Proposed Service Commercial Development

Application for Planning Approval

Lots 8, 9, 10 Madigan Road, Gap Ridge

April 2025

apex
planning

Prepared for Good Country Holdings Pty Ltd

DOCUMENT CONTROL

DESCRIPTION	DATE
250415 24-320 DA report - Gap Ridge (rev0).docx	15 April 2025

Apex Planning

Phone: 0416 672 501
Email: admin@apexplanning.com.au
Address: 3/128 Main Street, Osborne Park 6017

© 2025 Apex Planning Pty Ltd
All rights reserved. The information contained in this document and its appendices is confidential and intended solely for the use of the client for the purpose it was prepared. This document remains the intellectual property of Apex Planning Pty Ltd. This document may not be used, sold, reproduced or copied by any person without the prior written consent of Apex Planning Pty Ltd. The use or copying of this document in whole or in part without the written permission of Apex Planning Pty Ltd constitutes an infringement of copyright. No liability is accepted whatsoever for any unintended third party use or reliance on this report.

CONTENTS

1 INTRODUCTION 1
1.1 PRE-LODGEMENT ENGAGEMENT 1
2 LAND DESCRIPTION 2
2.1 LOT DETAILS AND ENCUMBRANCES 2
3 CONTEXTUAL CONSIDERATIONS 3
3.1 EXISTING SITE CONDITIONS 3
3.2 DESCRIPTION OF CONTEXT 3
4 PROPOSED DEVELOPMENT 5
4.1 SERVICE COMMERCIAL DEVELOPMENT 5
4.2 LANDSCAPING 6
4.3 TRAFFIC AND ACCESS 6
4.3.1 ACCESS, CIRCULATION, AND SERVICING ARRANGEMENTS 7
4.4 STORMWATER 8
4.5 BUILDING PERFORMANCE 8
4.6 WASTE MANAGEMENT 8
5 STATUTORY PLANNING ASSESSMENT 9
5.1 STATE PLANNING POLICY 3.7 BUSHFIRE (**SPP3.7**) 9
5.2 STATE PLANNING POLICY 7.0 DESIGN OF THE BUILT ENVIRONMENT (**SPP7.0**) 9
5.3 CITY OF KARRATHA LOCAL PLANNING SCHEME NO.8 (**LPS8**) 9
5.3.1 ZONING 9
5.3.2 LAND USE CLASSIFICATION 9
5.3.3 GENERAL DEVELOPMENT REQUIREMENTS 10
5.4 GAP RIDGE DEVELOPMENT PLAN (**GRDP**) 10
5.5 ADVERTISING SIGNS LOCAL PLANNING POLICY 15
6 CONCLUSION 17

APPENDICES

APPENDIX 1: CERTIFICATES OF TITLE AND DEPOSITED PLAN
APPENDIX 2: DEVELOPMENT PLANS AND LANDSCAPE PLAN
APPENDIX 3: TRANSPORT IMPACT ASSESSMENT
APPENDIX 4: CIVIL STORMWATER PLAN
APPENDIX 5: SECTION J REPORT
APPENDIX 6: BUSHFIRE ASSESSMENT
APPENDIX 7: SPP7.0 ‘TEN PRINCIPLES’ ASSESSMENT

1 INTRODUCTION

Apex Planning has produced this application for planning approval with regard to a service commercial development proposed at Lots 8, 9, 10 Madigan Road, Gap Ridge (hereafter referred to as the **development site**).

The proposal involves the establishment of a brand new service commercial development on the site, comprising a range of bulky goods / large format retail tenancies including a major hardware store.

The proposed service commercial development will significantly improve the amenity of the local area by establishing appropriate service commercial uses with new architecturally designed buildings, a significant provision of landscaping, and appropriate access arrangements to the surrounding road network.

The proposed development is entirely consistent with Service Commercial allocation of the land under the Gap Ridge Development Plan. The proposal is supported by expert traffic, bushfire, civil, and BCA inputs which demonstrate its suitability for establishment on the development site.

The proposal represents a significant investment in the City of Karratha and regional WA, creating employment opportunities, facilitating local economic development, and providing the surrounding communities with convenient access to a range of important services.

The application warrants the support of the City of Karratha and the approval of the Regional DAP.

1.1 PRE-LODGEMENT ENGAGEMENT

The proponent has undertaken significant pre-lodgement engagement with the City of Karratha and DevelopmentWA with regard to the proposed development.

Over the course of 2024, the proponent has consistently consulted with the City of Karratha through the design process, mostly via telephone and email.

On 29 October 2024, DevelopmentWA completed a review of the development plans against the Gap Ridge Homemaker Centre Design Guidelines, confirming acceptance of the drawings and noting that some design elements are at the discretion of the City of Karratha.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	**Deposited Plan**	**Volume**	**Folio**	**Ownership**
8	408287	2901	295	Western Australian Land Authority
9	408287	2901	296	Western Australian Land Authority
10	408287	2901	297	Western Australian Land Authority

The Certificates of Title and Deposited Plan are provided at **Appendix 1**. The following encumbrances are currently listed on the Titles for each lot:

- Sewer easement (burden) applicable to Lot 8 and Lot 9 identified as 33b on the Deposited Plan. The easement runs diagonally through Lot 9 and along the southern boundary of Lot 8.
- Right of carriageway easements (benefit and burden) applicable to all three lots and identified as B1-B4 on the Deposited Plan. The easements form a shared right of carriageway network linking to Melford Road, Corringer Avenue, Madigan Road, and the adjoining land at Lot 7.

3 CONTEXTUAL CONSIDERATIONS

The following section describes the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** which illustrates the development site and surrounds.

3.1 EXISTING SITE CONDITIONS

The development site is comprised of three lots:

- Lot 8, a 2.2033ha lot at the northern side of the development site with corner frontage to Dampier Highway / Madigan Road, and rear frontage to Corringer Avenue.
- Lot 9, a 1.1472ha lot in the centre of the development site with frontage to Madigan Road (eastern side) and Corringer Avenue (western side).
- Lot 10, a 0.4765ha lot at the southern side of the development site with corner frontage to Madigan Road / Melford Road / Corringer Avenue.

All three lots forming the development site are undeveloped.

In terms of topographical features, the development site has a gentle fall from south to north with levels at the southern boundary at around RL 15.3 and levels at the northern boundary at around RL 13.8 across a distance of approximately 360m.

Based on Dial Before You Dig information, all lots have access to the essential urban utilities. A reticulated sewer line runs though Lot 8 and Lot 9 and within the verge at the rear of all three lots. A reticulated water line runs within the verge frontage of Madigan Road, Melford Road, and Corringer Avenue. Transformers exist along the frontage of all three lots.

3.2 DESCRIPTION OF CONTEXT

The development site is within the locality of Gap Ridge, approximately 6km west of the Karratha city centre. The established urban localities of the local government area are generally located east of the development site and accessible via Dampier Highway.

The development site forms part of a planned service commercial precinct as set out by the Gap Ridge Development Plan (endorsed by the WA Planning Commission in 2016).

The service commercial precinct encompasses land at the south-western corner of the Dampier Highway / Madigan Road intersection, in an ‘L’ shape with extended frontages to both Dampier Highway and Madigan Road.

At the time of preparing this application, the only developed part of the service commercial precinct is Lot 7 (west of Lot 8) which contains a motor vehicle sales premises and associated bulky goods showroom. The service commercial development subject of this application represents the subsequent stage.

In terms of the context of the wider area:

- Vacant crown land exists on the northern side of Dampier Highway.
- Accommodation villages exist south of the site, which include Civeo Karratha Village and Red Dog Village.
- Karratha Cemetery exists east of the site, at the south-eastern corner of the Dampier Highway / Madigan Road intersection.
- Land east of Madigan Road (south of the cemetery) is undergoing urbanisation in accordance with the *Lot 500 Madigan Road Development Plan* which plans the delivery of around 600 lots.

The development site is located at the south-western corner of the signalised 'T' intersection of Dampier Highway and Madigan Road. Both Dampier Highway and Madigan Road in the vicinity of the development site are Primary Distributor Roads under the care and control of Main Roads WA, and have been constructed with relevant turning pockets / slip lanes.

The development site also fronts Melford Road and Corringer Avenue, which are lower order roads forming the secondary road frontages to the development. Melford Road forms a full movement 'T' intersection with Madigan Road and a full movement roundabout intersection with Corringer Avenue.

Corringer Avenue currently provides primary access into the existing motor vehicle sales site on Lot 7 and terminates at the western end of Lot 7's frontage.

In terms of pedestrian and bicycle connectivity, Dampier Highway and Madigan Road do not contain any existing pedestrian footpaths along the site frontage or the wider locality. Coringer Avenue and Melford Road contain existing footpaths within the verges adjoining development site. Cycle lanes are provided along Madigan Road and Dampier Highway.

Refer to **Figure 1: Aerial Photo** on the subsequent page, which illustrates the development site and surrounds.

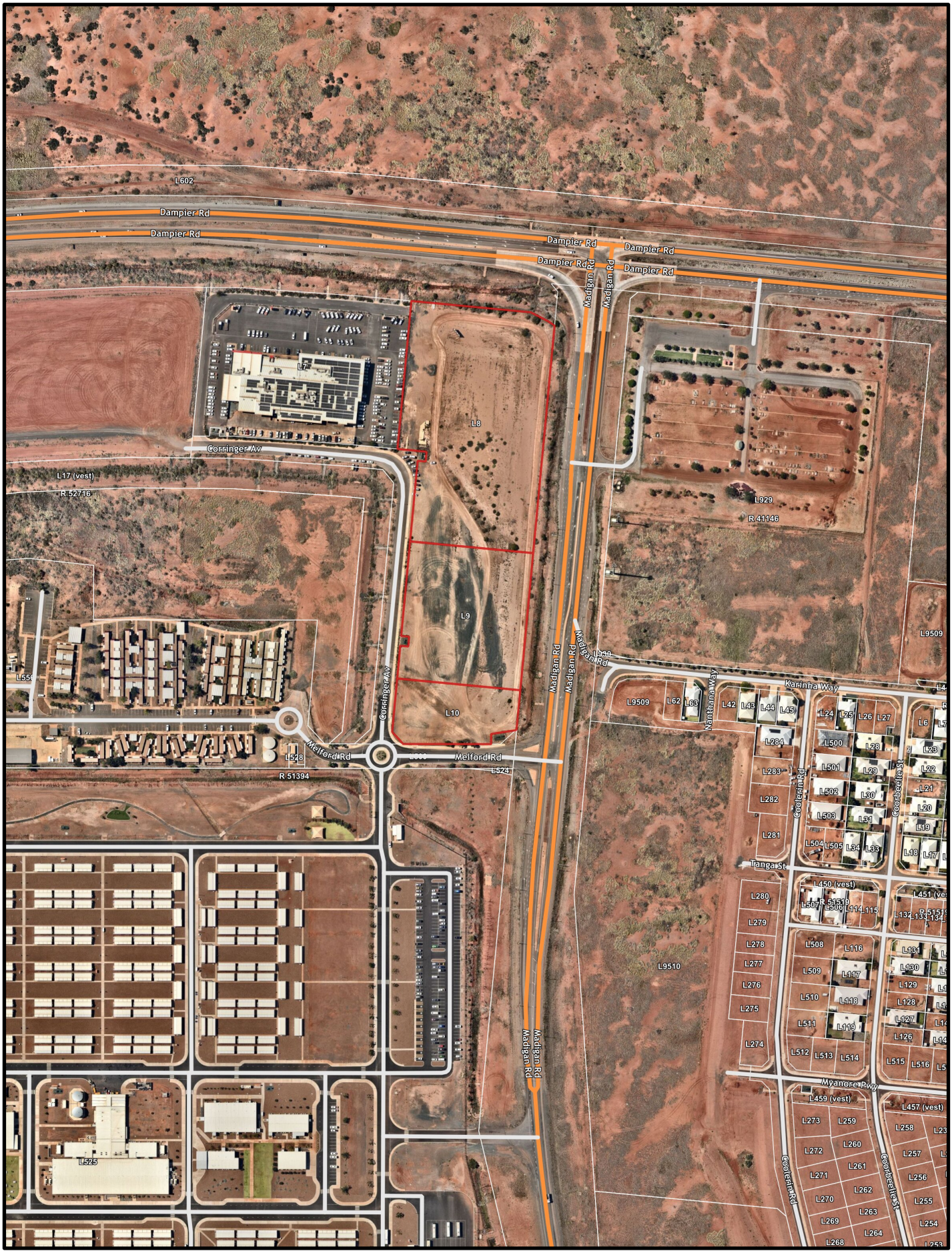


Figure 1: Aerial Photo

NORTH

Drawn: Alessandro Stagno

Rev: 0

Lots 8, 9, 10 Madigan Road, Gap Ridge

Source: MNG Access

Date: 10 February 2025

apex planning

4 PROPOSED DEVELOPMENT

4.1 SERVICE COMMERCIAL DEVELOPMENT

The subject application seeks approval for a service commercial development on the lots forming the development site, as depicted on the development plans and 3D images forming **Appendix 2**.

The service commercial development is comprised of two separate buildings, identified as Building 1 and Building 2 on the development plans. Building 1 comprises a gross floor area (**GFA**) of 8,801sqm and will contain a range of showroom / large format style operators across seven tenancies. Building 2 comprises a GFA of 9,030sqm and will contain a major hardware store of 7,600sqm and two additional showroom tenancies.

Building 1 and Building 2 are separated by an east-west internal driveway linking to crossovers to Madigan Road and Corringer Avenue, with Building 1 located at the southern side (fronting the corner of Madigan Road / Melford Road) and Building 2 located at the northern side (fronting the corner of Dampier Highway / Madigan Road).

The access system of the proposed development is comprised of:

- A left in / left out crossover to Madigan Road, full movement crossover to Melford Road, and full movement crossover to Corringer Avenue which are interconnected by a proposed reciprocal access easement linking to the motor vehicle sales premises on adjoining Lot 7 to the west.
- Two full movement crossovers to Corringer Avenue, which provide independent access to the rear service areas for Building 1.
- A full movement crossover to Corringer Avenue which provides independent access to the rear service area for the hardware store in Building 2.

The proposed service commercial development is to be serviced by car parking areas totalling a provision of 377 parking spaces. The onsite parking provision includes a total of 10 trailer bays for ease of use by customers.

The development is architecturally designed and follows a number of ‘best practice’ principles with regard to built form, layout, and access. These include:

- Appropriate design features incorporated into the facades where visible from higher order roads, comprised of alternating external treatments / finishes with glazed shopfront entrances at ground level, and the building fascia incorporating carefully integrated signage and entry features for good customer legibility.
- All service / loading areas and bin storage areas positioned to the rear of buildings, screened from the main frontages of Dampier Highway, Madigan Road, and Melford Road to ensure a high level of visual amenity.

- Internal access circulation system set out in a clear and logical manner, providing for a high level of internal functionality and connectivity to the site's external access points and to the adjoining Lot 7.
- Integration of pedestrian crossings throughout the car parking areas to properly delineate pedestrian movement to/from both buildings.
- Integration of soft landscaping areas into the main car parking areas to allow for the planting of locationally appropriate trees, shrubs, and groundcover plants.

The configuration of the proposed development will ultimately require a partial amalgamation and reconfiguration of lot boundaries and access easements, as depicted on the proposed development plan. It is anticipated these matters would be addressed as suitable conditions of planning approval.

In addition to signage proposed on the buildings, three equally spaced 7m high freestanding signs are proposed to be provided along the Madigan Road frontage which will each display signage panels for each tenancy on the site.

With regard to trading hours, the tenancies will operate per the usual service commercial / large format arrangements. The hardware store will operate 6am-9pm, 7 days per week.

Overall, the proposed development is configured and designed in an appropriate and well thought-out manner, and warrants the City's support.

4.2 LANDSCAPING

A landscape concept plan is included with the DA drawings at **Appendix 2**. The landscaping arrangements include:

- The integration of landscape planting buffer strips, planting areas, and tree diamonds throughout the car park facilitating the planting of locationally appropriate tree species (Rosewood, Yellow Poinciana, Tuckeroo).
- Landscaping improvements to the verge of Corringer Avenue to facilitate the planting of various shrub and groundcover species.

The planting arrangements are intended to complement the facility's interface with the public realm and enhance the site's presentation to the street.

A detailed landscape plan can be provided at building permit stage in accordance with a suitable condition of planning approval.

4.3 TRAFFIC AND ACCESS

The proposed development is supported by a comprehensive Transport Impact Assessment produced by Shawmac (refer to **Appendix 3**). The TIA is prepared in accordance with the requirements of the WA Planning Commission's traffic impact assessment guidelines.

The TIA demonstrates:

- The proposed development would conservatively generate approximately 383 trips during the weekday PM peak hour and 650 trips during the weekend midday peak hour which is well within the capacity of the external road network. It is noted that this does not account for passing trade, and hence is conservative.
- The net addition of traffic to the Dampier Road / Madigan Road intersection and Madigan Road / Melford Road intersection shows that both intersections will operate well within capacity in all assessment scenarios, and that all measures of performance are well within target thresholds.
- Satisfactory operation of all development crossovers to Madigan Road and Melford Road, including satisfactory sight distances to all crossovers.
- Swept path analysis undertaken for the various service vehicles anticipated to access the site and associated loading areas, demonstrating satisfactory movements.

The TIA demonstrates that the proposed development is acceptable from a traffic generation point of view.

4.3.1 ACCESS, CIRCULATION, AND SERVICING ARRANGEMENTS

The access system of the proposed development is comprised of:

- A left in / left out crossover to Madigan Road, full movement crossover to Melford Road, and full movement crossover to Corringer Avenue which are interconnected by a proposed reciprocal access easement linking to the motor vehicle sales premises on adjoining Lot 7 to the west.
- Two full movement crossovers to Corringer Avenue, which provide independent access to the rear service areas for Building 1.
- A full movement crossover to Corringer Avenue which provides independent access to the rear service area for the hardware store in Building 2.

Customers of the proposed development would generally utilise the crossovers to Madigan Road and Melford Road to access the development, and traverse through the car parking areas as required.

The service / loading areas for the development are located at the rear of both buildings, which preserves visual amenity and optimises the separation of service activity and customer activity.

Servicing for Building 1 would occur by a maximum 19m long service vehicle which can satisfactorily access the area from both directions and exit in a forward gear, noting two full movement crossovers.

Servicing for the two showroom tenancies within Building 2 would occur by a maximum 12.5m long rigid service vehicle which can satisfactorily access the service area via the central driveway and exit the site in a forward gear.

Servicing for the hardware store would occur by either a 27.5m B-Double or 19m semi-trailer, which can satisfactorily enter the dedicated rear service area and exit in a forward gear. Whilst a 19m semi-trailer could exit to both directions (ie via the easement on adjoining Lot 7 or via the easement in the internal car park), the B-Double would only exit via the easement in the internal car park.

The proposed access, circulation, and servicing arrangements are satisfactory and supported by the swept path diagrams included in the TIA and the development plans.

4.4 STORMWATER

The project civil consulting engineers, Urbanise WA, have produced a stormwater design for the development which meets the City's standards and specifications. Refer to **Appendix 4**.

4.5 BUILDING PERFORMANCE

A Section J review of the proposed development was undertaken by Emergen and is provided at **Appendix 5**. The review demonstrates that the proposed buildings will comply with the NCC 2019 Section J standards.

4.6 WASTE MANAGEMENT

The proposed service commercial development provides dedicated waste storage areas at the rear of the showroom tenancies, which will be generally shared at a rate of 1 bin enclosure for every two tenancies.

The hardware store will include waste storage areas within its internal back of house areas in accordance with the standard shop design format for that particular operator.

Waste collection will be undertaken by private contractor and the frequency will depend on the specific requirement of the tenant and land use.

All bin stores will be designed compliantly with relevant health regulations, with wash down facilities and a graded drain connected to the site's sewer system. The bin stores will be maintained to a high standard by the respective operators and regularly cleaned to prevent odours.

A waste management plan can be provided at building permit stage in accordance with a condition of planning approval, which confirms the specific details of the facility's waste management arrangements.

5 STATUTORY PLANNING ASSESSMENT

5.1 STATE PLANNING POLICY 3.7 BUSHFIRE (**SPP3.7**)

The development site is within an area identified as 'bushfire prone' in accordance with Department of Fire and Emergency Services (**DFES**) mapping.

A Bushfire Attack Level (**BAL**) assessment is provided at **Appendix 6** which demonstrates a BAL rating of BAL-19 on Lot 8 and BAL-12.5 on Lot 9 and Lot 10.

The proposed development is acceptable from a bushfire risk point of view.

5.2 STATE PLANNING POLICY 7.0 DESIGN OF THE BUILT ENVIRONMENT (**SPP7.0**)

SPP7.0 was introduced in 2019 and includes ten principles for good design. A visual assessment against the ten design principles is provided at **Appendix 7**, demonstrating how the proposed development meets SPP7.0.

5.3 CITY OF KARRATHA LOCAL PLANNING SCHEME NO.8 (**LPS8**)

5.3.1 ZONING

Under the City's LPS8, the development site is zoned Urban Development and is within Development Area 13 (**DA13**). Refer to **Figure 2 – Zoning Map**.

Both the Urban Development zone and DA13 require an approved Structure Plan to guide subdivision and development. In particular, the provisions of DA13 outline objectives to provide for showroom development, and for any such Structure Plan to address interface, shared access, and servicing.

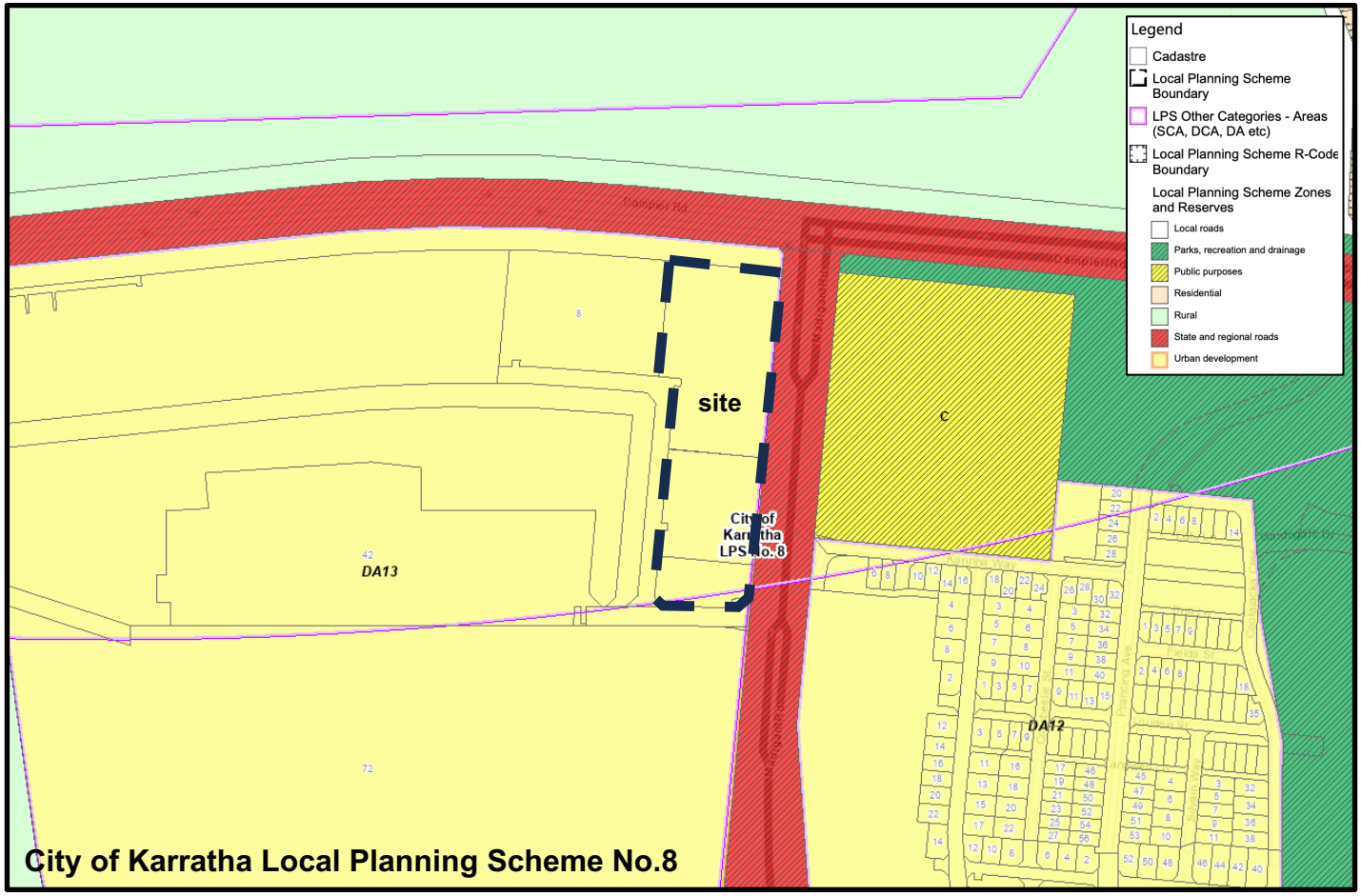
Accordingly, the Gap Ridge Development Plan (endorsed as a Structure Plan) applies to the development site and guides subdivision and development. The applicable Structure Plan is assessed later in this report.

5.3.2 LAND USE CLASSIFICATION

The development proposal involves buildings designed to enable the display and sale of goods of a large format / bulky nature (and back of house storage of such goods), requiring a notable amount of land area to cater for the required floor area of buildings, as well as vehicular access, car parking, and servicing areas.

The appropriate land use classification for both buildings is Showroom, which is defined as follows within Appendix 1 of LPS8:

showroom	premises used to display, sell by wholesale or retail, or hire, automotive parts and accessories, camping equipment, electrical light fittings, equestrian supplies, floor coverings, furnishings, furniture, household appliances, party supplies, swimming pools or goods of a bulky nature.



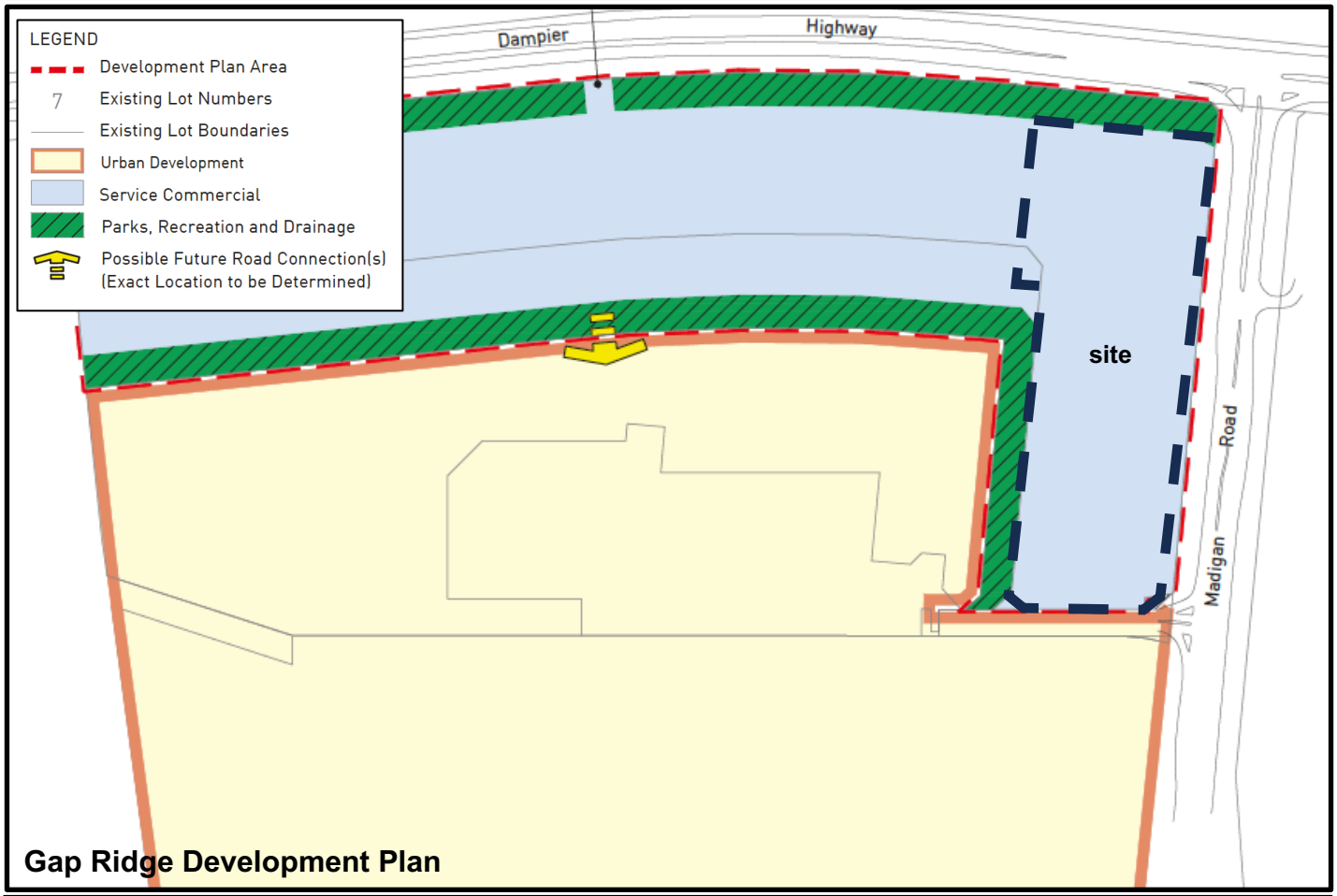


Figure 2: Zoning / Structure Plan Map	NORTH	**Drawn:** Alessandro Stagno **Rev:** 0
Lots 8, 9, 10 Madigan Road, Gap Ridge		**Source:** PlanWA, Rowe Group **Date:** 10 February 2025 apex planning

5.3.3 GENERAL DEVELOPMENT REQUIREMENTS

An assessment is provided below against the relevant 'general development requirements' of LPS8.

Car parking

In accordance with Appendix 3 of LPS8, the 'showroom' use requires 1 bay / 50sqm of NLA. The development proposes only the 'showroom' use with a total of 17,831sqm, which requires 357 parking spaces. An onsite provision of 377 parking bays ensures that compliance is both technically and practically achieved. The proposed car parking areas and driveways are designed to comply with relevant Australian Standards and will operate satisfactorily and functionally.

Landscaping, screening and fencing

The proposed development plans include a conceptual landscape plan which indicates the areas subject to landscaping works, and the location and species of plants as outlined in Section 4.2 of this report. The proposed landscaping arrangements are appropriate and a detailed landscape plan can be provided at building permit stage in accordance with a suitable condition of planning approval.

Provision for cyclists and pedestrians

The proposed development provides an appropriate connection to the existing footpath along Melford Road (the only footpath connection which exists and available to the development site).

Based on the proposed land use, the demand for bicycle parking for customers is expected to be low. However, staff may cycle to the site. The drawings include provision for showers and lockers within each of the back of house areas, and bikes can also be stored securely within back of house areas.

5.4 GAP RIDGE DEVELOPMENT PLAN (**GRDP**)

The GRDP is endorsed as a Structure Plan and guides subdivision and development on the development site.

In accordance with the GRDP, the development site is allocated as Service Commercial. Refer to **Figure 2 – Zoning Map**. The intent of the Service Commercial zone as outlined within Section 5.3.1 of the GRDP is extracted below:

> 5.3.1 Intent
>
> The Service Commercial Zone is intended to provide for a wide range of showrooms, wholesaling and bulky goods uses, which by reason of their scale, character, operation and land requirements, are not generally appropriate to, or cannot conventionally or economically be accommodated within the Town Centre or Commercial Zones.

The proposed development is entirely consistent with the intent of the Service Commercial zone as outlined by the GRDP, noting:

- The proposal is comprised of bulky goods / large format showroom style activities. These activities are of a service commercial nature and therefore entirely appropriate for the site.
- Evidently, the scale and nature of the activities proposed require a notable amount of land area for floorspace, access / car parking, and servicing such that this type of development would not be catered for by land within the Town Centre or Commercial zones.

In accordance with Section 5.4 of the GRDP, the 'showroom' use is identified as a P permitted use in the Service Commercial zone and its therefore entirely appropriate for the development site. The development clearly aligns with the intended purpose of the Service Commercial zone, and will provide the surrounding communities and travelling public with an expanded range of service commercial activities on suitably located and zoned land.

Table 2 below provides an assessment against the development provisions for the Service Commercial zone as outlined within Section 6.1 of the GRDP.

Table 2: Service Commercial zone development provisions	
Development provision	**Response**
Architectural Character	
(a) Building facades should be a minimum height of 5m.	All building facades exceed the minimum height of 5m. Building 1 has a façade height of 9.1m-9.2m and Building 2 has a façade height of 9.5m.
(b) Facades must be designed to address the primary and secondary streets by providing visual interest, permeability and articulation.	The primary street is Madigan Road, and the secondary streets are Dampier Highway and Melford Road. The Madigan Road frontage comprises the entrances to each tenancy with permeable shopfronts, articulated and defined façade elements with integrated fascia signage which delineate each tenancy frontage, and alternating treatments / finishes for a high level of visual interest. The Dampier Highway frontage is occupied by a combination of treated building frontage and the outdoor nursery component of the hardware store, which is enclosed with an articulated fence comprised of: • A 1-1.2m high concrete dado wall • 5m high masonry piers • Large permeable mesh infill sections. The Dampier Highway frontage is well articulated, enables mutual surveillance, and achieves visual interest through a mixed colour palette and a feature wall with a large 'hammer' logo graphic in the tenant's colours to improve legibility and invoke a brand recognition element into the architectural design.

	The Melford Road frontage achieves visual interest, permeability, and articulation through the use of alternating materials / treatments / finishes, the incorporation of windows, large format signage in the fascia, and a feature indigenous artwork component.
(c) Buildings on corner lots must be designed to address their landmark location through the application of contemporary design, materials and finishes and/or other architectural elements and features.	The subject site is a corner lot and addresses its landmark location through the design features outlined in response to item (b) above. Additionally, a feature tower element is integrated into Building 1 which breaks up the roofline and includes site specific 'Gap Ridge Local' signage to add a sense of identity to the project.
(d) No blank walls or extensive service / loading areas are to be exposed to the primary street frontage.	The primary street frontage of Madigan Road has no blank walls. All service / loading areas are at the rear of the building and are not visible from the primary or secondary streets.
<u>Setbacks</u>	
(a) Buildings should provide primary setbacks in accordance with Plan 2 – Setback Plan.	The setback plan envisages minimum 33.5m setbacks to Dampier Highway and Madigan Road, and minimum 18m setback to Melford Road. The development provides compliant setbacks to Madigan Road, with Building 1 achieving a setback of 38.5m and Building 2 achieving a setback of 53.05m. Discretion is sought for the proposed setback of Building 2 to Dampier Highway which is 13.8m in lieu of 33.5m. The Dampier Highway setback warrants support for the following reasons: • It is assumed that the intent of a 33.5m setback is partly to ensure development would be capable of providing sufficient area for compliant car parking, driveways, landscaping, service areas, and built form. In the case of this development, functional and compliant spaces have been provided in a slightly different arrangement which enables the format of a major hardware store operator to be viably achieved. • As outlined under the Architectural Character section, the building frontage to Dampier Highway is designed to an acceptable standard and will achieve visual interest, permeability, and articulation. An acceptable outlook from Dampier Highway will be achieved. • The proposed layout enables a generous 4.8m wide landscaping strip to be provided along the Dampier Highway street boundary which will be appropriately planted with trees, shrubs, and groundcovers which will serve to further improve the site's interface to Dampier Highway. • When viewed in totality, the proposed setback arrangements across both buildings

	results in a more appropriate corner response. With Building 2 recessed behind Building 1, a more open and inviting response is created as patrons turn onto Madigan Road from Dampier Highway through the 'stepping' of built form. Discretion is sought for the proposed setback of Building 1 to Melford Road, which adopts an articulated setback arrangement with a nil setback in the centre, a 3.8m setback at the western side, and a slightly recessed setback at the eastern side based on the angle of the Melford Road boundary. The Melford Road response has been addressed in an appropriate manner noting the creation of visual interest through indigenous artwork, windows, alternating materials / treatments, awnings, and large format signage.
(b) Side and rear setbacks to be as prescribed by the National Construction Codes (as amended).	The rear setback to Lot 7 is compliant with the NCC.
<u>Parking and Access</u>	
(a) The provision of car parking bays is to be in accordance with TPS 8 and be of a minimum width of 2.7 metres.	As confirmed earlier in this report, the provision of 377 parking spaces meets LPS8 requirements. As confirmed on the drawings, parking bays have minimum widths of 2.7m
(b) Parking spaces and manoeuvring areas will be designed in accordance with the Australian Standard for off-street parking and paved, kerbed, drained and marked to the satisfaction of the City of Karratha.	The proposed car parking areas and associated driveways are designed in compliance with relevant Australian Standards.
(c) Access to parking areas should be provided within primary setback areas.	As demonstrates on the development plans, access to parking areas is provided within primary setback areas.
(d) Access should generally be provided in accordance with Plan 3 – Access Plan.	Access is generally provided in accordance with the access plan, with the only exceptions being: • The omission of a driveway between Lot 9 and Lot 10 (identified as Lot 8 and Lot 9 on the access plan), which is unnecessary given both lots are being developed as part of a single project and the remainder of access points and driveways allow uninterrupted and functional access and circulation through the site. • The omission of a shared connection between Lot 8 and Lot 7 at the southern side (identified as Lot 6 and Lot 7 on the access plan), noting the subdivision and development of Lot 7 was slightly different than what was envisaged in the GRDP and did not provide this connection.
<u>Loading and Service Areas</u>	
(a) Loading areas should be located to the rear of developments.	All loading areas are provided to the rear of Building 1 and Building 2.

<table>
<tr><td>(b) Storage areas should be screened from view.</td><td>Storage areas are integrated as back of house areas within each building.</td></tr>
<tr><td colspan="2"><u>Signage</u></td></tr>
<tr><td>(a) All signage must meet the requirements contained in the Design Guidelines prepared by Landcorp which relate to the Karratha Bulky Goods Area. The provisions of any other adopted guidelines and relevant Scheme provisions also apply.</td><td>In its review of the development plans against the Design Guidelines, DevelopmentWA noted that some features of the proposed signage require assessment against the City's local planning policy for signage. The LPP is assessed later in this report.</td></tr>
<tr><td>(b) Planning Approval may be required in accordance to the Scheme, relevant Local Laws and Local Planning Policies.</td><td>As above.</td></tr>
<tr><td colspan="2"><u>Landscaping</u></td></tr>
<tr><td>(a) Landscaping of the drainage reserves is to be undertaken on a stage by stage basis by the Developer.</td><td>Noted.</td></tr>
<tr><td>(b) All lots require a 1.0m wide landscaping strip along primary and secondary setback areas, as illustrated on Plan 4 – Development Concept Plan.</td><td>Noted, landscaping strips either meet or exceed the minimum 1m width.</td></tr>
<tr><td colspan="2"><u>Staging</u></td></tr>
<tr><td>(a) Staging of development is to generally occur in accordance with Plan 5 – Staging Plan.</td><td>The development site forms part of Stage 1.</td></tr>
<tr><td>(b) Access onto Dampier Highway is indicative only and will be subject to further investigation, consultation and approval with Main Roads Western Australia.</td><td>Noted, this is not relevant to the development site.</td></tr>
<tr><td>(c) A temporary cul-de-sac is to be provided at the developed extent of the road reserve within Stage 1. This cul-de-sac is to be removed once the road is extended as part of Stage 2.</td><td>Noted.</td></tr>
<tr><td>(d) The Stage 2 area, as shown on Plan 5 – Staging Plan is not to be cleared of existing vegetation unless a Clearing Permit from the Department of Environment Regulation or a subdivision of land has been approved by the Western Australian Planning Commission has been granted.</td><td>Not applicable.</td></tr>
<tr><td colspan="2"><u>Retail Floorspace</u></td></tr>
<tr><td>a) The amount of showroom floorspace Net Lettable Area (NLA) for the Development Plan should be in accordance with Table 2.
<table>
<tr><th rowspan="2">Centre</th><th colspan="2">Maximum Net Lettable Area</th></tr>
<tr><th>Stage 1</th><th>Stage 2</th></tr>
<tr><td>Karratha Bulky Goods Area</td><td>25,000m² NLA</td><td>*</td></tr>
</table>
* Prior to consideration of any additional showroom floorspace within Stage 2 that exceeds the floorspace proposed within Stage 1 the City will require the preparation of a Retail Sustainability Assessment.</td><td>The proposed development is consistent with this requirement.</td></tr>
</table>

(b) For the purposes of this Development Plan, NLA shall mean the area of all floors confined within the internal finished surfaces of permanent walls but excludes the following areas: - all, toilets, cleaners' cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other storage and service areas; - lobbies between lifts facing other lifts serving the same floor; - areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; - areas set aside for the provision of facilities or services to the floor or building where such facilities are not the exclusive use of occupiers of the floor or building.	
<u>Subdivision</u>	
(a) Subdivision is to be generally consistent with the layout as shown on Plan 6 – Indicative Subdivision Plan.	Noted. The proposed development will result in a minor reconfiguration of lot boundaries and the amalgamation of Lot 9 and Lot 10, which is a minor departure and justified by the configuration of the proposed development. Departures from the indicative subdivision plan have already been entertained, noting Lot 7 (the motor vehicle sales site) was developed as a single lot and the smaller industrial lots envisaged were never created.

5.5 ADVERTISING SIGNS LOCAL PLANNING POLICY

The development requires assessment against the City's Advertising Signs Local Planning Policy.

The proposal involves the following signage on the buildings:

- Building 1:
  - On the Madigan Road elevation, one sign per tenancy is provided on the fascia above the entry of each tenancy. Additionally, lifestyle posters are integrated into the facades at pedestrian level as is commonly the practice with showrooms.
  - On the Melford Road elevation, an additional sign associated with Tenancy 1 integrated into the fascia.
  - On the northern elevation, an additional sign associated with Tenancy 7 is integrated into the fascia. On the rear elevation, signage relevant to each tenancy is provided to enable easy identification of the relevant service area.
- Building 2:
  - On the Madigan Road elevation, one sign per tenancy is provided on the fascia for Tenancy 8 and 9. As Tenancy 10 occupies a significant amount of the frontage, two larger signs are integrated consistent with the format of that operator.

- On the Dampier Highway elevation, a hammer logo graphic is integrated into the relevant wall which adds to the treatment of that part of the façade. A Bunnings Warehouse sign is integrated into the fascia of the external wall of the 'main retail' area, though it is noted this is well set back from the street.
- On the western elevation, two signs are integrated into the façade to address the elongated building façade.

The signs on each building are sized according to the scale of the building and the position of the sign on the building. As the signs relate to buildings associated with bulky goods / large format operations, the signage is proportionate to the size of the typically larger showroom building, enabling better visibility and easier identification. The signage proposed on each building serves a purpose and is designed in colours and styling befitting each building based on the specification and standard design scheme of each operator. The signage is entirely consistent with what would be expected as part of a service commercial development comprising showroom operations.

The drawings also depict three 7m high freestanding monolith style signs of approximately equal spacing along the Madigan Road street frontage. A maximum of one freestanding sign is permitted per lot. The development site is currently comprised of three separate lots, hence the provision of three signs is compliant.

Three monolith signs are required in order to provide sufficient sign face area to display signage panels associated with the overall development and each tenancy, as is evident on the sign elevations. With this in mind, the extent of signage on each monolith is appropriate.

The height of the proposed monolith signs is 7m in lieu of the 6m prescribed by the policy. In this instance, the extra metre of height is considered to be a minor variation and evidently would not create an undue visual impact given the service commercial character of the development and the generally spread out nature of the local area.

The proposed signage is therefore consistent with the intent of the City's signage policy and warrants support.

6 CONCLUSION

This application for planning approval involves the redevelopment of Lots 8, 9, 10 Madigan Road, Gap Ridge to establish a new service commercial development.

The information presented in this application for planning approval demonstrates the proposed development is appropriate for the site and warrants the City's support for the following reasons:

- The development is entirely consistent with the site's Service Commercial classification under the Gap Ridge Development Plan and is suitably located to offer such services to the surrounding community and travelling public.
- The proposal will activate a vacant site which is located at a high-exposure location at the corner of Dampier Highway and Madigan Road, and represents a significant investment in the City of Karratha.
- The proposal is consistent with the applicable requirements of the planning framework, including the City's LPS8, the Gap Ridge Development Plan, and local signage policy.
- The facility's built form approach is of a high quality and will improve the amenity of the site and its surroundings.
- The proposal is supported by a number of expert assessments demonstrating it is acceptable from a traffic, civil, bushfire, and BCA point of view.

It is respectfully requested that the City of Karratha support the application and that the Regional DAP grant approval.

