



# Appendix E

UPDATED TRANSPORT IMPACT STATEMENT



PTG/00392

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# **Transport Impact Statement Proposed Modification to Warehouse 1A (Stage 3) Lot 56 Adelaide Street, Hazelmere**

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22 October 2025 | Revision C

Prepared for Hesperia

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# REPORT DETAIL

## Unique Document Identification

|                | Information                                                                                                      |
|----------------|------------------------------------------------------------------------------------------------------------------|
| Document Title | Transport Impact Statement – Proposed Modification to Warehouse 1A (Stage 3) – Lot 56 Adelaide Street, Hazelmere |
| Project Number | PTG/00392                                                                                                        |
| Document ID    | RP003 – REV C                                                                                                    |
| Client         | Hesperia                                                                                                         |

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## Revision Details

| Revision No. | Date     | Comments      | Author | Approve/Review |
|--------------|----------|---------------|--------|----------------|
| Rev A        | 1/10/25  | For Issue     | SB     | SGL            |
| Rev B        | 2/10/25  | Final         | SB     | SGL            |
| Rev C        | 22/10/25 | Revised Final | SB     | SGL            |

# 1 INTRODUCTION

## 1.1 Background

PTG Consulting WA (PTG) has been commissioned by Hesperia ('the Client') to prepare a Transport Impact Statement (TIS) for a proposed modification to an approved warehouse development (specifically Stage 3 formerly comprising Warehouses 1A and 1B on DA 457-2024) located at Lot 56 Adelaide Street, Hazelmere, within the City of Swan.

PTG has previously prepared Traffic Impact Assessment (TIA) report for DA457/2024 and DA 356/2025 of at the subject site, which were approved by the JDAP on 9<sup>th</sup> October 2024 and 26<sup>th</sup> August 2025, respectively.

As part of this proposed modification, some minor changes are proposed to DA457/2024. These changes comprise combining warehouse 1A and 1B into a single warehouse to be used for the manufacture of kitchen cabinetry, as well as changes to parking bays, loading docks and internal access arrangements to suit the proposed tenant.

No changes are proposed to the rest of the site from the currently approved development applications.

This report aims to assess any change in the impact of the development on the adjacent road network. The report will focus on traffic operations, circulation, and car parking requirements.

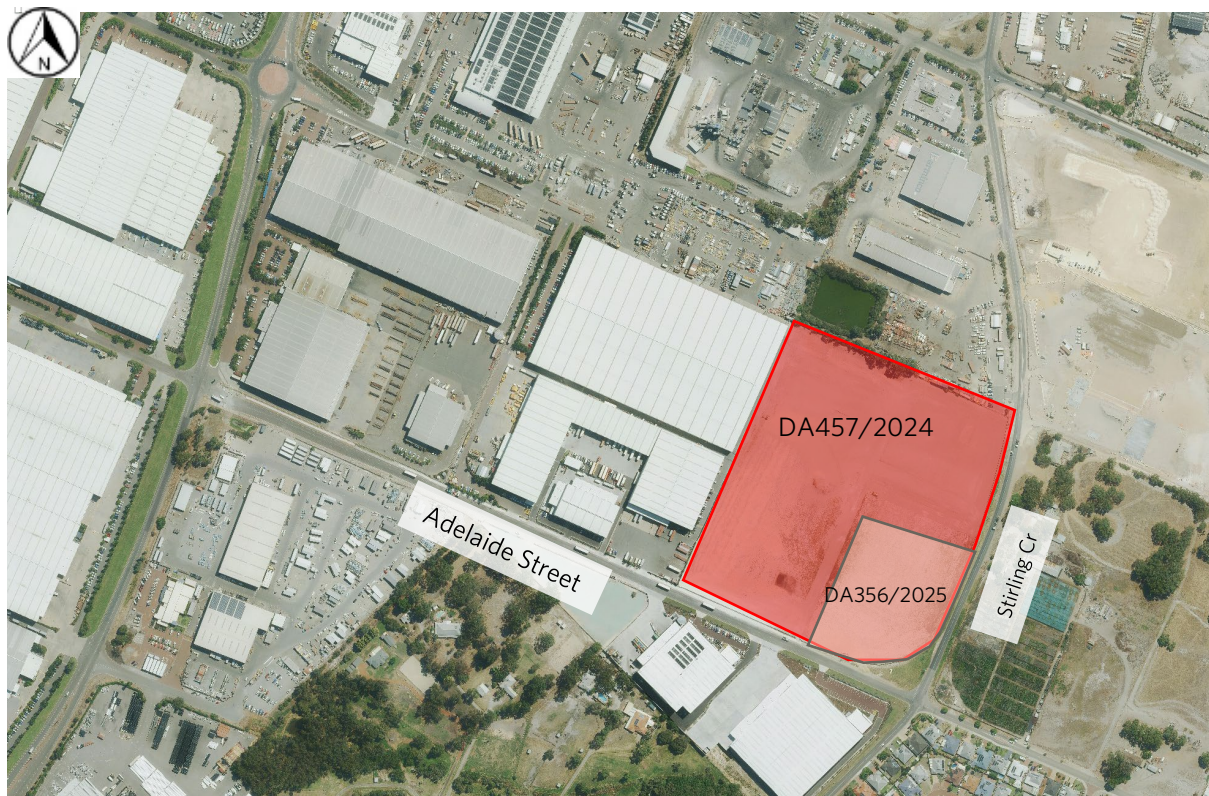
This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

## 1.2 Existing Site Context

The Site is located at Lot 56 Adelaide Street, Hazelmere, City of Swan. The Site is located within the City of Swan; however, Adelaide Street is located within the City of Kalamunda.

**Figure 1** shows the location of the currently approved warehouse development.

Figure 1 – Currently approved warehouse development



Source: Metromap

### 1.3 Existing Land Use

The current approval comprises a total of six (6) warehouses with a combined building area of 37,698m<sup>2</sup>. Construction of the approved development is currently underway.

Warehouse 1A and 1B are approved in the portion of the site that is subject to this DA. Details of the currently approved Warehouses 1A and 1B, which are subject to being combined into a single warehouse, are provided below:

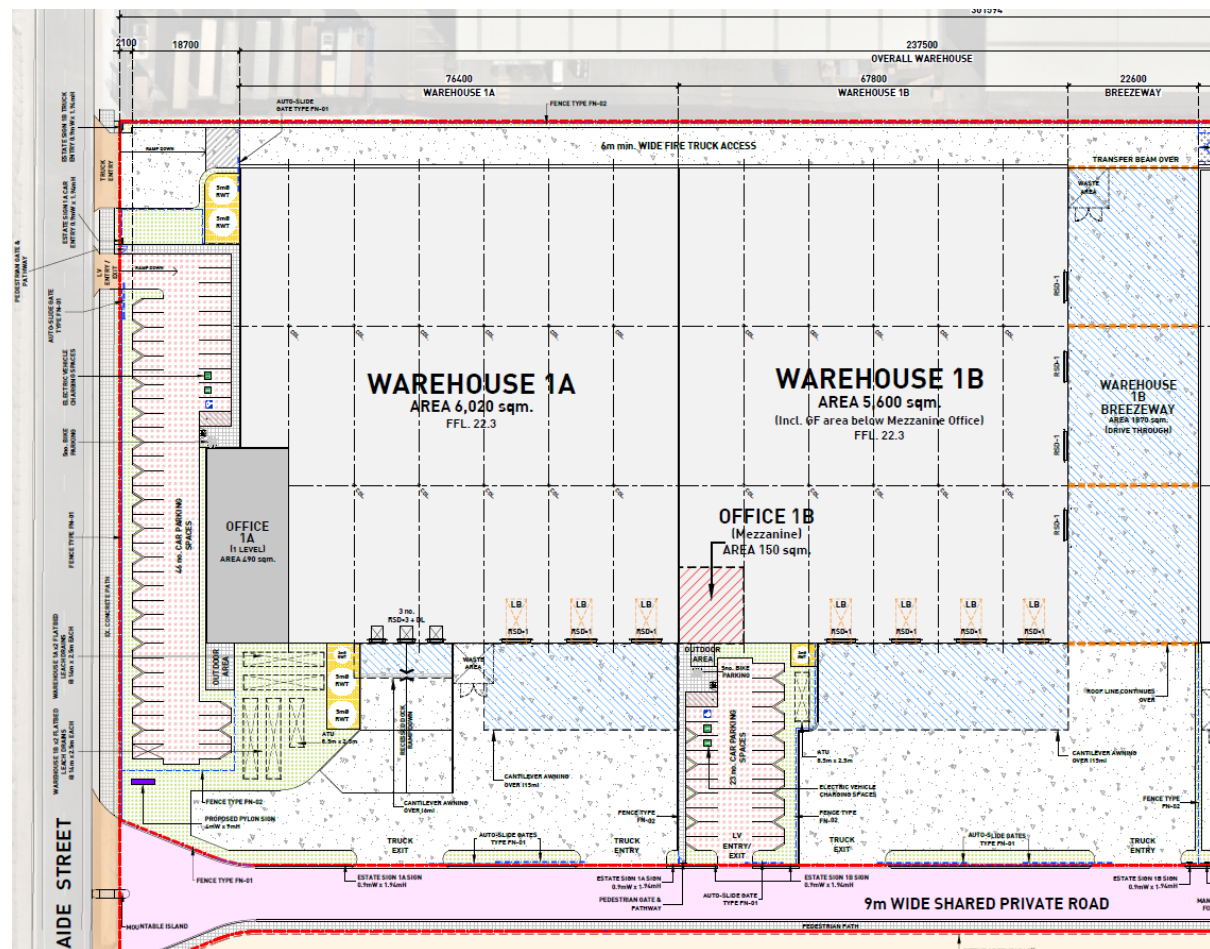
» Warehouse 1A:

- Warehouse Area : 6,020m<sup>2</sup>
- Office 1A (mezzanine) : 500m<sup>2</sup>
- 3 loading docks
- 3 recessed docks
- 46 car parking spaces

» Warehouse 1B:

- Warehouse Area : 5,600m<sup>2</sup>
- Office 1B (mezzanine) : 150m<sup>2</sup>
- 4 loading docks
- 4 recessed docks
- 25 car parking spaces

Figure 2 – Currently approved land uses on the portion of the site subject to this DA



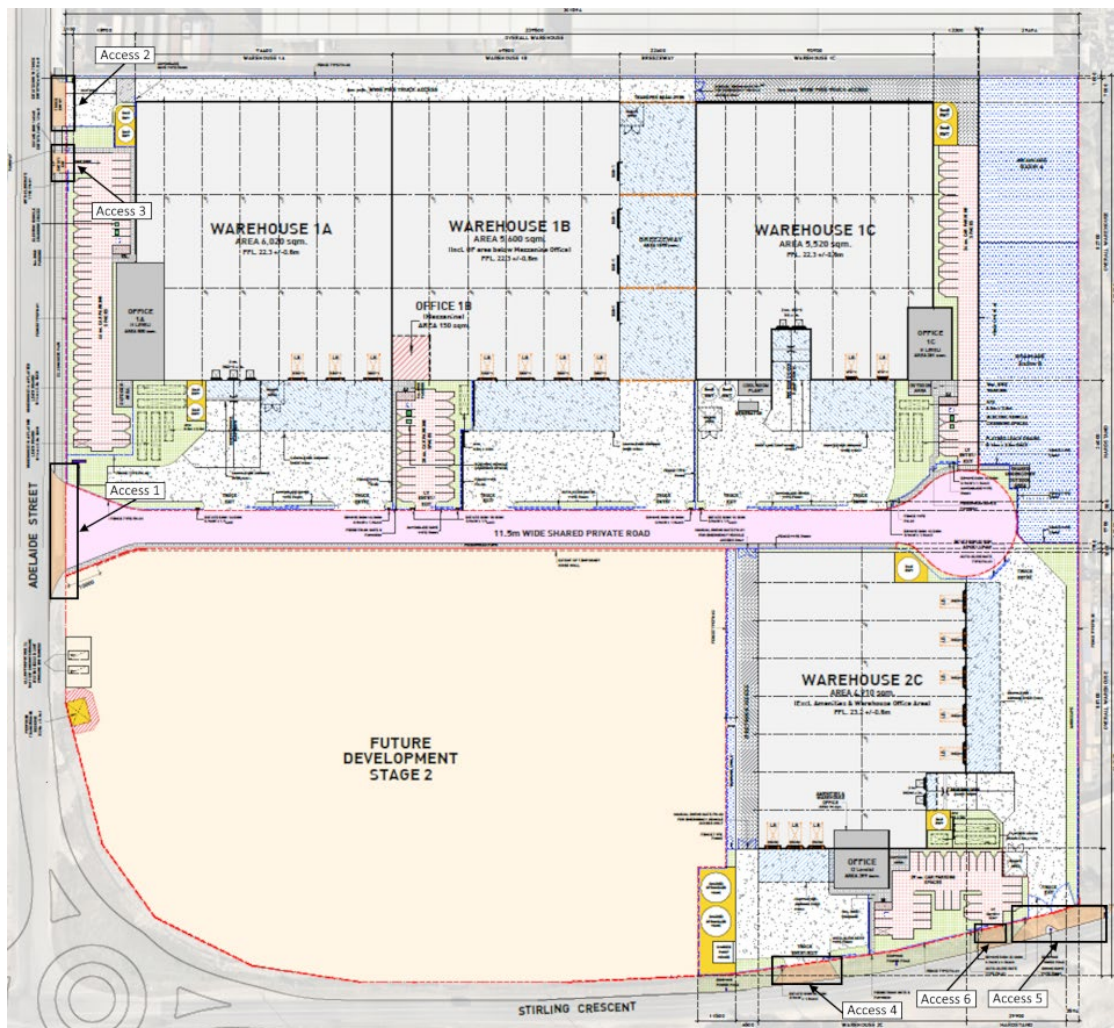
Source: *Hesperia*

## 1.4 Existing Access

The crossovers approved as part of the DA457-2024 development are as follows:

- » **Access 1** – Adelaide Street – primary crossover to the 11.5m-wide shared private driveway (in pink hatch)
  - Entry and exit for light vehicles to/from Warehouses 1B and 1C; and
  - Entry and exit for heavy vehicles (27.5m B-doubles) to/from Warehouses 1A, 1B and 1C
  - Entry for heavy vehicles to Warehouse 2C (19m AV)
  - Access to Future Development DA356/2025
- » **Access 2** – Adelaide Street
  - Entry only for heavy vehicles (19m AV) to Warehouse 1B
- » **Access 3** – Adelaide Street
  - Entry and exit for light vehicles to/from Warehouse 1A car park
- » **Access 4** – Stirling Crescent
  - Entry and exit for heavy vehicles (12.5m HRV) to/from Warehouse 2C
- » **Access 5** – Stirling Crescent
  - Exit only for delivery vehicles (19m AV) from Warehouse 2C
- » **Access 6** – Stirling Crescent
  - Entry and exit for light vehicles to/from Warehouse 2C car park

Figure 3 - Approved Access Arrangements - DA457-2024

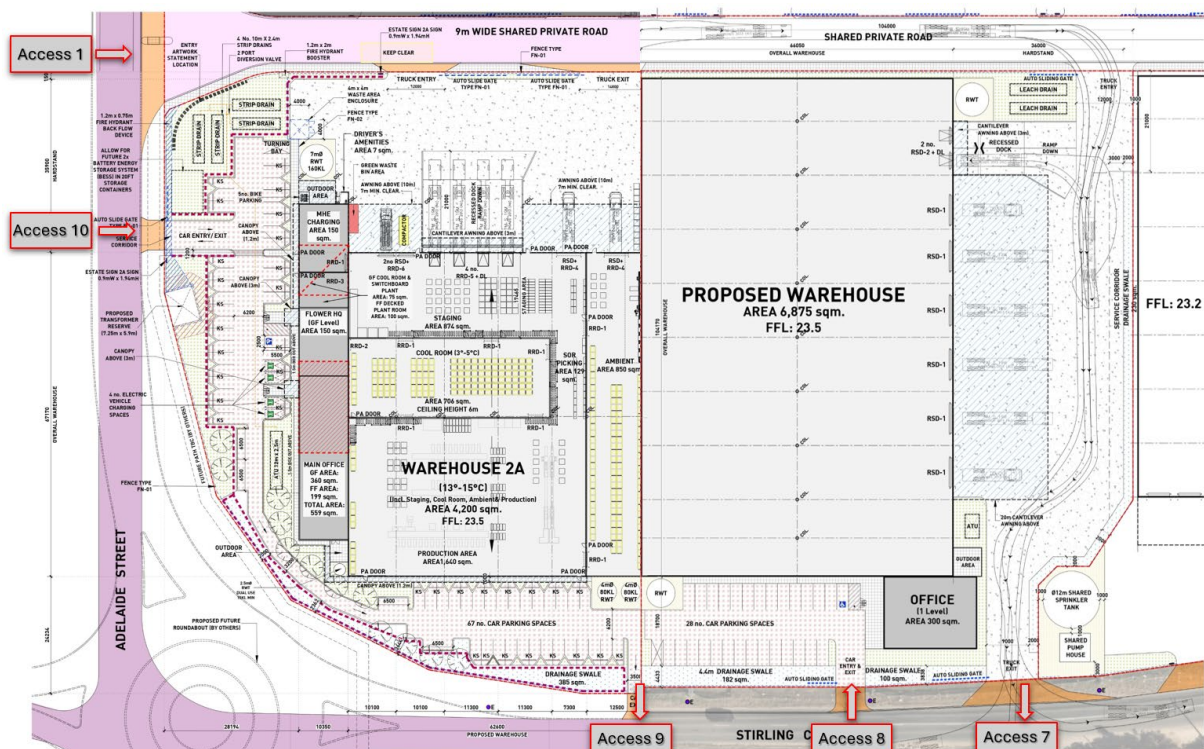


Source: Hesperia

The crossovers approved as part of the DA356-2025 development are as follows:

