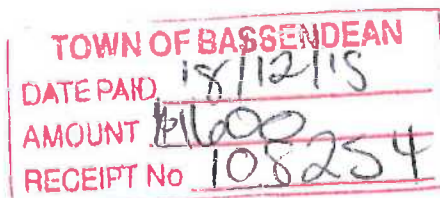


Document #: IPA-9759515
Date: 18.12.2015
Officer: CHRISTIAN BUTTLE
File: DABC/BDVAPPS/2015-246



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@instantwaste.com.au	
	Contact person for correspondence: Nathan Stewart Sam Mangione - Director	
	Signature:	Date: 19/11/15
	Signature:	Date:
Signature:	Date:	
<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>		

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	
	<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	
	Signature:	Date: 14/12/2015

Development Services
Tel: (08) 9377 8000

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

Office of the Environment
Protection Authority

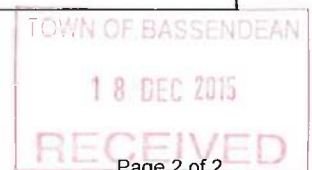
13 MAY 2016



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

PROPOSED DEVELOPMENT	Nature of Development: (Specify below)		<input type="checkbox"/> Works <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.:	



Document #: IPA-10316416
Date: 04.05.2016
Officer: TIMOTHY ROBERTS
File: DABC/BDVAPPS/2015-246



ROWEGROUP

Job Ref: 8379
4 May 2016

Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Sent Via Email: breed@bassendean.wa.gov.au
troberts@bassendean.wa.gov.au

Attention: Mr Brian Reed – Manager Development Services
Mr Timothy Roberts – Planning Officer

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 Mr Reed & Mr Roberts

**DR 68 of 2016 – Keppel Holdings Pty Ltd v Town of Bassendean
Lot 105 (No. 2) Clune Street, Bassendean**

Rowe Group acts on behalf of the prospective leaseholder of Lot 105 (No. 2) Clune Street, Bassendean ('the subject site').

Further to the 'deemed refusal' under Clause 75(2) of the Planning and Development (Local Planning Schemes) Regulations 2015 ('the Regulations') on 19 February 2016, the Mediation held on 13 April 2016 and as per the 14 April 2016 Order, the Applicant is required to provide amended plans, with supporting information to the Respondent (the Town of Bassendean). Please find attached the following documents:

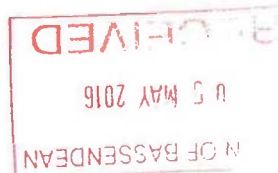
- Amended plans (Attachment One);
- Amended Traffic Assessment (Attachment Two); and
- Waste and Dust Management Plan (Attachment Three).

We also provide the following information.

Amended Plans

The plans have been revised to reflect the discussions of the 13 April 2016 Mediation:

- Plans to be provided to an A1 sized sheet, to an appropriate scale;
- Provision of a 6m setback to the 'ultimate development' of Wicks Street;
- Provision of a landscape plan;



- Updated elevation drawings showing the office construction materials and corrected finish floor levels ('FFL');
- Location of crossovers;
- Provision of a 2m wide landscaping strip to Clune Street and the 'ultimate development' of Wicks Street;
- The fence to Clune Street being set back behind the 2m wide landscaping strip;
- Confirmation of existing buildings are to be retained/removed; and
- Confirmation of the size of parking bays.

Refer Attachment One – Amended Plans.

The following describes the modifications made to the plans:

- The plans have been amended to be at A1 at a scale of 1:200;
- A 6m setback to the 'ultimate development' of Wicks Street has been facilitated;
- The proposal does not include the construction of any additional office structures at the subject site. The existing building and facilities will be used as the previous tenant has vacated the site. This negates the need for updated elevations/building material schedules;
- The kerbs and crossovers are now shown on the plans which gives accurate detail on the location of crossovers;
- A 2m wide landscaping strip has been provided along Clune Street and to the 'ultimate development' of Wicks Street. A 1.5m wide landscaping strip is proposed to northern portion of the subject site in front of the existing buildings. This 1.5m wide landscaping strip facilitates the provision of a disabled parking bay and shared space;
- A black coated mesh style fence to Clune Street is proposed on the lot boundary with landscaping behind the fence;
- The plans have been amended to clearly identify the removal of an existing car port, a portable office and sea container from the subject site. These structures will be replaced with a large landscaped area; and
- All car parking bays have been dimensioned on the amended plans.

The plans have been updated to reflect all but one (1) of the above modifications, being the location of the fence to Clune Street.

The proposed development incorporates a black coated mesh style fence to Clune Street. 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.



The Town of Bassendean Local Planning Policy No. 6 – Industrial Zones Development Design Guidelines ('LPP 6') states the following in relation to security fencing:

Where a security fence is proposed on a street lot boundary, it shall be of an open style either mesh fencing or palisade style fencing and setback 2-metres behind the street alignment.

A nil set back to the boundary to Clune Street is proposed. The proposed setback should be supported for the following reasons:

- The proposed fencing is to a much higher standard than that currently being used in the surrounding Bassendean industrial area;
- A fence currently surrounds the subject site and is constructed with a nil setback to the Clune Street lot boundary. The proposed mesh fencing in this location will greatly improve the streetscape of Clune Street; and
- The intent of the requirement under LPP 6 is that the fencing set back from Clune Street is to allow landscaping to be seen from the street and improve the general amenity of the street. The proposed fence is transparent and will allow the proposed 2m wide landscaping strip to Clune Street to be visible. The proposal will greatly improve the streetscape on Clune Street.

Amended Traffic Assessment

The Traffic Assessment has been updated to provide comment on the Traffic Report titled "Eastern Access Assessment" prepared by Transcore (dated 12 November 2012). Refer Attachment Two – Amended Traffic Assessment.

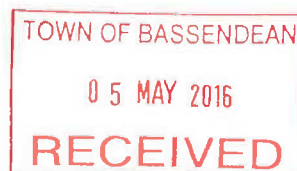
The Traffic Report concludes the increased traffic moving through the intersections will not result in any adverse impacts being experienced and all affected intersections are expected to function at a high level of service.

Waste and Dust Management Plan

A Waste and Dust Management Plan has been prepared by the Applicant. Refer Attachment Three – Waste and Dust Management Plan.

Sewerage System

Clause 6.2 of the Department of Health draft Government Sewerage Policy (2011) requires that where reticulated sewerage is located within 91m of development, that development must drain into such sewer. The subject site is located approximately 390m from the nearest sewerage connection (located to the east in Wood Street). Therefore, the subject site is not required to be connected to sewer in this instance. Rather an on-site sewerage system may be utilised.



It is proposed that the subject site will be equipped with a Biocycle Wastewater Treatment System (Model No. EP30NR). The following is a description of the proposed system:

- 4 x 8,000L reinforced concrete treatment tanks;
- 1 x Davey DCS40 irrigation pump;
- 1 x HIBLOW HP200 air pump;
- 2 x HIBLOW HP80 air pump;
- Internal Reinforced Fibreglass Baffles and Chambers;
- Internal Pipe work, Fittings and components; and
- Chlorine Disinfection Unit.

The sewerage system will be located to the north-east portion of the subject site behind the existing workshop building. The proposed sewerage system will replace the existing sewerage system in this location.

Portion of Land within the City of Bayswater & Public Advertising

A 49m² portion of the subject site is located within the City of Bayswater. This portion of land is currently occupied by an existing fence. No development is proposed within this portion of the subject site.

The proposed development is located wholly within the portion of the subject site within the Town of Bassendean. It should be noted that the northern and southern most crossovers are to be retained. A new crossover to Clune Street is proposed. This new crossover will be constructed in accordance with the City of Bayswater specifications.

As no development is proposed within the portion of the subject site contained within the City of Bayswater a Development Application is not required for Planning Approval from the City of Bayswater.

Environmental Protection Authority Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses No. 3

The Environmental Protection Authority Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses No. 3 ('Guidance Statement No. 3') specifically addresses generic separation distances between industrial and sensitive land uses to avoid conflicts between these land uses.

Appendix 1 of Guidance Statement No. 3 contains the separation distances between industrial and sensitive land uses. Appendix 1 of Guidance Statement No. 3 states a 'Concrete Batching Plant or Cement Products (Bricks) Manufacture' use would require a buffer distance of 300m to 500m, depending on size (as measured from the lot boundary of the industrial use and the lot boundary of the nearest sensitive land use).



It is noted that the Department of Environment Regulation is currently reviewing Guidance Statement No. 3 and a draft Separation Distances Guidance Statement was released for public consultation in August 2015. The draft Separation Distances Guidance Statement states that a separation distance of 500m applies (as measured from the proposed activity to the lot boundary of the nearest sensitive use).

The subject site is located approximately 420m from the nearest sensitive land use (being the residential properties to the south-east of Guildford Road). Refer Attachment Four – Separation Distances.

Section 4.4.1 of Guidance Statement No. 3 states the following in relation to where a new industrial use is proposed near existing sensitive land uses:

Where the separation between the industrial and sensitive land uses is greater than the generic distance, there will not usually be a need to carry out site-specific technical analyses to determine the likely area of amenity impacts due to emissions from the industry. The need for technical analyses is likely to be limited to such instances as major industrial developments, industries using new or non-typical processing techniques, or areas subject to cumulative impacts.

As a separation distance greater than the generic distance is provided a technical analysis is not required.

Furthermore, the proposed use will operate in accordance with the requirements of the *Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998*. As such, the proposed use will not use any non-typical processing techniques.

