Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 5 November 2026; 1.00pm
Meeting Number: MODAP/167
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/167 - 5 November 2026 - Shire of Serpentine-Jarrahdale

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – SHIRE OF SERPENTINE-JARRAHDALE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
   - 4.1 Lot 60, 394 Robertson Road, Cardup - Proposed Retrospective and Prospective Concrete Product Manufacturing Facility - General Industry - Amendment to conditions of approval relating to the intersection upgrade at Norman Road and South Western Highway – DAP/23/02462
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

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

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Francesca Lefante (Presiding Member)
Karen Hyde (Deputy Presiding Member)
John Syme
Cr Joel Chan (Part B – Shire of Serpentine-Jarrahdale)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
2. **Apologies**
3. **Noting of Minutes**

PART B – SHIRE OF SERPENTINE-JARRAHDALE

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

4.1 Lot 60, 394 Robertson Road, Cardup - Proposed Retrospective and Prospective Concrete Product Manufacturing Facility - General Industry - Amendment to conditions of approval relating to the intersection upgrade at Norman Road and South Western Highway – DAP/23/02462

5. Section 31 SAT Reconsiderations

Nil

Part B – Item No.4.1
Lot 60, 394 Robertson Road, Cardup

RESPONSIBLE AUTHORITY REPORT – FORM 2	
DAP File No:	DAP/23/02462
LG Reference:	PA26/64
Approved Development	Concrete Manufacturing Facility
Proposed Amendments:	Amendment to conditions of approval relating to the intersection upgrade at Norman Road and South Western Highway
Owner:	Mecca Holdings Pty Ltd
Applicant:	Harley Dykstra
Local Government Area:	Shire of Serpentine Jarrahdale
Responsible Authority:	Local Government
Authorising Officer:	Director Development Services
Date of Original DAP decision:	6 March 2024
Date(s) of previous amendments:	n/a
Application Acceptance Date:	27 August 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Outer Development Assessment Panel resolves to:

A. **Accept** that the DAP Application reference DAP/23/02462 as detailed on the DAP Form 2 dated 24 March 2026 is appropriate for consideration in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and

B. **Refuse** to amend DAP application reference DAP/23/02462 for amendment to Conditions (j) and (k) of the retrospectively approved Concrete Manufacturing Facility at Lot 60, 394 Robertson Road, Cardup relating to the intersection upgrade at Norman Road and South Western Highway in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, for the following reasons:

1. The application has not demonstrated that the existing intersection can safely accommodate the additional vehicles associated with the retrospectively approved Concrete Manufacturing Facility, without the physical road intersection upgrades taking place (or the equivalent monetary contribution paid to Main Roads WA to undertake the upgrade).

2. The proposed financial contribution in lieu of the intersection upgrade does not provide sufficient certainty that the upgrade will be undertaken, which is directly precipitated by the retrospectively approved development.

3. It would be inconsistent with the principles of orderly and proper planning to allow a retrospectively approved development to continue operating without certainty that the infrastructure required will be delivered.

PROPOSAL:

The application seeks to amend the development approval for the Concrete Manufacturing Facility by amending Condition (j) and (k) relating to the upgrade of the intersection at Norman Road and South Western Highway.

The current conditions state:-

> *"j. Within 30 days of the approval, the applicant is to submit a preliminary intersection design (15% design concept) for the upgrading of the intersection of South Western Highway and Norman Road, to the satisfaction of the Shire on advice of Main Roads Western Australia.*
>
> *k. Within 12 months of the approval, the intersection of Norman Road and South Western Highway is to be upgraded to the satisfaction of the Shire of Serpentine Jarrahdale, on advice from MRWA, unless otherwise approved by the CEO of the Shire."*

It is proposed to replace these two conditions with the following condition:-

> *"Within 60 days of this approval, the Applicant is to enter into a legal agreement with the Shire of Serpentine-Jarrahdale providing for the following:*
>
> *1. A financial contribution of $500,000 towards the upgrading of the intersection of Norman Road and South Western Highway, to be paid within 60 days of execution of the agreement.*
>
> *2. The Shire is to hold the contribution in trust and apply the funds solely towards the future upgrading of the intersection.*
>
> *3. A contribution from the Applicant towards the Shire's reasonable legal costs associated with preparation and execution of the agreement, capped at $3,000."*

SUBJECT SITE AND SURROUNDS:

The subject site is 47.39ha in area and zoned 'Industrial Development' and 'Rural' under Local Planning Scheme No. 3. It is designated 'Industry General' under the Local Structure Plan (LSP).

The site is located within a part of Cardup that features a mix of rural, industrial and land conservation uses. Adjoining land uses are as follows:

- North (426 Robertson Road): Colli Timber and Hardware factory.
- South (opposite side of Norman Rd): 'Bush Forever' Site and Mundijong District Structure Plan area (Whitby Precinct A Local Structure Plan area).
- West (opposite side of Robertson Road / railway line): Rural residential area located within the Rural Residential zone.
- East: Laydown area at Lot 21 South Western Highway.



The subject site is developed with a Concrete Manufacturing Facility including:-

- Concrete Manufacturing Workshop;
- Four stressing beds and associated gantry cranes;
- Office and administration buildings;
- Equipment storage building and production storage area; and
- Car parking.

Access to the site is primarily from Robertson Road located along the western boundary. There is also an access road to an approved laydown area located on Lot 21 South Western Highway, directly to the east.

BACKGROUND:

The site was initially developed in the 1980s for the purpose of a timber mill business. The original shed on site was developed between 1983 and 1985, with an extension to the shed being developed in 2009. Various ancillary site works associated with current business operations have taken place over the years since the site was originally developed, with the yards being utilised for the storage of products and materials.

Development approvals for the site are as follows:

1. Impregnation plant and debarker for pine logs; small mill; kilns, planing machine and store (approved 1977).
2. Construction and installation of softwood sawmill and hammermill with waste storage bin (approved 1980).

3. New building for a sawmill and storage shed (approved in 1983).
4. Construction shed for a treatment plant (approved in 1985).
5. Wet concrete batching plant (approved 2021).
6. Retrospective approval for Laydown Area and Associated Vegetation Removal (approved 9 June 2023). Conditions were imposed on this approval on the recommendation of MRWA, including requirements for the upgrade of the Norman Road and South Western Highway intersection. These conditions were subsequently amended through a SAT process that was initiated by the applicant, resulting in a mediated outcome agreeing to the conditions. It is those same conditions that apply to the development application considered in this report, being the retrospective development approval for the concrete manufacturing facility.

In this regard, retrospective development approval for the Concrete Manufacturing Facility was granted by the Metro Outer Development Assessment Panel (MODAP) on 6 March 2024, subject to a number of conditions, and specific to this report:

j. Within 30 days of the approval, the applicant is to submit a preliminary intersection design (15% design concept) for the upgrading of the intersection of South Western Highway and Norman Road, to the satisfaction of the Shire on advice of Main Roads Western Australia.

k. Within 12 months of the approval, the intersection of Norman Road and South Western Highway is to be upgraded to the satisfaction of the Shire of Serpentine Jarrahdale, on advice from MRWA, unless otherwise approved by the CEO of the Shire.

To date, neither Condition (j) nor (k) has been met to the satisfaction of either the Shire or Main Roads Western Australia (MRWA). Officers have been reaching out continually with the applicant, and with MRWA, in order to address an urgent remedy for the conditions, especially noting that the time for compliance had surpassed. At the time of writing this report, Officers continue to seek voluntary compliance from the applicant for these conditions, and the associated works, which remains the preferred pathway. However, in the event that the works are not completed in the near future, it was the intention of Officers to advance a more formalised compliance and potentially enforcement pathway. This however is intended to be delayed until the MODAP determine this application.

The subject application, as mentioned, seeks to delete these conditions and replace them with a newly proposed condition:-

> *"Within 60 days of this approval, the Applicant is to enter into a legal agreement with the Shire of Serpentine-Jarrahdale providing for the following:*

1. A financial contribution of $500,000 towards the upgrading of the intersection of Norman Road and South Western Highway, to be paid within 60 days of execution of the agreement.

2. The Shire is to hold the contribution in trust and apply the funds solely towards the future upgrading of the intersection.

3. A contribution from the Applicant towards the Shire's reasonable legal costs associated with preparation and execution of the agreement, capped at $3,000."

ACCEPTANCE AS A FORM 2 APPLICATION

Regulation 17(1)(b) of the *Planning and Development (Development Assessment Panels) Regulations 2011* allows for an owner of land subject to a DAP approval to apply to the DAP to amend or delete any condition to which the approval is subject.

