



Regional Joint Development Assessment Panel Agenda

Meeting Date and Time: Friday, 27 October 2023; 9.30am
Meeting Number: RJDAP/119
Meeting Venue: Electronic Means

To connect to the meeting via your computer -
<https://us06web.zoom.us/j/82625271590>

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+61 8 7150 1149

Insert Meeting ID followed by the hash (#) key when prompted - 826 2527 1590

This DAP meeting will be conducted by electronic means (Zoom) open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Ray Haeren (Presiding Member)
Sheryl Chaffer (A/Deputy Presiding Member)
Justin Page (Third Specialist Member)
Cr Michelle Steck (Local Government Member, City of Bunbury)
Cr Marina Quain (Local Government Member, City of Bunbury)

Officers in attendance

Alice Baldock (City of Bunbury)

Minute Secretary

Tenielle Brownfield (DAP Secretariat)

Applicants and Submitters

Nik Hidding (Hidding Urban Pty Ltd)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

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

This meeting is being conducted by electronic means (Zoom) open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Tony Arias (Presiding Member)
Kanella Hope (Deputy Presiding Member)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

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

5. Declarations of Due Consideration

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



6. Disclosure of Interests

Member	Item	Nature of Interest
Tony Arias	8.1	Impartiality Interest – Tony Arias is presently using the services of DVC Consultants, the consultants who have prepared the Transport Impact Assessment on the proposal.

7. Deputations and Presentations

- 7.1 Nik Hidding (Hidding Urban Planning) presenting in support of the recommendation for the application at Item 8.1. The presentation will address the recommendation for approval.

The City of Bunbury may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 5 (Lot 89) & 6 (Lot 5) Barnard Street, Davenport

Development Description:	Proposed Motor Vehicle Sales and Motor Vehicle Repair
Applicant:	Hidding Urban Planning
Owner:	5 Barnard Pty Ltd 6 Barnard Pty Ltd
Responsible Authority:	City of Bunbury
DAP File No:	DAP/23/02463

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.



10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DP/14/00039 DR 65/2020	Shire of York	Lots 4869 (2256), 5931, 9926 (2948) and 26934 Great Southern Highway, St Ronans	Construction and Use of Allawuna Farm for the purposes of a Class II Landfill	28 July 2020
DAP/21/02063 DR241/2021	Shire of Dardanup	Lot 2 Banksia Road, Crooked Brook	Cleanaway Dardanup Landfill Facility	5 November 2021
DAP/22/02256 PA80/2022	Shire of Capel	79 (Lot 100) Bussell Highway, Gelorup	Proposed Service Station and Motor Vehicle Wash	30 May 2023
DAP/23/02479 DR 146/2023	Shire of Capel	Lot 148 (No.168) Skippings Road, Boyanup	Extractive Industry Development Proposal	30 August 2023

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure



Presentation Request Form

[Regulation 40\(3\)](#) and [DAP Standing Orders 2020](#) cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Nik Hidding
Company (if applicable)	Hidding Urban Planning
Please identify if you have any special requirements:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	Regional JDAP
Meeting Date	Friday 27 th October 2023
DAP Application Number	DAP/23/02463
Property Location	5 & 6 Barnard Street, Davenport
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	YES <input checked="" type="checkbox"/>
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT <input checked="" type="checkbox"/> AGAINST <input type="checkbox"/>
Will the presentation require power-point facilities?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> If yes, please attach



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> The recommendation for approval
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In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Please see attached Presentation Submission.

DAP PRESENTATION SUBMISSION

REGIONAL JOINT DEVELOPMENT ASSESSMENT PANEL

RJDAP/119

FRIDAY 27 OCTOBER 2023

TONY ARIAS (PRESIDING MEMBER)

SHERYL CHAFFER (A/DEPUTY PRESIDING MEMBER)

JUSTIN PAGE (THIRD SPECIALIST MEMBER)

CR MICHELLE STECK (LG MEMBER)

CR MARINA QUAIN (LG MEMBER)

ITEM 8.1

PROPOSED MOTOR VEHICLE SALES AND MOTOR VEHICLE REPAIR DEVELOPMENT LOT 89 (#5) & LOT 5 (#6) BARNARD STREET, DAVENPORT

1. Thank you for the opportunity to present on this matter.
2. The application seeks approval for an \$8.8 million development of a large motor vehicle dealership for the car manufacturing brands of Ford, Volkswagen and Hyundai and will provide for motor vehicle sales and motor vehicle servicing activities.
3. The land is zoned "Light Industry" in the City of Bunbury Local Planning Scheme No. 8.
4. The proposed "Motor Vehicle, Boat or Caravan Sales" use is a "P" Permitted use in the zone, and the proposed "Motor Vehicle Repair" use is a "D" Discretionary use in the zone.
5. We have reviewed the Responsible Authority Report (RAR) prepared by the City of Bunbury planning officers and note the recommendation for approval which the applicant supports.
6. The applicant is also supportive of the conditions listed in the recommendation for approval.
7. We have been working closely with officers and have had the opportunity to review draft conditions before the RAR was finalised.
8. This matter was previously programmed to come before the JDAP on 20 June 2023, however comments from Main Roads WA (MRWA) were received just prior to this date with a referral recommendation of 'non-support'.

9. An extension of time was granted to allow further information and revised plans to be submitted and re-referred to MRWA in order to receive a favourable referral recommendation from MRWA. The revised plans submitted entailed a left-in access from Brittain Road, instead of left-in, left-out originally proposed.
10. The amended proposal was subsequently supported by MRWA (with its referral advice provided at Attachment 6 to the RAR).
11. No objections were received through public consultation.
12. The proposal has been assessed by the City as being generally compliant with the planning framework and the RAR is supportive. Where there are areas of minor variations required (e.g. signage, landscaping), there are conditions proposed to address these.
13. We fully support the recommendation and seek the JDAP's approval.
14. I would be happy to take questions.
15. Thank you.

Yours sincerely,



Nik Hidding
Director

HIDDING URBAN PLANNING

BARNARD STREET 5 (LOT89) & 6 (LOT5) DAVENPORT – PROPOSED MOTOR VEHICLE SALES AND MOTOR VEHICLE REPAIR

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Regional JDAP	
Local Government Area:	City of Bunbury	
Applicant:	Hidding Urban Planning	
Owner:	5 Barnard Pty Ltd & 6 Barnard Pty Ltd	
Value of Development:	\$8.8 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Bunbury	
Authorising Officer:	Gary Barbour, Director Sustainable Communities	
LG Reference:	5.2023.26.1	
DAP File No:	DAP/23/02463	
Application Received Date:	21 March 2023	
Report Due Date:	18 October 2023	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Site Photographs 3. Planning Report 4. Development Plans 5. Transport Impact Statement 6. Schedule of Submissions 7. Bushfire Management Plan	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Regional JDAP resolves to:

- Accept** that the DAP Application reference DAP/23/02463 is appropriate for consideration as a 'Motor Vehicle, Boat or Caravan Sales' and 'Motor Vehicle Repairs' land use and compatible with the objectives of the zoning table in accordance with Clause 16 of the City of Bunbury Local Planning Scheme No. 8.
- Approve** DAP Application reference DAP/23/02463 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 the City of Bunbury Local Planning Scheme No. 8, subject to the following conditions:

Conditions

General

1. This decision constitutes development approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. All development shall be in accordance with the approved development plans (attached) which form part of this development approval.
3. All works required to satisfy a condition of this approval are required to be installed / constructed and maintained in accordance with the approved plans and conditions of approval for the life of the development.
4. Prior to occupation, the subject land parcels must be amalgamated into the one certificate of title and the new title issued, and a copy of the new title provided, to the satisfaction of the City of Bunbury.
5. A Construction Management Plan shall be submitted to and approved by the City prior to issuing a building permit. The management plan shall include details regarding mitigation measures to address impacts associated with construction works and shall be prepared to the specification and satisfaction of the City. The construction works shall be undertaken in accordance with the approved Construction Management Plan.

Design and Landscaping

6. The building shall incorporate solar panels to the satisfaction of the City of Bunbury.
7. Prior to issuing a building permit, a landscaping plan must be submitted for the approval of the City of Bunbury. The landscape plan is to include water sensitive urban design planting and water management methods; and must address the following:
 - A site plan showing the location, species, size and number of the proposed vegetation.
 - A key or legend detailing proposed species type grouped under the subheadings of tree, shrub and ground cover.
 - Mulching or similar treatments of garden beds including edges.
 - Details of reticulation of landscaped areas including the source of the water supply and proposed responsibility for maintenance.
 - Treatment of paved areas (parking and pedestrian areas).
 - Shade trees to be provided at a rate of 1 shade tree, with foliage or canopy with a clean trunk to 2 metres with non-invasive roots to avoid pavement breakage, is required for every 8 car bays.

Before the development is occupied, the landscaped areas must be planted, established, and reticulated in accordance with the endorsed landscape plan. These areas must be maintained as landscaped areas at all times and to the satisfaction of the City of Bunbury.

Luminance and Lighting Requirements

8. Prior to the submission of a building permit, an amended signage location plan shall be submitted to the City of Bunbury for approval. The pylon signs shall be limited to a maximum height of 7.2m above natural ground level.
9. The maximum luminance level of the electronic graphic display screen sign is not to exceed 500 candelas per metre square (cd/m²).
10. Signage is not to flash or pulsate and shall be of an illumination level that is suitable to off-street ambient lighting.
11. The sign shall be professionally made and kept clean and maintained free of dilapidation at all times.

Access and Parking

12. Prior to issuing a building permit, detailed design plans shall be prepared in accordance with relevant Australian Standards, Austroads Guidelines, and City of Bunbury requirements, for all access, carparking and pedestrian movement requirements, to the satisfaction of the City of Bunbury. Once plans are approved construction is to be in accordance with the approved plans and be completed before the development is occupied.
13. Before the development is occupied, line marking and parking signage must be installed in accordance with the approved plans.
14. Prior to issuing a building permit, a damage bond to the value of \$5,000 must be paid to the City of Bunbury.

Stormwater Drainage/ Wastewater

15. A minimum of 1 m³ of storm water storage for each 65 m² of impervious area must be provided on site' in accordance with the City of Bunbury's Information Guide – Stormwater Disposal from Private, Commercial and Industrial Properties.

Detailed design plans of the proposed stormwater management must be submitted for approval prior to issuing a building permit and be implemented in accordance with the approved plan prior to the development being occupied.

16. Prior to commencing development, an application to construct or install an apparatus for the treatment of sewage and the disposal of effluent and liquid wastes must be submitted for the approval of the City of Bunbury's Environmental Health Services, in accordance with the *Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974*.
17. All septic sewer systems including all tanks and pipes and associated drainage systems (soak wells or leach drains) and any stormwater disposal systems are

to be decommissioned, in accordance with the *Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste) Regulations 1974*, removed, filled with clean sand and compacted. Proof of decommissioning is to be provided in the form of either certification from a licensed plumber or a statutory declaration from the landowner/applicant, confirming that the site has been inspected and all septic tanks, soak wells, leach drains and any associated pipework have been removed.

18. Prior to issuing a development approval, detailed design plans and specifications for the wash down area must be submitted for approval of the City of Bunbury.

Bushfire

19. A notification, pursuant to Section 165 of the *Planning and Development Act 2005*, is to be placed on the certificate of title of the subject lot, advising of the existence of a bushfire hazard. Notice of this notification is to be included on the diagram or plan of survey (deposited plan).

The notification is to state as follows:

"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a Bushfire Management Plan."

20. The development must comply with the approved Bushfire Management Plan (dated 2 March 2023) at all times.

Advice Notes

1. This is a development approval only. The applicant/owner is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or license requirements that may relate to the development.
2. The development is subject to the Building Act 2011, Building Regulations 2012 and Building Code of Australia. A separate building permit must be granted before the development commences, where offences occur statutory penalties apply. The applicant/owner is advised to liaise further with the City of Bunbury on (08) 9792 7000.
3. Prior to works commencing, the applicant is required to obtain a works and thoroughfare permit for any works within Council land other than a crossover. A permit application form can be obtained on the City's website www.bunbury.wa.gov.au
4. The City of Bunbury advises that the development the subject of this development approval must comply with the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997 in relation to noise emissions and the Environmental Protection (Unauthorised Discharge) Regulations 2004 in relation to discharges into the environment. Further information can be obtained from the City of Bunbury on (08) 9792 7100 or (08) 9792 7000.

5. The applicant is advised that due to wastewater volumes exceeding 540l/day, applications to Construct or Install an Apparatus for the Treatment of Sewage will be assessed by the Department of Health. It is recommended the application is made via the City of Bunbury so a Local Government report may be provided.
6. With regards to the condition requiring an amended signage location plan, the amended signage locations shall be in accordance with Main Road Western Australia's Policy and Application Guidelines for Advertising Signs within and beyond State Roads Reserves and not be located within the device restriction area.
7. The applicant is advised that prior to the installation of any signage, a separate application for the installation of signage is to be submitted to Main Roads for approval in accordance with Main Roads' Policy and Application Guidelines for Advertising Signs within and beyond State Roads Reserves'.
8. Wastewater from washdown areas such as Car wash is required to have separate treatment and disposal areas to that of proposed ATU's. A separate application to Construct or Install Apparatus Treatment of Sewage is required to be submitted to the City of Bunbury.
9. The applicant has indicated the development will utilise ATU combined with leach drains for wastewater disposal. The required land application area for wastewater disposal is still to be determined. The applicant is encouraged to investigate options of:
 - Connecting to sewer
 - Utilising sub-surface drip irrigation with appropriate setbacks in landscaped areas (permissible with certain ATU's).

Details: outline of development application

Region Scheme	Greater Bunbury Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	City of Bunbury Local Planning Scheme No.8
Local Planning Scheme - Zone/Reserve	Light Industry zone
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Motor Vehicle, Boat and Caravan Sales (P) and Motor Vehicle Repair (D)
Lot Size:	Lot 89 – 6463m ² ; Lot 5 – 5522m ² Total -11,985m ²
Existing Land Use:	Lot 89 – Motor Vehicle, Boat and Caravan Sales and Motor Vehicle Repair Lot 5 – Machinery and Truck Sales
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:

Development approval is sought for a proposed Motor Vehicle Dealership comprising of a 'Motor Vehicles Sales' and 'Motor Vehicle Repair' land use. The development will comprise of a 2063m² new car showroom for Ford, Hyundai and Volkswagen, a 1,334m² service workshop, outdoor vehicle display area and associated signage.

Proposed Land Use	Motor Vehicle, Boat and Caravan Sales and Motor Vehicle Repair
Proposed Net Lettable Area	3,373m ²
Proposed No. Storeys	1
Proposed No. Dwellings	N/A

The subject land is identified as 'Light Industry' zone under the City of Bunbury Local Planning Scheme No.8 (LPS8 or the Scheme). A location plan (aerial), and site photos are provided at Attachment 1 and 2.

Accompanying planning report, development plans and technical reports are provided in Attachments 3 to 5.

Background:

The subject site has been vacant since February 2023, with the last issued approvals for Motor Vehicle, Boat and Caravan Sales and Motor Vehicle Repair and Machinery and Truck Sales. The subject site has most recently been used by DPM Contractors and Country Line Marking.

The site is bounded by Robertson Drive to the east, Brittain Road to the south and Barnard Street to the west. The site will maintain two-way access from Barnard Street and seeks new access from Brittain Road. The lots are surrounded by 'Light Industry' zoned properties, including an existing 'Motor Vehicle, Boat and Caravan Sales' and 'Motor Vehicle Repair' (Bunbury Nissan and Renault) to the north.

Preliminary discussions were held in May 2022 with the City of Bunbury to discuss the proposed development. General advice and application requirements were discussed during this meeting to ensure the application was submitted with the appropriate supporting technical studies.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005;*
- *Planning and Development Act (Development Assessment Panels) Regulations 2011;*

- *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations);
- Greater Bunbury Region Scheme (GBRS); and
- City of Bunbury Local Planning Scheme No. 8 (LPS8 or the Scheme).

State Government Policies

- State Planning Policy 7.0 – Design of the Built Environment;
- Draft State Planning Policy 4.1 - Industrial Interface;
- Environmental Protection Authority (EPA) Guidance Statement No. 3 – Separation Distances Between Industrial and Sensitive Land Uses (June 2005).

Planning Strategy / Local Policies

- City of Bunbury Local Planning Strategy;
- Local Planning Policy 3 – Zone Development Standards;
- Local Planning Policy 3.1 – Access & Parking for Pedestrians Bicycles and Pedestrians;
- Local Planning Policy 5.3 – Signage and Advertisements;
- Local Planning Policy – Development in Flood Affected Areas; and
- Local Planning Policy No.48 – Landscaping.

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with Clause 64(1) (b) and (7)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Public notification signs were displayed on site from Thursday 27 April until 11 May 2023 with no submissions being received during the public advertising period.

Referrals/consultation with Government/Service Agencies

The City of Bunbury referred the application to the following government agencies and service providers:

- Main Roads Western Australia (MRWA); and
- Department of Planning, Lands and Heritage (DPLH).

DPLH advised that they have no objection to the proposal and it is consistent with Greater Bunbury Region Scheme (GBRS), and as such does not require approval under the GBRS.

The City originally referred the proposal to MRWA for comment in April 2023. At the time MRWA was not supportive of the proposed left-in/left-out vehicle access arrangement from Brittain Road, and requested a Transport Impact Assessment (TIA) and amended vehicle access arrangement be prepared. The application was subsequently placed on hold pending discussions with MRWA and the applicant regarding a revised vehicle access arrangement.

Revised plans and a TIA were submitted in September and re-referred to MRWA for comment. MRWA advised that they had no objection to the amended proposal which

included a left-in only vehicle access from Brittain Road. MRWA noted that the proposed Ford and Hyundai pylon signs are located within MRWA's device restriction area pursuant to the 'Policy and Application Guidelines for Advertising Signs within and beyond State Roads Reserves' (Guidelines) and would be required to be modified. It is acknowledged that a separate application for the installation of the signage is required to be submitted to MRWA for approval, however the City has recommended that an amended signage location plan be submitted in accordance with MRWA Guidelines.

A full copy of the responses is provided in the Schedule of Submissions contained in Attachment 6.

Design Review Panel Advice

Not applicable.

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the Scheme, State and Local Planning Policies, outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application.

Built Form Development Standards

City of Bunbury Local Planning Scheme No. 8			
Provision	Requirement	Proposal	Assessment
Schedule 5 – Additional Zone Development Requirements Table. <i>Front Setback</i>	Primary Street: Minimum 4.5m	Primary Street (Brittain Road): 25.3m	Complies.
<i>Secondary Street Setback</i>	Secondary Street: Minimum 3m	Secondary Street (Robertson Drive): 25m Secondary Street (Barnard Street): 10m	Complies.
<i>Side and Rear Setbacks</i>	Side: Minimum 0m Rear: Minimum 0m	Side (North): 20.8m Side (West): 12.6m	Complies.
<i>Landscaping</i>	Street setback areas to be landscaped for the full frontage to an average width of	Proposed 1.5m wide garden beds along Brittain Road and Robertson Drive	Does not comply. The City considers the variation to the 3m average

	<p>3m, but with a minimum width of not less than 1.5m</p> <p>Of the required landscaping, a maximum of up to 50% may be hardscaped.</p> <p>Other setback areas not used for access, parking or waste are to be landscaped.</p>	frontages, except for vehicle access.	<p>garden bed width is suitable given the total amount of landscaping provided onsite being 9.3% of the site area.</p> <p>A landscaping plan will be conditioned to ensure that the proposal will require 1 shade tree per 8 car parking bays.</p>
<i>Vehicle Parking and Access</i>	<p><u>Motor Vehicle, Boat and Caravan Sales</u></p> <p>1 bay per 200m² NLA used for display, sale or hire; plus</p> <p>An additional 4 bays per vehicle service and/or work bay or 1 bay per 50m² NLA, whichever is the greater, where the premises incorporate repair and/or servicing.</p>	<p>NLA for display and sale – 1470m²</p> <p>Required – 8 bays</p> <p>NLA for office – 112.8m²</p> <p>Required – 4 bays</p> <p>19 Service bays</p> <p>Required – 76 bays</p> <p>Total bays required – 88 bays</p> <p>Bays provided – 86 bays</p>	<p>Does not comply.</p> <p>The proposal is seeking a 2 bay variation to the minimum required car parking bays under LPS8.</p> <p>The TIS outlines the car parking to be sufficient due to 24 display vehicles being used by sales staff to commute to and from work. Therefore, in practicality sales staff will not use the proposed onsite parking, instead locating the vehicles in the display area.</p> <p>The variation is considered minor and can be supported.</p>
City of Bunbury Local Planning Policy 3 – Zone Development Requirements <i>Building Height</i>	Maximum building height 15m	Maximum height of 7.2m	Complies.

