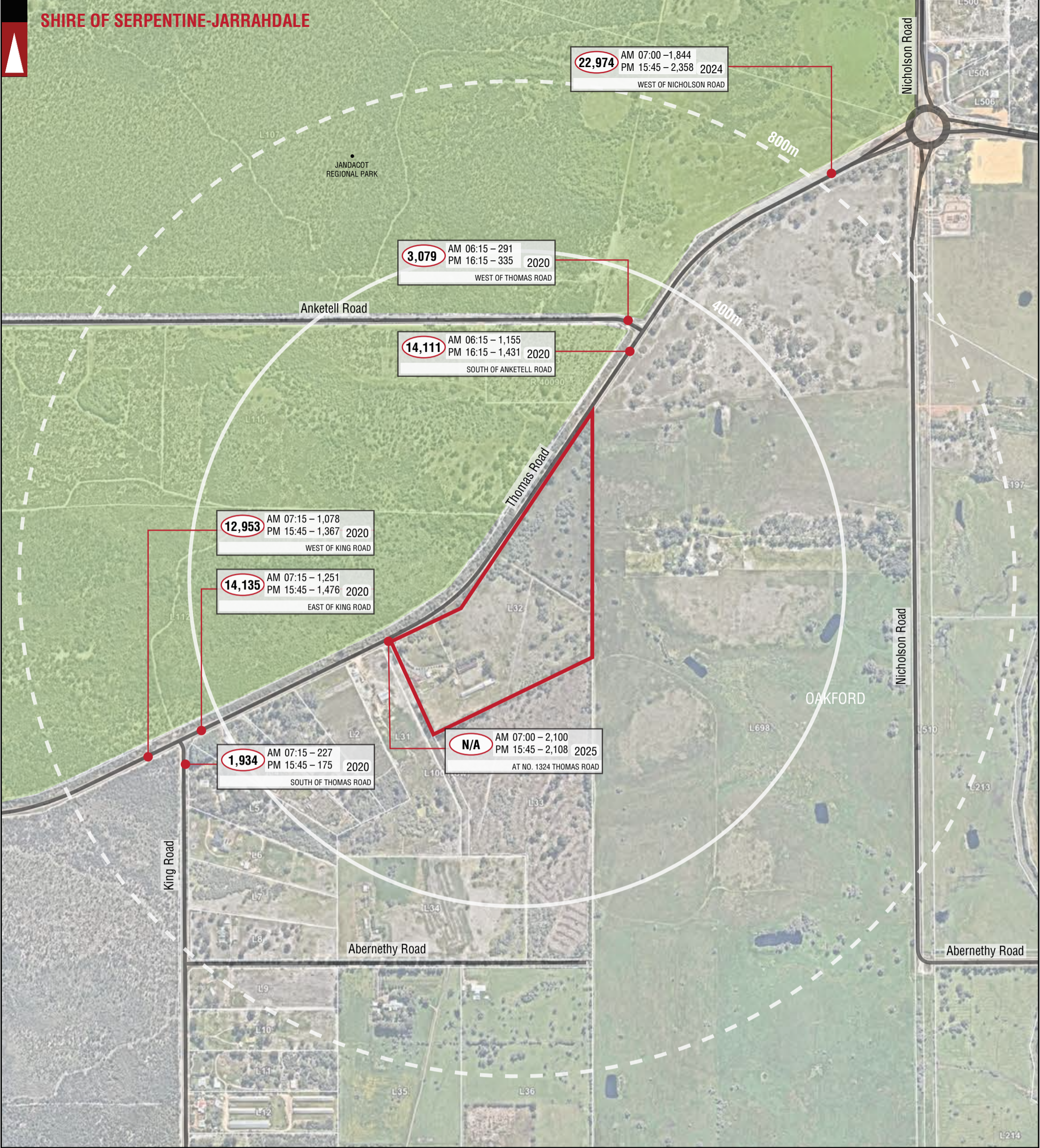
D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT:	DRAWN BY:	
C	19-05-2025	PROPOSED LAYOUT AMENDED	1324 THOMAS ROAD, OAKFORD		
B	06-12-2024	BRANDING UPDATED	TITLE:	N.M.	
A	13-10-2023	ISSUED FOR REVIEW	LOCALITY PLAN - 800M RADIUS		
No	DATE	AMENDMENT	DRAWING NUMBER:		
			KC01712.000_S01		



	PARKS AND RECREATION		LOCATION BOUNDARY		BICYCLE LANES OR SEALED SHOULDER EITHER SIDE
	ROAD		DISTANCE FROM LOCATION		LTCN SECONDARY ROUTE
Hay Street	STREET NAME	<b>CITY OF SERPENTINE JARRAHDALE</b>	LOCAL GOVERNMENT NAME		
		NORTHBRIDGE	SUBURB NAME		

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT:	1324 THOMAS ROAD, OAKFORD	DRAWN BY:	
C	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE:			
B	06-12-2024	BRANDING UPDATED		BICYCLE NETWORK PLAN - 800M RADIUS	N.M.	
A	13-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER:	KC01712.000_S02		
No	DATE	AMENDMENT				