In consideration of the proposed development it is important to consider the following factors:

- The distance between the subject site and the nearest sensitive land use;
- The nature of the existing development between the subject site and the nearest sensitive land use; and
- The physical barriers between the subject site and the nearest sensitive land use.

The land between the subject site and the nearest sensitive land use is occupied by large industrial properties, the Railway Parade and Guildford Road carriageways and the Midland rail line. These are physical barriers between the subject site and the nearest sensitive land use.

If there were to be any effects caused by the proposed development, the distance, the type of development and physical barriers between the subject site and the nearest sensitive land use would not change the circumstances for the small number of residences within 500m of the subject site.

Summary

We trust the enclosed documentation will enable the Town of Bassendean to favourably determine the proposed development.



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

Yours faithfully,



Nathan Stewart

Rowe Group

Encl.

Attachment One – Amended Plans

Attachment Two – Amended Traffic Assessment

Attachment Three – Waste and Dust Management Plan

Attachment Four – Separation Distances

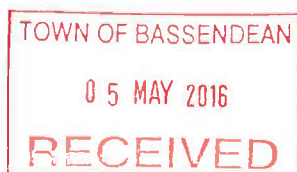
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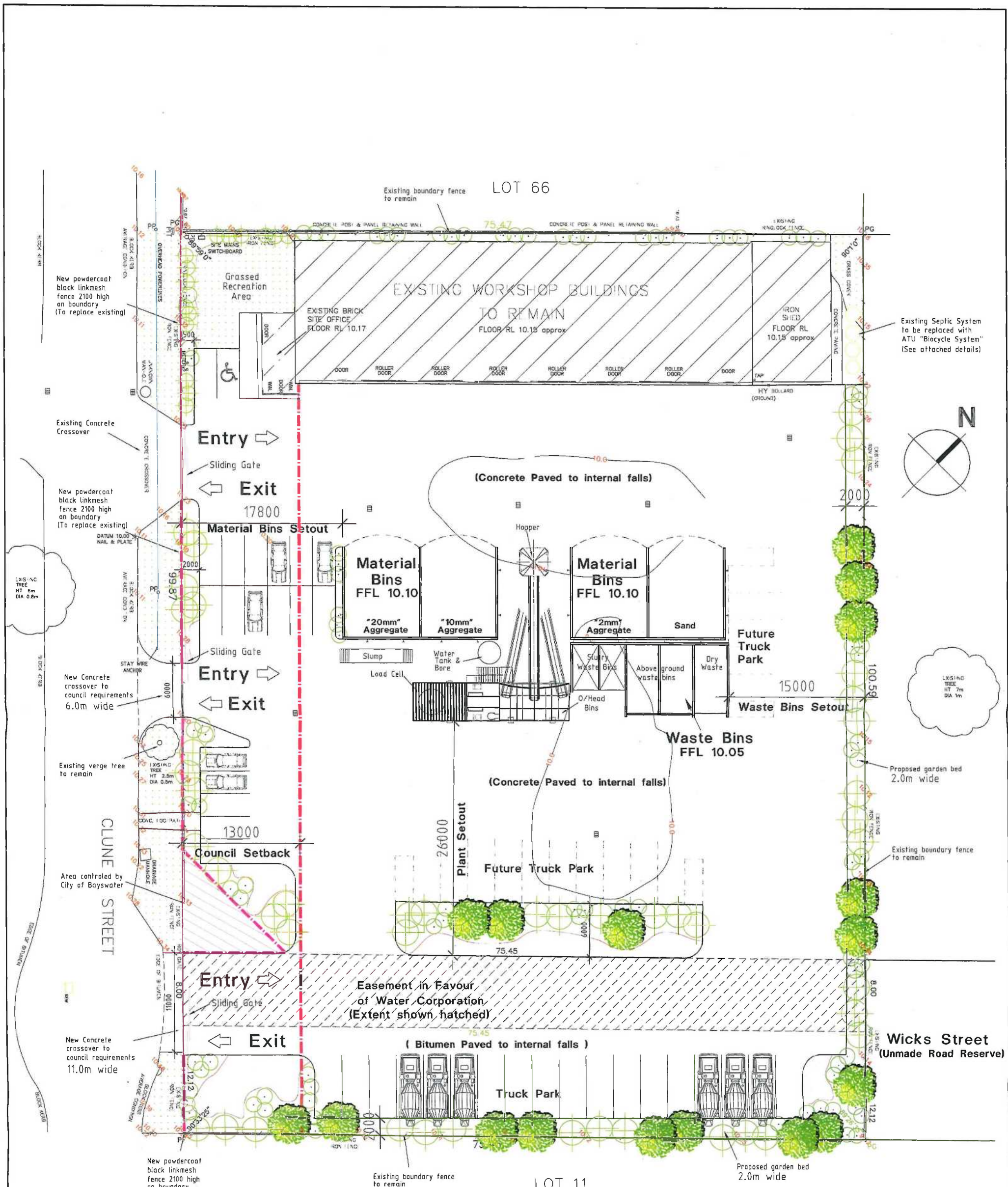
CC: State Administrative Tribunal



Attachment One

Amended Plans





Note:-

- Garden Beds to be planted with Native shrubs, reticulated and mulched to council requirements. Street verge to be grassed & reticulated via site bore
- Yard area to be concrete paved to internal falls except where noted otherwise
- Extent of new powdercoat linkmesh fence.
- Extent of area controlled by City of Bayswater
- Garden beds with shrubs and ground covers.

Tree Schedule (1 Tree per 4 sq m)

- Existing Mature Tree to remain
- Eucalyptus Leucosylon Rosea or similar (10.0lt pot)
- Eucalyptus Camaldulensis 'Silverton' or similar (5.0lt pot)
- Melaleuca Rhamniphylla or similar (2.0lt pot)

Remaining garden beds to be planted out with native shrubs and ground covers (ie:- Grevillea Red Lantern, Grevillea Sandra Gordon, Melaleuca laterita or similar) reticulated via dripper system fed off bore or Biocycle (where possible) Street verges to be grassed and reticulated via site bore and "Pop Up" sprays

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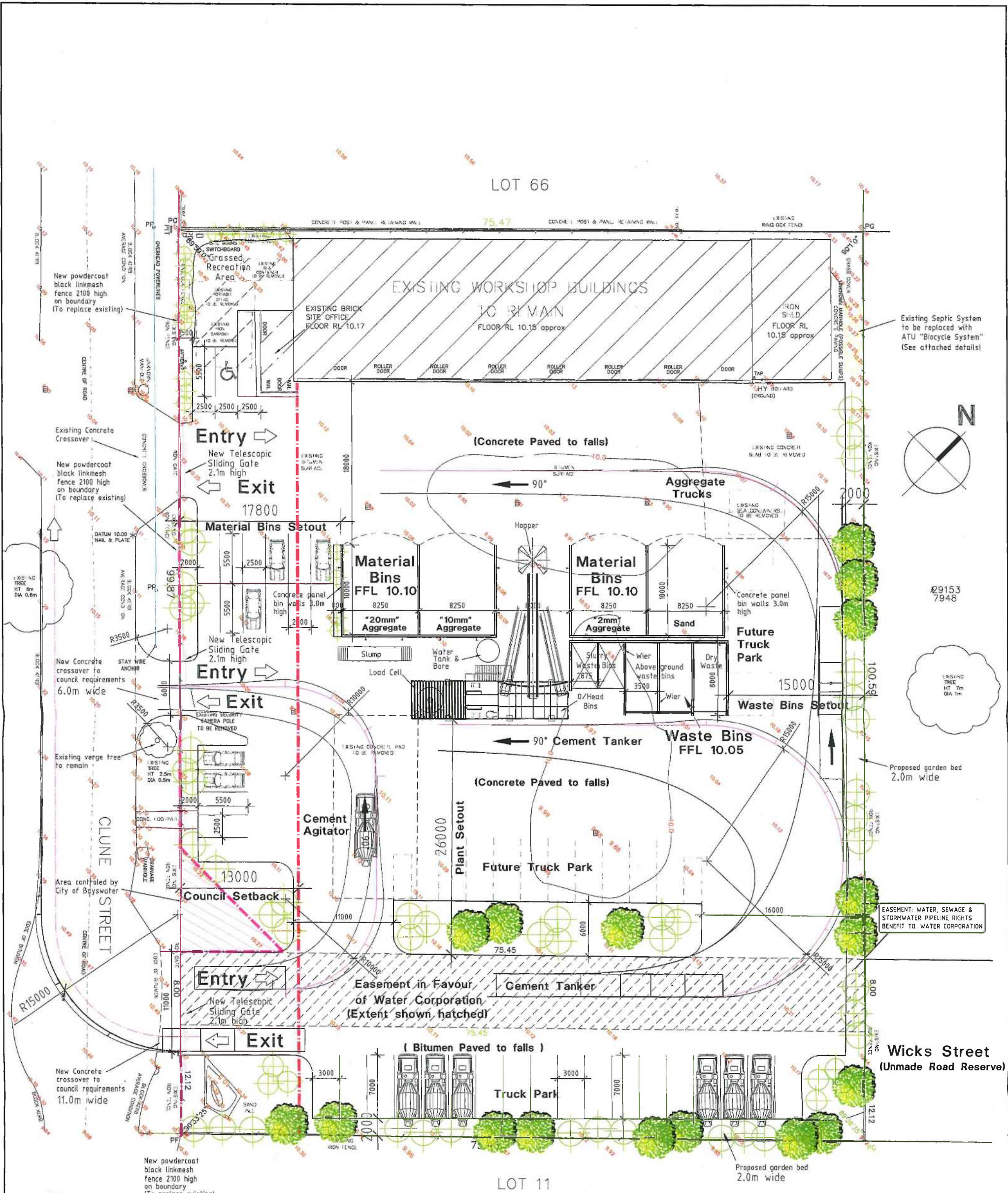
Landscape Plan

BGC Australia
ABN 62 005 736 005
4/11 Mount Street
Perth WA 6000
Tel: (08) 9261 1000
Fax: (08) 9261 1001
E: info@bgc.com.au
http://www.bgc.com.au

SCALE 1:200
DRAWN MJC
CKD
Job No
DATE NOV-2015

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

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REV H



Note:-

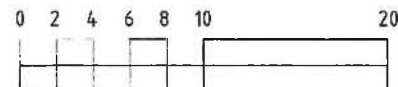
Garden Beds to be planted with Native shrubs, reticulated and mulched to council requirements.
Street verge to be grassed & reticulated via site bore.
Yard area to be concrete paved to internal falls except where noted otherwise.