<i>Building Design and Appearance</i>	<p>Building façades and walls that front a street (primary and/or secondary) are to be detailed and articulated.</p> <p>Building are designed to address the street.</p> <p>Provides passive surveillance to the street and semi-public areas.</p> <p>Building orientation and frontages to a street must be designed for public safety and include major openings for passive surveillance.</p>	<p>The building façade fronting Robertson Drive (east) is 119m in length. Approximately 50% of the elevation includes glazing and the remainder of the wall is articulated through the use of colour and differing heights.</p> <p>The proposed development will have active frontages, including major openings and glazing to Brittain Road, Barnard Street and Robertson Drive.</p> <p>This will provide passive surveillance to external vehicle display and street.</p>	Complies.
<i>Landscaping</i>	<p>10% of site area to be landscaped.</p> <p>Shade trees planted at a rate of no less than 1 tree per 8 car parking bays</p>	<p>Proposed 1,118m² of landscaping internal to site which equates to 9.3% of site landscaped.</p>	<p>Does not comply.</p> <p>The City considers this to be a minor variation which can be supported subject to a landscaping plan and 1 shade tree per 8 car parking bays being provided. This will be recommended as a condition of approval.</p>

The proposal is generally compliant with all relevant Scheme and Local Planning Policy built form development requirements, apart from the building façade articulation on the eastern elevation and shade tree requirement. Amended plans were requested for the eastern elevation during the assessment, however, were not received prior to

submission of the RAR. A condition has been recommended for the eastern elevation to be amended to include a mix of building materials and colours to the satisfaction of the City of Bunbury.

A Traffic Impact Statement (TIS) was submitted with the application and has been reviewed by the City's development engineer and is contained in Attachment 5. The proposal is seeking a 2 bay variation to the minimum car parking requirements under LPS8. This minor variation is deemed suitable, with the TIS supporting the variation due to the business model which allows sales employees to use display vehicles to commute to and from work. As such, 24 display vehicles in the car yard will be used by staff and therefore sales staff do not require their own parking bays.

State Planning Policy 7.0 Design of the Built Environment

Provision	Requirement	Assessment
<i>Context and Character</i>	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	Complies. The proposed development is consistent with the surrounding built environment and responds sympathetically to local building forms. The proposed design is considered to be consistent with the intended future character of the Light Industry zone.
<i>Landscape Quality</i>	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	Complies. The development proposes 9.3% of the site to be soft landscaped. Landscaping will be provided around the full extent of the site boundaries which will present well to the streetscape along Brittain Road, Robertson Drive and Barnard Street. The current development plans do not include a detailed landscaping plan which has formed a recommended condition of approval, including the requirement for 1 shade tree per 8 car parking bays. It is noted that the subject site is currently fully hardstand and does not include any landscaping, this proposal will be a significant improvement to the immediate area.

<i>Built Form and Scale</i>	Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	<p>Complies.</p> <p>The majority of the building complies in terms of mass and scale. The development is consistent with general patterns of height in the area and is primarily articulated in design apart from a portion of the eastern elevation.</p> <p>The elevations achieves both activation through glazing addressing the streets, and articulation through the use of mixed materials, colours, awnings and varying building heights.</p>
<i>Functionality and Build Quality</i>	Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.	<p>Complies.</p> <p>The proposal has been designed to meet the showroom requirements for VW, Hyundai and Ford, however it is considered that the internal layout of the building could appropriately accommodate adaptive reuse in the future.</p>
<i>Sustainability</i>	Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.	<p>Does not comply.</p> <p>The applicant has advised that sealed areas will be constructed using recycled asphalt and that the proposed building could support PV (solar) panels, however no commitment to installing solar panels has been provided. The City considers that this does not satisfying the relevant SPP7 principle adequately and as such has recommended a condition which will require the installation of PV panels and water sensitive urban design planting/water management for the landscaping area.</p>
<i>Amenity</i>	Good design provides successful places that offer a variety of uses and activities while optimising internal and	<p>Complies.</p> <p>The proposed development has been designed for the</p>

	external amenity for occupants, visitors, and neighbours providing environments that are comfortable, productive, and healthy.	<p>purpose of a vehicle showroom and mechanic. The showroom building is universally accessible, provides effective shade and weather protection at building entrances, as well as the perimeter of the building (1.5m awning).</p> <p>The proposed development allows for natural sunlight from the east, west and south elevations consisting of clear glazing which provides outlook to the car park and external display area.</p>
<i>Legibility</i>	Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.	<p>Complies.</p> <p>The proposed development is legible, with identifiable entry points from the surrounding road network, as well as clear building entry points from the car park. The carpark includes a pedestrian crossing to the main entry of the building.</p> <p>The is 1.5m paving with an awning around the perimeter of the showroom building, with 4 entry points into the building.</p>
<i>Safety</i>	Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	<p>Complies.</p> <p>The proposed showroom provides passive surveillance to the car park and external vehicle display area with the large windows/glazing. In addition, the subject site has interface with 3 roadways, as well as a pedestrian path along Brittain Road.</p> <p>The facility will be fenced with hoop bollards along the Brittain Road and Robertson Drive frontages and 1.80m high garrison fencing along the western boundaries (Barnard Street) and the northern boundary.</p>

<i>Community</i>	Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.	Complies. The proposed development provides a particular service to the wider Bunbury area of motor vehicle sales and repairs/servicing. The development will be required to meet accessibility standards under the Building Code of Australia and National Construction Code.
<i>Aesthetics</i>	Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	Complies. The proposed development, subject to the recommended condition requiring amended plans for the eastern elevation, addresses the expected built scale in a Light Industry zone and is articulated in design.

The proposal has been assessed against State Planning Policy 7.0 Design of the Built Environment (SPP7.0) and is considered to satisfy each design principle subject to conditions. A condition has been recommended for the landscaping plan to be amended to include shade trees at a rate of no less than 1 shade tree per 8 car bays and include water sensitive urban design principles. In addition, a condition has been recommended for amended plans to address the built form of the eastern elevation.

Signage

City of Bunbury Local Planning Policy 5.3 – Signage and Advertisements (LPP5.3)			
Provision	Requirement	Proposal	Assessment
<i>Maximum Total Sign Face Area</i>	Primary Street (Brittain Road): 45.2m ² Secondary Street (Robertson Drive): 43.4m ²	Primary Street (Brittain Road): 14.8m ² Secondary Street (Robertson Drive): 36.2m ²	Complies.
<i>Pylon Sign (x3)</i>	Face Area: 10m ² per face for a maximum of 2 faces. Height: 7.2m	Face Area (single side): Ford - 7.1m ² VW – 4.9m ² Hyundai – 6.1m ² Height: Ford – 9m	Does not comply. The 1.8m to 2.8m height variation for the 3 proposed pylon signs is a significant departure from the

	Primary Street Setback: 1.5m Secondary Street Setback: 1.5m Luminance: 300 cd/m2	VW – 10m Hyundai – 9m Primary Street Setback: 1m (Ford sign) Secondary Street Setback: 1m (VW & Hyundai sign) Luminance: Not specified.	policy and is not consistent with the streetscape. It is recommended that the pylon signs are reduced to 7.2m in height. Setback variation can be supported due to the width of the road reserve on Brittain Road and Robertson Drive. The variation will not result in any sightline issues.
<i>Wall Sign x14</i>	Face Area: 45m2 Height: 12m Luminance: 300 cd/m2	Face Area: Max face area of 5.8m ² Height: 6.2m Luminance: Not specified.	Complies.

The City recommends that the proposed pylon signs be reduced to a maximum height of 7.2m above natural ground level in accordance with the development standards outlined under LPP5.3. The current 1.8m to 2.8m height variation is considered to be incompatible with the size and nature of signage along Robertson Drive and Brittain Road. Existing similar pylon signs along Robertson Drive to the north have a maximum height of 6.5m and provide adequate visibility to north and southbound traffic.

Traffic Impacts

A Transport Impact Assessment (TIA) has been prepared by Donald Veal Consultants for the development and is contained in Attachment 5.

The proposed development will utilise the existing two-way access via Barnard Street, as well as proposing a new crossover from Brittain Road. This new crossover will be limited to left in movements only. Based on the City's latest traffic counts, Brittain Road in 2019 carried an average weekday volume of 5,225 vehicles per day (vpd) and Ritcher Road in 2017 carried an average weekday volume of 4,657 vpd.

The TIA provides peak hour trip generation rates for the existing motor vehicle showroom and repair facility, and estimated trips at the new site based on a 10% increase to the current rates. It estimates that the proposed development, including the service centre, will have a maximum of 77 vehicle trips to the site (inbound and outbound) in the peak hour, with an estimated total daily trips of 236 vehicles (inbound and outbound).

Brittain Road is classified as a District Distributor Road under the road hierarchy with has capacity for above 7,000vpd. Barnard Street is classified as a Local Access Road which has capacity for a maximum of 3,000vpd and Ritcher Road is identified as a Local Distributor road which has capacity for 7,000vpd. Based on the estimated trip generation rates contained in the TIA, the WAPC Traffic Impact Assessment Guidelines state that increase of 10 to 100 peak hour vehicles is considered to have a low to moderate impact on the surrounding road network. It is noted that the additional vehicle trips anticipated through this development is within the surrounding road network's capacity.

The TIA includes swept paths showing that a 19m semi-trailer car transporter can traverse the site through the southern entry from Brittain Road and northern exit crossover onto Barnard Street. Across the three car brands onsite, the site will average one vehicle delivery per day (Monday to Saturday).

Matters to be Considered

The proposal has been assessed against the relevant matters to be considered under clause 67(2) of the Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, particularly with regards to compatibility of the development with its setting, impact on the amenity of the locality and amount of traffic generated.

Based on the TIA, the development will generate a moderate level of vehicle turnover in the peak hour, however it has confirmed that the road network has capacity for the estimated traffic volumes.

The proposed development, subject to recommended conditions addressed above, is considered consistent with the objectives of the zone and relevant built form requirements. The proposal is considered to be compatible with the future character of the area based on the current planning framework.

Conclusion:

The application for development approval has been assessed against the relevant planning framework with the 'Motor Vehicle, Boat and Caravan Sales and 'Motor Vehicle Repairs' land uses considered consistent with the objectives of the 'Service Commercial' zone.

The proposed development is recommended for approval subject to recommended conditions to control built form, landscaping and lighting. A copy of the conditions were provided to the applicant prior to being submitted to the DAP. The applicant has raised no objection to the conditions proposed.

Location Plan



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15/05/2023

1:2226



5 Barnard Street when viewed from Brittain Road



Location of new access from Brittain Road from slip lane



Brittain Road facing East



6 Barnard Street when viewed from Barnard Street



5 Barnard Street when viewed from Barnard Street



Barnard Street facing east at the subject site



Barnard Street facing west



PLANNING REPORT

PROPOSED MOTOR VEHICLE DEALERSHIP

LOT 89 & 5 (#5-6) BARNARD ST, DAVENPORT

APPLICATION TO CITY OF BUNBURY / REGIONAL JDAP

18 APRIL 2023



Hidding.
URBAN PLANNING

This Planning Report has been prepared by **Hidding Urban Planning** for the proposed Motor Vehicle Dealership at Lot 89 & 5 (#5-6) Barnard Street, Davenport

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ANNEXURES:

Annexure 1: Certificates of Title

Annexure 2: Development Plans

Annexure 3: Transport Impact Statement

Annexure 4: Bushfire Attack Level (BAL) Assessment

APPLICATION DETAILS

Table 1: Application Details

Property Location	Lot 89 & 5 (#5-6) Barnard Street, Davenport
Proposed Development	Motor Vehicle Dealership
Applicant	Hidding Urban Planning
Landowner	5 Barnard Pty Ltd & 6 Barnard Pty Ltd
Local Government	City of Bunbury
Determining Authority	Regional Joint Development Assessment Panel (JDAP)
Greater Bunbury Region Scheme	"Industrial"
City of Bunbury LPS8 Zoning	"Light Industry"
Planning Framework	Greater Bunbury Region Scheme City of Bunbury Local Planning Scheme No. 8 (LPS8) Local Planning Policy 3.0 – Zone Codes Requirements Local Planning Policy 5.3 – Signage & Advertisements State Planning Policy 7.0 – Design of the Built Environment State Planning Policy 3.7 – Planning in Bushfire Prone Areas
Proposed Use Classes	Motor Vehicle, Boat or Caravan Sales ("P" use) Motor Vehicle Repair ("D" use)
Existing Use	Existing Warehouses & Hardstand
Total Site Area for two lots	11,985m ²
Estimated Construction Value	\$8 million

1.0 INTRODUCTION

This Planning Report has been prepared by **Hidding Urban Planning** on behalf of Regent Motors Pty Ltd as part of an Application for Development Approval for the development and use of Lot 89 & 5 (#5-6) Barnard Street, Davenport (**Subject Site**) for a proposed Motor Vehicle Dealership comprising “Motor Vehicle Sales” and “Motor Vehicle Repair” land uses.

This report provides a detailed Town Planning assessment of the proposed development against the relevant State and local Planning framework. The information contained in this report confirms that the proposed development is appropriate for the site and reflects the applicable planning framework.

1.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DETERMINATION

As the anticipated construction cost of the project is **\$8 million**, the Applicant has elected that this application be determined as an Optional Application by the Regional Joint Development Assessment Panel (**JDAP**).

Accordingly, please find **attached** our completed City of Bunbury Application for Development Approval Form, Greater Bunbury Region Scheme (GBRS) Form 1 and DAP Form 1, all signed and authorised by the landowner.

1.2 PRE-APPLICATION DISCUSSIONS

Preliminary discussions were held with the City of Bunbury and Main Roads WA during May 2022 concerning the development requirements for the land and access to the site. Concept plans of the proposed development were provided to each government authority to assist the discussions.

2.0 SITE DETAILS

2.1 LEGAL DESCRIPTION OF LAND

This development application refers to Lot 89 & 5 (#5-6) Barnard Street, Davenport the details of which are provided in **Table 2** below.

Table 2: Legal Description of Land

Lot	Plan	Vol/Folio	Area	Address	Proprietors
89	D94961	2140/223	6463m ²	5 Barnard Street, Davenport	5 Barnard Pty Ltd
5	P9182	2224/752	5522m ²	6 Barnard Street, Davenport	6 Barnard Pty Ltd

The Certificates of Title for the existing lots are attached at **Annexure 1**.

The existing lots will be amalgamated into a single lot following development approval.

2.2 SITE DETAILS

The combined total land area of Lot 89 & 5 is 11,985m² and comprises warehouses and hardstand areas. The tenants have recently vacated the premises (February 2023). The existing buildings will be demolished to make way for the new development.

An Aerial Photograph of the subject site is included at **Figure 1**.



Figure 1: Aerial Photograph (City of Bunbury)

3.0 THE PROPOSAL

Development Approval is sought for a new Motor Vehicle Dealership development (comprising Motor Vehicle Sales & Motor Vehicle Repair land uses) on the subject land. The development comprises a new car showroom (for Ford, Hyundai and VW), a service workshop (together with manual washing bays and detailing area) and extensive outdoor vehicle display areas and car parking.

Development Plans prepared by Meyer Shircore are included at **Annexure 2**.

3.1 SUPPORTING PLANS & REPORTS

Consultant reports and other supporting information have been prepared to assist in the assessment of this application.

The reports and documentation which are provided in support of this application are detailed in **Table 3** below and are attached as **Annexures** to this Report.

Table 3: Supporting Plans & Reports

Consultant / Architect	Plan/Document	Annexure
Meyer Shircore	Development Plans & Feature Survey	2
Donald Veal Consultants (DVC)	Transport Impact Statement	3
Bushfire Solutions South West	Bushfire Attack Level (BAL) Assessment	4

3.2 DEVELOPMENT DETAILS

3.2.1 Building & Design

The design of the proposed development is typically commercial in appearance and will adopt the corporate colours and design feature requirements for the three car manufacturing brands of Ford, Hyundai and VW, particularly on the eastern elevation. Each brand has differing requirements, as follows:

Ford: the building has a curved entry tower with ACM exterior silver/metal cladding on both the entry tower and walls. The entry tower and brand wall will each feature the blue Ford oval signage.

Hyundai: the building features a metallic-finish bronze façade designed using unique curved ACM panels.

VW: The VW part of the building provides for large glazing up to 6.60m in height together with the white portal entry area which features the new VW logo.

The proposed development has been designed as one complete building accommodating the internal car showroom requirements of the three car manufacturing brands, as well as the service workshop area. A covered service drop-off area is proposed on the western side of the building adjacent to the service lounge and will provide for 12 customer car parking bays in a 45-degree car park arrangement with one-way movement.

The building has extensive glazing areas to the Ford, Hyundai and VW showroom areas as shown on the elevations.

The rear part of the building includes the large roller door access to the service workshop together with roller door access to the tinting bay, car detail bay and the four manual wash bays.

The proposed building will be set back 25.343m from the Brittain Road boundary, 25.50m from the Robertson Drive boundary, 20.80m from the northern (side) boundary and 12.699m from the western boundary (including to Barnard Street).

The proposed building is proposed at a height of 7.20m for its entire length and width. The covered service drop-off area has a canopy with a height of 4.80m to the underside of the canopy with a 1.20m high fascia height.

The showroom component of the building will comprise an area of 2063m² and the service workshop component will comprise an area of 1399m². There is a mezzanine level accommodating administration areas, offices and meeting rooms which comprises an area of 191m².

Extensive outdoor vehicle display areas are provided for along the Brittain Road and Robertson Drive frontages of the site and provides for the display of 147 new and used vehicles (in the arrangement shown on the site plan). As can be seen on the site plan, 24 of the used cars displayed in the yard will be used as sales employee vehicles. These vehicles will be used by sales staff to commute to and from home and these vehicles will be parked back on the lot for sale, during the day.

3.2.2 Hours of Operation & Staff

The proposed development is intended to be operated during the following business hours:

Monday – Friday: 7:30am – 5:30pm (with Wednesday trading to 9:00pm)

Saturday: 7:30am to midday

The proposed development will employ 24 people in Sales and 25 people in Service roles (total 49 employees).

3.2.3 Landscaping & Fencing

A total of 12.5% of the development site (or 1,500m²) will be landscaped as shown on the plans, inclusive of the area that will accommodate an inverted leach drain and ATU system. A formal landscaping plan can be prepared as a condition of Development Approval.

The site will have hoop bollards along the Brittain Road and Robertson Drive frontages and 1.80m high garrison fencing along the western boundaries including that of the Barnard Street frontages. There will be sliding garrison gates at the two Barnard Street crossover locations. The 1.80m high garrison fencing will also extend along the northern boundary.

3.2.4 Access & Movement

The site will retain the existing vehicular crossovers from Barnard Street as the main site access points. An additional crossover is proposed from Brittain Road as shown on the Site Plan.

A Transport Impact Statement (**Annexure 3**) has been prepared by DVC to address the traffic movements associated with the proposed development. The design has demonstrated that access and traffic movements for both cars and heavy vehicles (i.e. 19m car transporters) can be accommodated on the site. The TIS provides swept paths for the key design vehicles and demonstrates acceptable movements across the site.

3.2.5 Car Parking

The site will provide 86 car parking bays (which includes 1 ACROD bay) for customers and staff across the site.

In addition, 24 of the used cars displayed in the yard will be used as sales employee vehicles, as is common with operation of motor vehicle dealerships. These vehicles will be used by sales staff to commute to and from home and these vehicles will be parked back on the lot for sale, during the day. Accordingly, it is not necessary to provide separate car parking bays for sales staff members.

3.2.6 Signage

The proposed development includes three Pylon Signs, as follows:

- One (1) 9.00m high Ford pylon sign along the Brittain Road frontage of the site, comprising a 7.20m high x 1.20m wide pylon structure together with a 1.80m high x 5.00m wide Ford oval on top.
- One (1) 9.00m high x 2.490m wide Hyundai pylon sign along the Robertson Drive frontage of the site.
- One (1) 10.00m high x 3.00m wide VW pylon sign along the Robertson Drive frontage of the site.

The proposed development includes a range of signage on building facades, all of which are reasonable in terms of their size and number.

3.2.7 Servicing

The site is serviced with underground power (power dome located in Barnard Street) and water (water service running in Barnard Street).

The site is not serviced with reticulated sewer services. The proponent has engaged a Hydraulic Consultant and has investigated options for an inverted leach drain and ATU system, as set out on the Site Plan. The design of the system has been supported by a Site & Soil Evaluation. Sewage disposal will be in accordance with the requirements of Water Corporation, the Local Authority and WA Health and can be conditioned accordingly.

