



ROWEGROUP



Job Ref: 8379
17 June 2016

Environmental Protection Authority
Level 8, The Atrium
168 St Georges Terrace
PERTH WA 6000

Attention: Richard Sutherland – Principal Environmental Officer, Mining and Industrial Assessments (South)

Dear Mr Sutherland

**S38 of the EP Act: Request for Additional Information (CMS16122)
Mobile Concrete Batching Plant – Lot 105 (No. 2) Clune Street,
Bassendean**

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia
p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

We refer to the Environmental Protection Authority's (EPA) letter dated May 2016 in respect to the above-mentioned matter and the request for additional information.

Attached to this letter are the following items to satisfy the EPA's request:

- A CD containing Shapefiles of the project area and proposed activities within the project area;
- A copy of the EPA Referral Form and associated documents.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 9221 1991.

Yours faithfully,

Nathan Stewart
Rowe Group

Mr Sam Mangione
Director
Keppel Holdings Pty Ltd
PO Box 419
MORLEY WA 6943

Our Ref: CMS16122
Enquiries: Richard Sutherland, 6145 0834
Email: richard.sutherland@epa.wa.gov.au

Dear Title Surname

NOTICE REQUIRING FURTHER INFORMATION
s38A of the *Environmental Protection Act 1986*

**PROPOSAL: MOBILE CONCRETE BATCHING PLANT, 2 - 8 CLUNE ST,
BASSENDEAN**
PROPONENT: KEPPEL HOLDINGS PTY LTD

The above proposal has been referred to the Environmental Protection Authority (EPA) under section 38 of the *Environmental Protection Act 1986* (EP Act).

This means that the EPA is required to:

- determine the significance of the effect on the environment of the proposal, if implemented, and
- make a decision on whether or not to assess the proposal and, if the decision is to assess, the level of assessment.

The EPA considers that it does not have enough information about the proposal to enable it to make decisions on significance and appropriate level of assessment. Accordingly, the EPA requests that you, as the proponent, provide it with the following additional information about the proposal:

Electronic spatial data - GIS or CAD on CD, geo-referenced and conforming to the following parameters:

- GIS: polygons representing all activities and named
- CAD: simple closed polygons representing all activities and named
- datum: GDA94
- projection: Geographic (latitude/longitude) or Map Grid of Australia (MGA)
- format: Arcview shapefile, Arcinfo coverages, Microstation or AutoCAD

Proposal information - the EPA has prepared a form that assists proponents to identify the relevant information that needs to be provided (copy enclosed). This document is available on the EPA's website, www.epa.wa.gov.au under *Environmental Impact Assessment/Referral of Proposals and Schemes*. Further information regarding the referral of proposals to the EPA is also available on the website.

Should you have any enquiries please contact the person cited above.

Please provide your response to this request for additional information by 15 June 2016. Please respond with either:

- a) the information requested; or
- b) advice that further information is not available and/or cannot be obtained.

Your response should be sent by email to registrar@epa.wa.gov.au marked for the attention of the person cited above, or by post to the Office of the Environmental Protection Authority, Locked Bag 10, East Perth WA 6892. Please quote the above "Our ref" on any further correspondence.

It should be noted that, under the EP Act, the EPA has 28 days in which to make a decision on whether or not to assess a proposal, and if assess, the appropriate level of assessment. The 28-day period will start to run either on 10 June 2016, i.e. the expiration of the specified period, or on receipt of the requested information, whichever occurs first. However, if the information is not received within the specified period, or if it becomes apparent that such information is not available, the EPA can proceed (at the expiration of the specified period) to make its decision on whether or not to assess and if assess, the appropriate level of assessment, based on information derived from its own investigations and inquiries. You will be notified once the EPA has made a decision.

Yours sincerely

Ian Munro
A/Director
Assessment and Compliance Division

Delegate of the Chairman of the Environmental Protection Authority
Under Notice of Delegation No. 33 published 17 December 2013

May 2016

Encl: Proponent Referral Form



ROWEGROUP

Job Ref: 8379
14 March 2016

State Administrative Tribunal
565 Hay Street
PERTH WA 6000

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia

p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

Dear Sir/Madam

**Application for Review under S.252(1) of the *Planning and Development Act 2005* – Review of a Decision under a Planning Scheme
Lot 105 (No. 1) Clune Street, Bassendean**

Rowe Group acts on behalf of the landowners of Lot 105 (No. 1) Clune Street, Bassendean ('the subject site').

To assist in processing this Application for Review please find enclosed the following documents:

- A completed State Administrative Tribunal ('SAT') Application for Review form;
- Remittance for the amount of \$913.00, being the applicable fee for a Class 2 Application for Review;
- A copy of the Application for Planning Approval; and
- A copy of correspondence between the Town of Bassendean and the Applicant on 22 January and 19 February 2016.

Background

An Application for Planning Approval was lodged with the Town of Bassendean for an 'Industry – General' use (a mobile concrete batching plant) on the subject site on 21 December 2015.

The Town of Bassendean provided written comments to the Applicant on 22 January 2016.

The Applicant provided a response to the Town's comments on 19 February 2016. A copy of the Town's comments and the Applicant's response are contained as attachments to this Application for Review.

In accordance with Clause 10.9.1 of the Town's Local Planning Scheme No. 10 ('LPS 10') the Application is considered to be "deemed refused" as a determination in respect to the Application has not been conveyed to the Applicant within 60 days. The Application for Review is therefore lodged on the basis of a "deemed refusal".

In respect to the "deemed refusal" it is considered that sufficient information has been provided to allow the Town to determine the Application as the additional information was provided to the Town on 19 February 2016.

Having regard to the above, it is considered that the Town has had reasonable opportunity to issue a determination on the proposal in an informed manner.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 9221 1991.

Yours faithfully,



Nathan Stewart

Rowe Group

CC: Client

Town of Bassendean

Encl.

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Banking Group Limited

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State Administrative Tribunal

application

This is an application under the Planning and Development Act 2005, s 252(1): Review of a decision under a planning scheme.

An Act to provide for a system of land use planning and development in the State and for related purposes.

APPLICANT

What is your title?

What is your name?

What is your postal address?

What are your day-time contact details?

Phone

Fax

Email

Identification of Aborigines and Torres Strait Islanders (Optional).

Do you identify as being of Aboriginal or Torres Strait Islander descent?

Do you have a lawyer or other representative?

No

If Yes, please complete the following:

What is their name?

What is their postal address?

What are their day-time contact details?

Phone

Fax

Email

Is there another applicant?

No

If Yes, please complete the following:

What is their title?

What is their name?

What is their postal address?

What are their day-time contact details?

Phone

Fax

Email

Please attach details of any further additional applicants with your application.

RESPONDENT

What is their title?

What is their name?

Town of Bassendean

What is their postal address?

PO Box 87, Bassendean, WA 6934

What are their day-time contact details?

Phone

9377 8000

Fax

9279 4257

Email

mail@bassendean.wa.gov.au

Do they have a lawyer or other representative?

No

If Yes, please complete the following:

What is their name?

What is their postal address?

What are their day-time contact details?

Phone

Fax

Email

Is there another respondent?

No

If Yes, please complete the following:

What is their title?

What is their name?

What is their postal address?

What are their day-time contact details?

Phone

Fax

Email

Please attach details of any further additional respondents with your application.

VARIATION OR REVOCATION OF A DETERMINATION

Who made the determination?

Town of Bassendean

On what date was it made?

19 February 2016

Please attach a copy of the determination.

ADDRESS OF LAND

What is the address of the land?

Lot 105 (No. 2) Clune Street, Bassendean

CLASS OF APPEAL

Class 1 appeals are those set out in section 237A(2) of the Planning and Development Act 2005:

- i) an application for a review of a determination of, or condition imposed in respect of, a planning development to commence a development of a value less than \$250,000, or
- ii) an application for a review of the determination of, or conditions imposed in respect of, a development application to commence a development of a single house on a single lot of a value that is less than \$500,000, or any development ancillary to that development, or
- iii) an application for a review of the determination of, or conditions imposed in respect of, an application for approval to subdivide a lot into not more than 3 lots

In class 2 applications the applicant may elect, if the other party agrees at the time of filing the application, to have the application determined by one Tribunal member.

Class 2 applications are all other applications for a review under the Planning and Development Act 2005 of decisions in relation to planning and subdivision applications.

Is this a Class 1 or Class 2 application?

CLASS 1 INFORMATION

This section is to be completed for a Class 1 application.

What is your application about?

If nothing is entered above, then your application is a Class 2.

What is the value of the development?

What is the proposed number of lots?

If your application is a Class 1 application you may elect, at the time that the application is made, that no party to the application is to be represented by a lawyer. If your application is one of these types of application, do you want to elect that no party is to be represented by a lawyer?

Do you want to elect that no party be represented by a lawyer?

CLASS 2 INFORMATION

This section is to be completed for a Class 2 application.

What is the value of the development?

\$500,000

What is the proposed number of lots?

N/A

In class 2 applications the applicant may elect, if the other party agrees at the time of filing the application, to have the application determined by one Tribunal member.

Do you, with the agreement of the other party, elect that the application be determined by one member of the Tribunal?

Yes

DECISION SOUGHT

What decision do you want the SAT to make?

Approval of the proposed development.

FOUNDATIONS

On what grounds are you seeking review?

Refer Annexure 1.

SUPPLEMENTARY INFORMATION

DOCUMENTS THAT MUST BE SUBMITTED WITH THIS APPLICATION

For Class 1 applications please see Information About Class 1 Matters pamphlet. For Class 2 applications please see Practice Note 2 : Review Proceedings.

LODGEMENT FEES

Application fee for Class 1 application \$500 and for a Class 2 application \$913. Hearing fee (for each day or part of a day allocated, other than a first day) for a Class 1 application \$457 and for a Class 2 application \$592.

SAFETY AND SECURITY

Please contact the Tribunal on 9219 3111 if you wish to identify a specific safety or security issue relevant to this application.

NOTES & INSTRUCTIONS

For Class 1 applications please see Information About Class 1 Matters. For Class 2 applications please see Practice Note 2 - Review Proceedings. Please also note that where you provide a postal address on your application form, that address will be used as an address for service unless you advise SAT otherwise.

PROCEDURAL REQUIREMENTS

Notes to applicant: (1) You are required to serve a copy of your application on - (a) each other party; (b) any other person entitled to a copy; and (c) any other person the SAT directs you to give a copy to. (2) If you are required to file any supporting documents, they must be filed with your application. Note to respondent - You will receive notice from SAT of a first directions hearing or when SAT will direct what steps must be undertaken.

DECLARATION

- To the best of my knowledge, all information provided in this application is true and correct and no details relevant to the application have been left out.
- I understand it is an offence under section 98 of the State Administrative Tribunal Act 2004 to knowingly give false or misleading information to SAT.

By ticking this checkbox I confirm that I have read and understood the statements above.

Full name of person
completing this application

Nathan Stewart - Rowe Group

Signature



Date

10 March 2016

(Location)
State Administrative Tribunal
Level 6, 565 Hay Street
PERTH WA 6000

(Postal address)
State Administrative Tribunal
GPO Box U1991
PERTH WA 6845

Counter inquiries: Level 6, 8:30am to 4:30pm

Telephone inquiries: 9219 3111 or 1300 306 017 (country callers) 8:30am to 4:30pm

Annexure One – Grounds for Review

Lot 105 (No. 1) Clune Street, Bassendean – Proposed Mobile Concrete Batching Plant

Decision

1. The Application for Planning Approval was “deemed refused” under Clause 10.9.1 of the Respondent’s Local Planning Scheme No. 10 (‘LPS 10’) on 19 February 2016.

Grounds for Review

1. In the first instance, advice from the Town of Bassendean confirms that a Mobile Concrete Batching Plant is consistent with the land use classification of ‘Industry – General’, which is a ‘P’ (Permitted) use in the ‘General Industry’ Zone and thus is capable of approval under the Respondent’s LPS 10. The proposal cannot simply be refused based upon land use.
2. Having regard to point 1 above, the proposed ‘Industry – General’ use is considered to be an appropriate use in the ‘General Industry’ Zone for the following reasons:
 - The proposed ‘Industry – General’ use is consistent with the objectives and intentions of the ‘General Industry’ Zone and LPS 10.
 - The proposed ‘Industry – General’ use ensures that land within the Bassendean industrial area is used for industrial purposes.
 - The proposed ‘Industry – General’ use ensures that land zoned ‘Industrial’ under the Metropolitan Region Scheme (‘MRS’) is used for industrial purposes.
 - The proposal also preserves the industrial character of the locality through the retention and reuse of the existing building to the northern portion of the site.
 - The traffic modelling confirms that the traffic generated by the proposal will not result in any adverse impacts and all affected intersections will continue to function at a high level of service.
 - The proposed ‘Industry – General’ use is consistent with the Respondent’s Local Planning Strategy.
 - The proposed ‘Industry – General’ use provides a surplus of nine (9) parking bays under the requirements of LPS 10.
 - The proposed ‘Industry – General’ use is consistent with the Respondent’s Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines (‘LPP 6’), with minor variations sought to the width of landscaping provided to the Clune Street frontage and

the location of the boundary fence along Clune Street. These variations should be supported for the following reasons:

- a. This development proposes to replace the existing iron sheet fence (non-translucent) with a black powdercoat linkmesh fence (translucent).
- b. Landscaping will be planted behind the fence and will be visible from the street.
- c. The proposed fence and landscaping will greatly improve the streetscape of the Bassendean Industrial Area.



ROWEGROUP

Job Ref: 8379
14 December 2015

Chief Executive Officer
Town of Bassendean
35 Old Perth Road
BASSENDEAN WA 6054

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia

p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

Attention: Brian Reed – Manager Development Services

Dear Brian

**Development Application – Mobile Concrete Batching Plant
Lot 105 (No. 2) Clune Street, Bassendean**

Rowe Group acts on behalf of the landowner of Lot 105 (No. 2) Clune Street, Bassendean ('the subject site'). We have been instructed to prepare a development application for a mobile concrete batching plant at the subject site.

To assist in processing this application, please find enclosed:

- A cheque for the sum of \$1,600.00, being the application fee;
- A copy of the Certificate of Title;
- Three (3) copies of the architectural drawings;
- A traffic report prepared by Shawmac; and
- The following justification.

Subject Site

The subject site is legally identified as:

- Lot 105 on Diagram 62913 Certificate of Title Volume 2110 Folio 480.

Refer Attachment One – Certificate of Title.

The subject site is approximately 7,563m². The subject site has frontages to Clune Street and Wicks Street.

Figure 1 – Site Plan.

It should be noted that the landowner recently purchased a portion of the unconstructed Wicks Street road reserve from the Town of Bassendean. An easement is located over this portion of the subject site.

Proposed Development

This application seeks planning approval for a mobile concrete batching plant at the subject site. The proposal includes the construction of a drivers' room and storeroom and associated car and truck parking. Batch plant equipment will be located in the centre of the subject site so as to allow vehicle movements around the equipment and ensure that trucks can enter and exit the subject site in a forward moving gear. An existing tenant occupies the northern portion of the subject site.

Refer Attachment Two – Architectural Drawings.

Vehicle access to the subject site will be via three (3) access points; one (1) via Wicks Street and two (2) via Clune Street. All aggregate trucks will enter the subject site via Wicks Street (approximately 20 daily). All concrete agitator trucks will use the Clune Street crossovers (approximately 100 movements daily). No trucks will turn right onto Jackson Street.

The proposed development incorporates a black coated mesh style fence which will surround the site. Gates will be located at all access and egress points. For security purposes barbed wire will be atop the proposed fence and gates. The barbed wire will be to a similar standard used by other industrial properties in the Bassendean industrial area.

Town Planning Considerations

Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme ('MRS') the subject site is zoned 'Industrial'. The proposed development is an appropriate use in the 'Industrial' Zone.

Town of Bassendean Local Planning Scheme No. 10

The subject site is zoned 'General Industry' under the Town of Bassendean Local Planning Scheme No. 10 ('LPS 10'). Refer Figure 2 – LPS 10 Zoning Plan. The objectives of the 'General Industry' Zone are listed under Clause 4.2.4 of LPS 10 as follows:

- (a) To provide for a broad range of industrial uses, excluding noxious or hazardous activities;*
- (b) To accommodate industry that would not otherwise comply with the performance standards of light industry;*
- (c) To accommodate a range of manufacturing and associated service activities which will not, by the nature of their operations, detrimentally affect the amenity of the adjoining or nearby land;*

- (d) To achieve safety and efficiency in traffic circulation, and also recognise the function of Collier Road as a regional road;*
- (e) To provide car parking and landscaping appropriate to the scale of development;*
- (f) To preclude the storage of unsightly goods from public view; and*
- (g) To ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*

The proposed development is consistent with the 'General Industry' Zone objectives for the following reasons:

- This application will allow land currently zoned for industrial purposes under the MRS and LPS 10 to be used for industrial purposes;
- This application will accommodate an industrial use which may not be supported within the 'Light Industry' Zone;
- The proposal will not adversely impact on the amenity of the surrounding industrial area;
- The proposal, as detailed in the attached Traffic Impact Statement, will not, from a traffic perspective, impact on the functionality of Collier Road as a regional road;
- The proposal incorporates a level of landscaping and parking appropriate for this scale of development in an industrial area;
- As part of this proposal, no unsightly goods will be stored in view of any adjoining public street; and
- As detailed below, the proposal is consistent with Section 4.0 – Industrial Strategy of the Town of Bassendean Local Planning Strategy.

The proposed development is consistent with the definition of 'Industry – General', which is defined in Schedule 1 of LPS 10 as:

Industry – General means an industry other than a cottage, extractive, light, mining, rural or service industry;

A land use classification for an 'Industry – General' use is not contained in Table 1 – Zoning Table of LPS 10. Advice from the Town of Bassendean (dated 5 August 2015) has confirmed that 'Industry – General' is a 'P' (Permitted) use within the 'General Industry' Zone. Refer Attachment Three – Correspondence between Rowe Group and Town of Bassendean.

Local Planning Strategy

Clause 5.9.2 of LPS 10 states that development shall have regard to the Industrial Strategy component of the Local Planning Strategy. The Local Planning Strategy identifies the subject site has being located within Precinct D, which is summarised as follows:

The general industrial area flanking either side of Collier Road to the western side of the overall industrial area, comprising a mix of manufacturing industries, service industries, transport industries, offices and warehousing located on small to medium size lots and including both older and new redeveloped sites. There are a minimal number of vacant landholdings within its precinct and some opportunities for redevelopment of older sites.

Section 4.3 of the Local Planning Strategy stipulates the following objectives:

- *To retain the Bassendean Industrial area as true industrial area incorporating a mix of industrial land uses including core industrial activity, warehousing, transport industries, service industry, showroom and office.*
- *To ensure a suitable interface between industrial and residential land use both in terms of visual impact and potential amenity impact resulting from land use activity.*
- *To facilitate the suitable remediation and most appropriate ultimate land use of the vacant industrial land that is planned as Tonkin Park Stage 2 and is currently affected by contaminated materials.*
- *To promote Collier Road as the “central spine” to the Bassendean Industrial Area, both in terms of its traffic function and its commercial exposure and presentation potential.*

The proposed development is consistent with the above objectives for the following reasons:

- The proposal includes an industrial use and therefore ensures the use of the area is in accordance with the intended land use in the Bassendean industrial area;
- The proposal does not adjoin a residential area;
- The subject site does not form part of the vacant industrial land that is planned as Tonkin Park Stage 2 area; and
- The proposal does not impact on or compromise Collier Road as the “central spine” to the Bassendean industrial area.

On the basis of the above the proposal is consistent with Clause 5.9.2 of LPS 10.

Development Standards

Setbacks

The Town’s Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines (‘LPP 6’) stipulates the following building setback requirements:

- Front – 13m;
- Rear – Nil;
- Side – 4.5m; and
- Secondary Street – 6m.

The subject site has frontage to Clune Street (front) and Wicks Street (secondary street). The rear setback is measured from the northern lot boundary and the side setback is measured from the southern and partial eastern lot boundary.

The proposed development includes a 13m setback to Clune Street, a 1.5m rear setback to the northern lot boundary, a 52.5m side setback to the eastern lot boundary and a 34.5m setback to the southern lot boundary. Therefore proposed development is consistent with the above building setback requirements of LPP 6.

Clause 5.9.3 of LPS 10 states that the setback areas can be used for the following:

- A means of access and egress;
- The parking of vehicles used by customers and employees;
- The loading and unloading of vehicles;
- Open air display;
- Landscaping; and
- Display and sale of motor vehicles.

It is proposed that the setback areas are used for access and egress, the parking of vehicles and landscaping purposes. Therefore the proposal is consistent with Clause 5.9.3 of LPS 10.

Parking

Table 2 of LPS 10 stipulates a parking requirement for 'General Industry' use of one (1) bay per 50m² of gross floor area ('GFA'). The proposed development incorporates a total of 61m² GFA. Therefore the proposed development requires a total of 1.22 (2) parking bays.

The proposed development incorporates nine (9) car parking bays and is therefore consistent with the parking requirements contained in LPS 10.

Waste Water and Effluent Disposal

Clause 5.9.4 of LPS 10 requires that all development shall be connected to a reticulated sewerage system. The proposed development will be connected to the existing sewerage facilities used by the existing tenant of the property. Therefore the proposal is consistent with Clause 5.9.4 of LPS 10.