APPENDIX 1

CERTIFICATES OF TITLE AND DEPOSITED PLAN

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2901	**295**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 8 ON DEPOSITED PLAN 408287

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WESTERN AUSTRALIAN LAND AUTHORITY OF LEVEL 6, 40 THE ESPLANADE PERTH
(AF N335184) REGISTERED 21/6/2016

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

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 408287 AS CREATED ON DEPOSITED PLAN 406068
2. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335185
3. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335186
4. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335187
5. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335188

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. 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:	DP408287
PREVIOUS TITLE:	2898-691
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF KARRATHA
RESPONSIBLE AGENCY:	WESTERN AUSTRALIAN LAND AUTHORITY

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312

Landgate
www.landgate.wa.gov.au

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2901	**296**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 9 ON DEPOSITED PLAN 408287

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WESTERN AUSTRALIAN LAND AUTHORITY OF LEVEL 6, 40 THE ESPLANADE PERTH
(AF N335184) REGISTERED 21/6/2016

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

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 408287 AS CREATED ON DEPOSITED PLAN 406068
2. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335185
3. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335186
4. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335187
5. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335188

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. 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:	DP408287
PREVIOUS TITLE:	2898-691
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF KARRATHA
RESPONSIBLE AGENCY:	WESTERN AUSTRALIAN LAND AUTHORITY

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312

Landgate
www.landgate.wa.gov.au

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
2901	**297**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 10 ON DEPOSITED PLAN 408287

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

WESTERN AUSTRALIAN LAND AUTHORITY OF LEVEL 6, 40 THE ESPLANADE PERTH
(AF N335184) REGISTERED 21/6/2016

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

1. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335185
2. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335186
3. EASEMENT BENEFIT CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335187
4. EASEMENT BURDEN CREATED UNDER SECTION 136C T.L.A. FOR RIGHT OF CARRIAGEWAY PURPOSES - SEE DEPOSITED PLAN 408287 AND INSTRUMENT N335187

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. 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:	DP408287
PREVIOUS TITLE:	2898-691
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF KARRATHA
RESPONSIBLE AGENCY:	WESTERN AUSTRALIAN LAND AUTHORITY

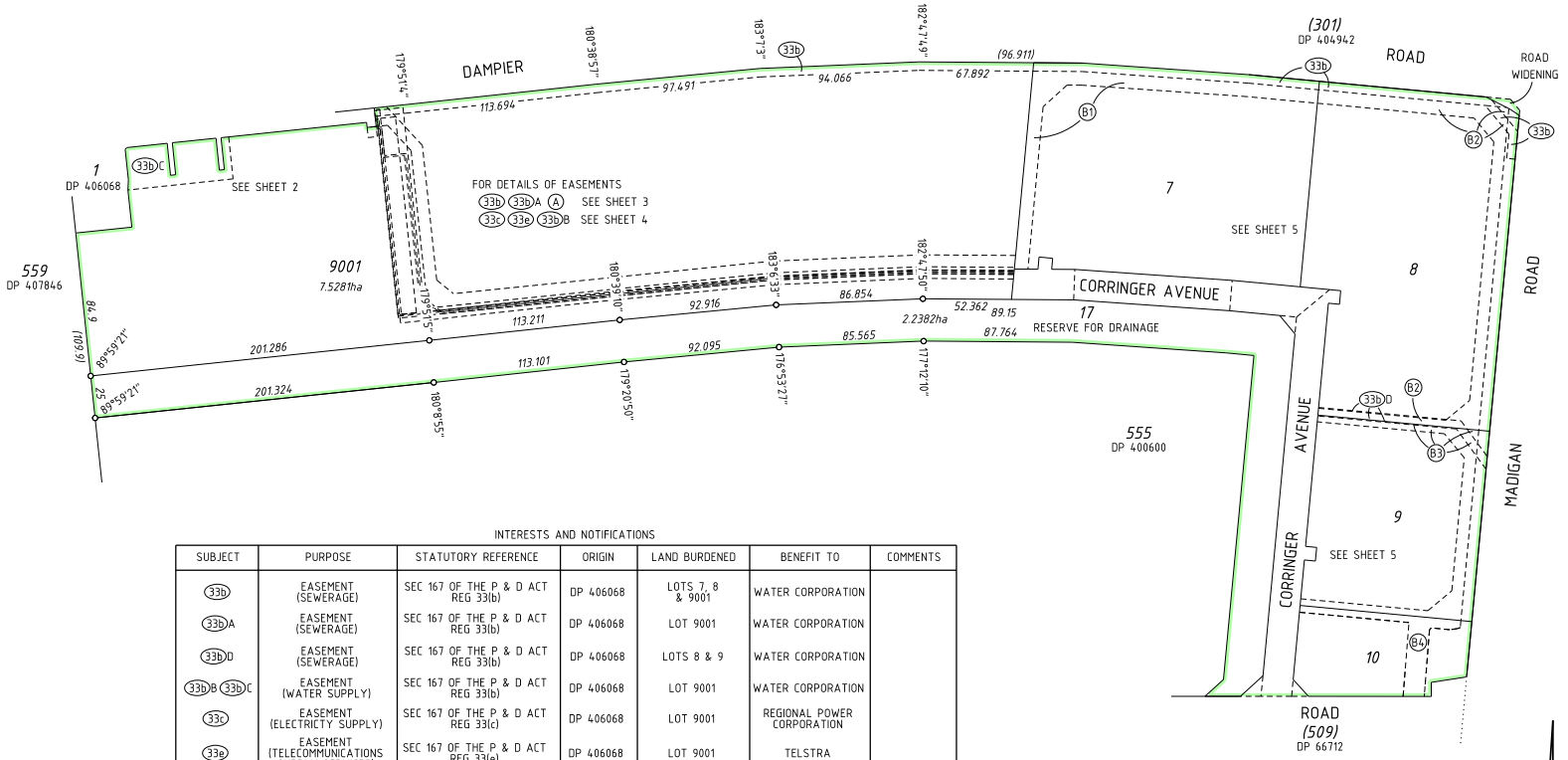
LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312

Landgate
www.landgate.wa.gov.au

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au

VER.	AMENDMENT	AUTHORISED BY	DATE

SPECIAL SURVEY AREA SUBDIVISION



INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
33b	EASEMENT (SEWERAGE)	SEC 167 OF THE P & D ACT REG 33(b)	DP 406068	LOTS 7, 8 & 9001	WATER CORPORATION	
33bA	EASEMENT (SEWERAGE)	SEC 167 OF THE P & D ACT REG 33(b)	DP 406068	LOT 9001	WATER CORPORATION	
33bD	EASEMENT (SEWERAGE)	SEC 167 OF THE P & D ACT REG 33(b)	DP 406068	LOTS 8 & 9	WATER CORPORATION	
33bB 33bC	EASEMENT (WATER SUPPLY)	SEC 167 OF THE P & D ACT REG 33(b)	DP 406068	LOT 9001	WATER CORPORATION	
33c	EASEMENT (ELECTRICITY SUPPLY)	SEC 167 OF THE P & D ACT REG 33(c)	DP 406068	LOT 9001	REGIONAL POWER CORPORATION	
33e	EASEMENT (TELECOMMUNICATIONS SUPPLY SERVICES)	SEC 167 OF THE P & D ACT REG 33(e)	DP 406068	LOT 9001	TELSTRA	
A	RIGHT OF CARRIAGEWAY	SEC 136C OF THE TLA	DP 406068	LOT 9001	LOT 1 ON DP 406068	
B1	RIGHT OF CARRIAGEWAY	SEC 136C OF THE TLA	THIS PLAN & DOC N335185	LOT 7	LOTS 8, 9 & 10	
B2	RIGHT OF CARRIAGEWAY	SEC 136C OF THE TLA	THIS PLAN & DOC N335186	LOT 8	LOTS 7, 9 & 10	
B3	RIGHT OF CARRIAGEWAY	SEC 136C OF THE TLA	THIS PLAN & DOC N335187	LOT 9	LOTS 7, 8 & 10	
B4	RIGHT OF CARRIAGEWAY	SEC 136C OF THE TLA	THIS PLAN & DOC N335188	LOT 10	LOTS 7, 8 & 9	
LOT 17	RESERVE FOR DRAINAGE	VESTS IN THE CROWN UNDER SEC 152 OF THE P & D ACT	THIS PLAN			

REG 26A(1) - FINAL MARKING DEFERRED
(APPROVAL ID D061-16) dated 17/5/2016: LANDGATE FILE 00055-2015)

SEE SURVEY SHEET(S) FOR SURVEY INFORMATION

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

SCALE: 1:2000 AT A2 SIZE

WHELANS AUSTRALIA PTY LTD
(08) 6241 3333 www.whelans.com.au
whelans
S:/Projects/14/14004/carto/statutory drafting/14004dp9.dgn
bulky_goods-11-151125-dp9.acs FP-14004-047-VER 1.0

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

TYPE	FREEHOLD	S.S.A. YES/~~NO~~
PURPOSE	SUBDIVISION	

PLAN OF

LOTS 7-10, 17, 9001, ROAD, ROAD WIDENING & EASEMENTS

FORMER TENURE
LOT 9000
DP 406068
C/T 2898/691

D.O.L. FILE

LOCAL AUTHORITY
CITY OF KARRATHA

LOCALITY
GAP RIDGE

FIELD RECORD 128940 (SAM 4989)

SURVEYOR'S CERTIFICATE - REG 54

I, PAUL C.C. RHODES
hereby certify that this plan is accurate and is a correct representation of the -
(a) *survey; and/or
(b) *calculations from measurements recorded in the field records,
[* delete if inapplicable]
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

2016.05.23 08:29:21 +08'00'

LICENSED SURVEYOR DATE

LODGED

23-5-2016	$621.00	19478745
DATE	FEE PAID	ASSESS No.

I.S.C. 21-Jun-16

EXAMINED
RF
3.6.2016
DATE

WESTERN AUSTRALIAN PLANNING COMMISSION
FILE 152954

17-Jun-2016
Delegated under S.16 P&D Act 2005 DATE

IN ORDER FOR DEALINGS
SUBJECT TO Sections 152 and 168(1)(2)(3) P 7 D Act
Section 136C TLA

21-Jun-16
FOR INSPECTOR OF PLANS AND SURVEYS DATE

APPROVED REG 26A (1)(4)

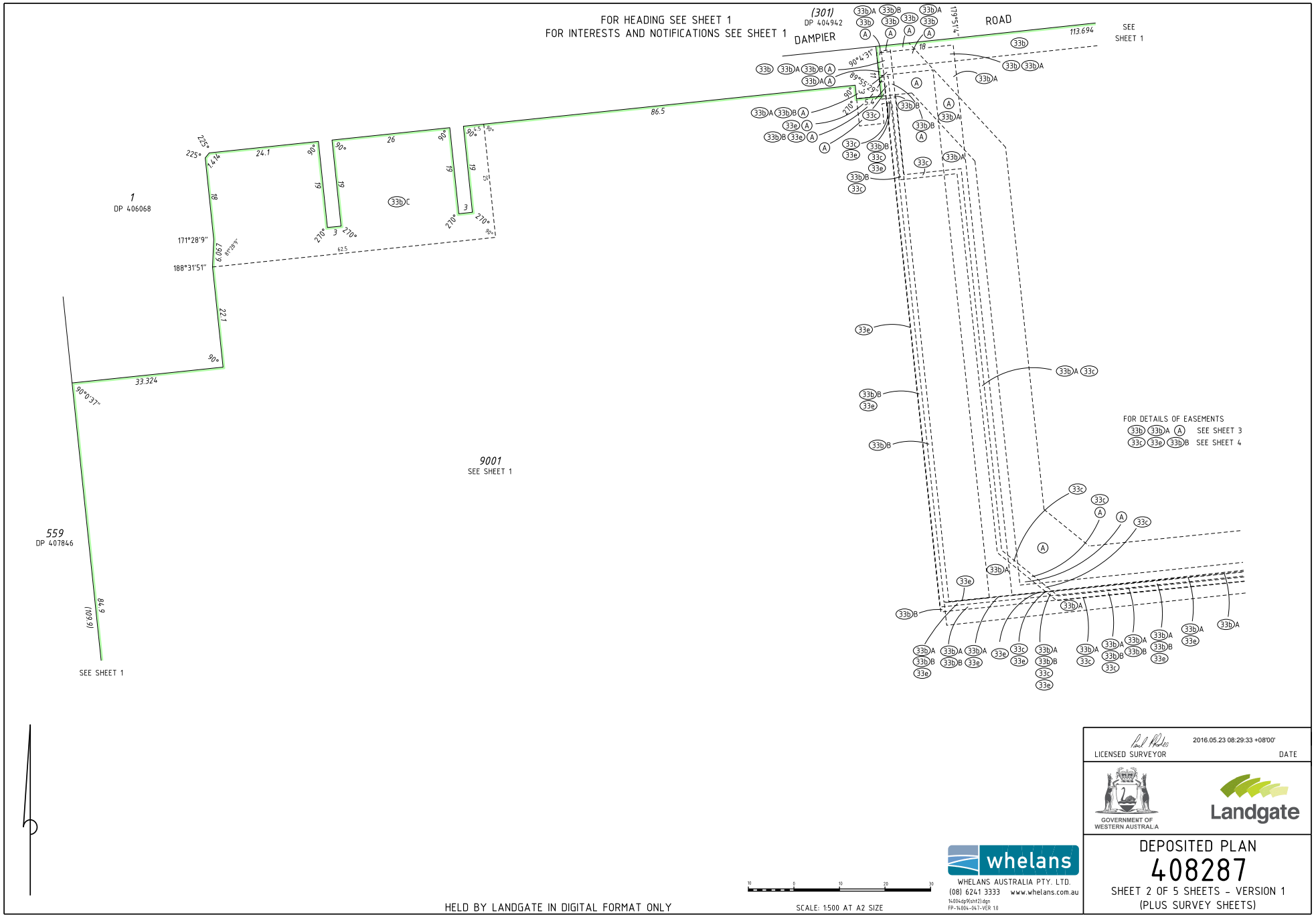
21-Jun-16
INSPECTOR OF PLANS AND SURVEYS DATE
(S. 18 Licensed Surveyors Act 1909)

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

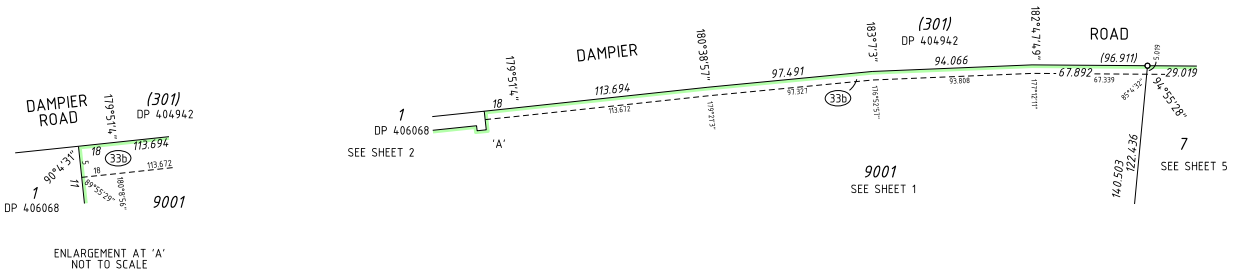
DEPOSITED PLAN
408287
SHEET 1 OF 5 SHEETS - VERSION 1
(PLUS SURVEY SHEETS)

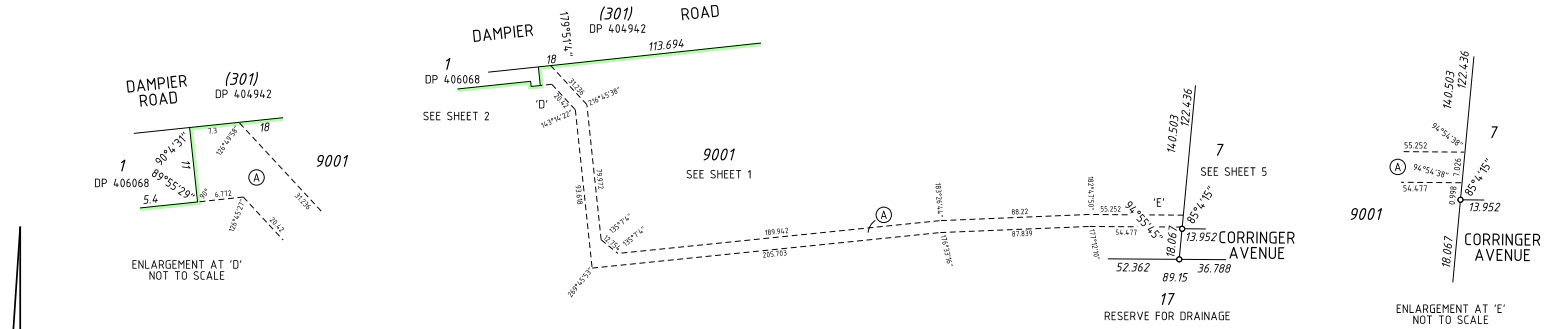
LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au



LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au

FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 1





SCALE: 1:2000 AT A2 SIZE

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

whelans
WHELANS AUSTRALIA PTY. LTD.
(08) 6241 3333 www.whelans.com.au
14004dp1sht3].dgn
FP-14004-47-VER 1.0

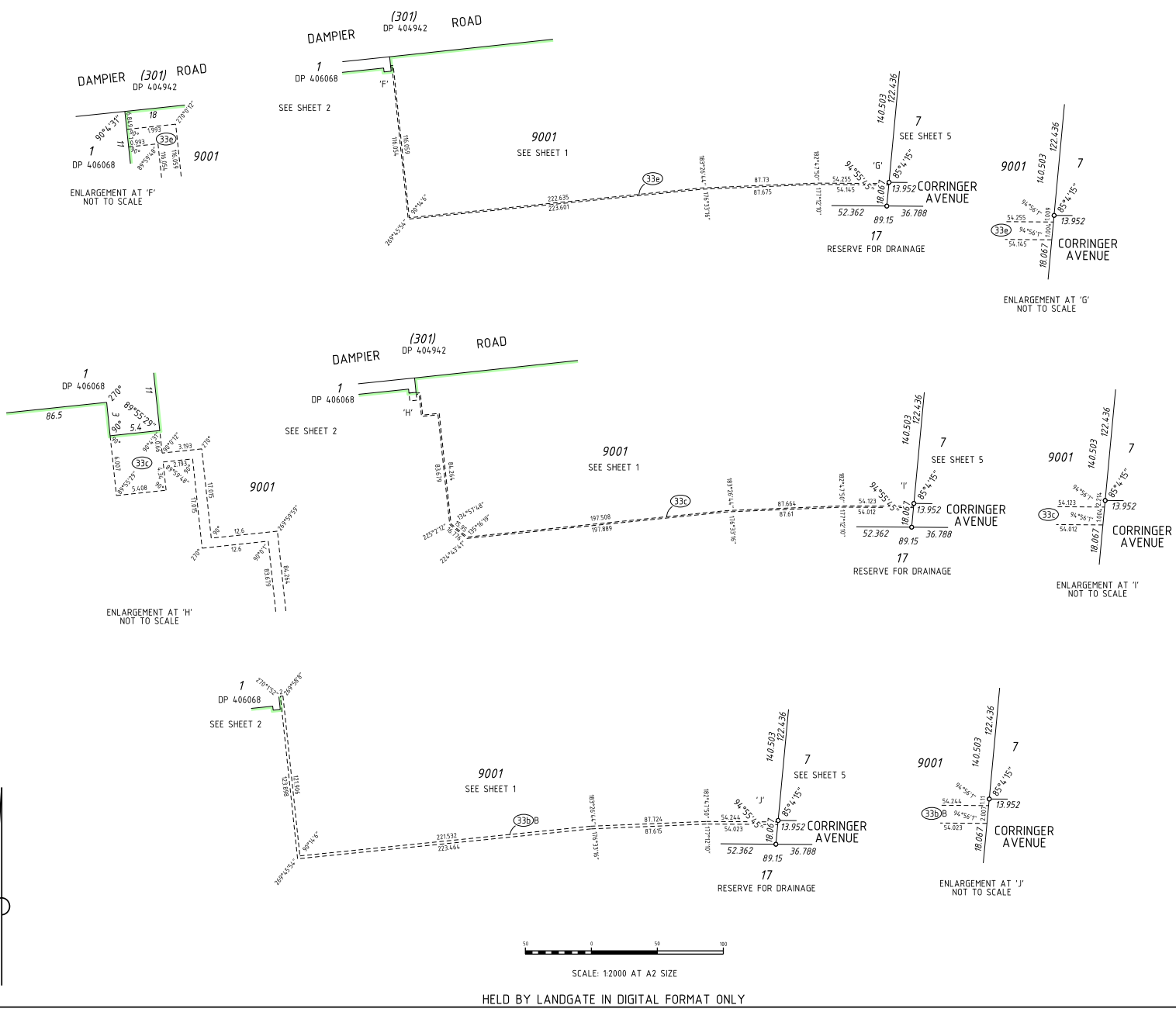
2016.05.23 08:29:47 +08'00'
LICENSED SURVEYOR DATE

GOVERNMENT OF WESTERN AUSTRALIA
Landgate

DEPOSITED PLAN
408287
SHEET 3 OF 5 SHEETS - VERSION 1
(PLUS SURVEY SHEETS)

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au

FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 1



HELD BY LANDGATE IN DIGITAL FORMAT ONLY

whelans
WHELANS AUSTRALIA PTY. LTD.
(08) 6241 3333 www.whelans.com.au
14004dp1sht1.dgn
FP-14004-047-VER 1.0

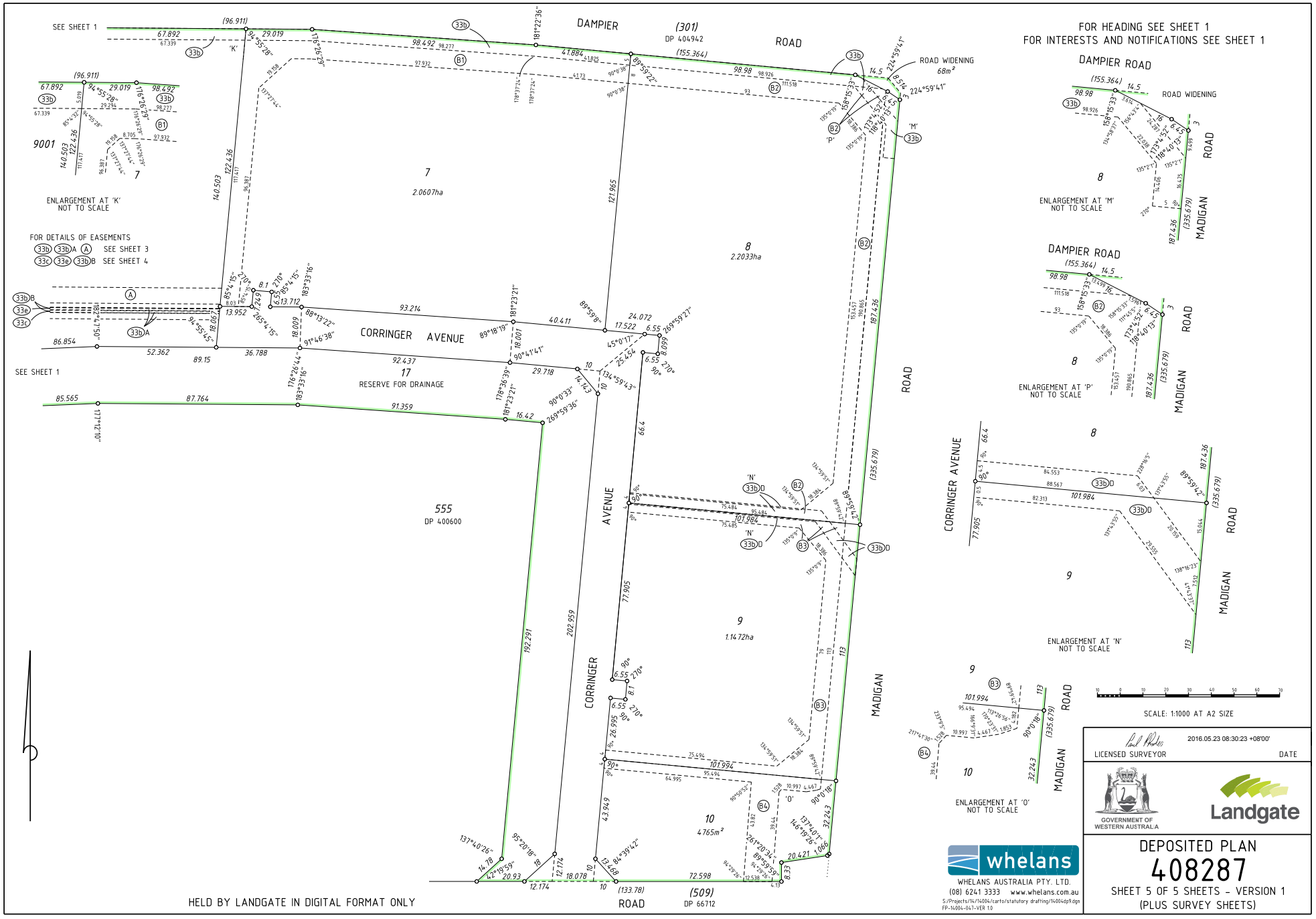
LICENSED SURVEYOR 2016.05.23 08:30:05 +08'00'
DATE

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

DEPOSITED PLAN
408287
SHEET 4 OF 5 SHEETS - VERSION 1
(PLUS SURVEY SHEETS)

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au



LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au

AMENDMENTS TABLE (SURVEY SHEETS ONLY)

VER.	AMENDMENT	AUTHORISED BY	DATE
2.	DP REPLACED AMENDED CONTROL PT NUMBER	P.C.C.RHODES	19.9.2016

SURVEY SHEET AUDITED
DATE: 25/8/2017 RJH

FOR SURVEY INFORMATION ONLY

SURVEY INFORMATION COMPRISES
SURVEY SHEETS A, B & C

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

ALL BEARINGS AND DISTANCES ON THIS SHEET ARE THE RESULT OF LEAST SQUARES ADJUSTMENTS CARRIED OUT ON FIELD OBSERVATIONS

SURVEYOR'S CERTIFICATE - REG 54

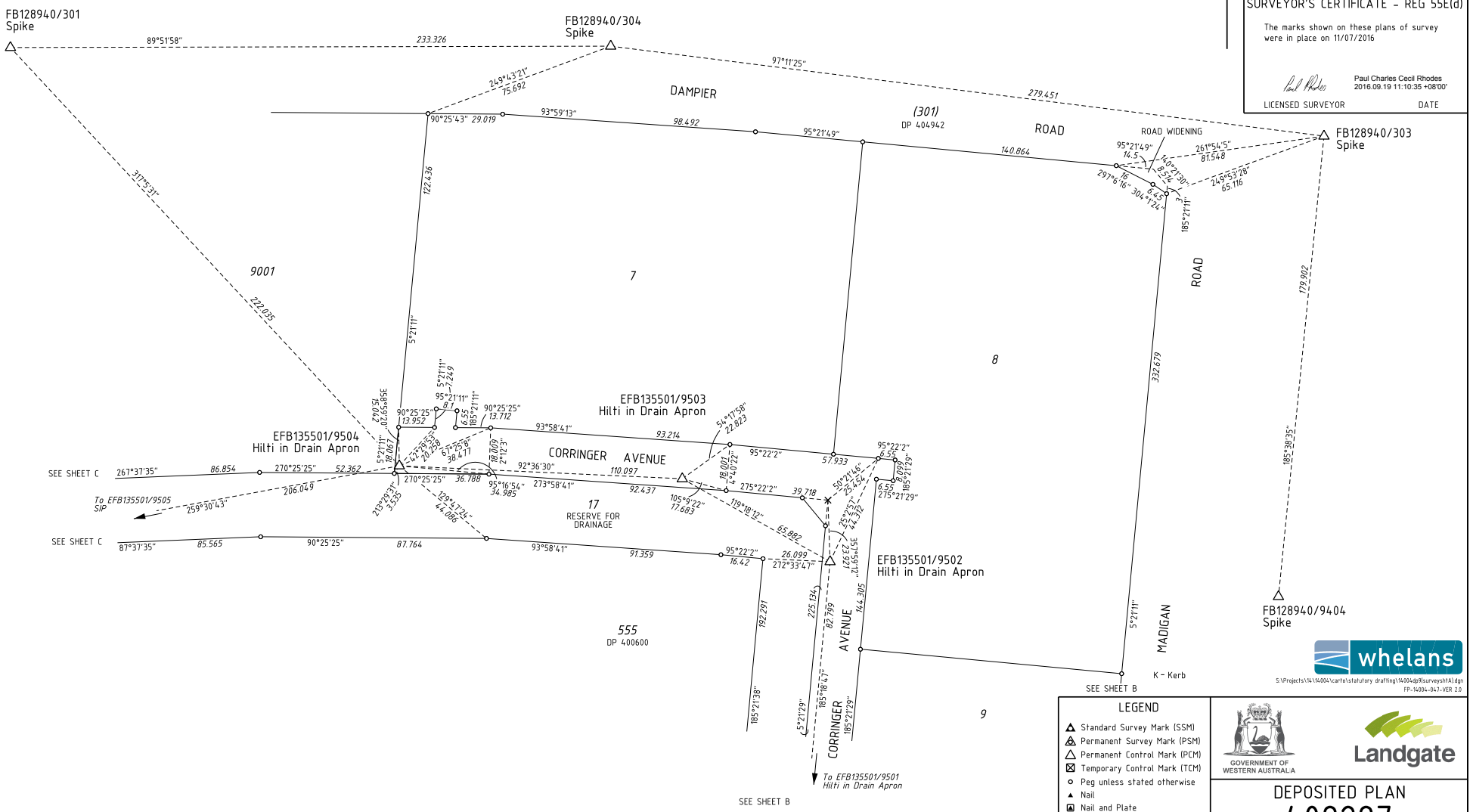
I, PAUL C.C. RHODES
hereby certify that this plan is accurate and is a correct representation of the -
(a) *survey; and/or
(b) *calculations from measurements recorded in the field records,
[* delete if inapplicable]
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

SURVEYOR'S CERTIFICATE - REG 55E(d)

The marks shown on these plans of survey were in place on 11/07/2016

Paul Charles Cecil Rhodes
2016.09.19 11:10:35 +08'00'

LICENSED SURVEYOR DATE



PROJECT GRID IS KAR 94

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

SCALE: 1:1000 AT A2 SIZE

LEGEND

- Standard Survey Mark (SSM)
- Permanent Survey Mark (PSM)
- Permanent Control Mark (PCM)
- Temporary Control Mark (TCM)
- Peg unless stated otherwise
- Nail
- Nail and Plate
- Spike unless stated otherwise
- Drill Hole
- Deck Spike
- Deck Spike and Plate

whelans
S:\Projects\14\14004\carto\statutory drafting\14004dp9[surveysht1A].dgn
FP-14004-047-VER 2.0

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

DEPOSITED PLAN
408287
SURVEY SHEET A
VERSION 2

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au

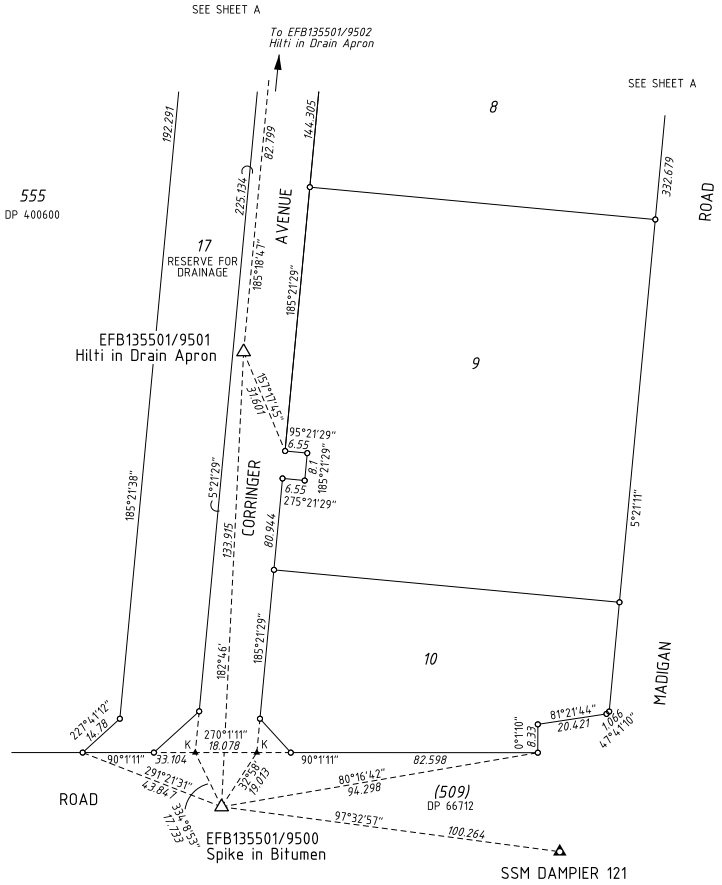
FOR SURVEY INFORMATION ONLY

SURVEY INFORMATION COMPRISES
SURVEY SHEETS A, B & C

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

ALL BEARINGS AND DISTANCES ON THIS SHEET
ARE THE RESULT OF LEAST SQUARES ADJUSTMENTS
CARRIED OUT ON FIELD OBSERVATIONS

SURVEY SHEET AUDITED
DATE: 25/8/2017 RJH



PROJECT GRID IS KAR 94

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

SCALE: 1:1000 AT A2 SIZE

K - Kerb

whelans
S:\Projects\14\14004\carto\statutory drafting\14004dp9(surveysht B).dgn
FP-14004-047-VER 2.0

LEGEND

- Standard Survey Mark (SSM)
- Permanent Survey Mark (PSM)
- Permanent Control Mark (PCM)
- Temporary Control Mark (TCM)
- Peg unless stated otherwise
- Nail
- Nail and Plate
- Spike unless stated otherwise
- Drill Hole
- Deck Spike
- Deck Spike and Plate

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

DEPOSITED PLAN
408287
SURVEY SHEET B
VERSION 2

LANDGATE COPY OF ORIGINAL NOT TO SCALE 03/04/2025 12:39 PM Request number: 68018312
www.landgate.wa.gov.au

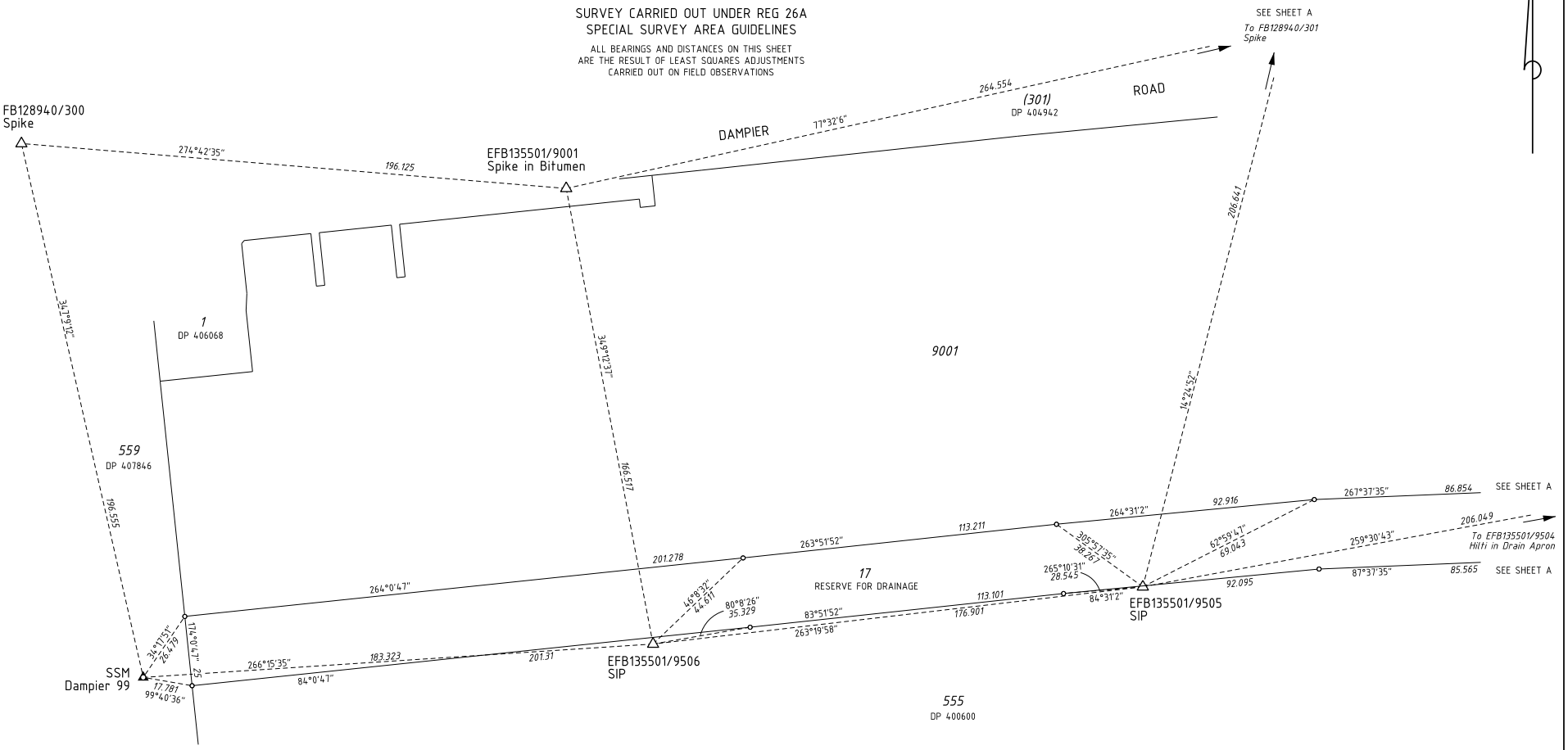
SURVEY SHEET AUDITED
DATE: 25/8/2017 RJH

FOR SURVEY INFORMATION ONLY

SURVEY INFORMATION COMPRISES
SURVEY SHEETS A, B & C

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

ALL BEARINGS AND DISTANCES ON THIS SHEET
ARE THE RESULT OF LEAST SQUARES ADJUSTMENTS
CARRIED OUT ON FIELD OBSERVATIONS



K – Kerb

whelans
S:\Projects\14\14004\carto\statutory drafting\14004dp9lsurveyshtC).dgn
FP-14004-047-VER 2.0

LEGEND

- Standard Survey Mark (SSM)
- Permanent Survey Mark (PSM)
- Permanent Control Mark (PCM)
- Temporary Control Mark (TCM)
- Peg unless stated otherwise
- Nail
- Nail and Plate
- Spike unless stated otherwise
- Drill Hole
- Deck Spike
- Deck Spike and Plate

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

DEPOSITED PLAN
408287
SURVEY SHEET C
VERSION 2

PROJECT GRID IS KAR 94

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

SCALE: 1:1000 AT A2 SIZE

APPENDIX 2

DEVELOPMENT PLANS AND LANDSCAPE PLAN

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

meyer shircore architects

incrementum property

VEND PROPERTY

Member Australian Institute of Architects

DATE: APR 2025 PROJECT NUMBER

REVISION: SK022 **9201**

SHEET: 00

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

meyer shircore architects

incrementum property

VEND PROPERTY

Member of the Australian Institute of Architects

DATE: APR 2025

REVISION: SK022

SHEET: 01

PROJECT NUMBER 9201

© Meyer Shircore & Associates

ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

meyer shircore architects

incrementum property

VEND PROPERTY

Member Australian Institute of Architects

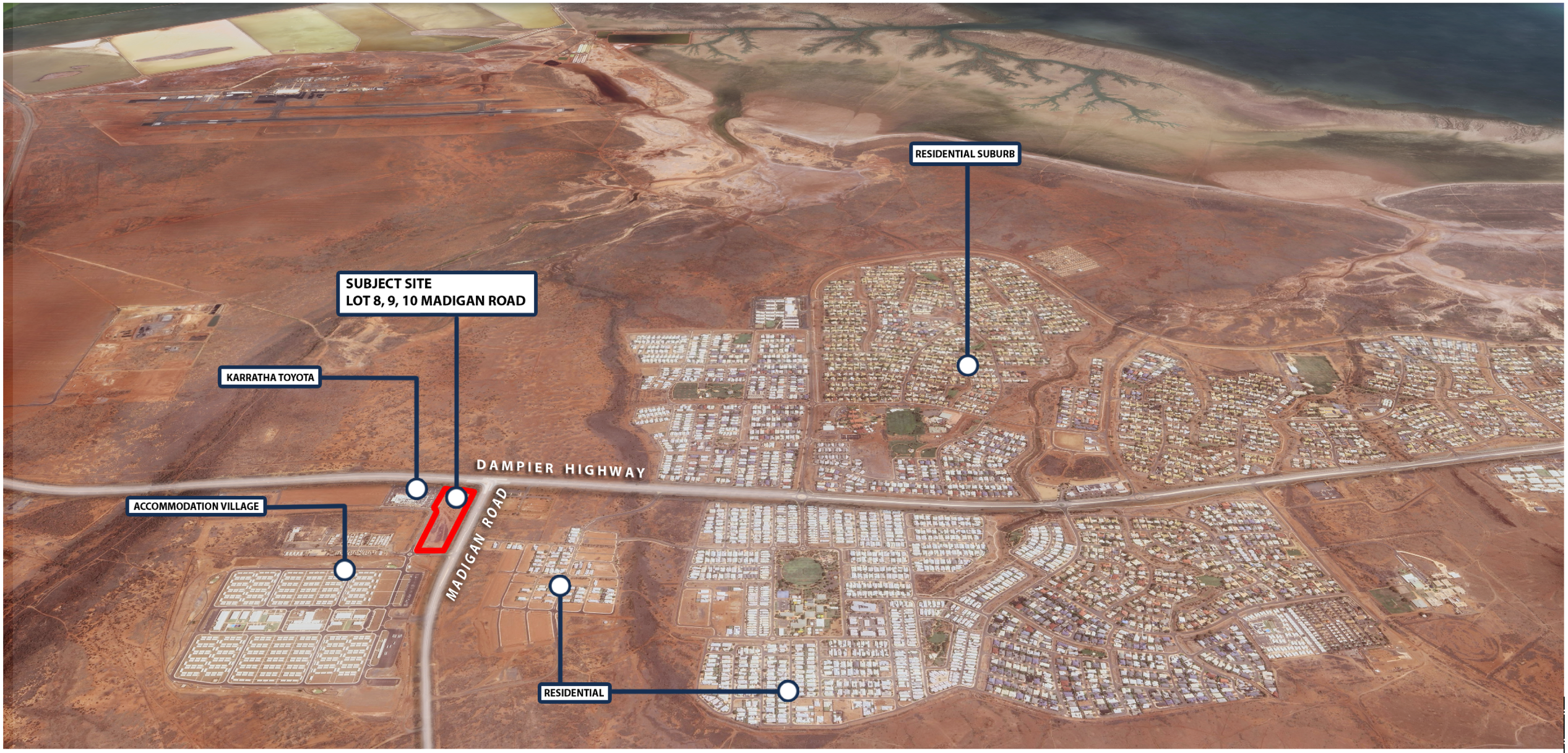
DATE: APR 2025

REVISION: SK022

SHEET: 02

PROJECT NUMBER 9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



AERIAL IMAGE - KARRATHA

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025

REVISION: SK022

SHEET: 03

SCALE: @B1

PROJECT NUMBER **9201**

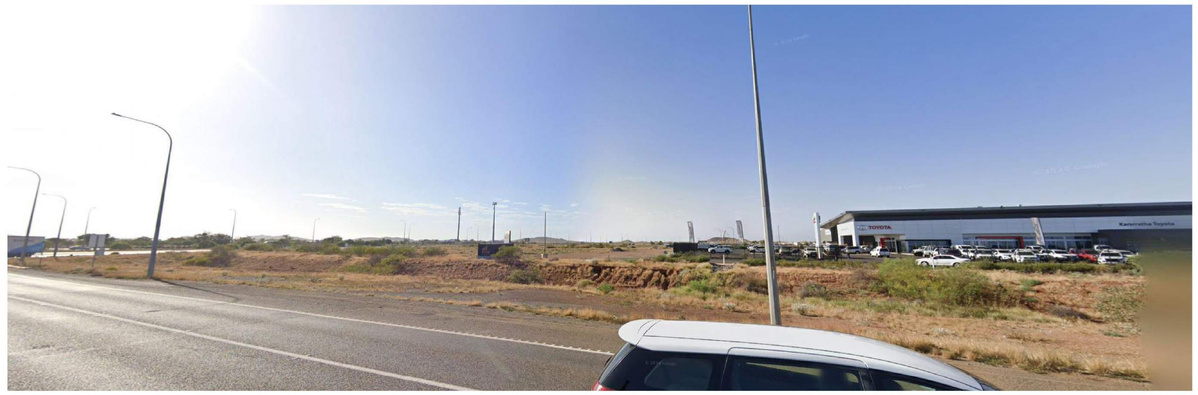
© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mail@meyershircore.com.au

LOCATION PLAN
SCALE: 1 : 1000

VIEW 1

VIEW 2

VIEW 3



VIEW 4

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA
BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

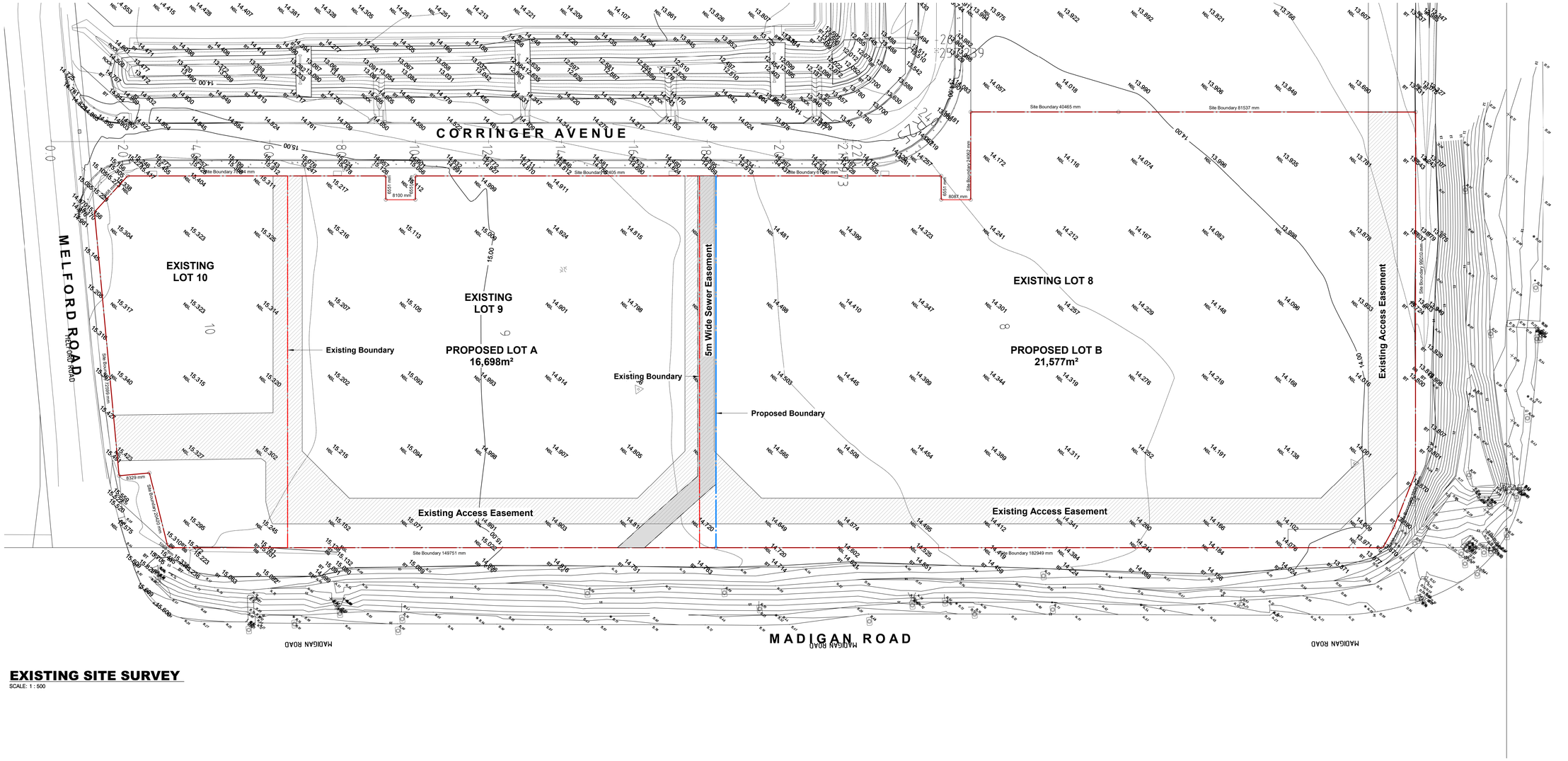
incrementum property

VEND PROPERTY

DATE: APR 2025
REVISION: SK022
SHEET: 04
SCALE: 1 : 1000 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



EXISTING SITE SURVEY

SCALE: 1 : 500

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 5 10 15 20 25 50

DATE: APR 2025

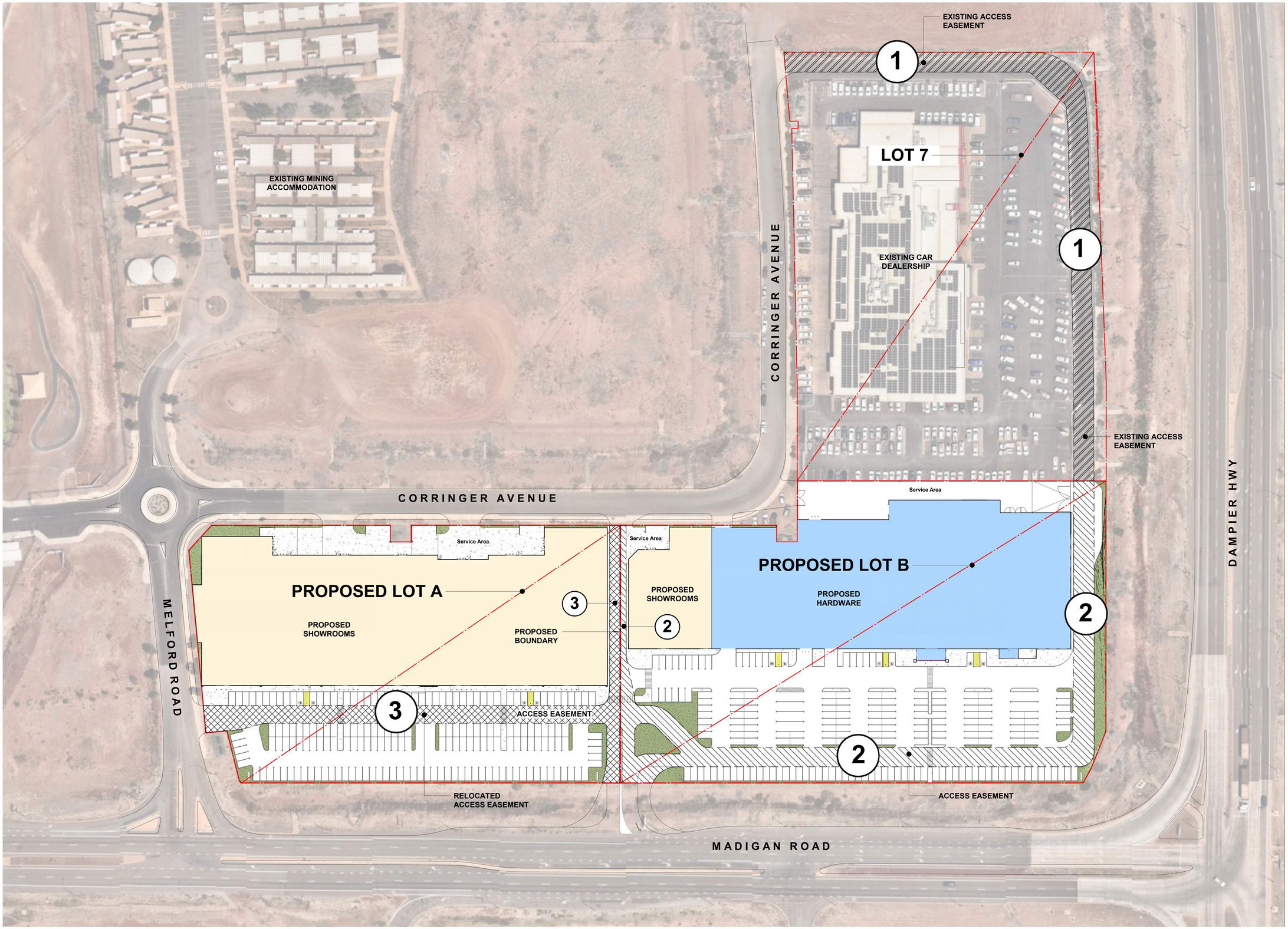
REVISION: SK022

SHEET: 05

SCALE: 1 : 500 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



EASEMENT LEGEND

1. Access Easement granted to Lots A & B over shaded area by Lot 7.
2. Access Easement granted to Lots 7 & A over shaded area by Lot B.
3. Access Easement granted to Lots 7 & B over shaded area by Lot A.