4.0 PLANNING ASSESSMENT

4.1 GREATER BUNBURY REGION SCHEME

The subject land is zoned “Industrial” under the Greater Bunbury Region Scheme (**GBRS**). The subject land fronts Robertson Drive which is a “Primary Regional Roads” reserve in the GBRS. The proposed development is consistent with the provisions of the GBRS and can be approved accordingly.

4.2 CITY OF BUNBURY LOCAL PLANNING SCHEME NO. 8

4.2.1 Zoning & Land Use

The subject site is zoned “Light Industry” in the City of Bunbury Local Planning Scheme No. 8 (**LPS8**) as shown in **Figure 2**. All adjacent land is also zoned “Light Industry”.

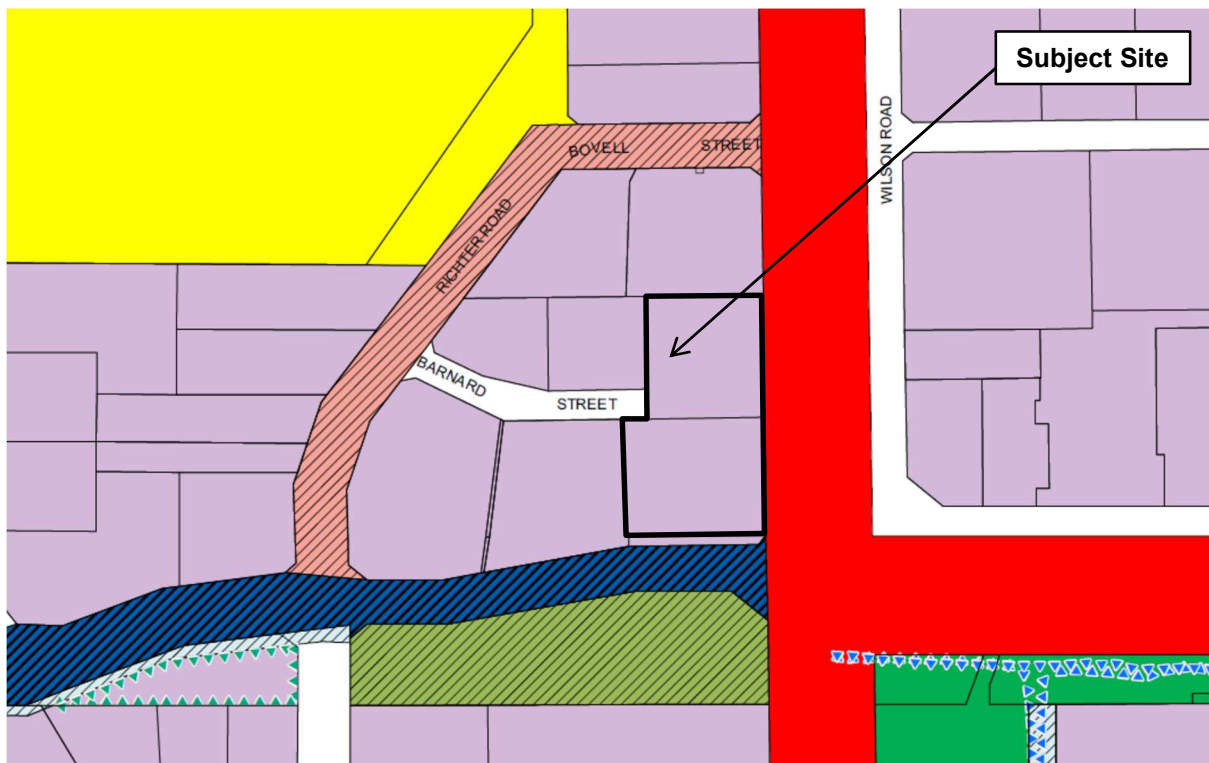


Figure 2: LPS 8 Scheme Map Extract

The objectives of the “Light Industry” zone (from Table 2 of LPS8) are as follows:

- *To provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.*
- *To encourage the development of safe, clean and attractive light industrial areas that contribute positively to the overall city image by ensuring that acceptable levels of safety and high standards of visual and environmental amenity are provided within sites.*

- *To ensure that where any development adjoins zoned or developed residential properties, the development is suitably set back, screened or otherwise treated so as not to detract from the residential amenity.*

The proposed development accords with the objectives of the “Light Industry” zone.

A “Motor Vehicle, Boat or Caravan Sales” use is a “P” Permitted use in the “Light Industry” zone, as set out in Table 3 (Zoning Table) of LPS8.

A “Motor Vehicle Repair” is a “D” (Discretionary) use in the “Light Industry” zone.

The “Motor Vehicle, Boat or Caravan Sales” use is defined in Part 6 of LPS8 as:

“means premises used to sell or hire motor vehicles, boats or caravans”

The “Motor Vehicle Repair” use is defined as:

“means premises use for or in connection with –

- (a) Electrical and mechanical repairs, or overhauls, to vehicles other than panel beating, spray painting or chassis reshaping of vehicles; or*
- (b) Repairs to tyres other than recapping or re-treading of tyres.”*

Accordingly, the defined use classes of “Motor Vehicle, Boat or Caravan Sales” and “Motor Vehicle Repair” are appropriate for the development/uses proposed.

4.2.2 Car Parking

Table 7 under Schedule 4 of LPS8 sets out the car parking requirements for land uses.

For a “Motor Vehicle, Boat or Caravan Sales” land use, Table 7 requires 1 bay per 200 square metres of nla of premises used for display, sale or hire; plus an additional 4 bays per vehicle service and/or work bay or 1 bay for every 50 square metres of nla, whichever is the greater, where the premises incorporates repair and/or servicing.

The parking requirement for the proposed development is set out in **Table 4** below.

Table 4: Parking Calculation

Parking Ratio	Required
<i>Motor Vehicle Sales</i> <i>1 bay per 200m² of NLA for display/sale</i>	1470m ² vehicle showroom NLA area 1470/200 = 7.35 (7) car parking bays
<i>Mezzanine Office – 1/30m² area</i>	112.8m ² NLA = 3.76 (4) car parking bays
<i>Motor Vehicle Repair</i> <i>4 bays per vehicle service/work bay</i>	19 service/work bays 4 x 19 = 76 car parking bays

Accordingly, there is a requirement to provide 87 car parking bays for the proposed development.

The proposed development will provide 86 car parking bays (which includes 1 ACROD bay) for customers and staff across the site.

In addition, 24 of the used cars displayed in the yard will be used as sales employee vehicles, as is common with operation of motor vehicle dealerships. These vehicles will be used by sales staff to commute to and from home and these vehicles will be parked back on the lot for sale, during the day. Accordingly, it is not necessary to provide separate car parking bays for sales staff members.

Accordingly, it is considered that the proposed development complies with the City's car parking requirements under LPS8.

4.2.3 Matters to be Considered

Clause 67 - Part 2 - Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) outlines matters to be given due regard by local government when assessing development applications.

Table 5 below provides an assessment against matters relevant to this proposal.

Table 5: Matters to be Considered

Relevant Matters to be Considered	Comment
(a) <i>The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The propose development is consistent with the aims and provisions of the City's LPS8 for the following reasons: <ul style="list-style-type: none"> • The proposal seeks approval for land uses which are capable of approval and are appropriate for the site/location. • The proposal is generally compliant with the development standards of LPS8.
(b) <i>The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	This matter is not relevant to this proposal as there is no proposed local planning scheme or amendment to the scheme relevant to the proposal that has been advertised.
(c) <i>Any approved State Planning Policy</i>	This report demonstrates the proposed development is in compliance with the relevant State Planning Policies.
(d) <i>Any environmental protection policy approved under the Environmental Protection Act 1986 section 31 (d);</i>	This matter is not relevant to this proposal.
(e) <i>Any policy of the Commission</i>	This matter is not relevant to this proposal.
(f) <i>Any policy of the State</i>	This is addressed further in this report.

Relevant Matters to be Considered	Comment
(g) Any local planning policy for the Scheme area;	This report demonstrates the proposed development is in general compliance with the local planning policies applicable to the subject site.
(h) Any structure plan or local development plan that relates to the development.	This matter is not relevant to this proposal.
(i) Any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015.	This matter is not relevant to this proposal.
(j) In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve.	This matter is not relevant to this proposal as no part of the subject land is not reserved under the Scheme.
(k) The built heritage conservation of any place that is of cultural significance.	This matter is not relevant to this proposal as there are no heritage buildings on the land.
(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located.	There does not appear to be any heritage significant areas in proximity to the proposed development.
(m) The compatibility of the development with its setting, including - (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	<p>The proposed development is entirely compatible with its setting for the following reasons:</p> <ul style="list-style-type: none"> • The proposed development is suitably located within a Light Industrial area. • The proposal is compatible with adjacent existing developments. • The scale of the development does not impact any adjacent properties. <p>Having regard to the above, the nature of the proposed development is entirely compatible with its surroundings.</p>
(n) The amenity of the locality including the following – (i) Environmental impacts of the development; (ii) The character of the locality; (iii) Social impact of the development;	<p><u>Environmental Impacts:</u></p> <p>The proposed development is not anticipated to result in any adverse environmental impacts.</p> <p><u>Character of the Locality:</u></p> <p>The proposed development will not affect the established character of the locality which is an industrial area, but in fact, will improve it.</p> <p><u>Social Impacts:</u></p> <p>The proposed development will not have any adverse social impacts on the surrounding locality, but will provide a positive social impact through the creation of jobs through construction and operation of the facility.</p>
(o) The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.	This matter is not relevant to this proposal.

Relevant Matters to be Considered	Comment
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</i>	Adequate areas of landscaping have been provided. There are no existing trees or vegetation on the land.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence landslip, bush fire, soil erosion, land degradation or any other risk.</i>	This application has been supported with a bushfire attack level (BAL) assessment. All other matters listed in part (q) are not relevant to the subject site.
(r) <i>The suitability of the land for the development taking into account the possible risk to human health or safety.</i>	The use of the land for motor vehicle sales and repair is suitable and does not pose a possible risk to human health or safety.
(s) <i>The adequacy of – (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	As outlined in this Report and the supporting Transport Impact Statement (TIS) prepared by DVC (Annexure 3), the proposed access arrangements to and from the site are satisfactory. The development has been appropriately designed, including appropriate arrangements for loading, unloading, manoeuvring and parking of vehicles.
(t) <i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The Transport Impact Statement (Annexure 3) indicates that the proposed development will not have an unacceptable level of impact on the surrounding road network.
(u) <i>the availability and adequacy for the development of the following – (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;</i>	The Transport Impact Statement (Annexure 3) addresses these matters.
(v) <i>The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses.</i>	No loss of any community service or benefit is expected to occur as a result of the proposed development. The proposed development will provide for the relocation of the existing Ford, VW & Hyundai dealerships located in Spencer Street, Bunbury.
(w) <i>The history of the site where the development is to be located.</i>	No significant historical matter is relevant to this proposal.
(x) <i>The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.</i>	The proposed development is unlikely to have a significant impact on the local community.

Relevant Matters to be Considered	Comment
(y) Any submissions received on the application.	The City may choose to advertise the proposal, although the proposed uses are “P” Permitted and “D” Discretionary, and advertising of the application is not mandatory for the permissibility of such use classes.
(za) The comments or submissions received from any authority consulted under clause 66.	The City can refer the application to any authority it considers appropriate, and to assess any relevant submissions/comments made.
(zb) Any other planning consideration the local government considers appropriate.	The City can determine whether there are any other planning considerations that are relevant.

Having regard to **Table 5** above, the proposal appropriately addresses the relevant matters to be given due regard as set out in the Deemed Provisions.

4.3 LOCAL PLANNING POLICIES

4.3.1 Local Planning Policy 3.0 – Zone Codes Requirements

The City’s Local Planning Policy 3.0 ‘Zone Codes Requirements’ (**LPP3.0**) provides development requirements for land within various zones under LPS8. Clause 4.8 of LPP3.0 relates to development in the “Light Industry” zone.

Table 6 below outlines the various development requirements of LPP3.0 and provides an assessment against the provisions.

Table 6: LPP3.0 Assessment

Design Element	Permitted	Proposed
Building Height	15m (4 storeys)	Building height 7.20m Complies
Front setbacks	Primary street minimum – 4.50m Secondary street minimum – 3m	Building setback >9m to Barnard Street Building setback 25m to Brittain Road Building setback 25.5m to Robertson Dr Complies
Side setback	Nil permitted	20.8m side setback Complies
Building Design & Appearance	Development designed to address the street with appropriate articulation, colour schemes and materials.	Complies
Landscaping	Minimum of 10% of the site Primary and secondary streets landscaped for full frontage excluding any pedestrian / vehicle access to a minimum width of 1.5m.	12.5% landscaping of site area 1.50m wide landscaping strips along Robertson Drive and Brittain Road provided. Complies

Car Parking		Refer previous section on car parking.
		Complies

Accordingly, it is demonstrated that the proposed development generally complies with the provisions of LPP3.0.

4.3.2 Local Planning Policy 5.3 – Signage & Advertisements

The City's Local Planning Policy 5.3 'Signage & Advertisements' (**LPP5.3**) provides guidance on the development of signage or advertisements.

Annexure 3 of LPP5.3 provides specific requirements for various signs.

For a Pylon Sign, the policy states that such a sign is an "S" category in the Light Industry zone, which means it is self-assessable.

A Pylon Sign is required to have a maximum height above ground of 6.50m or the height of a building in close proximity, whichever is the greater, but is not to exceed 10.00m. The pylon sign is to be located not less than 1.50m from the front property boundary.

The proposed Ford Pylon Sign fronting Brittain Road is proposed at a height of 9.00m which accords with the policy requirement of not exceeding a height of 10.00m. The sign is higher than the height of the buildings proposed on the site, however there is discretion to approve the 9.00m high sign which is reasonable in the circumstances. The 9.00m height is required in order to provide for visibility to drivers heading north on Robertson Drive, enabling them to see the sign as early as possible and to make a left turn into Brittain Road and obtain access to the site from the rear (Barnard Street).

The proposed Hyundai Pylon Sign fronting Robertson Drive is proposed at a height of 9.00m, which accords with the policy maximum. Due to the separation of the site/sign from Robertson Drive, the proposed height is necessary to maintain appropriate visibility to the sign.

The proposed VW Pylon Sign fronting Robertson Drive is proposed at a height of 10.00m. Similar to the Hyundai sign, the proposed height is necessary to maintain appropriate visibility to the sign.

It is considered that the proposed signage associated with the development is reasonable in the circumstances and warrants approval.

4.4 STATE PLANNING POLICIES

4.4.1 WAPC SPP 7.0 – Design of the Built Environment

Table 7 below provides a response to the Design Principles of State Planning Policy 7.0 Design of the Built Environment (**SPP7.0**).

Table 7: Assessment of Design Principles of SPP7.0

SPP 7.0 Design Principles	Comment
1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	<p>The proposed development/use is consistent with the context of the existing industrial area.</p> <p>Adjacent to the land to the north, there exists a motor vehicle dealership (Nissan & Renault). The proposed development will be similar in nature to this existing development.</p> <p>The development of the site will improve the amenity of the locality by incorporating well-designed built form.</p>
2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	<p>The proposed development provides for landscaping areas around the perimeter of the site and increases the amount of landscaping areas that presently exist.</p> <p>The landscaping areas provides opportunity for planting of trees and shrubs which is considered to be a positive aspect of the proposed development, as there is currently very little in the way of landscaping on the site.</p> <p>A Landscaping Plan can be prepared as a condition of planning approval.</p>
3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	<p>The built form, scale and height of the proposed development is appropriate to its setting and appropriate for the development type.</p> <p>The built form includes a range of building materials which provides a high quality outcome.</p>
4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>	<p>The development has been designed to provide to meet the needs of customers and is intended to operate well over its full life-cycle.</p>
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	<p>The proposed building is designed to support PV (Solar) Panels, and the arrangement of this will be considered at detailed design stage.</p> <p>The sealed areas will be constructed using recycled asphalt.</p>
6. Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	<p>The development improves the amenity of the site and locality and provides for a number of uses/activities.</p> <p>The showroom areas have been designed for a high amenity user experience.</p>
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	<p>The proposed access arrangements provide for easily legible entry and exit.</p> <p>An undercover service drop off area is provided for the convenience and amenity of customers.</p> <p>The external display area provides for vehicle movements, however vehicles will only be driven in these areas by staff members, not the general public. So the</p>

SPP 7.0 Design Principles	Comment
	external display areas will remain safe for customers to walk around and look at vehicles on display. A footpath and crossing is provided for the ACROD bay on the western side of the site, linking the bay with the main entrance to the building.
8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	The building design maximises opportunities for casual surveillance over the vehicle display areas area through large windows and the main entrances to the three showroom areas. The external display areas are in view of the adjacent roadways, which also optimises the safety and security of the facility.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	The development is specifically designed to respond to a growing need for both sales and service options in the area.
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	The proposed building has been architecturally designed with a range of materials and colours, particularly with respect to the three car manufacturing brands and their individual brand requirements.

As a result, it is considered that the proposed development complies with the Design Principles of SPP7.0.

4.4.2 WAPC SPP 3.7 – Planning in Bushfire Prone Areas

The State Planning Policy 3.7 (SPP 3.7) – Planning in Bushfire Prone Areas states that planning proposals within bushfire prone areas are to be accompanied by a bushfire assessment (relevant to the nature and scale of the development) and identification of any bushfire hazard issues.

The subject land is identified as being partly within a designated bushfire prone area (refer **Figure 3** below).

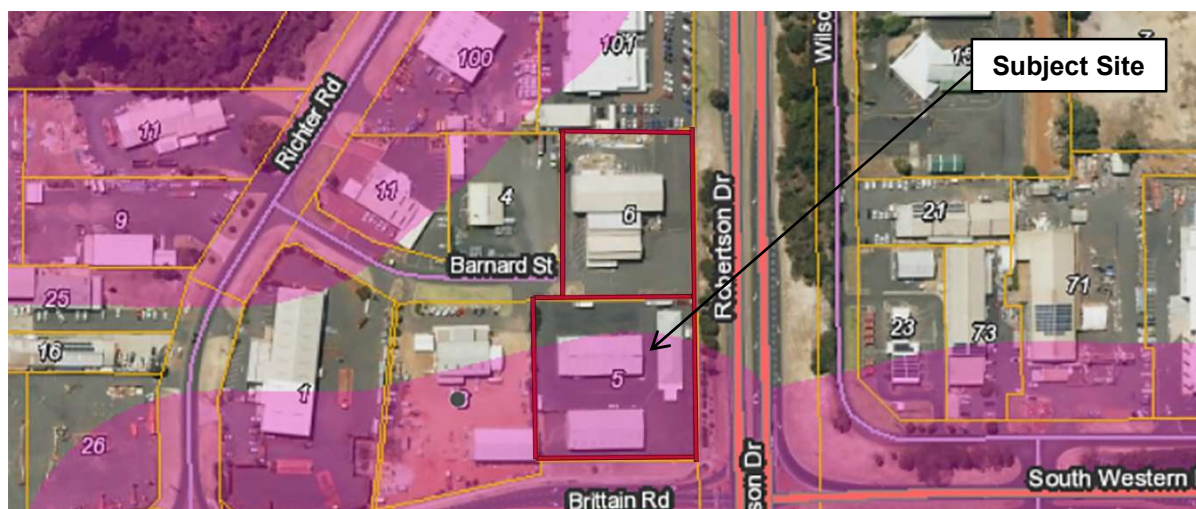


Figure 3: Bushfire Prone Areas Map Extract

A Bushfire Attack Level (BAL) Assessment has been prepared by Bushfire Solutions South West and is included at **Annexure 4**.

The BAL Assessment concludes that the site is determined as BAL-12.5.

5.0 CONCLUSION

This application seeks Development Approval for a proposed new Motor Vehicle Dealership (comprising Motor Vehicle, Boat or Caravan Sales & Motor Vehicle Repair uses) at Lot 89 & 5 (#5-6) Barnard Street, Davenport.

In summary, the proposed development warrants approval for the following reasons:

- The proposed development is generally compliant with the development standards and requirements of the City of Bunbury Local Planning Scheme No. 8;
- The proposed “Motor Vehicle, Boat or Caravan Sales” and “Motor Vehicle Repair” uses are capable of approval (being “P” Permitted and “D” Discretionary respectively) in the “Light Industry” zone and appropriate for the site / location;
- The proposed development will provide increased services to the Davenport and wider Bunbury locality; and
- The proposed development provides for the redevelopment of the existing site, improving the amenity of the site and immediate area.

Having regard to the above, the proposed development should be supported and approved.

For these reasons, and in light of the assessment contained within this report, we respectfully request that the City of Bunbury have regard to the merits and broader benefits of the proposal when undertaking its assessment of the application, and to recommend approval to the Regional JDAP, subject to reasonable conditions.