Plot Ratio

LPP 6 stipulates that a maximum plot ratio of 0.75 applies to the subject site. This proposal seeks planning approval for a drivers' room with toilet facilities and a store room, which equate to a combined

area of approximately 57.3m². A maximum plot ratio area of 5,669.25m² is permissible at the subject site. Therefore the proposed development is consistent with the plot ratio of LPP 6.

Site Coverage

LPP 6 stipulates that the maximum site coverage permitted to any development is 50%. The proposed buildings do not cover more than 50% of the subject site. The proposal is therefore consistent with this requirement.

Landscaping

LPP 6 stipulates the following landscaping requirements:

- Minimum front boundary – 2m;
- Minimum side boundary – 1m; and
- Shade trees provided at a rate of 1 per six (6) car parking bays.

The proposed development incorporates landscaping strips along Clune Street ranging from a width of 0.5m to 1.5m. Landscaping strips are proposed to all other boundaries and have a width of 1.5m.

A total of 15 trees are proposed as part of this application. Therefore trees are provided at a rate of one (1) tree per 1.53 bays which is far greater than what is required by LPP 6.

A variation is sought to the width of the landscaping strip to Clune Street (front boundary). A variation may be granted by the Town of Bassendean under Clause 2.3.2 of LPS 10 and Clause 5.5.1 of LPS 10. Such a variation should be supported by the Town for the following reasons:

- The extent of the proposed landscaping is far greater than what other industrial developments generally provide in the locality;
- The extent of the variation is minor (i.e. 0.5m to 1.5m); and
- The proposal also includes a far greater provision of trees on-site than any other industrial development within the locality.

It is for the above reasons that the proposed variation should be supported.

Security Fencing

LPP 6 states that security fencing shall be of an open style either mesh fencing or palisade style fencing and setback 2m behind the street alignment.

The proposed development incorporates a black coated mesh style fence which will surround the site. Gates will be located at all access and egress points. For security purposes barbed wire will be atop the

proposed fence and gates. The barbed wire will be to a similar standard used by other industrial properties in the Bassendean industrial area. The proposed fence is located on the lot boundary adjoining Clune Street.

A variation is sought for the location of the proposed fence against the requirements of LPP 6. The proposed nil setback to the street boundary should be supported for the following reasons:

- The proposed fencing is to a much higher standard than what is currently being used in the surrounding Bassendean industrial area; and
- The location of the proposed fencing is an improvement to what is currently on-site.

Storage/Refuse

LPP 6 requires storage and refuse areas to be screened from view from the public street, and enclosed by a wall of masonry or other approved building material and being of not less than 1.8m in height. All storage and refuse areas are setback behind the street setback boundaries and are screened from view from the street. Therefore the proposed development is consistent in this regard.

Service Access

LPP 6 stipulates the following requirements relating to service access which apply to the proposed development:

- Access way shall be constructed so as to allow all vehicles using it to enter from and return to a street in a forward moving gear; and
- Access way shall be not less than 4.5m wide.

Trucks entering the subject site (via Wicks Street and Clune Street) will be able to exit the site in a forward moving gear. The proposed development is consistent with the above requirements of LPP 6.

Building Materials

LPP 6 states that buildings may be constructed of zincalume sheeting where the buildings are screened from any public street. The proposed buildings are constructed with a colorbond finish.

The proposed buildings are located behind the street setback area and are located with landscaping and parking within the setback area. The landscaping and parking provides screening from the adjoining street. It should also be noted that the proposed drivers' room incorporates a verandah element which provides a good level of aesthetic appearance. The store room is situated much further beyond the street setback area (set back approximately 26.5m from Clune Street). For these reasons, the proposed development should be supported by the Town of Bassendean.

Water Sensitive Design

The Town's Local Planning Policy No. 3 – Water Sensitive Design ('LPP 3') states that the principles of water sensitive urban design are to be incorporated into urban development through the application of best management practices. Section 5 of LPP 3 states that on-site stormwater detention is an example of best management practice.

All stormwater will be retained on-site as part of this proposal. Further detail of stormwater design and on-site detention will be completed as part of the detailed design stage of the development (i.e. post planning approval).

Traffic Statement

A Traffic Statement has been prepared by Shawmac Consulting Civil & Traffic Engineers, Risk Managers which provides a detailed assessment of the proposed development in relation to traffic matters. Refer Attachment Four – Traffic Statement. The following is a summary of the Traffic Statement.

Impact on Intersections

Turning movements for a typical peak hour were predicted for both Clune Street and Lavan Street and Clune Street and Jackson Street intersections. The performance of the intersections operating under typical peak hour flows was evaluated using SIDRA intersection software. Intersection volumes are low and performance under peak hour flow conditions is predicted to be good.

Traffic Generation and Distribution

Potential traffic flows from the site were calculated based on the target maximum production as advised by BGC and summarised below:

- | | |
|---|---|
| Daily delivery of aggregate and sand: | 20 arrivals via Wicks Street and 20 departures via Clune Street – Lavan Street. |
| Daily delivery of cement: | 3 arrivals via Wicks Street and 3 departures via Clune Street – Lavan Street. |
| Agitator truck arrivals and departures: | 100 arrivals and departures via Clune Street – Lavan Street. |
| Staff arrivals and departures: | Allow 10 arrivals and 10 departures via Clune Street – Lavan Street. |

This equates to about 133 trips per day or 266 vehicle movements. The distribution of traffic is expected to be split as shown in the below table.

Location	Daily Traffic (Existing/Predicted)	AM Peak (Existing/Predicted)	PM Peak (Existing/Predicted)
Wicks Street north of Jackson Street	0/23 vpd	0/2 vph	0/2 vph
Clune Street west of Wicks Street	690/933 vpd	95/119 vph	95/119 vph
Lavan Street north of Clune Street	1,178/1,421 vpd	162/186 vph	162/186 vph

Having a site area of 5,000m², the theoretical generation based on a light industrial land use and applying the generation rates indicated by the Institute of Transportation Engineers is indicated as being in the order of 77 vehicles per day.

Summary

In summary of the above, the proposed development of a mobile concrete batching plant at Lot 105 (No. 2) Clune Street, Bassendean should be supported by the Town of Bassendean for the following reasons:

- A mobile concrete batching plant is an 'Industry – General' use under the Town of Bassendean Local Planning Scheme No. 10, which is classified as a 'P' (Permitted) use within the 'General Industry' Zone;
- The proposed development is consistent with the objectives of 'General Industry' Zone;
- The proposed development ensures that land within the Bassendean industrial area is used for industrial purposes;
- The traffic modelling suggesting that the increased traffic moving through the intersections will not result in any adverse impacts being experienced and all affected intersections are expected to function at a high level of service;
- The proposed development is generally consistent with the Town of Bassendean Local Planning Scheme No. 10 and relevant Local Planning Policy provisions, with minor variations sought for the landscaping strip width to Clune Street, the location of the fence along Clune Street and building materials. These variations are minor and should be supported for the reasons detailed within this correspondence; and
- The use of the subject site as a mobile concrete batching plant will not impact on the surrounding road network.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 9221 1991.

Yours faithfully,




Nathan Stewart
Rowe Group



TOWN of BASSENDEAN

Application for Development Approval

OWNER DETAILS	Name(s): Keppel Holdings Pty Ltd	
	ABN (If Applicable):	
	Address: PO Box 419, Morley 6943	
		Post Code: 6943
	Phone (Work):	Phone (Home):
	Phone (Mobile): 0413 628 658	Fax:
	Email: nathan.stewart@rowegroup.com.au SAM@instatwhite.com.au	
	Contact person for correspondence: Nathan Stewart Sam Mangione - Director	
	Signature: 	Date: 19/11/15
	Signature:	Date:
Signature:	Date:	
<p><i>The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purpose of signing this application, an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).</i></p>		

APPLICANT DETAILS (IF DIFFERENT FROM OWNER)	Name(s): Rowe Group	
	Address: Level 3, 369 Newcastle Street, Northbridge WA 6003	
		Post Code: 6003
	Phone (Work): 9221 1991	Phone (Home):
	Phone (Mobile):	Fax:
	Email: nathan.stewart@rowegroup.com.au	
	Contact person for correspondence: Nathan Stewart	
	<p><i>The information and plans provided with this application may be made available by the local government for public viewing in connection with the application.</i> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	
	Signature: 	Date: 14/12/2015

Development Services
tel: (08) 9377 8000
fax: (08) 9279 4257

Customer Service Centre
35 Old Perth Road
Bassendean WA 6054

PO Box 87
Bassendean WA 6934

mail@bassendean.wa.gov.au
www.bassendean.wa.gov.au
ABN: 20 347 405 108

PROPERTY DETAILS	Lot No.:	House/Street No.:	Location No.:
	105	2	
	Diagram/Plan No.:	Certificate of Title Vol. No.:	Folio:
	62913	2110	480
	Title encumbrances (eg, easements, restrictive covenants):		
G372658			
Street Name:		Suburb:	
Clune Street		Bassendean	
Nearest street intersection:			
Clune Street and Wicks Street			

PROPOSED DEVELOPMENT	Nature of Development:	<input type="checkbox"/> Works
	(Specify below)	<input type="checkbox"/> Use
		<input checked="" type="checkbox"/> Works and Use
	Description of proposed works and/or land use:	
	Mobile Concrete Batching Plant	
	Is an exemption from development claimed for part of the development?	
		<input type="checkbox"/> Yes
	<input checked="" type="checkbox"/> No	
If yes, is the exemption for:		<input type="checkbox"/> Works
		<input type="checkbox"/> Use
Description of the exemption claimed (if relevant):		
Nature of any existing buildings and/or land use:		
Storage		
Approximate cost of proposed development (excl. GST):		\$ 500,000
Estimated time of completion:		

OFFICE USE ONLY	
Acceptance Officer's Initials:	Date Received:
Local Government Reference No.:	



Concrete

Westpac Banking Corporation

508046

1 Floor, 22 Mount Street, Perth, Western Australia 6000

109 ST GEORGES TERRACE, PERTH, WA.

PAY THE SUM OF

MILLIONS	HUNDS OF THOUS	TENS OF THOUS	THOUSANDS	HUNDREDS	TENS	UNITS	CENTS
Zero	Zero	Zero	One	Six	Zero	Zero	00

DOLLARS

DATE

19/11/15

\$

****1600.00

TO:

TOWN OF BASSENDEAN
 PO BOX 87
 BASSENDEAN, WA 6934
 AUSTRALIA

NOT NEGOTIABLE

For and on behalf of BGC (Australia) Pty. Ltd.
 ABN 62 005 736 005

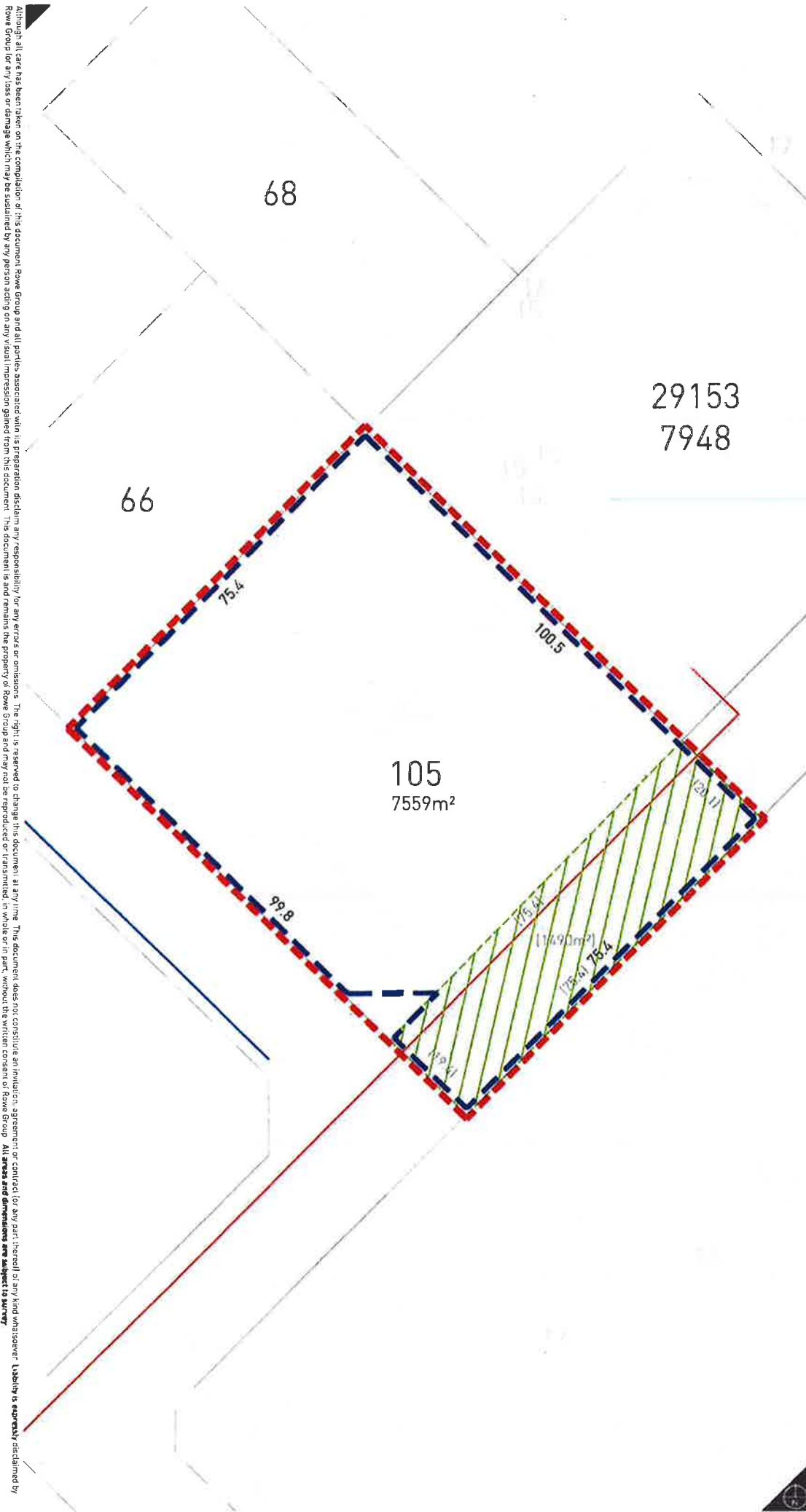
⑈ 508046⑈ 036⑈000⑈ 13⑈3385⑈

Figures



LEGEND

- - - Subject Site
- - - Subject of this Application
- Contours
- 7 Existing Lot Numbers
- Existing Boundaries
- Water
- Sewer/Stormwater
- // Easement



0 25 Metres

REVISIONS

Rev	Date	Drawn
A	2015 06 23	W. Clements
B	2015 12 11	W. Clements



w: www.rowegroup.com.au
 e: info@rowegroup.com.au
 p: 08 9221 1991

Date Drawn: 2015-06-23
 Job Ref: 8379
 Scale: 1:1000 @ A4
 Client: BGC Concrete
 Designer: C. Clarke
 Drawn: W. Clements
 Projection: MGA50
 Plan ID: 8379-FIG-01-B
 Cadastre: Supplied by Water Corporation

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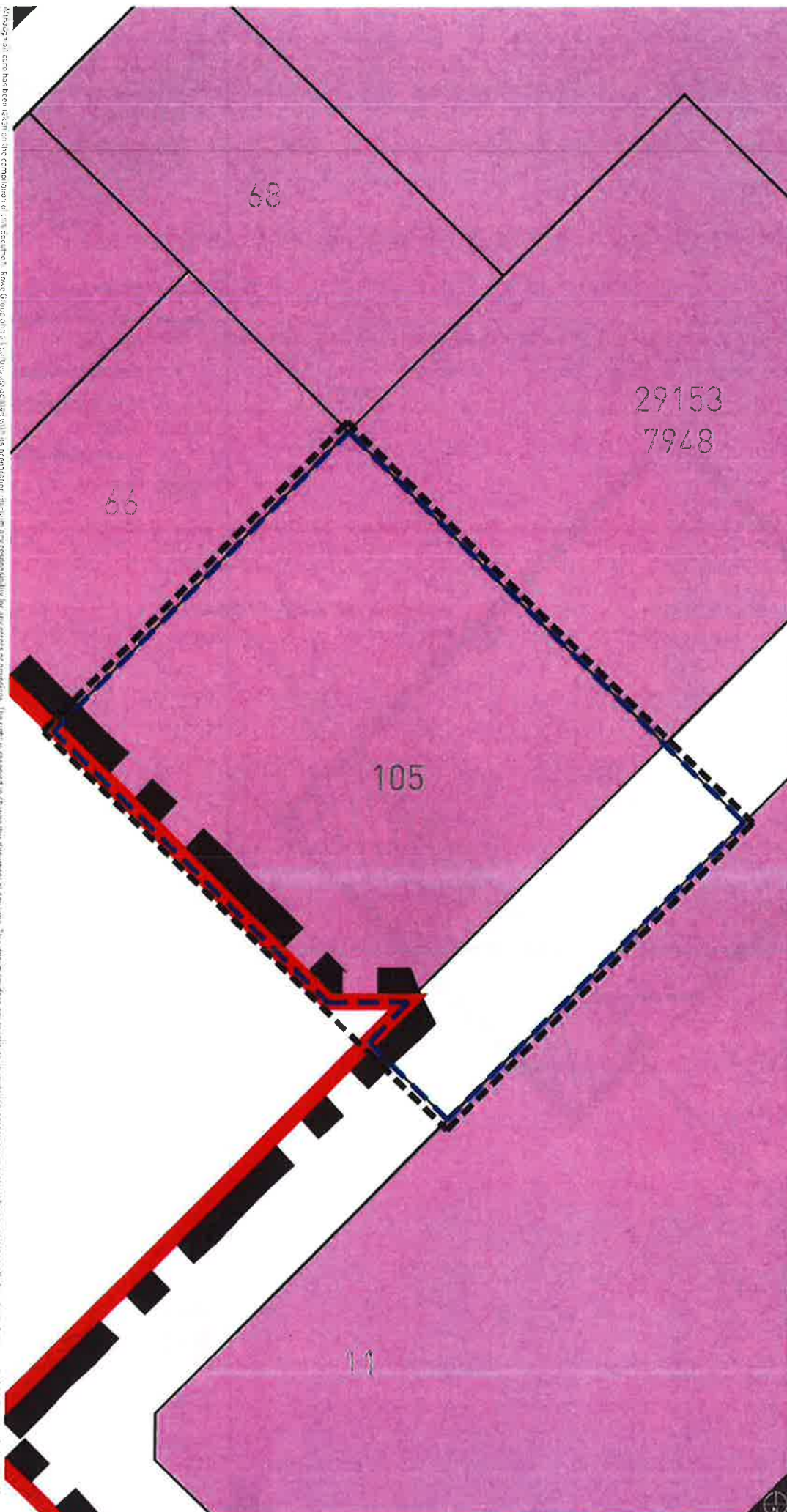
Site Plan

Lot 105 (No. 2) Clune Street
 Bassendean



LEGEND

- Subject Site
- Subject of this Application
- Existing Lot Numbers
- ZONES**
- General Industry
- OTHER**
- Local Government Boundary
- Scheme Boundary
- No Zone



0 25 metres

REVISIONS

Rev	Date	Drawn
A	2015.06.23	W. Clements
B	2015.12.11	W. Clements



W: www.rowegroup.com.au
 E: info@rowegroup.com.au
 P: 08 9221 1991

Date Drawn:	2015-06-23
Job Ref:	8379
Scale:	1:1000 @ A4
Client:	BGC Concrete
Designer:	C. Clarke
Drawn:	W. Clements
Projection:	MGA50
Plan ID:	8379-FIG-02-B

Mapping Information Sourced by WA Planning Commission

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LPS10 Zoning Plan

Lot 105 (No. 2) Clune Street
Bassendean

Attachment One

Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 105/D62913	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2110** FOLIO **480**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 105 ON DIAGRAM 62913

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

KEPPEL HOLDINGS PTY LTD OF POST OFFICE BOX 419, MORLEY
(T K772584) REGISTERED 17 NOVEMBER 2008

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. G372658 EASEMENT TO WATER CORPORATION. SEE SKETCH ON VOL 2110 FOL 480. REGISTERED 14.1.1997.
2. *K772585 MORTGAGE TO BANK OF WESTERN AUSTRALIA LTD REGISTERED 17.11.2008.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.

* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

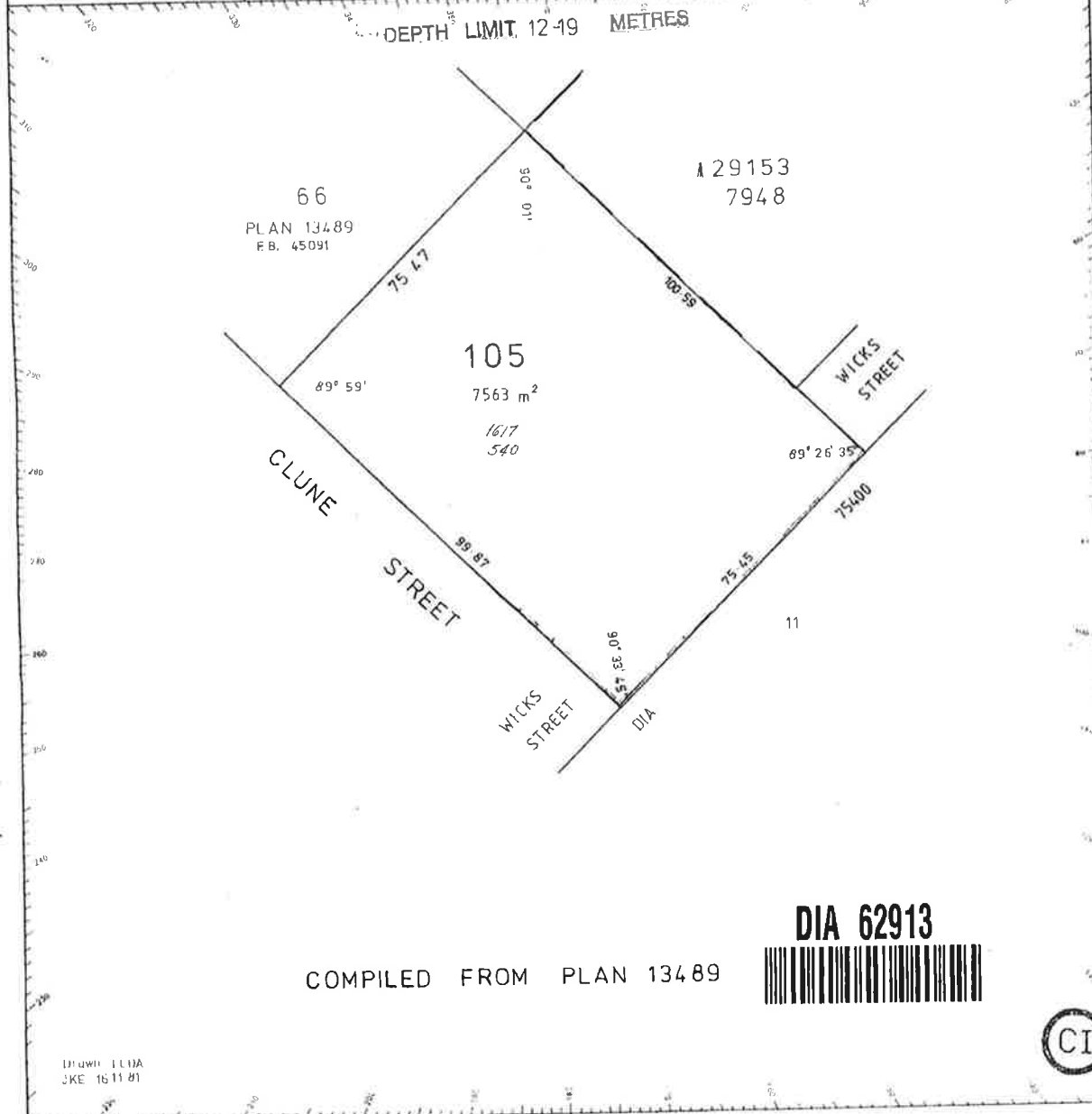
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2110-480 (105/D62913).
 PREVIOUS TITLE: 1617-540.
 PROPERTY STREET ADDRESS: 2 CLUNE ST, BASSENDEAN.
 LOCAL GOVERNMENT AREA: TOWN OF BASSENDEAN, CITY OF BAYSWATER.

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING 1721197.



Town or District.	Number of Lot or Location.	Field Book.	Scale.	Certificate in which Land is Vested.	Area
SWAN	LOTS 64 & 65 OF LOC 7825		1 : 1000	Vol. 1587 1587 Fol. 975... 976	



DIA 62913
 COMPILED FROM PLAN 13489



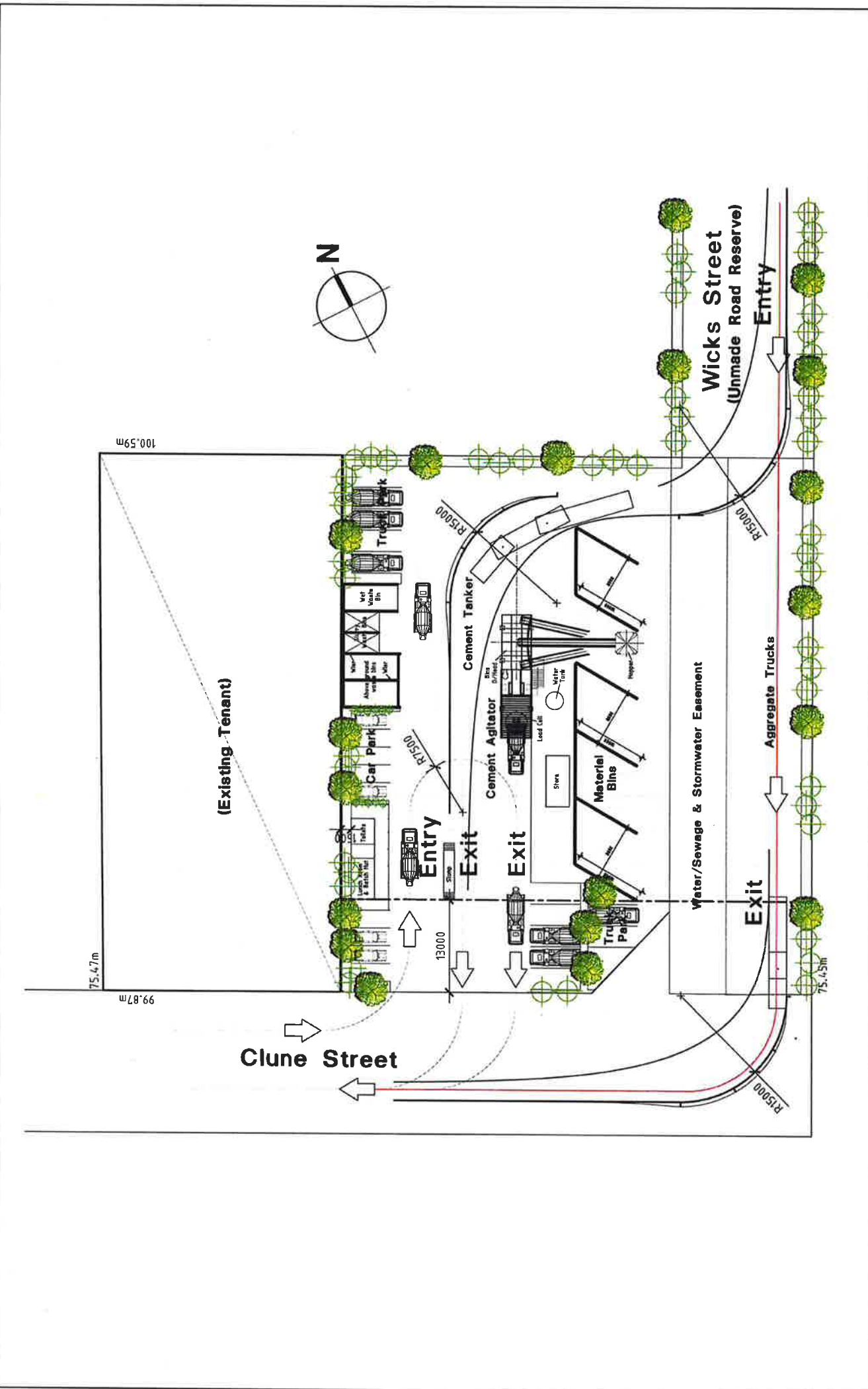
Drawn: LUDIA
 JKE 16/11/81

CERTIFICATE		Approved by Town Planning Board	
<p>I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.</p>		<p><i>[Signature]</i> Date: <i>24th Feb 2000</i> Chairman</p>	
<p>Date: _____</p> <p style="text-align: center;">COMPILED Licentiate Surveyor</p>		<p>On _____</p> <p>Plan 13489 Diagram Index Plan PERTH 2000 17 29</p>	
<p>Approved: <i>[Signature]</i> Examined: <i>[Signature]</i> Dkt No 46418</p>		<p>Diagram No: 62913</p>	

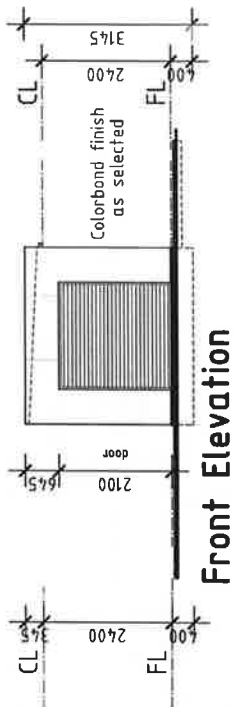
82210 1 28 8M 1 253

Attachment Two

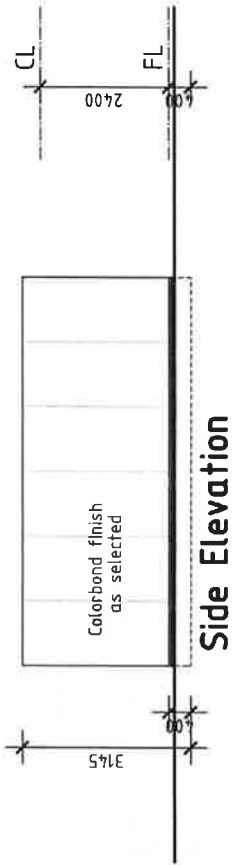
Architectural Drawings



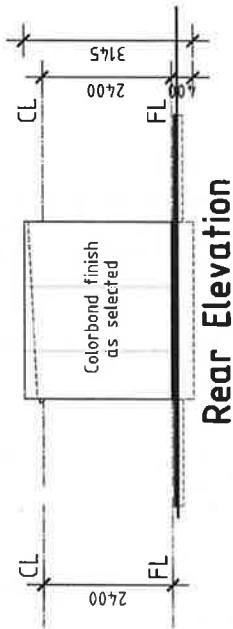
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED. THIS DRAWING IS THE PROPERTY OF BGC CONCRETE AUSTRALIA AND IS PRIVATE, CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS UNDERSTANDING THAT IT IS NOT TO BE REPRODUCED OR USED FOR ANY OTHER PURPOSE OR COMMUNICATED TO ANY OTHER PERSON WITHOUT THE WRITTEN PERMISSION OF THE PROPRIETOR. DRG No. A 01 REV B	BGC Concrete:- Proposed Concrete Batch Plant Part Lot 105 Clune St, Bassendean	SCALE 1:500	DRAWN
		CKD.	Job No
DATE	Site Layout	B 04/12/15	A 26/11/15
DESCRIPTION	REVISION	No	DATE
REFERENCE DRAWINGS	INIT.	No	DATE



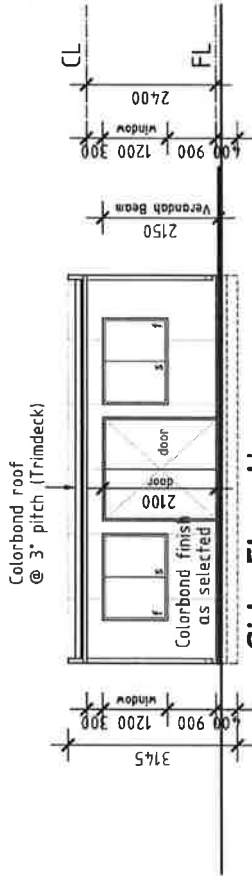
Front Elevation



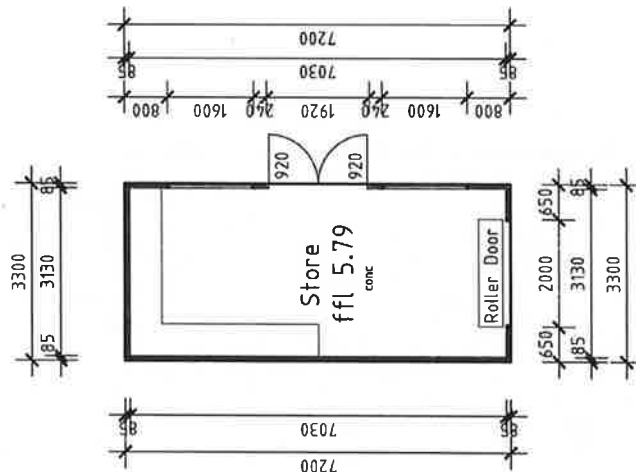
Side Elevation



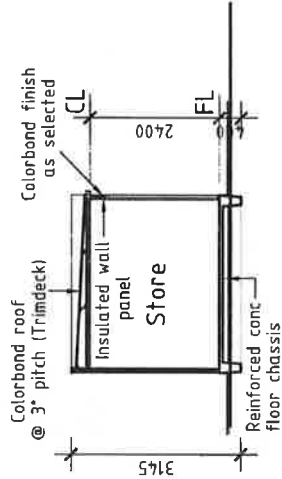
Rear Elevation



Side Elevation



Plan



Typical Section

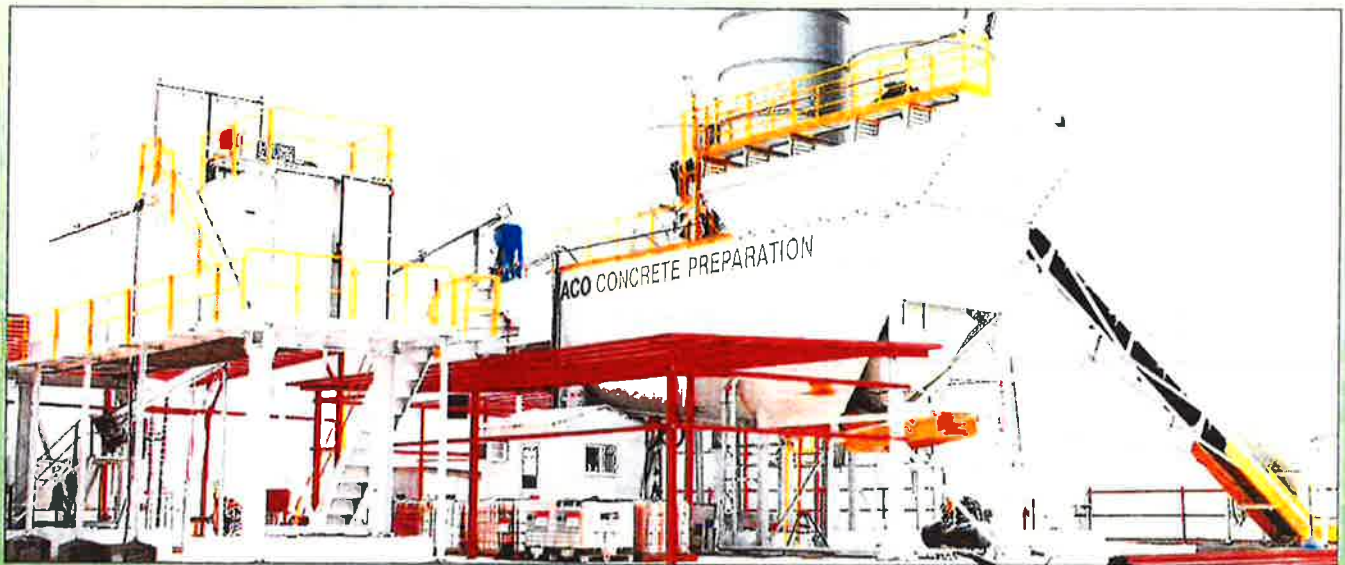
Note

Buildings to be structurally designed to conform with local authority requirements

- All opening windows to have flyscreens
- Obscure glazing to wet area windows
- Switch box to have lockable cover
- R 2.5 insulation to internal & perimeter walls
- R 3.5 insulation to ceiling cavity
- 1kg Fire extinguisher mounted in module

<p>ALL DIMENSIONS ARE IN MILLIMETRES THE DRAWING IS THE PROPERTY OF BGC AUSTRALIA AND IS PRIVATE, CONFIDENTIAL AND IS SUPPLIED ON THE EXPRESS UNDERSTANDING THAT IT IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER OR FOR ANY PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE PROPRIETORS.</p>		<p>DRG No. A 05</p>	<p>REV B</p>
<p>Store Module</p>		<p>SCALE 1:100</p>	<p>BGC Concrete:- Proposed Concrete Batch Plant Part Lot 105 Clune St, Bassendean</p>
<p>DRAWN</p>	<p>CKD.</p>	<p>Job No</p>	<p>DATE</p>
<p>DRG No.</p>	<p>DESCRIPTION</p>	<p>REVISION</p>	<p>REFERENCE DRAWINGS</p>
<p>Planning Application B 04/215</p>	<p>For Discussion & Quotation A 26/115</p>	<p>NO.</p>	<p>DATE</p>

STEELFIELD MAJOR 60



This mobile low profile plant has undergone continuous development and refinement since its original inception and often described as the backbone of the Steelfield's plant series.

The Major 60 series is based on a robust monocoque design and is available with a choice of three cement storage capacities, two, three or four integral silo compartments, four standard aggregate storage extensions, with a choice of feed options and wet, dry or combination batching.

The Major 60 series has proved popular with many leading readymix concrete suppliers and concrete products companies, by providing an efficient, competitively priced and versatile unit that requires minimal groundwork and is easy to install. The low profile design has also satisfied many of today's strict planning constraints.

Recent improvements to the plant range include the standard fitting of large capacity reverse jet silo exhaust filters, updated cement screw design and revised aeration control.

Electronic precision loadcells are fitted as standard on both aggregate and cement weighing systems and are also available as an option for water and admixture batching.

With a wide range of options the flexibility of the Major 60 enables it to meet almost any mixing or batching application.



SPECIFICATION MAJOR 60

Aggregate storage capacity/tonnes	100-600	Aggregate storage facility	Overhead bins	Dry batching	●	Control system manual	●
Number of aggregate storage compartments	4/5/6/8	Cement storage facility	Integral silos	Maximum aggregate scale rating/kg	20000	semi automatic	●
Cement storage capacity/tonnes	70-150	Mixer option	pan	Maximum cement scale rating/kg	4500	automatic	●
Number of cement storage compartments	2/3/4		paddle			Output/m ³ per hour	30 - 160
			drum			Tandem plant option	-
			planetary			Plant designation	Low profile mobile

OPTIONAL FEATURES



Mixers

Tilting/horizontal drum and paddle mixers are available to complement an extensive range of high speed pan/planetary mixers. A comprehensive development programme has seen the recent introduction of new contra-rotating mixing head for the pan mixer, with initial units destined for the concrete products industry.



Hopper Extensions

The SM60 and Major 60 series can be fitted with a wide range of hopper extensions to increase aggregate storage capacity.



Conveyors

Aggregate feed conveyors are available in a variety of lengths depending on the height of the aggregate storage bin and the position of the receiving hopper. Receiving hoppers are available with standard capacities of 10, 20 and 30 tonnes.



Cement Silos

Additional silos can be provided in static, portable or fully mobile forms, ideal for plants in remote locations or where very large volumes of mix are required regularly.



Level Indication

Warning devices are available to indicate high, low or continuous levels in hoppers and silos. A wide choice of display options are available to suit individual customer requirements.



Water Chiller/Ice Plant

For use in hot climates where increases in concrete temperature may cause problems, a water chiller is available. A variety of types can be supplied, all with optional insulated water storage tanks to suit local requirements. In addition the supply of supplementary Ice Plants with handling and storage systems are available.



Moisture Meter

A moisture probe can be fitted to the aggregate storage section to monitor the water content of materials. Microwave moisture sensors are also available with a choice of control options for fitment within storage compartments or mixer unit.



Control Cabin

The weatherproof control cabin is fully enclosed with standard specification to include; external viewing windows, access door, heater/air conditioning units and internal work surfaces. An extensive range of options are available on request.



Control Systems

Steelfields offer a range of control systems which can be designed to meet individual customer requirements spanning manual, semi manual, fully automatic plus computerised control with recording, data storage and modem interfaces.



STEELFIELDS
SPECIALISTS IN CONCRETE BATCHING & MIXING PLANT

Steelfields Limited
Owens Way Gads Hill Gillingham
Kent ME7 2RT United Kingdom
Telephone: +44 (0) 1634 280135
Fax: +44 (0) 1634 280689
email: sales@steelfields.co.uk

Distributor

In accordance with its policy of constant product development, Steelfields Limited reserves the right to change materials, specification and models without prior notice. All dimensions and capacities quoted are nominal.

Attachment Three

Correspondence between Rowe Group and Town of Bassendean

Nathan Stewart

From: Brian Reed [breed@bassendean.wa.gov.au]
Sent: Wednesday, 5 August 2015 3:34 PM
To: Claire Richards
Subject: RE: Mobile Concrete Batching Plant - Lot 150 (No. 2) Clune Street, Bassendean (JobRef: 8379)

Claire we would regard the land use a permitted use in the zone.