- » Access 1 – Adelaide Street – primary crossover to the 11.5m-wide shared private driveway (in pink hatch)
  - Entry for all HVs for Warehouse 2A and 2B; and
  - Exit for 12.5m HRV for Warehouse 2A (19m AV)
- » Access 7 – Stirling Crescent
  - Exit only for heavy vehicles from Warehouse 2B (including 19m AV)
- » Access 8 – Stirling Crescent
  - Entry and exit for light vehicles to/from Warehouse 2B
- » Access 9 – Stirling Crescent
  - Exit only for light vehicles from Warehouse 2A
- » Access 10 – Adelaide Street
  - Entry and exit for light vehicles to/from Warehouse 2A

Figure 4 - Approved Access Arrangements -DA 356-2025



Source: Hesperia

## 1.5 Existing Parking

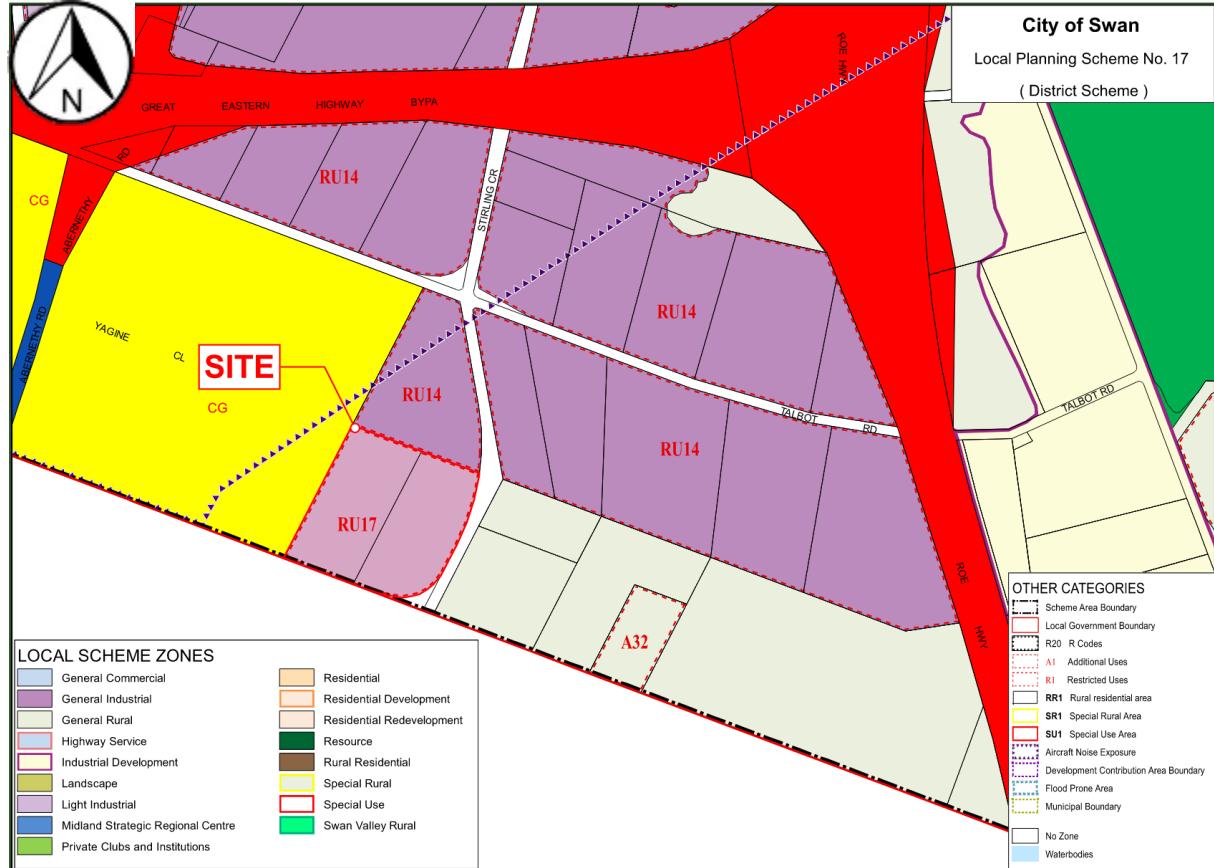
The approved development applications include a total of 215 parking bays across the site, detailed below:

- » Warehouse 1A : 46 parking bays
- » Warehouse 1B : 23 parking bays
- » Warehouse 1C : 23 parking bays
- » Warehouse 2A : 67 parking bays
- » Warehouse 2B : 29 parking bays
- » Warehouse 2C : 27 parking bays

## 1.6 Surrounding Land Uses

According to the City of Swan's Local Planning Scheme No. 17, the Site is zoned as 'Light Industrial' with a designated 'restricted use (RU)' purpose as defined by the local government. **Figure 5** illustrates the site and the surrounding land uses in a zoning map.

Figure 5 - Zoning Map

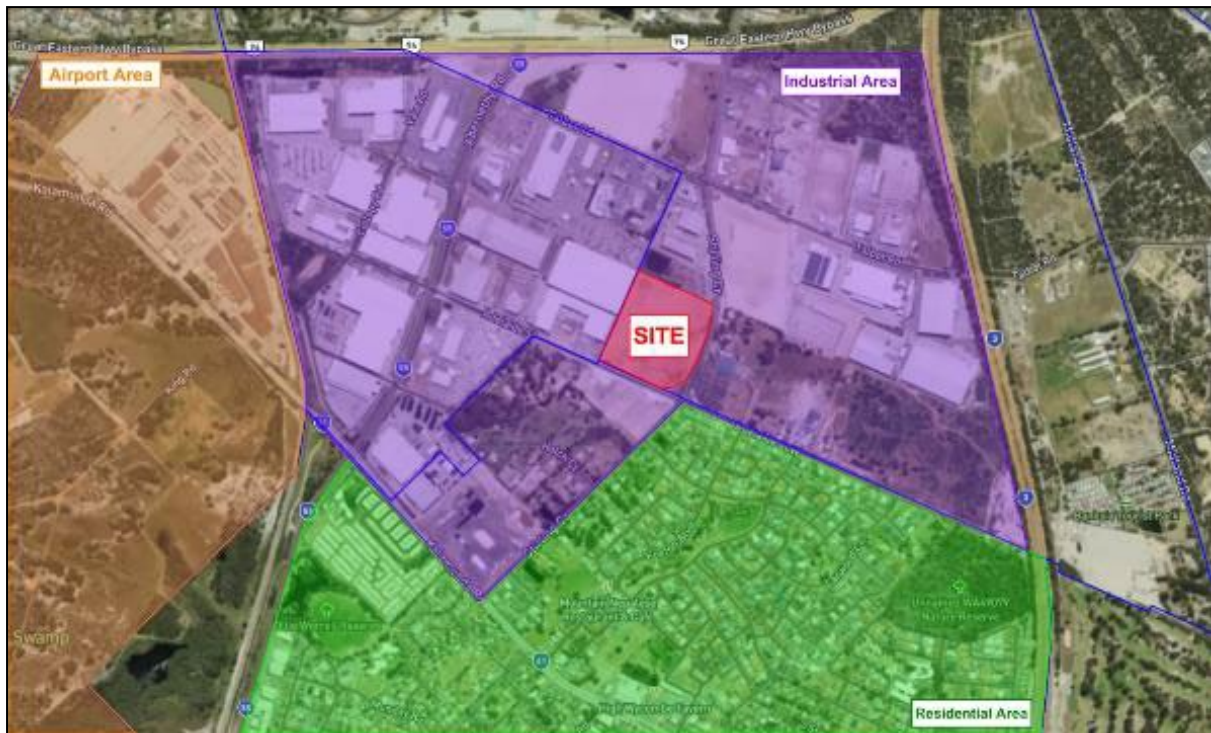


Source: City of Swan's Local Planning Scheme No. 17

The site is surrounded by a variety of existing developments, as shown below in **Figure 6**. The key generators/attractors are primarily located along Adelaide Street, Stirling Crescent, and Kalamunda Road, including:

- » Industrial areas within Hazelmere;
- » Residential and commercial developments within High Wycombe; and
- » The Perth Airport area adjacent to the two suburbs mentioned.

Figure 6 - Surrounding Attractors / Generators



## 2 ROAD NETWORK

### 2.1 Road Hierarchy

Road Classifications are defined in the Main Roads Functional Hierarchy as follows:

- » **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. Primary Distributors are managed by Main Roads Western Australia.
- » **Regional Distributors (red):** Roads that are not Primary Distributors but link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas and are managed by the Local Government.
- » **District Distributor A (green):** These carry traffic between industrial, commercial, and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties and are managed by the Local Government.
- » **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart and are managed by the Local Government.
- » **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks and are managed by the Local Government.
- » **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian-friendly and are managed by the Local Government.

Figure 7 shows the surrounding area road hierarchy, and the characteristics of the surrounding road network are discussed in Table 1.

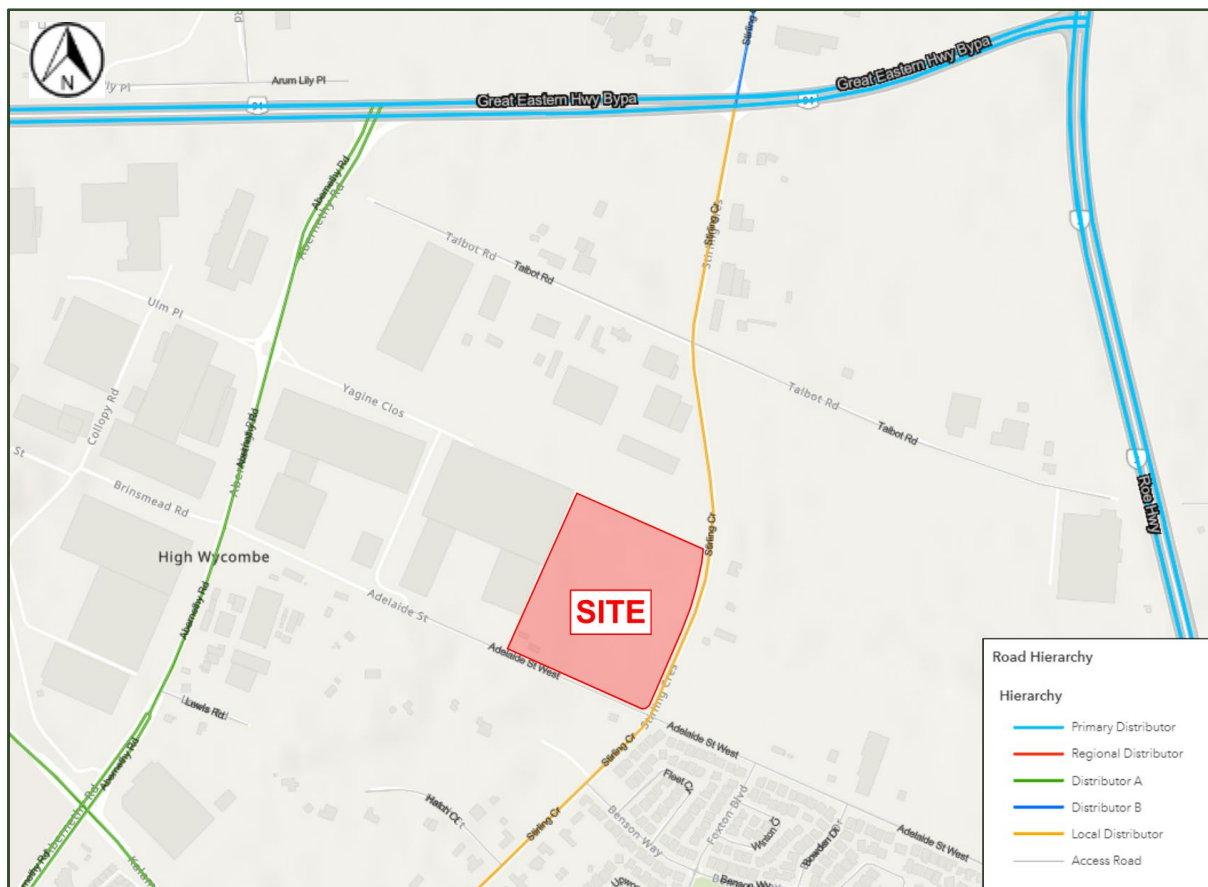
Table 1 - Road Network Classification

| Road Name         | Hierarchy         | Jurisdiction     | No. of Lanes | No. of Footpaths | Width (m)                                      | Speed Limit (km/h) |
|-------------------|-------------------|------------------|--------------|------------------|------------------------------------------------|--------------------|
| Adelaide Street   | Access Road       | Local Government | 2            | 1*               | 10.0 (incl 1.5m sealed shoulder on both sides) | 50                 |
| Stirling Crescent | Local Distributor | Local Government | 2            | 1*               | 7.0                                            | 60                 |

^ Partially constructed

\* South of Adelaide Street only

Figure 7 - Road Hierarchy



Source: Main Roads WA Road Information Mapping System

## 2.2 Traffic Volumes

Daily traffic volumes were obtained from the Main Roads WA's Traffic Map database and the City of Kalamunda. These are summarised and presented in **Table 2**.

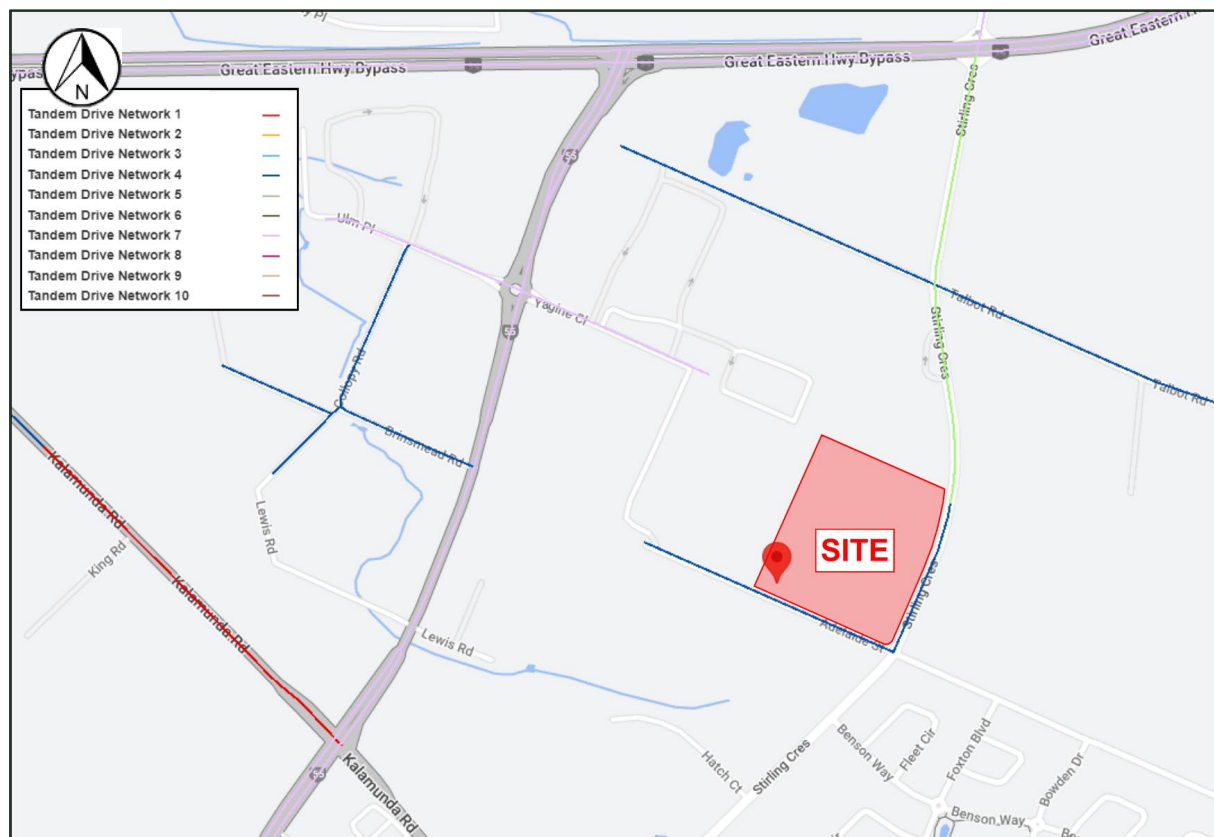
Table 2 - Existing Traffic Volumes

| Road Name                                                             | Date    | Source            | Average Daily Traffic Volume (vpd) |
|-----------------------------------------------------------------------|---------|-------------------|------------------------------------|
| Adelaide Street<br><i>East of Stirling Crescent</i>                   | 2019    | City of Kalamunda | 1,156<br>(HV - 10.2%)              |
| Stirling Crescent<br><i>South of the Great Eastern Highway Bypass</i> | 2023/24 | Main Roads WA     | 6,050<br>(HV - 13.3%)              |
| Stirling Crescent<br><i>Northeast of Hatch Court</i>                  | 2019    | City of Kalamunda | 4,093<br>(HV - 10.2%)              |
| Abernethy Road<br><i>North of Kalamunda Road</i>                      | 2023/24 | Main Roads WA     | 12,649<br>(HV - 33.4%)             |

## 2.3 Restricted Access Vehicle (RAV) Network

The existing RAV network is shown in **Figure 8**. The Site has existing accessibility for up to RAV5 (Stirling Crescent frontage only) and RAV4 (Adelaide Street), with access to the wider network via the Great Eastern Highway/Stirling Crescent intersection.