Hidding.
URBAN PLANNING

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hidding.com.au

ANNEXURES

ANNEXURE 1

CERTIFICATES OF TITLE

ANNEXURE 2

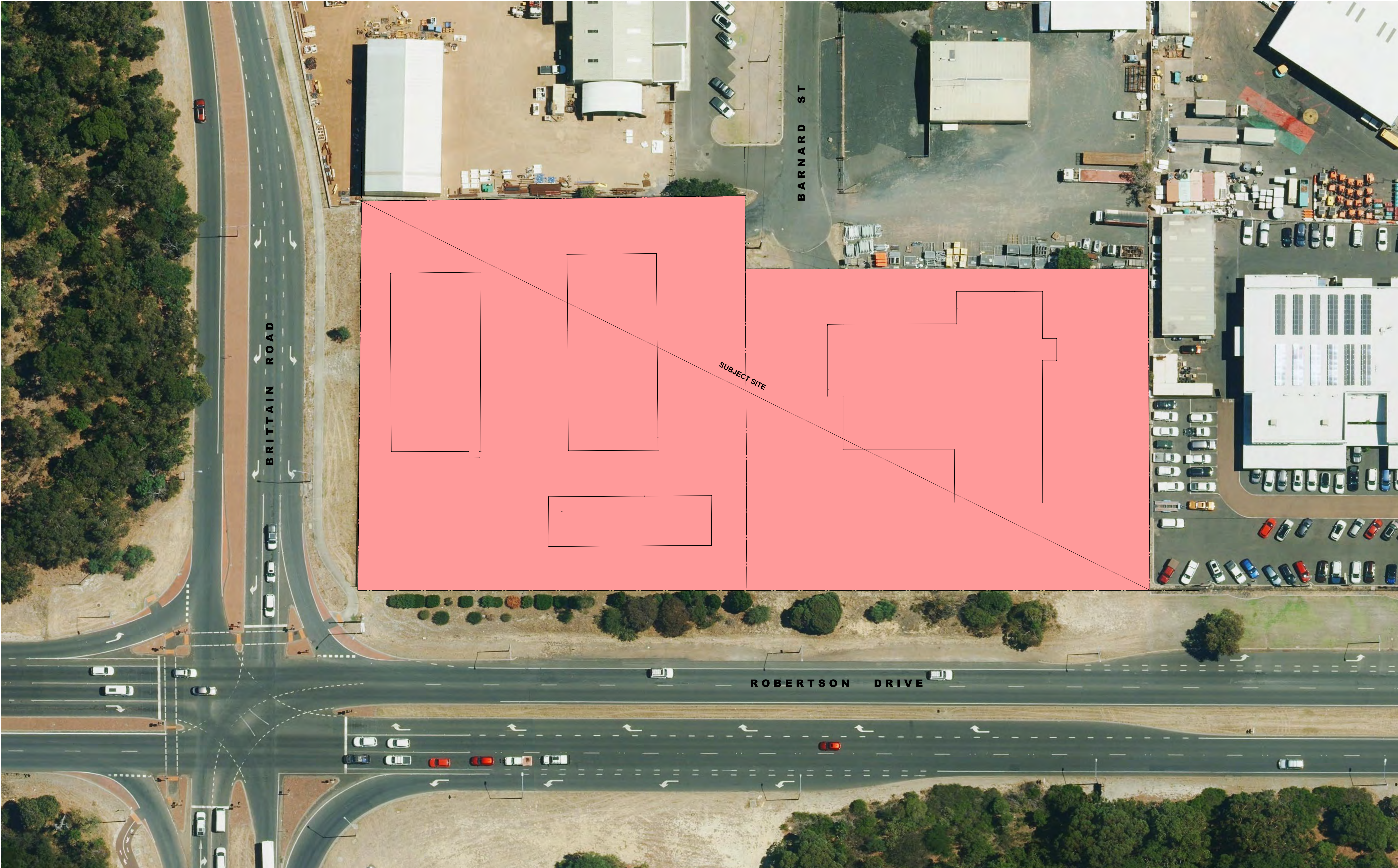
DEVELOPMENT PLANS

ANNEXURE 3

TRANSPORT IMPACT STATEMENT

ANNEXURE 4

BUSHFIRE ATTACK LEVEL ASSESSMENT

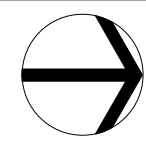


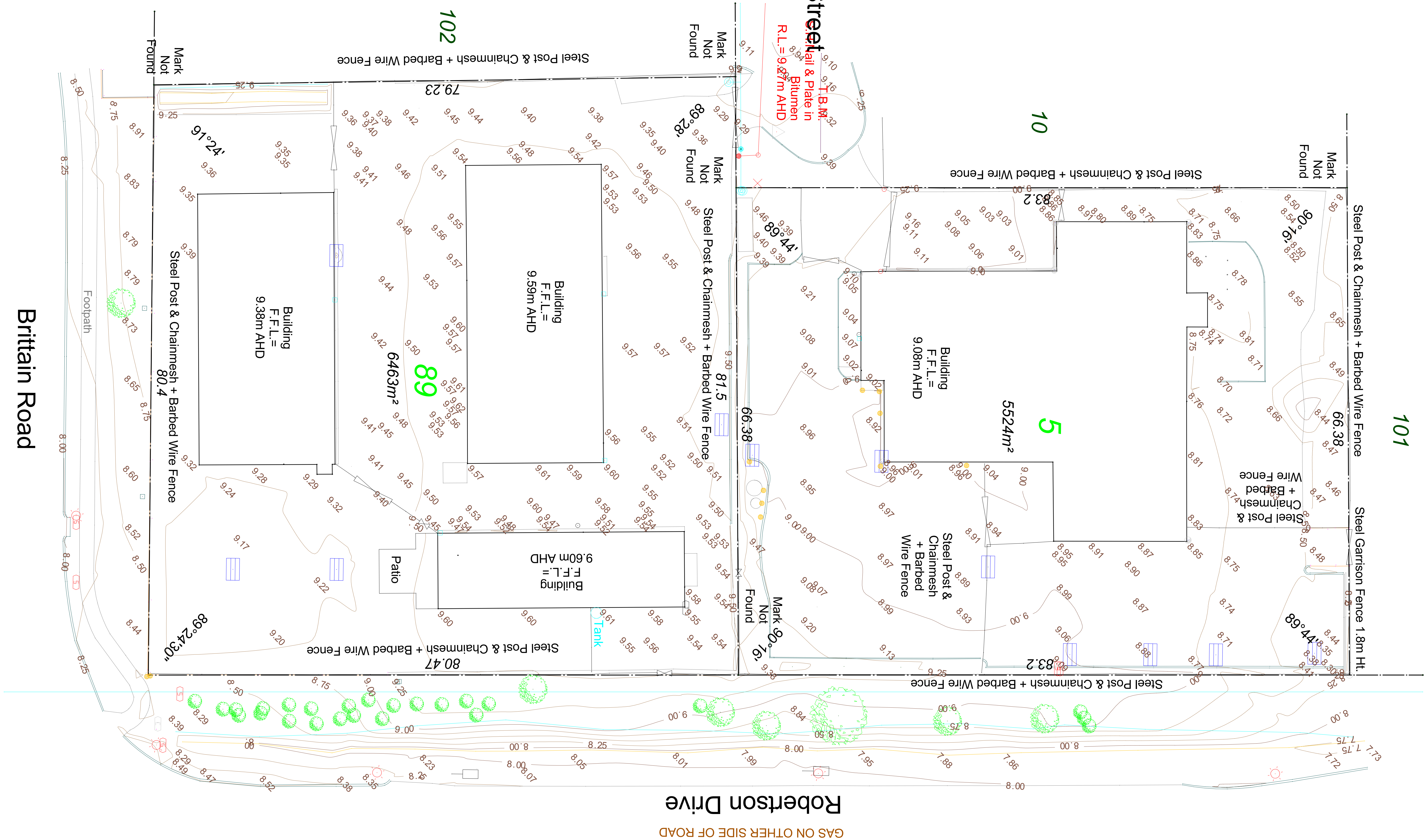
EXISTING AERIAL DIAGRAM

SCALE:1 : 300

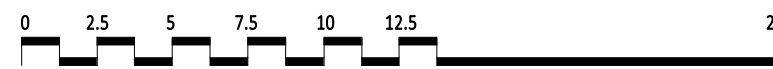
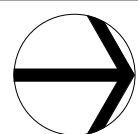
PROPOSED NEW CAR SALES DEVELOPMENT

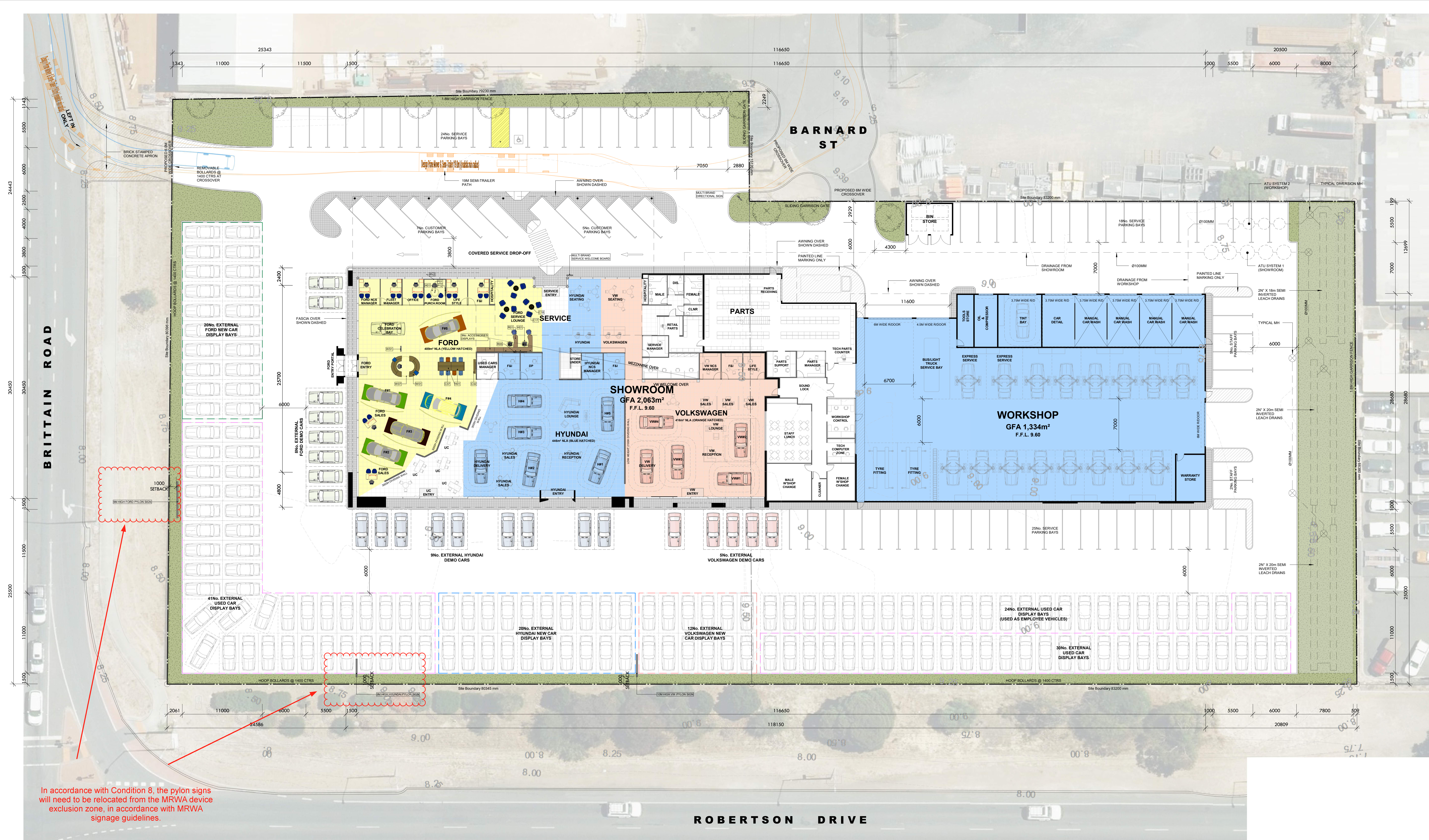
LOCATION : No. 5 & 6, BARNARD STREET, DAVENPORT WA
FOR : REGENT MOTORS PTY LTD





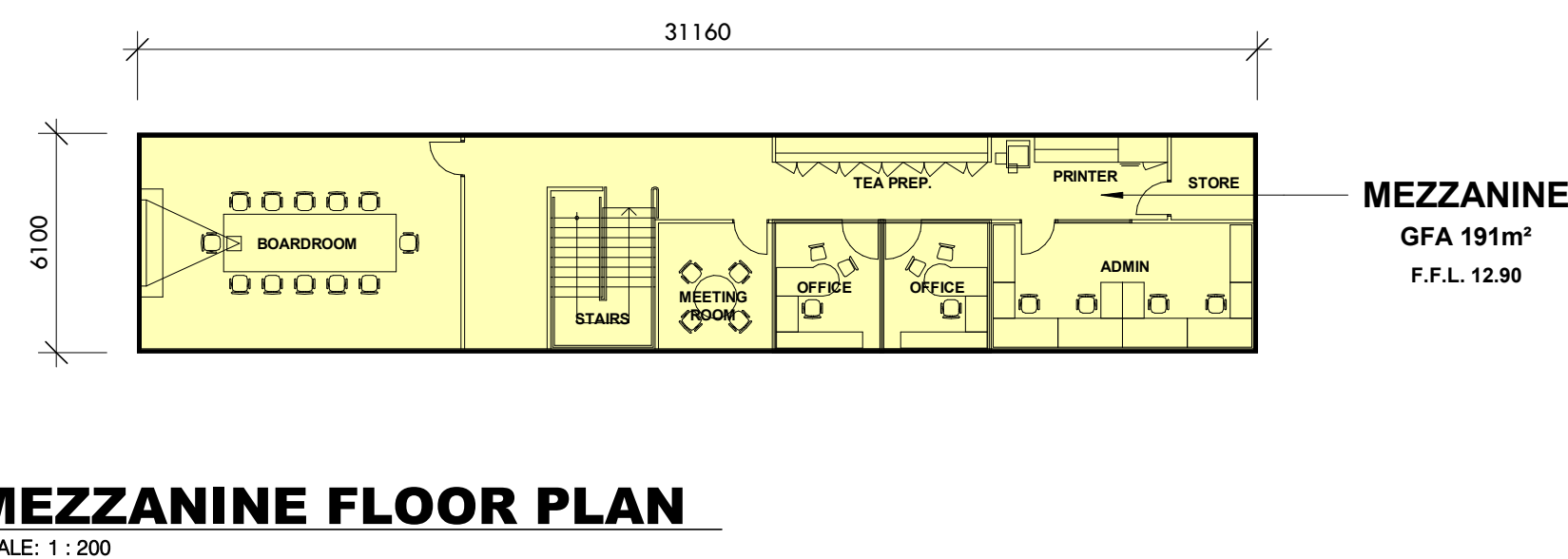
EXISTING SITE SURVEY
SCALE: 1 : 250





In accordance with Condition 8, the pylon signs will need to be relocated from the MRWA device exclusion zone, in accordance with MRWA signage guidelines.

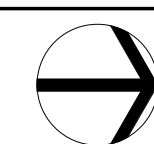
SITE & GROUND FLOOR PLAN
SCALE: 1 : 200



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

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

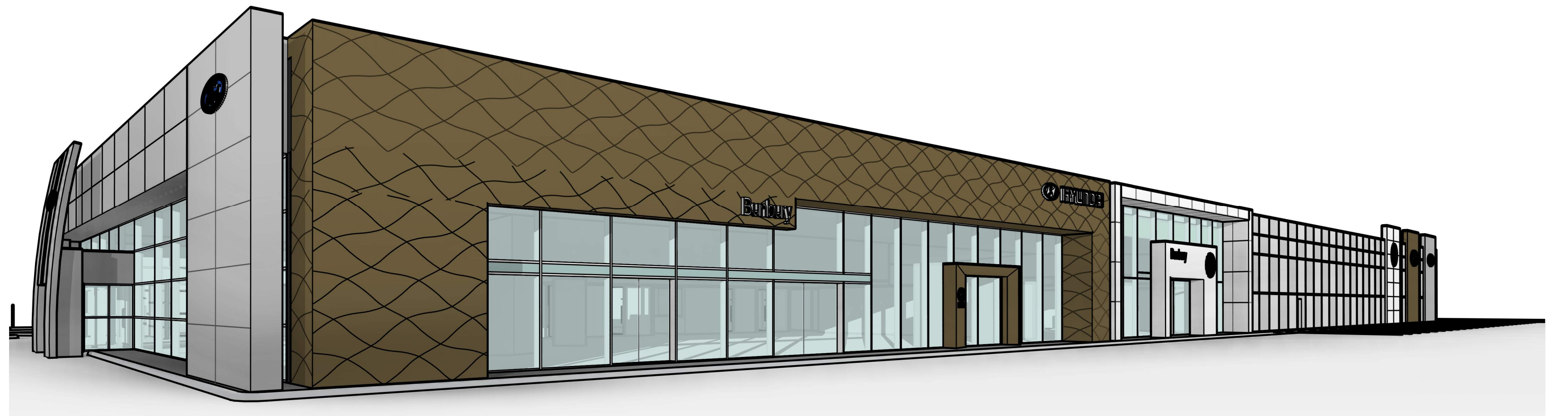
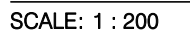
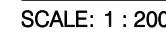
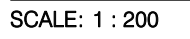
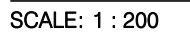
Net Floor Area - NFA
A. Net Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.



DATE: AUG 2023
REVISION: SK015
SHEET: 2000
SCALE: As indicated @ B1

PROJECT NUMBER
P22-8985

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September 2023
Final

5 & 6 Barnard Street, Davenport

Prepared For:
Regent Motors

Transport Impact Assessment Report



DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	29/06/2023	Draft Report	SGY	DNV	DNV
0	1	12/09/2023	Revised Draft Report	SGY/YS	SGY	DNV
1	0	13/09/2023	Final Report	SGY/YS	SGY	DNV

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Donald Veal Consultants Pty Ltd

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1. INTRODUCTION

1.1 BACKGROUND

Regent Motors has commissioned Donald Veal Consultants to prepare this Transport Impact Assessment report to support a Development Application for a proposed car showroom at 5 & 6 Barnard Street, Davenport.

It is understood that, due to ongoing lease issues at the current location, the proposed development will be a like for like replacement for the proponent's current car dealership. Known as Geographe Ford and Bunbury Hyundai, this is located at 93 Spencer Street Bunbury, and has similar facilities, located on a similar sized lot. For comparison, staffing levels at the new site are expected to be 49, whereas the existing site has 45.

An initial report was produced, which resulted in feedback from MRWA regarding the level of trip generation quoted for the development. Further comments from MRWA identified some concerns regarding the potential impact of the development on the signalized intersection of Brittain Road with South Western Highway.

Subsequently, Regent Motors have revised the design to remove the left out movement from the proposed access on Brittain Road, and provided actual count data taken at the existing car dealership in Bunbury.

1.2 SCOPE OF THIS REPORT

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

2. EXISTING SITE CONDITIONS

2.1 LOCATION

The development site is located in the northwest quadrant of Brittain Road and Robertson Drive. The general locality is shown in **Figure 2.1**, with the site location shown in more detail in **Figure 2.2**.



Figure 2.1: General Locality Plan

Source: Google Maps



Figure 2.2: Site Location

Source: Google Maps

2.2 CURRENT LAND USES

The buildings on the subject site have housed a number of businesses in the past, including an outdoor centre and Country Line Marking. However, these premises now appear largely empty and the remaining tenants are due to vacate by the end of February 2023. See **Photos 1 & 2**.



Photo 1: Lot 5 is currently occupied by a number of industrial and commercial buildings.



Photo 2: Existing buildings on Lot 6.

Other land uses in the immediate vicinity include similar retail/commercial premises, as well as car sales yards and a funeral parlour. See **Photos 3 & 3a**.



Photos 3 & 3a: Nearby land uses include commercial businesses and a funeral parlour.

2.3 ACCESS ARRANGEMENTS

The site has two existing access points, side by side onto the turning circle at the end of Barnard Street. See **Photos 4 & 5**.



Photo 4: The site has two adjacent crossovers onto Barnard Street.



Photo 5: The two accesses previously served two different lots within the overall site.

2.4 ADJACENT ROAD NETWORK

The road network adjacent the site consists primarily of Barnard Street, Robertson Drive, Brittain Road and Richter Road.

Robertson Road runs north-south past the site, forming an eastern boundary, but does not provide access. Brittain Road forms the southern boundary to the site, whilst the only existing access comes from Barnard Street.