The subject application is made in accordance with this regulation to amend conditions on the approval and therefore is accepted as a Form 2 application in accordance with the Regulations.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial/Rural
Local Planning Scheme	Local Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Industrial Development/Rural
Structure Plan/Precinct Plan	Cardup Business Park Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Industrial
Lot Size:	47.39ha
Existing Land Use:	'Industry'
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	Yes

For the purpose of this report, discussion is confined to the proposed amendment to conditions relating to the upgrade of the Norman Road and South Western Highway intersection.

The application seeks to replace the existing conditions requiring the intersection upgrade with a fixed $500,000 monetary contribution, justified as the scope and estimated cost of the intersection works have increased substantially beyond what was contemplated when the approval was granted. The applicant states that it understood those initial works were intended to be limited to a trafficable centre island and lightly widened wings to facilitate lane-correct movements by 19m semi-trailers, at an anticipated cost of approximately $500,000.

The application details that approximately $340,000 has been spent progressing the intersection design. It states that the latest current design now has an estimated construction cost of $2.706 million and attributes the increase to requirements including pavement replacement, design for RAV-4 vehicles, retention of the highway operating speed, extended lane treatments, safety barriers, signage and line marking.

The applicant considers that requiring it to fund the full works would be disproportionate to the traffic impacts generated by the development. It relies on traffic survey information indicating that Permacast-related traffic represents approximately 1% to 2% of total intersection traffic, approximately 21% of heavy vehicles entering and leaving Norman Road, and approximately 1.7% of all heavy-vehicle movements through the intersection when regional through traffic is included**.**

The applicant also identifies changed circumstances since the original approval, including construction of the Tonkin Highway extension and the March 2025 endorsement of an amendment to the Mundijong District Structure Plan that contemplates additional access to Norman Road. It submits that these changes will alter future traffic patterns and reduce the development's proportionate use of the intersection over time.

On this basis, the applicant considers that a $500,000 contribution, together with the approximately $340,000 already spent on design, would represent a fair and proportionate contribution towards a future intersection upgrade. The applicant therefore seeks to transfer responsibility for delivery of the works to the Shire, with the contribution held in trust and applied solely to the future upgrade.

The following section of the report details the Officer assessment of this request.

Condition modification and the Newbury test

Under the Newbury test, established in the Newbury District Council v Secretary of State for the Environment decision, a valid planning condition was held to be needed to satisfy three core tests. These tests are relevant in the assessment of this application. This planning condition test requires all lawful condition to:

- Be for a proper planning purpose
- Fairly and reasonably relate to the development approval; and
- Not be so unreasonable that no reasonable planning authority could have imposed it

These tests help derive an assessment of the fairness and reasonableness of the condition, which are important elements of natural justice and procedural fairness which underpin quasi-judicial decision making.

Officers consider that given the approved truck route directs heavy vehicles associated with the development along Norman Road and through this intersection, it represents a critical point in the safe and efficient operation of the development.

It is worth noting that the development approval was granted retrospectively, and the development is already operating. As a result, heavy-vehicle movements associated with the development are occurring prior to the required intersection upgrade being completed. In ordinary circumstances, infrastructure required to mitigate the impacts of a development would be provided before the development commenced. The retrospective nature of the approval does not diminish the need for the works. Rather, it reinforces the importance of retaining a condition that provides certainty that the existing infrastructure deficiency will be addressed within a specified timeframe. This approach is consistent with the Shire's previously expressed position that an intersection upgrade required as part of a retrospective approval would ordinarily have been delivered upfront under a prospective approval.

Unlike general light-vehicle traffic, heavy vehicles require greater turning areas, longer acceleration and deceleration distances, and larger gaps in through traffic to safely enter or exit (cross lanes) on a high-speed road. The heavy-vehicle movements associated with the development therefore place demands on the intersection that are materially different from those generated by ordinary local traffic.

The intersection upgrade is considered necessary to ensure the road network can safely and efficiently accommodate the size, operating characteristics and frequency of the vehicles generated by the development. The need for the intersection upgrade is not based solely on the total number of vehicle movements generated by the development. It also arises from the composition of the traffic and the concentration of truck movements at a single intersection.

Heavy vehicles have a greater physical and operational impact on road infrastructure than passenger vehicles due to their length, swept paths, slower acceleration, braking requirements and pavement loading. Accordingly, even where the total increase in traffic may appear moderate, the proportion and regularity of truck movements warrant in the opinion of Officers, the

infrastructure upgrades to maintain an acceptable level of road safety and network operation.

The truck route is not incidental to the development. It is the nominated means by which heavy vehicles associated with the approved development access the broader road network. The safe and suitable operation of Norman Road and its intersection with South Western Highway is therefore fundamental to the acceptability and ongoing operation of the development.

The existing condition was imposed on the original development approval to address these impacts. Accordingly, the required intersection upgrade has a clear and direct planning nexus with the development. The condition is also proportionate, as it is directed toward mitigating the transport and road safety impacts generated by the development and ensuring the affected road infrastructure is capable of accommodating the approved heavy-vehicle movements.

Alternative to the current conditions

The amendment seeks to effectively impose a replacement condition enabling the applicant to make a financial contribution of $500,000 to the Shire, in lieu of completing the required works. This would be held in trust, to be spent on a funded future road intersection upgrade.

Officers do not support this approach. Payment of the contribution would not, in itself, ensure that the necessary intersection upgrade is designed, approved, funded, constructed and operational within an appropriate timeframe. This is particularly relevant given that the development is already operating and generating truck movements through the intersection, and was subject to a retrospective approval pathway that did not provide the ordinary compliance pathway of ensuring all infrastructure upgrades were complete prior to operations beginning.

A monetary contribution would only provide an equivalent level of certainty if it were sufficient to fully fund the required works, and there was an approved plan that the road manager (MRWA) had provided their support to. No such certainty has been demonstrated in relation to the timing of the works, nor the final full cost of such. It therefore represents what appears to be a partial contribution commitment, to an infrastructure upgrade that in the opinion of officers, is directly precipitated by the nature of vehicles necessary to the operations of the development.

In light of this, the modified condition would result in a fixed contribution that leads to a funding shortfall, contrasted against the operational needs of the development requiring such infrastructure to be able to operate the larger vehicles associated with its production and supply aspects. In the absence of

MRWA, the asset owner, committing to fund the infrastructure in a timely manner, officers consider that the current conditions remain preferable.

Position of MRWA

MRWA does not support the proposed amendment and does not accept the applicant's assertions regarding proportionality or a previously agreed reduced scope of works. MRWA advises that development-related road upgrades are not determined by simply apportioning responsibility according to a development's share of total intersection traffic. Rather, the relevant consideration in its opinion is whether the development generates traffic, operational or safety impacts that require mitigation. MRWA considers that the vehicle movements generated by the development necessitate upgrades to the Norman Road and South Western Highway intersection to ensure the safe and efficient operation of the road network. This aligns with the tests and question of validity discussed previously by Officers.

MRWA is also not aware of any document supporting the applicant's claim that it had previously agreed to limit the works to a trafficable centre island and lightly widened wings for 19m. MRWA's required the applicant to complete the 100% intersection design and construct the upgrade at its cost. It states that previous correspondence only removed the short auxiliary left-turn lane due to low traffic volumes approaching from the south and required the swept paths for 45m jinker trailer movements to be sealed. MRWA therefore considers that the scope was refined to respond to the development's impacts, rather than expanded beyond what was originally contemplated.

MRWA further notes that the applicant progressed an auxiliary right-turn lane design, including a 100% design review submission in November 2024, and that the applicant's Turn Warrant Assessment dated 23 January 2023 recommended a channelised right-turn treatment and a short auxiliary left-turn lane. MRWA confirms that there is no funded, approved or committed Main Roads project for this intersection that would proceed independently of the development. Recent works at the location were limited to pavement rehabilitation and resealing and did not form part of a separate intersection upgrade project.

MRWA considers that replacing the existing obligation with a fixed contribution would create significant road safety and delivery risks because there would be no certainty regarding the scope, timing or delivery of the necessary works. It would also transfer the cost, delivery and safety risks associated with the development-generated impact to the Shire and MRWA. This advice supports the retention of Conditions (j) and (k) and the conclusion that the applicant should remain responsible for designing and constructing the required intersection upgrade.

It is considered that retention of the condition would provide greater certainty that the infrastructure is designed to accommodate the vehicles and movements generated by the development. For these reasons, Officers consider that the applicant should remain responsible for delivering the required intersection upgrade rather than providing a contribution of $500,000 in lieu of the works.

The existing condition provides the greatest level of certainty regarding the scope, funding, timing and completion of the upgrade. It also provides a clear mechanism to ensure that the infrastructure impacts of the development, which is already operating, are appropriately addressed. Accordingly, it is recommended that the condition requiring the upgrade of the Norman Road and South Western Highway intersection be retained.