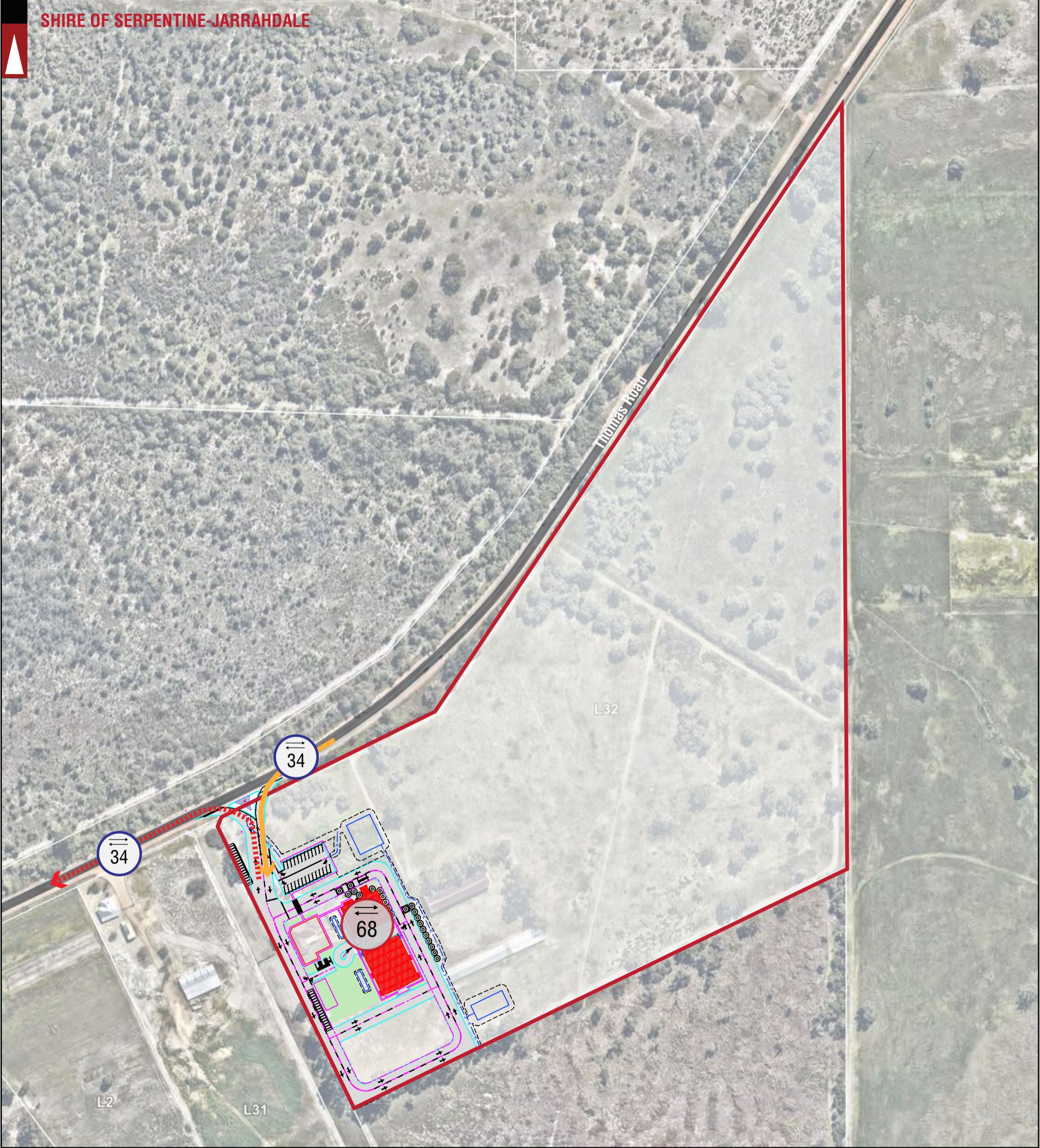


	PARKS AND RECREATION		LOCATION BOUNDARY		NUMBER OF VEHICLES PER DAY
	ROAD		DISTANCE FROM LOCATION		NUMBER OF VEHICLES PER AM PEAK HOUR
	STREET NAME		LOCAL GOVERNMENT NAME		NUMBER OF VEHICLES PER PM PEAK HOUR
Hay Street		<b>CITY OF SERPENTINE JARRAHDALE</b>			YEAR
		NORTHBRIDGE	SUBURB NAME		LOCATION

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT:	1324 THOMAS ROAD, OAKFORD	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE:		
B	06-12-2024	BRANDING UPDATED		EXISTING TRAFFIC COUNTS - 800M RADIUS	N.M.
A	13-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER:	KC01712.000_S05	
No	DATE	AMENDMENT			





**LEGEND**

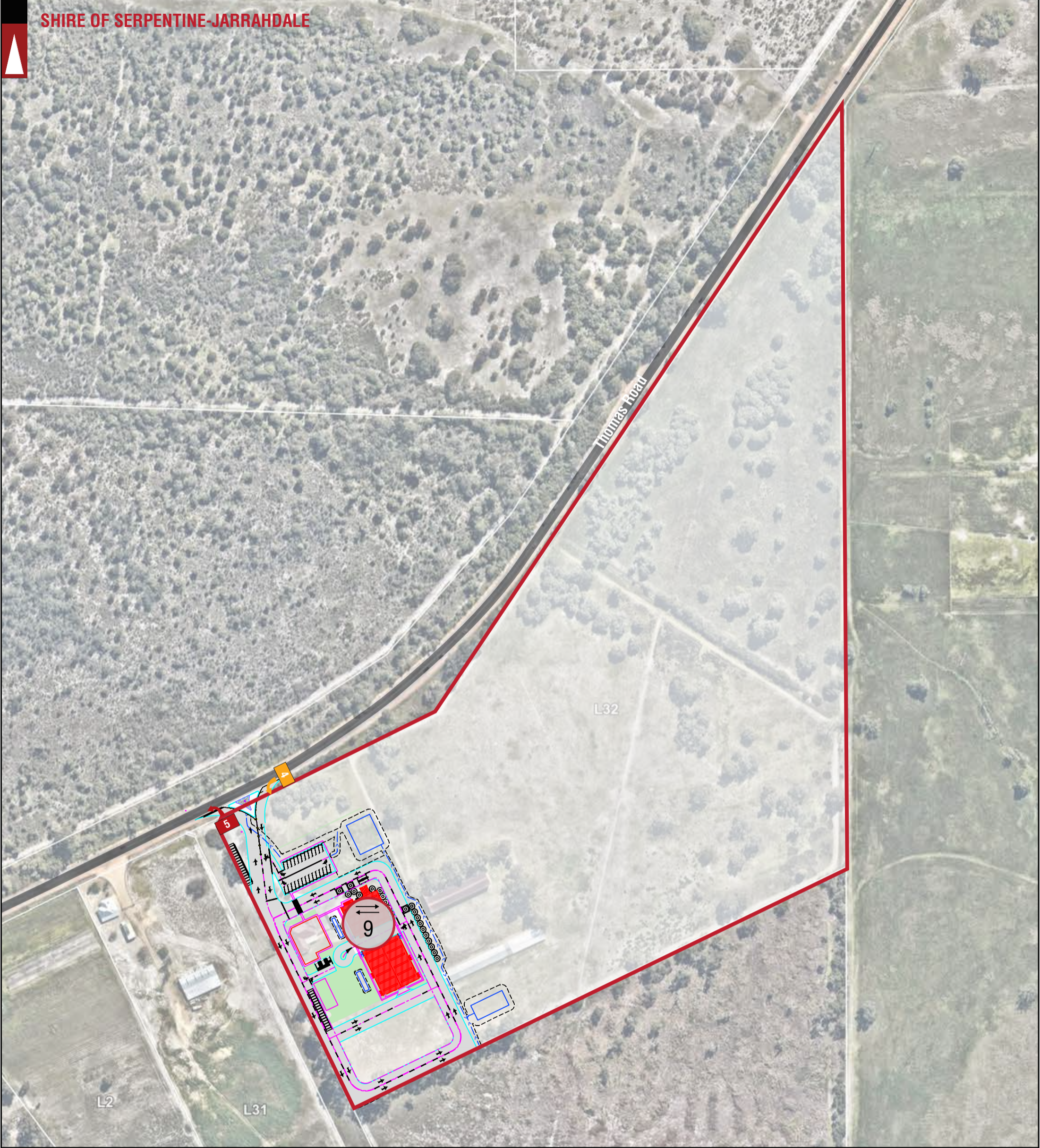
LOCATION BOUNDARY  
 ROAD (VARIED WITH ROAD WIDTH)  
 Lewis Road ROAD NAME

1,389 Total Expected Traffic Generation from the proposed development  
503 Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction

→ Traffic Flow IN Direction  
→ Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTESY OF VPE CONSULTING