PROPOSED DEVELOPMENT PLAN
SCALE:1 : 600

incrementum property

VEND PROPERTY

meyer shircore architects

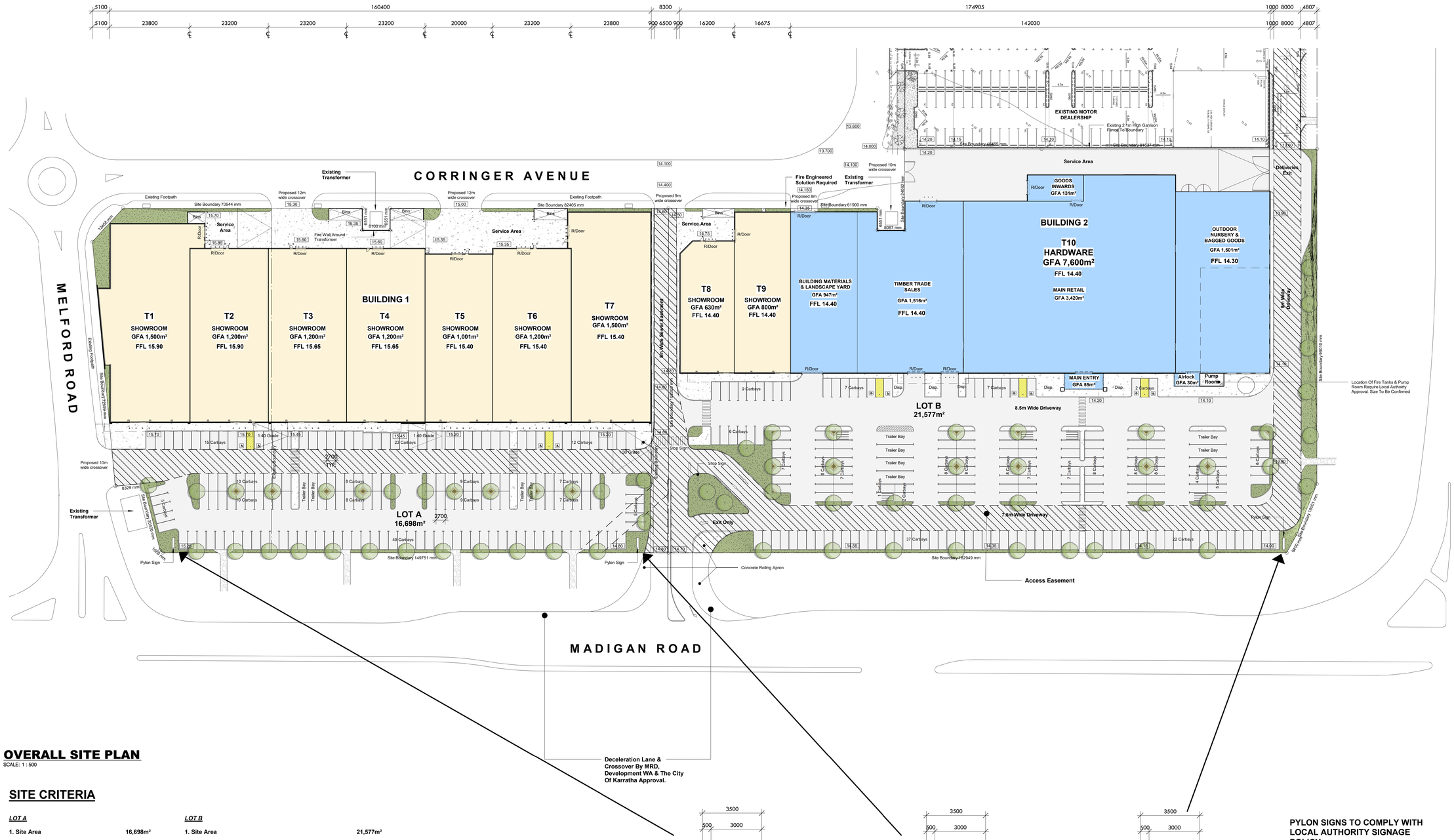
PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

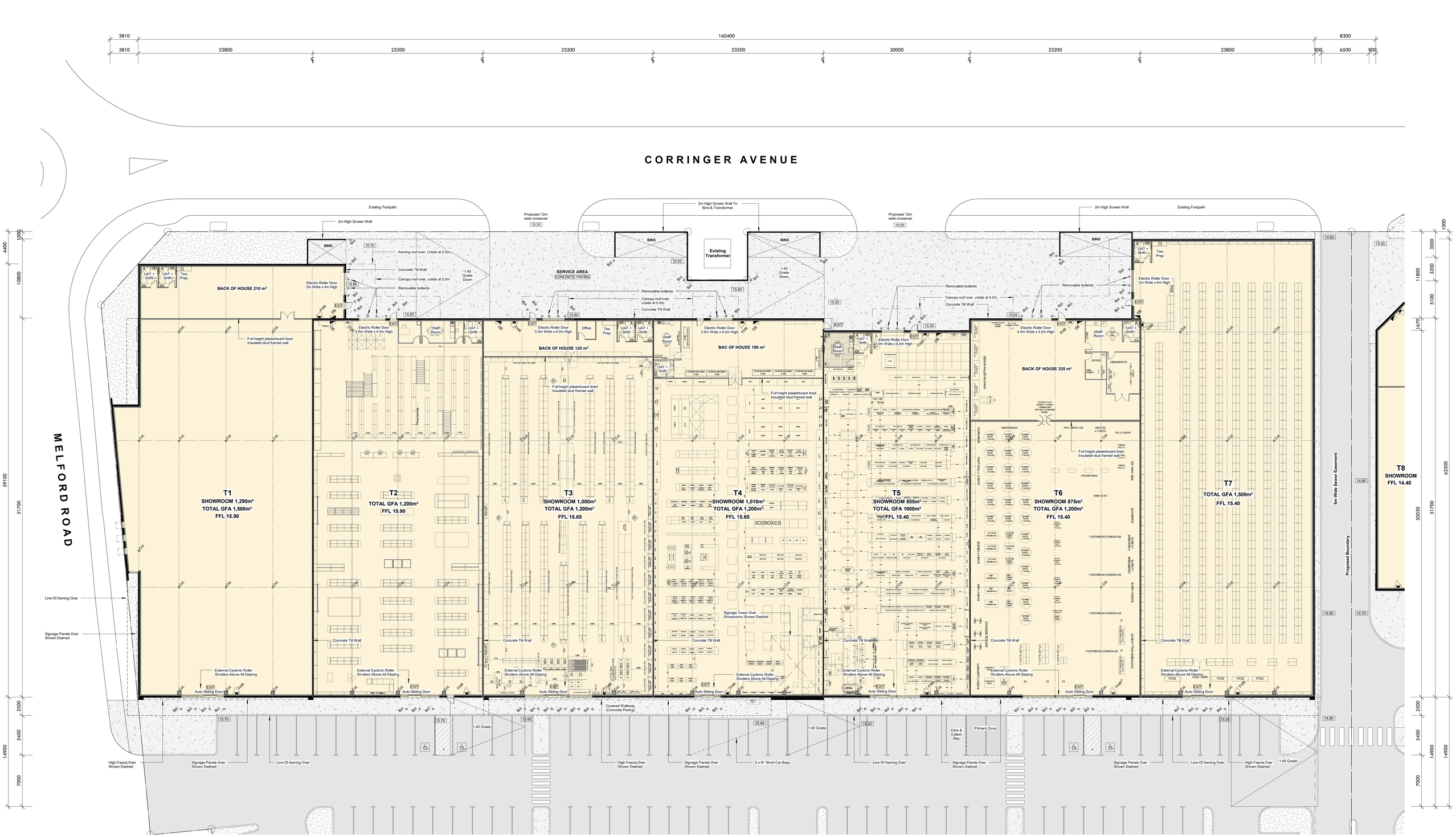
LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA
BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025
REVISION: SK022
SHEET: 06
SCALE: 1 : 600 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au


CORRINGER AVENUE
MELFORD ROAD
DAMPIER HWY
MADIGAN ROAD
Existing Transformer
Fire Engineered Solution Required
Existing Transformer
Service Area
BUILDING 1
T1 SHOWROOM GFA 1,500m² FFL 15.90
T2 SHOWROOM GFA 1,200m² FFL 15.90
T3 SHOWROOM GFA 1,200m² FFL 15.65
T4 SHOWROOM GFA 1,200m² FFL 15.65
T5 SHOWROOM GFA 1,001m² FFL 15.40
T6 SHOWROOM GFA 1,200m² FFL 15.40
T7 SHOWROOM GFA 1,500m² FFL 15.40
T8 SHOWROOM GFA 630m² FFL 14.40
T9 SHOWROOM GFA 800m² FFL 14.40
BUILDING 2
T10 HARDWARE GFA 7,600m² FFL 14.40
MAIN RETAIL GFA 3,420m²
GOODS INWARDS GFA 131m²
BUILDING MATERIALS & LANDSCAPE YARD GFA 947m² FFL 14.40
TIMBER TRADE SALES GFA 1,516m² FFL 14.40
OUTDOOR NURSERY & BAGGED GOODS GFA 1,501m² FFL 14.30
MAIN ENTRY GFA 55m²
Airlock GFA 30m²
Pump Room
EXISTING MOTOR DEALERSHIP
Existing 2.1m High Garrison Fence To Boundary
Deliveries Exit
7m Wide Driveway
Location Of Fire Tanks & Pump Room Require Local Authority Approval. Size To Be Confirmed
LOT A 16,698m²
LOT B 21,577m²
8.5m Wide Driveway
7.6m Wide Driveway
Exit Only
Stop Sign
Trailer Bay
Pylon Sign
Concrete Rolling Apron
Access Easement
Deceleration Lane & Crossover By MRD, Development WA & The City Of Karratha Approval.
Site Boundary 70944 mm
Site Boundary 82405 mm
Site Boundary 61900 mm
Site Boundary 149751 mm
Site Boundary 152949 mm
Site Boundary 99910 mm
Site Boundary 84137 mm
Site Boundary 24505 mm
Existing Footpath
Proposed 12m wide crossover
Proposed 10m wide crossover
Proposed 9m wide crossover
Proposed 8m wide crossover
Fire Wall Around Transformer
Bins
Existing Transformer
Site Boundary 22524 mm
Site Boundary 8329 mm
Site Boundary 24505 mm
Site Boundary 8087 mm
Site Boundary 6551 mm
Site Boundary 10468 mm
Site Boundary 8329 mm
Site Boundary 22524



BUILDING 1 FLOOR PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

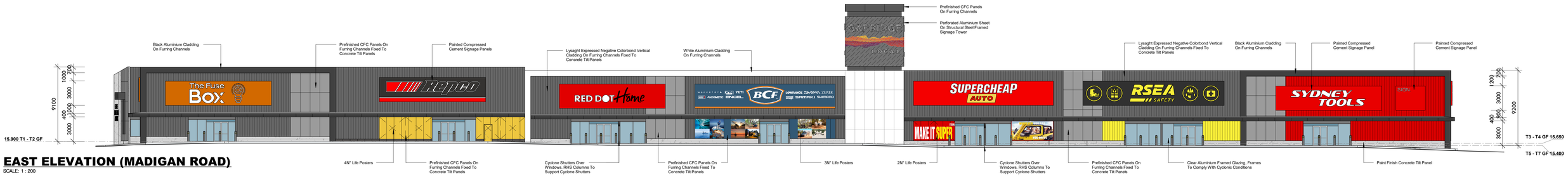
BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

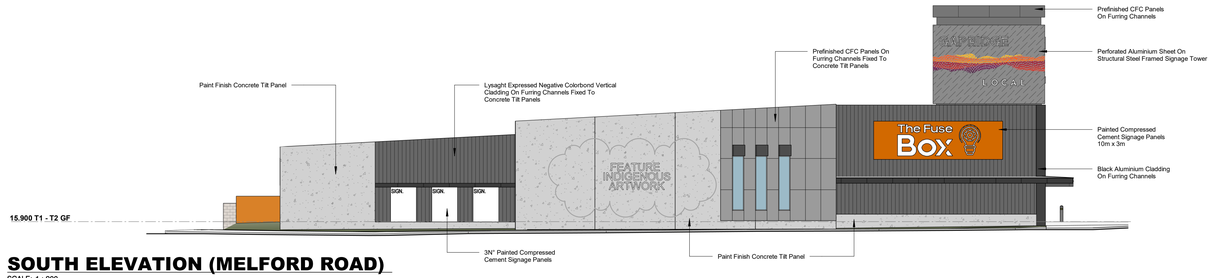
DATE: APR 2025
REVISION: SK022
SHEET: 08
SCALE: 1 : 200 @B1

PROJECT NUMBER **9201**

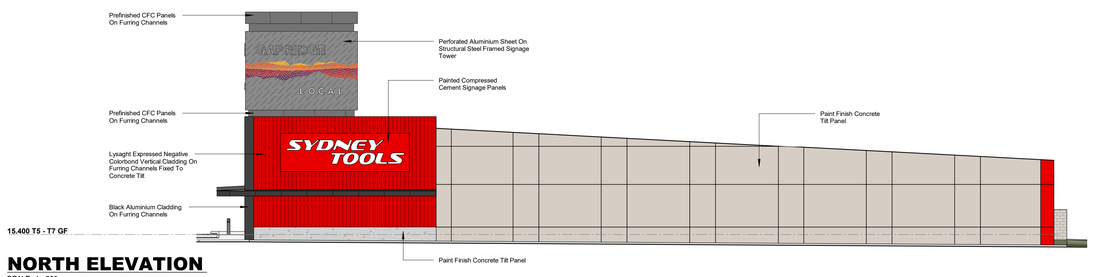
© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511
e: msa@meyershircore.com.au



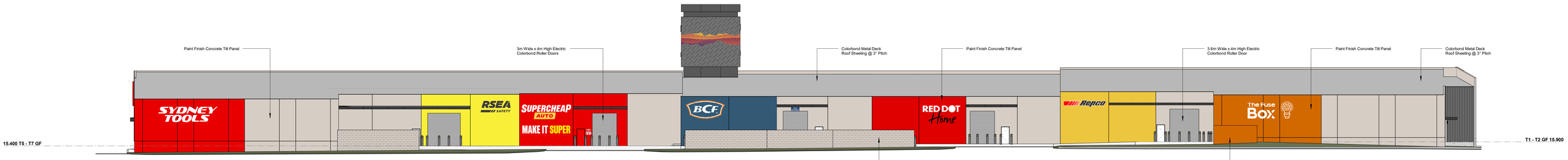
EAST ELEVATION (MADIGAN ROAD)
SCALE: 1 : 200



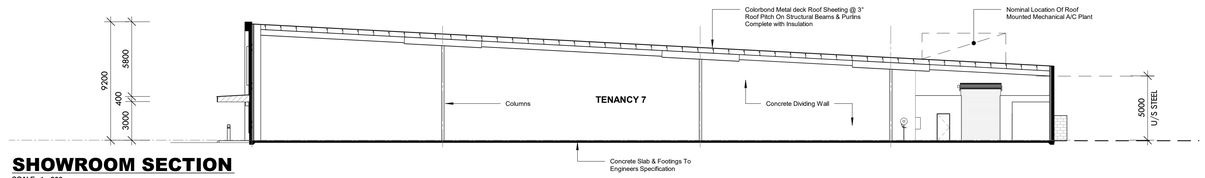
SOUTH ELEVATION (MELFORD ROAD)
SCALE: 1 : 200



NORTH ELEVATION
SCALE: 1 : 200



WEST ELEVATION (CORRINGER AVENUE)
SCALE: 1 : 200



SHOWROOM SECTION
SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025 PROJECT NUMBER

REVISION: SK022 **9201**

SHEET: 09

SCALE: As indicated @B1

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025

REVISION: SK022

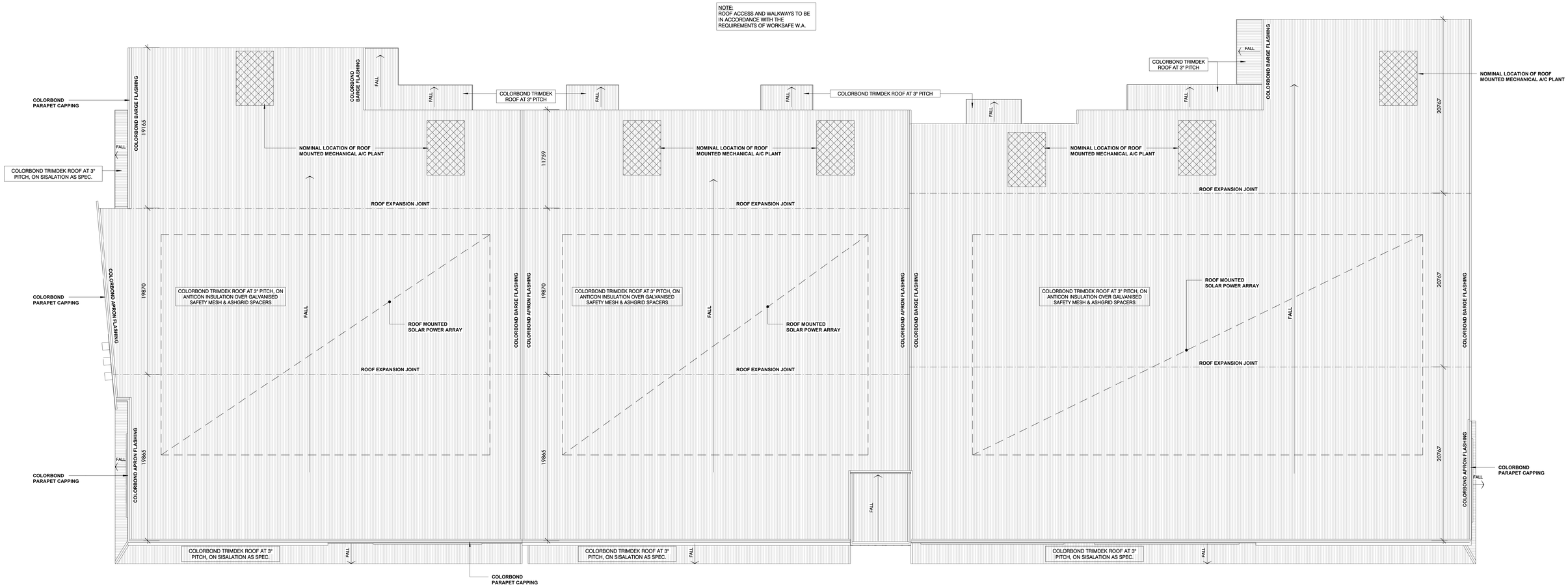
SHEET: 10

SCALE: @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mia@meyershircore.com.au

NOTE:
ROOF ACCESS AND WALKWAYS TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF WORKSAFE W.A.



BUILDING 1 ROOF PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

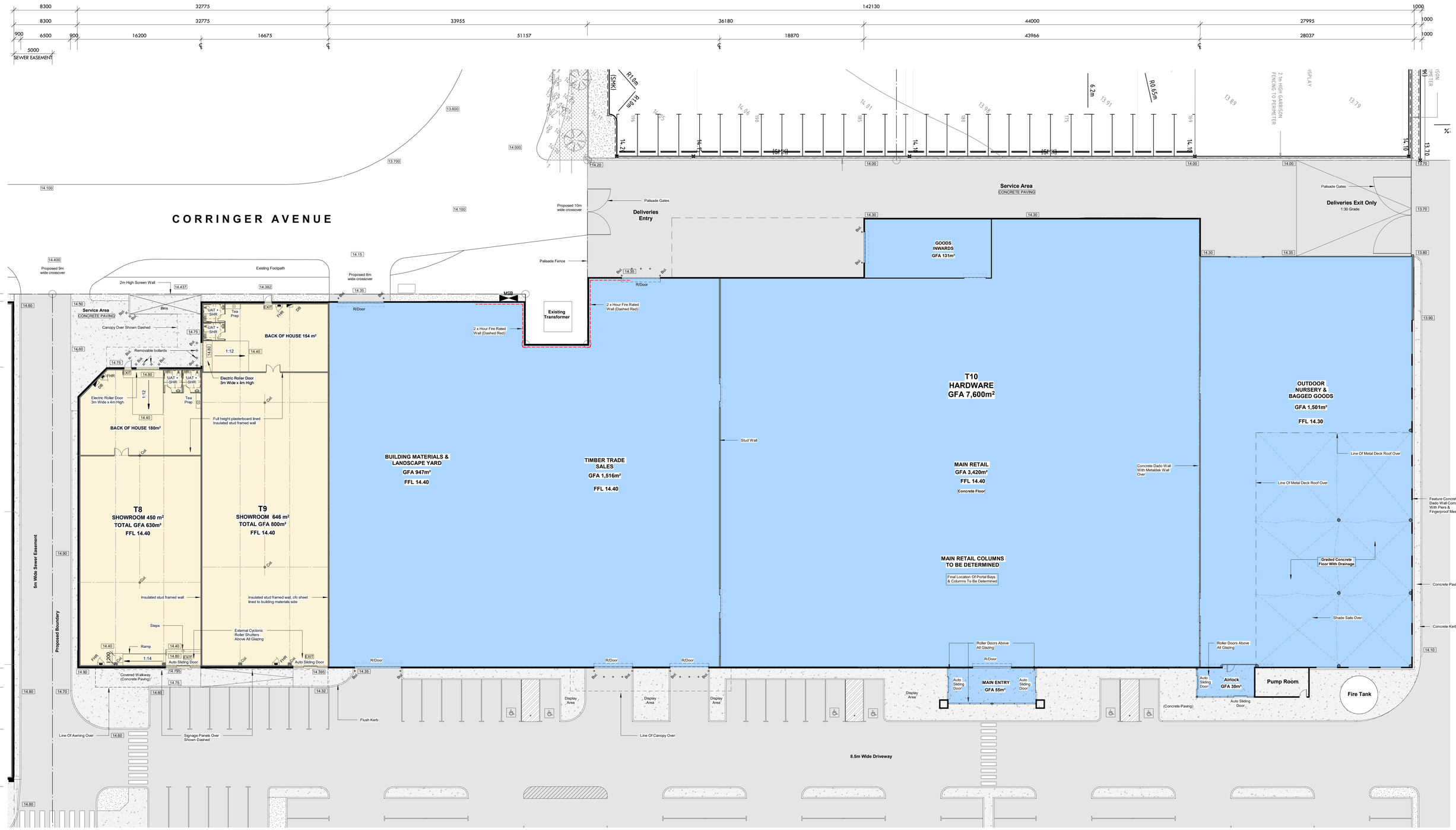
BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025
REVISION: SK022
SHEET: 11
SCALE: 1 : 200 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



BUILDING 2 FLOOR PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

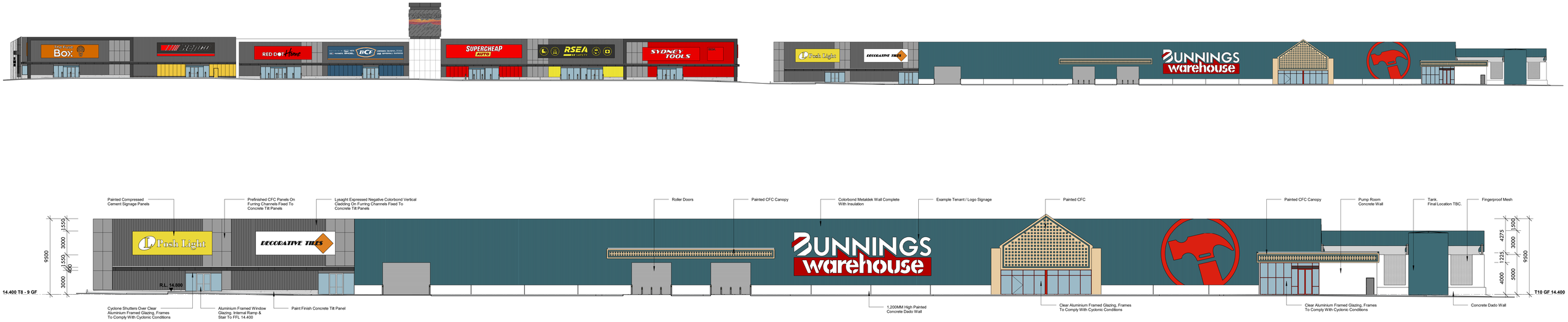
BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025
REVISION: SK022
SHEET: 12
SCALE: 1 : 200 @B1

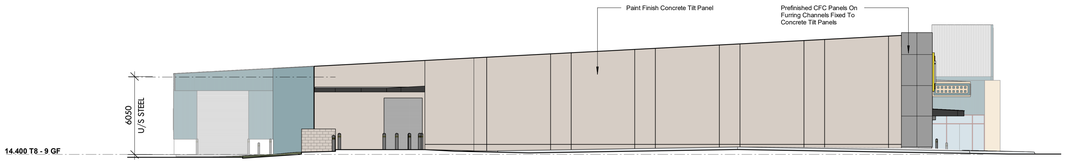
PROJECT NUMBER
9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511
e: msa@meyershircore.com.au



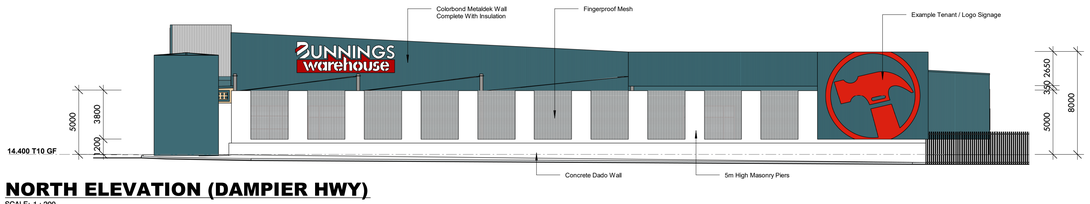
EAST ELEVATION (MADIGAN ROAD)

SCALE: 1 : 200



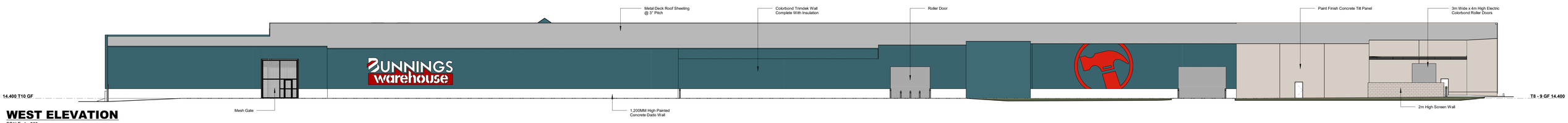
SOUTH ELEVATION

SCALE: 1 : 200



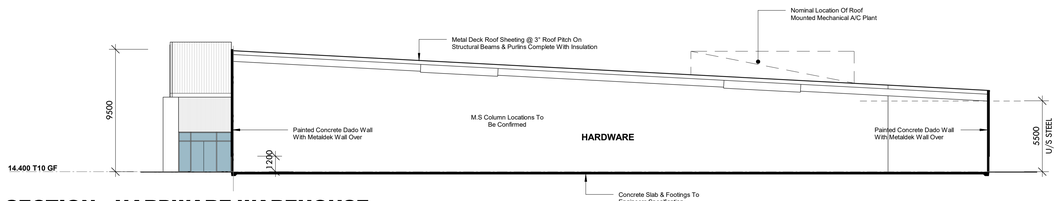
NORTH ELEVATION (DAMPIER HWY)

SCALE: 1 : 200



WEST ELEVATION

SCALE: 1 : 200



SECTION - HARDWARE WAREHOUSE

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025

REVISION: SK022

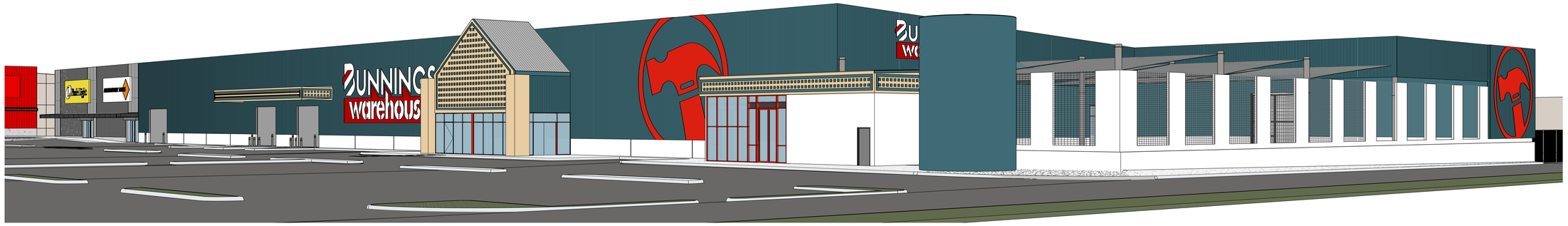
SHEET: 13

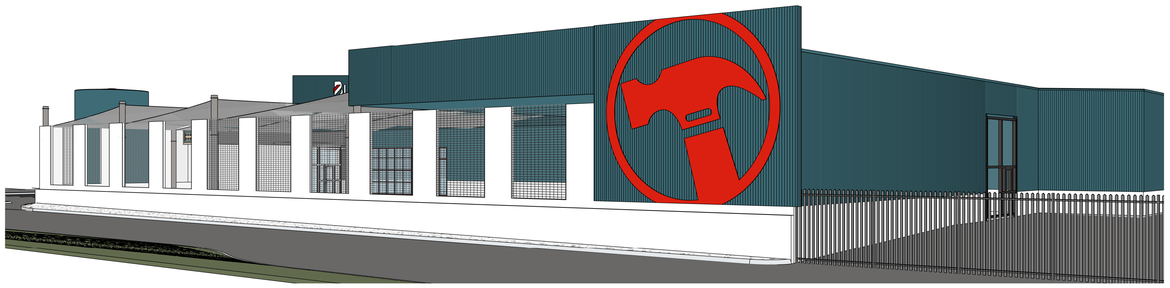
SCALE: As indicated @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates

ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au





incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025

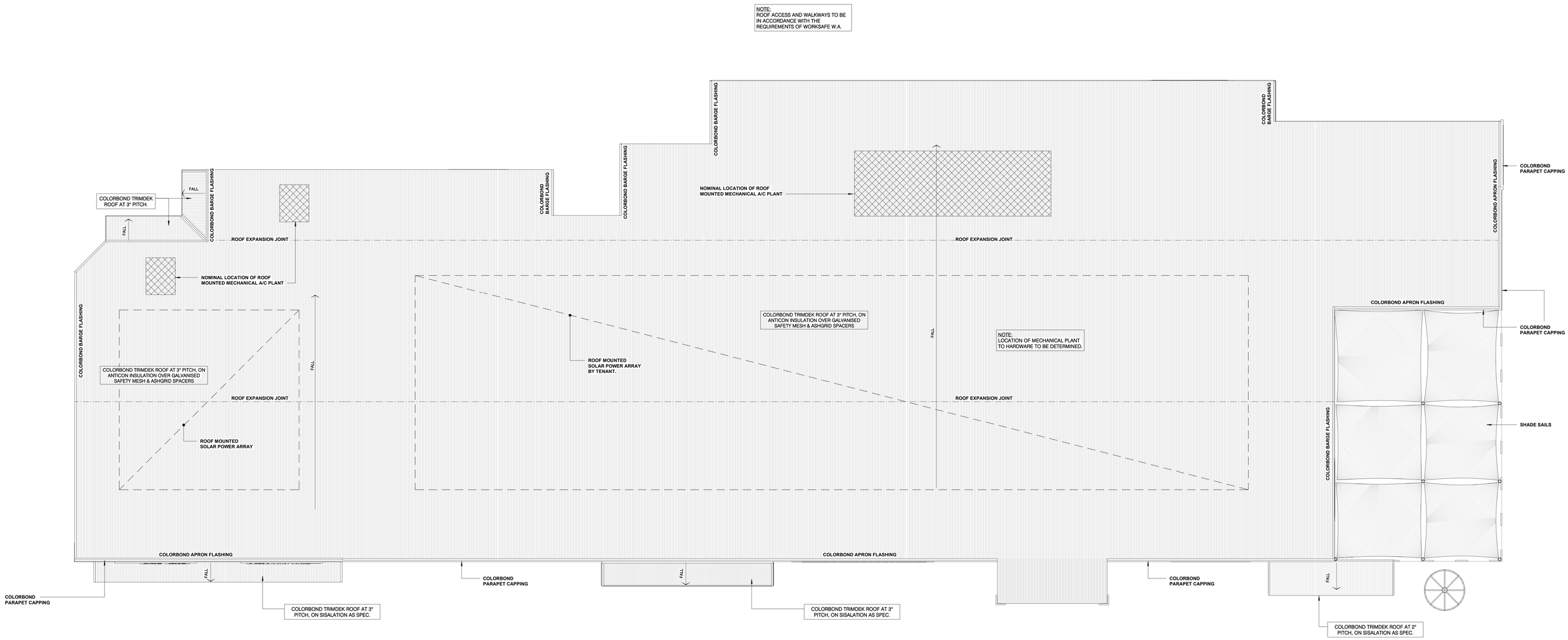
REVISION: SK022

SHEET: 14

SCALE: @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



BUILDING 2 ROOF PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025

REVISION: SK022

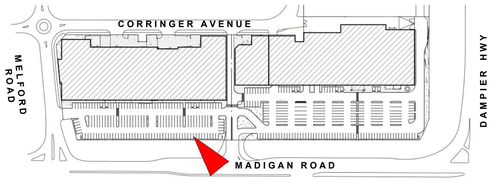
SHEET: 15

SCALE: 1 : 200 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates

ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mail@meyershircore.com.au



meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

incrementum property

VEND PROPERTY

DATE: APR 2025

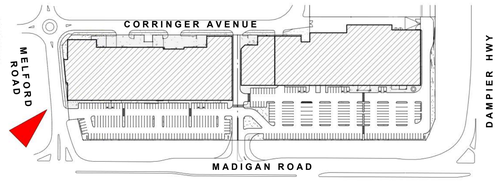
REVISION: SK022

SHEET: 16

SCALE: 1 : 2500 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

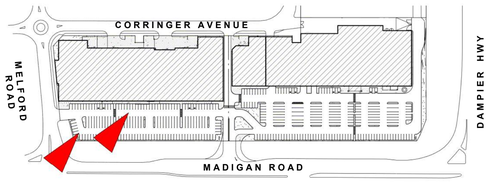
incrementum property

VEND PROPERTY

DATE: APR 2025
REVISION: SK022
SHEET: 17
SCALE: 1 : 2500 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

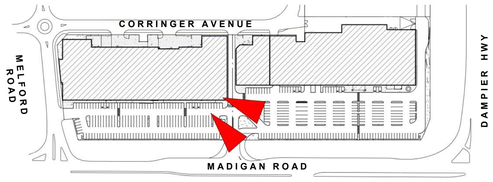
incrementum property

VEND PROPERTY

DATE: APR 2025
REVISION: SK022
SHEET: 18
SCALE: 1 : 2500 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

incrementum property

VEND PROPERTY

DATE: APR 2025

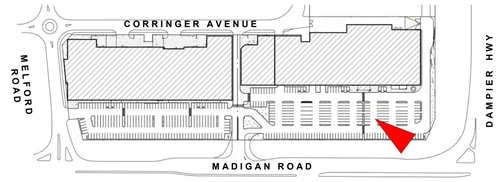
REVISION: SK022

SHEET: 19

SCALE: 1 : 2500 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

meyer shircore architects

incrementum property

VEND PROPERTY

DATE: APR 2025
REVISION: SK022
SHEET: 20
SCALE: 1 : 2500 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

incrementum property

VEND PROPERTY

DATE: APR 2025

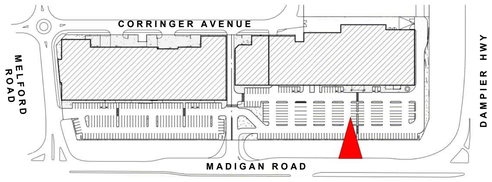
REVISION: SK022

SHEET: 21

SCALE: 1 : 2500 @B1

PROJECT NUMBER 9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

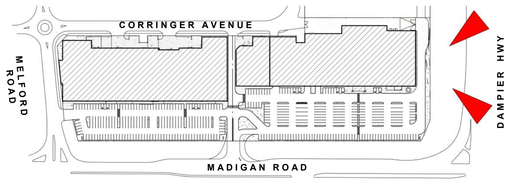
incrementum property

VEND PROPERTY

DATE:	APR 2025
REVISION:	SK022
SHEET:	22
SCALE:	1 : 2500 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

incrementum property

VEND PROPERTY

DATE: APR 2025

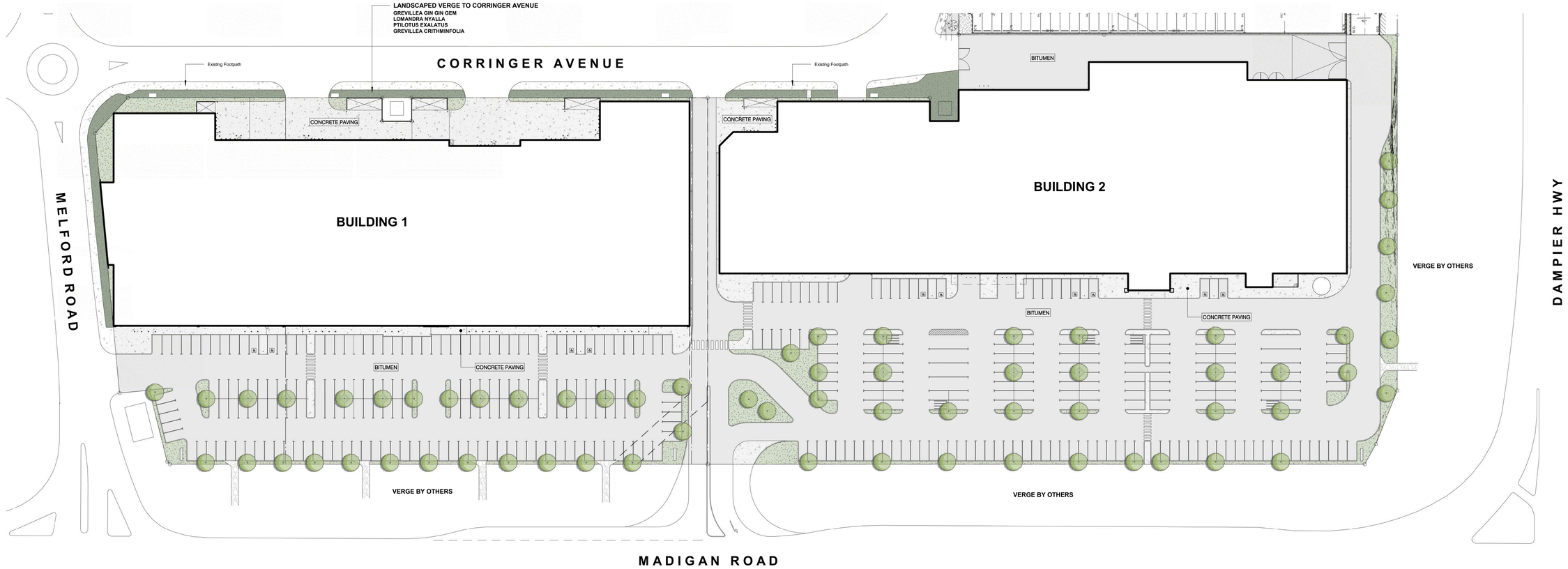
REVISION: SK022

SHEET: 23

SCALE: 1 : 2500 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



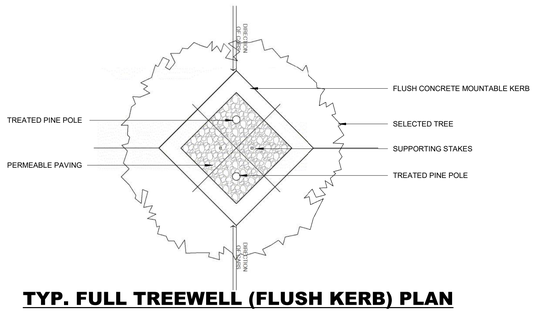
LANDSCAPING PLAN

SHADE TREES

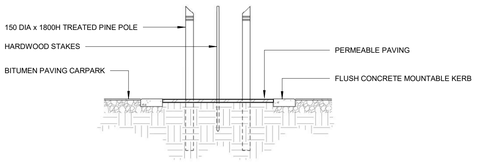
ROSEWOOD - TIPUANA TIPU

YELLOW POINCIANA - PELTOPHORUM PTEROCARPUM

TUCKEROO - CUPANIOPSIS ANARCARDIOIDES



TYP. FULL TREEWELL (FLUSH KERB) PLAN



TYP. FULL TREEWELL (FLUSH KERB) SECTION

GROUNDCOVER & SHRUBS

GREVILLEA GIN GIN GEM

GREVILLEA CRITHMINFOLIA

MYOPORUM PARVIFOLIUM

WESTRINGIA 'GREY BOX'

EREMOPHILA MACULATA

LEPIDOSPERMA CALCICOLA

PTILOTUS EXALATUS

LOMANDRA NYALLA

GOMPRENA CANESCENS

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

incrementum property

VEND PROPERTY

0 5 10 15 20 25 50

DATE: APR 2025 PROJECT NUMBER

REVISION: SK022 **9201**

SHEET: 24

SCALE: As indicated @B1

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: mia@meyershircore.com.au

LEGEND

2x23W LED (4000K) POLE MOUNTED LUMINAIRE WITH, HIGH PRESSURE DIECAST ALUMINIUM BODY, IP66, POWDERCOATED GREY, WITH O32 OPTICS FOR WIDE ASSYMETRIC BEAM. CIRCULAR POLE TO MATCH FINISH OF FLOODLIGHT, BE OF A HEIGHT OF 6 METRES, MOUNTED ON CONCRETE FOOTINGS WITH BASEPLATE MOUNTING ON A RAGBOLT ASSEMBLY, TO SUIT FLOODLIGHT MANUFACTURERS MOUNTING GUIDELINES. INSTALL FLOODLIGHT WITH 5 DEG. TILT. REFER TO NOTE 5.
LEDLINEAR LUG TRAFFIK R LED 130292.5L022 121 - (O32 OPTICS).