Assessment of the validity of the proposed modified condition

In considering the proposed replacement condition, Officers have assessed whether it would satisfy the third limb of the Newbury test, being that a condition must not be so unreasonable that no reasonable planning authority could have imposed it. In this regard, the relevant consideration extends beyond whether the proposed financial contribution represents a reasonable amount for the applicant to pay. It also requires consideration of whether the condition, in its entirety, represents a reasonable and effective planning response to the impacts generated by the approved development.

The proposed condition would require a financial contribution of $500,000 towards infrastructure currently estimated to cost approximately $2.706 million, without identifying any committed funding source for the remaining expenditure. This represents less than 19% of the estimated construction cost and would leave a substantial funding shortfall. Importantly, the proposed condition would extinguish the applicant's existing obligation to deliver the necessary intersection upgrade, notwithstanding that the road safety and operational impacts which justified the original conditions would remain unresolved.

Officers consider it unreasonable to substitute a defined and enforceable infrastructure delivery obligation with a substantially lesser financial obligation where there is no demonstrated mechanism to achieve the planning outcome originally required. Such an arrangement would effectively transfer the financial, delivery and ongoing road safety risks associated with the development to public authorities, without those authorities having agreed to assume those responsibilities.

Certainty and finality

In addition to the three established Newbury tests, a planning condition must also be certain and final. This requires sufficient clarity as to the obligations

imposed, the standard of performance required and the means by which compliance can be established.

While the proposed replacement condition identifies a financial amount and a timeframe for entering into an agreement, it provides no certainty regarding the delivery of the infrastructure which the contribution is ostensibly intended to facilitate. It does not establish an approved scope of works, identify responsibility for meeting the funding shortfall, specify a timeframe for construction or provide a mechanism to ensure the required intersection upgrade will ultimately occur. Furthermore, the proposed legal agreement is not provided in an agreed form, leaving its operative terms, including the administration of funds and obligations of the parties, to be settled following the development approval.

The condition therefore creates a distinction between technical compliance with the condition and achievement of its underlying planning purpose. It is considered to fail this test.

Reliance upon third parties and future decisions

In the present circumstances, the proposed arrangement would necessarily depend upon future decisions by the Shire and MRWA concerning funding, infrastructure prioritisation, approval and construction. MRWA has expressly confirmed that there is no funded, approved or committed project for the intersection upgrade. Furthermore, the Shire confirms the same – there is no allocated funding towards the identified shortfall, nor is there any commitment within its Long Term Financial Plan to undertake the works. The Shire also cannot expend funds on road assets it is not responsible for, meaning it will not be in any current or future position to fund this.

Futility and practical enforceability

Officers also consider that the proposed condition raises concerns regarding practical enforceability and potential futility. The purpose of imposing a planning condition is to secure an identifiable planning outcome associated with the approved development. A condition which can be fully discharged without achieving that outcome, and without providing a practicable mechanism through which the outcome can subsequently be secured, will be ineffective in addressing the planning impact for which it was imposed.

The proposed condition would be enforceable insofar as it requires the applicant to enter into an agreement and make the specified payment. However, once those obligations are discharged, there would be no continuing requirement upon the applicant to ensure the intersection upgrade is completed. The Shire would hold funds which are insufficient to undertake the works, with no identified funding mechanism or committed delivery agency to provide the balance.

The result is that the condition could be fully complied with while the road safety deficiency remains unresolved.

Orderly and proper planning

These concerns are particularly significant in the context of the retrospective nature of the development approval. The original conditions provided a mechanism through which the infrastructure necessary to accommodate the development's heavy-vehicle movements would be delivered within a defined timeframe. Replacing those conditions with a partial monetary contribution would remove the direct obligation to undertake the works, notwithstanding that the impacts giving rise to those obligations remain.

CONSULTATION:

PUBLIC CONSULTATION

N/A

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

Main Roads Western Australia (MRWA):

MRWA advised on 9 October 2026 that it does not support the request to amend Conditions (j) and (k). MRWA considers the conditions reasonable, necessary and directly related to mitigating the impacts of the approved development and recommends that they remain unchanged.

MRWA does not accept the applicant's proportionality argument. It advises that responsibility for mitigation is determined by whether the development creates impacts requiring mitigation, rather than by the development's proportion of total traffic using the intersection. MRWA considers that the development generates vehicle movements requiring the intersection upgrade for road safety and network operation.

MRWA also does not agree that it previously required a reduced scope of works. It is not aware of any document supporting the claim that only a trafficable centre island and lightly widened wings were required. Its correspondence dated 4 April 2024 required a 100% design and construction of the intersection upgrade at the applicant's cost. The short southbound auxiliary left-turn lane was omitted, but sealing of the wheel paths for 45m jinker trailer movements remained required.

MRWA further advises that there is no funded, approved or committed Main Roads project for the intersection and that recent works were maintenance works only. MRWA considers that the proposed contribution would create

uncertainty as to whether and when the safety works would be delivered and would transfer cost, delivery and safety risks to the Shire and MRWA.

DESIGN REVIEW PANEL ADVICE

N/A

OTHER ADVICE

N/A

ALTERNATIVE TO RESPONSIBLE AUTHORITY RECOMMENDATION

While the DAP has discretion under Regulation 17 to amend or delete the existing conditions, there is no legal ability in which to compel the precipitation of funding from a local government by way of its annual budget which is determined by Council. Specifically, Officers note that the Shire's Long Term Financial Plan does not identify, in respect of this project, any matching or top up component of funds to deliver the intersection upgrade. As the proposed $500,000 funding proposal represents less than 19% of total project cost (in today's dollars), the alternative recommendation is considered to be the deletion of Condition (j) and (k), with the addition of a separate request to MRWA to take over the responsibility for the intersection upgrade, and this be prioritised based on the operational nature of the development. This is provided following:

That the Metro Outer Development Assessment Panel resolves to:

A. **Accept** that the DAP Application reference DAP/23/02462 as detailed on the DAP Form 2 dated 24 March 2026 is appropriate for consideration in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and

B. **Approve** to amend DAP application reference DAP/23/02462 by way of **deleting** Conditions (j) and (k) and not substituting with any other conditions, of the retrospectively approved Concrete Manufacturing Facility at Lot 60, 394 Robertson Road, Cardup relating to the intersection upgrade at Norman Road and South Western Highway in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011.*

C. **Request** that MRWA consider prioritising funding and delivery of the intersection upgrade, as part of its forward capital works plan.

All other conditions and requirements detailed on the previous approval dated 6 March 2024 shall remain unless altered by this application.

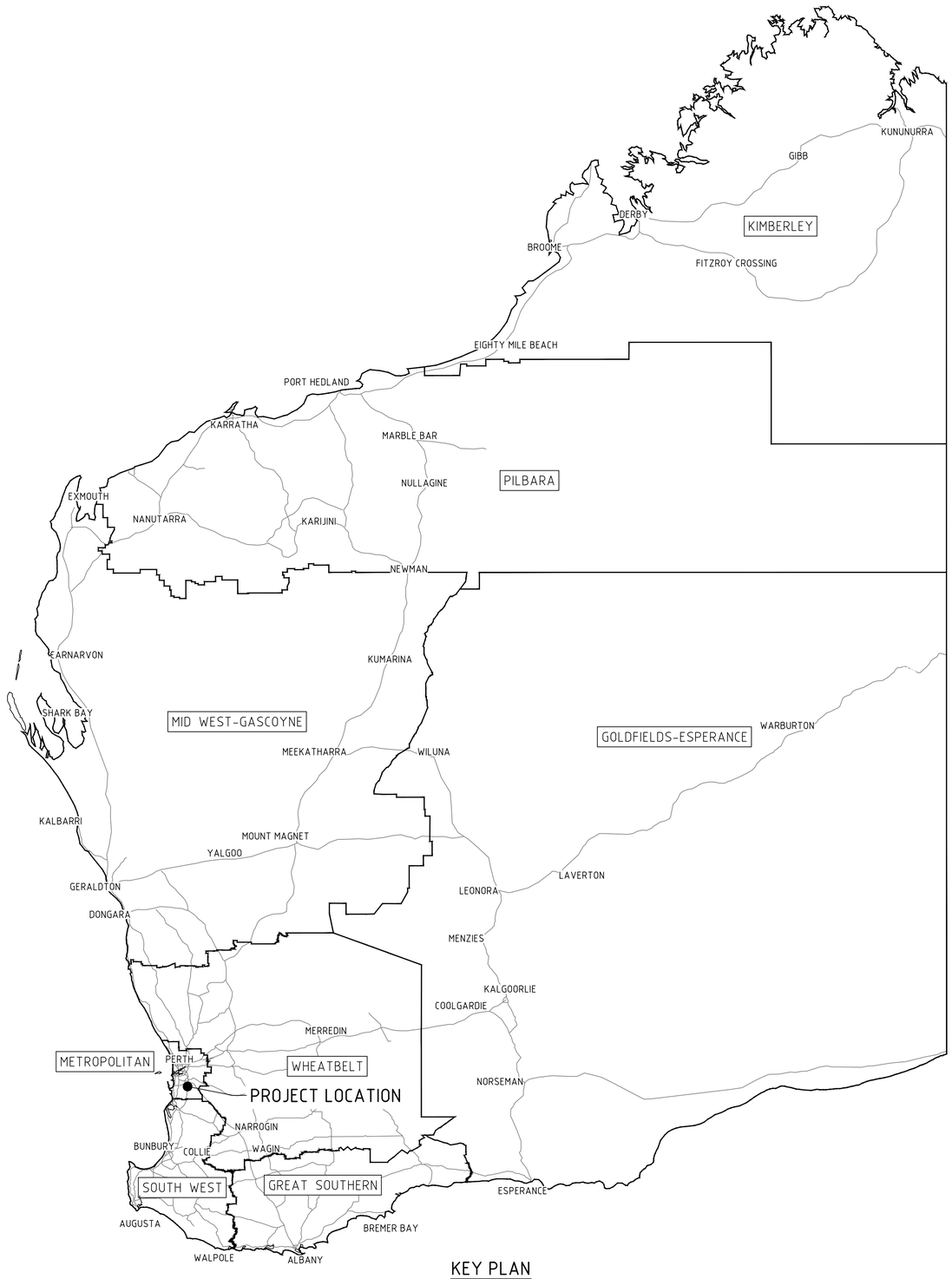
CONCLUSION:

The proposed $500,000 contribution is not considered to provide an acceptable substitute for the delivery of the required upgrades to the Norman Road and South Western Highway intersection. The development directs all trucks to Norman Road and consequently creates a direct demand for infrastructure capable of safely accommodating those vehicles. A financial contribution would not guarantee that the necessary works are delivered in a timely manner. Had the development application been prospective, the works would have been required to have been completed prior to operation.

The applicant should therefore be required to design, obtain approval for and construct the necessary road and intersection works as soon as possible. This approach ensures that the infrastructure impact created by the development is appropriately mitigated by the party responsible for generating that impact.

Attachments

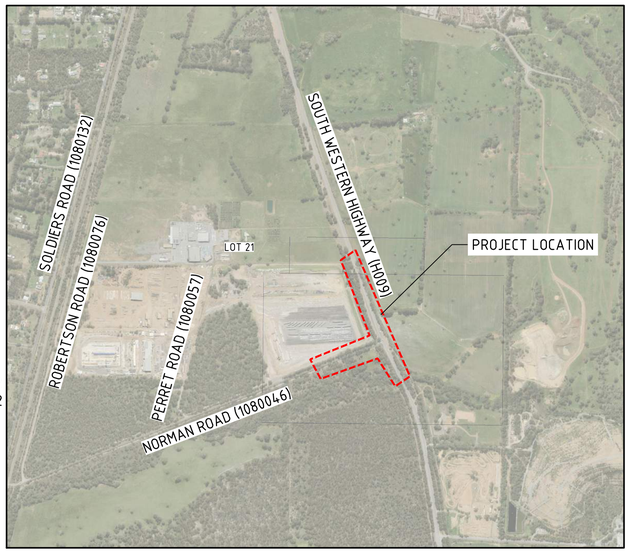
1. Development Plans
2. MRWA Submission
3. Alternative to the Responsible Authority Recommendation



KEY PLAN
NTS

DRAWING INDEX

301238108-CI-001	COVER PAGE
301238108-CI-002	LOCALITY PLAN AND DRAWING INDEX
301238108-CI-201	SCHEME PLAN
301238108-CI-202	TYPICAL SECTION
301238108-CI-301	PLAN AND PROFILE - SHEET 1 OF 2
301238108-CI-302	PLAN AND PROFILE - SHEET 2 OF 2
301238108-CI-310	INTERSECTION LAYOUT PLAN
301238108-CI-401	CROSS SECTIONS - SHEET 1 OF 3
301238108-CI-402	CROSS SECTIONS - SHEET 2 OF 3
301238108-CI-403	CROSS SECTIONS - SHEET 3 OF 3
301238108-CI-501	DRAINAGE PLAN
301238108-CI-601	LINEMARKING PLAN
301238108-CI-901	DESIGN VEHICLE - TURNING MOVEMENTS - SHEET 1 OF 2
301238108-CI-902	DESIGN VEHICLE - TURNING MOVEMENTS - SHEET 2 OF 2
301238108-CI-903	CHECK VEHICLE - TURNING MOVEMENTS - SHEET 1 OF 4
301238108-CI-904	CHECK TURNING MOVEMENTS - SHEET 2 OF 4
301238108-CI-905	CHECK TURNING MOVEMENTS - SHEET 3 OF 4
301238108-CI-906	CHECK TURNING MOVEMENTS - SHEET 4 OF 4



LOCALITY PLAN
NTS

IMAGE SOURCE: METROMAPS 2023

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

FOR APPROVAL

SCALES A1

No.	DESCRIPTION	APPROVED & DATE
C	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024
B	ISSUED FOR 15% DESIGN REVIEW	RA 12.12.2023
A	ISSUED FOR 15% DESIGN REVIEW	RA 08.12.2023

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent
Telephone (08) 9323 4111
East Perth WA 6892
Fax (08) 9323 4430

CLIENT FILE No.
RECOMMENDED
APPROVED

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
LOCALITY PLAN AND DRAWING INDEX
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-002 C



IMAGE SOURCE: METROMAPS 2023

LEGEND

494	LOT NUMBER
———	EXISTING CADASTRAL BOUNDARY
— — — -365.25- — — —	EXISTING CONTOUR (INTERVAL 0.2 m)
═══	FUTURE WORKS

SCHEME PLAN

SCALE 1:2000

SCALES 1:2000 (0, 20m, 40, 60, 80, 100, 120, 140, 160, 180, 200)

A1

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

FOR APPROVAL

No.	DESCRIPTION	APPROVED & DATE
C	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024
B	ISSUED FOR 15% DESIGN REVIEW	RA 12.12.2023
A	ISSUED FOR 15% DESIGN REVIEW	RA 08.12.2023

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

THE GOVERNMENT OF WESTERN AUSTRALIA
mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent East Perth WA 6892
Telephone (08) 9323 4111 Fax (08) 9323 4430

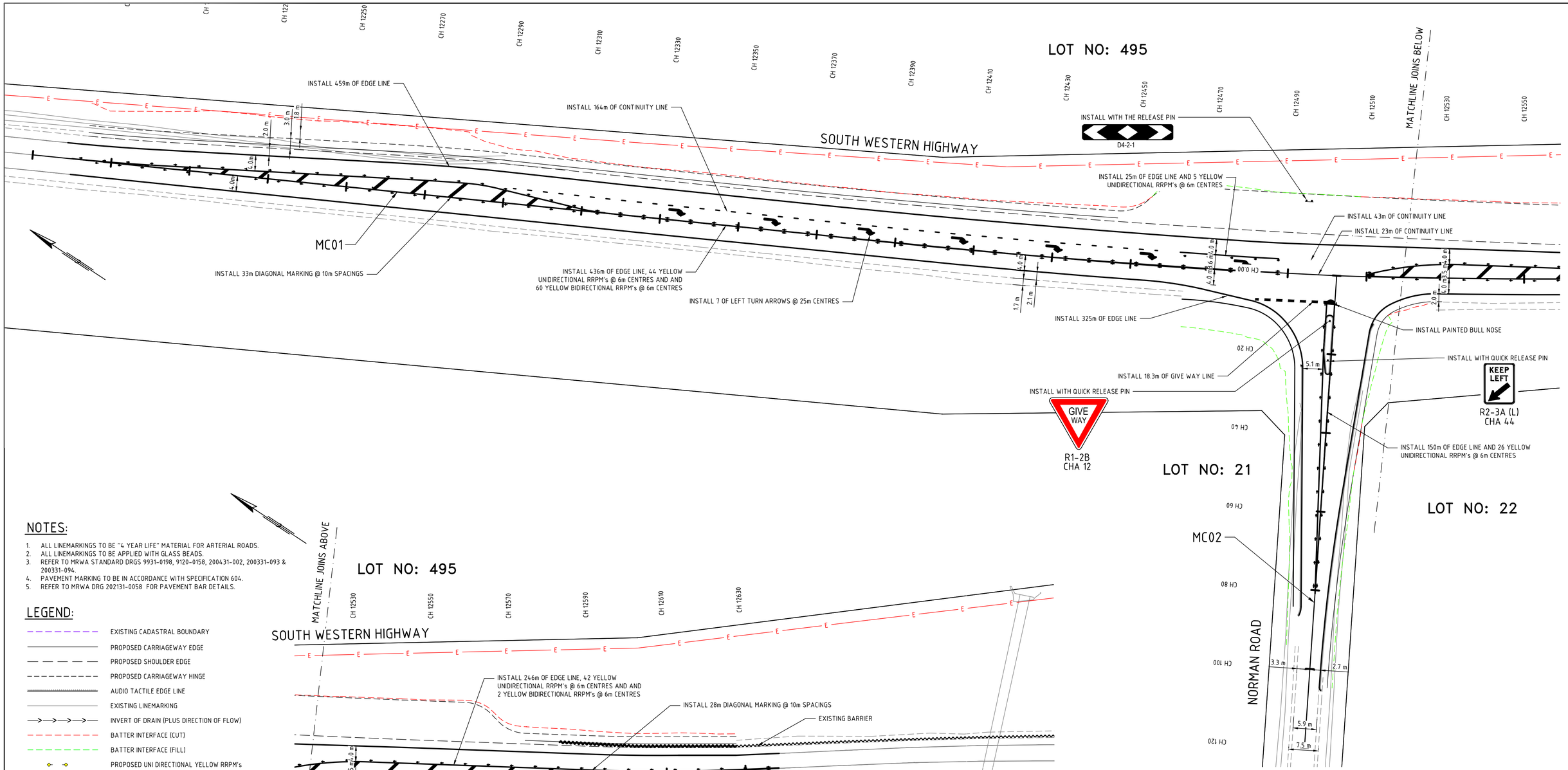
CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)

SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
SCHEME PLAN

LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE

MRWA DRAWING NUMBER
304900849-CI-201 C



PLAN
SCALE 1:500

PLAN
SCALE 1:500

NOTES:

1. ALL LINEMARKINGS TO BE "4 YEAR LIFE" MATERIAL FOR ARTERIAL ROADS.
2. ALL LINEMARKINGS TO BE APPLIED WITH GLASS BEADS.
3. REFER TO MRWA STANDARD DRGS 9931-0198, 9120-0158, 200431-002, 200331-093 & 200331-094.
4. PAVEMENT MARKING TO BE IN ACCORDANCE WITH SPECIFICATION 604.
5. REFER TO MRWA DRG 202131-0058 FOR PAVEMENT BAR DETAILS.

LEGEND:

- EXISTING CADASTRAL BOUNDARY
- PROPOSED CARRIAGEWAY EDGE
- PROPOSED SHOULDER EDGE
- PROPOSED CARRIAGEWAY HINGE
- AUDIO TACTILE EDGE LINE
- EXISTING LINEMARKING
- INVERT OF DRAIN (PLUS DIRECTION OF FLOW)
- BATTER INTERFACE (CUT)
- BATTER INTERFACE (FILL)
- PROPOSED UNI DIRECTIONAL YELLOW RRPM's
- PROPOSED BI DIRECTIONAL YELLOW RRPM's
- PROPOSED MAIN ROADS WA ONE POST SIGN
- PROPOSED MAIN ROAD WA TWO POST SIGN
- EXISTING MAIN ROAD WA TWO POST SIGN
- EXISTING MAIN ROAD WA ONE POST SIGN
- EXISTING THERMOPLASTIC PAVEMENT MARKINGS
- EXISTING GUIDE POST
- PROPOSED GUIDE POST
- PROPOSED CULVERT POST

ROAD MARKING CONSTRUCTION DETAILS N.T.S.

BARRIER LINES ONE DIRECTION (80 mm WIDE LINE, 80 mm GAP)	3.0 m LINE AND 9.0 m GAP
BOTH DIRECTIONS (80 mm WIDE LINE, 80 mm GAP)	
AUDIO TACTILE EDGE LINE (120 mm WIDE LINE & 150 mm TACTILE RIB)	REFER 201131-0040 FOR DETAILS
EDGE LINE (120 mm WIDE LINE)	
CONTINUITY LINE (120 mm WIDE LINE)	1.0 m LINE AND 3.0 m GAP
GIVEWAY/HOLD LINE (600 mm WIDE LINE)	0.6 m LINE AND GAP
DIAGONAL MARKINGS	EDGE LINE, 10.0 m, 120, 45°, 500, KERB OR EDGE OF SEAL, 120

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

FOR APPROVAL

SCALES 1:500 (0, 5m, 10, 15, 20, 25, 30, 35, 40, 45, 50)

A1

No.	DESCRIPTION	APPROVED & DATE
C	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024
B	ISSUED FOR 15% DESIGN REVIEW	RA 12.12.2023
A	ISSUED FOR 15% DESIGN REVIEW	RA 08.12.2023

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

THE GOVERNMENT OF WESTERN AUSTRALIA
mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent
East Perth WA 6892
Telephone (08) 9323 4111
Fax (08) 9323 4430

CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
LINEMARKING PLAN
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-601 C

LOT NO: 495

SOUTH WESTERN HIGHWAY

LOT NO: 21

LOT NO: 22

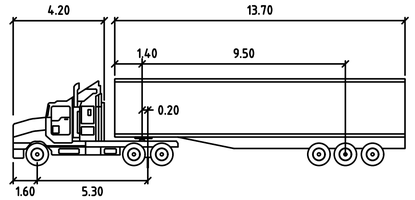
NORMAN ROAD

R15m

R15m

LEGEND:

- BACK WHEELS
- FRONT WHEELS
- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5 m)
- 19.0m SEMI TRUCK VEHICLE BODY



19 m PRIME MOVER WITH SEMI TRAILER

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

TURNING MOVEMENTS
SCALE 1:250

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

FOR APPROVAL

SCALES 1:250 — A1

No.	DESCRIPTION	APPROVED & DATE
C	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024
B	ISSUED FOR 15% DESIGN REVIEW	RA 12.12.2023
A	ISSUED FOR 15% DESIGN REVIEW	RA 08.12.2023

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

THE GOVERNMENT OF WESTERN AUSTRALIA
mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent
Telephone (08) 9323 4111
East Perth WA 6892
Fax (08) 9323 4430

CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
DESIGN VEHICLE - TURNING MOVEMENTS
SHEET 1 OF 2
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-901 C

