

📍 SUBJECT SITE

Laverton North Warehouse
Screening (demo)

VIC · Warehouse / Logistics · 2.9 ha drawn boundary

DECISION READOUT

NO FATAL FLAWS IDENTIFIED

An established logistics precinct: 46 industrial or warehouse features already within 2 km, the M1 about 1,773 m away. The planning pathway is open: zoned IN2Z, no fatal flaws across the 19 of 19 constraints screened, with 5 Moderate issues to manage through the development application.

5 Moderate

5 Minor

9 Insignificant

TO

Site selection lead (sample)

FROM

DA Leads Planning Intelligence

DATE

12 July 2026



STATE

VIC

ZONE

IN2Z

SITE AREA

2.9 ha

NEAREST DWELLING

109 m

BACKGROUND

Instructions & Purpose

Desktop site decision memo for a candidate warehouse or logistics site prior to formal feasibility: freight access, the industrial estates and occupiers already around it, the supply still coming, and whether the planning pathway is open.

Answer what a logistics site decision turns on: can trucks reach it, who is already next door, what is being built nearby, and can it get planning consent. OpenStreetMap, our tracked records and Census facts only; this is not a traffic, gross-lettable-area or hiring-market study.

What Is Next Door, and What Is Coming



How freight moves, what industrial stock is already here and what is coming, from OpenStreetMap and our tracked application records. Raw facts to size the opportunity; this is not a demand model.

FREIGHT ACCESS

How trucks get in and out — the first thing a logistics operator reads.

NEAREST MOTORWAY

M1 — 1,773 m

NEAREST INTERCHANGE

11 — 1,823 m

NEAREST ARTERIAL

B94 — 176 m

FREIGHT RAIL

None mapped within 4 km

Source: OpenStreetMap (Overpass), queried at report build time. Proximity only; not a traffic-capacity or swept-path assessment.

EXISTING INDUSTRIAL NEIGHBOURS

46 industrial or warehouse features mapped within 2.0 km — the agglomeration a shed clusters with and competes against.

INDUSTRIAL ESTATES NEARBY

- The Angliss Industrial Estate · 935 m
- Western Sustainable Supply Hub · 1,203 m
- Westhub Industrial Estate · 1,774 m
- Drystone Industrial Estate · 2,097 m
- Gilbertson's Industrial Estate · 2,305 m
- Dexus Industrial Estate · 2,309 m

NAMED OCCUPIERS NEARBY

- Laverton steel works · 680 m
- Encore Tissue Pty Ltd · 943 m
- Cleanaway Laverton · 1,002 m
- Omega Chemicals · 1,147 m
- Ballantine Ammunition · 1,147 m
- Autocare Services · 1,298 m
- Toll Logistics · 1,408 m
- Laverton North Power Station · 1,748 m

Source: OpenStreetMap (Overpass), queried at report build time. Names are OSM labels where present; lease and floor-area data are not held.

INCOMING SUPPLY: WAREHOUSE APPLICATIONS WE TRACK

APPLICATION	LODGED	STATUS	DISTANCE
WYP15592/26 — 33.02-1 Use of land for a warehouse 33.02-4 Construct a building or construct or carry out works	2026-03-27	Current	3,258 m
P597/2009 — Amendment to permit and plans including amending the preamble: From: The development of the land for one war		Unknown	4,073 m

LGA context (Wyndham): 9 industrial / commercial DA(s) in 12 months, 1,533 state-wide. Our tracking of Wyndham is currently partial, so the LGA count understates real activity; the state-wide figures are the reliable context.

Counts are our tracked records; council coverage varies, so zero means none tracked, not none lodged.

LABOUR BACKDROP

Laverton North is an industrial precinct with about 119 residents. A warehouse here draws its workforce from the surrounding drive-shed, not the precinct itself, so we do not read the precinct's own resident profile as a labour catchment.

Source: ABS Census SAL profile (suburb_profiles). Workforce backdrop, not a hiring-market study: award wages, vacancies and recruiter supply are not covered.