Extent of new powdercoat linkmesh fence.

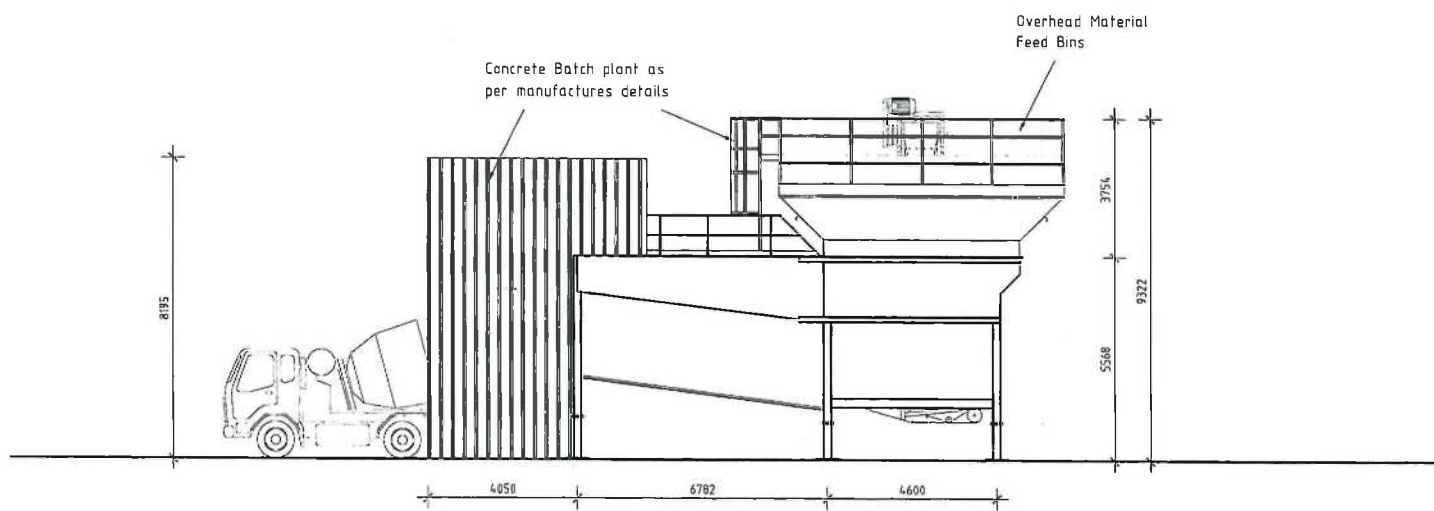
Extent of area controlled by City of Bayswater

Site Layout

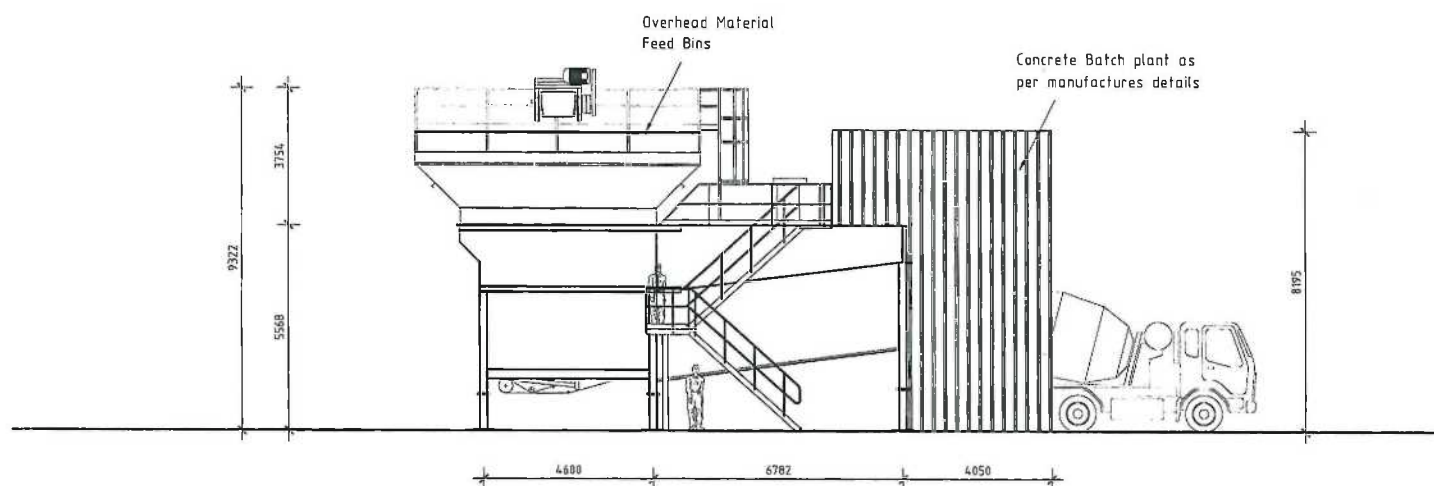
TOWN OF BASSENDEAN
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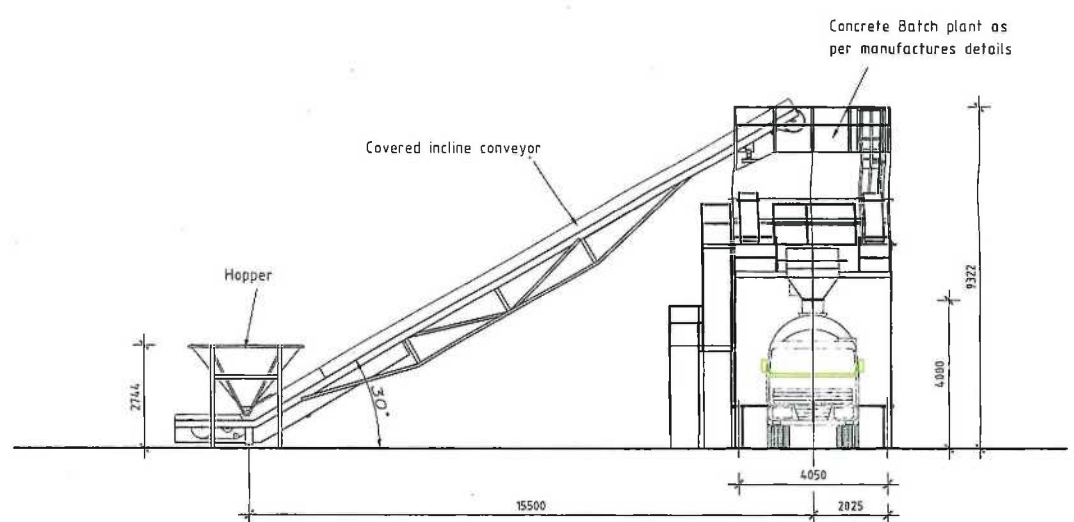
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ABN 42 805 734 005		DRAWN MJC		
6/8 Mount Street Perth WA 6000		CKD.		
Tel: (08) 9241 1988 Fax: (08) 9241 1981 E: sales@bgc.com.au http://www.bgc.com.au		Job No.		
Planning Application/Layout Revised		DATE NOV-2015	DRG No. A 01	REV H
DESCRIPTION				
REVISION				
REFERENCE DRAWINGS				



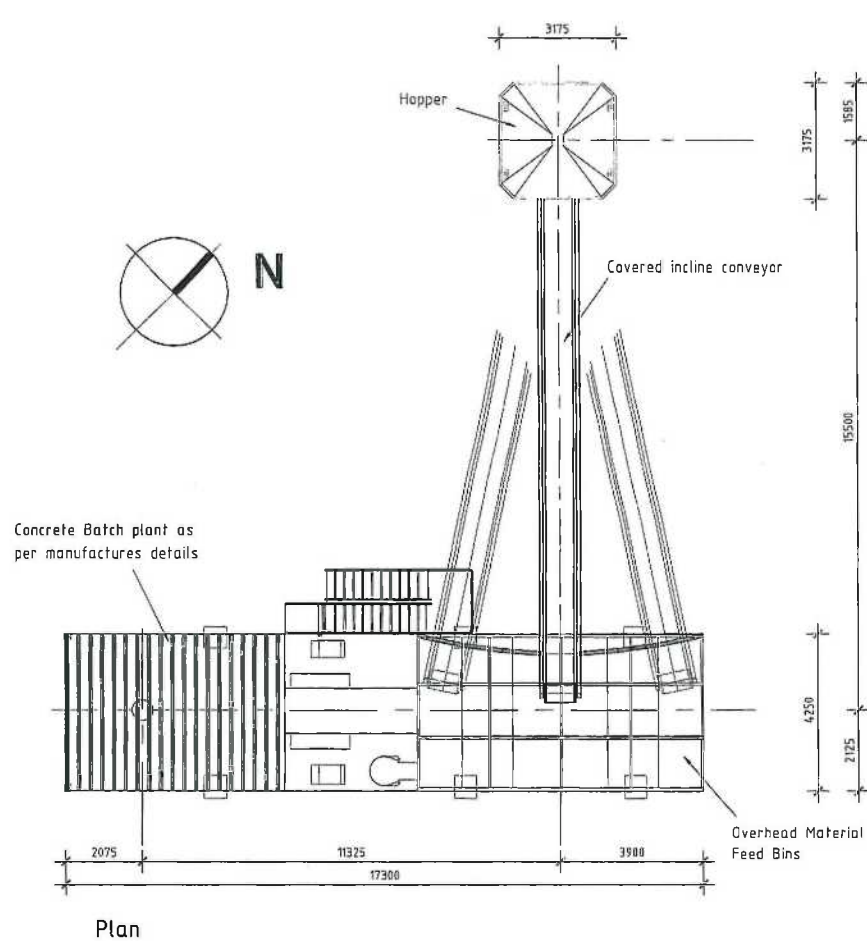
South/East Elevation



North/West Elevation



South/West Elevation



Plan

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Batch Plant
Plan &
Elevations