Brian Reed
Manager Development Services
Town of Bassendean

Phone: (08) 9377 8000
Direct Line: (08) 9377 8005
Facsimile: (08) 9279 4257

Email: breed@bassendean.wa.gov.au

Web: www.bassendean.gov.au

Protect our environment do not print this email unless necessary

I check my email a couple of times a day do not expect an instant reply to your email

The contents of this email and any attachments are intended solely for the named recipient(s), and may be of a confidential nature. If you are not the intended recipient, any use, disclosure, retransmission, publication or copying of any part of this email or its attachments is unauthorised. The views expressed in this email are those of the author, and do not represent those of the Town of Bassendean unless this is clearly indicated. If you are not the intended recipient, please inform the sender and delete the email and its attachments. While the Town of Bassendean endeavours to ensure that it operates a virus free environment, this cannot be guaranteed and accepts no liability for any interference or damage from a virus that may be attached to an email.

From: Claire Richards [<mailto:Claire.Richards@rowegroup.com.au>]
Sent: Wednesday, 5 August 2015 1:26 PM
To: breed@bassendean.wa.gov.au
Subject: Mobile Concrete Batching Plant - Lot 150 (No. 2) Clune Street, Bassendean (JobRef: 8379)
Importance: High

Hi Brian

Thank you for your time on the phone this morning. We confirm your advice that a Mobile Concrete Batching Plant would be considered by the Town of Bassendean to fall within the use class "Industry - General" under the provisions of the Town's LPS10.

We note that the Zoning Table under LPS10 does not specify whether the use class "Industry - General" is a 'P', 'A', 'D' or 'X' use in the General Industry Zone - refer attached.

Can you please advise what the land use permissibility is?

Thank you

Claire Richards
Senior Planner



p: 08 9221 1991
m: 0423 590 090
w: rowegroup.com.au

[-> click here for more contact information](#)

Perth & Peel @ 3.5 Million released for public comment [read more](#)

The final Midway Attachment Assessment Report (MAR) for the Perth & Peel project has been released for public comment. The MAR provides detailed information on the project's impacts and proposed mitigation measures. It also includes a summary of the public consultation process and the project's compliance with relevant legislation. The MAR is available for public comment on the project's website. The project is currently in the final stages of planning and is expected to start construction in early 2025. The project will create approximately 1,000 jobs during construction and provide long-term employment opportunities for the local community. The project is a key component of the Perth & Peel region's economic development strategy and is expected to contribute significantly to the region's growth and prosperity.

Attachment Four

Traffic Statement



CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.



Project: Transport Statement, Proposed Concrete Batching Plant, Clunes Street Bassendean.

Client: BGC.

Author: T Shaw

Signature:

Date: 14th December 2015

Version: 2

1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.


PHONE +61 8 9355 1300

FACSIMILE +61 8 9355 1922

EMAIL admin@shawmac.com.au



Document Status.

Ver No.	Author	Reviewed by	Date	Issued for	Signature	Date
1	T Shaw	B Hartley	08/12/15	Review		08/12/15
2	T Shaw	B Hartley	14/12/15	Review		14/12/15

SHAWMAC PTY LTD
ABN 51 828 614 001
PO BOX 937 SOUTH PERTH
WA 6951
T: + 61 8 9355 1300
F: +61 8 9355 1922
E: tshaw@shawmac.com.au
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2.2.	Site Location and Land Use.....	4
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1. Summary.

Shawmac was commissioned to assess the traffic impacts associated with the development of a concrete batching plant in Clunes Street Bassendean.

The assessment follows the recommended outline contained in the West Australian Planning Commission draft guideline "Transport Statement Guidelines for Developments". Potential traffic flow from the site was determined from operational characteristics advised by the proponent, which quantified the number of movements in and the number of movements out of the site when operating at expected peak levels of product.

Traffic was assigned to the adjacent existing road network and flows used as a basis for assessing traffic impacts associated with the site. Based on the assessment it was shown that the flows predicted can be accommodated within the existing network without unacceptable adverse impacts.

2. Introduction and Background.

2.1. Proponent.

Shawmac was commissioned to assess the traffic impacts associated with the generation of traffic from the proposed concrete batching plant as proposed to be erected in Clunes Street Bassendean by the proponent, BGC.

2.2. Site Location and Land Use.

The site is located as shown on Figure 1 and is within the Town of Bassendean. The site abuts Clunes Street and the City of Bayswater.

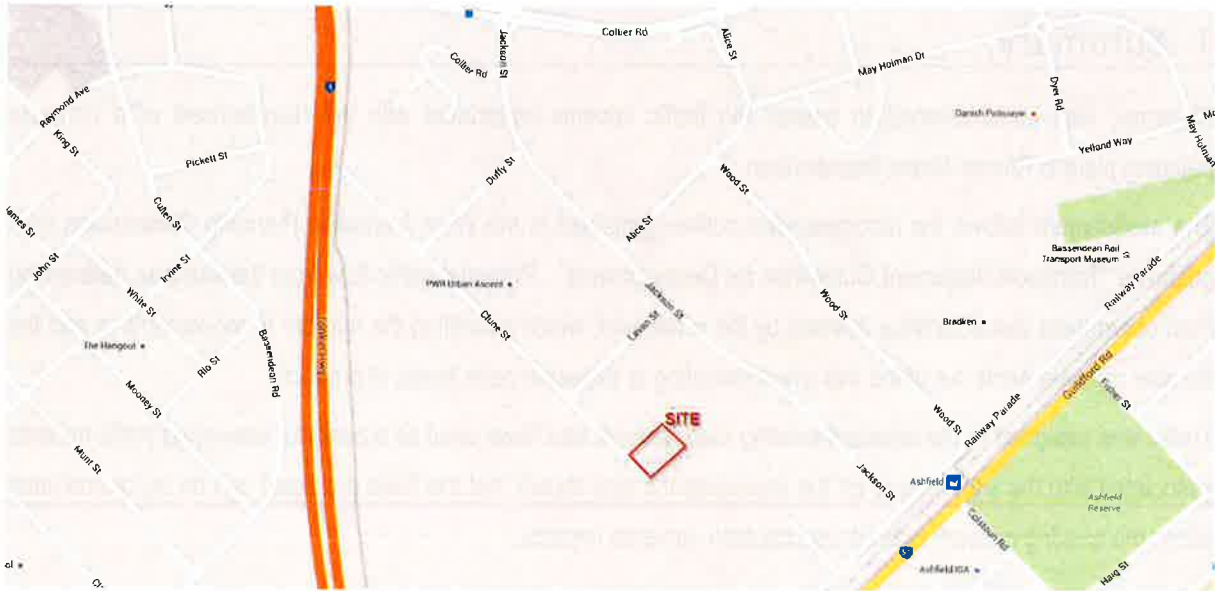


Figure 1. Site Location

The study site is currently used for industrial purposes in accordance with the Town of Bassendean's Town Planning Scheme. The existing site together with the surrounding area is shown on the aerial photograph, refer Figure 2.



Figure 2. Site Aerial Photograph

3. Site Proposal.

3.1. Regional Context.

The site is located within the Town of Bassendean approximately 8km northeast from the Perth CBD and has direct street frontage to Clune Street which connects to Jackson Street via Lavan Street. Jackson Street in turn connects to Collier Road to the north and Railway Parade to the south providing good access to the greater Perth Metropolitan Area.

3.2. Land Use.

It is proposed to develop the site for concrete batching purposes, generally as configured in Figure 3.

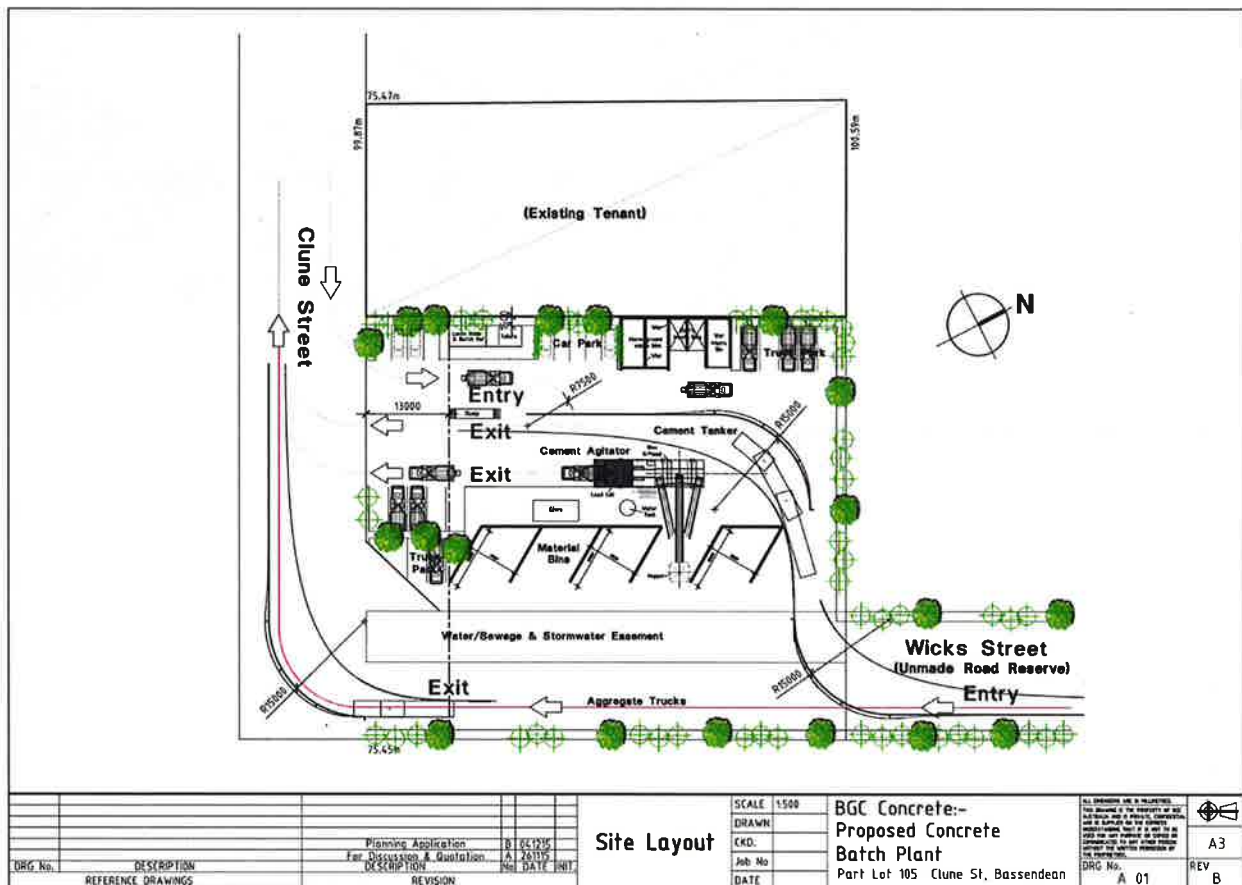


Figure 3. Conceptual Plant Layout

The proposed use is consistent with the zoning of the site which is shown on Figure 4.

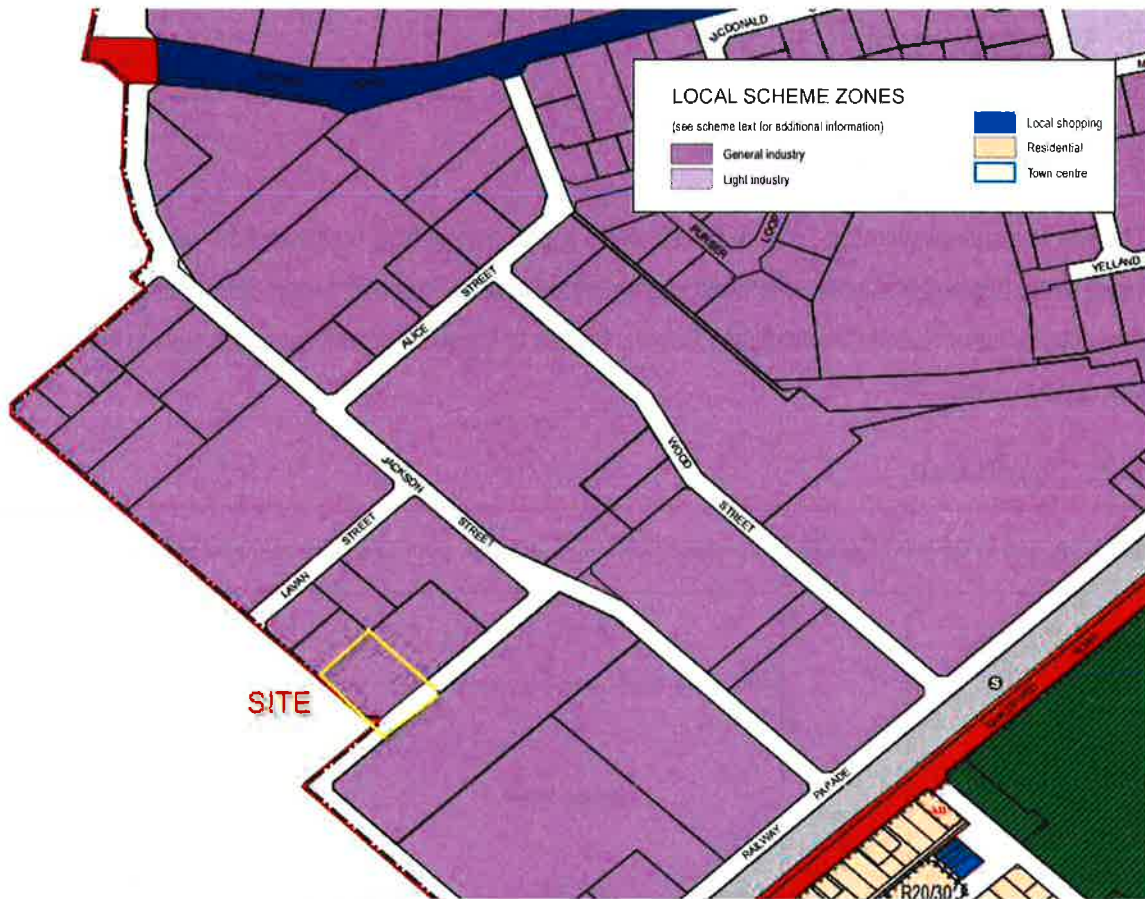


Figure 4. Extract of Town of Bassendean Local Planning Scheme No 10

3.3. Major Attractors and Generators of traffic.

Access to the site is via Clune Street and Lavan Street which provide connection to Jackson Street and from there to Collier Road and Railway Parade.

The site also has frontage to Wicks Street along its eastern boundary which is currently unmade between Clune Street and the eastern boundary of the subject site. As part of this Application it is intended to construct Wicks Street between the eastern boundary of the subject site and Jackson Street to facilitate access to the site directly from Jackson Street.

4. Existing Situation.

4.1. Existing Roads.

Jackson Street is classified as an Industrial Local Distributor under the MRWA Functional Road Hierarchy and is under the care and control of the Town of Bassendean. Clune Street and Lavan Street are classified as Industrial Access Roads and Lavan Street is under the care and control of the Town of Bassendean. Clune Street forms the boundary between the City of Bayswater and the Town of Bassendean. Clune Street forms a

cul de sac at both the northern and southern ends. All three roads comprise two lane carriageways with pavement widths of 10.0 metres. Traffic count data sourced from MRWA indicates traffic volumes on Jackson Street of about 3,430 vehicles per day in 2003. No recent counts for Jackson Street, Lavan Street or Clune Street are available from MRWA. Enquiries to the Town of Bassendean indicated that counts were only available for Jackson Road and these were last taken in 2007. These counts recorded a significantly lower volume of traffic and are in the order of 2,004 vpd. No information was available from the City of Bayswater.

Based on the likely traffic catchments and the land use within the traffic catchments, daily traffic on Clune Street east of Lavan Street and on Lavan Street were estimated as being in the order of the shown below.

Clune Street	4.5 hectare light industrial @ 153 ¹ vpd per Ha	= 690 vpd
	4.5 hectare light industrial @ 21 vph per Ha	= 95 vph
Lavan Street	7.7 hectare light industrial @ 153 vpd per Ha	= 1,178 vpd
	4.5 hectare light industrial @ 21 vph per Ha	= 162 vph

In order to validate the assumptions regarding potential flows, traffic movements at both the intersection of Clune Street and Lavan street and Lavan Street and Jackson Street were surveyed between 10:00 AM and 11:00 AM on Thursday the 10th of December and the results are shown on Figure 5.

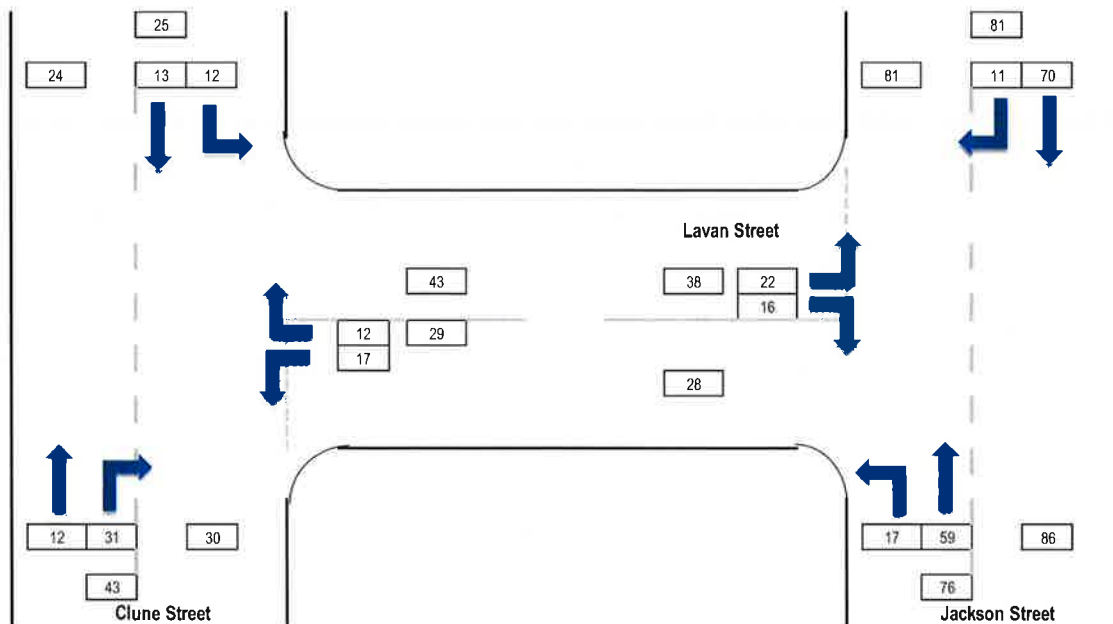


Figure 5. Hourly Movements 1000 hours to 1100 hours

¹ Generation rate from the ITE Trip Generation Rates



Based on the count it is predicted that daily flows on the streets surveyed would be in the order of that shown below.

Clune Street – west of Lavan Street	560 vpd.
Clune Street east of Lavan Street	840 vpd
Lavan Street between Clune Street and Jackson Street	830 vpd
Jackson Street west of Lavan Street	1,860 vpd
Jackson Street east of Lavan Street	1,860 vpd

As such the predicted volumes based on adjacent land use generation and adopted for assessment are likely to be conservative and over represent actual volumes.

4.2. Intersections

The intersections of Clune Street and Lavan Street and Lavan Street and Jackson Street are both unchannelised “T” Junctions with unrestricted movements.

4.3. Road Hierarchy and Status.

Figure 6 indicates the Road Hierarchy for the road network adjacent to and around the site as sourced from the MRWA website. Characteristics of the classifications as relevant to the immediate road network are as summarised below:

Local Distributors: These carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor typically discourages through traffic so that the cell formed by the grid of Local Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses but discourage trucks (unless they are in an industrial zone). They are managed by local government.

Access Roads: These provide access to abutting properties and connect to Local Distributors. They are managed by local government.



Figure 6. Road Hierarchy

4.4. Road Hierarchy vs Actual Flows

Table 1 details the comparison of existing traffic flows against the maximum desirable flows as determined by the MRWA Functional Hierarchy criteria.

Location and date of count.		Classification	Desirable Max Traffic Volume (vpd)	Actual Daily Traffic Flows (vpd)
Jackson Street	South of Collier Road	Industrial Local Distributor	7,000 vpd.	3,340 vpd
Clune Street	East of Lavan Street	Industrial Access Road	3,000 vpd.	690 vpd (estimated)
Lavan Street	North of Clune Street	Industrial Access Road	3,000 vpd.	1,178 vpd (estimated)

Table 1. Desirable Maximum Flows vs Actual Flows

The table above indicates that all roads are operating in accordance within their capacity.

5. Changes to Surrounding Transport Networks

There are no known changes to the adjacent network that have the potential to affect the assessment.

6. Assessment Years

The development is assessed on current network conditions.

7. Time Periods for Assessment

Assessment is based on both daily traffic and peak hour periods.

8. Development Generation and Distribution.

Potential traffic flows from the site were calculated based on the target maximum production as advised by BGC and summarised below:

Daily delivery of aggregate and sand: 20 arrivals via Wicks Street and 20 departures via Clune Street–Lavan Street.

Daily delivery of cement: 3 arrivals via Wicks Street and 3 departures via Clune Street – Lavan Street.

Agitator truck arrivals and departures: 100 arrivals and departures via Clune Street – Lavan Street.

Staff arrivals and departures: Allow 10 arrivals and 10 departures via Clune Street – Lavan Street.

This equates to about 133 trips per day or 266 vehicle movements.

The distribution of traffic is expected to be split as summarised on Table 3.