Figure 8 - Existing RAV Network



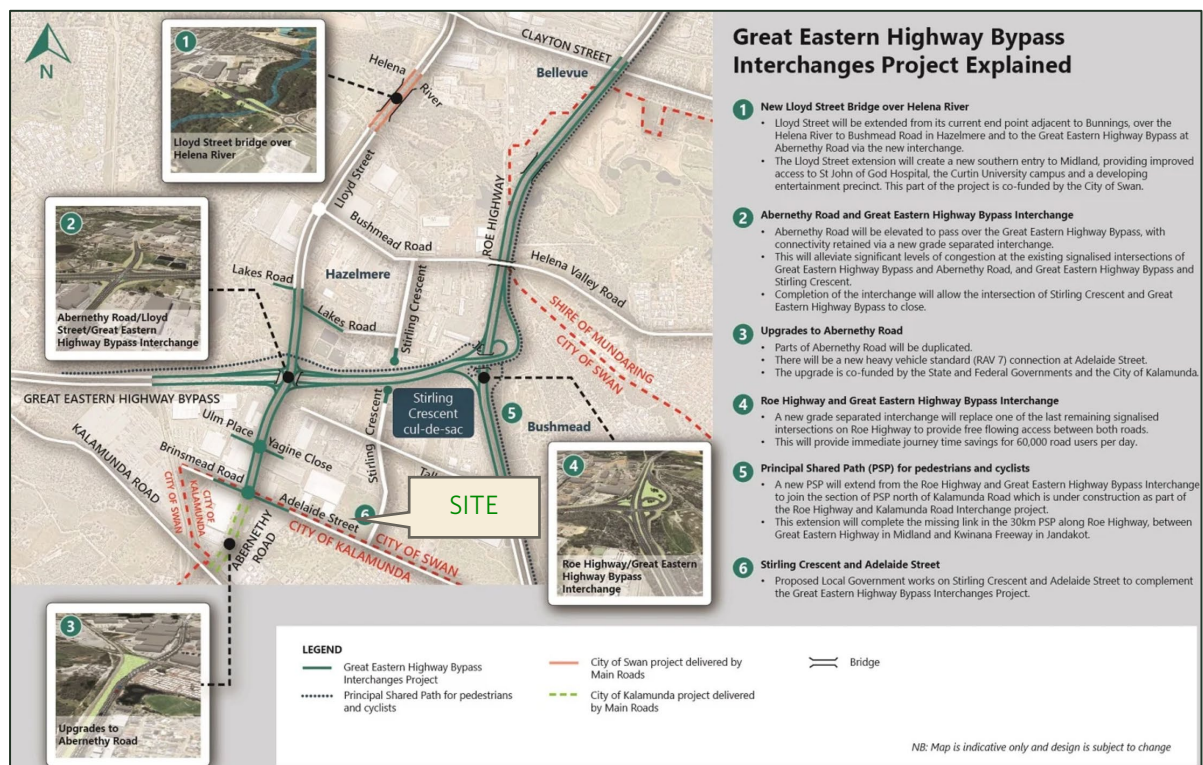
Source: HVS Network Map – Main Roads WA

## 2.4 Proposed Road Network Changes

Main Roads WA has completed pre-construction works associated with the Great Eastern Bypass Interchanges (GEHBI) Project, with construction of the interchanges expected to recommence in 2025-26. This project will upgrade the existing interchanges at Roe Highway and Abernethy Road as depicted in **Figure 9**. According to the Main Roads WA's Local Design Update Document (published in August 2021), the City of Swan will be undertaking the following local upgrade works:

- » The construction of new roundabouts at Stirling Crescent and Talbot Road, as well as Stirling Crescent and Adelaide Street.
  - A peanut-shaped roundabout will be built at the intersection of Stirling Crescent and Talbot Road. The purpose of the peanut roundabout is to keep both roads' existing alignments. This roundabout makes it easier to move in all directions.
  - The Adelaide Street roundabout will be a large circular roundabout that will accommodate all vehicle movements.
- » To prevent access between Stirling Crescent and the Bypass, a cul-de-sac will be constructed on both sides of the bypass.
- » Stirling Crescent between Talbot Road and Adelaide Street will be improved.
- » Adelaide Street will be extended west to Abernethy Road with a roundabout intersection.
- » At the western end of Talbot Road, a cul-de-sac will be built.

Figure 9 - Great Eastern Highway Bypass Interchange Project Information Sheet



Source: <https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/projects/metro/great-eastern-highway-bypass/gehbi-map-may-2021-2.jpg?v=4a7e14>

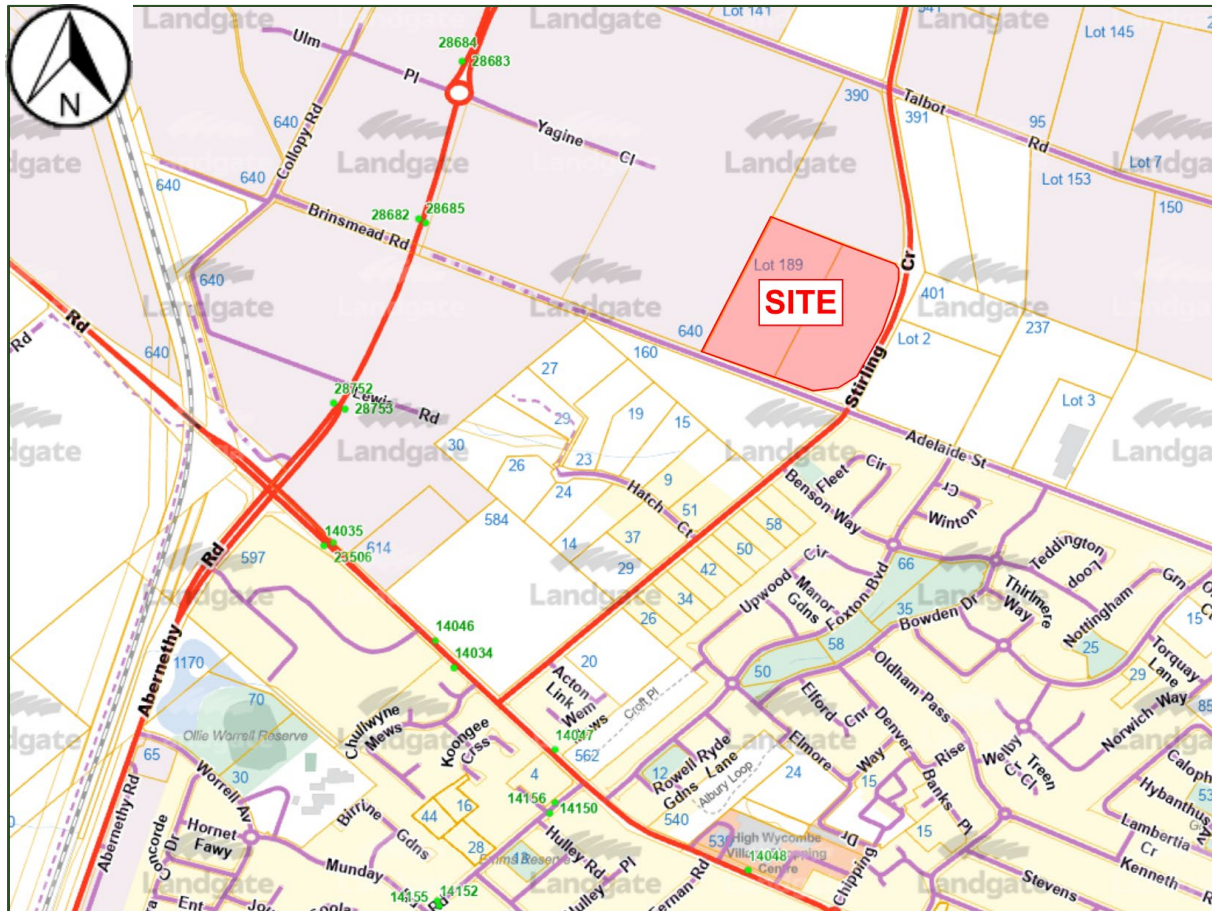
It is understood that the proposed extension of Adelaide Street and associated intersection improvements will be designed to accommodate up to RAV Network 7.

## 3 PUBLIC TRANSPORT FACILITIES

### 3.1 Existing Public Transport Facilities

The nearest existing bus stops to the Site are shown in **Figure 10** (in light green dots). Depending on the location, these bus stops are approximately 0.8km to 1.2km (walking distance) from the proposed development. Adelaide Street has a footpath on its northern side that would enable access to the bus stops along Abernethy Road. Similarly, Stirling Crescent also has a footpath that would enable pedestrian access to the bus stops along Kalamunda Road. Pedestrian crossing facilities, however, are generally lacking along the existing road network surrounding the site.

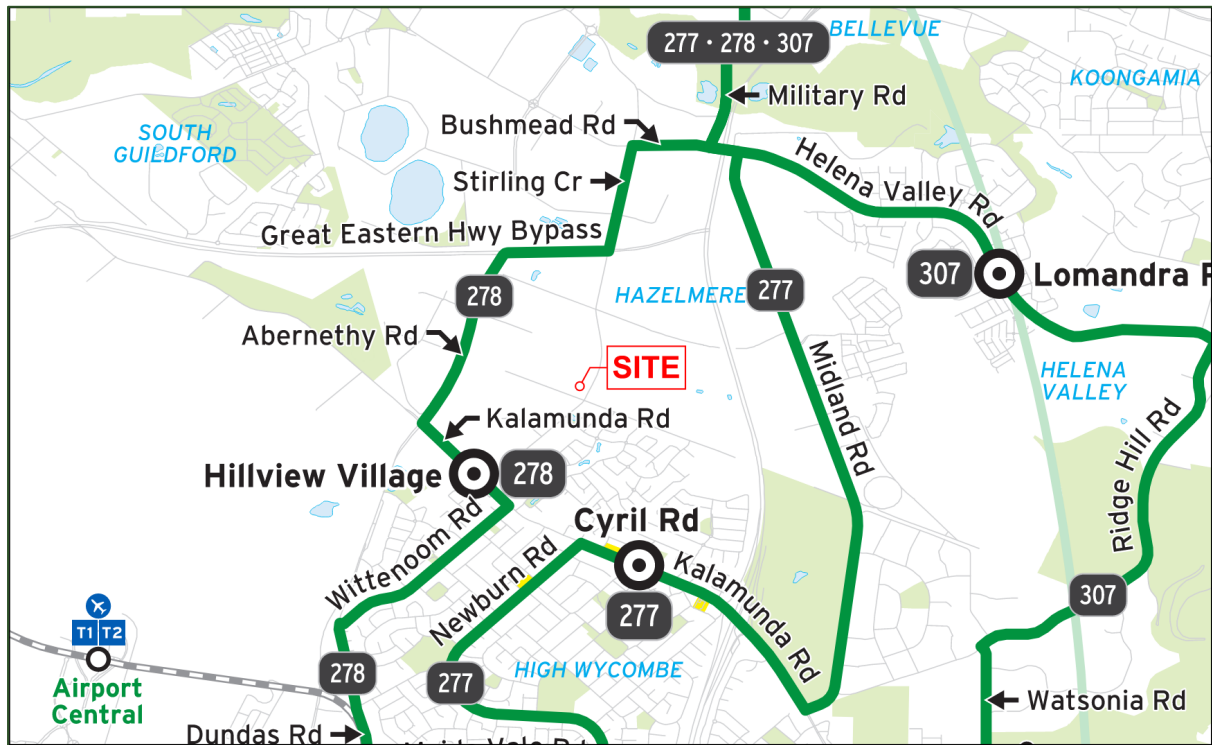
Figure 10 - Nearest Public Transport Facilities



Source: Landgate

The bus stops nearest to the site are serviced by Transperth route 278, which links High Wycombe Train Station and Midland. The location of the bus route is shown in **Figure 11** with the service frequency summarised in **Table 3**.

Figure 11 - Existing Bus Routes



Source: Transperth Network Maps (2022)

Table 3 - Existing Bus Services and Frequencies

| Bus Route | Route Description                                                      | Service Frequencies |            |                           |
|-----------|------------------------------------------------------------------------|---------------------|------------|---------------------------|
| 278       | High Wycombe Station - Midland Station via Wittenoom Rd & Abernethy Rd | Weekdays            | Saturdays  | Sundays & Public Holidays |
|           |                                                                        | 30 minutes          | 60 minutes | 60 minutes                |

## 3.2 Future Public Transport Facilities

PTG staff have previously contacted the Public Transport Authority (PTA) and understand that there are no immediate changes proposed to the existing transport network within the Site's vicinity.

The Hazelmere Enterprise Area Structure Plan also indicates that the PTA is unlikely to provide public transport services through the area due to the low employment density, consistent with other industrial areas in Perth.

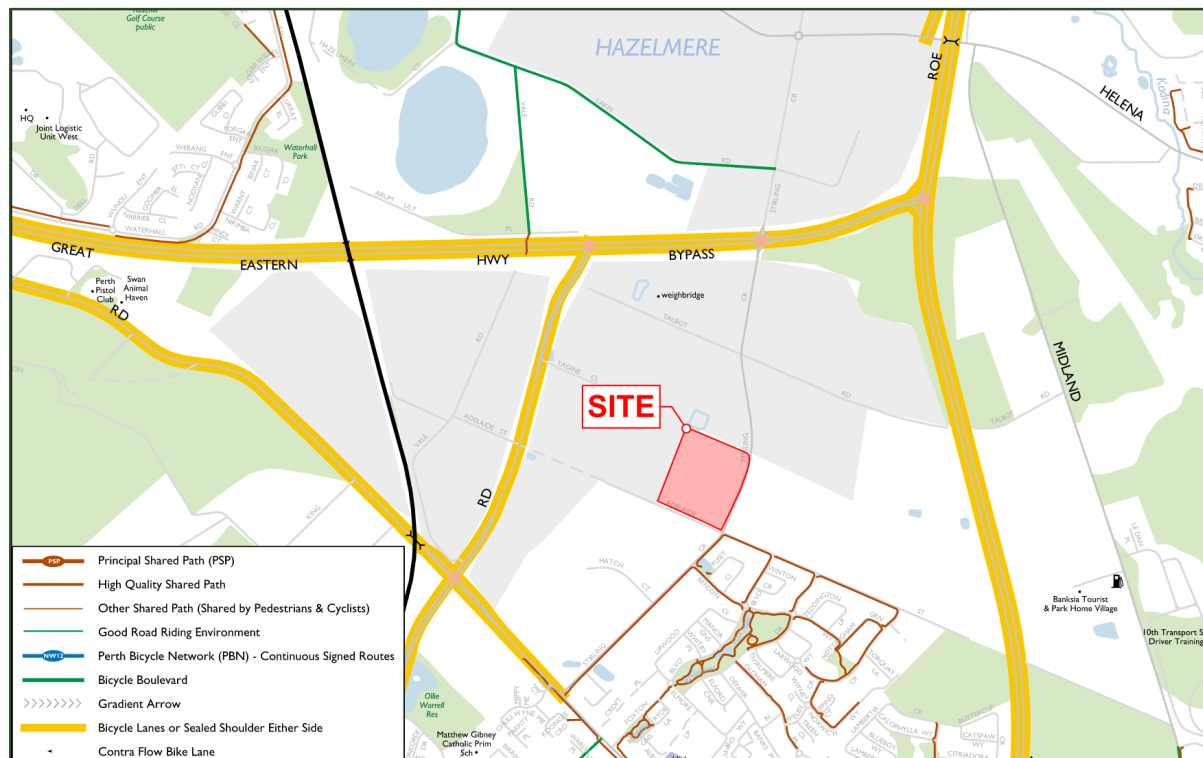
## 4 PEDESTRIAN / CYCLE NETWORKS

### 4.1 Existing Pedestrian / Cycle Networks

Figure 12 the existing completed infrastructure in the vicinity of the site.