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

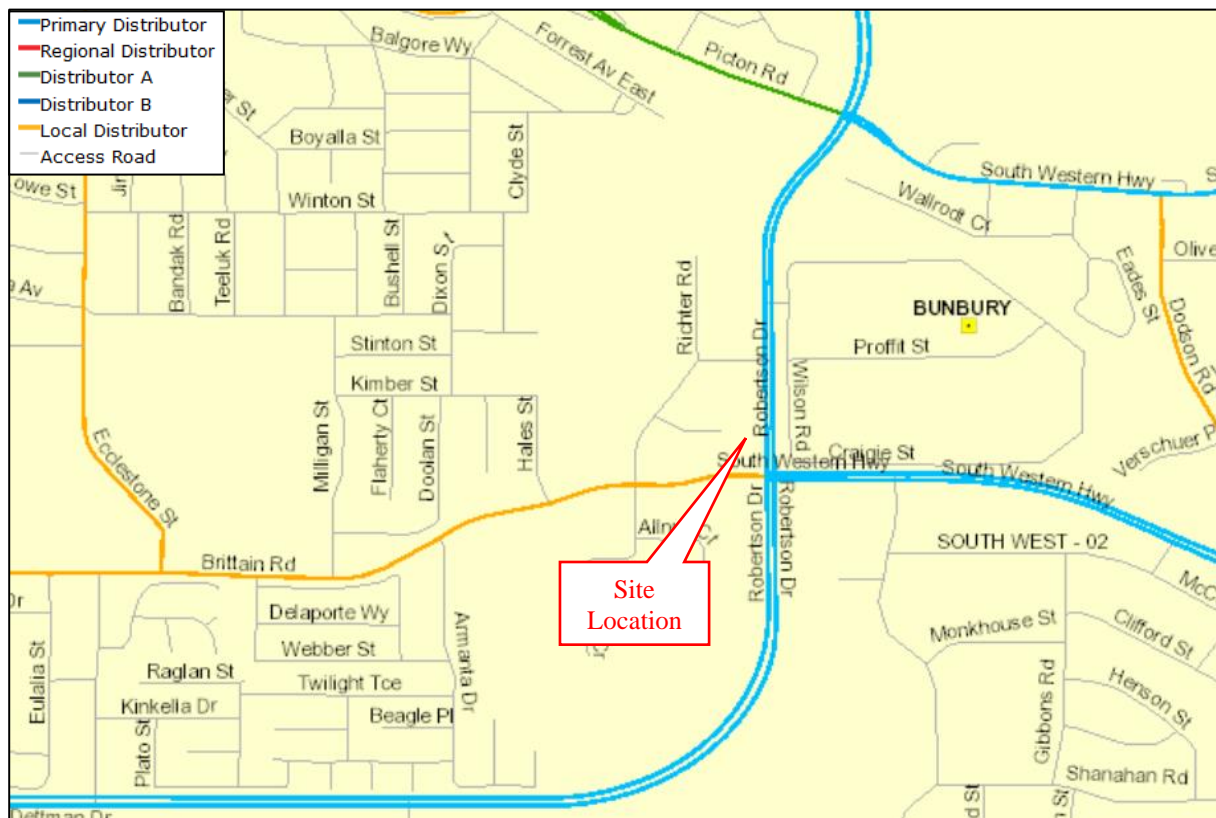


Figure 2.3: MRWA Functional Road Hierarchy

Whilst Barnard Street and Richter Road are classified as Access Roads, Brittain Road is a Local Distributor. All three are under the care and control of the City of Bunbury. Robertson Drive, however, is a Primary Distributor Road and therefore under the jurisdiction of MRWA.

Robertson Drive has a posted speed limit of 70km/h whilst other roads adjacent to the site have a default speed limit of 50km/h in built up areas. Brittain Road, to the east of Robertson Drive has a posted speed limit of 60km/h.

2.5 EXISTING TRAFFIC VOLUMES

MRWA's Traffic Map shows traffic count data for the intersection of Robertson Drive and Brittain Road/South Western Highway. No data was available for Barnard Street or Richter Road.

Based on the traffic data from the intersection of Robertson Drive and Brittain Road/South Western Highway for July 2018, it indicates approximate traffic volume of 227 vehicles in the peak hour on the Brittain Road approach and 897 vehicles in the peak hour on the Robertson Road approach. The total number of vehicles per day on Brittain Road approach (averaged over the weekday) is approximately 2432 vpd. The total number of vehicles per day on Robertson Road approach (averaged over the weekday) is approximately 6633 vpd.

Based on the traffic data obtained from the traffic signal detectors at the intersection of Brittain Road/South Western Highway for 2023, it indicates traffic volume of 315 vehicles in the peak hour on Brittain Road approach and 862 vehicles in the peak hour on Robertson Road approach.

2.6 CRASH HISTORY

The MRWA Crash Map system was interrogated for crash data on the roads in the vicinity of the site, for the latest five-year period from January 2018 to December 2022.

The crash data reveals that there have been 40 recorded crashes on the road sections immediately adjacent the site during this period.

Although 35 of these crashes occurred at the Brittain Road / Robertson Road intersection during this period, only four involved vehicles on the Brittain Road approach. Two of these were rear enders, one caused by a vehicle reversing in traffic and the fourth was a sideswipe with a northbound vehicle. These crashes resulted in one needing medical attention, while the other three occasioned major property damage.

Of the remaining five crashes, four occurred at the Richter Road / Brittain Road roundabout. These all resulted in property damage only. The final crash was on path, just north of this roundabout, also resulting in property damage only. See **Figure 2.5**.

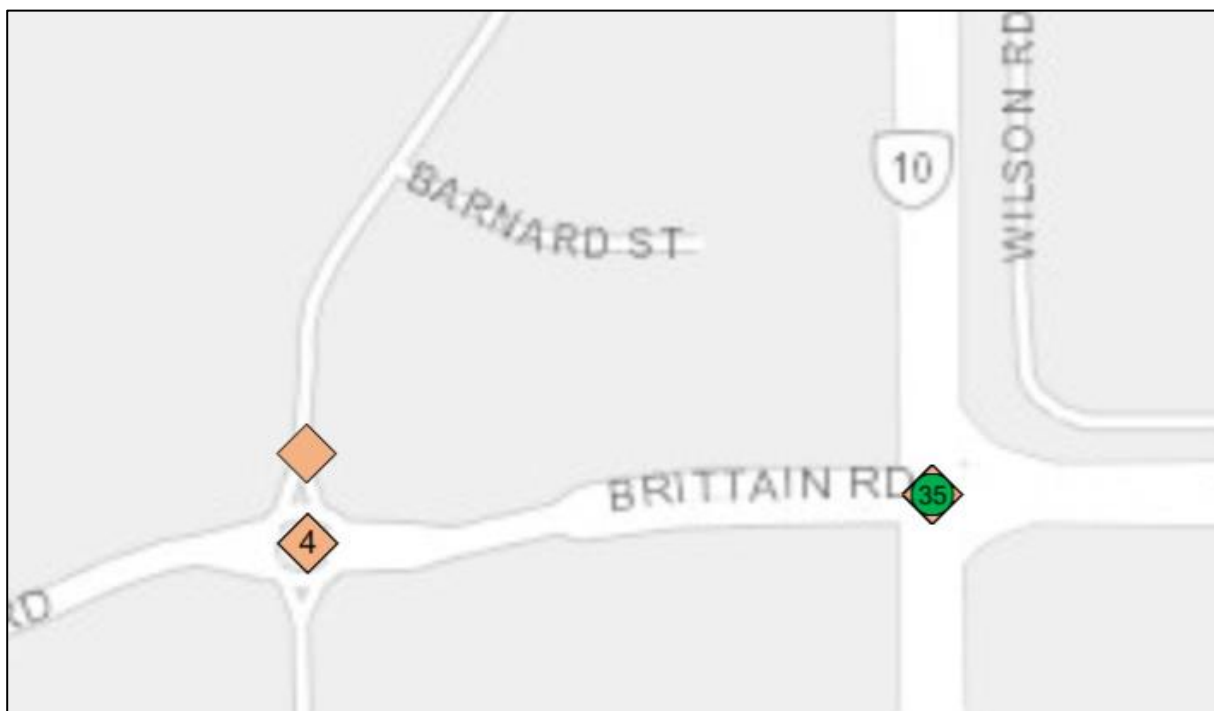


Figure 2.4: Forty crashes have been recorded near the site in the last 5 years.

2.7 PLANNED CHANGES TO THE ROAD NETWORK

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

3. PROPOSAL

3.1 PROPOSED DEVELOPMENT

The proposed development will consist of a new motor dealership, including a new car showroom, a workshop and servicing area, a parts store and extensive external vehicle display areas.

It is understood that, due to ongoing lease issues at the current location, the proposed development will be a like for like replacement for the proponent's current car dealership. Known as Geographe Ford and Bunbury Hyundai, this is located at 93 Spencer Street Bunbury, and has similar facilities, located on a similar sized lot.

Parking within the site will comprise 86 bays, including one ACROD bay. Twenty-five staff parking bays will be provided to the northern end of the site. This will be sufficient to cater for an expected workforce of 24 in Sales and Administration and a further 25 in servicing, as the sales team members are permitted to use display vehicles for commuting to and from home. These vehicles will then be parked back on the lot for sale, during the day.

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

3.2 PROPOSED ACCESS

The site will retain the existing vehicular crossovers from Barnard Street as the main site access points. An additional crossover is also proposed from Brittain Road, as shown in the latest concept layout in **Figure 3.1**.

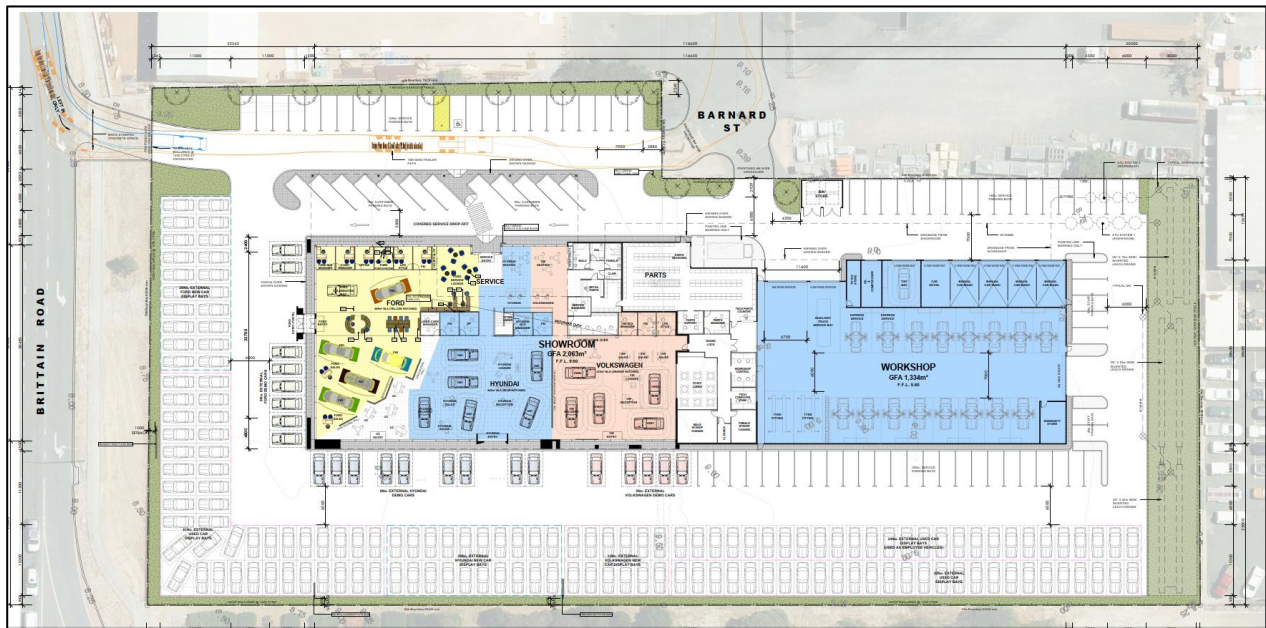


Figure 3.1: Concept layout plan

The proposed new access will be located at the beginning of the left turn lane onto Robertson Drive. This access will be limited to left in movements only, due to the presence of a median strip along Brittain Road at

this point, and the limited weaving distance available prior to the signalised intersection. The location of the access can be seen in **Photos 6 & 7**. This access, shown in concept in **Figure 3.2**, will be constructed to Council's standard crossover requirements to be finalised at detail design stage.



Photo 6: Photomontage of proposed left in only access off Brittain Road. (indicative only).



Photo 7: Looking west along Brittain Road, from the proposed access.

We are advised that transport of cars to and from the site will be via a 19m semi-trailer configuration. These vehicles are expected to enter via Brittain Road and exit onto Barnard Street. Such movements will be limited to off peak periods to reduce any impact on through traffic.

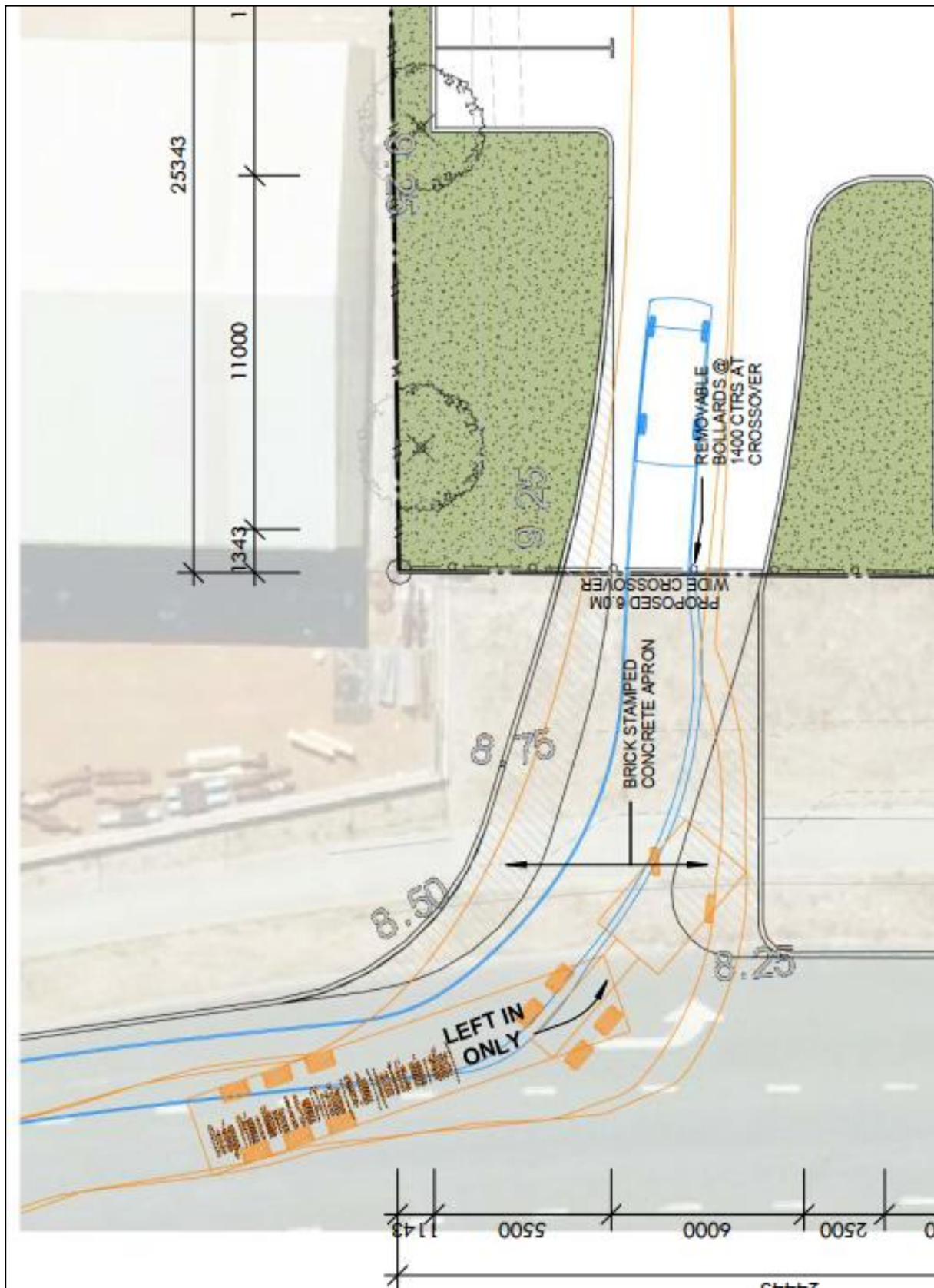


Figure 3.2: Left in Crossover proposed onto Brittain Rd

Other traffic movements to and from the site would be via the Barnard Street / Richter Road intersection. Visibility at this intersection is good. See **Photos 8 & 9**.



Photo 8: Visibility along Richter Road to the north of the Barnard Street intersection.



Photo 9: Visibility to the south.

3.3 PARKING

The City of Bunbury's *Local Planning Scheme No. 8* (LPS8) sets out parking requirements for various land uses. Table 7 of LPS8 identifies that for Motor Vehicle, Boat or Caravan Sales, the land use requires 1 bay per 200m² of Net Lettable Area (NLA) of premises used for display, sale or hire; plus an additional 4 bays per vehicle service and/or work bay or 1 bay for every 50 square metres of NLA, whichever is the greater, where the premises in corporate repair and/or servicing.

It has been confirmed with the City that the parking provision requirements are as follows:-

Client: Regent Motors
Project: Barnard St, Davenport, TIA

Motor Vehicle Sales – 1/200m² NLA area

1470m² NLA area (refer highlighted area below confirming 1470m² internal area) = **7.35 bays**.

Mezzanine office – 1/30m²

112.8m² NLA area = **3.76 bays**

Motor Vehicle Repair – 4 bays per service bay

19 service bays = **76 bays**

TOTAL PARKING REQUIRED: 87.11 BAYS

Figure 3.2 indicates the proposed parking layout.



Figure 3.3: Proposed parking layout

This shows a total of 86 parking bays provided for customers, staff, and servicing. As stated, sales staff will commute to and from the site using stock vehicles, which will occupy display bays during the day.

Accordingly, the parking provided (including the use of display vehicles for sales staff) is considered to exceed the City's car parking requirements under LPS8.

4. TRAFFIC IMPACT

4.1 TRIP GENERATION

Trip generation for the site has been estimated based on actual count data obtained from the proponent's existing motor dealership in Bunbury. This actual count data was obtained in June 2023, and can be examined in **Appendix B**.

As identified earlier, this existing dealership, consisting of Geographe Ford and Bunbury Hyundai, currently provides the same services and facilities, on a similarly sized lot, located at 93 Spencer Street, Bunbury. As the staffing levels at the new premises are expected to be slightly higher, the overall forecast trips have been increased by 10%.

Table 4.1 indicates both the AM & PM Peak Hour trips, and the total daily number of vehicles inbound and outbound from the existing dealership.

Table 4.1: Trip Generation of existing dealership

AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)		Daily Trips	
In	Out	In	Out	In	Out
57	2	2	68	107	107
59		70		214	

Similarly, **Table 4.2** indicates the forecast trips for the new dealership.

Table 4.2: Forecast Trip Generation of proposed dealership

AM Peak Hour Trips (vph)		PM Peak Hour Trips (vph)		Daily Trips	
In	Out	In	Out	In	Out
63	2	2	75	118	118
65		77		236	

As can be seen, the total number of vehicles per day generated by the development is expected to be around 236 vpd. Peak hour trips for the proposed development, as with the existing dealership, remain well below 100, requiring only a brief non-technical traffic assessment. It is noted that even if all the trips generated at the existing dealership between 8 AM and 10 AM occurred in a single hour from 8.30 to 9.30, then the maximum number of trips would be 77, equating to 85 for the proposed dealership.

4.2 TRAFFIC DISTRIBUTION

The assumed traffic flow directions for inbound and outbound trips are shown in **Figures 4.1** and **4.2**.

