

Development Application Proposed Service Station Development

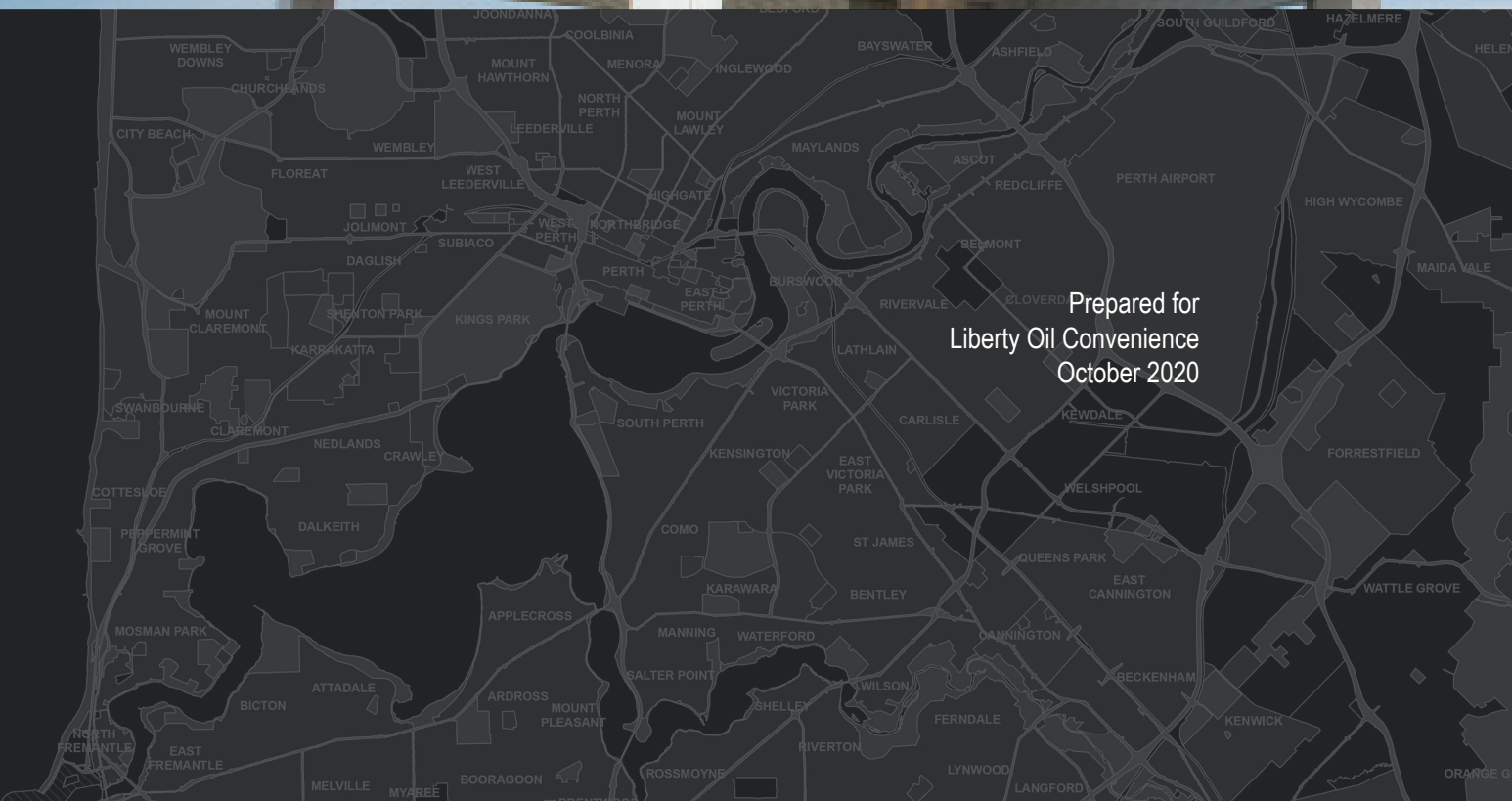
Lot 60 & 61 (6 & 4) Bayonet Head Road
and Lot 62 (212) Lower King Road
Bayonet Head, WA

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
Liberty Oil Convenience
October 2020



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Contents

1	Preliminary	1
1.1	Introduction	1
2	Background	2
2.1	Previous Approvals	2
2.2	Meeting with the City of Albany	2
3	Site Details	3
3.1	Land Description	3
3.1.1	Notifications and Encumbrances.....	3
3.2	Location.....	3
3.2.1	Regional Context.....	3
3.2.2	Local context.....	3
3.3	Land Use and Topography.....	4
4	Proposed Development	2
4.1	Site Layout and Built Form	2
4.2	Traffic, Parking and Access.....	3
4.3	Operations.....	3
4.4	Landscaping.....	4
4.5	Signage.....	4
4.6	Bushfire Management	4
4.7	Stormwater Treatment.....	5
5	Statutory Planning Framework	6
5.1	Regional Planning Scheme	6
5.2	City of Albany Local Planning Scheme No. 1	6
5.2.1	Zoning, Land Use and Permissibility	6
5.2.2	Local Centre Zone Development Requirements	6
5.2.3	All Zones Development Requirements	7
5.2.4	Car Parking Requirements	10
5.2.5	Bicycle Parking Requirements	10
5.3	City of Albany Local Planning Policies	10
5.3.1	Signs Local Planning Policy	10
5.3.2	Public Art Local Planning Policy.....	12
6	Conclusion	13

Figures

Figure 1:	Aerial Photo
Figure 2:	Zoning Map

Appendices

Appendix 1:	Previous Development Approvals
Appendix 2:	Certificates of Title and Diagram
Appendix 3:	Approved Liquor Licence Area
Appendix 4:	Development Plans
Appendix 5:	Traffic Impact Assessment
Appendix 6:	Bushfire Management Plan and Bushfire Risk Management Plan

1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Liberty Oil Convenience, the proponent of the proposed development at Lots 60 and 61 (6 and 4) Bayonet Head Road and Lot 62 (212) Lower King Road, Bayonet Head (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Approval for the redevelopment of the existing service station, retail building, and liquor store located on the subject site, culminating in the Liberty Convenience Centre Bayonet Head.

This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

The coordinated redevelopment of the subject site comprises the modification and modernisation of the existing retail building and liquor store, redevelopment of the service station refuelling facilities, as well as the formalisation of vehicle access, parking, signage, and landscaping on the subject site. Together, the redevelopment will modernise the retail service provided, and improve the flow and safety of vehicles through the subject site.

The proposal will improve the interaction and interface with the broader town centre, and increase the overall capacity of the service station, providing an improved amenity and service to the broader locality. The upgraded development will continue to provide essential and uninterrupted sale of fuel and convenience goods to the local community and patrons traveling along Lower King Road.

Accordingly, Planning Solutions requests the Regional Joint Development Assessment Panel (**JDAP**) approve the development.

2 Background

2.1 Previous Approvals

The existing development was initially approved by the Town of Albany on 5 June 1985. The approved development comprised the initial general store and fuel bowsers. Several amendments to the development have been subsequently approved, including the expansion of the retail building, incorporation of a nursery and kitchen, as well as the installation of a canopy over the fuel bowsers.

A retail liquor store component was approved by the City 10 December 2012.

Refer **Appendix 1** for a copy of the previous development approvals.

2.2 Meeting with the City of Albany

Consultation and pre-lodgement engagement occurred with the City of Albany (**City**) with respect to the proposed redevelopment.

On 24 August 2020, Planning Solutions attended a meeting with senior officers of the City. The City provided no 'in-principle' objection to the redevelopment from a land use perspective, subject to general compliance with the relevant standards of the planning framework, and development occurring within the boundaries of the subject site. It was also suggested to improve existing hardstand and landscaping where possible to improve the overall appearance of the development.

The outcomes of the above meeting have informed refinement and finalisation of the development application and development plans. Particulars of the proposed development are further detailed at section 4 of this report.

3 Site Details

3.1 Land Description

The subject site comprises three greenfield lots known as Lots 60 and 61 (6 and 4) Bayonet Head Road and Lot 62 (212) Lower King Road, Bayonet Head. Refer to **Table 1** below for a description of the subject site.

Table 1 – Lot Details

Lot	Plan / Diagram	Volume	Folio	Area (m ²)
60	Diagram 32620	1368	21	890
61	Diagram 32620	1973	477	2,640
62	Diagram 32620	1512	331	809
Total				4,339

Refer **Appendix 2** for copies of the Certificates of Title and Diagrams.

3.1.1 Notifications and Encumbrances

No limitations, interests, encumbrances, or notifications applicable to the proposed development are listed on the Certificates of Title.

3.2 Location

3.2.1 Regional Context

The subject site is located within the regional City of Albany, approximately 390km south of Perth, and approximately 270km south-east of Bunbury. The subject site is situated within the suburb of Bayonet Head, a satellite suburb located approximately 5.5km northeast of the Albany city centre.

The subject site is situated at the corner of Bayonet Head and Lower King Roads and is accessed by both roads. Lower King Road is a two lane (one in each direction) arterial road which links the subject site to the Albany city centre. Bayonet Head Road is an undivided road providing access to the surrounding locality and Oyster Harbour to the east.

Bus services are provided along Bayonet Head Road, with bus stops located adjacent to the subject site. The subject site has access to the adjacent footpath network. Bus route 804 connects Oyster Harbour and Bayonet Head to the Albany city centre. No dedicated cycling infrastructure is located in proximity to the subject site.

3.2.2 Local context

The subject site is immediately bound by the Bayonet Head Shopping Centre to the south and a Telstra exchange to the east. Single detached residential dwellings are on the opposite side of Bayonet Head Road. The Allambie Park Cemetery is situated opposite the subject site, on the opposite side of Lower King Road. The Eyre and Wylie Memorial is situated within the cemetery and is listed on the City's Municipal Inventory.

Mcgonnell Park is located 100 metres north-east of the subject site. Flinders Park Primary School is situated approximately 730m north east.

Broadly, the subject site is surrounded by low density residential development, cleared and remnant bushland, as well as various rural pursuits.

3.3 Land Use and Topography

The subject site is located within an existing Local Centre, currently comprising a Liberty service station, 'Oyster Harbour Store', and 'Celebrations' liquor store. The Bayonet Head Shopping Centre is located adjacent to the subject site, anchored by Woolworths.

The Celebrations liquor store currently operates within an approved liquor licence area of approximately 352m², which includes the existing serving counter, cool room and display area. A copy of the existing *Liquor Licencing Act 1988* defined licensed area (outlined in red) is provided at **Appendix 3** of this report. A liquor licence for the existing liquor store was granted on 6 June 2014, and amended on 16 April 2018 to extend trading permits.

Two full movement crossovers currently service the subject site. An informal car park is provided on the side and rear of the existing building. A pylon sign is located on the north western portion of the site, within the road reservation.

The subject site slopes gently from a low of 17 AHD in the north west to a high of 21.7 AHD in the south east.

Refer to **Figure 1**, aerial photograph and **photographs 1 – 9** depicting the subject site and surrounds.



Photograph 1 – Retail building and refuelling facilities, viewed from the north.



Photograph 2 – Refuelling facilities, viewed from the south.



Photograph 3 – Existing retail building entrance and façade.



Photograph 4 – Existing retail building façade, northern elevation.



Photograph 5 – Existing retail building façade, southern elevation.



Photograph 6 – Rear of subject site showing informal parking.



Photograph 7 – Bayonet Head Road, looking west.



Photograph 8– Bayonet Head Road, looking west.



Photograph 9 – Lower King Road crossover, looking west.



LEGEND
 --- Subject Site

BAYONET HEAD SHOPPING CENTRE



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4 Proposed Development

This application seeks development approval for the coordinated redevelopment of the existing local centre on the subject site.

The development comprises the removal of the existing refuelling facilities and canopy, modification and modernisation of the existing retail building, installation of two new refuelling canopies and facilities, replacement of the existing fuel tanks, as well as the formalisation and modification of existing parking, landscaping, and signage.

The proposed redevelopment will continue to provide for the retail sale of fuel, as well as convenience goods and liquor, with no amendment to the approved use proposed.