E	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 THOMAS ROAD, OAKFORD	DRAWN BY:	 <b>Premise</b> <small>PART OF THE Arney GROUP</small>
D	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM	N.M.	
C	06-12-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01712.000_ S06		
B	07-03-2023	AMENDED AS PER ADDITIONAL INFORMATION FROM CLIENT			
No	DATE	AMENDMENT			



**LEGEND**

LOCATION BOUNDARY  
 ROAD (VARIED WITH ROAD WIDTH)  
Lewis Road ROAD NAME

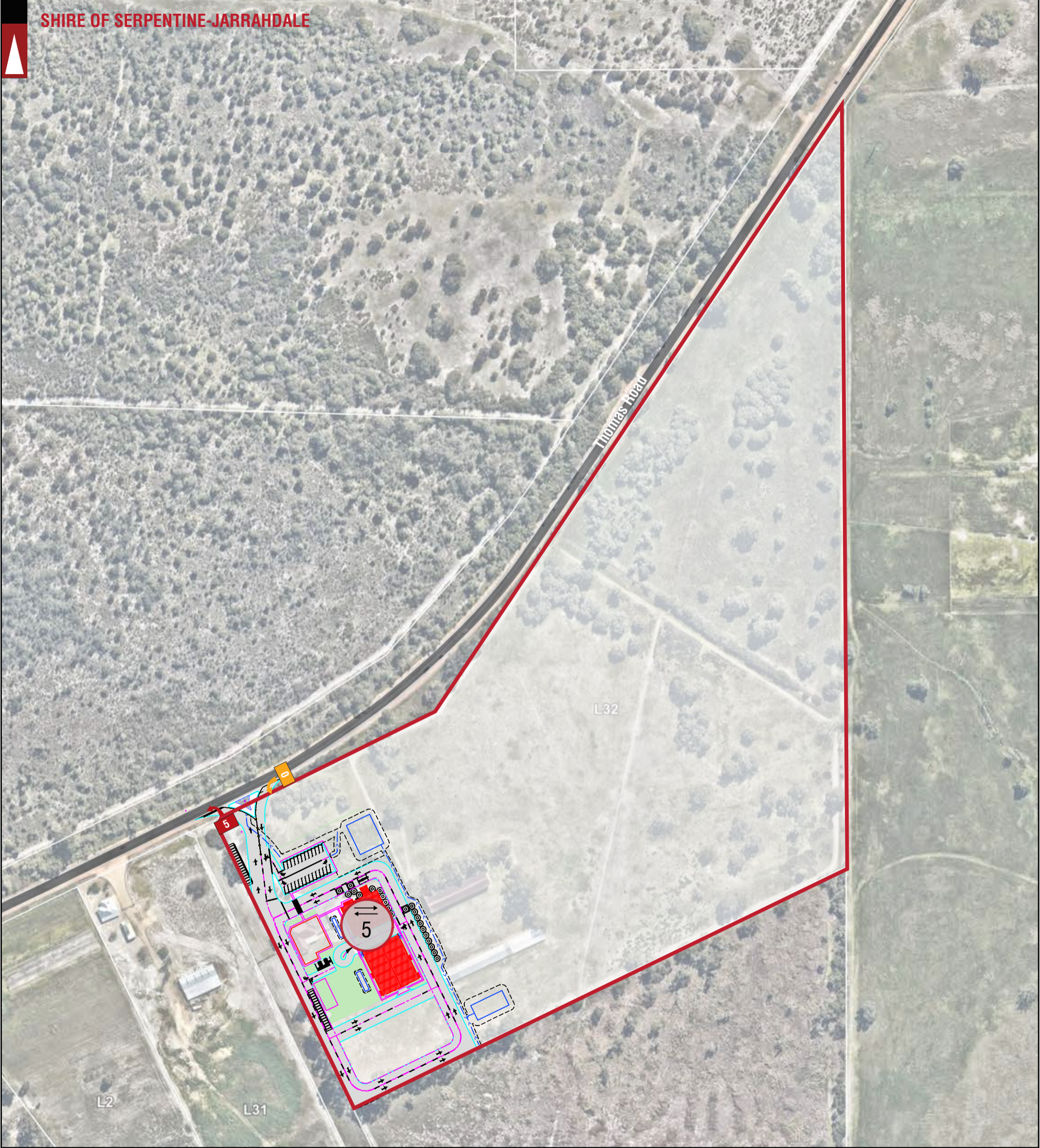
000 000 Traffic Flow IN Direction  
000 000 Traffic Flow OUT Direction

1,389 Total Expected Traffic Generation from the proposed development - peak hours

NOTE: THE PLAN IS COURTEOUSY OF VPE CONSULTING

E	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 THOMAS ROAD, OAKFORD	DRAWN BY:
D	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM - PEAK HOURS	N.M.
C	06-12-2024	PROPOSED LAYOUT AMENDED		
B	07-03-2023	AMENDED AS PER ADDITIONAL INFORMATION FROM CLIENT	DRAWING NUMBER: KC01712.000_ S07	
No	DATE	AMENDMENT		