Location	Daily Traffic (Existing / Predicted)	AM Peak (Existing / Predicted)	PM Peak (Existing / Predicted)
Wicks Street north of Jackson Street	0 / 23 vpd	0 / 2 vph	0 / 2 vph
Clune Street west of Wicks Street	690 / 933 vpd	95 / 119 vph	95 / 119 vph
Lavan Street north of Clune Street	1,178 / 1,421 vpd	162 / 186 vph	162 / 186 vph

Table 2. Midblock Traffic Prediction Adjacent Network

Having a site area of 5,000 square metres, the theoretical generation based on a light industrial land use and applying the generation rates indicated by the Institute of Transportation Engineers is indicated as being in the order of 77 vehicles per day.

8.1. Impact on Intersections

Turning movements for a typical peak hour were predicted for both Clune Street and Lavan Street and Clune Street and Jackson Street intersections and these are shown on Figure 7.

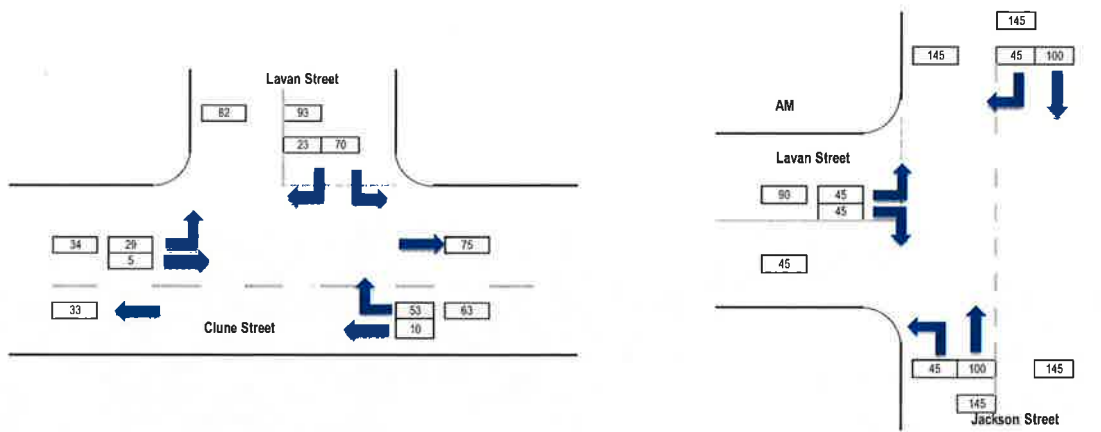


Figure 7. Typical Peak Hour Turning Movements – Clune Street – Lavan Street / Lavan Street – Jackson Street

The performance of the intersections operating under typical peak hour flows were evaluated using SIDRA intersection software and the results are shown below.

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec	veh	Distance	per veh	km/h		
South East: Clune Street											
22	T	11	15.0	0.083	0.9	LOS A	0.4	2.9	0.24	0.00	54.1
23	R	56	15.0	0.083	10.0	LOS A	0.4	2.9	0.24	0.69	47.8
Approach		66	15.0	0.083	8.5	NA	0.4	2.9	0.24	0.58	48.7
North East: Lavan Street											
24	L	74	15.0	0.104	9.1	LOS A	0.4	3.2	0.10	0.62	48.5
26	R	24	15.0	0.104	9.4	LOS A	0.4	3.2	0.10	0.71	48.2
Approach		98	15.0	0.104	9.2	LOS A	0.4	3.2	0.10	0.65	48.4
North West: Clune Street											
27	L	31	15.0	0.021	8.7	LOS A	0.0	0.0	0.00	0.71	49.0
28	T	5	15.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		36	15.0	0.021	7.5	NA	0.0	0.0	0.00	0.60	50.3
All Vehicles		200	15.0	0.104	8.7	NA	0.4	3.2	0.13	0.62	48.9

Figure 8. Typical Peak Hour – Clune Street – Lavan Street.

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed		
		veh/h	%	v/c	sec	veh	Distance	per veh	km/h		
South East: Jackson Street											
21	L	47	15.0	0.087	8.7	LOS A	0.0	0.0	0.00	0.92	49.0
22	T	105	15.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		153	15.0	0.087	2.7	NA	0.0	0.0	0.00	0.29	56.1
North West: Jackson Street											
28	T	105	15.0	0.139	2.7	LOS A	1.1	8.6	0.47	0.00	51.0
29	R	47	15.0	0.139	11.8	LOS B	1.1	8.6	0.47	0.88	47.3
Approach		153	15.0	0.139	5.6	NA	1.1	8.6	0.47	0.27	49.8
South West: Lavan Street											
30	L	47	15.0	0.149	11.5	LOS B	0.6	4.6	0.38	0.63	46.0
32	R	47	15.0	0.149	11.8	LOS B	0.6	4.6	0.38	0.78	45.9
Approach		95	15.0	0.149	11.6	LOS B	0.6	4.6	0.38	0.71	45.9
All Vehicles		400	15.0	0.149	5.9	NA	1.1	8.6	0.27	0.38	51.0

Figure 9. Typical Peak Hour – Jackson Street – Lavan Street.

Intersection volumes are low and performance under peak hour flow conditions is predicted to be good.

8.2. Access Movements

Proposed access and egress to and from the site is shown on Figure 10.

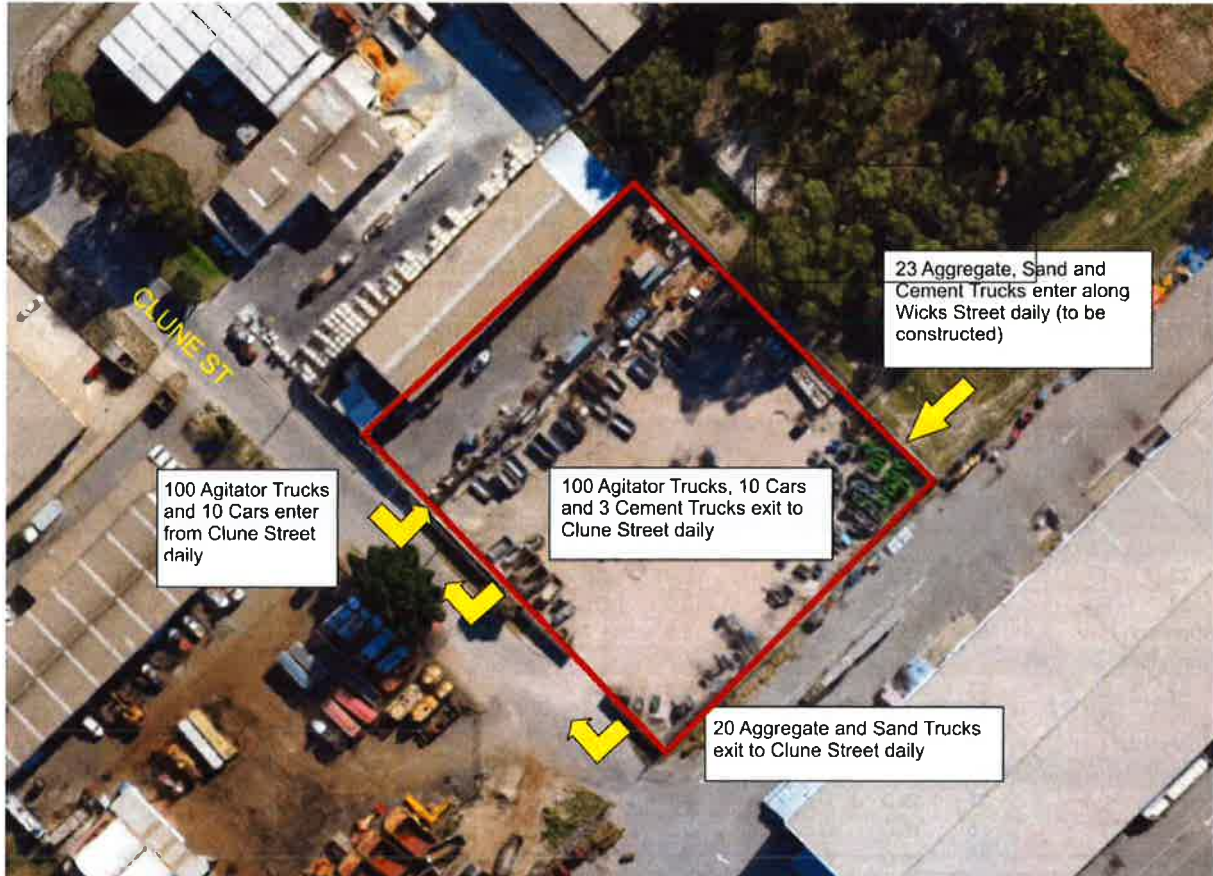


Figure 10. Proposed Access and Egress

No details have been produced for the crossovers other than the locations and design will be undertaken to ensure that the geometry provides for the intended design vehicles.

With respect to Wicks Street, construction will provide sufficient width and strength to the pavement to cater for the intended class of vehicle that will be using the road for access. Consistent with the road widths in the adjacent industrial area it is intended to construct the pavement 10 metres wide. Given that Wicks Street is under the care and control of the Local Authority, the design of the road will be subject to the review and approval by the Local Authority.

9. Parking.

The Town of Bassendean Town Planning Scheme (TPS 10) requires 1 parking bay for every 50 square metres of gross floor area for general and light industrial developments. Based on the proposed plant configuration which



incorporates 61 square metres of amenity buildings, 26 square metres of store and 100 square metres of batching plant, parking requirements are calculated at 5 bays. However, given the nature of the operation it is expected that parking demand will be greater than that indicated by the TPS determination and to that end it is proposed to provide 14 dedicated truck bays and 9 dedicated car bays. It is considered that this is sufficient to meet predicted demand; noting however, that ample room is available on site to accommodate additional parking needs should they arise.

10. Conclusions

A review of the traffic impacts associated with the proposed establishment and operation of a concrete batching plant in Clune Street Bassendean indicated the following:

- Under the development scenario, the predicted generation from the site is in the order of 266 vehicles per day, based on the predicted maximum output from the site.
- Expected increase in traffic using these roads is predicted to be in the order of 26 movements per hour with the majority of these movements accommodated on Clune Street, Lavan Street and Jackson Street.
- The Modelling suggests that the increased traffic moving through the intersections will not result in any adverse impacts being experienced and all affected intersections are expected to function at a high level of service.
- The proposed configuration of the plant provides separation between trucks delivering raw materials and agitator trucks loading and delivering product; to this end the currently unconstructed portion of Wicks Street between the eastern lot boundary and Jackson Street will need to be constructed to an appropriate standard.
- Adequate parking in excess of the requirements of the Town of Bassendean Town Planning Scheme is to be provided onsite.

Overall, the intended use is in keeping with the zoning of the site and compatible with the surrounding land uses.

Attachment Five

Environmental Protection Authority Registration



Department of
Environment

Your ref:

Our ref: R1704

Enquiries: Tim Mander

Direct tel: 6250 8015

The Manager
BGC (Australia) Pty Ltd
PO Box 7223
Cloisters Square Private Boxes WA 6850

Dear Sir/Madam

ENVIRONMENTAL PROTECTION ACT 1986
REGISTRATION NUMBER 1704

BGC Australia Pty Ltd
Mobile Concrete Batch Plant Major 60

Please find enclosed your Registration, under the *Environmental Protection Regulations 1987* for the above premises along with the receipt for the prescribed fee.

Should any details of the Registration be incorrect, please advise the corrected details as soon as possible. You should also note that a person who becomes the new occupier of a registered premises must notify the Department of Environment of that fact within 30 days. Failure to do so is an offence under the Regulations.

Where a change of occupier occurs, an administration fee of 2 fee units (currently \$29) is payable. Forms to transfer Registrations are available from the Department of Environment (DoE) website at www.environment.wa.gov.au.

Please note that the granting of this Registration does not remove the need to obtain necessary approvals from other authorities before operation commences.

If you have any questions relating to your Registration or the above information, please contact Licensing Administration of the Swan Goldfields Agricultural Regional office on 6250 8000.

Yours faithfully

ROSS SHERIDAN
ACTING REGIONAL MANAGER
SWAN GOLDFIELDS AGRICULTURAL REGION

Monday, 17 January 2005

WESTERN AUSTRALIA
DEPARTMENT OF ENVIRONMENT
Environmental Protection Act 1986
REGISTRATION

REGISTRATION NUMBER: 1704

FILE NUMBER: R1704

NAME OF OCCUPIER:

BGC (Australia) Pty Ltd

ADDRESS OF OCCUPIER:

PO Box 7223
Cloisters Square Private Boxes WA 6850

NAME AND LOCATION OF PREMISES:


BGC Australia Pty Ltd
Mobile Concrete Batch Plant Major 60

Environmental Protection Regulations 1987
CLASSIFICATION(S) OF PREMISES:

Category 77 - Concrete Batching or Cement Products Manufacturing

COMMENCEMENT DATE OF REGISTRATION: Monday, 17 January 2005

Receipt No: 014780
Receipt Date: 27/10/2004
Registration Fee: \$360.00


.....
Officer delegated under Section 20
of the *Environmental Protection Act 1986*

Date of Issue: Monday, 17 January 2005

Nathan Stewart

From: Brian Reed [breed@bassendean.wa.gov.au]
Sent: Friday, 22 January 2016 11:17 AM
To: Nathan Stewart
Subject: Proposed Mobile Concrete Batching Plant 2- 8 Clune Street Bassendean

Follow Up Flag: Follow up
Flag Status: Completed

Nathan I have carried out an initial assessment of the above proposal and advise that Consultation is currently being undertaken with the Department of environmental Regulation in terms of any requirements that they may have, and with our internal Asset Services and the City of Bayswater in terms of the traffic implications.

I have carried out an initial assessment of the proposal and a couple of matters arose as described below:

Existing Tenancy

The only approval on the site was issued in 1981. That approval provided adequate marked parking bays for the existing tenancy and allowed for vehicles (trucks) to enter and leave the site in forward gear. Whilst no further approvals have been issued for the site, concern is expressed that approval of the current proposal will leave the existing tenancy non-functional in terms of parking and access for the type of vehicles likely to use the facility. It is considered that the functionality of the existing tenancy must be resolved as part of the current proposal.

Extent of paving and location of Proposed Crossovers

Can you please provide a plan showing the extent and materials of paving the site, and show on those plans the location and dimensions of the proposed crossovers, including details of any crossovers proposed to be removed. The plans should also show the Swept Paths of all vehicles intended to serve the site relative to the paved areas including the proposed material bins.

Connection to sewer

The site is not connected to sewer and sewers are quite remote from the site. Please advise of how it is intended to deal with waste water and effluent disposal.

Proposed front fence

It is considered that the proposed front fence should be located a minimum of 2.0m from the Clune Street front boundary and the area between the fence and the boundary should be landscaped.

Escape of dust and other materials

What methods are to be employed to ensure that the proposal ensures that the proposal will not result in air borne or pollution of water.

Details of material bins and waste bins

Please provide further details of the heights and construction materials for these elements.

It should be noted that the above comments should be regarded as preliminary feedback at this stage, and I may need to ask for additional information as a result of the consultation undertaken.

Should you wish to discuss the matter further please do not hesitate to contact me.

Brian Reed

Manager Development Services
Town of Bassendean

Phone: (08) 9377 8000
Direct Line: (08) 9377 8005
Facsimile: (08) 9279 4257

Email: breed@bassendean.wa.gov.au

Web: www.bassendean.wa.gov.au

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Nathan Stewart

From: Aaron Lohman
Sent: Friday, 19 February 2016 11:21 AM
To: Brian Reed
Cc: Nathan Stewart
Subject: Proposed Mobile Concrete Batching Plant Lot 105 (No. 2) Clune Street, Bassendean (JobRef: 8379)
Attachments: 20160212132921642.pdf; Clune Street Concrete Batch Plant Option Sheet A06 Rev D 120216.pdf; Clune Street Concrete Batch Plant Option Sheet A01 Rev F 120216.pdf; Clune Street Concrete Batch Plant Option Sheet A07 Rev A 120216.pdf; Clune Street Concrete Batch Plant Option Sheet A05 Rev B 041215.pdf; Clune Street Concrete Batch Plant Option Sheet A04 Rev B 041215.pdf; Clune Street Concrete Batch Plant Option Sheet A03 Rev B 041215.pdf; Clune Street Concrete Batch Plant Option Sheet A02 Rev B 041215.pdf; 20160215132005942.pdf

Importance: High
Follow Up Flag: Follow up
Flag Status: Completed

Hi Brian,

Please find below the additional information that you have requested further to correspondence with Nathan Stewart of our Office. Nathan is currently on annual leave.

Existing Tenancy

As we have discussed previously, the tenant of the northern portion of the subject site has recently moved and is no longer trading from the site.

BGC Concrete have agreed with the landowner to occupy the entire site. Therefore we have prepared amended drawings which illustrate this new arrangement. Please note that the crossovers and the majority of the buildings will be retained as part of this application.

However it should be acknowledged that there may be some discrepancies between the plans that have been provided by the Town of Bassendean and the buildings that were actually constructed at the subject site. Therefore we ask the Town of Bassendean, for clarity, approve the retention of the existing buildings/removal of existing buildings as shown on the attached amended drawings.

Furthermore, we understand that this will have implications on parking. Therefore I provide the following assessment:

Component	Use	Parking Req.	Area/Floorspace	Parking Req.	Provided
Office (existing)	Office	1:20m2	27m2	1.35	-
Concrete Batching Plant	General Industry	1:50m2	61m2	1.22	-
Warehouse	General/ Light Industry/ Warehouse	1:50m2	561m2	11.20	-
Total	-	-	649m2	13.77	23

A total of 14 bays are required, in lieu of the 23 standard parking bays that are provided. Therefore there is more than sufficient parking proposed.

As can be seen on the amended drawings the site will be used entirely for a single purpose and vehicles can enter and exit in a forward moving gear.

Extent of paving and location of Proposed Crossovers

The proposed crossovers will be construction of concrete to the Town's specifications. We expect that this may form a condition on any approval that is issued.

Connection to sewer

The proposed development will be connected to a Biocycle system. A Biocycle system is a concrete tank which is situated underground with a flush finish with the surface due to service access requirements.

Please refer to attached details.

Proposed front fence

This application proposes to replace the existing iron sheet fence with a black powder coat link mesh fence. The proposed fence will have a nil setback to Clune Street. Landscaping will be located behind the fence and will therefore be visible from the street. It should be noted that the existing iron sheet fence also provides a nil setback to the street. The existing fence is not transparent. The proposed fence will greatly improve the streetscape of this industrial area as it is transparent and landscaping is proposed to the street frontage (except areas required for vehicle access). Therefore the proposed fence should be supported.

Escape of dust and other materials

The proposed concrete batching plant will include the following controls to minimise dust:

- aggregate stored below bin height;
- vacuum extraction unit at the loading point which removes all visible dust and recycles it into the cement silos;
- high and low level indicators fitted to internally to cement silos;
- cement reverse pulse filters (spare bags stocked on site);
- tarped delivery vehicles;
- sprinklers to aggregate stock piles to suppress dust;
- covered conveyors as required to eliminate any visible dust;
- possibility of windshields to aggregate bins (if required)sealed yard;
- periodic yard wetting or sweeping.

It should be noted that the proposed development is consistent with the *Environmental Protection (Concrete Batching and Cement Manufacturing) Regulations 1988* and the operation of the site will comply with the code of practice relating to concrete batching plants (attached).

Details of material bins and waste bins

Please find attached detailed drawings of the bins storage area, including the construction materials and heights.

I have arranged for hardcopies of the plans to be posted to your office for your review.

We trust the above addresses your concerns raised in your 22 January 2016 email.

Please do not hesitate to contact the undersigned if you have any queries.

Regards,

Aaron Lohman
Manager Planning



p: 08 9221 1991
m: 0411 517 686
w: rowegroup.com.au

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These are the relevant regulations that apply to a plant producing cement products.

Items that are subject to scrutiny are highlighted green, and links to other sections of this site are in red.

Western Australia

ENVIRONMENTAL PROTECTION ACT 1986

Environmental Protection

(Concrete Batching and Cement Product Manufacturing)

Regulations 1998



1. Citation

These regulations may be cited as the Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998.

2. Interpretation

In these regulations -

- "agitator" means a tank attached to a concrete mixing truck, or other plant, in which the ingredients of concrete are mixed;
- "aggregate" means broken stone, brick or gravel which forms one of the ingredients of concrete;
- "cement" means argillaceous and calcareous materials used in cement products;
- "cement product manufacturing" means the manufacturing of products in which cement or concrete is the principal ingredient;
- "concrete" means a mixture of cement, sand, aggregate and water;
- "concrete batching" means the production, or batching and loading for transport, of concrete;
- "filter" means a bag, cartridge or other device used in an air cleaning system to collect dust;
- "operator" means a person carrying on concrete batching or cement product manufacturing;
- "premises", in relation to an operator, means the premises at which the operator carries on concrete batching or cement product manufacturing;
- "weigh hopper" means plant or equipment by which the ingredients of concrete are weighed before being loaded into an agitator.