The proposed development is supported by a range of expert assessment and input which demonstrates it is entirely appropriate from a traffic/access and bushfire point of view. The site is also serviced by essential utility infrastructure including water supply and wastewater disposal.

4.1 Site Layout and Built Form

Specifically, the proposed development comprises:

- Modification and minor expansion of the existing retail building, comprising a total gross area of 500m².

The modification comprises the removal of the covered courtyard, minor expansion of the building, and reorientation of the internal layout. Ultimately, the building will comprise a retail area, liquor area, independent dining area, storeroom, point of sale and kitchen. The liquor area will be reconfigured to be independent to the retail area.

The upgraded retail building includes new shopfront glazing and fascia signage. A new entrance portal is located to the northern façade facing the petrol canopy.

- Removal of the existing refuelling facilities and canopy on the western portion of the subject site, replaced by:
 - Nine light vehicle fuel bowsers with 18 refuelling bays and new canopy, located within the northern portion of the subject site.
 - Four heavy vehicle bowsers with eight refuelling bays and new canopy, located within the eastern portion of the subject site.

The new canopies comprise 5.0m clearance from the finished floor level.

- A bin store and adjacent loading bay situated on the south eastern corner of the subject site.
- Formalisation of the two existing crossovers.
- Replacement and relocation of the existing underground fuel storage tanks and fill point.
- 15 car parking spaces for customers and staff (including one universal access bay) on the eastern portion of the subject site.
- Approximately 673m² (15.5% of site area) of landscaping (existing and new) along the street frontages and lot boundaries.
- Various Liberty Oil corporate imagery associated with the proposed development, including a 6m-high fuel ID sign at the north-western corner of the subject site.

- Various hardstand upgrades resulting from the replacement of aging refuelling equipment.
- Directional line markings to enhance sound manoeuvrability of vehicles through the site.

The redeveloped retail building will continue to be located within the central portion of the subject site. The redeveloped building retains the existing overall form, with the bulk and scale remaining consistent with the existing building envelope. The proposed façade treatment is consistent with Liberty's corporate imagery and includes full height glazing to Lower King Road (western elevation), providing an improved street interface. Entrances and internal layouts have also been modified to improve access and service provision.

The repositioned bowsers and canopies have been designed in a manner to allow the most optimal access and manoeuvrability through the subject site. Vehicles ingress via Bayonet Head Road and utilise either the light or heavy vehicle bowsers located on the northern and eastern sides (respectively) of the retail building. Vehicles then continue straight, egressing the site via Lower Kind Road. This layout minimises conflict between vehicles, with the separation of heavy vehicle traffic being consistent with best practice service station design.

A 6m-high ID sign is provided at the site's north-western corner to maximise exposure to vehicles travelling along Lower King Road. This arrangement ensures there is sufficient exposure for patrons travelling along Lower King Road to identify the facility, and ingress the subject site in a safe and coordinated manner.

Parking, waste, and loading has been formalised on the eastern portion of the subject site.

Refer **Appendix 4** for a copy of the development plans, which depict the proposed development.

4.2 Traffic, Parking and Access

The development retains and formalises the two existing full movement crossovers at Bayonet Head and Lower Kind Roads, respectively. Hardstand will be replaced where necessary.

Parking has been formalised with a total of 15 customer and staff bays, comprising 14 standard bays and one accessible bay are provided on the eastern portion of the subject site.

The proposed development is also supported by a Transport Impact Assessment (**TIA**) prepared by Transcore. The TIA has assessed the access / egress network, impacts on the road network, and traffic generation of the development.

The TIA concludes that both the Lower King Road / Bayonet Head Road intersection and the proposed crossovers will continue to operate efficiently following redevelopment of the subject site. The TIA also confirms that the overall quantity of traffic generated by the proposed development is insignificant.

Refer **Appendix 5** for a copy of the Transport Impact Assessment.

4.3 Operations

The retail sale of fuel and convenience goods will continue to be provided 24 hours per day, seven days a week. The liquor store will continue to operate within the hours designated under the existing liquor licence.

The liquor store is configured in a way that it can be closed off from the remainder of the retail area. This enables the remainder of the facility to operate 24 hours per day.

A dedicated bin store is situated within the parking area on the eastern portion of the subject site. The bin store will be serviced by a dedicated servicing bay adjacent. Deliveries will occur adjacent to the retail building, with service vehicles temporarily stopping to unload.

The underground fuel filling point for the proposed development is located in the central-eastern portion of the subject site. Fuel tankers will access via Bayonet Head Road, manoeuvre to the filling point and egress onto Lower King Road, similar to the heavy vehicle movements.

Service vehicles, waste collection and the fuel tankers will access the site outside the peak operating times of the business, resulting in minimal traffic conflicts between customers, employees, and service vehicles.

Swept path modelling prepared by Transcore demonstrate service vehicle movements do not affect any kerbing or structures. The proposed servicing arrangements are therefore safe, coordinated, and acceptable.

Refer to **Appendix 5** for the swept path modelling, contained within Transcore's TIA.

4.4 Landscaping

The proposed development provides a total of approximately 673m², being 15.5% of the total subject site area. New landscaping is provided along the street and lot boundaries adjacent to the new car parking area. Existing landscaping, including mature trees, on the southern lot boundary and verges will be retained and enhanced.

A detailed landscaping plan can be provided to the City as a condition of development approval to detail the type of landscaping within the subject site and verge areas.

4.5 Signage

The proposal incorporates the removal of all existing signage, replaced by Liberty corporate branding.

Specifically, the proposed signage comprises:

- A 6.0m high Liberty illuminated pylon sign located within the north west corner of the subject site.
- 2.3m x 0.5m 'Time Saver' fascia sign on the north elevation, immediately above the retail building entrance.
- 3.1m x 0.9m Liberty logo and 1.4m x 1.4m Liberty logo and text on the light vehicle fuel canopy.
- 4.2m x 1.3m Liberty logo and diesel text on the heavy vehicle fuel canopy.

All signage is designed to reflect the architectural elements of the building and structures. The signage content and location are provided within the development plans provide at **Appendix X** of this report.

4.6 Bushfire Management

The subject site is located within a designated bushfire prone area in accordance with the Department of Fire and Emergency Services Map of Bushfire Prone Area. Accordingly, a Bushfire Management Plan (**BMP**) and Bushfire Risk Management Plan (**BRMP**) have been prepared by Eco Logical Australia to demonstrate appropriate bushfire risk management for the roadhouse development.

A Bushfire Attack Level (**BAL**) of BAL-12.5 to BAL-19 was identified for the majority of the subject site, with the BMP concluding that the bushfire protection requirements outlined in the BMP provide an adequate standard of bushfire protection for the proposed upgrades in accordance with the relevant State Bushfire Protection Guidelines. These bushfire protection requirements include the maintenance of an Asset Protection Zone (**APZ**) over the subject site.

Refer **Appendix 6** for the Bushfire Management Plan and Bushfire Risk Management Plan.

4.7 Stormwater Treatment

A Purceptor system will also be used for the treatment of runoff captured from the refuelling forecourt areas of this development. A Purceptor is an underground collection system which treats stormwater by separating fuels, oils and other potential contaminants from stormwater runoff. The treated stormwater will then be discarded into the site's stormwater management system, while the captured contaminants are retained within a separate chamber for collection and removal off site.

Use of a Purceptor is standard industry practice, and is generally implemented on all new fuel retailing sites across Australia. A detailed stormwater management plan can be provided at the detailed design phase and form a condition of planning approval.

5 Statutory Planning Framework

5.1 Regional Planning Scheme

There is no Regional Planning Scheme applicable to the subject site.

5.2 City of Albany Local Planning Scheme No. 1

5.2.1 Zoning, Land Use and Permissibility

The subject site is zoned 'Local Centre' under the provisions of the City's Local Planning Scheme No. 1 (LPS1). Refer **Figure 2** – zoning map.

Pursuant to Clause 3.2.13 of LPS1, the objectives of the Local Centre zone are:

- (a) *To provide small-scale local shopping facilities catering for the daily convenience retailing (including fuel) and service needs of the local community, which are compatible with the surrounding residential uses; and*
- (b) *Control the amount of net lettable floorspace available within identified local centres in accordance with the recommendations of the Activity Centres Planning Strategy.*

The existing land use is classified as 'Service Station', defined under LPS1 as:

Service Station means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –

- (a) *the retail sale of petroleum products, motor vehicle accessories and goods of an incidental / convenience retail nature; or*
- (b) *the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles*

The proposed development comprises the upgrading of the existing service station and reconfiguration of the liquor store on the subject site, and does not propose to amend the established land use.

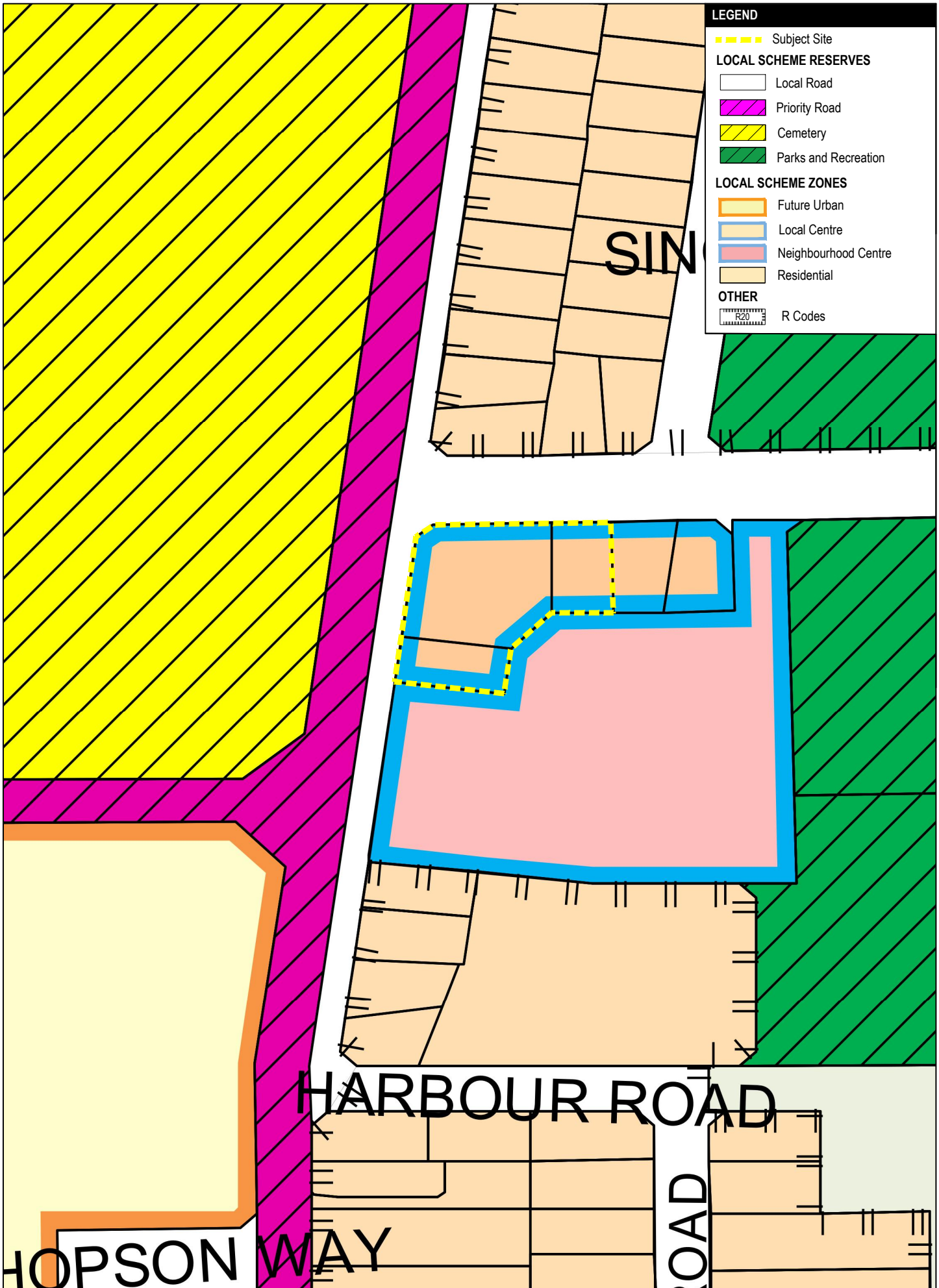
In addition, the subject site fronts Lower King Road and Bayonet Head Road, being a Priority Road and Local Road reserve respectively. The development does not propose any works within these reserves, with the two existing crossovers being retained.