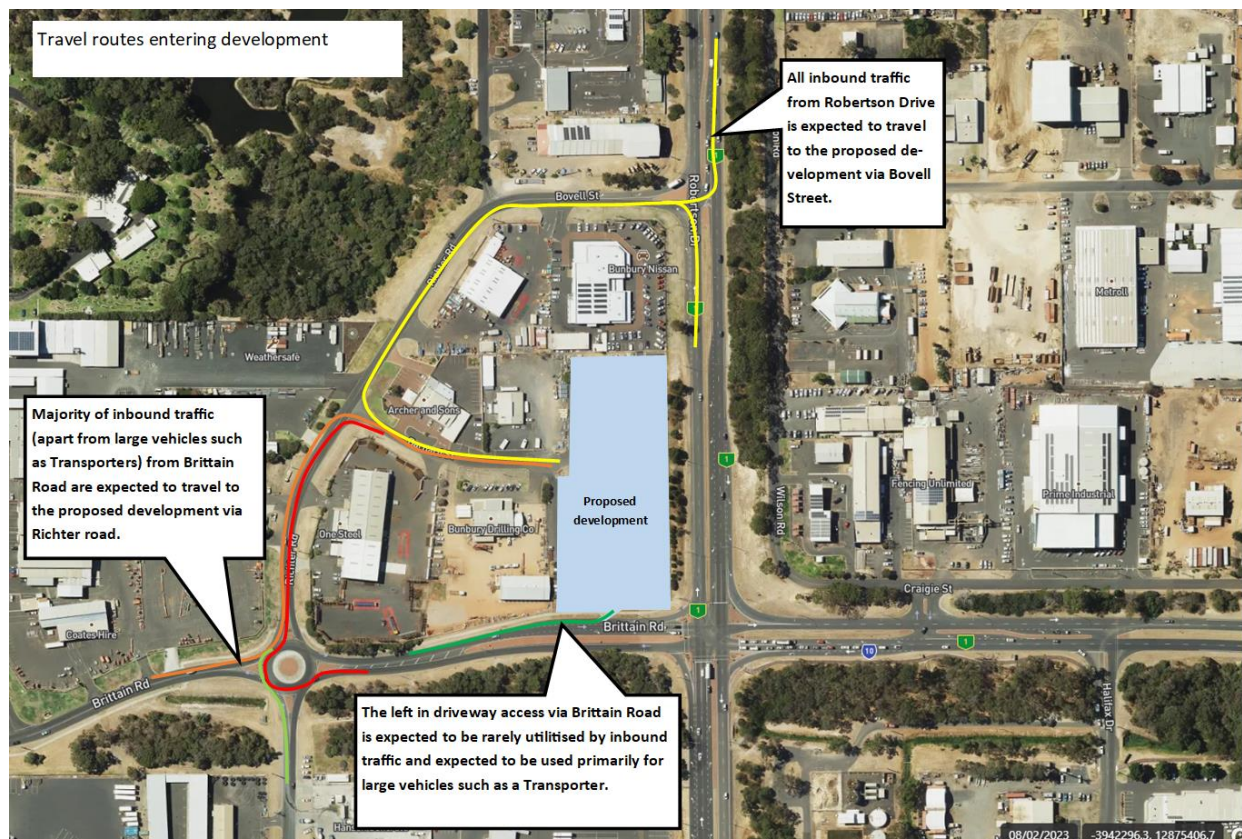


Figure 4.1: Inbound trips

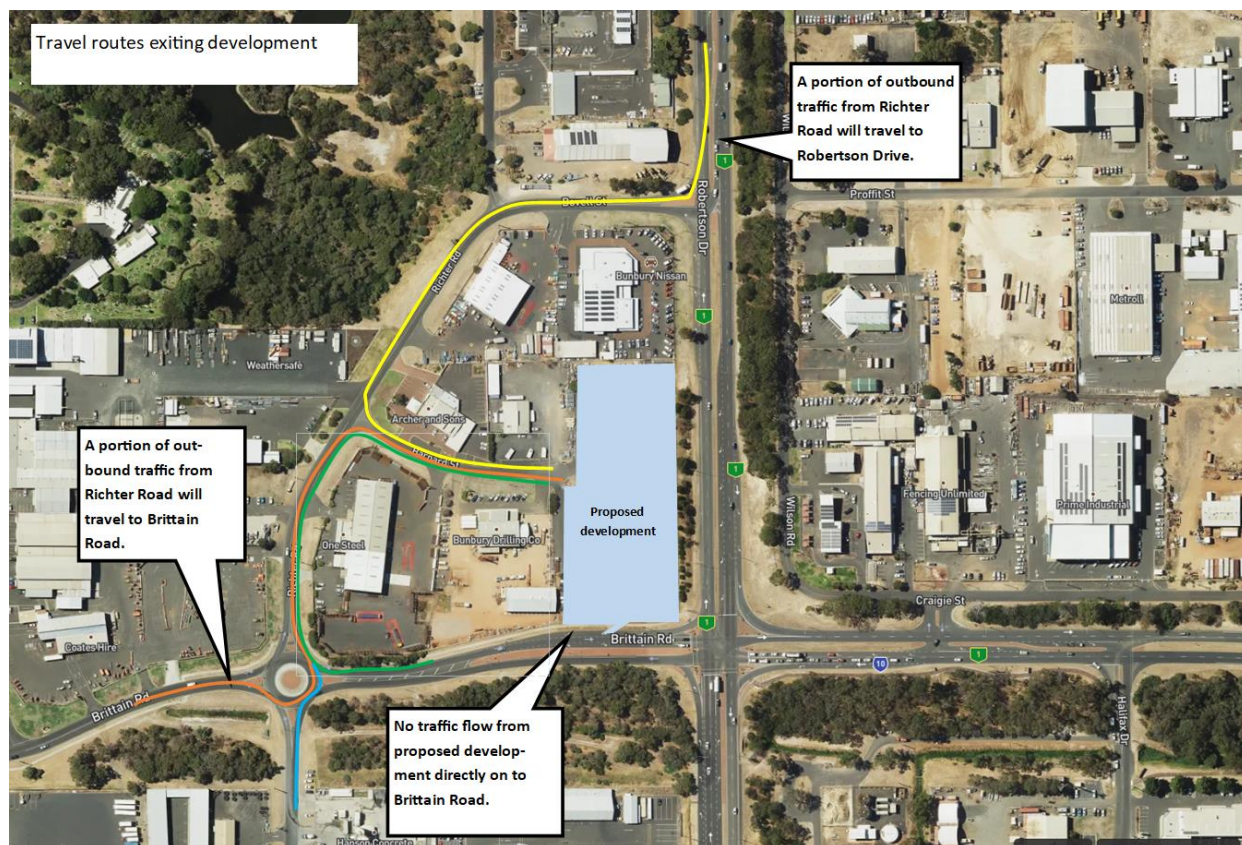


Figure 4.2: Outbound trips

With regard to inbound trips, the majority of traffic (apart from large vehicles such as a Transporter vehicle) is expected to access the proposed development via Richter Road and Barnard Street. It is assumed that 50% of the total inbound daily trips will be generated from Robertson Drive equating to 59 vehicles per day, 40% of the total inbound trips will be generated from Brittain Road, (47 vpd) and perhaps 10% from South Western Highway (12 vpd).

It is estimated that 60% of the outbound trips from the site will travel to Brittain Road via Richter Road equating to 71 vpd, and 40% of the outbound trips will travel to Robertson Drive via Richter Road and Bovell Street (47 vpd). There will be no outbound trips from the proposed development directly on to Brittain Road as the access will be left in only.

The majority of vehicles trips generated in the AM peak period will be staff arriving for work, and these movements will be managed by the proponent, so that staff are instructed to enter the site via the Barnard Street entry only. Other AM peak hour trips will be generated by customers dropping off cars for service. These may approach from various directions, and the trips will therefore be spread. The use of signage to identify the preferred Service entry could be employed to ensure that most of these movements also occur at the Barnard Street access.

Thus, movements at the Brittain Road left in access will be negligible during this period. Generally, this access is expected to be used primarily for access by car transporters, which will otherwise be unable to enter the site. Using a one way loop through the site, they will exit via Barnard Street. These movements will again be managed, to occur outside the peak periods.

As a result, the number of additional vehicles passing through the signalised intersection in the AM peak period will be low, with perhaps 12 trips spread across all movements.

The majority of vehicles trips generated in the PM peak period will be staff leaving the premises, and customers picking up cars after being serviced. All vehicles will exit the proposed development via Barnard Street and Richter Road, as the access on Brittain Road will be left in only.

Perhaps 20% of the trips leaving the site in the PM might approach the signalised intersection from the west along Brittain Road, or around 24 vehicles, split between the through and right turn movements. This equates to one additional vehicle on each of these movements every 5 minutes.

The number of additional peak hour and daily trips through the signalised intersection as a result of the development can therefore be considered negligible.

4.3 FUTURE YEAR SCENARIOS

Whilst MRWA has voiced some concerns over the impact of this development on the operation of the signalised intersection in future years, it can be seen that the minimal additional trips being generated by the development will not be a trigger for any future upgrade requirements of either the adjacent roads, nor the signalised intersection.

Whilst there are certain to be some areas of land currently ‘zoned’ for future residential or industrial land uses in this general vicinity, development of these will be some way off, and will need to be supported by

appropriate levels of Transport Impact Assessment at the time of their Development Application submissions. Such assessments will clearly need to take into account the prevailing traffic flows at that time, which will include prior developments such as this car dealership. It is not appropriate for this TIS report to allow for such future, unplanned developments, even if the land is currently zoned.

It is noted that any other planned and/or approved developments in the vicinity of this intersection which are of a scale likely to affect its operational characteristics (i.e. generating in excess of 100 additional trips in the peak hour periods), will have allowed for prior developments such as this dealership in their growth factors for future year scenario analysis.

4.4 SERVICE VEHICLES

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

The largest car transporters to visit the site will be 19m semi-trailers, which would be able to enter and leave the site in forward gear, provided the left in access from Brittain Road is approved. The transporter will park in a suitable location on site whilst being unloaded, prior to exiting via Barnard Street. A loading bay is marked next to the parts department for other delivery trucks to park.

A swept path analysis of the route for larger service vehicles is shown in **Appendix A**. Again, these trips would be managed to occur only outside peak periods of the adjacent road network.

Bins would be kept in the enclosure shown on the layout plan, near the Barnard Street access, and emptied weekly by a private contractor.

5. SUSTAINABLE TRANSPORT ACCESS

5.1 PEDESTRIANS AND CYCLISTS

A footpath is provided along Brittain Road, alongside the site, as shown in **Photo 10**.



Photo 10: Narrow footpath with non-standard pedestrian ramp. Footpath does not continue on far side of Ozich Court.

There are no footpaths along Robertson Drive, Richter Road or Barnard Street. On-road cycle lanes are provided along Robertson Drive.

5.2 PUBLIC TRANSPORT

There are no bus stops within walking distance of the site. The nearest TransBunbury bus route is 827, which runs along Picton Road to the Bunbury Bus Station. See **Figure 5.1**.

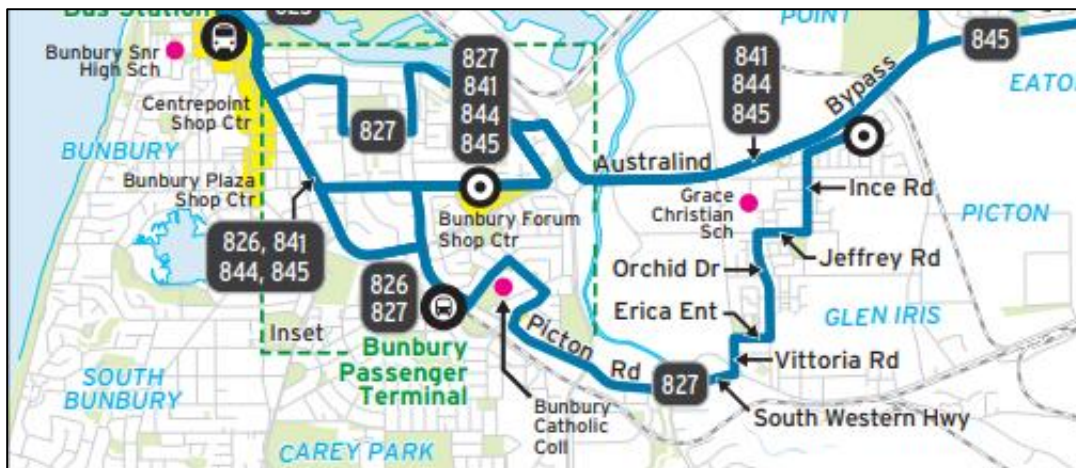


Figure 5.1: Nearest Public Transport facilities.

Source: PTA

6. SUMMARY AND CONCLUSION

6.1 SUMMARY

Regent Motors has commissioned Donald Veal Consultants to prepare this Transport Impact Assessment report to support a Development Application for a proposed car showroom at 5 & 6 Barnard Street, Bunbury.

The road network adjacent the site consists primarily of Barnard Street, Robertson Drive, Brittain Road and Richter Road. Robertson Road runs north-south past the site, forming an eastern boundary, but does not provide access. Brittain Road forms the southern boundary to the site, whilst the only existing access comes from Barnard Street.

The proposed development will consist of a new motor dealership, including a new car showroom, a workshop and servicing area, a parts store and external vehicle display areas. The site will retain the existing vehicular crossovers from Barnard Street with an additional left in only crossover proposed from Brittain Road, as shown in the latest concept layout.

The proposed new access will be located at the beginning of the left turn lane onto Robertson Drive. This access will be left in only and primarily used by larger vehicles such as car transporters. These movements would occur during off peak periods to reduce impact on the local road network.

Other traffic movements to and from the site would be via the Barnard Street / Richter Road intersection. Visibility at this intersection is good.

The City of Bunbury's *Local Planning Scheme No. 8* (LPS8) sets out parking requirements for various land uses. Table 7 of LPS8 identifies that for Motor Vehicle, Boat or Caravan Sales, the land use requires 1 bay per 200m² of Net Lettable Area (NLA) of premises used for display, sale or hire; plus an additional 4 bays per vehicle service and/or work bay or 1 bay for every 50 square metres of NLA, whichever is the greater, where the premises in corporate repair and/or servicing. On this basis a total of 88 bays are required.

The layout plan for the proposed development shows a total of 86 parking bays being provided, plus the use of up to 24 display vehicles for sales staff. Therefore, the parking provision on the site meets and indeed, exceeds the City's requirements set out in LPS8.

Based on count data obtained from the proponent's existing motor dealership in Bunbury, the development is expected to generate about 65 trips in the AM peak hour and 77 trips in the PM peak hour. The total number of vehicles per day generated by the development is expected to be 236 vpd (combined inbound and outbound trips).

This level of trip generation, distributed over a number of available routes on the local road network, will have no discernible impact on the signalised intersection of Brittain Road with Robertson Drive / South Western Highway, either in the year of development or in any future year scenario.

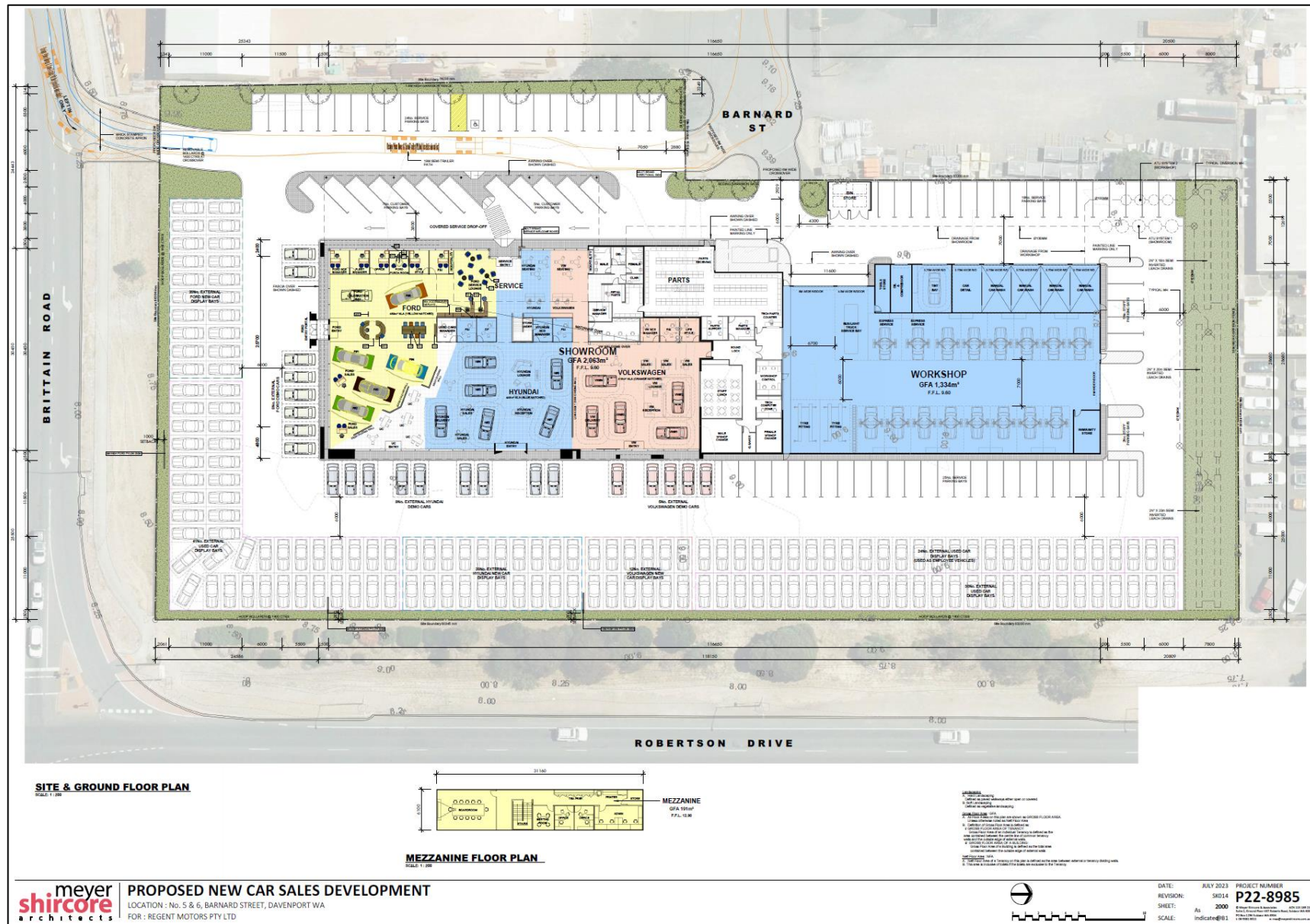
6.2 CONCLUSION

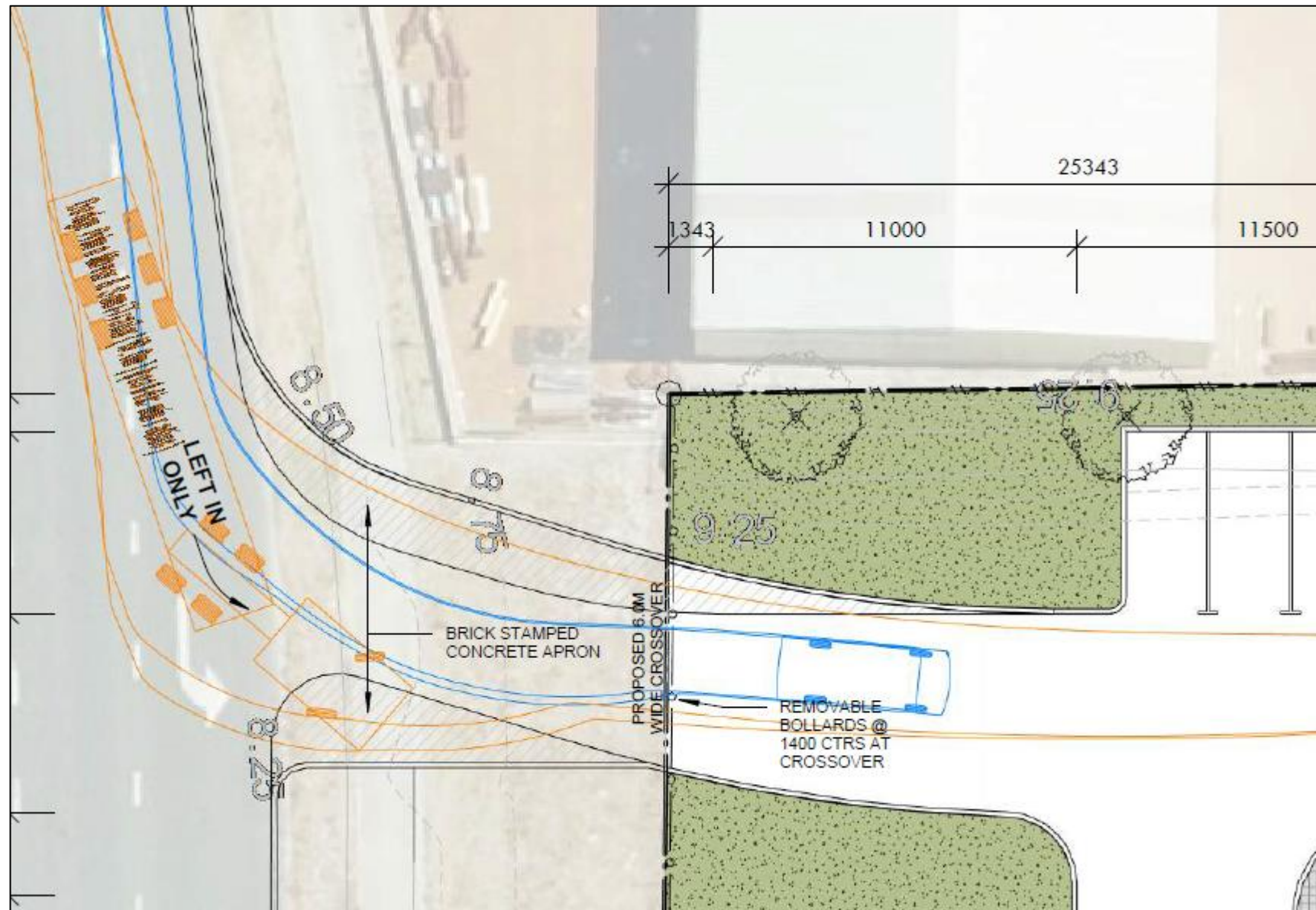
Based on the proposed plans for the car showroom and service centre at 5 & 6 Barnard Street, Davenport, we fully support the Development Application in terms of its traffic and road safety impact and recommend its approval.

