

PTG/04898

Transport Impact Assessment

Proposed Warehouse Development

Lot 822 Stirling Crescent, Hazelmere

29 June 2026 | Rev B

Prepared for Hesperia

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REPORT DETAILS

Unique Document Identification

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Client	Hesperia

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Rev A	26/06/2026	For Issue	RM / SB	SGL
Rev B	29/06/2026	Final	RM / SB	SGL

1 INTRODUCTION

1.1 Background

PTG Consulting WA (PTG) has been commissioned by Hesperia ('the Client') to prepare a Transport Impact Assessment (TIA) for a proposed Warehouse development located at Lot 822 Stirling Crescent, Hazelmere, within the City of Swan.

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

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

2 EXISTING SITUATION

2.1 Site Location

The Site is located at Lot 822 Stirling Crescent, Hazelmere, within the City of Swan, as shown in **Figure 1**.

Figure 1 - Site Location

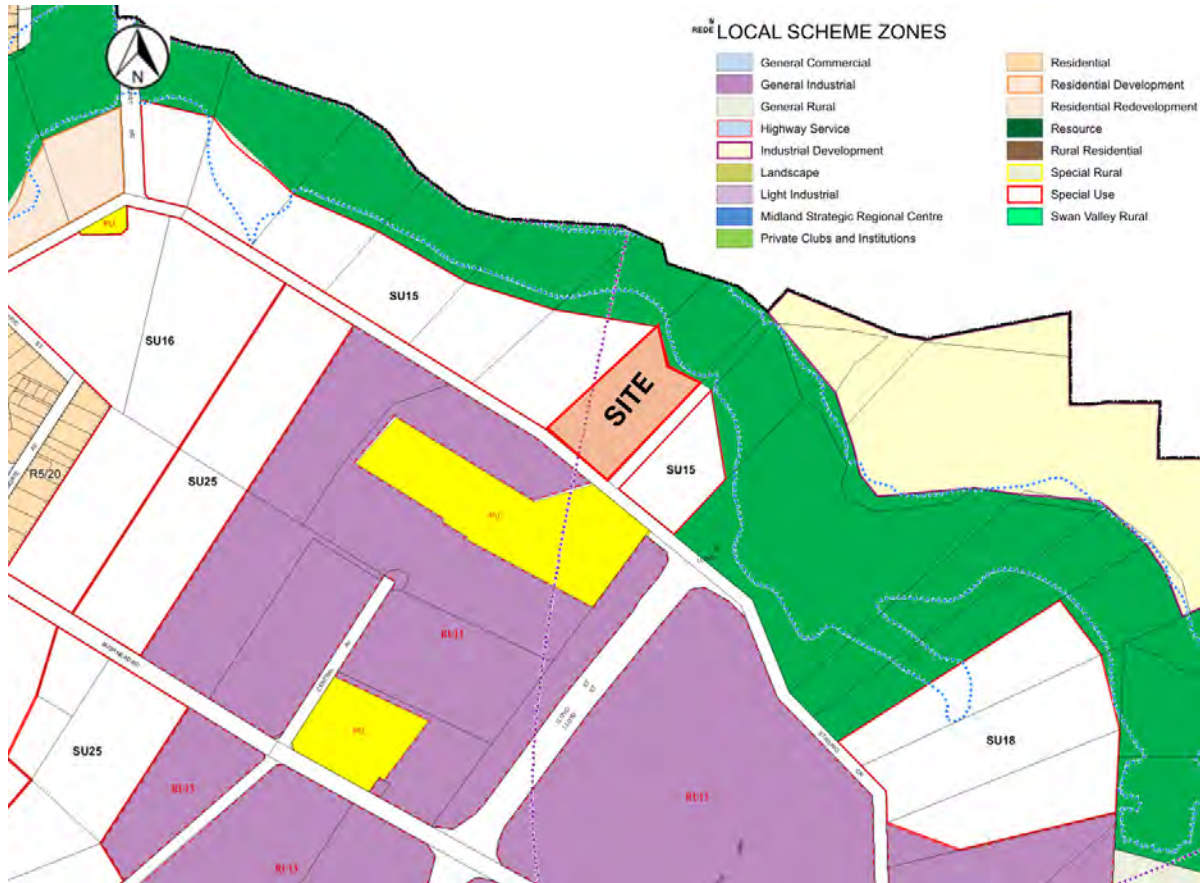


Source: MetroMap

2.2 Planning Context

The Site forms part of the Hazelmere Enterprise Area and is currently zoned as 'Special Use 15' under the City of Swan Local Planning Scheme No. 17 (LPS 17), as shown in **Figure 2**.

Figure 2 - Existing Land Use Maps



Source: City of Swan Local Planning Scheme No.17 (Map16)

2.3 Existing Site Use

The site is currently vacant.

2.4 Existing Parking and Demand

The site is currently vacant.

2.5 Existing Access Arrangements

The site is currently accessed via an unsealed crossover on Whiteman Road, which is a track within an unconstructed road reserve located along the eastern boundary of the Site.

2.6 Existing Site Traffic

The site is currently vacant and does not generate any traffic movements.

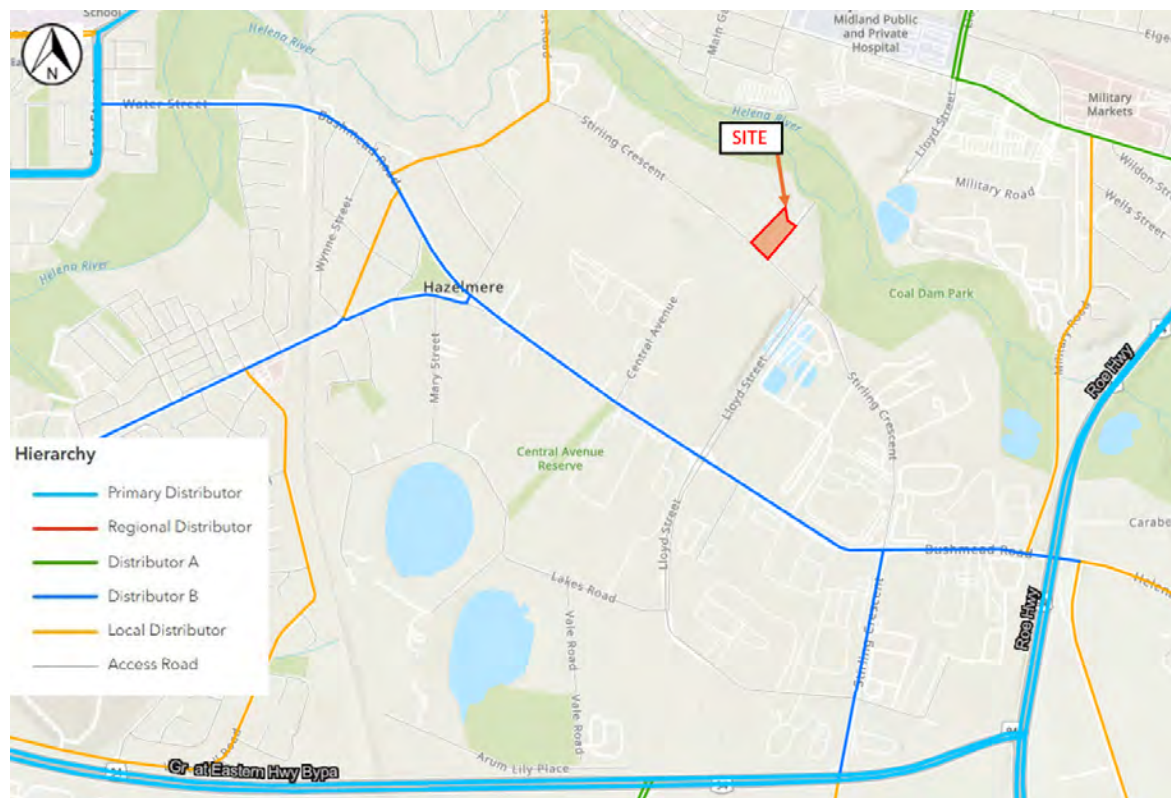
2.7 Existing Road Network and Traffic Management

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 3 shows the surrounding area road hierarchy and the characteristics of the surrounding road network are discussed in **Table 1**.

Figure 3 - Road Hierarchy



Source: MRWA Road Information Mapping System

Table 1 - Road Network Classification

Road Name		Hierarchy	Jurisdiction	No. of lanes	No. of Footpaths	Width (m)	Speed Limit (km/h)
Stirling Crescent	East of Lloyd Street	Access Road	Local Government	2	1	9.4	50
	West of Lloyd Street	Access Road	Local Government	2*	0	6.8*	50
Lloyd Street		Access Road	Local Government	4	1	7.0	60
Bushmead Road		Distributor B	Local Government	2	1	8.2	60

* Unsealed and partly unconstructed road - approximate widths only

Stirling Crescent is currently discontinuous between Lloyd Street and Amherst Road. The section from Lloyd Street to the Site frontage west of Whiteman Road unconstructed road reserve (approx. 150m) is a formed, unsealed road providing access to vacant lots and the Western Power substation. To the west of the Site, a sealed rural-type pavement extends eastward from Amherst Road for a distance of approximately 600m. These two sections are separated by approx. 250m of unconstructed road reserve as shown in **Figure 4**.

Figure 4 - Stirling Crescent – Existing Conditions



Source: Metro Map

2.8 Existing Restricted Access Vehicle (RAV) Network

The Site has existing accessibility for up to RAV4 (with conditions) via Stirling Crescent to/from the east of the Site, with connectivity to the wider road network at Great Eastern Highway Bypass. Stirling Crescent is also approved for up to RAV7 between Great Eastern Highway and the Linfox site at SLK 2.67 (approx. 400m southeast of the Site). The existing RAV network is shown in **Figure 5**.

Figure 5 - Existing RAV Network



Source: HVS Network Map

2.9 Traffic Flows on Surrounding Roads and Intersections

Daily traffic volumes were obtained from various sources, including the MRWA Traffic Map and previous traffic reports for surrounding developments. These are summarised and presented in **Table 2**.