3. Minimization of dust

- (1) *An operator must not carry on concrete batching or cement product manufacturing unless it is carried on in such a manner that no visible dust escapes from the premises (or if there are no defined boundaries to the premises, no such dust escapes onto any place to which the public has access).*
- (2) *An operator must immediately clean up any material spilt during concrete batching or cement product manufacturing.*

4. Control of dust from trafficable areas

- (1) *An operator must ensure that all parts of the premises to which vehicles have access -*
 - (a) *are either -*
 - (i) *paved or sealed; or*
 - (ii) *treated with water or surfactants as often as is necessary;*
 - and*
 - (b) *are swept, hosed or otherwise cleared of any loose aggregate, sand, cement, concrete or other material as often as is necessary,*
- to prevent loose material adhering to vehicles and to minimize dust.*

(2) *An operator must not allow any vehicles carrying concrete, or any of the ingredients of concrete, to leave the premises until it has been washed free of cement slurry and dust.*

5. Storage of aggregate and sand

(1) An operator must store all aggregate and sand kept on the premises in storage bins or bays which are designed to minimize airborne dust, or where the use of such bins or bays is not practicable, in stockpiles on the ground.

(2) An operator must not allow the height of aggregate or sand in a storage bin or bay to exceed the height of the bin or bay (including any windshields fitted to it).

(3) Where aggregate or sand is stored in a stockpile on the ground the operator must keep it covered or damp, or otherwise treat it, so as to minimize airborne dust.

(4) If, during the unloading of aggregate or sand, any visible dust escapes from the premises, the operator must ensure that unloading stops immediately and does not resume until appropriate measures have been taken to prevent the escape of the dust from the premises.

6. Storage of cement

(1) An operator must store all cement kept on the premises -

(a) In bags; or

(b) in a cement storage silo -

(i) which complies with subregulation (2); or

(ii) which is one of a series of interconnected silos at least one of which complies with subregulation (2).

(2) To comply with this subregulation a cement storage silo must be fitted with -

(a) an air cleaning system, which complies with regulation 7, through which all air extracted from the silo while it is being filled must pass before it is discharged into the environment; and

(b) either -

(i) a level indicator which complies with regulation 8 (1); or

(ii) a relief valve, which complies with regulation 8 (3).

(3) An operator must seal all inspection ports, hatches and other openings to a cement storage silo while cement is being unloaded into the silo.

(4) If, during the filling of a cement storage silo, any visible cement dust escapes from the silo the operator must ensure that no further loads of cement are unloaded into the silo until appropriate measures have been taken to prevent the escape of dust from the silo.

7. Air cleaning system for cement storage silo

(1) The air cleaning system for a cement storage silo must -

(a) be either -

(i) a mechanical rapping air cleaning system with a minimum filter area of 23 square metres; or

(ii) a reverse pulse air cleaning system which reduces dust emissions to less than 50 milligrams of particulate matter per cubic metre; and

(b) discharge air from the system into a weigh hopper or to an outlet which is within one metre of the ground.

(2) An operator must inspect the filters, or if the system is fitted with pressure gauges for the detection of blockages or leaks, check those gauges, at least weekly and immediately clean, repair or replace any filter which is blocked or damaged or has an excessive build-up of dust.

(3) An operator must test the air cleaning system for a cement storage silo at least weekly and if it is not working efficiently, must not unload any cement into the silo until the system is repaired.

(4) An operator must keep on the premises, or in a readily accessible place, sufficient spare filters to replace all such bags or cartridges used in the air cleaning systems of all cement storage silos on the premises.

8. Level indicator system or relief valve for cement storage silo

(1) A level indicator system for a cement storage silo must include -

(a) an audible alarm which sounds if cement stored in the silo reaches -

(i) 0.6 m below the inlet to the silo's air cleaning system; or

(ii) 2 tonnes less than the silo's maximum capacity;

and

(b) a test circuit which indicates whether the level indicator and alarm are working correctly.

(2) Where a level indicator is used to comply with regulation 6 (2) (b) the operator must ensure that the test circuit is activated before a load of cement is unloaded into the silo and that no cement is unloaded into the silo if the level indicator or alarm are not working correctly.

(3) A relief valve for a cement storage silo must be designed -

- (a) to automatically prevent the level of cement in the silo rising above the level referred to in subregulation (1) (a) (i) or (ii); and
- (b) so that any excess cement is piped into a weigh hopper or to an outlet which is within one metre of the ground.

9. Movement of materials on premises and loading of agitators

(1) An operator must not use -

(a) a hopper, conveyor, chute, bucket elevator or transfer point to move material on the premises; or

(b) any area of the premises to load agitators,

unless it is -

(c) enclosed;

(d) fitted with wind shields, water sprays or a dust extraction system; or

(e) otherwise designed and operated,

so as to prevent the escape of any visible dust.

(2) An operator must maintain in good working order all wind shields, water sprays, dust extraction systems and other devices used to comply with subregulation (1).

10. Cement product manufacturing premises to be cleaned

(1) An operator carrying on cement product manufacturing must regularly clean all inside areas on the premises to prevent the accumulation of dust on any surface.

(2) An operator must not use water to carry out the cleaning referred to in subregulation (1) unless all fittings and electrical installations in that area of the premises are waterproof or otherwise designed to withstand water.

(3) Subregulation (2) does not apply in relation to a building in which cement product manufacturing was being carried on before these regulations came into operation.

11. Control of waste water

(1) An operator must ensure that -

(a) all water draining off any area where agitators, mixers or moulds are loaded or where concrete is batched drains into a slurry pit;

(b) all water used to wash out agitators, mixers or moulds or to clean up spilt material drains into a slurry pit;

(c) all other water draining off sealed or paved areas of the premises and which is likely to contain waste material drains into a slurry pit or settling pond; and

(d) any water removed from, or which might overflow from, a slurry pit drains into a settling pond.

(2) An operator must ensure that no water used in concrete batching or cement product manufacturing is discharged from the premises until -

(a) it has been -

(i) through a silt trap; or

(ii) contained in a settling pond for long enough to allow all particulate matter to settle out; and

(b) if the water is likely to contain hydrocarbons, it has been through an oil interceptor.

12. Slurry pits, settling ponds, silt traps and oil interceptors

(1) An operator must not allow settled material in a slurry pit to -

(a) dry out (except when the pit is dried out to allow the settled material to be removed); or

(b) be higher than 30 cm below the top of the slurry pit walls.

(2) An operator must ensure that a settling pond is large enough to contain all water which might drain into it for long enough to allow all particulate matter to settle out.

(3) An operator must ensure that slurry pits, settling ponds, silt traps and oil interceptors are maintained, and emptied or cleaned as often as necessary, to ensure their efficient operation.

13. Disposal of waste

An operator must ensure that all waste created during concrete batching or cement product manufacturing (including material removed from slurry pits, settling ponds, silt traps and oil interceptors) is -

(a) recycled; or

(b) disposed of at an appropriate landfill site or waste treatment facility the occupier of which holds a licence under Part V of the Act in respect of that site or facility.

14. Offences and penalties

A person who contravenes any of these regulations commits an offence.

Penalty: \$5 000.

[Regulation 14 amended in Gazette 11 December 1998 p.6614.]

15. Repeal

The Clean Air (Control of Dust in Concrete Plants) Regulations 1982 are repealed.

16. Transitional

(1) Regulations 6 (2), 7, 8 and 11 do not apply in relation to an existing facility until the day that is 6 months after the day on which these regulations come into operation.

(2) In subregulation (1) -

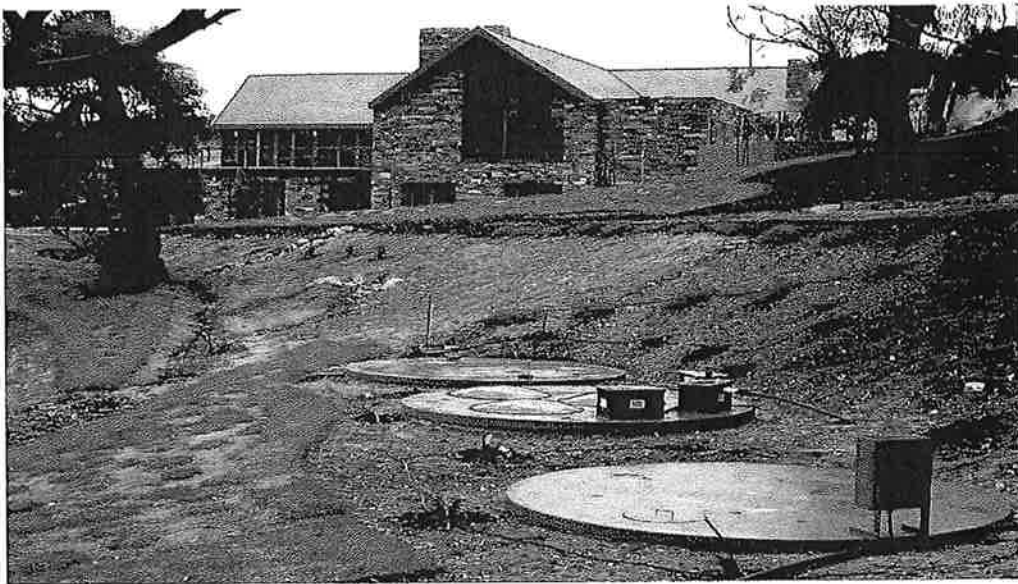
"existing facility" means -

(a) a cement storage silo in which cement was being stored; or

(b) a premises at which concrete batching or cement product manufacturing was being carried on,

immediately before the commencement day,

[HOME](#)



Wastewater Treatment System Quote & System Information

**BCG Plumbing
Office Block
WA**

JOWA GROUP

Leaders in Wastewater Treatment and Disposal

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2 Introduction

Biocycle JOWA Group is pleased to submit this quotation for supply and delivery of a Wastewater Treatment System to BCG Plumbing Administration Office Block , WA.

From the specifications supplied, it has been calculated that our MODEL EP25 Treatment System will be the most appropriate solution for this project. The MODEL EP25 is designed to treat 4,500L of wastewater each day.

Appendix A contains process engineering design calculations for your MODEL EP25 treatment system.

Appendix B contains drawings of the treatment tanks.

The MODEL EP25 Treatment Plant is housed in three 8,000L steel reinforced precast concrete tanks. The tanks will be transported to the site and need to be placed in your prepared excavation by mobile crane.

The system will require approval by your local council. Once approval is granted we are able to construct the system immediately.

If you require further information please contact me on (08) 8381 9100 or by email at jwatkins@biocycle.com.au.

John A Watkins
Chief Executive Officer
BioCycle
Jowa Group Pty Ltd
40 Patpa Street Sheldow Park
S A 5158
P 08 8381 9100
F 08 8381 9116
M 0418 823 429
E: jwatkins@biocycle.com.au
www.biocyclej.com.au

3 Specification

This quotation is for Supply, Delivery and installation of the MODEL EP25 Wastewater Treatment System and **Includes:**

- 3 x 8,000L Reinforced Concrete Treatment Tanks
- 1 x Davey DCS40 Irrigation Pump
- 1 x HIBLOW HP200 Air Pump
- Internal Reinforced Fiberglass Baffles and Chambers
- Internal Pipe work, Fittings and components
- Chlorine Disinfection Unit.
- Electrical Control Unit, Alarm Panel, Controls and Warning Devices
- Commissioning of System
- Delivery to Site

Excluded from the quoted price are:

- Fees for Local Authority Application
- Ongoing maintenance program
- Mobile crane hire (Subject to site access requirements)
- Excavation, earthworks and backfilling for system installation
- Electrical connections from main to system
- Main drain and plumbing connections
- Connections between tanks

4 Price

Our price for the system specified above is:

SYSTEM	= \$ 26,250.00
DELIVERY	= \$ 2,625.00
TOTAL	= \$28,875.00 + GST
	= \$31,762.50

This price is firm for 90 days from 16 October 2014.
Errors and Omissions Excepted

4.1 Terms of Payment

1. On acceptance of this quotation a 40% deposit is required.
2. A further installment of 60% is required before delivery of plant.
3. All merchandise remains the property of JOWA GROUP PTY LTD until the contract amount is fully paid.
4. Price does not include any water quality testing or plumbing inspections that may be required by your local council or authority.
5. Plants are usually delivered 4 to 6 weeks after council or local authority approval, subject to availability. We require a minimum of 4 weeks notice for the required delivery date.
6. Any delays caused by any party on site will increase the price by \$150 per hour for every hour.
7. Council application will be lodged as soon as all relevant materials pertaining to application are forwarded to BioCycle Jowa Group.

5 Warranties

- All electrical components carry a two year warranty.
- The remainder of the system carries a five year warranty.

6 Irrigation Area

The irrigation area for these systems is required to dispose a maximum of 4,500L/day of treated effluent. The method of irrigation will be governed by your local council. Please consult your local authority in regard to irrigation options.

Installation of the Irrigation Area may require engagement of a specialist contractor, at the client's expense. Biocycle can provide further advice if required.

7 Ongoing Maintenance Program

All Aerobic Wastewater Treatment Systems are required to be maintained on a quarterly basis. The service will include a check of the disinfection unit and a check of all instrumentation.

8 Other System Information

8.1 BioCycle™ PROCESS DESCRIPTION

The BioCycle™ Aerated Wastewater Treatment System has been designed and will be manufactured by BioCycle™ in accordance with AS/NZS 1546.3. A description of the process by which wastewater is treated in the system is presented below.

All Models have been designed as a five stage treatment process. The five stages are;

1. Primary solids separation and anaerobic decomposition,
2. Aerobic decomposition and oxidation,
3. Secondary solids separation and recycle/waste,
4. Disinfection,
5. Treated effluent pump out.

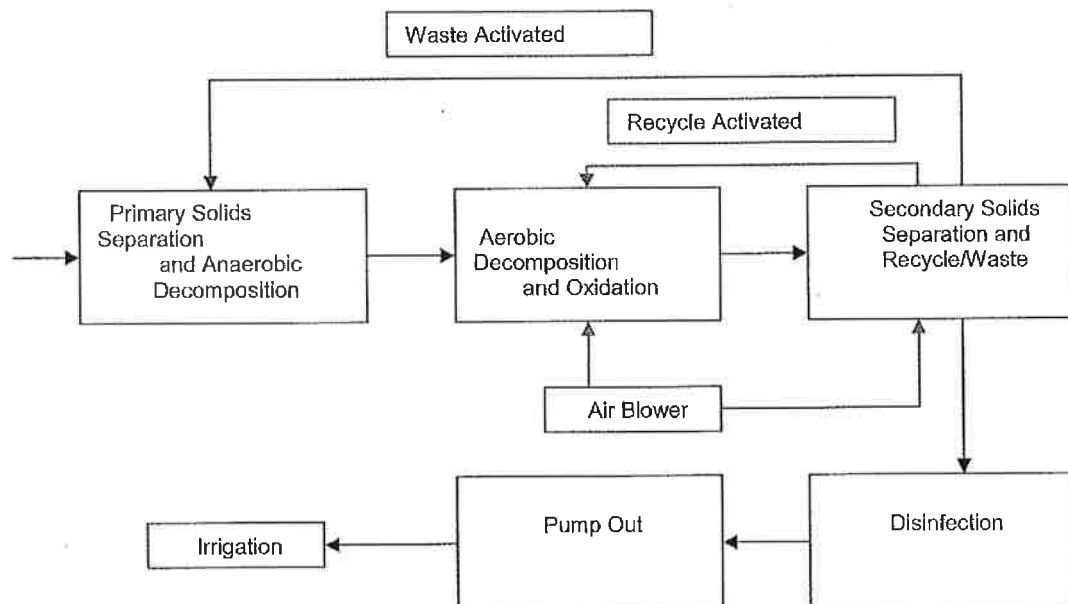


Figure 1. Process Flow Chart of the bioCycle AWTS.

8.2 Effluent Water Quality

All Models produce effluent with the following water quality:

- Biological Oxygen Demand (BOD₅) : < 20mg/L
- Suspended Solids : < 30mg/L
- Faecal Coliforms : < 10 orgs / 100mL
- Free Chlorine in the range of : 0.5 to 2 ppm

8.3 System Running Costs.

The power consumption for your system is estimated to be 6.33 kWh (kilowatt hours) per day. However, this value depends on how much water is entering the system, and how often the irrigation pump is activated.

The cost of an annual service will depend on the contract entered into with a licensed Technician.

Appendix A

PROCESS ENGINEERING CALCULATIONS

DESIGN CALCULATIONS

Equivalent Population 25
Hydraulic Flow 180 L/p/day



SLUDGE PRODUCED 80 L/p/year
Desludging Freq once every 1 years
EP 25 = 2000 L/year
= 166.6667 L/month
= 38.46154 L/week
= 5.479452 L/day

SEWERAGE CONDITIONS

Total BOD per day = 300.00 mg/L
300.00 ppm
1350 g/day
Hydraulic Flow = 4500 L/day
4.5 m³/day
Suspended Solids = 250 mg/L
250 ppm

TREATED SEWERAGE

BOD (Total) = 20 mg/L
20 ppm
SS (Total) = 30 mg/L
30 ppm

PRIMARY TREATMENT VOLUME (S X P1 X D) + (P2 X HF)

Volume (Total) = 6,500 Litres
Volume (Primary 1) = 4333 Litres
Volume (Primary 2) = 2167 Litres

AERATION TREATMENT VOLUME

Volume (Total) = 4,500 Litres

AIR REQUIREMENTS 2.4 kg O₂ per 1 kg BOD per day

Volume (Total) = 3.24 kg O₂ per day
0.135 kg O₂ per hour
Volume (Total) = 103.36 Litres(O₂) per hour
469.82 Litres(Air) per hour
9396.31 Litres(air) per hour at 5% Transfer Efficiency
156.61 Litres(air) per minute at 5% Transfer Efficiency

MEDIA VOLUME 12.5 gBOD per m²

Area Required (Total) = 108 m²

BIO-BLOK (Dry) = 100m²/m³ Media Volume = 0.5 m³
BIO-BLOK (2mm BioFlim) = 233m²/m³ Number of Blocks = 3 Blocks

SEDIMENTATION CHAMBER VOLUME DISINFECTION / PUMP OUT CHAMBER VOLUME

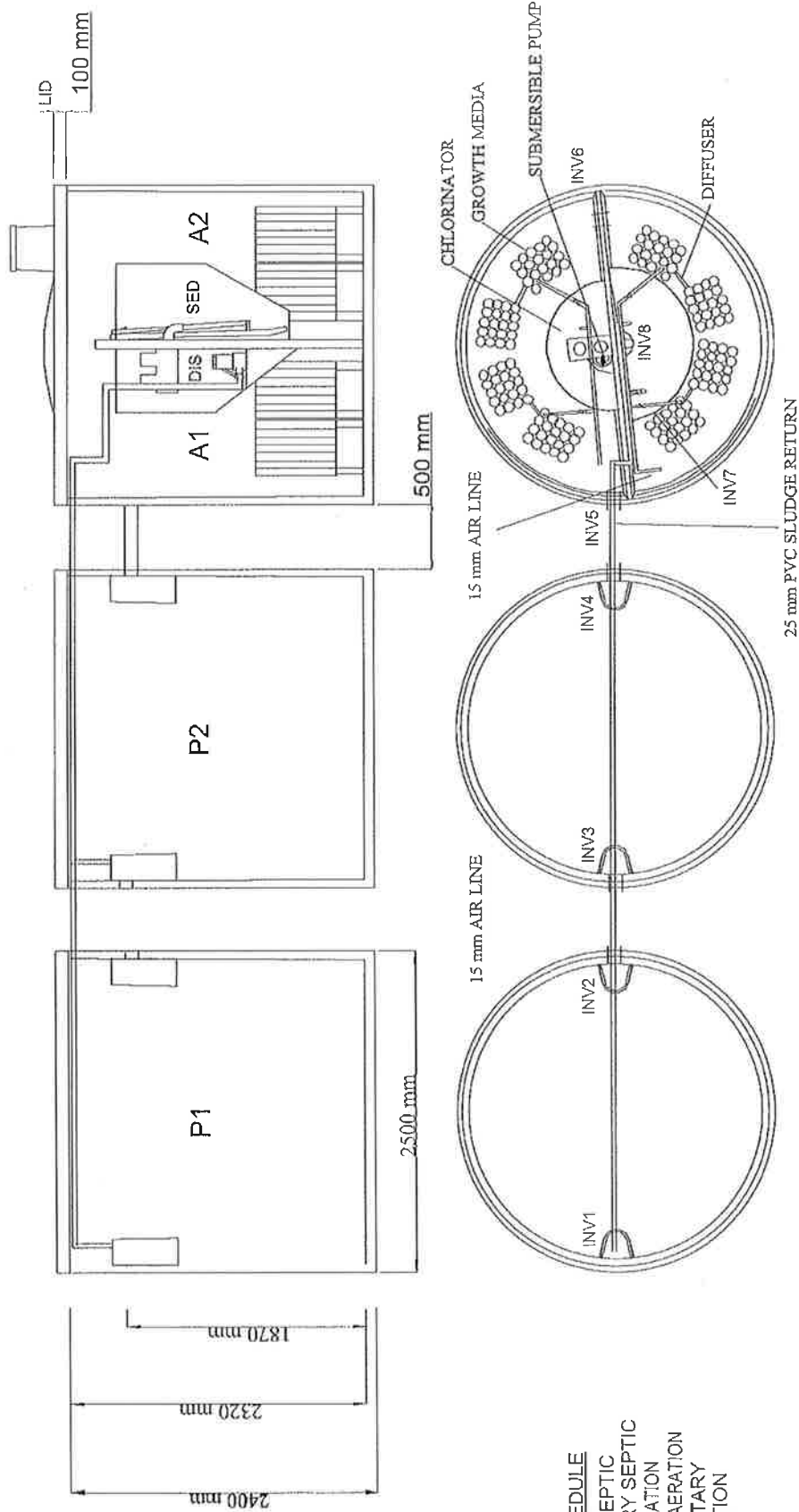
Volume (Total) = 675 Litres Volume (Total) = 675 Litres