23W LED (4000K) POLE MOUNTED LUMINAIRE WITH, HIGH PRESSURE DIECAST ALUMINIUM BODY, IP66, POWDERCOATED GREY, WITH O32 OPTICS FOR WIDE ASSYMETRIC BEAM. CIRCULAR POLE TO MATCH FINISH OF FLOODLIGHT, BE OF A HEIGHT OF 6 METRES, MOUNTED ON CONCRETE FOOTINGS WITH BASEPLATE MOUNTING ON A RAGBOLT ASSEMBLY, TO SUIT FLOODLIGHT MANUFACTURERS MOUNTING GUIDELINES. INSTALL FLOODLIGHT WITH 5 DEG. TILT. REFER NOTE 5.
LEDLINEAR LUG TRAFFIK R LED 130292.5L022 121 - (O32 OPTICS).

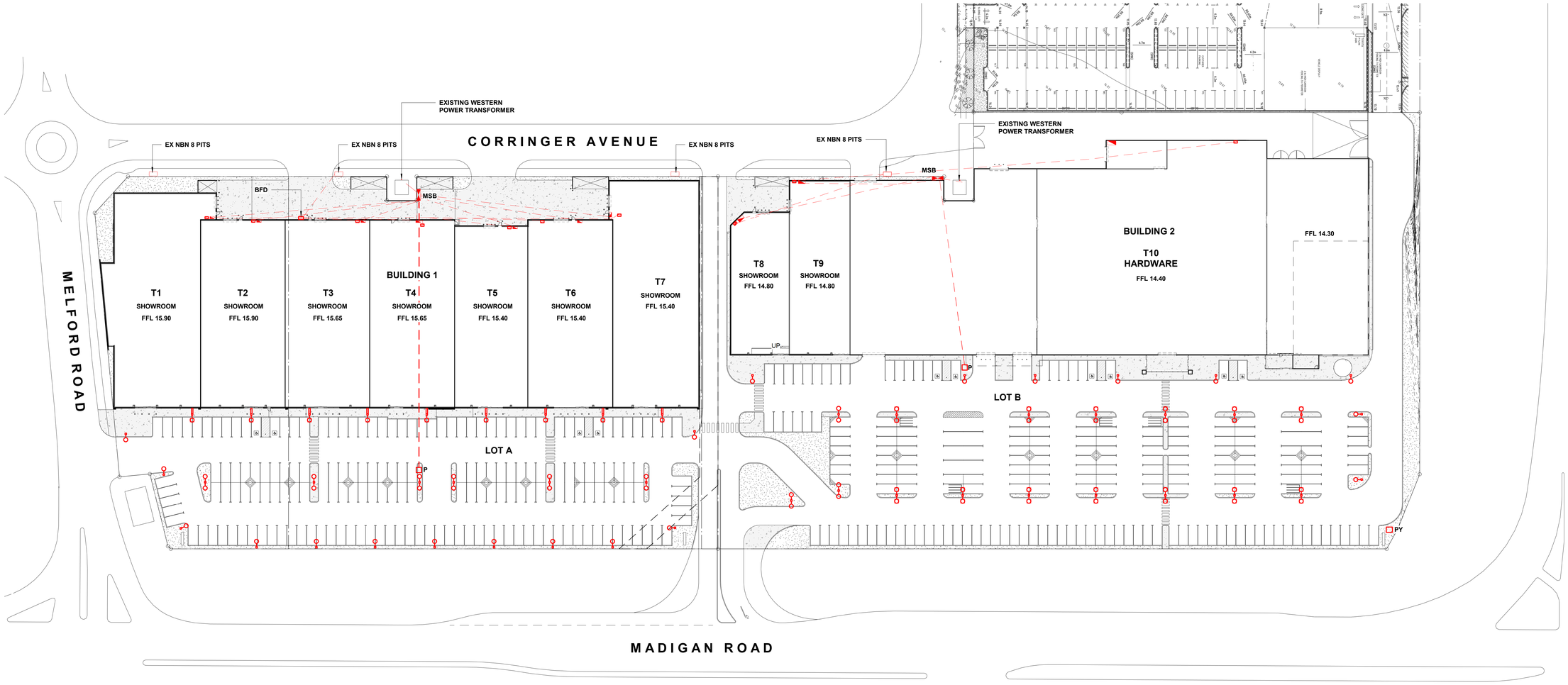
35W LED (4000K) SURFACE MOUNTED LUMINAIRE WITH, HIGH PRESSURE DIECAST ALUMINIUM BODY, IP66, POWDERCOATED GREY, WITH O32 OPTICS FOR WIDE ASSYMETRIC BEAM. INSTALL FLOODLIGHT WITH 5 DEG. TILT. FROM WALL, NOTE 1.
LEDLINEAR LUG TRAFFIK R LED 130292.L132 121 - O32 OPTICS.

MSB - ELECTRICAL SITE MAIN SWITCHBOARD

PY — 20 AMP, SINGLE PHASE, IP65 KEY LOCKED LOCAL ISOLATOR SWITCH, MOUNTED ON PYLON STRUCTURE. LIAISE WITH SIGN INSTALLER, TO CONFIRM EXACT LOCATION AND REQUIRED DETAILS

P — CABLE PIT FOR POWER CABLING, NOMINALLY 667Lx667Wx915D, ACO CABLEMATE 66H

BFD - LOCATION OF NBN NETWORK, BUILDING FIBRE DISTRIBUTION, BFD. PROVIDE METAL ENCLOSED SUITABLE FOR HOUSING A NBN BUDI-1S, IN ACCORDANCE WITH NBN GUIDELINES AND REQUIREMENTS.
SUPPLY AND INSTALL A SUITABLE, GALVANISED METAL TOP-HAT COVER, FROM GROUND LEVEL TO BASE OF ENCLOSURE, TO COVER ALL INCOMING AND OUTGOING UNDERGROUND CONDUITS, PAINTED TO MATCH ENCLOSUE COLOUR FINISH.



OVERALL SITE PLAN - ELECTRICAL

SCALE: 1 : 500

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

meyer shircore architects

incrementum property

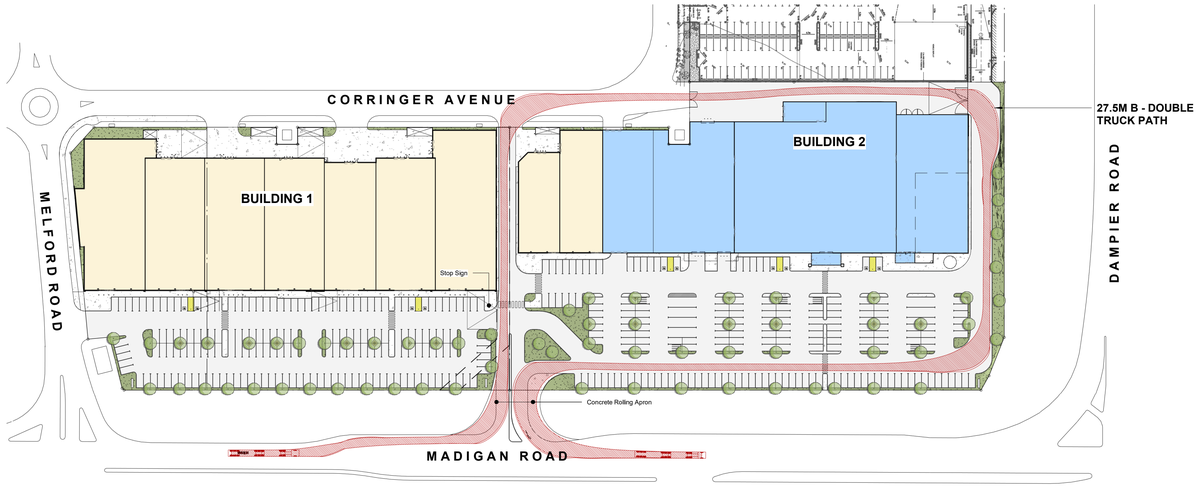
VEND PROPERTY

0 5 10 15 20 25 50

DATE: APR 2025
REVISION: SK022
SHEET: 25
SCALE: As indicated @B1

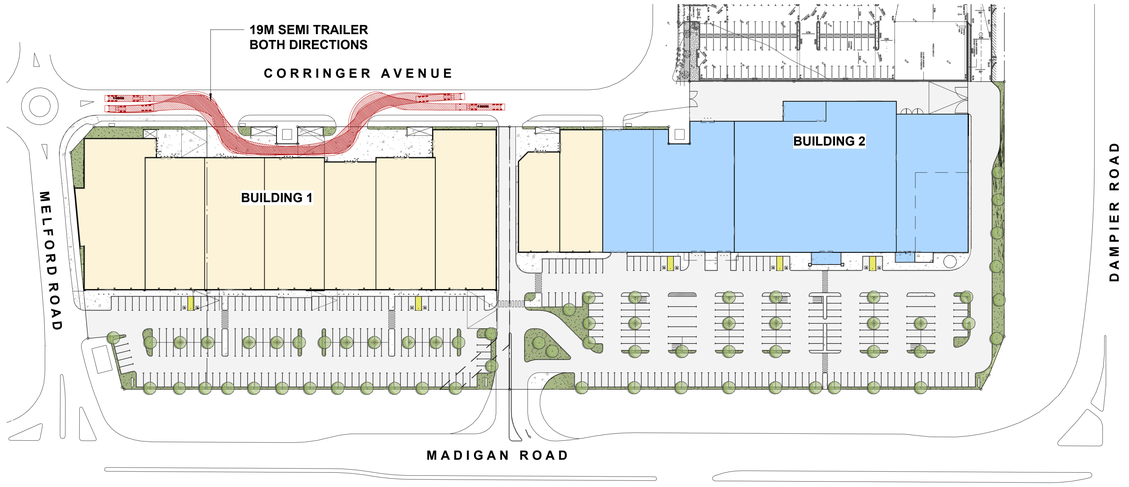
PROJECT NUMBER 9201

© Meyer Shircore & Associates
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



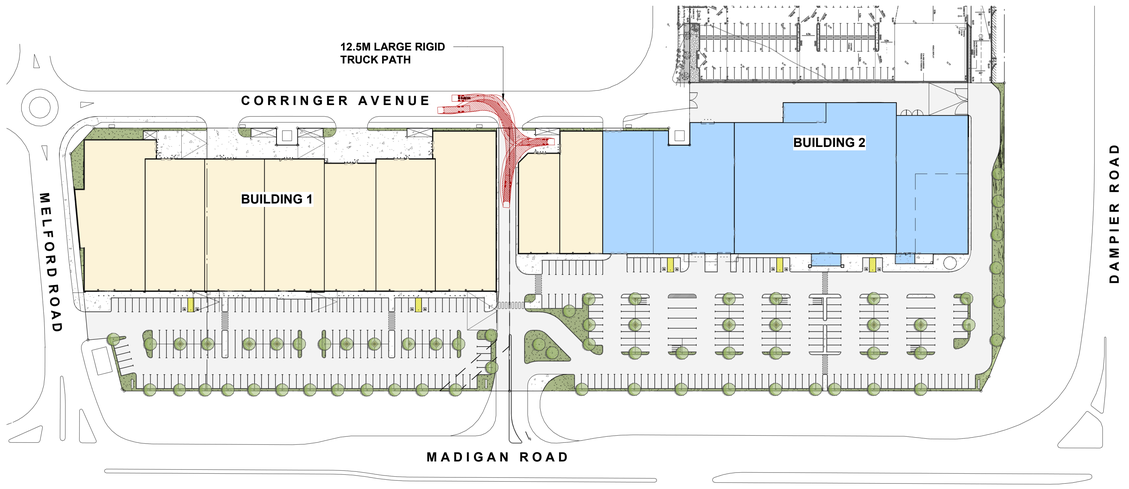
27.5M B - DOUBLE - HARDWARE

SCALE: 1 : 1000



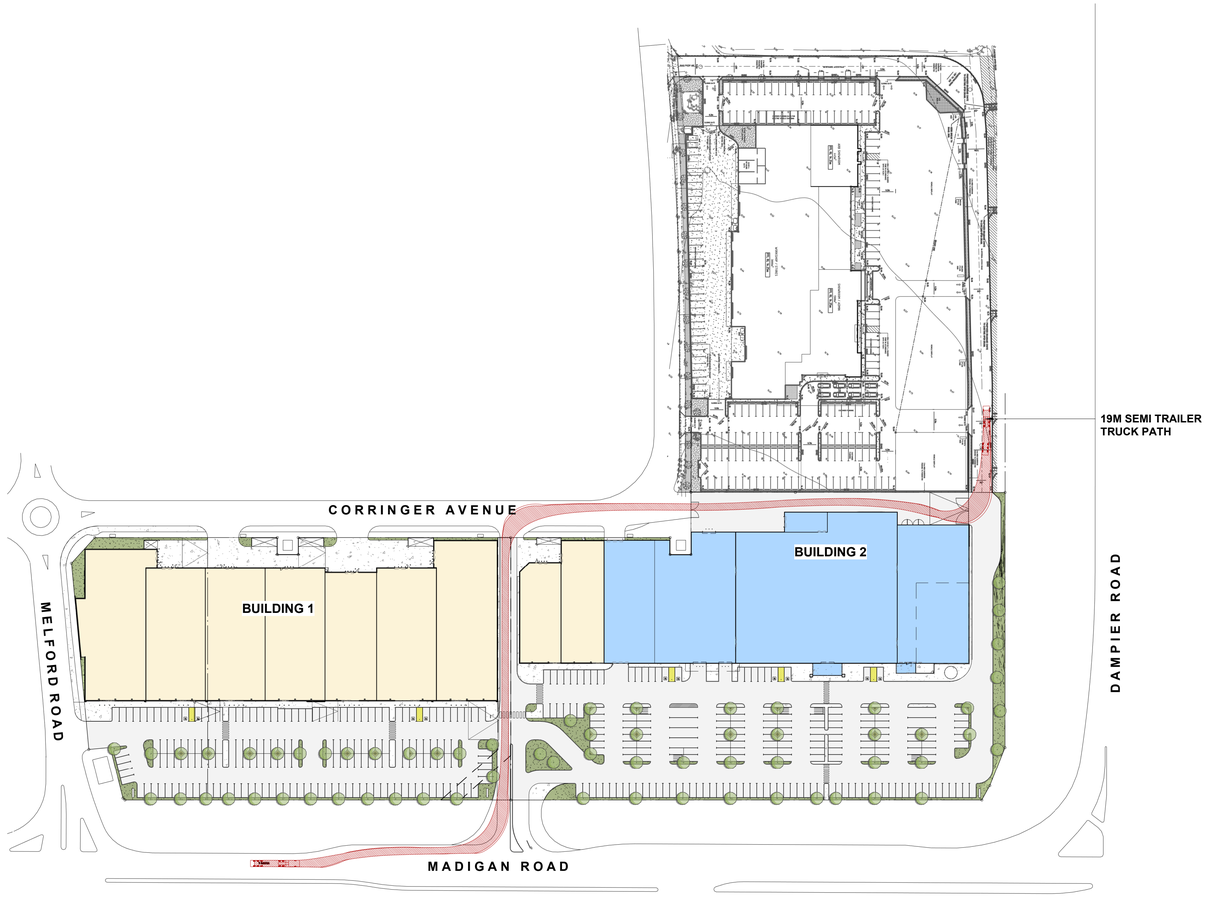
19M SEMI TRAILER - LFR

SCALE: 1 : 1000



12.5M LARGE RIGID - LFR

SCALE: 1 : 1000



19M SEMI TRAILER - HARDWARE

SCALE: 1 : 1000

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 10 20 30 40 50 100

DATE: APR 2025

REVISION: SK022

SHEET: 26

SCALE: 1 : 1000 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

APPENDIX 3

TRANSPORT IMPACT ASSESSMENT

Transport Impact Assessment

Project:	Proposed Commercial Development Cnr Dampier Road & Madigan Road, Gap Ridge
Client:	Meyer Shircore and Associates
Author:	Paul Nguyen
Date:	28th March 2025
Shawmac Document #:	2411003-TIA-001

CONSULTING CIVIL AND TRAFFIC ENGINEERS
1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.
PHONE|+61 8 9355 1300
EMAIL| admin@ shawmac.com.au

Document Status: Revision B

Version	Prepared By	Reviewed By	Approved By	Date
A	P. Nguyen	L. De Leon	P. Nguyen	04/12/2024
B	P. Nguyen	L. De Leon	P. Nguyen	12/12/2024
C	P. Nguyen	-	P. Nguyen	05/03/2025
D	P. Nguyen	-	P. Nguyen	28/03/2025

Disclaimer

Although all care has been taken in the preparation of this document, Shawmac Pty Ltd and all parties associated with the preparation of this document disclaim any responsibility for any errors or omissions. Shawmac Pty Ltd reserves the right to amend or change this document at any time. This document does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever. Liability is expressly disclaimed by Shawmac Pty Ltd for any loss or damage which may be sustained by any person acting on this document
© Shawmac Pty. Ltd. 2025 ABN 51 828 614 001

File Reference: Y:\Jobs Active 2024\T&T - Traffic & Parking\MSA_Gap Ridge LFR_TIA_2411003\3. Documents\3.19 TIA\MSA_Gap Ridge LFR_TIA_Rev D.docx

Contents

1 Introduction and Background 1

1.1 Proponent 1

1.2 Site Location 1

1.3 Scope 2

2 Development Proposal 3

2.1 Land Uses 3

3 Existing Situation 5

3.1 Road Network Layout and Hierarchy 5

3.2 Speed Limits 6

3.3 Traffic Counts 7

3.4 Changes to Surrounding Transport Networks 8

4 Vehicle Access and Parking Assessment 9

4.1 Vehicle Access 9

4.2 Sight Distance 10

4.3 Car Parking Provision 12

4.4 Car Parking Layout 12

4.5 Bicycle Parking and End of Trip Facilities 12

4.6 Provision for Service Vehicles 12

5 Transport Assessment 13

5.1 Assessment Years and Time Periods 13

5.2 Traffic Generation 13

5.3 Traffic Distribution 14

5.4 Intersection Capacity 15

5.5 Intersection Capacity – Sensitivity Analysis 18

6 Road Safety 19

6.1 Crash History 19
7 Public Transport Access 20
8 Pedestrian / Cycle Access and Amenity 20
9 Conclusions 21
Appendix A – SIDRA Intersection Capacity Analysis Outputs 22
Appendix B – Swept Paths 28

Figures

Figure 1: General Site Location 1

Figure 2: Aerial View of the Site (May 2024) 2

Figure 3: Site Plan 4

Figure 4: Existing Road Network Hierarchy 5

Figure 5: Existing Speed Limits 6

Figure 6: Peak Hour Traffic Volumes 7

Figure 7: Austroads Typical Mid-block Capacities for Urban Roads 8

Figure 8: Access Arrangements 9

Figure 9: AS2890.2 Sight Distance Requirements 10

Figure 10: Sight Distance Check 11

Figure 11: Traffic Distribution – Weekday PM Peak Hour 14

Figure 12: Traffic Distribution – Weekend Mid-day Peak Hour 15

Figure 13: Network Model Layout 16

Figure 14: Crash History January 2019 to December 2023 19

Tables

Table 1: Trip Generation 13

Table 2: Peak Hour Directional Traffic Generation 13

Table 3: SIDRA Intersection Capacity Analysis Results Summary 17

1 Introduction and Background

1.1 Proponent

Shawmac has been engaged by Meyer Shircore and Associates to prepare a Transport Impact Assessment (TIA) for the proposed commercial development in Gap Ridge.

1.2 Site Location

The site is on the corner of Dampier Road and Madigan Road in Gap Ridge. The local authority is the City of Karratha.

The general site location is shown in **Figure 1**.

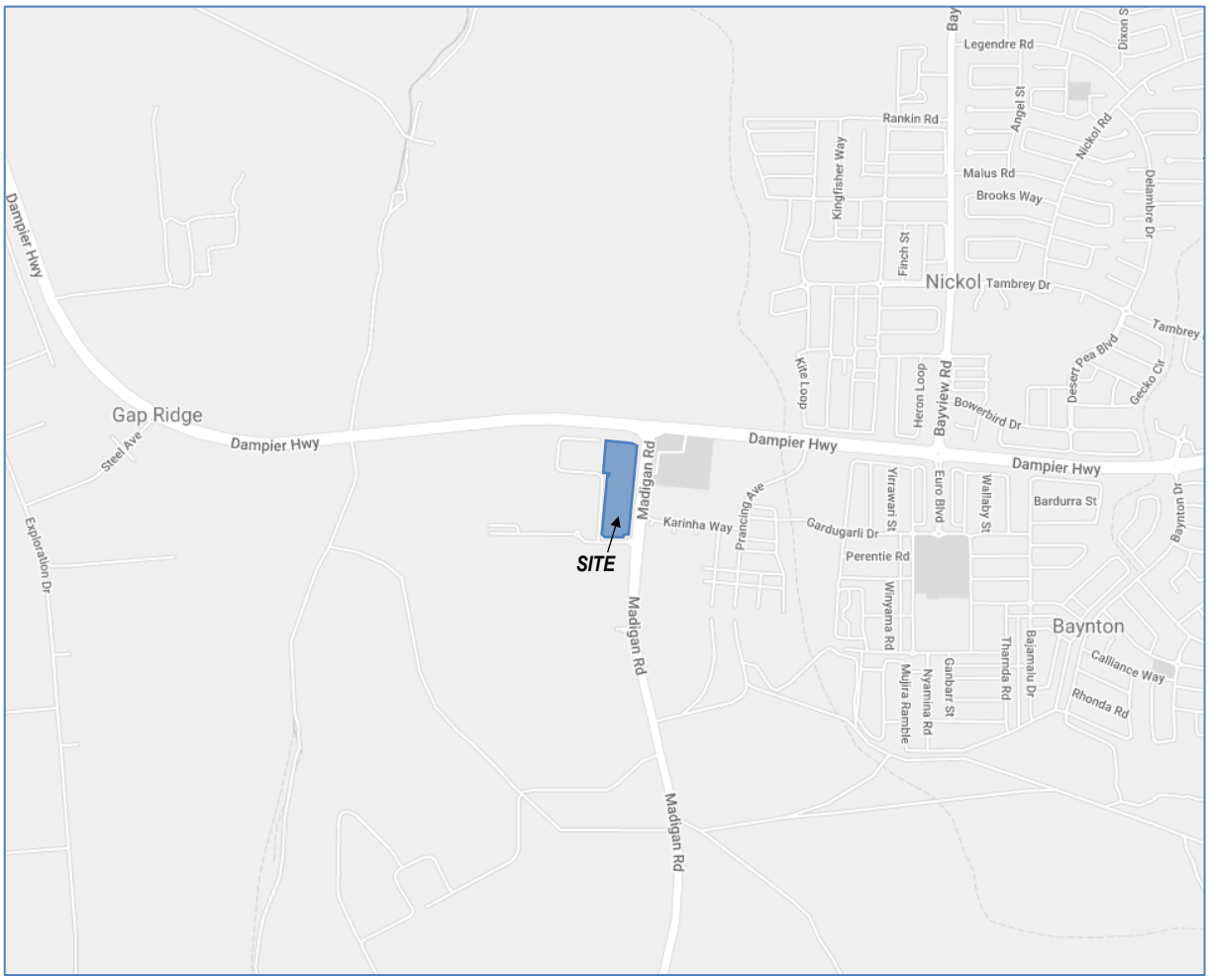


Figure 1: General Site Location

An aerial view of the existing site is shown in **Figure 2**.

Figure 2: Aerial View of the Site (May 2024)

1.3 Scope

This TIA has been prepared in accordance with the Western Australian Planning Commission's (WAPC) *Transport Impact Assessment Guidelines*. According to the TIA guidelines, the key objectives of a TIA are to:

- Assess the proposed internal transport networks with respect to accessibility, circulation and safety for all modes, that is, vehicles, public transport, pedestrians and cyclists.
- Assess the level of transport integration between the development and the surrounding land uses.
- Determine the impacts of the traffic generated by the development on the surrounding land uses; and
- Determine the impacts of the traffic generated by the development on the surrounding transport networks.

2 Development Proposal

2.1 Land Uses

The proposed development comprises 1 large hardware tenancy and 9 showroom tenancies.

The proposed site layout is shown in **Figure 3**.

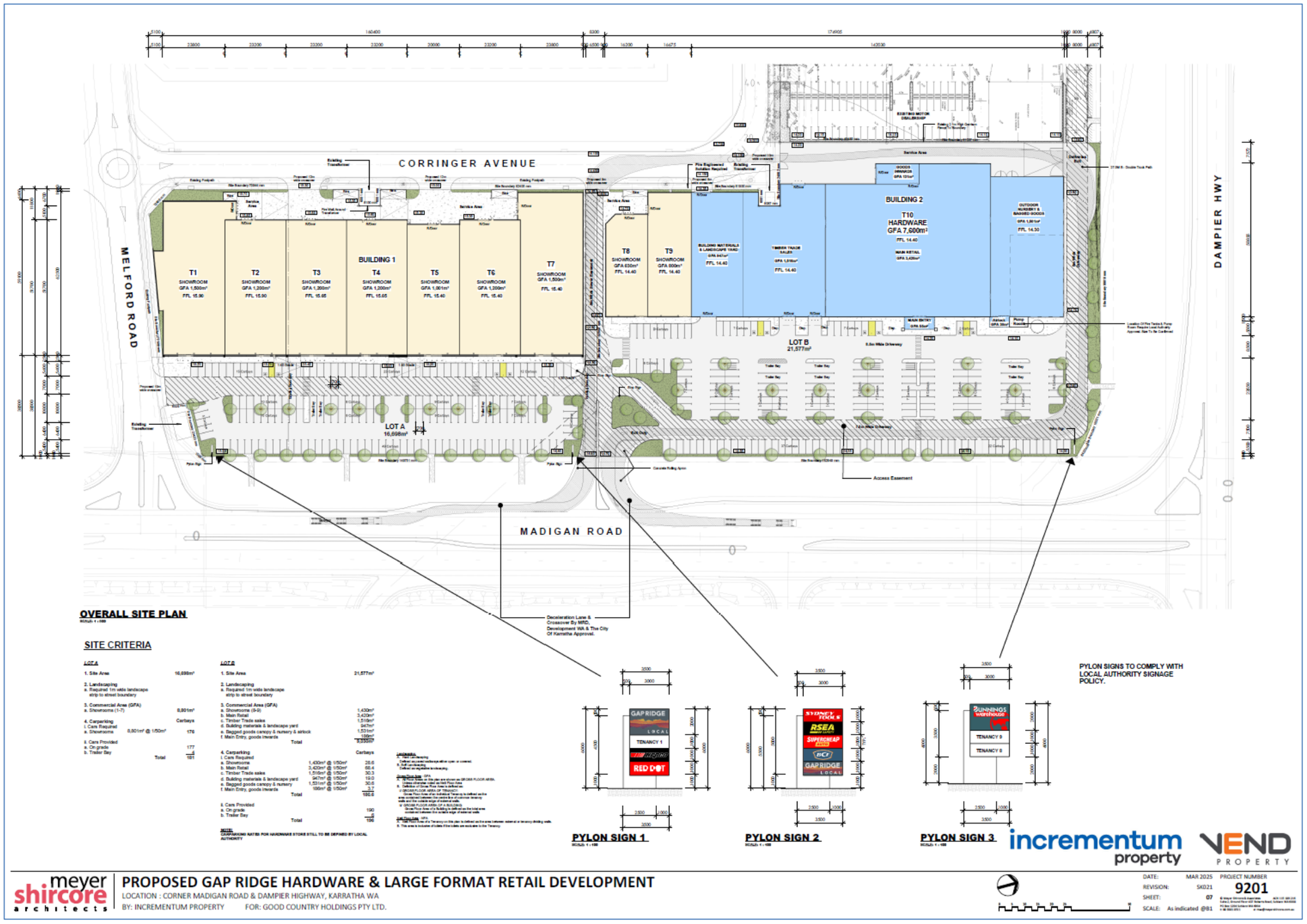


Figure 3: Site Plan

3 Existing Situation

3.1 Road Network Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 4**. As shown, Both Dampier Road and Madigan Road are Primary Distributor Roads which are controlled by Main Roads WA.

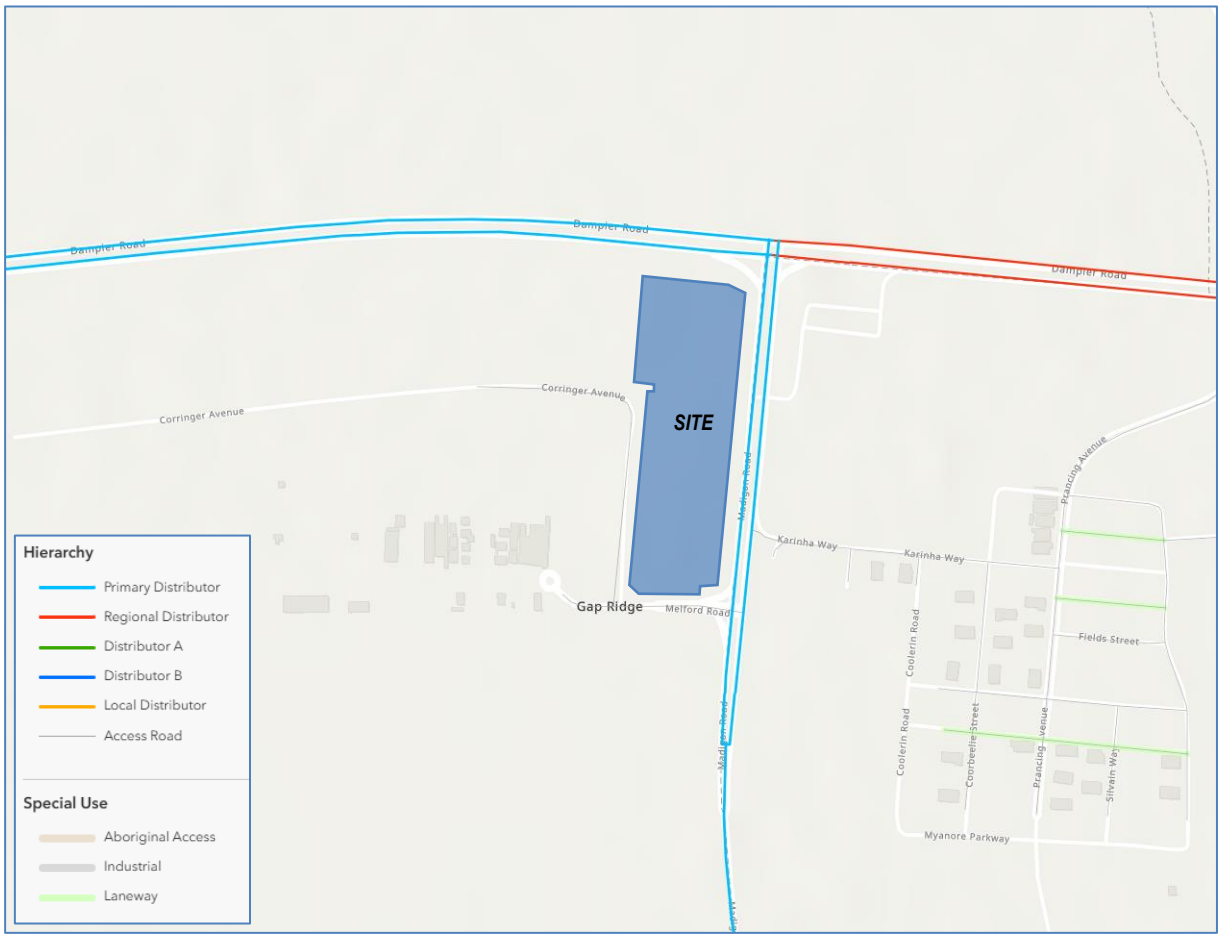


Figure 4: Existing Road Network Hierarchy

3.2 Speed Limits

The existing speed limits are shown in **Figure 5**. Corringer Avenue and Melford Road are not yet added to the database but it is reasonable to assume that the default 50km/h speed limit for built-up areas would apply.

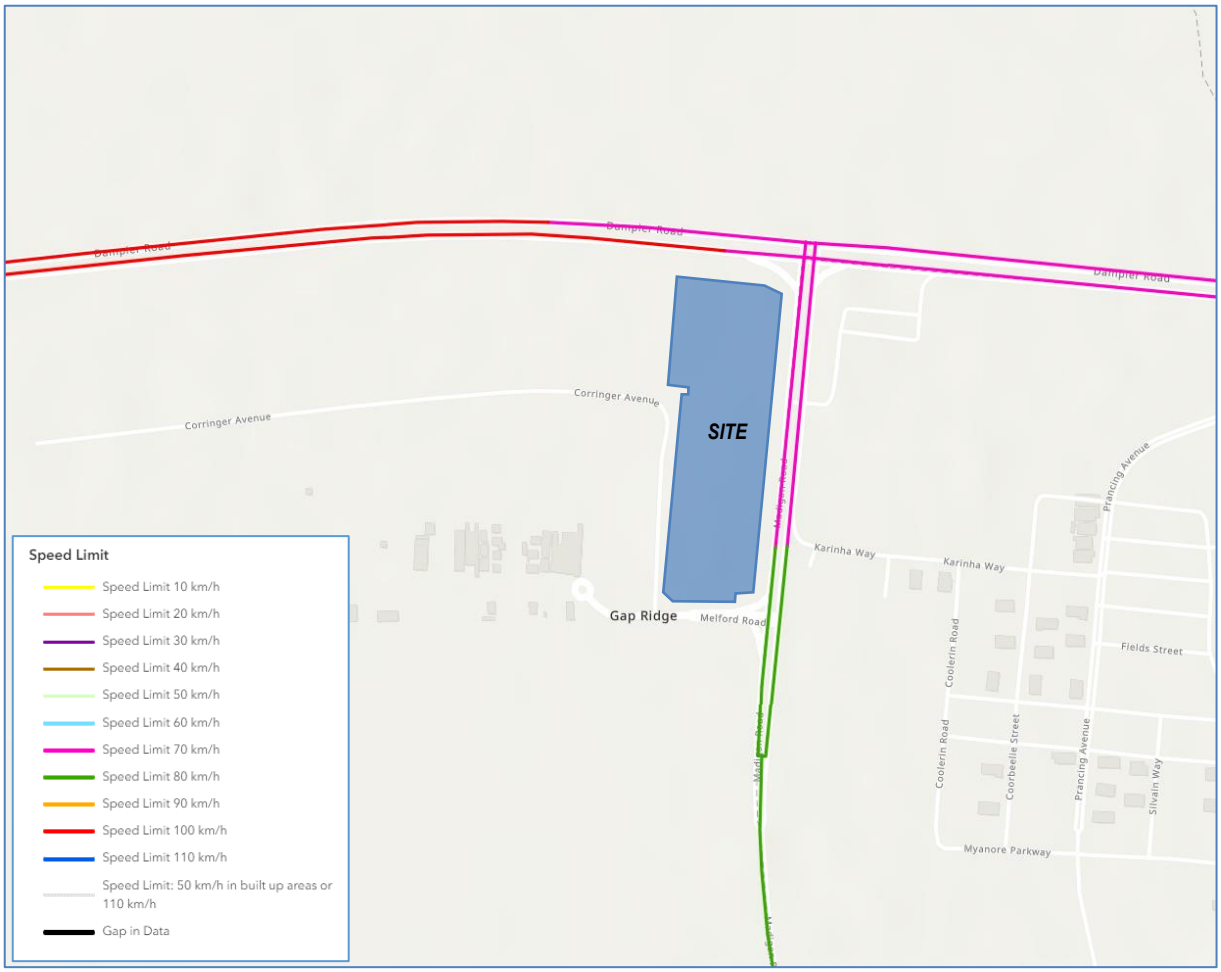


Figure 5: Existing Speed Limits

3.3 Traffic Counts

The latest traffic volumes on the adjacent road network were obtained from Main Roads WA as summarised in **Figure 6**.

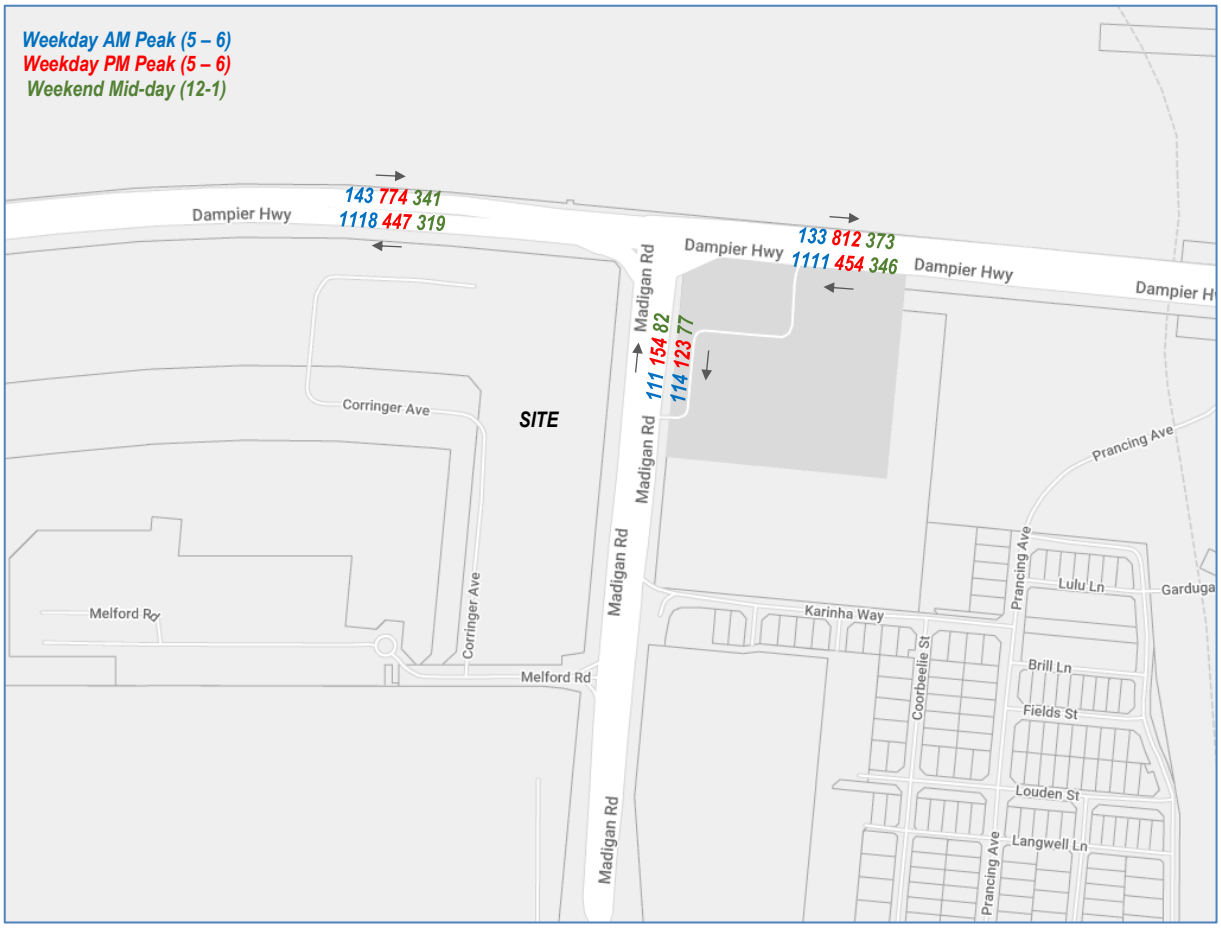


Figure 6: Peak Hour Traffic Volumes

The typical hourly mid-block capacities for urban roads (per traffic lane) according to Austroads *Guide to Traffic Management Part 3: Traffic Studies and Analysis* are detailed in **Figure 7**.

Table 5.1: Typical mid-block capacities for urban roads with interrupted flow

Type of lane	One-way mid-block capacity (pc/h)
Median or inner lane	
Divided road	1000
Undivided road	900
Middle lane (of a 3 lane carriageway)	
Divided road	900
Undivided road	1000
Kerb lane	
Adjacent to parking lane	900
Occasional parked vehicles	600
Clearway conditions	900

Source: Table 5.1 in Austroads (2013).

Figure 7: Austroads Typical Mid-block Capacities for Urban Roads

Based on the above, the hourly lane capacity of the Dampier Road and Madigan Road would be approximately 900 vehicles per hour (vph).

The current peak hour traffic volumes along these two roads are well below 900vph in each direction and there appears to be plenty of spare mid-block capacity to accommodate increased traffic.

3.4 Changes to Surrounding Transport Networks

The surrounding major road network is well established and there are no known changes planned.

4 Vehicle Access and Parking Assessment

4.1 Vehicle Access

Vehicle access to the site is proposed from new crossovers on Madigan Road, Melford Road and Corringer Avenue shown in in **Figure 8**. The vehicle access on Madigan Road will be limited to left turns only. A vehicle connection is also proposed to the existing motor dealership on the adjacent site to the west.

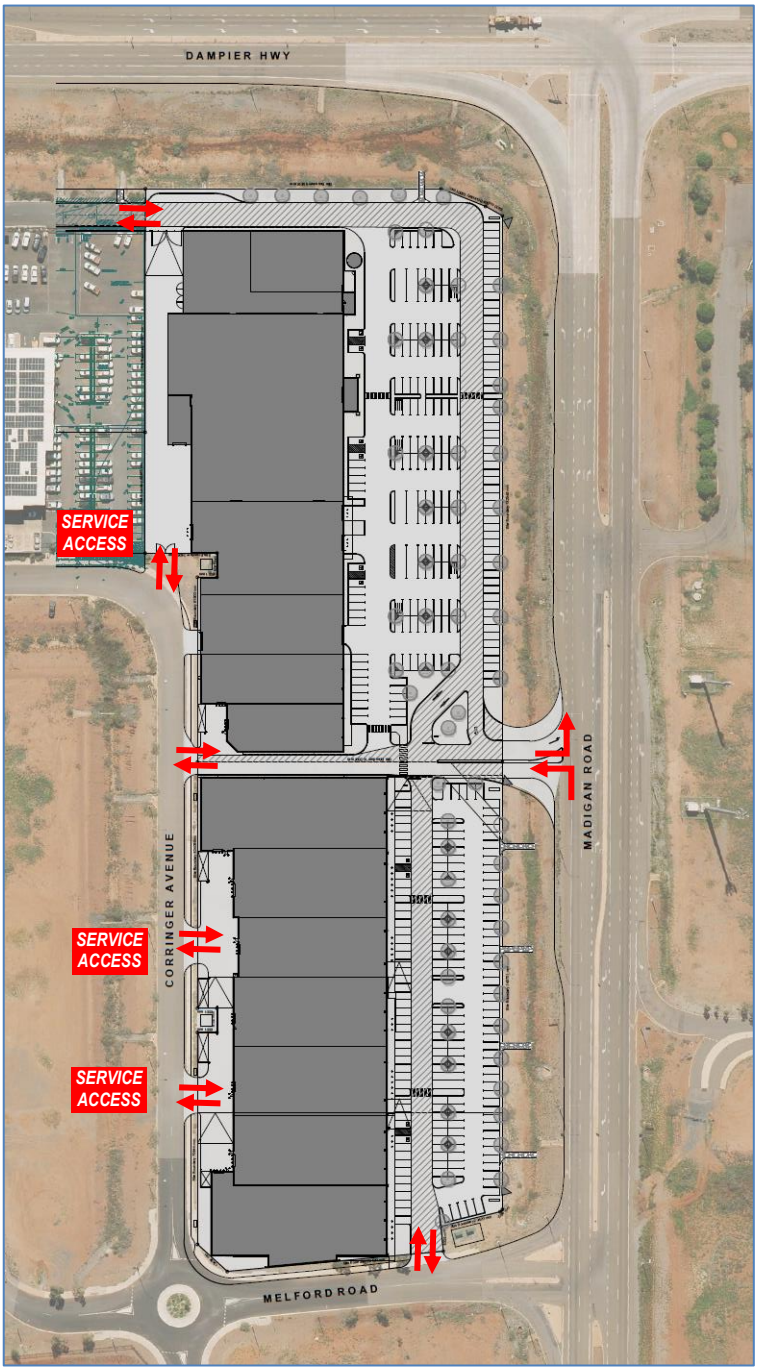
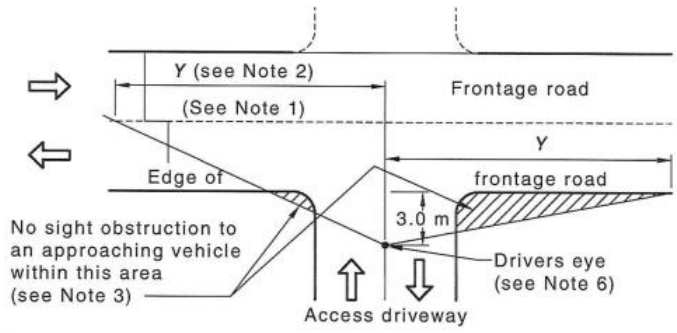


Figure 8: Access Arrangements

4.2 Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of Australian Standard AS2890.2-2018 *Parking facilities Part 2: Off street commercial vehicle facilities* which is shown in **Figure 9**.



Frontage road speed (see Note 4) km/h	Distance (*Y*) along frontage road (see Note 5) m	
	5 s gap	8 s gap
40	55	89
50	69	111
60	83	133
70	97	156
80	111	178
90	125	200
100	139	222
110	153	244

Figure 9: AS2890.2 Sight Distance Requirements

Based on the 50km/h speed limit, the minimum sight distance requirement would be 69m along Melford Road and Corringer Avenue. As the speed limit changes to 80km/h immediately south of the proposed access on Madigan Road, it is assumed that the requirement is 111m along this road.

The sight distance checks are shown in **Figure 10**. As shown, the minimum required sight distance is achieved at all proposed vehicle exit points. The only minor exception is on Melford Road where the sight distance towards the east is limited by the intersection. In this instance, the shortfall is not an issue as vehicles turning from Madigan Road will be travelling well below 50km/h and so the actual sight distance requirement will be significantly lower.

