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URBIS

DEVELOPMENT APPLICATION

Serviced Apartments - Lot 4
(829) South Western Highway,
Byford

Prepared for

CONSOLIDATED UT PTY. LTD

10 August 2020

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	PA1584
Report Number	Rev2Final

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1. OVERVIEW

1.1. INTRODUCTION

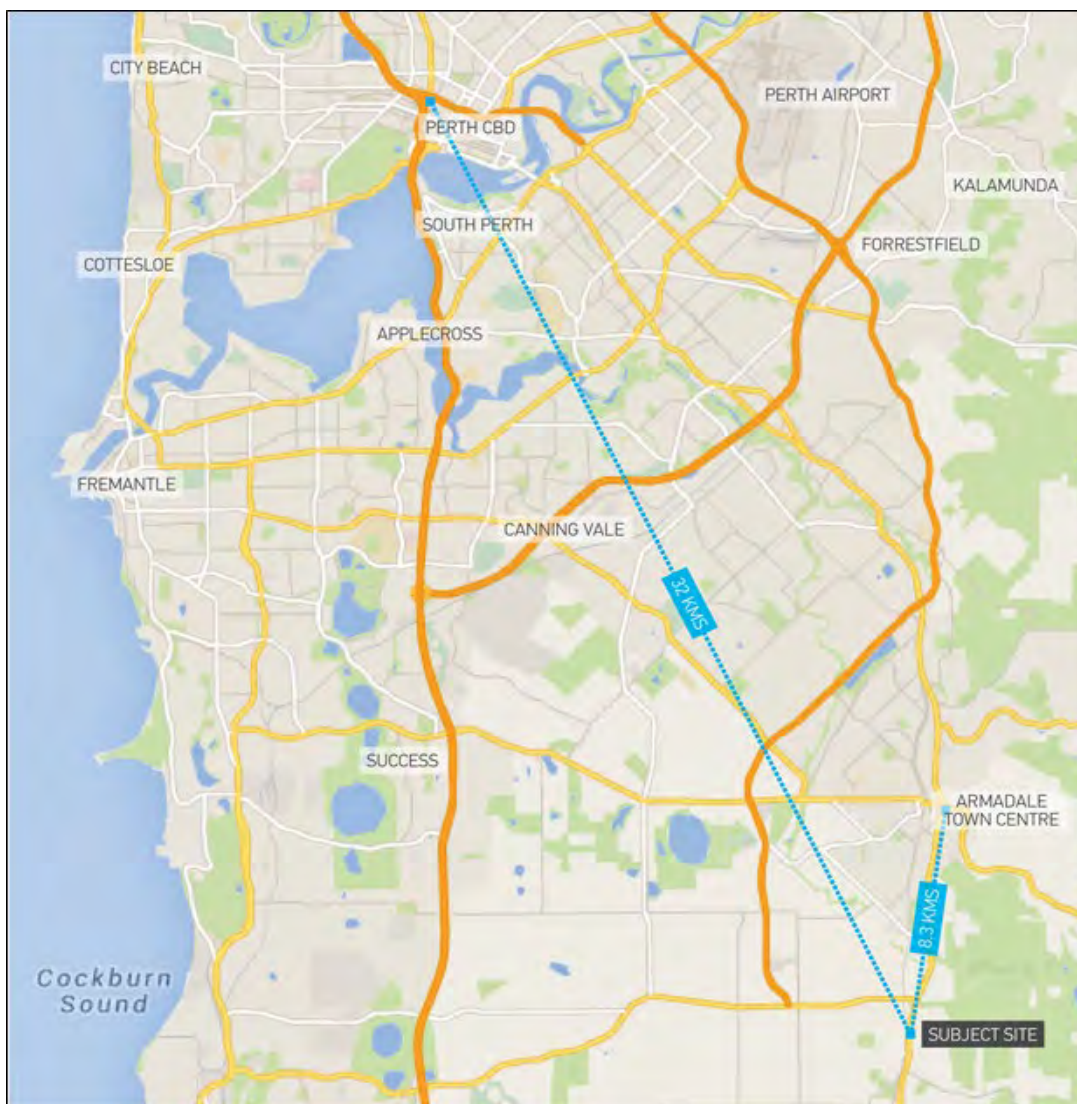
Urbis, on behalf of Consolidated Ut Pty Ltd is pleased to submit this development application to the Shire of Serpentine Jarrahdale (the Shire). This application is seeking development approval for 'serviced apartments'. The proposed serviced apartments will be located on Lot 4 (829) South Western Highway, Byford (**subject site**).

The serviced apartments will have a strong short stay tourist accommodation focus as there is a fantastic opportunity to improve tourist accommodation offerings within the Byford Town Centre. Improving the tourist offering will further help diversify and establish the Byford Town centre. The proposal seeks to develop the serviced apartments on the northern portion of the subject site (currently used as an at grade carpark). This report sets out the proposed scope of the development and outlines its compliance with the local and state government planning framework.

1.2. SITE LOCATION AND LOT PARTICULARS

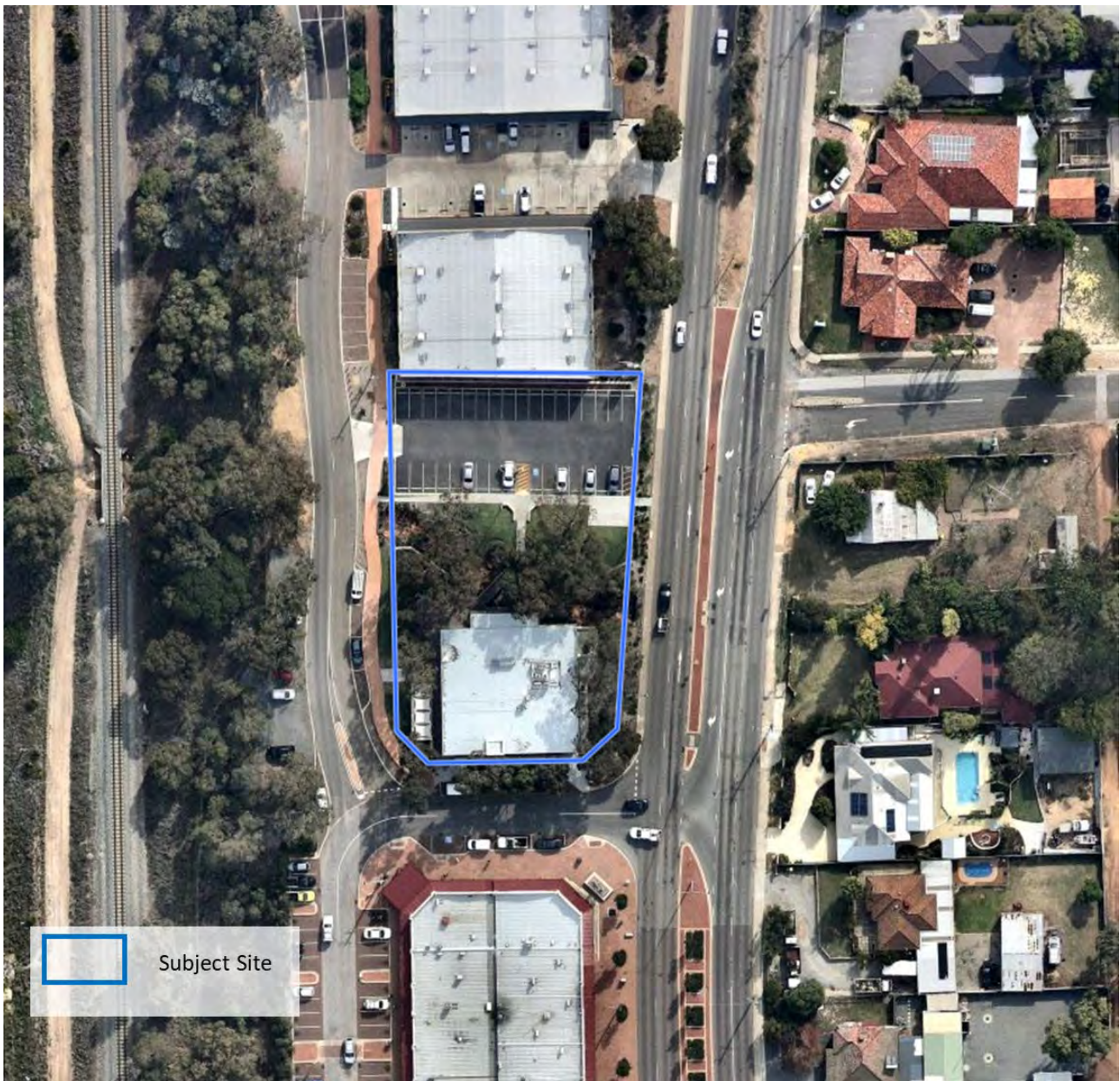
The subject site is located within the suburb of Byford. It is approximately 32.5km south-east of the Perth CBD and is approximately 8.3km south of the Armadale Town Centre. It has frontage to South Western Highway to the east, Pitman Way to the south and George Street to the west. The surrounding land uses are a mix of town centre, mixed use and highway commercial.

Figure 1 – Regional Context Map



The site currently has a Dome café and associated car parking present. This application relates specifically to the northern portion of the site that encompasses the car park, which presently interfaces with a blank concrete panel wall from the adjoining service commercial units. Refer to **Figure 2** for the Aerial Plan.

Figure 2 – Aerial Plan



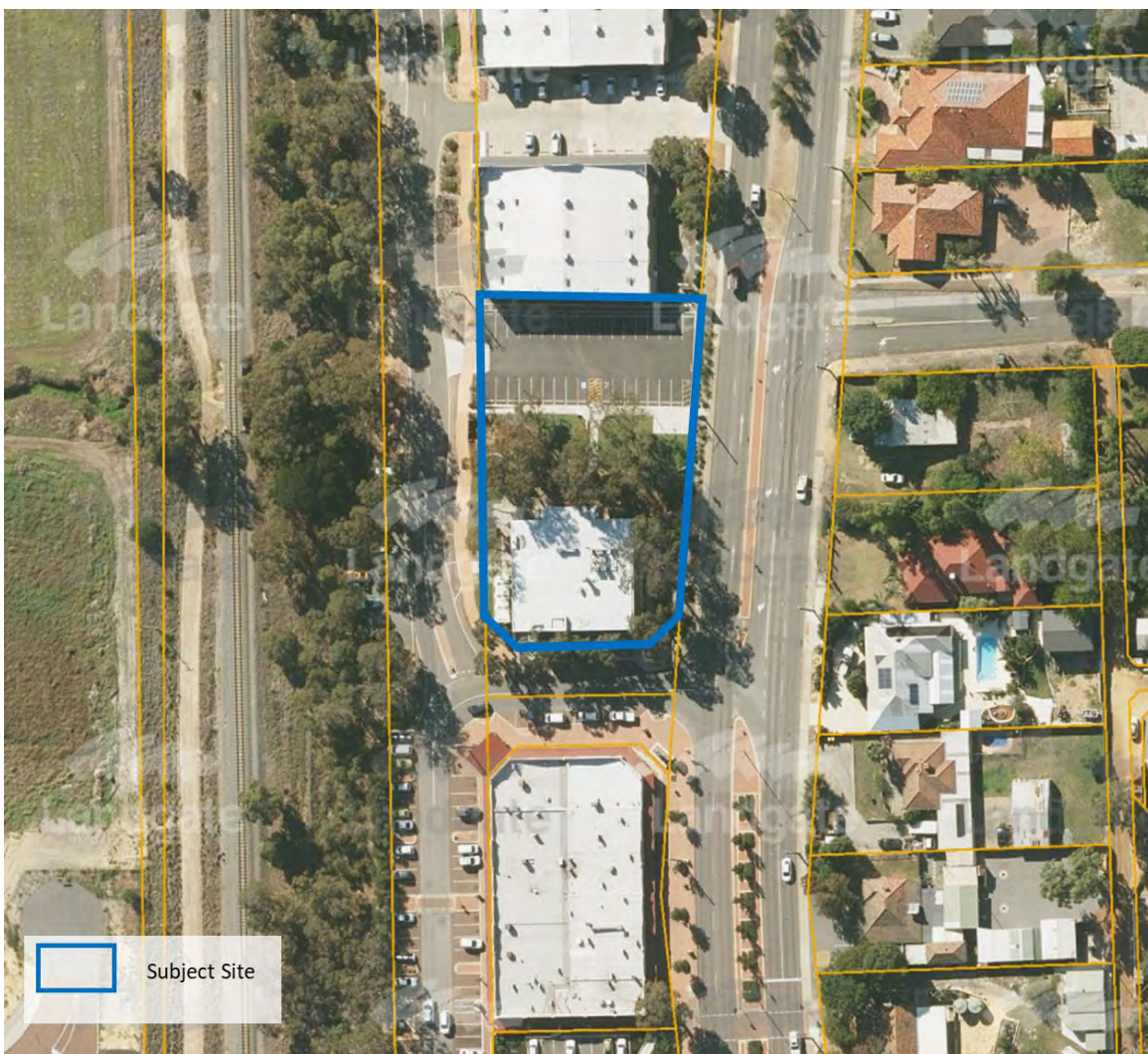
Source: Nearmap

A summary of the lot particulars is provided at **Table 1** below. Refer to Figure 3 for a cadastral plan

Table 1 – Lot Particulars

Element	Description
Address	829 South Western Highway, Byford
Lot	4
Deposit Plan	38031
Volume/Folio	1918/585
Area	2,934 sq.m.
Proprietor	Consolidated Ut Pty. Ltd.

Figure 3 – Landgate Extract



Source: Landgate 2020

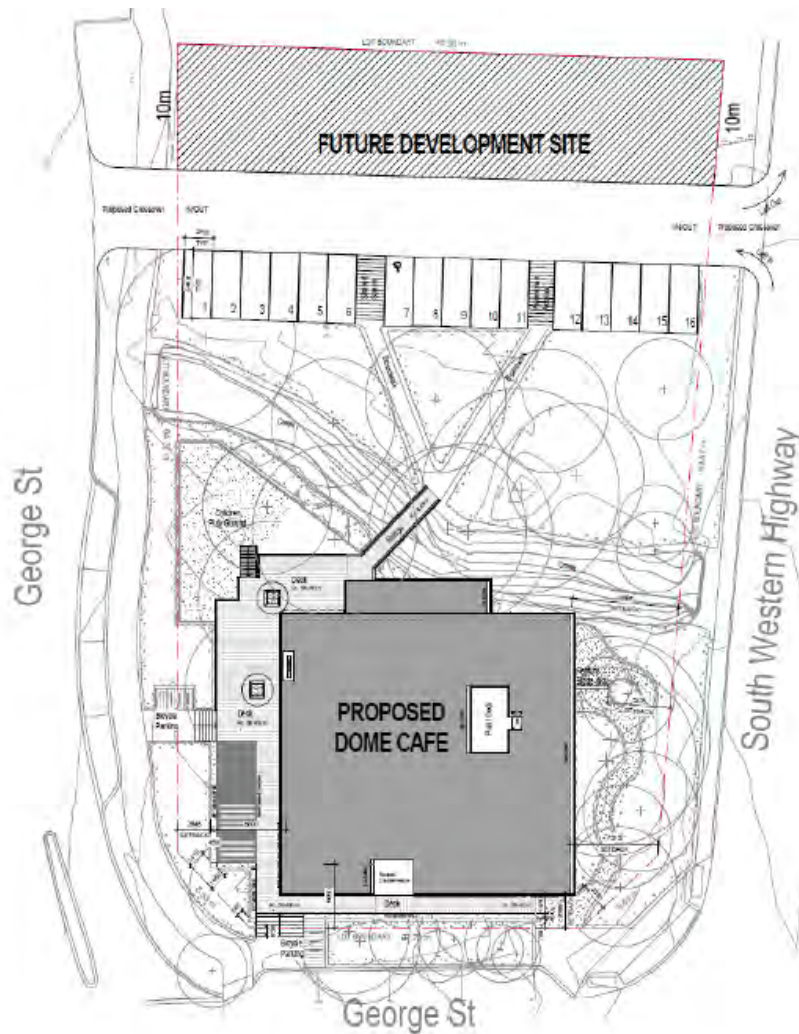
1.3. PREVIOUS PLANNING APPROVAL ON SUBJECT SITE

As noted above, the subject site has an existing approval for a Dome café (P00778/01). This approval was granted on 7 October 2016. At the time of lodgement for the original Dome development application, the future development of a short stay accommodation facility was envisioned on the northern portion of the subject site. Short stay tourist accommodation facilities are becoming an increasingly common component of the Dome café development model. Examples of Dome Katanning (Shire of Katanning) and Dome Northam (Shire of Northam) highlight where Dome cafes have a short stay accommodation component.

Due to a range of factors, deferral of the short stay tourist accommodation premises on the subject site was considered appropriate with full intention to seek development approval at a later date. The maturity of the Byford Town Centre and intensification of surrounding land uses was perceived as an important predecessor for incorporation of the short stay accommodation facility on the subject site. The basis for this development application has therefore been envisioned for a number of years.

Refer **Figure 4** for an extract of the site layout from the original Dome development application in 2016 which highlights the future desire to develop the northern portion of the subject site.

Figure 4 – Site Plan Extract from Previous Dome Development Application



2. PROPOSED DEVELOPMENT

The proposed development sees a three-storey serviced apartment complex with a total of 14 units. The proposed development is limited to the northern portion of the site and does not impact the existing Dome café.

The proposed development has a strong focus on improving the tourist offering in the Byford Town Centre. There is significant opportunity to further develop tourist facilities within the locality. Provision of high quality, architecturally designed tourist accommodation facilities will have a range of benefits in improving the Town Centre. There will likely be a range of benefits to surrounding businesses and opportunities for further land use diversification as a result.

This proposal adds to the surrounding land use diversity, helping to create a more vibrant and attractive district centre. The design offers an improvement to the existing urban form, breaking up the wall mass of the neighbouring property and improving the vitality and passive surveillance of the area.

The Byford town centre is an important district centre in Perth's south-east and the proposal strongly contributes to further establishing this centre. Byford has been identified as an important outer metropolitan area that requires major rail infrastructure investment. The proposed METRONET expansion of the Armadale line to Byford highlights the importance of servicing this important area with appropriate infrastructure. The growing population and the demand for increasingly diverse land uses is becoming evident and there are no short stay accommodation options currently within the Town Centre.

This proposal seeks to capitalise on the site's strategic importance. It also demonstrates the confidence that landowners have in investing in the town centre as well as the recognition of the importance of a well-designed urban form.

2.1. LAND USE AND CONFIGURATION

As noted above, the proposal sees a three-storey development with a total of 14 fully self-contained units. Associated car parking will be located on the ground floor under the serviced apartments. The development incorporates a total GFA of approximately 631.89 sq.m and incorporates ground floor, first floor and second floor components. Refer to **Appendix B** for the full development plans.

Figure 5 – Overall Site Plan



Ground Floor

Ground floor development sees the removal of some of the northern car parking bays from the existing car park. This will be replaced with the following components:

- A lobby of approximately 33.4 sq.m in area.
- Storage space of approximately 10.2 sq.m in area.
- A total of 14 car parking bays retained beneath the first and second floor components of the development.

First Floor

First floor development incorporates units 1-7, housekeeping space, a corridor, lobby and lift facilities as well as staircase access at both the western and eastern ends of the corridor. The total GFA of the first floor is approximately 294.44 sq.m. Unit specifications are as follows:

- Units 1-6:
 - Internal space of approximately 20.62 sq.m.
 - Private kitchenette and bathroom facilities.
 - Outdoor balcony area of approximately 5.06 sq.m.
- Unit 7:
 - Internal space of approximately 21.61 sq.m.
 - Private kitchenette and bathroom facilities.
 - Outdoor balcony area of approximately 5.27 sq.m.

Second Floor

Second floor development incorporates units 8-14, housekeeping space, corridor, lobby and lift facilities as well as staircase access at both the western and eastern ends of the corridor. The total GFA of the second floor is approximately 293.81 sq.m. Unit specifications are as follows:

- Units 8-13:
 - Internal space of approximately 27.22 sq.m.
 - Private bathroom and kitchenette facilities.
 - Outdoor balcony area of approximately 5.06 sq.m.
- Unit 14:
 - Internal space of approximately 28.21 sq.m.
 - Private bathroom and kitchenette facilities.
 - Outdoor balcony area of approximately 5.27 sq.m.

Design Approach

The design is contemporary, with use of timber detailing in provision of shade whilst maintaining good overlooking to the carpark and creek line. Simple lines and colour palette are considered appropriate in the setting and complement the natural and build environment.

The configuration and placement of the units, both enable an improved northern interface (replacing the current blank wall) whilst improving the amenity and security of the area through the increased passive surveillance through generous windows overlooking the area.

Some preliminary renders are included below to show the design and interface proposed.



2.2. VEHICLE ACCESS AND CAR PARKING

The existing vehicle access will be maintained, with access being limited to a single crossover via George Street. There is no direct vehicle access from South Western Highway as part of this application.

As mentioned above, the proposed development will be co-located on the same site as the existing Dome cafe. The proposal seeks to remove a total of 4 parking bays to incorporate the ground floor components of the serviced apartments. This will see net onsite parking bays reduced from 35 to 31. There is an additional 8 'shared car parking bays' located on the immediately adjacent George Street and Pitman Way. Inclusive of both on site and shared car parking bays, there is a total of 39 car parking bays.

The peak requirement for parking associated with the serviced apartments will be in the evening, whilst the Dome café and surrounding commercial uses peak requirement is during the day. The carpark has low night usage based on this and the proposed development will enable better use of the existing site whilst also improving the security of the bays.

The vehicle movement associated with a serviced apartment development of the scale is nominal and the functioning of both the carpark and the access is not considered to be affected. In the context of the broader town centre any impacts from either traffic or parking are considered minimal.

3. PLANNING FRAMEWORK ASSESSMENT

3.1. STATE PLANNING ASSESSMENT

This section outlines the key elements of the state planning framework that are relevant to this application.

Table 2 – Key State Planning Documents

Document	Relevant Provisions/Objectives	Compliance
<p>Metropolitan Region Scheme (MRS)</p> <p>The MRS is a high-level statutory land use plan over the metropolitan region.</p>	<p>The subject site is zoned ‘urban’ under the MRS (refer Figure 6).</p>	<p>Serviced apartments are a typical ‘urban’ land use.</p>
<p>State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)</p> <p>SPP3.7 outlines the requirements and guidelines for development in bushfire prone areas.</p>	<p>The subject site is identified as a bushfire prone area (refer Figure 7). The following key objectives apply to the site:</p> <ul style="list-style-type: none"> ▪ The preservation of life and the management of bushfire impact are paramount. ▪ Avoid any increase in the threat of bushfire to people, property and infrastructure. The preservation of life and the management of bushfire impact are paramount. ▪ Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process. 	<ul style="list-style-type: none"> ▪ The proposed development does not significantly increase the bushfire danger of the site. ▪ However, it is requested that should the Shire feel bushfire considerations be required as part of this application that they be conditioned accordingly.
<p>State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)</p> <p>SPP 4.2 establishes the activity centre hierarchy and function for centres throughout the Perth and Peel region.</p>	<p>The subject site is located within the Byford ‘District Centre’. District centres are to provide a diverse range of retail, commercial and residential options.</p>	<p>Serviced apartments are consistent with the desired form and function of a district centre.</p> <p>The proposal contributes towards the desired diversity of land uses within the district centre.</p>

Figure 6 – MRS Extract



Source: DPLH

Figure 7 – Bushfire Prone Areas



3.2. LOCAL PLANNING FRAMEWORK

This section outlines the key elements of the local planning framework that are relevant to this application. The current Local Planning Scheme No. 2 (LPS2) will be a key document in the assessment of this development. It is also noted that the Shire have recently prepared and advertised draft Local Planning Scheme No. 3 (DLPS3). Whilst DLPS3 has not yet been formally gazetted, it will be a due regard document in the assessment of this application. The below sections outline the land use permissibility considerations and the relevant local instruments.

3.2.1. Land Use Permissibility

3.2.1.1. LPS2

Under LPS2 the subject site is zoned 'urban development' – refer to **Figure 8**.

Serviced apartments are not a listed use in the LPS2 zoning table. However, land use permissibility within the urban development zone is typically not specified within the zoning table of LPS2. Instead, section 5.19 (noted above) of LPS2 identifies a broad set of objectives that development within the urban development zone should comply with.

The use and built form of the proposed development is consistent with the zone because:

- The use is commercial in nature and offers a service for the local and broader community that contributes to the diversification of town centre land uses.
- The use offers improved urban built form outcome from the car park currently on the site.
- The proposed development will see compatible development with the surrounding land uses which will offer suitable activity and employment opportunities in the town centre.
- There are no nearby noise sensitive or other vulnerable uses nearby that would be unduly impacted by the proposal.

Additionally, section 5.19 of LPS2 requires any development within the urban development zone to be preceded by a structure plan. The below section highlights the proposals consistency with the applicable Byford Town Centre Local Structure Plan (BTCSP).

3.2.1.2. DLPS3

Although DLPS3 is only a 'due regard' document for this application, the draft Scheme provides guidance on how 'serviced apartments' will be dealt with in the future planning framework. The DLPS3 identifies the site within a 'District Centre' zoning. DLPS3 defines serviced apartments as:

means a group of units or apartments providing -

(a) self-contained short-stay accommodation for guests; and

(b) any associated reception or recreational facilities.




Serviced apartments are noted as a 'D' use in DLPS3 meaning that the land use is capable of obtaining approval.

3.2.1.3. Byford Town Centre Local Structure Plan (BTCSP)

The subject site is located within the BTCSP area. Specifically, the site is within the ‘town centre – retail core’ classification. Refer to **Figure 9** – BTCSP map extract.

The proposals compliance with the BTCSP is outlined in the below table.

Table 3 – BTCSP Assessment

Relevant Provisions	Comment	Compliance
<p>Zoning Classification Intent</p> <ul style="list-style-type: none"> ▪ <i>The Retail Core area will be the priority area for retail and commercial development. Complimentary residential development, in the form of mixed-use development, is encouraged to assist with surveillance and after-hours activation.</i> 	<ul style="list-style-type: none"> ▪ The proposed serviced apartment development is consistent with the desired intent of the town centre – retail core classification. ▪ The proposal incorporates commercial development that is highly compatible with the surrounding uses and allows for mixed use development on the site (adding to the existing Dome café). ▪ The proposal also assists with the surveillance and after-hours activation. The provision of accommodation in the town centre offers opportunity for the community to stay overnight, encouraging activation beyond the normal hours of retail operations. 	
<p>Preferred Land Uses</p> <ul style="list-style-type: none"> ▪ Retail Shops; Restaurants and Cafes; Leisure and Entertainment; Commercial Offices; Civic and Community use including a town square; Child Care Facilities, Consulting Rooms and Medical Suites; Residential Developments; Open Space. 	<ul style="list-style-type: none"> ▪ Serviced apartments are not specifically noted as a preferred use. However, the land use is suitable as it is highly consistent and compatible with many of the preferred uses such as retail, restaurant, café, entertainment etc. ▪ The serviced apartments can support the listed preferred land uses and will contribute to the activation of the town centre. ▪ District centres usually have a diverse range of land uses. The provision of accommodation within the town centre is consistent with the diverse nature of a district centre. 	
<p>Specific Provisions: Lot 4 South Western Highway</p>	<ul style="list-style-type: none"> ▪ All lot specific provisions identified in the BTCSP were satisfied as part of the development approval relating 	

Relevant Provisions	Comment	Compliance
<ul style="list-style-type: none"> i. An Urban Water Management Plan will be required to be submitted with the application and must ensure peak flow rates and floodplain storage are maintained consistent with the Byford Town Centre Local Water Management Strategy. ii. Setbacks of 10 metres from the north and south of the existing creek line are required from any development which will affect water flow. iii. Restrict access to and from South Western Highway in accordance with Main Roads Western Australia Access Strategy for this section of South Western Highway. iv. A plan which identifies and protects and significant vegetation worthy of retention, particularly in proximity to the creekline, to the satisfaction of the local government. v. Any drainage on the site as required by the local government. 	<p>the Dome which is currently located on the site (P00778/01).</p> <ul style="list-style-type: none"> ▪ This application for development approval only applies to the very northern portion of the site and maintains all Urban Water Management, setback, access, vegetation protection and drainage practices that were granted as part of the previous planning approval. ▪ Should the Shire require specific information relating to any lot specific requirements, it is requested that this be dealt with through an appropriate condition of approval. 	
<p>Parking</p> <ul style="list-style-type: none"> ▪ The parking requirement is 1 bay per 20 sq.m GLA. 	<ul style="list-style-type: none"> ▪ The new proposed development increases the net site GFA to 1,104 sq.m. This means there is a 55-car parking bay requirement. ▪ The total number of parking bays proposed on the site is 31. There are also an additional 8 shared street parking bays located on the adjacent George Street and Pitman Way. ▪ The total number of on site and street parking bays is 39. This represents a shortfall of 16 parking bays. 	<p>This represents a variation of 16 parking bays. However, this is considered acceptable due to the reciprocal arrangements, evening peak and availability of shared parking arrangements throughout the Town Centre.</p>

Relevant Provisions	Comment	Compliance
	<ul style="list-style-type: none"> ▪ Although a parking bay shortfall, there is ample shared parking availability in the Town Centre close to the subject site. Additionally, the site offers activation of the town centre outside of peak demand meaning parking demand will likely be stagnated. 	

3.2.2. Byford Town Centre Built Form Guidelines

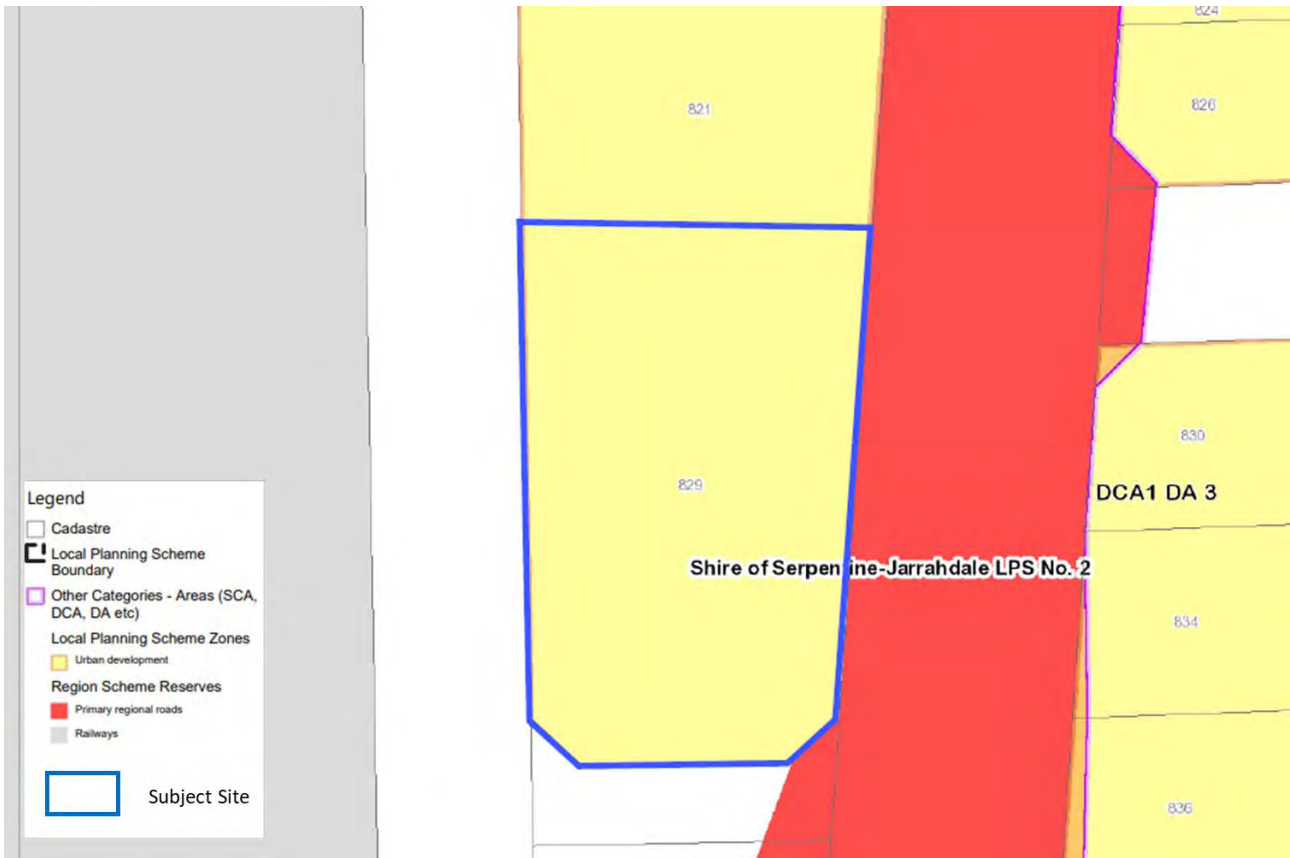
Design guidelines applicable to the subject site are outlined in the Shire’s local planning policies (LPPs). Under the relevant LPPs, the subject site is located within the ‘town centre east precinct’. The below table provides a summary of the preferred design outcomes applicable to the subject site.

Table 4 – Relevant Design Guidelines

Relevant Provisions	Comment
LPP 3.8 – Byford Town Centre Built Form Guidelines	
<p>Land Use</p> <ul style="list-style-type: none"> ▪ Preferred land uses include: retail; office; café; civic facilities; showrooms and; residential. 	<ul style="list-style-type: none"> ▪ Serviced apartments are not specifically noted as a preferred use. However, the land use is suitable as it is highly consistent and compatible with many of the preferred uses.
<p>Building Height</p> <ul style="list-style-type: none"> ▪ The preferred building height is 1 – 2 storeys. 	<ul style="list-style-type: none"> ▪ The proposed development comprises three-storeys. ▪ Whilst it is noted that this is one storey above the preferred, the third storey component is considered acceptable in the context of the town centre. ▪ The three-storey proposal does not adversely impact either of the adjacent buildings and adds to the diversity of built form present within the town centre. ▪ The elevation of the first and second floors allows retention of the majority of the parking bays which would otherwise be lost. ▪ A three-storey development with retention of most of the car parking is an improved urban outcome as opposed to a two-storey development that significantly reduces parking.
<p>Setbacks</p>	<ul style="list-style-type: none"> ▪ The proposed development is built right up to the eastern lot boundary abutting South Western Highway. This achieves a ‘village style atmosphere’.

Relevant Provisions	Comment
<ul style="list-style-type: none"> ▪ The maximum setback from South Western Highway is 3.0m to achieve a village style atmosphere. 	
<p>Building Orientation</p> <ul style="list-style-type: none"> ▪ Active Ground floor uses shall be provided to address South Western Highway, George Street and the POS corridor. 	<ul style="list-style-type: none"> ▪ The existing Dome development on the site already addresses George Street and Pitman Way with active ground floor uses. ▪ This proposal does not propose active uses at ground level to address South Western Highway. However, this is considered acceptable as retaining car parking on the ground floor is integral to the function of the site. ▪ This proposal also offers an improvement in the built form through a vertically articulated, architecturally designed building that significantly improves the built form of the northern portion of the site – currently just an open car park.
<p>Parking and Site Access</p> <ol style="list-style-type: none"> a. Shared on-street parking on George Street to be provided and shared between different uses. b. Off-street parking shall be placed in between developments to encourage shared parking and accessibility. c. Any parking facilities in the rail reserve will be subject to PTA approval. d. No vehicle access to or from South Western Highway will be permitted. 	<ol style="list-style-type: none"> a. There are currently shared parking bays on both George Street to the west of the site and Pitman Way to the south of the site. b. Off street parking located on Pitman Way is situated between the subject site and the development south of Pitman Way. c. There are no proposed parking facilities in the rail reserve requiring approval. d. There is no proposed vehicle access to or from South Western Highway as part of this development.
<p>View Corridors</p> <ul style="list-style-type: none"> ▪ Development within the Town Centre East Precinct must respond and maintain key view corridors. ▪ View corridors shall have a minimum width of 15.0m and may traverse through parking areas. 	<ul style="list-style-type: none"> ▪ N/A – the subject site is not located within any of the identified view corridors.

Figure 8 – LPS Extract



Source: DPLH

Figure 9 – BTCSP Map Extract



CONCLUSION

The proposed serviced apartment development is consistent with the relevant state and local planning framework and will contribute to the diversity of land uses within the Byford District Centre. The three-storey development will provide a suitably visually interesting building that improves the built form of the site and the local area.

It is respectfully requested that the Shire approve the proposed development with fair and reasonable conditions.

DISCLAIMER

This report is dated 10 August 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of CONSOLIDATED UT PTY. LTD for the purpose of Development Application and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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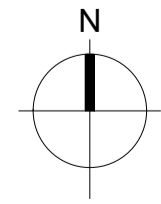
APPENDIX A

CERTIFICATE OF TITLE



APPENDIX B

DEVELOPMENT PLANS



SITE DEMOLITION PLAN
Scale 1:200

TBM
BYF 17A
SSM
RL = 56.666



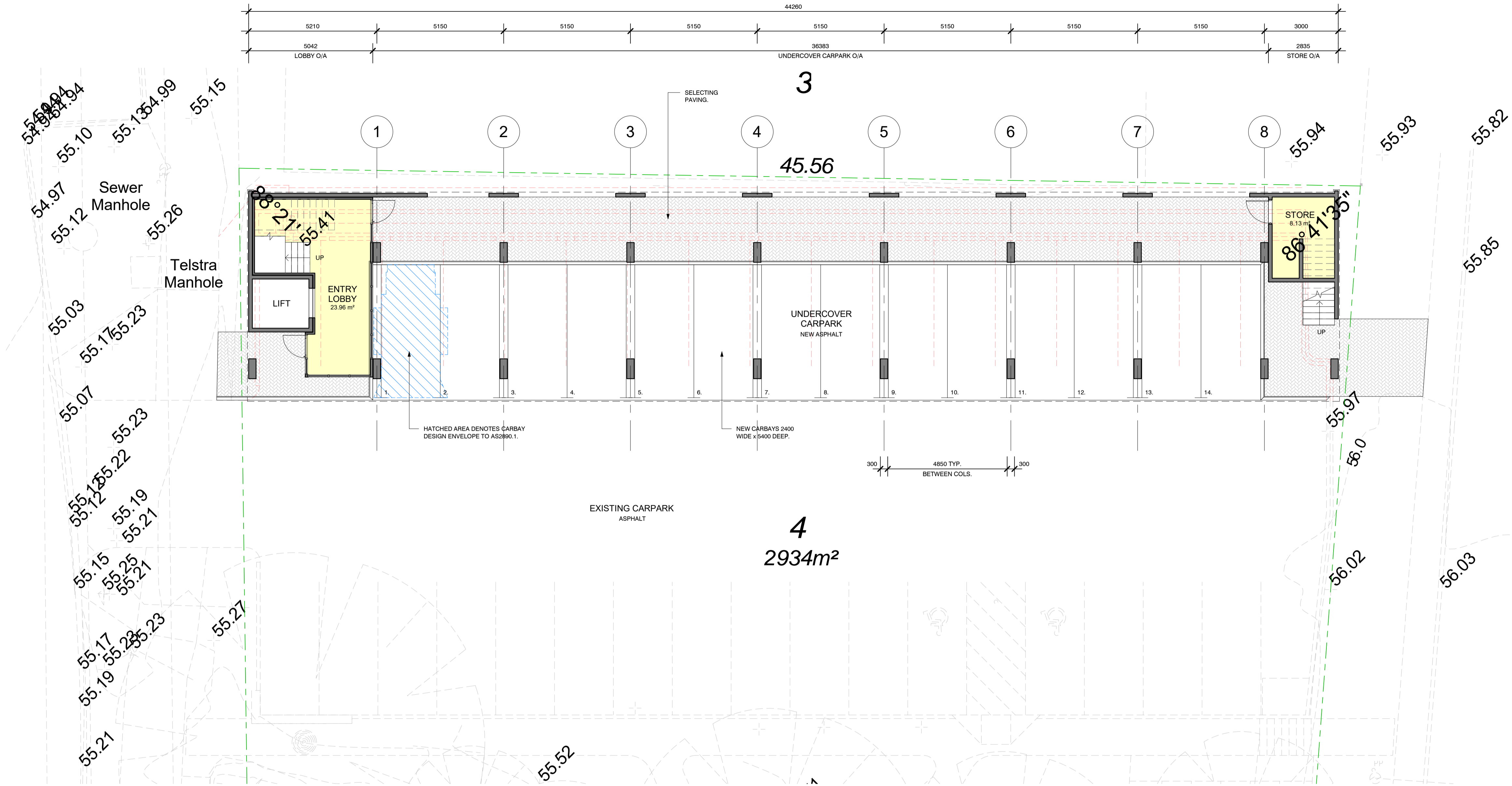
MULDER KAMPMAN
DESIGN

PROPOSED DEVELOPMENT
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829 South Western Hwy, BYFORD WA 6122

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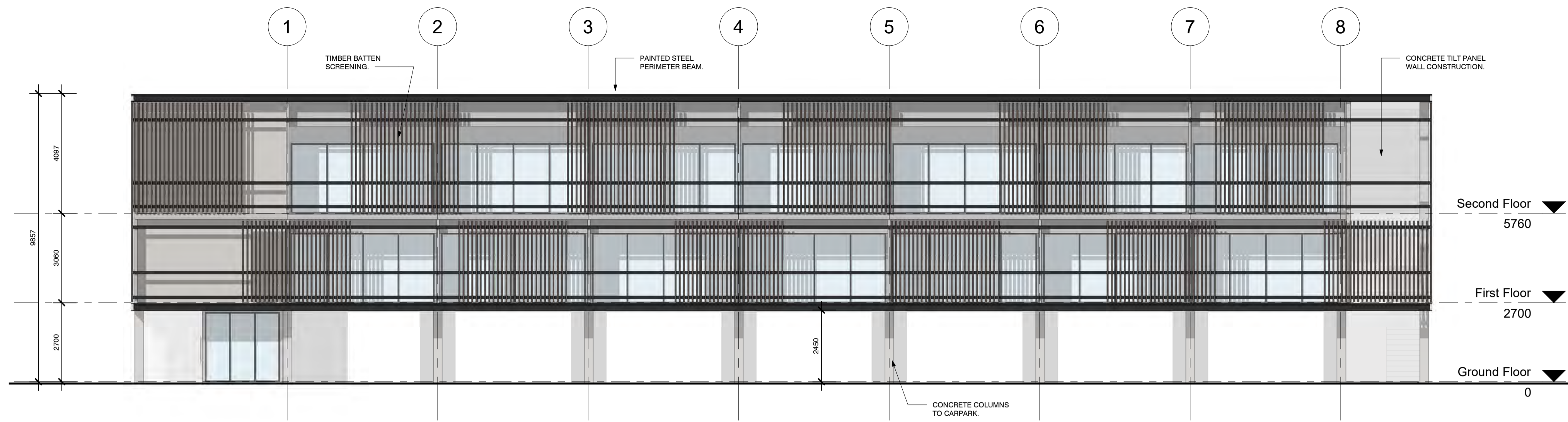
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M.Sibum	July 2020	1 : 200 @ A1	0735	Sheet 1	SK01



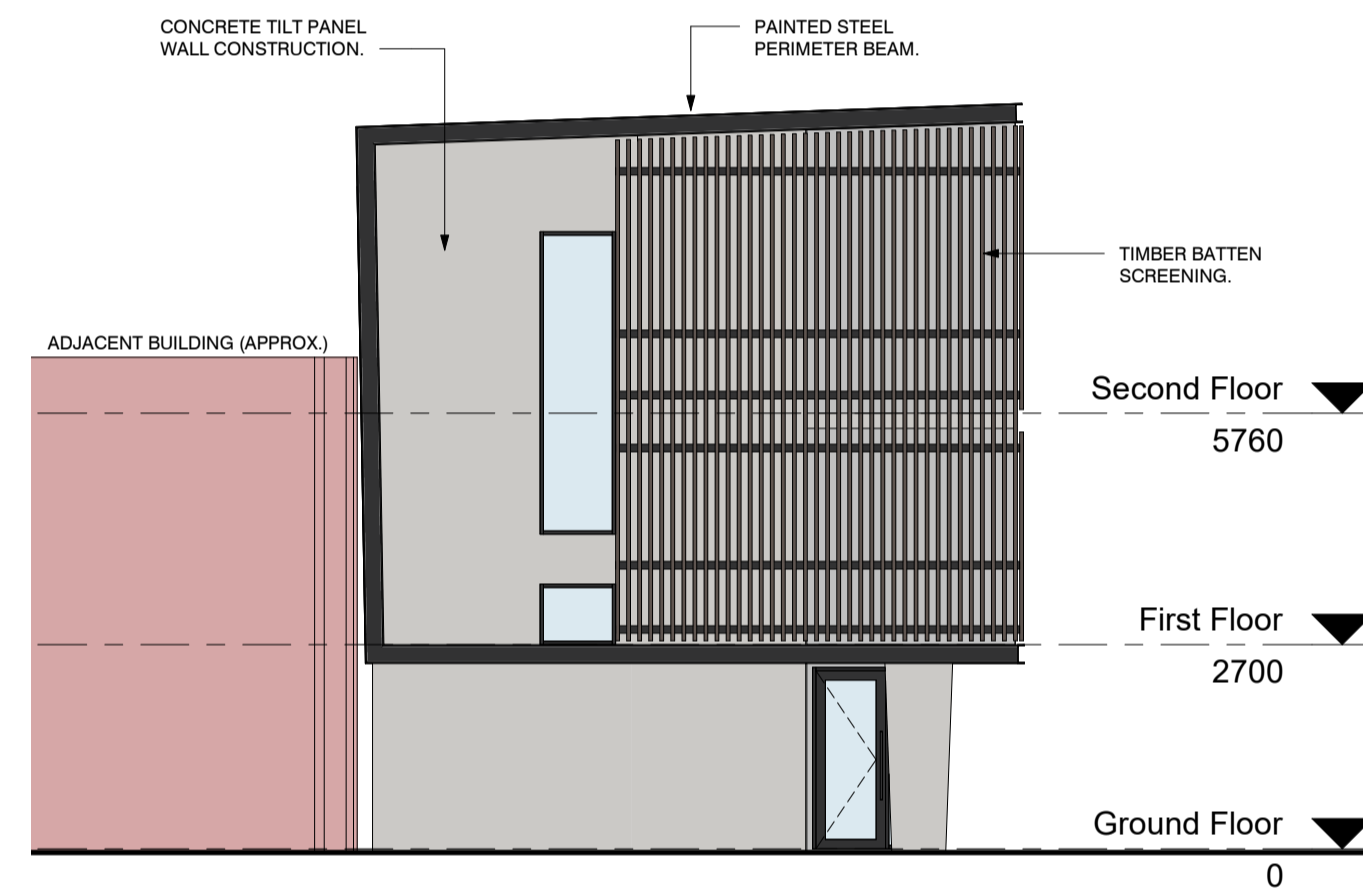
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GROUND FLOOR PLAN
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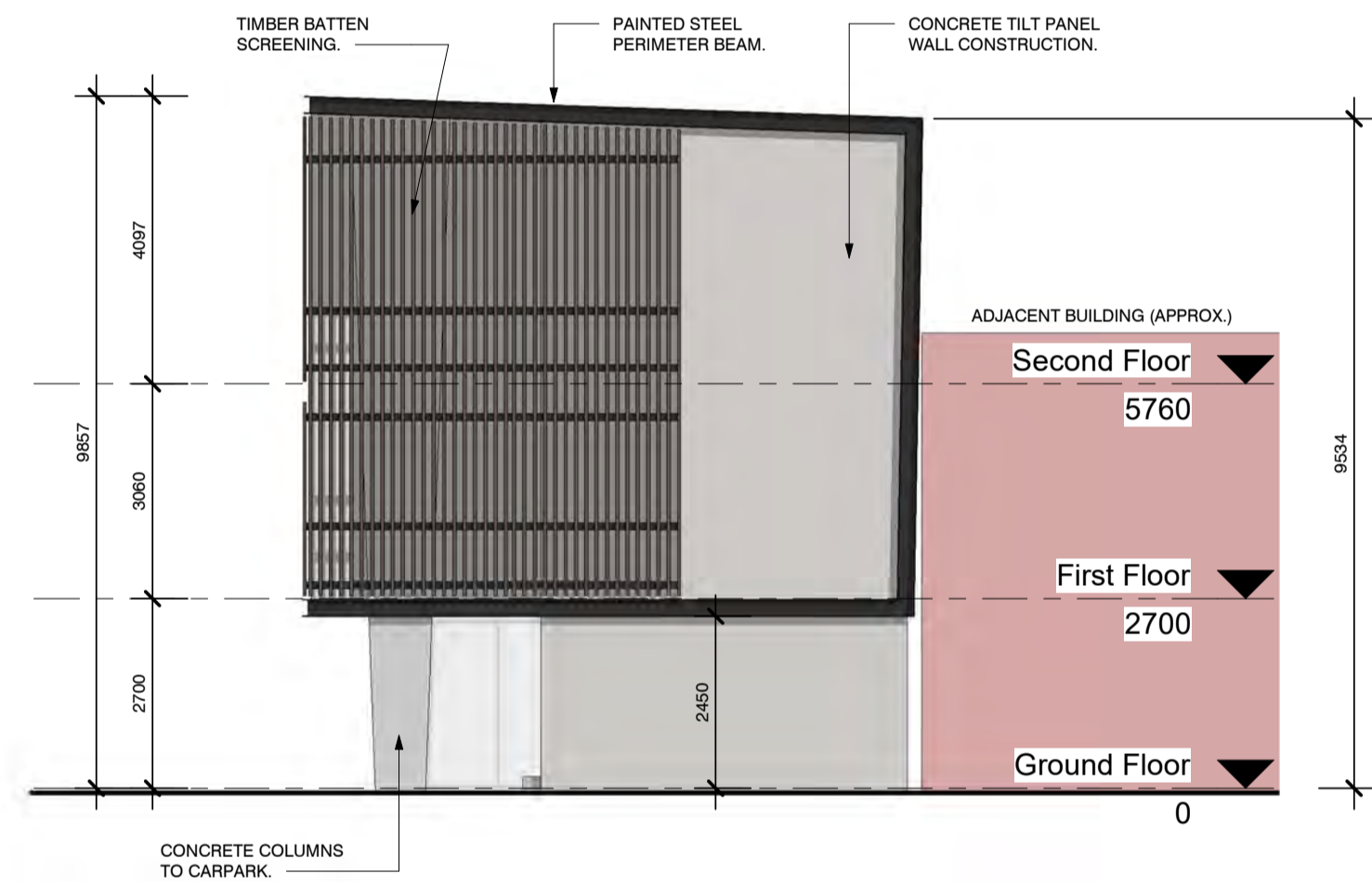
SOUTH ELEVATION

Scale 1:100



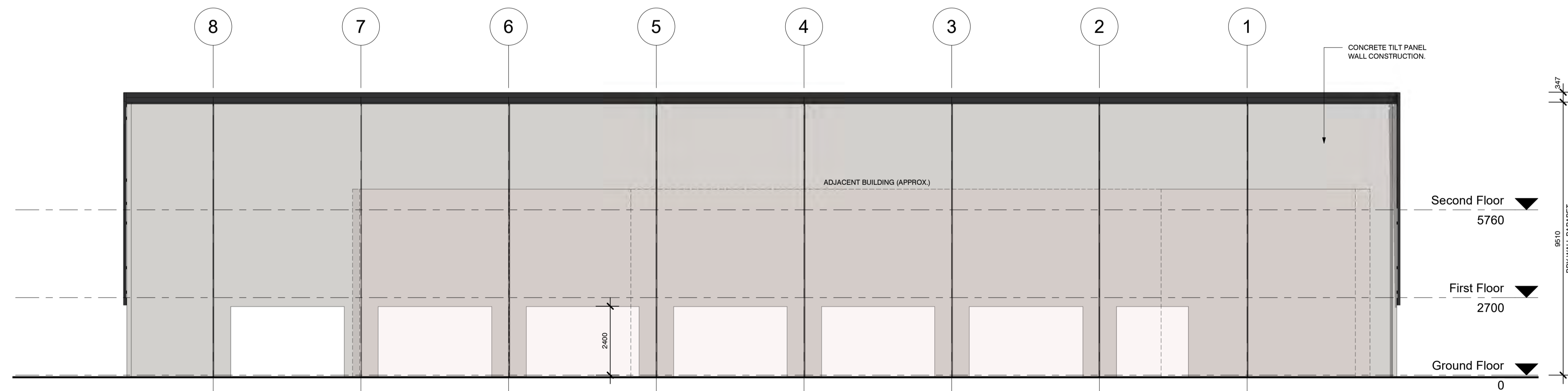
WEST ELEVATION

Scale 1:100



EAST ELEVATION

Scale 1:100



NORTH ELEVATION

Scale 1:100



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PROPOSED DEVELOPMENT
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DRAWN M. Sibum
DATE July 2020

SCALE 1:100 @ A1

PROJECT No. 0735

DRAWING No. Sheet 5

REV. SK01



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PROPOSED DEVELOPMENT

For Stephen White
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DATE July 2020

SCALE @ A1

PROJECT No. 0735

DRAWING No. Sheet 6

REV. SK01



PROPOSED DEVELOPMENT

For Stephen White
829 South Western Hwy, BYFORD WA 6122

DRAWN M. Sibum
DATE July 2020

SCALE @ A1

PROJECT No. 0735

DRAWING No. Sheet 7

REV. SK01

Urbis
AS 3959 Bushfire Attack Level (BAL) Assessment
Report

Lot 4 South Western Highway, Byford

15 September 2020

59702/ Rev A

JBS&G Australia Pty Ltd T/A Strategen-JBS&G

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Site details	
Address	Lot 4 South Western Highway, Byford, WA, 6122
Local government area	Shire of Serpentine-Jarrahdale
Main BCA class of the building	Class 1a
Use(s) of the building	Residential dwelling
Description of the building or works	Construction of single residential dwelling and associated Class 10a structure

Report details			
Project/Document number	59702	Report reference	59702_BAL Lot 4 South Western Hwy R001 Rev A
Assessment date	4 September 2020	Report date	15 September 2020

BPAD Accredited Practitioner Details	
Name	Euan Sutherland
Endorsement/Review	Louisa Robertson (BPAD 36748, Level 1)
Company details	JBS&G Australia Pty Ltd T/A Strategen-JBS&G, Perth
<i>Reliance on the assessment and determination of the Bushfire Attack Level contained in this report should not extend beyond a period of 12 months from the date of issue of the report. If this report was issued more than 12 months ago, it is recommended that the validity of the determination be confirmed with the Accredited Practitioner and where required, an updated report issued.</i>	

1. Site assessment and site plan

The assessment of this site/development was undertaken on 11 September 2020 by a BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959 - 2018 (Simplified Procedure [Method 1]).

The site assessment results are depicted in Figure 1. The Site Plan is included in Appendix A.

2. Vegetation classification

All vegetation within 150 m of the site/development was classified in accordance with Clause 2.2.3.2 of AS 3959-2018 *Construction of buildings in bushfire prone areas* (AS 3959) and the *Visual Guide for Bushfire Risk Assessment in Western Australia*. Each distinguishable vegetation class with the potential to determine the Bushfire Attack Level is identified in Appendix B and in Figure 1.

3. Relevant Fire Danger Index

The fire danger index for this site/development has been determined in accordance with Table 2.1 of AS 3959 or otherwise determined in accordance with a jurisdictional variation applicable to the site.

Fire Danger Index			
FDI 40 <input type="checkbox"/>	FDI 50 <input type="checkbox"/>	FDI 80 <input checked="" type="checkbox"/>	FDI 100 <input type="checkbox"/>
Table 2.4.5	Table 2.4.4	Table 2.4.3	Table 2.4.2

4. Potential bushfire impacts

The potential bushfire impact to the site/development from each of the identified vegetation plots are identified in Table 1.

Table 1: Method 1 Bushfire Attack Level (BAL) analysis

Method 1 BAL determination				
Plot	Vegetation classification	Effective slope	Separation (m)	BAL
1	Class G Grassland	Flat/upslope (0°)	77.8	BAL-Low
2	Class G Grassland	Flat/upslope (0°)	78.2	BAL-Low

Method 1 BAL determination				
Plot	Vegetation classification	Effective slope	Separation (m)	BAL
3	Class G Grassland	Flat/upslope (0°)	55.7	BAL-Low
4	Class A Forest	Flat/upslope (0°)	21.1	BAL-29
5	Class D Scrub	Flat/upslope (0°)	39.7	BAL-12.5
6	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])	N/A	N/A	N/A

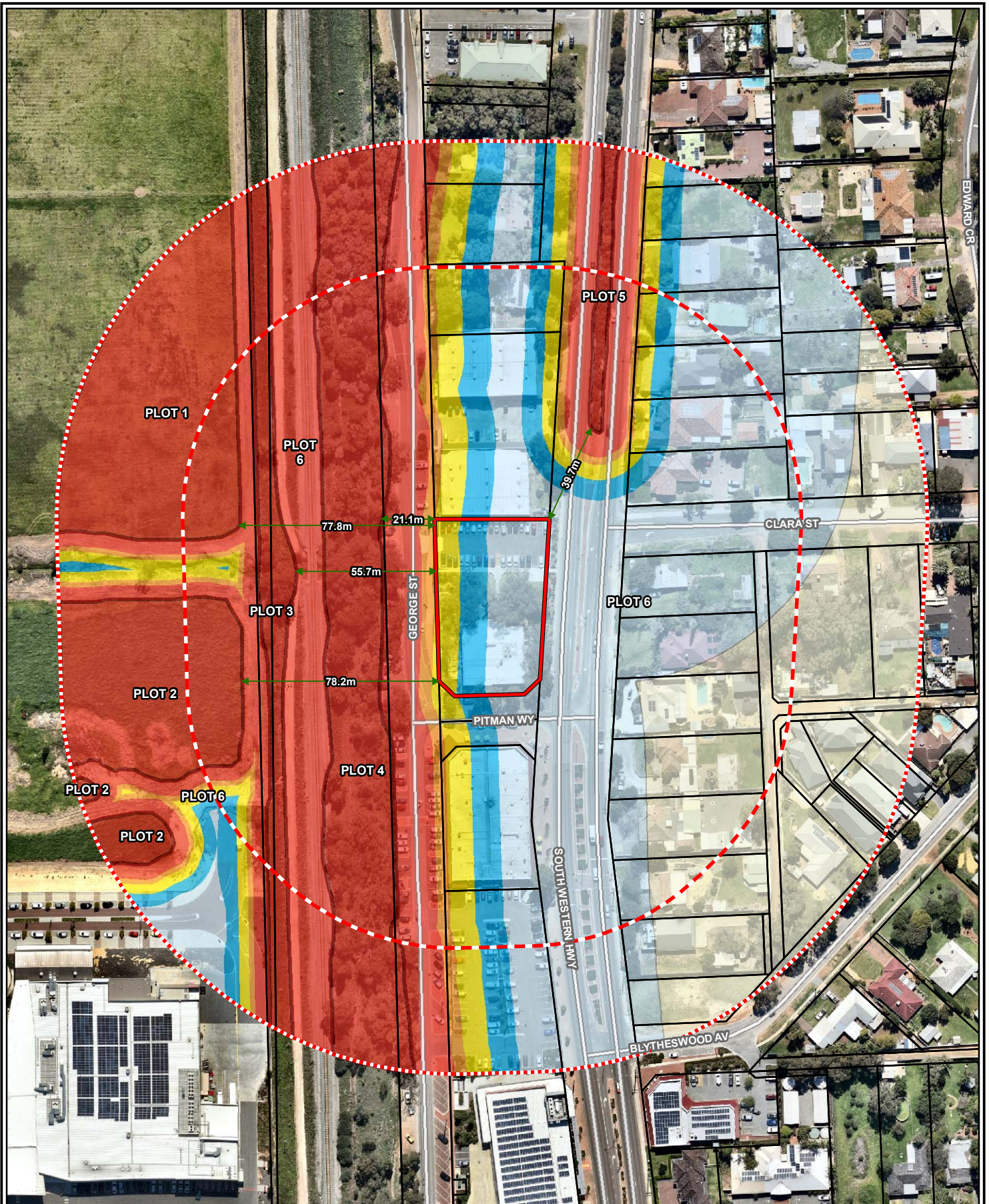
5. Determined Bushfire Attack Level (BAL)

The Determined Bushfire Attack Level (highest BAL) for the site / proposed development has been determined in accordance with Clause 2.2.6 of AS 3959-2018 using the above analysis.

Determined Bushfire Attack Level	BAL-29
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6. Shielding provisions

Shielding provisions in accordance with Clause 3.5 of AS 3959 are not applicable to the proposed building as all elevations are exposed to a direct line of bushfire attack.



Legend

- Project area
- 100m assessment area
- 150m assessment area
- Cadastral boundary
- Classified vegetation
- Distance measurement
- Roads (MRWA)
- BAL contours**
- BAL FZ
- BAL 40
- BAL 29
- BAL 19
- BAL 12.5
- BAL Low

Scale 1:2,000 at A4 0 25 50 metres

Coord. Sys. GDA 1994 MGA Zone 50 ↑

Job No: 59702

Client: Urbis

Version: A Date: 15-Sep-2020

Drawn By: hsullivan Checked By: CT

**829 South Western Highway
Byford, WA**

BAL CONTOUR MAP

FIGURE 2



7. Limitations

Scope of services

This report ("the report") has been prepared by Strategen-JBS&G in accordance with the scope of services set out in the contract, or as otherwise agreed, between the Client and Strategen-JBS&G. In some circumstances, a range of factors such as time, budget, access and/or site disturbance constraints may have limited the scope of services. This report is strictly limited to the matters stated in it and is not to be read as extending, by implication, to any other matter in connection with the matters addressed in it.

Reliance on data

In preparing the report, Strategen-JBS&G has relied upon data and other information provided by the Client and other individuals and organisations, most of which are referred to in the report ("the data"). Except as otherwise expressly stated in the report, Strategen-JBS&G has not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the report ("conclusions") are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. Strategen-JBS&G has also not attempted to determine whether any material matter has been omitted from the data. Strategen-JBS&G will not be liable in relation to incorrect conclusions should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to Strategen-JBS&G. The making of any assumption does not imply that Strategen-JBS&G has made any enquiry to verify the correctness of that assumption.

The report is based on conditions encountered and information received at the time of preparation of this report or the time that site investigations were carried out. Strategen-JBS&G disclaims responsibility for any changes that may have occurred after this time. This report and any legal issues arising from it are governed by and construed in accordance with the law of Western Australia as at the date of this report.

Environmental conclusions

Within the limitations imposed by the scope of services, the preparation of this report has been undertaken and performed in a professional manner, in accordance with generally accepted environmental consulting practices. No other warranty, whether express or implied, is made.

The advice herein relates only to this project and all results conclusions and recommendations made should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose.

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Appendix A Proposed building plan

Appendix B Vegetation plot photos and description



Photo ID: 1a



Photo ID: 1b

Plot number		Plot 1
Vegetation classification	Pre-development	Class G Grassland
	Post-development	Class G Grassland
Description / justification		Grassland greater than 100 mm in height



Photo ID: 2a



Photo ID: 2b

Plot number		Plot 2
Vegetation classification	Pre-development	Class G Grassland
	Post-development	Class G Grassland
Description / justification		Grassland greater than 100 mm in height



Photo ID: 3a



Photo ID: 3b

Plot number		Plot 3
Vegetation classification	Pre-development	Class G Grassland
	Post-development	Class G Grassland
Description / justification		Grassland greater than 100 mm in height



Photo ID: 4a



Photo ID: 4b

Plot number		Plot 4
Vegetation classification	Pre-development	Class A Forest
	Post-development	Class A Forest
Description / justification		Trees 10-30 m high at maturity, dominated by Eucalypts, multi-tiered structure comprising tall canopy layer, shrubby middle layer and grass/herb/sedge understorey



Photo ID: 5a

Plot number		Plot 5
Vegetation classification	Pre-development	Class D Scrub
	Post-development	Class D Scrub
Description / justification		Vegetation with a continuous horizontal and vertical structure, greater than 2 m high at maturity

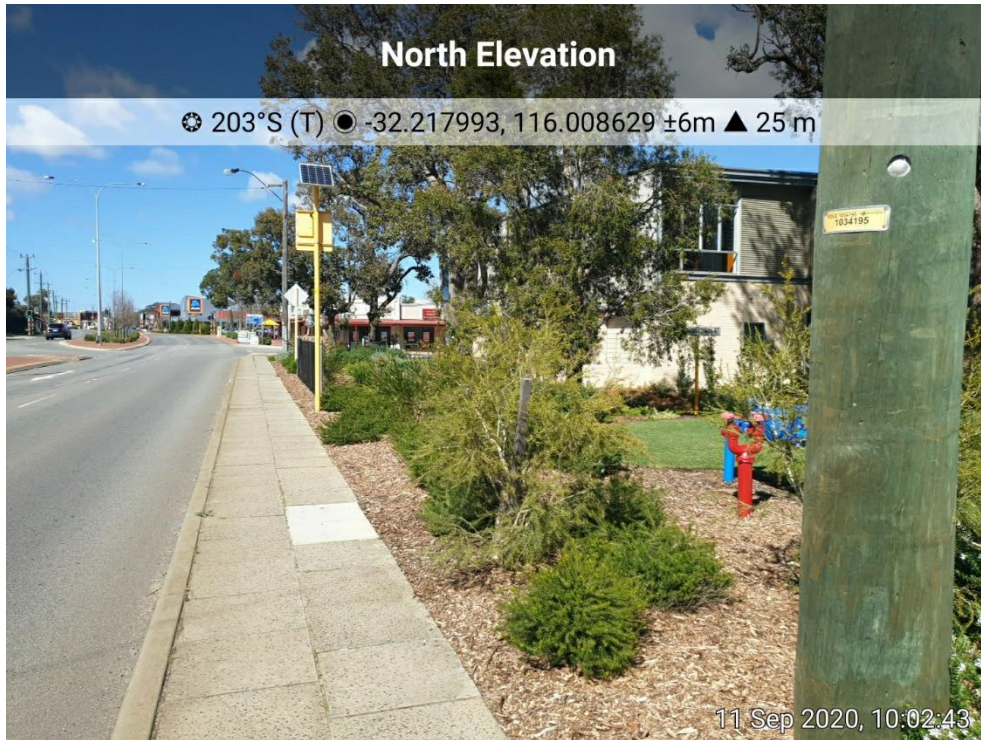


Photo ID: 6a

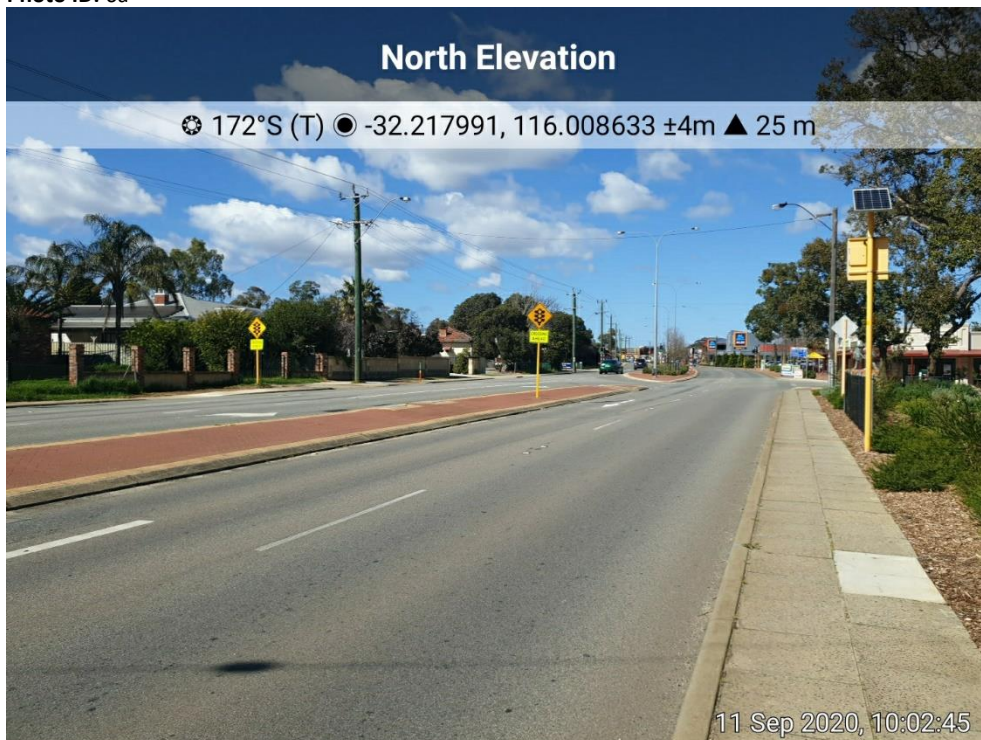


Photo ID: 6b

Plot number	Plot 6	
Vegetation classification	Pre-development	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])
	Post-development	Excluded – Non-vegetated and Low threat (Clause 2.2.3.2 [e] and [f])
Description / justification	Low threat cultivated gardens and maintained lawns within surrounding properties and non-vegetated areas including roads, footpaths, driveways and building footprints	

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Document Status

Report version	Rev No.	Purpose	Author	Reviewed and Approved for Issue	
				Name	Date
Draft Report	Rev A		Choose an item.	Choose an item.	Click or tap to enter a date.
Final Report	Rev 0		Choose an item.	Choose an item.	Click or tap to enter a date.