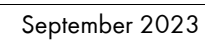
APPENDIX A: DEVELOPMENT PLANS & SWEPT PATH ANALYSIS

Client: Regent Motors

Project: Barnard St, Davenport TIA







APPENDIX B: ACTUAL TRIP GENERATION DATA

The following data was collected by Regent Motors from their existing Bunbury facility, which will be replaced by the new site on Barnard Street.

As the facilities provided, the staffing levels and the lot size are all expected to be very similar between the existing and proposed developments, it is reasonable to assume that the trips generated by the new site will also remain much the same. However, a 10% increase has been applied to allow for slightly higher staffing levels.

Arrival Spread by nbr of cars

	7am-8am	8am- 9am	9am - 10am	10am- 11am	11am- 12pm	12pm- 1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	TOTAL
Staff	40	5									45
Service Customers (bookings)	15	15	5								35
Sales customer drive ins	0	0	2	1	2	2	2	2	2	1	14
customer vehicle deliveries			1	1	1	1	1	1	1	1	8
Other Parts deliveries etc	2	2				1					5
TOTAL	57	20	0	0	0	0	0	0	0	0	107

Departure Spread by nbr of cars

	7am-8am	8am- 9am	9am - 10am	10am- 11am	11am- 12pm	12pm- 1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	TOTAL
Staff										45	45
Service Customers (bookings)									15	20	35
Sales customer drive ins			2	1	2	2	2	2	2	1	14
customer vehicle deliveries				1	1	1	1	1	1	2	8
Other	2	2				1					5
TOTAL	0	0	0	0	0	0	0	0	18	68	107

Schedule of Submissions

Proposed Motor Vehicle Sales & Repairs & Associated Signage

#5 Barnard Street DAVENPORT, 6 Barnard Street DAVENPORT

#	Name / Address	Summary of Submission	City of Bunbury Officer Comments on Submission
Government / Service Agency Comments			
1.	Department of Planning, Lands and Heritage (DPLH)	<p>Thank you for requesting comments from the Department of Planning, Lands and Heritage on the proposed development of the Lots 5 and 89 Barnard Street, Davenport.</p> <p>The proposed development is located on land zoned 'Industrial' under the Greater Bunbury Region Scheme.</p> <p>The application has been assessed in accordance with the provisions of the Greater Bunbury Region Scheme (GBRS) with particular reference to the Notice of Resolution (RES2014/03) made under Clause 27, Schedule 1, Clause 3.</p> <p>Schedule 1 outlines development on zoned land which require development approval under the GBRS.</p> <p><i>3. Land abutting a Regional Road Reservation</i> <i>Development of the following kinds on land abutting a regional road reservation—</i></p> <ul style="list-style-type: none"> <i>a) Development including earthworks and drainage which encroaches upon the regional road reservation.</i> <i>b) Development with direct access or existing vehicular access to a regional road reservation.</i> <i>c) Development where access to a regional road reservation is proposed.</i> <i>d) Development which in the opinion of the WAPC has the potential to significantly increase traffic and has access to a regional road reservation.</i> 	Noted.

#	Name / Address	Summary of Submission	City of Bunbury Officer Comments on Submission
		<p>e) <i>Development where existing access to a regional road reservation is to be retained but where alternative access is available.</i></p> <p><i>Exceptions—</i></p> <p>(i) <i>Residential development of four or fewer dwellings that does not encroach onto the regional road reservation and where no additional, relocated or new access is proposed.</i></p> <p>(ii) <i>Ancillary and incidental development that does not encroach onto the regional road reservation and where no additional, relocated or new access is proposed.</i></p> <p>The proposed development abuts a Regional Road Reserve, however does not involve any (existing or proposed) access or crossovers onto this reserve. Likewise, the plan shows that drainage is managed in a way that it does not encroach on this reserve. As such, the Department is of the view that no GBRS development application is required, based on Paragraph 3 within Schedule 1 of RES2014/03.</p> <p>Accordingly, this development proposal is consistent with the GBRS and therefore poses no concern from a State planning perspective, so no objections are raised from the DPLH Land Use Planning division.</p> <p><u>General Advice</u> The Greater Bunbury Region Scheme (GBRS), Resolution 2014/03 and Delegation 2014/01 detail the situations where a GBRS application will be required, and whether that decision is delegated to the local government. If after referral and assessment the local government believes a GBRS application is required to be determined by the Western Australian Planning Commission, or has any other queries relating to the GBRS,</p>	

#	Name / Address	Summary of Submission	City of Bunbury Officer Comments on Submission
		please contact the office to discuss on 9791 0577.	
2.	Main Roads Western Australia (MRWA)	<p>I refer to your email below and advise that Main Roads has no objection to the amended planning proposal with a 'left in' only access for service vehicles from Brittain Road.</p> <p>It is noted that the concept plan includes installing bollards along the property boundary over the 'left in' access / crossover which would need to be removed when the service vehicles are operating. The Brittain Road verge adjacent to the access/ driveway is only approximately 11 metres wide and the delivery design vehicle type that may need to be catered for could be up to 25 metres long, hence, the proposed bollards on the boundary may not allow vehicles to stop clear of the carriageways, which could create potential for vehicle conflict at the approach to the junction.</p> <p>Given this aspect, it is recommended that the bollards and fencing should be modified as necessary to allow a suitable setback/queuing area to cater for the particular design vehicle(s) which will access the site. The proposed access/ driveway should be designed and constructed to the satisfaction of the City.</p> <p>Also, it is noted that the proposed Ford and Hyundai Pole Advertising signs adjacent to the intersection of Robertson Drive and Brittain Road are located within the setback /advertising 'devices restriction area' Main Roads' 'Policy and Application Guidelines for Advertising Signs within and beyond State Roads Reserves', as indicated on the attached plan. The proposed Ford and Hyundai pole sign location will need to be modified to comply with Main Roads' Guidelines. A separate application for the installation of signage is to be submitted to Main Roads for</p>	<p>Noted.</p> <p>The applicant has confirmed that the removable bollards shown along the property boundary for the Brittain Road crossover will remain down during hours of operation. The bollards will be raised while the premise is closed, acting as a security mechanism to ensure there is no access to the site.</p> <p>The City is comfortable that based on the bollards remaining down while the facility is open, that no vehicle queuing will occur onto Brittain Road.</p> <p>Noted. The City has included a condition requiring an amended signage location plan to be submitted to the City, with the revised signage locations being consistent with Main Roads' signage guidelines.</p>

#	Name / Address	Summary of Submission	City of Bunbury Officer Comments on Submission
		<p>approval in accordance with the Guidelines.</p> <p>It is recommended that suitable advice be included with the determination to advise of the need for a separate signage application to be submitted to Main Roads, as follows:</p> <p>1. <i>Signage does not form part of this approval. Prior to the installation of any signage, a separate application for the installation of signage is to be submitted to Main Roads for approval in accordance with Main Roads' 'Policy and Application Guidelines for Advertising Signs within and beyond State Roads Reserves'.</i></p> <p>Please do not hesitate to contact me should you require any further assistance on the matter.</p>	<p>The City has included this as an advice note in the recommendation.</p>

Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address: 5-6 Barnard Street Davenport

Site visit: Yes ☒ No ☐

Date of site visit (if applicable): Day 9th Month January Year 2023

Report author or reviewer: Neill Thompson

WA BPAD accreditation level (please circle):

Not accredited ☐ Level 1 BAL assessor ☐ Level 2 practitioner ☒ Level 3 practitioner ☐

If accredited please provide the following.

BPAD accreditation number: 33648 Accreditation expiry: Month February Year 2024

Bushfire management plan version number: 110a

Bushfire management plan date: Day 2nd Month March Year 2023

Client/business name: Hidding Urban Planning

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Is the proposal any of the following (see [SPP 3.7 for definitions](#))?

	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Strategic planning proposal (including rezoning applications)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
High risk land-use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vulnerable land-use	<input type="checkbox"/>	<input checked="" type="checkbox"/>

None of the above ☒

Note: Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

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

Signature of report author or reviewer



Date 02/03/2023

Bushfire Management Plan – Bushfire Solutions South West

Property address: 5-6 Barnard Street Davenport

Landowner: Southwest Ventures Pty Ltd ATF Southwest Unit Trust

C/- Gavin Walton

Regent Motors

Development Application ref:

Prepared by: Neill Thompson: Bushfire Solutions South West

BMP No: 110a

Document Control

Client: Hidding Urban Planning

Report version	Purpose	Author/reviewer and accreditation details	Date submitted
A	Proposed New Car Sales Development	Neill Thompson Level 2 BPAD 36648	02/03/2023

Disclaimer

This Bushfire Management Plan Simple for a Development Application is taken on the Bushfire Attack level Assessment completed by Bushfire Solutions South West, dated the 16th January 2023.

The elements addressed in this report do not guarantee that a building would be exposed to damage in a bushfire.

The level to how much the building will be protected is reliant upon the design and overall construction of the building and the overall bushfire preparations and ongoing maintenance conducted by the landowner.

Other factors that will contribute are the weather conditions, ground surface fuel loadings, and appropriate management and maintenance.

Bushfire Management Plan – Bushfire Solutions South West

1.0 Introduction

The Bushfire Management Plan Simple has been prepared for the proposed construction of a proposed new car sales development, located at 5-6 Barnard Street Davenport

The site is located within the townsite of Davenport.
The site falls under the local government the City of Bunbury.

The combined two lots of land have an area of approximately 11985 m².

A Bushfire Attack Level site assessment for the proposed site was undertaken by Bushfire Solutions South West on the 9th January 2023.

This determined that the prominent class of hazardous vegetation was Class A Forest.

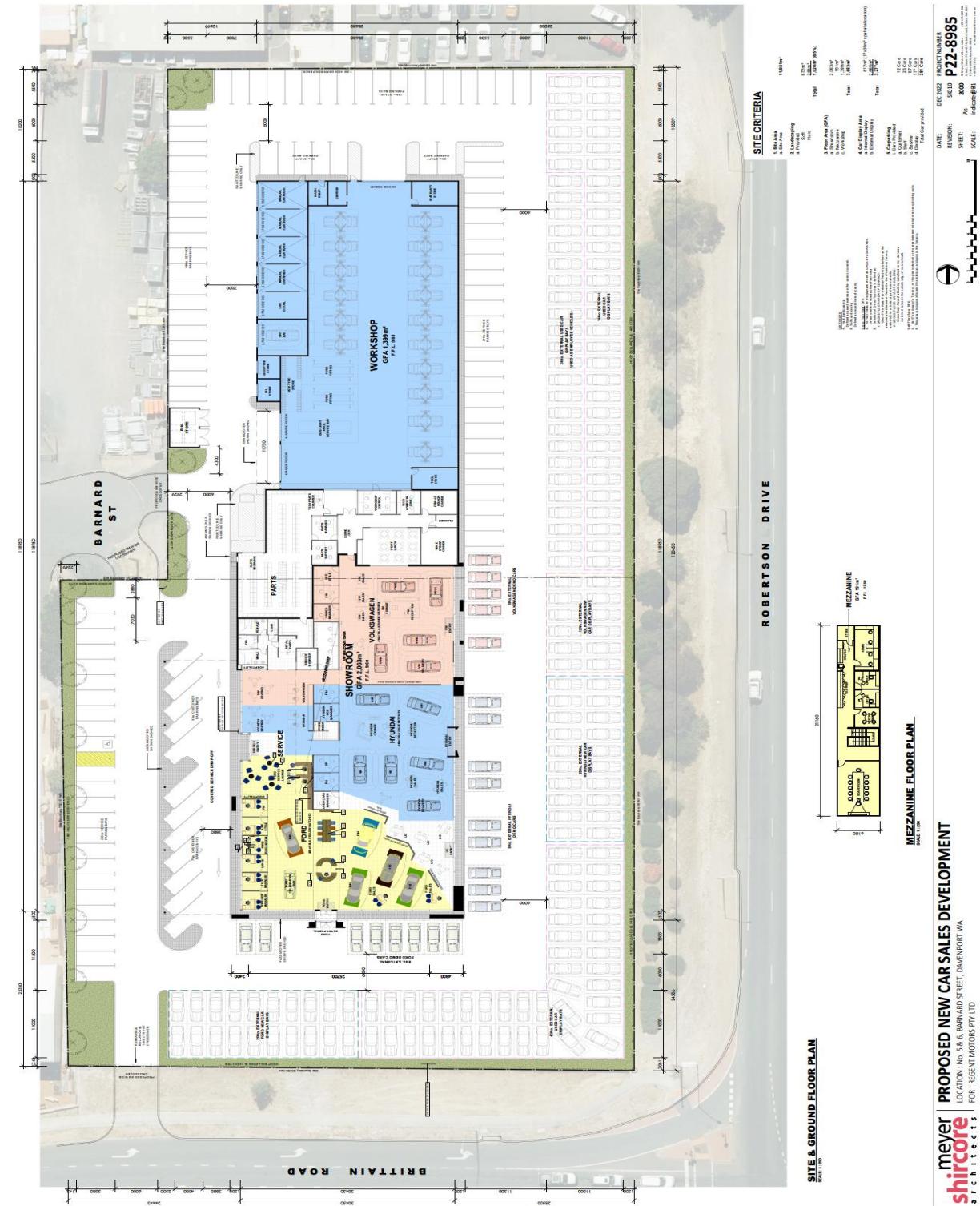
The effective slope of ground under the vegetation, is Class A Forest Flat/Upslope.

The proposed site has a BAL rating of BAL12.5 with a vegetation separation of 62m.

The objective of this report is to document what measures are necessary to maintain a BAL-12.5 rating in perpetuity on the site.

Bushfire Management Plan – Bushfire Solutions South West

Site Plan: (Figure 1) 5-6 Barnard Street Davenport



Bushfire Management Plan – Bushfire Solutions South West

The vegetation separation requirements are noted in the table below.

Table 1 Setback requirements

Vegetation Classification

Dwelling

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class A - Forest	Flat/Upslope	65m	BAL – 12.5
2	Class A - Forest	Flat/Upslope	62m	BAL – 12.5
3	Excludable – Clause 2.2.3.2(e)	N/A	N/A	BAL - LOW
4	Excludable – Clause 2.2.3.2(e)	N/A	N/A	BAL - LOW
5	Excludable – Clause 2.2.3.2(e)	N/A	N/A	BAL - LOW

Bushfire Management Plan – Bushfire Solutions South West

2.0 Environmental Considerations

There is no requirement to remove vegetation, as the lot has been cleared of all vegetation and is in a 2.2.3.2(e) state.

3.0 Proposed Construction of a New Car Sales Development

Note: A fire hydrant is located outside the North/Western boundary of the proposed site, located on Barnard Street, and demonstrated on attached Figure 4 and Spatial Map Representation.

A Bushfire Management Plan is a plan that has been developed and approved by the City of Bunbury to reduce and mitigate fire hazards within a subdivision, or as part of a development approval.

Properties subject to an approved Bushfire Management Plan must comply with the requirements of their plan in addition to the requirements of the City of Bunbury Firebreak Notice.

Bushfire Management Plan – Bushfire Solutions South West

The BAL -12.5 setback is to be maintained as an asset protection zone in accordance with A2.1 of the Bushfire Protection Criteria, Guidelines for Planning in Bushfire Prone Areas version 1.4

This is a low fuel zone area with the following requirements.

STANDARDS FOR ASSET PROTECTION ZONES

Fences: within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or bushfire-resisting timber referenced in Appendix F of (AS3959-2018).

Fine Fuel load: Should be managed and removed on a regular basis to maintain a low threat state.

- Should be maintained at <2 tonnes per hectare (on average).
- Mulches should be non-combustible such as stone, gravel or crushed mineral earth
- or wood mulch >6 millimetres in thickness.

Trees: (> 6 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building.

Branches at maturity should not touch or overhang a building or powerline.

Lower branches and loose bark should be removed to a height of 2 metres above the ground and or surface vegetation.

Canopy cover with the APZ should be <15% of the total APZ area. with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ

Shrub and scrub: (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.

- Should not be located under trees or within three metres of buildings.
- Should not be planted in clumps >5 square metres in area.
- Clumps should be separated from each other and any exposed window or door by
at least 10 metres.

Bushfire Management Plan – Bushfire Solutions South West

Ground covers: (0.5 metres in height are to be treated as shrubs)

Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above.

Can be located within two metres of a structure, but three metres from windows or doors if >100mm in height

Grass: Grass should be maintained at a height of 100 millimetres or less, at all times.

Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.

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 covers, grass and non combustible mulches as prescribed above.

LP Gas Cylinders: Should be located on the side of a building furthest 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.

- The pressure relief valve should point away from the house.
- No flammable material within six metres from the front of the valve.
- Must sit on a firm, level and non-combustible base and be secured to a solid

Bushfire Management Plan – Bushfire Solutions South West

Map of Bushfire Prone Areas (figure 2)

5-6 Barnard Street Davenport



Sub-section 5.1: Compliance table

Element 1: Location	
Intent: P1: To ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure	
Acceptable Solution	Compliant
A1.1 Development location: The strategic planning proposal, subdivision and development application is located in an area that is or will, on completion be subject to either a moderate or low bushfire hazard level, BAL-29 or below.	<p>The BAL assessment has determined a rating of BAL-12.5 as prepared by Bushfire Solutions South West.</p> <p>A1.1 is met, the building will not be exposed to a radiant heat exceeding 29kW/m2.</p> <p>When the building design has been completed, a separate BAL assessment and certificate will be required to be conducted from a qualified Bushfire Consultant submitted at the building permit application stage.</p>

Element 2: Siting and Design of Development

Intent: P2: To ensure that the siting and design of development minimises the level of bushfire impact.

Acceptable Solution	Compliant
<p>A2.1: Asset Protection Zone (APZ)</p> <p>The proposed building can achieve an APZ that meets the requirements as depicted on the spatial map.</p> <p>Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat and impact of a bushfire does not exceed 29kw/m2 (BAL-29) in all circumstances.</p> <p>Location: The APZ is to be contained within the boundaries of the property on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity.</p> <p>Management: The APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones'</p>	<p>The BAL assessment has determined a rating of BAL-12.5 can be achieved.</p> <p>An APZ of 62m can be established and maintained as the neighbouring lots are in a cleared state as per 2.2.3.2(e) and all vegetations have been removed as it is a commercial area.</p> <p>The proposed lot is being managed in a low-fuel state, this will be managed to the 'Standards for Asset Protection Zones'.</p> <p>Compliant</p>

Element 3: Vehicular Access

Intent: P3i: To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.

Acceptable Solution	Compliant
<p>A3.1 Public Roads</p> <p>The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads.</p> <p>Public roads are to meet the minimum technical requirements in Table 6, Column 1.</p> <p>The trafficable (carriageway/pavement) width is to be in accordance with the relevant class of road in the Local Government Guidelines for Subdivisional Development (IPWEA Subdivision Guidelines), Liveable Neighbourhoods, Austroad standards and/or any applicable standards for the local government area.</p>	<p>Primary road, Brittain Road is a sealed road with a 11m width surface, constructed to the required standards of a public road , and meets the requirements as set out in table 6 column 1 attached below.</p> <p>Compliant</p>

<p>A3.2a Multiple Access Routes:</p> <p>Public road access is to be provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access).</p>	<p>There are no major hazard elements that would cause any obstruction to this roadway.</p> <p>Route:</p> <p>Therefore, the employees within the existing property will be able to egress and proceed east along Brittain Road and proceed along South Western Highway, or north or south along Robertson Drive.</p> <p>Alternative Route: West along Barnard Street, and proceed north or south along Richter Road.</p> <p>This system will also allow safe and ready access for fire appliances for any fire suppression activities that may be required.</p>
<p>A3.2b Emergency Access Way</p> <p>Where it is demonstrated that A3.2a cannot be achieved due to site constraints, or where an alternative design option does not exist, an emergency access way can be considered as an acceptable solution.</p>	<p>N/A</p>
<p>A3.3 Through Roads</p> <p>All public roads should be through-roads.</p>	<p>All public roads are through roads</p>
<p>A3.4a Perimeter Roads</p> <p>A perimeter road is a public road and should be provided for greenfield or infill development where 10 or more lots are being proposed (including as part of a staged subdivision)</p>	<p>N/A</p>

Bushfire Management Plan – Bushfire Solutions South West

A3.4b Fire Service Access Route

Where proposed lots adjoin classified vegetation under AS3959, and a perimeter road is not required in accordance with A3.4a, a fire service access route can be considered as an acceptable solution to provide firefighter access, where access is not available, to the classified vegetation.

