



APPENDICES

PART 1

ORDINARY MEETING

To Be Held

Wednesday, 12 December 2018

Commencing at 5.00pm

At

Shire of Dardanup
ADMINISTRATION CENTRE EATON
1 Council Drive - EATON

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Town Planning

Engineering

Project Management



**Shire of Dardanup Town Planning Scheme No.3
Amendment No. 195**

July 2016

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1.0 INTRODUCTION

This Town Planning Scheme Amendment, submitted on behalf of Errol Barrett of Barrett Funerals (WA) Pty Ltd, proposes to amend the Shire of Dardanup Town Planning Scheme No.3 by adding 'Additional Use' to the current zoning of Lot 9 Hynes Road, Waterloo.

The zoning change, subject to relevant planning approvals, will facilitate development of the site with a Funeral Parlour, namely an additional location for William Barrett & Sons who have been looking for an additional site for the last 8 years.

Figure 1
Location Plan



Source: Google Maps (www.maps.google)

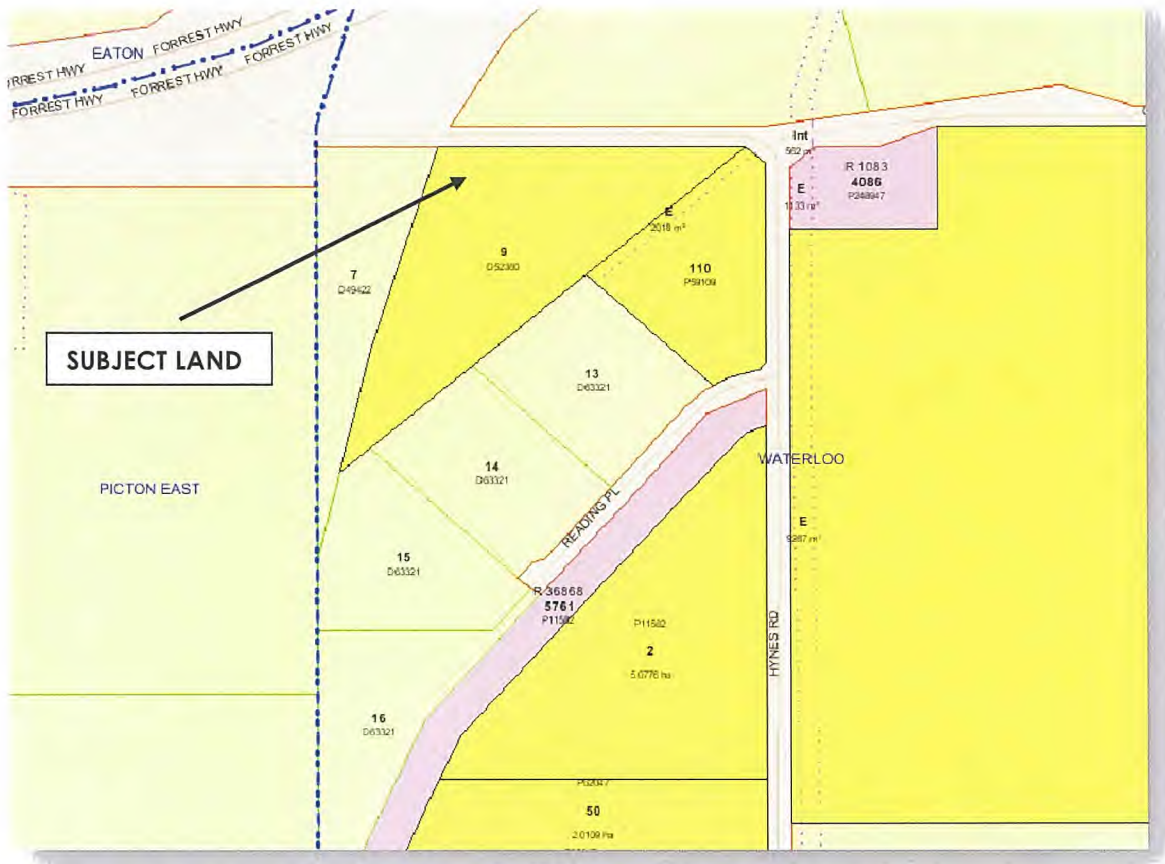
2.0 BACKGROUND

2.1 Subject Land & Ownership

The subject land is described as Lot 9 Hynes Road, Waterloo and is located near the intersection of Hynes Road, Clifton Road and the Forrest Highway (refer to **Figure 2** – Subject Land below). According to Landgate information, Lot 9 has an area of approximately 4 hectares.

Lot 9 Hynes Road is owned by C. Derrington and R. Horlin and is currently under contract of sale to Margate Enterprises Pty Ltd. **Table 1** below details the current land ownership.

Figure 2
Subject Land



Source: www.landgate.wa.gov.au

Table 1
Land Ownership

Lot Number	Ownership	Certificate of Title	Lot Area
9	Catherine Derrington and Russell Horlin	1482/947	4.0929ha
		Total	4.0929ha

2.2 Existing and Surrounding Land Uses

The subject land contains a residential dwelling and associated outbuildings. The north-eastern corner of the site appears to be cleared, however pockets of vegetation exist over the balance of the property.

The property forms part of a "strip" of land along Hynes Road that is zoned 'Small Holding' with the majority of the surrounding area zoned 'General Farming'. Forrest Highway provides the current separation between the 'Small Holding' and 'General Farming' land and the urban area of Eaton.

The following aerial photograph (**Figure 3**) depicts the current status of the land.

Figure 3
Aerial Photograph of Site



Source: www.landgate.wa.gov.au

2.3 Environmental Landforms and Features

The topography of the site is considered to be flat with the majority of the site at approximately 10m AHD.

2.3.1 Acid Sulphate Soils

Acid Sulphate Soil mapping indicates that the site is located within:

- (orange) moderate to low risk of ASS occurring within 3m of natural soil surface but high to moderate risk of ASS beyond 3m of natural soil surface.

This low to moderate risk is considered unlikely to impact development of the site.

2.4 Utilities

2.4.1 Electricity

Dial Before You Dig information indicates that transmission lines are located inside the property along its eastern boundary. High voltage power lines are located in the adjacent property to the west and also in Hynes Road to the north (on the northern side). Underground power connections have been made to the overhead infrastructure at the north eastern corner of the property to service neighbouring properties. It is envisaged that an underground power connection could be supplied to the property if required.

2.4.2 Water

Reticulated water is not located in the vicinity.

2.4.3 Sewer

Reticulated sewer is not located within the vicinity. It is assumed that the property is currently serviced by an on-site septic disposal system.

2.4.4 Gas

A high pressure gas main, being the Dampier to Bunbury Natural Gas Pipeline, is located on the eastern side of Hynes Road and runs in a north-south direction. There are no existing gas services in the vicinity.

3.0 PLANNING CONTEXT

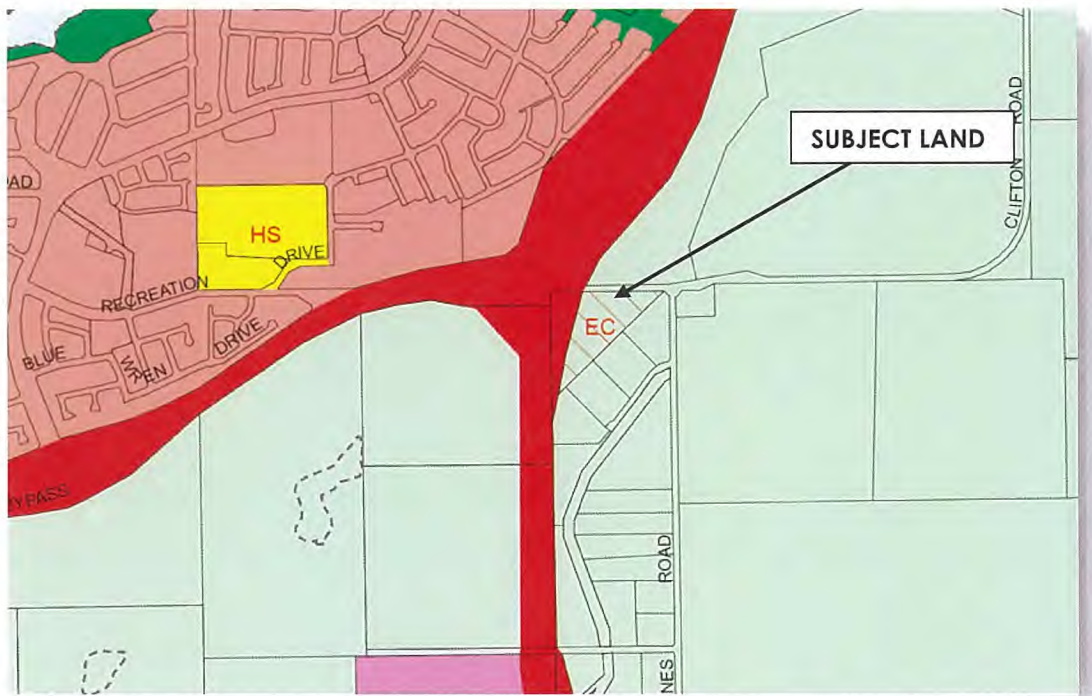
3.1 Greater Bunbury Region Scheme

The Greater Bunbury Region Scheme has been in operation since November 2007 and provides the planning context for growth and development within the Greater Bunbury Region.

The subject land is currently zoned 'Rural' with the western boundary adjoining land designated as 'Primary Regional Road' (refer to **Figure 4**).

'EC' relates to an "Environmental Condition". After discussions with officers at the Department of Planning it is acknowledged that this may have been erroneously applied to the subject lot as there are no known or recorded environmental conditions that relate to this property.

Figure 4
Greater Bunbury Region Scheme
Scheme Map Extract

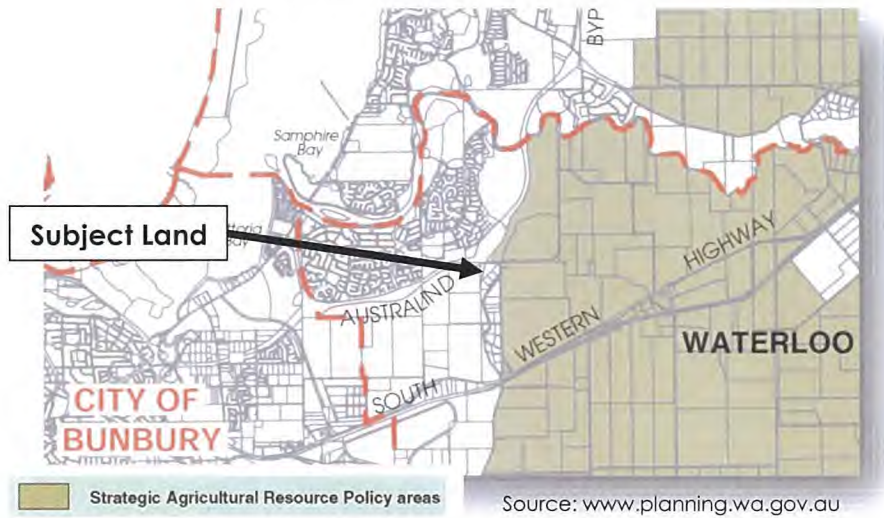


Source: www.planning.wa.gov.au

The subject land is not included within the Strategic Agricultural Resource Policy Area (refer **Figure 5**).

The proposed amendment is not inconsistent with the GBRS Rural zoning. The Small Holding zone will remain in place, which is consistent with the GBRS Rural zoning. The amendment seeks to add an additional land use 'Funeral Parlour' only.

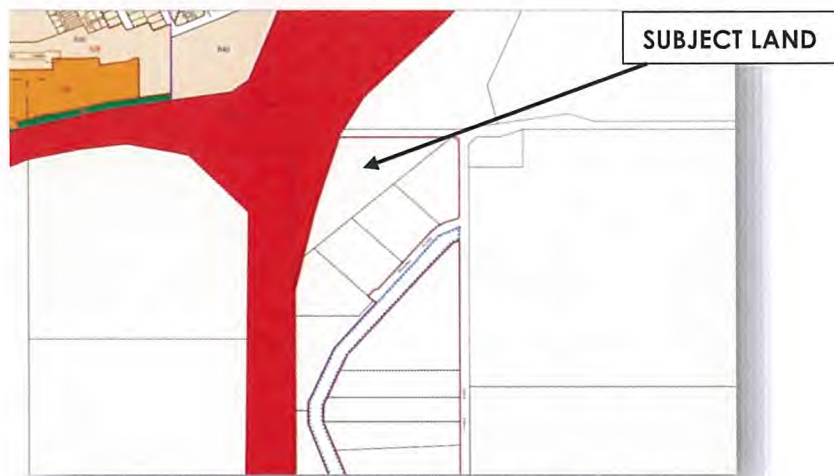
Figure 5
Extract from Strategic Agricultural Resource Policy Area Map
(Greater Bunbury Region Scheme)



3.2 Shire of Dardanup Town Planning Scheme No.3

Lot 9 is currently zoned 'Small Holding' under the terms of the Shire of Dardanup Town Planning Scheme No 3 as depicted on the following plan (**Figure 6**). This Scheme Amendment provides for the additional use 'Funeral Parlour' to be applied to the subject land.

Figure 6
Shire of Dardanup Town Planning Scheme No.3
Scheme Map Extract



LOCAL SCHEME ZONES

(see scheme text for additional information)

- Business - commercial
- CP Car park
- Development
- General farming
- General industry
- Important regional road
- Light industry
- Mixed business

- Noxious and hazardous industry
- Other community
- Public utilities
- Residential
- School
- Short stay residential
- Small holding
- Special
- Tourist

OTHER CATEGORIES

(see scheme text for additional information)

- Scheme boundary
- Local Government boundary
- R20 R Codes
- A1 Additional uses
- R1 Restricted uses
- Wellington Dam catchment
- Bushland development area
- Drain reserve

- Drain reserve
- ID2 Industrial development area
- LP1 Landscape protection area
- Residential development area
- DCA2 Special control area development contribution area
- Special development area
- No zone

3.3 Shire of Dardanup Local Planning Strategy

The Shire of Dardanup Local Planning Strategy was endorsed by the Western Australian Planning Commission in May 2015.

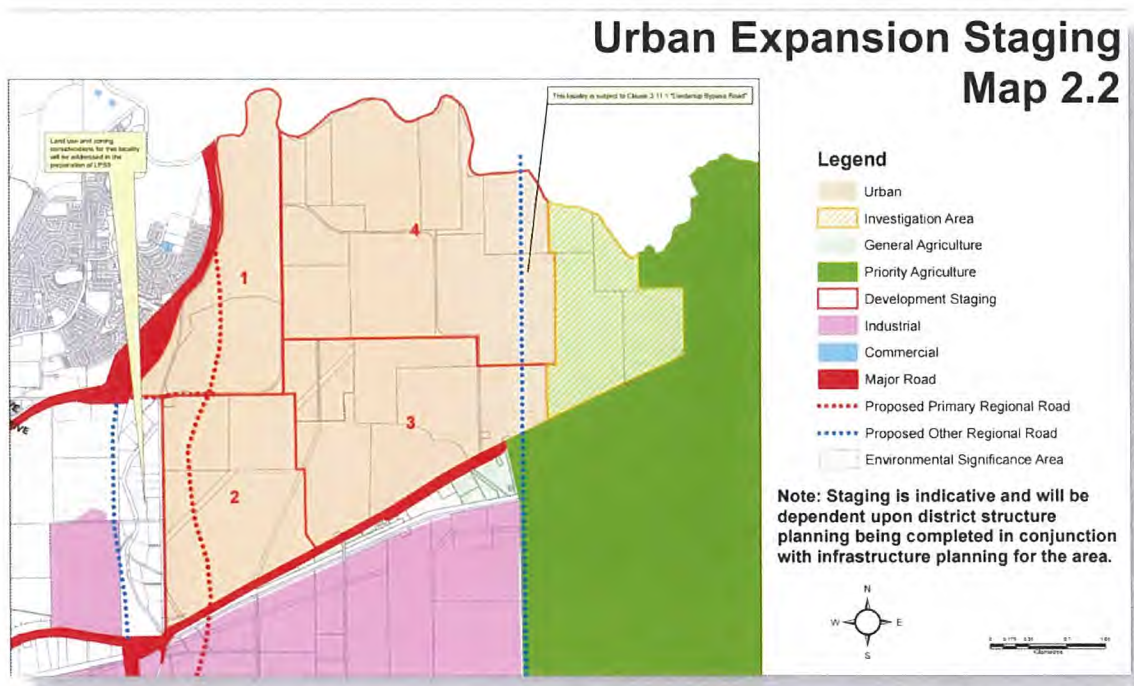
The Local Planning Strategy (LPS) is intended to set out the Shire of Dardanup's broad vision and the longer term directions for land use and development. The guiding principles for the Local Planning Strategy are:

- To provide a strategic plan that will plan for the future of the Shire in a responsible manner and reflects the aspirations of the Shire and its community, accommodates future needs and creates opportunities to enhance local attributes.
- To provide a strategic plan that is consistent with state and regional planning policies, strategies, structure plans and strategic development initiatives.
- To provide a strategic plan that is clear, comprehensive, accessible, informative, logical and transparent that provides strategic planning direction for the next 15 years.
- To provide a strategic plan that is a 'leadership' document that provides the basis for the preparation of the Shire's new Local Planning Scheme.

The LPS states that all existing land zoned 'Small Holding' be rezoned to 'Rural-Residential' in LPS9. This however does not apply to the subject land which is contained within the "strip" along Hynes Road whereby land use and zoning considerations will be addressed during the preparation of Local Planning Scheme No.9 (refer **Figure 7** below).

An 'additional use' zoning will not prejudice the outcome of this investigation during the formulation of LPS No.9.

Figure 7
Shire of Dardanup Local Planning Strategy Map Extract



4.0 PROPOSAL

The proposed town planning scheme amendment seeks to have the additional land use 'Funeral Parlour' included at Appendix IV of the Town Planning Scheme to enable development of the site with a Funeral Home and associated uses including a chapel area and reception venue.

The proposed amendment includes a modification to the definition given to the land use 'Funeral Parlour' at Clause 1.8.2 of the Scheme Text. The modified definition results in consistency between the Scheme Text and the definition for 'Funeral Parlour' contained within the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Under the current 'Small Holding' zoning and existing Scheme Text definition for 'Funeral Parlour', a 'Funeral Parlour', 'Place of Worship' and 'Reception Centre' are all considered 'X' uses on land zoned 'Small Holding', meaning they are not permitted.

The modified definition is as follows:

"**funeral parlour** means premises used —

- (a) to prepare and store bodies for burial or cremation;
- (b) to conduct funeral services;"

It is intended that the funeral parlour proposed upon the subject land will also incorporate a 'Place of Worship' and 'Reception Centre'. The above definition is considered to adequately cover these various other facilities which are typically associated with a funeral parlour. It should be noted that these additional facilities are only intended for use directly associated with the proceedings of a funeral. The proposed chapel is not to be open to the general public for use and will only be used for funerals and other functions or events. Similarly, the proposed function centre is not open for general public use but rather, provides a family with an alternative for post funeral gatherings.

The proposed funeral parlour will be the subject of a detailed development application following the subject town planning scheme amendment. The cremation of bodies is not proposed for the site.

5.0 CONCLUSION

This amendment proposes 'Additional Use' being applied to the subject land at Appendix IV of the Shire of Dardanup Town Planning Scheme No.3

The proposed amendment does not prejudice planning works that are required for this area by way of Local Planning Scheme No.9, nor is it impacted upon by the Wanju District Structure Plan (for land adjoining the subject land).

The Shire of Dardanup is respectfully requested to consider the proposal the subject of this amendment and initiate a town planning scheme amendment.

Planning and Development Act 2005

**RESOLUTION TO ADOPT AMENDMENT TO
LOCAL PLANNING SCHEME**

SHIRE OF DARDANUP TOWN PLANNING SCHEME NO.3

AMENDMENT NO. 195

Resolved that the local government pursuant to section 72 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by

1. Amending Lot 9 Hynes Road, Waterloo from 'Small Holding' zone to 'Small Holding' zone and 'Additional Use'; and,
2. Including Lot 9 Hynes Road, Waterloo as 'Additional Use No.20' in Appendix IV of the Scheme Text together with relevant additional requirements and conditions.
3. Amending the definition given to 'Funeral Parlour' at Clause 1.8.2 of the Scheme Text to accord with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- a) The amendment is not addressed by the Shire of Dardanup Local Planning Strategy; and
- b) The amendment relates to a development that is of a scale, or will have an impact, that is significant relative to development in the locality.

Dated this _____ day of _____ 20__

(Chief Executive Officer)

PLANNING AND DEVELOPMENT ACT 2005

SHIRE OF DARDANUP TOWN PLANNING SCHEME NO. 3

AMENDMENT NO 195

The Shire of Dardanup under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above Local Planning Scheme by:

1. Amending Lot 9 Hynes Road, Waterloo from 'Small Holding' zone to 'Small Holding' zone and 'Additional Use' zone.
2. Including in Appendix IV of Shire of Dardanup Town Planning Scheme No. 3, Additional Use No. 20 as per the following:

NO	STREET	PARTICULARS OF LAND	ADDITIONAL USE PERMITTED	CONDITIONS
20	Hynes Road	Lot 9	'Funeral Parlour'	<p>(a) All Additional Uses are subject to obtaining development approval from Council in accordance with clauses 7.1 and 7.2 of Town Planning Scheme No. 3.</p> <p>(b) Prior to a Development Application being considered by Council, the landowner is required to prepare and submit a Local Development Plan for approval to address:</p> <ul style="list-style-type: none">• Location of all buildings;• Intended use for all buildings;• Size (in m²) of all buildings;• Location and number of carparking bays;• Provision for overflow parking;• Access and egress arrangements;• Landscaping; and• Fencing. <p>(c) All development shall be in accordance with the Local Development Plan approved by Council.</p> <p>(d) Any Development Approval granted by Council for the 'Additional Permitted Uses' shall prohibit the embalming and/or cremation of bodies on-site at any time.</p>

3. Amending the scheme maps accordingly; and,
4. Amending the definition given to 'Funeral Parlour' at Clause 1.8.2 of the Scheme Text to accord with the *Planning and Development (Local Planning Schemes) Regulations 2015* as follows:
"funeral parlour means premises used —
 - (a) to prepare and store bodies for burial or cremation;
 - (b) to conduct funeral services;"

Shire of Dardanup Town Planning Scheme No. 3 Amendment No. 195




LEGEND

GREATER BUNBURY REGION SCHEME RESERVES

 PRIMARY REGIONAL ROADS

ZONES

 SMALL HOLDING

 GENERAL FARMING

 RESIDENTIAL

OTHER CATEGORIES

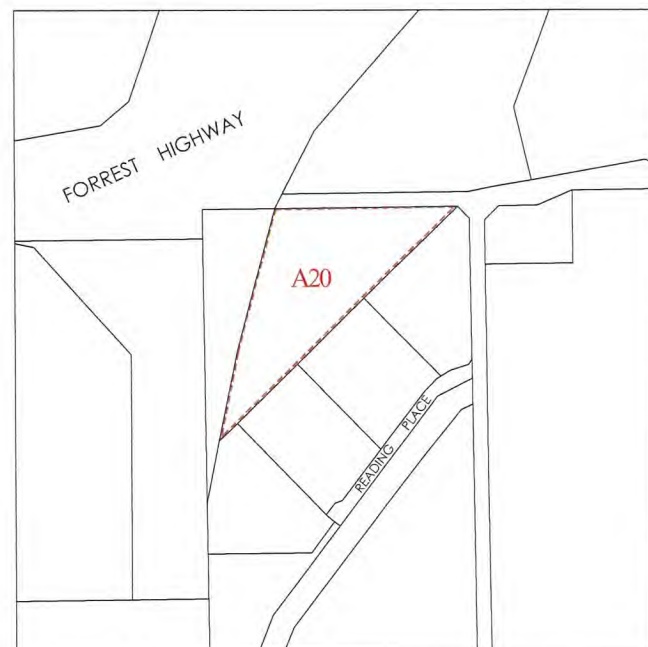
 A20 ADDITIONAL USES

 DRAIN RESERVE

 RESIDENTIAL DEVELOPMENT AREA



Existing Scheme



Scheme Amendment Map



ADOPTION AND APPROVAL OF THE TOWN PLANNING SCHEME AMENDMENT

The following endorsements are hereunto affixed as confirmation of compliance with the requirements of the Planning and Development Act 2005.

The Town Planning Scheme Amendment was adopted by Resolution of the Council of the Shire of Dardanup at the meeting of the Council held on the _____ day of _____ 201__

PRESIDENT

CHIEF EXECUTIVE OFFICER

The Town Planning Scheme Amendment was supported by Resolution of the Council of the Shire of Dardanup at the meeting of the Council held on the _____ day of _____ 201__

PRESIDENT

CHIEF EXECUTIVE OFFICER

Endorsed by the Western Australian Planning Commission and submitted for final approval.

DELEGATED UNDER S16 OF PLANNING AND
DEVELOPMENT ACT 2005

DATE

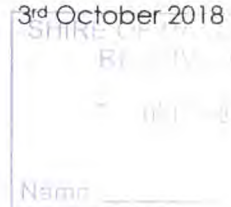
Final Approval Granted.

MINISTER FOR PLANNING

DATE



Our Ref: 17-03-BARU



The Chief Executive Officer
Shire of Dardanup
PO Box 7016
EATON WA 6232

Attention: Ms. Suzanne Occhipinti

Dear Suzanne

RE: Local Planning Scheme No. 3 – Amendment No 195 Hynes Road, Waterloo

We refer to our previous discussions in relation to the above proposed Local Planning Scheme Amendment and to the submissions made in relation thereto.