**Premise**  
PART OF THE Amey GROUP



**LEGEND**

LOCATION BOUNDARY  
 ROAD (VARIED WITH ROAD WIDTH)  
 Lewis Road ROAD NAME

000 000 Traffic Flow IN Direction  
000 000 Traffic Flow OUT Direction

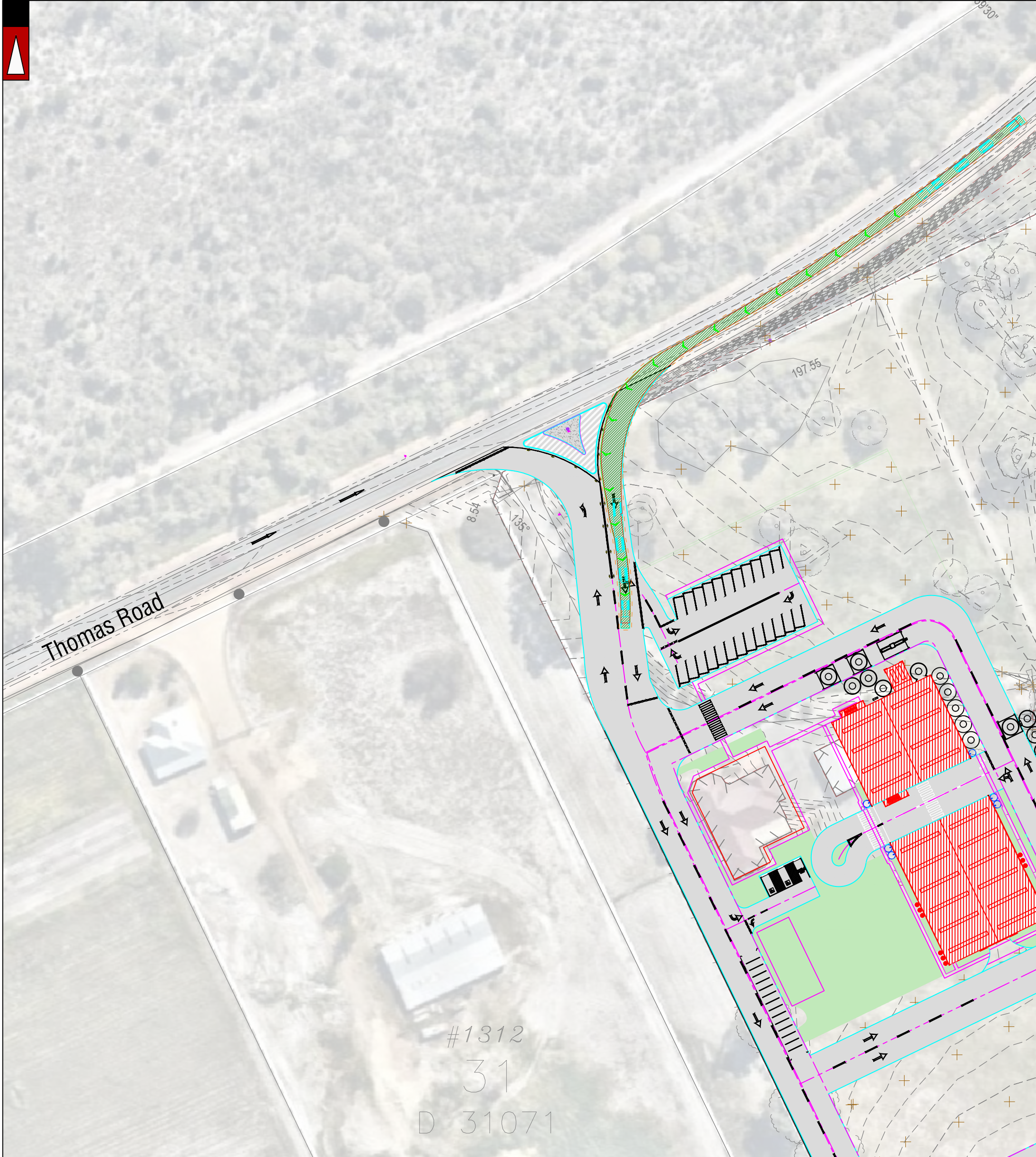
1,389 Total Expected Traffic Generation from the proposed development - PM peak

NOTE: THE PLAN IS COURTEOUSY OF VPE CONSULTING

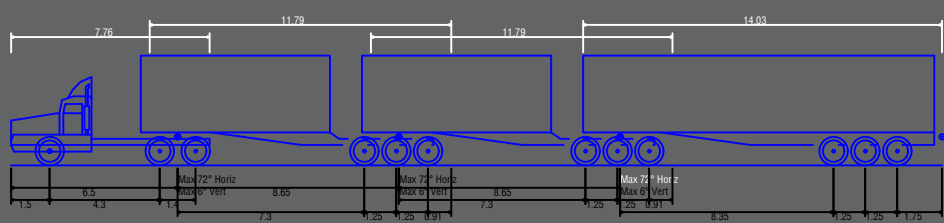
E	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 THOMAS ROAD, OAKFORD	DRAWN BY:	 <b>Premise</b> <small>PART OF THE Arney GROUP</small>
D	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK	N.M.	
C	06-12-2024	PROPOSED LAYOUT AMENDED	DRAWING NUMBER: KC01712.000_ S08		
B	07-03-2023	AMENDED AS PER ADDITIONAL INFORMATION FROM CLIENT			
No	DATE	AMENDMENT			

# **Appendix 3**

## **Sight Lines and Vehicle Turning Circle Plan**



#1312  
31  
D 31071

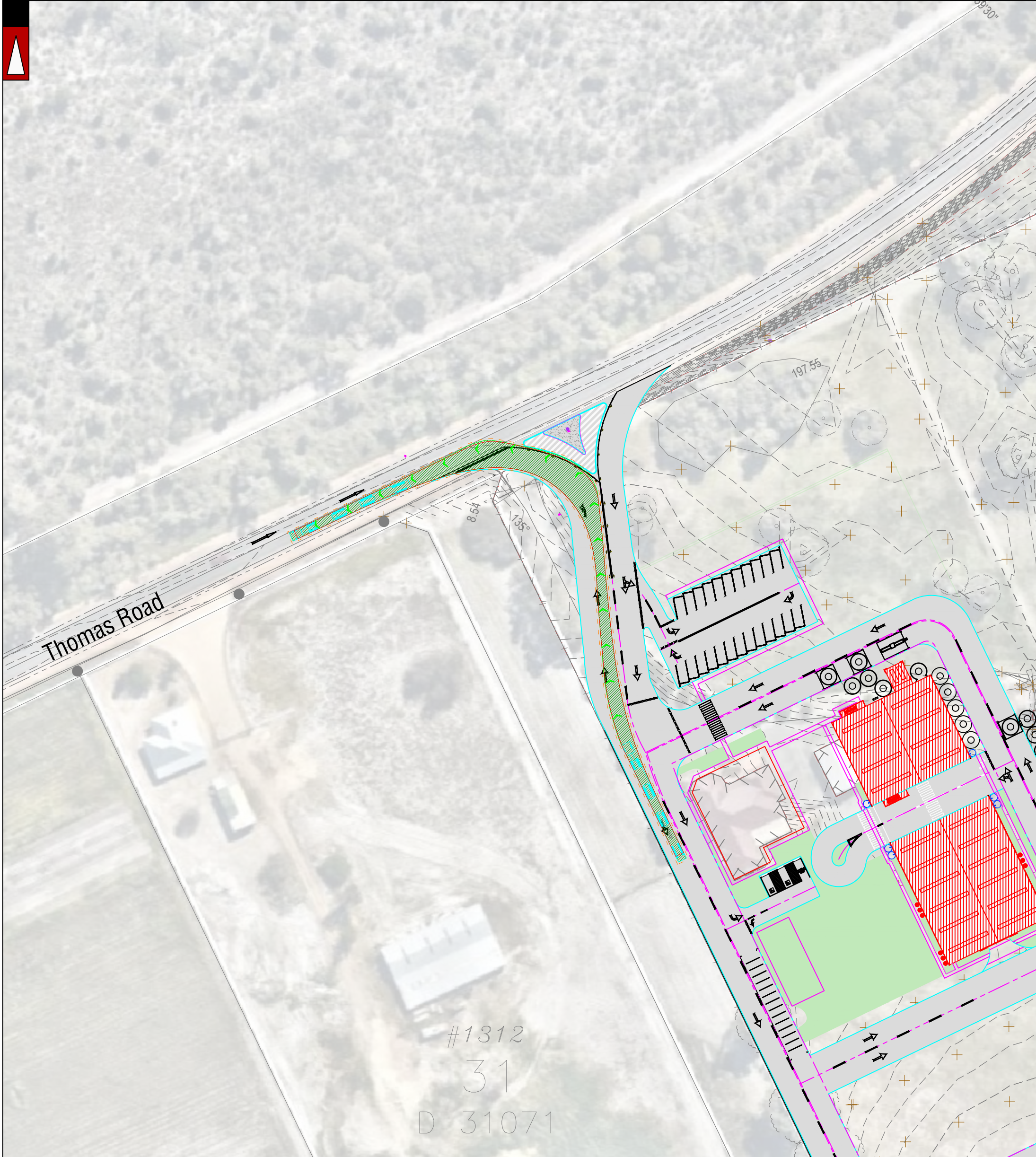


**B-Triple (36.5m)**  
 Overall Length 36.500m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to curb Turning Radius 15.000m