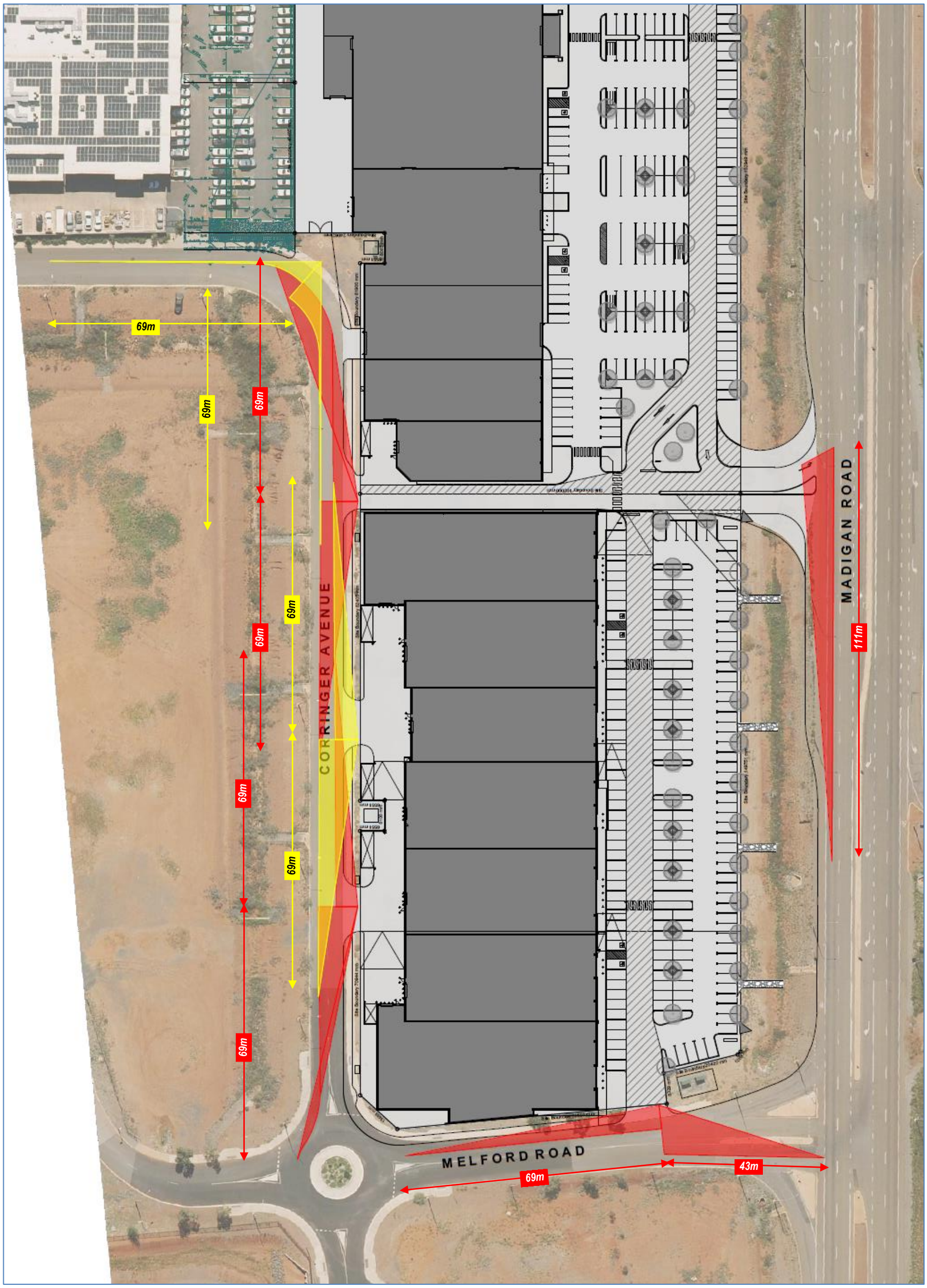


Figure 10: Sight Distance Check

4.3 Car Parking Provision

The car parking requirements are outlined in the City's Local Planning Scheme No. 8 (LPS8). For showrooms, the minimum requirement is 1 bay per 50 square metres of net lettable area (NLA). For simplicity, it is assumed the NLA is equivalent to the gross floor area (GFA). Based on the total 17,831sqm GFA, the minimum parking requirement is 357 bays. The current plans indicate a provision of 377 bays which exceeds the minimum requirements.

4.4 Car Parking Layout

The City's LPS8 refers to Australian Standards for the dimensions of car parking but also specifies that angle car parking spaces shall have a minimum dimension not less than 2700mm by 5500mm, unless otherwise agreed by the local government.

4.5 Bicycle Parking and End of Trip Facilities

The City's LPS8 does not specify bicycle parking requirements. Based on the proposed land uses, the demand for bicycle parking for customers is expected to be low. However, bicycle parking should be encouraged for staff by providing bicycle parking and end of trip facilities. The current plans include provision for showers and lockers within each of the back of house areas. Bicycles can also be stored securely within the back of house areas.

4.6 Provision for Service Vehicles

The development is expected to be serviced by waste collection vehicles and delivery vehicles. A swept path assessment has been undertaken to check the manoeuvrability of service vehicles to and from the various service areas. The assessment has been undertaken in AutoTURN 11 using the following templates:

- The Main Roads WA RAV 4 27.5m B-Double Template has been used to check service access to the rear of Building 2.
- The Australian Standard 19m Articulated Vehicle (AV) has been used to check the service areas to the rear of Building 1.
- The Australian Standard 12.5m Heavy Rigid Vehicle (HRV) has been used to check the service area to the rear of Tenancy 8 and 9.

The swept paths are attached as **Appendix B** and these demonstrate that the proposed service vehicles can access the site and their respective loading areas in a satisfactory manner. All service vehicles can enter and exit the site in a forward direction.

It is recommended that any service vehicle movements are scheduled outside of peak periods of traffic where possible to minimise the impact on other vehicles and to allow the heavy vehicles to use the full width of the circulating roads.

5 Transport Assessment

5.1 Assessment Years and Time Periods

The peak periods of assessment are considered to be the weekday PM peak hour and the weekend mid-day peak hour which are likely to be the highest combination of development and background traffic. The weekday AM Peak hour is unlikely to generate a significant volume of traffic and has therefore been excluded.

5.2 Traffic Generation

The volume of traffic generated by the proposed development has been estimated using standard trip generation rates from the NSW *Guide to Transport Impact Assessment Version 1.1* published in November 2024. The rates used were for *Bulky Goods Retail Stores* and *Major Hardware and Building Supplies Stores* in non-metropolitan areas.

The trip generation is summarised in **Table 1**.

Table 1: Trip Generation

Land Use	Units	Quantity	Generation Rate		Number of Trips	
			Weekday PM Peak	Weekend Peak	Weekday PM Peak	Weekend Peak
Bulky Goods Stores (Showrooms T1 to T9)	100m^2 GFA	10,231m^2 GFA	1.51	2.72	154	278
Hardware Stores (T10)	100m^2 GFA	7,570m^2 GFA	3.03	4.92	229	372
				Total	**383**	**650**

As shown, the proposed development is estimated to generate 383 vehicle trips during the weekday PM peak hour and 650 vehicle trips during the weekend mid-day peak hour. The directional distribution of traffic is calculated in **Table 2** based on rates from the Institute of Transportation Engineers *Trip Generation*.

Table 2: Peak Hour Directional Traffic Generation

Land Use	Weekday PM Peak				Weekend Peak			
	% In	% Out	Trips In	Trips Out	% In	% Out	Trips In	Trips Out
Bulky Goods Stores (Showrooms T1 to T9)	47%	53%	72	82	54%	46%	150	128
Hardware Stores (T10)	49%	51%	112	117	51%	49%	190	182
Total			**184**	**199**			**340**	**310**

5.3 Traffic Distribution

Based on the location of the site and the layout of the road network, traffic generated by the proposed development is assumed to be distributed as follows:

- 90% to and from the east via Dampier Road
- 10% to and from the west via Dampier Road.

A small proportion of traffic may be generated from the south via Madigan Road form the east via Karinha Way but for simplicity, all traffic is assumed to be generated via Dampier Road.

The distribution of site traffic is shown in **Figure 11** and **Figure 12**.

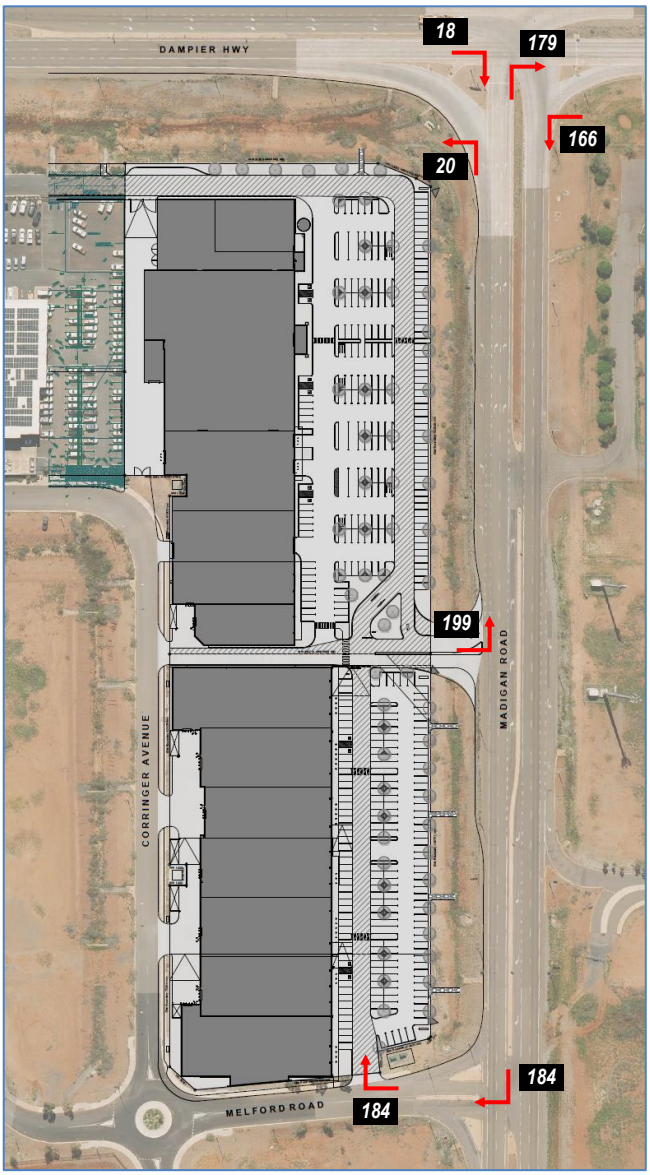


Figure 11: Traffic Distribution – Weekday PM Peak Hour

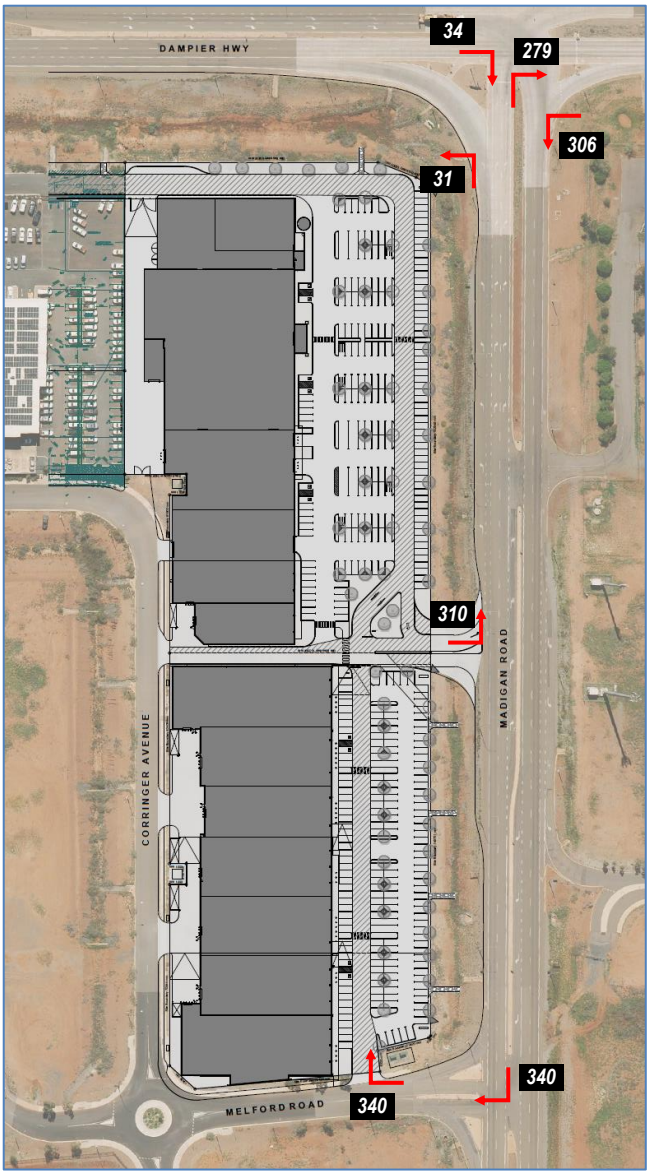


Figure 12: Traffic Distribution – Weekend Mid-day Peak Hour

5.4 Intersection Capacity

The most impacted intersections are Dampier Road / Madigan Road and Madigan Road / Melford Road.

A peak hour capacity analysis has been undertaken for the above intersections and the main site accesses on Madigan Road and Melford Road to estimate the impact of the development traffic on intersection operation during the peak periods. The intersections have been modelled in SIDRA intersection 9.1 as a network and the model has been set up according to Main Roads WA's *Operational Modelling Guidelines*.

The existing traffic volumes were derived from Main Roads WA traffic data. For the Madigan Road / Melford Road intersection, a nominal volume of 30 vehicles per hour in each direction was assumed to account for existing traffic.

The modelled layouts are shown in **Figure 13**.

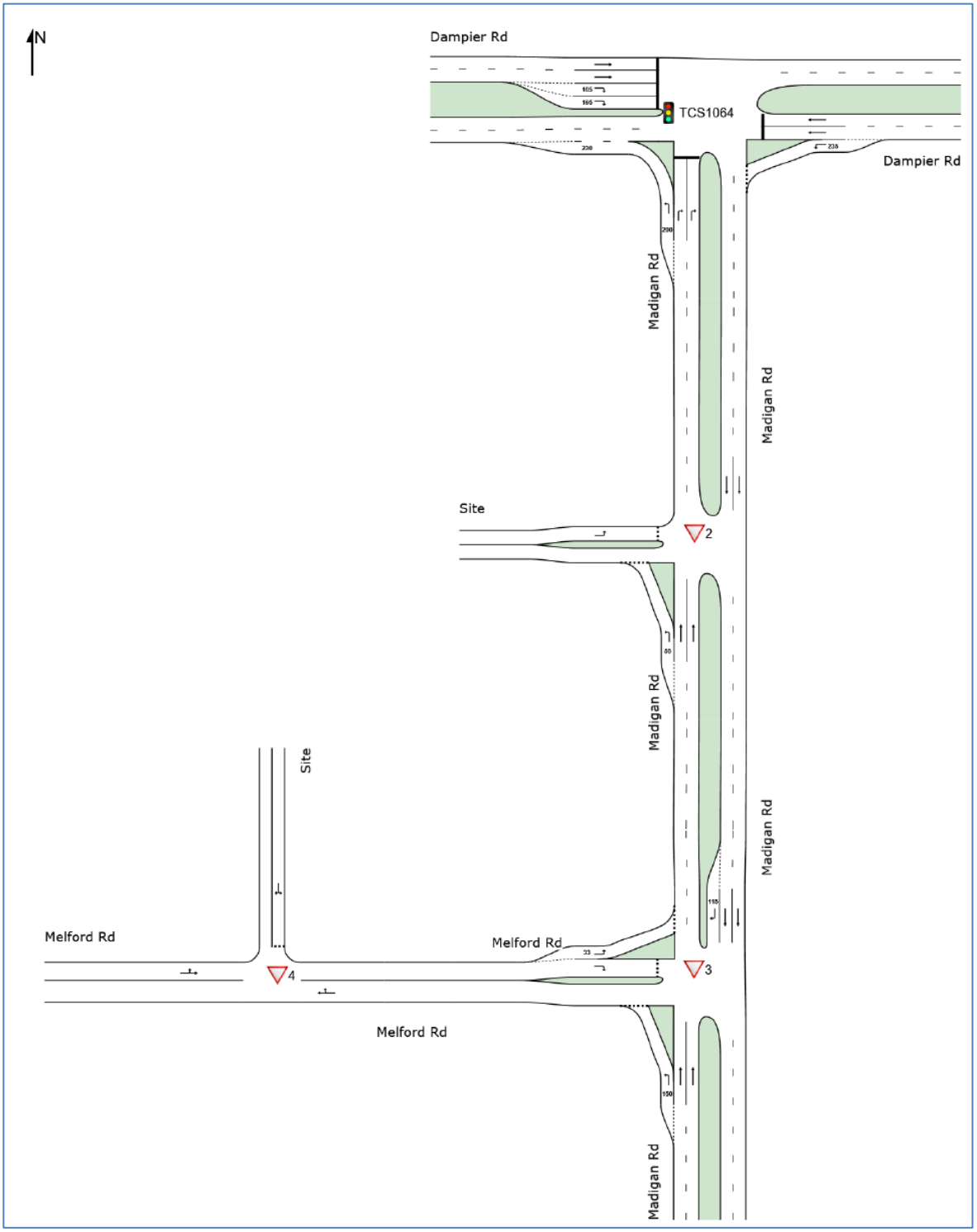


Figure 13: Network Model Layout

For intersection analysis, the target thresholds of operation from various guidelines (TIA Guidelines, SIDRA Guidelines, Austroads and MRWA Operational Modelling Guidelines) are summarised below:

- Maximum degree of saturation (DoS) 0.9 for signalised intersections, 0.85 for roundabouts and 0.8 for unsignalised intersections.
- Level of service (LoS) D or better. It is noted that LoS E and F may be acceptable for some movements at major intersections along distributor roads.
- Maximum average delay of 65 seconds for signalised intersections and 45 seconds for roundabouts and unsignalised intersections.
- Right turn queues to remain within the available turn lane length.

The results of the assessment are included as **Appendix A** and summarised in **Table 3**.

Table 3: SIDRA Intersection Capacity Analysis Results Summary

Intersection	Scenario	DOS	Average Delay	Worst Delay	Maximum Queue	Average LOS	Worst LOS
Dampier Road / Madigan Road	Weekday PM Peak - Existing	0.354	12.1s	36.4s	22.5m	B	D
	Weekday PM Peak - Future	0.474	15.1s	32.8s	24.9m	B	C
	Weekend Mid-day - Existing	0.173	11.8s	44.8s	15.6m	B	D
	Weekend Mid-day - Future	0.305	17.7s	29.6s	23.5m	B	C
Madigan Road / Melford Road	Weekday PM Peak - Existing	0.045	1.7s	8.0s	0.3m	A	A
	Weekday PM Peak - Future	0.176	3.2s	7.9s	2.2m	A	A
	Weekend Mid-day - Existing	0.026	2.4s	7.6s	0.3m	A	A
	Weekend Mid-day - Future	0.280	4.5s	8.4s	4.0m	A	A
Madigan Road Access	Weekday PM Peak - Future	0.048	3.7s	14.3s	0.0m	A	B
	Weekend Mid-day - Future	0.252	2.4s	14.3s	3.1m	A	B
Melford Road Access	Weekday PM Peak - Future	0.030	0.1s	8.2s	0.0m	A	A
	Weekend Mid-day - Future	0.178	2.5s	8.2s	3.1m	A	A

As shown, all scenarios are predicted to operate well within capacity. All measures of performance (Degree of Saturation, delay and queueing) are well within the target thresholds. Based on the SIDRA capacity analysis, the traffic generated by the site during the weekday and weekend peak hours can be accommodated within the existing capacity of the road network.

5.5 Intersection Capacity – Sensitivity Analysis

Further development is likely to occur in the surrounding area and so background traffic volumes are likely to increase in the future. However, the extent and timing of future development is not known.

A sensitivity analysis has been undertaken which scales up all input traffic volumes (including the development traffic) until the intersections reached practical capacity (degree of saturation of 0.9 for signals, 0.8 for unsignalised intersections and 0.85 for a roundabout). The sensitivity analysis indicates that the following approximate increases can be accommodated:

- Dampier Road / Madigan Road Weekday PM Peak – 188% increase
- Dampier Road / Madigan Road Weekend Mid-day – 294% increase
- Madigan Road / Melford Road Weekday PM Peak – 310% increase
- Madigan Road / Melford Road Weekend Mid-day – 250% increase

6 Road Safety

6.1 Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. A summary of the recorded incidents over the five-year period from January 2020 to December 2024 is shown in **Figure 14**.

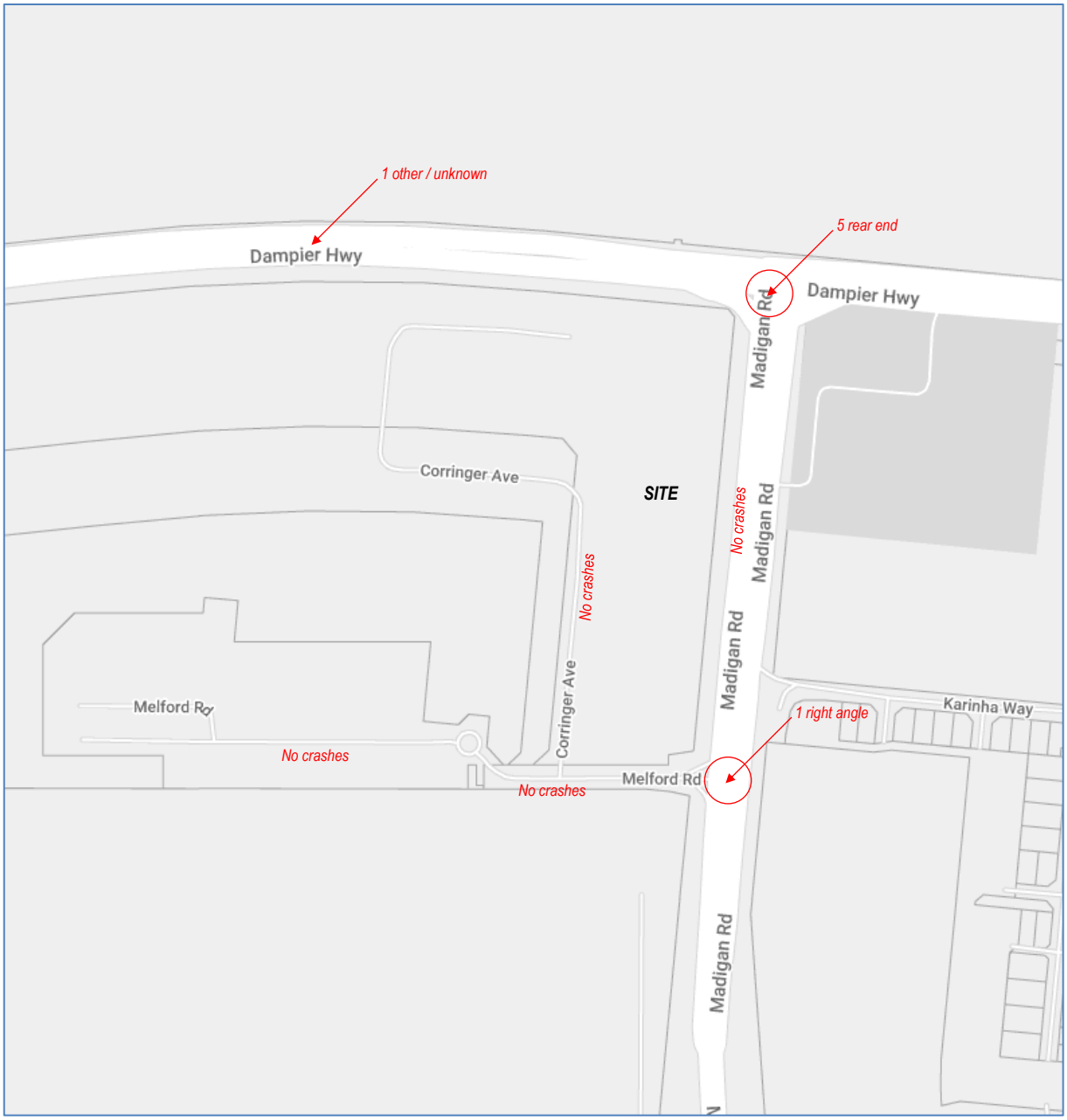


Figure 14: Crash History January 2020 to December 2024

As shown, the crash history is low and does not appear to indicate any major safety issue on the road network.

7 Public Transport Access

There are no public transport services operating within reasonable walking distance of the site. Based on the proposed land use and the regional location, the demand for public transport is expected to be low and does not warrant the provision of additional services.

8 Pedestrian / Cycle Access and Amenity

There are existing paths along Corringer Avenue and Melford Road. There are on-road cycle lanes along Madigan Road and Dampier Road but no footpaths.

There are limited dwellings within reasonable walking distance of the site and based on the proposed land use, the majority of trips to and from the site are likely to be via motor vehicle. Therefore, the provision of additional paths are not considered to be warranted by the development.

9 Conclusions

This Transport Impact Assessment for the proposed development in Gap Ridge concluded the following:

- The minimum required sight distance is achieved at all proposed vehicle exit points. The only minor exception is on Melford Road where the sight distance towards the east is limited by the intersection. In this instance, the shortfall is not an issue as vehicles turning from Madigan Road will be travelling well below 50km/h and so the actual sight distance requirement will be significantly lower.
- The minimum parking requirement is 357 bays. The current plans indicate a provision of 377 bays which exceeds the minimum requirements.
- The City's LPS8 refers to Australian Standards for the dimensions of car parking but also specifies that angle car parking spaces shall have a minimum dimension not less than 2700mm by 5500mm, unless otherwise agreed by the local government.
- The City's LPS8 does not specify bicycle parking requirements. Based on the proposed land uses, the demand for bicycle parking for customers is expected to be low. However, bicycle parking should be encouraged for staff by providing bicycle parking and end of trip facilities. The current plans include provision for showers and lockers within each of the back of house areas. Bicycles can also be stored securely within the back of house areas.
- The swept path analysis demonstrates that the proposed service vehicles can access the site and their respective loading areas in a satisfactory manner. All service vehicles can enter and exit the site in a forward direction. It is recommended that any service vehicle movements are scheduled outside of peak periods of traffic where possible to minimise the impact on other vehicles and to allow the heavy vehicles to use the full width of the circulating roads.
- The proposed development is estimated to generate 383 vehicle trips during the weekday PM peak hour and 650 vehicle trips during the weekend mid-day peak hour.
- Based on the SIDRA capacity analysis, the traffic generated by the site during the weekday and weekend peak hours can be accommodated within the existing capacity of the road network.
- The crash history of the adjacent road network is low and does not appear to indicate any major safety issues on the road network.
- There are no public transport services operating within reasonable walking distance of the site. Based on the proposed land use and the regional location, the demand for public transport is expected to be low and does not warrant the provision of additional services.
- There are limited dwellings within reasonable walking distance of the site and based on the proposed land use, the majority of trips to and from the site are likely to be via motor vehicle. Therefore, the provision of additional paths are not considered to be warranted by the development.

Appendix A – SIDRA Intersection Capacity Analysis Outputs

MOVEMENT SUMMARY

Site: TCS1064 [Dampier Rd / Madigan (Site Folder: Weekday PM Peak - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 62 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	36	24.3	36	24.3	0.023	7.4	LOS A	0.0	0.0	0.00	0.56	0.00	49.1
3	R2	All MCs	118	24.3	118	24.3	*0.325	36.4	LOS D	1.1	9.2	0.96	0.75	0.96	32.0
Approach			154	24.3	154	24.3	0.325	29.6	LOS C	1.1	9.2	0.73	0.70	0.73	34.8
East: Dampier Rd															
4	L2	All MCs	43	6.8	43	6.8	0.031	7.4	LOS A	0.1	0.7	0.22	0.62	0.22	54.6
5	T1	All MCs	411	6.8	411	6.8	*0.354	18.4	LOS B	3.0	22.5	0.82	0.68	0.82	51.9
Approach			454	6.8	454	6.8	0.354	17.4	LOS B	3.0	22.5	0.77	0.67	0.77	52.0
West: Dampier Rd															
11	T1	All MCs	694	15.9	694	15.9	0.279	3.9	LOS A	2.4	19.4	0.41	0.35	0.41	65.2
12	R2	All MCs	80	15.9	80	15.9	*0.122	19.5	LOS B	0.4	3.3	0.86	0.71	0.86	40.9
Approach			774	15.9	774	15.9	0.279	5.5	LOS A	2.4	19.4	0.45	0.39	0.45	63.1
All Vehicles			1382	13.8	1382	13.8	0.354	12.1	LOS B	3.0	22.5	0.59	0.52	0.59	55.2

MOVEMENT SUMMARY

Site: TCS1064 [Dampier Rd / Madigan (Site Folder: Weekday PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 62 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	56	15.6	56	15.6	0.033	7.3	LOS A	0.0	0.0	0.00	0.56	0.00	51.5
3	R2	All MCs	297	9.7	297	9.7	*0.474	32.8	LOS C	2.6	19.8	0.94	0.79	0.94	35.2
Approach			353	10.6	353	10.6	0.474	28.7	LOS C	2.6	19.8	0.79	0.75	0.79	37.1
East: Dampier Rd															
4	L2	All MCs	209	1.4	209	1.4	0.146	7.4	LOS A	0.5	3.5	0.25	0.65	0.25	54.4
5	T1	All MCs	411	6.8	411	6.8	*0.449	22.3	LOS C	3.4	24.9	0.90	0.74	0.90	49.2
Approach			620	5.0	620	5.0	0.449	17.3	LOS B	3.4	24.9	0.68	0.71	0.68	50.2
West: Dampier Rd															
11	T1	All MCs	694	15.9	694	15.9	0.308	5.7	LOS A	3.0	23.6	0.49	0.43	0.49	63.2
12	R2	All MCs	98	13.0	98	13.0	*0.147	19.0	LOS B	0.4	3.4	0.86	0.72	0.86	41.4
Approach			792	15.5	792	15.5	0.308	7.3	LOS A	3.0	23.6	0.54	0.46	0.54	61.0
All Vehicles			1765	10.8	1765	10.8	0.474	15.1	LOS B	3.4	24.9	0.64	0.61	0.64	51.6

MOVEMENT SUMMARY

Site: TCS1064 [Dampier Rd / Madigan (Site Folder: Weekend Mid-Day Peak - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 82 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	24	33.3	24	33.3	0.016	7.4	LOS A	0.0	0.0	0.00	0.55	0.00	46.9
3	R2	All MCs	58	33.3	58	33.3	*0.173	44.8	LOS D	0.7	6.1	0.94	0.72	0.94	28.3
Approach			82	33.3	82	33.3	0.173	33.8	LOS C	0.7	6.1	0.67	0.67	0.67	32.1
East: Dampier Rd															
4	L2	All MCs	51	5.0	51	5.0	0.033	7.1	LOS A	0.1	0.7	0.16	0.62	0.16	55.1
5	T1	All MCs	295	5.0	295	5.0	*0.171	14.3	LOS B	2.1	15.6	0.63	0.51	0.63	55.1
Approach			346	5.0	346	5.0	0.171	13.3	LOS B	2.1	15.6	0.56	0.53	0.56	55.1
West: Dampier Rd															
11	T1	All MCs	315	16.3	315	16.3	0.119	3.1	LOS A	1.1	8.5	0.30	0.25	0.30	66.1
12	R2	All MCs	26	16.3	26	16.3	*0.053	26.9	LOS C	0.2	1.6	0.89	0.67	0.89	35.3
Approach			341	16.3	341	16.3	0.119	4.9	LOS A	1.1	8.5	0.34	0.28	0.34	63.8
All Vehicles			769	13.0	769	13.0	0.173	11.8	LOS B	2.1	15.6	0.47	0.43	0.47	55.2

MOVEMENT SUMMARY

Site: TCS1064 [Dampier Rd / Madigan (Site Folder: Weekend PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 82 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	55	14.5	55	14.5	0.032	6.5	LOS A	0.0	0.0	0.00	0.54	0.00	52.5
3	R2	All MCs	337	5.7	337	5.7	*0.305	29.6	LOS C	3.2	23.5	0.81	0.77	0.81	34.9
Approach			392	7.0	392	7.0	0.305	26.4	LOS C	3.2	23.5	0.70	0.73	0.70	36.6
East: Dampier Rd															
4	L2	All MCs	357	0.7	357	0.7	0.230	6.5	LOS A	0.9	6.5	0.21	0.62	0.21	50.4
5	T1	All MCs	295	5.0	295	5.0	*0.301	26.9	LOS C	3.0	21.7	0.85	0.69	0.85	46.4
Approach			652	2.7	652	2.7	0.301	15.7	LOS B	3.0	21.7	0.50	0.65	0.50	47.8
West: Dampier Rd															
11	T1	All MCs	315	16.3	315	16.3	0.161	9.8	LOS A	1.9	15.1	0.52	0.43	0.52	59.1
12	R2	All MCs	60	7.1	60	7.1	*0.114	23.7	LOS C	0.4	2.7	0.90	0.70	0.90	35.7
Approach			375	14.8	375	14.8	0.161	12.0	LOS B	1.9	15.1	0.58	0.48	0.58	55.8
All Vehicles			1419	7.1	1419	7.1	0.305	17.7	LOS B	3.2	23.5	0.58	0.63	0.58	46.2

MOVEMENT SUMMARY

Site: 2 [Madigan Rd Access (Site Folder: Weekday PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	1	0.0	1	0.0	0.001	14.3	LOS B	0.0	0.0	0.00	0.86	0.00	28.1
2	T1	All MCs	154	24.3	154	24.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	70.0
Approach			155	24.1	155	24.1	0.045	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.1
North: Madigan Rd															
8	T1	All MCs	307	9.7	307	9.7	0.083	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	63.5
Approach			307	9.7	307	9.7	0.083	0.0	NA	0.0	0.0	0.00	0.00	0.00	63.5
West: Site															
10	L2	All MCs	199	0.0	199	0.0	0.161	3.7	LOS A	0.3	1.8	0.19	0.48	0.19	26.0
Approach			199	0.0	199	0.0	0.161	3.7	LOS A	0.3	1.8	0.19	0.48	0.19	26.0
All Vehicles			661	10.2	661	10.2	0.161	1.1	NA	0.3	1.8	0.06	0.15	0.06	57.0

MOVEMENT SUMMARY

Site: 2 [Madigan Rd Access (Site Folder: Weekend PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	82	0.0	82	0.0	0.044	14.3	LOS B	0.0	0.0	0.00	0.86	0.00	28.1
2	T1	All MCs	154	33.3	154	33.3	0.048	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	70.0
Approach			236	21.7	236	21.7	0.048	5.0	NA	0.0	0.0	0.00	0.30	0.00	43.4
North: Madigan Rd															
8	T1	All MCs	417	6.1	417	6.1	0.110	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	61.5
Approach			417	6.1	417	6.1	0.110	0.0	NA	0.0	0.0	0.00	0.01	0.00	61.5
West: Site															
10	L2	All MCs	310	0.0	310	0.0	0.252	3.7	LOS A	0.4	3.1	0.22	0.48	0.22	25.7
Approach			310	0.0	310	0.0	0.252	3.7	LOS A	0.4	3.1	0.22	0.48	0.22	25.7
All Vehicles			963	8.0	963	8.0	0.252	2.4	NA	0.4	3.1	0.07	0.23	0.07	48.8

MOVEMENT SUMMARY

▽ Site: 3 [Madigan Rd / Melford Rd (Site Folder: Weekday PM Peak - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	30	5.0	30	5.0	0.015	7.5	LOS A	0.0	0.2	0.09	0.57	0.09	60.2
2	T1	All MCs	154	24.3	154	24.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach			184	21.2	184	21.2	0.045	1.2	LOS A	0.0	0.2	0.02	0.09	0.02	75.9
North: Madigan Rd															
8	T1	All MCs	123	24.3	123	24.3	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
9	R2	All MCs	30	5.0	30	5.0	0.025	8.0	LOS A	0.0	0.3	0.27	0.58	0.27	39.8
Approach			153	20.5	153	20.5	0.036	1.6	NA	0.0	0.3	0.05	0.11	0.05	75.2
West: Melford Rd															
10	L2	All MCs	30	5.0	30	5.0	0.025	3.6	LOS A	0.0	0.3	0.17	0.46	0.17	26.1
12	R2	All MCs	30	5.0	30	5.0	0.027	3.6	LOS A	0.0	0.1	0.13	0.49	0.13	56.6
Approach			60	5.0	60	5.0	0.027	3.6	LOS A	0.0	0.3	0.15	0.48	0.15	51.0
All Vehicles			397	18.5	397	18.5	0.045	1.7	NA	0.0	0.3	0.05	0.16	0.05	72.4

MOVEMENT SUMMARY

▽ Site: 3 [Madigan Rd / Melford Rd (Site Folder: Weekday PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	30	5.0	30	5.0	0.017	7.9	LOS A	0.0	0.2	0.30	0.56	0.30	58.5
2	T1	All MCs	154	24.3	154	24.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach			184	21.2	184	21.2	0.045	1.3	LOS A	0.0	0.2	0.05	0.09	0.05	75.4
North: Madigan Rd															
8	T1	All MCs	123	24.3	123	24.3	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
9	R2	All MCs	214	0.7	214	0.7	0.176	6.7	LOS A	0.3	2.2	0.31	0.57	0.31	37.5
Approach			337	9.3	337	9.3	0.176	4.2	NA	0.3	2.2	0.19	0.36	0.19	58.5
West: Melford Rd															
10	L2	All MCs	30	5.0	30	5.0	0.025	3.6	LOS A	0.0	0.3	0.17	0.46	0.17	26.1
12	R2	All MCs	30	5.0	30	5.0	0.029	3.9	LOS A	0.0	0.1	0.18	0.52	0.18	56.4
Approach			60	5.0	60	5.0	0.029	3.7	LOS A	0.0	0.3	0.18	0.49	0.18	50.8
All Vehicles			581	12.6	581	12.6	0.176	3.2	NA	0.3	2.2	0.15	0.29	0.15	63.5

MOVEMENT SUMMARY

Site: 3 [Madigan Rd / Melford Rd (Site Folder: Weekend Mid-Day Peak - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	30	5.0	30	5.0	0.015	7.5	LOS A	0.0	0.2	0.09	0.57	0.09	60.2
2	T1	All MCs	77	33.3	77	33.3	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach			107	25.4	107	25.4	0.024	2.1	LOS A	0.0	0.2	0.03	0.16	0.03	73.2
North: Madigan Rd															
8	T1	All MCs	82	33.3	82	33.3	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
9	R2	All MCs	30	5.0	30	5.0	0.023	7.6	LOS A	0.0	0.3	0.19	0.57	0.19	40.8
Approach			112	25.7	112	25.7	0.025	2.0	NA	0.0	0.3	0.05	0.15	0.05	73.5
West: Melford Rd															
10	L2	All MCs	30	5.0	30	5.0	0.024	3.4	LOS A	0.0	0.3	0.12	0.46	0.12	26.8
12	R2	All MCs	30	5.0	30	5.0	0.026	3.5	LOS A	0.0	0.1	0.10	0.48	0.10	56.8
Approach			60	5.0	60	5.0	0.026	3.4	LOS A	0.0	0.3	0.11	0.47	0.11	51.4
All Vehicles			279	21.1	279	21.1	0.026	2.4	NA	0.0	0.3	0.05	0.22	0.05	69.3

MOVEMENT SUMMARY

Site: 3 [Madigan Rd / Melford Rd (Site Folder: Weekend PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekend PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Madigan Rd															
1	L2	All MCs	30	5.0	30	5.0	0.020	8.4	LOS A	0.0	0.3	0.40	0.60	0.40	57.6
2	T1	All MCs	77	33.3	77	33.3	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
Approach			107	25.4	107	25.4	0.024	2.3	LOS A	0.0	0.3	0.11	0.17	0.11	72.1
North: Madigan Rd															
8	T1	All MCs	82	33.3	82	33.3	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	80.0
9	R2	All MCs	370	0.4	370	0.4	0.280	6.2	LOS A	0.6	4.0	0.23	0.53	0.23	38.0
Approach			452	6.4	452	6.4	0.280	5.1	NA	0.6	4.0	0.19	0.44	0.19	49.6
West: Melford Rd															
10	L2	All MCs	30	5.0	30	5.0	0.024	3.4	LOS A	0.0	0.3	0.12	0.46	0.12	26.8
12	R2	All MCs	30	5.0	30	5.0	0.029	3.9	LOS A	0.0	0.1	0.19	0.53	0.19	56.3
Approach			60	5.0	60	5.0	0.029	3.7	LOS A	0.0	0.3	0.15	0.49	0.15	51.0
All Vehicles			619	9.5	619	9.5	0.280	4.5	NA	0.6	4.0	0.17	0.40	0.17	54.5

MOVEMENT SUMMARY

Site: 4 [Melford Rd Access (Site Folder: Weekday PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

NA
Site Category: Future Conditions 1
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Melford Rd															
5	T1	All MCs	60	5.0	60	5.0	0.110	0.1	LOS A	0.2	1.8	0.16	0.39	0.16	39.1
6	R2	All MCs	184	0.0	184	0.0	0.110	3.4	LOS A	0.2	1.8	0.16	0.39	0.16	30.9
Approach			244	1.2	244	1.2	0.110	2.6	NA	0.2	1.8	0.16	0.39	0.16	32.9
North: Site															
7	L2	All MCs	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.15	0.04	0.15	9.9
9	R2	All MCs	1	0.0	1	0.0	0.001	0.4	LOS A	0.0	0.0	0.15	0.04	0.15	15.6
Approach			2	0.0	2	0.0	0.001	0.3	LOS A	0.0	0.0	0.15	0.04	0.15	13.2
West: Melford Rd															
10	L2	All MCs	1	0.0	1	0.0	0.030	8.2	LOS A	0.0	0.0	0.00	0.02	0.00	31.5
11	T1	All MCs	60	5.0	60	5.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	48.9
Approach			61	4.9	61	4.9	0.030	0.1	NA	0.0	0.0	0.00	0.02	0.00	48.2
All Vehicles			307	2.0	307	2.0	0.110	2.1	NA	0.2	1.8	0.13	0.31	0.13	34.4

MOVEMENT SUMMARY

Site: 4 [Melford Rd Access (Site Folder: Weekend PM Peak - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

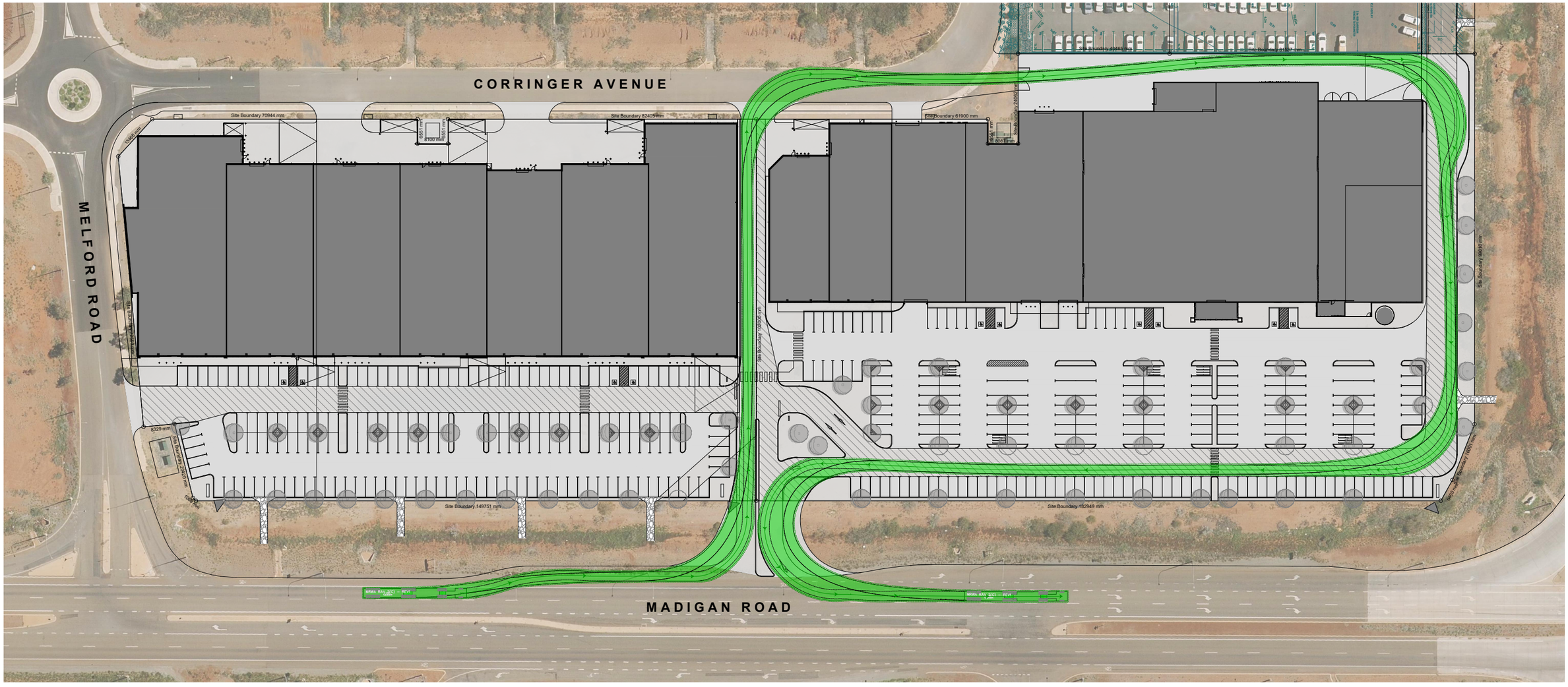
Network: N101 [Weekend PM Peak - Future (Network Folder: General)]