WHAT THE FACTS SAY

Freight access is the first read: the M1 motorway is about 1,773 m away, the nearest interchange about 1,823 m. The site sits in an established industrial pocket: 46 industrial or warehouse features mapped within 2 km, including The Angliss Industrial Estate, Western Sustainable Supply Hub, Westhub Industrial Estate. 2 warehouse or logistics application(s) are tracked nearby, so competing supply is still coming. Labour comes from the surrounding drive-shed, not this precinct, which is industrial and barely populated. These are proximity and register facts, not a traffic, GLA or hiring-market study.

Distances are straight-line; truck routes follow the road network and curfews. Existing stock and freight access are OpenStreetMap as at build time; lease, tenant and gross-lettable-area data are not held. Application counts are our tracked records; council coverage varies and a zero means none tracked, not none lodged. Labour facts are the ABS Census profile of the site's suburb, not a hiring-market study: award wages, vacancy competition and recruiter supply are not covered.

02 / THE PLANNING PATHWAY

The Site, Zoning & the Contested Issues

The candidate site itself, then the statutory screen: 19 constraints on the four-level scale. The zone question and the issues this kind of development is typically assessed on are set out in full below; the remaining constraints are condensed into the screening table, ordered most severe first, with their full risk detail retained in the screening dataset.