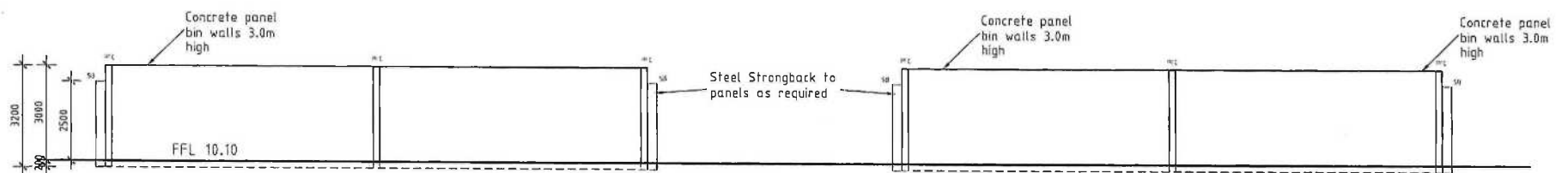
BGC Australia
AEN 42 405 736 885
4/10 Mount Street
Perth WA 6000
Tel: (08) 9261 9000
Fax: (08) 9261 9001
E-mail: info@bgc.com.au
http://bgc.com.au

SCALE 1:100
DRAWN MJC
CKD
Job No
DATE NOV-2015

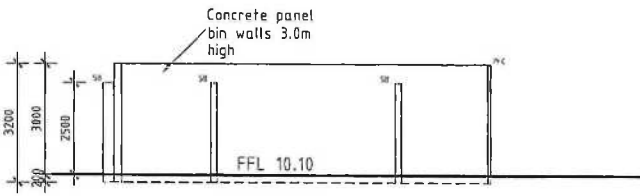
BGC Concrete:-
Proposed Concrete
Batch Plant
Part Lot 105 Clune St, Bassendean

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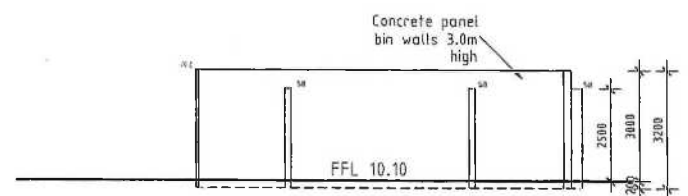
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	REFERENCE DRAWINGS	REVISION			



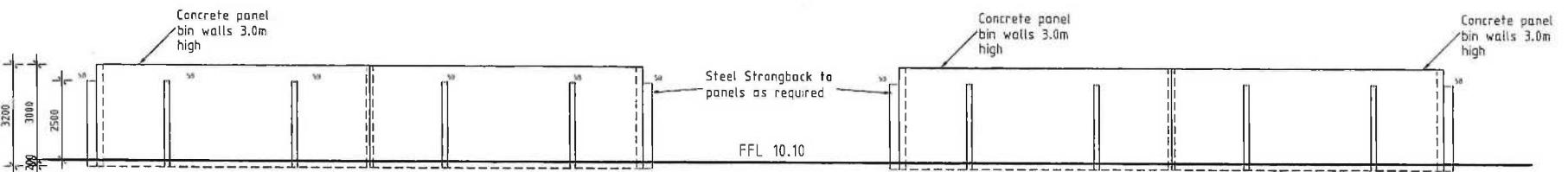
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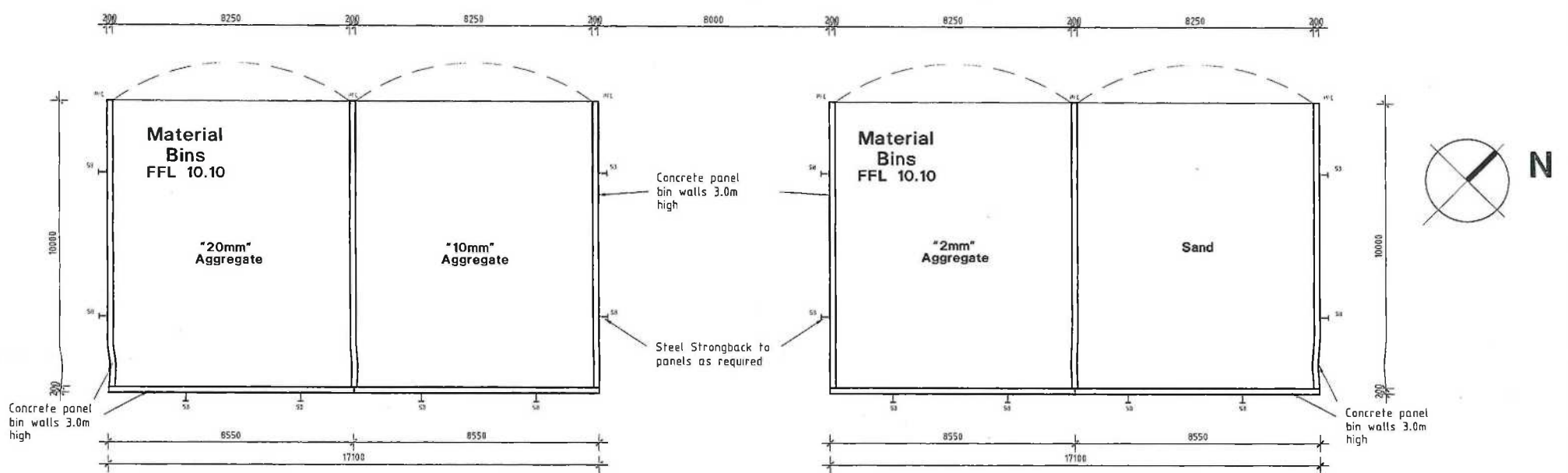
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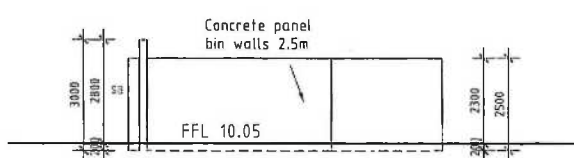
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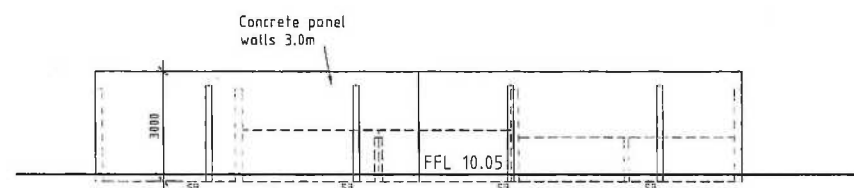
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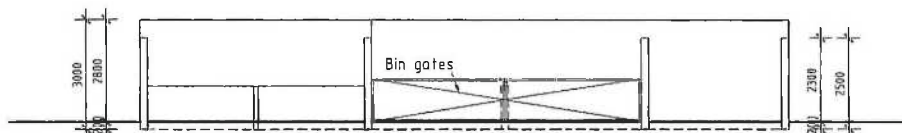
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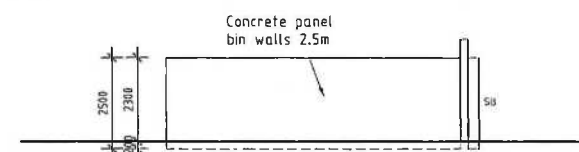
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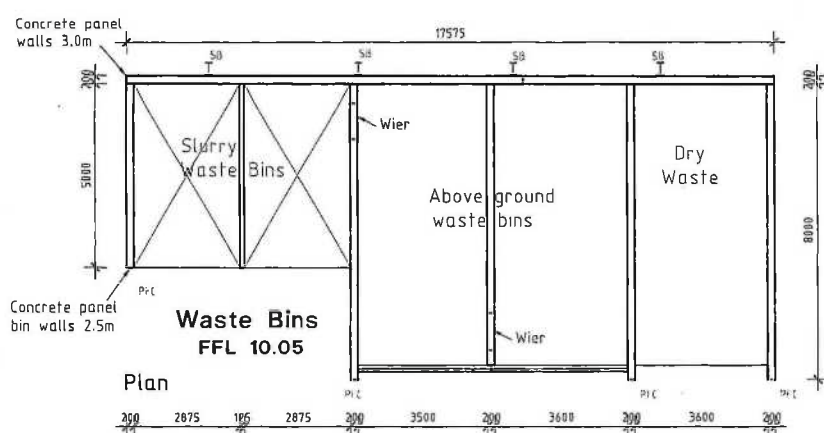
North/West Elevation