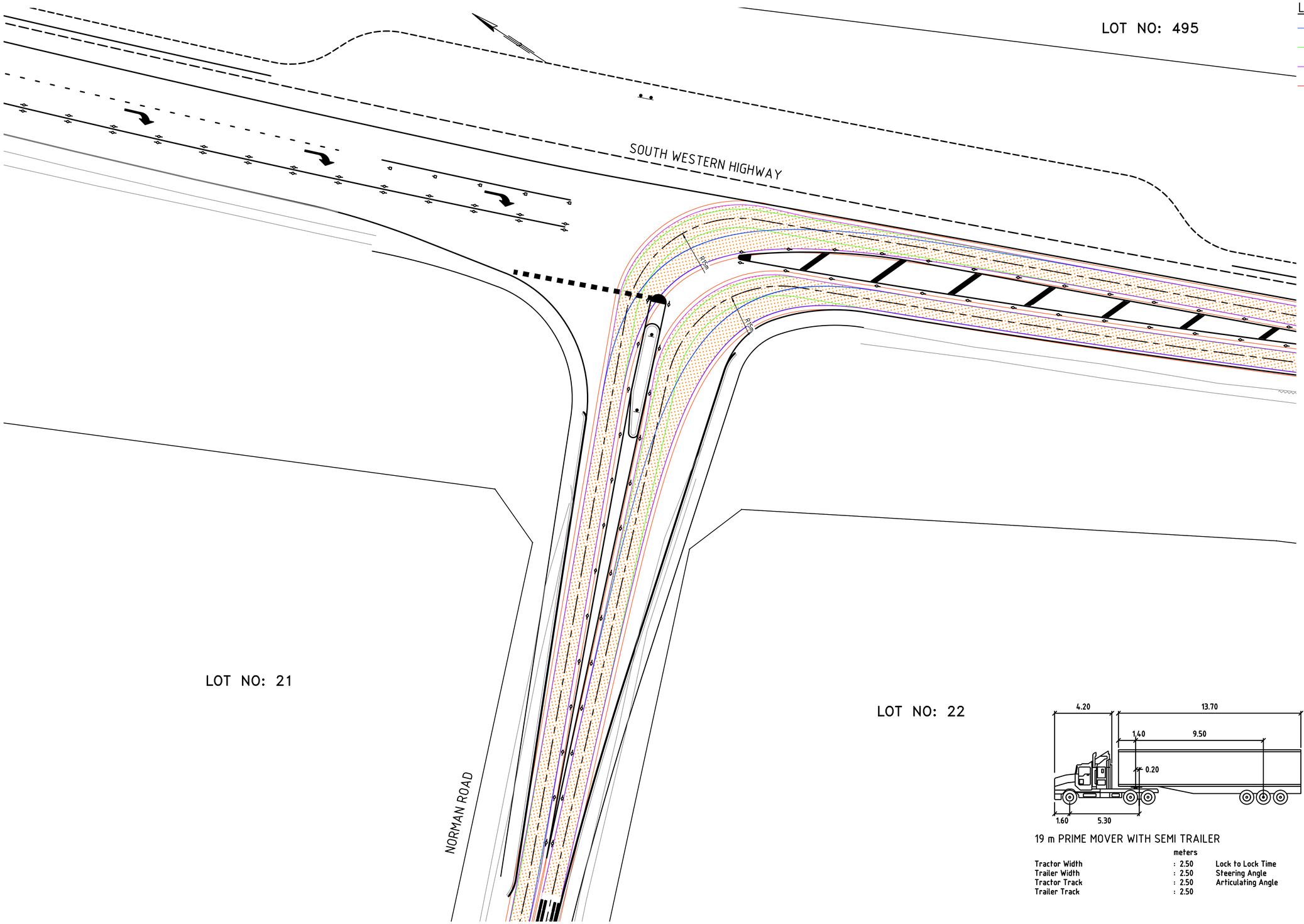
LOT NO: 495

LOT NO: 21

LOT NO: 22

SOUTH WESTERN HIGHWAY

NORMAN ROAD



TURNING MOVEMENTS
SCALE 1:250

19 m PRIME MOVER WITH SEMI TRAILER

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

FOR APPROVAL

SCALES 1:250 A1

No.	DESCRIPTION	APPROVED & DATE
C	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024
B	ISSUED FOR 15% DESIGN REVIEW	RA 12.12.2023
A	ISSUED FOR 15% DESIGN REVIEW	RA 08.12.2023

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent East Perth WA 6892
Telephone (08) 9323 4111 Fax (08) 9323 4430

CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
DESIGN VEHICLE - TURNING MOVEMENTS
SHEET 2 OF 2
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-902 C

LOT NO: 495

SOUTH WESTERN HIGHWAY

NORMAN ROAD

LOT NO: 22

LEGEND:

- BACK WHEELS
- FRONT WHEELS
- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5 m)
- 12 PLUS 12 JINKER VEHICLE BODY

TURNING MOVEMENTS
SCALE 1:250

SCALES 1:250 0 5m 10 15 20 25

A1

FOR APPROVAL

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

No.	DESCRIPTION	APPROVED & DATE
A	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

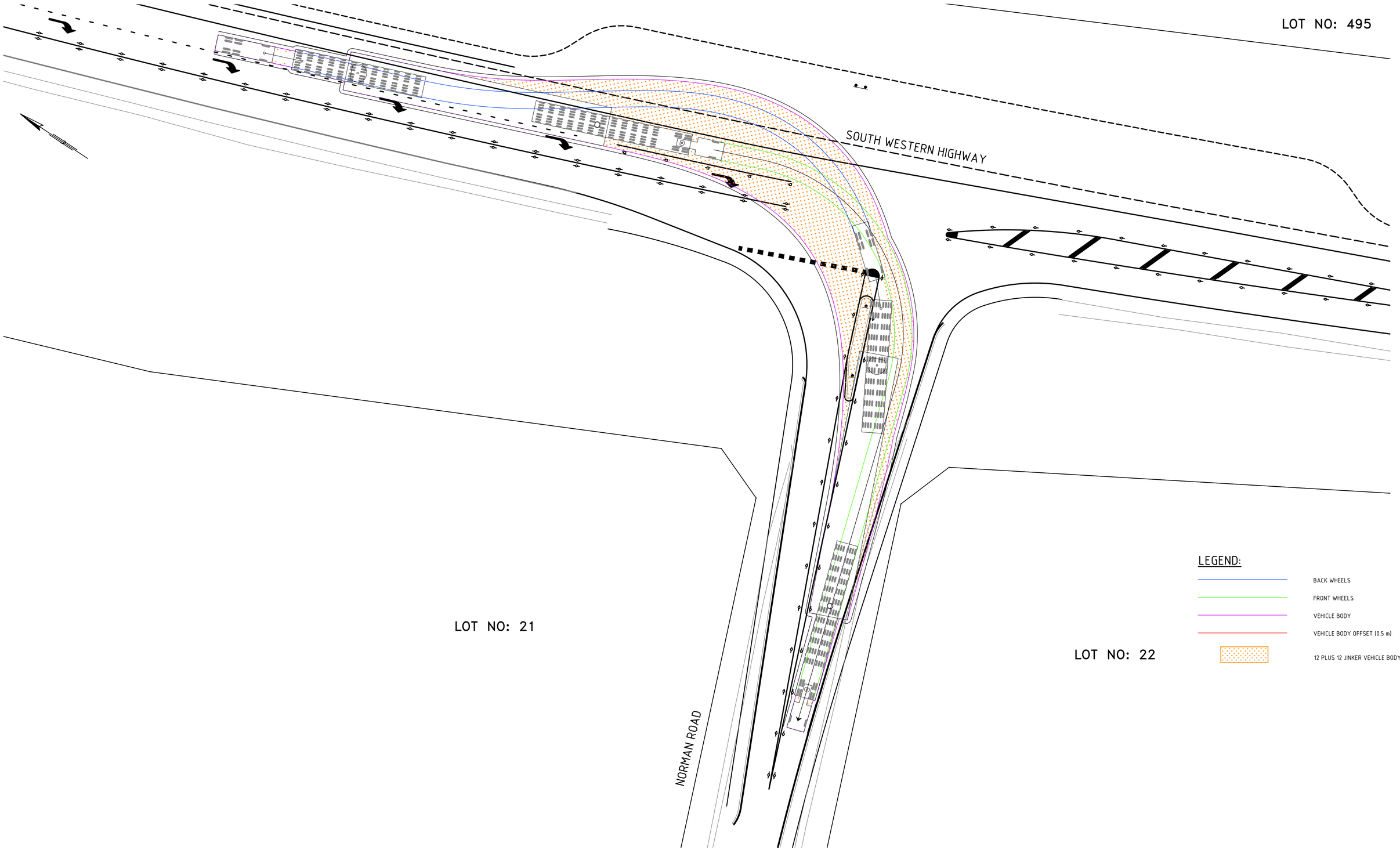
Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

GOVERNMENT OF WESTERN AUSTRALIA
mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent East Perth WA 6892
Telephone (08) 9323 4111 Fax (08) 9323 4430

CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
CHECK VEHICLE - TURNING MOVEMENTS
SHEET 1 OF 4
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-903 A



TURNING MOVEMENTS
SCALE 1:250

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

FOR APPROVAL

A1

No.	DESCRIPTION	APPROVED & DATE
A	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

THE GOVERNMENT OF WESTERN AUSTRALIA
mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent East Perth WA 6892
Telephone (08) 9323 4111 Fax (08) 9323 4430

CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
CHECK VEHICLE - TURNING MOVEMENTS
SHEET 2 OF 4
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-904 A

LOT NO: 495

SOUTH WESTERN HIGHWAY

LOT NO: 21

LOT NO: 22

NORMAN ROAD

TURNING MOVEMENTS
SCALE 1:250

LEGEND:

- BACK WHEELS
- FRONT WHEELS
- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5 m)
- 12 PLUS 12 JINKER VEHICLE BODY

SCALES 1:250 (0, 5m, 10, 15, 20, 25)

A1

FOR APPROVAL

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

No.	DESCRIPTION	APPROVED & DATE
A	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

THE GOVERNMENT OF WESTERN AUSTRALIA
mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent East Perth WA 6892
Telephone (08) 9323 4111 Fax (08) 9323 4430

CLIENT FILE No.