5.2.2 Local Centre Zone Development Requirements

Section 4.5.11 of LPS1 provides the development standards applicable to the Local Centre zone. These requirements are addressed in **Table 3** below.

Table 3: Local Centre Zone development requirements

Provision	Requirement	Proposed	Compliance
4.5.11 General Development Requirements - Local Centre Zone			
4.5.11.1 Maximum NLA	Maximum NLA for a shopping centre development As per Table 3 - 600m ² NLA	The proposed NLA area is 500m ² as detailed in the floorplan.	✓



LEGEND	
	Subject Site
LOCAL SCHEME RESERVES	
	Local Road
	Priority Road
	Cemetery
	Parks and Recreation
LOCAL SCHEME ZONES	
	Future Urban
	Local Centre
	Neighbourhood Centre
	Residential
OTHER	
	R Codes

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4.5.11.2 Planting Trees	of Minimum 1 tree per 6 car parking spaces	15 formal car parking spaces and 13 bowser spaces are provided, requiring 5 trees to be planted. The development retains seven trees. Notwithstanding, the detailed design of additional landscaping areas, including shade trees, will be provided as a condition of development approval.	✓
	Trees must be capable of growing at least three metres in height	Large landscaping areas are provided along the southern and eastern boundaries of the site. These areas can contain larger trees. A landscape plan can be provided as a condition of development approval to detail what landscaping will be provided in these areas.	✓
4.5.11.4 Building Façade	The building facade of a Local Shopping Centre shall be designed to present visual interest with design elements similar to those in the street. In this regard, consideration shall be given to building height, roof pitch and building materials.	The retail building is a single storey building, consistent with the built form in the immediate locality, and provides material consistent with a commercial development. The existing retail building comprises a pitched roof structure, which will be retained through the redevelopment. The service station retail building extension is designed to match this existing built form, as well as surrounding residential priorities.	✓

As demonstrated in the **Table 3** above, the proposed development is compliant with the Local Centre zone requirements and warrants approval accordingly.

5.2.3 All Zones Development Requirements

Further site and development standards applicable to all zones is provided within clause 4.8 of LPS1. Those requirements applicable to the proposed development are addressed in **Table 4** below.

Table 4: Site and development requirements

Provision	Requirement	Provided	
4.8.1.1 Major / Priority Road Approval	Approval from the relevant road control authority is required for the construction of a vehicle access/egress point onto a Major Road or Priority Road.	The development does not propose any modifications to the existing crossovers, including to Lower King Road, a priority road under LPS1. Preliminary engagement with the City was undertaken and is summarised in section two of this report. The City offered its support to the proposed retention of the existing crossovers. The proposed access arrangements have also been supported by a TIA prepared by Transcore traffic engineers. The outcomes confirm that all intersections and crossovers will perform at the highest level	✓

		of service both post development and following a 10 year development horizon.	
4.8.1.4 – Access Point Design	All vehicle access points shall be designed so that all vehicles can enter and leave the lot in a forward gear.	All proposed crossovers provide for forward gear access and egress.	✓
4.8.1.5 Crossover Location	No vehicle crossover shall be located within the corner truncation of any lot having two or more street frontages.	No crossover is proposed within the corner truncation.	✓
4.8.1.6 Road Widening	On Major Roads and Priority Roads shown on the Scheme Map, the Local Government may require additional land to be added to widen or extend the road in support of subdivisional approval or as a condition of granting planning approval.	At time of submission of this application, no road widening plans have been identified.	✓
4.8.1.11 Service Areas	The Local Government shall require an area to be provided on-site other than a car parking bay, for the loading and unloading and servicing or dispatch or receipt of goods and materials associated with any commercial or industrial use.	Services vehicles are proposed to temporarily offload adjacent to the retail building, consistent with existing operations.	Variation
4.8.1.12 Design of Service and Loading Areas	All loading and servicing areas and associated vehicle crossings required to be provided shall comply with the following requirements: (a) Be located, constructed, drained, paved, lit and screened from public view to the satisfaction of the Local Government; (b) Designed to ensure that vehicles using them are able to enter and leave the premises in a forward gear; (c) Constructed to prevent traffic conflict with any adjoining vehicle crossovers, parking areas, public roads or rights-of-way; (d) Be marked on-site and permanently retained for that exclusive use; (e) Be suitably designed and treated to ensure that activities carried out in the loading and service area do not cause nuisance to adjoining land uses due to the emission of noise, dust, smoke, light or other pollutants.	(a) The proposed loading area is situated at the rear of the building, and screened from view. (b) Service vehicles are capable of entering and exiting the subject site in forward gear. (c) The loading area is not adjacent to the car parking area, any crossover or right-of-way. (d) Service vehicles will temporarily stop adjacent to the retail building. As such, the loading area is not marked. (e) The service areas will be used for loading and collection of waste, with no activities capable of causing major nuisance undertaken in this area.	Variation

4.8.2 Sewerage and On-site Effluent Disposal	Any building or development that is required to dispose of liquid effluent shall: a) Be connected to the Water Corporation reticulated sewerage system unless advised by the Water Corporation that a connection cannot practically be provided; or b) Provide an on-site effluent disposal system. c) Implement a disposal process for chemical or oil substances in accordance with the Environmental Protection Authority guidelines.	The proposed development will be serviced by the existing sewerage network.	✓
4.8.4 Use of Setback Areas	4.8.4.1 A person shall only use land within the setback area for one or more of the following purposes: a) A means of access/egress; b) Display of approved public artworks; c) The daily parking of passenger vehicles in an approved car parking area; d) The loading and unloading of vehicles; e) Landscaping with lawns, gardens, trees, shrubs and structures; f) Rural pursuits in the case of land within an agricultural related zone; g) Private open space in the case of group and multiple dwellings. h) In an Industry zone, a trade display; or j) In a Commercial zone, a verandah, awning, pergola or the like to provide weather protection over an alfresco dining area, for the display of goods or for other similar activity.	Land within the setback areas will only be used for access, landscaping, parking and signage. It is noted that the light vehicle canopy protrudes into the side setback area. However, the refuelling point is setback 3.6m.	✓

Table 8 - Site Requirements – Local Centre Zone

Max Plot Ratio	0.5	Combined area of retail building and liquor store – 0.11.5 (500m ²)	✓
Min Front Setback	7.5m	The retail building to Lower King Road is setback a minimum 13.1m. The minimum setback to the light vehicle canopy is 1.5m. However, it is noted that this is measured from the corner truncation. Overall, the setback predominately varies between 9.7m and 7.9m. In addition, the canopy is a permeable structure with no inside walls. This ensures all sightlines are maintained from all angles, and vehicles have uninterrupted access to the forecourt area.	Variation

Comment: The development proposes the retention of the existing retail building on the subject site, limiting the available space to locate the canopy. The proposed location of the light vehicle canopy is the most optimal location to allow safe and efficient manoeuvrability, site exposure, and street interface.

In addition, it is noted that the existing canopy is setback 2.7m from Lower King Road. As such, the relocated canopy offers a like for like replacement.

Min Rear Setback	3m	Retail building – 8.4m Petrol Canopy – 3.1m	✓ ✓
Min. Side Setback	3m	Retail building – 7.3m.	✓
Table 9 - Landscaping Requirements – Local Centre Zone			
Landscaping	Minimum 10% of site area	The proposed development provides a total of approximately 673m ² landscaping, being 15.5% of the total subject site area.	✓

5.2.4 Car Parking Requirements

Table 6 of LPS1 details the car parking rates for various uses. An assessment of the car parking requirements for the subject site is provided in **Table 5** below.

Table 5: Car Parking

Land Use	Parking Standard	Variable	Required Car Bays
Service Station	1 per pump + 1 per employee + 1 per 20m ² retail area	13 bowsers 2 employees Approx. 284m ² retail area within retail building.	13 bays 2 bays 15 bays
Shop (liquor store)	1 per 20m ² NLA	Liquor Store – Approx. 85m ²	5 bays
Total Bays Required			35 bays
Total Bays Provided			41 (including 26 bays adjacent to bowsers and air and water bay)
TOTAL SURPLUS			6 bays

As demonstrated in the **Table 6** above, the proposed development provides adequate on site car parking facilities.

5.2.5 Bicycle Parking Requirements

Table 6 of LPS1 also details the bicycle parking rates for various uses.

Whilst no parking is required for the Service Station use, the liquor store component requires one bay per 20 car parking bays. As such, one bicycle bay is required for the proposed development.

One bicycle bay is proposed adjacent to the retail building.

5.3 City of Albany Local Planning Policies

5.3.1 Signs Local Planning Policy

The City's Signs Local Planning Policy (**Signs LPP**) details the development standards for advertising devices. Table 1 of the Signs LPP details the specific requirements for particular signage types. These requirements are addressed in the following table.

Table 7: Signs LPP requirements

Requirement	Provided	Compliant
Monolith Sign		
Max Height – 6m	6m.	✓
Max Width – 3m	2.1	✓
Max Area – 15m ²	12.6	✓
Veranda Signs - On or Above Fascia		
Max Height – 0.8m	'Time Saver' retail building signage: 0.5m.	✓
	Light vehicle canopy: 'Liberty' Canopy Logo – 1.4m. 'Liberty' Canopy Text – 0.9m.	Variation
	Heavy vehicle canopy: 'Liberty' Diesel Text and Logo – 1.3m.	Variation
Justification:		
<p>The additional 'Liberty' canopy signage scale is required due to the positioning of the signs. Due to the canopy height, the sign will be placed approx. 5.8m above ground level, which reduces the overall the visibility of the sign. The height of the sign is also a reflection of the canopy fascia height, and the signage height has been designed to architecturally match this.</p>		
Max Width – 2.5m	Time Saver – South Elevation - 2.3m	✓
	All other veranda signs – between 1.4m and 4.3m width.	Variation
Justification:		
<p>The proposed canopy signs have been designed in a proportional manner to the overall width of the canopy, and are typical of this style of development. The signs are integrated into the overall fascia and do not present in a dominant manner, ensuring they are sympathetic to their surrounds.</p> <p>The signs are considered acceptable and warrant approval accordingly.</p>		
'Max Area – 3m	'Time Saver' retail building signage: 1.15m ² .	✓
	Light vehicle canopy: 'Liberty' canopy logo – 2.8m. 'Liberty' canopy text – 2.79m.	✓
	Heavy vehicle canopy: 'Diesel' text and logo – 5.6m.	Variation
Justification:		
<p>The proposed Liberty 'Diesel' text and logo sign has been designed in a proportional manner to the overall width of the canopy, and is typical of this style of development. The sign is integrated into the overall fascia and does not present in a dominant manner, ensuring it is sympathetic to its surround. The sign is used to identify the set of bowsers for heavy vehicles (utilising diesel fuel) and as such, must be at an appropriate scale to ensure vehicles can manoeuvre to the correct side of the subject site when entering from Bayonet Head Road.</p> <p>As such, the sign is considered acceptable and warrants approval accordingly.</p>		

Max Height Above NGL - 5m	Retail building signage: 3m.	✓
	Canopy signage – 6.7m.	Variation
Justification:		
<p>The height of the proposed canopy signs is the direct result of the requirement for a minimum canopy height. It is considered that the overall height is acceptable and warrants approval accordingly.</p>		

As demonstrated in the **Table 7** above, the proposed development is consistent with the provisions of the City's sign policy and warrants approval accordingly.

5.3.2 Public Art Local Planning Policy

The City's Public Art Local Planning Policy (**Public Art LPP**) requires a 1% contribution of the estimated total project cost for commercial developments valued over \$1.5 million to development of a public artwork. This requirement will be addressed following development approval.

6 Conclusion

This application seeks approval for the redevelopment of the existing development on the subject site, providing a service station and liquor store within the subject site. The proposal presents a coordinated retail concept which integrates a range of convenience services for passing trade, and presents a substantial improvement to the ageing facilities currently provided within the subject site.