5 Moderate

5 Minor

9 Insignificant

THE CANDIDATE SITE

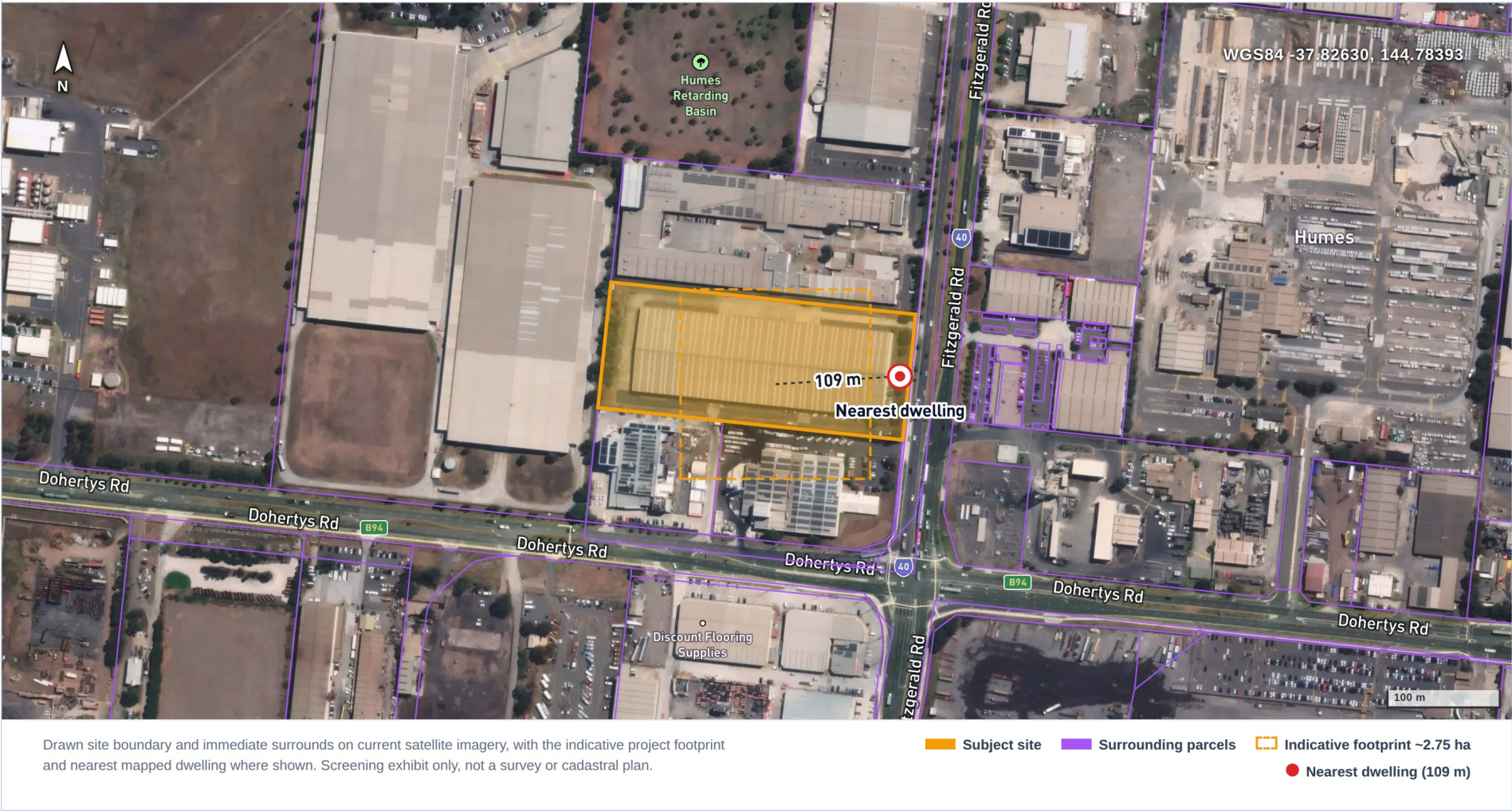


FIGURE 1 Site and surrounds — drawn site boundary, indicative project footprint and nearest dwelling on current satellite imagery. Screening exhibit only, not a survey or cadastral plan.

ADDRESS

137 - 143, Fitzgerald Road, Laverton North, Melbourne, Victoria, 3026, Australia

SITE AREA (DRAWN)

2.9 ha

STATE

VIC

ZONE

IN2Z - INDUSTRIAL 2 ZONE

COUNCIL

Wyndham

NEAREST DWELLING

109 m

NEAREST HV POWER

50 m (66 kV)

NEAREST CONSERVATION AREA

Angliss Grassland (Laverton North) N.C.R. (about 478 m)

ZONE	IN2Z - INDUSTRIAL 2 ZONE
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No planning overlays detected over the site from available data.

1

Zoning

INSIGNIFICANT

The site is located within the IN2Z - INDUSTRIAL 2 ZONE, which is generally compatible with utility-scale infrastructure. This zoning is rated as an insignificant constraint for the development. While the zone supports this use, compliance with Wyndham council planning scheme provisions must be confirmed during the detailed design phase.

Legislation: State planning legislation and the applicable planning scheme / Planning and Design Code



FIGURE 2 Zoning — mapped features near the drawn site boundary on current satellite imagery. Screening exhibit only; confirm against the source dataset and a planner.

ASPECT	RISK	MITIGATION	RATING

Applicable zone	Site zoned IN2Z - INDUSTRIAL 2 ZONE	Confirm the use is envisaged or assessable under the zone provisions	Insignificant
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REQUIRED CHECKS

- Confirm zone provisions and the assessment pathway with the planning authority

2

Noise (residential amenity)

MODERATE

Noise is a moderate constraint, with the nearest potential dwelling at Tower 1, 1/137-143 Fitzgerald Road, Laverton North, located approximately 109m away. There are 1,130 dwellings within 2,000m. An environmental noise assessment must consider all receptors. It is critical to confirm if this closest GNAF point is an occupied dwelling, as the nearest mapped residential zone is 5,000m away.

Legislation: Environment Protection Regulations 2021 (Vic) noise provisions

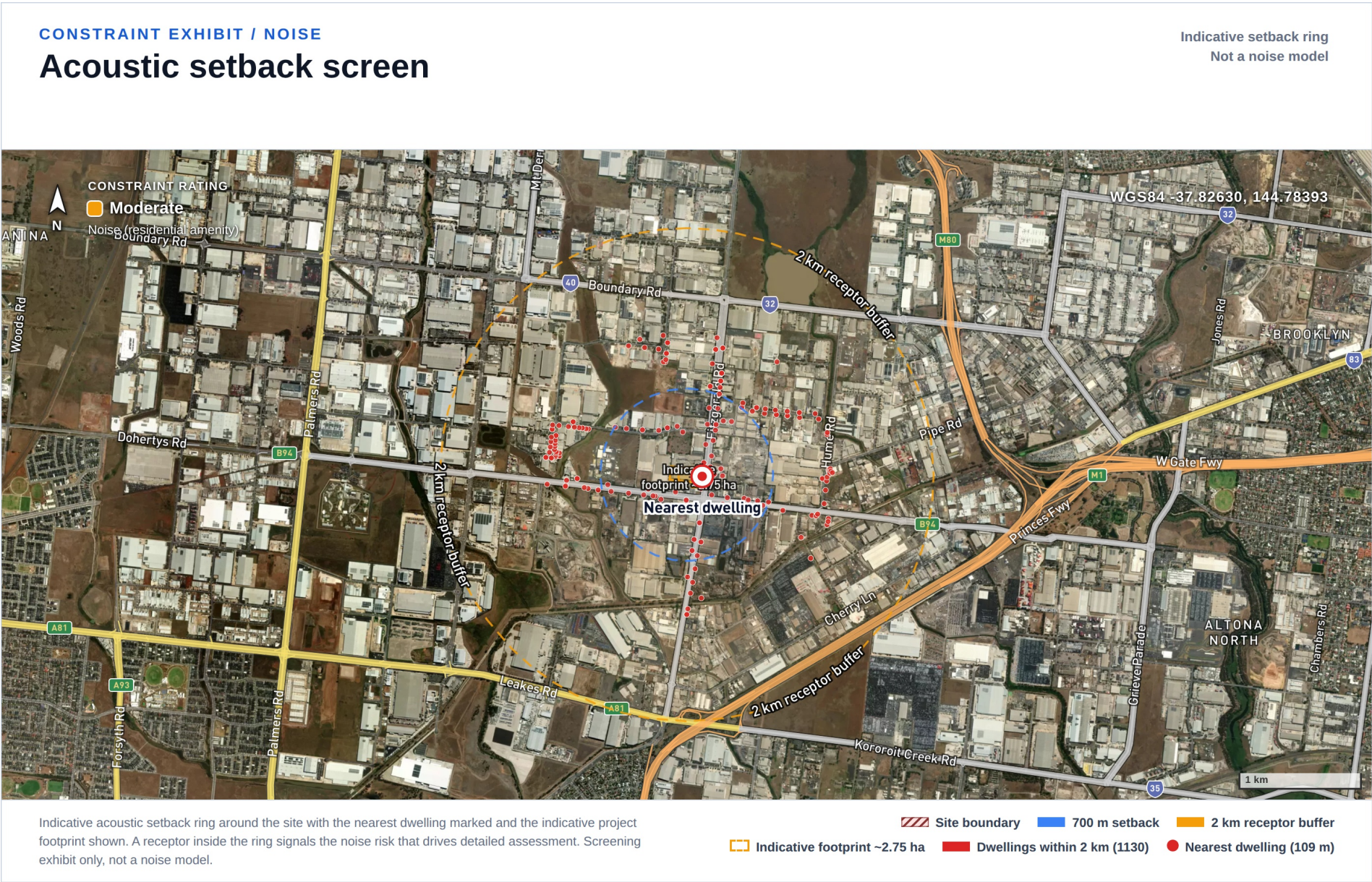


FIGURE 3 Noise (residential amenity) — mapped features near the drawn site boundary on current satellite imagery. Screening exhibit only; confirm against the source dataset and a planner.

ASPECT	RISK	MITIGATION	RATING
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Noise at sensitive receptors	the nearest dwelling (TOWER 1 1/137-143 FITZGERALD ROAD LAVERTON NORTH VIC 3026) about 109m away	- Noise modelling - Acoustic enclosures / silencers - Setback and siting	Moderate
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REQUIRED CHECKS

- Environmental noise assessment / modelling against the state noise policy
- Select low-noise equipment and acoustic treatments as required

3

Traffic & Access

SURVEY REQUIRED

MODERATE

Traffic and access present a moderate constraint that is currently unassessed due to limited data. Because operational heavy-vehicle movements are intrinsic to the project, a detailed Traffic Impact Assessment with intersection modelling and heavy-vehicle access design is required at the development application stage. Construction traffic impacts must also be evaluated.

Legislation: State road / planning authority traffic impact and OSOM permit requirements

ASPECT	RISK	MITIGATION	RATING
Operational freight traffic	Continuous heavy-vehicle task on the local network; intersection capacity and access design decide the DA conversation	- Traffic Impact Assessment with intersection modelling - Heavy-vehicle access design (swept paths, approved routes) - Confirm road hierarchy and any upgrade contributions with the road authority	Moderate
Construction traffic	Heavy-vehicle movements on the local road network during construction	Construction Traffic Management Plan	Minor

REQUIRED CHECKS

- Traffic Impact Assessment covering the operational freight task
- Heavy-vehicle access and route confirmation with the road authority

4

Hazard & Risk (fire / explosion)

MINOR

Hazard and risk is rated as a minor constraint. The on-site hazard profile depends on the stored materials, which cannot be determined from a desktop review. While general freight carries no significant hazard, dangerous-goods storage will trigger licensing, separation, and placarding requirements, particularly with the nearest dwelling located 109m away.

Legislation: Dangerous goods (storage and handling) legislation (state); State planning provisions for warehouse / storage uses

ASPECT	RISK	MITIGATION	RATING
Stored goods / dangerous goods	the nearest dwelling (TOWER 1 1/137-143 FITZGERALD ROAD LAVERTON NORTH VIC 3026) about 109m away; whether dangerous-goods licensing applies	- Confirm storage profile against DG thresholds - Fire safety design	Minor

	depends on the goods classes stored, which a desktop screen cannot know		
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REQUIRED CHECKS

- Confirm the intended goods classes against state dangerous-goods licensing thresholds
- Fire safety design to the Building Code and any DG storage standards that apply

THE REST OF THE SCREEN

#	CONSTRAINT	RATING	KEY FINDING	FIRST CHECK BEFORE RELIANCE
5	Cadastral / Title & Easements	Moderate	1 infrastructure corridor(s) / easement(s) cross the site; these carry registered easements and setbacks that constrain where plant can be built.	Order a Certificate of Title and plan of subdivision from the state land registry
6	Flora & Fauna / Ecology	Moderate	Threatened biota, native vegetation or a nearby reserve identified.	Flora and fauna survey by a qualified ecologist
7	EPBC / Matters of National Significance	Moderate	A Matter of National Environmental Significance is likely triggered; EPBC referral required.	Generate a Protected Matters Search Tool (PMST) report for the site
8	Aboriginal Heritage	Minor	Outside a mapped Area of Cultural Heritage Sensitivity; protection still applies (a sensitivity model, not a site register).	Unexpected finds procedure during ground-disturbing works
9	Visual Amenity	Minor	Terrain visibility high; Site at 31.0m is higher than 71% of surrounding sample points. The site sits on elevated/e	Visual impact assessment with photomontages from key viewpoints
10	Geotechnical SURVEY REQUIRED	Minor	Not desktop-assessable; intrusive geotechnical investigation required.	Commission a geotechnical investigation (boreholes / test pits) at detailed design
11	Air Quality	Minor	Non-combustion project; air quality limited to construction dust.	Construction air quality management plan
12	Planning Overlays	Insignificant	No planning overlays intersect the site.	Confirm with the current planning scheme that no overlays apply
13	Historic / Federal Heritage	Insignificant	No listed historic heritage place within 1km.	Confirm against the Australian Heritage Database and the state heritage register
14	Bushfire	Insignificant	Site is not within a mapped bushfire prone area.	Confirm the classification with the fire authority before detailed design

15	Hydrology / Flooding	Insignificant	No mapped flood hazard or overlay affects the site.	Confirm the relevant flood level (e.g. 1% AEP) with the floodplain authority
16	Contours / Topography	Insignificant	Mean site slope about 1.4% from the SRTM 30m elevation model.	Confirm levels and gradients with a feature and level survey
17	Soils	Insignificant	No acid sulfate or reactive soils mapped over the site.	Confirm soil conditions in the geotechnical investigation
18	Utilities (power / gas / water / NBN)	Insignificant	Transmission line within 50m (66kV); Gas transmission pipeline within 24m; Water / sewer main within 30m	Network connection study with the transmission operator
19	Contaminated Land	Insignificant	No EPA-listed contaminated site within 500m.	Phase 1 environmental site assessment if prior industrial use is suspected

Ratings use the four-level scale in Appendix A. Constraints marked Survey required have NOT been assessed as low risk; the phased action plan sequences their checks.

03 / APPROVALS

The Consent Pathway, and What Has Been Approved

The approvals a project of this type would typically require, and recent comparable projects approved on a similar pathway.

APPROVAL	AUTHORITY	TRIGGER
State planning consent	Responsible authority / Minister for Planning	Applicable state planning legislation
EPBC referral (if MNES significantly impacted)	DCCEEW (Commonwealth)	Potential significant impact on a Matter of National Environmental Significance
Native vegetation clearance	State native vegetation authority	Clearance of native vegetation
Utility connections (power / water / sewer)	Distribution network and utility providers	New connections and any augmentation the development requires

COMPARABLE APPROVED PROJECTS

Precedents de-risk the approval thesis; they are indicative only and each application turns on its own merits.

PROJECT	SCALE	APPROVAL PATHWAY	YEAR

Aspect Industrial Estate, Kemps Creek (SSD-10448) Western Sydney logistics precinct precedent on the SSD pathway.	Multi-warehouse logistics estate, Mamre Road precinct	State Significant Development under the NSW EP&A Act 1979; concept consent granted 24 May 2022, with subsequent stage approvals.	2022 source
Warehouse and distribution estate, 113-153 Aldington Road, Kemps Creek Recent Western Sydney Employment Area logistics approval.	~30 ha estate in the Western Sydney Employment Area	State Significant Development under the NSW EP&A Act 1979; approved 28 July 2025.	2025 source

NEXT STEPS

Recommended Action Plan

The phased sequence from this memo to a lodged development application.

PHASE	ACTIONS
Immediate (week 1 to 2)	Order a Certificate of Title and plan of subdivision from the state land registry
Pre-DA specialist work (week 3 to 12)	- Confirm zone provisions and the assessment pathway with the planning authority - Commission a survey-grade boundary identification if the project proceeds to design - Flora and fauna survey by a qualified ecologist - Native vegetation clearance assessment and offsets if required - EPBC Act self-assessment / referral if a listed matter may be significantly impacted - Generate a Protected Matters Search Tool (PMST) report for the site
Detailed design	- Confirm with the current planning scheme that no overlays apply - Unexpected finds procedure during ground-disturbing works - Confirm with a Heritage Advisor if the activity is high-impact - Confirm against the Australian Heritage Database and the state heritage register - Confirm the classification with the fire authority before detailed design - Self-assess against the nine MNES and refer to DCCEEW if a significant impact is likely

THE SITE VERDICT

No fatal flaws identified

An established logistics precinct: 46 industrial or warehouse features already within 2 km, the M1 about 1,773 m away. The planning pathway is open: zoned IN2Z, no fatal flaws across the 19 of 19 constraints screened, with 5 Moderate issues to manage through the development application.

WHAT THIS SITE HAS GOING FOR IT

- Freight access is close: the M1 is ~1,773 m away, the nearest interchange ~1,823 m
- In an established logistics pocket: 46 industrial or warehouse features mapped within 2 km, including The Angliss Industrial Estate, Western Sustainable Supply Hub, Westhub Industrial Estate, a proven precinct with shared road, power and workforce
- The planning pathway is open: zoned IN2Z, no fatal flaws across the 19 of 19 constraints screened, with 5 Moderate issues to manage through the DA

Every line above stands on a number earlier in this memo; none of it replaces the specialist assessments in the action plan.

Planning screen detail: No Major red flags across the 19 assessable constraint(s). 5 Moderate constraint(s) require mitigation through the development application.