RECOMMENDED

APPROVED

SOUTH WESTERN HIGHWAY (H009)

SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63

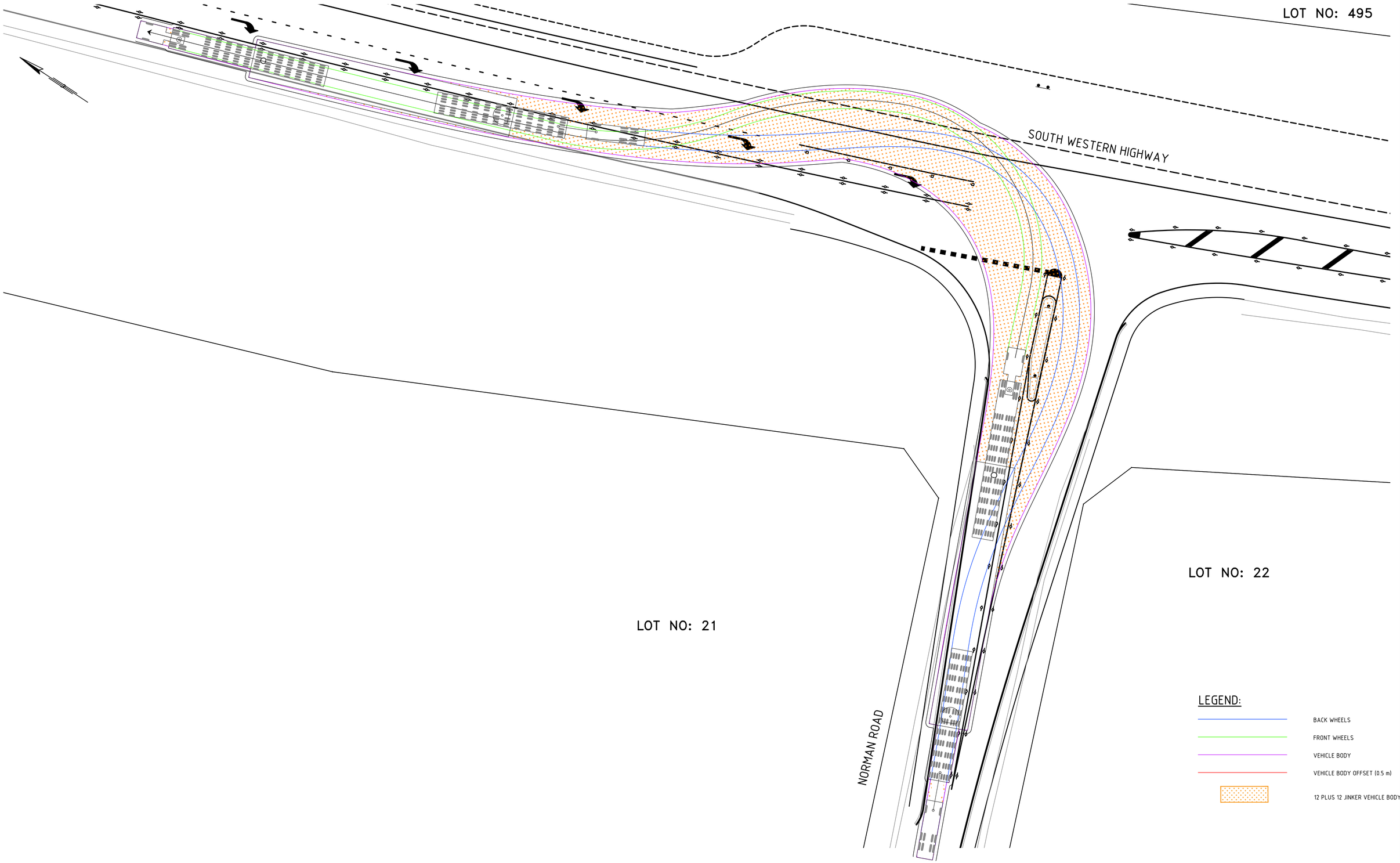
CHECK VEHICLE - TURNING MOVEMENTS

SHEET 3 OF 4

LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE

MRWA DRAWING NUMBER

304900849-CI-905 A



LEGEND:

- BACK WHEELS
- FRONT WHEELS
- VEHICLE BODY
- VEHICLE BODY OFFSET (0.5 m)
- 12 PLUS 12 JINKER VEHICLE BODY

SCALES 1:250 (0, 5m, 10, 15, 20, 25)

TURNING MOVEMENTS
SCALE 1:250

FOR APPROVAL

A1

BEFORE YOU DIG www.byda.com.au

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL EXTENT OF THE DRAWING IS CONVEYED

No.	DESCRIPTION	APPROVED & DATE
A	ISSUED FOR 15% DESIGN REVIEW	MW 21.02.2024

AMENDMENTS

METADATA

GROUND SURVEY STANDARD:	67-08-43
DATE OF CAPTURE:	09.11.2023
MAPPING SURVEY STANDARD:	
DATE OF CAPTURE:	
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

© Stantec Limited All Rights Reserved.
This document is produced by Stantec Limited solely for the benefit of and use by the client in accordance with the terms of the retainer. Stantec Limited does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by third party on the content of this document.

Stantec
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

DRAWN	P.RODRIGUEZ/M.REDWAY
DESIGNED	P.RODRIGUEZ
VERIFIED	M.WANSBROUGH
DIRECTOR	R.AKROUSH

mainroads WESTERN AUSTRALIA
METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION
Waterloo Crescent East Perth WA 6892
Telephone (08) 9323 4111 Fax (08) 9323 4430

CLIENT FILE No.	
RECOMMENDED	
APPROVED	

SOUTH WESTERN HIGHWAY (H009)
SOUTH WESTERN HIGHWAY & NORMAN ROAD INTERSECTION
SLK 12.17 - SLK 12.63
CHECK VEHICLE - TURNING MOVEMENTS
SHEET 4 OF 4
LOCAL AUTHORITY (108) SEPENTINE - JARRAHDALE
MRWA DRAWING NUMBER
304900849-CI-906 A

Enquiries: Chris Fudge on (08) 9323 4089
Our Ref: 21/2637 (D26#1101468)
Your Ref: PA26/64 (DAP/23/02460)

9 October 2026

Chief Executive Officer
Shire of Serpentine Jarrahdale
6 Paterson Street
MUNDIJONG WA 6123

Email: info@sjshire.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL AMENDMENT – DAP FORM 2 – PROPOSED AMENDMENT TO CONDITIONS – CONCRETE MANUFACTURING FACILITY (PERMACAST) – LOT 60 (394) ROBERTSON ROAD, CARDUP – PA26/64 (DAP/23/02460)

In response to correspondence received on 20 August 2026, please be advised that Main Roads does not support the request to amend Conditions J and K of the development approval issued by the Metro Outer Development Assessment Panel (DAP).

Conditions J and K of the subject development approval read as follows:

> ***J.*** *Within 30 days of the approval, the applicant is to submit a preliminary intersection design (15% design concept) for the upgrading of the intersection of South Western Highway and Norman Road, to the satisfaction of the Shire on advice of Main Roads Western Australia.*
>
> ***K.*** *Within 12 months of the approval, the intersection of Norman Road and South Western Highway is to be upgraded to the satisfaction of the Shire of Serpentine-Jarrahdale, on advice from Main Roads Western Australia, unless otherwise approved by the CEO of the Shire.*

Proposed Amendment

The applicant proposes the deletion of Conditions J and K of the 6 March 2024 development approval and their replacement with a singular condition requiring only a financial contribution towards the upgrading of the intersection of Norman Road and South Western Highway.

The proposed amendment reads as follows:

> *Within 60 days of this approval, the Applicant is to enter into a legal agreement with the Shire of Serpentine-Jarrahdale providing for the following:*
>
> 1. *A financial contribution of $500,000 towards the upgrading of the intersection of Norman Road and South Western Highway, to be paid within 60 days of execution of the agreement.*
> 2. *The Shire is to hold the contribution on trust and apply the funds solely towards the future upgrading of the intersection.*

3. *A contribution from the Applicant towards the Shire's reasonable legal costs associated with preparation and execution of the agreement, capped at $3,000.*

Applicant's Rationale

The applicant's amendment request is founded upon two principal assertions:

> **i. Proportionality** – that the applicant's responsibility for intersection upgrade works should be limited in proportion to its share of traffic using the South Western Highway and Norman Road intersection; and
>
> **ii. Reduced Scope** – that Main Roads had previously agreed that only "a trafficable centre island and lightly widened wings to encourage lane correct movements at the intersection for 19m semi vehicles" would be required.

Main Roads does not accept either assertion and provides the following reasons in support of its position.

Proportionality (i)

The applicant incorrectly equates its proportion of traffic using the South Western Highway and Norman Road intersection with its responsibility to mitigate the impacts generated by the development.

Development-related road upgrades are not determined by a simple apportionment of traffic volumes. If this principle were accepted, developments could create traffic, operational and safety impacts yet avoid the requirement for necessary mitigation works simply because they represent only a fraction of total road users.

The relevant consideration is whether the subject development generates impacts that require mitigation in the interests of road safety and network operation.