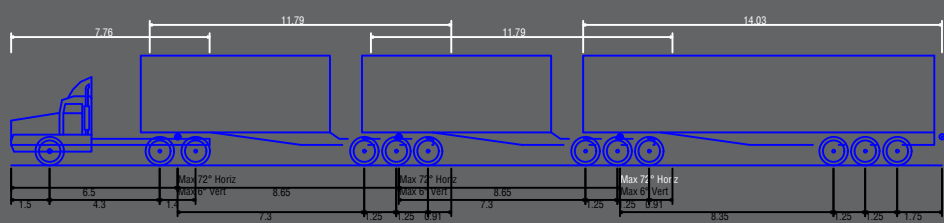
- - - - - Lot boundary
- — — — — Wheel Path (Forward)
- — — — — Vehicle Chassis Envelope (Forward)
- - - - - 500mm Body Path Clearance

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED		
B	06-12-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B-Triple (36.5m)	N.M.
A	23-10-2023	ISSUED FOR REVIEW		
NO	DATE	AMENDMENT	DRAWING NUMBER: KC01712.000_S20	



#1312  
31  
D 31071



**B-Triple (36.5m)**  
 Overall Length 36.500m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to curb Turning Radius 15.000m

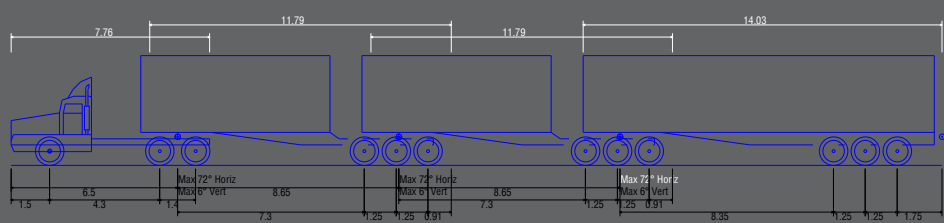
- Lot boundary
- Wheel Path (Forward)
- Vehicle Chassis Envelope (Forward)
- 500mm Body Path Clearance

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED		
B	06-12-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B-Triple (36.5m)	N.M.
A	23-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01712.000_S21	
NO	DATE	AMENDMENT		



112  
DP 202625



**B-Triple (36.5m)**  
 Overall Length 36.500m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to curb Turning Radius 15.000m

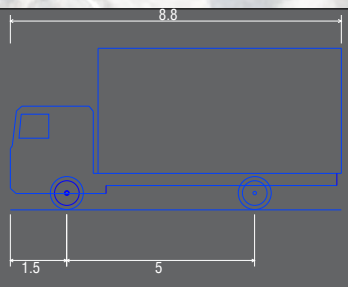
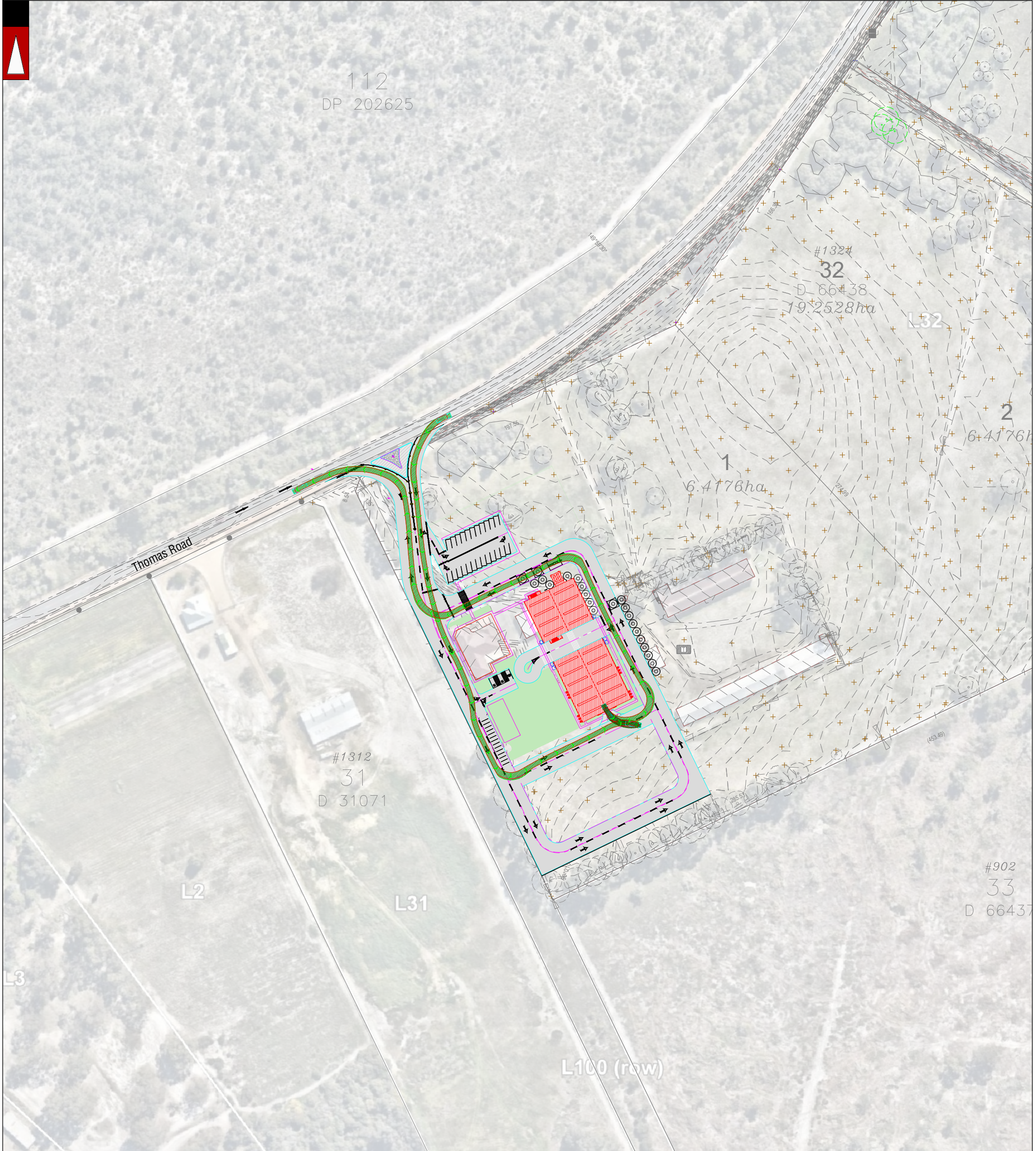
- Lot boundary
- Wheel Path (Forward)
- Vehicle Chassis Envelope (Forward)
- 500mm Body Path Clearance