South/East Elevation



North/East Elevation



Plan



TOWN OF BASSENDEAN
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External Bins
Plans &
Elevations

BGC Australia
ABN 62 035 736 865
4/10 Mount Street
Perth WA 6000
Tel: (08) 9261 1888
Fax: (08) 9261 1881
E: info@bga.com.au
http://bga.com.au

SCALE 1:100
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BGC Concrete:-
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Part Lot 105 Clune St, Bassendean

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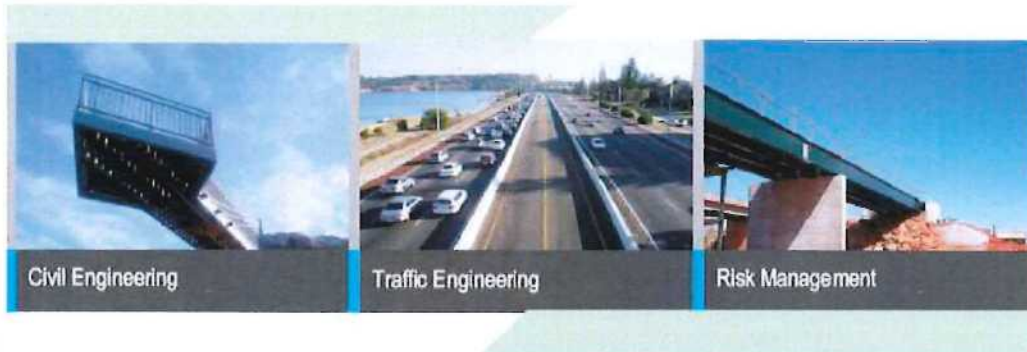


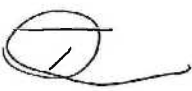
Attachment Two

Amended Traffic Assessment



CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.






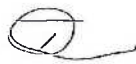

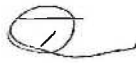
Project: Transport Statement, Proposed Concrete Batching
Plant, Clunes Street Bassendean.
Client: BGC.
Author: T Shaw
Signature: 
Date: 3rd May 2016
Version: 6

1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.
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Consulting Civil & Traffic Engineers, Risk Managers.

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
3	T Shaw	B Hartley	14/12/15	Review		14/12/15
4	T Shaw	B Hartley	30/04/16	Review		30/04/16
5	T Shaw	B Hartley	02/05/16	Review		02/05/16
66	T Shaw	B Hartley	03/05/16	Review		03/05/16

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WA 6951
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F: +61 8 9355 1922
E: tshaw@shawmac.com.au
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Shawmac was commissioned to assess the traffic impacts associated with the development of a concrete batching plant in Clunes Street Bassendean.

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.

2.1. 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.

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.

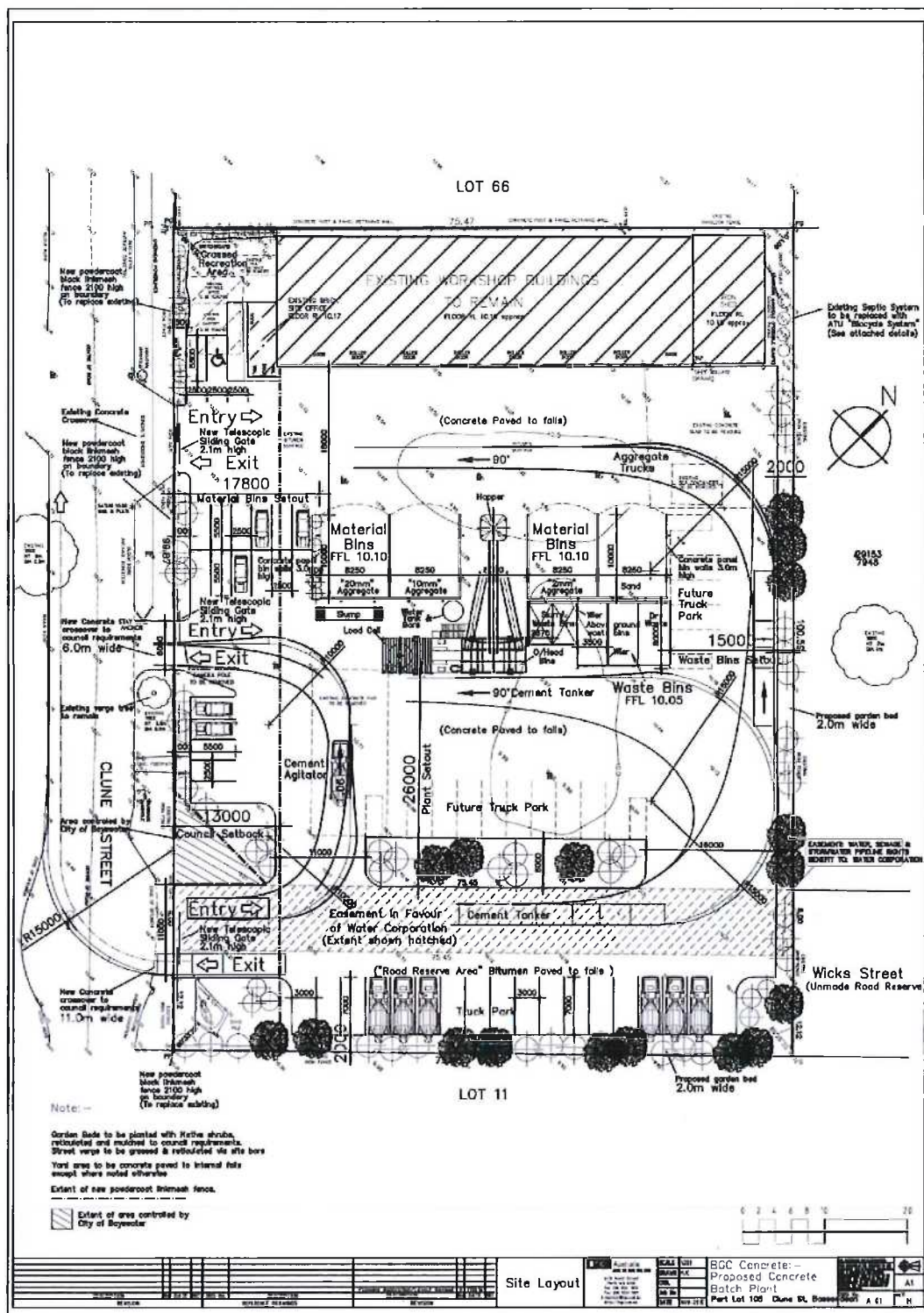


Figure 3 - Conceptual Plant Layout

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

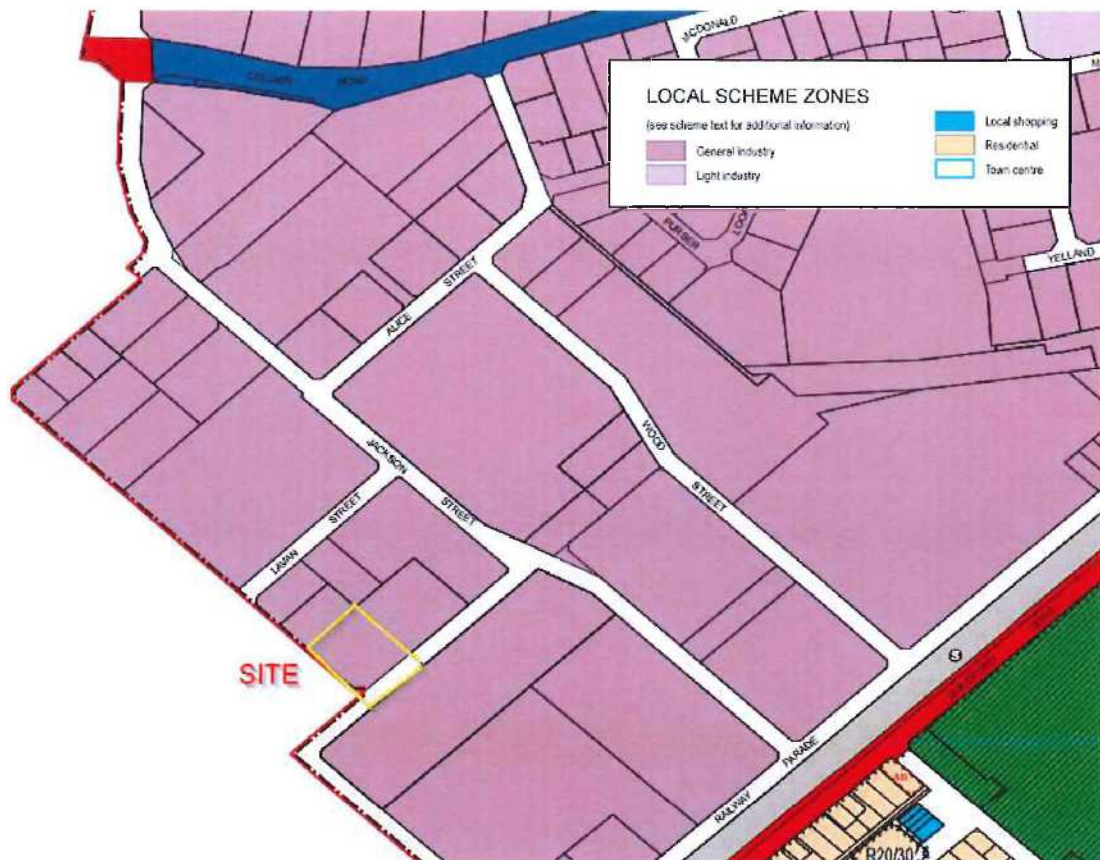


Figure 4 - Extract of Town of Bassendean Local Planning Scheme No 10

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 the subject site and Jackson Street. The Town of Bassendean has indicated that there is a Council Resolution relating to this road made in April 2013. This Council Resolution states that the Town is prepared to initiate the acquisition of the land required for roads on the confirmation that the owners of Lot 10 Railway Parade, Bayswater will meet all costs associated with the proposed acquisition and development. It should be noted that based on advice received in April 2016, no confirmation has been given to the Town of Bassendean.