Pedestrians and cyclists will be able to access the site via the dual-use paths on Stirling Crescent (south) and Adelaide Street once the project is completed.

Figure 12 - Existing Pedestrian/Cycling Facilities



Source: Department of Transport (Swan Bike Map)

### 4.2 Future Pedestrian / Cycle Networks

The GEHBI project includes the construction of new Principal Shared Paths along Roe Highway and the Great Eastern Highway Bypass:

- » The new Roe Highway Principal Shared Path (PSP) will connect the Roe Highway and Great Eastern Highway interchange to the section of PSP north of Kalamunda Road built as part of the Roe Highway and Kalamunda Road Interchange project. This extension will complete the 30km PSP between the Great Eastern Highway in Midland and the Kwinana Freeway in Jandakot.
- » A new PSP will also be built along the northern side of the Great Eastern Highway Bypass, from Roe Highway to the west of the existing railway bridge, to connect with the Waterhall Road local footpath network.

In addition, the GEHBI project also includes:

- » A shared path on Abernethy Road's western side between the Great Eastern Highway Bypass and Kalamunda Road. An underpass will connect this shared path to the new PSP on the Bypass.
- » A shared path running along the western side of Lloyd Street between the Great Eastern Highway Bypass and the Midland roundabout next to Bunnings Warehouse.

It is expected that completion of the path along Adelaide Street will occur as part of the interchange project. Upon completion, the new shared paths will provide pedestrians and cyclists with a safe, comfortable, and continuous journey between Midland and Jandakot, as well as better connectivity to the surrounding local path network.

## 5 PROPOSED DEVELOPMENT

### 5.1 Development Proposal

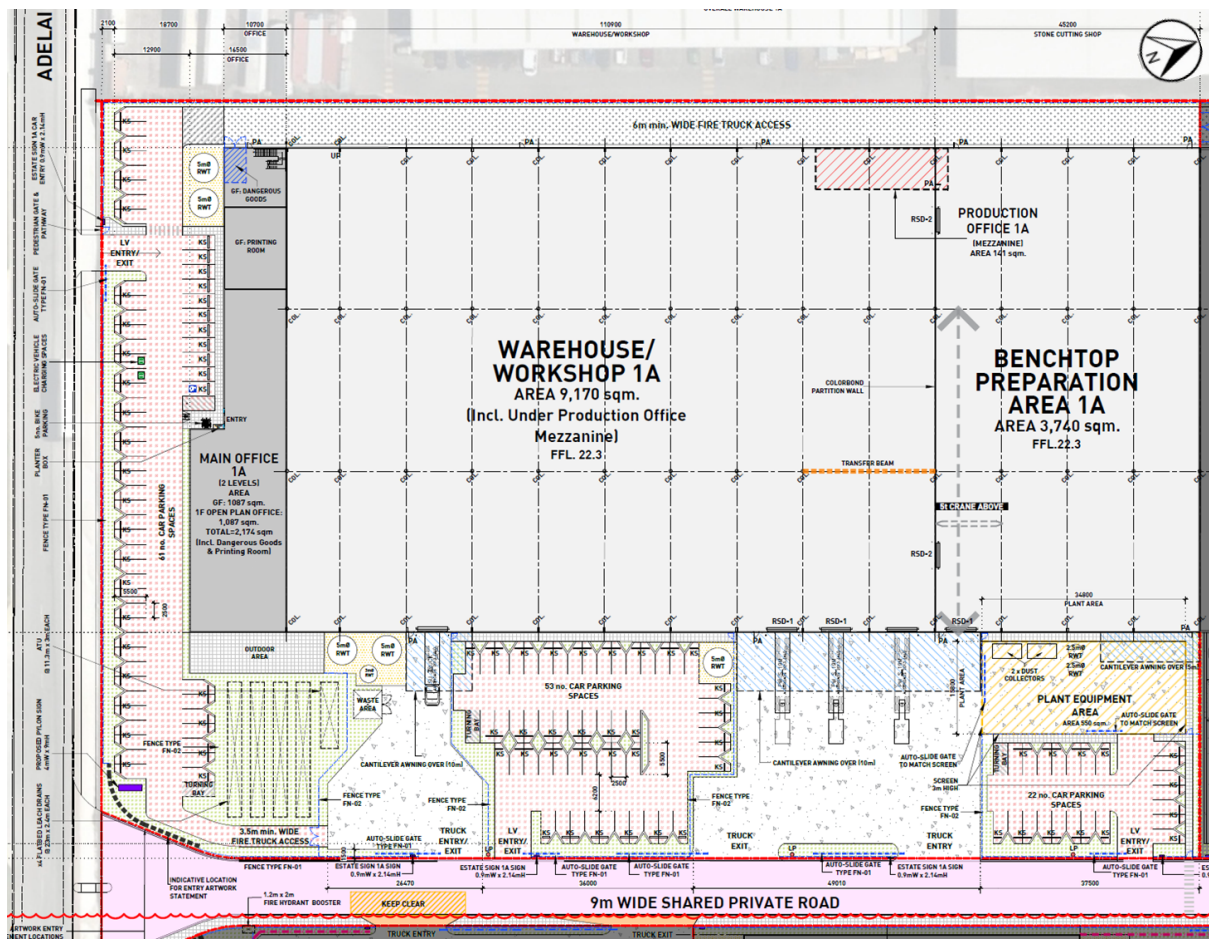
The proposed development entails combining currently approved Warehouses 1A & 1B into a single warehouse (1A), which will be used for the purpose of making kitchen cabinets.

The details of the proposed Warehouse 1A are provided below:

- » Warehouse 1A:
  - Warehouse Area : 12,910m<sup>2</sup>
  - Office 1A (mezzanine) : 2,315m<sup>2</sup>
  - 5 loading docks
  - No recessed docks
  - 135 car parking spaces

The proposed development plan is provided in Figure 13 and a larger version is provided in **Appendix A**.

Figure 13 – Proposed land uses on the portion of the site subject to proposed modification (Stage 3)



Source: Hesperia

The overall site building area of the five (5) warehouses (including the other four warehouses which are currently approved at the site) is 38,868m<sup>2</sup>.

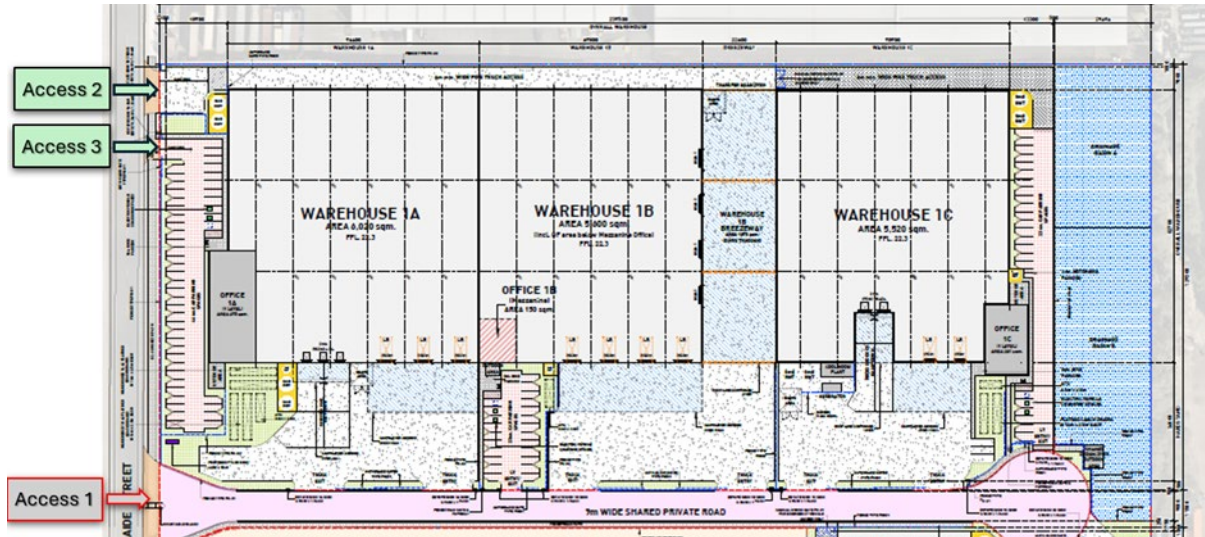
## 5.2 Access Arrangements

As part of the proposed development, Access 2 is removed as it is no longer required for heavy vehicle access to the rear of the warehouse.

Approved accesses 1 and 3 are used for access to the site, as shown in **Figure 14**. The proposed access arrangement is shown in **Figure 15**.

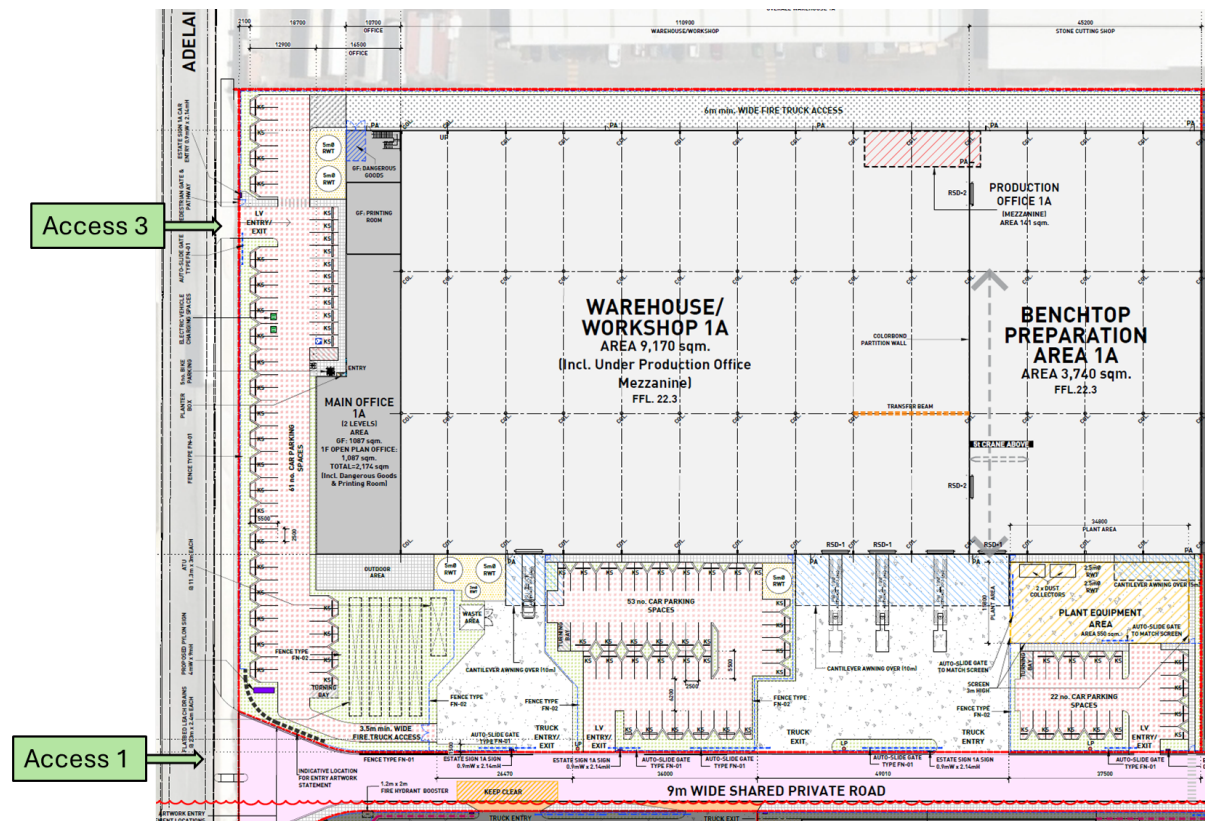
No changes are proposed to other approved accesses discussed in the **Section 1.4**.

Figure 14 - Approved Access Arrangements



Source: Hesperia

Figure 15 - Proposed Modified Access Arrangements



Source: Hesperia

## 6 PARKING PROVISION AND SUPPLY

The statutory car parking requirements for the proposed warehouse developments are set out in the *City of Swan's Local Planning Policy POL-TP-129 - Vehicle Parking Standards*. The parking provisions for the currently approved and proposed land uses are detailed in the following sections.

The parking provisions applicable to the proposed development application (portion of the site subject to the proposed modification – Stage 3) are summarised in **Table 4**.

**Table 4 - Car Parking Provision and Supply – Proposed DA**

| Premises                        | Yield (sqm) | Proposed Land Use | Rate                    | Requirement | Provided | Shortfall |
|---------------------------------|-------------|-------------------|-------------------------|-------------|----------|-----------|
| Warehouse 1A (including office) | 15,225      | Industry-Light    | 3 spaces per 100sqm GLA | 457         | 135      | -322      |

A total of 457 car parking bays are required for the proposed development when using the requirements of the City of Swan Vehicle Parking Standards. In contrast, 135 car parking bays are provided, resulting in a statutory parking shortfall of 322 spaces.

281 parking spaces are provided on the whole site (for all warehouses combined). The proposal entails 66 more bays from the currently approved DA. These additional bays allow for a potential increase in parking demand based on specific Warehouse 1A tenants needs.

The tenant has informed that a maximum of 112 staff and 8 visitors are estimated at warehouse 1A. Thus, there will be a surplus of 15 parking bays. Therefore, it is anticipated that the parking supply within the proposed development is sufficient for the anticipated demand.

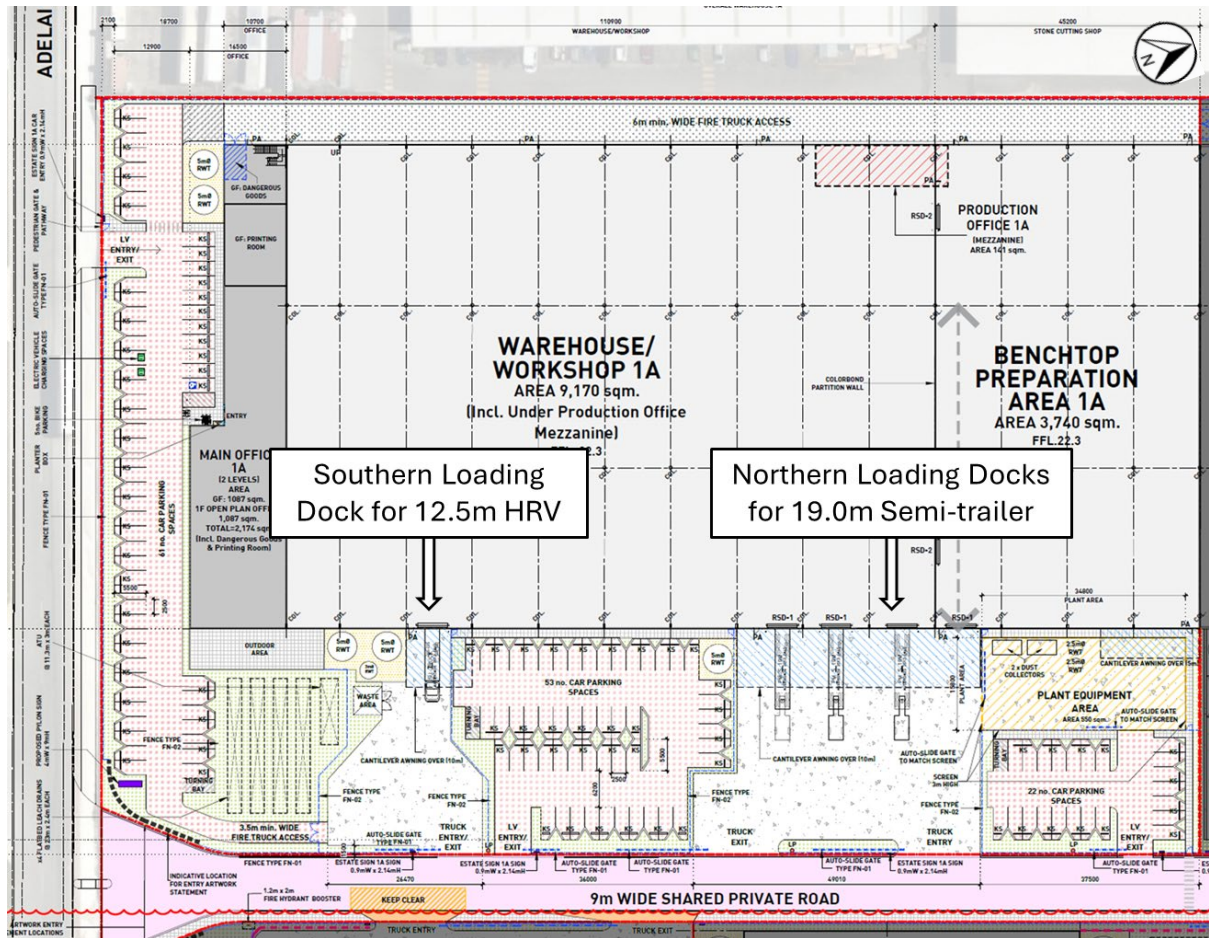
### 6.1 Service vehicle

The external access arrangements were assessed and approved in DA457-2024 and DA356-2025 development applications. No additional external accesses are proposed as part of this Stage 3 amendment. Thus, no additional swept path analysis is required for external accesses.