In summary, the proposal appropriately response to all the relevant aspects of the planning framework and warrants approval for the following reasons:

- The proposal seeks a redevelopment and refurbishment of the existing facilities within the subject site, intended to improve the appearance and functionality of the development.
- The retail building refurbishment provides a substantial improvement to the appearance and operation of the existing centre.
- The subject site will be provided with an abundance of high quality landscaping areas, including deep landscaping areas adjacent to sensitive lot boundaries.
- The location and configuration of the refuelling bowsers will improve the separation of heavy vehicles with light vehicles and pedestrian traffic, consistent with best practice service station design.
- Traffic assessment on the proposed development has demonstrated that both the Lower King Road and Bayonet Head Road intersection, as well as all proposed crossovers will continue to operate at an acceptable level of service over the entire assessment horizon.
- The development design has been informed with input from officers of the City of Albany.

Having regard for the above, the proposal demonstrates a substantial improvement to the existing service station and retail building configuration, appearance and functionality. Accordingly, we respectfully request the Regional JDAP approve the development.

Appendix 1 Previous Development Approvals

Application Form No. 6551
Date 5-6-85

THIRD SCHEDULE

FORM 2

SHIRE OF ALBANY

To the Building Inspector:

As the Builder or person causing and directing the work undermentioned to be executed, I hereby apply for a Building License for same.

The following are particulars of the proposed works:—

SITUATION:

Ward Street LOWER KING ROAD & BAYONET HEAD ROADS

Plantagenet Loc. 1160 Lot No. 61 House No. —

New Buildings to be used as GENERAL STORE + SIGN

Additions and/or Alterations to —

The nature of the work is DOUBLE BRICK, COLOR BOND ROOF C/FLOOR

Builder B. S. & J. R. PARNETT

Plumber W. M. & P. F. HUME

Estimated Value \$ 60,000

Dimensions of Building or Structure

Area 278.056 sq.m. Depth 14.400 mm. Width 19.450 mm. Height 3085 mm.

Number of Storeys 1

Owner: Name G. J. & W. E. AUGUSTSON Address ECLIPSE DRIVE Phone 447257

Occupier: Name P. J. & M. F. PARR Address 14 EVANS ROAD OYSTON HILL Phone 447125

Classification number sought by owner if not previously classified or if change of use is sought

Signature of Applicant B. S. Parnett

Address 3 HANNA COURT COLLYERWOOD HEIGHTS ALBANY Date 9/14/85

THIRD SCHEDULE — FORM 1
LOCAL GOVERNMENT ACT, 1960 By-law 6.3

Certificate Number
SHIRE OF ALBANY
CERTIFICATE OF CLASSIFICATION

Date of Certificate 19.....
This is to certify that the Council has approved the use of the building

situated at
(description of land)
as a building of the class or classes specified herein

Storey or Portion of Building	Class or Classes of Building

Signed Shire Clerk
NOTE: The use of the above building or any portion thereof for a purpose not covered by this certificate is an offence.

FEES:

BUILDING	\$ 77.84
KERB/BITUMEN DEPOSIT	\$:
APPLICATION FEE	\$: 50
OTHER	\$:
TOTAL \$ 78.34	

License No. 5371 Date 5-6-85
Receipt No.

GENERAL STORE

Lot 61 Lower King Road, Oyster Harbour, ALBANY

Conditions of Approval

- (1) Building to comply with the relevant provisions of the Food Hygiene Regulations.

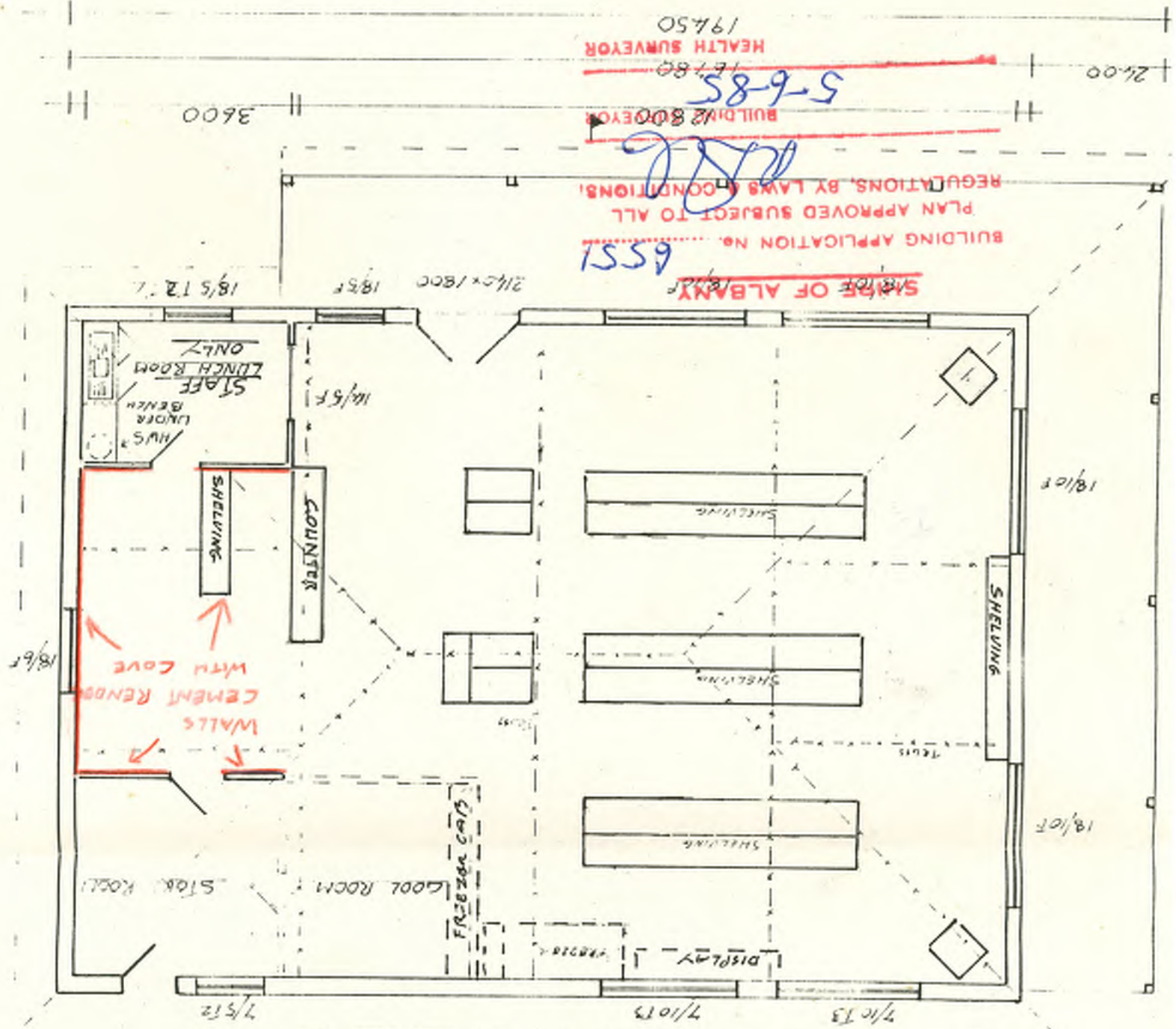
Special Reference to:-

- a) Smooth and impervious floor covering coved to wall surfaces.
 - b) Display shelving - see Regulation 23
 - c) Installation and construction of coolroom - see Regulation 10, 11 & 12
 - d) Double bowl kitchen sink and handbasin to be provided in the shop area.
 - e) Fly screening on all openable windows, and front doors to have self closers.
 - f) Window sills to have a 45° slope.
 - g) Internal brick work to have rolled or flush joints.
 - h) Bin area to have impervious floor surface with provision of a drainage sump and stand-pipe to allow the washing of refuse receptacles.
- (2) Two refuse bins to be provided near the entrance area of the premises for use by patrons.
- (3) If foods are to be prepared or processed on the premises at a future date, the involved area of the premises would be subject to further requirements.
Eg. rendering of wall surfaces, tiling and painting etcetera.
(Covered by latest advice sheet)
- (4) Internal floor design plan illustrating display shelves, fittings, refrigeration cabinets and benches.
Check out area and food preparation area is to be submitted prior to commencement of work in these areas - see Regulation 20.

R.J. THACKER
SENIOR HEALTH-BUILDING SURVEYOR

SHIRE OF ALBANY
BUILDING APPLICATION No. 6551
PLAN APPROVED SUBJECT TO ALL
REGULATIONS, BY LAWS & CONDITIONS:
ASB
BUILDING SURVEYOR
5-6-85
HEALTH SURVEYOR

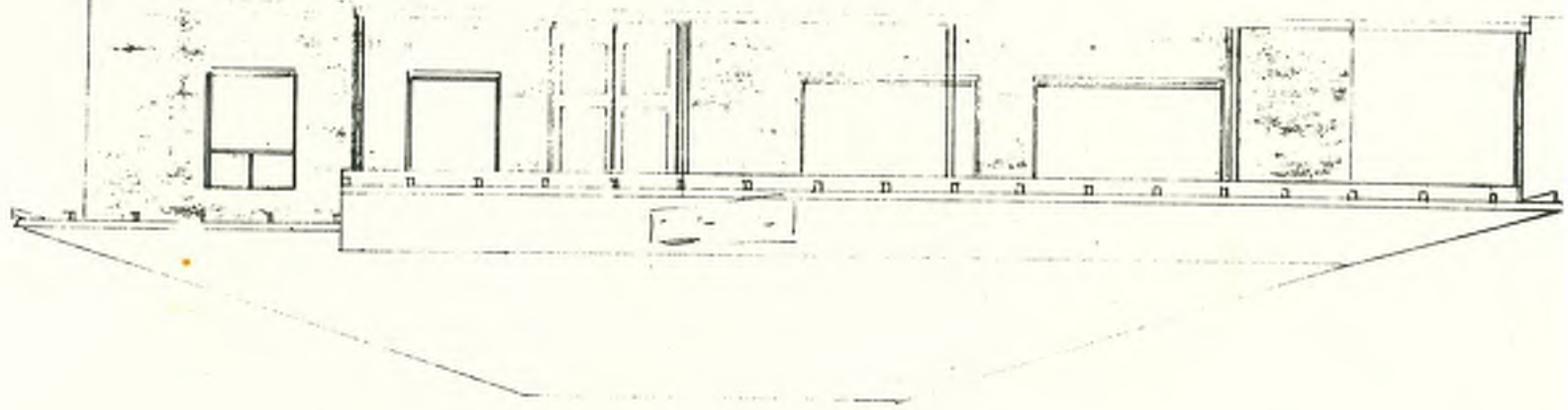
SHELVING & COUNTER DETAILS



6551
 BUILDING APPLICATION NO. 6551
 PLAN APPROVED SUBJECT TO ALL REGULATIONS, BY LAWS & CONDITIONS,
 BUILDING SURVEYOR
 5-6-85
 1978
 HEALTH SURVEYOR
 19450

At this present time
 construction of front for make
 not encouraged. J.F.

FRONT ELEVATION



REAR ELEVATION



26'00"
 36'00"
 18'6"
 18'5"12
 18'10"
 18'10"
 7'10"13
 7'10"13
 7'15"12
 14'5"
 18'5"
 2 1/4" x 1800
 18'5"
 18'6"
 7'10"13
 7'15"12
 18'5"12
 18'6"
 13'60"
 10'0"
 9'0"
 8'0"
 7'0"
 6'0"
 5'0"
 4'0"
 3'0"
 2'0"
 1'0"

SHIRE OF ALBANY

BUILDING APPLICATION No. 6551
 PLAN APPROVED SUBJECT TO ALL
 REGULATIONS, BY LAWS & CONDITIONS.