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 that 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.

¹ Generation rate from the ITE Trip Generation Rates

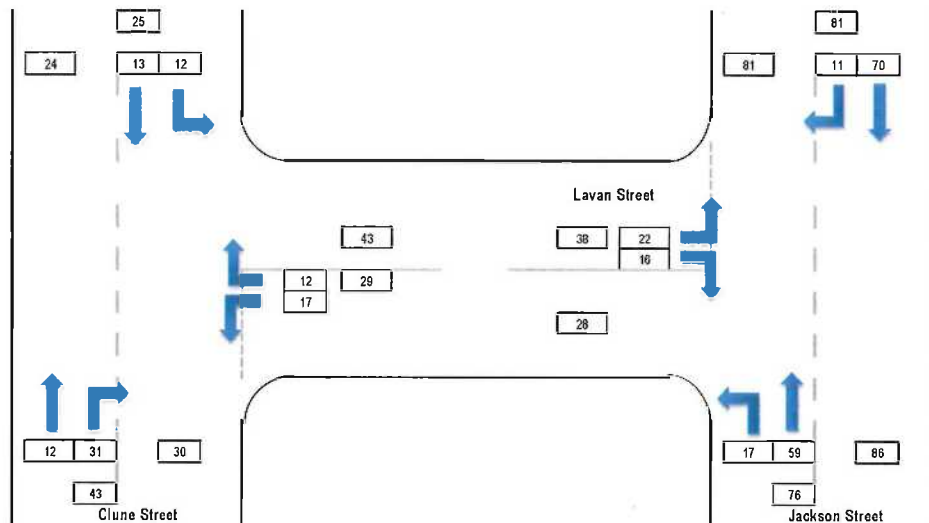


Figure 5 - Hourly Movements 1000 hours to 1100 hours

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 planned changes to the adjacent network that have the potential to affect the assessment. Notwithstanding this, a 2012 Outline Development Plan covering Lot 10 Railway Parade, Bayswater indicates the provision of road access onto Clunes Street which if it occurred would have implications in terms of increased traffic flow and the need to upgrade a number of adjacent intersections.

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:

- The following vehicles will deliver materials to the subject site:
- Aggregate deliveries (27.5m in length) – approximately 10-15 per day;
- Cement deliveries (27.5m in length) – approximately 2-3 per day; and
- Admixture/pigment deliveries (19.0m) – approximately 2 per week.

Maximum of 18 vehicles entering off Clune Street and 18 vehicles exiting onto Clune Street daily

The following vehicles will export material from the subject site:

- Concrete agitator truck (12.0m) – approximately 80-100 per day;
- Concrete waste (12.0m) – approximately 1 per fortnight; and
- Waste collection vehicles (12.0m) – as required.

Maximum of 100 vehicles entering off Clune Street and 100 vehicles exiting onto Clune Street daily

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

This equates to about 128 trips per day or 256 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)
Clune Street west of Wicks Street	690 / 946 vpd	95 / 121 vph	95 / 121 vph
Lavan Street north of Clune Street	1,178 / 1,434 vpd	162 / 188 vph	162 / 188 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

Based assignment of the additional traffic, 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.

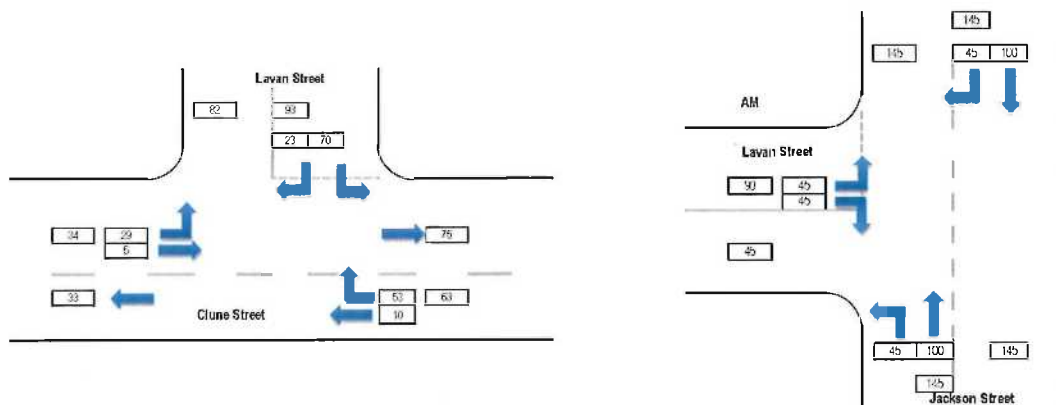


Figure 7 - Typical Peak Hour Turning Movements – Clune Street – Lavan Street / Lavan Street – Jackson Street

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 veh/h	HV	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed 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 veh/h	HV	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed 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 – Clune 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

Preliminary details have been produced for the crossovers showing locations and widths; detailed design will be undertaken to ensure that the geometry provides for the intended design vehicles. Turning paths for access to and from the site by all vehicle classes are shown on Figure 11 and Figure 12.