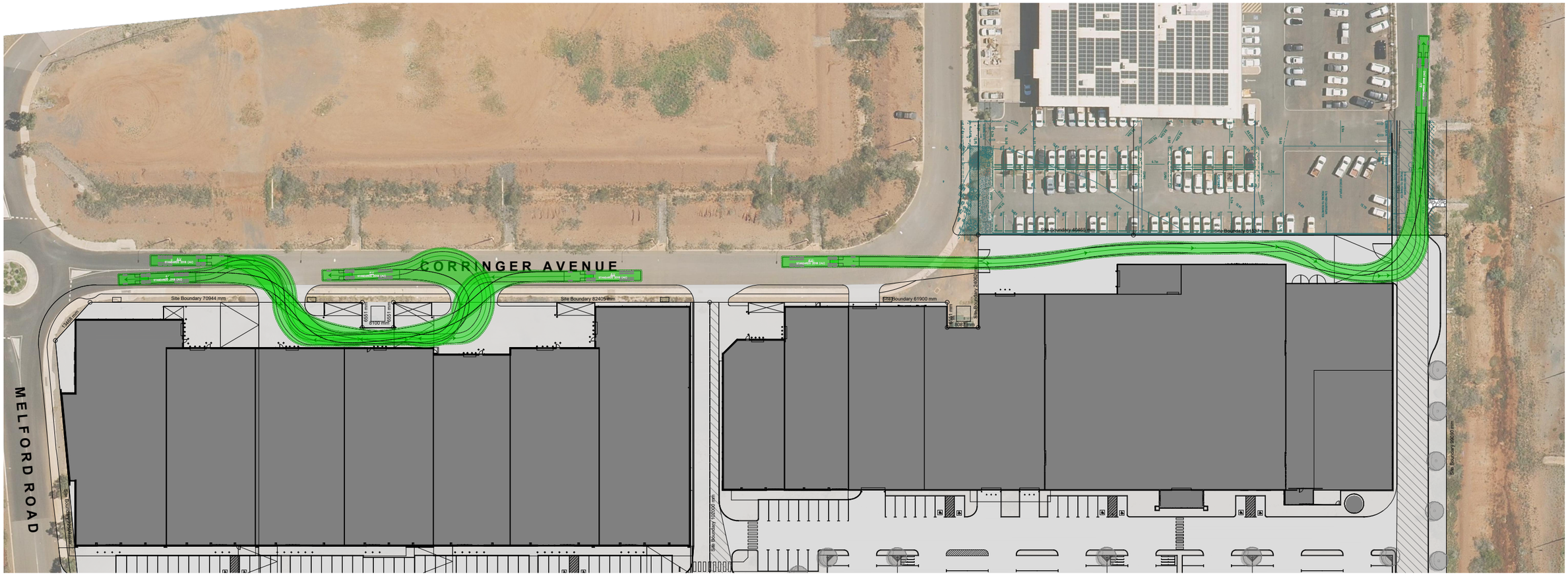
NA
Site Category: Future Conditions 1
Give-Way (Two-Way)

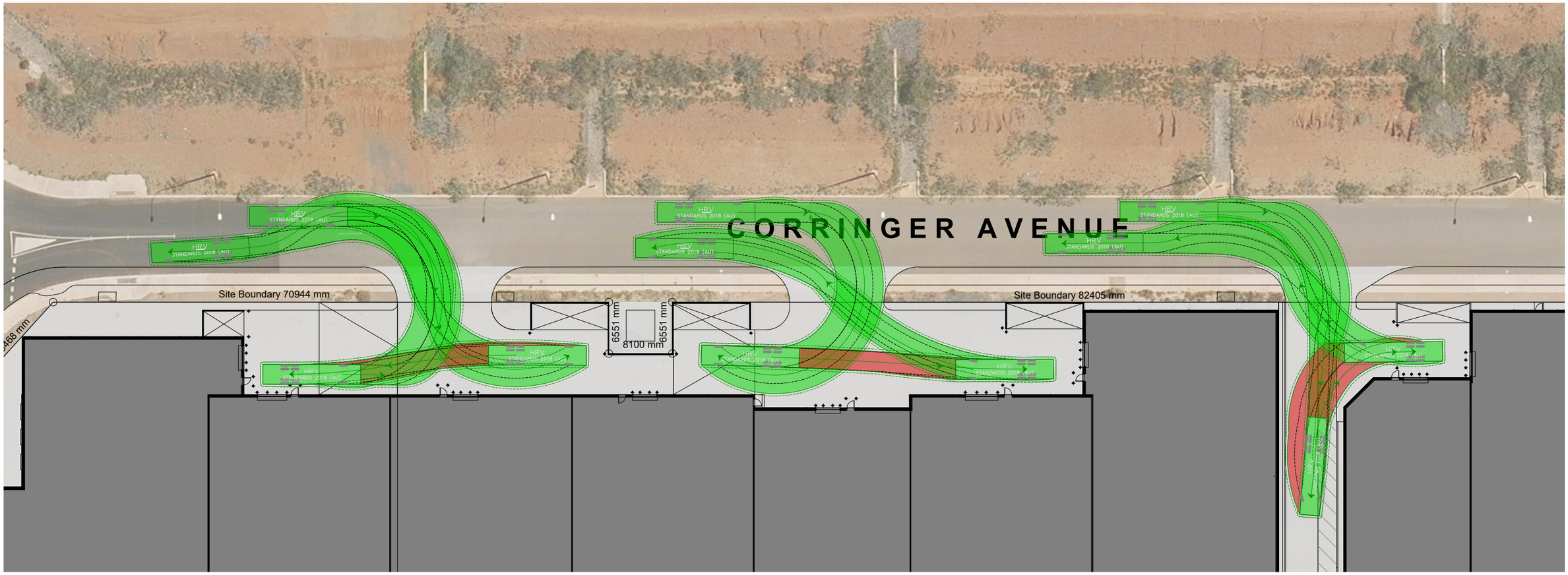
Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Melford Rd															
5	T1	All MCs	60	5.0	60	5.0	0.178	0.2	LOS A	0.4	3.1	0.17	0.43	0.17	38.1
6	R2	All MCs	340	0.0	340	0.0	0.178	3.4	LOS A	0.4	3.1	0.17	0.43	0.17	30.2
Approach			400	0.8	400	0.8	0.178	2.9	NA	0.4	3.1	0.17	0.43	0.17	31.4
North: Site															
7	L2	All MCs	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.16	0.04	0.16	9.8
9	R2	All MCs	1	0.0	1	0.0	0.001	0.7	LOS A	0.0	0.0	0.16	0.04	0.16	15.6
Approach			2	0.0	2	0.0	0.001	0.4	LOS A	0.0	0.0	0.16	0.04	0.16	13.1
West: Melford Rd															
10	L2	All MCs	1	0.0	1	0.0	0.030	8.2	LOS A	0.0	0.0	0.00	0.02	0.00	31.5
11	T1	All MCs	60	5.0	60	5.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	48.9
Approach			61	4.9	61	4.9	0.030	0.1	NA	0.0	0.0	0.00	0.02	0.00	48.2
All Vehicles			463	1.3	463	1.3	0.178	2.5	NA	0.4	3.1	0.15	0.37	0.15	32.4

Appendix B – Swept Paths

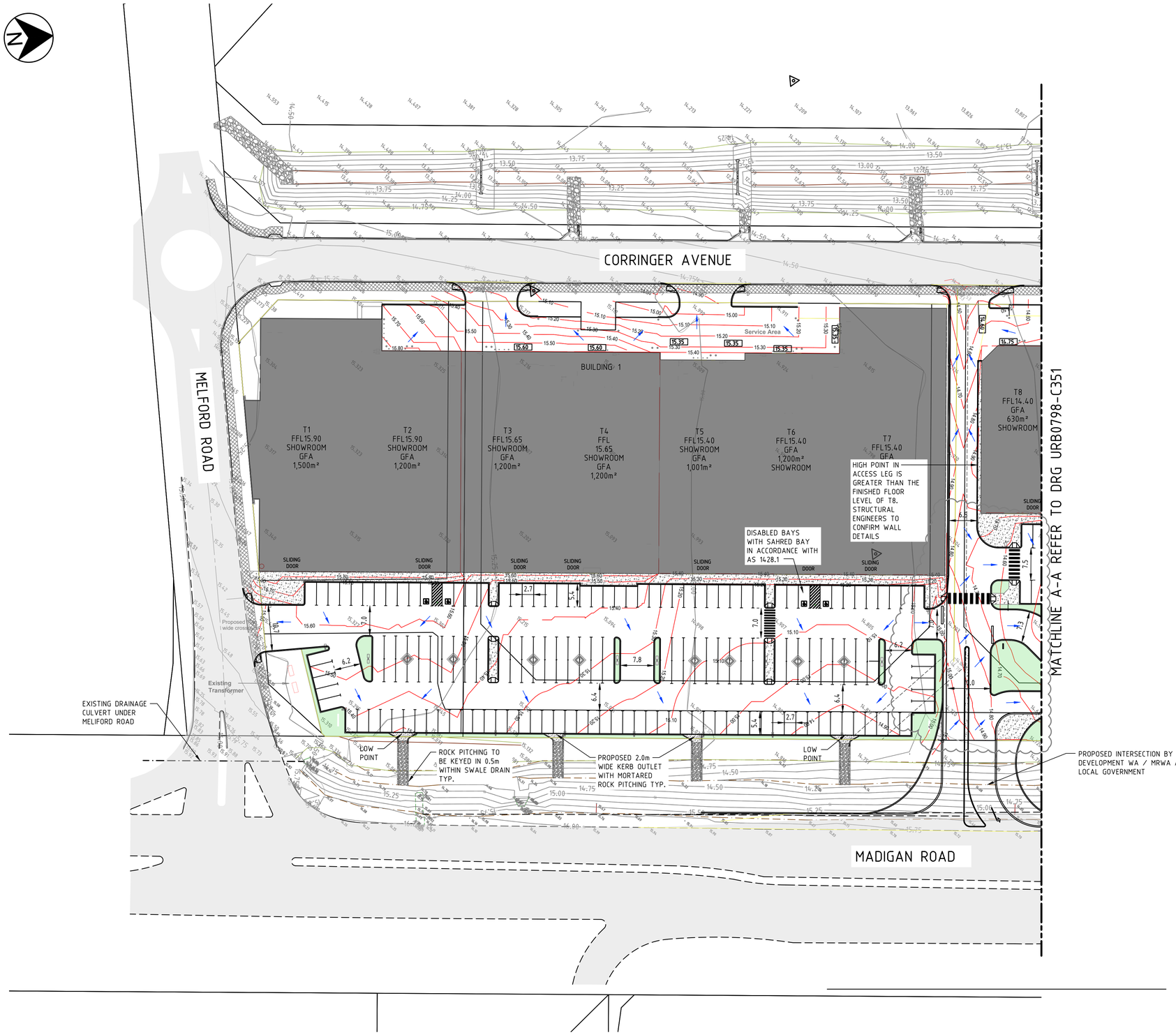

CORRINGER AVENUE
MELFORD ROAD
MADIGAN ROAD
Site Boundary 70944 mm
Site Boundary 82405 mm
Site Boundary 61900 mm
Site Boundary 40465 mm
Site Boundary 149751 mm
Site Boundary 182949 mm
Site Boundary 198306 mm
Site Boundary 99010 mm
Site Boundary 76067 mm
Site Boundary 73581 mm
13958 mm
6351 mm
6100 mm
6351 mm
808 mm
6329 mm
7087 mm
NRMA RAV SEC – REV1
NRMA RAV SEC – REV1


CORRINGER AVENUE
MELFORD ROAD
Site Boundary 70944 mm
Site Boundary 82405 mm
Site Boundary 61900 mm
Site Boundary 24000 mm
Site Boundary 59010 mm
Site Boundary 100509 mm
Site Boundary 40463 mm
Site Boundary 41847 mm
STANDARD 30M (W2)
STANDARD 30M (W2)
STANDARD 30M (W2)
STANDARD 30M (W2)
STANDARD 30M (W2)
STANDARD 30M (W2)
8100 mm
8100 mm
1454 mm
508 mm
1454 mm
508 mm
1548 mm
1548 mm


CORRINGER AVENUE
Site Boundary 70944 mm
Site Boundary 82405 mm
6551 mm
6551 mm
8100 mm
HRV
STANDARDS 2018 (AU)

APPENDIX 4

CIVIL STORMWATER PLAN

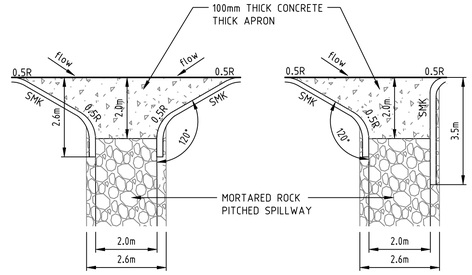


NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL URB0798 DRAWINGS, SPECIFICATION
2. THE CONTRACTOR SHALL LOCATE ALL EXISTING SERVICES WITHIN THE CONTRACT AREA PRIOR TO THE COMMENCEMENT OF WORK. WHERE EXISTING AND PROPOSED WORKS INTERSECT, LEVELS ARE TO BE TAKEN AND SUPPLIED TO THE SUPERINTENDENT.
3. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
4. THE CONTRACTOR SHALL LOCATE ALL LEVELS FROM ESTABLISHED BENCH MARKS.
5. ALL BENCH MARKS ARE TO BE PROTECTED AND PRESERVED.
6. AT LOW POINTS SHALL BE LOCATED AT THE LOW POINT OF THE ROAD PAVEMENT.
7. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCY OR CLASH WITH OTHER SERVICES TO THE SUPERINTENDENT.

LEGEND

- DENOTES GRADE DIRECTION
- PROPOSED STONE PITCHING AROUND DRAINAGE PITS
- COUNCIL DRAINAGE NETWORK
- DENOTES PROPOSED BUILDINGS
- DENOTES EXISTING PAVEMENT
- DENOTES EXISTING PAVEMENT
- DENOTES LANDSCAPED AREAS
- DENOTES CONCRETE INFILL AREAS
- DENOTES PROPOSED WHEEL STOPS
- RL 14.00 — DENOTES PROPOSED SURFACE LEVEL
- 13.0 — EXISTING SURFACE CONTOURS
- 12.60 — PROPOSED SURFACE CONTOURS
- DENOTES PROPOSED TREE PIT



PROPOSED KERB OUTLET DETAILS
1:100

REV No.	DATE	DRAFT BY	REVIEW	P.M. REVIEW	AMENDMENT DESCRIPTION
C	3/4/25	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
B	10/12/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
A	12/7/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise wa ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: LOTS 8, 9 & 10 MADIGAN ROAD - KARRATHA

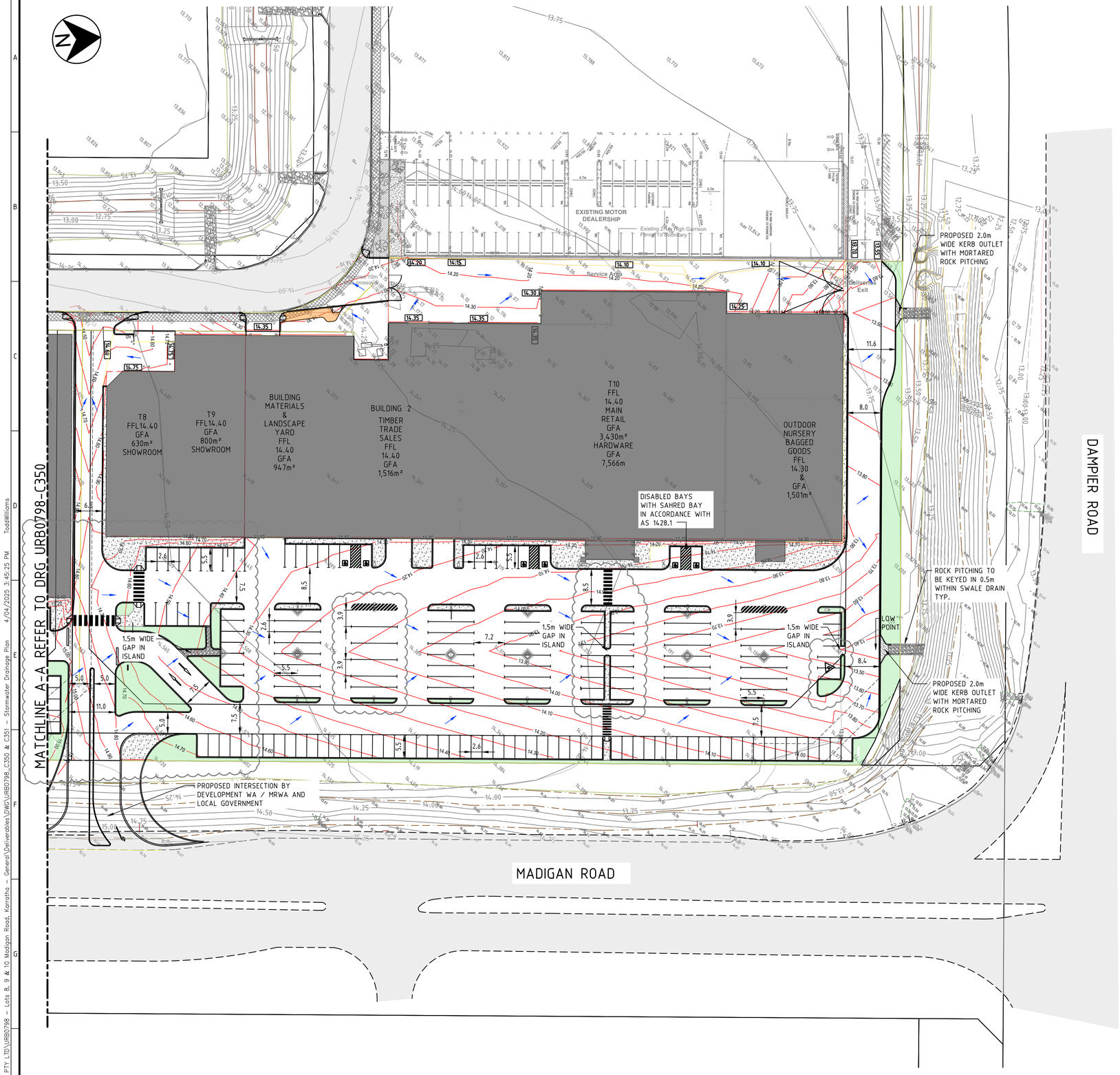
TITLE: STORMWATER DRAINAGE PLAN SHEET 1 OF 2

DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
T.WILLIAMS	P.ALEBAKIS	F.LOMBARDO 8/7/24	P.ALEBAKIS 8/7/24
DATUM AHD	SCALE 1:500	PROJECT No. URB0798	DRAWING No. C350 REV C
GRID PCG94	WAPC No. N/A		

0 10 20 30m
1:500 (A1) HORIZONTAL 1:1000 (A3)

ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

C:\Users\ToddWilliams\URBANISE WA PTY LTD\URB0798 – Lots 8, 9 & 10 Madigan Road, Karratha – General\Deliverables\DWG\URB0798_C350 & C351 – Stormwater Drainage Plan 4/04/2025 3:46:21 PM ToddWilliams



NOTES

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL URB0798 DRAWINGS, SPECIFICATION
2. THE CONTRACTOR SHALL LOCATE ALL EXISTING SERVICES WITHIN THE CONTRACT AREA PRIOR TO THE COMMENCEMENT OF WORK. WHERE EXISTING AND PROPOSED WORKS INTERSECT, LEVELS ARE TO BE TAKEN AND SUPPLIED TO THE SUPERINTENDENT.
3. ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
4. THE CONTRACTOR SHALL LOCATE ALL LEVELS FROM ESTABLISHED BENCH MARKS.
5. ALL BENCH MARKS ARE TO BE PROTECTED AND PRESERVED.
6. AT LOW POINTS SHALL BE LOCATED AT THE LOW POINT OF THE ROAD PAVEMENT.
7. THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCY OR CLASH WITH OTHER SERVICES TO THE SUPERINTENDENT.

LEGEND

- DENOTES GRADE DIRECTION
- DENOTES PROPOSED STONE PITCHING AROUND DRAINAGE PITS
- COUNCIL DRAINAGE NETWORK
- DENOTES PROPOSED BUILDINGS
- DENOTES EXISTING PAVEMENT
- DENOTES EXISTING PAVEMENT
- DENOTES LANDSCAPED AREAS
- DENOTES CONCRETE INFILL AREAS
- DENOTES PROPOSED WHEEL STOPS
- RL 14.00 — DENOTES PROPOSED SURFACE LEVEL
- 13.0 — EXISTING SURFACE CONTOURS
- 12.60 — PROPOSED SURFACE CONTOURS
- DENOTES PROPOSED TREE PIT

0 10 20 30m
1:500 (A1) HORIZONTAL 1:1000 (A3)

ISSUED FOR DEVELOPMENT APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

REV No.	DATE	DRAFT BY	REVIEW	P.M. REVIEW	AMENDMENT DESCRIPTION
C	3/4/25	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
B	10/12/24	TW	PA	PA	RE-ISSUED FOR DEVELOPMENT APPROVAL
A	12/7/24	PA	PA	PA	ISSUED FOR DEVELOPMENT APPROVAL

Urbanise wa ENGINEERING SOLUTIONS
Perth
Westpoint Centre
207 / 396 Scarborough Beach Road
Osborne Park WA 6017
Margaret River
Wave Court
7 / 30 Fearn Ave
Margaret River WA 6285

CLIENT: QDC

PROJECT: LOTS 8, 9 & 10 MADIGAN ROAD - KARRATHA

TITLE: STORMWATER DRAINAGE PLAN SHEET 2 OF 2

DRAFTER	DESIGNED	APPROVED PROJECT MANAGER	APPROVED PROJECT DIRECTOR
T.WILLIAMSIS	P.ALEBAKIS	F.LOMBARDO 8/7/24	P.ALEBAKIS 8/7/24
DATUM AHD	SCALE 1:500	PROJECT No. URB0798	DRAWING No. C351 REV C
GRID PCG94	WAPC No. N/A		

C:\Users\ToddWilliams\URBANISE WA PTY LTD\URB0798 - Lots 8, 9 & 10 Madigan Road, Karratha - General\Deliverables\DWG\URB0798_C350 & C351 - Stormwater Drainage Plan 4/04/2025 3:45:25 PM ToddWilliams

APPENDIX 5

SECTION J REPORT

EMERGEN

J1-J3 BUILDING FABRIC ANALYSIS

PROJECT	PROPOSED GAP RIDGE – LARGE FORMAT RETAIL
Date	26/07/2024
Subject	Section J Compliance Review – NCC2019
Job Number	129616
Building Class/ Function of Building	Class 6 – Shop New Build
Prepared By	Joseph Lofthouse

INTRODUCTION

EMERGEN, operating under CADDS Group, conducted a Section J review of the proposed development at Dampier Road, Karratha, WA An initial assessment based on the Deemed-to-Satisfy criteria has determined that the project's facade does not comply with DTS Method 1 & 2 of the ABCB Façade Calculator.

In response to this finding, the stakeholder group, comprised of the Builder (Q Design & Construct) and the ESD Consultant (EMERGEN), engaged in discussions to explore the possibility of achieving compliance under the Deemed-to-Satisfy method by considering improved building fabric insulations and higher glazing specifications for the project.

The stakeholder group has reached a consensus to undertake a comprehensive JV3 whole building model evaluation to assess the overall building design. Additionally, the stakeholder group collectively acknowledges that all other Deemed-to-Satisfy Provisions can be fulfilled.

The group has reached an agreement to conduct a thermal comfort review to ensure the attainment of optimal thermal comfort.

STAKEHOLDER GROUP
□ □□ □□□n□□□ □n□ru□□□
EMERGEN / CADDS Group

BUILDING CERTIFIER
Building Certifiers Name?

EMERGEN

COMPLIANCE SPECIFICATION

The assessment process adheres to the JV protocol outlined in the Building Code of Australia (BCA). The project has incorporated the following specifications:

1. Building fabric insulation requirements.
2. Selection criteria for glazing.

BUILDING FABRIC

CONSTRUCTION		DESCRIPTION	REQUIREMENT
ENVELOPE WALLS		1	**R0.2 Thermal Break**
		M	**R0.2 Thermal Break**
INTERNAL WALLS		1	**No Insulation Required.**
		1	**R0.2 Thermal Break**
		2 1	**No Insulation Required.**
FLOORS			**No Insulation Required.**
ROOFS	1	M **Colour: Dove White (SA: 0.28)**	**130mm Anticon (R3.6)**

EMERGEN

GLAZING OVERVIEW

Utilising a modelled solution, we can achieve section J compliance by utilising the below glazing specification.

WINDOW SPECIFICATION		U-VALUE	SHGC
EXTERNAL GLAZING	Single Clear glazing in aluminium frame. (i.e., 6.00mm **Viridian VFloat Clear**, or equal)	**6.28**	**0.76**

RESULTS

The figures presented below illustrate the performance gap between the proposed building and the reference building, enabling a measurable comparison of each building's performance.

Climate Zone 1:

MODEL	HEATING	COOLING	FANS	LIGHTS	EQUIP	PV	TOTAL
REFERENCE (kWh/m2)	0.0	47.9	9.9	63.1	16.4	-	137.3
PROPOSED (kWh/m2)	0.0	46.9	9.7	63.1	16.4	-	136.1
ENERGY REDUCTION							**0.86%**

Based on these figures, we can confidently verify that the Proposed Building will indeed outperform the Reference building, thus ensuring compliance with the NCC 2019 Section J standards.

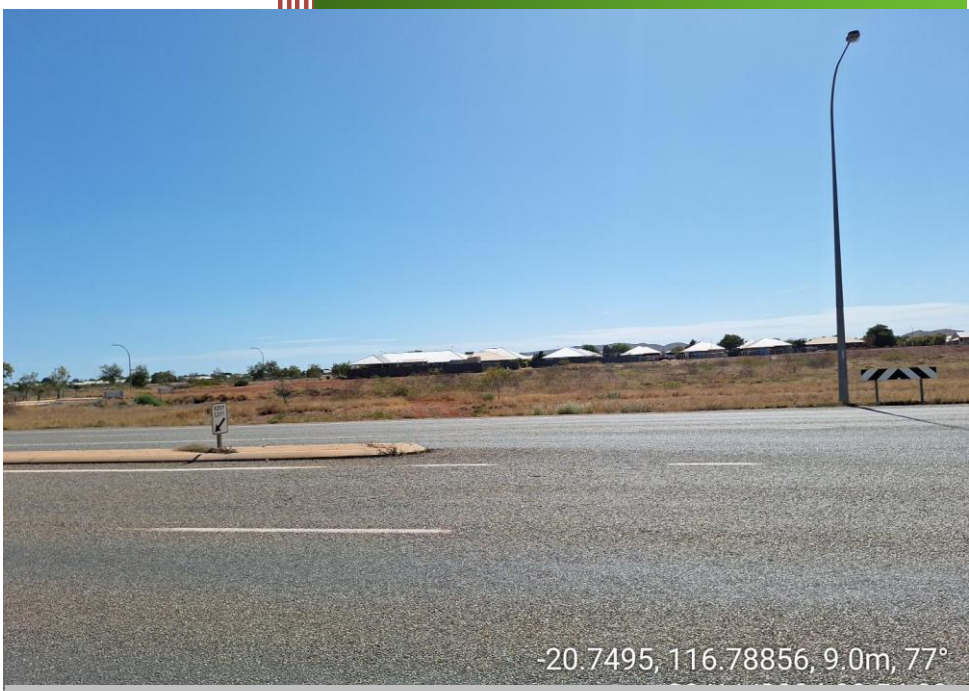
APPENDIX 6

BAL ASSESSMENT

Local Government Use

BUSHFIRE PRONE PLANNING

Bushfire Attack Level Assessment Report



Produced Applying AS 3959:2018 Bushfire Attack Level Determination Methodology

Lots 8, 9 and 10
Cnr Dampier Road and Madigan Road
Karratha

City of Karratha

Report Date: **29 November 2024**

Job Reference No: **231143**

COMPANY AND BUSHFIRE CONSULTANT DETAILS	
BPP GROUP PTY LTD T/A BUSHFIRE PRONE PLANNING ACN: 39 166 551 784 | ABN: 39 166 551 784 SUITE 11, 36 JOHNSON STREET GUILDFORD WA 6055 PO BOX 388 GUILDFORD WA 6935 08 6477 1144 | admin@bushfireprone.com.au	I hereby declare that I am a BPAD accredited bushfire practitioner. Accreditation No. BPAD 61156 Signature Date 29 November 2024 *Authorised Practitioner Stamp*

Author:	Gearoid Fitzmaurice (BPAD Level 1 No.61156)
Reviewed:	Kathy Nastov (BPAD Level 3 No. 27794)

ASSESSMENT AND REPORT DETAILS			
Version	Details	Site Assessment Date	Report Date
1.0	Original	29 November 2024	29 November 2024
-	-		

Report Preparation: *This report has been prepared by an accredited BPAD practitioner using the simplified BAL determination procedure (Method 1) as detailed in section 2 of AS 3959:2018*

Warranty of the Accrediting Body: *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.*

Period of Validity: *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 and/or BAL certificate issued.*

Limitations: *The protection measures that will be implemented based on information presented in this report are minimum requirements and they do not guarantee that buildings or infrastructure will not be damaged in a bushfire, persons injured, or fatalities occur either on the subject site or off the site while evacuating.*

This is substantially due to the unpredictable nature and behaviour of fire and fire weather conditions. Additionally, the correct implementation of the required protection measures (including bushfire resistant construction) and any other required or recommended measures, will depend upon, among other things, the ongoing actions of the landowners and/or operators over which Bushfire Prone Planning has no control.

All surveys, forecasts, projections and recommendations made in this report associated with the proposed development or use are made in good faith based on information available to Bushfire Prone Planning at the time. All maps included herein are indicative in nature and are not to be used for accurate calculations.

Notwithstanding anything contained therein, Bushfire Prone Planning will not, except as the law may require, be liable for any loss or other consequences whether or not due to the negligence of their consultants, their servants or agents, arising out of the services provided by their consultants.

Copyright © 2024 BPP Group Pty Ltd: *All intellectual property rights, including copyright, in format and proprietary content contained in documents created by Bushfire Prone Planning, remain the property of BPP Group Pty Ltd. Any use made of such format or content without the prior written approval of Bushfire Prone Planning, will constitute an infringement on the rights of the Company which reserves all legal rights and remedies in respect of any such infringement.*

TABLE OF CONTENTS

1 PROPOSED BUILDING WORKS OR USE 2

1.1.1 SITE PLAN 3

2 INFORMATION FOR LOCAL GOVERNMENT BUILDING SERVICES (& THE LANDOWNER) 4

2.1 BAL ASSESSMENT SUMMARY (TABLE FORMAT) 4

2.1.1 BAL DETERMINATION METHOD(S) APPLIED AND THE LOCATION OF DATA AND RESULTS 4

2.1.2 BAL RESULTS 5

2.1.3 IDENTIFICATION OF SHIELDED ELEVATIONS 5

2.1.4 SITE ASSESSMENT MAP 6

2.1.5 SITE ASSESSMENT DATA 7

APPENDIX A: BAL ASSESSMENT DATA (DETAILED) AND SUPPORTING INFORMATION 8

A1: ASSESSED SITE INPUTS COMMON TO THE METHOD 1 AND METHOD 2 PROCEDURES 8

A1.1: FIRE DANGER INDICES (FDI/ FDI/GFDI) 8

A1.2: VEGETATION ASSESSMENT AND CLASSIFICATION 8

A1.3: EFFECTIVE SLOPE 11

A1.4: SEPARATION DISTANCE 14

APPENDIX B: ADVICE - ONSITE VEGETATION MANAGEMENT - THE APZ 15

B1: THE ASSET PROTECTION ZONE (APZ) - DIMENSION AND LOCATION REQUIREMENTS 15

B2: THE STANDARDS FOR THE APZ AS ESTABLISHED BY THE GUIDELINES (DPLH, V1.4) 19

B3: THE STANDARDS FOR THE APZ AS ESTABLISHED BY THE LOCAL GOVERNMENT 20

B4: VEGETATION EXCLUDED FROM CLASSIFICATION - ENSURE CONTINUED LOW THREAT STATUS 21

APPENDIX E: ADVICE - BAL RATINGS – CORRESPONDING THREATS AND CONSTRUCTION REFERENCES 22

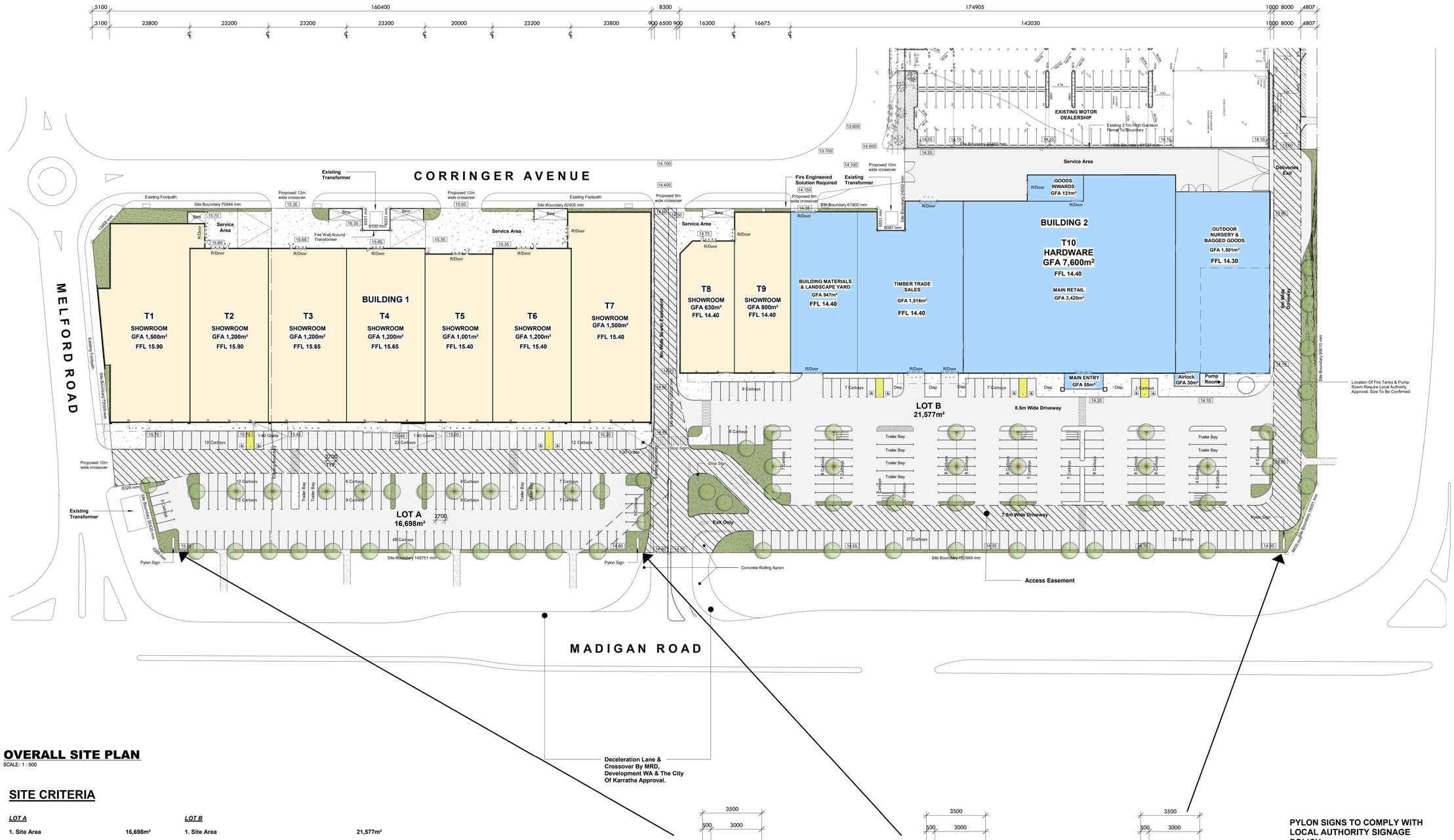
LIST OF FIGURES

Figure 1: Site plan locating the proposed building works on the lot. 3

Figure 2: BAL site assessment map. 6

1 PROPOSED BUILDING WORKS OR USE

Planning Stage	Building Application - submitted via Building Services
Subject Lot/Site Total Area	3.74ha
Primary Building Work and/or Use	Construction of a habitable building other than a single house or ancillary dwelling
Associated Building	N/A
Main Class of Building - Building Code of Australia (NCC)	Class 6
Description of Proposed Development/Use	
Two proposed warehouse buildings intended for retail use. Retail building on Lot 8 Retail building on Lot 9/10	



OVERALL SITE PLAN

SCALE: 1 : 500

SITE CRITERIA

LOT A		
1. Site Area		**16,698m²**
2. Landscaping		
a. Required 1m wide landscape strip to street boundary		
3. Commercial Area (GFA)		
a. Showrooms (1-7)		**8,801m²**
4. Carparking		**Carbays**
i. Cars Required		
a. Showrooms	8,801m² @ 1/50m²	**176**
ii. Cars Provided		
a. On grade		177
b. Trailer Bay		4
Total		**181**

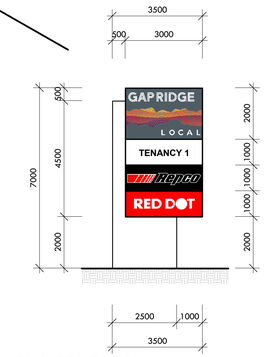
LOT B		
1. Site Area		**21,577m²**
2. Landscaping		
a. Required 1m wide landscape strip to street boundary		
3. Commercial Area (GFA)		
a. Showrooms (6-9)		1,430m²
b. Main Retail		3,420m²
c. Timber Trade sales		1,516m²
d. Building materials & landscape yard		947m²
e. Bagged goods canopy & nursery & airlock		1,531m²
f. Main Entry, goods inwards		186m²
Total		**9,030m²**
4. Carparking		**Carbays**
i. Cars Required		
a. Showrooms	1,430m² @ 1/50m²	28.6
b. Main Retail	3,420m² @ 1/50m²	68.4
c. Timber Trade sales	1,516m² @ 1/50m²	30.3
d. Building materials & landscape yard	947m² @ 1/50m²	19.0
e. Bagged goods canopy & nursery	1,531m² @ 1/50m²	30.6
f. Main Entry, goods inwards	186m² @ 1/50m²	3.7
Total		**180.6**
ii. Cars Provided		
a. On grade		190
b. Trailer Bay		6
Total		**196**

NOTE!
CARPARKING RATES FOR HARDWARE STORE STILL TO BE DEFINED BY LOCAL AUTHORITY

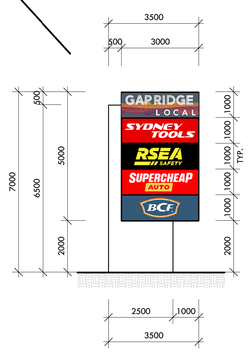
Landscaping
A. Hard Landscaping
Defined as paved walkways either open or covered.
B. Soft Landscaping
Defined as vegetative landscaping.

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

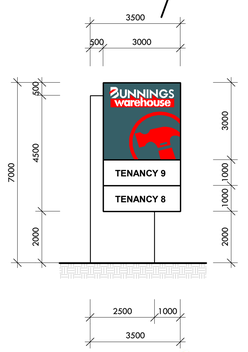
Nett Floor Area : NFA
A. Nett Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.



PYLON SIGN 1
SCALE: 1 : 100



PYLON SIGN 2
SCALE: 1 : 100



PYLON SIGN 3
SCALE: 1 : 100

PYLON SIGNS TO COMPLY WITH LOCAL AUTHORITY SIGNAGE POLICY.

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 5 10 15 20 25 50

DATE: MAR 2025 PROJECT NUMBER
REVISION: SK021 **9201**
SHEET: 07
SCALE: As indicated @B1

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

2 INFORMATION FOR LOCAL GOVERNMENT BUILDING SERVICES (& THE LANDOWNER)

BUSHFIRE ATTACK LEVELS (BAL) - UNDERSTANDING THE RESULTS

The potential transfer (flux/flow) of radiant heat from the bushfire to a receiving object is measured in kW/m^2. The AS 3959:2018 BAL determination methodology establishes the ranges of radiant heat flux that correspond to each bushfire attack level. These are identified as BAL-LOW, BAL-12.5, BAL-19, BAL-29, BAL-40 and BAL-FZ.

The bushfire performance requirements for certain classes of buildings are established by the Building Code of Australia (Vol. 1 & 2 of the NCC). The BAL will establish the bushfire resistant construction requirements that are to apply in accordance with AS 3959:2018 - Construction *of buildings in bushfire prone areas* and the NASH Standard – *Steel framed construction in bushfire areas (NS 300 2021),* whose solutions are deemed to satisfy the NCC bushfire performance requirements.

DETERMINED BAL RATINGS

A BAL Certificate can be issued for a determined BAL. A BAL can only be classed as 'determined' for an existing or future building/structure when:

1. It's final design and position on the lot are known and the stated separation distance from classified bushfire prone vegetation exists and can justifiably be expected to remain in perpetuity; or
2. It will always remain subject to the same BAL regardless of its design or position on the lot after accounting for any regulatory or enforceable building setbacks from lot boundaries as relevant and necessary (e.g., R-codes, restrictive covenants, defined building envelopes) or the retention of any existing classified vegetation either onsite or offsite.

INDICATIVE BAL RATINGS

A BAL Certificate cannot be issued for an indicative BAL. A BAL will be classed as 'indicative' for an existing or future building/structure when the required conditions to derive a determined BAL are not met.

This class of BAL rating indicates what BAL(s) could be achieved and the conditions that need to be met are stated.

Converting the indicative BAL into a determined BAL is conditional upon the currently unconfirmed variable(s) being confirmed by a subsequent assessment and evidential documentation. These variables will include the future building(s) location(s) being established (or changed) and/or classified vegetation being modified or removed to establish the necessary vegetation separation distance. This may also be dependent on receiving approval from the relevant authority for that modification/removal.

2.1 BAL Assessment Summary (Table Format)

2.1.1 BAL Determination Method(s) Applied and the Location of Data and Results

Procedure Method (AS 3959:2018)	Applied to the BAL Assessment	Location of the Site Assessment Data			Location of the Results
		Site Assessment Map	Calculation Input Variables		Assessed Bushfire Attack Levels and/or Radiant Heat Levels
			Summary Data	Detailed Data with Explanatory and Supporting Information	
Method 1 (Simplified)	Yes	Figure 2	Table 1	Appendix A1	Section 2.1.1 Table 1
Method 2 (Detailed)	No	N/A	N/A	N/A	N/A

2.1.2 BAL Results

ASSESSMENT RESULT - THE BUSHFIRE ATTACK LEVEL (BAL)			
The Bushfire Attack Level (the highest assessed BAL) for the site (being the part of the allotment of land on which a building stands or is to be erected) / proposed development, has been determined in accordance with AS 3959:2018 clause 2.2.6 for the Method 1 procedure and/or AS 3959:2018 Appendix B for the Method 2 procedure (as relevant). The applicable site data applied to calculations is presented in the next section of this report.			
Proposed Building Works	Retail Building on Lot 8	**DETERMINED BUSHFIRE ATTACK LEVEL**	**BAL-19**
Proposed Building Works	Retail Building on Lot 9/10	**DETERMINED BUSHFIRE ATTACK LEVEL**	**BAL-12.5**

2.1.3 Identification of Shielded Elevations

IDENTIFICATION OF SHIELDED ELEVATION(S) – REDUCTION IN CONSTRUCTION REQUIREMENTS		
In accordance with AS 3959:2018 Clause 3.5, where an elevation is not exposed to the source of bushfire attack, the construction requirements for that elevation can reduce to the next lower BAL, but not below BAL-12.5. This shall apply to all elements of the wall, including openings, but shall not apply to subfloors or roofs. When applicable, the shielded elevation(s) are identified on the site plan when practical, otherwise a separate diagram is provided as an addendum.		
Proposed Building Works	All proposed retail buildings	The shielding provisions cannot be applied.

Figure 2

Classified Vegetation & Topography

Lots 8, 9 and 10
Cnr Dampier Road and Madigan Road
Karratha
City of Karratha

AREA 1
Class (C) Shrubland
Effective Slope 0°

AREA 2
Excluded

Lot 8

DAMPIER RD
DAMPIER RD
CORRINGER AV
MELFORD RD
MELFORD RD
MADIGAN RD
MADIGAN RD
KARINHA WAY
COOLERIN RD
COORBEELIE ST
TANGA ST
LOUDEN ST
LANGWELL LANE

14 m
20 m

------ LEGEND ------

- Subject Site
- Cadastral
- Photo and Direction
- Proposed Buildings
- Hydrants
- Vegetation Distance (m)
- 150m Assessment Area
- 100m Assessment Area

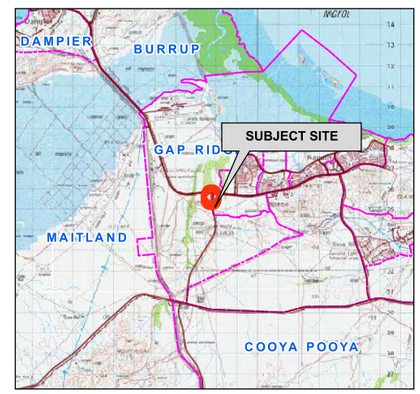
Classified Vegetation

- Shrubland
- Excluded 2,2,3,2 (e and f)

0 20 40 60 80 100

Metres

------ LOCALITY ------



AERIAL IMAGERY: Landgate/SLIP

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Merctaor Units: Metre
Map by: 29-11-2024
SCALE (A3): 1 : 2500

BUSHFIRE PRONE PLANNING

Disclaimer and Limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.

2.1.5 Site Assessment Data

Table 1: Summary of calculation input variables applied to deriving the BAL rating for the relevant element at risk.

DATA APPLIED TO THE CALCULATION OF THE BUSHFIRE ATTACK LEVELS (BAL) [1]							
BAL Determination Method	METHOD 1 - AS 3959:2018 CLAUSE 2.2 - SIMPLIFIED PROCEDURE				Applied Fire Danger Index		FDI 80
The Element at Risk Relevant Building/Structure	Vegetation Classification		Effective Slope		Separation Distance		Bushfire Attack Level (BAL)
			Measured	Applied Range	Total	Included Building Setback [2]	
	Area	Class	degrees		metres		
Retail building on Lot 8	1	(C) Shrubland	flat 0	Upslope or flat 0	14	N/A	BAL-19
	2	Excluded cl 2.2.3.2(e & f)	N/A	N/A	-	N/A	N/A
						Determined Bushfire Attack Level	BAL-19
Retail building on Lot 9/10	1	(C) Shrubland	flat 0	Upslope or flat 0	20	N/A	BAL-12.5
	2	Excluded cl 2.2.3.2(e & f)	N/A	N/A	-	N/A	N/A
						Determined Bushfire Attack Level	BAL-12.5

Note 1: All data and information supporting the determination of the classifications and values stated in this table is presented in Appendix A.

Note 2: This minimum distance (that establishes the closest distance to the lot boundary that a building/structure can legally exist) will only be identified as a component of the total vegetation separation distance if a BAL rating exceeding BAL-29 would apply if the building works was to be positioned closer to the lot boundary than the required statutory setback. The statutory setback is established by either the applicable R-code setback or another mechanism such as a restricted covenant. For all other scenarios, the building setback is not applicable and only the total separation distance will be stated.