PENETROMETER TESTING

12-6-85
 BUILDING SURVEYOR
 G. P. WALKER STRUCTURAL ENGINEER
 14 BRIDGES STREET ALBANY 6330
 PHONE: 41 5957

TEST INSTRUMENT PENETROMETER 16 ϕ ROD 9 kg WT. FALLING 600

TEST POSITION	A	B	C	D	E	F	G	H	J	K
300	3	3	3	4	2	3	3	2		
600	3	6	3	3	3	3	3	4	5	
900	6	12	4	6	4	7	6	4	8	
1200	6	6	10	3	6	4	5	5	11	

COMMENTS
 OK

CLIENT B. MANWELL

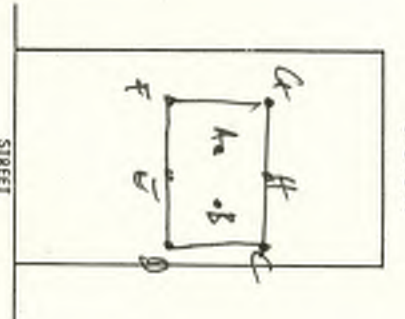
BUILDER V

CONTRACTOR AD'S

OWNER

LOT No. 61 STREET BRIMMERT ROAD LOCALITY Lower Road MUNICIPALITY SHIRE

COMPACTION TEST CERTIFICATE
 No. 109



THE COMPACTION OF THE IMPORTED SAND OR THE IN SITU SAND FILLING AS TESTED IS CONSIDERED SATISFACTORY FOR THE PURPOSE OF CONSTRUCTING BY NORMAL METHODS THEREON A —

SINGLE STOREY RESIDENCE
 TWO STOREY RESIDENCE
 SINGLE STOREY INDUSTRIAL BUILDING

NO RESPONSIBILITY IS TAKEN FOR THE SUITABILITY OF THE MATERIAL BELOW THE DEPTH OF THE TEST.

SIGNATURE M. P. Walker
 DATE 8/6/85



Western Australian Fire Brigades Board

480 Hay Street,
Perth,
Western Australia, 6000

Our Ref. KJL:LJG:NR94/4

Your Ref.

Phone Enquiries: Mr Longman

23rd April, 1985

The Town Albany
PO Box 484
ALBANY WA 6330

TOWN OF ALBANY RECEIVED	
26 APR 1985	
File 6002	
T/C and T.C	
T/Eng / <u>Mag</u>	
Planning / Health	
Library / Refn.	
Recall (date)	
Council / Ctee (date)	

Dear Sir,

PROJECT

NAME : General Store
 ADDRESS : Cnr Lower King and Bayonet Head Roads, Albany
 CLASS : VI Occupancy
 TYPE : 4 Construction
 OWNER : GJ & WE Auguston

Plans for the above project have been examined by Officers of the Fire Prevention Department of the Brigade, who advise their acceptance as regards Standards of Safety in the event of fire.

This correspondence does not obviate a total responsibility by the developer to comply with the building regulations and applicable standard codes, apart from exceptions authorised in writing or as determined by appeal.

A copy of this correspondence has been forwarded to the Builder together with the return of stamped plans.

Yours faithfully,

KJ Longman
 KJ LONGMAN
 For CHIEF OFFICER

RECEIVED	
1 MAY 1985	
FILE	

SHIRE OF ALBANY
 BUILDING APPLICATION No. 6551
 PLAN APPROVED SUBJECT TO ALL
 REGULATIONS, BY LAWS & CONDITIONS
[Signature]
 BUILDING SURVEYOR
5-6-85
 HEALTH SURVEYOR

**PLAN EXAMINATION
 FACTORIES AND SHOPS ACT 1963**

Examination of this plan indicates that in addition to the Regulations already complied with, compliance with the following regulations is also necessary.

LOT NO. 61, 212 LOWER KING ROAD, ALBANY WA 6330

SHOPS AND WAREHOUSES HEALTH, SAFETY AND WELFARE REGULATIONS

(4) LIGHTING - To Australian Standard Code AS 1680-1976.

6(2) SANITARY CONVENIENCES

Suitable for a maximum of 12 males and 20 females.

10(2) WASHING FACILITIES

Suitable for a maximum of 20 males and 20 females.

AS 1677-1974 Compliance recommended for refrigerators and cool rooms.

**THIS PLAN HAS BEEN ASSESSED IN RELATION
 TO THE REQUIREMENTS OF THE FACTORIES
 AND SHOPS ACT AND THE REGULATIONS. THE
 REQUIREMENT AS STIPULATED ON THE
 ASSESSMENT ARE IN ADDITION TO THOSE
 SHOWN ON THE PLAN.**

SHIRE OF ALBANY

BUILDING APPLICATION No. 6551
 PLAN APPROVED SUBJECT TO ALL
 REGULATIONS, BY LAWS & CONDITIONS

R. A. Elkington
 BUILDING SURVEYOR

5-6-85

It should also be noted that certain requirements could change depending on the number of employees and/or the type of industry. Further upgrading could be requested at the time of occupancy.

Attention is drawn to Section 37 of the Factories and Shops Act 1963. Penalty for non-compliance \$200.

Section 37: The owner of any place that another person intends to occupy or use as a factory, shop or warehouse, shall before permitting that person to so occupy or use the place, serve on the Chief Inspector a notice in writing of the intended occupation and use of the place as a factory, shop or warehouse.

R. A. Elkington
 R. A. ELKINGTON,
 Chief Inspector.

Date April 18, 1985

SPECIFICATIONS

for

GENERAL STORE

FOR G. J. & W. E. AUGUSTSON

Lot No. 61

Street LOWER KING ROAD AND

BAYONET HEAD ROADS

SHIRE OF ALBANY

BUILDING APPLICATION No. 6551

PLAN APPROVED SUBJECT TO ALL
REGULATIONS, BY LAWS & CONDITIONS.

RLB
BUILDING SURVEYOR

5-6-85
HEALTH SURVEYOR

B.S. & J.R. PANNETT

Reg. BUILDERS 4473

3 Hakea Court,
Collingwood Heights,
ALBANY, W.A. 6330.

Phone 44 7402

PRELIMINARY

1. GENERALLY This is a minimum standard specification and reference shall be made to attached addendums and to plan for additional items.
2. SITE Levels shown on plan have been used to quote price.
3. MATERIALS & WORKMANSHIP All workmanship specified herein shall be the best of their respective kinds. All materials unless otherwise specified to be new.
4. PLANT All materials, labour, cartage, scaffolding shall unless otherwise specified be supplied by builder.
5. CARE OF THE WORKS The care of the works and everything appertaining thereto including all work executed by subcontractors under the contract together with all risks of damage arising from weather, carelessness of workmen or any other cause shall rest with the main contractor from the date of commencement unto the completion and delivering the works to the proprietor.
6. SHED Temporary shed and toilet shall be provided by builder.
7. NOTICES, FEES, ETC. The contractor is to give all notices required by the various local authorities necessary to the execution and completion of this contract and is to supply any drawings or documents required, obtain permits, licences, etc. and pay all fees required.
8. SCAFFOLDING ACT The builder shall comply with the requirements of the scaffolding act and pay all fees.
9. MAKE GOOD DAMAGE The builder shall make good all damage to the works, to roads, footpaths and adjoining property from whatever cause arising and shall indemnify the proprietor from all claims for damage to persons, stock or property.
10. OWNER Owner shall ensure all survey pegs are in the correct position.
11. OWNER Owner shall have surveyor check and replace pegs if any doubt exists.
12. OWNER Owner shall clear site to provide working room or arrange with builder to have work done at a separate cost.

CARPENTER AND JOINER

1. TIMBER:

Unless otherwise specified timber shall be Jarrah to top plate and Karri above. Facias and barges to be dry dressed.

2. ALL SIZES AND SPANS:

To conform with building bylaws.

3. WINDOW HEADS:

~~Timber frame maximum span for 150x75mm 2300mm~~
~~" " " 225x25mm 3000mm~~

4. ANGLE IRON:

For brick openings up to 1500mm	76x76x8
" " " 1500mm to 2700mm	102x102x8
" " " 2700mm to 3150mm	127x76x10
" " " Over 3150mm	Eng. detail required.

5. FLOOR - CONCRETE:

Floor on fill shall be 100mm thick reinforced with _____ mesh and laid on plastic moisture barrier.

6. FLOOR - TIMBER:

~~Shall be T and G Jarrah.~~

7. GENERALLY TIMBER WILL BE:

~~Sole plates 150x50mm 350mm long.~~
~~Stumps 100x100mm at 1200mm centres. Braced where required.~~
~~Bearers 100x75mm at 1500mm centres~~
~~Joists 100x50mm at 450mm centres~~
~~Plates 75x50mm~~
~~Steps 75x50mm at 450mm centres~~
~~Braces 75x16mm~~
~~Ceiling Joists 75x50mm at 450mm centres~~
~~Hangers 200x38mm at 1800mm centres~~
~~Under Purlins 100x75mm at 1800mm centres~~
 Rafters 125x50mm at 900mm centres for tile roofs
~~Collar Ties 75x50mm Alternate rafters~~
~~Roof Struts 75x75mm at 1800 centres~~
~~Ridge 175x25mm~~
~~Valley Boards 150x25mm~~
~~Eaves Trimmers 75x38mm~~
 Beams As shown in plan
~~Sub floors under concrete shall be 150x25 Jarrah.~~

8.

~~Stumps to be well tarred~~
~~Top plates to be lapped~~
~~Rafters to be birds mouthed to top plate~~
~~Collar ties to be bolted to rafters~~

8. (continued) Where roof struts can not be used steel trusses or smith straps should be used.
 Bath shall be let into wall and well supported.
 Architraves shall be ex 75x25mm D.B.
 Skirting shall be ex 100x25mm S.B.
 Doors shall be water proof externally,
 Internal doors paint finish PAINT
 Clear "
 Louvre
 Flydoors
 Fly-screens to all windows
 Window type ALBANY GLASS ALUMINIUM
9. WHITE ANTS All under floor areas to be treated for white ants.
10. ~~FLOOR SANDING~~ ~~Timber floors to be sanded on completion of house.~~
~~Fine sanding if required will be an extra.~~
11. ~~CLOTHES HOIST~~ Rotary clothes hoist will be provided.
12. ~~BATH ROOM~~ ~~Mirror and towel rail in bath room.~~
13. ~~KITCHEN CABINETS & VANITY UNIT~~ ~~Kitchen cupboards and vanity unit to the extent shown on plan or in addendum.~~
14. P.C. Items will be stove
 wall tiles
 floor tiles
 front door.
15. LIGHT FITTINGS:
 Supplied by ELECTRICIAN
owner.
16. FILES TO BATH ROOM:
 To be glued to 10mm hardiflex.
17. ~~Three rows of tiles over kitchen cupboards~~
~~Mosaic tiles to _____~~

18. EAVES Eaves to be lined with 4mm hardiflex.
19. GABLES Gables
20. ACCESS DOOR ~~Access door under floor where practical.~~
21. TOILET DOORS:
 Shall open out or be hung on tamic hinges.

INTERNAL LININGS

1. UNLESS OTHERWISE SPECIFIED:

All ceilings to be 10mm gyprock (SUSPENDED CEILING)
 W.C. walls ~~4mm hardiflex~~ ^{HARD WALL PLASTER}
 Laundry Walls ~~4mm hardiflex~~
 Bathroom walls ~~10mm hardiflex~~
 All other walls ~~10mm gyprock.~~ ^{FACE BRICK}

2. FEATURE WALL:

PAINTER

1.

Painter will supply paints of good quality and apply to owner's colour scheme.