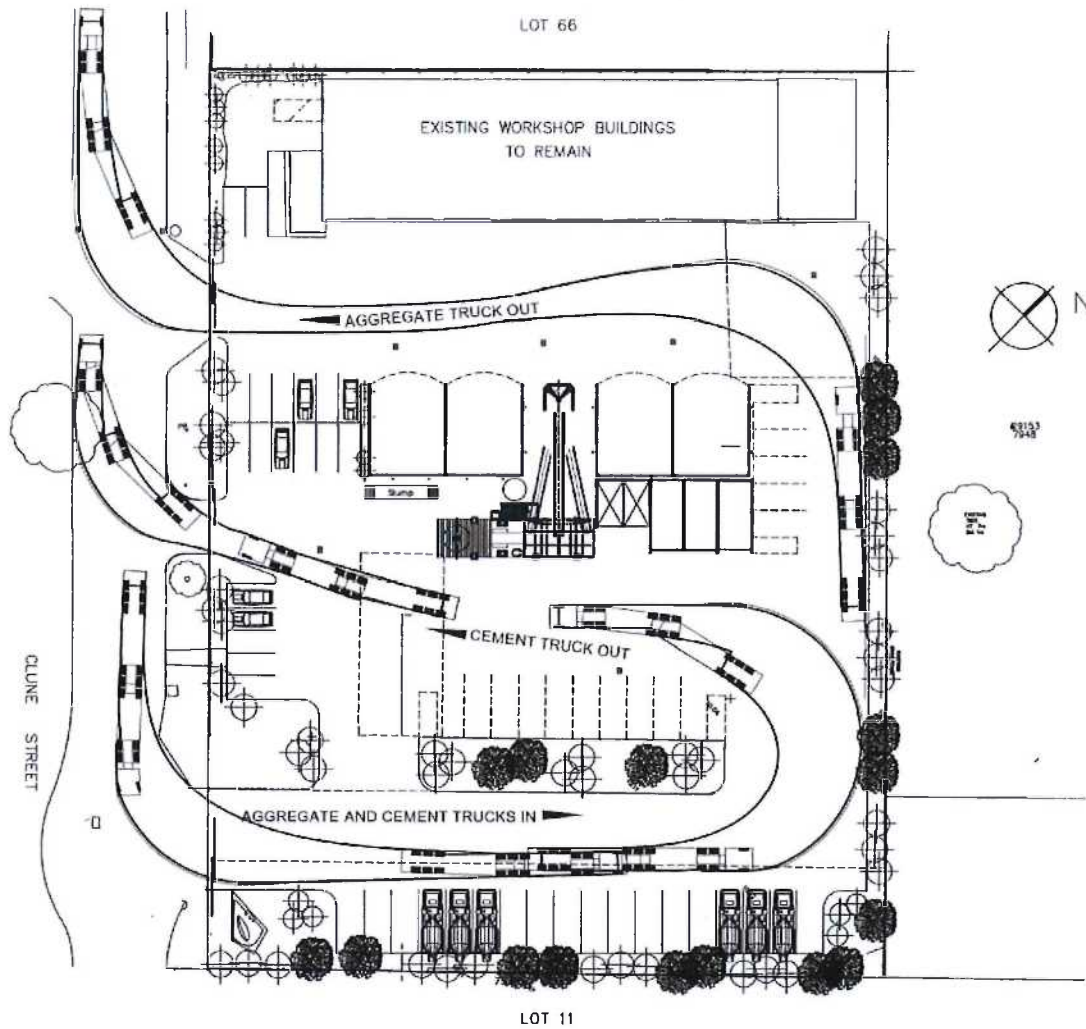


Figure 11 - Turning Paths - Material Delivery Trucks

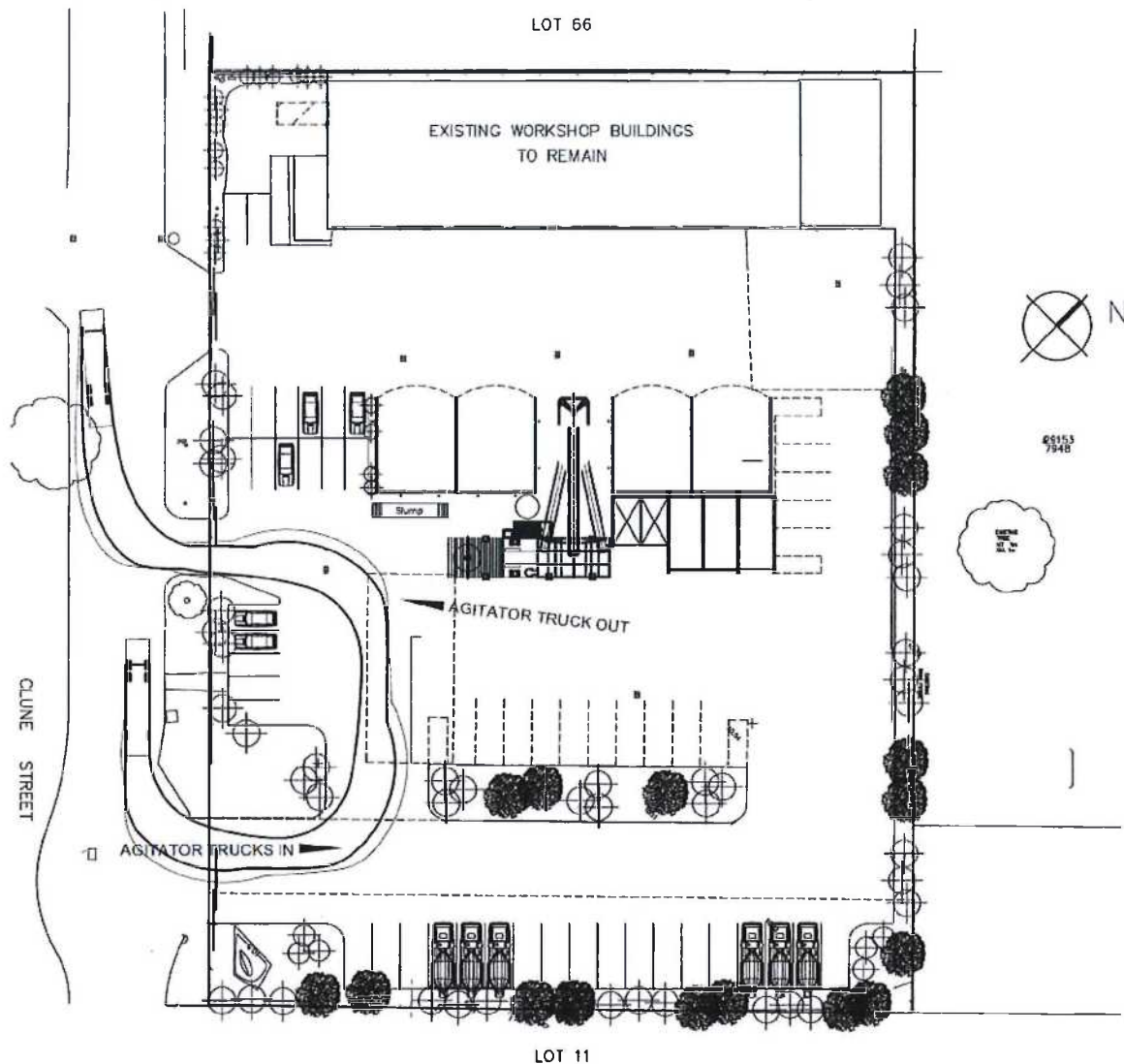


Figure 12 - Turning Paths - Agitator Trucks

8.3. Changes to the Surrounding Network

As part of the consideration associated with the development of an Outline Development Plan for Lot 10 Railway Parade, Bayswater, Transcore prepared a report² in 2012 that assessed various options for the eastern access and egress to and from the ODP site shown on Figure 13. These options included:

² Lot 10 Railway Parade, Bayswater, Proposed Outline Development & Subdivision Concept Plan, Eastern Access Assessment



- Construction of Wicks Street with a roundabout at its intersection with Jackson Street. Transcore indicates that this is the preferred east west link.
- Utilisation of Clune Street and Lavan Street to provide connectivity between the ODP area and Jackson Street.
- Utilisation of Clune Street and Duffy Street to provide connectivity between the ODP area and Jackson Street.

In assessing the options, Transcore concluded that:

- The Wicks Street connection to Jackson Street option represented the only direct road connection between the ODP area and Jackson Street and was indicated as being the preferred east west option; however the acquisition and re-instating of the section of Wicks Street reserve previously sold would be required to enable the construction of Wicks Street road link to Jackson Street. As previously indicated it is understood that the Town of Bassendean have resolved that the Town is prepared to initiate the acquisition of the land required for roads on the confirmation that the owners of Lot 10 Railway Parade, Bayswater will meet all costs associated with the proposed acquisition and development; to date no confirmation has been given to the Town of Bassendean.
- The Lavan Street connection to Jackson Street would require widening of the pavement at the intersections of Wicks Street/Clune Street and Clune Street/Lavan Street to accommodate a B-double design vehicle. Transcore indicated that the construction of a roundabout at the intersection of Lavan Street/Jackson Street could be accommodated with some minor land acquisition, however this would impact on current access to Lot 206 (Hofmann Engineering) located on Jackson Street opposite Lavan Street.
- The Duffy Street connection to Jackson Street would require widening of the pavement at the intersections of Wicks Street/Clune Street and Clune Street/Duffy Street to accommodate a B-double design vehicle. Transcore indicated that the construction of a roundabout at the intersection of Lavan Street/Jackson Street could be accommodated with some minor land acquisition; however this may present a safety concern, particularly because of mix of traffic including B-doubles and road trains using Jackson Street.

Should Lot 10 Clune Street be developed in accordance with the ODP, and Wicks Street be extended from the ODP site to Clune Street there may be a requirement for some adjustment of the geometry of the southernmost crossover to the subject site. However this would be dependent on future considerations.



Figure 13 - ODP Lot 10



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 and 20 square metres of gross office floor area. The proposed development will occupy the existing buildings on the northern portion of the subject site. This equates to approximately 27 square metres of office floor area and 561 square metres of warehouse floor area. Therefore the proposal requires 12.55 (13) 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 18 dedicated truck bays and 18 dedicated car bays (including 1 disabled car bay). 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 256 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 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 it is intended that the larger material delivery trucks will enter from Clune Street via the southernmost crossover, and either exist via the centre crossover for northernmost crossover. It is intended that the Agitator trucks enter via the southern crossover and exit via the centre crossover.
- 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 Three

Waste and Dust Management Plan

Waste and Dust Management Plan

BGC

Concrete Batching Plan

1. Servicing and Management

Waste:

- Washout system to suit 5m³ and 7m³ agitator trucks, anticipate that the system will need to be cleaned out on a two (2) week cycle, dry material removed from site.

Discharges:

- Not anticipated, see below for controls.

2. Control Methods

Refer to following management plans.

We do not anticipate holding large quantities of fuel on site, all vehicles will use local service stations for fuel, charge card facility currently established by BGC for such purposes, this will be extended to plant based trucks. Small above ground self bunded diesel tank approx. 10k litres to service loader and emergency truck requirements.

Operating Hours:

Anticipated hours are generally 6:00am – 4:00pm Monday to Friday, Saturday 6:00am – 1:00pm. We do not anticipate operating the plant late Saturday pm or Sundays and will advise relevant authorities of specific openings should the need arise. We are aware of the need to comply with *Environmental Protection (Noise) Regulations 1997*.

If any further information is required please contact Phil Hobbs (08) 6220 4718 or 0417 181 022.

3. Waste Management Objectives

The following Waste and Dust Management Plan ('WDMP') addresses the general operation of the proposed concrete batching plant within Lot 105 (No. 2) Clune Street, Bassendean.

The content and requirements of the *Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998* ('the Regulations') (Attachment One) has been considered in the formulation of this WDMP.

The design, operation and management of the proposed development must comply with the Regulations at all times.

This WDMP effectively addresses the appropriate containment and disposal of waste. The WDMP has been prepared to ensure that waste is entirely contained within the subject site boundaries

4. Waste Generation

It is acknowledged that waste generation will occur from the use of the site.

0379_161616_G_Waste and Dust Management Plan.pdf

4.1 Waste Systems

The following provides guidance for 'best practice' with the most common materials that will be segregated on site and disposed of via the contracted waste removal service.

4.1.1 Colour Pigments, Steel Fibres, Silica Fume and Waterproofing Admixtures

Designated material bins to collect packaging from colour pigments, steel fibres, silica fume and waterproofing admixtures, contained within bin enclosures constructed of masonry/concrete material.

4.1.2 Silt Free Water

Settlement ponds and above ground bins will be used to accept concrete 'wash out' water. Silt free water will be recycled and reused in the manufacturing process.

4.1.3 Concrete Waste

Concrete waste will be removed from site when moisture content is less than 20% by the landowner's contractors or in the alternate BGC Transport

4.1.4 Recycling Water and Water Management

Recycling pumps with level switches will transfer waste water for storage and reuse in the manufacture of concrete. Water source for the facility will be from an approved bore to be constructed at the subject site. Licences from the Department of Water to construct a bore and take water have been obtained. The estimated annual bore water take is approved for up to 45,000kL.

All excess water draining off the loading area, used to wash out agitator trucks, or to clean up slit, drained off sealed or paved areas is to be directed into the slurry waste bin area.

4.1.5 Aggregate Recycling Facility

A recycling plant may be incorporated to recover aggregates and encourage reuse.

5. Waste Collection

Waste will be collected by the waste contractor from the waste bin locations. The waste contractor will have direct access to these areas. The waste contractor will be responsible for collecting the bins from the bin enclosures. The waste contractor will be made aware of any specific management requirements.