The internal access for Warehouse 1A loading docks and car parks have been amended to align with the new proposal. The largest vehicle proposed to serve the southern loading dock is a 12.5m HRV, and the northern loading dock is a 19m semi-trailer, as shown in **Figure 16**.

Internal swept path analysis was conducted, which showed satisfactory circulation within the revised internal access. These swept paths are shown in **Figure 17** to **Figure 23** and **Appendix B**. Swept path for fire truck will be undertaken during the detailed design stage.

Figure 16 – Proposed Loading Dock Areas



Source: Hesperia

Figure 17 – Swept path analysis – Southern Loading Dock (12.5m Entry)

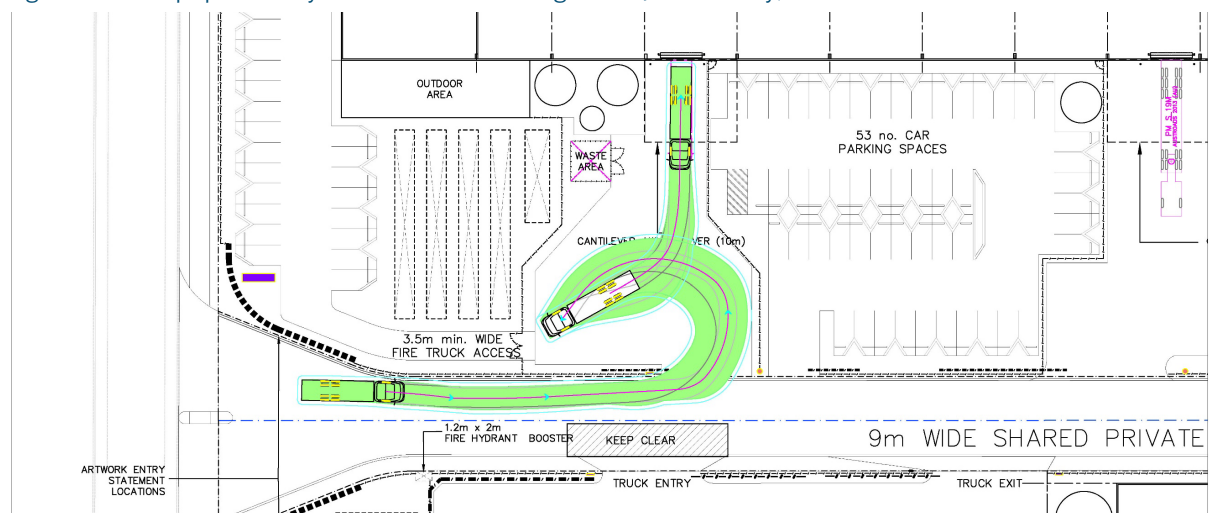


Figure 18 – Swept path analysis – Southern Loading Dock (12.5m Exit)

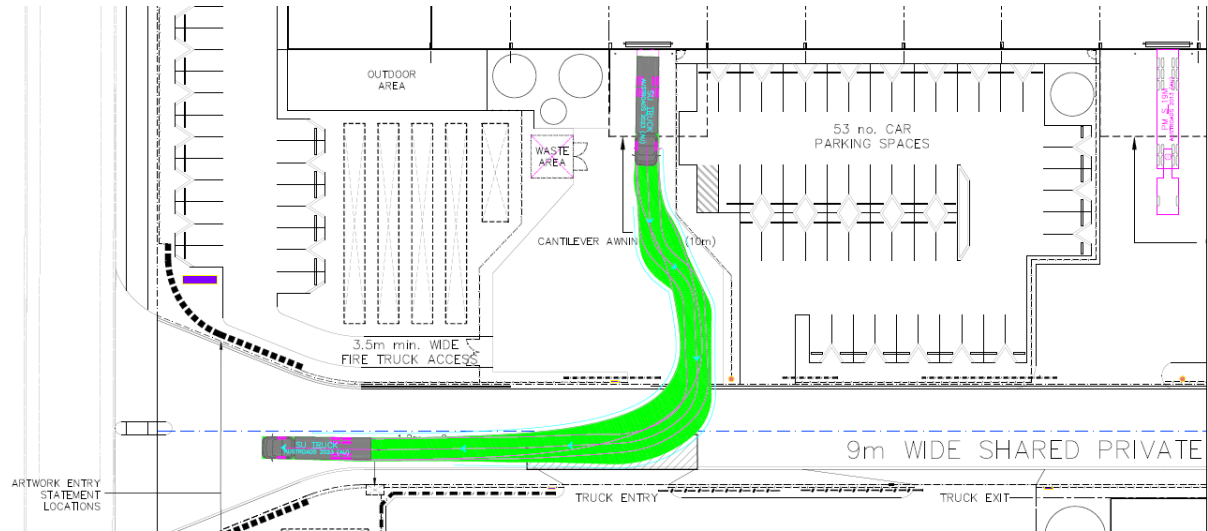


Figure 19 – Swept path analysis - Northern Loading Dock (19.0m Entry 1)

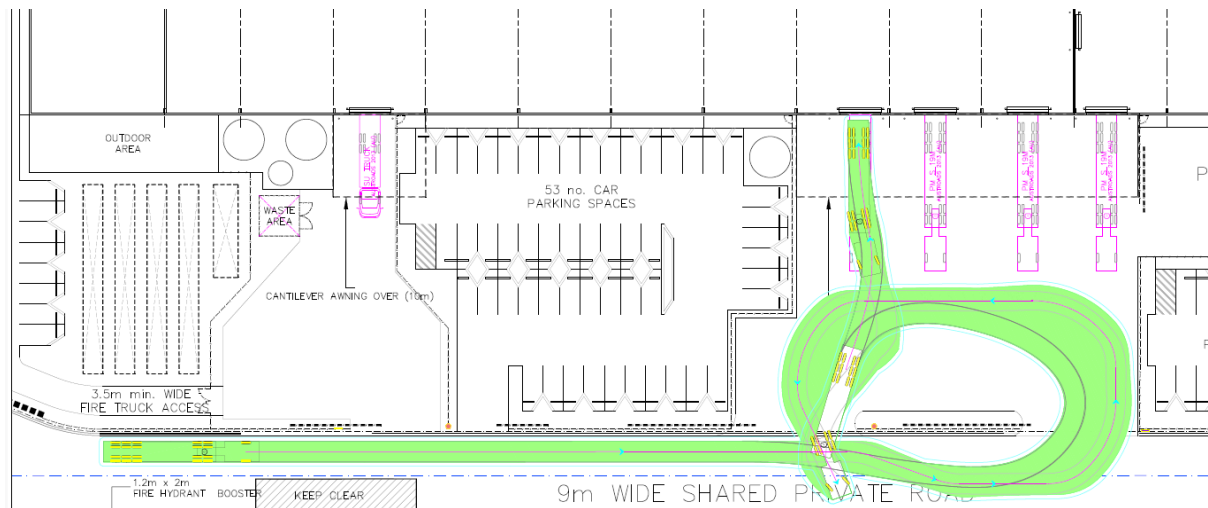


Figure 20 – Swept path analysis - Northern Loading Dock (19.0m Exit 1)

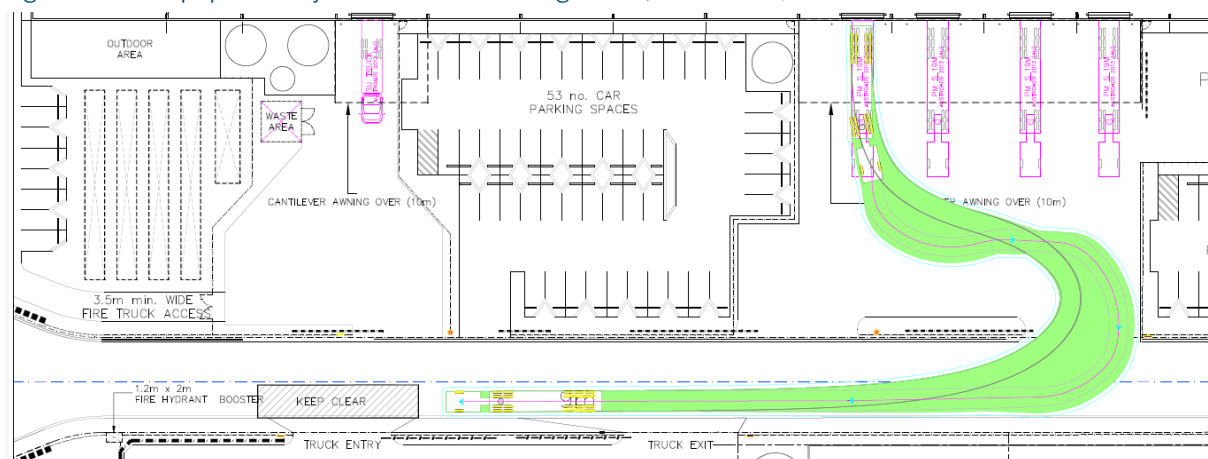


Figure 21 – Swept path analysis - Northern Loading Dock (19.0m Entry 2)

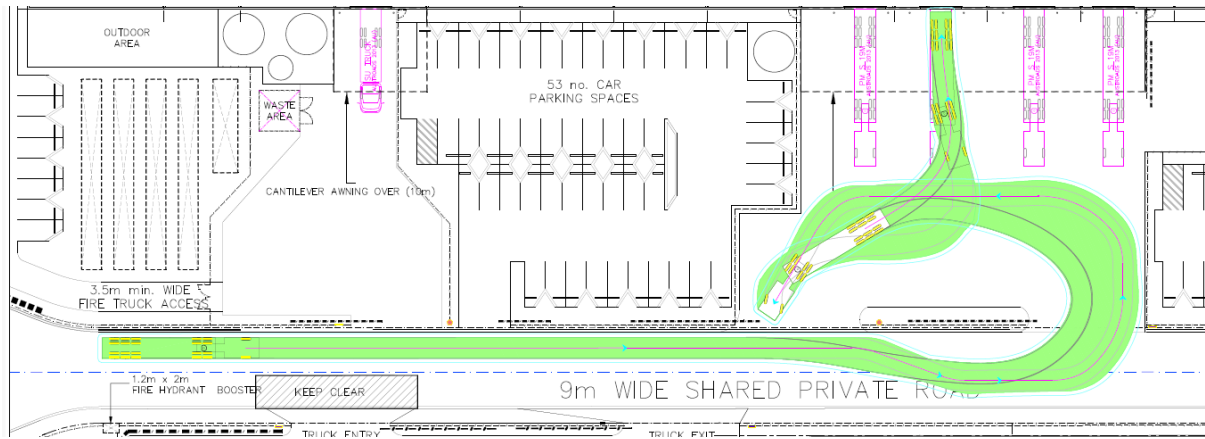


Figure 22 – Swept path analysis - Northern Loading Dock (19.0m Entry 4)

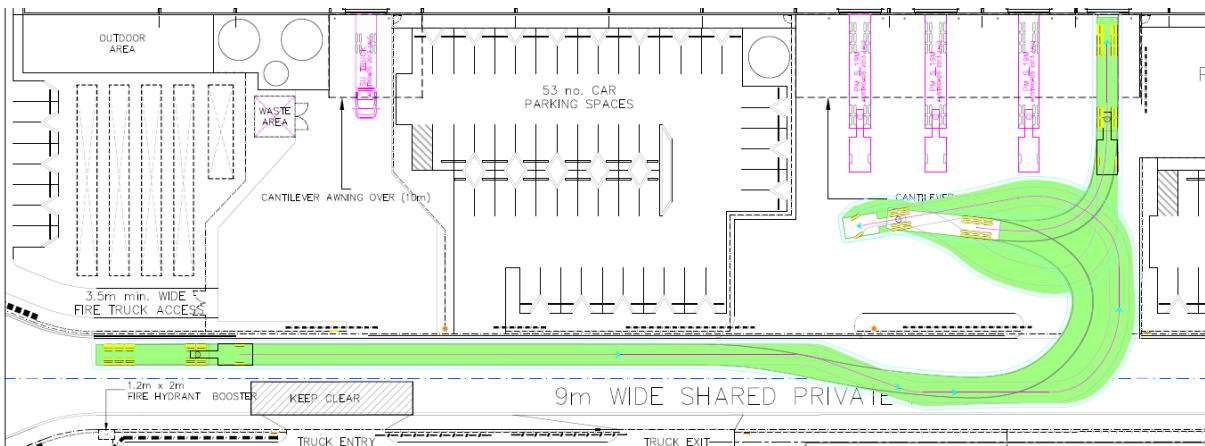
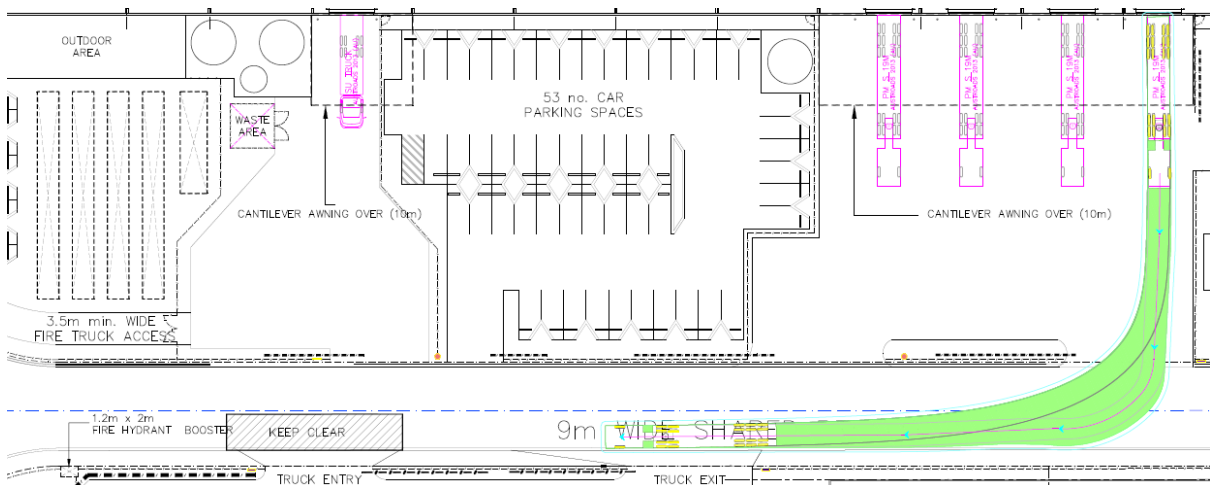


Figure 23 – Swept path analysis - Northern Loading Dock (19.0m Exit 4)



## 7 TRAFFIC GENERATION

The trip rates and assumptions that were used to estimate the currently approved development trip generation are detailed below:

- » The number of car parking spaces were used as the primary basis of the trip rates. This has been undertaken to consider the setup in modern warehouses and light industry where less manpower is required; therefore, less car traffic is generated.
- » 75% of the car bays generate one traffic movement during the peak period
- » 75% factor applied to consider the non-overlapping peak traffic generation of each warehouse
- » The number of loading docks, the estimated loading and unloading times, and percent utilisation of docks during peak periods were used in estimating the truck traffic generated by the development. This information was sourced from the Client.
- » Average loading/unloading time per dock is 30 minutes
- » 80% utilisation of loading docks (i.e., about 80% of the docks are occupied during the peak period)
- » 75% factor applied to consider the non-overlapping peak traffic generation of each warehouse.