N/A

A3.5 Battle-axe access legs

Where it is demonstrated that a battle-axe cannot be avoided due to site constraints, it can be considered as an acceptable solution.

N/A

Bushfire Management Plan – Bushfire Solutions South West

A3.6 Private Driveways

There are no private driveway technical requirements where the private driveway is: within a lot serviced by reticulated water; no greater than 70 metres in length between the most distant external part of the development site and the public road measured as a hose lay; and accessed by a public road where the road speed limit is not greater than 70 km/h

The driveway is to meet all the requirements in Table 6 Column 4.

A turning “Y” can be established in the north western lot boundary, where sliding garrison gates will be located next to the fire hydrant as per the current site plan.

This can also be a turning “T” area, as shown in Figure 28 below, this will also allow a hose lay not exceeding 70m to either end of the building.

Circular or loop driveway design may also be considered.

Bushfire Management Plan – Bushfire Solutions South West

Table 6: Vehicular access technical requirements (Figure 3)

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

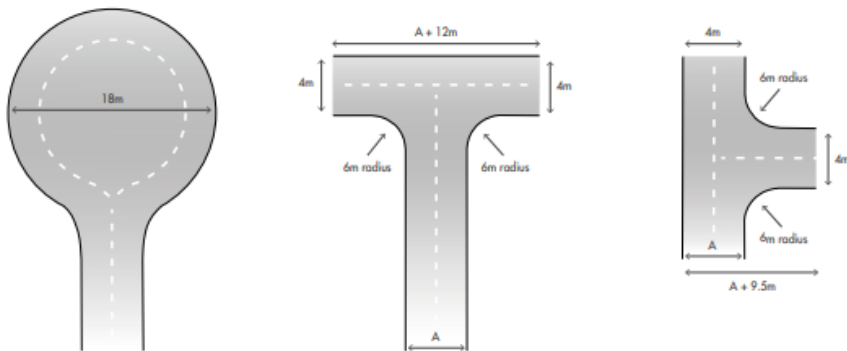


Figure 28: Design requirements for a turn-around area for a private driveway or battle-axe

The turnaround area should be within 30m of the main building

Bushfire Management Plan – Bushfire Solutions South West

Element 4: Water

Intent: To ensure that water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire.

A4.1: Identification of future water supply:

Evidence that a reticulated or sufficient non-reticulated water supply for bushfire fighting can be provided at the subdivision and/or development application stage, in accordance with the specifications of the relevant water supply authority or the requirements of Schedule 2. Where the provision of a strategic water tank(s) is required a suitable area within a road reserve or a dedicated lot the location should be identified, should be identified on the structure plan, to the satisfaction of the local government.

Note:

A fire hydrant is located outside the North/Western boundary of the proposed site, located on Barnard Street, and demonstrated on attached Figure 4 and Spatial Map Representation.

A4.2: Provision of water for firefighting purposes:

Where a reticulated water supply is existing or proposed, hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority.

Where these specifications cannot be met, then the following applies:

The provision of a water tank(s), in accordance with the requirements of Schedule 2; and

Note:

A fire hydrant is located outside the North/Western boundary of the proposed site, located on Barnard Street, and demonstrated on attached Figure 4 and Spatial Map Representation.

Bushfire Management Plan – Bushfire Solutions South West

Where the provision of a strategic water tank(s) is applicable, then the following requirements apply:

land to be ceded free of cost to the local government for the placement of the tank(s);

the lot or road reserve where the tank is to be located is identified on the plan of subdivision;

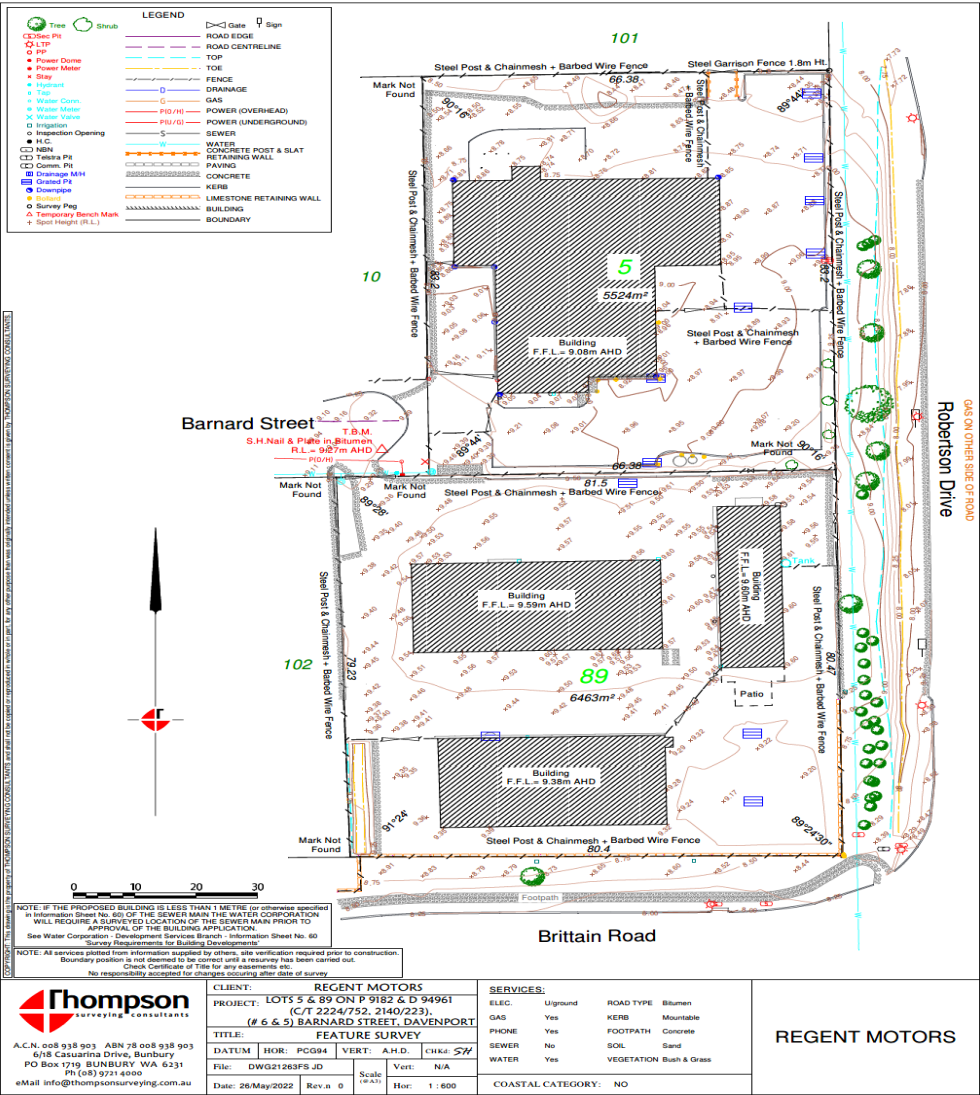
tank capacity, construction, and fittings, provided in accordance with the requirements of Schedule 2; and

a strategic water tank is to be located no more than 10 minutes from the subject site (at legal road speeds).

Where a subdivision includes an existing habitable building(s) that is to be retained, a water supply should be provided to this existing habitable building(s), in accordance with the requirements listed above.

Bushfire Management Plan – Bushfire Solutions South West

Location of Fire Hydrant on Proposed Site (Figure 4)



Bushfire Management Plan – Bushfire Solutions South West

Asset Protection Zone: Responsibilities for the owner/occupier

Vegetation in the APZ is to comply with schedule 1 element 2 as per the guidelines.

Fences: within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or bushfire-resisting timber referenced in Appendix F of (AS3959).

Fine Fuel load: Should be managed and removed on a regular basis to maintain a low threat state.

- Should be maintained at <2 tonnes per hectare (on average).
- Mulches should be non-combustible such as stone, gravel or crushed mineral earth
- or wood mulch >6 millimetres in thickness.

Trees: (> 6 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building.

Branches at maturity should not touch or overhang a building or powerline.

Lower branches and loose bark should be removed to a height of 2 metres above the ground and or surface vegetation.

Canopy cover within the APZ should be <15% of the total APZ area. with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy.

Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy.

Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 percent and are not connected to the tree canopy outside the APZ.

Shrub and scrub: (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.

- Should not be located under trees or within three metres of buildings.
- Should not be planted in clumps >5 square metres in area.
- Clumps should be separated from each other and any exposed window or door by at least 10 metres.

Bushfire Management Plan – Bushfire Solutions South West

Ground covers: (0.5 metres in height are to be treated as shrubs)

Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above.

Can be located within two metres of a structure, but three metres from windows or doors if >100mm in height

Grass: Grass should be maintained at a height of 100 millimetres or less, at all times.

Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.

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 covers, grass and noncombustible mulches as prescribed above.

LP Gas Cylinders: Should be located on the side of a building furthest 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.

- The pressure relief valve should point away from the house.
- No flammable material within six metres from the front of the valve.
- Must sit on a firm, level and non-combustible base and be secured to a solid

Bushfire Management Plan – Bushfire Solutions South West

Water Supply: Note: A fire hydrant is located outside the North/Western boundary of the proposed site, located on Barnard Street, and demonstrated on attached Figure 4 and Spatial Map Representation.

Driveway: The driveway is to be constructed and maintained to the standards set out in appendix 4 of the Guidelines State Planning Policy 3.7

Planning in Bushfire Prone Areas. and will comply with the Guidelines Appendix 4, Section E3.6.

Maintenance: Installation and ongoing maintenance of the APZ and driveway are the land-owner/occupiers responsibility and is to be maintained in perpetuity.

All the measures listed above shall be implemented prior to occupation of the building

Bushfire Management Plan – Bushfire Solutions South West

Legend

5 & 6 Barnard Street Davenport

- Lot Boundary
- 100m Buffer
- 150m Buffer
- APZ Buffer
- Driveway and Turning Point
- Fire Hydrant
- New Car Sales Development

BAL Vegetation

- A. Forest
- Excluded

Locate_VM Imagery

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Cadastre Address (LGATE-002)

RGB

Populated Places (Geoscience Australia)

Place Names (Geoscience Australia)

Suburbs and Localities

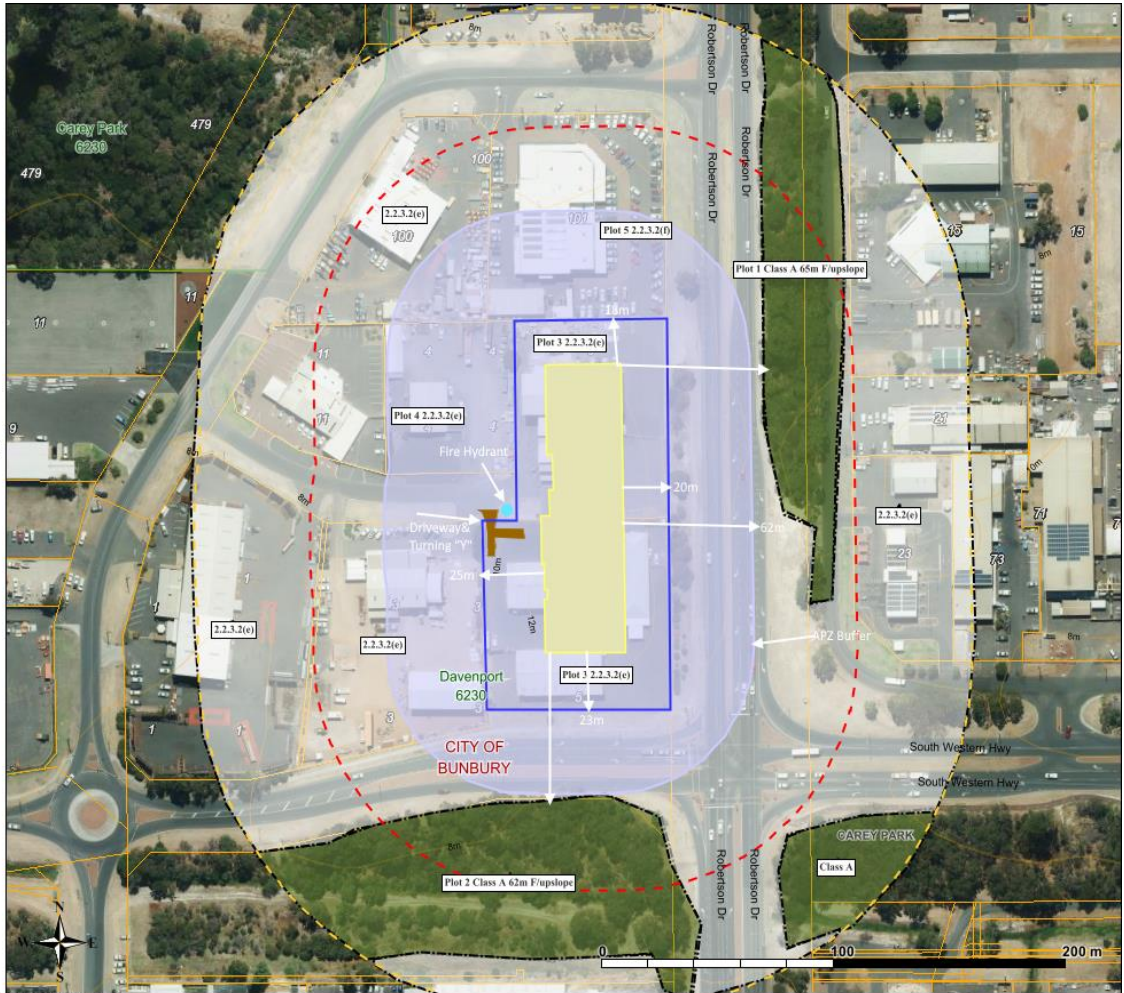
Local Government Authority

State Roads

State Roads

State Roads

DPIRD 2m Contours



Map Printed from FireMaps on Thu Mar 02 15:31:18 AWST 2023

Ongoing Management Responsibilities for the Landowner/Occupier

To achieve and maintain a BAL rating of BAL-12.5, an APZ is to extend 62m out from any external walls of the building and attached structures, within the boundaries of the lot, where possible.

APZs predominantly consist of managed vegetation, reticulated lawns and gardens and other non-flammable features.

All grass is maintained to or under 100mm.

Fuel loads must be maintained at 2 tonnes per hectare or lower.

Clear separation distance between adjoining or nearby tree crowns.

No tree, or shrub over 2 metres high are to be within 2 metres of a habitable building.

There are no tree crowns or branches hanging over habitable buildings ensure the roofs, gutters and walls of all buildings on the land are free of flammable matter.

Install paths and non-flammable features immediately adjacent to the habitable building.

Wood piles and flammable materials stored a safe distance from habitable buildings.

Water Supply: Note: A fire hydrant is located outside the North/Western boundary of the proposed site, located on Barnard Street, and demonstrated on attached Figure 4 and Spatial Map Representation.

Driveway: to be constructed and maintained to the standards as set out in Appendix 4 of the Guidelines, State Planning Policy 3.7 Planning in Bushfire Prone Areas. This includes being suitable for a fire appliance with a minimal 4m trafficable surface and a 18m diameter turning circle.

National Construction Code: The proposed building will meet the requirements of the NCC and be constructed to a Bal-12.5 rating.

Maintaining and Mangement: Installation, management and maintenance, of the APZ and driveway are the sole responsibility of the land owner.

All the measures listed above shall be implemented prior to the occupation of the building and will be maintained and managed in perpetuity.

Responsibilities for Implementation and Management of The Bushfire Measures

The management of the risk posed by bushfires is a shared responsibility between landowners, government and industry. These responsibilities are summarized below in Table 5.2

No	Management Action Plan	Actioned
	Landowner	
1.0	Being aware of the bushfire risk potentially affecting their property, with an understanding that bushfire threat can never be fully removed	Ongoing
1.1	Reading, understanding and complying with this Bushfire Management Plan;	Ongoing
1.2	Ensuring the ongoing implementation of this Bushfire Management Plan, including providing successive landowners with a copy of this Bushfire Management Plan, and making them aware of the responsibilities outlined in this Bushfire Management Plan	Ongoing
1.3	Establishing and maintaining the Asset Protection Zone as specified in Section 5.2 above	Ongoing
1.4	Preparing and implementing contingency measures in the event a bushfire should occur onsite	Ongoing
1.5	The Landowner/Occupier is responsible for availing themselves of any promotions and information to assist visitors in preparing for and responding to a bushfire event as may be made by the Shire or the Department Fire and Emergency Services	Ongoing
1.6	Bush fire protection is their responsibility, assistance from emergency services in an event should not be relied upon	Ongoing
	Local Government Management	
2.0	Developing and maintaining district bushfire fighting services and facilities	Ongoing
2.1	Administering the Bushfire Act 1954 and monitoring landowner compliance	Ongoing
2.2	Promoting education and awareness of bushfire prevention and preparation measures through the community	Ongoing
2.3	Administering the requirements of the Planning and Development Act 2005 and the Building Act 2011	Ongoing

Bushfire Management Plan – Bushfire Solutions South West

City of Bunbury Firebreak Notice and Bushfire Information

PUBLIC NOTICE

Bush Fires Act 1954 City of Bunbury

Firebreak Notice 2022 - 2023 to all property Owners and Occupiers.

Pursuant to Section 33 of the Bush Fires Act 1954, you are hereby required, on or before **14 November 2022** or within 14 days of becoming the owner or occupier after **7 November 2022**, to remove from the land owned or occupied by you, all flammable material and/or clear firebreaks in accordance with the following land areas and thereafter to maintain that land or firebreaks up to and including **8 May 2023**:

Where the area of the land is less than 2024 square metres:

Slash/mow all grass to a height no greater than five (5) centimetres and remove all slashed materials and other flammable matter from the land. This standard must be maintained until 8 May 2023.

Where the area of the land is greater than 2024 square metres:

Slash/mow all grass to a height no greater than five (5) centimetres and remove all slashed materials and/or install a firebreak of three (3) metres wide, clear of all bush and flammable material along all external boundaries of the land. Total removal of all flammable material from the property may be considered an acceptable alternative. This standard must be maintained until 8 May 2023.

If it is considered impracticable to clear a firebreak or to remove flammable material from the land as required by this notice, an application to the City of Bunbury in writing may be made prior to **14 November 2022**, for permission to provide firebreaks in alternative positions or to take alternative action to mitigate the fire hazard. Until written permission is received from the City of Bunbury, compliance with this notice is required.

PROHIBITED AND RESTRICTED BURNING PERIODS
Restricted Burning Period Burn permits required – 1 November 2022 until 12 December 2022
Prohibited Burning Period No fires permitted – 13 December 2022 until 27 March 2023 <i>(subject to extensions)</i>
Restricted Burning Period Burn permits required – 28 March 2023 until 8 May 2023 <i>(subject to extensions)</i>

It is an offence not to comply with the Act. The penalty for failing to comply with this notice is a fine of up to **\$5,000**. If the works are not carried out by the date required in this notice, the owner of the land is liable, whether prosecuted or not, to pay all costs for performing the works directed in this notice.



Mal Osborne
CHIEF EXECUTIVE OFFICER

BUSH FIRES ACT 1954

City of Bunbury

Appointment of Bush Fire Control Officers 2022 - 2023

In accordance with Section 38 of the Bush Fires Act 1954 the following officers have been appointed Bush Fire Control Officers:

Chief Bush Fire Control Officer

John Kowal

Deputy Bush Fire Control Officer

Mark Allies

Milan Kitto

Bush Fire Control Officers

Aaron Beer, Carrienne Graham, Katelyn Jones, Marina Marriott-Spalding, Phillip Lloyd

All previous appointments are hereby cancelled.

Enquiries in relation to this Notice may be directed to Ranger Services, Monday to Friday between 8:00am and 5:00pm, on 9792 7106.



Mal Osborne

CHIEF EXECUTIVE OFFICER