ELECTRICIAN

Owner will direct electrician on position of lights and power points

Number of lights and power points AS PER QUOTE

Number of fans —

Number of fluorescent lights AS PER QUOTE

BRICKS

MIDLAND POMPEII

ROOF

TRIMDECK HI TEN COLOR BOND

PLUMBER

- ANT CAPPING: ~~To be cut and soldered where required.~~
- EAVES GUTTERING: To be long line riveted and soldered and clipped every 900mm.
- DOWN PIPES: 100x50mm where required. (Round if to pipe columns).
- RAIN WATER SUMPS: ~~If required or concrete spoon drain.~~
- W.C. TOILET FLUMES: ~~Positioned where required and fixed to plaster ceiling flange.~~
- ELECTRIC EXHAUST FANS: ~~Flued through to open air. Minimum diameter 139.7mm~~
- METAL CANOPY OVER STOVE: ~~Same area as top of stove through to open air. Minimum diameter 139.7mm.~~
- ROOF FLASHINGS: ~~To be 4lb. sheet lead dressed and soldered to all flues.~~ ZINC
- VENTS E.N.P. STACK: To be tested M.W.S.S.D. clipped and bolted and fitted with cowl.
- SIDE FLASHINGS, CHIMNEYS ETC: ~~To be sheet lead (4lb.) or P.G.1. where required.~~
- ALL BACK VENTS: Fitted where required with wire baskets etc.
- WATER SERVICE : 19mm copper/galvo. 2 external standpipes.
- ALL CONCEALED COPPERWORK: To department requirements and test to 300lb. per square inch.
- ALL TAPS IRWELL TYPE: Irwell 98/88. Owner choose colour and shape.
- ALL OUTLETS TO BE CHROME:
 Kitchen sink. _____ Wash trough. _____
 Basin. _____ Bath. _____
 Shower. _____
- TRAPS, FITTINGS AND FLOOR WASTES: To be brass and fitted with I.O. where necessary.
- W.C. TOILET SUITE:
- | | | | |
|---------|--------------|------------------------|---------------|
| Type | CARMO UNISET | colour. | _____ |
| BATH: | Size _____ | Type _____ | Colour _____ |
| TROUGH: | Size _____ | | Cabinet _____ |
| BASIN: | Type _____ | BRISTLE EIDNA | Colour _____ |
| SINK: | Type _____ | 1500 SINGLE BOWL INSET | Size _____ |
- HOT WATER SYSTEM: Type _____ 68 LITRE ELECTRIC
- ROOMHEATING: Type _____
- EARTHENWARE DRAINS: P.V.C.
Laid to M.W.S.S.D. bylaws.
- SEPTIC TANKS AND LEACH DRAINS: Installed to public health authority requirements.

CONCRETE:

To be ready mixed concrete mixed and delivered in accordance with A.S. 1379. Concrete for all work shall have a minimum strength of 20 M.P.s at 28 days.

PLACING:

Concrete shall be poured continuously in as large an area as possible and vibrated to expel air pockets.

CURING:

Concrete shall be kept wet for seven days.

FOOTINGS:

Unless otherwise instructed footings under 270mm and 225mm walls are to be 450mm x 250mm reinforced with T.M.8 Mesh. Under 110mm walls footings to be 300mm x 250mm reinforced with T.M.8 Mesh.

Steel to have 50mm cover.

Footings in clay soils to be in accordance with Building Inspector's requirements.

FLOORS:

To be a minimum of 100mm thick and reinforced with F62 Mesh.

Slab thickened to form 300mm x 200mm deep beam under load bearing walls

Laundry, W.C, Bathroom, Floors, graded to floor wastes.

SUSPENDED FLOORS:

All beams and suspended slabs to be designed by a structural engineer.

BRICKLAYER

WORKMANSHIP:

Build to a gauge of 7 courses to 600mm perpend to be kept true angles plumb and square and joints horizontal. Bricks well wetted and laid on a full bed of mortar.

CAVITY WALLS:

To have No.8 galv. wire ties built in every fourth course in height and not more than 900mm apart and staggered.

BRICK VENEER WALLS:

To have wall ties 3.5 mm thick built into wall 450mm horizontally and 600mm vertically.

ARCHES:

Brick arches to be formed of header bricks laid on edge properly formed to distribute load evenly to piers and adjacent walls.

MORTAR:

Shall be screened sand with cement well mixed to manufacturers recommendations.

COMPLETION:

The job will be left clean and tidy. Maintenance Period shall be three months. Owner shall supply a

CONCRETE:

To be ready mixed concrete mixed and delivered in accordance with A.S. 1379. Concrete for all work shall have a minimum strength of 20 M.P.s at 28 days.

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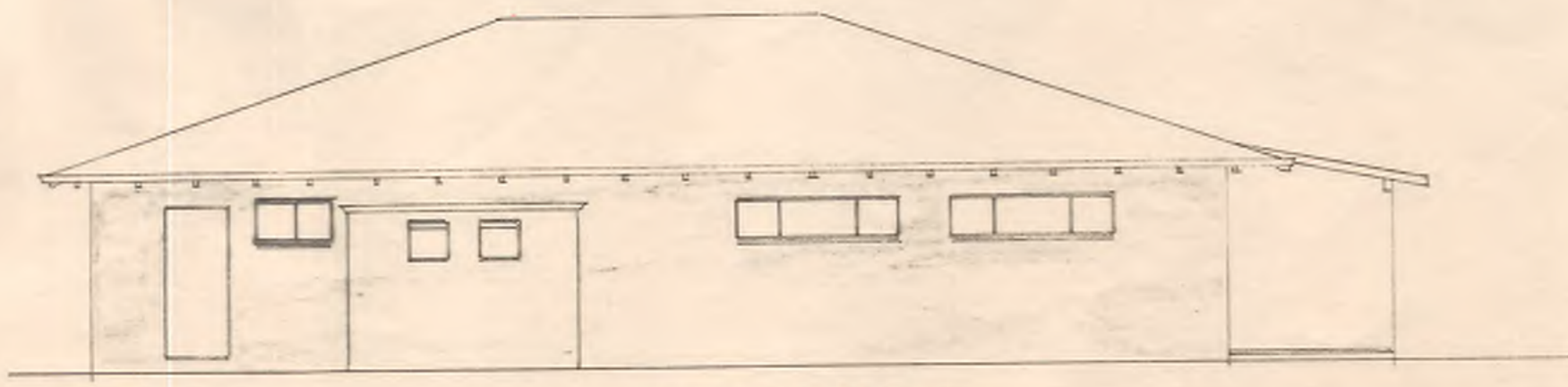
Brick arches to be formed of header bricks laid on edge properly formed to distribute load evenly to piers and adjacent walls.

MORTAR:

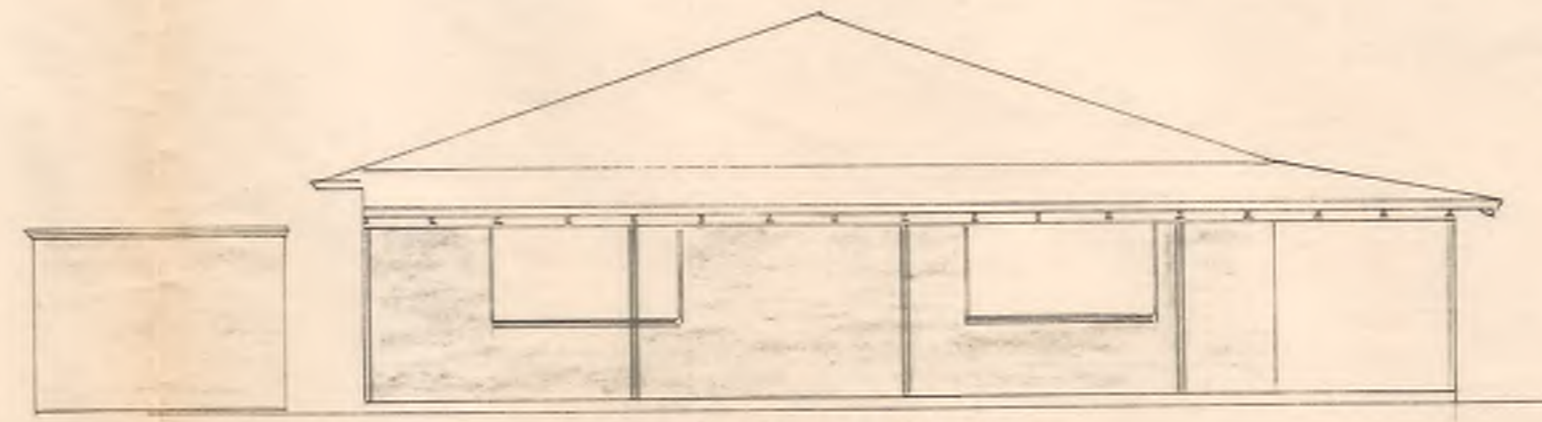
Shall be screened sand with cement well mixed to manufacturers recommendations.

COMPLETION:

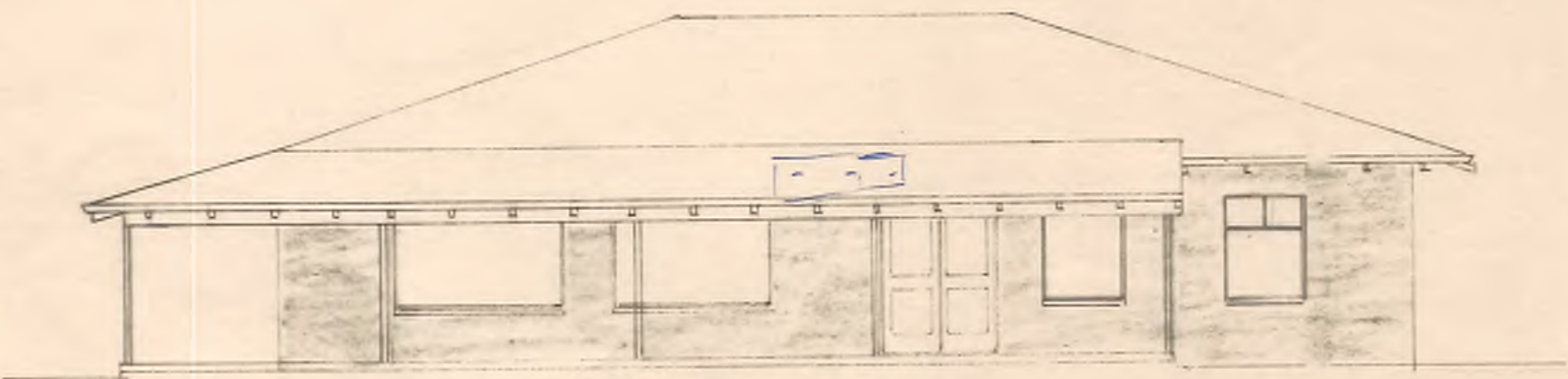
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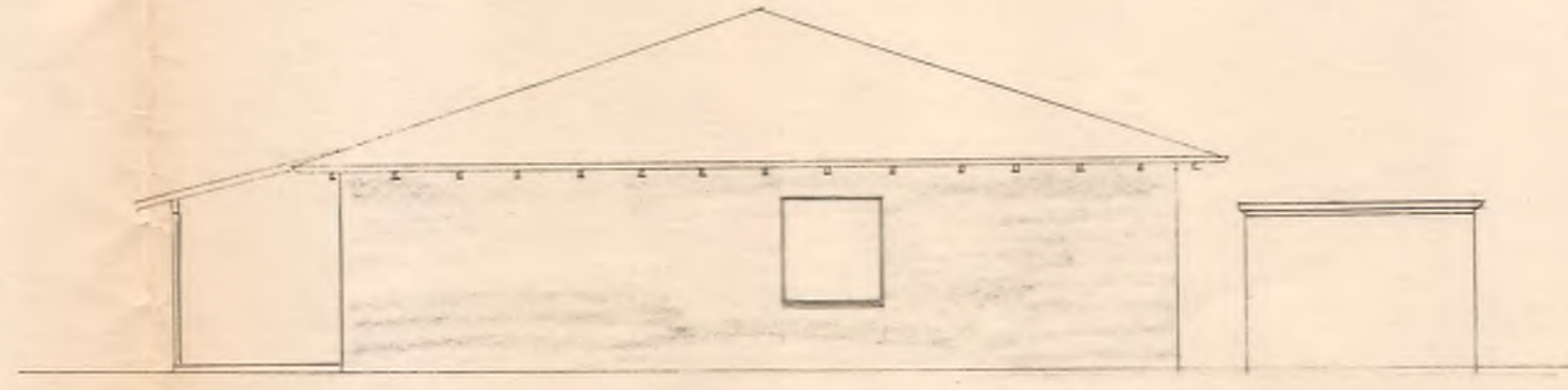
REAR ELEVATION