APPENDIX A: BAL ASSESSMENT DATA (DETAILED) AND SUPPORTING INFORMATION

A1: Assessed Site Inputs Common to the Method 1 and Method 2 Procedures

A1.1: FIRE DANGER INDICES (FDI/ FDI/GFDI)

When using Method 1 the relevant FDI value required to be applied for each state and region is established by AS 3959:2018, Table 2.1. Each FDI value applied in Tables 2.4 – 2.7 represents both the Forest Fire Danger Index (FFDI) and a deemed equivalent for the Grassland Fire Danger Index (GFDI), as per Table B2 in Appendix B. When using Method 2, the relevant FFDI and GFDI are applied.

The values may be able to be refined within a jurisdiction, where sufficient climatological data is available and in consultation with the relevant authority.

Relevant Jurisdiction:	WA	Region:	Whole State	Method 1	Applied FDI:	80
				Method 2	Applied FFDI:	N/A
					Applied GFDI:	N/A

A1.2: VEGETATION ASSESSMENT AND CLASSIFICATION

Vegetation Types and Classification

In accordance with AS 3959:2018 clauses 2.2.3 and C2.2.3.1, all vegetation types within 100 metres of the 'site' (defined as "the part of the allotment of land on which a building stands or is to be erected"), are identified and classified. Any vegetation more than 100 metres from the site that has influenced the classification of vegetation within 100 metres of the site, is identified and noted. The maximum excess distance is established by AS 3959: 2018 cl 2.2.3.2 and is an additional 100 metres.

Classification is also guided by the Visual Guide for Bushfire Risk Assessment in WA (WA Department of Planning February 2016) and any relevant FPA Australia practice notes.

Modified Vegetation

The vegetation types have been assessed as they will be in their natural mature states, rather than what might be observed on the day. Vegetation destroyed or damaged by a bushfire or other natural disaster has been assessed on its expected re-generated mature state. Modified areas of vegetation can be excluded from classification if they consist of low threat vegetation (refer to Appendix B) and that any required active management can be expected to continue in perpetuity, and this can be adequately justified.

The Influence of Ground Slope

Where significant variation in effective slope exists under a consistent vegetation type, these will be delineated as separate vegetation areas to account for the difference in potential bushfire behaviour, in accordance with AS 3959:2018 clauses 2.2.5 and C2.2.5.

THE INFLUENCE OF VEGETATION GREATER THAN 100 METRES FROM THE SUBJECT SITE	
Vegetation area(s) within 100m of the site whose classification has been influenced by the existence of bushfire prone vegetation from 100m – 200m from the site:	None
Assessment Statement:	No vegetation types exist close enough, or to a sufficient extent, within the relevant area to influence classification of vegetation within 100 metres of the subject site.

VEGETATION AREA 1						
Classification	**C. SHRUBLAND**					
Types Identified	Open heath C-11					
Exclusion Clause	N/A					
Effective Slope	Measured	flat 0 degrees	Applied Range (Method 1)	Upslope or flat 0 degrees		
Foliage Cover (all layers)	10-30%	Shrub/Heath Height	1-2m	Tree Height	N/A	
Dominant & Sub-Dominant Layers	Mixed native shrubs including *Acacia pyrifolia across* a drainage line and semi managed verge.					
Understorey	Long pastural grasses such as buffel grass and invasive weeds such as kapok.					
Justification Comments:	Not Required. B					
Post Development Assumptions:	Any grasses within the lot to be managed to a low threat state as per the firebreak notice.					

PHOTO ID: 1

PHOTO ID: 2

PHOTO ID: 3

PHOTO ID: 4

VEGETATION AREA 2	
Classification	**N/A**
Exclusion Clause	2.2.3.2 (e) Non-vegetated areas and (f) Low threat vegetation - minimal fuel condition.
Justification Comments:	Areas include a gravel car park, existing roads and managed verges. Also included is low threat vegetation being managed as part of a graveyard (Photo 2)
Post Development Assumptions:	None required.

PHOTO ID: 5

PHOTO ID: 6

A1.3: EFFECTIVE SLOPE

EXPLAINING THE ASSESSMENT METHODOLOGY APPLIED BY BUSHFIRE PRONE PLANNING

DEFINITION: Effective slope is "the slope under that classified vegetation which most influences the bushfire attack" (AS 3959:2018, Clause 1.5.11).

"The effective slope under the classified vegetation is not the same as the average slope for the land surrounding the site of the proposed building. The effective slope is that slope which most significantly influences bushfire behaviour" (AS 3959:2018, Clause CB4).

The slope is described as upslope, flat or downslope when viewed from an exposed element (e.g., building) and looking towards the vegetation. It is measured in degrees.

[Note: Additional relevant guidance provided by AS 3959:2018 and NSW RFS, Planning for Bushfire Protection (2019) is incorporated into the applied assessment methodology and is presented at the end of this explanation.]

COMPOUND SLOPES UNDER VEGETATION AND DETERMINING SLOPE SIGNIFICANCE

Non-Linear Slopes: When the slope of ground under the vegetation out to the distance to be assessed (100 m or further if necessary), is not a straight line or nearly straight line slope, then it is made up of several different slopes i.e., it is a compound slope. The different slope angles and lengths must be factored into the determination of the effective slope value to be applied. Different slopes will potentially influence the bushfire rate of spread and intensity, both increasing and decreasing it.

Significant Slope: The AS 3959:2018 bushfire attack level determination methodology, with default inputs, models a fully developed bushfire. Therefore, a 'significant' slope is one that will significantly influence bushfire behaviour. To be 'significant' the length of the slope must be 'sufficient' to support a fully developed fire on that slope. The angle of a significant slope could be the determined effective slope for the area of classified vegetation if it is the one that 'most influences the bushfire attack'.

Sufficient Slope Length: Is a slope that will, as a minimum, allow the entire flame depth (flaming zone) of a fully developed fire (100m flame width) to exist on that slope.

The expected flame depth of a fully developed bushfire is a function of the length of time the flaming phase will exist on a section of the fuel bed (the 'residence time') and the bushfire's 'rate of spread'. For a given rate of spread, longer residence times result in greater flame depths. Greater flame depths are correlated with greater flame temperatures and greater flows of radiant heat.

The primary factors that will increase the residence time are:

- Heavier fine fuel loads of grass, leaf litter, twigs, bark etc less than 6mm in width and existing within the surface and near surface layers (and elevated fuel layers when contiguous with the base layers); and
- A greater percentage of larger fine fuels within the fuel load.

The primary factors that increase the rate of spread (apart from fire weather factors), include finer fuels, drier fuels, horizonal continuity of fuel and steeper upward ground slope in the direction of fire travel.

Example values:

- Residence Time: Grassfire 5 – 15 seconds, Forest fire 25 -50 seconds.
- Rate of Spread: Grassfires of a few km/hr are considered fast moving, 5-10 km/hr is common and fastest in the order of 25km/hr. Forest fire typically recorded in metres/hour with 1-1.5 km/hr being considered fast moving and fastest in the order of 3–4 km/hr.
- Flame Depth: More typically, a few metres for grasses to tens of metres for forest fires.

An Isolated Slope: For scenarios where there is a single significant slope (based on the above criteria) additional consideration would need to be given to the time and distance consumed by a bushfire still in its 'developing' phase. This will require due consideration be given to how it is potentially ignited i.e., from a single or multiple points, as this will influence the time and distance required to fully develop. For such scenarios, a normally significant slope may not be sufficiently long. It may be necessary to determine the potential bushfire impact more accurately by

justifying the application of a lesser effective slope, or a lower threat vegetation classification, or calculating a reduced head fire width (using short fire run modelling).

Determined Effective Slope: Only a 'significant' slope can potentially be the effective slope by itself. In which case, for a defined area of classified vegetation area, the worst significant slope under that vegetation is to apply.

The table below presents Bushfire Prone Planning's considerations applied to assessing short and/or compound slopes in determining the effective slope.

Slope Length (m)	Considered a Significant Slope	Considerations in Determining the Effective Slope
< 5	No	Where these short slopes exist as part of a compound slope under an area of classified vegetation, they can be ignored as they will not influence the fire behaviour in that vegetation.
5-20	No	These slopes will have a range of influence on fire behaviour from very little to a degree of influence that must be accounted for to some extent by the determined effective slope that is applied (i.e., with a greater length apply to a greater extent). But the actual slope of these shorter slopes is likely not to be applied as it is not a 'significant' length.
20-30	Maybe	The same considerations applied to the 5-20m slope lengths should be applied here. However, more justification would need to be presented to support their assessment as not being 'significant' slopes. For these slope lengths, consideration must be given more broadly to the potential level of risks associated with a bushfire event in this location. The risk level will be a function of the bushfire hazard threat levels (direct attack mechanisms) within the immediate and broader assessment area as influenced by local topography, vegetation extents and types and the exposure and vulnerability of persons and/or buildings/structures to these threats. Higer risk levels require greater precaution meaning these slopes should be considered 'significant', and vice versa. Consider the potential for a bushfire on adjoining or nearby land be a source of ignition and/or pre-heating to vegetation on the subject slope. Consider if vegetation on the slope is likely be ignited by a single ignition point or is multipoint ignition possible from bushfire an adjoining slopes or the surrounding area. Single point ignition will require a fire to travel further before being fully developed (DFES considers less than 100m fire runs may be considered a short fire run for forest, woodland and scrub vegetation classifications, RFS NSW applies 150m). Isolated slopes of this length are less likely to be considered significant as compared to when part of a compound slope.
>30	Yes	Likely to always be a significant slope unless isolated (i.e., exists alone) – in which case, justifying the application of a lesser effective slope, or a lower threat vegetation classification, or calculating a reduced head fire width, are approaches that may need to be applied.

BPP Approach - Slope Variation Within Areas of Vegetation

When multiple 'significant' slope lengths with large differences in degrees of effective slope (or different applicable slope ranges when AS 3959:2018 Method 1 is applied), exists under a single vegetation classification, these will be delineated as separate vegetation areas of classified vegetation to account for the difference in potential bushfire behaviour and impact, in accordance with AS 3959:2018 clauses 2.2.5 and C2.2.5.

Effective Slope Variation Due to Multiple Development Sites

When the effective slope, under a single area of bushfire prone vegetation, will vary significantly relative to multiple proposed development sites (exposed elements), then the effective slopes corresponding to each of the different

locations, are separately identified. The relevant (worst case) effective slope is determined in the direction corresponding to the potential directions of fire spread towards the subject building(s).

AS 3959:2018 EFFECTIVE SLOPE DETERMINATION - GUIDANCE

The Standard presents a broad set of guidance statements that indicate the intent of deriving an effective slope value for use in calculations, rather than detailing the 'in the field' determination process. These include:

- Highlighting the importance of the value by stating "The slope of the land under the classified vegetation has a direct influence on the rate of fire spread, the severity of the fire and the ultimate level of radiant heat flux" (Clause C2.2.5). [Note: A common rule of thumb is that for every 10 degrees of upslope, a fire will double its rate of spread if moving in the direction of the prevailing wind].
- It may be necessary to consider the slope under the classified vegetation for distances greater than 100 m in order to determine the effective slope for that vegetation classification.
- "Where there is more than one slope within the classified vegetation, each slope shall be individually assessed, and the worst case Bushfire Attack Level shall apply" (Clause 2.2.5).

NSW RFS 2019, PLANNING FOR BUSHFIRE PROTECTION - APPENDIX A1.5 - ADDITIONAL DETERMINATION GUIDANCE

- "In identifying the effective slope - it may be found that there are a variety of slopes covering different distances within the vegetation. The effective slope is considered to be the slope under the vegetation which will most significantly influence the bushfire behaviour for each aspect. This is usually the steepest slope. In situations where this is not the case, the proposed approach must be justified".
- "Vegetation located closest to an asset may not necessarily be located on the effective slope".

SITE ASSESSMENT DETAILS - EXPLANATION & JUSTIFICATION

The effective slopes determined from the site assessment are recorded in Table 1.

When their derivation requires additional explanation and justification, this is provided below.

For the subject site additional information is not required.

A1.4: SEPARATION DISTANCE

Measuring

The separation distance is the distance in the horizontal plane between the receiver (building/structure or area of land being considered) and the edge of the classified vegetation (AS 3959:2018, clause 2.2.4)

The relevant parts of a building/structure from which the measurement is taken is the nearest part of an external wall or where a wall does not exist, the supporting posts or columns. Certain parts of buildings are excluded including eaves and roof overhangs.

The edge of the vegetation, for forests and woodlands, will be determined by the unmanaged understorey rather than either the canopy (drip line) or the trunk (AS 3959:2018, clause C2.2.5).

Measured Separation Distance as a Calculation Input

If a separation distance can be measured because the location of the building/structure relative to the edge of the relevant classified vegetation is known, this figure can be entered into the BAL calculation. The result is a determined BAL rating.

Assumed Separation Distance as a Calculation Input

When the building/structure location within the lot is not known, an assumed building location may be applied that would establish the closest positioning of the building/structure relative to the relevant area of vegetation.

The assumed location would be based on a factor that puts a restriction on a building location such as:

- An established setback from the boundary of a lot, such as a residential design code setback or a restrictive covenant; or
- Within an established building envelope.

The resultant BAL rating would be indicative and require later confirmation (via a Compliance Report) of the building/structure actual location relative to the vegetation to establish the determined BAL rating.

SITE ASSESSMENT DETAILS - EXPLANATION & JUSTIFICATION

Measured and assumed separation distances determined from the site assessment are recorded in Table 1 (Section 2.1.5) of this report and illustrated in Figure 2 (Section 2.1.4)

When their derivation requires additional explanation and justification, including when the relevant R-Code or other regulated building setbacks are being applied, this is provided below.

For the subject site additional information is not required.

APPENDIX B: ADVICE - ONSITE VEGETATION MANAGEMENT - THE APZ

THE ASSET PROTECTION ZONE (APZ) – EXPLANATORY INFORMATION

The APZ is an area surrounding a building/structure in which fire fuels are intensively managed (reducing sources and quantities) to provide localised protection. Any retained or planted vegetation must be able to be considered low threat (due to a range of characteristics) or as being continuously maintained in a minimal fuel condition. The primary objectives of establishing an APZ are:

- Ensure a reduction in the exposure of the building/structure to bushfire direct attack mechanisms (threats) of flame contact, radiant heat transfer and ember attack, by establishing appropriate separation from the bushfire prone vegetation. The required APZ dimensions will be dependent on site specific conditions and the use of the site;
- Ensure a reduction in the exposure of the building/structure to bushfire indirect attack mechanisms (threats) by:
  - Preventing surface fire spreading to the building/structure;
  - Minimising the potential for tree strike; and
  - Limiting the potential for consequential fire to impact the building/structure by eliminating, reducing and/or shielding consequential fire fuels. These fuels include accumulated debris, stored combustible/flammable items and constructed combustible items. Consequential fire, typically ignited by embers, is the primary cause of building loss in a bushfire event; and
- To provide a defendable space for firefighting activities.

The *Guidelines for planning in bushfire prone areas* (WAPC 2021 v1.4) Appendix 4, Element 2 Explanatory Notes and Schedule 1: Standards for APZ, provide an example of how the objectives might be met.

B1: The Asset Protection Zone (APZ) - Dimension and Location Requirements

PLANNING APPLICATION REQUIREMENTS VERSUS LANDOWNER IMPLEMENTATION REQUIREMENTS

ONE IDENTIFIES THE ABILITYOF DEVELOPMENT TO ACHIEVE A MAXIMUM LEVEL OF EXPOSURE TO CERTAIN BUSHFIRE THREATS AND THE OTHER ESTABLISHES WHAT IS TO BE PHYSICALLY IMPLEMENTED SURROUNDING BUILDINGS/STRUCTURES

THE 'PLANNING BAL-29 APZ'

For planning approval purposes, an assessment against the Bushfire Protection Criteria in the *Guidelines for planning in bushfire prone areas* (WAPC 2021, v1.4), is conducted. Element 2 of the criteria (Siting and Design) establishes the acceptable solution (A2.1: APZ) requiring proposed development to depict on submitted plans that every habitable building can be surrounded by an APZ that can be reasonably expected to comply with the maintenance requirements (APZ standards) in perpetuity, and meets the following dimension and location requirements:

Dimensions: The minimum dimensions of the 'Planning BAL-29 APZ' are those that will ensure the potential radiant heat impact on the relevant buildings does not exceed 29 kW/m^2. These dimensions will vary dependent on the site specific conditions.

Location: The 'Planning BAL-29 APZ' dimensions must not extend past lot boundaries onto land the landowner has no responsibility for or control over. Limited exceptions include:

- When adjoining land is not vegetated (e.g., built out, roads, carparks, drainage systems, rock, water body etc.);
- When adjoining land does or will contain low threat vegetation (refer to Appendix B) and it can be justified that enforceable mechanisms are in place to ensure the APZ status of this land will exist in perpetuity. Such areas of land include:

- Publicly managed areas of vegetation (e.g., public open space, recreation grounds/areas and services installed in a common section of land). For certain situations, evidence of an entity's enforceable requirement to manage these areas to the required standard would be included in either the BAL Assessment Report or Bushfire Management Plan;

- Land on a neighbouring lot that is/will be part of the required APZ surrounding buildings/structures on that lot, and/or required firebreak, and for which the owner of that lot has a recognised responsibility to implement and maintain.

- Adjoining land for which a formalised and enforceable authority and responsibility is created for the owner of the lot on which development is proposed, or another third party, to manage vegetation in perpetuity, on land they do not own. This is not common, and the necessary evidence of the responsibility would be included in the BAL Assessment Report or Bushfire Management Plan.

If the proposed development can potentially satisfy these dimension and location requirements, then planning approval can be considered for this requirement, and then be subject to all other planning requirements being met.

KEY POINT

The 'Planning BAL-29 APZ' dimensions are not necessarily those that must be physically implemented and maintained by a landowner. Implementation requirements may be different (see 'Determined BAL Rating APZ' below).

The purpose of identifying the ability of proposed development to apply the 'Planning BAL-29 APZ' dimensions is solely to inform decision makers as to the ability of the proposed building works to limit exposure to certain bushfire threats (flame contact, radiant heat transfer and ember attack), to the extent represented by a BAL-29 rating.

Note for certain vulnerable land uses, evidence of the ability to implement a larger APZ may be required to inform planning decisions. These include dimensions corresponding to radiant heat impact levels of 10 kW/m² and/or 2 kW/m² and calculated using a flame temperature of 1200 K – rather than 29kW/m² at 1090 K.

THE 'DETERMINED BAL RATING APZ'

The dimensions associated with the 'Determined BAL Rating APZ' are derived for the specific site conditions and are to be physically implemented and maintained by the landowner. The rating also establishes the bushfire construction requirements for any new building works which results in the built resilience to bushfire threats corresponding to their distance from the bushfire hazard. Variations of these dimensions will only exist as the result of either:

- A requirement presented within an associated Bushfire Management Plan to increase the size of the APZ as part of an alternative solution, and which is subsequently approved by the decision maker; or

- A directive of the relevant Local Government through their annual Firebreak/Hazard Reduction Notice (see below) that results in a larger dimension.

The applicable 'determined' BAL rating is stated in the BAL Assessment Data section of the BAL Assessment Report or Bushfire Management Plan.

If an 'indicative' or 'conditional' rather than a 'determined' BAL rating is stated, the corresponding separation distances (dimensions) are just informative. Confirmation that the stated BAL rating (or a different rating) will apply, is still subject to either certain physical requirements being met or approval from relevant authorities for native vegetation removal is obtained (refer to explanatory information in Section 3).

Dimensions: The minimum dimensions of the 'BAL Rating APZ' will be those associated with the 'determined' BAL rating for the relevant buildings/structures and stated in the following Table B1.

Note for certain vulnerable land uses and relevant buildings/areas, the 'BAL Rating APZ' dimensions may be replaced with dimensions corresponding to the specific radiant heat impact levels of 10 kW/m² and 2 kW/m² and calculated using a flame temperature of 1200K– rather than 29kW/m² at 1090 K.

Location: As for the 'Planning BAL-29 APZ'.

THE 'LOCAL GOVERNMENT APZ'

Certain Local Government's state the dimensions of the APZ that must be established surrounding buildings in their annual Firebreak/Hazard Reduction Notice. For certain vegetation/sites, based on environmental considerations, they may also establish a maximum allowable dimension, typically that corresponding to a BAL-29 rating.

THE 'REQUIRED APZ'

The dimensions associated with the 'Required APZ' are to be established and maintained by the landowner within the subject lot and surrounding the subject buildings/structures. The 'Required APZ' will be appropriately depicted in Reports and Plans on the Property Bushfire Management Statement when it is required to be included.

Dimensions: The 'Required APZ' dimensions are the minimum distances away from the subject building/structure that the APZ must extend towards each relevant area of classified vegetation (note: a distance may also be a maximum distance when relevant as an environmental constraint). These distances are stated in the following Table B1.

The dimensions to implement are determined by:

A. Those associated with the 'Determined BAL APZ' for the subject building(s) when distances are greater than 'B' below (except when 'B' has established a maximum distance); or

B. The 'Local Government' APZ' derived from their Firebreak/Hazard Reduction Notice when distances are greater than 'A' above, other than when a maximum distance is established, in which case this will apply; or

C. A combination of 'A' and 'B' as they may apply to different areas of classified vegetation.

Location: As for the 'Planning BAL-29 APZ'.

Table B1: The APZ dimensions required to be implemented and maintained by the landowner.

ESTABLISHING THE 'REQUIRED APZ' DIMENSIONS TO BE IMPLEMENTED AND MAINTAINED BY LANDOWNER WITHIN THEIR LOT									
Relevant Buildings(s)	Vegetation Classification		MINIMUM REQUIRED SEPARATION DISTANCES BETWEEN BUILDING/STRUCTURE AND BUSHFIRE PRONE VEGETATION [1]						
			Dimensions Associated with the 'BAL Rating APZ'				Dimensions Associated with the 'Local Government APZ'	The 'Required APZ' Dimensions [3]	Existing Separation Distances
			Potential Bushfire Impact [2]			Separation Distance	Firebreak / Hazard Reduction Notice		
	Area	Class	Stated As	Value	Status	metres	metres	metres	metres
Retail Building on Lot 8	1	(C) Shrubland	BAL Rating	BAL-19	Determined	13	None Stated	13	14
	2	Excluded cl 2.2.3.2(e & f)	N/A	N/A	N/A	-	N/A	-	-
Retail Building on Lot 9 and 10	1	(C) Shrubland	BAL Rating	BAL-12.5	Determined	19	None Stated	19	20
	2	Excluded cl 2.2.3.2(e & f)	N/A	N/A	N/A	-	N/A	-	-

Note 1: Refer to all explanatory information on the preceding pages.
Note 2: Considers only the bushfire direct attack mechanisms of flame contact, radiant heat transfer and, to some extent, ember attack.
Note 3: These are minimum distances unless a maximum is being applied by a local government.

Comments: In accordance with the City of Karratha Fire Mitigation Notice - Grasses shall be slashed to a height 75mm.

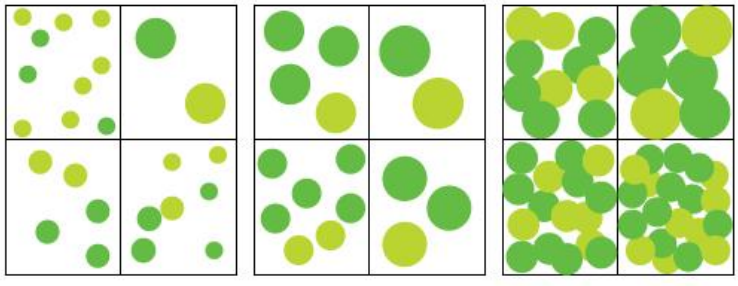
B2: The Standards for the APZ as Established by the Guidelines (DPLH, v1.4)

Within the Guidelines (source: https://www.wa.gov.au/government/document-collections/state-planning-policy-37-planning-bushfire-prone-areas), the management Standards are established by:

- Schedule 1: Standards for Asset Protection Zones (see extract below) established by the Guidelines; and
- The associated explanatory notes (Guidelines E2) that address (a) managing an asset protection zone (APZ) to a low threat state (b) landscaping and design of an asset protection zone and (c) plant flammability.

ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

OBJECT	REQUIREMENT
Fences within the APZ	• Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. **Figure 19:** Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%

Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground covers >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.
Grass	• Grass should be maintained at a height of 100 millimetres or less, at all times. • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
Defendable space	• Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

** Plant flammability, landscaping design and maintenance should be considered – refer to explanatory notes*

B3: The Standards for the APZ as Established by the Local Government

Refer to the firebreak / hazard reduction notice issued annually (under s33 of the Bushfires Act 1954) by the relevant local government. It may state Standards that vary from those established by the Guidelines and that have been endorsed by the WAPC and DFES as per Section 4.5.3 of the Guidelines.

A copy of the relevant annual notice is not included here as they are subject to being reviewed and modified prior to issuing each year. Refer to ratepayers' notices and/or the local government's website for the current version.

B4: Vegetation Excluded from Classification - Ensure Continued Low Threat Status

EXPLANATORY NOTES

When applying AS 3959:2018 BAL determination methodology, vegetation adjoining or adjacent to the subject site can be excluded from classification based on being 'low threat'. To maintain this status, certain requirements must continue to be met in accordance with the below extract from AS3959:2018. Refer to the 'Classified Vegetation and Topography Map' for the relevant areas associated with the subject site.

Determination of 'low threat' vegetation is based on factors such as:

- Proximity to the subject site
- Small areas of vegetation
- Low flammability
- High moisture content
- Low fuel load

Aside from a naturally occurring low fuel load, vegetation maintained in a minimal fuel condition through active management can be excluded. The associated key requisite is that the active management can be expected to continue in perpetuity, and this can be adequately justified.

Acceptable forms of justification typically involve supportable evidence or the existence of an enforceable mechanism. Examples of enforceable mechanisms include:

- Requirements established by a Section 33 (Bush Fires Act 1954) notice issued by a local government;
- An appropriate and enforceable agreement between relevant parties (which may involve additions to land titles); and
- For public open space, written evidence that the land manager e.g., local government or State Government Department, agrees to maintain the public open space in a low threat state in perpetuity.

2.2.3.2 *Exclusions—Low threat vegetation and non-vegetated areas*

The following vegetation shall be excluded from a BAL assessment:

(a) Vegetation of any type that is more than 100 m from the site.

(b) Single areas of vegetation less than 1 ha in area and not within 100 m of other areas of vegetation being classified vegetation.

(c) Multiple areas of vegetation less than 0.25 ha in area and not within 20 m of the site, or each other or of other areas of vegetation being classified vegetation.

(d) Strips of vegetation less than 20 m in width (measured perpendicular to the elevation exposed to the strip of vegetation) regardless of length and not within 20 m of the site or each other, or other areas of vegetation being classified vegetation.

(e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops.

(f) Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, orchards, banana plantations, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks.

NOTES:

1 Minimal fuel condition means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass for example, to a nominal height of 100 mm).

2 A windbreak is considered a single row of trees used as a screen or to reduce the effect of wind on the leeward side of the trees.

APPENDIX E: ADVICE - BAL RATINGS – CORRESPONDING THREATS AND CONSTRUCTION REFERENCES

BAL [1]	DESCRIPTION OF PREDICTED BUSHFIRE DIRECT ATTACK MECHANISMS (THREATS) AND LEVELS OF EXPOSURE	REFERENCES FOR CONSTRUCTION REQUIREMENTS	
		AS 3959:2018 Construction of Buildings in Bushfire Prone Areas	**The NASH Standard (2021) – Steel Framed Construction in Bushfire Areas**
		Referenced by the Building Code of Australia for Building Classes 1, 2, 3 & 10a	Referenced by the Building Code of Australia for Building Classes 1 & 10a
BAL – LOW	There is insufficient risk to warrant specific construction requirements but there is still some risk. *(Note: DFES recommend that ember attack protection features be incorporated into the design where practicable).*	Section 4. No Requirements	No Requirements
BAL – 12.5	There is a risk of ember attack. Construction elements are expected to be exposed to heat flux not greater than 12.5 kW/m^2	Sections 3 & 5.	All construction requirements for BAL-12.5 to BAL-40 are the same except for windows and external doors, which must comply with AS 3959. The construction requirements are set out as essentially non-combustible construction systems for each of the following building elements: Section 1.4: General Requirements Section 2: Roof and Ceiling System Section 3: External Wall System Section 4: Floor System Section 5: Carports Verandahs and Decks.
BAL – 19	There is a risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to radiant heat. The construction elements are expected to be exposed to a heat flux not greater than 19 kW/m^2.	Sections 3 & 6	
BAL – 29	There is an increased risk of ember attack and burning debris ignited by windborne embers and a likelihood of exposure to an increased level radiant heat. The construction elements are expected to be exposed to a heat flux not greater than 29 kW/m^2.	Sections 3 & 7.	
BAL – 40	There is a much increased risk of ember attack and burning debris ignited by windborne embers, a likelihood of exposure to a high level of radiant heat and some likelihood of direct exposure to flames from the fire front. The construction elements are expected to be exposed to a heat flux not greater than 40kW/m^2.	Sections 3 & 8.	
BAL – FZ (Flame Zone)	There is an extremely high risk of ember attack and burning debris ignited by windborne embers, and a likelihood of exposure to an extreme level of radiant heat and direct exposure to flames from the fire front. The construction elements are expected to be exposed to a heat flux greater than 40 kW/m^2.	Sections 3 & 9.	The construction requirements are set out in Sections 1-5 and differ from the requirements for all other BAL ratings.

[1] AS 3959:2018 *Construction of buildings in bushfire prone areas,* defines a Bushfire Attack Level (BAL) as a *"means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat flux expressed in kW/m^2, and is the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire."*

Bushfire Attack Level (BAL) Certificate

Determined in accordance with AS 3959-2018

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** N/A	**Street no** N/A	**Lot no** 8	**Street name / Plan Reference** Dampier Road	
	Suburb Gap Ridge			**State** WA	**Postcode** 6714
Local government area	City of Karratha				
Main BCA class of the building	Class 6	**Use(s) of the building**	Retail		
Description of the building or works	Retail building for sale of goods and services				

Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class C - Shrubland	Flat 0°	14 m	BAL-19

BPAD Accredited Practitioner Details

Name
Gearoid Fitzmaurice

Company Details
BPP Group Pty Ltd ABN 39 166 551 784

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 3959-2018.

I hereby declare that I am a BPAD accredited bushfire practitioner.

Accreditation No. BPAD: 61156

Signature

Date 29/11/2024

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 (BAL) Certificate

Determined in accordance with AS 3959-2018

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** N/A	**Street no** N/A	**Lot no** 9/10	**Street name / Plan Reference** Cnr Dampier Road and Madigan Road	
	Suburb Gap Ridge			**State** WA	**Postcode** 6714
Local government area	City of Karratha				
Main BCA class of the building	Class 6	**Use(s) of the building**	Retail		
Description of the building or works	Retail building intended for the sale of goods and services				

Determination of Highest Bushfire Attack Level

AS 3959 Assessment Procedure	Vegetation Classification	Effective Slope	Separation Distance	BAL
Method 1	Class C - Shrubland	Flat 0°	20 m	BAL-12.5

BPAD Accredited Practitioner Details

Name
Gearoid Fitzmaurice

Company Details
BPP Group Pty Ltd ABN 39 166 551 784

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 3959-2018.

I hereby declare that I am a BPAD accredited bushfire practitioner.

Accreditation No. BPAD: 61156

Signature

Date 29/11/2024

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.

APPENDIX 7

TEN PRINCIPLES ASSESSMENT

10 PRINCIPLES DESIGN REPORT

Corner Madigan Rd & Dampier Highway,
Karratha WA

Prepared for
Good Country Holdings
PTY LTD.
Design Review Panel

Project Number 9201
APRIL 2025 Rev A

meyer
shircore
architects

AA

Contents & Register

ADDRESS	Corner Madigan Rd & Dampier Highway, Karratha WA
LOCAL COUNCIL	City of Karratha
SITE AREA	38,275m²

Project Overview

SPP7 DESIGN OF THE BUILT ENVIRONMENT

1 Context & Character
2 Landscape Quality
3 Built Form & Scale
4 Functionality & Build Quality
5 Sustainability
6 Amenity
7 Legibility
8 Safety
9 Community
10 Aesthetics

PRINCIPLE 1

CONTEXT & CHARACTER

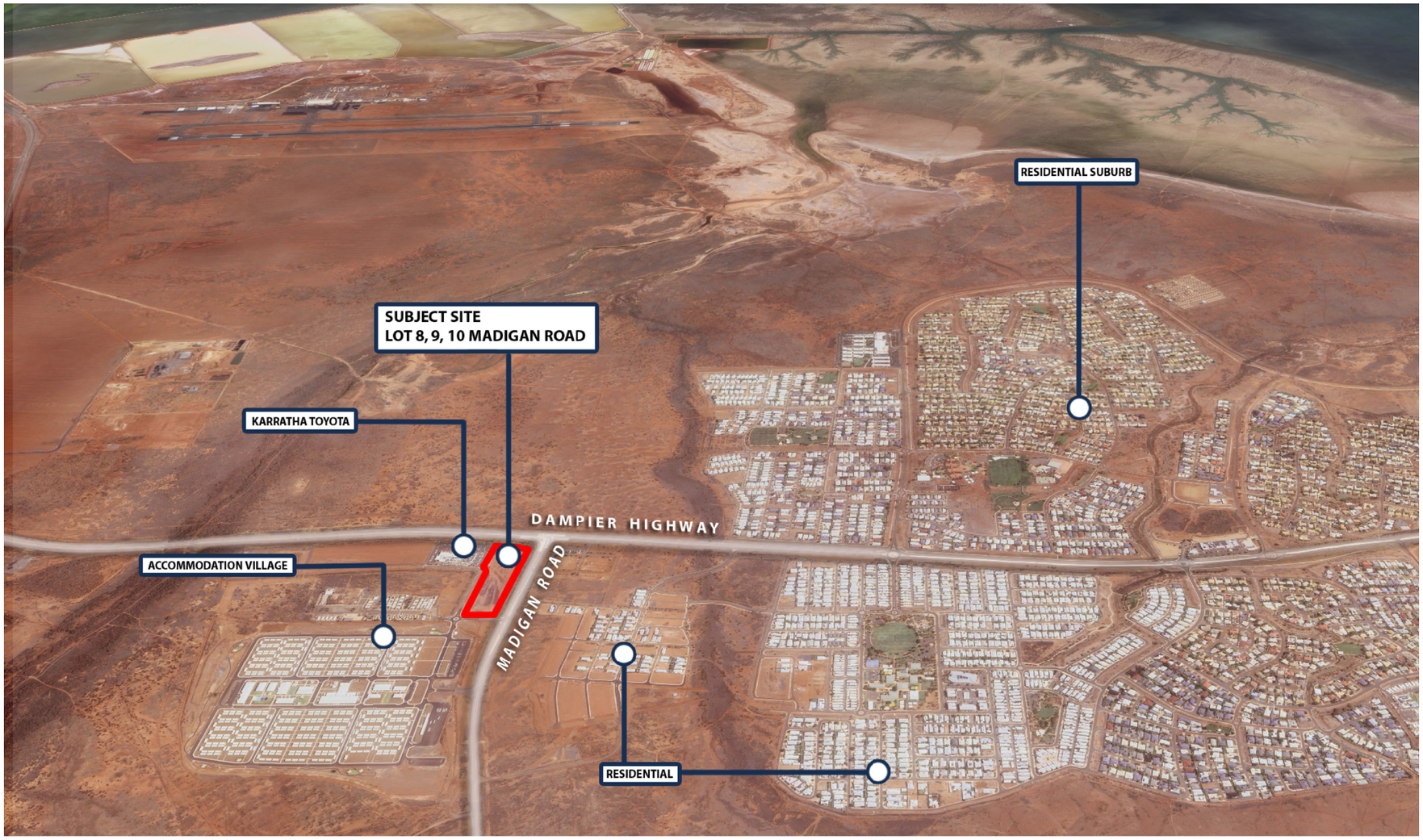
Responds to and enhances the unique characteristics of a local area, contributing to a sense of place

Locality Plan

- The proposal is situated on Lots 8, 9 & 10 Madigan Rd, on the NE corner of Dampier Highway.
- The subject Lot (to be amalgamated) is approx. 5km from the Town Centre on the main road (Dampier Hwy).
- The site area is Approximately 1.6Ha and is bound by Madigan Road, Dampier Highway and Corringer Avenue.

Local Context

- Site is in developing area located on the western edge of Karratha townsite.
- High exposure to Dampier Highway.
- Adjacent Toyota Dealership on Dampier highway.
- Civeo workforce accommodation to the south on Madigan.
- Embryonic Residential development immediately to the east with established residential further east.
- Karratha Cemetery on opposite corner.
- Overall difficulty in extracting meaningful cues from existing surrounding built form, therefore landscaping and art are considered as focus.

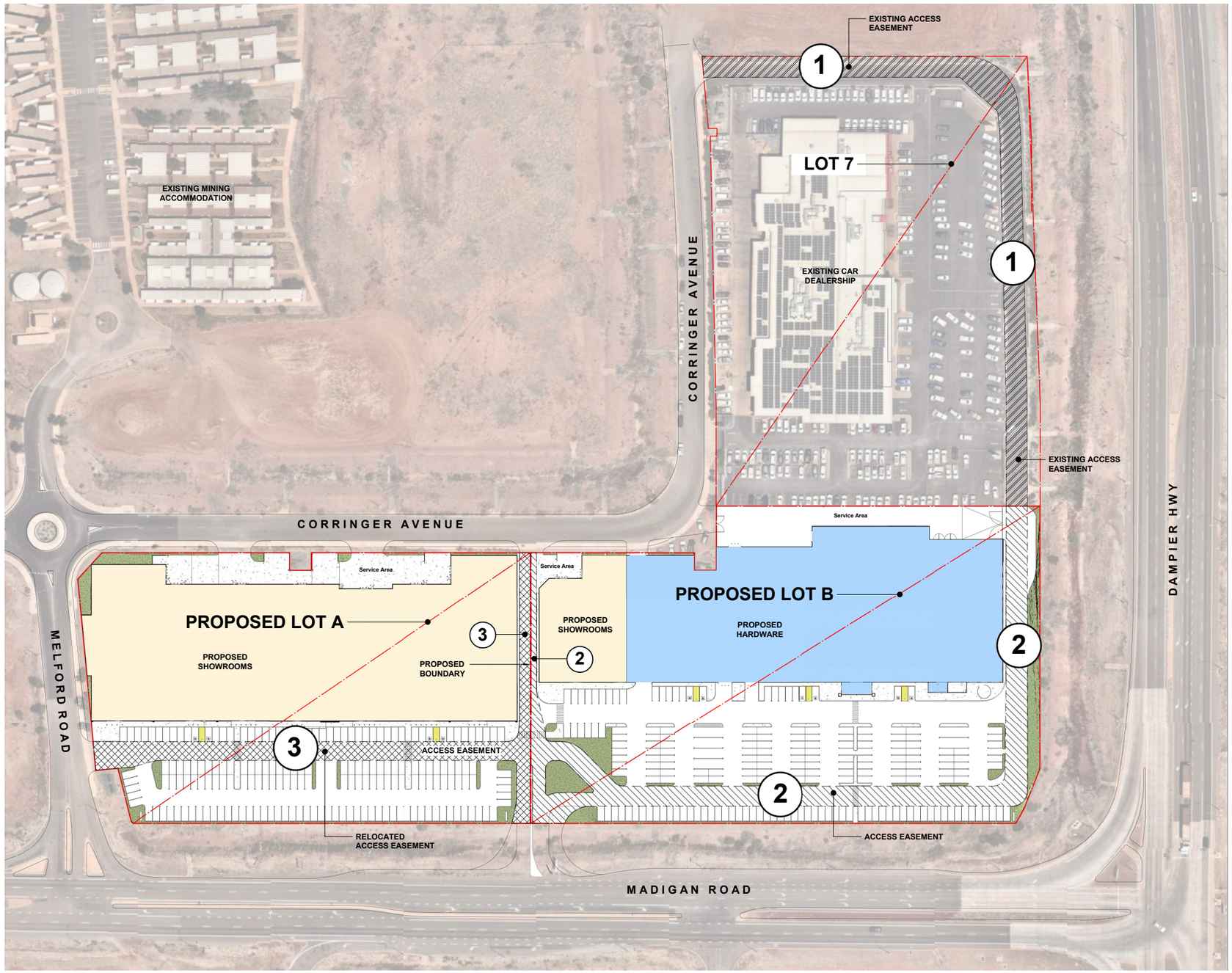


AERIAL IMAGE - KARRATHA

Site Conditions

Site Response - Land Use

- Most of the tenants are national brands and have a generic aesthetic with livery and signage. The proposal successfully consolidates these with a unifying design approach.
- Landscaping contributes to the context and character of the area.



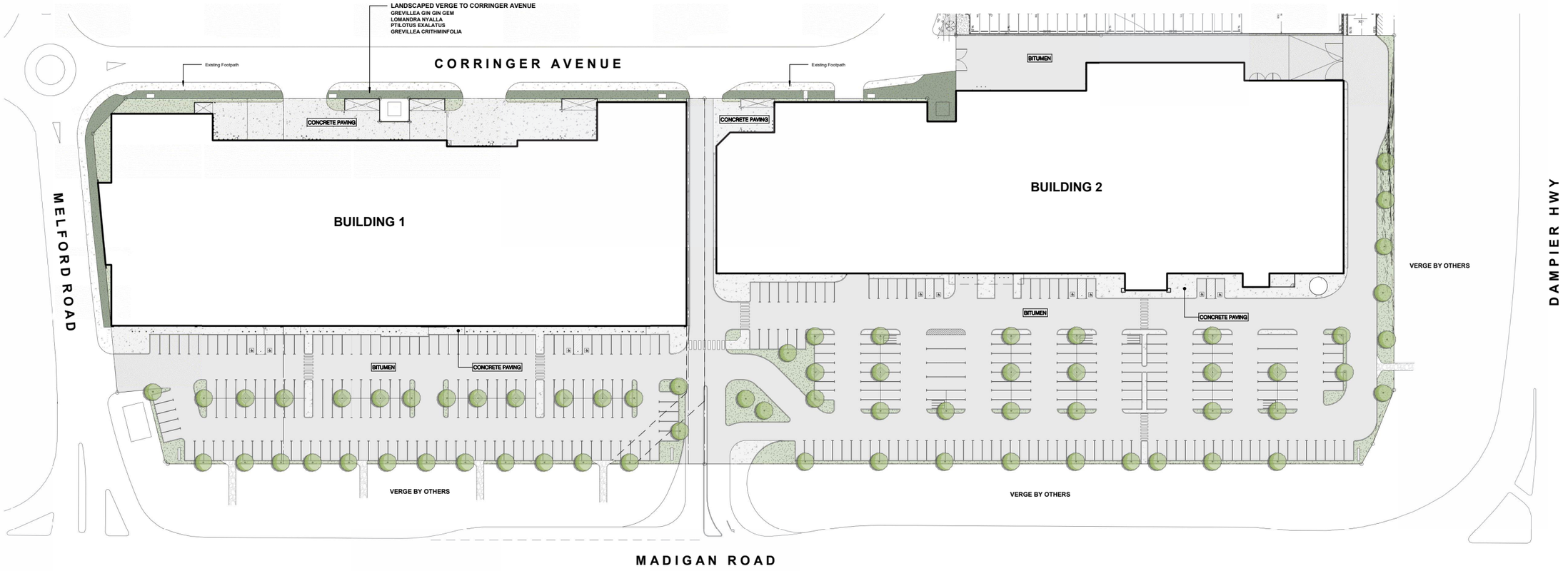
PRINCIPLE 2

LANDSCAPE QUALITY

Operates as an integrated and sustainable system, within a broader ecological context

Landscape Quality

- The existing landscape of the locality consists of low intermittent scrubland.
- Shade trees selected for parking areas.
- Balance of landscaping is low shrubs and groundcovers which reflect the vegetation of the locality.



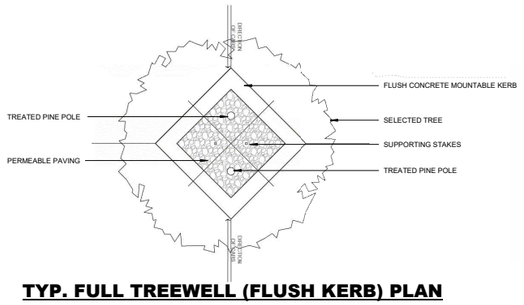
LANDSCAPING PLAN

SHADE TREES

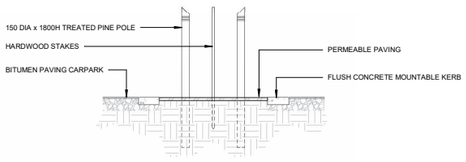
ROSEWOOD - TIPUANA TIPU

YELLOW POINCIANA - PELTOPHORUM PTEROCARPUM

TUCKEROO - CUPANIOPSIS ANARCARDIOIDES



TYP. FULL TREEWELL (FLUSH KERB) PLAN



TYP. FULL TREEWELL (FLUSH KERB) SECTION

GROUNDCOVER & SHRUBS

GREVILLEA GIN GIN GEM

GREVILLEA CRITHMINFOLIA

MYOPORUM PARVIFOLIUM

WESTRINGIA 'GREY BOX'

EREMOPHILA MACULATA

LEPIDOSPERMA CALCICOLA

PRINCIPLE 3

BUILT FORM & SCALE

Shapes, massing and height that is approximate to the setting, and negotiates existing and future context

Built Form

- Bulk appropriate for location and uses.
- Height is consistent with adjacent car dealership.
- Building massing set back from street.