5.1 Waste Contractors

Waste will be collected through a private waste contractor, under BGC contract.

5.2 Frequency

The final frequency of the collection and disposal of waste will be collected as frequently as required to ensure that waste does not overflow by the stores contractor.

6. Vehicle Types and Movements

6.1 Imported Material

The following vehicles will deliver materials to the subject site:

- Aggregate deliveries (up to 27.5m in length) – approximately 10-15 per day;
- Cement deliveries (up to 27.5m in length) – approximately 2-3 per day; and
- Admixture/pigment deliveries (light trucks 3-5 tonne) – approximately 2 visits per week.

All vehicles will enter/exit the subject site via Clune Street.

6.2 Exported Material

The following vehicles will export material from the subject site:

- Concrete agitator trucks 80-100 vehicles per day;
- Concrete waste approximately 1 vehicle (road train) per fortnight; and
- Waste collection vehicles as required.

All vehicles will enter/exit the subject site via Clune Street.

7. Dust Management Plan

The following outlines the measures incorporated into the concrete batching plant design to ensure compliance with the Regulations.

7.1 Introduction

Airborne dust in concrete plants is associated with raw materials namely aggregates and cement. It has the potential to occur when material is transported onto site, transferred on site and is affected by wind conditions. Controls are required to ensure dust is managed through sound procedures, systems and the implementation of specific plant design features.

7.2 Training

All supervisory and site personnel are to receive training on dust (and noise) management as required by the Regulations.

In-house training of personnel on dust control issues will form part of the site induction process. Reinforcement of such will occur on a daily basis by supervisory plant personnel and management during routine visits. The company currently has a Production Manager, two (north and south) Plant Supervisors who are responsible for dust control in the company's existing facilities.

7.3 Plant/Equipment

The proposed plant/equipment will be fitted with the following design features to minimise dust:

- Reverse pulse cement filters x 2 (34m²);
- High and low level audio alarm indicating levels to eliminate equipment from over filling and the filter bag being inundated;
- A Dustotech vacuum system at point of loading to direct all visual fine cement dust into silos;
- Relief valves to be attached to the filters to ensure safe operation of plant;
- Cement filters will be serviced/replaced as necessary at six (6) month intervals;
- A spare set of filter bags to be held on-site at all times for emergency replacement; and
- Sealed penetrations to the cement silos and weigh hoppers, including inspection and service hatches.

7.4 Aggregate Delivery

All aggregate trucks will be equipped with the following measures to prevent dust:

- All aggregate trucks will be covered when arriving and departing the subject site;
- Coarse aggregate from stock piles at quarry will be moistened; and
- A water truck will be on-site to wet the ground, suppressing dust in the summer months.

It should be noted that the yard will be fully sealed to eliminate dust during on-site vehicle movements.

7.5 Raw Materials Transfer and Storage

When raw materials are to be transferred to or from the subject site, covers to the main storage and transfer points will be used. When storing raw materials the following measures will be in place to prevent dust:

- Reticulated ground bins to facilitate dust free loading;

- Dust covers to overhead bins to eliminate windblown dust at higher level; and
- Height limit signs will be placed on the ground bins to ensure all raw materials remain below the height of the walls.

7.6 Truck Loading and Slumping

The following measures will be used when loading trucks at the subject site:

- The loading cell will be equipped with a 'hood' which is connected to a Dustotech vacuum system to minimise dust emissions at the point of loading;
- A slump stand positioned near the exit will be used to wash down trucks prior to exiting the subject site;
- All trucks are to be free from dust on exiting the subject site.

Attachment A

Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998



Western Australia

Environmental Protection Act 1986

**Environmental Protection (Concrete Batching
and Cement Product Manufacturing)
Regulations 1998**

As at 06 Feb 2004

Version 01-a0-08

Extract from www.slp.wa.gov.au, see that website for further information

Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998

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Defined terms



Western Australia

Reprinted under the
Reprints Act 1984 as
at 6 February 2004

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*¹.

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;

r. 3

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

r. 7

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.

r. 9

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.

r. 13

- (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 Dec 1998 p. 6614.]

[15. Omitted under the Reprints Act 1984 s. 7(4)(f).]

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.

***Environmental Protection (Concrete Batching and Cement Product
Manufacturing) Regulations 1998***

Notes

- ¹ This reprint is a compilation as at 6 February 2004 of the *Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998* and includes the amendments made by the other written laws referred to in the following table. The table also contains information about any reprint.

Compilation table

Citation	Gazettal	Commencement
<i>Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998</i>	26 May 1998 p. 2958-61	26 May 1998
<i>Environmental Protection (Miscellaneous Amendments) Regulations 1998</i> Pt. 8	11 Dec 1998 p. 6597-614	8 Jan 1999 (see r. 2)
Reprint 1: The <i>Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998</i> as at 6 Feb 2004 (includes amendments listed above)		

Defined terms

Defined terms

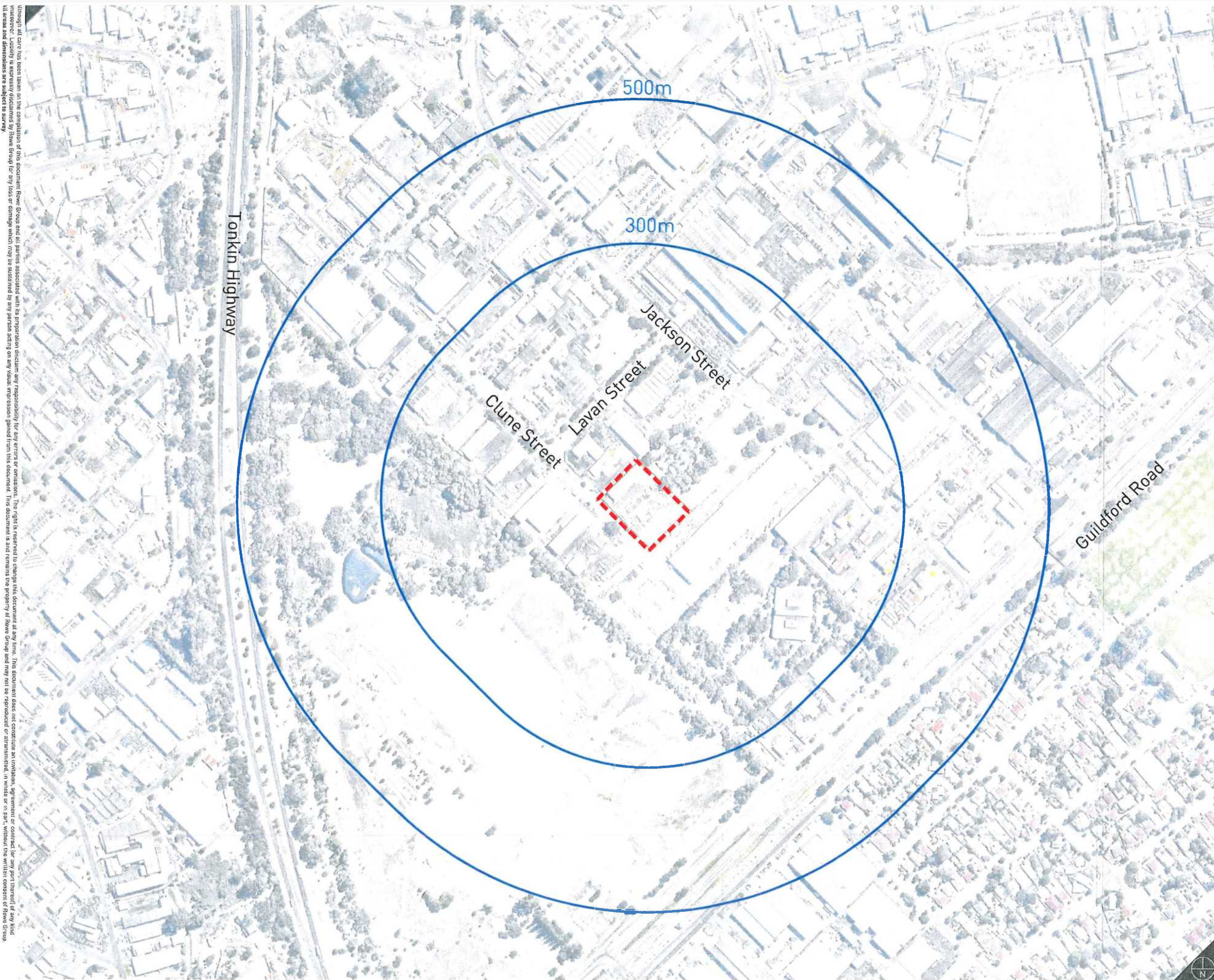
*[This is a list of terms defined and the provisions where they are defined.
The list is not part of the law.]*

Defined term	Provision(s)
aggregate	2
agitator	2
cement	2
cement product manufacturing	2
concrete	2
concrete batching	2
existing facility	16(2)
filter	2
operator	2
premises	2
weigh hopper	2



Attachment Four

Separation Distances



LEGEND
--- Subject Site

TOWN OF BASSENDEAN
05 MAY 2016
RECEIVED

0 125 250 Metres

REVISIONS		
Rev	Date	Drawn
A	2016.04.27	M. Sullivan



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

Date Drawn: 2016-04-27
Job Ref: 8379
Scale: 1:5,000 @ A3
Client: BGC
Designer: N. Stewart
Drawn: M. Sullivan
Projection: MGA50 GDA94
Plan ID: 8379-FIG-03-A

Aerial Photography captured and supplied by Nearmap

Separation Distances

Lot 105 (No.2) Clune Street
Bassendean