We thank Council for the opportunity to review the submissions and provide feedback.

In relation to the submissions we provide the attached schedule with comments relating to each submission. Also included with this correspondence is the Attachments referred to within the Schedule.

Please don't hesitate to contact me if you have any queries or comments.

Yours faithfully

A handwritten signature in black ink, appearing to read "Andrew McRobert".

Andrew McRobert
Director

Schedule of Submissions: Local Planning Scheme No 3 – Amendment No 195

Number	Name & Address	Details of Submission	Comments on Submission
Government Agencies & Utilities			
1.	Water Corporation - 629 Newcastle Street, Leederville.	<p>No Objection. Reticulated water and sewerage currently not available to the subject land.</p> <p>Proposed changes to the Scheme do not appear to affect Water Corporation assets or operations.</p>	<p>Noted.</p> <p>Attachment 1 is a copy of the Department of Water's Licence to Take Water in respect of the subject land.</p> <p>Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to water supply and on-site waste water.</p>
2.	Aqwest - 5 MacKinnon Way, Bunbury.	<p>No Objection.</p>	<p>Noted.</p>
3.	Department of Health - 227 Stubbs Terrace, Shenton Park.	<p>No Objection. Proposed Development to be in accordance with the draft Country Sewerage Policy.</p> <p>Development to have access to a sufficient supply of potable water as specified under the Australian Drinking Water Quality Guidelines 2004.</p> <p>Approval is required for any on-site waste water treatment process.</p>	<p>Noted.</p> <p>Attachment 1 is a copy of the Department of Water's Licence to Take Water in respect of the subject land.</p> <p>Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to water supply and on-site waste water.</p>
4.	Main Roads Western Australia, Bunbury	<p>No Objection. Initial submission advised that MRWA is not supportive of intensification of land use in the manner concerned.</p> <p>Subsequent submission (refer to Attachment 2) advises that: "... the proposal was referred to Main Roads given the impact and alignment of the BORR in the Greater Bunbury Region Scheme in relation to the subject land.</p>	<p>Noted.</p>

		<i>The WAPC has now given support for an amended alignment further to the east and whilst the existing alignment still remains in the GBRS, the basis for Main Roads' previous comment has been removed and it is advised that Main Roads do not have any objection to the proposal."</i>	
5.	Department of Primary Industries and Regional Development Verschuer Place, Bunbury	No Objection.	Noted.
6.	Department of Planning, Lands and Heritage 151 Royal Street, East Perth.	<p>The Aboriginal Heritage Directorate of the Department advises that there is one reported Aboriginal site within the area of the proposal. The reported site is ID 4865 (Bunbury 09).</p> <p>The AHD recommends that developers undertaking activities within the area of the Proposal take into consideration the DPLH's Aboriginal Due Diligence Guidelines when planning specific developments associated with the Proposal.</p>	<p>Noted.</p> <p>Approximately two thirds of Lot 9 Hynes Road falls within a 'Aboriginal Heritage Place' - Registered Site No 4865 (refer to Attachment 3).</p> <p>The site 'type' indicates that it relates to artefacts/ scatter. Accordingly, liaison with the local elders and monitoring of any site works will be required in conjunction with consideration of the DPLH's Guidelines.</p>
7.	Department of Water & Environmental Regulation, South West Region.	No Objection.	<p>Noted.</p> <p>Attachment 1 is a copy of the Department of Water's Licence to Take Water in respect of the subject land.</p> <p>Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to drainage and filling including preparation of a Stormwater Management Plan.</p>
8.	Department of Fire & Emergency Services, Leederville	<p>The Department provides the following comments in relation to the proposal:</p> <ul style="list-style-type: none"> • The proposed LPS Amendment is located within an area that has been designated as a 'bushfire 	<p>The subject land is partially located within a Bushfire Prone Area.</p> <p>A BHL Assessment has been completed for the subject land (refer to Attachment 4).</p>

		<p>prone area' by the Fire and Emergency Services Commissioner pursuant to the <i>Fire and Emergency Services Act 1998</i>: In accordance with the requirements SPP3.7, any strategic proposal within a bushfire prone area is to be accompanied by:</p> <p>a) (i) the results of a BHL assessment determining the applicable hazard level across the subject land, in accordance with the methodology set out in the Guidelines. BHL assessments should be prepared by an accredited Bushfire Planning Practitioner; or</p> <p>(ii) where the lot layout of the proposal is known BAL Contour Map to determine the indicative acceptable BAL ratings across the subject site, in accordance with the Guidelines. BAL Contour Maps should be prepared by an accredited Bushfire Planning Practitioner.</p> <p>b) the identification of any bushfire hazard issues arising from the relevant assessment; and</p> <p>c) clear demonstration that compliance with the bushfire protection criteria in the Guidelines can be achieved in subsequent planning stages. This information can be provided in the form of a Bushfire Management Plan or an amended Bushfire Management Plan where one has been previously endorsed.</p> <ul style="list-style-type: none"> • The proposed land use will also need to demonstrate compliance to Policy Measure 6.6 – Vulnerable or High-risk land uses of SPP3.7. • Given the proposed strategic proposal has the potential to increase the threat of bushfire to people, property and infrastructure, it is considered that it should not be supported until such time that the bushfire risk and hazard reduction measures are established and understood. 	<p>The Assessment has been prepared by an accredited Level 2 Bushfire Planning Practitioner (BPAD30794).</p> <p>The BHL Assessment and BHL Map have been prepared in accordance with Department of Planning (WAPC) Guidelines for Planning in Bushfire Prone Areas Version 1.3 (WAPC, 2017).</p> <p>The proposal is required to meet the "Acceptable Solutions" of each Element of the bushfire mitigation measures (WAPC, 2017). The proposal has been assessed against the bushfire protection criteria for compliance. A summary of the assessment is provided in Table 2 of the BHL Assessment Report (refer to Attachment 5).</p>
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<p>9.</p>	<p>Anonymous</p>	<p>Landowner lives within close proximity (i.e. some 300 metres) to the subject land. Opposes proposal on following grounds:</p> <ul style="list-style-type: none"> • Author and husband have invested 41 years in property and take pride in relation thereto. Health and well-being "severely impacted" since "threat of a funeral parlour." • Dispute some of the findings of the traffic report. For example, between 3.30 and 5pm it is not unusual to encounter vehicles lined up as far back as the entrance to Lot 9 and beyond on some occasions. This causes frustration and risks are then taken. Friend injured at intersection. • Agrees speed limit being reduced to 80km on south bound lane has made a marked improvement. • Aware section of Highway is marked as 'Black Spot'. • Assumption "that a few extra vehicles" per day for six days a week will not create more of a problem is a grossly negligent and careless statement. • Concludes proposal will not enhance or aesthetically fit into a rural area. Most other funeral parlours are more appropriately situated in a Light Industry Precinct. • No justification for proposal. • Council will be condemned for ill-conceived proposal. 	<p><u>Traffic Study</u></p> <p>A Traffic Study Report (TSR) was commissioned by the proponents and was finalised in September 2018. A copy of the TSR is provided as Attachment 5. The TSR provides the following summary and conclusions:</p> <ul style="list-style-type: none"> • "The study has addressed initial queries raised by the Shire regarding the operation of the intersections of Hynes Road with Forrest Highway and South Western Highway, and the location and operation of the site's proposed access onto Hynes Road." • "It should be noted that the analysis of the Forrest Highway intersection was carried out using the original geometry. Upgrading work currently under construction are expected to both improve safety at the intersection and increase capacity, resulting in reduced queuing and delays in the future scenarios." • "The results of the study show that the development will have no significant impact on the peak hour operation of the two intersections, and that the access will operate well under all forecast scenarios." • "It has also been determined that the proposed site access will need to be located at least 111m west of the bend in Hynes Road at the Clifton Road intersection. Vegetation along the southern verge should also be assessed and cleared as required to ensure adequate sight lines are maintained. We therefore support the town planning scheme amendment proposal from a traffic and road safety perspective." • "... almost none of the traffic movements generated by the proposed development are expected to occur during the PM peak period of the local roads, identified as between around 3.45 and 5 pm." • "Upgrading work currently under construction are expected to both improve safety at the intersection and increase capacity, resulting in reduced queuing and delays in the future scenarios."
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			<p><u>Proposed Land Use</u></p> <ul style="list-style-type: none">• The assumption that most other funeral parlours are more appropriate to Light Industrial areas lacks justification. The subject proposal is not consistent with the definition given to 'Industry' or 'Light Industry' within the Local Planning Scheme.• The proposed use principally involves a chapel/function centre for the conducting of funeral related services similar to Pinnaroo Valley Chapel with the distinction that the subject proposal does not include a mortuary, body preparation/embalming, burials or a crematorium.• The proposal is intended to incorporate the following features:<ul style="list-style-type: none">◦ A Chapel with offices;◦ Outside areas for services providing a choice of venues;◦ Function Centre for post service receptions;◦ The facility will cater for up to 3 services a day.◦ The chapel will have a capacity of approximately 300 people. With an estimated occupancy of 2 persons per vehicle, it is expected that the chapel would typically generate a maximum of 150 vehicles arriving at the site prior to a service and leaving afterwards. More typically, a funeral is expected to attract around 40 vehicles.• In accordance with the above, the proposal is not considered appropriate to a light industrial area.• The subject land provides for convenient access to the Regional and sub-regional road network.• The subject land lies adjacent to a predominantly cleared and vacant lot to the west further to the west of which land is identified as 'Industrial' within the Greater Bunbury Strategy (WAPC) as part of the Preston Industrial Park (Northern Precinct).• A significant proportion of mourners are expected to exit the property to Forrest Highway past the above vacant land to attend burials and cremations in Bunbury as well as to return to work and home.
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			<ul style="list-style-type: none"> • Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to a range of matters including servicing, drainage and fill, car parking, landscaping etc.
10.	Anonymous	<p>Landowner lives within close proximity (i.e. some 300 metres) to the subject land.</p> <p>Opposes proposal on following grounds:</p> <ul style="list-style-type: none"> • Highly Injurious and Affliction to all residences on Reading Place and Hynes Road. All are "lifestyle properties" with only 3 remaining vacant. • 4 residences will be impacted immediately. • Remaining 25 or so residences gives rise to further zone changes. Area created as small holdings/lifestyle properties in 1976 and not aware of any request for change. • Considers traffic on Hynes Road has risen to 4,000 vehicles per day. Traffic backs up to subject land on Hynes Road. 3 or 4 fatalities and several serious accidents have occurred at the intersection of Hynes Road and Clifton Road as well on straight section of Hynes Road. • Proposal is inconsistent with the Local Planning Strategy. 	<p><u>Proposed Land Use</u></p> <ul style="list-style-type: none"> • The proposed use principally involves a chapel/ function centre for the conducting of funeral related services. The proposal does not include a mortuary, body preparation/embalming, burials or a crematorium. • The subject land lies adjacent to a predominantly cleared and vacant lot to the west further to the west of which land is identified as 'Industrial' within the Greater Bunbury Strategy (WAPC) as part of the Preston Industrial Park (Northern Precinct). A significant proportion of mourners are expected to exit the property to Forrest Highway to attend burials and cremations in Bunbury as well as to return to work and home. • Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to a range of matters including servicing, drainage and fill, car parking, landscaping etc. • The subject locality has evolved over time in relation to its land use mix. This changing character of the area has resulted in it not just being for small holding/lifestyle lots. The locality also now includes a range of commercial enterprises. • Development of the substantial 'Wanju' future urban growth area immediately to the east of the subject locality together with the increase in densities of rural residential areas will likely result in further significant changes within the subject locality.

			<ul style="list-style-type: none"> • Typical operating hours are explained at Section 4.1 of the TSR. <p><u>Traffic Study</u> As for Submission No. 9 above.</p> <p><u>Local Planning Strategy</u></p> <ul style="list-style-type: none"> • The Shire's Local Planning Strategy Map includes the following notation in relation to the subject locality: "Land use and zoning considerations for this locality will be addressed in the preparation of LPS9." • The 'Implementation' component of the Local Planning Strategy provides for: "All existing land zoned 'Small Holding' be rezoned to 'Rural-Residential' in LPS9." • The number 1 stated 'Strategy' contained within the Local Planning Strategy with respect to Rural Living areas is: "Intensification of existing rural living areas."
11.	Anonymous	<p>Objection (4 page letter) principally based on following summarised points:</p> <ul style="list-style-type: none"> • Inconsistent with the Scheme and, in particular, the objective of the 'Small Holding' zone; • Inconsistent with the Local Planning Strategy; • Impact on amenity including visual, traffic and noise; and, • Lack of detailed information including Bushfire Management Plan. 	<p><u>Consistency with Local Planning Scheme</u></p> <ul style="list-style-type: none"> • The proposal is consistent with the Local Planning Scheme. Clause 3.15.2 of Council's Local Planning Scheme provides for 'Additional Uses' upon land as follows: "Notwithstanding that a parcel of land described in Appendix IV is within another zone, the land or any building or structure thereon may be used for the purpose set against that parcel of land in Appendix IV in addition to the other uses permitted in the Zone in which the land is situated. The use of the parcel of land is also subject to any additional conditions stated opposite the parcel in Appendix IV." • The proposal is not inconsistent with the 'Objective' of the 'Small Holding' zone as the "predominant land use" will remain residential. <p><u>Local Planning Strategy</u> As for Submission No. 10 above.</p>

			<p><u>Impact on Amenity</u></p> <ul style="list-style-type: none"> • Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to a range of matters including servicing, drainage and fill, car parking, landscaping etc. • A significant proportion of mourners are expected to exit the property past vacant land to Forrest Highway to attend burials and cremations in Bunbury as well as to return to work and home. • The proposed use principally involves a chapel/ function centre for the conducting of funeral related services. The proposal does not include a mortuary, body preparation/embalming, burials or a crematorium. • Proposed hours of operation will assist in minimising impacts on nearby impacts for local residents. <p><u>Traffic Study</u> As for Submission No. 9 above.</p> <p><u>Bushfire Management</u> As for Submission No 8 above.</p>
12.	Anonymous	<p>Submission strongly opposes proposed Scheme amendment for the following reasons:</p> <ul style="list-style-type: none"> • Increase in traffic along existing busy route and risk of accidents. • Unsuited for the area; • Business not suitable for the area; • Impact on surrounding property values; • Fencing and landscaping in regards to adjoining properties. A substantial buffer is required. • Car parking in relation to neighbouring properties; • Noise pollution from large gatherings; • Increase in burglaries due to possible drugs, chemicals etc being kept on site. 	<p><u>Traffic Study</u> As for Submission No. 9 above.</p> <p><u>Proposed Land Use</u> As for Submission No. 10 above.</p> <p><u>Impact on Values</u> The comment provided in relation to "impact on surrounding property values" lacks justification.</p> <p><u>Impact on Amenity</u> As for Submission No. 11 above.</p>

		<ul style="list-style-type: none">• Water runoff;• Substantial fill/drainage required;• Entrance to property is not suitable to handle proposed volumes of traffic without impacting other road users;• Visibility along Hynes Road from entrance of property not suitable to handle projected traffic;• Unacceptable waiting times to exit/entre neighbouring properties and roads due to increased traffic.	In relation to the comment " <i>Increase in burglaries due to possible drugs, chemicals etc being kept on site</i> ", no drugs or chemicals are to be kept on site. No body storage, preparation/embalming or cremation to be conducted on site.
13.	Anonymous	Main concern is the volume of traffic the proposal will bring as area is already listed as a black spot. The area also has a huge drainage problem during winter. Parking etc would be a huge problem.	<p><u>Traffic Study</u> As for Submission No. 9 above.</p> <p><u>Land Use</u> Development is to be subject of an 'Application for Approval to Commence Development'. Appropriate conditions can be applied to the development approval to the satisfaction of the Council in relation to a range of matters including servicing, drainage and fill, car parking, landscaping etc.</p>

File No: SW9568

Government of Western Australia
Department of Water

Page 1 of 1

Instrument No. GWL105762(5)

LICENCE TO TAKE WATER

Granted by the Minister under section 5C of the Rights in Water and Irrigation Act 1914

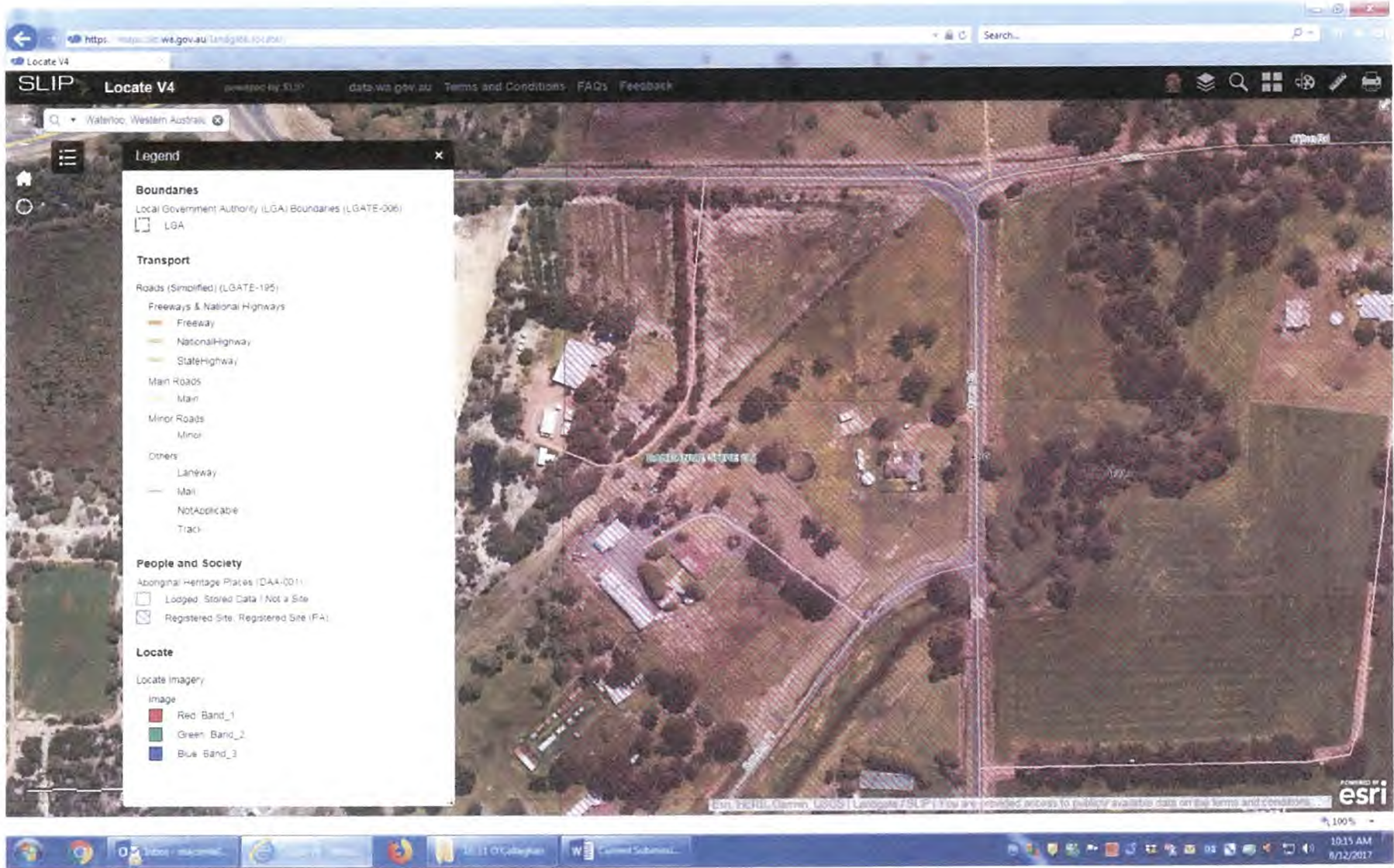
Licensee(s)	Margate Enterprises Pty Ltd		
Description of Water Resource	Bunbury Perth - Leederville.	Annual Water Entitlement	14100 kL.
Location of Water Source	Lot 9 on Diagram 52380; 231 Hynes Road, Waterloo		
Authorised Activities	Taking of water for	Location of Activity	
	Commercial purposes	Lot 9 on Diagram 52380; 231 Hynes Road, Waterloo	
Duration of Licence	From 31 August 2016 to 31 August 2026		

This Licence is subject to the following terms, conditions and restrictions:

- 1 The licensee shall not use water for sprinkler irrigation of domestic lawns and gardens between 9 am and 6 pm except for the establishment of newly planted areas. For newly planted areas water may be used within these hours for a period of up to 28 consecutive days, commencing from the date of planting.
- 2 Between 1 June and 31 August in any year, the licence-holder must not water a lawn, garden, or grass-covered area ("turf") by reticulation, provided always that this restriction shall not apply to watering with a hand held hose; or watering, by way of reticulation: newly planted areas for a period of up to 28 days from the date of planting; for renovating turf; or for maintenance of reticulation systems.
- 3 The licensee must install an approved meter to each draw-point through which water is taken under this licence, by 1/1/2019.
- 4 The annual water year for water taken under this licence is defined as 1 July to 30 June.
- 5 The licensee must take and record the reading from each meter required under this licence at the beginning and another at the end of the water year defined on this licence.
- 6 The licensee must take and record the reading from each meter required under this licence, at the end of each month.
- 7 Unless otherwise approved, all meter readings must be recorded on the 'Meter Water Use Card' available from the Department of Water.
- 8 The completed Meter Water Use Card must be submitted to the Department of Water every 1 year(s) commencing 31/07/2019.
- 9 The licensee must ensure the installed meter(s) accuracy is maintained to within plus or minus 5% of the volume metered, in field conditions.
- 10 The licensee must notify the Department of Water in writing of any water meter malfunction within seven days of the malfunction being noticed.
- 11 The licensee must obtain authorisation from the Department of Water before removing, replacing or interfering with any meter required under this licence.

End of terms, conditions and restrictions

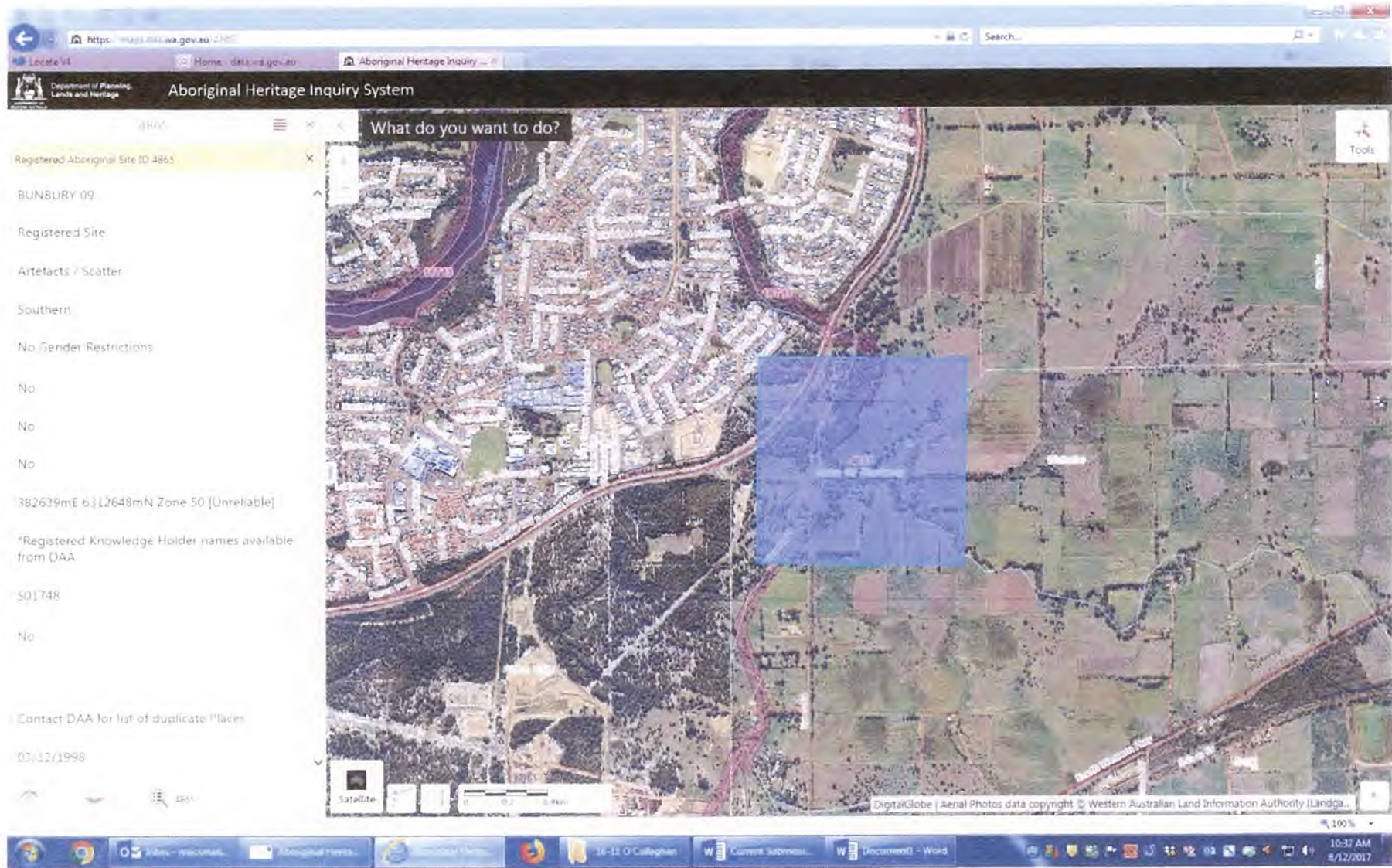
This Licence is granted subject to the Rights in Water and Irrigation Regulations 2000



The screenshot displays the 'Aboriginal Heritage Inquiry System' website. At the top, there is a search bar and a navigation menu. The main content area features a map of Bunbury, Western Australia, with a blue rectangular highlight over a specific area. To the right of the map, there is a list of registered sites with the following details:

- Registered Aboriginal Site ID: 4863
- Designation: BUNBURY 00
- Registered Site
- Artefacts: Scatter
- Southern
- No Gender Restrictions
- No
- No
- No
- 382639mE 6312648mN Zone 50 (Unreliable)
- Registered Knowledge Holder names available from DAA
- 501748

Below the map, there is a scale bar and a copyright notice: 'DigitalGlobe | Aerial Photos data copyright © Western Australian Land Information Authority (Landsat)'. The bottom of the page shows the Windows taskbar with the time 10:51 AM and date 8/7/2017.