Total Estimated Power Consumption 6.33 kWh/day

TOTAL CAPACITY = 12,350 Litres

Commercial Systems: Biocycle® JOWA Group Pty Ltd

Appendix B
MODEL EP25 TREATMENT SYSTEM



CHAMBER SCHEDULE

- P1 - PRIMARY SEPTIC
- P2 - SECONDARY SEPTIC
- A1 - PRIMARY AERATION
- A2 - SECONDARY AERATION
- SED - SEDIMENTARY
- DIS - DISINFECTION
- PO - PUMP OUT

INVERT SCHEDULE

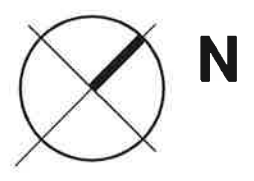
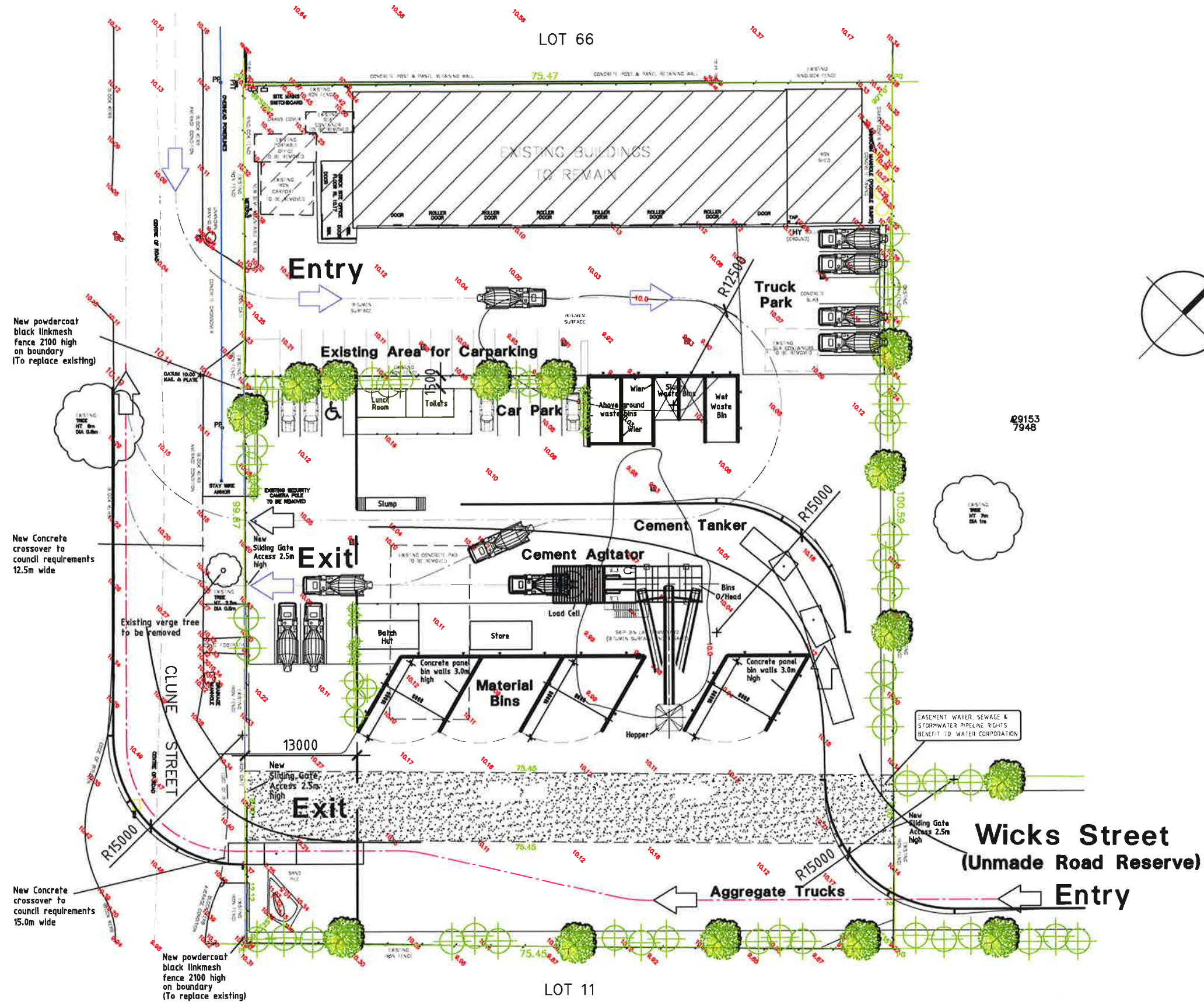
- INV1 - 1950mm
- INV2 - 1900mm
- INV3 - 1850mm
- INV4 - 1800mm
- INV5 - 1730mm
- INV6 - 1640mm (Tank floor)
- INV7 - 1610mm (Tank floor)
- INV8 - 1555mm (Tank floor)

Use 2400mm diameter pipe for all chambers. © Biocycle WWA Group Pty Ltd

BIOCYCLE
48 Patpa Drive, SHELDON PARK S.A. 5158

MODEL 25

REV B	AUGUST 2ND 2012	SIZE A4	CAGE CODE	DWG NO. MDL 1525	REV B
		SCALE 1:50	A. JACKSON	SHEET	



DRG No.	DESCRIPTION	REVISION
	REFERENCE DRAWINGS	

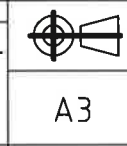
Site Survey details added	F	120216
Panel heights revised 3.0m high		
Additional Concrete Agitator route added	C	071215
For Discussion & Quotation	A	261115
DESCRIPTION	No	DATE
	INIT.	

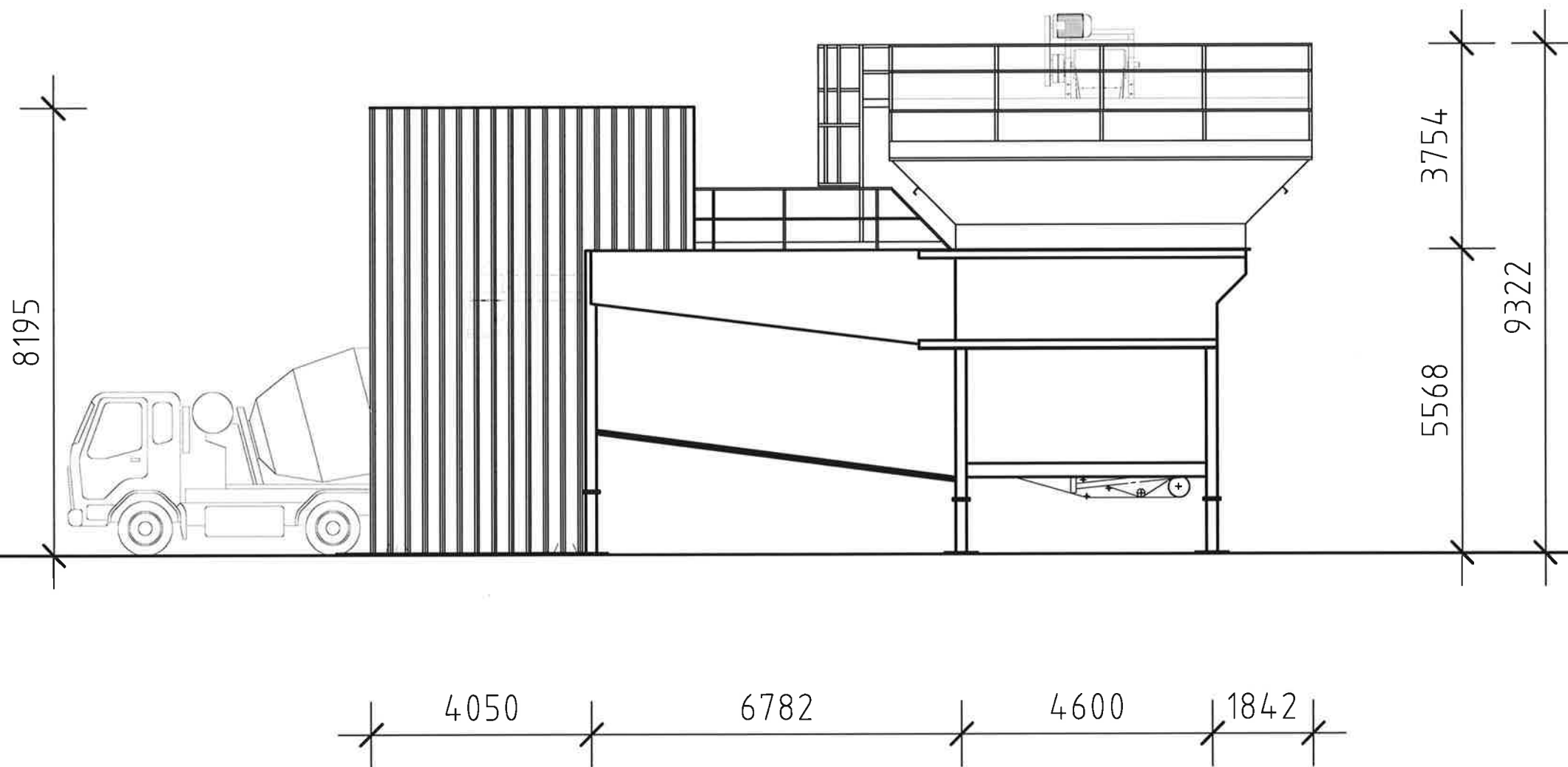
Site Layout

SCALE	1:500
DRAWN	
CKD.	
Job No	
DATE	

BGC Concrete:-
Proposed Concrete
Batch Plant
 Part Lot 105 Clune St, Bassendean

ALL DIMENSIONS ARE IN MILLIMETRES.	
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DRG No.	A 01
REV	F





South/West Elevation


DRG No.	DESCRIPTION	REVISION
	REFERENCE DRAWINGS	
	Planning Application	B 041215
	For Discussion & Quotation	A 261115
	DESCRIPTION	No DATE INIT.

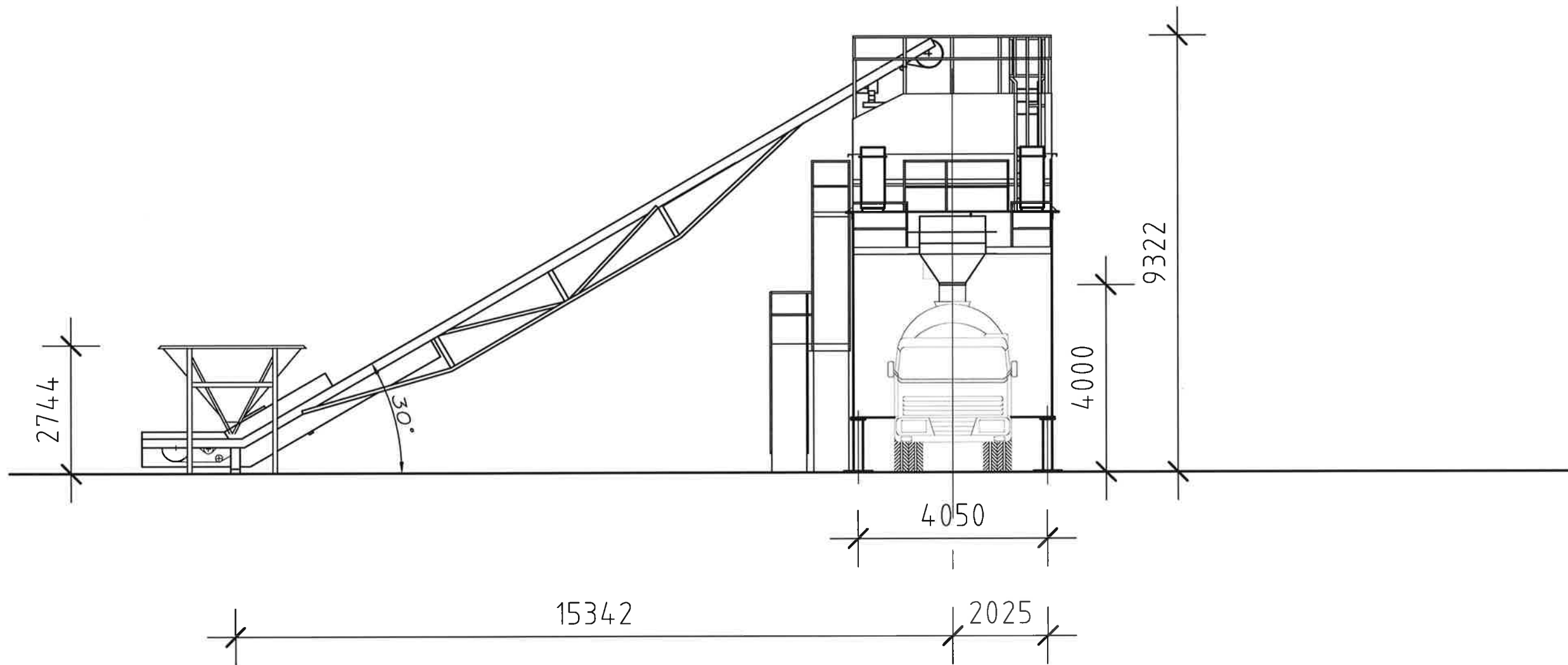
Batch Plant Elevations

SCALE	1:100
DRAWN	
CKD.	
Job No	
DATE	

**BGC Concrete:-
Proposed Concrete
Batch Plant**
Part Lot 105 Clune St, Bassendean

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DRG No. A 02


 A3
 REV B



South/East Elevation


DRG No.	DESCRIPTION	REVISION	No	DATE	INIT.
	REFERENCE DRAWINGS				
		Planning Application	B	04.12.15	
		For Discussion & Quotation	A	26.11.15	

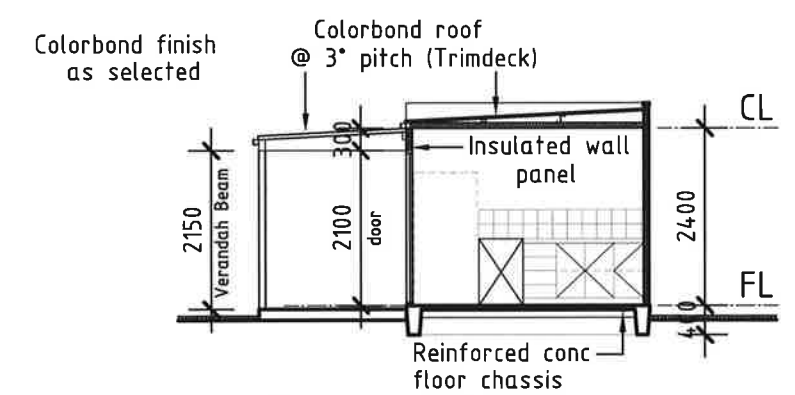
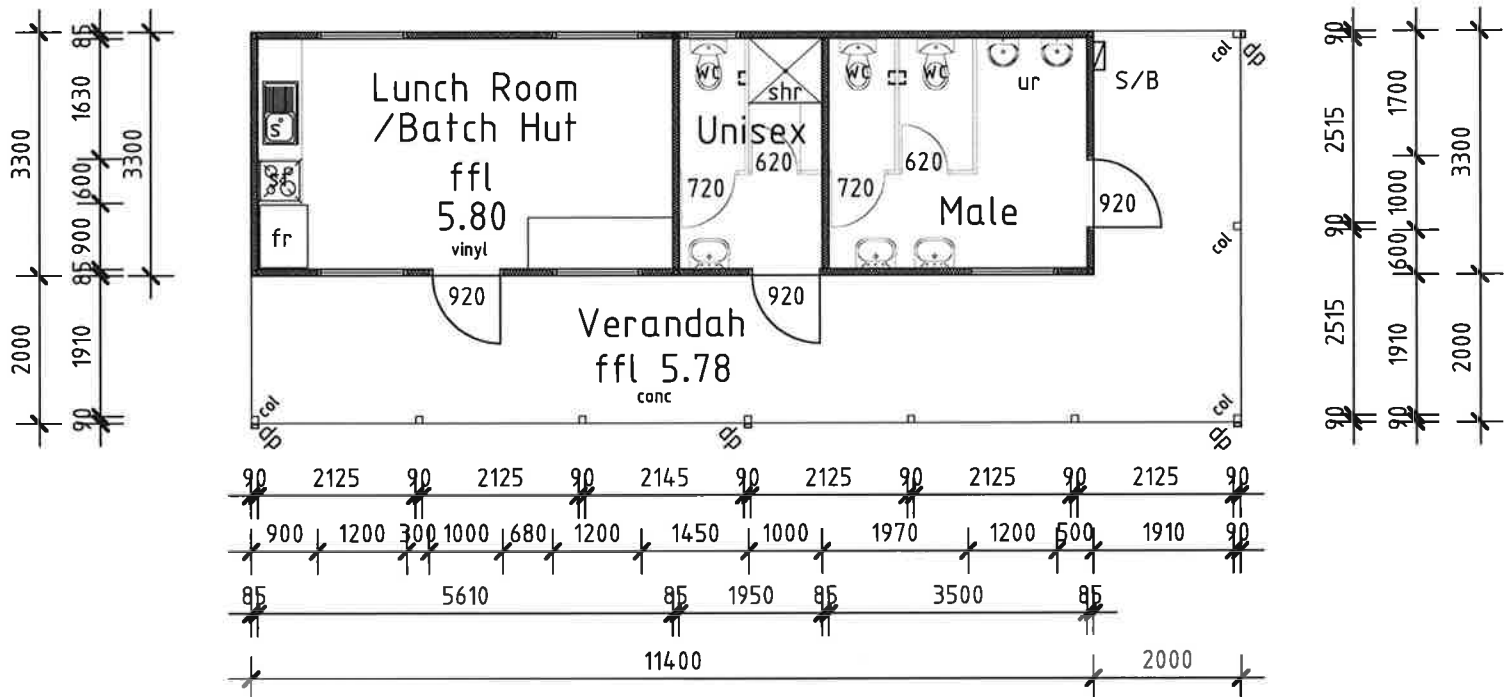
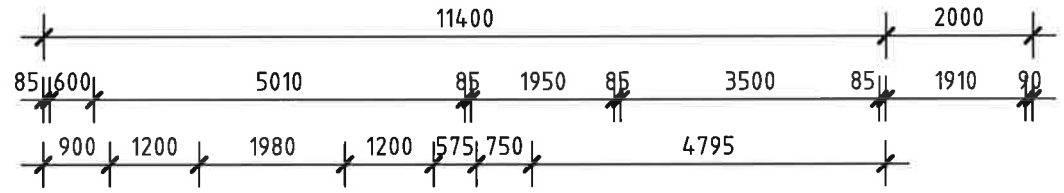
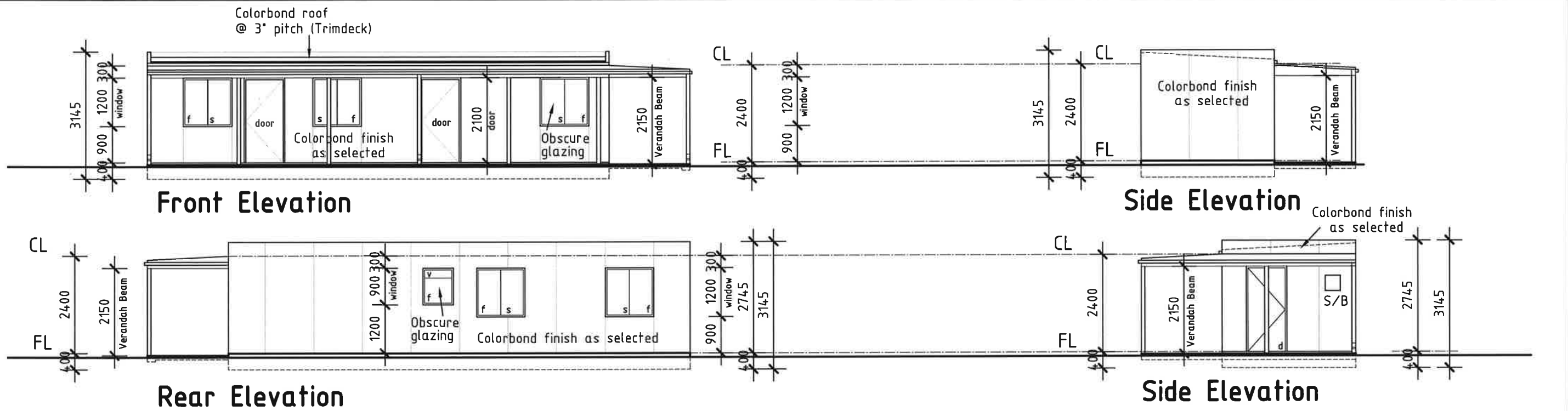
Batch Plant Elevations