The directional distribution is shown in **Table 5**.

**Table 5 - Directional Distribution**

| Land Use                                    | AM Peak Hour |     | PM Peak Hour |     |
|---------------------------------------------|--------------|-----|--------------|-----|
|                                             | IN           | OUT | IN           | OUT |
| Warehouse (Industrial) – Passenger Vehicles | 79%          | 21% | 25%          | 75% |
| Warehouse (Industrial) – Heavy Vehicles     | 50%          | 50% | 50%          | 50% |

For the proposed modification (Stage 3), the trip rates and assumptions used to estimate trip generation for the passenger vehicles were the same as those above. However, to estimate the heavy vehicle trip generation for the proposed combined warehouse 1A, the expected number of heavy vehicle trips provided by the tenant were used.

Based on the information provided by the client, the following number of heavy vehicle tips were estimated for warehouse 1A:

- » AM Peak Hour: 8 trips (two-way)
- » PM Peak Hour: 2 trips (two-way)

**Table 6** shows the net change in trip generation due to the proposed modification (Stage 3) from the trip generation estimated in the currently approved TIA for DA457-2024 and DA356-2025.

**Table 6 - Net change in Estimated Trip Generation**

|                                                                                       | AM Peak Hour | PM Peak Hour |
|---------------------------------------------------------------------------------------|--------------|--------------|
| Total DA457-2024 + DA356-2025 trip generation estimated in the currently approved TIA | 219          | 218          |
| Trip generation for the proposed modification (stage 3)                               | 200          | 196          |
| Net change compared to the currently approved TIA                                     | <b>-19</b>   | <b>-22</b>   |

The proposed modification to the approved development is expected to generate approximately 19 fewer trips during the AM peak hour and 22 fewer trips during the PM peak hour (including cars and trucks).

Thus, the detailed network assessment undertaken in the currently approved DA356-DA2025 TIA report, including SIDRA analysis, is conservative for the proposed DA, and no further assessment is required as part of this proposal.

## **8 SITE SPECIFIC ISSUES**

No additional site-specific issues are identified as part of this Stage 3 development proposal.

## **9 SAFETY ISSUES**

No additional safety issues are identified as part of this Stage 3 development proposal.

## 10 SUMMARY

This Transport Impact Statement outlines the transport aspects of the proposed modification to an approved warehouse development at Lot 56, Adelaide Street, Hazelmere, including trip generation, access, and car parking. Included also are discussions regarding pedestrian, cycle, and public transport considerations.

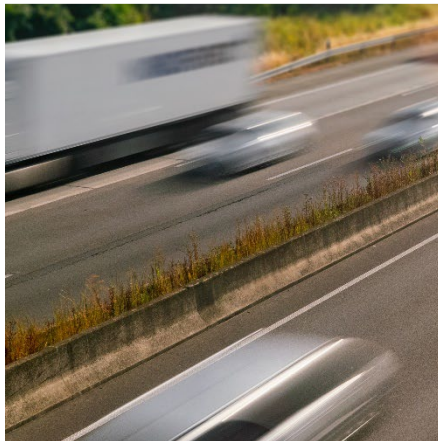
This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments.

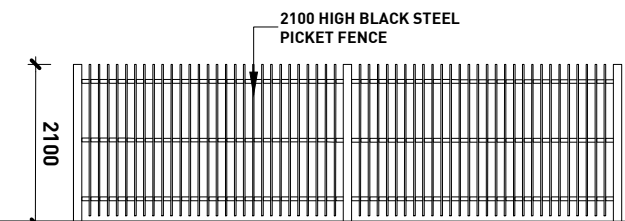
The following conclusions have been made with regard to the proposed development:

- » The proposed modification comprises a warehouse development comprising the following:
  - Warehouse 1A – 12,910<sup>2</sup> GFA with a 2,315m<sup>2</sup> office (mezzanine);
- » The site is located within the Hazelmere industrial area in the City of Swan, which has minimal public transport service and pedestrian/cycling infrastructures. Although it is possible to walk, cycle or use the bus to reach the Site, the primary access is expected to be via private vehicles.
- » A total of 135 car parking bays are proposed, resulting in a statutory parking shortfall of 322 spaces. The proposal entails 66 more bays from the currently approved DA. These additional bays allow for a potential increase in parking demand to meet tenants' needs.
- » The client has informed that a maximum of 112 staff and 8 visitors are estimated at warehouse 1A. Thus, there will be a surplus of 15 parking bays. Therefore, it is anticipated that the parking supply within the proposed development is sufficient for the anticipated demand.
- » A swept path analysis undertaken for the site indicates that all crossovers and internal movements can be performed satisfactorily by each of the nominated design vehicles.
- » The proposed modification to the approved development is expected to generate approximately 19 fewer trips during the AM peak hour and 22 fewer trips during the PM peak hour (including cars and trucks). Thus, the detailed network assessment undertaken in the currently approved TIA report, including SIDRA analysis, is valid for the proposed amendment, and no further assessment is required as part of this proposal.
- » Overall, the proposed modification to the approved development at Lot 56 Adelaide Street is expected to have no material impact on the traffic operations and safety of Adelaide Street and the surrounding road network.

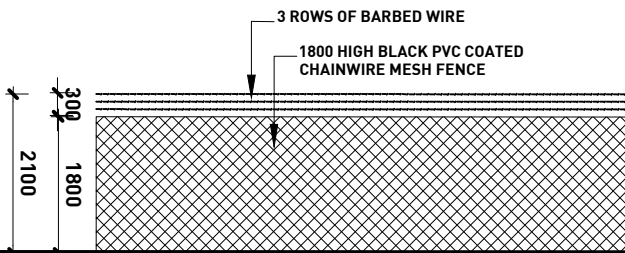
# APPENDIX A

## Proposed Site Plans





**FENCE TYPE FN-01**  
**TYPICAL STREET FRONT FENCE & GATE ELEVATION**  
SCALE 1:100



**FENCE TYPE FN-02**  
**TYPICAL SIDE & REAR BOUNDARY FENCE ELEVATION**  
SCALE 1:100

**LANDSCAPING**  
Landscaping to be in accordance with requirements of Swan City Council. Refer to Landscape Consultant's drawings and specifications for full details.

**LIGHTING**  
External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority. Building mounted flood lights to be provided within the car park area.

**CAR PARKING**  
Car parking spaces to be 5500mm long x 2500mm wide (unless noted otherwise) and be in accordance with Table 2 to Clause 52.06 of Swan City Council Planning Scheme.

Disabled car parking spaces to be 5500mm long x 2400mm wide, with a shared vacant space of equal size to one side of the allocated disabled space in accordance with A.S. 2890.6 (2009). Disabled car parking spaces may encroach into an accessway width by 500mm as specified in Table 2 to Clause 52.06 of Swan City Council Planning Scheme.

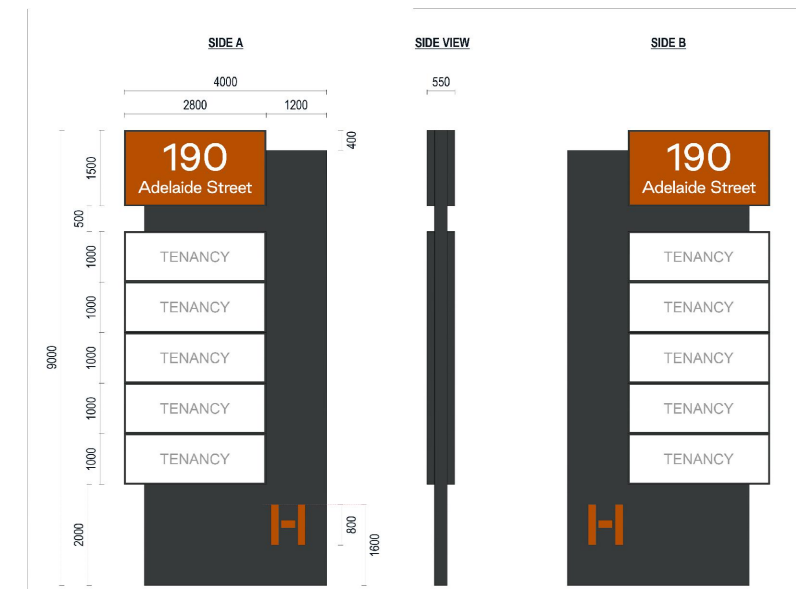
All car parking bays to be line marked in 80mm wide white weatherproof paint in accordance with A.S. 2890.1 (2004).

**VEHICLE CROSSINGS AND ACCESS**  
All new vehicle crossings shall be to the requirements of the relevant Statutory Authority.

**LOADING BAYS**  
All loading bays to be 7600mm long x 3600mm wide and line marked in accordance with A.S. 2890.1 (2004).

**PLANT & EQUIPMENT**  
All external plant and equipment to be screened or positioned to prevent unreasonable visual impact.

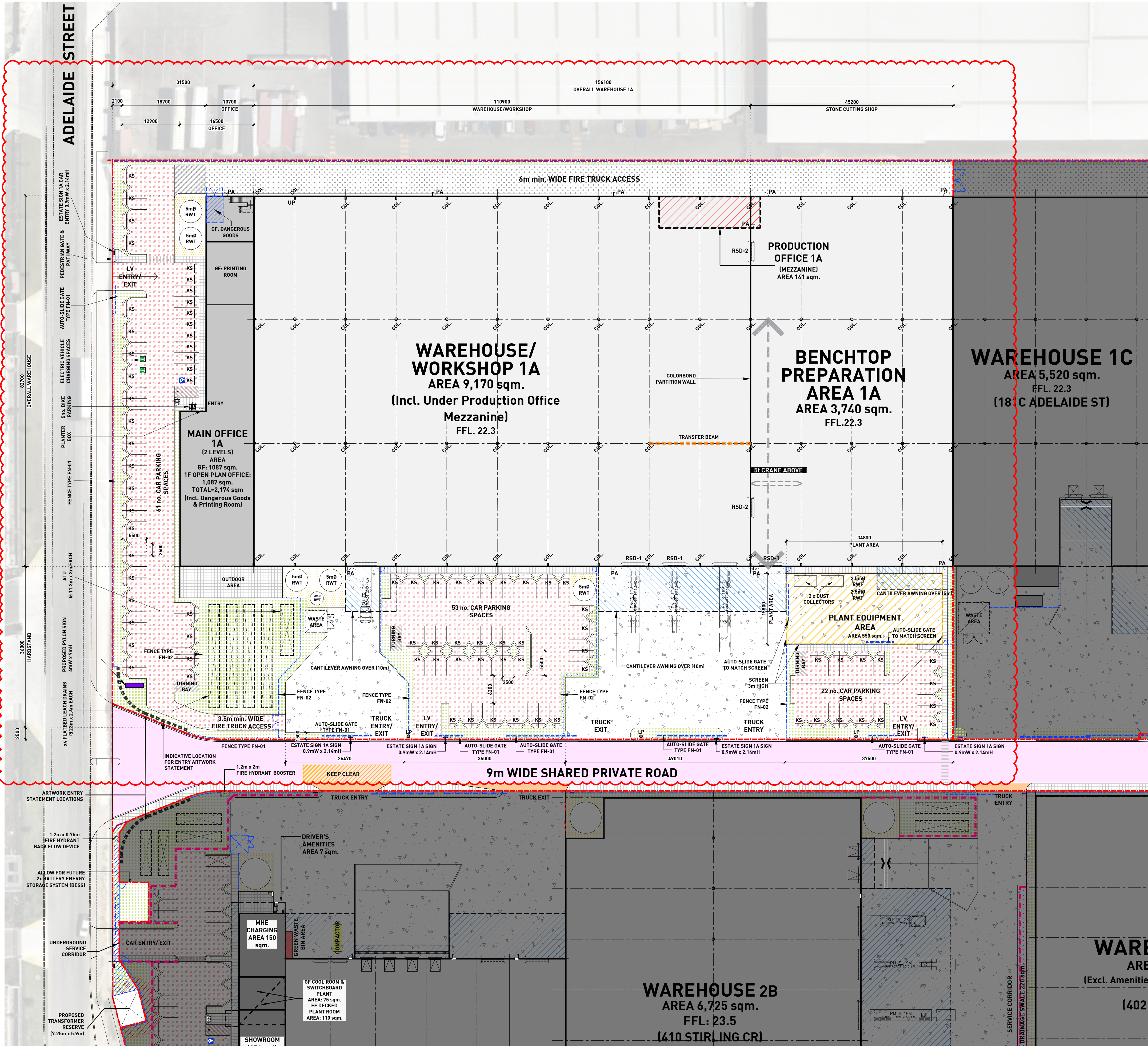
**DISABILITY ACCESS**  
All building entrances are to be in accordance with A.S. 1428.1 (2009).



**01 MAIN PYLON SIGN WESTERN ENTRANCE**  
SCALE 1:150

**NOTE:**

- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
- No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
- All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.



**FOR DEVELOPMENT  
APPLICATION ONLY**  
SUBJECT TO STATUTORY APPROVAL

**DEVELOPMENT SUMMARY**

|                                                           |        |              |
|-----------------------------------------------------------|--------|--------------|
| Total Dry Landscaping                                     | 1,990  | sqm. approx. |
| Net Developable Area                                      | 22,170 | sqm. approx. |
| TOTAL SITE AREA                                           | 24,160 | sqm. approx. |
| Warehouse/Workshop Area (incl. Under Production Office)   | 9,170  | sqm.         |
| Benchtop Preparation Area                                 | 3,740  | sqm.         |
| Main Office/Showroom (2 Levels)                           | 2,174  | sqm.         |
| Production Office (Mezzanine)                             | 141    | sqm.         |
| TOTAL BUILDING AREA                                       | 15,225 | sqm.         |
| Total Heavy Duty Paving Area (incl. Plant Equipment Area) | 2,855  | sqm. approx. |
| Total Light Duty Paving Area (Red Asphalt)                | 3,515  | sqm. approx. |
| Total Fire Appliance Access Area (Black Asphalt)          | 1,130  | sqm. approx. |
| Total 10m Warehouse Cantilever Awning Area                | 530    | sqm. approx. |
| Total 5m Warehouse Cantilever Awning Area                 | 85     | sqm. approx. |
| Total Car Parking Provided                                | 136    | spaces       |

CONSTRUCTED 9m WIDE SHARED PRIVATE ROAD (APPROVED UNDER 457/2024)

EXTENT OF LANDSCAPED DRAINAGE BASIN & SWALE AREA

EXTENT OF HEAVY DUTY PAVING AREA (Concrete Hardstand)

EXTENT OF LIGHT DUTY PAVING AREA (Red Asphalt)

FIRE APPLIANCE ACCESS (Black Asphalt)

EXTENT OF SOFT LANDSCAPE AREA

EXTENT OF AGGREGATE LANDSCAPE AREA

EXTENT OF WAREHOUSE AWNING AREA

PROPOSED NEW CROSSOVERS

EXTENT OF TRANSFER BEAM

TREE WELL AT 2.3m x 1.75m (250mm CONCRETE FLUSH KERB) TO BE PROVIDED TO CARPARKING

UNDERGROUND SERVICE CORRIDOR

EXTENT OF RETAINING WALL

KS KERB STOP

LP LIGHT POLE

RSD-1 ROLLER SHUTTER DOOR 5mW x 5mH

RSD-2 ROLLER SHUTTER DOOR 4mW x 4mH

CLIENT:

**HESPERIA**

**PROPOSED DEVELOPMENT - STAGE 3**

LOTS 189/1190 ADELAIDE STREET, HAZELMERE WA

**SITE PLAN**

**DRAWING TYPE:**  
DEVELOPMENT APPLICATION

**DRAWING NUMBER:**  
2310-149-DA-002

**REVISION:**  
D

**DATE:** 13.10.2025  
**SCALE:** 1:450 @ A1 / 1:900 @ A3

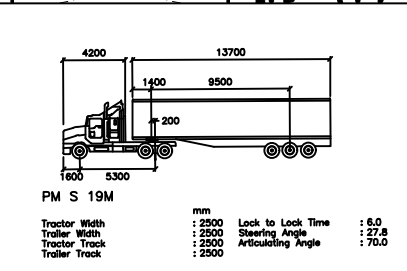
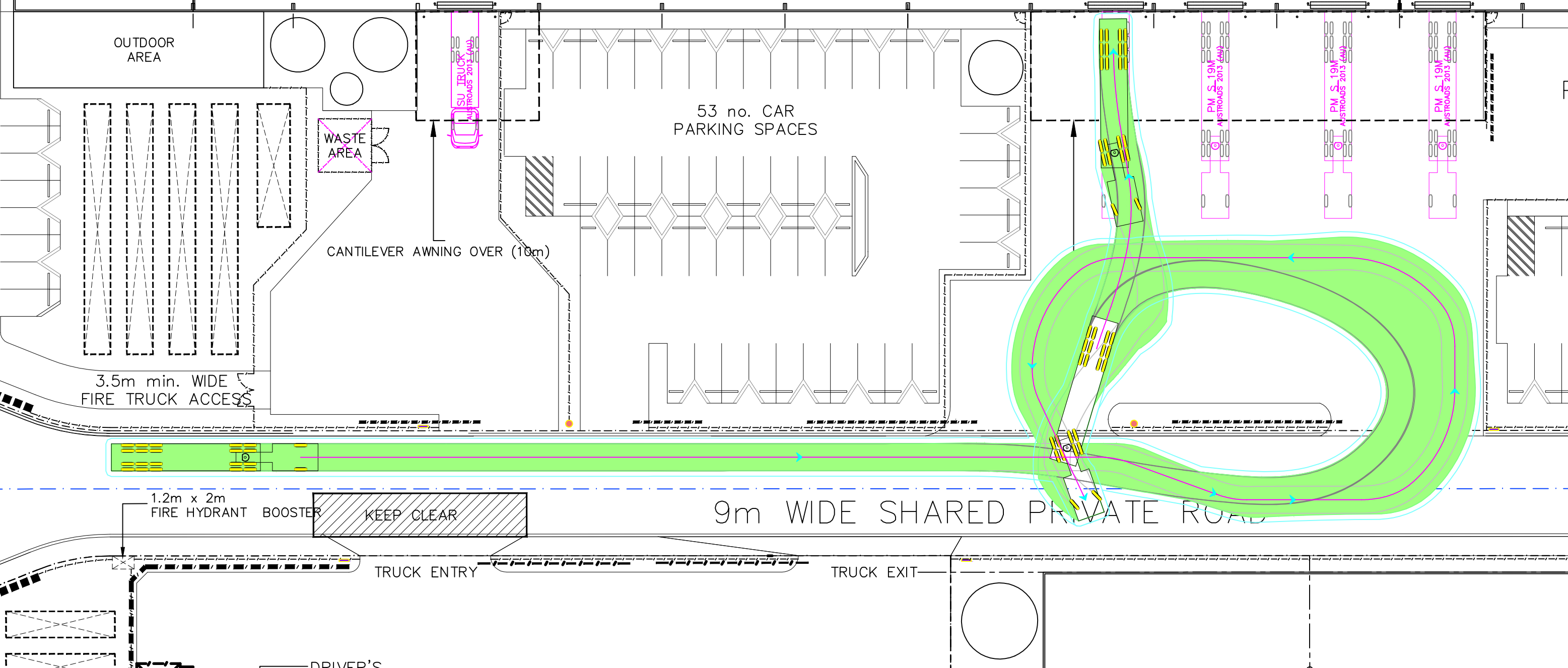
**SCALE BAR @ A1**  
0 22.5 45

# APPENDIX B

## Swept Path Plans



(2 LEVELS)  
AREA  
GF: 1087 sqm.  
1<sup>st</sup> F OPEN PLAN OFFICE:  
1,087 sqm.  
TOTAL=2,174 sqm  
(Incl. Dangerous Goods  
& Printing Room)



North

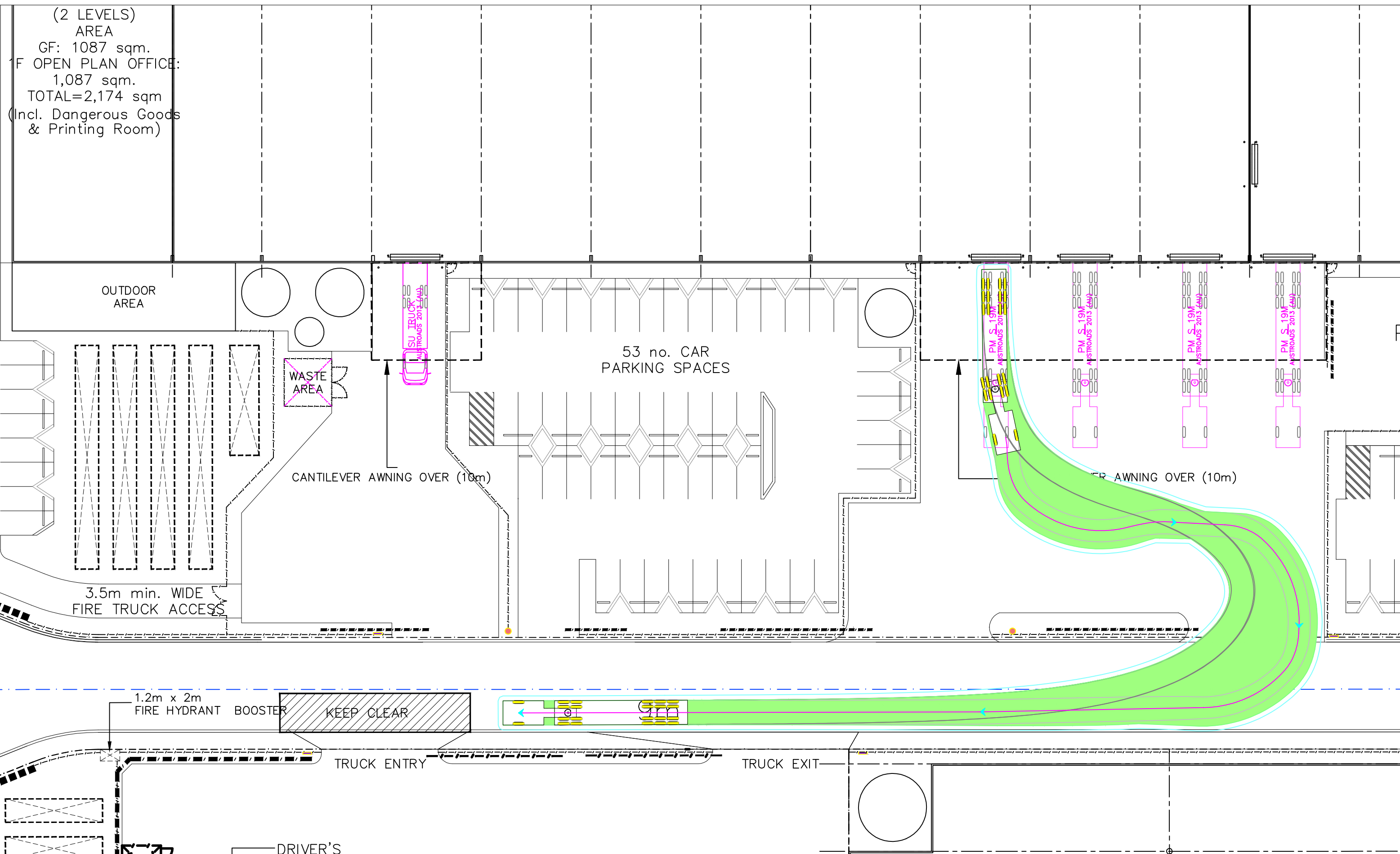
Prepared for  
**HESPERIA**

**ptg** consulting

PTG Consulting | ABN 89 668 880 448  
Level 4, 167 St George Terrace, Perth, WA, 6000  
Tel: (08) 6188 4500  
Web: [www.ptgconsulting.com.au](http://www.ptgconsulting.com.au)

Drawing Title:  
**SWEPT PATHS DRAWING**  
**NORTHERN LOADING DOCK**  
Lot 56 Adelaide Street, Hazelmere WA

| Drawn    | Designed    | Approved | Scale @ A3 | Drawing Status |
|----------|-------------|----------|------------|----------------|
| LH       | SB          | SGL      | 1:350      | FINAL          |
| Date     | Project No. | DWG No.  |            | Revision       |
| 01/10/25 | PTG.00392   | D02      |            | A              |



Tractor Width : 2500  
Trailer Width : 2500  
Tractor Track : 2500  
Trailer Track : 2500

mm  
Lock to Lock Time : 6.0  
Steering Angle : 27.8  
Articulating Angle : 70.0

North

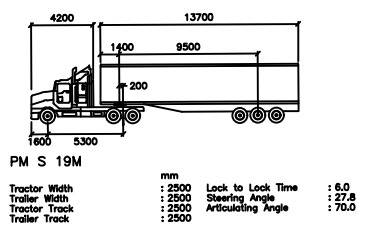
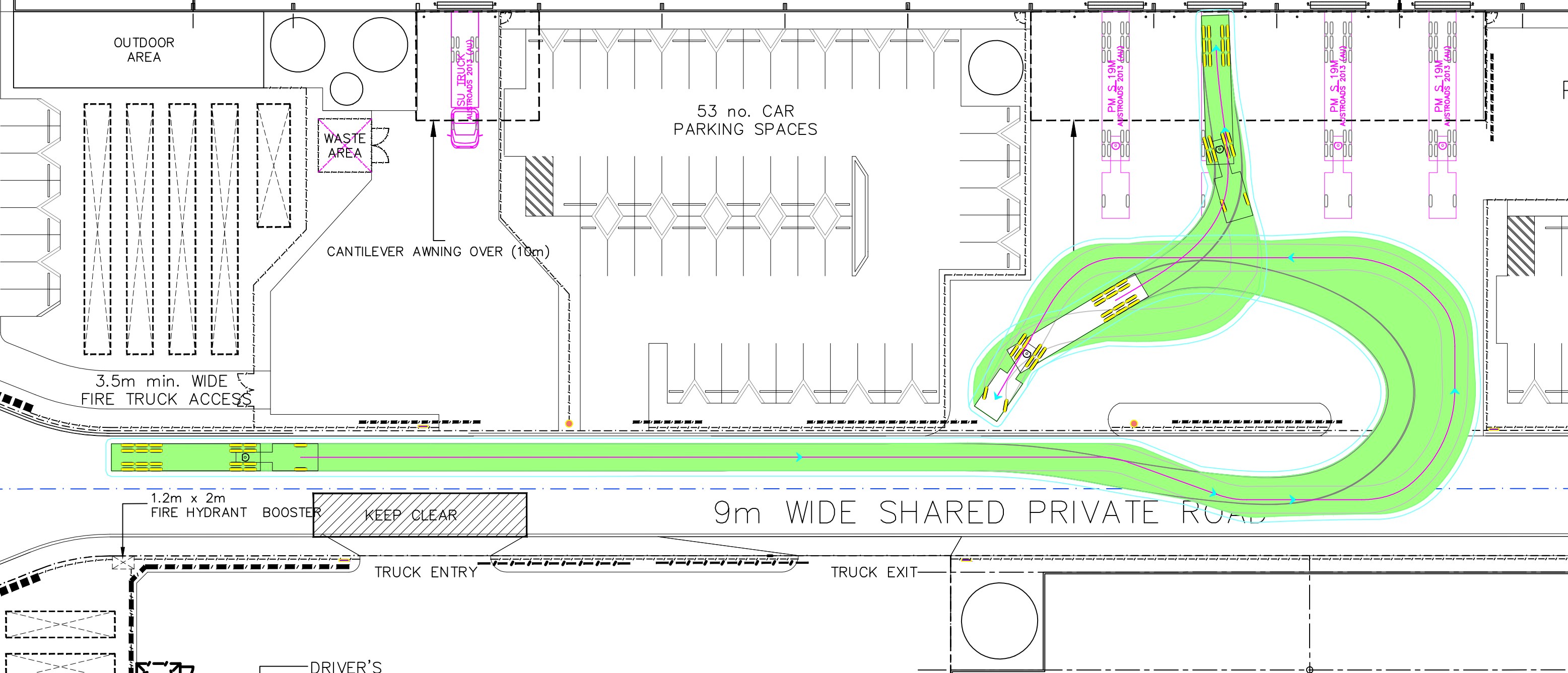
Prepared for  
**HESPERIA**

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Drawing Title:  
**SWEPT PATHS DRAWING**  
**NORTHERN LOADING DOCK**  
**Lot 56 Adelaide Street, Hazelmere WA**

|                         |                                 |                        |                            |                                |
|-------------------------|---------------------------------|------------------------|----------------------------|--------------------------------|
| Drawn<br><b>LH</b>      | Designed<br><b>SB</b>           | Approved<br><b>SGL</b> | Scale @ A3<br><b>1:350</b> | Drawing Status<br><b>FINAL</b> |
| Date<br><b>01/10/25</b> | Project No.<br><b>PTG.00392</b> | DWG No.<br><b>D03</b>  | Revision<br><b>A</b>       |                                |

(2 LEVELS)  
AREA  
GF: 1087 sqm.  
1<sup>st</sup> F OPEN PLAN OFFICE:  
1,087 sqm.  
TOTAL=2,174 sqm  
(Incl. Dangerous Goods  
& Printing Room)



North

Prepared for  
**HESPERIA**

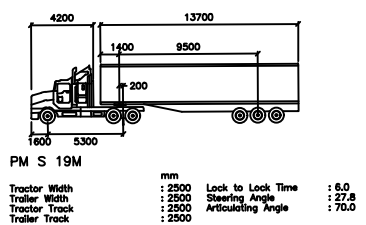
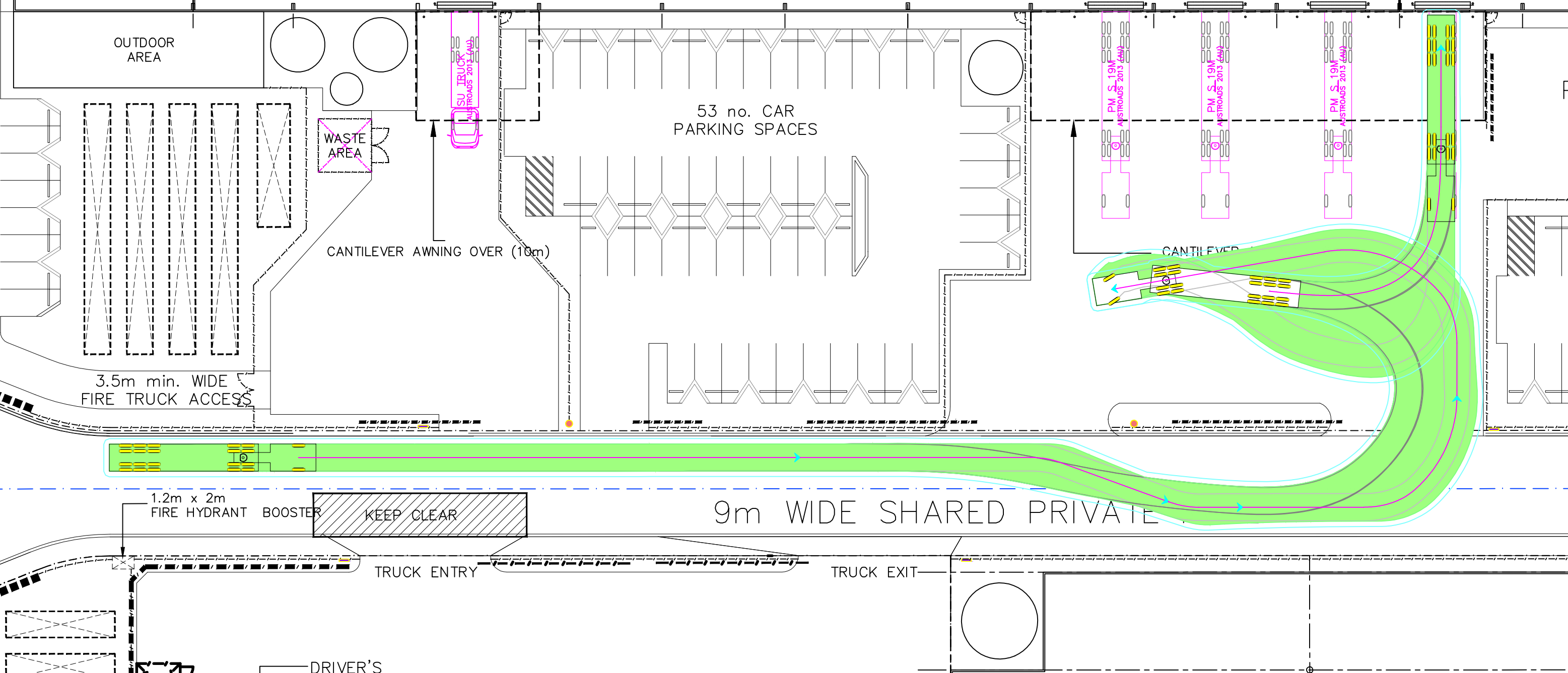
**ptg consulting**

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Drawing Title:  
**SWEPT PATHS DRAWING**  
**NORTHERN LOADING DOCK**  
Lot 56 Adelaide Street, Hazelmere WA

| Drawn    | Designed    | Approved | Scale @ A3 | Drawing Status |
|----------|-------------|----------|------------|----------------|
| LH       | SB          | SGL      | 1:350      | FINAL          |
| Date     | Project No. | DWG No.  | Revision   |                |
| 01/10/25 | PTG.00392   | D02      | A          |                |