Indicative screening fee: A\$1000 per site.

APPENDIX A

Method, Data & Rating Scale

This is a desktop red flags screen. The drawn site boundary was intersected against national and state planning, hazard and environmental spatial layers, supplemented by state planning services and an SRTM elevation model. Each constraint is rated on the four-level scale, and where data is unavailable for the state it is flagged for survey rather than assumed clear.

HOW THIS SCREEN WAS PRODUCED

- Spatial intersection of the site polygon against the mapped constraint layers
- State planning service queries for zoning, overlays and the nearest residential receptor
- Terrain analysis (slope and visibility) from a 30m elevation model
- Rule-based rating per constraint, with a data status recorded separately from the rating

WHAT TO WATCH

- Competing supply is coming: 2 warehouse or logistics application(s) tracked nearby on top of the standing stock
- Labour is not on the doorstep: Laverton North is industrial and barely populated, so staff commute in from the wider drive-shed

LIMITATIONS

- Mapped vector data is generalised at zoom and is not survey accurate; boundaries and distances are indicative.
- Data coverage varies by state. Constraints flagged data-limited require a specialist survey and are NOT low-risk.
- EPBC matters are screened by proximity and mapped layers only; a Protected Matters Search Tool report and self-assessment are still required.
- This screen does not replace a title search, specialist assessments, modelling, or the formal development application.

RISK RATING SCALE

Each constraint is rated on a four-level scale. Constraints that could not be assessed from available data are shown separately and are not treated as low risk.

 Major

 Moderate

 Minor

 Insignificant

 Data not available

Significant; likely to preclude development unless rectified (potential fatal flaw).	Significant; will need to be mitigated.	Evident but not significant; readily mitigated.	No constraint on development proceeding.	Could not be assessed from available data; further investigation required. This is NOT a low-risk finding.
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ATTACHMENT A

Indicative Scope of Work & Fees

Indicative scope and fees to take this site from screening to a lodged development application. The site screen is a fixed fee; later phases are scoped against the red flags identified above and are a small fraction of the cost of progressing an unscreened site to formal feasibility.

TASK	DETAIL
Site screening (this report)	Desktop red flags across planning and environmental constraints to confirm no fatal flaw before feasibility spend.
Title and cadastral review	Certificate of Title, plan of subdivision, easements and ownership consolidation.
Pre-lodgement planning advice	Confirm the zone pathway and overlay requirements with the planning authority.
Specialist assessments (as triggered)	Flora and fauna, heritage, noise, air quality, bushfire, hydrology and geotechnical scopes set by the red flags above.
Development application preparation and lodgement	Compile and lodge the development application with the supporting specialist reports.

ITEM	INDICATIVE FEE (EX GST)
Red flags site screen (per site)	A\$1,000
Title and cadastral review	A\$0.5K to A\$1K
Pre-lodgement planning advice	A\$3K to A\$6K
Flora and fauna assessment	A\$15K to A\$30K
Heritage assessment / CHMP	A\$10K to A\$40K
Noise assessment	A\$15K to A\$25K
Geotechnical investigation	A\$10K to A\$25K
Development application preparation	A\$30K to A\$60K

Fees are indicative ranges excluding GST and vary with site complexity and the assessments triggered.

DATA SOURCES

EPBC referrals and threatened species / communities (DCCEEW) + + + +
CAPAD conservation reserves / Ramsar wetlands (DCCEEW)
State planning zones and overlays (state planning portals)
Gas and electricity transmission infrastructure (Geoscape / state datasets) + + + + + + + + + +

METHOD

Drawn-polygon spatial intersection against live vector tiles plus state WFS and SRTM elevation
19 constraints assessed

This is a preliminary desktop screening based on publicly available spatial data current to the generation date, prepared to support early site selection. It is not a substitute for specialist planning, ecological, heritage, geotechnical, acoustic or engineering assessment required for a development application or EPBC referral, and must not be relied upon for investment decisions. Constraints shown as Data not available have NOT been assessed as low risk; they require the specialist checks listed in their sections.