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED		
B	06-12-2024	PROPOSED LAYOUT AMENDED		
A	23-10-2023	ISSUED FOR REVIEW	TITLE: Vehicle Turning Circle Plan - B-Triple (36.5m)	N.M.
NO	DATE	AMENDMENT	DRAWING NUMBER: KC01712.000_S22	



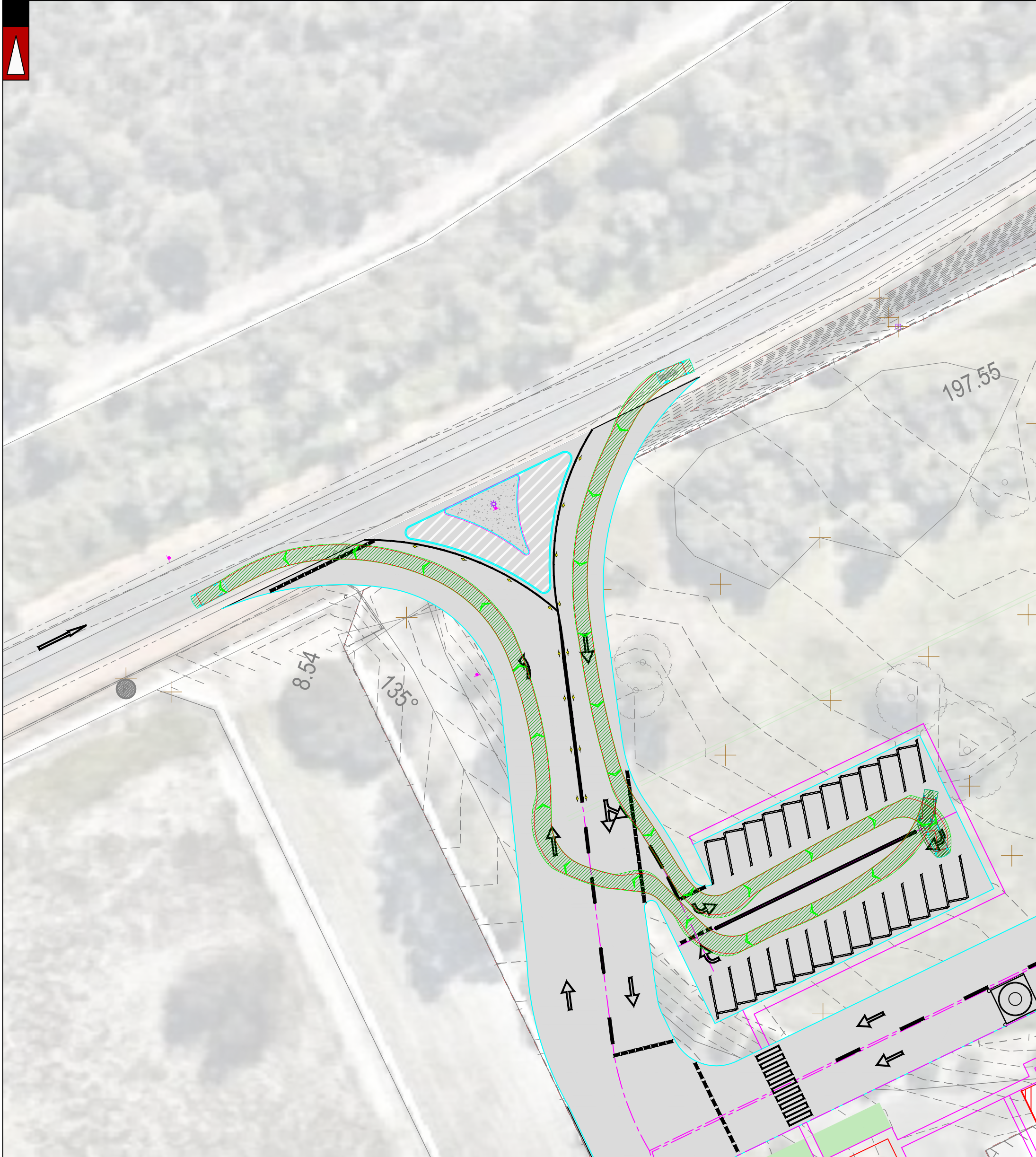
112  
DP 202625



Service Vehicle (8.8 m)	8.800m	---	Lot boundary
Overall Length	2.500m	---	Wheel Path (Forward Vehicle Motion)
Overall Width	4.300m	---	Vehicle Chassis Envelope (Forward Vehicle Motion)
Overall Body Height	0.427m	---	Wheel Path (Reverse Vehicle Motion)
Min Body Ground Clearance	2.500m	---	Vehicle Chassis Envelope (Reverse Vehicle Motion)
Track Width	4.00s	---	
Lock to Lock Time	12.500m	---	
Kerb to Kerb Turning Radius			

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED		
B	06-12-2024	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - Service Vehicle (8.8m)	N.M.
A	23-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01712.000_S23	
NO	DATE	AMENDMENT		



Passenger vehicle (5.2 m)

Overall Length 5.200m

Overall Width 1.940m

Overall Body Height 1.804m

Min Body Ground Clearance 0.295m

Track Width 1.840m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 6.300m

--- Lot boundary

--- Wheel Path (Forward Vehicle Motion)

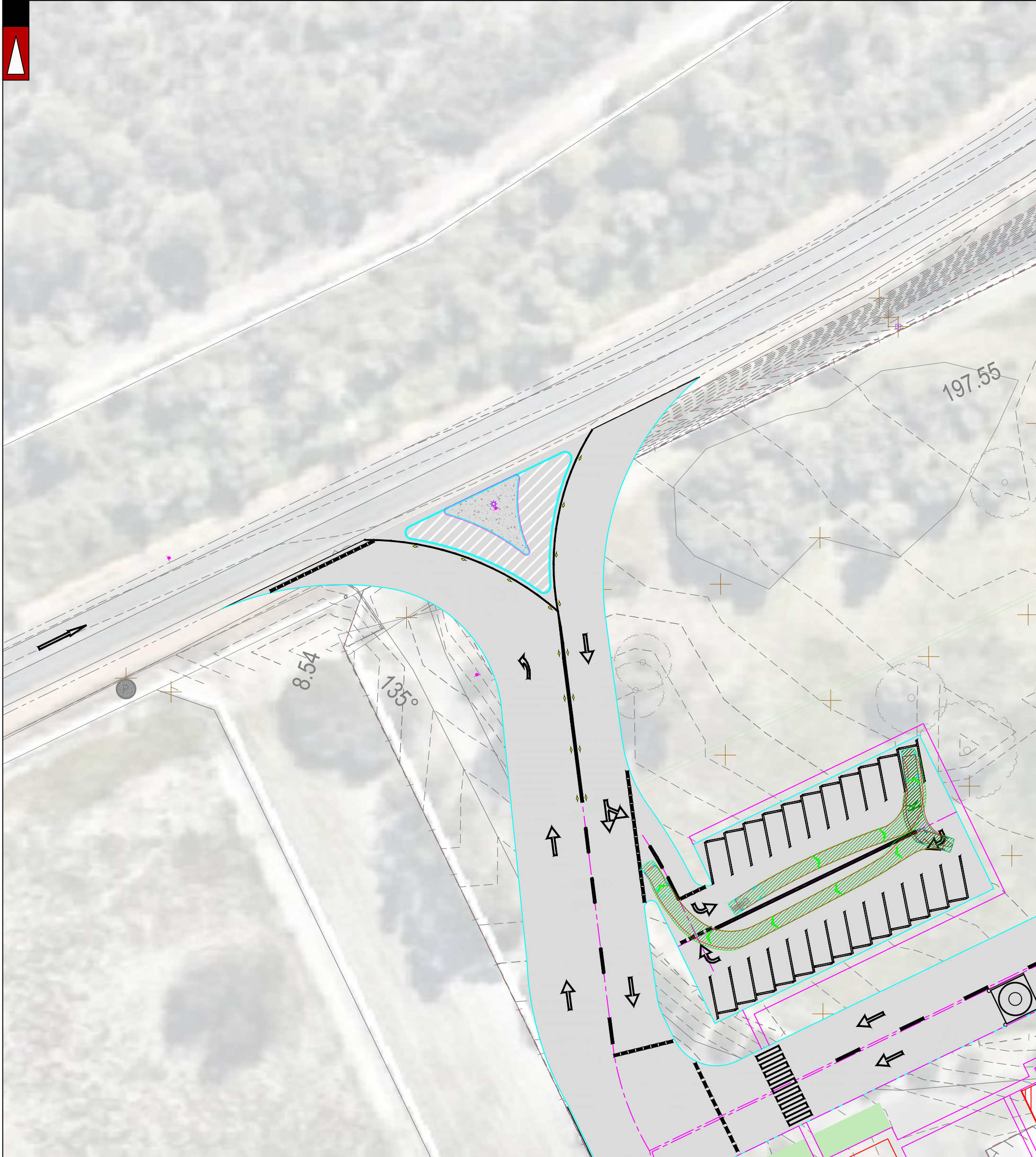
--- Vehicle Chassis Envelope (Forward Vehicle Motion)

--- Wheel Path (Reverse Vehicle Motion)

--- Vehicle Chassis Envelope (Reverse Vehicle Motion)

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	N.M.
B	06-12-2024	PROPOSED LAYOUT AMENDED		
A	23-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01712.000_S24	
NO	DATE	AMENDMENT		

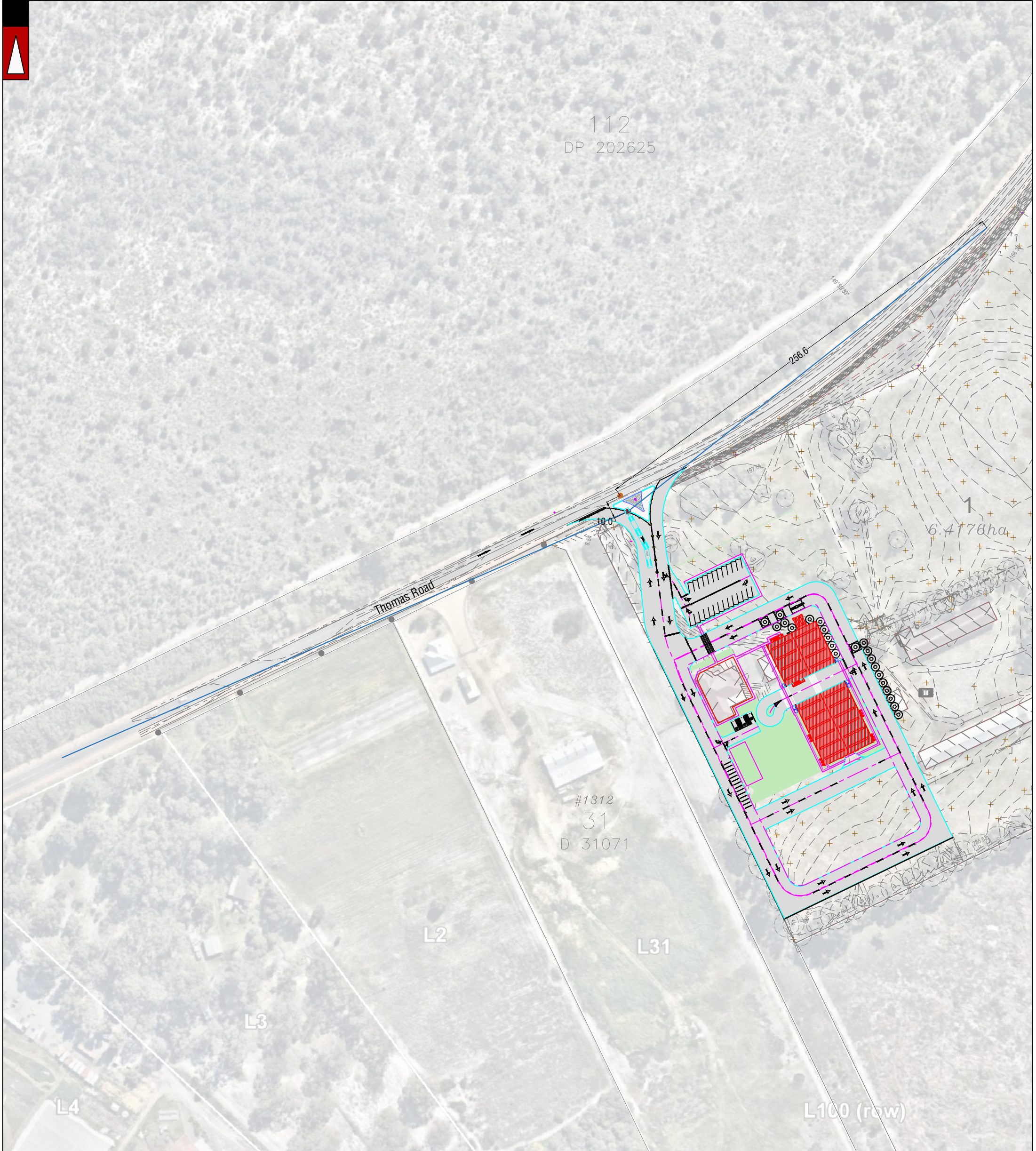




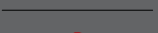


Passenger vehicle (5.2 m)  
 Overall Length 5.200m  
 Overall Width 1.940m  
 Overall Body Height 1.804m  
 Min Body Ground Clearance 0.295m  
 Track Width 1.840m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 6.300m

Lot boundary  
 Wheel Path (Forward Vehicle Motion)  
 Vehicle Chassis Envelope (Forward Vehicle Motion)  
 Wheel Path (Reverse Vehicle Motion)  
 Vehicle Chassis Envelope (Reverse Vehicle Motion)

LEGEND

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED	TITLE: Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)	N.M.
B	06-12-2024	PROPOSED LAYOUT AMENDED		
A	23-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01712.000_S25	N.M.
NO	DATE	AMENDMENT		



	Lot boundary
	Sightlines
	Dimensions
	Driver's position
	Potential conflict point

