Engineering a better future for over 20 years!

Proposed Warehouse Facility

Lots 8 & 16 Hatch Court, High Wycombe

Transport Impact Statement

PREPARED FOR:
Sarich Building

April 2025

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Saeed Disfani	r01	B Bordbar	16/12/2024	Final
Saeed Disfani	r01a	B Bordbar	04/04/2025	Revised Final
Saeed Disfani	r01b	B Bordbar	04/04/2025	Minor Revision

File name: t24.226.sd.r01b

Author: Saeed Kamran Disfani

Project manager: Behnam Bordbar

Client: Sarich Building

Project: Lots 8 & 16 Hatch Court, High Wycombe

Document revision: r01b

Project number: t24.226

2025 Copyright in all drawings, reports, specifications, calculations, and other documents provided by the Consultant in connection with the Project shall remain the property of the Consultant.

The Client alone shall have a license to use the documents referred to above for the purpose of completing the Project, but the Client shall not use, or make copies of, such documents in connection with any work not included in the Project, unless written approval is obtained from the Consultant or otherwise agreed through a separate contract.

TABLE OF CONTENTS

1 INTRODUCTION 1

2 DEVELOPMENT PROPOSAL 3

3 VEHICLE ACCESS AND PARKING 4

3.1 Access 4
3.2 Parking 4

4 PROVISION FOR SERVICE VEHICLES 6

5 HOURS OF OPERATION 7

6 DAILY TRAFFIC VOLUMES AND VEHICLE TYPES 8

6.1 Existing Traffic Counts 8
6.2 Proposed Development Trip Generation 8
6.3 Impact on Surrounding Roads 10

7 TRAFFIC MANAGEMENT ON THE FRONTAGE STREETS 11

8 PUBLIC TRANSPORT ACCESS 14

9 PEDESTRIAN AND CYCLE ACCESS 15

10 SAFETY ISSUES 16

11 CAR PARKING 17

12 SITE SPECIFIC ISSUE 18

13 CONCLUSIONS 19

APPENDIX A: PROPOSED DEVELOPMENT PLAN

APPENDIX B: ULTIMATE SCENARIO

APPENDIX C: SWEPT PATH ANALYSIS

REPORT FIGURES

Figure 1: Location of the Subject Site 1
Figure 2: Location of the subject site in the MRS 2
Figure 3: Proposed Access Arrangements 4
Figure 4: Existing Road Hierarchy 11
Figure 5: Public Transport Services (Transperth Maps) 14
Figure 6: Pedestrian and Cycling Infrastructure in vicinity of Subject Site (Source: Department of Transport WA) 15

REPORT TABLES

Table 1: Existing Traffic Volumes 8
Table 2. Estimated peak hour trips for the proposed development 10

1 Introduction

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Sarich Building with regard to the proposed warehouse facility to be located at Lots 8 and 16, Hatch Court, High Wycombe, in the City of Kalamunda.

The subject site is located within the south-western corner of the Stirling Crescent/Hatch Court intersection with direct frontage to the south-western side of Hatch Court and the north-west side of Stirling Crescent. The proposal is located to the south of the established Hazlemere Industrial Area and to the east of the Abernethy Road Industrial Area. The subject site is shown in **Figure 1** and **Figure 2.**

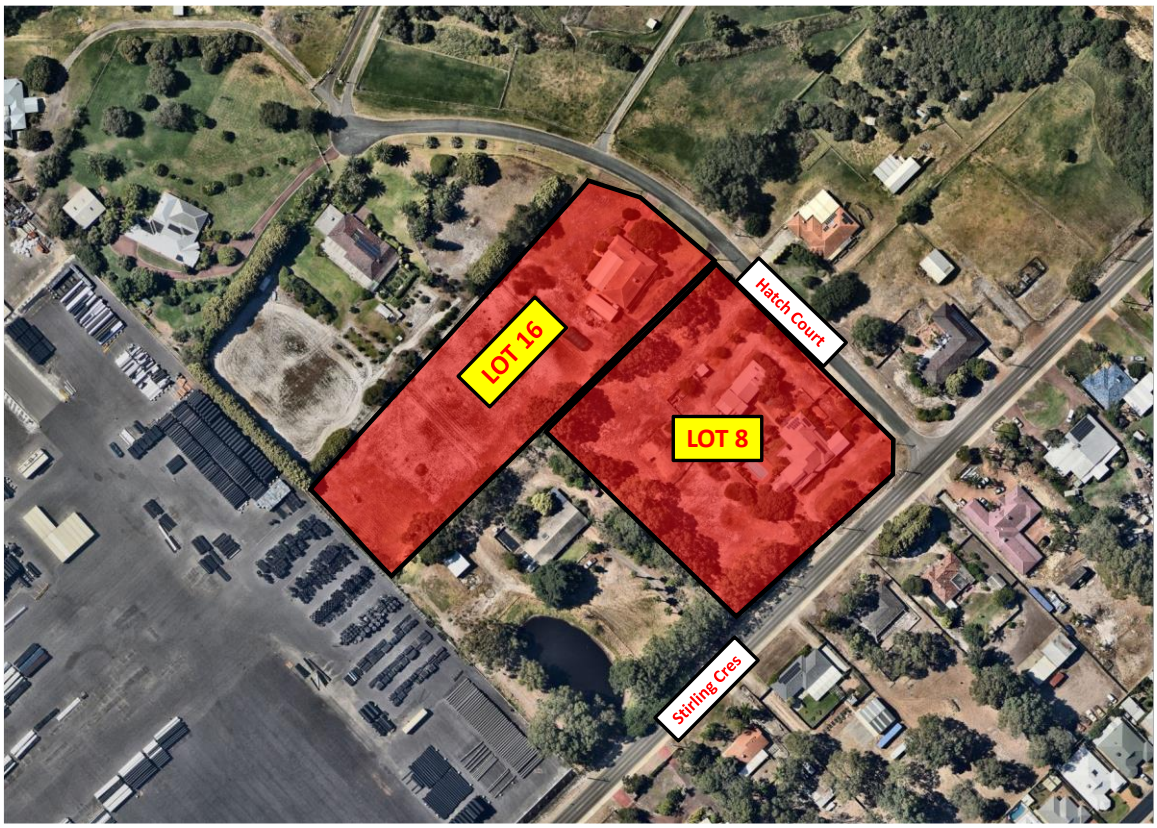


Figure 1: Location of the Subject Site

The location of the subject site within the Metropolitan Region Scheme (MRS) context is illustrated in **Figure 2** . The subject site is zoned as "*Light Industrial*" in the MRS.

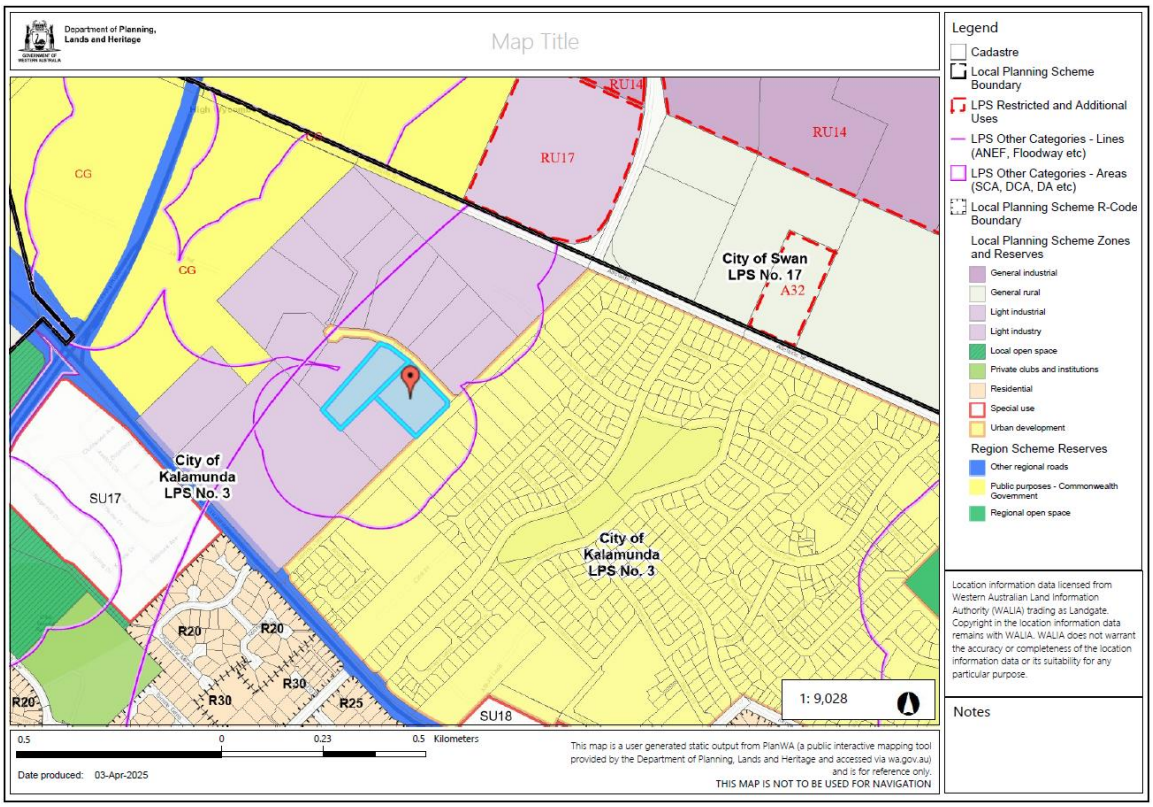


Figure 2: Location of the subject site in the MRS

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *"A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic[1] and therefore would have a moderate overall impact on the surrounding land uses and transport networks"*.

Section 6.1 of Transcore's report provides details of the estimated trip generation for the proposed redevelopment. Accordingly, as the total peak hour vehicular trips is estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

[1] *Between 10 and 100 vehicular trips per hour*

2 Development Proposal

The proposed development consists of a warehouse facility with ancillary office and associated carpark on the site consisting of the following elements:

Lot 8:

- Warehouse: 4,844m^2
- Office and Ancillary Space (Mezzanine): 620m^2
- Total GFA: 5,464m^2
- 61 car parking bays
- Two site crossovers on Hatch Court

Lot 16:

- Warehouse (Ground Floor): 4,740m^2
- Office and Ancillary Space (Mezzanine): 528m^2
- Total GFA: 5,250m^2
- 86 car parking bays
- One site crossover on Hatch Court

Total:

- Warehouse (Ground Floor): 9,584m^2
- Office and Ancillary Space (Mezzanine): 1,148m^2
- Total GFA: 10,714m^2
- 147 car parking bays
- Three site crossovers on Hatch Court

The site plan for the proposed development is attached in **Appendix A.**

As part of the proposed development the width of the Hatch Court fronting the development is proposed to be increased to 7m. Further, at the eastern end of Hatch Court a cul-de-sac is proposed to be implemented sometime in the future in line with City of Kalamunda plans. Please refer to **Appendix B**.

3 Vehicle Access and Parking

3.1 Access

The proposed access to the site will consist of two full movements crossovers for Lot 8 and one full movement crossover for Lot 16 The eastern crossover of Lot 8 would be limited to light vehicles only for access and egress, while the western crossover would accommodate service vehicles up to 12.5m and light vehicles, primarily for staff. Lot 16 would share a crossover for service vehicles up to 12.5m and light vehicles.

Figure 3 shows the proposed access arrangements for the site.

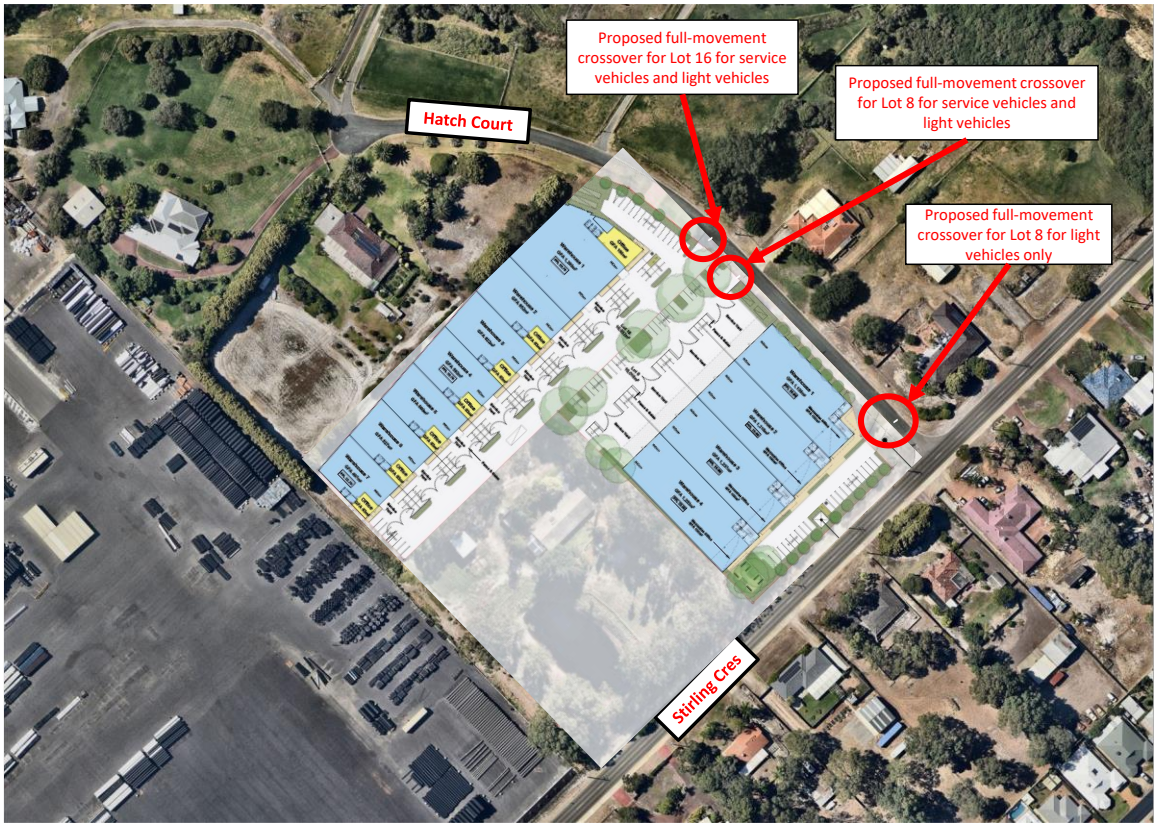


Figure 3: Proposed Access Arrangements

3.2 Parking

Proposed car parking supply on for Lot 8 consists of 61 bays arranged as right-angle bays on the south-east and north-west sides of the property on either side of the building.

Proposed car parking supply for Lot 16 consists of 86 bays on the south-east and north sides of the property.

Based on the information provided to Transcore, It is understood that the parking supply meets the relevant requirements and anticipated demand.

4 Provision for Service Vehicles

- Interim Scenario:

Service vehicles for Lot 8 would use the western crossover for both access and egress. However, for Lot 16, service vehicles would use the shared crossover with light vehicles. Swept path analysis has been undertaken for service and delivery vehicles up to a maximum size of SR 12.5m in size for entry/exit along the northern boundary of the site. The result of this assessment is documented in **Appendix C** and confirm that service and delivery vehicles up to SR 12.5m in size, including a standard size waste collection vehicle, can manoeuvre safely and efficiently within the proposed development.

- Ultimate scenario:

Based on the information provided to Transcore, the City of Kalamunda has confirmed that they are progressing a Local Structure Plan (LSP) for the industrial area within Hatch Court. As part of the LSP, Hatch Court will become a cul-de-sac at its eastern end, and the industrial area will be accessed via Adelaide Street. The LSP is a medium to long-term project, and once implemented, Hatch Court will terminate at its intersection with Stirling Crescent. The cul-de-sac is designed to accommodate 19m semi-trailer turns, allowing service vehicles to manoeuvre as needed. The proposed ultimate scenario plan is presented in **Appendix B**.

5 Hours of Operation

The proposed hours of operation for the development will the same as typical similar warehouse land uses.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Traffic Counts

Existing traffic volumes for the major roads in the vicinity of the site have been sourced from Main Roads WA for the higher order roads with traffic volumes for Hatch Court estimated based upon road network layout and spatial distribution of land uses.

Table 1 outlines the existing traffic volumes in the vicinity of the site.

Table 1: Existing Traffic Volumes

Road Link	Daily Volume (vpd)	Source	Practical Capacity (vpd)
Great Eastern Highway Bypass	25,500 vpd	Main Roads WA (2021/2022)	35,000 to 40,000 vpd
Great Eastern Highway Bypass	27,300 vpd	Main Roads WA (2021/2022)	35,000 to 40,000 vpd
Kalamunda Road (South of Abernethy Road)	12,800 vpd	Main Roads WA (2023/2024)	20,000 vpd
Stirling Crescent (South of Great Eastern Highway Bypass)	6,100 vpd	Main Roads WA (2023/2024)	7,000 to 10,000 vpd
Hatch Court	<500 vpd	Estimated based upon review of traffic patterns in the area and spatial distribution of land uses	3,000 vpd

6.2 Proposed Development Trip Generation

The traffic volumes likely to be generated by the proposed development were estimated in accordance with the *ITE Trip Generation Manual (11th Edition)*. The trip rates which were used to estimate the proposed development traffic generation are as follows:

Warehousing (150) – 1000 Sqm. GFA

- Weekday daily: 1.71vpd per 1000sqft GFA/ 0.929 = 1.84vpd/ 100m^2 GFA;
- Weekday AM peak hour: 0.17vph per 1000sqft GFA/ 0.929 = 0.18vph/ 100m^2 GFA; and,
- Weekday PM peak hour: 0.18vph per 1000sqft GFA/ 0.929 = 0.19vph/ 100m^2 GFA.

It should be noted that the offices component of the proposed warehouses are associated with warehouse use and are not a standalone office development. Accordingly, it is estimated that the traffic generations for the warehouse facility of the proposed development are:

Lot 8:

- Weekday daily: [1.84 x 5,464/100 (GFA)] = 101 vpd;
- Weekday AM peak hour: [0.18 x 5,464/100 (GFA)] = 10 vph; and,
- Weekday PM peak hour: [0.19 x 5,464/100 (GFA)] = 11 vph.

Lot 16:

- Weekday daily: [1.84 x 5,250/100 (GFA)] = 97 vpd;
- Weekday AM peak hour: [0.18 x 5,250/100 (GFA)] = 10 vph; and,
- Weekday PM peak hour: [0.19 x 5,250/100 (GFA)] = 10 vph.

Total:

- Weekday daily: 198 vpd;
- Weekday AM peak hour: 20 vph; and,
- Weekday PM peak hour: 21 vph.

Accordingly, it is estimated that the proposed development would generate a total of approximately **198** vehicular trips per weekday with about **20** trips during the typical weekday AM peak hour and **21** trips during the typical weekday PM peak hour. These totals include both inbound and outbound vehicle movements.

The traffic generation and peak hour split detailed in **Table 2** were based on the following directional split assumptions for peak hour periods referenced from ITE Trip Generation Manual:

- The morning (AM) peak split - 77%/23% for inbound/outbound trips respectively; and,
- The afternoon (PM) peak split - 28%/72% for inbound/outbound trips respectively.

Table 2. Estimated peak hour trips for the proposed development

Land Uses	Direction	Weekday Daily Traffic		Weekday AM Peak Hour Traffic		Weekday PM Peak Hour Traffic	
Warehouse-Lot 8	Inbound	50%	51	77%	8	28%	3
	Outbound	50%	50	23%	2	72%	8
Warehouse-Lot 16	Inbound	50%	48	77%	8	28%	2
	Outbound	50%	49	23%	2	72%	8
Total	Inbound	50%	99	77%	16	28%	5
	Outbound	50%	99	23%	4	72%	16

6.3 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provide the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of the road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane). Therefore, the impact on the surrounding road network does not warrant any further detailed assessment.

7 Traffic Management on the Frontage Streets

The existing road hierarchy and standard of the surrounding roads are presented in **Figure 4**.

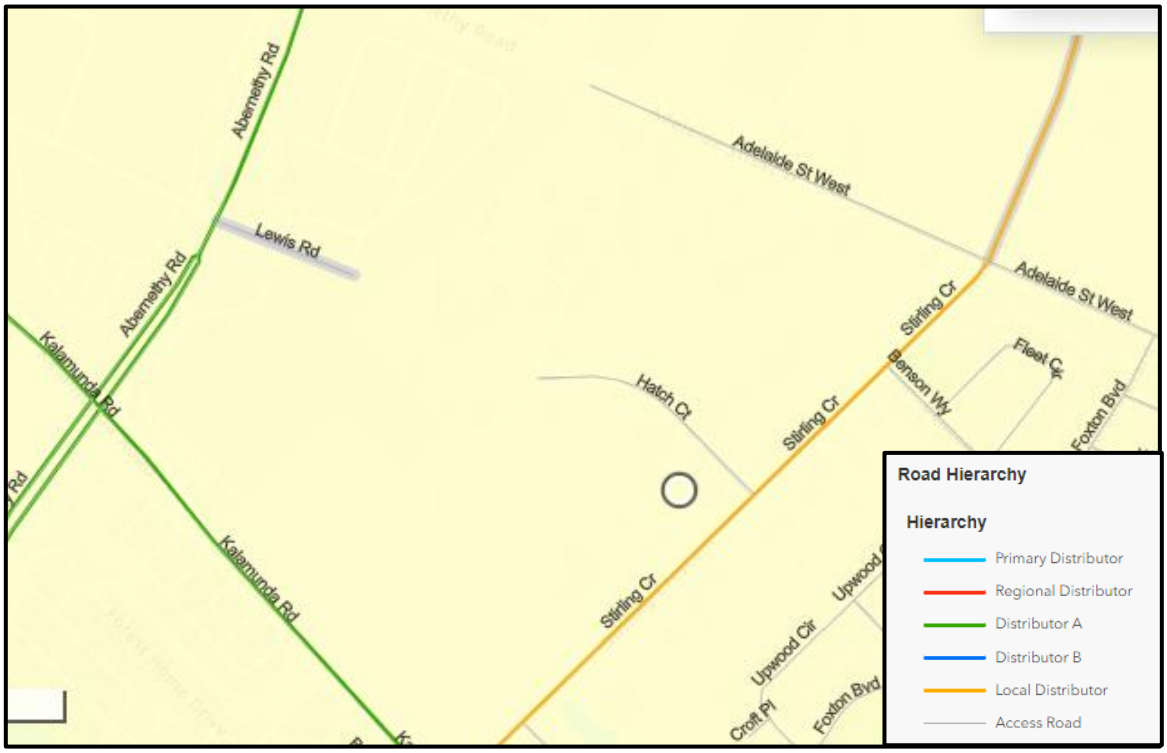


Figure 4: Existing Road Hierarchy

Great Eastern Highway Bypass is a primary east-west road connecting between Fremantle via Canning Highway and then via Great Eastern Highway through Belmont to the Hazlemere Industrial Area to the north of the site. It provides direct access to Tonkin Highway (via Great Eastern Highway) to the west of the site and Roe Highway to the east of the site. It has been classified as a *Primary Distributor* road in the Main Roads WA *Functional Road Hierarchy.*

Great Eastern Highway Bypass has been constructed as a dual divided carriageway with a raised fixed central median to the north of the site with a 4-way signalised intersection in place with Stirling Crescent. It is operated and maintained by Main Roads W. It should be noted that as part of the works associated with the grade separation of Roe Highway/Great Eastern Highway Bypass to the north-east of the site, the existing at-grade intersection of Great Eastern Highway Bypass/Stirling Crescent will be closed and cul-de-saced on both Stirling Crescent legs abutting Great Eastern Highway Bypass with works planned to commence in 2025, subject to approvals.

Great Eastern Highway Bypass is also designated as a PBS Tri Drive Quad Axle Concessional Level 3(PBSTDQ3B.3) road east of Stirling Crescent and as a PBS Tandem

Drive Quad Axle Concessional Level 3 2B.3 (PBSQ2B.3) under Main Roads WA *Restricted Access Vehicle Network.*

Abernethy Road is a major north-south primary road connecting between the Hazlemere Industrial Area to the north of the site and also provides direct access to the Perth Airport lands, the Kewdale Industrial Area and the suburbs of Cloverdale and Belmont the south and south-west of the site. It has been classified as a *District Distributor A* in the Main Roads WA *Functional Road Hierarchy*.

Abernethy Road is constructed as a dual divided carriageway with a raised fixed central median in the vicinity of the site. It is operated and maintained by the City of Kalamunda in the immediate vicinity of the site and by the City of Swan to the north-west of the site. It operates under a posted speed limit of 60kph to the north-west of the site but transitions to a speed limit of 70kph south of Kalamunda Road. Abernethy Road has been designated as an *Other Regional Road* or *Blue Road* under the *Metropolitan Region Scheme.*

Abernethy Road has been designated as a PBS Tri Drive Quad Axle Concessional Level 3 (PBSTDQ3B.3) road under Main Roads WA's *Restricted Access Vehicle Network.* Future road planning for Abernethy Road includes the upgrade of the existing Great Eastern Bypass/Abernethy Road at-grade intersection to a full grade-separated interchange with works planned to commence in 2025.

Kalamunda Road is a major east-west primary road connecting between Cloverdale to the south-west of the site through to the Kalamunda Town Centre to the south-east of the site and provides direct access to the High Wycombe Town Centre to the south of the site as well as the industrial uses on the east side of Perth Airport and Kewdale Industrial Area to the south of the site. It has been classified as a *District Distributor A* in the Main Roads WA *Functional Road Hierarchy*.

Kalamunda Road is constructed as a wide single undivided carriageway to the south of the site. It is operated and maintained by the City of Kalamunda in the immediate vicinity of the site. It operates under a posted speed limit of 60kph. Kalamunda Road has been designated as an *Other Regional Road* or *Blue Road* under the *Metropolitan Region Scheme.*

Future road planning for Kalamunda Road between Abernethy Road and Roe Highway by the City of Kalamunda indicate that the road will likely be upgraded to an urban road cross-section with raised central medians in various sections of the road plus potentially on-road cycle lanes and bus lanes sometime in the future.

Stirling Crescent is a secondary north-south parallel reliever road to Abernethy Road to the west and Roe Highway to the east serving the Hazlemere and High Wycombe Industrial Areas directly with an unsignalised T-intersection in place to the south with Kalamunda Road and a signalised 4-way intersection to the north with Great Eastern Highway Bypass. It provides direct access to industrial uses fronting the road to the north of the site as well as existing residential and low intensity industrial uses to the south of

Adelaide Street. It has been classified as a *Local Distributor* road in the Main Roads WA *Functional Road Hierarchy*.

Stirling Crescent is constructed as a wide single undivided carriageway in the vicinity of the site. It is operated and maintained by the City of Kalamunda and operates under a posted speed limit of 60kph. It has also been designated as a PBS Tandem Drive Concessional Level 2 PBS2B.1road south of Great Eastern Highway Bypass under Main Roads WA's *Restricted Access Vehicle Network* to Talbot Road.

Hatch Court is a local road providing direct frontage to abutting properties with direct access via an unsignalised intersection with Stirling Crescent near the eastern corner of the site. It has been classified as an *Access Road* under Main Roads WA *Functional Road Hierarchy* and has been constructed as a single undivided industrial-standard carriageway with a 6.5m seal with its western terminus constructed as a cul-de-sac. It is operated and maintained by the City of Kalamunda and operates under a speed zoning of 50kph.

8 Public Transport Access

The closest public transport services operating in the vicinity of the site consist of line haul bus services along Kalamunda Road (Route 278: High Wycombe Station to Midland Station via Wittenoom Road and Abernethy Road) with bus stops in place on both sides of Kalamunda Road approximately 500m walking distance to the site. This line haul service provides 20–25-minute service during the weekday roadway peak hours and hourly services outside these time periods. The High Wycombe Railway Station is located approximately 3.2 km to the south of the site.

Existing public transport services in the vicinity of the subject site are shown in **Figure 5.**

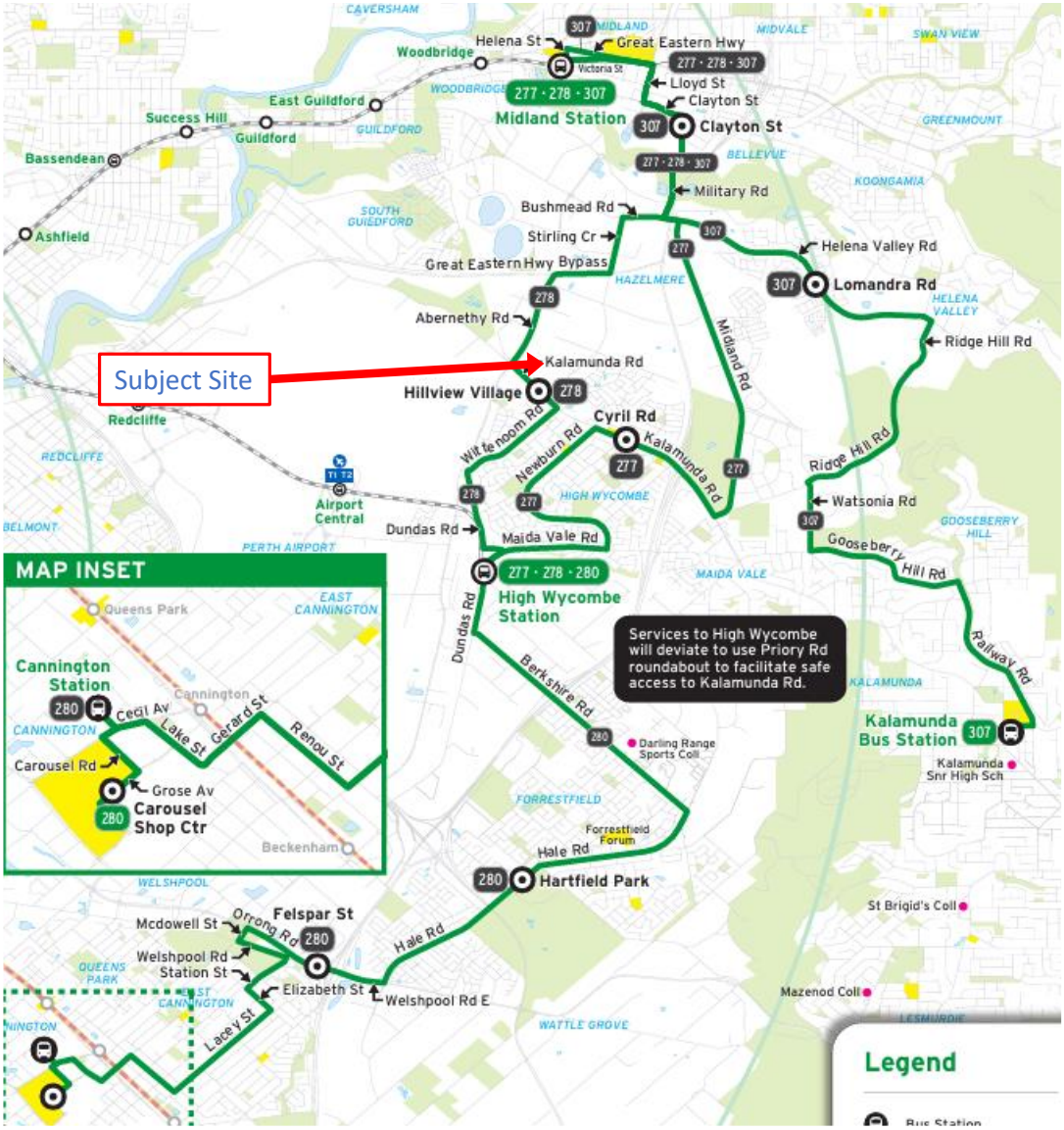


Figure 5: Public Transport Services (Transperth Maps)

9 Pedestrian and Cycle Access

The existing pedestrian and cycling facilities, are shown in Figure 6, which has been sourced from the Department of Transport's Perth Bike Map series. On-road cycle lanes and footpaths are in place on both sides of Kalamunda Road to the south-west of the site with a shared path in place on the east side of Stirling Crescent in the vicinity of the site. Sealed shoulders are in place on Abernethy Road to the south-west of the site. Kalamunda Road has also been designated as a *Secondary Route* in the City of Kalamunda's *Bicycle Plan - 2017.*

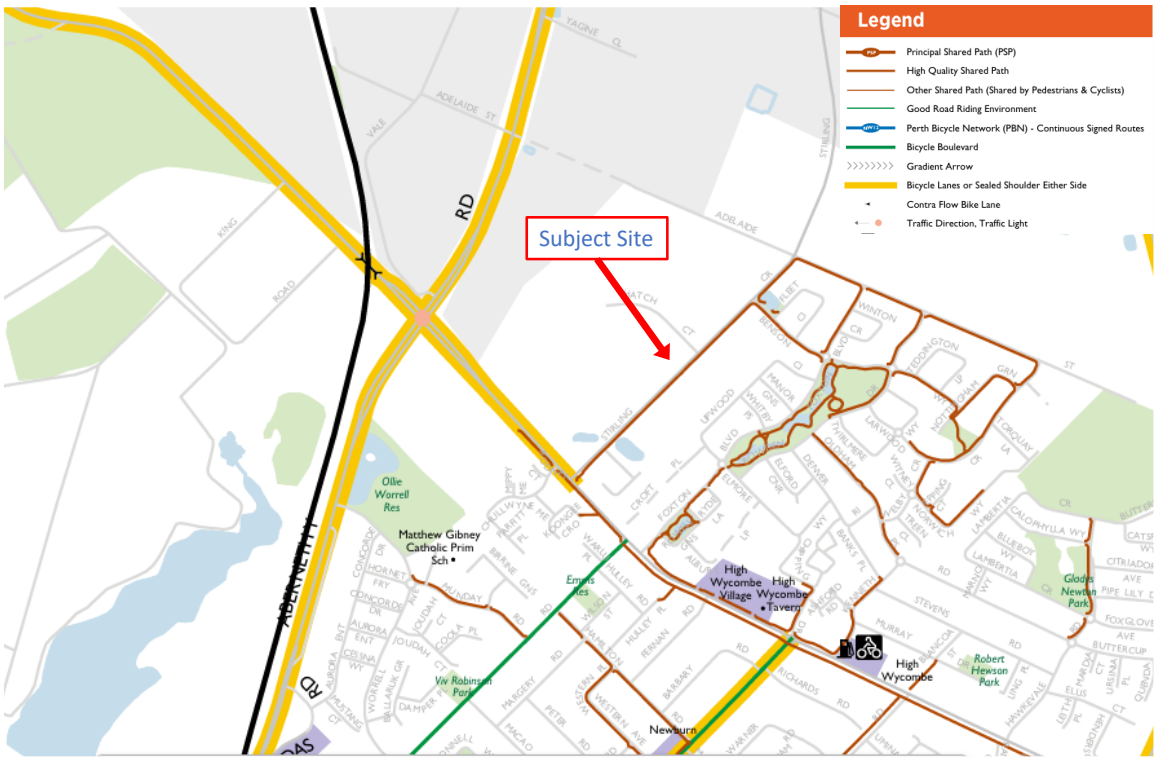


Figure 6: Pedestrian and Cycling Infrastructure in vicinity of Subject Site (Source: Department of Transport WA)

10 Safety Issues

A review of the crash history for the 5-year reporting period 2020-2024 for the roads in the vicinity of the site indicates a low rate of crashes on the boundary roads in the vicinity of the site with eight (8) crashes at the intersection of Stirling Crescent/Adelaide Street to the north of the site over this time period and no crashes on Hatch Court or at the intersection of Stirling Crescent/Hatch Court for this time period in the vicinity of the site.

The proximity of the eastern crossover of Lot 8 to the existing intersection of Stirling Crescent/Hatch Court has been reviewed in the context of the relevant Australian Standard. The location of the crossover satisfies the requirement of AS 2890.1.

The eastern edge of the crossover is located approximately 12 metres west of the intersection with this crossover functioning as the secondary crossover serving the site. It has been estimated that a maximum of 10-11 vehicles per hour will utilise this crossover during the weekday peak hour with the majority entering during the AM peak hour and exiting during the PM peak hour. Due to the fact that Hatch Court is currently constructed as a cul-de-sac, the volume of traffic is expected to remain very low with only traffic generated by abutting properties expected to use this road. No traffic operational conflict is anticipated at the eastern crossover with all of heavy vehicle traffic expected to utilise the western crossover.

The results of the safety assessment indicate that the proposal will have a negligible impact on the risk profile of the boundary road network with no safety issues identified within the scope of this assessment for the proposed development.

11 Car Parking

The proposed car parking supply on the site consists of 61 bays for Lot 8 consisting of right-angle bays situated on both sides of the building, and 86 car bays located east and north of warehouse facilities located at Lot 16. Based on the information provided to Transcore, parking bays requirement and supply would be consistent with the requirements of the City of Kalamunda's *Local Planning Scheme No. 3.*

12 Site Specific Issue

Other than the future proposal to cul-de-sac Hatch Court at its eastern end and gain access to the industrial area via Adelaide Street by City of Kalamunda no other site issue have been identified as part of this project.

13 Conclusions

This Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Sarich Building with regard to the proposed warehouse facility located at Lots 8 and 16 Hatch Court, High Wycombe in the City of Kalamunda.

The proposal entails a total 4, 844m2 of warehouse space and 620m2 of office space plus ancillary floor space, two (2) site crossovers and 61 at-grade car parking bays for Lot 8. Additionally, the proposal entails a total 4,740m2 of warehouse space and 528m2 of office space plus ancillary floor space, one crossover and 86 parking bays for Lot 16.

The trip generation of the proposed development is estimated to be about 198 vehicles on a daily basis and 20 vehicles and 21 vehicles during the AM and PM peak hours, respectively. As noted in the traffic analysis, the trip generation for the proposed development will be relatively low and will not have any adverse impacts on the operations of the boundary road network.

The parking spaces proposed as part of the development adequately satisfy the parking demand of the proposed facility.

As part of the proposed development the width of the Hatch Court fronting the development is proposed to be increased to 7m. Further, at the eastern end of Hatch Cout a cul-de-sac is proposed to be implemented sometime in the future in line with City of Kalamunda plans.

The subject site has reasonable connectivity to pedestrian footpaths, bicycle paths and public transport network in the vicinity.

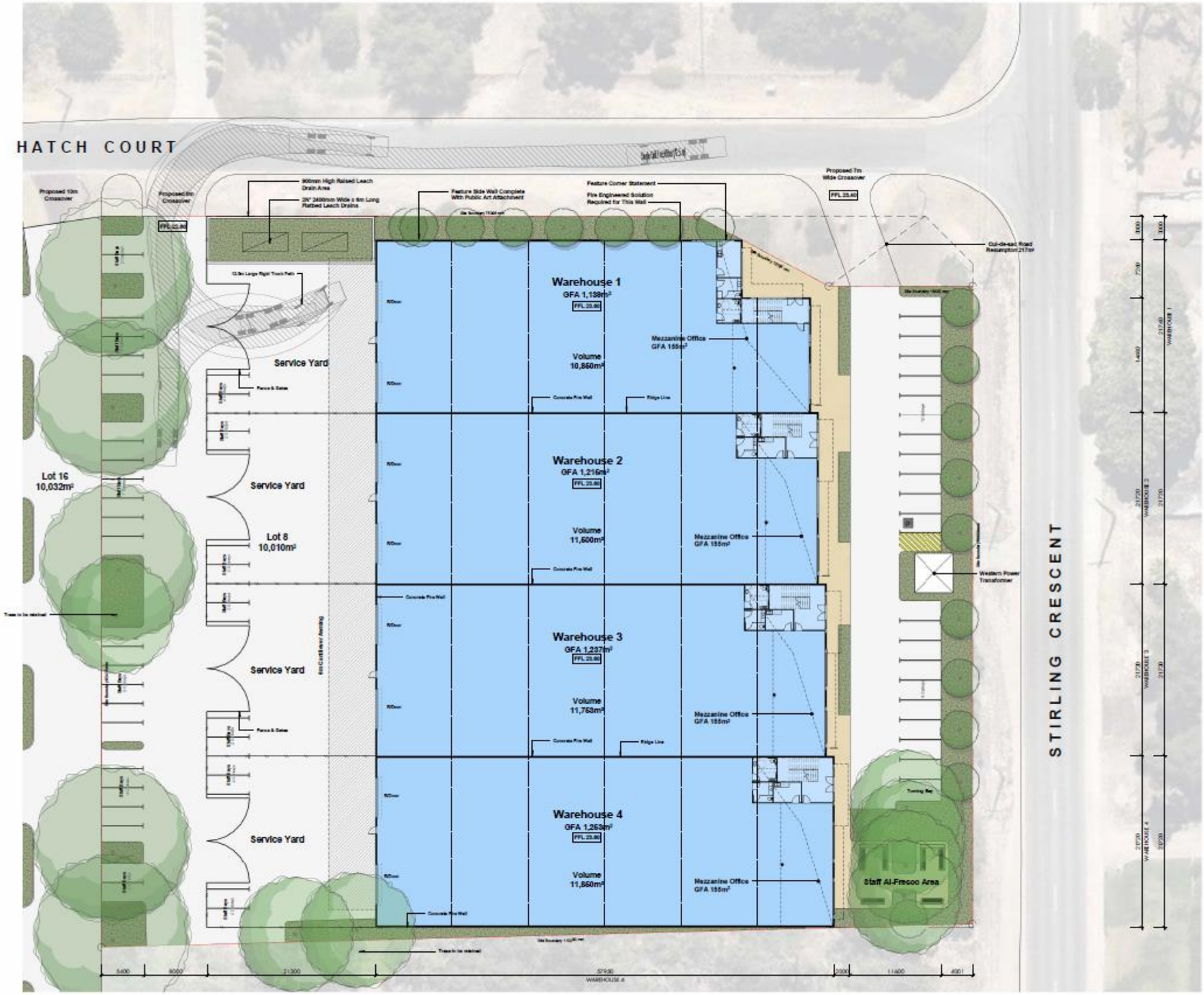
No particular safety issues have been identified for the proposed development within the scope of this assessment. Other than the future proposal to cul-de-sac Hatch Court at its eastern end and gain access to the industrial area via Adelaide Street by City of Kalamunda no other site issue have been identified as part of this project.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development. Accordingly, it is concluded that the traffic-related issues should not form an impediment to the approval of the proposed development.

Appendix A

PROPOSED SITE PLAN

Engineering a better future for over 20 years!



SITE CRITERIA

1. Site Area
   a. Cul-de-sac Road Resumption 217m²
   b. Site Balance 9,793m²
   Total 10,010m²
2. Landscaping
   a. Provided
   Soft 1,092m²
3. Floor Area
   a. External Walls 58m²
   b. Dividing Walls 47m²
   c. Stairs + Foyer 119m²
   d. Toilets & Lunch 102m²
   e. Warehouse NLA 4,512m²
   Total GF GFA 4,944m²
   95m²
   f. Mezzanine Toilets & Lunch Room 487m²
   g. Mezzanine Office NLA 389m²
   h. External Walls 62m²
   Total MEZZ GFA 8,484m²
   Total GFA
4. Carparking (GFA)
   i. Cars Required
   a. Warehouse 4,512m² @ 1/100 45 Cars
   b. Mezzanine Office 487m² @ 4/100 19 Cars
   Total Car required 64 Cars
   ii. Cars Required 61 Cars
   a. Cars Provided 61 Cars
   Total
5. Plot Ratio 5,006m²
   i. Required Plot Ratio of 0.5
   ii. Provided 487m²
   a. First Floor Office NLA 4,512m²
   b. Ground Floor Warehouse NLA 5,006m²
   Total Plot Ratio

SITE DESIGN CHECKLIST

- [ ] 1. SEWER MAINS LOCATION TO BE DETERMINED
- [ ] 2. FIRE MAINS PRESSURE TEST REQUIRED
- [ ] 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- [ ] 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- [ ] 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- [ ] 6. FULL FEATURE SITE SURVEY REQUIRED
- [ ] 7. DIAL BEFORE YOU DIG REQUIRED
- [ ] 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- [ ] 9. STREET POWER POLES TO BE DETERMINED
- [ ] 10. SITE ZONING & LUAS TO BE DETERMINED

NOTE: Any of the following items that do not have an 'X' in the provided square require determination.

LEGEND

- BUILDING FOOTPRINT - SHOWROOM / WAREHOUSE / FACTORY
- BUILDING FOOTPRINT - OFFICE
- EXTENT OF CONCRETE HARDSTAND
- EXTENT OF ROADBASE HARDSTAND
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

EXISTING TREES TO BE RETAINED

PROPOSED TREES

SITE PLAN

meyer shircore architects

PROPOSED INDUSTRIAL DEVELOPMENT

LOCATION : LOT 8 CNR HATCH COURT & STIRLING CRESCENT, HIGH WYCOMBE
BY : SARICH

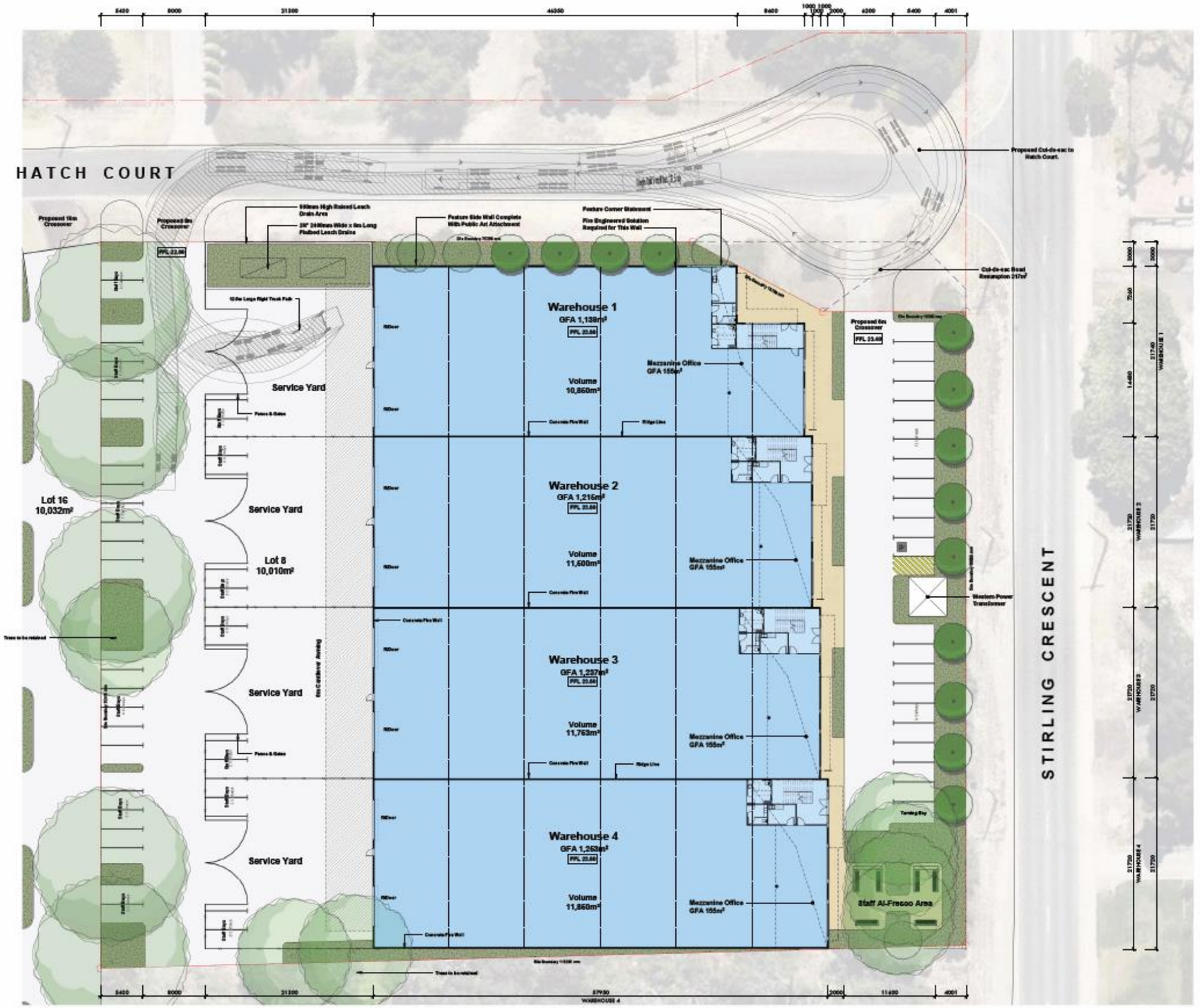
SARICH BUILDING INDUSTRY

DATE: MAR 2025 PROJECT NUMBER
REVISION: SK027 24-9352
SHEET: 3
SCALE: As Indicated @B1

Appendix B

ULTIMATE SCENARIO

Engineering a better future for over 20 years!



SITE CRITERIA

1. Site Area
   a. Cul-de-sac Road Resumption 217m²
   b. Site Balance 9,793m²
   Total 10,010m²
2. Landscaping
   a. Provided
   Soil 1,002m²
3. Floor Area
   a. External Walls 58m²
   b. Dividing Walls 43m²
   c. Stairs + Foyer 110m²
   d. Toilets & Lunch 16m²
   e. Warehouse NLA 4,667m²
   Total GF GFA 4,894m²
   f. Mezzanine Toilets & Lunch Room 95m²
   g. Mezzanine Office NLA 487m²
   h. External Walls 56m²
   Total MEZZ GFA 638m²
   Total GFA 5,484m²
4. Carparking (GFA)
   i. Cars Required
   a. Warehouse 4,617m² @ 1/100 46 Cars
   b. Mezzanine Office 487m² @ 1/100 18 Cars
   Total Car required 64 Cars
5. Cars Required 61 Cars
   a. Cars Provided 61 Cars
   Total
6. Plot Ratio 5,095m²
   i. Required Plot Ratio of 0.5
7. Provided 487m²
   a. First Floor Office NLA 4,607m²
   b. Ground Floor Warehouse NLA 5,094m²
   Total Plot Ratio

Landscape:
a. Soft Landscape
Indicated on plan and subject to detail design.

Gross Floor Area - GFA:
a. The Gross Floor Area of this plan as shown as GROSS FLOOR AREA.
b. Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common/tenancy walls and the outside edge of perimeter walls.
c. Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls.

Net Floor Area - NFA:
a. The Floor Area of a Tenancy on this plan is defined as the unobscured internal tenancy dimensions.
b. This area includes the thickness of all walls if the walls are exclusive to the Tenancy.

SITE DESIGN CHECKLIST

- ☐ 1. SEWER MAINS LOCATION TO BE DETERMINED
- ☐ 2. FIRE MAINS PRESSURE TEST REQUIRED
- ☐ 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- ☐ 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- ☐ 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- ☐ 6. FULL FEATURE SITE SURVEY REQUIRED
- ☐ 7. DIAL BEFORE YOU DIG REQUIRED
- ☐ 8. BUILDING ATTACH LEVEL (BAL) TO BE DETERMINED
- ☐ 9. STREET POWER POLES TO BE DETERMINED
- ☐ 10. SITE ZONING & USE TO BE DETERMINED

NOTE: Any of the following items that do not have an 'X' in the provided square require determination.

LEGEND

- BUILDING FOOTPRINT - SHOWROOM / WAREHOUSE / FACTORY
- BUILDING FOOTPRINT - OFFICE
- EXTENT OF CONCRETE HARDSTAND
- EXTENT OF ROADBASE HARDSTAND
- EXTENT OF BITUMEN PAVING
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

EXISTING TREES TO BE RETAINED

PROPOSED TREES

FUTURE SITE PLAN (ADDITION OF CUL-DE-SAC)
SCALE: 1:200

meyer shircore architects

PROPOSED INDUSTRIAL DEVELOPMENT

LOCATION : LOT 8 CNR HATCH COURT & STIRLING CRESCENT, HIGH WYCOMBE
BY : SARICH

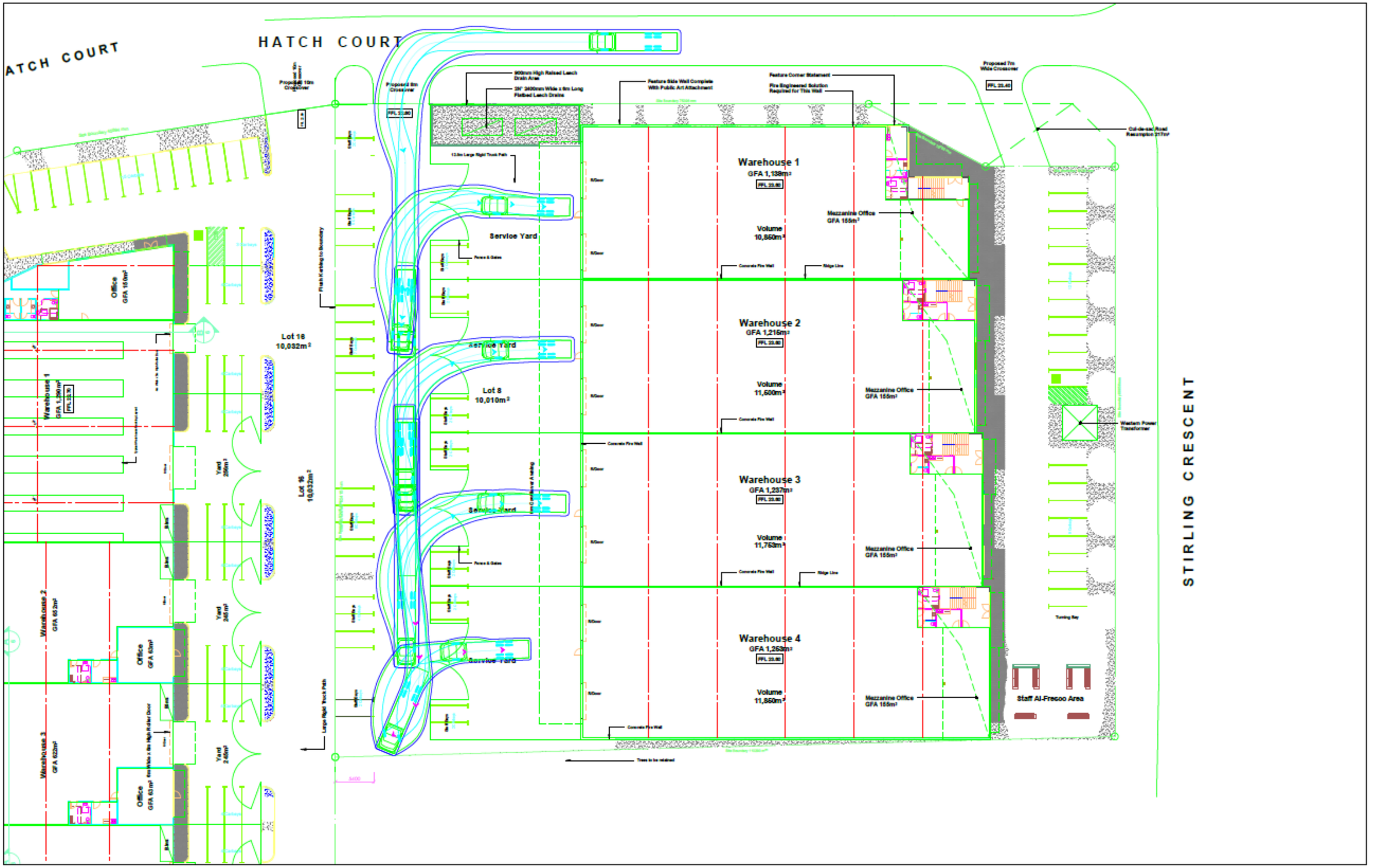
SARICH BUILDING INDUSTRY

DATE: MAR 2025 PROJECT NUMBER
REVISION: SK027 24-9352
SHEET: 4
SCALE: As Indicated @B1

Appendix C

TURN PATH PLANS

Engineering a better future for over 20 years!



Lot 8 (23) Cnr Hatch Court & Stirling Crescent, Hazelmere

Austroads 2023: 12.5m Service Vehicle

Service Yard Entry

LEGEND

Vehicle Body

Wheel Path

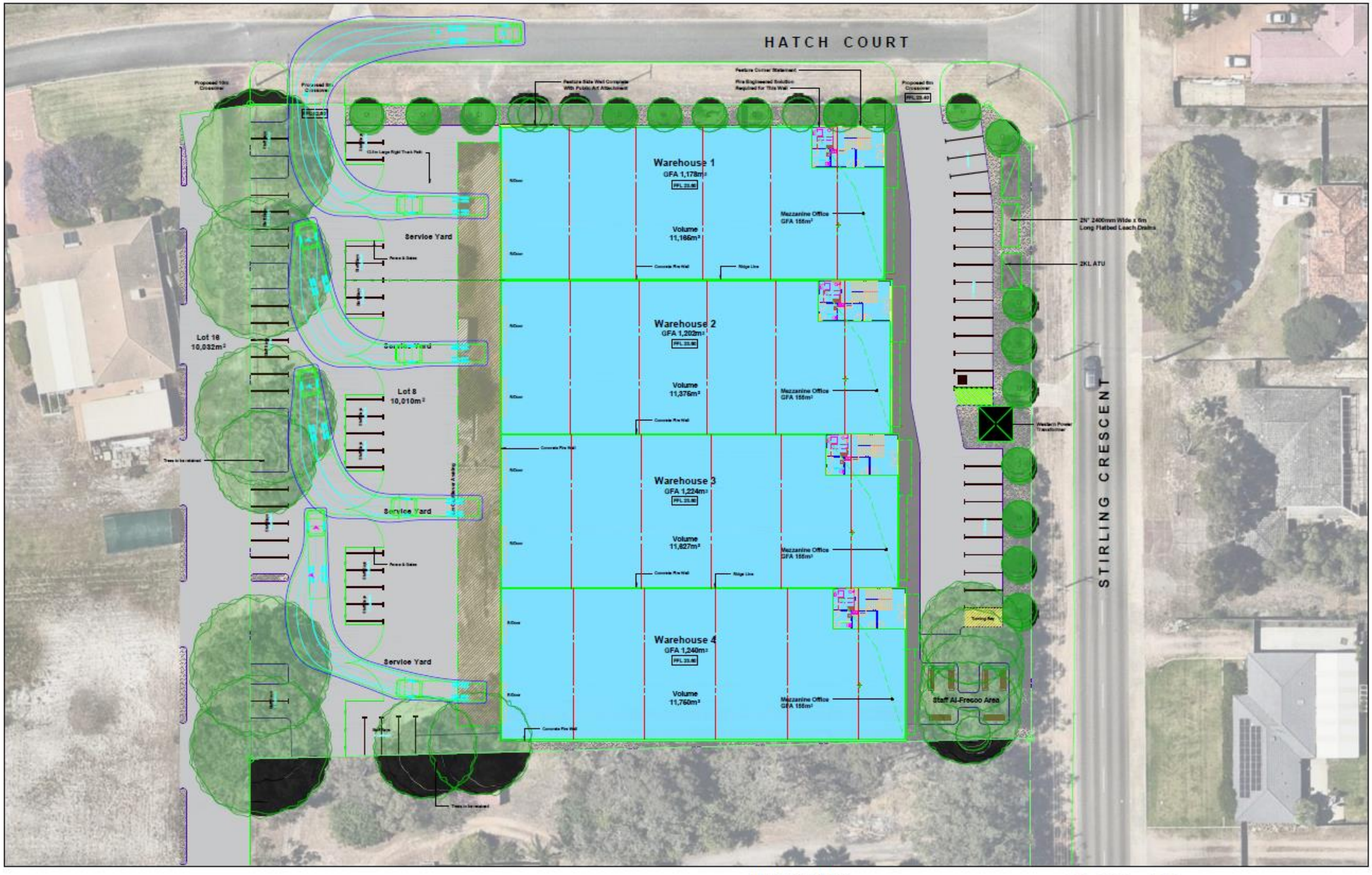
500mm Clearance

t24.226.sk07a

04/04/2024

Scale: 1:500 @ A3

transcore



Lot 8 (23) Cnr Hatch Court & Stirling Crescent, Hazelmere

Austroads 2023: 12.5m Service Vehicle

Service Yard Exit

LEGEND

Vehicle Body

Wheel Path

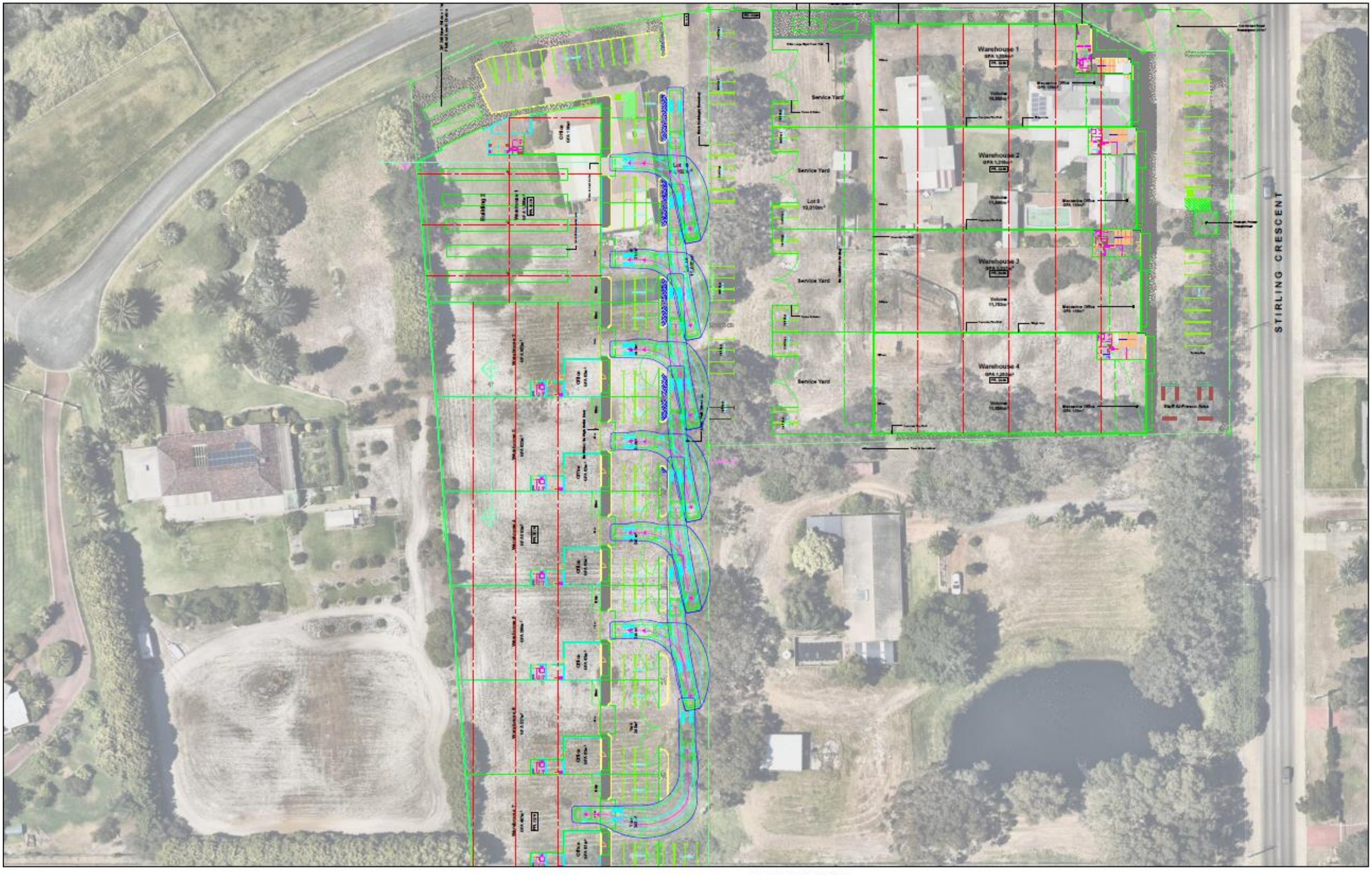
500mm Clearance

t24.226.sk08

13/12/2024

Scale: 1:500 @ A3

transcore



Lot 8 (23) Cnr Hatch Court & Stirling Crescent, Hazelmere

Austroads 2023: 12.5m Service Vehicle

Lot 16 Service Area Entry

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.226.sk13

04/04/2025

Scale: 1:750 @ A3

transcore



Lot 8 (23) Cnr Hatch Court & Stirling Crescent, Hazelmere

Austroads 2023: 12.5m Service Vehicle

Lot 16 Service Area Entry

LEGEND

Vehicle Body

Wheel Path

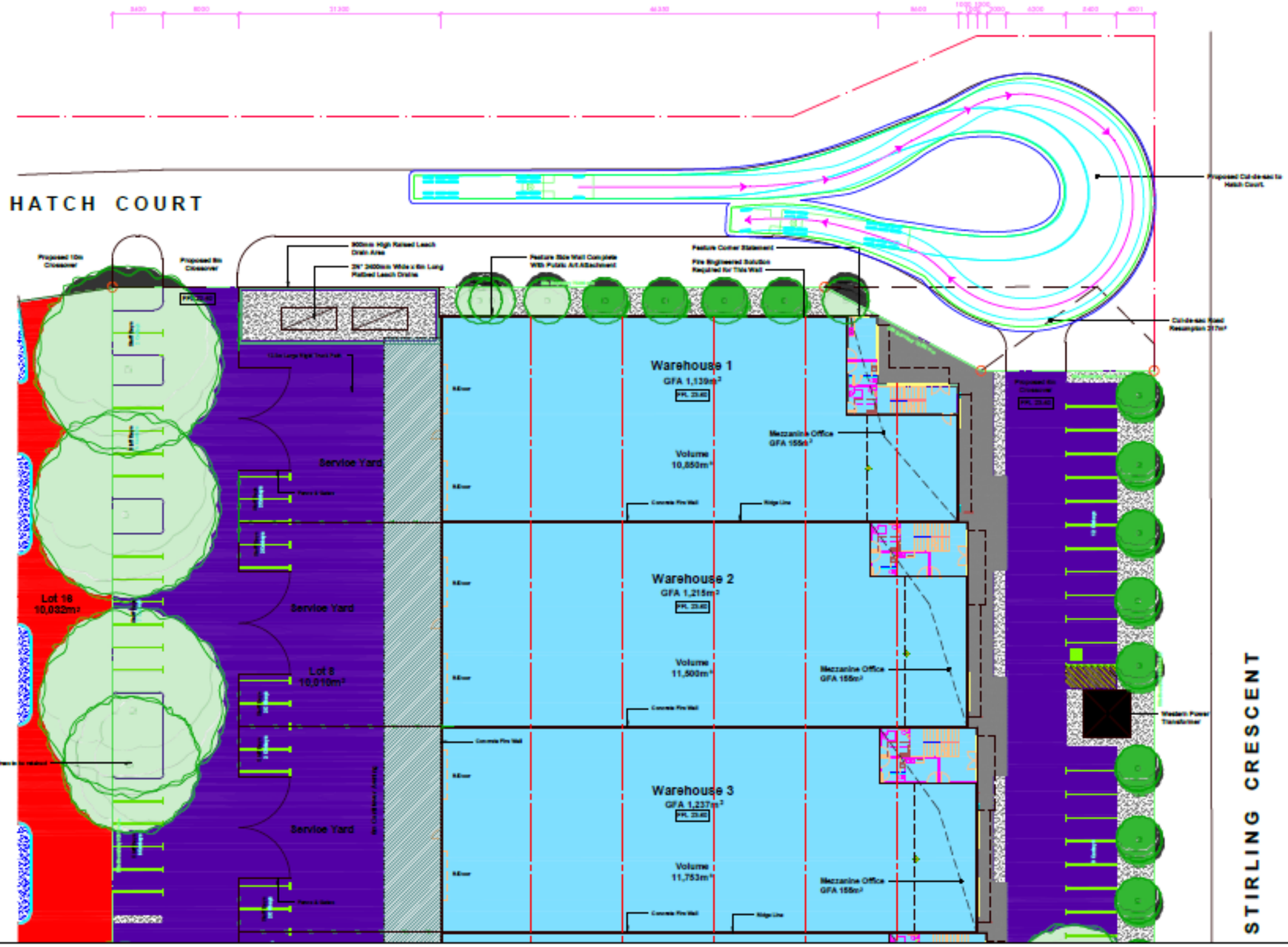
500mm Clearance

t24.226.sk14

04/04/2025

Scale: 1:750 @ A3

transcore



Lot 8 (23) Cnr Hatch Court & Stirling Crescent, Hazelmere

Austroads 2023: 19m Semi Trailer

Cul-de-sac Turn

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t24.226.sk15

04/04/2025

Scale: 1:500 @ A3

transcore