Bushfire Hazard Level (BHL) Report

Site Details			
Address:	Lot 9 Hynes Road		
Suburb:	Waterloo	State:	WA
Local Government Area:	Shire of Dardanup		
Stage of WAPC Planning	Rezoning		

BHL Plan Details			
Report / Job Number:	MSC0163	Report Version:	FINAL
Assessment Date:	14/12/2017	Report Date:	11/1/2018
BPAD Practitioner	Kathryn Kinnear	Accreditation No.	BPAD 30794



SECTION 1: Proposal details

Barrett Funerals (WA) Pty Ltd commissioned Bio Diverse Solutions to prepare a Bushfire Hazard Level (BHL) and Bushfire Management Statement (BMS) for Lot 9 Hynes Road Dardanup. The proposal is to amend the Shire of Dardanup (SoD) Town Planning Scheme No.3 by Adding 'Additional Use' to the current zoning of Lot 9 Hynes Road Waterloo. The zoning change will enable the future development of the site to a funeral parlour. The current zoning is 'Rural', refer to Figure 1 - Scheme Map Extract.

The subject site includes an existing residential dwelling and associated outbuildings (sheds) and is grazed pasture land and remnant bushland. The funeral parlour design and layout is not yet known.

The subject site is located 3km north of Waterloo in the Shire of Dardanup. Refer to Location Map Figure 2. The subject site is partially located in the WA Bushfire Prone Area Mapping (SLIP, 2017), refer to Figure 3.

This Bushfire Hazard Assessment has been prepared to assess the subject site to the current and endorsed Guidelines for Planning in Bushfire Prone Areas Vers 1.3 (WAPC, 2017) and State Planning Policy 3.7 (WAPC, 2015).

This document has been prepared to support a rezoning application and is aligned to the following policy and guidelines:

- *Planning and Development Act 2005;*
- *Planning and Development Regulations 2009;*
- *Planning and Development (Local Planning Scheme) Regulations 2015;*
- State Planning Policy 3.7 Planning in Bushfire Prone Areas;
- Guidelines for Planning in Bushfire Prone Areas;
- *Building Act 2011;*
- *Building Regulations 2012;*
- Building code of Australia (National Construction Code);
- *Fire and Emergency Services Act 1998.*
- AS 3959-2009 "Construction of Buildings in Bushfire Prone Areas" current and endorsed standards;
- *Bushfires Act 1954;* and
- Shire of Dardanup Fire Break notice.

This BMP has been prepared by Kathryn Kinnear (nee White), who has 10 years operational fire experience with the (formerly) DEC (1995-2005) and has the following accreditation in bushfire management:

- Incident Control Systems;
- Operations Officer;
- Prescribed Burning Operations;
- Fire and Incident Operations;
- Wildfire Suppression 1, 2 & 3;
- Structural Modules – Hydrants and hoses, Introduction to Structural Fires, and Fire extinguishers; and
- Ground Controller.

Kathryn Kinnear currently has the following tertiary Qualifications:

- BAS Technology Studies & Environmental Management;
- Diploma Business Studies; and
- Graduate Diploma in Environmental Management.

Kathryn Kinnear is an accredited Level 2 Bushfire Practitioner (Accreditation No: BPAD30794). Bio Diverse Solutions are Silver Corporate Members of the Fire Protection Australia Association. Kathryn is a committee member of the WA Bushfire Working Group (FPAA) and Kathryn is a suitably qualified Bushfire Practitioner to prepare this Bushfire Hazard Assessment.

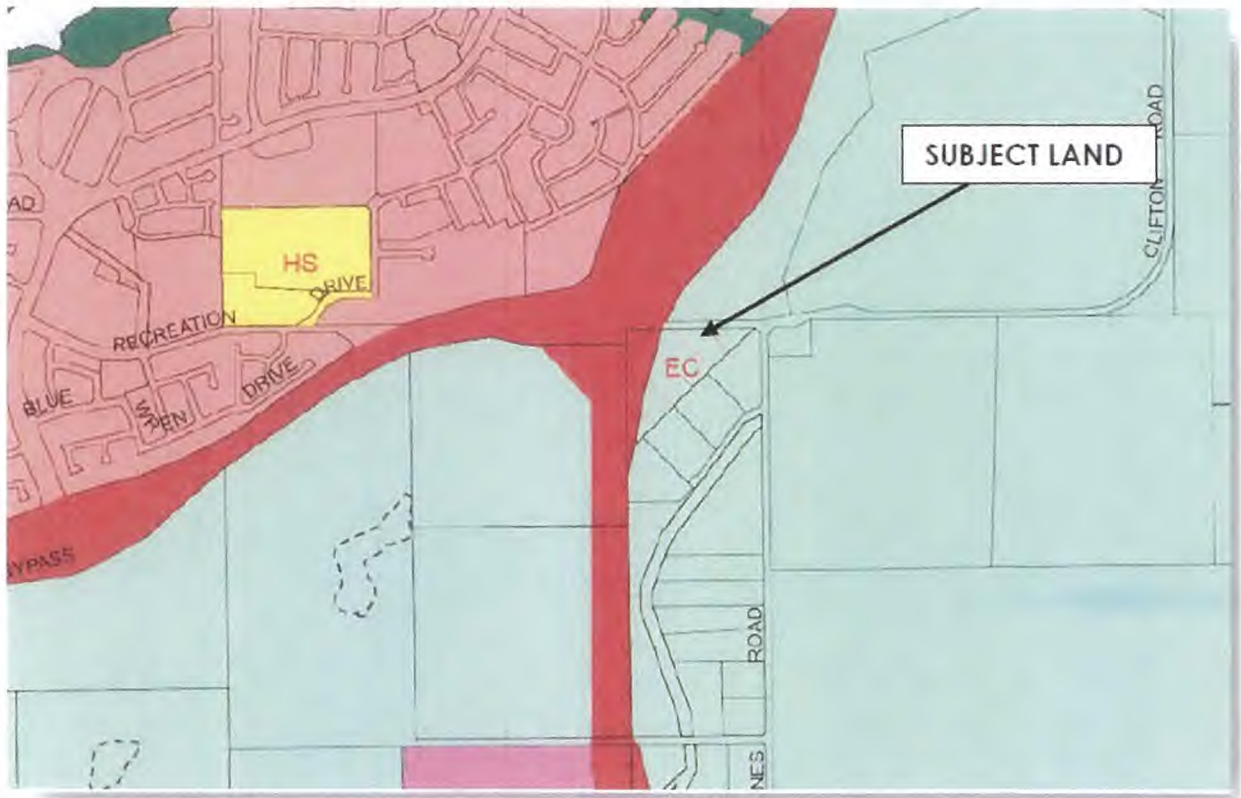


Figure 1: Scheme Map Extract

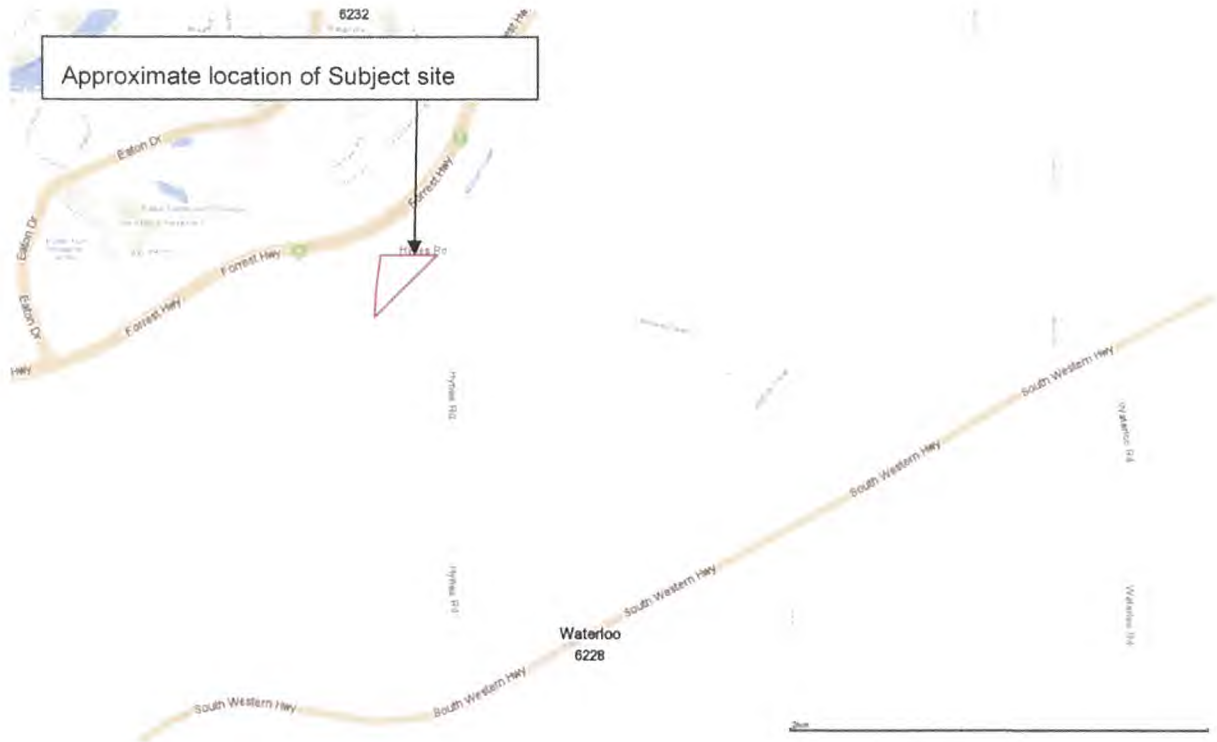


Figure 2: Location Map



Figure 3: State Bushfire Prone Area Mapping (SLIP 2017)

SECTION 2 - Vegetation Classification

All vegetation within 150m of the site / proposed development was classified in accordance with Section 2.3.2 and exclusion clauses 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified in the following pages and mapped on the Vegetation Classes Map Page 12.


Plot	1	Classification or Exclusion Clause	Scrub Type D D14
 <p>31°NE (T) LAT: -33.319492 LON: 115.732155 ±5m ▲ 9m</p>		<p>Location: Along Hynes Road north/north west of the subject site.</p> <p>Dominant species & description: Melaleuca species with a grassy understorey (paddock grasses).</p> <p>Average vegetation height: 4m.</p> <p>Vegetation Coverage: 10-30% foliage cover.</p> <p>Available fuel loading: 25t/ha.</p> <p>Effective slope: Flat land.</p>	
 <p>14 Dec 2017, 8:57 AM</p>			

Photo Id 1: View to north of Hynes Road of Plot 1 (height staff 2m).



Plot	1	Classification or Exclusion Clause	Scrub Type D D14
 <p>244°SW (T) LAT: -33.319748 LON: 115.732079 ±5m ▲ 10m</p>		<p>Additional photos of Plot 1.</p>	
 <p>14 Dec 2017, 9:08 AM</p>			

Photo Id 2: View to south of Hynes Road of Plot 1 (height staff 2m).


Plot	2	Classification or Exclusion Clause	Forest Type A A03
			<p>Location: West of subject site.</p> <p>Dominant species & description: Jarrah, Marri, Peppermint and Banksia trees. Mid storey of juvenile trees, acacia and herbs. Introduced grasses. Multilayered.</p> <p>Average vegetation height: 10-30m.</p> <p>Vegetation Coverage: >30-70% foliage cover.</p> <p>Available fuel loading: 25-35t/ha.</p> <p>Effective slope: Flat land/upslope.</p>

Photo Id 3: View to north of Forest Type A.


Plot	3	Classification or Exclusion Clause	Woodland Type B05
			<p>Location: South of the site in small isolated pockets.</p> <p>Dominant species & description: Eucalyptus and Melaleuca species with a grassy understorey. Not multilayered.</p> <p>Average vegetation height: 10-20m.</p> <p>Vegetation Coverage: 10-30% foliage cover.</p> <p>Available fuel loading: 4.5t/ha.</p> <p>Effective slope: Upslope/flat land.</p>

Photo Id 4: View to the south of pocket of Woodland Type B.

Plot	4	Classification or Exclusion Clause	Woodland Type B05
			<p>Location: Internal to the site and along road verges adjacent to the site.</p> <p>Dominant species & description: Introduced Eucalypts, Jarrah and Marri, Peppermints, planted Banksia, Acacia, with a grassy understorey. Not Multilayered, modified through either grazing or previous clearing.</p> <p>Average vegetation height: 8-30m.</p> <p>Vegetation Coverage: 10-30% foliage cover.</p> <p>Available fuel loading: 15-25t/ha.</p> <p>Effective slope: Downslope >0-5 degrees Note vegetation modification required on the internal areas of Woodland Type B.</p>

Photo Id 5: View to north east of Woodland internal to the site.

Plot	4	Classification or Exclusion Clause	Open Woodland Type B05
			<p>Additional photo of Plot 4.</p>

Photo Id 6: View to the south-south west of Woodland area internal to the site.

Plot	5	Classification or Exclusion Clause	Open Woodland Type B05
			<p>Location: External to the site to the north east and east in isolated patches.</p> <p>Dominant species & description: Jarrah, Marri and Melaleuca with a grassy understorey. Not Multilayered.</p> <p>Average vegetation height: 10-30m.</p> <p>Vegetation Coverage: 10-30% foliage cover.</p> <p>Available fuel loading: 15-25t/ha.</p> <p>Effective slope: Downslope >0-5 degrees.</p>
			

Photo Id 7: View to the distance of Woodland Type B in adjacent private property to the north east of the subject site.



Plot	6	Classification or Exclusion Clause	Grassland Type G G25
			<p>Location: External to the site in grazed paddock of adjacent rural properties to the north, west and east.</p> <p>Dominant species & description: Paddock grasses and pastures. Grazed but no management is required under the firebreak notice.</p> <p>Average vegetation height: 50mm.</p> <p>Vegetation Coverage: <10% trees.</p> <p>Available fuel loading: 4.5 t/ha.</p> <p>Effective slope: Upslope/flat land.</p>
			

Photo Id 8: View of Grassland Type G to the north of the subject site (north of Hynes Road).


Plot	6	Classification or Exclusion Clause	Grassland Type G G25
			<p>Further photographs of Plot 6.</p>

Photo Id 9: View of Grassland Type G located to the west of the subject site.

Plot	6	Classification or Exclusion Clause	Grassland Type G G25
			<p>Further photographs of Plot 6.</p>

Photo Id 10: View of Grassland Type G located to the south west of the subject site.

Plot	7	Classification or Exclusion Clause	Grassland Type G G25
			<p>Location: External to the site to the south east.</p> <p>Dominant species & description: Paddock grasses and pastures. Grazed, management is required under the firebreak notice.</p> <p>Average vegetation height: 200-300mm.</p> <p>Vegetation Coverage: <10% trees.</p> <p>Available fuel loading: 4.5 t/ha.</p> <p>Effective slope: Upslope/flat land.</p>

Photo Id 11: View of Grassland Type G located to the south east of the subject site.



Plot	8	Classification or Exclusion Clause	Low fuel or non-vegetated areas Exclusion 2.2.3.2 (e).
			<p>Location: Internal and external to site in public road reserve of Hynes Road and in private properties. outcrops.</p> <p>Description: Buildings, roads, dams and hardstand areas. Excluded as per AS3959-2009 exclusion clause 2.2.3.2 (e).</p>

Photo Id 12: View of Hynes Road to west, exclusion (e).

Plot	9	Classification or Exclusion Clause	Low fuel or non-vegetated areas Exclusion 2.2.3.2 (f).
			<p>Location: Internal and external to site around existing habitable buildings.</p> <p>Description: Maintained lawns and gardens associated with existing APZ areas. Excluded as per AS3959-2009 exclusion clause 2.2.3.2 (f).</p>
<p><i>Photo Id 13: View adjacent to existing building in the subject site showing mowed lawns around the existing house.</i></p>			

COMMENTS ON VEGETATION CLASSIFICATIONS:

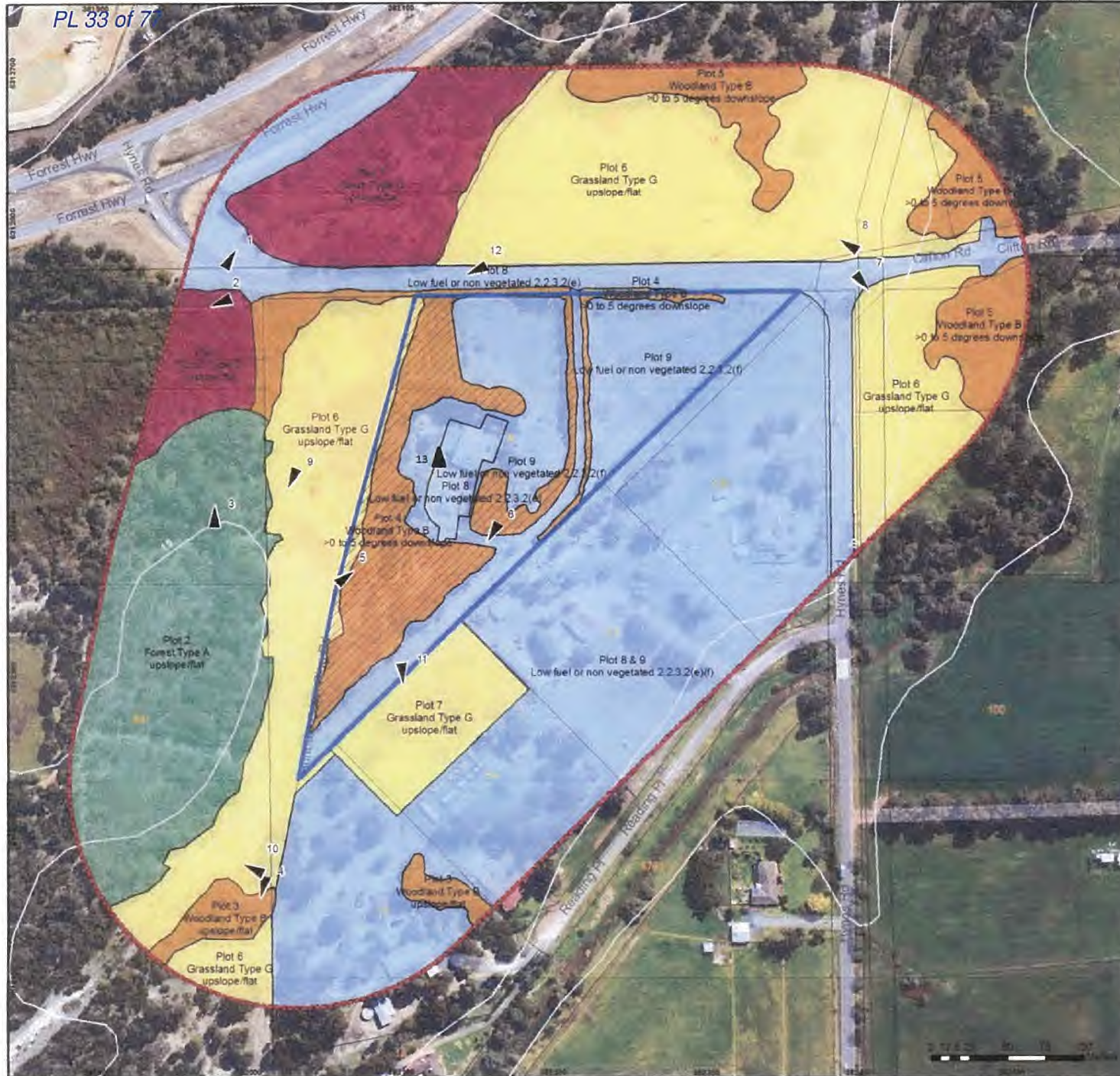
- Effective slopes were measured in the field using a Nikon Forestry Pro and represented on the respective plots;
- Method 1 (AS3959-2009) Simplified procedure was used for vegetation classification Assessment process;
- All vegetation was classified within the subject site and within 150m of the lot boundary to AS3959 Table 2.3; and
- The perimeter of the vegetation was measured using field GPS and notations on field GIS maps.

SECTION 3 – ENVIRONMENTAL CONSIDERATIONS

Vegetation internal to the site is classified as "Good" to "Degraded" vegetation condition (Keighrey, 2014) with some remnant native trees left on site (southern areas). Vegetation (flora) survey has not been undertaken or considered necessary. Natives (Banksias) have been planted in the north for wildflower collection, with the majority of the site replanted with introduced eucalypts. In the south of the subject site there are Peppermints worthy of retention, these should be flagged and inspected prior to clearing or vegetation modification.

Vegetation modification proposed: The footprint of the funeral parlour is unknown but is anticipated to require clearing for hardstand parking areas, buildings and infrastructure. Vegetation modification will be required internal to the site to achieve the development requirements. Any clearing or vegetation modification is to be as per the WAPC Asset Protection Zone (APZ) standards, refer to Appendix A. Trees for retention should be flagged by a suitably qualified professional prior to any clearing/vegetation modification.

Re-vegetation/landscape plans: No revegetation or landscape plans are known at this level of planning, these will be required at subsequent stages of planning. Landscaping and any replanting to be as per the WAPC Asset Protection Zone (APZ) standards, refer to Appendix A.



PL 33 of 7

BPAD
Business Planning & Design
Specialist Practitioner
Level 2

BIO DIVERSE SOLUTIONS

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Ardara, WA 6103
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Fax: 08 9421 1474

Overview Map Scale 1 100 000

Legend

- Subject Site
- 150m Assessment Boundary
- Cadastral
- 5m Contours
- Vegetation Modification
- Photo Point

Vegetation

- Forest Type A
- Woodland Type B
- Shrubland Type C
- Scrub Type D
- Grassland Type G
- Low fuel or non vegetated 2.2.3.2

Scale
1:2,500 @ A3
GDA MGA 94 Zone 50

Data Sources
Aerial Imagery: Google Earth Pro, 2015 Service; Landmap 2017
Contours: Forest Contours and 5m Contours, Landmap 2017
5m Road Network: Main Roads Western Australia 2017
Overview Map: World Topographic Map Service, Esri 2012

CLIENT
Errol Barrett
Lot 9 Hynes Road
Dardnaup, WA 6236

Vegetation Classes

BA: 4564001	SA: 1564	CLASS: 36
AE	KK	SA
FNAL	MSC0163	10/01/2018

SECTION 4: Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below and shown on the Bushfire Hazard Assessment -1 page 14.

Table 1 - Potential Bushfire impacts to AS3959

Plot number	Vegetation Type (Table 2.3)	Effective Slope	Hazard Level
1	Scrub Type D (D13)	Upslope/flat land	Extreme
2	Forest Type A (A03)	Upslope/flat land	Extreme
3	Woodland Type B (B05)	Upslope/flat land	Extreme e
4	Woodland Type B(B05)	Downslope >0-5 degrees	
5	Woodland Type B(B05)	Downslope >0-5 degrees	Extreme
6	Grassland Type G (G29)	Upslope/flat land	Moderate
7	Grassland Type G (G25)	Upslope/flat land	Moderate
8	Exclusion Clauses 2.2.3.2 (f) of AS3959-2009	N/A	Low
9	Exclusion Clauses 2.2.3.2 (f) of AS3959-2009	N/A	Low

As Stated in Section 3 vegetation modification is proposed within the site to accommodate a future funeral parlour. Internal vegetation will either be modified, cleared or removed for infrastructure and future landscaping (which at rezoning stage is unknown). A modified BHL map outlining the future BHL over the site after works are completed is shown on the Bushfire Hazard Level – Map 2 (Page 15). Any landscaping or remaining vegetation is to be to WAPC Asset Protection Standard (APZ), information for the proponent and developer is supplied in Appendix A.

Notes on BHL Assessment:



- The BHL assessment was prepared by an Accredited Level 2 Bushfire Planning Practitioner (BPAD30794);
- The BHL Assessment and BHL Map has been prepared in accordance with Department of Planning (WAPC) Guidelines for Planning in Bushfire Prone Areas Version 1.3 (WAPC, 2017) Appendix 2; and
- Subject site is partially located in a Bushfire Prone Area, see Figure 3 (SLIP, 2017).


Identification of Bushfire hazard issues

The identified bushfire hazard issues relating to the proposal are:








- There are areas with an extreme BHL hazard rating pre-development (internal Woodland areas) however upon development the site will be subject to a Moderate rating.
- Areas of extreme bushfire hazards will remain external to the site to the north, north west, south west, east and west of the subject site.
- The development will have access onto Hynes Road enabling fire appliances access to areas if required. A secondary access/egress point should be considered in site design.
- Water supply will be required (no reticulated water available) through a 10,000L dedicated tank for firefighting supply.