**LEGEND**

D	29-10-2025	PROPOSED LAYOUT AMENDED	PROJECT: 1324 Thomas Road, Oakford	DRAWN BY:
C	19-05-2025	PROPOSED LAYOUT AMENDED		
B	06-12-2024	PROPOSED LAYOUT AMENDED	TITLE: Sight Distance Review	N.M.
A	23-10-2023	ISSUED FOR REVIEW	DRAWING NUMBER: KC01712.000_S40	
NO	DATE	AMENDMENT		



Enquiries: Saikat Mitra on (08) 9323 4484  
 Our Ref: 19/6514 (D25#1249233)  
 Your Ref: 29-50143-1 (PA24/803; DAP/25/02840)

3 December 2025

The Secretary  
 Western Australian Planning Commission  
 Locked Bag 2506  
 PERTH WA 6001

Email: [referrals@dplh.wa.gov.au](mailto:referrals@dplh.wa.gov.au) (via email)

Dear Sir/Madam,

**PROPOSED INDUSTRY RURAL (OAT FACILITY AND ASSOCIATED BUILDINGS AND STRUCTURES) – LOT 32 (1324) THOMAS ROAD, OAKFORD – WAPC REF: 29-50143-1 (PA24/803; DAP/25/02840)**

In response to your correspondence received on 5 November 2025, Main Roads has reviewed the application (amended Transport Impact Statement TIS, rev I and revised concept design) and does not support the application as amended due to concerns relating to road safety and non-compliance with Main Roads design guidelines and Driveways Policy.

**Background of the Development Application:**

- 13 January 2025 – Main Roads received the development application for review/ comments.
- 25 February 2025 – Main Roads issued a letter requesting additional information and investigation into alternative access via the unnamed road reserve (Lot 100, Right of Way - ROW) owned by the State of WA.
- 8 July 2025 – Main Roads issued further correspondence seeking additional information to address concerns regarding the concept design for vehicular access (via the current crossover) and the TIS report. The applicant acknowledged the need for future review of ROW (Lot 100) and potential access via the ROW in the future.
- 11 July 2025 – Main Roads met with Shire officers (online via Teams) to discuss concerns and Main Roads' position on the development application.
- 22 July 2025 – The Shire advised via email that the application had been forwarded to DPLH/WAPC with a recommendation for MODAP determination, as advised by the applicant.
- 12 September 2025 – Main Roads emailed the applicant and DPLH advising amendments to the concept design, which were subsequently received on 19 August 2025.
- 9 October 2025 – Main Roads provided further comments on the TIS report via email.

**Main Roads Comments (November 2025):**

The following comments are provided based on amended concept design and TIS received on 5 November 2025:



### Concept Design (Vehicular Access to Thomas Road)

Proposed concept design with amended access point does not comply with Main Roads Driveways Policy and raises safety concerns. Further amendment to concept design is required addressing the following:

- Proposed crossover width and driveway details do not meet requirements of the Drawing **200431-0196-3** for a rural driveway set out (refer to Table 4.1 Driveway Widths).

(<https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/guide-to-road-design/additional-road-design2/driveways>).

- Left-turn island angle not adjusted to 70-degrees to Thomas Road. Observation angle for left-turn exit is extremely poor and does not meet [Main Roads Supplement to Austroads Guide to Road Design – Part 4A](#), Section 6.1.3. Also refer to AGRD Part 4A, Figure C1 1 which demonstrates how vision becomes increasingly difficult at this type of observation angle.
- Design vehicle swept paths:
  - Template used must be as per the “RAV custom vehicle templates” provided in [MRWA Supplement to Austroads Guide to Road Design \(AGRD\) Part 4](#), Section 5.6.1. The “Category 6 (B) B Triple (36.5 m)” is the appropriate design vehicle to use for this access.
  - Swept paths must include the required 0.5 m offset per AGRD Part 4, Section 5.6.3, “A *minimum offset of 0.5 m from the extremities of the vehicle path (i.e. vehicle extremity, not wheel tracks) to a kerb, pavement edge, safety barrier or centreline*”
  - Swept paths for vehicles using the mountable kerbed section of the proposed traffic island is missing. Please clarify or provide updated swept paths.
- The sightline assessment should be undertaken for exiting vehicle at the amended driveway location addressing the below:
  - Sight line appears to only be assessed horizontally. Site also needs to be checked vertically to ensure there are no vertical elements to impede sight lines (i.e. crest curves, vegetation etc.). This is a critical check.
  - Approach on the northern side is through a horizontal curve. Sight line checks need to demonstrate that Safe Intersection Sight Distance (SISD) is not only just available to the minimum required distance but also throughout the entire SISD length. The presence of the horizontal curve will push the sight line further to the east as it goes along.
- Noted no trigger for auxiliary lanes as per the section 2.16 of the TIS. Please provide reassessment for Auxiliary lane warrants using Main Roads requirements (AGTM Part 6, Section 3.3.6). A spreadsheet using the equation and conditions is also available within this supplement.



**mainroads**  
WESTERN AUSTRALIA

- Drawings shows a give-way line, but signage is for a stop sign. Please ensure consistency throughout. Detail comments on signs and lines will be provided at the detailed design stage.
- Review and adjust drawing scale to clearly show dimensions.

**Advice for WAPC:**

The Department of Planning, Lands and Heritage (DPLH) has recommended the closure of the Right-of-Way (ROW) as outlined in its correspondence dated 5 November 2025. While this recommendation is noted, it is imperative that comprehensive and detailed consultation with all relevant stakeholders be undertaken prior to any decision being made.

This consultation should include:

- Review of the ROW's history and original purpose for which the land was reserved.
- Engagement with adjoining landowners to understand and determine the future access requirements.
- Assessment of the potential reliance on this ROW for future subdivision of rural lots, including its role in providing road access and accommodating additional traffic if required.

Maintaining the ROW may be logical from a strategic future-proofing perspective, ensuring that the road reserve can support long-term planning objectives and anticipated development needs if require. Premature closure without this level of analysis may compromise future access arrangements and limit flexibility for growth.

As stated above, Main Roads is unable to support the development application (as amended) until the above concerns raised has been addressed.

Main Roads would appreciate the opportunity to discuss matters relating to this proposal prior to further consideration by the Commission.

Please forward all emails relating to the proposal to [planninginfo@mainroads.wa.gov.au](mailto:planninginfo@mainroads.wa.gov.au). If you have any further queries, please do not hesitate to contact Saikat Mitra on (08) 9323 4484.

Yours sincerely

Saikat Mitra  
**Planning Assessment Officer**

**Encl:**

1. Main Roads Letter dated 25 February 2025 (TRIM ref: D25#172269)
2. Main Roads Letter dated 8 July 2025 (TRIM ref: D25#621697)
3. Main Roads Email dated 12 September 2025 (TRIM ref: D25#945189)
4. Main Roads Email dated 9 October 2025 (TRIM ref: D25#1039321)
5. Sketch showing comments including safety concerns on sightlines (Amended application (received 5 November 2025))



5. Sketch showing comments including safety concerns on sightlines