SCALE	1:100
DRAWN	
CKD.	
Job No	
DATE	

**BGC Concrete:-
Proposed Concrete
Batch Plant**
Part Lot 105 Clune St, Bassendean

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DRG No. A 03


 A3
 REV B



Note
 Buildings to be structurally designed to conform with local authority requirements
 All opening windows to have flyscreens
 Obscure glazing to wet area windows
 Switch box to have lockable cover
 R 2.5 insulation to internal & perimeter walls
 R 3.5 insulation to ceiling cavity
 1kg Fire extinguisher mounted in module

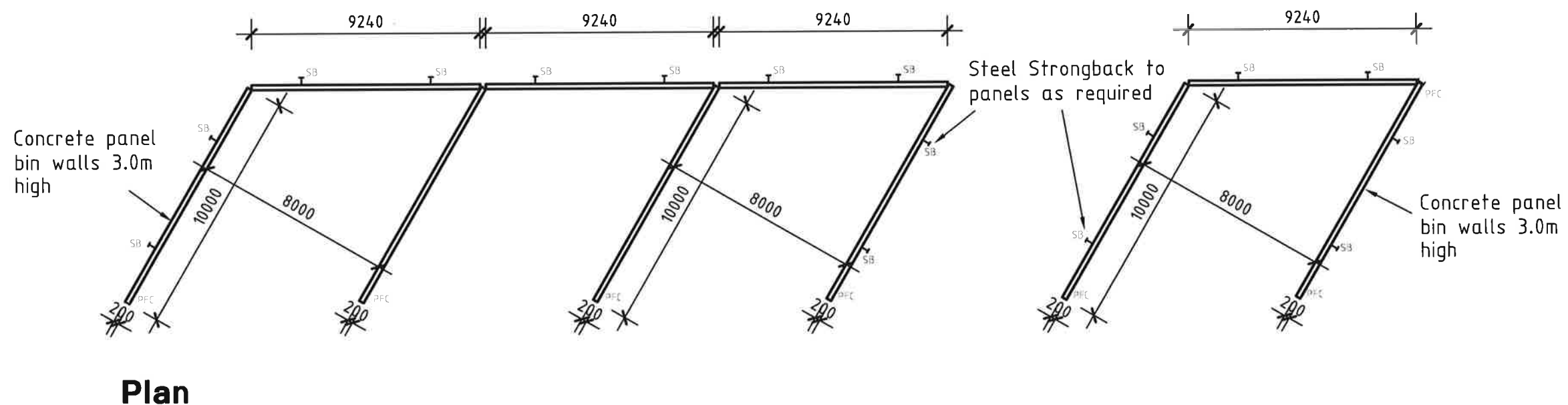
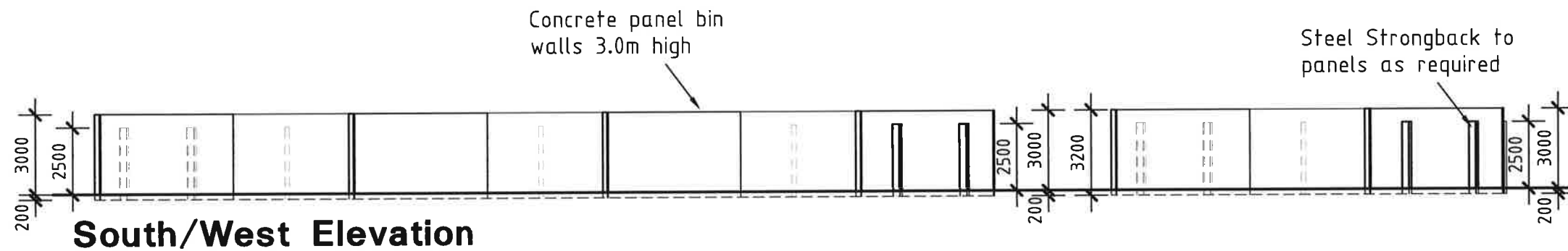
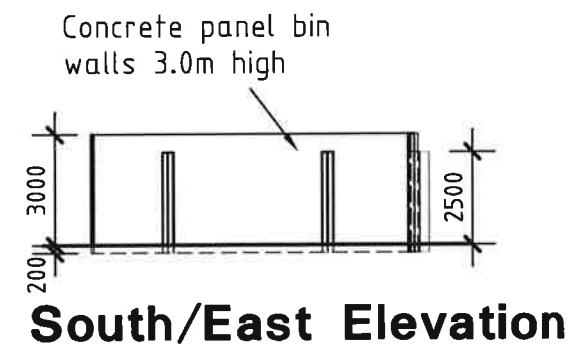
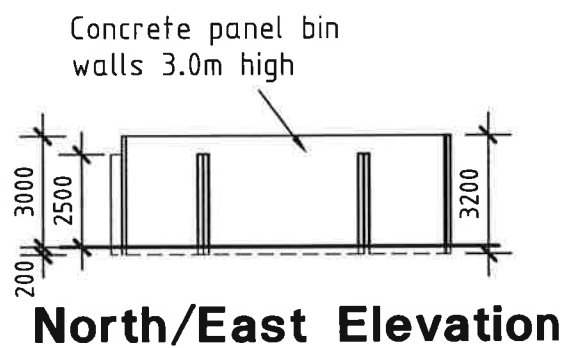
DRG No.	DESCRIPTION	REVISION
	REFERENCE DRAWINGS	
	Planning Application	B 041215
	For Discussion & Quotation	A 261115
	DESCRIPTION	No DATE INIT.
		REVISION

Drivers Room Batch Hut Module

SCALE 1:100
 DRAWN
 CKD.
 Job No
 DATE

BGC Concrete:- Proposed Concrete Batch Plant
 Part Lot 105 Clune St, Bassendean

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DRG No.	REV
A 04	B



DRG No.	DESCRIPTION	DESCRIPTION	No	DATE	INIT.
	REFERENCE DRAWINGS	REVISION			
		Planning Application	D	120216	
		Panel height revised 3.0m high	A	101215	
		For Discussion & Quotation			

Material Bins Plan & Elevations	SCALE	1:200
	DRAWN	
	CKD.	
	Job No	
	DATE	

**BGC Concrete:-
Proposed Concrete
Batch Plant**
Part Lot 105 Clune St, Bassendean

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DRG No.	A 06	REV D



ROWEGROUP

Job Ref: 8379
14 December 2015

Chief Executive Officer
Town of Bassendean
35 Old Perth Road
BASSENDEAN WA 6054

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia

p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

Attention: Brian Reed – Manager Development Services

Dear Brian

**Development Application – Mobile Concrete Batching Plant
Lot 105 (No. 2) Clune Street, Bassendean**

Rowe Group acts on behalf of the landowner of Lot 105 (No. 2) Clune Street, Bassendean ('the subject site'). We have been instructed to prepare a development application for a mobile concrete batching plant at the subject site.

To assist in processing this application, please find enclosed:

- A cheque for the sum of \$1,600.00, being the application fee;
- A copy of the Certificate of Title;
- Three (3) copies of the architectural drawings;
- A traffic report prepared by Shawmac; and
- The following justification.

Subject Site

The subject site is legally identified as:

- Lot 105 on Diagram 62913 Certificate of Title Volume 2110 Folio 480.

Refer Attachment One – Certificate of Title.

The subject site is approximately 7,563m². The subject site has frontages to Clune Street and Wicks Street.

Figure 1 – Site Plan.

It should be noted that the landowner recently purchased a portion of the unconstructed Wicks Street road reserve from the Town of Bassendean. An easement is located over this portion of the subject site.

Proposed Development

This application seeks planning approval for a mobile concrete batching plant at the subject site. The proposal includes the construction of a drivers' room and storeroom and associated car and truck parking. Batch plant equipment will be located in the centre of the subject site so as to allow vehicle movements around the equipment and ensure that trucks can enter and exit the subject site in a forward moving gear. An existing tenant occupies the northern portion of the subject site.

Refer Attachment Two – Architectural Drawings.

Vehicle access to the subject site will be via three (3) access points; one (1) via Wicks Street and two (2) via Clune Street. All aggregate trucks will enter the subject site via Wicks Street (approximately 20 daily). All concrete agitator trucks will use the Clune Street crossovers (approximately 100 movements daily). No trucks will turn onto Jackson Street via Wicks Street.

The proposed development incorporates a black coated mesh style fence which will surround the site. Gates will be located at all access and egress points. For security purposes barbed wire will be atop the proposed fence and gates. The barbed wire will be to a similar standard used by other industrial properties in the Bassendean industrial area.

Town Planning Considerations

Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme ('MRS') the subject site is zoned 'Industrial'. The proposed development is an appropriate use in the 'Industrial' Zone.

Town of Bassendean Local Planning Scheme No. 10

The subject site is zoned 'General Industry' under the Town of Bassendean Local Planning Scheme No. 10 ('LPS 10'). Refer Figure 2 – LPS 10 Zoning Plan. The objectives of the 'General Industry' Zone are listed under Clause 4.2.4 of LPS 10 as follows:

- (a) To provide for a broad range of industrial uses, excluding noxious or hazardous activities;*
- (b) To accommodate industry that would not otherwise comply with the performance standards of light industry;*
- (c) To accommodate a range of manufacturing and associated service activities which will not, by the nature of their operations, detrimentally affect the amenity of the adjoining or nearby land;*

- (d) To achieve safety and efficiency in traffic circulation, and also recognise the function of Collier Road as a regional road;*
- (e) To provide car parking and landscaping appropriate to the scale of development;*
- (f) To preclude the storage of unsightly goods from public view; and*
- (g) To ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*

The proposed development is consistent with the 'General Industry' Zone objectives for the following reasons:

- This application will allow land currently zoned for industrial purposes under the MRS and LPS 10 to be used for industrial purposes;
- This application will accommodate an industrial use which may not be supported within the 'Light Industry' Zone;
- The proposal will not adversely impact on the amenity of the surrounding industrial area;
- The proposal, as detailed in the attached Traffic Impact Statement, will not, from a traffic perspective, impact on the functionality of Collier Road as a regional road;
- The proposal incorporates a level of landscaping and parking appropriate for this scale of development in an industrial area;
- As part of this proposal, no unsightly goods will be stored in view of any adjoining public street; and
- As detailed below, the proposal is consistent with Section 4.0 – Industrial Strategy of the Town of Bassendean Local Planning Strategy.

The proposed development is consistent with the definition of 'Industry – General', which is defined in Schedule 1 of LPS 10 as:

Industry – General means an industry other than a cottage, extractive, light, mining, rural or service industry;

A land use classification for an 'Industry – General' use is not contained in Table 1 – Zoning Table of LPS 10. Advice from the Town of Bassendean (dated 5 August 2015) has confirmed that 'Industry – General' is a 'P' (Permitted) use within the 'General Industry' Zone. Refer Attachment Three – Correspondence between Rowe Group and Town of Bassendean.

Local Planning Strategy

Clause 5.9.2 of LPS 10 states that development shall have regard to the Industrial Strategy component of the Local Planning Strategy. The Local Planning Strategy identifies the subject site has being located within Precinct D, which is summarised as follows:

The general industrial area flanking either side of Collier Road to the western side of the overall industrial area, comprising a mix of manufacturing industries, service industries, transport industries, offices and warehousing located on small to medium size lots and including both older and new redeveloped sites. There are a minimal number of vacant landholdings within its precinct and some opportunities for redevelopment of older sites.

Section 4.3 of the Local Planning Strategy stipulates the following objectives:

- *To retain the Bassendean Industrial area as true industrial area incorporating a mix of industrial land uses including core industrial activity, warehousing, transport industries, service industry, showroom and office.*
- *To ensure a suitable interface between industrial and residential land use both in terms of visual impact and potential amenity impact resulting from land use activity.*
- *To facilitate the suitable remediation and most appropriate ultimate land use of the vacant industrial land that is planned as Tonkin Park Stage 2 and is currently affected by contaminated materials.*
- *To promote Collier Road as the “central spine” to the Bassendean Industrial Area, both in terms of its traffic function and its commercial exposure and presentation potential.*

The proposed development is consistent with the above objectives for the following reasons:

- The proposal includes an industrial use and therefore ensures the use of the area is in accordance with the intended land use in the Bassendean industrial area;
- The proposal does not adjoin a residential area;
- The subject site does not form part of the vacant industrial land that is planned as Tonkin Park Stage 2 area; and
- The proposal does not impact on or compromise Collier Road as the “central spine” to the Bassendean industrial area.

On the basis of the above the proposal is consistent with Clause 5.9.2 of LPS 10.

Development Standards

Setbacks

The Town’s Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines (‘LPP 6’) stipulates the following building setback requirements:

- Front – 13m;
- Rear – Nil;
- Side – 4.5m; and
- Secondary Street – 6m.

The subject site has frontage to Clune Street (front) and Wicks Street (secondary street). The rear setback is measured from the northern lot boundary and the side setback is measured from the southern and partial eastern lot boundary.

The proposed development includes a 13m setback to Clune Street, a 1.5m rear setback to the northern lot boundary, a 52.5m side setback to the eastern lot boundary and a 34.5m setback to the southern lot boundary. Therefore proposed development is consistent with the above building setback requirements of LPP 6.

Clause 5.9.3 of LPS 10 states that the setback areas can be used for the following:

- A means of access and egress;
- The parking of vehicles used by customers and employees;
- The loading and unloading of vehicles;
- Open air display;
- Landscaping; and
- Display and sale of motor vehicles.

It is proposed that the setback areas are used for access and egress, the parking of vehicles and landscaping purposes. Therefore the proposal is consistent with Clause 5.9.3 of LPS 10.

Parking

Table 2 of LPS 10 stipulates a parking requirement for 'General Industry' use of one (1) bay per 50m² of gross floor area ('GFA'). The proposed development incorporates a total of 61m² GFA. Therefore the proposed development requires a total of 1.22 (2) parking bays.

The proposed development incorporates nine (9) car parking bays and is therefore consistent with the parking requirements contained in LPS 10.

Waste Water and Effluent Disposal

Clause 5.9.4 of LPS 10 requires that all development shall be connected to a reticulated sewerage system. The proposed development will be connected to the existing sewerage facilities used by the existing tenant of the property. Therefore the proposal is consistent with Clause 5.9.4 of LPS 10.

Plot Ratio

LPP 6 stipulates that a maximum plot ratio of 0.75 applies to the subject site. This proposal seeks planning approval for a drivers' room with toilet facilities and a store room, which equate to a combined

area of approximately 57.3m². A maximum plot ratio area of 5,669.25m² is permissible at the subject site. Therefore the proposed development is consistent with the plot ratio of LPP 6.

Site Coverage

LPP 6 stipulates that the maximum site coverage permitted to any development is 50%. The proposed buildings do not cover more than 50% of the subject site. The proposal is therefore consistent with this requirement.

Landscaping

LPP 6 stipulates the following landscaping requirements:

- Minimum front boundary – 2m;
- Minimum side boundary – 1m; and
- Shade trees provided at a rate of 1 per six (6) car parking bays.

The proposed development incorporates landscaping strips along Clune Street ranging from a width of 0.5m to 1.5m. Landscaping strips are proposed to all other boundaries and have a width of 1.5m.

A total of 15 trees are proposed as part of this application. Therefore trees are provided at a rate of one (1) tree per 1.53 bays which is far greater than what is required by LPP 6.

A variation is sought to the width of the landscaping strip to Clune Street (front boundary). A variation may be granted by the Town of Bassendean under Clause 2.3.2 of LPS 10 and Clause 5.5.1 of LPS 10. Such a variation should be supported by the Town for the following reasons:

- The extent of the proposed landscaping is far greater than what other industrial developments generally provide in the locality;
- The extent of the variation is minor (i.e. 0.5m to 1.5m); and
- The proposal also includes a far greater provision of trees on-site than any other industrial development within the locality.

It is for the above reasons that the proposed variation should be supported.

Security Fencing

LPP 6 states that security fencing shall be of an open style either mesh fencing or palisade style fencing and setback 2m behind the street alignment.

The proposed development incorporates a black coated mesh style fence which will surround the site. Gates will be located at all access and egress points. For security purposes barbed wire will be atop the

proposed fence and gates. The barbed wire will be to a similar standard used by other industrial properties in the Bassendean industrial area. The proposed fence is located on the lot boundary adjoining Clune Street.

A variation is sought for the location of the proposed fence against the requirements of LPP 6. The proposed nil setback to the street boundary should be supported for the following reasons:

- The proposed fencing is to a much higher standard than what is currently being used in the surrounding Bassendean industrial area; and
- The location of the proposed fencing is an improvement to what is currently on-site.

Storage/Refuse

LPP 6 requires storage and refuse areas to be screened from view from the public street, and enclosed by a wall of masonry or other approved building material and being of not less than 1.8m in height. All storage and refuse areas are setback behind the street setback boundaries and are screened from view from the street. Therefore the proposed development is consistent in this regard.

Service Access

LPP 6 stipulates the following requirements relating to service access which apply to the proposed development:

- Access way shall be constructed so as to allow all vehicles using it to enter from and return to a street in a forward moving gear; and
- Access way shall be not less than 4.5m wide.

Trucks entering the subject site (via Wicks Street and Clune Street) will be able to exit the site in a forward moving gear. The proposed development is consistent with the above requirements of LPP 6.

Building Materials

LPP 6 states that buildings may be constructed of zincalume sheeting where the buildings are screened from any public street. The proposed buildings are constructed with a colorbond finish.

The proposed buildings are located behind the street setback area and are located with landscaping and parking within the setback area. The landscaping and parking provides screening from the adjoining street. It should also be noted that the proposed drivers' room incorporates a verandah element which provides a good level of aesthetic appearance. The store room is situated much further beyond the street setback area (set back approximately 26.5m from Clune Street). For these reasons, the proposed development should be supported by the Town of Bassendean.

Water Sensitive Design

The Town's Local Planning Policy No. 3 – Water Sensitive Design ('LPP 3') states that the principles of water sensitive urban design are to be incorporated into urban development through the application of best management practices. Section 5 of LPP 3 states that on-site stormwater detention is an example of best management practice.

All stormwater will be retained on-site as part of this proposal. Further detail of stormwater design and on-site detention will be completed as part of the detailed design stage of the development (i.e. post planning approval).

Traffic Statement

A Traffic Statement has been prepared by Shawmac Consulting Civil & Traffic Engineers, Risk Managers which provides a detailed assessment of the proposed development in relation to traffic matters. Refer Attachment Four – Traffic Statement. The following is a summary of the Traffic Statement.

Impact on Intersections

Turning movements for a typical peak hour were predicted for both Clune Street and Lavan Street and Clune Street and Jackson Street intersections. The performance of the intersections operating under typical peak hour flows was evaluated using SIDRA intersection software. Intersection volumes are low and performance under peak hour flow conditions is predicted to be good.

Traffic Generation and Distribution

Potential traffic flows from the site were calculated based on the target maximum production as advised by BGC and summarised below:

- | | |
|---|---|
| Daily delivery of aggregate and sand: | 20 arrivals via Wicks Street and 20 departures via Clune Street – Lavan Street. |
| Daily delivery of cement: | 3 arrivals via Wicks Street and 3 departures via Clune Street – Lavan Street. |
| Agitator truck arrivals and departures: | 100 arrivals and departures via Clune Street – Lavan Street. |
| Staff arrivals and departures: | Allow 10 arrivals and 10 departures via Clune Street – Lavan Street. |

This equates to about 133 trips per day or 266 vehicle movements. The distribution of traffic is expected to be split as shown in the below table.

Location	Daily Traffic (Existing/Predicted)	AM Peak (Existing/Predicted)	PM Peak (Existing/Predicted)
Wicks Street north of Jackson Street	0/23 vpd	0/2 vph	0/2 vph
Clune Street west of Wicks Street	690/933 vpd	95/119 vph	95/119 vph
Lavan Street north of Clune Street	1,178/1,421 vpd	162/186 vph	162/186 vph

Having a site area of 5,000m², the theoretical generation based on a light industrial land use and applying the generation rates indicated by the Institute of Transportation Engineers is indicated as being in the order of 77 vehicles per day.

Summary

In summary of the above, the proposed development of a mobile concrete batching plant at Lot 105 (No. 2) Clune Street, Bassendean should be supported by the Town of Bassendean for the following reasons:

- A mobile concrete batching plant is an 'Industry – General' use under the Town of Bassendean Local Planning Scheme No. 10, which is classified as a 'P' (Permitted) use within the 'General Industry' Zone;
- The proposed development is consistent with the objectives of 'General Industry' Zone;
- The proposed development ensures that land within the Bassendean industrial area is used for industrial purposes;
- The traffic modelling suggesting that the increased traffic moving through the intersections will not result in any adverse impacts being experienced and all affected intersections are expected to function at a high level of service;
- The proposed development is generally consistent with the Town of Bassendean Local Planning Scheme No. 10 and relevant Local Planning Policy provisions, with minor variations sought for the landscaping strip width to Clune Street, the location of the fence along Clune Street and building materials. These variations are minor and should be supported for the reasons detailed within this correspondence; and
- The use of the subject site as a mobile concrete batching plant will not impact on the surrounding road network.