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 Australia
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 Fax: 08 9842 1676



 Overview Map Scale 1:100,000

Legend
 Subject Site
 150m Assessment Boundary
 Cadastral
 5m Contours
Bushfire Hazard Level
 Extreme
 Moderate
 Low



 Scale
 1:2,500 @ A3
 GDA MGA 94 Zone 50

Data Sources
 Aerial Imagery: SUP Virtual Mosaic V1043 Service, Landgate 2017
 Cadastral: Rural Contours and Roads, Landgate 2017
 IRIS Road Network: Main Roads Western Australia 2017
 Overview Map: World Topographic map service, ESRI 2012

CLIENT
 Errol Barrett
 Lot 9 Hynes Road
 Dardenup, WA 6236

Bushfire Hazard Level - Map 1

BAL Assessor AE	QA Check KK	Drawn by SA
STATUS FINAL	FILE MSC0163	DATE 10/01/2018



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Albany WA 6330
Australia
Tel: 08 9842 1979
Fax: 08 9842 1575

BPAD
Bushfire Planning & Design
Assessment Practitioner
Level 2

BIO DIVERSE SOLUTIONS

Overview Map Scale 1:100,000

Legend

- Subject Site
- 150m Assessment Boundary
- Cadastral
- 5m Contours

Bushfire Hazard Level

- Extreme
- Moderate
- Low

Scale
1:2,500 @ A3
GDA MGA 94 Zone 50

Data Sources
Aerial Imagery: SLIP Virtual Mosaic; WMS Service; Landgate 2017
Cadastral: Relief Contours and Roads; Landgate 2017
IRIS Road Network: Main Roads Western Australia 2017
Overview Map: World Topographic map service; ESRI 2012

CLIENT
Errol Barrett
Lot 9 Hynes Road
Dardenup, WA 6236

Bushfire Hazard Level - Map 2

DA Assessor	DA Check	Drawn by
AE	KK	SA
STATUS	FILE	DATE
FINAL	MSC0163	10/01/2018

SECTION 5: ASSESSMENT TO GUIDELINES FOR PLANNING IN BUSFHIRE PRONE AREAS AND IDENTIFICATOIN OF BHL ISSUES

The Guidelines for Planning in Bushfire Prone Areas Version 1.3 (WAPC, 2017) outlines bushfire protection criteria which subdivision and development proposals are assessed for compliance. The bushfire protection criteria (Appendix 4, WAPC, 2017) are a performance based criteria utilised to assess bushfire risk management measures and they outline four elements, being:

- Element 1: Location
- Element 2: Siting and Design of Development;
- Element 3: Vehicle Access; and
- Element 4: Water.

(WAPC, 2017)

The proposal is required to meet the "Acceptable Solutions" of each Element of the bushfire mitigation measures (WAPC, 2017). The proposal has been assessed against the bushfire protection criteria Acceptable Solutions for Elements A1, A2, A3 and A4. A summary of the assessment is provided below in Table 2.

Table 2: Bushfire protection criteria applicable to the site

Element	Acceptable Solution	Applicable or not Yes/No	Meets Acceptable Solution
Element 1 – Location	A1.1 Development Location	Yes	Compliant Upon completion of the project a BHL of Moderate could be applied, see page 15 . A detailed BAL Contour/BAL Assessment is recommended at DA stages.
Element 2 – Siting and Design	A2.1 Asset Protection Zone	Yes	Compliant, BHL moderate applied to area see BHL mapping page 15. APZ standards to apply to landscaping and future vegetation modification (Appendix A).
Element 3 – Vehicular Access	A3.1 Two Access Routes	Yes	Compliant via driveway to 2 separate destinations along Hynes Road (north and south). Consider a secondary exit from property in subsequent planning stages.
	A3.2 Public Road	N/A	No public roads proposed
	A3.3 Cul-de-sacs	N/A	No cul-de-sacs proposed
	A3.4 Battle axes	N/A	No battle axes proposed
	A3.5 Private driveways	Yes	Driveway technical standards to apply, Engineers to note, see Appendix A.
Element 3 – Vehicular Access	A3.6 Emergency Access Ways	N/A	No EAW's proposed
	A3.7 Fire Service Access Ways	N/A	No FSA's proposed
	A3.8 Firebreaks	Yes	Firebreaks noted in existence and compliant on lot.
Element 4 – Water	A4.1 Reticulated areas	N/A	Not available N/A
	A4.2 Non-reticulated areas	N/A	N/A
	A4.3 Individual lots in non-reticulated areas	N/A	A standalone dedicated water supply for firefighting to be installed with appropriate storz valves fittings. Supply and maintenance of the water tank to be detailed at D/A approval stages.

SECTION 6: IMPLEMENTATION ACTIONS

The responsibilities of the developer in the subsequent stages is shown in Table 3.

Table 3 – Implementation Actions

Developer – Prior to issue of titles		
No	Implementation Action	Completed
1	A detailed BAL Contour/BAL Assessment is recommended at DA stages to ensure BAL 29 or less prevails over buildings.	<input type="checkbox"/>
2	Ensure vegetation modification to APZ standards as outlined in Appendix A, Landscapers and Engineers to be aware during design stages.	<input type="checkbox"/>
3	Trees for retention should be flagged by a suitably qualified professional prior to any clearing/vegetation modification.	<input type="checkbox"/>
4	Vehicle access standards to be implemented on drive ways as per WAPC Standards (See Appendix A), consider a secondary access/egress point onto Hynes Road from property. Engineers and designers to note.	<input type="checkbox"/>
5	Maintain lot in accordance with the Shire of Dardanup fire break notice.	<input type="checkbox"/>
6	A standalone dedicated water supply for firefighting to be installed with appropriate storz valves fittings. Supply and maintenance of the water tank to be detailed at D/A approval stages.	<input type="checkbox"/>

SECTION 7: DISCLAIMER

The recommendations and measures contained in this assessment report are based on the requirements of the Australian Standards 3959-2009 – Building in Bushfire Prone Areas, WAPC State Planning Policy 3.7 (WAPC, 2015), WAPC Guidelines for Planning in Bushfire Prone Areas (WAPC, 2015), and CSIRO’s research into Bushfire behaviour. These are considered the minimum standards required to balance the protection of the proposed dwelling and occupants with the aesthetic and environmental conditions required by local, state and federal government authorities. They DO NOT guarantee that a building will not be destroyed or damaged by a bushfire. All surveys and forecasts, projections and recommendations made in this assessment report and associated with this proposed dwelling are made in good faith on the basis of the information available to the fire protection consultant at the time of assessment. The achievement of the level of implementation of fire precautions will depend amongst other things on actions of the landowner or occupiers of the land, over which the fire protection consultant has no control. Notwithstanding anything contained within, the fire consultant/s or local government authority will not, except as the law may require, be liable for any loss or other consequences (whether or not due to negligence of the fire consultant/s and the local government authority, their servants or agents) arising out of the services rendered by the fire consultant/s or local government authority.

AS3959-2009 disclaimer: It should be borne in mind that the measures contained within this Standard (AS3959-2009) cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the unpredictable nature and behaviour of fire and extreme weather condition. (AS3959, 2009)

Building to AS3959-2009 is a standard primarily concerned with improving the ability of buildings in designated bushfire prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself.

SECTION 8: Certification

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-2009 (Incorporating Amendment Nos 1, 2 and 3) and the Guidelines for Planning in Bushfire Prone Areas Ver 1.3 (WAPC, 2017).

Note: This certification is from the date as shown below, the Bushfire Practitioner cannot be responsible/liable for any subsequent updates or reviews of WAPC guidelines after with, unless commissioned to review, update or withdraw this signed assessment



SIGNED, ASSESSOR: DATE: 112018

Kathryn Kinnear, Bio Diverse Solutions
Accredited Level 2 Bushfire Practitioner (Accreditation No: BPAD30794)



References

Western Australian Planning Commission (WAPC) (2017) Guidelines for Planning in Bushfire Prone Areas Version 1.3. Western Australian Planning Commission and Department of Planning WA, Government of Western Australia.

Western Australian Planning Commission (WAPC) (2015) State Planning Policy 3.2 Planning in Bushfire Prone Areas. Department of Planning WA and Western Australian Planning Commission.

State Land Information Portal (SLIP) (2017) Map of Bushfire Prone Areas. Office of Bushfire Risk management (OBRM) data retrieved from:
<https://maps.slip.wa.gov.au/landgate/bushfireprone/>

REVISION RECORD

Revision	Summary	Revised By	Date
Draft ID 10/1/2018	Internal QA review	B.Theyer	10/1/2018
Final ID 10/1/2018	Issued to Client	K.Kinnear	8/12/2017

Appendix A

Information to the Developer/Proponent

APZ Standards

Vehicle access standards

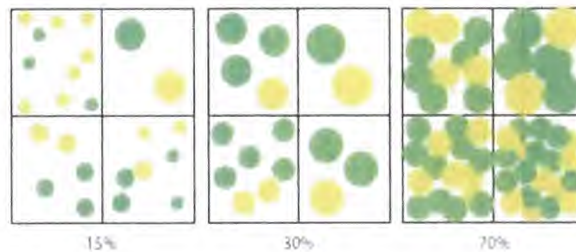
Asset Protection Zone and Landscaping Standards

ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

- **Fences:** within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used.
- **Objects:** within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building (i.e. windows and doors).
- **Fine Fuel load:** combustible dead vegetation material less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare.
- **Trees (> 5 metres in height):** trunks at maturity should be a minimum distance of 6 metres from all elevations of the building; branches at maturity should not touch or overhang the building; lower branches should be removed to a height of 2 metres above the ground and/or surface vegetation canopy cover should be less than 15% with tree canopies at maturity well spread to at least 6 metres apart as to not form a continuous canopy.

Figure 18: Tree canopy cover ranging from 15 to 70 per cent at maturity



- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings; should not be planted in clumps greater than 5m² in area; clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 3 metres in height are to be treated as trees.
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs.
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

Vehicle Access Standards to apply:

Technical requirements	Private Driveways
Minimum trafficable surface (m)	4
Horizontal clearance (m)	6
Vertical clearance (m)	4.5
Maximum grades	1 in 10
Minimum weight capacity (t)	15
Maximum crossfall	1 in 33
Curves minimum inner radius (m)	8.5
Maximum Length	50m

Vehicular Access Technical Requirements (WAPC, 2017)



September 2018

Final Rev 1

Lot 9 Hynes Road, Waterloo

Prepared For:

Margate Enterprises Pty Ltd

Traffic Study
Report



Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS



DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	30/09/2016	Draft Report	SGY	GTT	SGY
1	0	11/10/2016	Final Report	SGY	DNV	DNV
1	1	6/09/2018	Updated Report	SGY	DNV	DNV

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Donald Veal Consultants Pty Ltd

Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS



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Client: Margate Enterprises Pty Ltd
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1. INTRODUCTION

1.1 BACKGROUND

Margate Enterprises Pty Ltd has commissioned Donald Veal Consultants to prepare this Traffic Study report to support their town planning scheme amendment proposal to the Shire of Dardanup regarding a proposed Funeral Parlour development in Waterloo.

The development will comprise a funeral complex building with a footprint of around 2,500 m² and approximately 150 formal parking bays. Additional parking will be available on grassed areas when required.

Only basic concept plans of the development layout are available at this time.

1.2 SCOPE OF THIS REPORT

The scope of this report is limited to addressing two initial queries regarding the proposed development, as raised by the Shire. These were stated as follows:-

1. The study needs to look at the performance of the following intersections:-
 - Hynes Road with Forrest Highway; and
 - Hynes Road with South Western Highway.
2. It also needs to address the crossover to the site with respect to:-
 - Location;
 - Entry & exit movements ;
 - Slip lane requirements; and
 - Sightlines.

The Study report does not therefore constitute a full Transport Impact Assessment of the proposed development, instead focussing on responding to the points raised by the Shire.

2. EXISTING SITE CONDITIONS

2.1 LOCATION

The development site is basically triangular in shape, and lies to the south and west of Hynes Road in Waterloo, on the inside of the bend in the road at its intersection with Clifton Road. The general locality is shown in **Figure 2.1**, with the site location shown in more detail in **Figure 2.2**.



Figure 2.1: General Locality Plan Source: Nearmap



Figure 2.2: Site Location Source: Nearmap

2.3 CURRENT LAND USES

The site currently accommodates a house, sheds and a bore. These structures will be demolished prior to construction of the new development. A row of power poles runs along the southern boundary of the site. Any Western Power exclusion zone associated with these may limit the options for the proposed site layout. See **Photo 1**.



Photo 1: There is a row of power poles along the southern boundary of the site.

2.4 ACCESS ARRANGEMENTS

The site will have a single crossover providing access to and from Hynes Road.

2.5 ADJACENT ROAD NETWORK

The road network adjacent the site consists of Hynes Road, Clifton Road, Forrest Highway and South Western Highway.

Hynes Road is constructed as a single carriageway road, with one lane in each direction. It is classified as a Regional Distributor Road in MRWA's functional road hierarchy, and has a posted speed limit of 80 km/h. The right angle bend in Hynes Road near the site has an indicated advisory speed limit of 35 km/h. See **Photo 2**.

Forrest Highway is constructed as a divided carriageway, with 2 lanes in either direction. South Western Highway is an undivided carriageway, with one lane in each direction. Both roads are classified as Primary Distributor Roads in MRWA's functional road hierarchy and are subject to a speed limit of 110 km/h. See **Figure 2.4**.



Photo 2: Right angled bend in Hynes Road at Clifton Road intersection.



Figure 2.4: MRWA Road Hierarchy



Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS

2.6 EXISTING TRAFFIC VOLUMES

2.6.1 MRWA data

Traffic count information for Hynes Road was sourced from the MRWA Traffic Map website, and is shown in **Table 2.1**.

Table 2.1: Traffic counts on Hynes Road

Road Name	Location	AAWT					
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Hynes Road	South of Forrest Highway	3,241	3,162	3,198	-	4,266 (13.4)	-
	North of Hakea Close	2,991 (13.1)	-	-	-	-	-

Heavy Vehicle percentages are shown in brackets.

2.6.2 DVC surveys

DVC carried out PM peak period turning count surveys, at the intersections of Hynes Road with both South Western Highway and Forrest Highway, on Wednesday 14th September 2016.

The surveys were carried out between 3.00 and 5.00 PM, with the peak hours being identified as from 3.45 to 4.45 PM at Forrest Highway and from 4.00 to 5.00 PM at South Western Highway.

The results of the surveys are attached in **Appendix A**.

2.7 CRASH HISTORY

A search of the MRWA CARS database showed 29 recorded crashes along the length of Hynes Road in the last 5 year recorded period, from 2013 to 2017.

Twenty one of the twenty nine crashes occurred at the intersection of Hynes Road with Forrest Highway, including one fatality and four crashes requiring hospital visits. Seven of these crashes were rear enders, whilst ten involved right turns at this intersection.

A further six of the 29 crashes occurred at the intersection of Hynes Road with South Western Highway. All six crashes involved right turns.

2.8 PLANNED CHANGES TO THE ROAD NETWORK

Upgrade works are currently underway at the intersection of Hynes Road with Forrest Highway, as shown in **Figures 2.5 & 2.6**. The works include the provision of a northbound acceleration lane along the median of Forrest Highway for vehicles making a right turn out of Hynes Road. Other additional lanes and general widening can be seen in **Figure 2.2**.



Figure 2.5: Previous intersection geometry - Forrest Highway / Hynes Road

Source: Nearmap



Figure 2.6: Upgrades under construction, August 2018

Source: Nearmap

It is understood that whilst additional funding has now been secured for the future Bunbury Outer Ring Road (BORR), there is no set time as yet for its construction. However, it is also understood that the more easterly alignment has now been confirmed for the northern section. (See **Figure 2.7**).

This means that there will be no direct impact on Hynes Road or on the proposal being considered within this report.

Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS

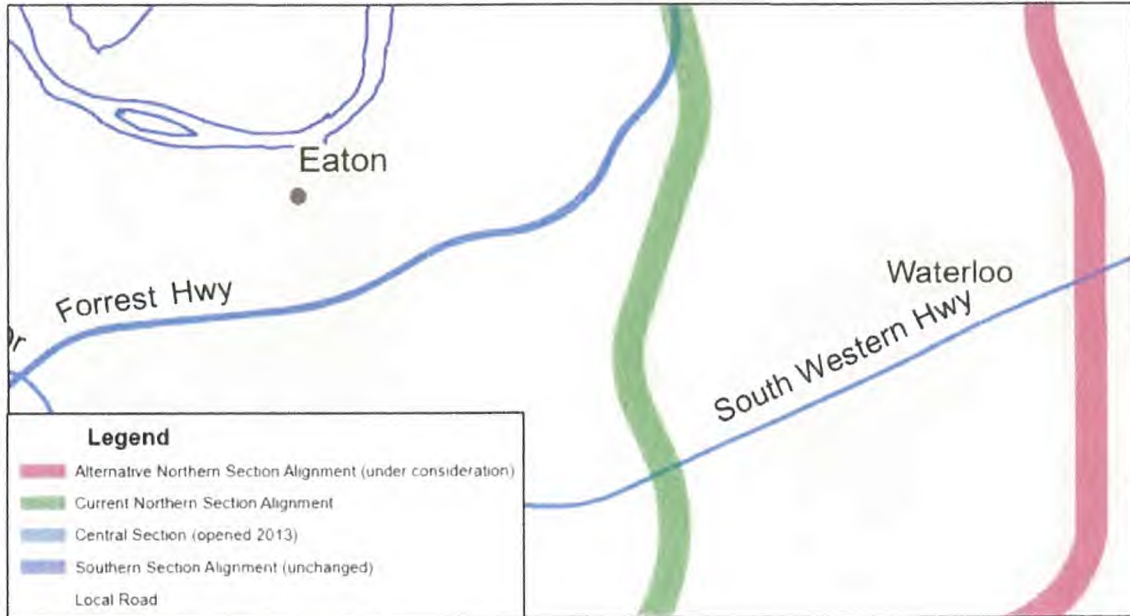


Figure 2.7: BORR northern alignment options.

3. PROPOSED DEVELOPMENT

3.1 GENERAL

Basic site layout concept plans for the proposed Funeral Parlour are shown in **Appendix B**. This layout is one of several still under consideration.

3.2 ACCESS ARRANGEMENTS

The site access will be located on Hynes Road, along the northern edge of the site.

Visibility to the east along this section of Hynes Road is limited by the right angle bend at the intersection with Clifton Road. Visibility to the west is excellent. (See **Photos 3 & 4**). It is therefore recommended that the site access should be located as far to the west of the site as reasonably practical.



Photo 3: Visibility along Hynes Road, looking west.



Photo 4: Visibility along Hynes Road, looking east.

There are a number of large trees in the southern verge along Hynes Road, as shown in **Photo 5**. The final location of the site access will need to take these trees into consideration, as they may also restrict visibility. However, they are generally located far enough back from the road not to present an issue. Lower vegetation may need to be cleared. See also **Section 6**.



Photo 5: Larger trees and lower vegetation need to be assessed for impact on driveway visibility.

4. TRAFFIC GENERATION & TRIP DISTRIBUTION

4.1 TRAFFIC GENERATION

Forecast visitor data provided by the Client shows that the chapel will have a capacity of around 300 people. With an estimated occupancy of 2 persons per vehicle, it is therefore expected that the chapel would normally generate a maximum of 150 vehicles arriving at the site prior to a service and leaving afterwards. More typically, a funeral might attract around 40 vehicles.

A typical day might begin with around 5 staff arriving at the site between 8.00 and 8.30 AM. Mourners, the hearse and any second cars would arrive for a morning funeral between 10.30 and 11.15 AM, and would leave around 1PM.

Mourners attending an afternoon funeral would probably arrive by car between 2.30 and 3.00 PM, and leave at around 4PM. An additional 10 to 15 service vehicles might arrive and leave at various times spread across the day. Staff would leave around 5.00 to 5.30 PM.

Occasionally, some larger funerals will occur, that might attract between 90 and 140 vehicles. Whilst the general arrival and departure times will remain much the same, there may be more mourners returning to work straight after the service in these cases, which would spread the departures over a longer period.

As can be seen, almost none of the traffic movements generated by the chapel are expected to occur during the PM peak period of the local roads, identified as between around 3.45 and 5 pm.

4.2 TRIP DISTRIBUTION

Given the location of the proposed chapel, in relation to Eaton and Australind, it is expected that the majority of visitors would access the site from Forrest Highway rather than South Western Highway. However, visitors arriving from Picton and the southern parts of Bunbury may well do so via South Western Highway.

As a basic estimate, we have assumed that the split between the two Hynes Road approaches would be 75% from Forrest Highway and 25% from South Western Highway. The directional split at Forrest Highway has been taken as 50/50 east and west, whilst it is estimated that 80% of those arriving via South Western Highway would come from the Bunbury direction.

This trip distribution is shown diagrammatically in **Figure 4.1**. It is assumed that the departure trips would follow the same pattern, in reverse.



Figure 4.1: Trip arrival distribution

4.3 PARKING PROVISION

With an estimated occupancy of around 2 persons per vehicle, it is expected that around 150 parking spaces would be adequate to cater for a chapel with a nominal capacity of 300 people.

Very occasionally however, a larger funeral might attract as many as 400 to 600 people. In this case, it is expected that vehicle occupancy would also be higher, but any additional parking requirements would be readily catered for in designated grassed overspill areas. Parking stewards could be provided if deemed necessary on such occasions.

5. LOCAL ROAD INTERSECTION ANALYSIS

5.1 INTERSECTION ANALYSIS

The Shire has requested an assessment of the impact of the development on the two intersections at either end of Hynes Road. In order to do so, DVC carried out manual traffic turning counts at both intersections for a two hour period encompassing the PM peak hour period of the two intersections.

The intersections were then assessed using SIDRA for both the current and future scenarios with and without development traffic.

5.2 EXISTING TRAFFIC FLOWS

5.2.1 Hynes Road / Forrest Highway Intersection



Photo 6: Seagull style intersection of Hynes Road with Forrest Highway.

The results of the SIDRA analysis for the Hynes Road - Forrest Highway intersection under existing traffic flows are attached in **Appendix C** as **Tables C1 & C2** and summarised below.

The right turn out of Hynes Road onto Forrest Highway has been modelled using a two stage approach, which best represents the actual behaviour of drivers. In the first stage, drivers cross the southbound carriageway to the median storage area before joining the northbound traffic lanes as stage two of the movement.

With the existing traffic flows identified from the PM peak hour turning counts, all movements are well within capacity, with minimal delays and queuing. The worst movement as identified by SIDRA is the first stage of the right turn out of Hynes Road, which shows an average delay of just under 40 seconds, and a 95% back of queue distance of 22m.

5.2.2 Hynes Road / South Western Highway Intersection



Photo 7: Intersection of Hynes Road with South Western Highway.

The results of the SIDRA analysis for the Hynes Road – South Western Highway intersection under existing traffic flows are attached in **Appendix C** as **Table C3**, and summarised below.

The results for this intersection under existing traffic flows show that all movements are well within capacity. The most difficult movement was identified as the right turn out of Hynes Road onto South Western Highway, but even for this the average delay was only calculated as 20 seconds, with a 95% back of queue figure of less than 12 m.

5.3 FUTURE FLOWS WITH DEVELOPMENT TRAFFIC

Whilst in reality the majority of trips generated by the site would occur outside the peak periods of the local and regional road network, we have analysed the two key intersections of Hynes Road with Forrest Highway and South Western Highway for the PM peak hour assuming that the typical departure trips all occur in that period. This represents a worst case scenario, for which we have used a typical funeral trip generation figure of 40 vehicles.

Even in the case of larger funerals, it is not expected that this many trips would be generated in the PM peak period of the adjacent roads.

5.3.1 Hynes Road / Forrest Highway Intersection

The results of the SIDRA analysis for the Hynes Road - Forrest Highway intersection under forecast traffic flows including development generated traffic are attached in **Appendix C** as **Tables C4 & C5**, and summarised below.

Client: Margate Enterprises Pty Ltd

Project: Lot 9 Hynes Road, TS

With the additional development traffic added to the PM peak hour turning counts, all movements remain well within capacity, with minimal delays and queuing. The worst movement is again identified by SIDRA is the first stage of the right turn out of Hynes Road, which shows an average delay of less than 44 seconds, and a 95% back of queue distance of 27m.

It should be noted that the above analysis was carried out using the original intersection geometry. Upgrading works, currently under construction, are expected to both improve safety at the intersection and increase capacity, resulting in reduced queuing and delays in the future scenarios.

5.3.2 Hynes Road / South Western Highway Intersection

The results of the SIDRA analysis for the Hynes Road – South Western Highway intersection under forecast traffic flows including development generated traffic are attached in **Appendix C** as **Table C6**, and summarised below.

With the development traffic added to the turning flows as determined above, all movements continue to operate well within capacity. Again, the most difficult movement was identified as the right turn out of Hynes Road onto South Western Highway. However, even for this, the average delay was only calculated as less than 21seconds, with the 95% back of queue being less than 13 m.

6. SITE ACCESS ANALYSIS

6.1 LOCATION AND VISIBILITY

The site will be serviced by a single access point on Hynes Road.

The site has a frontage to Hynes Road of approximately 250m. Ideally, with a posted speed limit of 80 km/h, visibility from the access would be 111m to the right, in accordance with Figure 3.2 of AS 2890.1. This figure is attached for reference in **Appendix D**.

This distance could perhaps be reduced due to the advisory speed limit of 35km/h at the right angle bend, but locating the access any closer to the bend is unnecessary, and would not be recommended. If located at least 111m from the end of the property frontage, visibility is not expected to be an issue.

6.2 ACCESS ASSESSMENT

The forecast movement of traffic through the access has been analysed using the SIDRA intersection analysis software package.

This analysis has been carried out for the peak period of the development, likely to occur in mid-afternoon, when most guests will leave the site.

As a worst case scenario, we have used a maximum figure of 150 vehicles leaving the site during this period. It should be noted that for a funeral attracting this number of vehicles, they would probably depart over a significantly longer period. In addition, the flows along Hynes Road during the afternoon would be expected to be much lower than those used, which are Peak Hour flows estimated from our intersection turning counts at either end of Hynes Road.

Even in this worst case scenario, the access is shown to operate well within capacity, with negligible delays or queuing either within the site or on Hynes Road. The full results of the SIDRA analysis are again attached in **Appendix C** as **Table C7**.

Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS



7. SUMMARY AND CONCLUSION

7.1 SUMMARY

Donald Veal Consultants has prepared this Traffic Study report to support a town planning scheme amendment proposal to the Shire of Dardanup regarding a proposed Funeral Parlour development in Waterloo.

The development will comprise a funeral complex building with a footprint of around 2,500 m² and approximately 150 formal parking bays. Additional parking will be available on grassed areas when required.

The study has addressed initial queries raised by the Shire regarding the operation of the intersections of Hynes Road with Forrest Highway and South Western Highway, and the location and operation of the site's proposed access onto Hynes Road.

It should be noted that the analysis of the Forrest Highway intersection was carried out using the original geometry. Upgrading work currently under construction are expected to both improve safety at the intersection and increase capacity, resulting in reduced queuing and delays in the future scenarios.

7.2 CONCLUSION

The results of the study show that the development will have no significant impact on the peak hour operation of the two intersections, and that the access will operate well under all forecast scenarios.

It has also been determined that the proposed site access will need to be located at least 111m west of the bend in Hynes Road at the Clifton Road intersection. Vegetation along the southern verge should also be assessed and cleared as required to ensure adequate sight lines are maintained. We therefore support the town planning scheme amendment proposal from a traffic and road safety perspective.

Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS

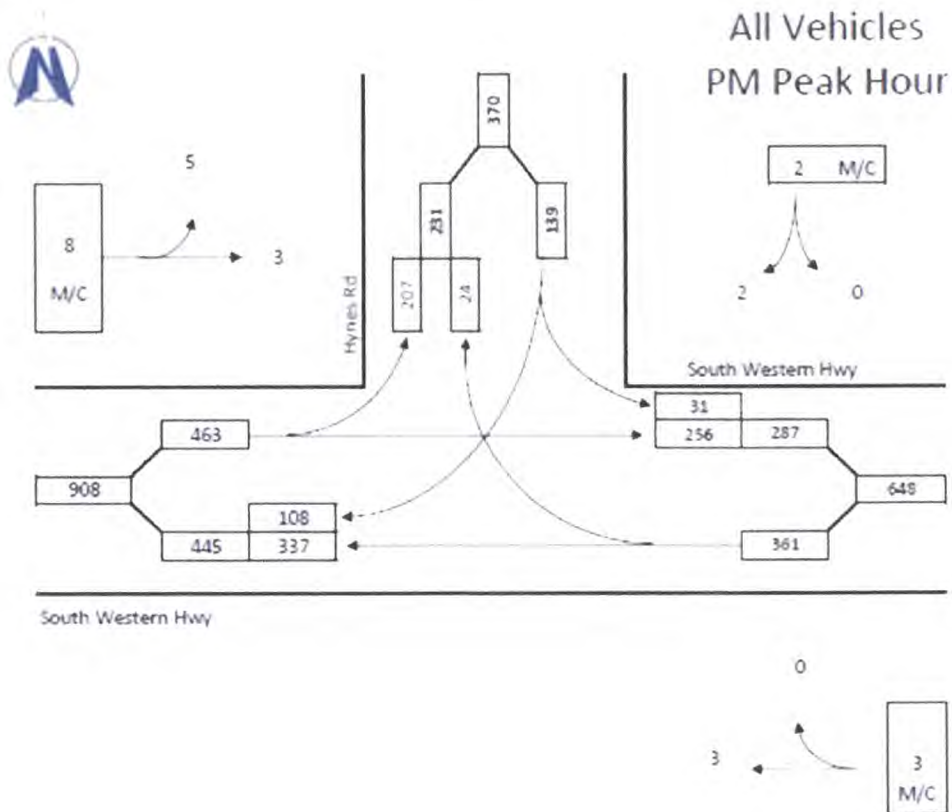


APPENDIX A: TRAFFIC TURNING COUNT SURVEY RESULTS

Client: Margate Enterprises Pty Ltd
 Project: Lot 9 Hynes Road, TS



MPM Development Consultants	Day Wednesday	Date 14/09/16	Weather Sunny
Vehicle Volumes	Location South Western Hwy & Hynes Rd		Suburb Picton East
Lot 9 Hynes Rd TIS	Job No. 2504	Intersection Type: 3-Way	
Site 2	Duration: 1600 - 1700		
Donald Veal Consultants			



Vehicles Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	31	0	108	139
From E	24	0	0	337	361
From S	0	0	0	0	0
From W	207	256	0	0	463
Total	231	287	0	445	963

M/C Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	0	2	2
From E	0	0	0	3	3
From S	0	0	0	0	0
From W	5	3	0	0	8
Total	5	3	0	5	13

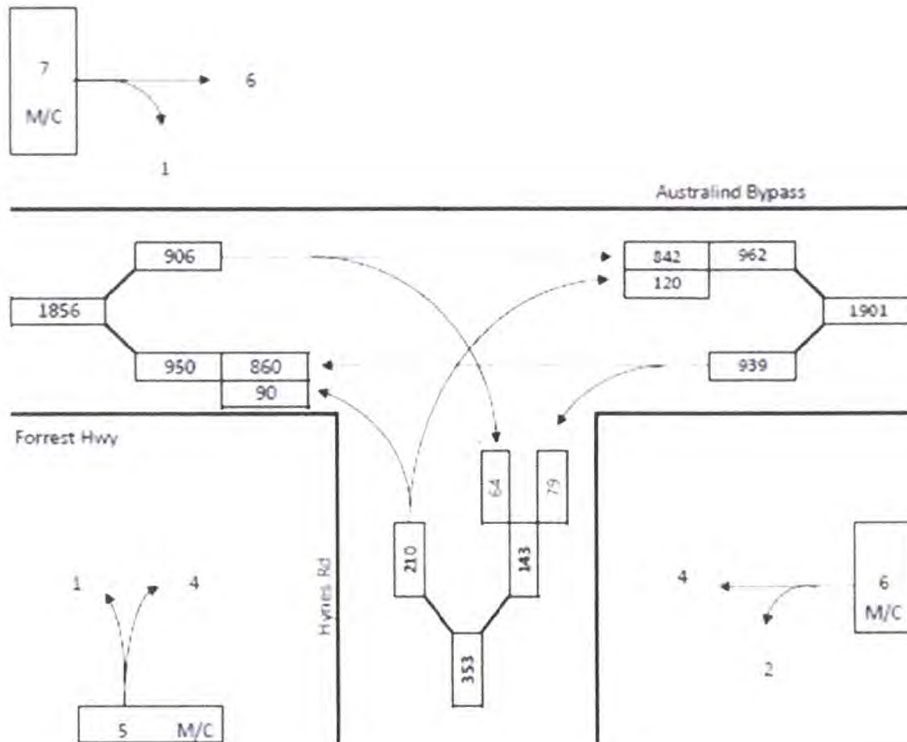
Client: Margate Enterprises Pty Ltd
 Project: Lot 9 Hynes Road, TS



MPM Development Consultants:	Day Wednesday	Date 14/09/16	Weather Cloudy
Vehicle Volumes:	Location Australind Bypass, Forrest Hwy & Hynes Rd		Suburb Waterloo
Lot 9 Hynes Rd TIS	Job No. Z504	Intersection Type: 3-Way	
Site 1	Duration: 1545 - 1645		
Donald Veal Consultants:			



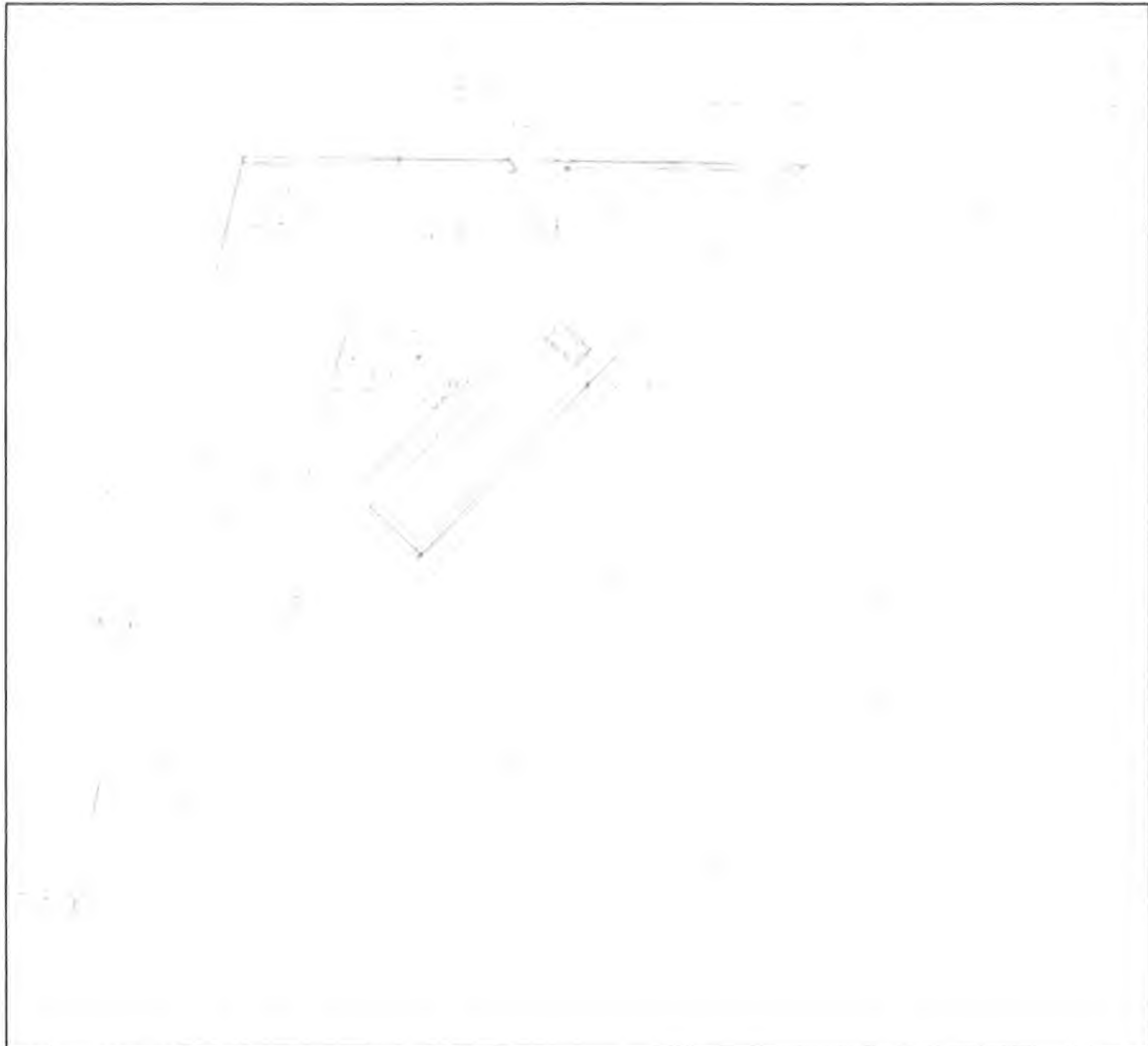
All Vehicles
PM Peak Hour



Vehicles Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	0	0	0
From E	0	0	79	860	939
From S	0	120	0	90	210
From W	0	842	64	1	906
Total	0	962	143	950	2055

M/C Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	0	0	0
From E	0	0	2	4	6
From S	0	4	0	1	5
From W	0	6	1	0	7
Total	0	10	3	5	18

APPENDIX B: DEVELOPMENT CONCEPT PLAN



APPENDIX C: SIDRA OUTPUTS

Client: Margate Enterprises Pty Ltd

Project: Lot 9 Hynes Road, TS

MOVEMENT SUMMARY**Site: 1 [Australind Bypass, Forrest Hwy & Hynes Rd (Stage 1 RT) - PM]**

Staged crossing Stage 1 (Minor Road) at three-way intersection with 5-lane major road. Major road turn lane is treated as a full-length lane. Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Req. Satn v/c	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: Hynes Road (Stage 1)											
1	L2	111	1.0	0.161	12.1	LOS B	0.6	4.2	0.51	0.96	62.7
2	T1	142	3.7	0.702	43.4	LOS E	3.7	27.1	0.93	1.17	24.5
Approach		253	2.5	0.702	29.7	LOS D	3.7	27.1	0.75	1.08	39.4
East: Australind Bypass, Forrest Hwy											
4	L2	83	8.9	0.065	8.8	LOS A	0.3	2.0	0.17	0.60	65.6
5	T1	905	5.2	0.237	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		988	5.5	0.237	0.8	LOS A	0.3	2.0	0.01	0.05	96.0
West: Australind Bypass, Forrest Hwy											
12	R2	67	6.3	0.146	15.0	LOS C	0.5	3.9	0.70	0.90	58.7
Approach		67	6.3	0.146	15.0	NA	0.5	3.9	0.70	0.90	58.7
All Vehicles		1308	5.0	0.702	7.1	NA	3.7	27.1	0.19	0.29	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Table C1: Hynes Road - Forrest Highway intersection under existing traffic flows (right turn stage 1)

MOVEMENT SUMMARY**Site: 2 [Australind Bypass, Forrest Hwy & Hynes Rd (Stage 2 RT) - PM]**

Staged crossing Stage 2 (Median) at three-way intersection with 5-lane major road.

Give-way behaviour assumed at Stage 2.

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Req. Satn v/c	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: Median Storage Area											
3	R2	126	4.2	0.205	4.4	LOS A	0.7	3.9	0.62	0.63	55.6
Approach		126	4.2	0.205	4.4	LOS A	0.7	3.9	0.62	0.63	55.6
West: Australind Bypass, Forrest Hwy											
11	T1	886	2.0	0.230	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		886	2.0	0.230	0.0	NA	0.0	0.0	0.00	0.00	99.9
All Vehicles		1013	2.3	0.230	0.6	NA	0.7	3.9	0.08	0.08	94.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Table C2: Hynes Road - Forrest Highway intersection under existing traffic flows (right turn stage 2)

Client: Margate Enterprises Pty Ltd


Project: Lot 9 Hynes Road, TS

MOVEMENT SUMMARY
 Site: 101 [South Western Hwy & Hynes Rd - PM]
Existing Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	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
East South Western Hwy											
5	T1	355	12.2	0.194	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
6	R2	25	4.2	0.030	10.2	LOS B	0.1	0.8	0.49	0.71	65.5
Approach		380	11.6	0.194	0.7	NA	0.1	0.8	0.03	0.05	96.5
North Hynes Road											
7	L2	35	3.0	0.035	8.2	LOS A	0.1	0.9	0.35	0.63	66.5
9	R2	122	10.3	0.380	20.4	LOS C	1.7	12.9	0.78	0.96	53.1
Approach		157	8.7	0.380	17.7	LOS C	1.7	12.9	0.69	0.90	55.6
West South Western Hwy											
10	L2	218	3.9	0.119	7.9	LOS A	0.0	0.0	0.00	0.66	73.1
11	T1	269	6.6	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		487	6.5	0.144	3.6	NA	0.0	0.0	0.00	0.29	85.8
All Vehicles		1024	8.7	0.380	4.7	NA	1.7	12.9	0.12	0.30	82.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Table C3: Hynes Road – South Western Highway intersection under existing traffic flows

MOVEMENT SUMMARY
 Site: 1 [Australind Bypass, Forrest Hwy & Hynes Rd (Stage 1 RT) - PM]
Staged crossing Stage 1 (Minor Road) at three-way intersection with 5-lane major road. Major road turn lane is treated as a full-length lane.
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	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 Hynes Road (Stage 1)											
1	L2	111	1.0	0.161	12.1	LOS B	0.6	4.2	0.51	0.96	62.7
2	T1	142	3.7	0.702	43.4	LOS E	3.7	27.1	0.93	1.17	24.5
Approach		253	2.5	0.702	29.7	LOS D	3.7	27.1	0.75	1.08	39.4
East Australind Bypass Forrest Hwy											
4	L2	83	8.9	0.065	8.8	LOS A	0.3	2.0	0.17	0.60	65.6
5	T1	905	5.2	0.237	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		988	5.5	0.237	0.8	LOS A	0.3	2.0	0.01	0.05	96.0
West Australind Bypass Forrest Hwy											
12	R2	67	6.3	0.146	15.0	LOS C	0.5	3.9	0.70	0.90	58.7
Approach		67	6.3	0.146	15.0	NA	0.5	3.9	0.70	0.90	58.7
All Vehicles		1308	5.0	0.702	7.1	NA	3.7	27.1	0.19	0.29	78.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Table C4: Hynes Road - Forrest Highway intersection with development traffic (right turn stage 1)



Client: Margate Enterprises Pty Ltd
 Project: Lot 9 Hynes Road, TS

MOVEMENT SUMMARY

▽ Site: 2 [Australind Bypass, Forrest Hwy & Hynes Rd (Stage 2 RT) - PM]

Staged crossing Stage 2 (Median) at three-way intersection with 5-lane major road
 Give-way behaviour assumed at Stage 2
 Give-way / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	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: Median Storage Area											
3	R2	126	4.2	0.205	4.4	LOS A	0.7	3.9	0.62	0.63	55.6
Approach		126	4.2	0.205	4.4	LOS A	0.7	3.9	0.62	0.63	55.6
West: Australind Bypass, Forrest Hwy											
11	T1	856	2.0	0.230	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		856	2.0	0.230	0.0	NA	0.0	0.0	0.00	0.00	99.9
All Vehicles		1013	2.3	0.230	0.6	NA	0.7	3.9	0.08	0.08	94.6

Site Level of Service (LOS) Method Delay (SIDRA) Site LOS Method is specified in the Parameter Settings dialog (Site tab)
 Vehicle movement LOS values are based on average delay per movement

Table C5: Hynes Road - Forrest Highway intersection with development traffic (right turn stage 2)

MOVEMENT SUMMARY

▽ Site: 101 [South Western Hwy & Hynes Rd - PM]

Existing Site
 Give-way / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	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
East: South Western Hwy											
5	T1	355	12.2	0.194	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
6	R2	25	4.2	0.030	10.2	LOS B	0.1	0.8	0.49	0.71	65.5
Approach		380	11.6	0.194	0.7	NA	0.1	0.8	0.03	0.05	96.5
North: Hynes Road											
7	L2	35	3.0	0.035	8.2	LOS A	0.1	0.9	0.35	0.63	66.5
9	R2	122	10.3	0.380	20.4	LOS C	1.7	12.9	0.78	0.98	53.1
Approach		157	8.7	0.380	17.7	LOS C	1.7	12.9	0.69	0.90	55.6
West: South Western Hwy											
10	L2	218	3.9	0.119	7.9	LOS A	0.0	0.0	0.00	0.66	73.1
11	T1	269	6.6	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		487	6.5	0.144	3.6	NA	0.0	0.0	0.00	0.29	85.8
All Vehicles		1024	8.7	0.380	4.7	NA	1.7	12.9	0.12	0.30	82.3

Site Level of Service (LOS) Method Delay (SIDRA) Site LOS Method is specified in the Parameter Settings dialog (Site tab)
 Vehicle movement LOS values are based on average delay per movement

Table C6: Hynes Road – South Western Highway intersection with development traffic

Client: Margate Enterprises Pty Ltd
Project: Lot 9 Hynes Road, TS

MOVEMENT SUMMARY

▽ Site: 101 [Site Access & Hynes Rd - PM]

Existing Site
Giveaway / Yield (Two-Way)

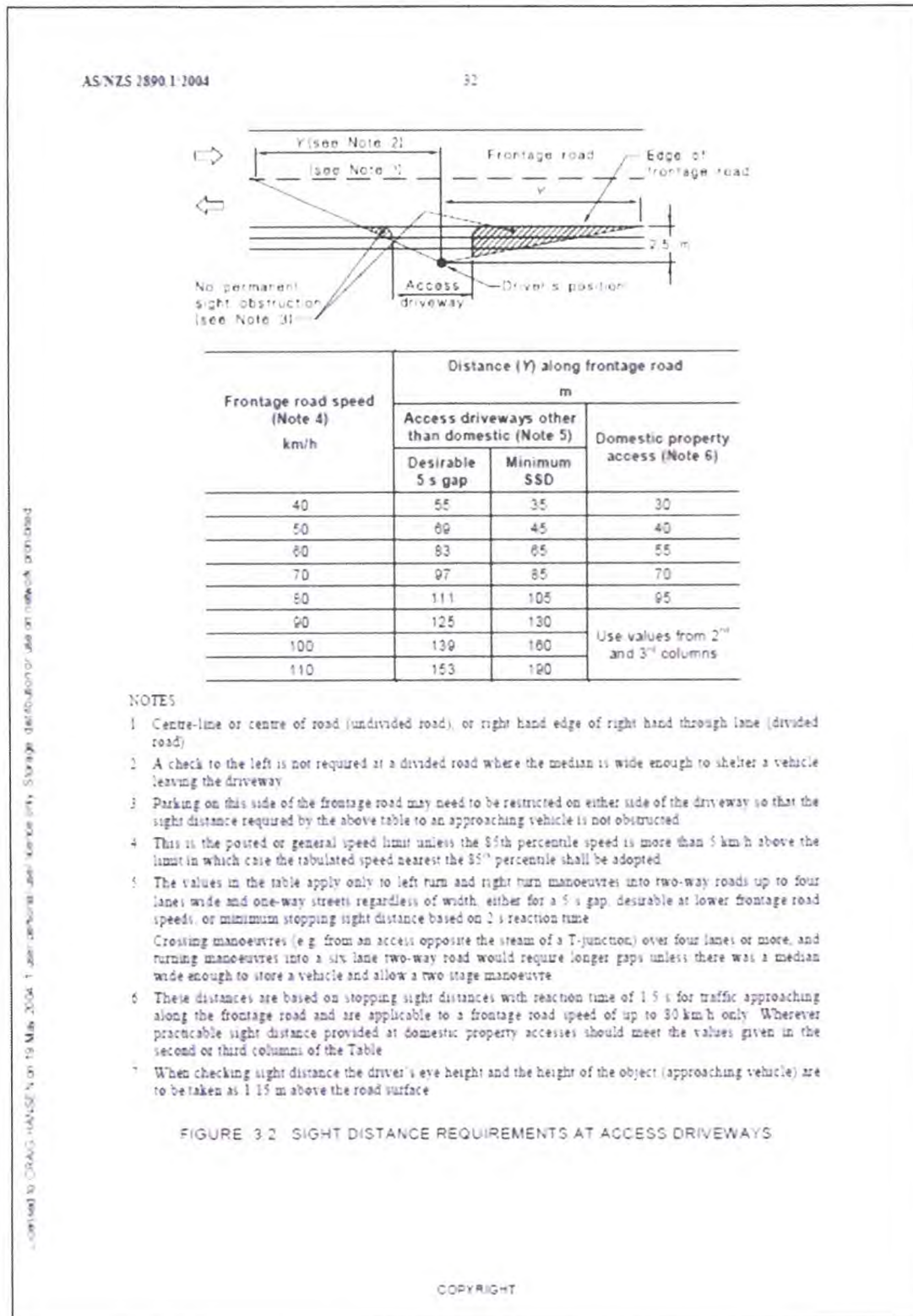
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Site Access											
1	L2	118	0.0	0.135	4.8	LOS A	0.5	3.7	0.35	0.60	50.1
3	R2	40	0.0	0.135	5.6	LOS A	0.5	3.7	0.35	0.60	33.2
Approach		158	0.0	0.135	5.0	LOS A	0.5	3.7	0.35	0.60	47.9
East: Hynes Road											
4	L2	1	0.0	0.128	4.7	LOS A	0.0	0.0	0.00	0.00	61.8
5	T1	247	2.0	0.128	0.0	LOS A	0.0	0.0	0.00	0.00	99.7
Approach		248	2.0	0.128	0.0	NA	0.0	0.0	0.00	0.00	99.6
West: Hynes Road											
11	T1	154	2.0	0.080	0.0	LOS A	0.0	0.1	0.01	0.00	99.4
12	R2	1	0.0	0.080	8.3	LOS A	0.0	0.1	0.01	0.00	83.5
Approach		155	2.0	0.080	0.1	NA	0.0	0.1	0.01	0.00	99.3
All Vehicles		561	1.4	0.135	1.4	NA	0.5	3.7	0.10	0.17	79.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.

Table C7: Hynes Road – Site Access intersection



APPENDIX D: EXTRACT FROM AS2890.1



Development Services 629 Newcastle Street Leederville WA 6007 PO Box 100 Leederville WA 6902 T (08) 9420 2099 F (08) 9420 3193



Your Ref: TPS3 - 195
Our Ref: JT1 2013 08619 V01 - TPS349408
Enquiries: Ross Crockett
Direct Tel: 9420 2013

19th July 2017

Shire of Dardanup
P.O. Box 7016
EATON W.A. 6232



Attention of: **Jake Whistler**

Re: Shire of Dardanup - TPS No.3 Amendment No.195 Hynes Rd, Waterloo

Thank you for your letter dated 17th July 2017. The Water Corporation offers the following comments in regard to this proposal.

Water and Wastewater

Reticulated water and sewerage is currently not available to the subject land.

The proposed changes to the Scheme do not appear to affect Water Corporation assets or operations.

Please provide the above comments to the land owner, developer and/or their representative.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.

A handwritten signature in blue ink, appearing to read "Ross Crockett".

Ross Crockett
Development Planner
Land Planning
Assets Planning Group



Government of **Western Australia**
Department of **Health**



Your Ref: TPS3 - 195
Our Ref: F-AA-14495 EHB17/953
Enquiries: Vic Andrich (08) 9388 4999

Mr Mark Chester
Chief Executive Officer
Shire of Dardanup
PO Box 7016
EATON WA 6232

Attention: Jake Whistler, Senior Planning Officer

Dear Mr Chester

**TOWN PLANNING SCHEME No. 3 AMENDMENT No. 195 – REZONING FROM
'SMALL HOLDING' TO 'SMALL HOLDING – ADDITIONAL USE' (FUNERAL
PARLOUR) – LOT 9 HYNES ROAD, WATERLOO**

Thank you for your letter of 17 July 2017 requesting comment from the Department of Health (DOH) on the above proposal.

The DOH has no objection to the amendment providing any proposed developments are required to be in accordance with the draft *Country Sewerage Policy*.

The amendment should require that all developments are to have access to a sufficient supply of potable water that is of the quality specified under the *Australian Drinking Water Quality Guidelines 2004*.

Approval is required for any on-site waste water treatment process. The necessary requirements may be referenced and downloaded from:
http://ww2.health.wa.gov.au/Articles/U_ZWater-legislations-and-guidelines

Should you have queries or require further information please contact Vic Andrich on (08) 9388 4999 or ehinfo@health.wa.gov.au

Yours sincerely

Jim Dodds
**DIRECTOR
ENVIRONMENTAL HEALTH DIRECTORATE**

18 September 2017

Environmental Health Directorate
All correspondence PO Box 8172 Perth Business Centre Western Australia 6849
Grace Vaughan House 227 Stubbs Terrace Shenton Park WA 6008
Telephone (08) 9388 4999 Fax (08) 9388 4955
www.health.wa.gov.au
28 684 750 332



Department of Planning,
Lands and Heritage

ENQUIRIES : Aidan Ash- Ph 6551 8040
OUR REF: PLH0050-2017A-01
YOUR REF: TPS3 - 195

Mr Mark Chester
Chief Executive Officer
Shire of Dardanup
Email: submissions@dardanup.wa.gov.au

Dear Mr Chester

SCHEME AMENDMENT NO. 195 – REQUEST FOR COMMENT LOT 9 HYNES ROAD, WATERLOO

Thank you for your letter dated 17 July 2017 regarding the scheme amendment (the Proposal) for the area of Lot 9 Hynes Road Waterloo (the Proposal).

The Aboriginal Heritage Directorate (AHD) of the Department of Planning, Lands and Heritage (DPLH) advises there is one reported Aboriginal site within the area of the Proposal. The reported site is ID 4865 (Bunbury 09).

The AHD recommends that developers undertaking activities within the area of the Proposal take into consideration the DPLH's Aboriginal Heritage Due Diligence Guidelines when planning specific developments associated with the Proposal. These guidelines have been developed to assist proponents to identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present.

The guidelines are available at: <https://www.daa.wa.gov.au/heritage/land-use/>.

If you have any queries in regards to this please do not hesitate to contact me on (08) 6551 8040 or via email aidan.ash@daa.wa.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Aidan Ash'.

Aidan Ash
TEAM LEADER HERITAGE

11 August 2017

From: DFES Advisory Services [<mailto:advice@dfes.wa.gov.au>]

Sent: Monday, 24 July 2017 4:13 PM

To: Jake Whistler

Subject: Lot 9 Hynes Road Waterloo - Proposed Scheme Amendment 195 - DFES Strategic Proposal in a Bushfire Prone Area (No BHL/BMP)

DFES Ref: D02640

Dear Jake,

The Department of Fire & Emergency Services (DFES) provide the following comments with respect to *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)* and the *Guidelines for Planning in Bushfire Prone Areas (Guidelines)*:-

- The proposed LPS Amendment is located within an area that has been designated as a 'bushfire prone area' by the Fire and Emergency Services Commissioner pursuant to the *Fire and Emergency Services Act 1998*. In accordance with the requirements SPP 3.7, any strategic proposal within a bushfire prone area is to be accompanied by:

- a)
 - (i) the results of a BHL assessment determining the applicable hazard level across the subject land, in accordance with the methodology set out in the Guidelines. BHL assessments should be prepared by an accredited Bushfire Planning Practitioner; or
 - (ii) where the lot layout of the proposal is known a BAL Contour Map to determine the indicative acceptable BAL ratings across the subject site, in accordance with the Guidelines. BAL Contour Maps should be prepared by an accredited Bushfire Planning Practitioner.
 - b) the identification of any bushfire hazard issues arising from the relevant assessment; and
 - c) clear demonstration that compliance with the bushfire protection criteria in the Guidelines can be achieved in subsequent planning stages. This information can be provided in the form of a Bushfire Management Plan or an amended Bushfire Management Plan where one has been previously endorsed.
- The proposed land use will also need to demonstrate compliance to Policy Measure 6.6 - Vulnerable or High-risk land uses of SPP 3.7.

Given the proposed strategic proposal has the potential to increase the threat of bushfire to people, property and infrastructure, it is considered that it should not be supported until such time that the bushfire risk and hazard reduction measures are established and understood. DFES recommends that this scheme amendment be deferred to allow the proponent to submit the required information in accordance with SPP 3.7 and the Guidelines.

Many thanks

Iris Webster

**Administration Support Officer – Advisory Services
Hazard Planning and Response.**

Department of Fire and Emergency Services | 20 Southport Street, Leederville WA 6007

P: 9482 1785 E: advice@dfes.wa.gov.au

www.dfes.wa.gov.au



**Government of Western Australia
Department of Fire & Emergency Services**



From: DFES Land Use Planning [<mailto:advice@dfes.wa.gov.au>]
Sent: Tuesday, 30 October 2018 12:34 PM
To: Records
Subject: RE: PROPOSED SCHEME AMENDMENT NO.195 - LOT 9 HYNES ROAD, WATERLOO – ADDITIONAL USE REZONING: FUNERAL PARLOUR Your Ref: AMD195

Our Ref: D02640
Your Ref: AMD195

Suzanne Occhipinti
Shire of Dardanup
shire@harvey.wa.gov.au

Dear Ms Occhipinti

RE: PROPOSED SCHEME AMENDMENT NO.195 - LOT 9 HYNES ROAD, WATERLOO – ADDITIONAL USE REZONING: FUNERAL PARLOUR

For your information and record.

Please find attached formal correspondence regarding the above proposal.

Any further queries please do not hesitate to contact me. Thank you.

Regards

Doug Van Bavel
Senior Land Use Planning Officer
Rural Fire Division | Department of Fire and Emergency Services
South West Highway, Bunbury WA 6230
P: 9780 1900 | **E:** advice@dfes.wa.gov.au | **W:** www.dfes.wa.gov.au

Please note I check my emails only twice a day, so please contact Advisory Services on 9482 1764 if your query is urgent. Thank you.



Government of Western Australia
Department of Fire & Emergency Services



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Government of **Western Australia**
Department of **Fire & Emergency Services**
Rural Fire Division



Our Ref: D02640
Your Ref: AMD195

Suzanne Occhipinti
Shire of Dardanup
shire@harvey.wa.gov.au

Dear Ms Occhipinti

**RE: PROPOSED SCHEME AMENDMENT NO.195 - LOT 9 HYNES ROAD, WATERLOO –
ADDITIONAL USE REZONING: FUNERAL PARLOUR**

I refer to an email from you dated 15 October 2018 regarding the submission of a Bushfire Hazard Level Report (BHL) (Version FINAL), prepared by Bio Diverse Solutions and dated 11 January 2018, for the proposal.

It should be noted that this advice relates only to *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7) and the *Guidelines to Planning in Bushfire Prone Areas* (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.

Assessment

1. Policy Measure 6.3 a) (ii) Preparation of a BHL

Issue	Assessment	Action
Future BAL Contour Map	Given the layout and development design do not form a material consideration of the scheme amendment, it is recommended that a BAL Contour Map is required to be prepared in accordance with the methodology detailed in Appendix 3 of the Guidelines at the subsequent stage of planning.	Demonstrate compliance at subsequent planning stages.

Recommendation – supported compliant application

DFES advises that the BHL Report has adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved at subsequent planning stages.

Should you require further information, please contact me on telephone number 9780 1900.

Yours sincerely

Doug Van Bavel
SENIOR LAND USE PLANNING OFFICER

30 October 2018

From: NAUDE Daniel (RCPM) <Daniel.Naude@mainroads.wa.gov.au>
Sent: Monday, 25 September 2017 1:36 PM
To: Submissions Planning
Cc: Jake Whistler
Subject: Reply: Town Planning Scheme Amendment 195 - Lot 9 Hynes Road - Funeral Parlour

Hi Jake

Further to Main Roads' recent interim comments, I wish to advise that Main Roads is not supportive of intensification of land use in the manner concerned in this location given the road geometry, traffic volumes on the road and the potential for traffic conflict to occur. Main Roads recommends that the use should be directed to the LIA.

Regards,

Daniel Naude

Road Corridor Planning Manager
Metropolitan and Southern Regions / South West
p: 08 9724 5724 | m: 0418931078
w: www.mainroads.wa.gov.au



From: NAUDE Daniel (RCPM) [<mailto:Daniel.Naude@mainroads.wa.gov.au>]
Sent: Thursday, 6 September 2018 6:58 PM
To: Steve Yapp
Cc: Cecilia Muller
Subject: RE: Proposed Funeral Parlour - Hynes Road

Hi Steve,

My apologies as I did not get to this before I went on annual leave.

As discussed, the proposal was referred to Main Roads given the impact and alignment of the BORR in the Greater Bunbury Region Scheme in relation to the subject land.

The WAPC has now given support for an amended alignment further to the east and whilst the existing alignment still remains in the GBRS, the basis for Main Roads' previous comment has been removed and it is advised that Main Roads do not have any objection to the proposal.

Regards,

Daniel Naude
Road Corridor Planning Manager
Metropolitan and Southern Regions / South West
p: 08 9724 5724 | m: 0418931078
w: www.mainroads.wa.gov.au





Department of
Primary Industries and
Regional Development



Your reference: TPS3 -195
Our reference: LUP 203
Enquiries: Leon van Wyk

Chief Executive Officer
Shire of Dardanup
PO Box 7016
EATON WA, 6232
submissions@dardanup.wa.gov.au

Dear Sir/Madam

**COMMENT: PROPOSED SCHEME AMENDMENT 195 – LOT 9 HYNES ROAD,
WATERLOO**

Thank you for the opportunity to comment on the rezoning of Lot 9 Hynes from 'Small Holding' to 'Small Holding' and 'Additional Use' for the purpose of a 'Funeral Parlour'.

The Department of Primary Industries and Regional Development (DPIRD) does not object to the rezoning of the abovementioned lot as the suggested additional use (funeral parlour) will not negatively impact on agriculture.

I trust these comments inform your decision on this matter. If you have any queries regarding the comments, please contact Leon van Wyk at (08) 9780 6171 or leon.vanwyk@agric.wa.gov.au.

Yours sincerely

A handwritten signature in blue ink that reads 'Neil Guise'.

Neil Guise
Regional Director
Southern Region

Date: 14 August 2017

Agriculture and Food
Verschuer Place, Bunbury, Western Australia 6230
Postal address: PO Box 1231, Bunbury WA 6230
Telephone: (08) 9780 6100 enquiries@agric.wa.gov.au
dpiird.wa.gov.au



Department of Biodiversity,
Conservation and Attractions

(Appendix ORD: 12.1C)



Your ref: IPS3 - 195
Our ref: PRS 41351 2016/001050
Enquiries: Tracy Teede
Phone: 08 9725 4300
Email: swlanduseplanning@dbca.wa.gov.au

Chief Executive Officer
Shire of Dardanup
PO Box 7061
EATON WA 6232

ATTENTION: Jake Whistler

PROPOSED SCHEME AMENDMENT 195 – LOT 9 HYNES ROAD WATERLOO

I refer to your letter dated 17 July 2017 forwarding a proposed scheme amendment for the above location for the Department of Biodiversity Conservation and Attractions Parks and Wildlife Service comment.

Parks and Wildlife Service South West Region provide the following comments on the proposal.

The scheme amendment proposes to rezone Lot 9 from 'Small Holding' to '*Small Holding*' and '*Additional Use*' for the purposes of a funeral parlour.

Parks and Wildlife Service advises that wastewater from funeral parlours may contain high levels of biological waste and chemicals which can impact the wastewater system and/or contaminate groundwater.

The Water Corporation website includes information related to funeral parlours and a copy is attached for your information. Parks and Wildlife Service suggests that this application is referred to the Department of Water and Environmental Regulation and the Water Corporation in relation to waste water management and potential groundwater impacts.

Please contact Tracy Teede at the Parks and Wildlife Service South West Region office if you have any queries regarding this advice.

Regional Manager
Parks and Wildlife Service

7 November 2017

Att.

South West Region
PO Box 1693, Bunbury, Western Australia 6230
Phone: (08) 9725 4300 Email: bunbury@dbca.wa.gov.au
dbca.wa.gov.au

Funeral parlours and mortuaries

Information about how to responsibly dispose of wastewater from funeral parlours and mortuaries.

General requirements

Wastewater from funeral parlours and mortuaries may contain high levels of biological waste and chemicals which can impact the wastewater system.

- Funeral parlours and mortuaries require a trade waste permit to discharge to the wastewater system.
- Disposal of solids and body parts to the wastewater system is prohibited.
- Bucket traps will not be considered for disposal of wastes from funeral parlours or mortuaries.
- Sanitary fixtures are not to be used for the disposal of surplus embalming products, cleaning liquids and associated products.

Fixture requirements

Mortuaries with post-mortems

Mortuaries which carry out post-mortems and other work on cadavers (hospitals, state mortuaries, universities or research mortuaries) must meet the following requirements:

- the autopsy table must discharge through a flushing rim connected directly to the property wastewater system
- where the flushing rim is set in the floor, other waste fixtures within the same room may discharge to sewer through the flushing rim in accordance with Australian Standard AS/NZS 3500
- slop hoppers in the same area must be independently connected directly to the property sewer wastewater system.

Mortuaries without post-mortems

Premises which only carry out embalming, viewing preparation and storage of cadavers do not require a flushing rim but will require a receiving point for the discharge from the autopsy or work table.

The recommended method is to install a large rimmed stainless steel floor waste, approximately 225 mm to 300 mm diameter at floor level, reduced at its base to enable it to connect with a 100 mm P-trap. The trapped drain can then preferably be connected directly to the property's wastewater system, or alternatively discharge through a disconnector gully.

The waste pipe from the autopsy table can discharge through the grate or via a tundish, under the grate.

Mortuaries without embalming or post-mortems

Mortuaries which only store and prepare cadavers for burial require a 100 mm industrial waste trap in the floor only.

The water seal in the industrial waste trap can be maintained by connecting a sink or basin, from within the same room, to the trap.

More information

Email us at: tradewaste@watercorporation.com.au

OR

Call us on:

13 13 95

[Top](#)



Our Ref: TW:W00126-32

Your Ref: TPS3 - 195 JW:tm

Enquiries: Julie-Anne Richards
Karen O'Connor
☎ (08) 9780 9517



21 July 2017

Shire of Dardanup
PO Box 7016
EATON WA 6232

ATTENTION: JAKE WHISTLER

Dear Sir,

**PROPOSED SCHEME AMENDMENT 195 – REQUEST FOR COMMENT
LOT9 HYNES ROAD, WATERLOO**

In regards to the abovementioned Planning Application, Aqwest wish to advise the following condition(s) will apply:

- Please be advised that Aqwest has no comment in relation to the above application.

Yours faithfully,

Tim Williams
COORDINATOR WATER DISTRIBUTION



Your ref:
Our ref: TPS/2015
Enquiries: Neil Fraser

Chief Executive Officer
Shire of Dardanup
P O Box 7016
EATON WA 6232

Transmission via electronic mail to: records@dardanup.wa.gov.au

Dear Jake

**TOWN PLANNING SCHEME No. 3
AMENDMENT No. 195
COMMENT ON COMPLEX AMENDMENT DOCUMENTATION PRIOR TO
ADVERTISEMENT**

Pursuant to regulation 37(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations), the Western Australian Planning Commission (the Commission) has examined the documents provided regarding complex amendment 195 to the Shire of Dardanup Planning Scheme No. 3.

The Commission considers that the following modifications to the documents are required before the amendment is advertised:

- modify the amendment to amend the Shire's scheme definition of 'Funeral Parlour' to be consistent with the definition contained in the *Planning and Development (Local Planning Schemes) Regulations 2015* (i.e. add reference 'to the conduct of funeral services');
- delete the proposed additional uses of 'Place of Worship' and 'Reception Centre', as these are now adequately covered by the updated and Regulation compliant 'Funeral Parlour' definition; and
- delete Conditions (b) and (e), as they are no longer required given the change to the 'Funeral Parlour' definition and the removal of the other additional uses.

In consultation with Main Roads WA and the Department of Planning, the local government should give detailed consideration to the long term traffic management and road network impacts in the locality associated with the proposed 'Other Regional Road', 'Forrest Highway' and 'Hynes Road' upgrades, required as a result of regional road network improvements and the development of Wanju. In particular, detailed consideration should be given to future land requirements and potential vehicular access restrictions to the subject land.



Whilst the Commission has undertaken a preliminary assessment, this should not be construed as support for the amendment or that further modifications cannot be sought post advertising.

Local Governments are reminded that Local Planning Scheme (LPS) amendments need to be accompanied by sufficient documentation as detailed in clause 44 of the Regulations, to enable the Commission to provide a recommendation to the Minister for Planning.

A LPS Amendment Checklist has been prepared to assist Local Government in providing the necessary information when submitting LPS amendments to the Commission, and is provided at **Attachment 1**.

Yours sincerely



Kerrine Blenkinsop
Secretary

Western Australian Planning Commission

30/03/2017

From: Brendan Kelly [<mailto:brendan.kelly@dwer.wa.gov.au>]
Sent: Tuesday, 29 August 2017 10:20 AM
To: Records
Cc: David Mort
Subject: Scheme Amendment 195 - 'Small Holding' property 'Funeral Parlour'.

29th August 2017

Our Reference: PA10716

Your Reference: AMD195

To: Shire of Dardanup

From: Department of Water and Environmental Regulation

Attention: David Mort

RE: Scheme Amendment 195 'Small Holding' property 'Funeral Parlour'.

Dear David,

Thank you for referring this request to the Department of Water and Environmental Regulation (DWER) for comment.

Scheme Amendment 195 seeks to amend Lot 9 Hynes Road, Waterloo from 'Small Holding' zone to 'Small Holding' zone and 'Additional Use' zone.

The amendment will allow the 'Small Holding' property to be developed with a 'Funeral Parlour' as an additional use.

DWER has no objection to the amendment, acknowledging that the landowner will be required to address water supply and stormwater management matters as part of any development application.

Please contact this office for inquiries.

Brendan Kelly
Senior Natural Resource Management Officer
Department of Water & Environmental Regulation, South West Region
Telephone: 08 97264194 | Mobile: 0407219515
Email: brendan.kelly@dwer.wa.gov.au

Disclaimer: This e-mail is confidential to the addressee and is the view of the writer, not necessarily that of the Department of Water and Environmental Regulation, which accepts no responsibility for the contents. If you are not the addressee, please notify the Department by return e-mail and delete the message from your system; you must not disclose or use the information contained in this email in any way. No warranty is made that this material is free from computer viruses.



8 September 2017

Chief Executive Officer
Shire of Dardanup
P.O.Box 7016
Eaton WA 6232

Dear Sir

Re: Proposed Scheme Amendment 195 -

In response to your recent correspondence re the above Re-zoning amendment.

As you acknowledge I am a landowner in close proximity ie. some 300 metres in distance to the property in question, and I vehemently oppose the councils proposed changes to the zoning from 'small holding' to 'small holding' and 'additional use' for the purpose of a 'funeral parlour'.

I submit, as you requested my objections in the attached submission..

Yours Sincerely

Myrtle E. Bass



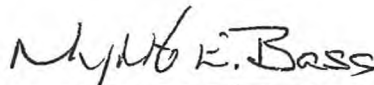
Re Proposed Scheme Amendment 195 - Request for Comment - Lot 9 Hynes Road Waterloo.

The re-zoning of Lot 9 Hynes Road from Small Holding to Small Holding and Additional Use for the purpose of a Funeral Parlour

1. My husband and I have invested forty one years in our property and are quite proud of our achievement. Along with our neighbours we have enjoyed a healthy lifestyle, caring for our horses, cattle and sheep etc. Since the threat of a funeral parlour (whatever the definition and future consequences are) approximately 300 metres from our property, we find our health and well-being severely impacted.
2. Reading the traffic report, we can dispute some of these findings. For example between 3.30 and 5pm it is not unusual to encounter vehicles lined up as far back as the entrance to lot 9 and beyond on some occasions, all waiting to enter into Forrest Highway. This causes frustration and risks are then taken. Just over one year ago a friend was seriously injured in a truck roll-over at this intersection. Today he is still receiving therapy and re-habilitation. Shortly after this incident I myself returning from Bunbury had to take quick evasive action when a driver so eager to enter the north bound lane, failed to notice me about to enter Hynes Road. Fortunately we were able not to collide. I agree the speed limit being reduced to 80km on the south bound lane has provided a marked improvement, although some motorists choose to ignore the 80km sign. We are all aware this section of the highway has been classified a notorious "Black Spot" zone and I understand it rated as one of the highest in the state. Sadly it must be pointed out that another fatality has occurred since the release of this study. Therefore the assumption "that a few extra vehicles" per day for six days a week will not create more of a problem is a grossly negligent and careless statement.
3. In conclusion a Funeral Parlour will not in anyway enhance or aesthetically fit into a rural area. Most other funeral parlours are more appropriately situated in a Light Industry Precinct.

As for the extra traffic that will be generated there is no justification to re-zone this lot 9 property.

I believe the council will be condemned for this ill-conceived proposal.



Signed Myrtle E. Bass

15 September 2017.



8 September 2017

Chief Executive Officer
Shire of Dardanup
P.O.Box 7016
Eaton WA 6232

Dear Sir

Re: Proposed Scheme Amendment 195 -

In response to your recent correspondence re the above Re-zoning amendment.

As you acknowledge I am a landowner in close proximity ie. some 300 metres in distance to the property in question, and I vehemently oppose the councils proposed changes to the zoning from 'small holding' to 'small holding' and 'additional use' for the purpose of a 'funeral parlour'.

I submit, as you requested my objections in the attached submission..

Yours Sincerely

A handwritten signature in blue ink that reads "Peter A. Bass".

Peter A. Bass



Re Proposed Scheme Amendment 195 - Request for Comment - lot 9 Hynes Road Waterloo

The re-zoning of lot 9 Hynes Road from Small Holding to Small Holding and Additional Use for the purpose of a Funeral Parlour.

1. Highly Injurious and Affliction to all residences on Reading Place and Hynes Road. These are all Life Style Properties and at this point of time only three have no houses on them.
2. There are four residences this proposal will impact on immediately.
3. As for the remaining twenty five or so residences it gives rise to further zone changes, which I and most others find Repugnant. These 80Ha were put on to the market as small holdings - Life style properties in 1976 and to my knowledge no one has requested a zone change.
- ↳ Traffic on Hynes Road. Well it has gone from far less than 100 vehicles per day to 4000 per day and to say "a few more vehicles" will not matter is simply "pie in the sky" particularly the entrance to Forrest Highway, it backs up now to lot 9 entrance on a daily basis. Fatalities is not one but three or four and several serious accidents have occurred on the intersection of Hynes Road and Clifton Road and even on Hynes Road straight section has its share of minor skirmishes.
5. This is not consistent with Local Planning Strategy. When there are well in excess of 1000Ha zoned Urban Development east of Hynes Road plus Water Corps land to the west and Industrial Land to the south. There could also be an area to the north if and when the Bunbury Outer Ring Road Planning is completed.



Signed Peter A. Bass

15 September 2017

From: Monique Campbell [REDACTED]
Sent: Tuesday, 12 September 2017 8:11 PM
To: Submissions Planning
Subject: LOT 9 HYNES ROAD PROPOSED AMMENDMENT

Chief Executive Officer
Shire of Dardanup
Eaton WA 6232

Dear Sir

I wish to make a submission strongly opposing the Proposed Scheme Amendment For LOT 9 Hynes Road, WATERLOO for the following reasons.

- Increased traffic along an already busy route. The intense business proposed increases the risk for accidents, both at the Hynes Road/Clifton Road intersection, and also at the Forrest Highway and South West Highway intersections. On most days at least 400 cars per hour travel the Hynes Road route.
- Unsuitable for the area. They want to put a high impact business on a relatively small lot. It is an incompatible land use.
- Business not suitable for this area, which is comprised of small rural residential lots (approx 5 acres).
- Surrounding property values will likely be negatively affected.
- Fencing and Landscaping in regards to adjoining properties. A substantial buffer is required.
- Car parking in relation to neighboring properties.
- Noise pollution from large numbers of people gathering.
- Increase in burglaries due to possible drugs, chemicals etc being kept on site.
- Water runoff. There is a small pond at the back of the house that collects winter rain runoff. If this is filled then water will likely runoff into neighboring properties, which are already waterlogged in the winter months. Substantial fill/drainage is required to prevent this from happening.
- Entrance to property is not suitable to handle the volumes of traffic that will enter, without a severe impact to other road users.
- Visibility along Hynes Road from entrance to property is not suitable to handle this amount of increased traffic.
- Unacceptable waiting times to exit/enter neighboring properties, and roads due to increased traffic.

Thankyou

Monique Campbell
[REDACTED]

(Appendix ORD: 12.1C)

Steve & Rhonda Kirkpatrick



SUBMISSIONS

CHEIF EXECUTIVE OFFICER,
SHIRE OF DARDANUP

Re Proposed Scheme Amendment,

We Steve & Rhonda wish to object to the rezoning of lot 9 Hynes Road Waterloo, from small holding to small holding and additional use. For the use of a Funeral Parlour. Our main concern is the volume of traffic this will bring, as this area is already listed as a black spot. This area also has a huge drainage problem in the winter. Parking etc would be a huge problem.

Yours Sincerely
Steve & Rhonda Kirkpatrick

15 September 2017

Shire of Dardanup

Chief Executive Officer

PO Box 7016

EATON WA 6232



Dear Mark,

SUBMISSION ON PROPOSED SCHEME AMENDMENT 195 – LOT 9 HYNES ROAD, WATERLOO

Halsall and Associates have been engaged by the following landowners:

- Nat and Debbie Fimmano, the owners of [REDACTED];
- Peter and Myrtle Bass, the owners of [REDACTED];
- Monique Campbell, the owner of [REDACTED];
- Julie Carson, the owner of [REDACTED];
- Steve and Rhonda Kirkpatrick, the owners of [REDACTED];
- John and Sue Bell, the owners of [REDACTED];
- Chris Snibson, the owner of [REDACTED];
- Les Doe, the owner of [REDACTED];

To prepare a submission demonstrating why they all object to the proposed Scheme Amendment at the above property to introduce an 'Additional Use' right for a 'Funeral Parlour' to be developed. This therefore needs to be listed as **8 objections** to the proposal. The objection is principally based on the following which are discussed in detail below:

- Inconsistent with the Scheme and in-particular the objective of the 'Small Holding' zone;
- Inconsistent with the Local Planning Strategy;
- Impact on amenity including visual, traffic and noise; and
- Lack of detailed information including Bushfire Management Plan.

In order for the Shire to consider an additional use, it needs to be determined if it can adequately fit in with the objectives of that particular zone and any other amenity issues be appropriately managed.

In this regard, the objectives of the 'Small Holding' zone under the Shire's Town Planning Scheme No. 3 is:

"To provide for residential development within a rural settling, where the predominant land use is residential."

This is a specific objective that clearly values and protects the residential use of the land, further indicating that any other land use should be secondary to this use. The proposal as clearly outlined in the Traffic Study, proposes to remove the existing residence and associated infrastructure from the property and construct a purpose built 'funeral parlour' that can cater for up to 600 people at any one time. They have therefore, by their own admission, pointed out that the proposal is not in accordance with the objective of the Scheme and therefore should not be considered. The proposal will result in the property being used purely for commercial purposes.

The commercial nature of the proposal is further highlighted by the zoning table, with a 'funeral parlour' only considered in the 'Business – Commercial', 'Mixed Business', 'General Industry' and 'Light Industry' zones. A single dwelling is not permitted in any of these zones clearly demonstrating that a 'funeral parlour' is not appropriate in areas that are primarily for residential development.

Further to the above, the Local Planning Strategy clearly identifies that future zoning and land use considerations for the land zoned 'Small Holding' along Hynes Road will be dealt with through the preparation of Local Planning Scheme No. 9. This proposal which effectively changes the use of the land to commercial is outside of that process and therefore contrary to the Strategy. The whole purpose of deferring consideration of this land through the Scheme process is to allow a holistic approach to future development that is fair and reasonable to all landowners in the area. This ad-hoc approach provides no certainty and negatively impacts on properties that will remain primarily as residential for the foreseeable future.

It is considered that the proposed amendment does not adequately address the impacts this proposal will have on the amenity of surrounding properties. This in part is based on the lack of information relating to how the site will be developed in the application. Similar to major rezonings where a Structure Plan may be required, the proposal should have required a Local Development Plan or some other concept plan be included with the application to clearly inform landowners and Council what is proposed, not after the Amendment has gone through. Fortunately there was enough information in the Traffic Study to better understand the proposal and therefore the impact it will have on the amenity and character of the area.

As mentioned previously, the Traffic Study identifies the following key information on the proposal:

(Appendix ORD: 12.1C)

- The removal of the existing dwelling and infrastructure;
- The construction of an estimated 2500m² funeral complex;
- 150 formal parking bays and overflow grassed areas along the south eastern boundary;
- Access to the north onto Hynes Road; and
- Cater for up to 600 people.

The visual impact of this proposal will be significant. The proposed building is some 10 times larger than a single dwelling. The proposed car-parking is shown as being located along the boundary abutting the existing 'small holding' lots which both have existing dwellings. This will result in up to 300 cars at peak capacity being visible from these dwellings along with the substantial building. It is considered that this is not in keeping with the amenity and character of the area which is predominately rural and low density in nature.

The traffic impacts will also have a significant impact on the amenity and character of the area. This is based on the nature of funerals and how they operate. All vehicles will be accessing the site at the one time or close to one another. This will result in potentially 300 vehicles accessing a premises in close proximity to existing dwellings. Whilst the traffic study identifies that the road system can cope with this much traffic, it is outside of what is normal for this area and again demonstrates its negative impact on landowners in the area. Halsall and Associates are not traffic Engineers, but the impact on the Forrest Highway intersection cannot be underestimated given the accidents here. An influx of vehicles is relatively untested particularly on a regular basis and has a potential to put strain on this area and impact on general road users. Further, if an issue was to occur entering the site such as an accident or breakdown there is only room for approximately 50 vehicles to stack along Hynes Road before there are major issues at the intersection with Forrest Highway. The proposal could cater for 300 vehicles with 75% coming from this direction.

There are a number of potential noise implications associated with the proposal that have not been addressed. The obvious major noise generator is the cumulative impact of the vehicles entering and exiting the site on a regular basis. The proposed location of the car-parking abutting the existing 'Small Holding' lots will exacerbate this. The service held at the premises also has potential noise implications including singing, music and the service itself. These are all impacts that are not currently commensurate of the amenity and character of the area and will therefore cause a negative impact.

Whilst it is not a planning outcome, all the impacts on amenity above have the ability to negatively impact on land values in the area. With no certainty for the area moving forward at this point in time, this is a major concern for the landowners. The proposal also sets an undesirable precedent for similar

businesses to enter this area and therefore further eroding the amenity and character and landowners existing assets.

It appears from the information provided on the website by the Shire, that no Bushfire Management Plan has been prepared as part of this application. The site is partially within a Bushfire Prone area according to the DFES mapping. It is acknowledged that the proposal is only for an 'Additional Use', however the proponent has indicated that the development will be a substantial change to what is there. Further the introduction of a large number of people and vehicles that may be required to evacuate from the area quickly needs to be considered, given that surrounding landowners also need to evacuate. The proposal will potentially impact on how this will occur effectively and the landowners have a right to understand up front how this is proposed to be managed.

This objection clearly demonstrates the impact that this proposal will have on the amenity and character of the area. The objective of this zone is to protect residential development and only allow for ancillary uses which is not proposed in this case. The landowners are looking for more certainty for the area to ensure that a holistic approach to development into the future is considered and many of the issues raised above can be addressed in a more strategic manner. The landowners therefore respectfully request that Council recommend to the WAPC that the proposal not be supported.

Should further information or clarification be required on the above, please don't hesitate to contact the undersigned on [REDACTED]

Kind regards,



Andrew Blee

HALSALL AND ASSOCIATES

From: [REDACTED]
Sent: Monday, 18 September 2017 4:32 PM
To: Jake Whistler
Subject: Submission on Amendment 195

Hi Jake,

We have the following landowners wanting to object to the proposal also:

Tom and Lorraine Phelps



Can you please add them into your report to Council.

Regards,

Andrew Blee

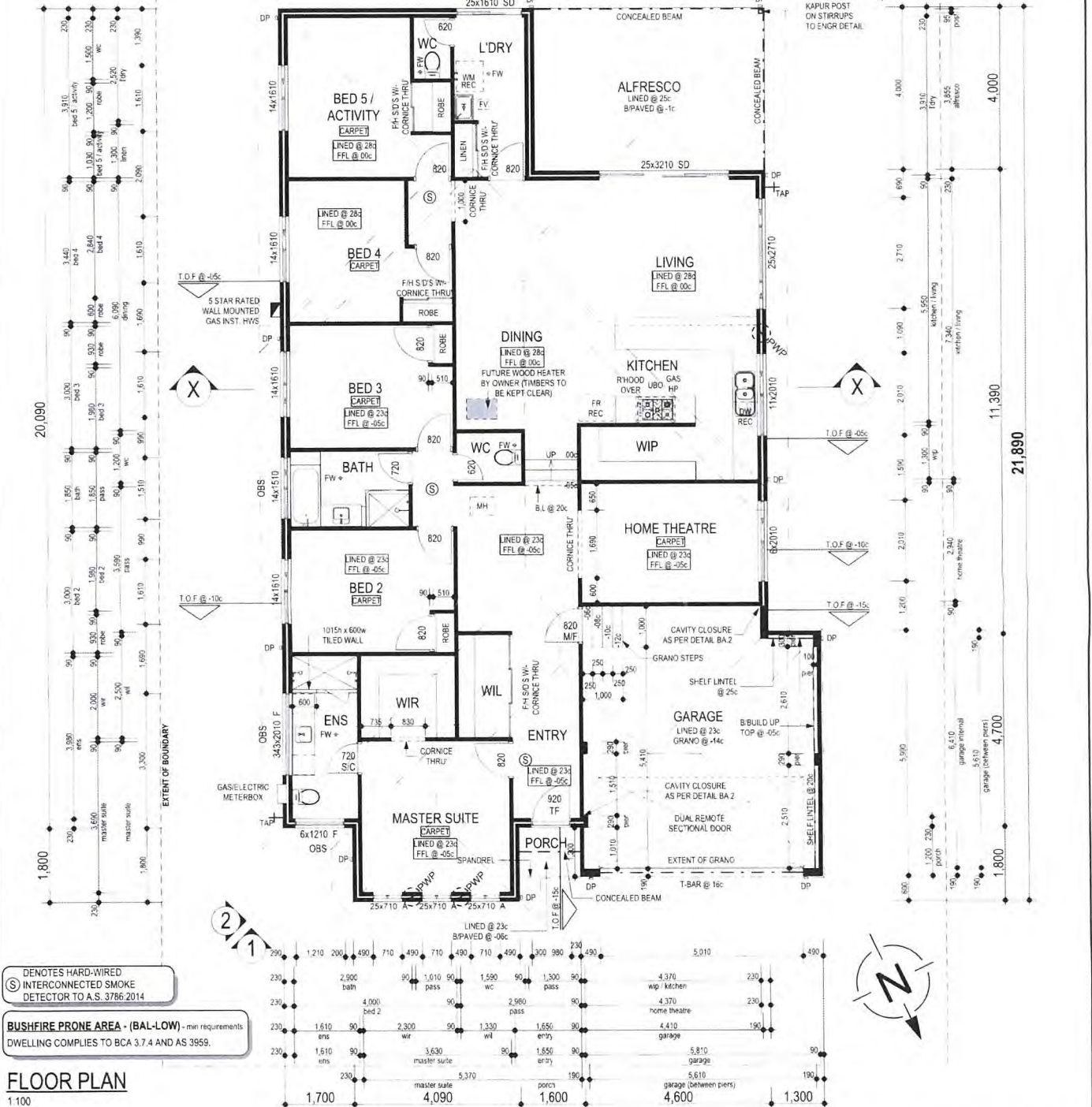
Proposed Dwelling

(Appendix ORD: 12.2A)

- NOTE:**
- ALL DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DETAILS.
 - PROVIDE R4.1 CEILING INSULATION THROUGHOUT.
 - PROVIDE COLORBOND E-VENT.
 - OWNER NOMINATED ELECTRICAL CONTRACTOR K.W ELECTRICAL - M: 0409081487

WIND CLASSIFICATION AS PER A.S. 4055:
N1 - FOR GROUND STOREY OF RESIDENCE

Floor Areas			
Floor	Location	Area	Perimeter
Ground floor	HOUSE	200.60	67.76
	GARAGE	38.26	25.18
	ALFRESCO	22.80	19.40
	PORCH	1.81	5.42
			263.47 m²
Roof Area Calculation - Ground Floor			
Floor	Pitch	Area (flat)	Area (pitched)
Ground floor	25° 38'	295.26	327.49
		295.26 m²	327.49 m²



DENOTES HARD-WIRED INTERCONNECTED SMOKE DETECTOR TO A.S. 3786:2014

BUSHFIRE PRONE AREA - (BAL-LOW) - min requirements DWELLING COMPLIES TO BCA 3.7.4 AND AS 3959.

FLOOR PLAN
1:100

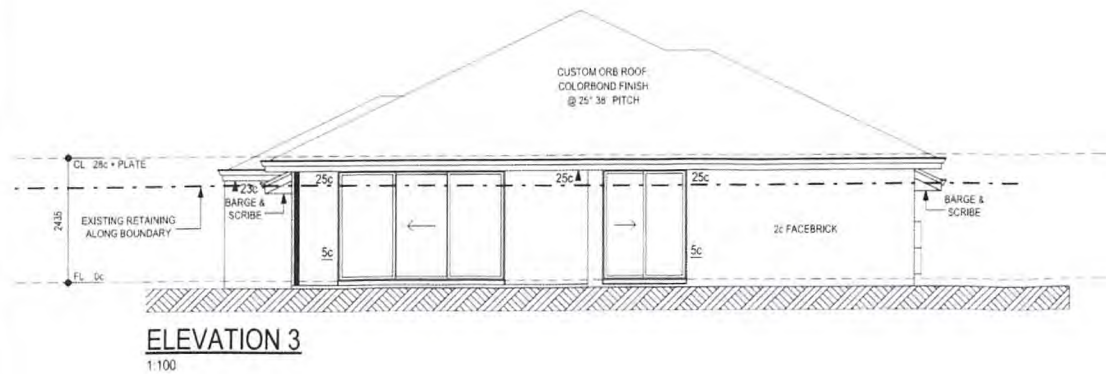
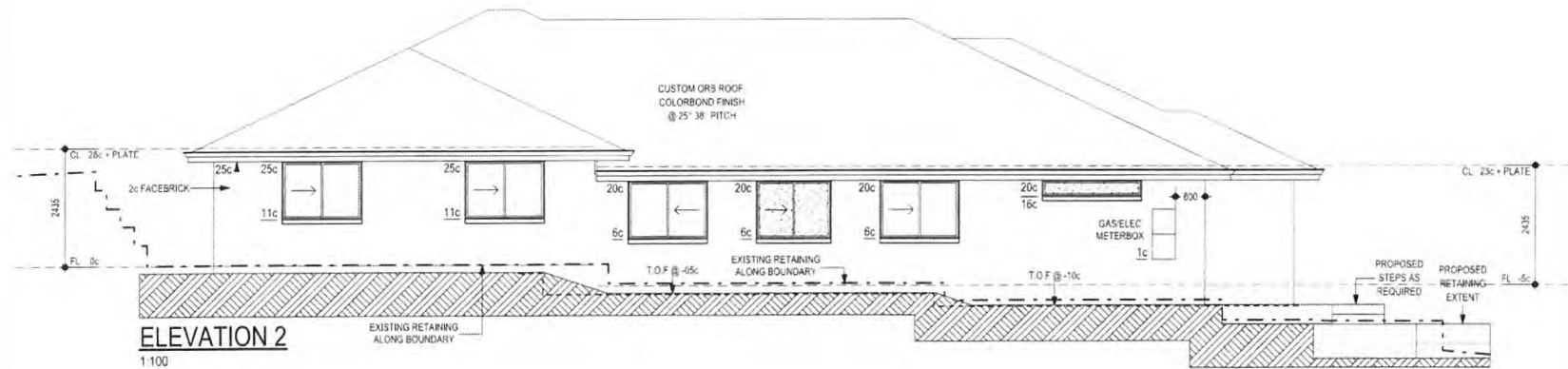
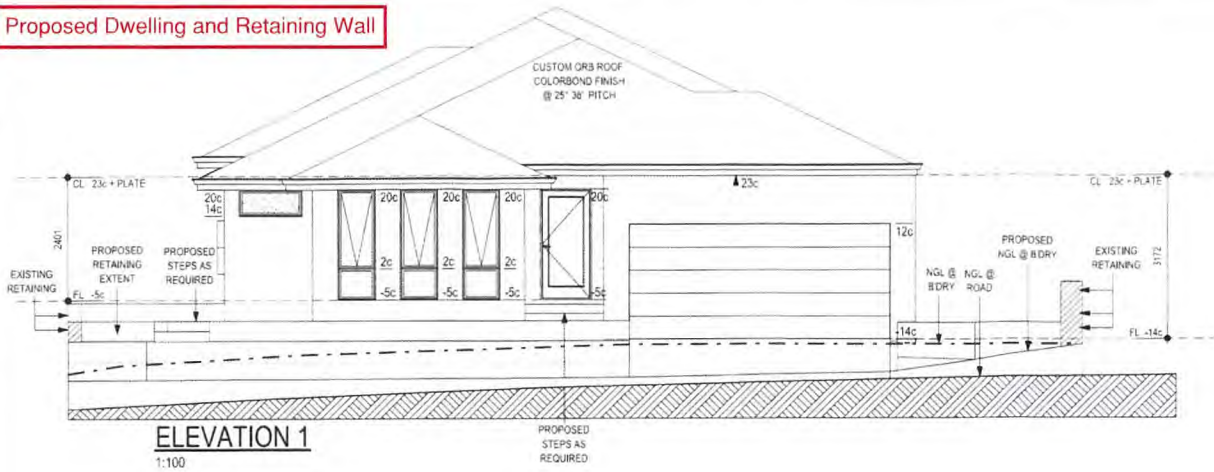
<p>ADDRESS: LOT 520 (#22) ROMNEY WAY EATON</p>		<p>CLIENT: L. G. & S. K. AMERS</p>		<p>OWNER: _____ WITNESS: _____</p> <p>OWNER: _____ WITNESS: _____</p> <p>BUILDER: _____ WITNESS: _____</p>	
<p>SHEET N° 1 OF 8</p> <p>JOB N° 33510</p> <p>REVISION DATE 08.10.18</p>		<p>Sub-contractors to verify all dimensions on site.</p> <p>FINAL PLANS</p> <p>THIS IS ONE OF THE DRAWINGS REFERRED TO IN THE CONTRACT.</p> <p>DATED: _____</p>		<p>DRN DATE CHK</p> <p>VO# VAK 11.07.18 CG</p> <p>SITING CG 29.08.18 CG</p> <p>VO # 02 CG 10.09.18 CG</p> <p>ENG-TM # 02 CG 01.10.18 CG</p> <p>FP# + VO# # 1.8.3 CG 01.10.18 CG</p> <p>ENG-TM # 04 CG 08.10.18 CG</p>	

© COPYRIGHT MODEL N° **6332**

THE SUNRISE

Where home ownership begins

Proposed Dwelling and Retaining Wall



THE SUNRISE

© COPYRIGHT

MODEL N°

6332



smoothstart

Where home ownership begins

(DB) 9202 9292
356 Scarborough Beach Road, Osborne Park, WA 6007
P.O. Box 55, Westfield Shopping Centre, Innaloo, WA 6098
Built by West Country Woodcraft Pty Ltd 9077 A & N, by 80% CSR Ltd

REV	VO #	DRN	DATE	CHK
01	SITING	CG	29.08.18	CG
02	VO # 02	CG	10.09.18	CG
03	ENG-ITEM # 62	CG	01.10.18	CG
04	FP's + VO# 1 & 3	CG	01.10.18	CG
05	ENG-ITEM# 64	CG	08.10.18	CG

Sub-contractors to verify all dimensions on site.

FINAL PLANS
THIS IS ONE OF THE DRAWINGS REFERRED TO IN THE CONTRACT.

DATED 08.10.18

OWNER	WITNESS
OWNER	WITNESS
BUILDER	WITNESS

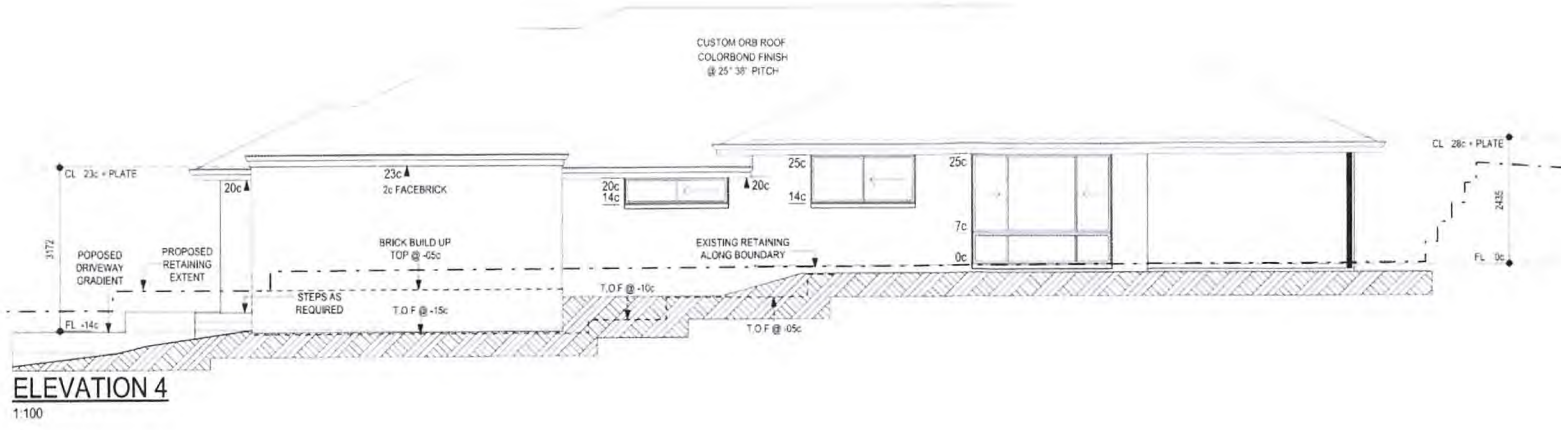
CLIENT:
L. G. & S. K. AMERS

ADDRESS:
LOT 520 (#22)
ROMNEY WAY
EATON

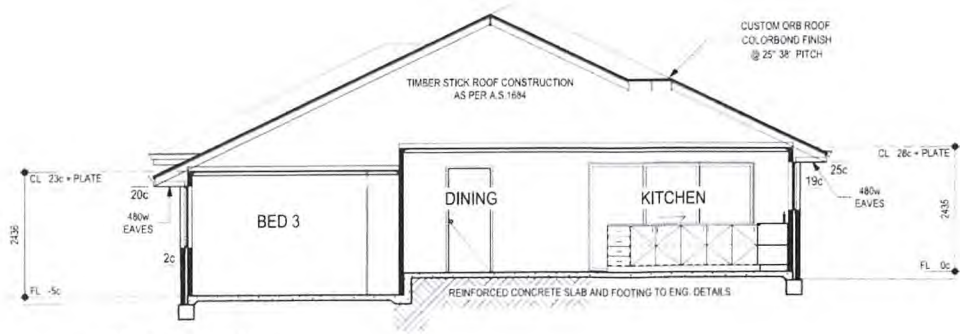
SHEET N°	2 OF 8
JOB N°	33510
REVISION	DATE
05	08.10.18

(Appendix ORD: 12.2A)

Proposed Dwelling and Retaining Wall



ELEVATION 4
1:100



SECTION X-X
1:100

THE SUNRISE

© COPYRIGHT MODEL N°
6332



smoothstart
Where home ownership begins

(08) 9202 9292
366 Scarborough Beach Road, Osborne Park, WA 6007
P.O. Box 55, Westfield Shopping Centre Innaloo, WA 6918
Built by WA Country Builders Pty Ltd ABN 54 141 414 801

REV	VO #	DRN	DATE	CHK
01	SITING	VNX	11.07.18	CG
02	VO # 02	CG	29.08.18	CG
03	ENG-ITEM # 62	CG	01.10.18	CG
04	FP's + VO# 1 & 3	CG	01.10.18	CG
05	ENG-ITEM# 64	CG	08.10.18	CG

Sub-contractors to verify all dimensions on site.

FINAL PLANS
THIS IS ONE OF THE DRAWINGS
REFERRED TO IN THE CONTRACT.

DATED

OWNER WITNESS
OWNER WITNESS
BUILDER WITNESS

CLIENT:
L. G. & S. K. AMERS

ADDRESS:
LOT 520 (#22)
ROMNEY WAY
EATON

SHEET N°	3 OF 8
JOB N°	33510
REVISION	DATE
05	08.10.18

Appendix ORD: 12.2A)

AVERAGING CALCULATIONS	
	Area (m ²)
COMPENSATING	21.24
INCURSION	17.18

Proposed Dwelling and Retaining Wall

NOTE
This is a site survey and the boundaries shown should be used as a reference only as they have not been re-established as part of this survey.

Cadastral boundaries have been positioned by reference to marks found on-site as shown on this plan.

Areas & dimensions are subject to final survey.

Station heights are AHD, TBM = 10.00m. Heights have been derived from Sewer Manhole Lid levels and DBYD information.

Scale = 1:200 (A3)

Sewer information is as supplied by the Water Corporation of W.A. and has not been surveyed on site.

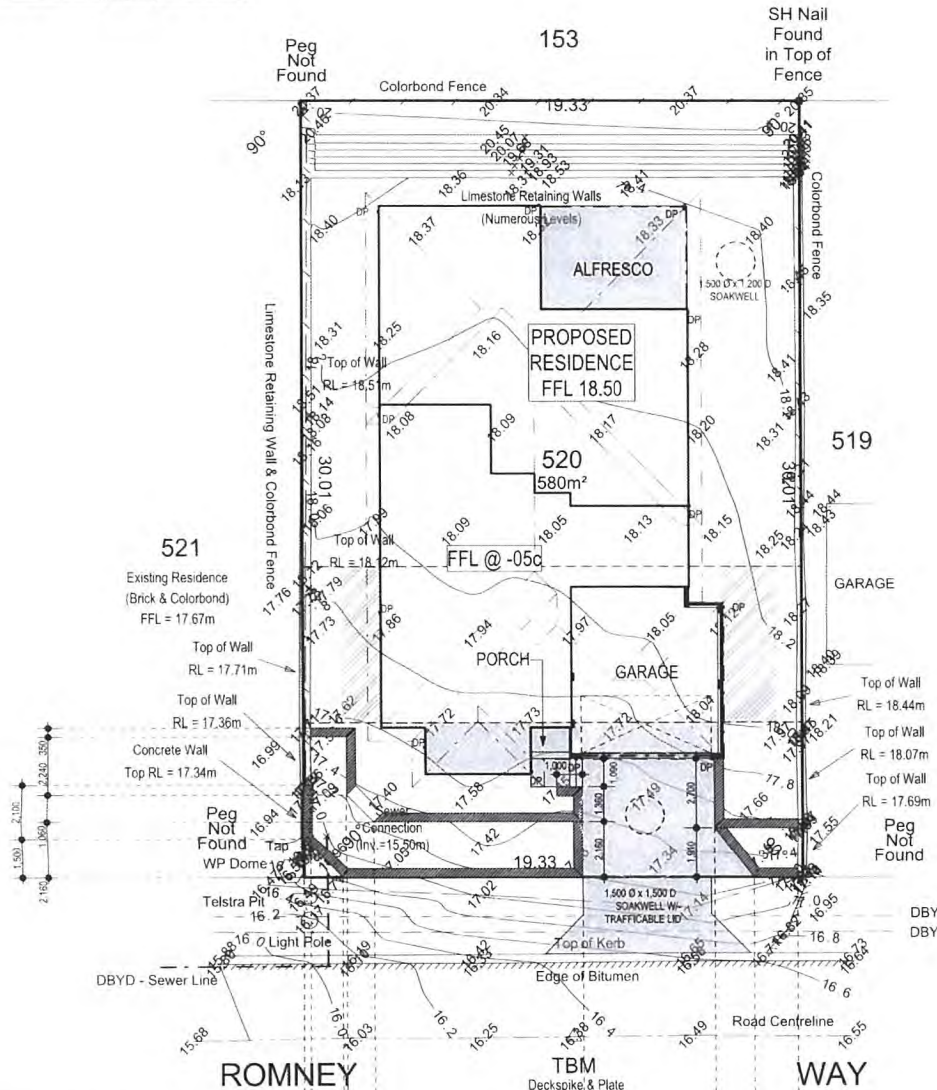
SOIL - sand

VEGETATION - grass

KERB - mountable, good condition

DOMINANT WIND - SW

DISTANCE FROM COAST - 1km (approx)



Existing Residence (Brick & Colorbond) FFL = 18.57m

DBYD - Gas
DBYD - Water Main

FINAL PLANS
THIS IS ONE OF THE DRAWINGS REFERRED TO IN THE CONTRACT.

DATED

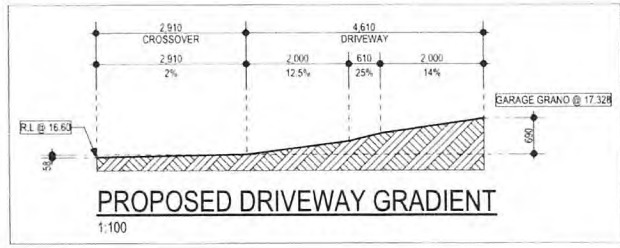
OWNER	WITNESS
OWNER	WITNESS
BUILDER	WITNESS

REV	VO #	DRN	DATE	CHK
01	SITING	CG	11.07.18	CG
02	VO # 02	CG	10.09.18	CG
03	ENG-ITEM # 62	CG	01.10.18	CG
04	FP's + VO# 1 & 3	CG	01.10.18	CG
05	ENG-ITEM# 64	CG	08.10.18	CG

Sub-contractors to verify all dimensions on site.

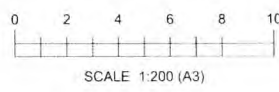
NOTE:
• INTERCONNECTED STORMWATER DISPOSAL BY BUILDER TO SHIRE REQUIREMENTS

STORMWATER CALCULATIONS
REQUIRED SOAKWELL CAPACITY:
= 1m³ OF STORAGE PER 65m² OF ROOF AREA
REQUIRED MINIMUM TOTAL CAPACITY
= ROOF AREA OF (293.69m² (65m²) x 1m³ = 4.52m³)
SELECTED SOAKWELLS
1 x 1500Ø x 1200D (2.12m³) = 2.12m³
1 x 1500Ø x 1500D (2.65m³) = 2.65m³
TOTAL SOAKWELL CAPACITY = 4.77m³



STORMWATER PLAN
1:200

BSO DEVELOPMENT CONSULTANTS



L & S AMERS
DP 47211

2619 - 47

LOT 520 (#22) ROMNEY WAY, EATON
SHIRE OF DARDANUP

33510

SHEET 8 OF 9

18-7-2018

(Appendix ORD: 12.2A)

NOTE

This is a site survey and the boundaries shown should be used as a reference only as they have not been re-established as part of this survey.

Cadastral boundaries have been positioned by reference to marks found on-site as shown on this plan.

Areas & dimensions are subject to final survey.

Station heights are AHD, TBM = 10.00m. Heights have been derived from Sewer Manhole Lid levels and DBYD information.

Scale = 1:200 (A3)

Sewer information is as supplied by the Water Corporation of W.A. and has not been surveyed on site.

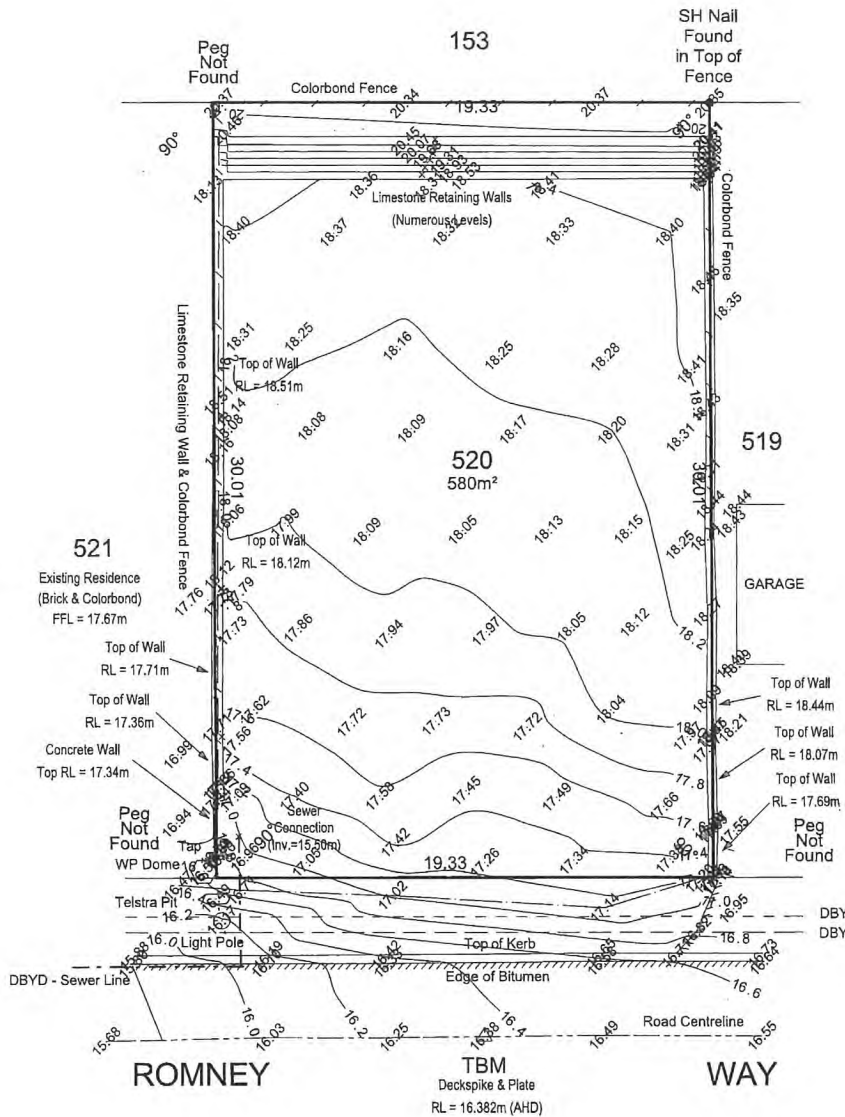
SOIL - sand

VEGETATION - grass

KERB - mountable, good condition

DOMINANT WIND - SW

DISTANCE FROM COAST - 1km (approx)



Existing Residence (Brick & Colorbond) FFL = 18.57m

FINAL PLANS

THIS IS ONE OF THE DRAWINGS REFERRED TO IN THE CONTRACT.

DATED:.....

OWNER WITNESS

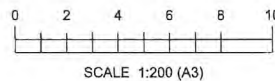
OWNER WITNESS

BUILDER WITNESS

REV	VO #	DRN	DATE	CHK
01	SITING	CG	29.08.18	CG
02	VO # 02	CG	10.09.18	CG
03	ENG-ITEM # 62	CG	01.10.18	CG
04	FP's + VO# 1 & 3	CG	01.10.18	CG
05	ENG-ITEM# 64	CG	08.10.18	CG

Sub-contractors to verify all dimensions on site.

BSO DEVELOPMENT CONSULTANTS



L & S AMERS
DP 47211

2619 - 47

LOT 520 (#22) ROMNEY WAY, EATON
SHIRE OF DARDANUP

33510

SHEET 9 OF 9

18-7-2018

Robert F Fitzgerald
8 Salers Close
Eaton WA 6232

November 12, 2018

Chief Executive Officer
Shire of Dardanup
PO Box 7016
Eaton WA 6232

Dear Chief Executive Officer,

RE: **APPLICATION FOR DEVELOPMENT APPROVAL
DWELLING AND RETAINING WALL – LOT 520 (22) ROMNEY WAY, EATON**

In reply to your notice on the proposed dwelling at the above address I would like to lodge my concerns and objection related to the 4.11 rear boundary setback.

My home is at the back boundary of the above property and the change of the setback means the entertaining/alfresco area of the home is closer to the fence which will increase the noise levels when activities are undertaken in that area. My main entertaining area is in the same area as the closest point so noise will carry over from my home as well.

Another issue that I see with the house being closer to the boundary is that the roof area will radiate heat over the fence as the block is much lower than my block. I do not know what the proposed roof is to be made of but some products radiate heat more so than others.

I would welcome any further discussion or if an inspection is conducted I am happy to make my property available for such activity.

I look forward to hearing the outcome of the council's decision on this matter.

In closing I would like to restate that I am **NOT** in favour of the proposed change to the boundary setback.

Kind Regards,

Robert F. Fitzgerald



Shire of Dardanup

Our Ref:17/98
RR:lrs

21 April 1998

NP & GM Harrison
5 Shepherd Retreat
EATON WA 6232

Dear Mr & Mrs Harrison

*RE: PROPOSED TWO STOREY DWELLING AND OUTBUILDING – LOT 153
SALERS CLOSE, EATON*


I refer to your application for planning approval with regards to the abovementioned proposal.

The application was approved (with conditions) by the Council at its meeting held on Friday 17 April 1998.

Please find enclosed a copy of a Notice for Planning Consent and an endorsed copy of the site plan.

Should you have any further queries, please contact the undersigned.

Yours faithfully


REGINA RIEDELBERGER
Principal Town Planner

SHIRE OF DARDANUP

TOWN PLANNING SCHEME NO.3

DECISION ON APPLICATION FOR PLANNING CONSENT

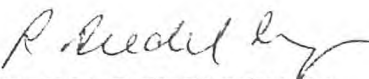
TYPE OF DEVELOPMENT: Two Storey Dwelling & Outbuilding
ADDRESS: Lot 153 Salers Close, Eaton
DATED: 24 March 1998
APPLICATION NO: 17/98
SUBMITTED BY: NP & GM Harrison
OWNER: NP & GM Harrison

is GRANTED APPROVAL TO COMMENCE DEVELOPMENT subject to the following conditions:

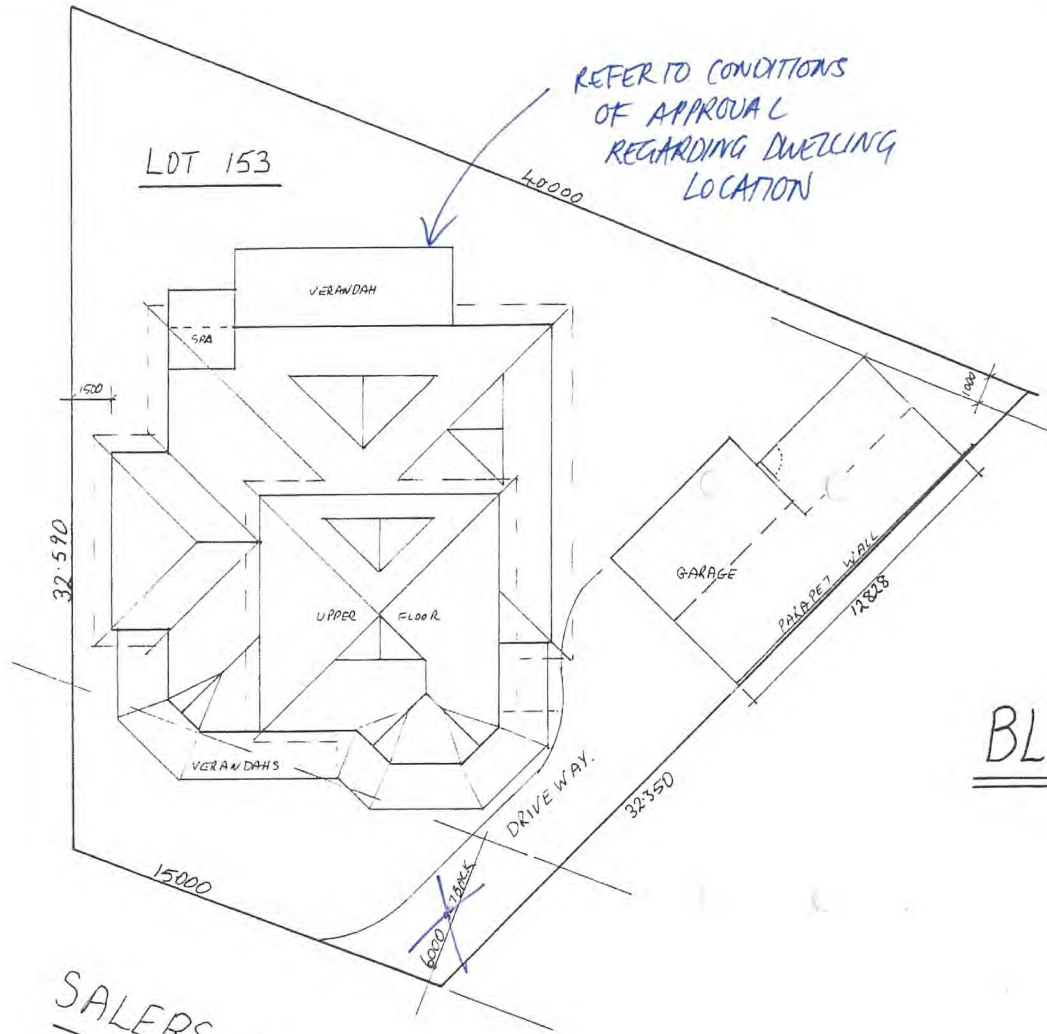
1. The dwelling to be relocated so as to have a minimum front setback of 6m and a minimum rear setback of 1m to the verandah to the satisfaction of the Principal Town Planner.
2. The outbuilding floor area is not to exceed 80 m².
3. The outbuilding is not to be used for habitable, commercial or industrial purposes.
4. The north facing balustrade to be modified by the insertion of a fixed, privacy screen to a minimum height of 1.5m to the satisfaction of the Principal Town Planner.
5. This approval remains valid for a period of twenty four months if development is commenced within twelve months, otherwise this approval remains valid for twelve months only.

FOOTNOTES:

1. *This approval remains valid for a period of twenty four months if development is commenced within twelve months, otherwise this approval remains valid for twelve months only.*


REGINA RIEDELBERGER
Principal Town Planner

Date: 21 April 98.



REFER TO CONDITIONS
OF APPROVAL
REGARDING DWELLING
LOCATION

LOT 153

VERANDAH

500

1500

32590

UPPER FLOOR

VERANDAHS

DRIVEWAY

32350

15000

~~6000~~

GARAGE

PARADE WALL
12825

BLOCK PLAN 1-200

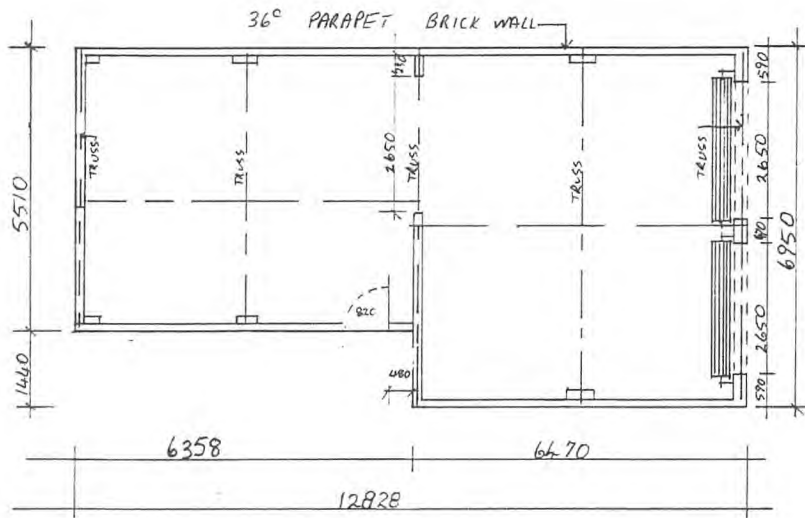
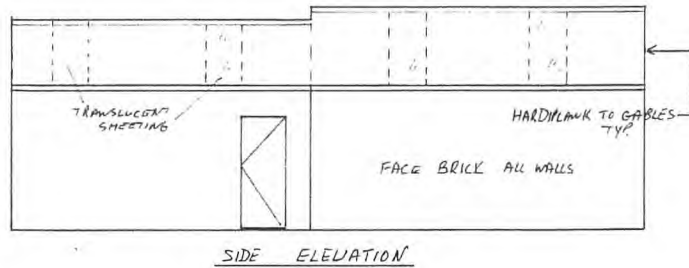
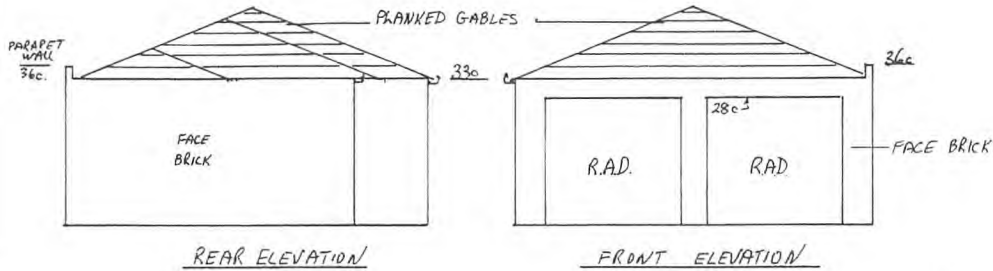
SALERS CLOSE

SHIRE OF DARDANUP
TOWN PLANNING APPROVAL
DATE: 21/4/98
SIGNED: *K. Heddley*
TOWN PLANNER

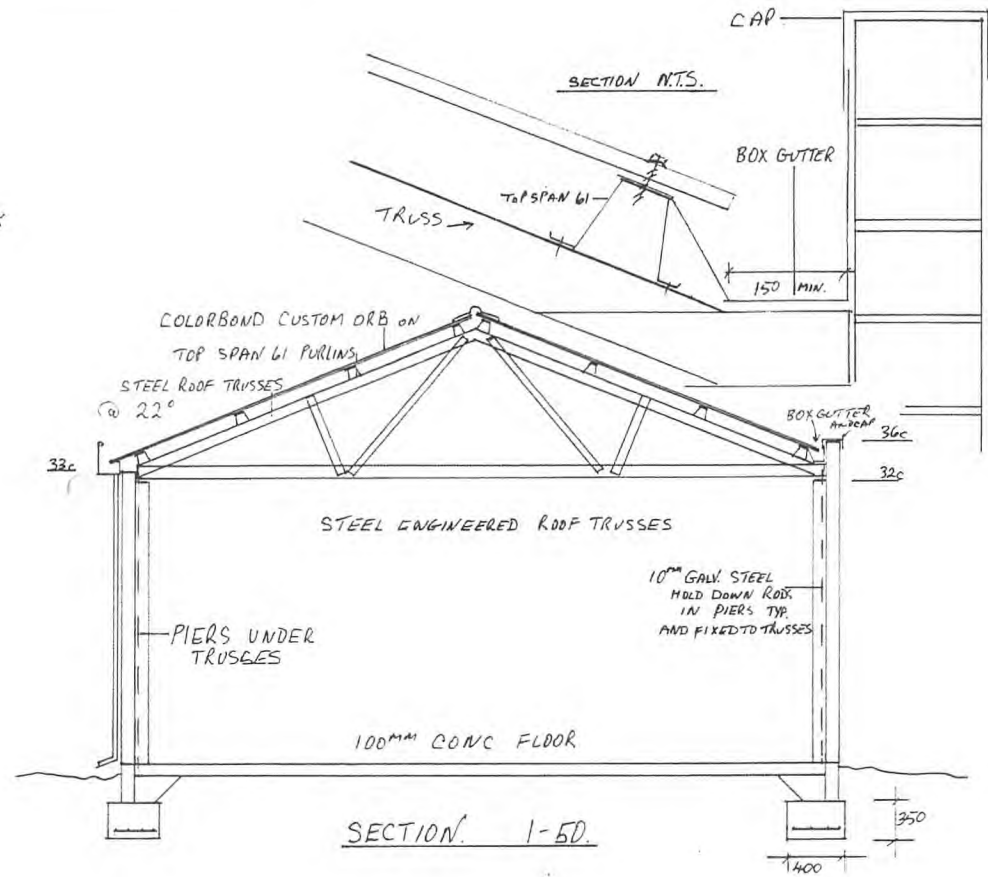
SHIRE OF DARDANUP
RECEIVED
26 MAR 1998
FILE: 17/98
REF:

PROPOSED RESIDENCE & GARAGE FOR N.G. HARRISON			
Lot 153	SALERS CLOSE		EATON
SCALE	1-200	DRAWN FEB 1998	SHEET 006

(Appendix ORD: 12.2C)



AREA. 79.99958M²



SHIRE OF DARDANUP
RECEIVED
26 MAR 1998
FILE:
REF:

PROPOSED GARAGE & WORKSHOP FOR NOEL & GLENDA HARRISON
LOT 153 SALES CLOSE EATON
scale 1-100 DRAWN FEB 1998 SHEET 005

(Appendix ORD: 12.2C)



9th October 2018

Shire of Dardanup
PO Box 7016
EATON WA 6232

To whom it may concern:

**RE: Lot 520 [22] ROMNEY WAY, EATON
PROPOSED SINGLE STOREY DWELLING**

Please find attached an application for Planning Approval for the proposed single storey dwelling at the above address. Your approval is sought for the following variations that have been addressed under the relevant performance criteria of the codes.

FILL/ RETAINING

-Fill To front at 700mm in lieu of 500mm

-Retaining wall to front 700-1000mm in lieu of 500mm

The existing variations in topography of the street and surrounding area, namely the gradient of the 1.53m fall from the front verge to the starting point of the house. In order to maintain an acceptable driveway gradient and retain all existing earthworks within the lot we have had to provide retaining along the boundary which has been tiered to minimise the impact on the streetscape.

In order to try and minimise the amount of fill and retaining required the house has been stepped in order to try and build to the natural contours of the land. It is the owners endeavour to reduce the impact of the development of lot 520 on the adjoining neighbours with the FFLs being 400mm higher than the eastern neighbour and the same as the western neighbour. It can be seen from the streetscape images that the western neighbour has also developed in the same manor having retaining exceeding 500mm within the front setback area due to what appear to be similar conditions.

(08) 9202 9292 | info@smoothstart.com.au | smoothstart.com.au

366 Scarborough Beach Road, Osborne Park WA 6017

ABN 81 106 262 382 BC 13053

smoothstart
Where home ownership begins





The proposed development and retaining walls ameliorate the impact of building bulk and is not believed to have any adverse effect on sun or ventilation to the neighbouring properties.

The proposed fill and retaining walls are believed to preserve the sense of natural topography of the site while enabling reasonable development to occur, ultimately ensuring that the streetscape is preserved and the amenity of the adjoining properties are retained.

Should you require any further information please do not hesitate to contact me on 9202 9337 or at planning.compliance@smoothstart.com.au.

Kind Regards,

Melissa Taylor
Planning Officer