In this instance, the development generates vehicle movements that necessitate upgrades to the South Western Highway and Norman Road intersection to ensure the safe and efficient operation of the road network. This need for mitigation was identified in the applicant's original traffic assessment and is further evidenced by the significant progress subsequently made by the applicant in developing the required intersection upgrade design.

As such, Main Roads does not accept the applicant's contention that the required intersection upgrades should be reduced or replaced by a fixed monetary contribution based on its proportion of intersection traffic.

Reduced Scope (ii)

The applicant claims that Main Roads previously agreed that only "a trafficable centre island and lightly widened wings to encourage lane correct movements at the intersection for 19m semi vehicles" would be required. Main Roads is not aware of any document that supports this claim.

Notably, the Main Roads correspondence dated 4 April 2024 was issued following the State Administrative Tribunal process relied upon by the applicant. If Main Roads had agreed that the upgrade obligation was limited to the purported treatment, that position would have been reflected in the conditions contained within Main Roads' correspondence. It was not.

To the contrary, Main Roads' correspondence dated 4 April 2024 (Attachment A) expressly required the preparation of a 100% design for the intersection upgrade and the subsequent

construction of those works at the applicant's cost.

The same correspondence also confirmed that the short southbound auxiliary left-turn lane could be omitted due to the low volume of vehicles approaching from the south. Main Roads also required that the wheel paths associated with 45-metre jinker trailer movements be sealed, as ongoing shoulder disintegration was creating maintenance and safety issues, including the displacement of loose material onto South Western Highway. The scope of the upgrade was therefore refined to reflect the specific requirements of the development, including mitigating daily traffic impacts and accommodating oversized vehicle movements.

Inconsistencies in the Current Advice

1. If the scope of intersection works had genuinely been limited to the purported minor median treatment, the applicant would not have spent several months developing and submitting the auxiliary right-turn lane (right turn pocket) design, including a 100% design review submission in November 2024. According to the applicant at cost of approximately $340,000 to date. This level of design effort and expenditure is inconsistent with the proposition that only a minor median treatment was contemplated.
2. The Turn Warrant Assessment prepared by Cardno (now Stantec) on behalf of the applicant, dated 23 January 2023, recommended a channelised right-turn (CHR) treatment and an auxiliary short left-turn lane (AUL(S)). The AUL requirement was later removed by Main Roads.
3. The applicant seeks to characterise the current intersection design as an expansion of scope beyond what was originally contemplated. Main Roads does not agree.
4. There is no funded, approved or otherwise committed Main Roads project for the South Western Highway and Norman Road intersection that would be delivered absent the development. Accordingly, the requirement for intersection upgrades remains directly attributable to the approved development.
5. Any suggestion that Main Roads has delayed, withheld or otherwise not proceeded with an independently planned intersection upgrade is incorrect. The recent works undertaken at the location were maintenance works limited to pavement rehabilitation and road seal renewal to preserve the operational condition of the State road network. They were not undertaken as part of, nor in anticipation of, any separate intersection upgrade project.
6. Main Roads notes that the treatment length is materially less than the "several hundred metres" referenced throughout the applicant's submission. The actual treatment length is approximately 460 metres.

Road Safety and Public Risk

Notwithstanding the above, the proposed amendment offers limited merit beyond reducing the applicant's costs, whilst presenting significant road safety and delivery risks. The proposal would replace a clear obligation to deliver a defined intersection upgrade with a monetary contribution towards an unspecified future outcome, with no certainty as to what works would be delivered, when they would be delivered, or indeed whether they would be delivered at all. As a result, the approved development could continue to operate without the necessary safety improvements being implemented.

Moreover, the proposed amendment would transfer the cost, delivery and safety risks associated with a development-generated impact to the Shire of Serpentine-Jarrahdale and Main Roads.

Main Roads Position

The applicant's attempt to equate its proportion of traffic using the intersection with its responsibility for mitigation is based on assumptions that Main Roads does not accept and is inconsistent with both established development impact mitigation principles and the applicant's own conduct in progressing the intersection upgrade. If accepted, the applicant's position would undermine the well-established principle that development proponents are responsible for mitigating the impacts generated by their development.

Accordingly, Main Roads does not support the proposed amendment. Conditions J and K of the 6 March 2024 development approval remain reasonable, necessary and directly related to mitigating the impacts of the approved development. They should therefore remain unchanged.

Should the Shire disagree with the above or require further information, please do not hesitate to contact Chris Fudge on (08) 9323 4089 prior to the submission of the Shire's Responsible Authority Report.

Please ensure a copy of the Metro Outer Development Assessment Panel's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

CFudge

Chris Fudge
A/Manager Road Access and Planning

Encl:

Attachment A - Main Roads correspondence dated 4 April 2024.

mainroads WESTERN AUSTRALIA

Enquiries: Maryanne Thornely (08) 9323 4078

4 April 2024

Chief Executive Officer
Shire of Serpentine Jarrahdale
6 Patterson Street
MUNDIJONG WA 6123

Email: info@sjshire.wa.gov.au (via email)

Dear Sir/Madam,

DR117 OF 2023 – POLEVINE PTY LTD V SHIRE OF SERPENTINE JARRAHDALE – PERMACAST – INTERSECTION 15% DESIGN

In response to correspondence received on 26 February 2024 pertaining to updated 15% design drawings please be advised Main Roads has no objections subject to the following conditions being imposed:

Conditions

1. Within six (6) months from the date of this approval, the applicant is to complete the 100% intersection design for the upgrading of the intersection of South Western Highway and Norman Road to the requirements of Main Roads Western Australia.

   Justification for Condition

   It is advised the intersection is required to be upgraded as a result of this development. To assist with satisfying this condition Main Roads provides comments on the 15% design in attachments 1 and 2.

   In addition please note due to the low volumes of vehicles accessing the site from the south, the short-left turn lane (AUL(S)), can be omitted (as per the current submission) however the wheel paths for Jinker trailer movements must be sealed. (Refer attachment 3).

2. Within 18 months from the approval of Condition 1, the applicant is to complete works to upgrade the intersection of South Western Highway and Norman Road to Main Roads requirements. The works shall be completed at the applicants cost.

   Justification for Condition

   To ensure upgrade works do not occur during winter months and to ensure appropriate time for contract review and award (by the applicant).

3. No works are permitted within the South Western Highway Road Reservation without obtaining a Working on Roads permit from Main Roads.

   Justification for Condition

   To ensure the works maintain public safety and do not conflict with other scheduled works such as services, and routine maintenance; or cause unacceptable disruption to the movement of people and freight. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Works on Roads

Advice

a) Heavy vehicle access must be approved by Main Roads and the applicant is advised to contact Main Roads Heavy Vehicle Services branch to ascertain further information and approval requirements. Information can also be found on the Heavy Vehicle Access Requirements on the Main Roads website.

Should the Shire disagree with the above conditions or require further information please do not hesitate to contact Maryanne Thornely.

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

Yours sincerely

Jerko Ostoic
Director Road Access and Planning

Enc

Attachment 1	Main Roads 15% Design - Signs and Pavement Rev C Lot 21 (Corner Norman Road and South Western Highway) Cardup South Western Highway(1)
Attachment 2	Main Roads 15% Design Review Table Revision C Lot 21 (Corner Norman Road and South Western Highway) Cardup South Western Highway
Attachment 3	Marked up Turning Movement Plan 3 April 2024

METROPOLITAN AND SOUTHERN REGIONS DIRECTORATE
METROPOLITAN REGION

ROAD CONSTRUCTION
SOUTH WESTERN HIGHWAY H009

INTERSECTION DESIGN
SOUTH WESTERN HIGHWAY (H009) AND NORMAN ROAD (1080046)

SLK 12.16 TO SLK 12.70

(108) SHIRE OF SERPENTINE - JARRAHDALE

DRAWINGS - ROADWORKS

304900849-CI-001-C

Stantec

RESPONSIBLE AUTHORITY ALTERNATE RECOMMENDATION

That the Metro Outer Development Assessment Panel resolves to:

A. **Accept** that the DAP Application reference DAP/23/02462 as detailed on the DAP Form 2 dated 24 March 2026 is appropriate for consideration in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and

B. **Approve** to amend DAP application reference DAP/23/02462 by way of **deleting** Conditions (j) and (k) and not substituting with any other conditions, of the retrospectively approved Concrete Manufacturing Facility at Lot 60, 394 Robertson Road, Cardup relating to the intersection upgrade at Norman Road and South Western Highway in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011.*

C. **Request** that MRWA consider prioritising funding and delivery of the intersection upgrade, as part of its forward capital works plan.

All other conditions and requirements detailed on the previous approval dated 6 March 2024 shall remain unless altered by this application.

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure