

Proposed Scheme Amendment

Rezoning from “Rural” to “Special Use” (SU12)

Lot 860 Yilgarn Avenue, Malabaine

Shire of Northam Local Planning Scheme No. 6 (LPS 6)

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Prepared by:

PETER WEBB & ASSOCIATES (PWA)

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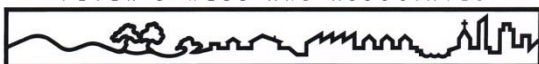
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Prepared for:

PROCON DEVELOPMENTS (AUST.) P/L

PETER D WEBB AND ASSOCIATES



CONSULTANTS IN TOWN PLANNING AND URBAN DESIGN

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1.0 EXECUTIVE SUMMARY

The purpose of this Scheme Amendment to the Shire of Northam Local Planning Scheme No. 6 (LPS 6) is to rezone Lot 860 Yilgarn Avenue, Malabaine from “Rural” to “Special Use”.

The Applicant seeks the Shire’s support to rezone the subject land to facilitate development of the property for a Truck & Travel Centre, comprising “Service Station”, “Restaurant”, “Fast Food Outlet” and “Produce Stall” uses.

The Applicant’s justification in support of the Scheme Amendment is summarised as follows:

- The proposal is assessed as being in accordance with the relevant State Planning frameworks of the WAPC;
- The proposal is consistent with the intended future development identified in the Northam Growth Plan prepared in conjunction with the Department of Regional Development & Lands, the Wheatbelt Development Commission and the Shire of Northam;
- The proposal is consistent with the Northam Surrounds Structure Plan.
- The subject site is adjacent to land (Lot 881 Yilgarn Avenue) that is the subject of an Omnibus Amendment to the Shire of Northam LPS 6 for a “Light & Service Industry” zone, and is therefore consistent and complementary with that adjacent future zoning; and
- The proposed Amendment “rounds off” zoning between adjacent Lot 881 and the Great Eastern Highway”.

The location of this site is ideally suited for the Truck & Travel Centre in the manner proposed, particularly given its access to Yilgarn Avenue and proximity to Great Eastern Highway, as well as its close proximity to the established Road Train Assembly facility and the future “Light & Service Industry” zoning of adjacent land, recently progressed by the Shire of Northam as part of its Omnibus Amendment to LPS 6.

The Applicant therefore, seeks the Council’s favourable consideration of this Scheme Amendment.

For the purposes of the *Planning and Development (Local Planning Schemes) Regulations 2015*, this proposed Scheme Amendment is a ‘Standard’ Scheme Amendment.

2.0 INTRODUCTION

Peter Webb & Associates (PWA) acts for the current landowners of Lot 860 Yilgarn Avenue, Malabaine and lodges this request on their behalf, seeking the Shire of Northam's support for a Scheme Amendment to Local Planning Scheme No. 6 (LPS 6) for the rezoning of the land from "Rural" to "Special Use", and to include the site in Schedule 4 of LPS 6, which sets out the provisions associated with the Special Use.

This proposed Scheme Amendment seeks to enable development of a Truck & Travel Centre, comprising a "Service Station", "Restaurant", "Fast Food Outlet" and "Produce Stall" to provide for tourist and heavy vehicle traffic arriving and leaving Northam on the surrounding road network. This proposal will assist in providing much-needed services for these users.

As an added benefit of this Scheme Amendment and the future development of the site, there is the opportunity for between 60-120 people to be employed during the construction of the facility, and for the long term, it is estimated that between 15-20 staff will be employed in the various parts of the development when it becomes operational.

A copy of the required Scheme Amendment documents and Scheme Amendment Maps are included as part of this Scheme Amendment Request.

3.0 LOCATION & SITE DETAILS

The subject land comprises Lot 860 Yilgarn Avenue, Malabaine. Lot 860 is described on Certificate of Title Volume 2221, Folio 680. (Refer to **Annexure 1**: Certificate of Title).

The subject site is currently accessed from Yilgarn Avenue, and is adjacent to a tourist rest stop in the adjacent road reserve at the intersection of Great Eastern Highway.

The area of the subject site is 2.9662ha. See Location Plan at **Figure 1** which shows the site in the context of the Northam townsite.

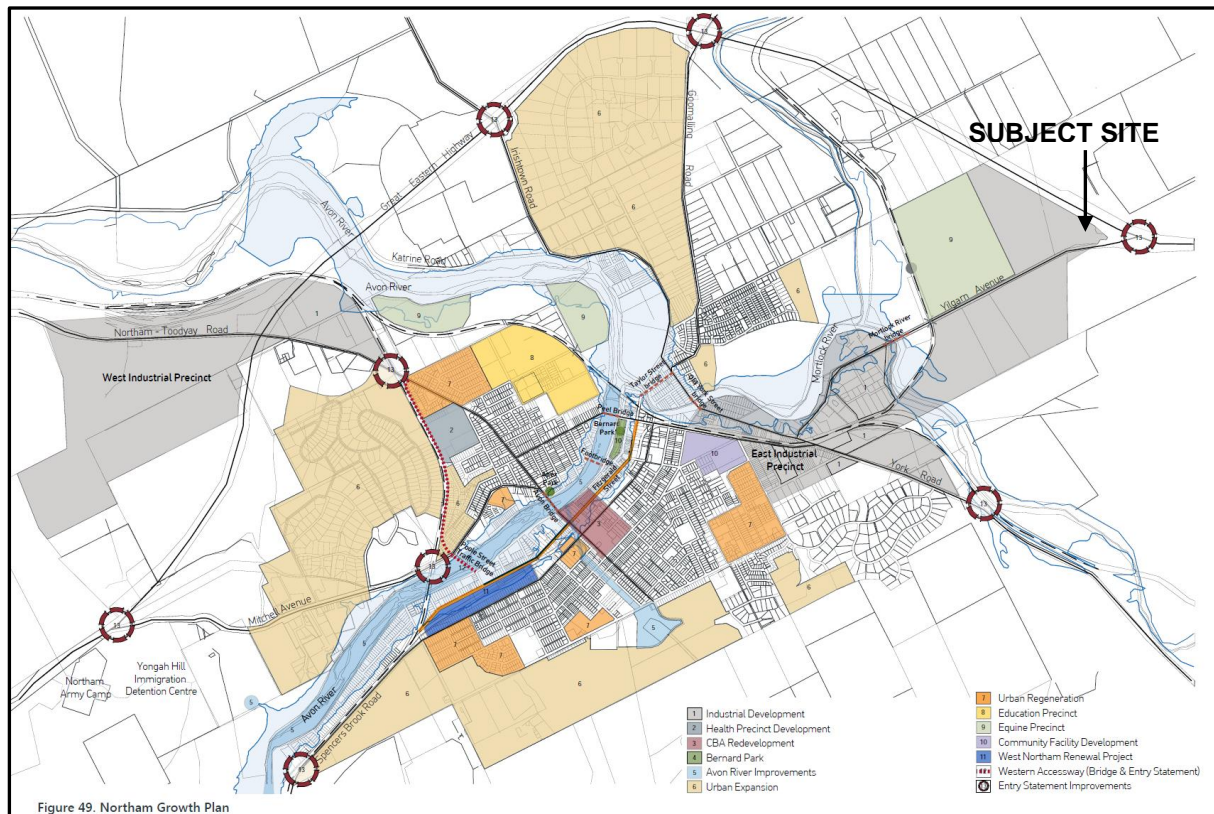


Figure 1: Location Plan

The land is located approximately 103 km northeast of Perth.

The subject site is currently zoned “Rural” in the Shire of Northam Local Planning Scheme No. 6 (LPS 6).

The subject site is currently vacant and is not the subject of any productive rural use, due to its fragmented state and relatively small size.

The land is generally cleared of vegetation.

The subject land has a gentle incline rising from approximately 196m AHD at its south western corner along Yilgarn Avenue to approximately 208m AHD at the very eastern point of the land, adjacent to the tourist rest stop.

An Aerial Photograph of the site and its surrounds is included at **Figure 2**, below.

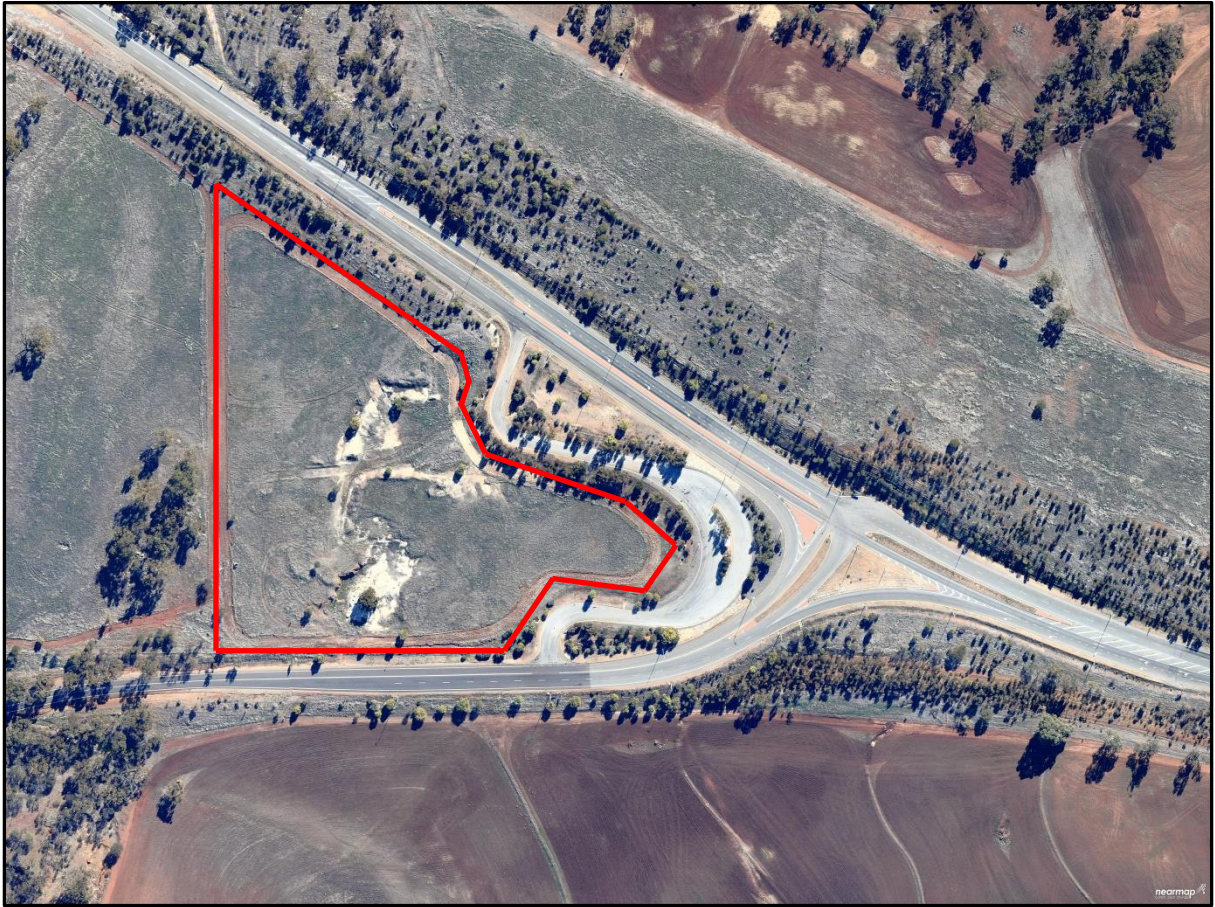


Figure 2: **Aerial Photograph (source: Nearmap)**

4.0 SCHEME AMENDMENT PROPOSAL

4.1 Amendment Specifications

The proposed Scheme Amendment to Local Planning Scheme No. 6 (LPS 6) seeks to rezone the subject site from “Rural” to “Special Use: Truck & Travel Centre” and to include the land in “Schedule 4 – Special Use Zones” of LPS 6.

The Special Use site will comprise a Truck & Travel Centre inclusive of the following Permitted (P) uses:

- Service Station
- Restaurant
- Fast Food Outlet (coffee)
- Produce Stall

4.2 Rationale in Support of Amendment

The Proponent of this Amendment is seeking to develop the land for a Truck & Travel Centre.

The proposed rezoning of the land is supported by the Shire of Northam's Northam Growth Plan and a range of other Planning documentation.

Further rationale in support of the Scheme Amendment is outlined in response to the various Planning requirements associated with the site, detailed in Section 5 of this Report.

4.3 Concept Plan

The proposed Scheme Amendment will enable a resultant development to be proposed which is depicted in the **attached** Concept Plan included at **Annexure 2**.

The Concept Plan identifies the conceptual layout for the Truck & Travel Centre, comprising the following elements:

- Service station bays and fuel canopies (for standard vehicles and heavy vehicles);
- Service station building comprising a dine-in restaurant and drive through coffee outlet;
- Car parking, caravan parking and truck parking;
- Roadside Market/Produce Stall for weekend trading that could possibly be connected to the already existing tourist rest stop; and
- Various landscaped zones and public amenities.

The detail of this Concept Plan will be perfected at the future Development Application stage.

5.0 PLANNING FRAMEWORK

5.1 Local Planning Context

5.1.1 Local Planning Scheme No. 6

The subject land is currently zoned “Rural” in the Shire of Northam Local Planning Scheme No. 6 (LPS 6).

The land has direct frontage to Yilgarn Avenue which is a “Major Road” Local Scheme Reserve.

The land is **not** directly adjacent to the Great Eastern Highway “Regional Road” Local Scheme Reserve, as can be seen in **Figure 3** (Scheme Map extract), below.



Figure 3: Scheme Map Extract

The objectives of the “Rural” zone include (but are not limited to) to provide for agriculture, extractive industries and tourist uses within the zone; to protect the potential of agricultural land for primary production; to preserve the landscape and character of the rural area; to control the fragmentation of broad-acre farming properties through the process of subdivision; and to protect land from degradation.

The proposal to develop this small 2.9ha parcel of land as a “Special Use: Truck & Travel Centre” will not result in any significant change to the rural character and appearance of surrounding land nor will it result in subdivision or further fragmentation of land. The Amendment will allow the land to be put to good use and be consistent with future zoning of adjacent land for “Light & Service Industry”.

The proposed “Special Use: Truck & Travel Centre” seeks to introduce a range of uses to support the truck and travel (tourism) industries in this area.

The Shire has separately progressed a Scheme Amendment for immediately adjacent land (Lot 881 Yilgarn Avenue) to the west, as part of an Omnibus Amendment to LPS 6. That Scheme Amendment proposes to rezone the adjacent land from “Rural” to “Light and Service Industry”.

The proposed Scheme Amendment for the subject land, “rounds off” the zoning of the land between Lot 881 and the Great Eastern Highway.

Clause 3.7 of LPS 6 will apply to the land following the proposed rezoning, as it deals with Special Use Zones. The site will be Special Use No. 12 (SU12).

It is noted in Clause 3.7 that, *“a person must not use any land, or any structure or buildings on land, in a special use zone except for the purpose set out against that land in Schedule 4 and subject to compliance with any conditions set out in Schedule 4 with respect to that land.”*

The draft provisions that have been prepared for the site are as follows:

No.	Description of Land	Special Use	Conditions
SU12.	Lot 860 Yilgarn Avenue, Malabaine	Truck & Travel Centre comprising: <ul style="list-style-type: none">• Service Station (P)• Restaurant (P)• Fast Food Outlet (P)• Produce Stall (P)	<ol style="list-style-type: none">1. All development and use shall be subject to an Application for Development Approval.2. All development and use shall be in accordance with any plans, conditions and management requirements approved by the local government.3. No alterations or extensions to the land use shall be undertaken without the approval of the local government.4. Any Application for Development Approval shall be supported by a Bushfire Management Plan and Transport Assessment.5. On-site wastewater disposal through the use of Aerobic Treatment Units (ATUs) is required, to be determined at Development Application stage and to the satisfaction of the Health Department.

The draft provisions can be perfected through the progression of the Scheme Amendment.

5.1.2 Northam Growth Plan

Northam is reaffirmed as a Regional Centre under the State Government’s SuperTowns Initiative to encourage more people to settle and live in the regional areas. Similarly, the Shire of

Northam, through the 2011 Northam Development Plan, has articulated the desire for Northam to continue to grow sustainably and support local economic activity.

Northam has historically had a mono-economy based on the agriculture service industry, constrained by inadequate infrastructure and poor quality of amenity which has led to not fulfilling its current potential.

Since 2011, the Shire has been actively encouraging development and has prepared the Northam Growth Plan.

The Northam Growth Plan provides a framework for the future growth of the Northam townsite. The Growth Plan provides a strategic basis for the future growth of the townsite, which is to be used by decision makers in assessing rezoning, subdivision and development applications.

Importantly, the Growth Plan takes into account the need for additional industrial and service commercial areas in recognition of the regional service function of Northam. The Growth Plan states that this is particularly important on the town approach roads.

The Northam Growth Plan identifies a series of precincts, which set out how and when land should be used and developed, what infrastructure and services are needed, how community wellbeing can flourish and how the environment should be protected.

In relation to the subject site, the Growth Plan indicates that the land and land adjacent to it, are to be planned for “Industrial Development” as indicated at **Figure 4**, below. Further, an Entry Statement Improvement is also to be incorporated at the intersection of Great Eastern Highway and Yilgarn Avenue.

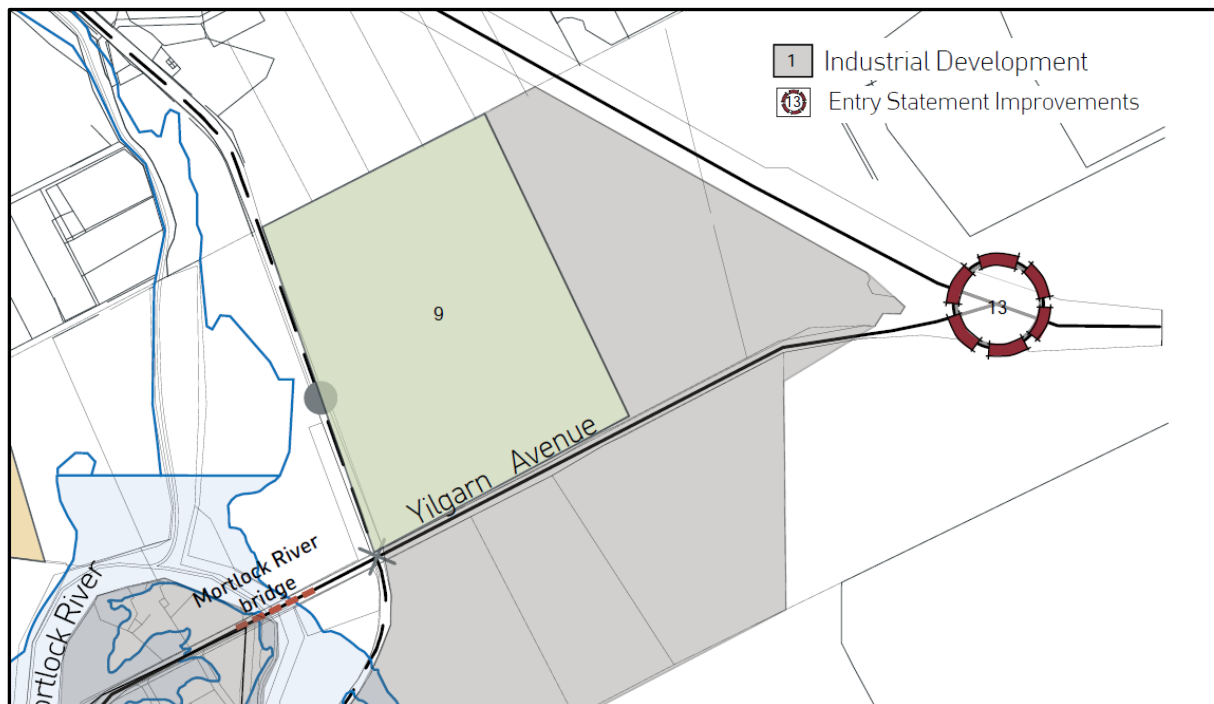


Figure 4: Northam Growth Plan Extract

The Shire has separately progressed a Scheme Amendment for adjacent land to the west, as part of an Omnibus Amendment to LPS 6. That Scheme Amendment proposes to rezone the adjacent land from “Rural” to “Light and Service Industry”, which is generally consistent with the intent of the Northam Growth Plan.

The proposed rezoning of Lot 860 provides a specific Special Use zoning to allow development for specific land uses, rather than opening it up to a wide range of light and service industry land uses.

The proposed Scheme Amendment will be complementary to the future zoning of adjacent land, as it will provide essential services to the future industrial precinct, as well as continuing to support the existing Road Train Assembly facility in close proximity along Yilgarn Avenue. There is also the opportunity for the development of the site to include an improved Entry Statement at the intersection of Great Eastern Highway and Yilgarn Avenue.

In these circumstances, the proposed Scheme Amendment is consistent with the Northam Growth Plan.

5.1.3 Local Planning Strategy 2013

The Shire of Northam Local Planning Strategy was prepared in support of Local Planning Scheme No. 6 (LPS 6).

The Strategy sets out the long term planning directions for land use and development.

The Strategy identifies a number of key issues, visions/objectives and strategies to further the development of the Shire.

In relation to the most relevant section (‘Commerce & Industry’), the Strategy identifies the following key issues:

- *Need to encourage and support economic diversification through the development of diversified commerce and industry.*
- *Need to ensure the provision of appropriate infrastructure, adequate supplies of suitably zoned and serviced land in appropriate locations and flexibility in terms of the ability to attract and accommodate new commercial and industrial activities.*

The relevant Strategies for ‘Commerce & Industry’ are as follows:

- *Promote diversification of the Shire’s economy and the creation of new employment opportunities by encouraging the development of a wide range of new commercial and industrial uses.*
- *Continue to promote the Northam townsite as the administrative and commercial hub of the Avon Arc Sub-Region and direct the majority of new commercial and light industrial*

development to the townsite to build upon existing infrastructure in this settlement and maximise efficiencies of operation and economies of scale.

- *Ensure that sufficient amounts of suitably zoned and serviced commercial and industrial land are provided in appropriate locations within existing established areas to accommodate new commercial and industrial activities.*

The proposed Scheme Amendment is consistent with the above 'Commerce & Industry' strategies in the following way:

- The proposed Amendment encourages new development and commercial uses;
- The proposed Amendment supports existing truck, travel and logistics industries;
- The subject site is in an excellent location along a Major Road (Yilgarn Avenue), at the intersection of Great Eastern Highway (a Regional Road);
- The resultant development will create new employment opportunities with between 60-120 jobs through construction and 15-20 jobs in the long term; and
- The proposed Amendment and future development builds on existing infrastructure including supporting the Road Train Assembly facility by providing facilities for truck drivers.

In addition, the Scheme Amendment is consistent with the Shire's Omnibus Amendment to LPS 6, seeking to rezone adjacent land to "Light & Service Industry". The proposed Amendment therefore, "rounds off" the zoning changes occurring along Yilgarn Avenue.

5.2 State Planning Context

5.2.1 Northam Surrounds Structure Plan 2005

The *Northam Surrounds Structure Plan 2005* was prepared to review the existing and proposed strategic framework to guide development in the study area, while also identifying the opportunities and constraints associated with the future growth of the area from an environmental, servicing, transportation, and planning perspective.

The concept of the Northam Surrounds Structure Plan arose following the finalisation of the Avon Arc Sub Regional Strategy and the granting of approval to advertise new town planning schemes for both the Town of Northam and the Shire of Northam. It became apparent at that time, that Northam's growth as an important regional service centre required a coordinated planning framework.

A number of key issues were identified in the Structure Plan including the availability of serviced industrial land and development around the Northam Racecourse and road train assembly area.

Although the subject land is just outside of the study area, the Structure Plan supports land uses along Yilgarn Avenue that support existing heavy vehicle access opportunities.

The proposed Scheme Amendment is consistent with the intent of the Northam Surrounds Structure Plan for the locality.

5.2.2 Wheatbelt Regional Planning and Infrastructure Framework 2015

The *Wheatbelt Regional Planning and Infrastructure Framework 2015* provides the strategic direction for regional planning in the Wheatbelt.

More specifically, the Framework identifies the primary objectives for land use planning in a regional context to achieve economic growth. A number of actions are identified in the Framework in order to achieve this overarching vision, which primarily relate to enhancing the growth of the main economic drivers of the region.

The importance of agriculture and resources (and to a lesser extent, tourism) are recognised as key economic drivers. The need to support these sectors is highlighted in the Framework.

The proposed rezoning of the subject land to facilitate the development of a Truck & Travel Centre offering a range services for tourists and heavy vehicles, will assist in achieving this particular objective of the Wheatbelt Framework.

Further, the diversification of the Wheatbelt economy will continue to benefit from existing intra-State road linkages. These linkages provide opportunities for the establishment of new business within identified industrial estates focused on servicing the resource sector.

Along the region's main freight routes and side roads, there is strong demand for land and services associated with freight, logistics and mining support.

Along with the Shire's recently progressed Omnibus Amendment, the proposed rezoning will assist in providing much need services to the truck and travel (tourist) industries, in a manner consistent with the objectives of the Wheatbelt Regional Planning and Infrastructure Framework.

5.2.3 WAPC State Planning Policy 2.5 – Rural Planning (2016)

The WAPC *State Planning Policy 2.5 (SPP 2.5) – Rural Planning* seeks to protect and preserve rural land in Western Australia and guide development on rural land and applies to State and local government planning decision-making.

SPP 2.5 states that where amendments are proposed on rural land:

- a) *Facilities should be located on a main road or on a road that is of a suitable standard and treatment, to accommodate traffic and freight.*
- b) *Facilities should contain or manage potential noise, amenity and air quality impacts on the land without affecting nearby rural land uses.*
- c) *Facilities should visually compatible with the surrounding land uses and development;*
- d) *Facilities should be provided with essential services commensurate with the intended land use.*

Further, at Clause 6.4 of the Policy, *“in contemplating zoning proposals or amendments to region or local planning schemes, planning decision-makers shall consider:*

- (a) The suitability of the site to be developed for the proposed use;*
- (b) The siting of the zone/land use in the context of surrounding zones/land uses (existing and proposed);*
- (c) The capacity of the site to accommodate the proposed zone/land use and associated impacts and:*
 - i. Only support proposals which are consistent with endorsed planning strategies, or in exceptional circumstances, where the proposal meets the objectives and intent of WAPC policy...”*

Given that the site is adjacent to Great Eastern Highway and adjacent to land the subject of rezoning to “Light and Service Industry”, and is of a fragmented state, the proposed rezoning to a Special Use site is entirely consistent with the provisions of the Policy. Further, no land use conflicts on rural land is envisaged.

5.2.4 WAPC State Planning Policy 3.7 - Planning in Bushfire Prone Areas (2015)

The WAPC *State Planning Policy 3.7 (SPP 3.7) – Planning in Bushfire Prone Areas* states that strategic planning proposals within bushfire prone areas are to be accompanied by a bushfire assessment (relevant to the nature and scale of the development), identification of any bushfire hazard issues; and an assessment against the bushfire protection criteria contained in Appendix 4 of the Guidelines.

The subject land is identified as being **partly** within a designated bushfire prone area on the Department of Fire and Emergency Services (DFES) *Map of Bush Fire Prone Areas 2016* (see **Figure 5**, below).



Figure 5: Extract from Map of Bushfire Prone Areas

A Bushfire Attack Level (BAL) Assessment has been prepared by Bushfire Ready Consultants and is included at **Annexure 3**. The BAL Assessment has concluded the BAL rating for the site is BAL:12.5, and that a Bushfire Management Plan would be required at Development Application stage.

5.3 Other Planning Considerations

5.3.1 Services

The subject land will be provided with reticulated power, telecommunications, and water. On-site effluent disposal will be provided through on-site systems, with the detail of these systems provided at Development Application stage, with a referral to the Health Department.

5.3.2 Roads

The intersection of Yilgarn Avenue and Great Eastern Highway has been designed for heavy vehicle usage.

A Road Train Assembly area is located to the west of the subject site, along Yilgarn Avenue. The proposed Scheme Amendment and future development proposes to support the Road Train Assembly facility and the transport / logistics industries by providing essential services to users of the road network in the locality.

Yilgarn Avenue is appropriately sealed and drained to enable access to the site as generally proposed by the Concept Plan. A Traffic Assessment will be undertaken at Development Application stage.

6.0 CONCLUSION

Given the Scheme Amendment is consistent with the objectives of the Shire's local planning framework, and is in accordance with the WAPC's State Planning Policies and Frameworks, it is respectfully requested that Council initiate the proposed Scheme Amendment to Local Planning Scheme No. 6 (LPS 6) to rezone Lot 860 Yilgarn Avenue, Malabaine from "Rural" to "Special Use: Truck & Travel Centre" as proposed in this documentation.

Ultimately, we look forward to the Shire's support and the Western Australian Planning Commission's approval for the proposed Scheme Amendment.

As an additional benefit of this Scheme Amendment and the future development of the site, there is the opportunity for between 60-120 people to be employed during the construction of the facility, and for the long term, it is estimated that between 15-20 staff will be employed in the various parts of the development when it becomes operational.

Peter Webb and Associates

ANNEXURES

ANNEXURE 1

Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 860/DP25781	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 22/8/2005

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2221FOLIO
680

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



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 860 ON DEPOSITED PLAN 25781

REGISTERED PROPRIETOR:
 (FIRST SCHEDULE)

PETER ROBERT SCHEER
 SUZETTE ANNE SCHEER
 BOTH OF POST OFFICE BOX 758, NORTHAM
 AS JOINT TENANTS

(T K225993) REGISTERED 13/6/2007

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

1. *K225994 MORTGAGE TO BANK OF WESTERN AUSTRALIA LTD REGISTERED 13/6/2007.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND: DP25781
 PREVIOUS TITLE: 1217-534, 1582-35
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
 LOCAL GOVERNMENT AUTHORITY: SHIRE OF NORTHAM

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING K225994

ANNEXURE 2

Concept Plan

ANNEXURE 3

BAL Assessment

(Bushfire Ready Consultants)

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS 3959-2009

This Certificate has been issued by a person accredited by Fire Protection Association Australia under the Bushfire Planning and Design (BPAD) Accreditation Scheme. The certificate details the conclusions of the full Bushfire Attack Level Assessment Report (full report) prepared by the Accredited Practitioner.

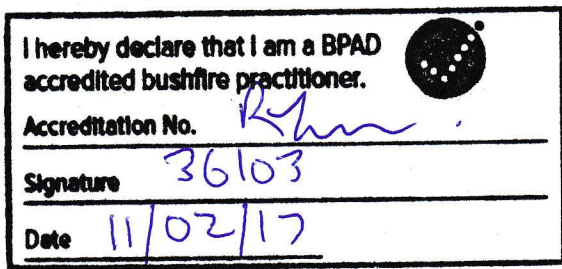
Property Details and Description of Works

Address Details	Unit no	Street no	Lot no	Street name / Plan Reference	
			860	Yilgarn Avenue	
Local government area	Suburb			State	Postcode
	Northam			WA	6401
Main BCA class of the building	Shire of Northam				
Description of the building or works	Class 6	Use(s) of the building	A PROPOSED SHOP FOR THE SALE OF FUEL AND OTHER PRODUCTS DIRECT TO THE PUBLIC		
	SHOP AND OFFICE BUILDING, DETACHED FUEL CANOPIES AND ASSOCIATED INFRASTRUCTURE				

Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class B Woodland	Downslope >0 - 5	59	BAL - 12.5

BPAD Accredited Practitioner Details

Name Rob Turner Company Details Bushfire Ready 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 Amendments 1, 2 and 3).	 <p>I hereby declare that I am a BPAD accredited bushfire practitioner.</p> <p>Accreditation No. <u>36103</u></p> <p>Signature <u>[Signature]</u></p> <p>Date <u>11/02/17</u></p>

Authorised Practitioner Stamp

Reliance on the assessment and determination of the Bushfire Attack Level contained in this certificate should not extend beyond a period of 12 months from the date of issue of the certificate. If this certificate was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated certificate issued.

Bushfire Attack Level Assessment Report

Prepared by a BPAD Accredited Practitioner



Fire Protection Association Australia Life Property Environment



AS 3959 BAL Assessment Report

This report has been prepared by an Accredited BPAD Practitioner using the Simplified Procedure (Method 1) as detailed in Section 2 of AS 3959 – 2009 (Incorporating Amendment Nos 1, 2 and 3). FPA Australia makes no warranties as to the accuracy of the information provided in the report. All enquiries related to the information and conclusions presented in this report must be made to the BPAD Accredited Practitioner.

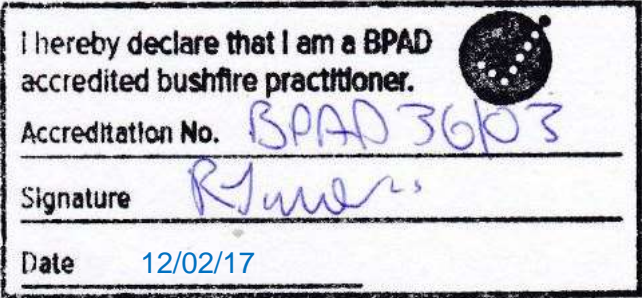

Property Details and Description of Works

Address Details	Unit no	Street no	Lot no	Street name / Plan Reference		
			860	YILGARN AVENUE		
Local government area	Suburb			State	Postcode	
	NORTHAM			WA	6401	
Main BCA class of the building	SHIRE OF NORTHAM					
Description of the building or works	Class 6	Use(s) of the building	A PROPOSED SHOP FOR THE SALE OF FUEL AND OTHER PRODUCTS DIRECT TO THE PUBLIC			
	SHOP AND OFFICE BUILDING, DETACHED FUEL CANOPIES AND ASSOCIATED INFRASTRUCTURE					

Report Details

Report / Job Number	Report Version	Assessment Date	Report Date
2017-1128	1	9 February 2017	12 February 2017

BPAD Accredited Practitioner Details

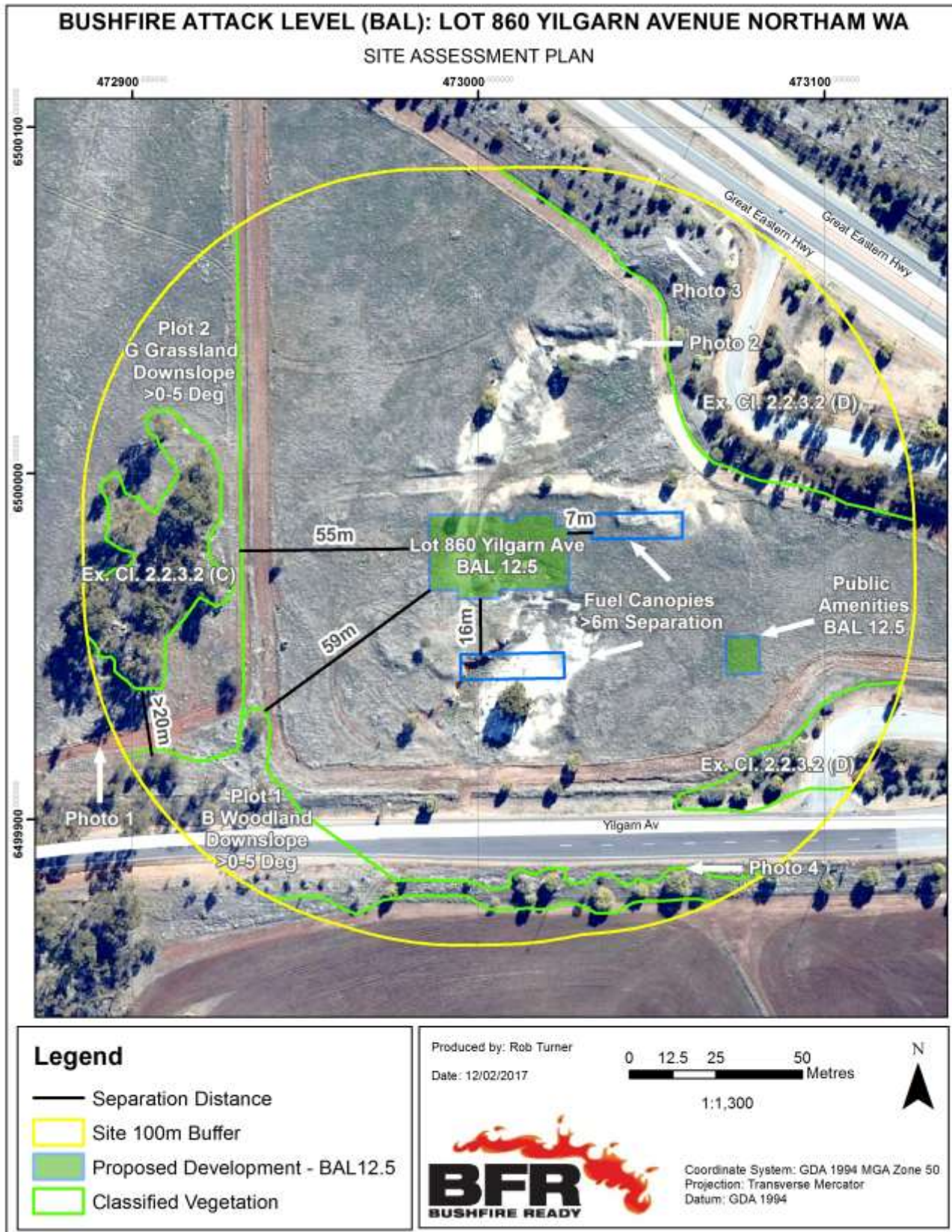
Name Robert Turner	
Company Details Bushfire Ready	
	

Authorised Practitioner Stamp

Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required an updated report issued.

Site Assessment & Site Plans

The assessment of this site / development was undertaken on 9 February 2017 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959-2009 Simplified Procedure (Method-1)




Vegetation Classification

All vegetation within 100m of the site / proposed development was classified or excluded in accordance with Clause 2.2.3 and 2.2.3.2 of AS 3959-2009 respectively. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Photo ID:	1	Plot:	2
Vegetation Classification or Exclusion Clause			
Class G Grassland – Sown pasture G-26			
Description / Justification for Classification			
A grassy structure used for livestock feed with some trees with total overstorey foliage less than 10%. This paddock to the West of the site is less suitable for cropping due to its greater slope than the area to the South and thus less likely to have the hazard removed on an annual basis by mechanical means. Livestock grazing is not deemed a means by which grassland hazard can be controlled in relation to exclusion purposes under AS3959-2009 clause (f).			
Photo ID:	2	Plot:	
Vegetation Classification or Exclusion Clause			
Class G Grassland – Sown pasture G-26			
Description / Justification for Classification			
A grassy structure used for livestock feed with some trees with total overstorey foliage less than 10%. Site is in foreground and has not been included in separation distances as development will clear this land. Plot 2 can be seen in the background.			
Photo ID:	3	Plot:	
Vegetation Classification or Exclusion Clause			
Excludable - 2.2.3.2(d) Strip <20m in width			
Description / Justification for Classification			
Roadside vegetation on Great Eastern Hwy less than 20m in width perpendicular to the site and separated by greater than 20m to classifiable vegetation to the North East. The separation is achieved by the width of Great Eastern Hwy running surface and road side formation.			



Photo ID:	4	Plot:	
Vegetation Classification or Exclusion Clause			
Excludable - 2.2.3.2(d) Strip <20m in width			
Description / Justification for Classification			
<p>Roadside vegetation on Yilgarn Avenue is less than 20m in width perpendicular to the site and separated by greater than 20m to classifiable vegetation to the North East. The separation is achieved by the width of Great Eastern Hwy running surface and road side formation. In addition the potentially classifiable vegetation to the south is associated with cropping and annual mechanical removal.</p>			
			

Relevant Fire Danger Index

The fire danger index for this site has been determined in accordance with Table 2.1 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index

FDI 40 ☐

Table 2.4.5

FDI 50 ☐

Table 2.4.4

FDI 80 ☒

Table 2.4.3

FDI 100 ☐

Table 2.4.2

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below.

Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class B Woodland	>0-5	59	BAL – 12.5
2	Class G Grassland	>0-5	55	BAL – LOW

Table 1: BAL Analysis

Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with clause 2.2.6 of AS 3959-2009 using the above analysis.

Determined Bushfire Attack Level

BAL – 12.5

Appendix 1: Plans and Drawings

PLANS AND DRAWINGS RELIED ON TO DETERMINE THE BUSHFIRE ATTACK LEVEL

Drawing / Plan Description

CONCEPT SKETCH

Job Number REF: SK02	Revision PRELIMINARY 01 OF 01	Date of Revision: NOV 2016
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Appendix 1: Additional Information / Advisory Notes

A Bushfire Attack Level (BAL) assessment is a means of measuring the severity of a buildings potential exposure to ember attack, radiant heat and direct flame contact in a bushfire event, and thereby determining the construction measures required for the proposed build / dwelling. The methodology used for the determination of the BAL rating and the subsequent building construction standards, are directly referenced from Australian Standards AS3959:2009 *Construction of Buildings in Bushfire Prone Areas*.

The BAL rating is determined through identification and assessment of the following parameters:

- Fire Danger Index (FDI) rating which is assumed to be FDI-80 for WA
- All classified vegetation is within 100m of the subject building.
- Separation distance between the building and the classified vegetation source/s.
- Slope of the land under the classified vegetation

AS3959:2009 has six (6) levels of BAL, based on the radiant heat flux exposure to the building and also identifies the relevant sections for building construction, as detailed below;

Bushfire Attack Level (BAL)	Classified vegetation within 100m of the site and heat flux exposure thresholds	Description of the predicted bushfire attack and levels of exposure	Construction Section (within AS3959)
BAL-LOW	See clause 2.2.3.2	There is insufficient risk to warrant specific construction standards	4
BAL-12.5	$\leq 12.5\text{kW/m}^2$	Ember Attack	3 and 5
BAL-19	$>12.5\text{kW/m}^2$ to $\leq 19\text{kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increased heat flux	3 and 6
BAL-29	$>19\text{kW/m}^2$ to $\leq 29\text{kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increased heat flux	3 and 7
BAL-40	$>29\text{kW/m}^2$ to $\leq 40\text{kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increased heat flux with the increased likelihood of exposure to flames	3 and 8
BAL-FZ	$>40\text{kW/m}^2$	Direct exposure to flames from fire front in addition to heat flux and ember attack	3 and 9