(2 LEVELS)  
AREA  
GF: 1087 sqm.  
1<sup>st</sup> F OPEN PLAN OFFICE:  
1,087 sqm.  
TOTAL=2,174 sqm  
(Incl. Dangerous Goods  
& Printing Room)



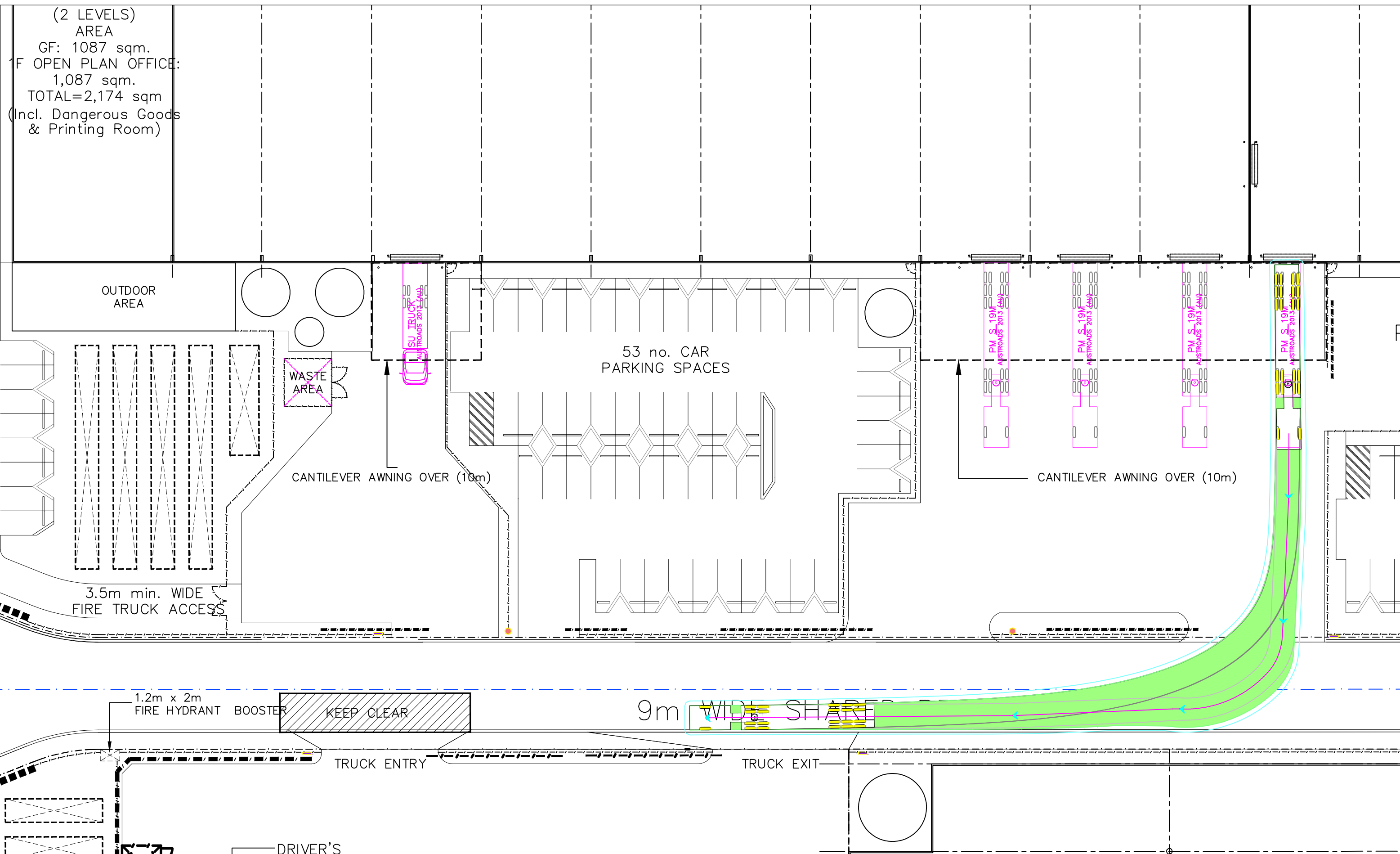
North

Prepared for  
**HESPERIA**

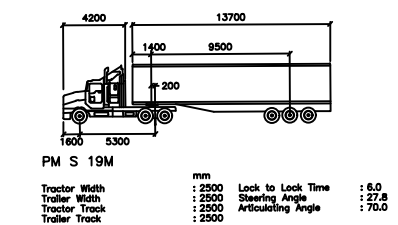
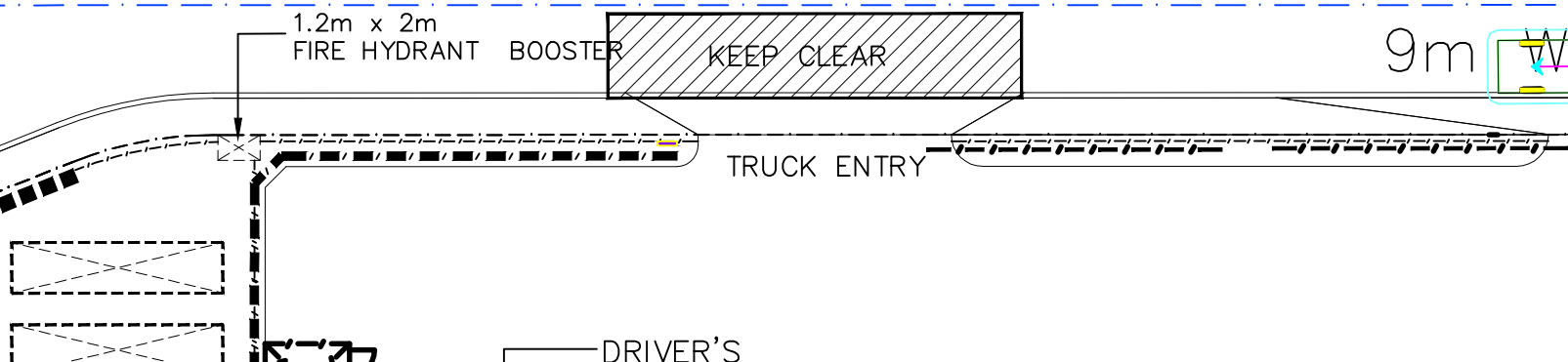
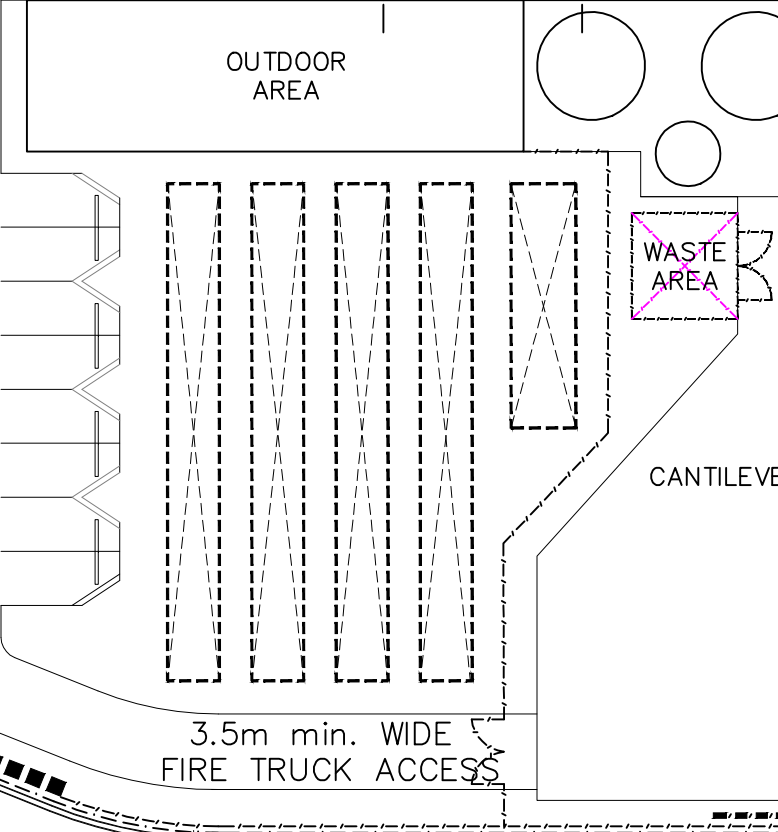
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Drawing Title:  
**SWEPT PATHS DRAWING**  
**NORTHERN LOADING DOCK**  
**Lot 56 Adelaide Street, Hazelmere WA**

| Drawn    | Designed    | Approved | Scale @ A3 | Drawing Status |
|----------|-------------|----------|------------|----------------|
| LH       | SB          | SGL      | 1:350      | FINAL          |
| Date     | Project No. | DWG No.  | Revision   |                |
| 01/10/25 | PTG.00392   | D04      | A          |                |



(2 LEVELS)  
AREA  
GF: 1087 sqm.  
1<sup>ST</sup> F OPEN PLAN OFFICE:  
1,087 sqm.  
TOTAL=2,174 sqm  
(Incl. Dangerous Goods  
& Printing Room)



|               |        |                    |        |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2500 | Lock to Lock Time  | : 6.0  |
| Trailer Width | : 2500 | Steering Angle     | : 27.8 |
| Tractor Track | : 2500 | Articulating Angle | : 70.0 |
| Trailer Track | : 2500 |                    |        |

North

Prepared for  
**HESPERIA**

**ptg**  
consulting

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Drawing Title:  
**SWEPT PATHS DRAWING**  
**NORTHERN LOADING DOCK**  
**Lot 56 Adelaide Street, Hazelmere WA**

|                         |                                 |                        |                            |                                |
|-------------------------|---------------------------------|------------------------|----------------------------|--------------------------------|
| Drawn<br><b>LH</b>      | Designed<br><b>SB</b>           | Approved<br><b>SGL</b> | Scale @ A3<br><b>1:350</b> | Drawing Status<br><b>FINAL</b> |
| Date<br><b>01/10/25</b> | Project No.<br><b>PTG.00392</b> | DWG No.<br><b>D05</b>  | Revision<br><b>A</b>       |                                |

61 no. CAR  
PARKING SPACES

OFF OPEN PLAN OFFICE:  
1,087 sqm.  
TOTAL=2,174 sqm  
(Incl. Dangerous Goods  
& Printing Room)

OUTDOOR  
AREA

WASTE  
AREA

53 no. CAR  
PARKING SPACES

CANTILEVERED  
OVER (10m)

3.5m min. WIDE  
FIRE TRUCK ACCESS

1.2m x 2m  
FIRE HYDRANT BOOSTER

KEEP CLEAR

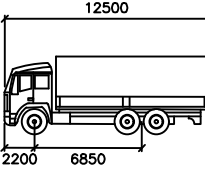
9m WIDE SHARED PRIVATE

ARTWORK ENTRY  
STATEMENT  
LOCATIONS

1.2m x 0.75m  
FIRE HYDRANT  
BACK FLOW DEVICE

DRIVER'S  
AMENITIES  
AREA 7 sqm.

PM 2.19M  
AUSTRROADS 2013



SU TRUCK

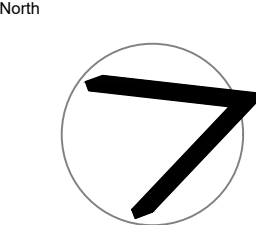
mm

Width : 2500

Track : 2500

Lock to Lock Time : 6.0

Steering Angle : 36.6



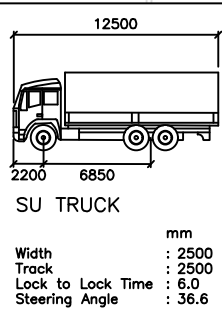
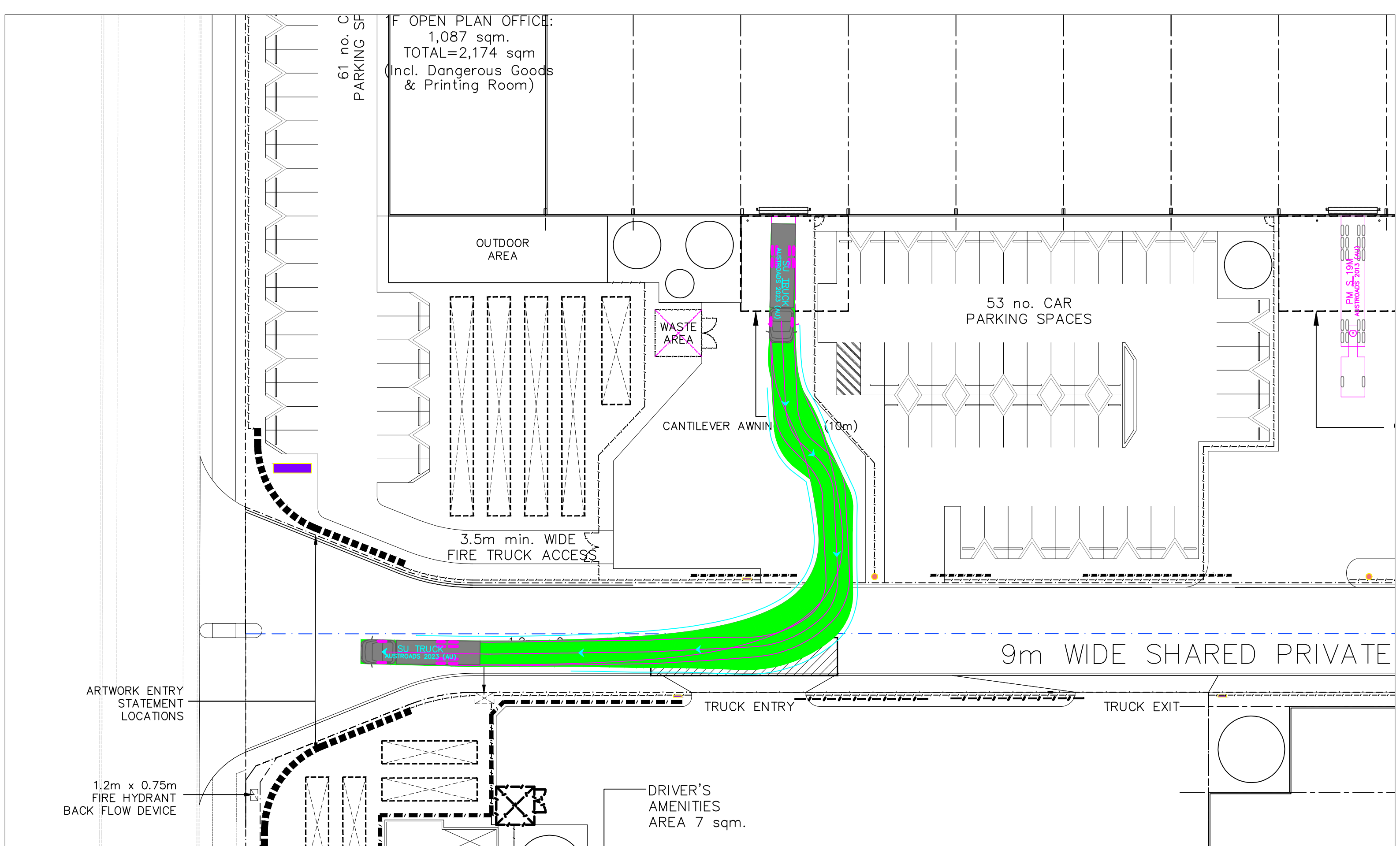
Prepared for  
HESPERIA



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Tel: (08) 6188 4500  
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Drawing Title:  
**SWEPT PATHS DRAWING**  
**SOUTHERN LOADING DOCK**  
Lot 56 Adelaide Street, Hazelmere WA

| Drawn    | Designed    | Approved | Scale @ A3 | Drawing Status |
|----------|-------------|----------|------------|----------------|
| LH       | SB          | SGL      | 1:350      | FINAL          |
| Date     | Project No. | DWG No.  | Revision   |                |
| 01/10/25 | PTG.00392   | D06      | A          |                |



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|                                                                                                                             |                                 |                        |                            |                                |
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| Drawing Title:<br><b>SWEPT PATHS DRAWING</b><br><b>SOUTHERN LOADING DOCK</b><br><b>Lot 56 Adelaide Street, Hazelmere WA</b> |                                 |                        |                            |                                |
| Drawn<br><b>LH</b>                                                                                                          | Designed<br><b>SB</b>           | Approved<br><b>SGL</b> | Scale @ A3<br><b>1:350</b> | Drawing Status<br><b>FINAL</b> |
| Date<br><b>01/10/25</b>                                                                                                     | Project No.<br><b>PTG.00392</b> | DWG No.<br><b>D07</b>  | Revision<br><b>A</b>       |                                |



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