Table 2 - Existing Traffic Volumes

Road Name	Date	Source	Average Daily Traffic Volume (vpd)
Amherst Road <i>South of Montreal Road</i>	2021	Helena River Steiner School TIS	8,565 (HV - 4.9%)
Bushmead Road, <i>East of Janet Street</i>	2021	City of Swan	6,890 (HV - 9.5%)
Bushmead Road, <i>South of Robertson Street</i>	2021	City of Swan	5,675 (HV - 10.5%)
Lloyd Street <i>North of Bushmead Road</i>	2021	City of Swan	285 (HV - 27.5%)
Stirling Crescent, <i>East of Bushmead Road</i>	2021	City of Swan	7,600 (HV - 5.0%)
Stirling Crescent <i>East of Amherst Road</i>	2025	Helena River Steiner School TIS	<500 (estimated)

2.10 Operation of Surrounding Intersections

The operation of surrounding intersections has not been assessed as part of this TIA.

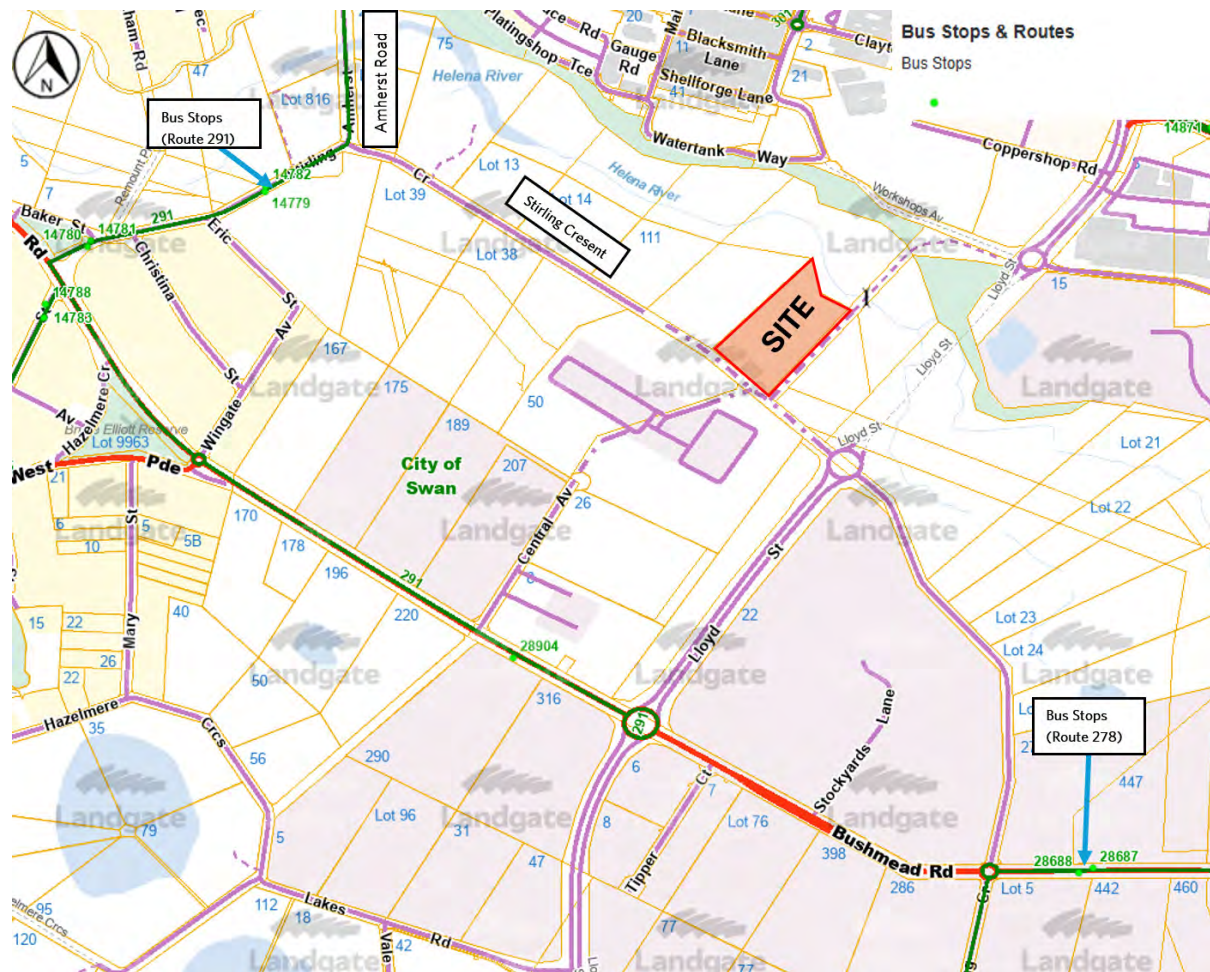
2.11 Existing Public Transport Services

The nearest existing bus stops to the Site are served by bus routes 278 and 291, which are located approximately 1.0km to 1.5km (walking distance) from the proposed development, as shown in **Figure 6**.

Bus route 278 connects Hazelmere and Midland Station, running through Military Road, Clayton Street and Lloyd Street, east of the Site. Bus route 291 operates between Midland Station and Redcliffe Station, running along Amherst Road and the western portion of Stirling Crescent.

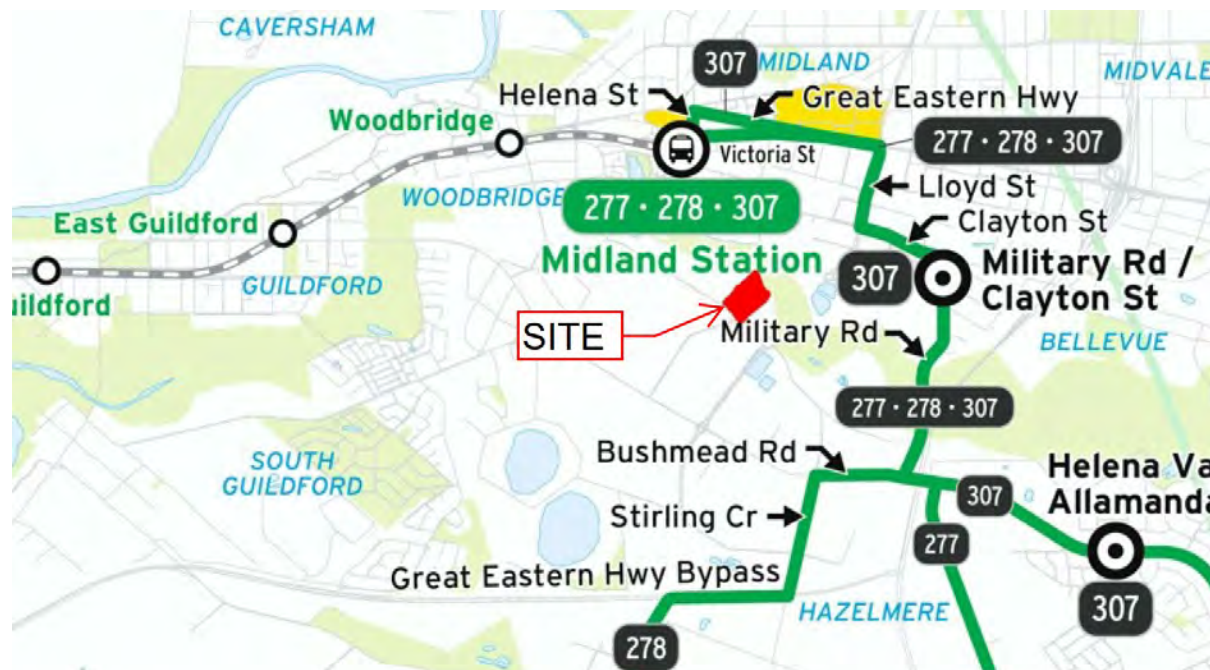
Bus routes 278 and 291 are shown in **Figure 7** and **Figure 8**, respectively and the operational details of the route are summarised in **Table 3**.

Figure 6 - Nearest Bus Stop Locations



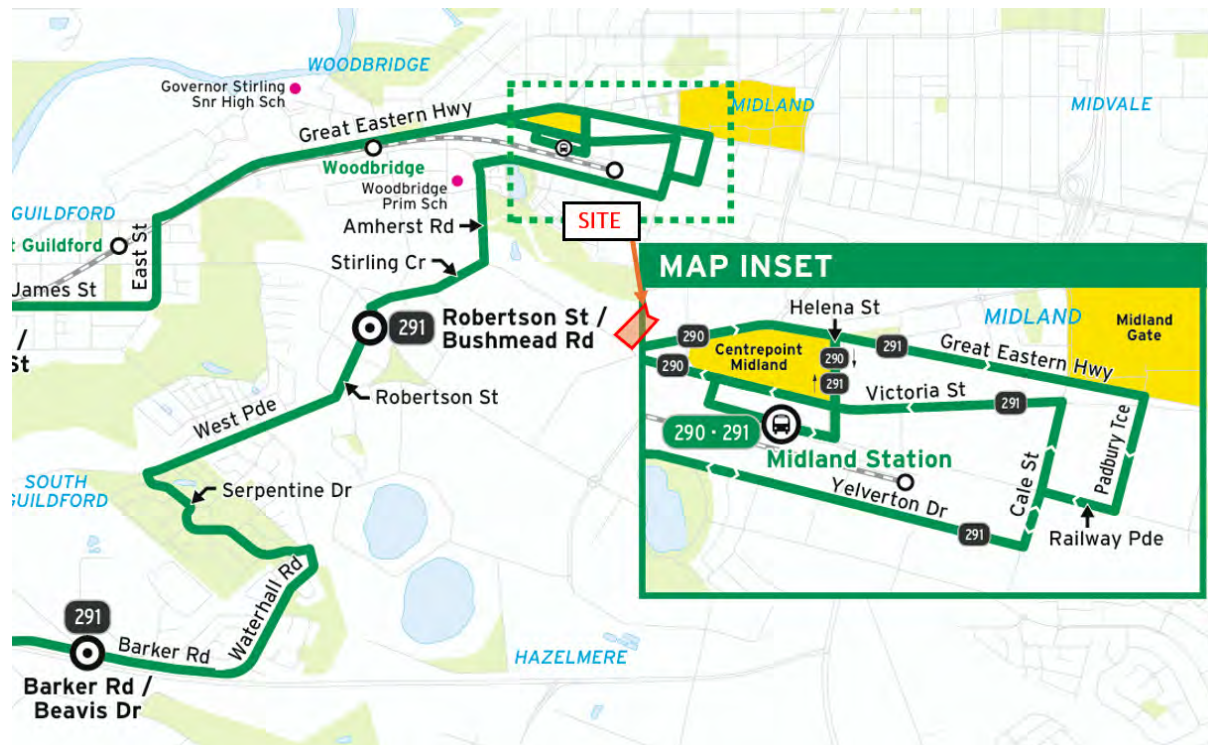
Source: Landgate Map

Figure 7 - Bus Route 278



Source: Transperth Map

Figure 8 - Bus Route 291



Source: Transperth Map

Table 3- Existing Bus Services and Frequencies

Bus Route	Route Description	Service Frequencies		
		Weekdays Peak Hours	Saturdays	Sundays & Public Holidays
278	High Wycombe Station - Midland Station via Wittenoom Rd & Abernethy Rd	30 minutes	60 minutes	60 minutes
291	Redcliffe Station -Midland Station via South Guildford	25 minutes	60 minutes	60 minutes

2.12 Existing Pedestrian / Cycling Network

As shown in **Figure 9**, shared paths are available along Lloyd Street and Stirling Crescent (east of Lloyd Street), providing walkable access to and from the bus stops for bus route 278.

There are no paths currently provided along Stirling Crescent to the west of the Site.

Figure 9 - Pedestrian and Cyclist Network

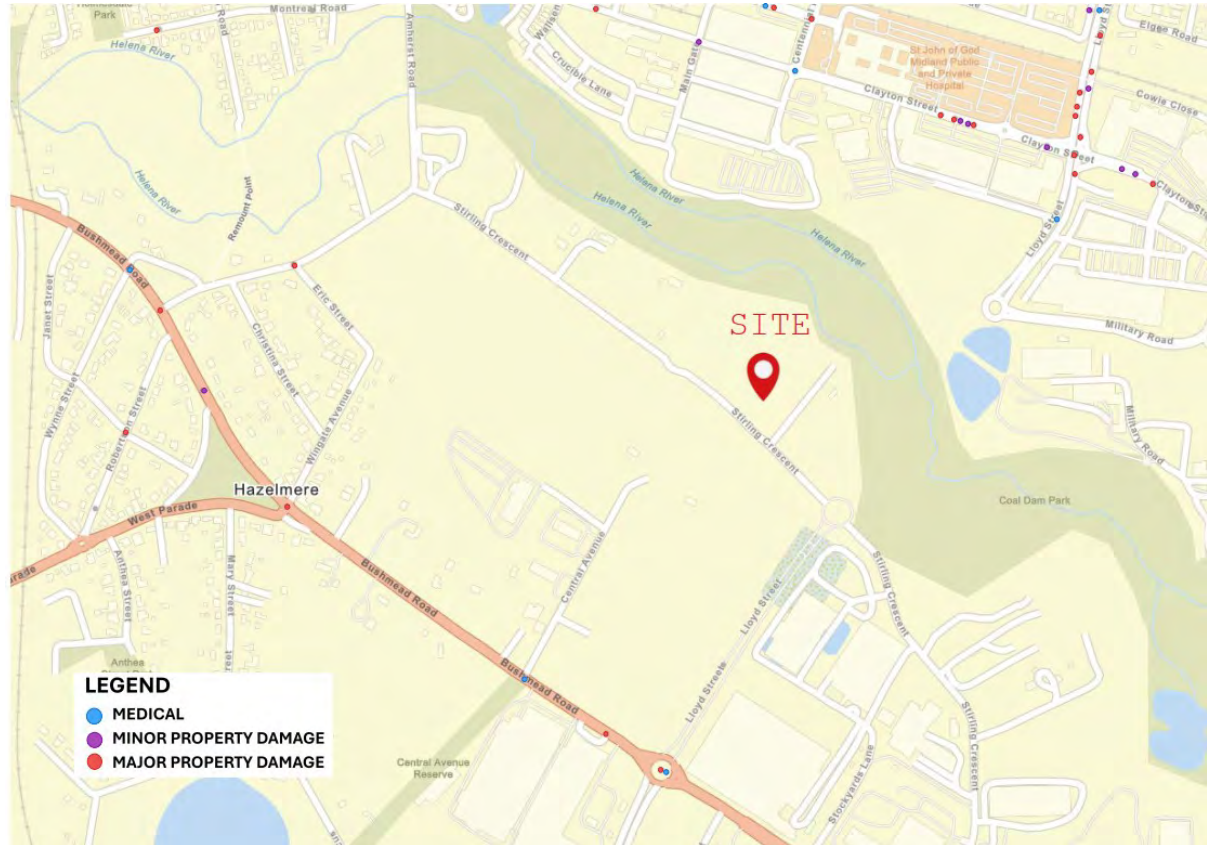


Source: MetroMap

2.13 Crash Data

A review of recorded crashes between January 2021 to December 2025 for the surrounding road network was undertaken. There are no recorded crashes in the vicinity of the Site – the nearest recorded crashes are at the Bushmead Road/Lloyd Street intersection.

Figure 10 - Crash Data



Source: MRWA

3 PROPOSED DEVELOPMENT

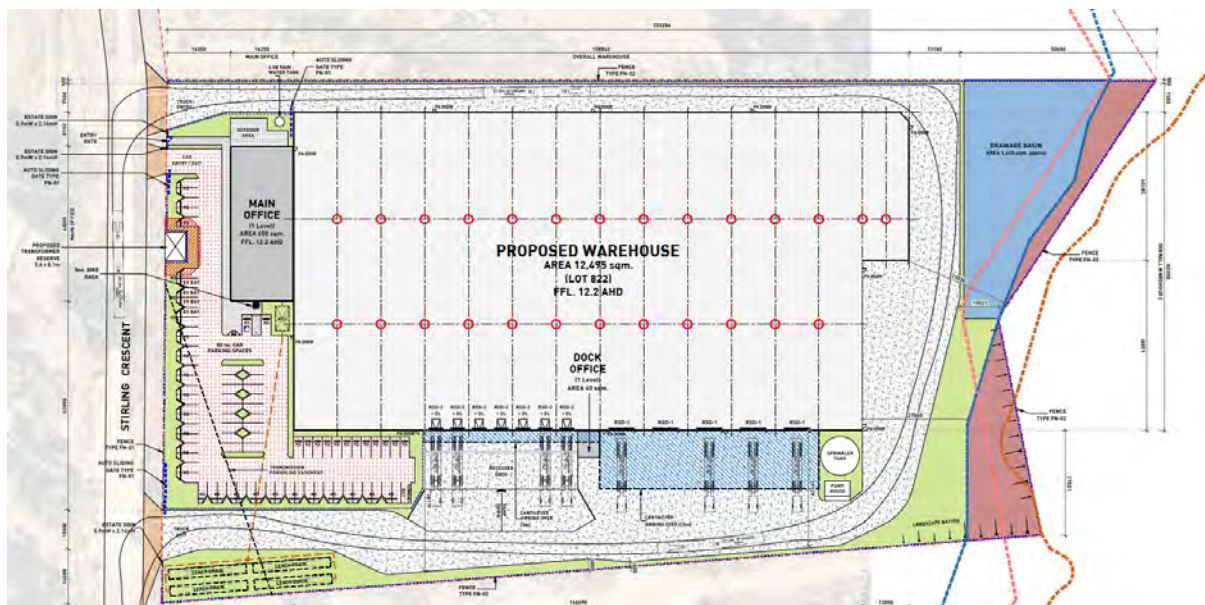
3.1 Proposed Land Use

The proposed development has a total site area of approximately 28,837m² and details of the warehouse are provided below:

- > Warehouse Area: 12,495m²
- > Main Office: 650m²
- > 12 loading docks
- > 80 Staff Car Parking Space

Figure 11 shows the development plan of the Site. A larger version of this plan is provided in **Appendix A**.

Figure 11- Site Plan



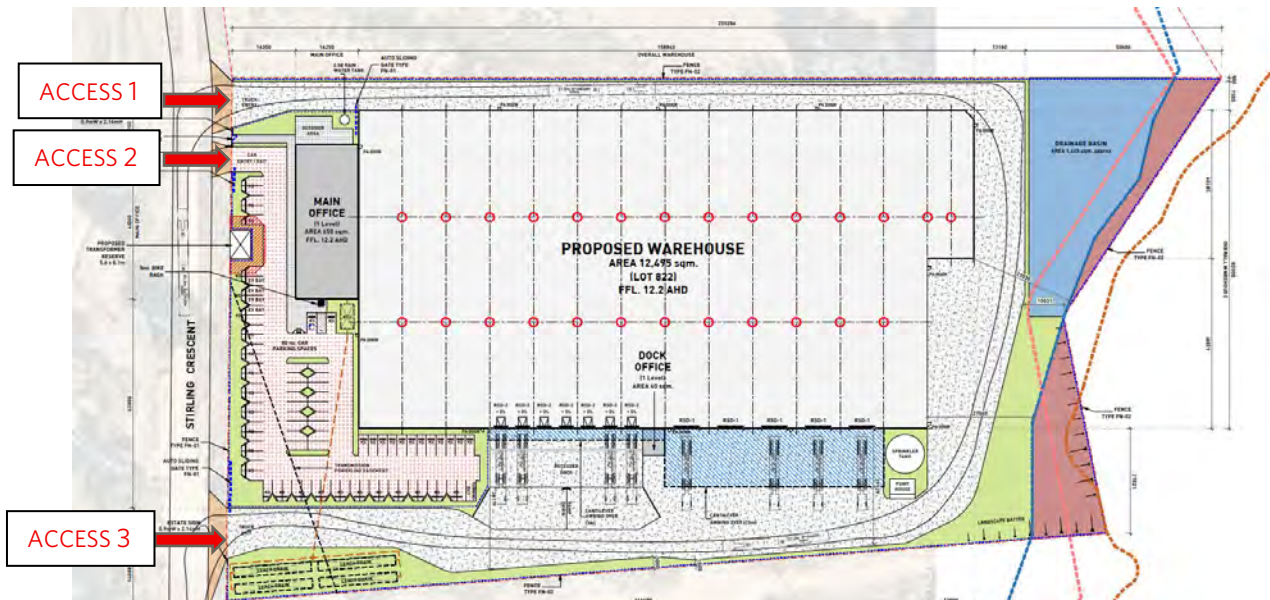
Source: Concept Y

3.2 Access Arrangements

The proposed development includes three crossovers to Stirling Crescent as shown in **Figure 12**:

- > Access 1 - Entry only for heavy vehicles (up to 27.5m B-double) to loading dock.
- > Access 2 - Entry and exit for light vehicles to employee and visitor car park.
- > Access 3 - Exit only for heavy vehicles (up to 27.5m B-double) from loading dock.

Figure 12 - Proposed Access Arrangements



The proposed access arrangements represent best practice in warehouse design with separate entry and exit crossovers for heavy vehicles, with light vehicle access fully separated from heavy vehicle movements.

All crossovers have been reviewed and will have satisfactory sight distance for the 50km/h default speed limit on Stirling Crescent. It is understood that the existing unconstructed "Whiteman Road" road reserve will be retained only as an access track to the Helena River and will not be developed into a constructed road in the future.

3.3 Servicing

The Site has been designed to accommodate 27.5m B-doubles approaching and departing from the Site via the Lloyd Street/Stirling Crescent intersection, which provides connectivity to the wider RAV network, and 19m semi-trailers approaching and departing from the west subject to the future construction of Stirling Crescent and Eric Lumsden Drive (refer to **Section 4.2.1**).

Swept path analysis was conducted for the largest vehicles likely to use each access point and circulation roadway, as summarised below:

- > 27.5m B-double:
 - Entry via Access 1 from the east
 - Circulation around the warehouse building
 - Exit via Access 3 to the east
- > 19m semi-trailer:
 - Entry via Access 1 from the west
 - Exit movement via Access 3 to the west
 - Manoeuvres in and out of the loading docks

The swept path analysis concluded that the proposed development can adequately accommodate all relevant movements, and left turn movements to/from the external roads are lane correct (refer to **Figure 13** and **Figure 14**). The higher resolution swept paths are also included in **See Appendix B**.

Figure 13 - 27.5m B-Double Truck Swept Path

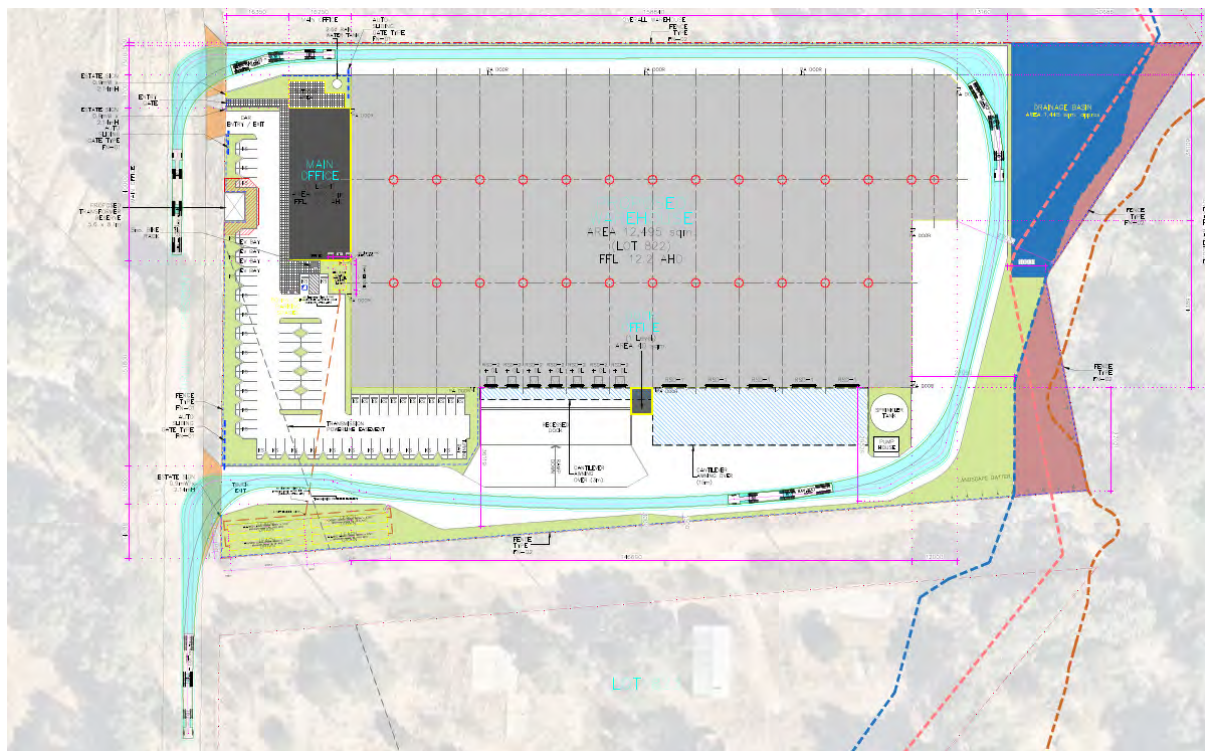
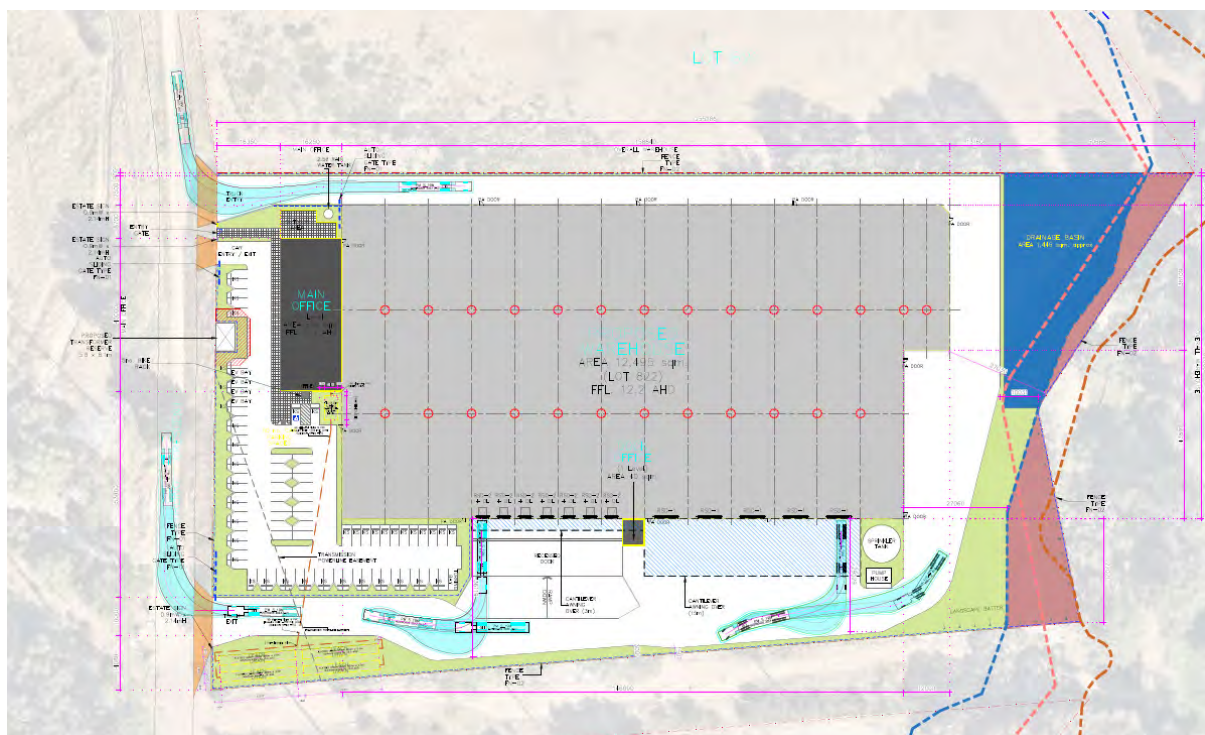


Figure 14 - 19m Semi-Trailer Truck Swept Path



3.4 Parking Provision

3.4.1 City of Swan Parking Requirements

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 each warehouse in the proposed development are summarised in Table 4.

Table 4 - Car Parking Provision and Requirements

Proposed Land Use	Yield	Rate	Requirement	Provided	Shortfall
Warehouse	13,185m ² GFA	2 spaces per 100m ² GLA*	264	80 (0.61 spaces per 100m ² GFA)	184

* For simplicity, GFA and GLA have been used interchangeably in calculating the parking requirements. For warehouses, GLA is typically 0.95 times GFA, resulting in a slightly overestimation of parking requirements.

A total of 250 car parking bays are required for the proposed development following the statutory requirements of the City of Swan Vehicle Parking Standards. In contrast, only 80 car parking bays are provided, resulting in a statutory car parking shortfall of 184 spaces.

3.4.2 Adequacy of Car Parking Supply

While the assessment against City of Swan statutory parking requirements was found to show a shortfall in the parking supply, it should be noted that modern warehouses are mostly automated and are less reliant on floor staff to operate facilities. The actual number of employees on site is therefore significantly lower than the statutory parking rates require, as these rates are based on very old data.

Modern guidelines such as the *Transport for New South Wales Guide to Transport Impact Assessment, 2024* (TfNSW) indicate that a parking reference rate of 0.2 spaces per 100m² GFA is more appropriate for highly-automated industrial land uses, and a rate of 0.33 spaces per 100m² GFA is more appropriate for warehouses and distribution centres.

The proposed parking supply has been developed to adequately cater for projected employee and visitor numbers and represents a much higher rate than the rates provided in the TfNSW guidelines. The proposed parking provision is also typical of other warehouse developments approved in recent years across the Hazelmere Enterprise Area.

As such, it is anticipated that the parking supply within the proposed development is sufficient for the anticipated demand.

3.5 End of Trip Facilities

The parking requirements for bicycles and motorcycles are not provided within the City of Swan Local Planning Policy POL-TP-129 - Vehicle Parking Standards. As such, on-site provision of these parking spaces will fall under the Client's discretion. The provision of parking spaces for bicycles and motorcycles should adhere to relevant standards.

4 INTERGRATION WITH SURROUNDING AREA

4.1 Surrounding Major Attractors / Generators

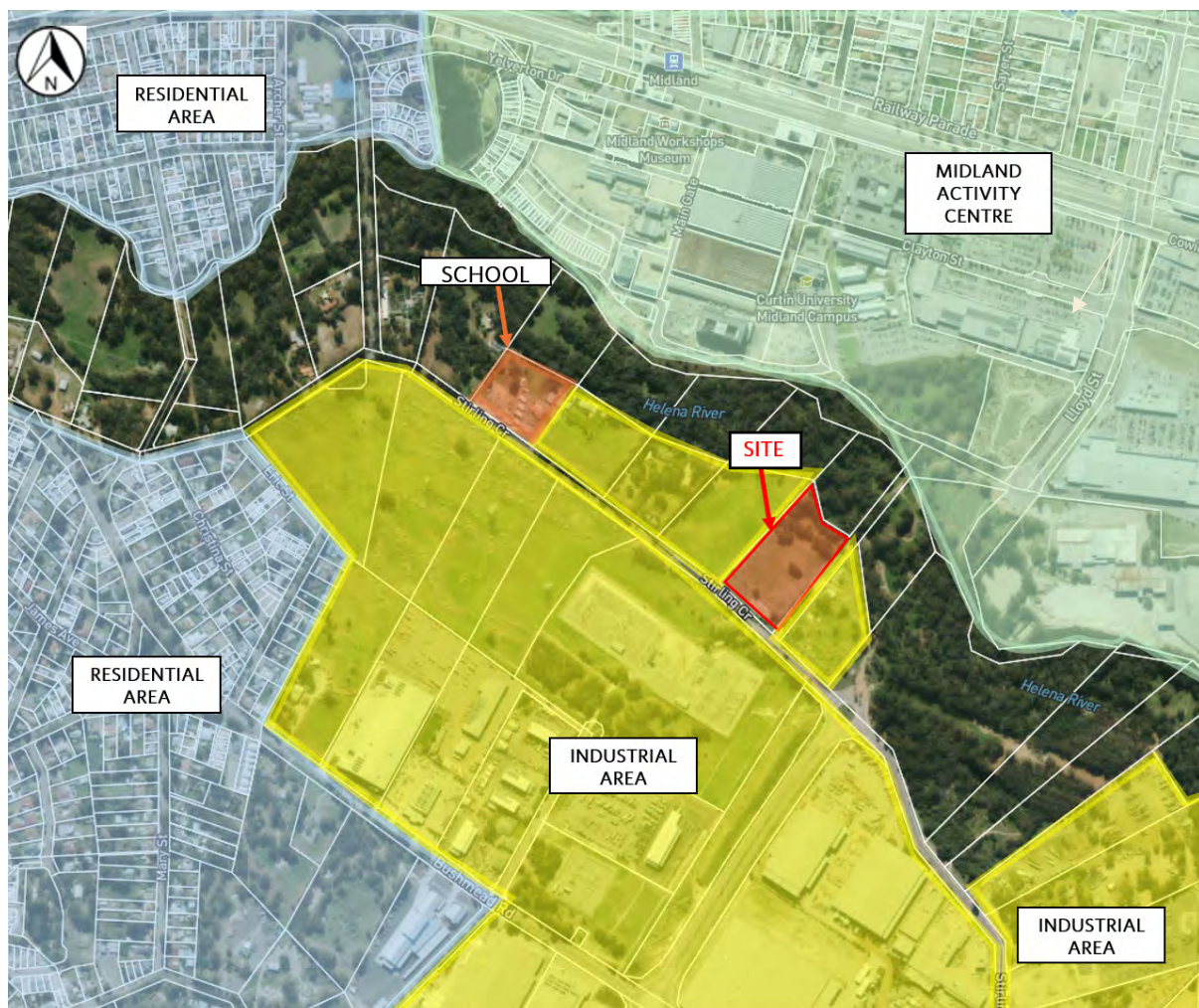
The land uses within the surrounding area of the Site comprises a mix of industrial development, rural, and residential dwellings.

The Site is surrounded by a variety of existing developments, as shown below in **Figure 15**. The key generators/attractors are primarily located along Stirling Crescent, Lloyd Street, Bushmead Road and Amherst Road.

These attractors/generators include the following:

- > Helena River Steiner School, located on Stirling Crescent to the west of the Site;
- > Industrial areas within Hazlemere;
- > Midland Activity Centre in the north of the site;
- > Existing Hazlemere residential area located to the west of the site.

Figure 15- Attractor and Generator

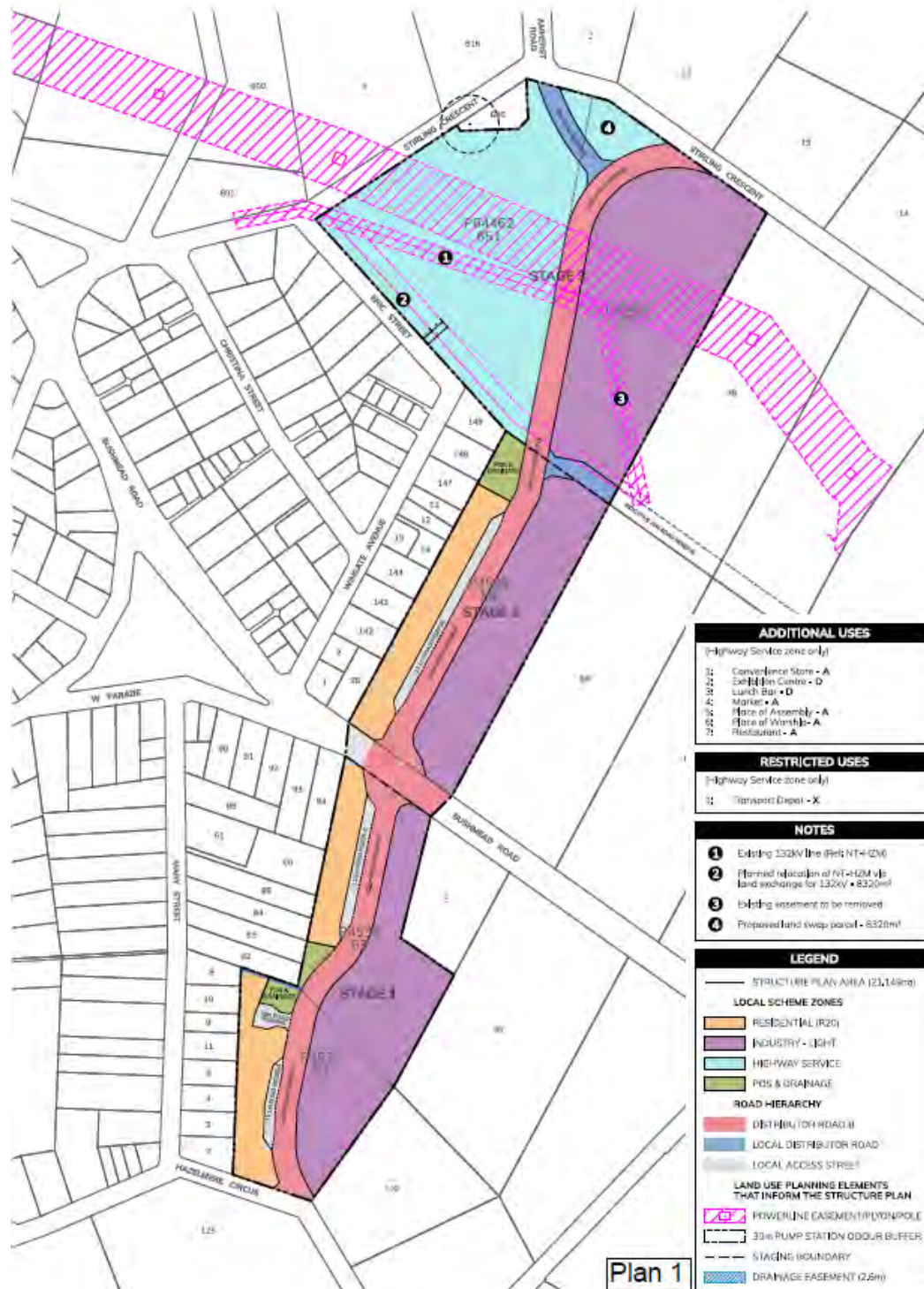


4.2 Committed Developments and Transport Proposals

4.2.1 Hazelmere Special Use Area 16 Local Structure Plan

A Hazelmere Special Use Area 16 Local Structure Plan (LSP) is currently being considered by the City of Swan and WAPC. This LSP contemplates the provision of a new north-south road called Eric Lumsden Drive that would link Stirling Crescent (near Amherst Road) to Bushmead Road and Hazelmere Circus, forming a western boundary road along the edge of the Hazelmere Enterprise Area, as shown in **Figure 16**.

Figure 16 - Hazelmere Enterprise Area Draft Structure Plan



Source: Hazelmere Special Use Area 16 Structure Plan

Combined with the construction of Stirling Crescent between Lloyd Street and the existing cul-de-sac, this would create a continuous traffic route to facilitate circulation through and around the industrial area and reduce some of the traffic impacts currently being experienced within the existing Hazelmere residential area.

The Transport Impact Assessment Report accompanying the Hazelmere Special Use Area 16 Local Structure Plan estimates that Stirling Crescent between Amherst Road and Lloyd Street may carry approx. 20% of traffic using Eric Lumsden Drive (between 3,200 and 6,500vpd), equating to approx. 700-1,400vpd.

This report also provides ROM24 estimates of 2041 traffic volumes for the following key roads:

- > Lloyd Street at Helena River - 22,500vpd
- > Bushmead Road west of Lloyd Street - 21,000vpd
- > Amherst Road north of Stirling Crescent - 10,500 vpd

The City of Swan indicated in 2024 that construction of Eric Lumsden Drive would commence at the southern end around 2027, with the northern section following in later years.

4.2.2 Nearby Developments

The City of Swan or Metro Outer Development Assessment Panel (MODAP) have approved several nearby developments in recent years, including the following sites shown in **Figure 17**:

Figure 17- Recently Approved Developments Adjacent to the Site



4.2.2.1 Lot 13 Stirling Crescent (Helena River Steiner School)

An expansion of Helena River Steiner School from 25 to 90 students was approved in 2025. The expansion is expected to generate 234 daily vehicular trips, with 108 AM peak and 90 PM peak trips. The Transport Impact Statement for the development indicated that all vehicles would access the school to/from the western road network as Stirling Crescent is discontinuous.

4.2.2.2 Lots 38 & 1101 Stirling Crescent

The Transport Report on Lot 1101 Stirling Crescent, Hardstand (Storage and Transport Depot) depicts the future road planning by the State and Local Government will be the extension of Lloyd Street (east of the subject site) to the north to connect to an existing roundabout north of the Helena River. This extension is part of the Main Roads WA (MRWA) Great Eastern Highway Bypass (GEHB) Interchanges Project. Once complete, this will provide a direct connection from the GEHB to Great Eastern Highway in Midland, which will deliberately relocate traffic currently using Stirling Crescent and Military Road.

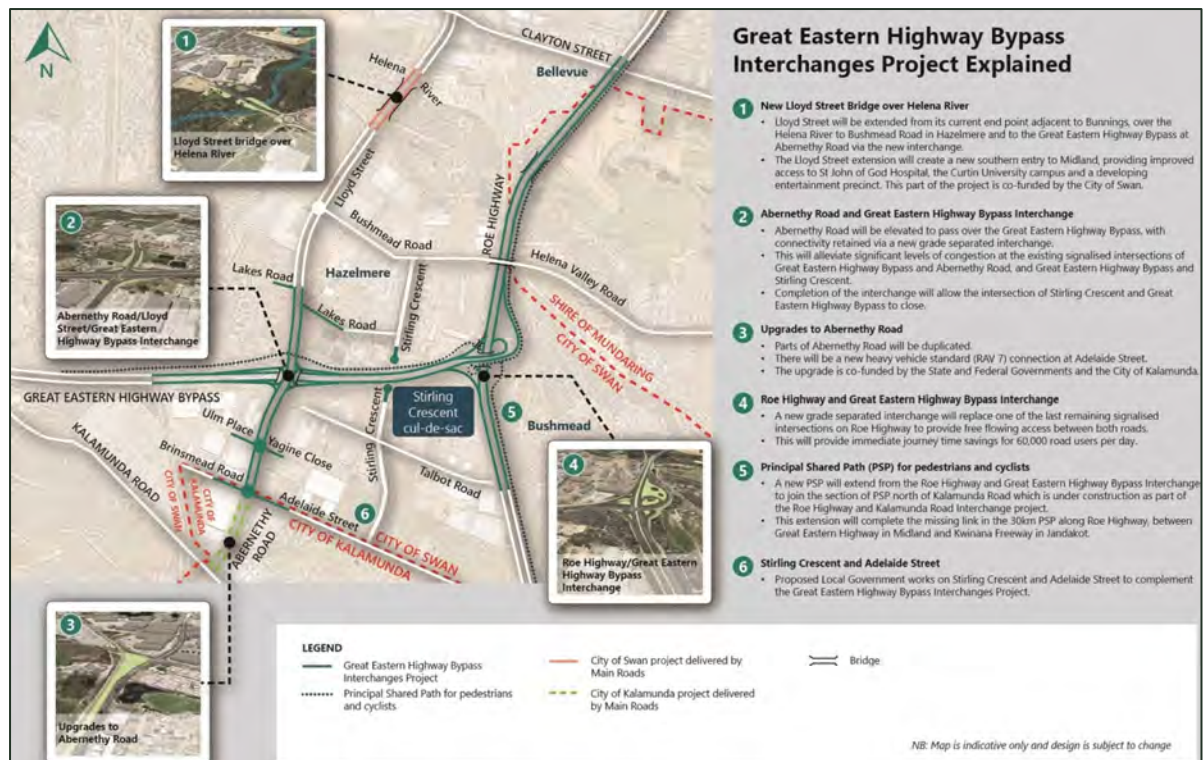
4.2.3 Great Eastern Highway Bypass Interchanges Project

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 2026-27.

This project includes the construction of grade-separated interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road, along with an extension of Lloyd Street to the new interchange, as depicted in **Figure 18**. Additionally, Lloyd Street will be extended north across the Helena River to connect directly to the Midland Activity Centre.

As part of the project the existing intersection of Great Eastern Highway Bypass / Stirling Crescent will be closed, with access to the Hazelmere Enterprise Area diverted to Lloyd Street/Abernethy Road. This will significantly change traffic patterns in the area; however it will make minimal difference to the immediate approach routes to the Site.

Figure 18 - Great Eastern Highway Bypass Interchanges Project



Source: MRWA

4.3 Public Transport Network and Facilities

PTG has previously contacted the Public Transport Authority (PTA) and understands that there are no immediate changes proposed to the existing transport network within the vicinity of the Site, however some changes may occur once Lloyd Street is extended across the Helena River.

4.4 Pedestrian/Cycling Network and Facilities

It is anticipated that a footpath or shared path will be constructed on one verge of Stirling Crescent and Eric Lumsden Drive as these routes are upgraded.

The Lloyd Street extension to Midland will include a high-quality shared path with convenient linkage to the Midland PSP and Midland Train Station.

5 ANALYSIS OF TRANSPORT NETWORK

5.1 Development Trip Generation

The trip rates used in the development were estimated using the same assumptions adopted for other similar sites in Hazelmere Enterprise Area:

- > The number of car parking spaces was used as the primary basis of the trip rates. This has been undertaken to consider the setup in modern warehouses where less manpower is required, therefore, less car traffic is generated (see relevant discussion in **Section 3.4.2**).
 - 75% of the car bays generates one traffic movement during the peak period
- > 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.
 - 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)
- > The adopted directional distribution is shown in **Table 5**.
- > The trip generation for each of the accesses has been calculated separately and presented in **Table 6**.

Table 5 - Directional Distribution

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

Table 6 - Estimated Trip Generation

Access and Vehicle Type	Parking Spaces / Docks	Rate	AM Peak		PM Peak	
			In	Out	In	Out
Access 1 Trucks (entry)	12	1.2 trips per dock (one-way)	14	0	14	0
Access 2 Cars (two-way)	80	0.75 trips per bay	47	13	15	45
Access 3 Trucks (exit)	12	1.2 trips per dock (one-way)	0	14	0	14
Total Trip generation			61	27	29	59
			88		88	

Altogether, proposed development is estimated that the overall site will generate approximately 88 vehicle trips during the AM peak hour and 88 trips during the PM peak hour.

The WAPC Transport Assessment Guidelines Volume 4 – Individual Developments indicates that developments generating between 10-100 vehicle trips in the peak hour are likely to have only a moderate impact and no detailed analysis is warranted.

The intersection of Lloyd Street / Stirling Crescent has been designed and constructed to accommodate the traffic generation by the full build-out of the Hazelmere Enterprise Area and therefore will more than sufficiently accommodate the traffic generated by the proposed development in the future.

5.2 Site Specific Issues

Access to the subject site is currently available from the Lloyd Street / Stirling Crescent intersection only. With major road projects planned, access routes to/from the Site will change in the future:

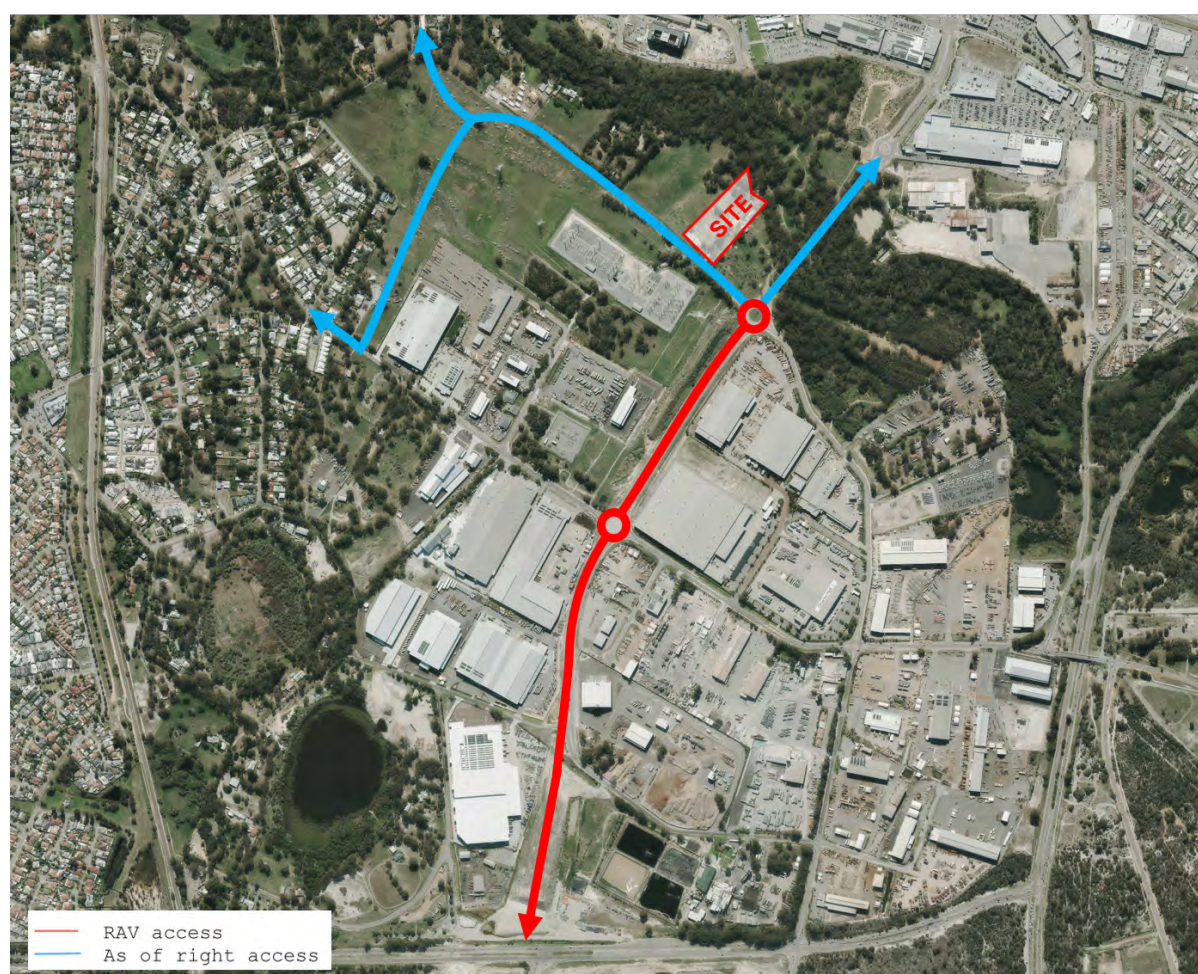
- > Stirling Crescent will be reconstructed and extended west, connecting to the new Eric Lumsden Drive. This route will facilitate as-of-right vehicle access to the west of the Site.
- > Lloyd Street will be extended northward across the Helena River, providing as-of-right vehicle access to the Midland Activity Centre and Great Eastern Highway.
- > Lloyd Street will be extended southward to Great Eastern Highway Bypass, providing RAV access to the wider freight network via Great Eastern Highway Bypass and Abernethy Road.

Figure 19 and **Figure 20** illustrate the existing and proposed future access routes to the Site.

Figure 19 - Existing Key Access Routes



Figure 20 - Future Key Access Routes



6 SUMMARY

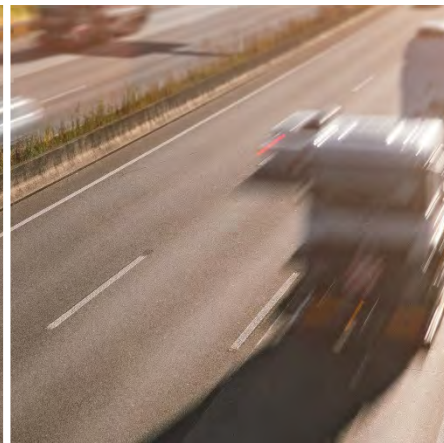
This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016).

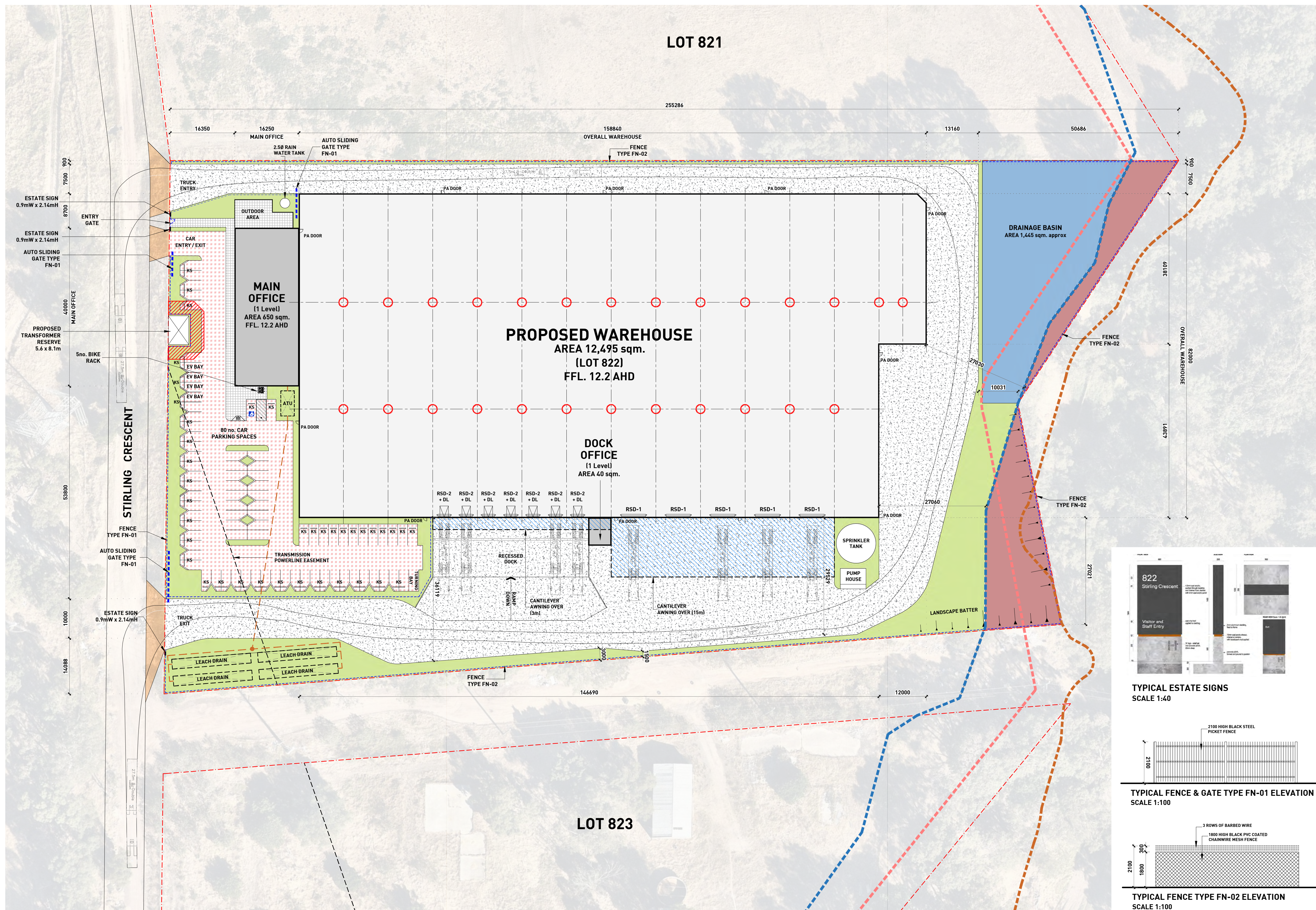
The following conclusions have been made regarding the proposed development:

- > The proposal is for a warehouse development comprising the following:
 - Warehouse – 12,495m² GFA
 - Main office – 650m² GFA;
 - 12 loading docks
 - 80 car parking bays
- > The proposed development is located at Lot 822 Stirling Crescent, within the Hazelmere Enterprise Area in the City of Swan.
- > A total of 80 car parking spaces will be provided. The statutory car parking requirement for the proposed development was estimated at 264 parking spaces which represents a shortfall of 184 spaces. However, the proposed parking provision significantly exceeds the recommended rates from modern guidelines and is anticipated to be adequate for the likely number of employees and visitors on the Site.
- > 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 overall site is expected to generate approximately 88 peak hour vehicle trips, which is categorised by the WAPC Guidelines as having a “moderate” impact on the surrounding transport network with no detailed assessment warranted.
- > Overall, the proposed development is expected to have no material impact on the traffic operations and safety of Stirling Crescent and the surrounding road network.

Appendix A

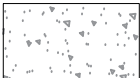
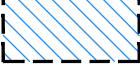
Site Plans





DEVELOPMENT SUMMARY

PROPOSED SITE AREA	28,837	sqm. approx.
Warehouse Area	12,495	sqm.
Main Office Area (1 Level)	650	sqm.
Dock Office Area (1 Level)	40	sqm.
TOTAL BUILDING AREA	13,185	sqm.
Total Heavy Duty Paving Area	7,620	sqm. approx.
Total Light Duty Paving Area	2,205	sqm. approx.
Total Landscape (incl. Drainage Basin Area & No works Area)	5,490	sqm. approx.
Total Warehouse Cantilever Awning Area	980	sqm. approx.
Total Car Parking Provided	80	spaces

- | | |
|---|--|
|  | EXTENT OF HEAVY DUTY PAVING AREA |
|  | EXTENT OF LIGHT DUTY PAVING AREA |
|  | EXTENT OF LANDSCAPE |
|  | EXTENT OF FORESHORE (NO WORKS) |
|  | EXTENT OF DRAINAGE BASIN |
|  | EXTENT OF WAREHOUSE AWNING AREA |
| RSD-1 | ROLLER SHUTTER DOOR 6mW x 6mH |
| RSD-2
+ DL | ROLLER SHUTTER DOOR 3mW x 3.3mH WITH
DOCK LEVELLER |
|  | FORESHORE BOUNDARY (AECOM 2010) |
|  | FLOOD PLAIN FRINGE |
|  | DEVELOPMENT CONTROL AREA (DCA)
BUFFER 10m |
|  | INDICATIVE WAREHOUSE INTERNAL PORTAL
PROP COLUMN LOCATION |
|  | TREE PLANTING WELL AT 2.3m x 1.75m TO BE
PROVIDED AT EVERY SECOND CAR PARKING BAY |
| K5 | KERB STOP |

LANDSCAPING
Landscaping to be in accordance with requirements of the relevant Statutory Authority. 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 relevant Statutory Authority. Building mounted flood lights to be provided within the car park area.

CAR PARKING
Car parking spaces to be 5400mm long x 2500mm wide (unless noted otherwise). Disabled car parking spaces to be 5400mm long x 2500mm 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). 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.

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).

NOTE:

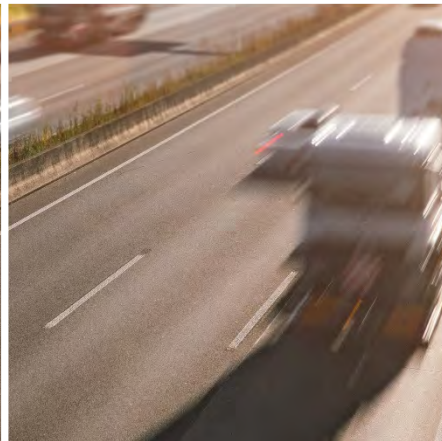
- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
- No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed 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.

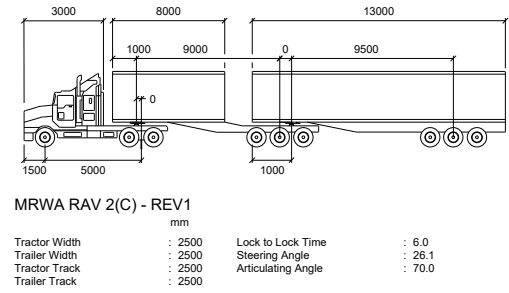
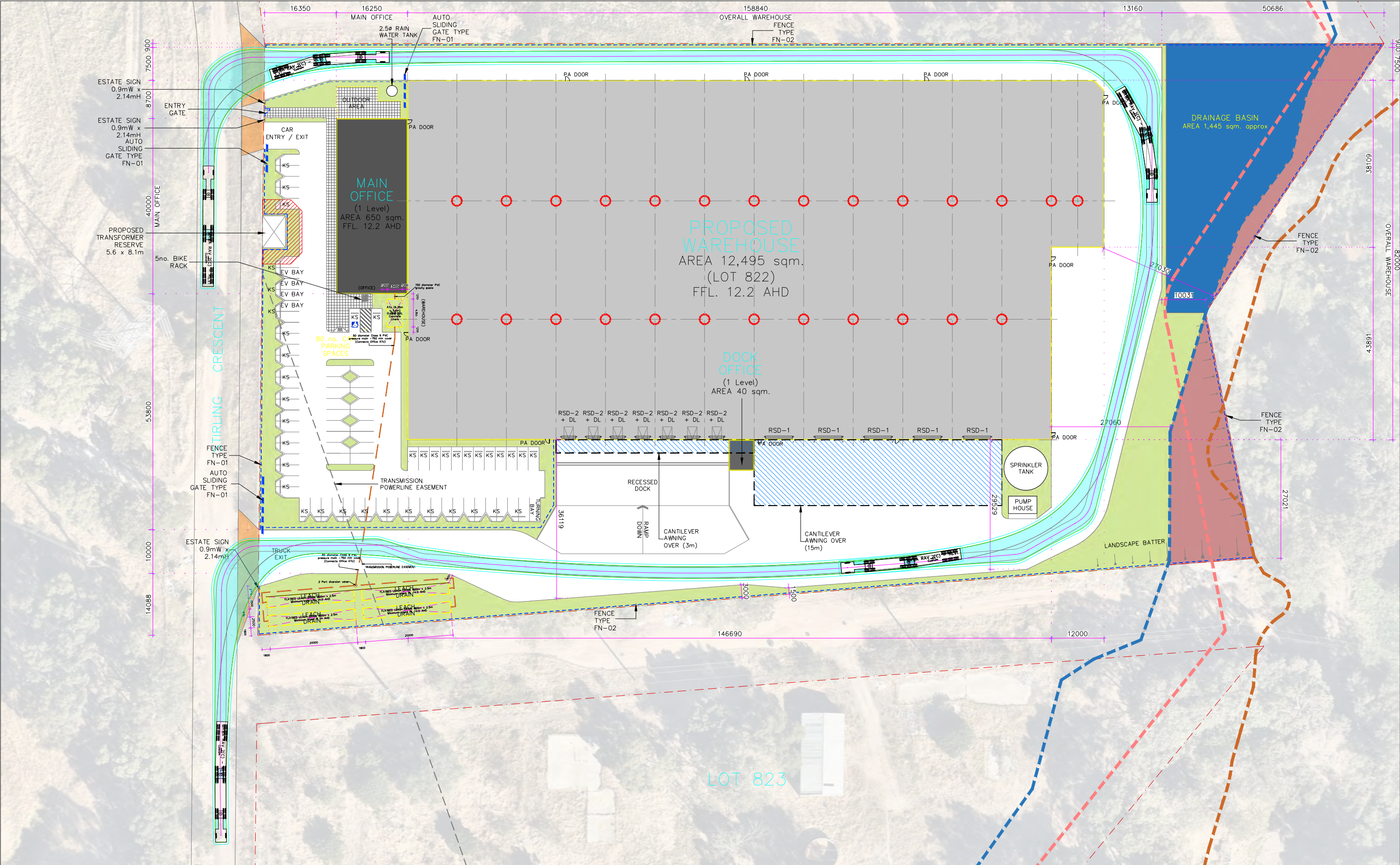
CLIENT:

HESPERIA

Appendix B

Swept Path Plans





MRWA RAV 2(C) - REV1

Tractor Width	: 2500	Lock to Lock Time	: 6.0
Tractor Width	: 2500	Steering Angle	: 26.1
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

North

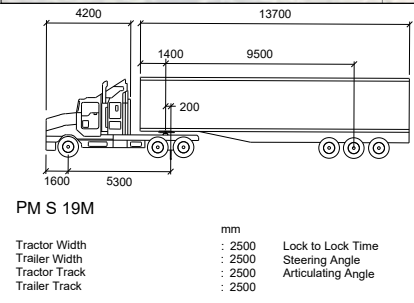
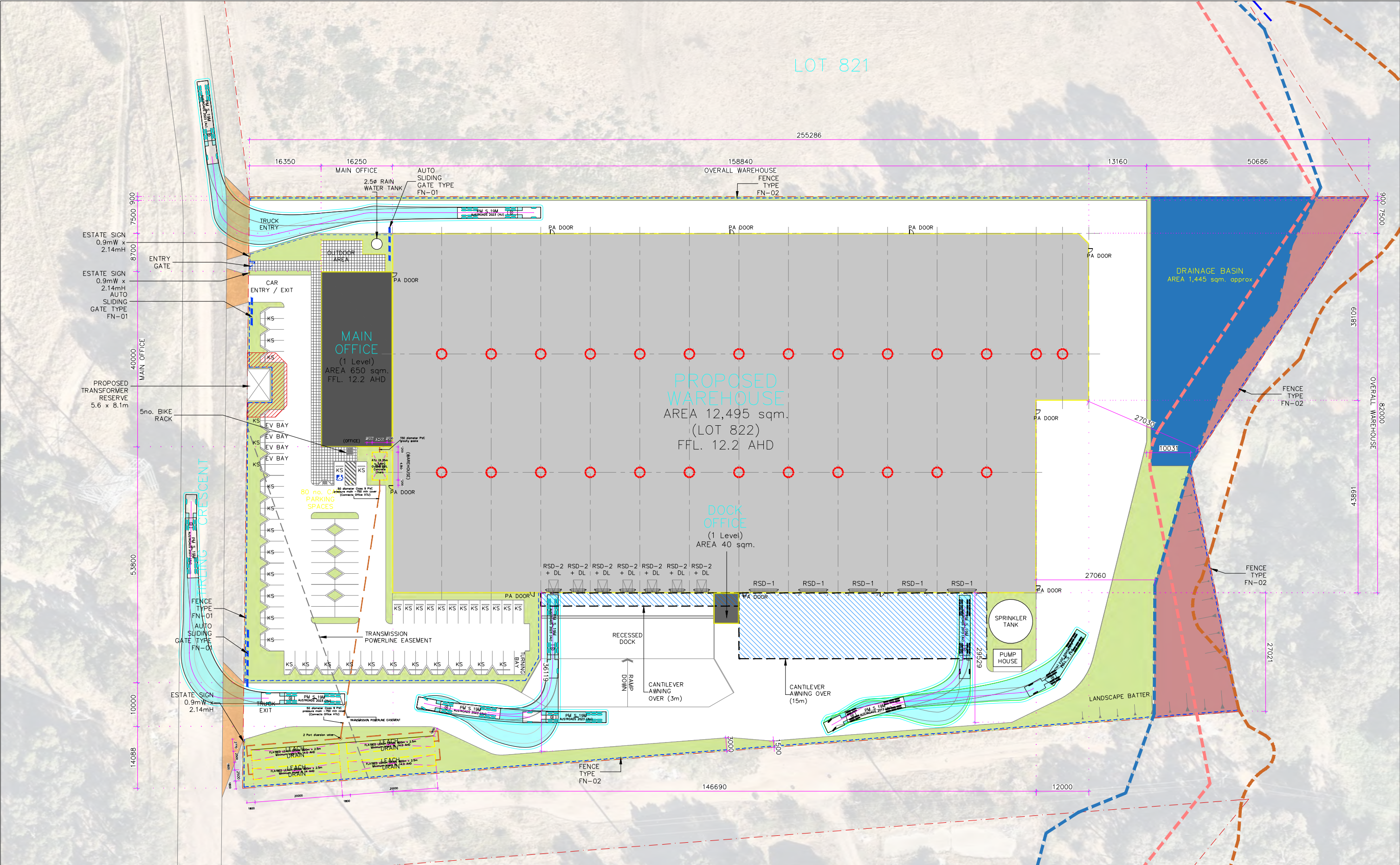
Prepared for
HESPERIA

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

Drawing Title:
SWEPT PATH ASSESSMENT
LOT 822 STIRLING CRESCENT, HAZELMERE
27.5m B-DOUBLE - CIRCULATION

Drawn LH	Designed LH	Approved SL	Scale @ A3 1:800	Drawing Status For Issue
Date 24/06/26	Project No. PTG.04898	DWG No. SK-001	Revision C	



PM S 19M			
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

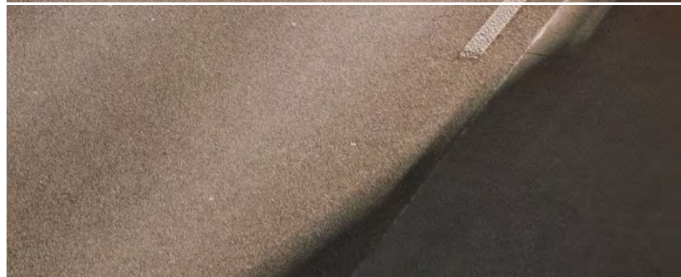
Prepared for
HESPERIA

ptg Consulting

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

Drawing Title:
SWEPT PATH ASSESSMENT
LOT 822 STIRLING CRESCENT, HAZELMERE
SEMI TRAILER

Drawn LH	Designed LH	Approved SL	Scale @ A3 1:800	Drawing Status For Issue
Date 24/06/26	Project No. PTG.04898	DWG No. SK-002	Revision C	



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