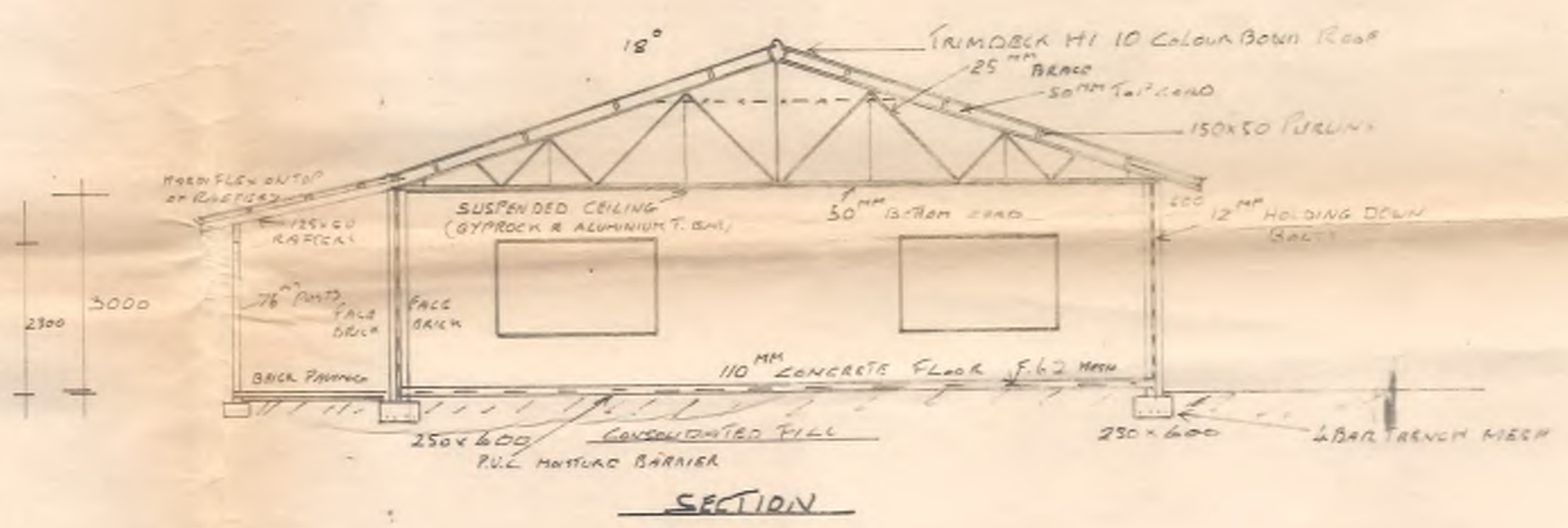
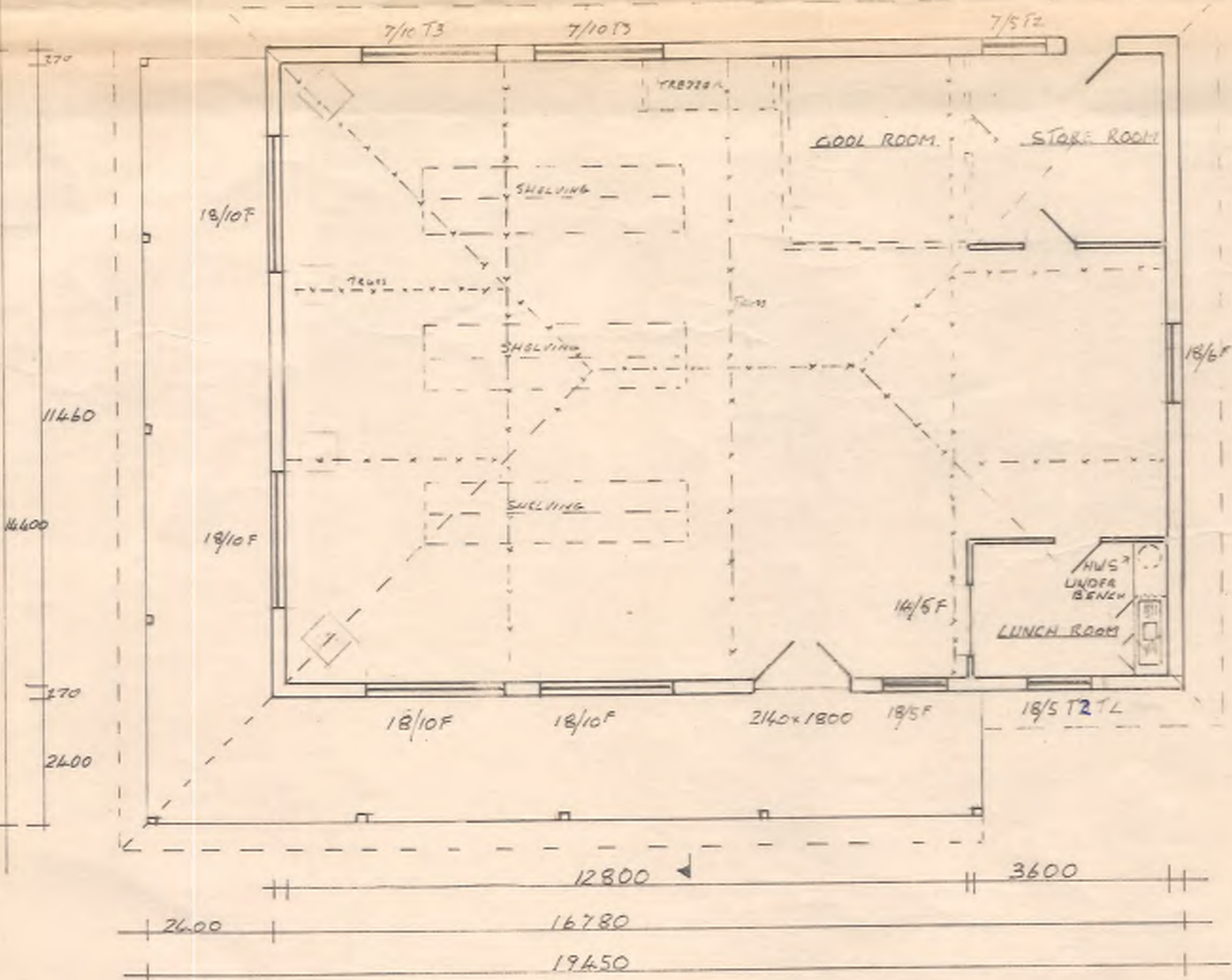
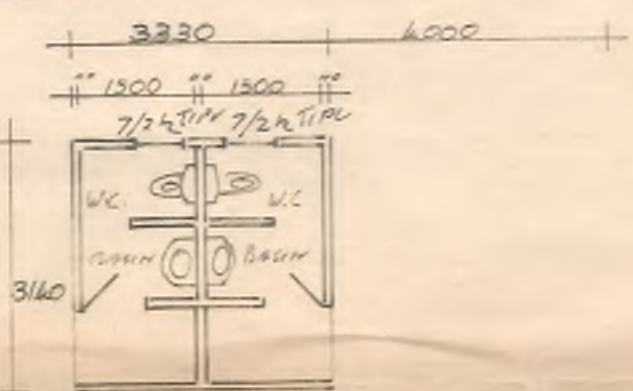
NORTH ELEVATION



FRONT ELEVATION



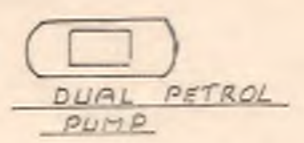
SOUTH ELEVATION



SECTION

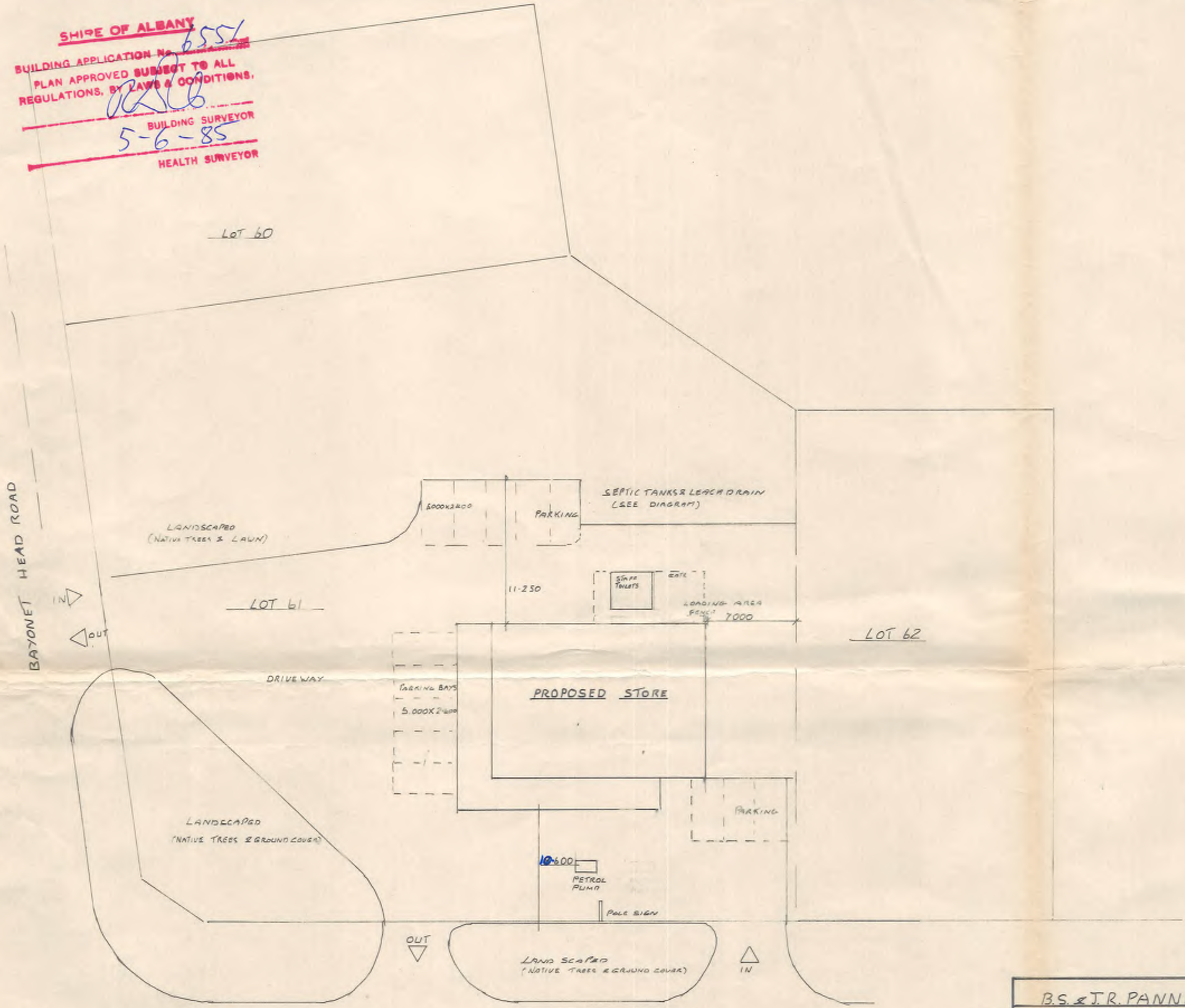
PROPOSED GENERAL STORE FOR G.J. & W.E. AUGUSTSON
ON LOT 61 CAN LOWER KING & BAYONET ROADS OYSTER HARBOUR

SHIRE OF ALBANY
 BUILDING APPLICATION No. 6551
 PLAN APPROVED SUBJECT TO ALL
 REGULATIONS BY LAWS & CONDITIONS.
 J.R.P.
 5-6-85
 BUILDING SURVEYOR
 HEALTH SURVEYOR