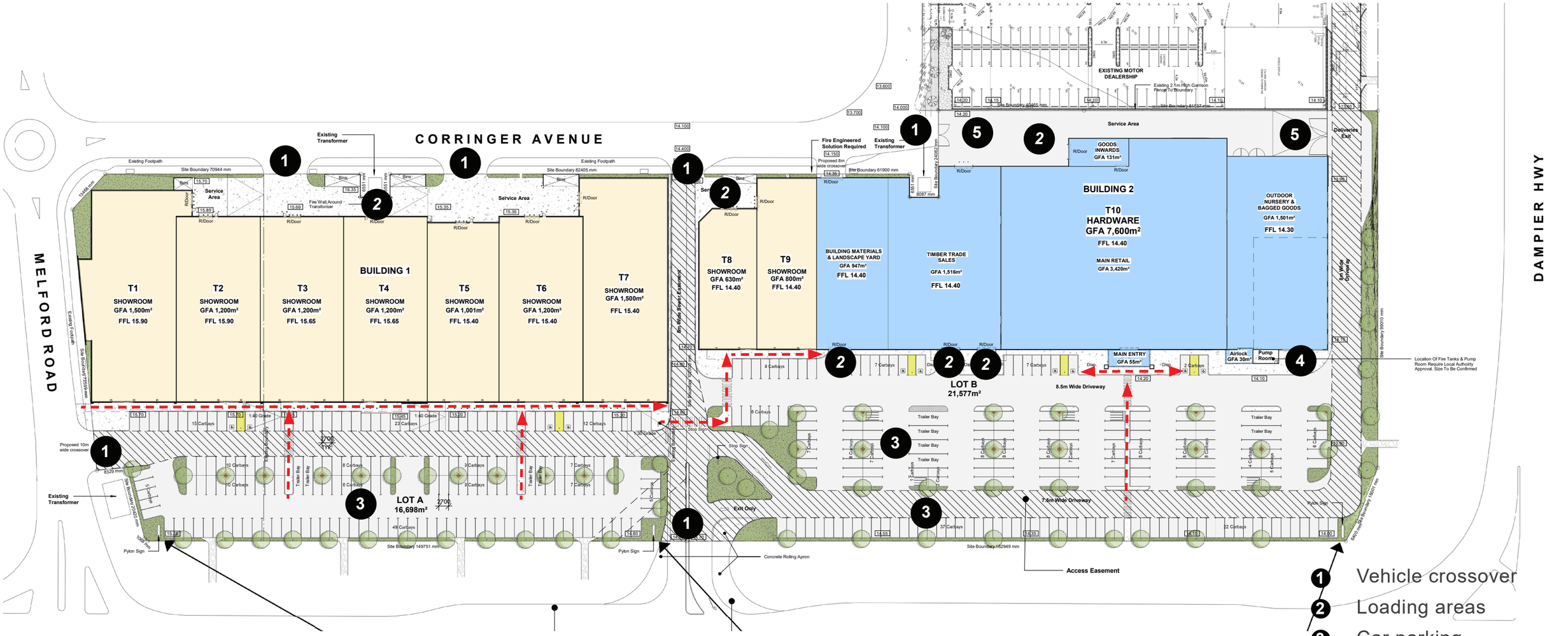
PRINCIPLE 4

FUNCTIONALITY & BUILD QUALITY

Meets the needs of users while efficiently and effectively balancing functional requirements

Functionality Plan

- Controlled crossovers
- Discreet loading at Back Of House areas
- Car parking easy to negotiate



Functionality

PRINCIPLE 5
SUSTAINABILITY

Optimises sustainability to deliver positive environmental, social and economic outcomes

Sustainability

ENERGY

Western Power

- Single phase: 5 kW inverter limit, 5 kW export limit.
- Three phase: 30 kW inverter limit, 30 kW export limit.
- Western Power have advised that 30 kW three-phase limit is rarely granted, and 8-22 kW is the usual range granted.

Battery inverters do not count towards phase inverter limit.

Horizon Power

- Single phase: 10 kW inverter limit, 5 kW export limit.
- Three phase: 30 kW inverter limit, 15 kW export limit.
- Horizon have advised that rural connections usually have much stricter requirements.

Battery inverters do not count towards phase inverter limit.

WATER

- Water Efficient fixtures and fittings
- Rainwater harvesting tanks
- Waterwise landscape design
- Swales for water capture

MATERIALS

- Sustainable, low carbon and low VOC material selection
- Robust materiality
- Efficient construction framework
- Waste reduction and recycling
- 90% construction waste diverted from landfill

FACILITIES

- Visitor bicycle racks provided throughout

PASSIVE DESIGN

- Orientation
- Sunshading

PRINCIPLE 6
AMENITY

Contributes to comfortable and productive environments through internal and external amenity

Amenity

- The proposal promotes high levels of amenity for users with a wide range of goods and services on offer.
- The development also includes bicycle parking end of trip facilities to ensure that all forms of transport are accommodated for persons travelling to and from the site.

PRINCIPLE 7
LEGIBILITY

Contains clear connections and memorable elements to help people find their way around

Legibility

- Two crossovers off Madigan Rd and Melford Rd provide access to commercial areas.
- Service areas accessed off Corringer Ave.
- Clear sight lines, well-designed car parking, and pedestrian connections.

PRINCIPLE 8
SAFETY

Optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use

Safety

- The proposal promotes a safe environment by encouraging activation, maximizing passive surveillance, and addressing back-of-house areas, all using CPTED principles.
- Pedestrian routes benefit from strong passive surveillance due to active frontages.
- Clear sight lines for cars, prioritization of pedestrian movement, and pedestrian-friendly design are integrated throughout the site.

PRINCIPLE 9
COMMUNITY

Responds to community needs as well as the wider social context, supporting diversity and social interaction

Community

- The proposed mixed-use development will provide significant community benefits in the goods and services it offers.

PRINCIPLE 10
AESTHETICS

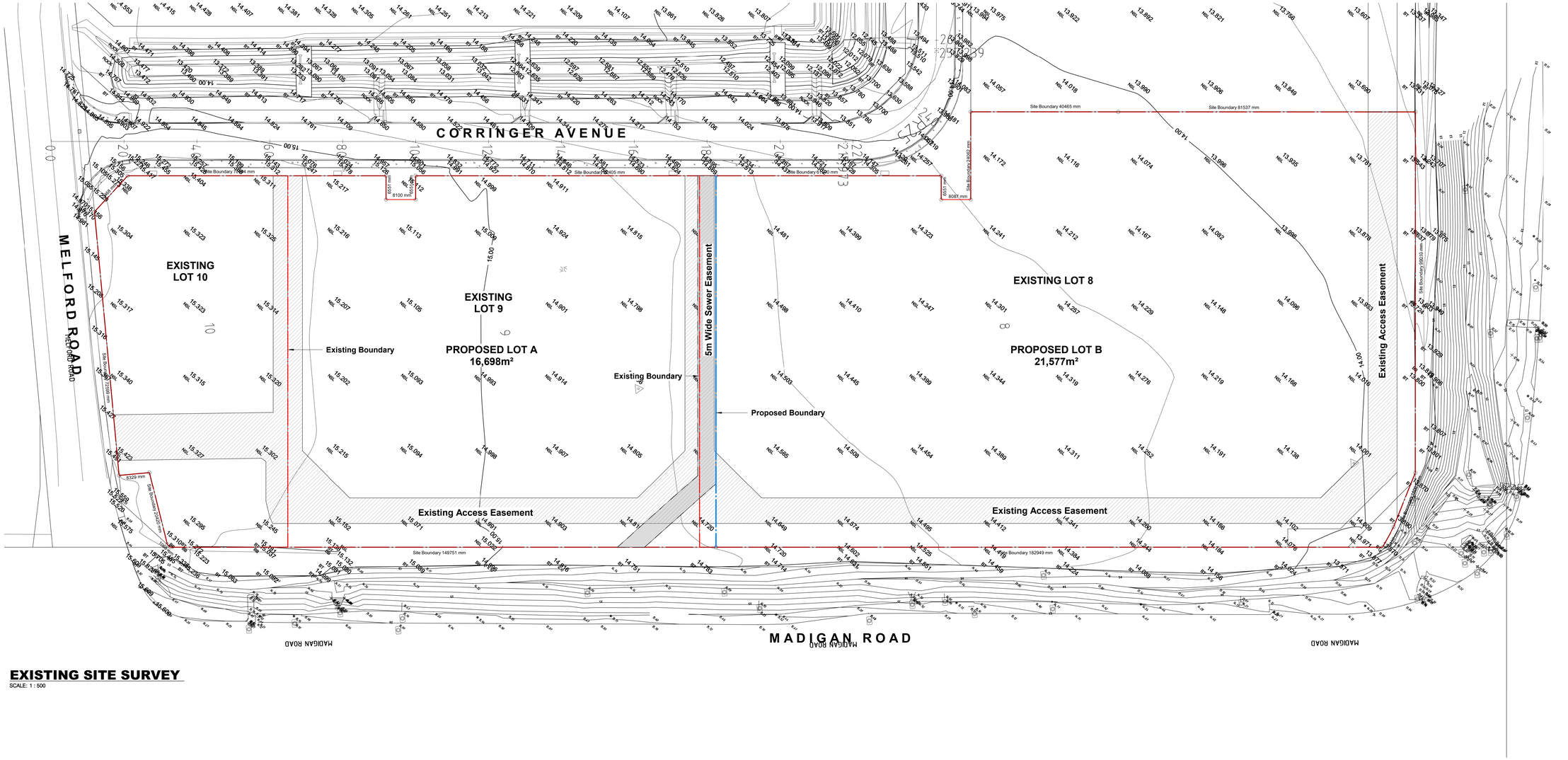
Creates attractive and
inviting spaces and places
that engage the senses

Aesthetics

- Although several of the proposed tenants or owners have a generic aesthetic, the development has been thoughtfully designed to be well-planned, visually coherent, and appealing with robust materials surrounded by an enduring landscape.

3D Representation

DEVELOPMENT PLANS



EXISTING SITE SURVEY

SCALE: 1 : 500

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 5 10 15 20 25 50

DATE: APR 2025

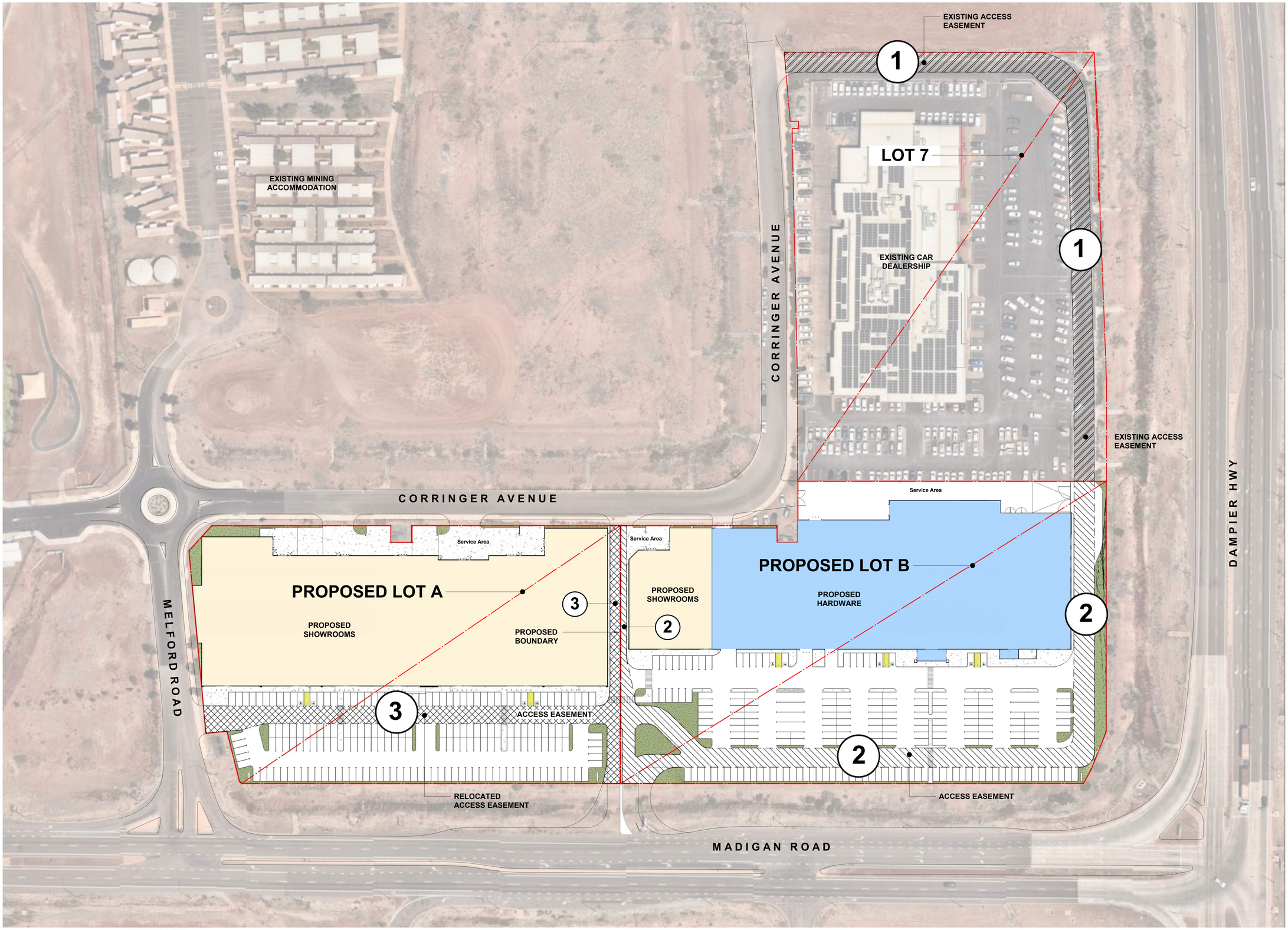
REVISION: SK022

SHEET: 05

SCALE: 1 : 500 @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



EASEMENT LEGEND

1. Access Easement granted to Lots A & B over shaded area by Lot 7.
2. Access Easement granted to Lots 7 & A over shaded area by Lot B.
3. Access Easement granted to Lots 7 & B over shaded area by Lot A.

PROPOSED DEVELOPMENT PLAN
SCALE:1 : 600

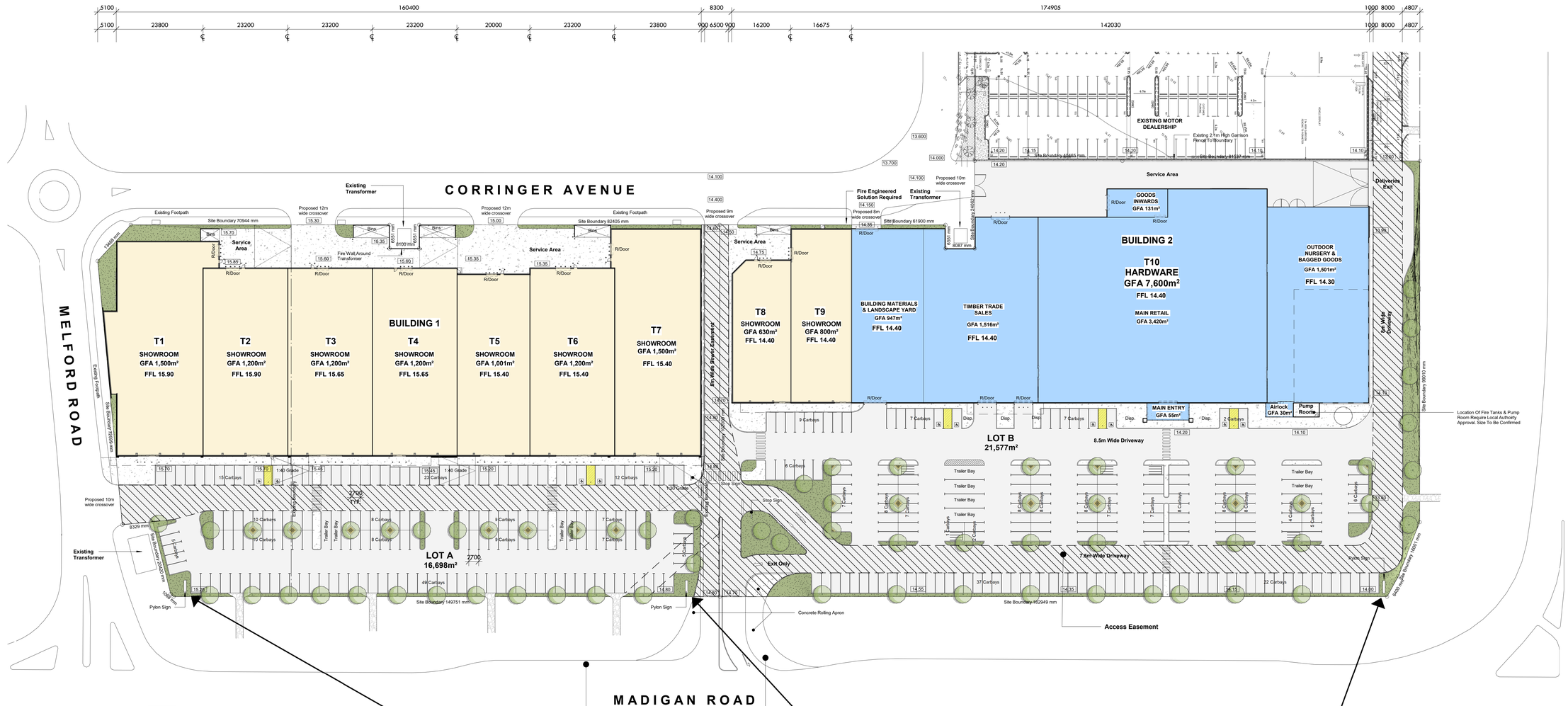
PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

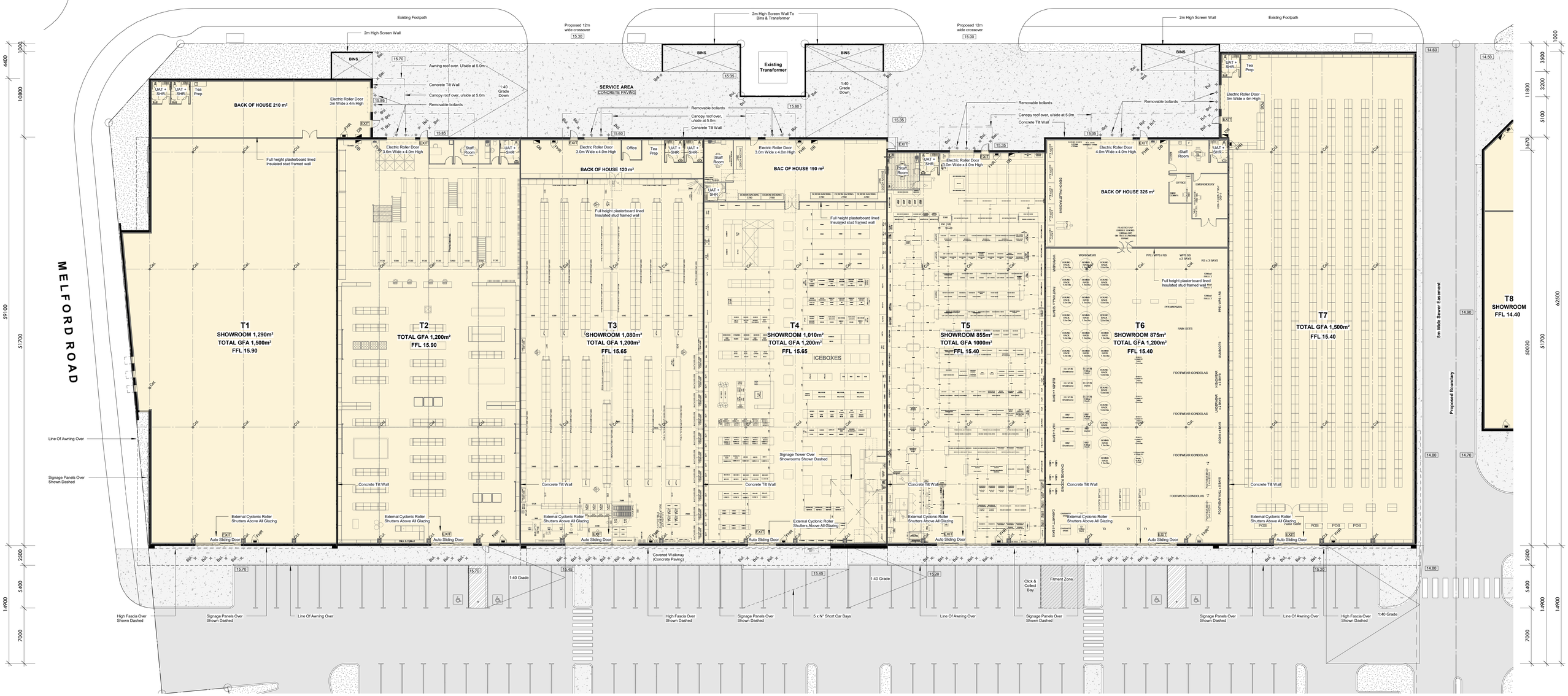
LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA
BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

meyer shircore architects

DATE: APR 2025
REVISION: SK022
SHEET: 06
SCALE: 1 : 600 @B1
PROJECT NUMBER 9201

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au


CORRINGER AVENUE
MELFORD ROAD
DAMPIER HWY
MADIGAN ROAD
EXISTING MOTOR DEALERSHIP
Existing 2.1m High Garrison Fence To Boundary
Site Boundary 84465 mm
Site Boundary 84537 mm
Service Area
Deliveries Exit
GOODS INWARDS GFA 131m²
BUILDING 2
T10 HARDWARE GFA 7,600m²
FFL 14.40
MAIN RETAIL GFA 3,420m²
OUTDOOR NURSERY & BAGGED GOODS GFA 1,501m²
FFL 14.30
BUILDING MATERIALS & LANDSCAPE YARD GFA 947m²
FFL 14.40
TIMBER TRADE SALES GFA 1,516m²
FFL 14.40
T8 SHOWROOM GFA 630m² FFL 14.40
T9 SHOWROOM GFA 800m² FFL 14.40
BUILDING 1
T1 SHOWROOM GFA 1,500m² FFL 15.90
T2 SHOWROOM GFA 1,200m² FFL 15.90
T3 SHOWROOM GFA 1,200m² FFL 15.65
T4 SHOWROOM GFA 1,200m² FFL 15.65
T5 SHOWROOM GFA 1,001m² FFL 15.40
T6 SHOWROOM GFA 1,200m² FFL 15.40
T7 SHOWROOM GFA 1,500m² FFL 15.40
Existing Transformer
Fire Engineered Solution Required
Proposed 12m wide crossover
Proposed 10m wide crossover
Proposed 9m wide crossover
Proposed 8m wide crossover
Fire Wall Around Transformer
Existing Footpath
Site Boundary 70944 mm
Site Boundary 82405 mm
Site Boundary 61900 mm
Site Boundary 24566 mm
Site Boundary 149751 mm
Site Boundary 162949 mm
Site Boundary 99010 mm
Site Boundary 16001 mm
Site Boundary 72556 mm
Site Boundary 13468 mm
Site Boundary 8329 mm
Site Boundary 24300 mm
Site Boundary 10587 mm
Bins
Service Area
R/Door
Existing Transformer
Existing Footpath
Existing Kerb
Site Boundary 72556 mm
8m Wide Shared Easement
Site Boundary 149751 mm
Site Boundary 162949 mm
Site Boundary 99010 mm
Site Boundary 16001 mm
Site Boundary 24300 mm
Site Boundary 10587 mm
Site Boundary 8329 mm
Site Boundary 13468 mm
Site Boundary 72556 mm
Site Boundary 24566 mm
Site Boundary 61900 mm
Site Boundary 82405 mm
Site Boundary 70944 mm
Site Boundary 84465 mm
Site Boundary 84537 mm
Site Boundary 99010 mm
Site Boundary 16001 mm
Site Boundary 149751 mm
Site Boundary 162949



BUILDING 1 FLOOR PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025

REVISION: SK022

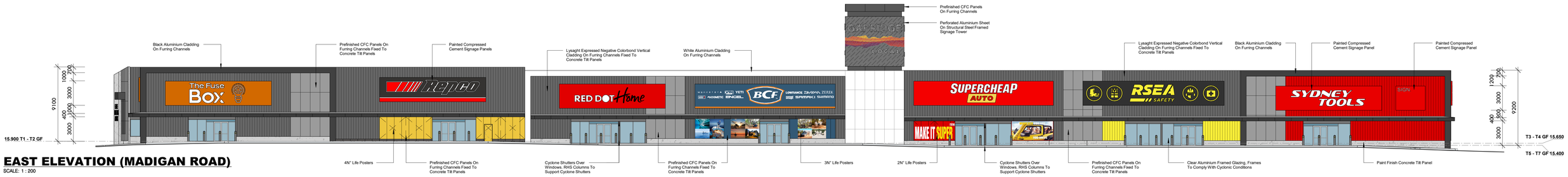
SHEET: 08

SCALE: 1 : 200 @B1

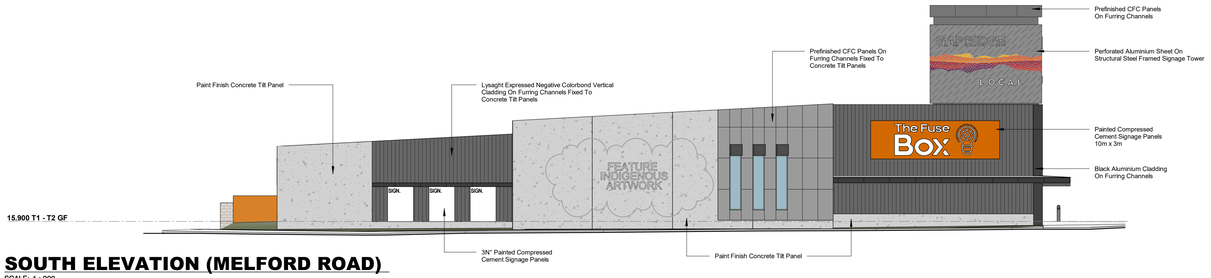
PROJECT NUMBER **9201**

© Meyer Shircore & Associates

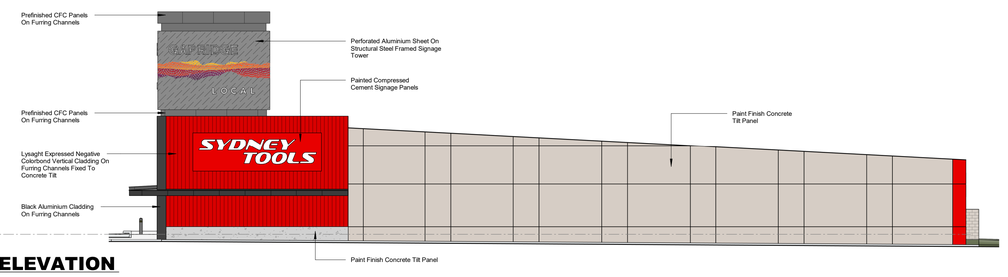
ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



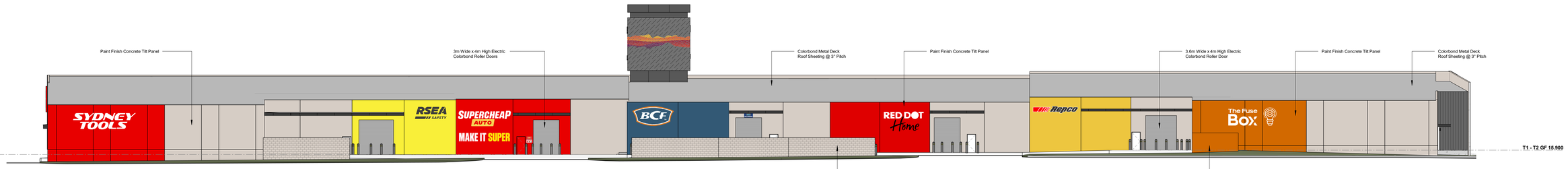
EAST ELEVATION (MADIGAN ROAD)
SCALE: 1 : 200



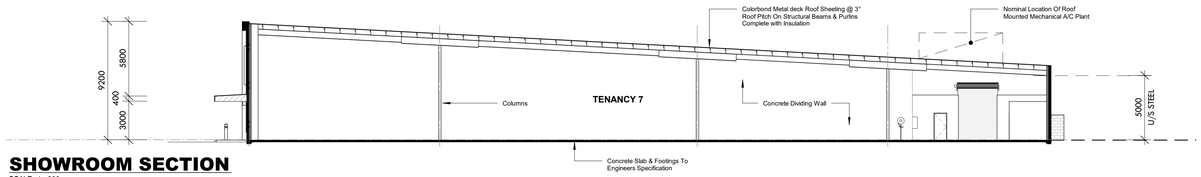
SOUTH ELEVATION (MELFORD ROAD)
SCALE: 1 : 200



NORTH ELEVATION
SCALE: 1 : 200



WEST ELEVATION (CORRINGER AVENUE)
SCALE: 1 : 200



SHOWROOM SECTION
SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025 PROJECT NUMBER

REVISION: SK022 **9201**

SHEET: 09

SCALE: As indicated @B1

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025

REVISION: SK022

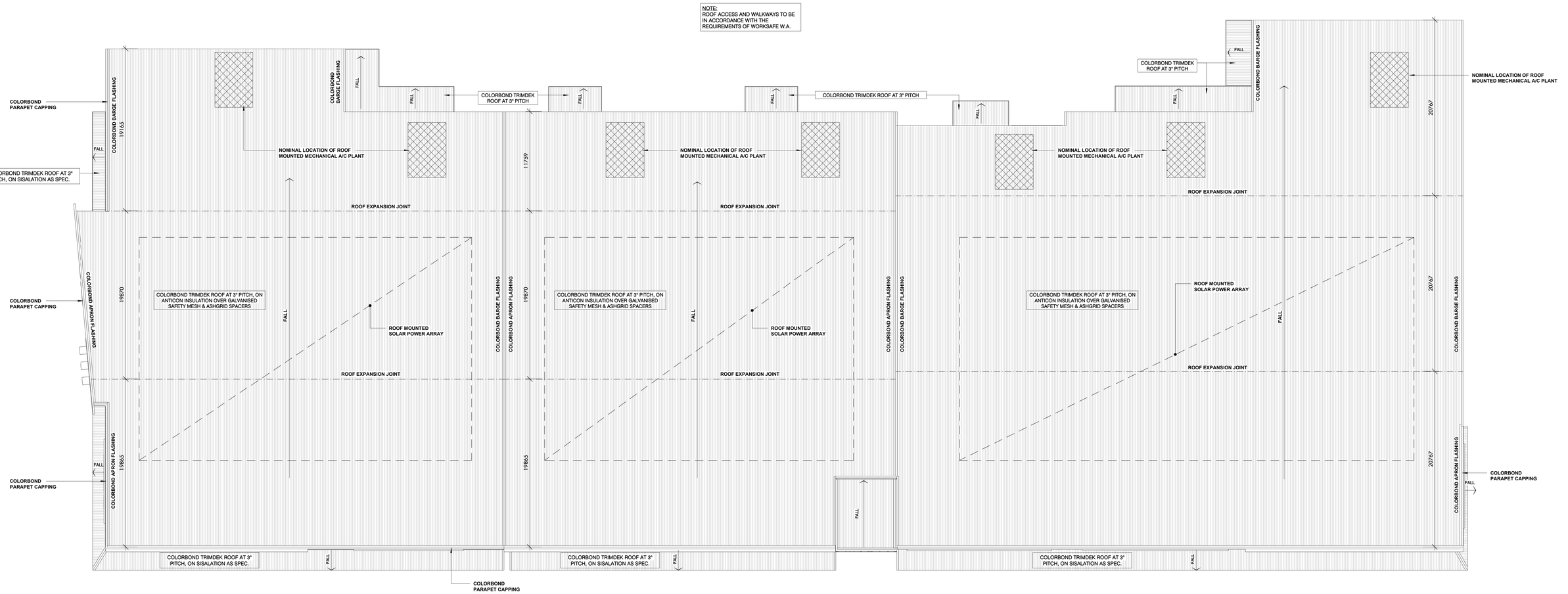
SHEET: 10

SCALE: @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

NOTE:
ROOF ACCESS AND WALKWAYS TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF WORKSAFE W.A.



BUILDING 1 ROOF PLAN

SCALE: 1 : 200

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

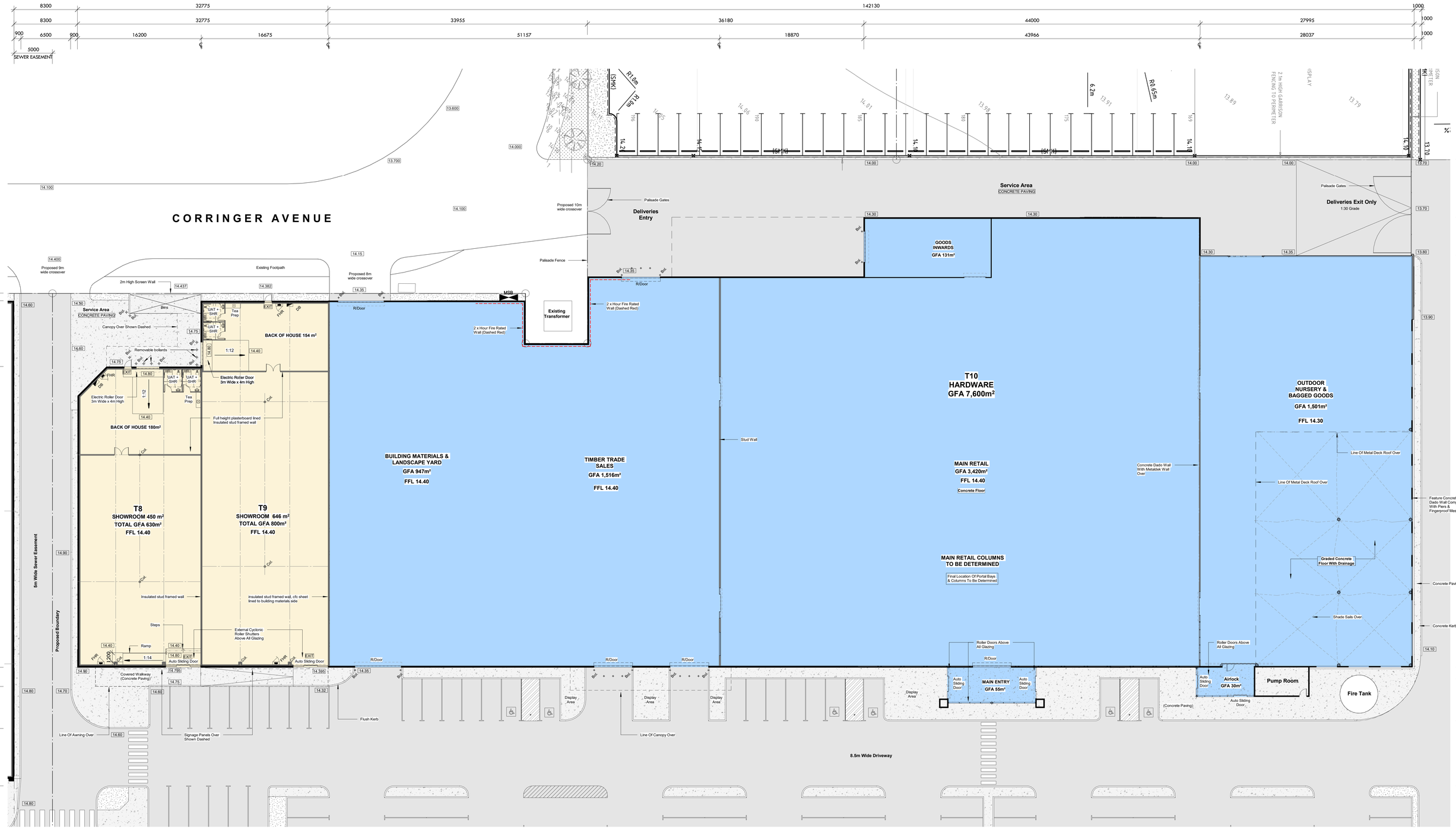
LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025
REVISION: SK022
SHEET: 11
SCALE: 1 : 200 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au



BUILDING 2 FLOOR PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025

REVISION: SK022

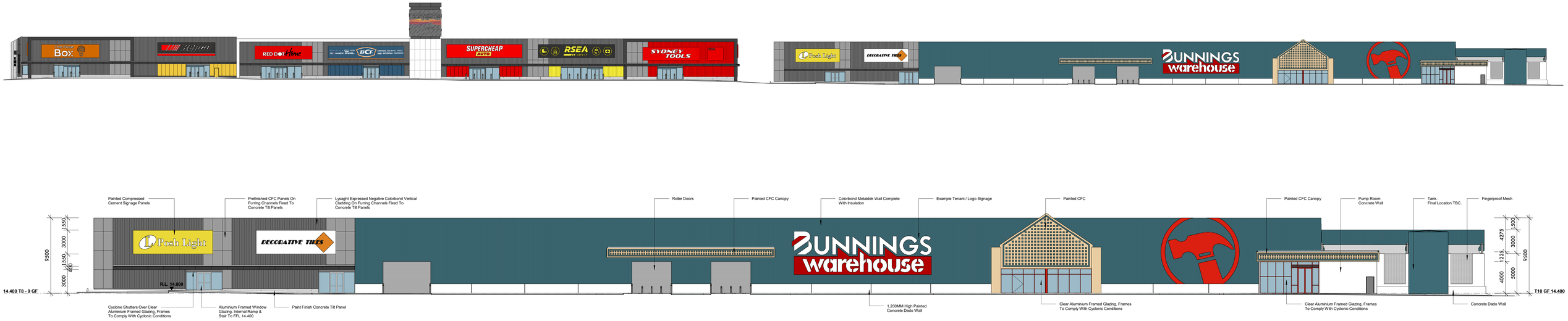
SHEET: 12

SCALE: 1 : 200 @B1

PROJECT NUMBER 9201

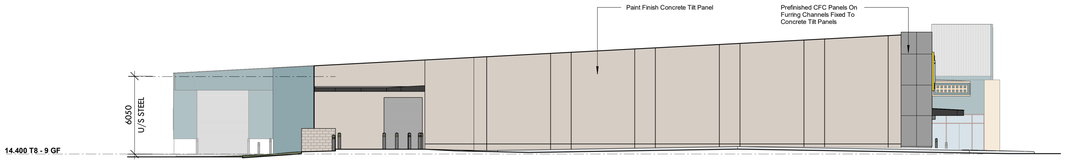
© Meyer Shircore & Associates

ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9383 8511 e: msa@meyershircore.com.au



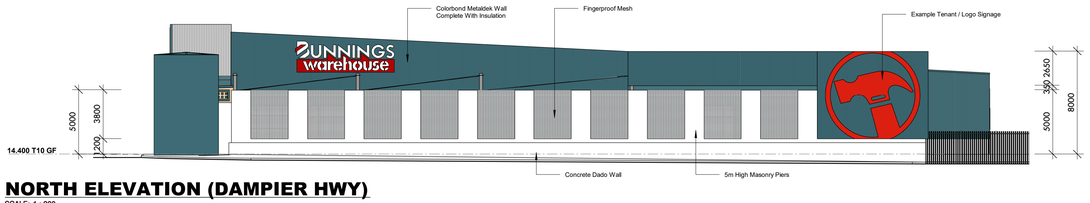
EAST ELEVATION (MADIGAN ROAD)

SCALE: 1 : 200



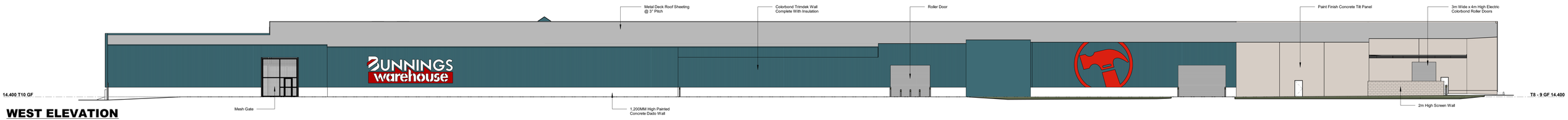
SOUTH ELEVATION

SCALE: 1 : 200



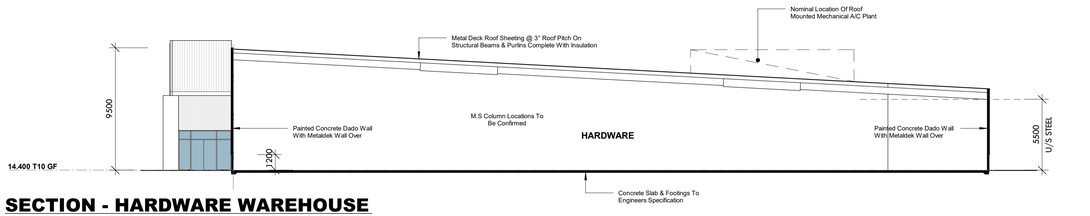
NORTH ELEVATION (DAMPIER HWY)

SCALE: 1 : 200



WEST ELEVATION

SCALE: 1 : 200



SECTION - HARDWARE WAREHOUSE

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025

REVISION: SK022

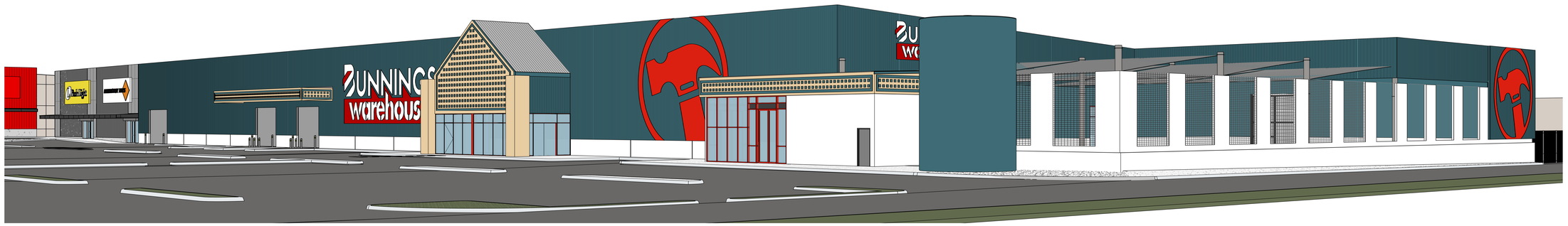
SHEET: 13

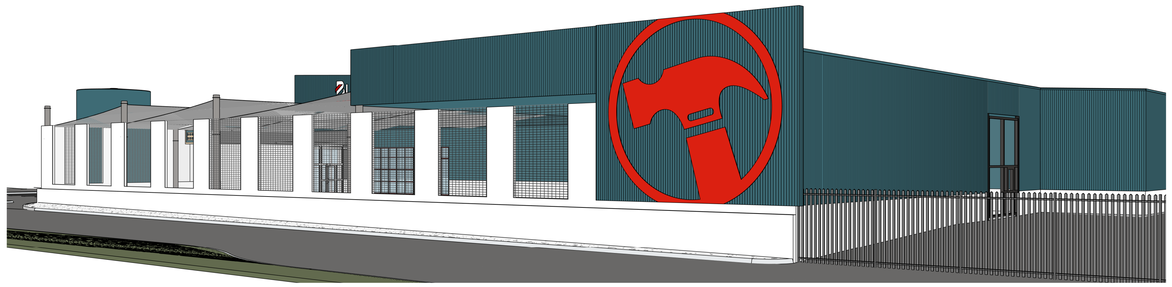
SCALE: As indicated @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates

ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au





incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

DATE: APR 2025

REVISION: SK022

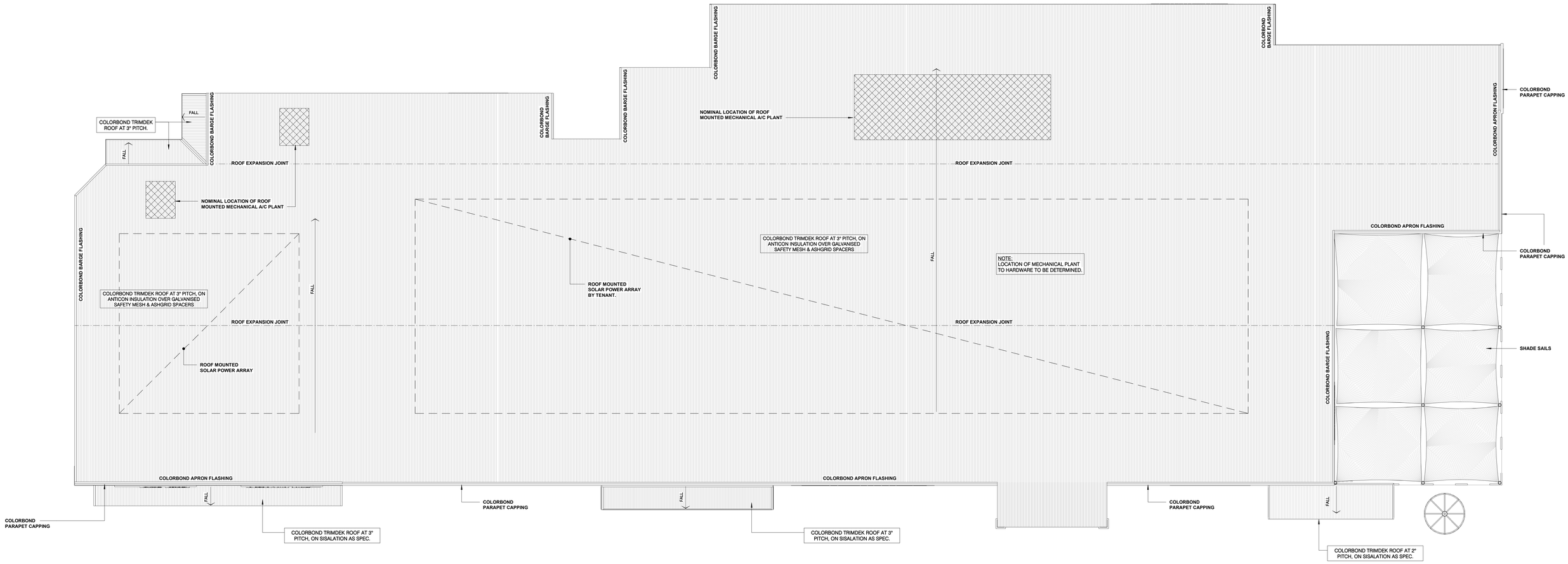
SHEET: 14

SCALE: @B1

PROJECT NUMBER **9201**

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

NOTE:
ROOF ACCESS AND WALKWAYS TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF WORKSAFE W.A.



BUILDING 2 ROOF PLAN

SCALE: 1 : 200

incrementum property

VEND PROPERTY

meyer shircore architects

PROPOSED GAP RIDGE HARDWARE & LARGE FORMAT RETAIL DEVELOPMENT

LOCATION : CORNER MADIGAN ROAD & DAMPIER HIGHWAY, KARRATHA WA

BY: INCREMENTUM PROPERTY FOR: GOOD COUNTRY HOLDINGS PTY LTD.

0 2 4 6 8 10 20

DATE: APR 2025
REVISION: SK022
SHEET: 15
SCALE: 1 : 200 @B1

PROJECT NUMBER
9201

© Meyer Shircore & Associates ACN 115 189 216
Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008
PO Box 1294 Subiaco WA 6904
t: 08 9381 8511 e: msa@meyershircore.com.au

meyer
shircore
architects

Suite 2/437 Roberts Road
Subiaco WA 6008
(08) 9381 8511