B.S. & J.R. PANNETT
 REG. BUILDERS 4473 PHONE 447402
 AREA SHOP 201-360 VERANDAH 66-240/0-3-85 507
 TOTAL AREA 267.6 M²

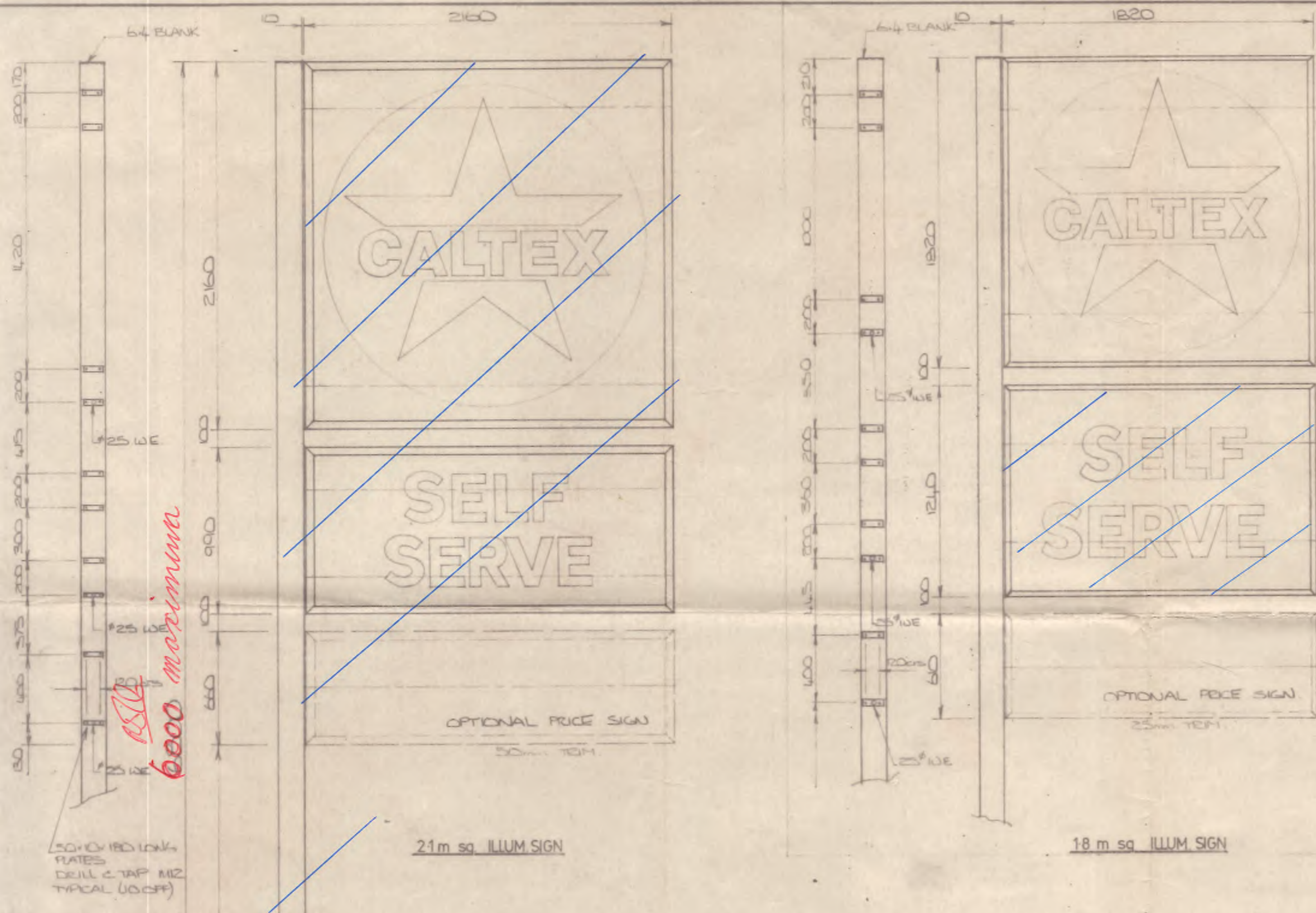
SHIRE OF ALBANY
 BUILDING APPLICATION No. 6551
 PLAN APPROVED SUBJECT TO ALL
 REGULATIONS, BY LAWS & CONDITIONS.
 BUILDING SURVEYOR
5-6-85
 HEALTH SURVEYOR



SITE PLAN
1:250

LOWER KING ROAD

B.S. & J.R. PANNETT	
REG BUILDERS 4473	PHONE 447602
16.3.85	508



SCHEDULE

No.	WIND VELOCITY & TERRAIN	PYLON SIZE & GUSSET DIM. A x B x a x b	BASE PLATE & HOLE SIZES C x F x M - H	BOLT SIZE & LENGTH HOLE crs Y-O ± E x G	CONC. FOOTING PAD TYPE L x W x D	CONC. FOOTING PIER TYPE D x L
2160 COMBINATION SIGN						
1	50m/sec CAT 3	152 x 152 x 6.3 235 x 145	450 x 450 x 25 THK 4 HOLES @ 30°	M24 x 850 350 x 350	2400 x 850 x 850	610 dia x 2500
2	55m/sec CAT 3	203 x 203 x 6.3 320 x 195	550 x 550 x 25 THK 4 HOLES @ 30°	M24 x 950 450 x 450	2500 x 950 x 950	610 dia x 2850
3	63m/sec	305 x 203 x 6.3 510 x 190	640 x 640 x 32 THK 6 HOLES @ 35°	M30 x 1300 540 x 540	3250 x 1300 x 1300	1220 dia x 3700
1820 COMBINATION SIGN						
1	50m/sec CAT 3	152 x 152 x 4.9 230 x 115	450 x 450 x 25 THK 4 HOLES @ 30°	M24 x 800 250 x 250	2300 x 800 x 800	610 dia x 2250
2	55m/sec CAT 3	152 x 152 x 6.3 300 x 185	450 x 450 x 25 THK 4 HOLES @ 30°	M24 x 850 320 x 320	2400 x 850 x 850	610 dia x 2500
3	63m/sec	203 x 203 x 9.5 310 x 225	660 x 660 x 32 THK 6 HOLES @ 35°	M30 x 1300 560 x 560	3250 x 1300 x 1300	1220 dia x 3400

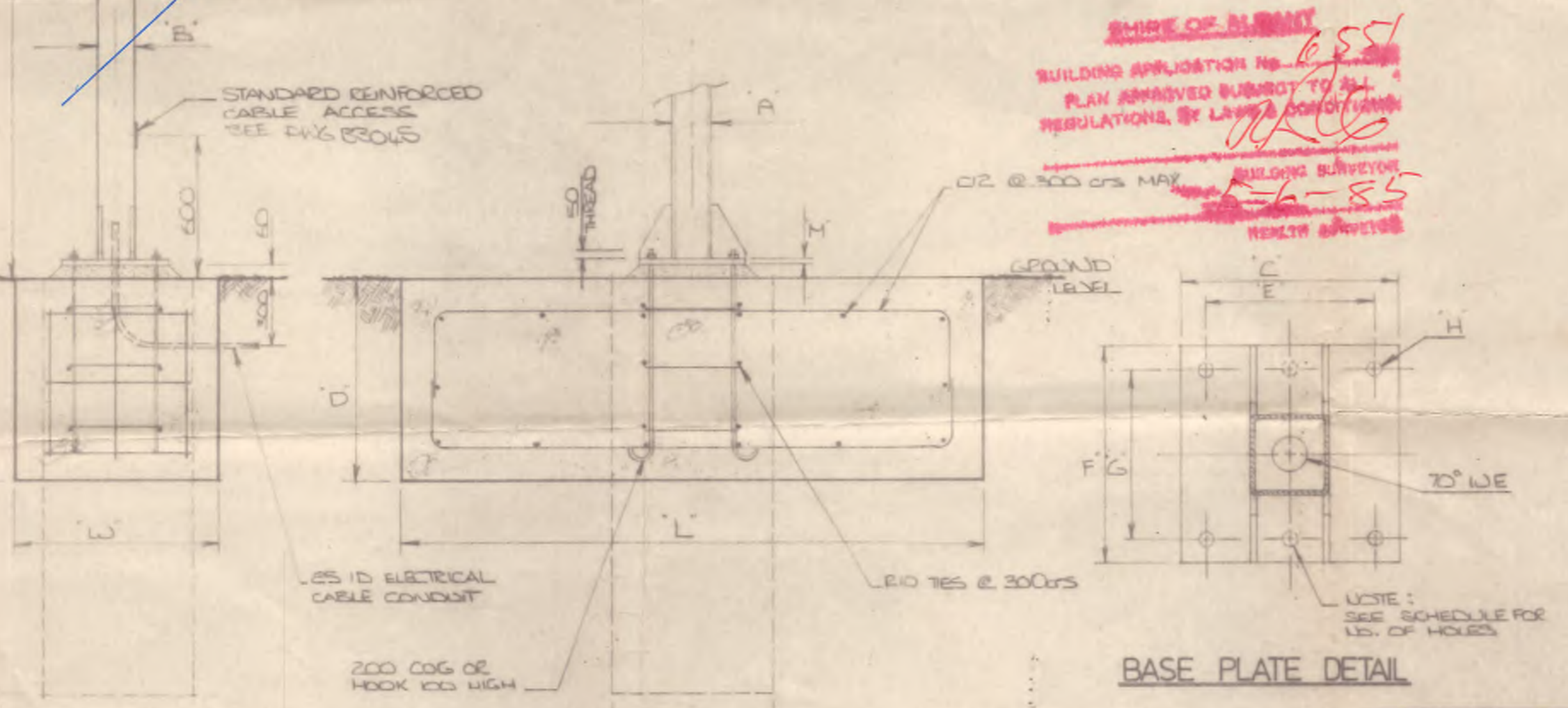
- ### NOTES
- FOOTING TYPE NO.1**
- RECTANGULAR CONCRETE BLOCK FOR SOFT OR BACKFILL SOIL 30-50 KB.
 - FOOTING TYPE NO.2**
- CYLINDRICAL CONCRETE BLOCK FOR FIRM SOIL GREATER THAN 50 KB.
 - FOOTING NOTE**
- FOOTING TO BE UNDISTURBED CLOSELY COMPACTED SOIL. IF FILING IS ENCOUNTERED WHILE EXCAVATING INCREASE DEPTH BY AMOUNT (DEPTH) OF FILL ENCOUNTERED AND REINFORCE.
 - NOTE FOR ERECTOR:**
- BOLTS TO BE PAINTED GOLD GALL. BEFORE ERECTION.
- WITH INSTALLATION OF PYLON ERECTOR TO PAINT THREADS AND INSTALL NUTS WHILE PAINT IS STILL WET.
- GROUT UNDER BASE PLATE AFTER ALIGNING 60:3:1 CEMENT MORTAR.
 - FINISH NOTE:**
- INSIDE: TAR EPOXY SPRAYED } OR HOT DIP GALVANISED
- OUTSIDE: HOT ZINC SPALD }
 - THIS DRAWING NOT TO BE USED AS LOGO TYPE.

58680

APPROVED FOR STATED CONDITIONS
[Signature]
CHRISTOPHER J DAVIS
B.Sc (MECH. ENG.) A.S.T.C.
FRACTURING STRUCTURAL ENG.

SHADE OF BLANK
BUILDING APPLICATION No. 6551
PLAN APPROVED SUBJECT TO ALL
REGULATIONS BY LAND & CONSERVATION
BUILDING SURVEYOR
56-55
HEALTH SURVEYOR

NOTE: SEE DRAWING C3044 FOR DOUBLE 18m sq. MODULE COMBINATION SIGN (FLAG MTD)



IF IN DOUBT ASK.	ITEM	QTY.	MATERIAL	DESCRIPTION
CUSTOMER	CALTEX NO. C 58680			
TITLE	21m sq. & 18m sq. FLAG MOUNTED COMBINATION SIGN [with optional price sign]			
REPORT ALL ERRORS & ALTERATIONS TO THE DRAWING OFFICE	marvelcraft <small>A DIVISION OF W. R. CARPENTER & CO. LIMITED SYDNEY: 100 Coward Street, Mascot, N.S.W. 2020. Phone 687 2451 MELBOURNE: 18-18 Maddie Street, Ascot Vale, Vic. 3032. Phone 370 7996 COPYRIGHT: ALL RIGHTS RESERVED</small>			
TOLERANCES UNLESS OTHERWISE STATED	SCALE	1:20 & 1:10	DWG. No.	
FRACTIONS ±	DATE	INTL.	B 3042	
DECIMALS ±	DRAWN	E. J. C. J. P. J. B.		
ANGLES ± °	CHECKED			
REVISION	No.	DATE	INTL.	APPROVED
				REVISION No.:

Lot 60

SHIRE OF ALBANY

BUILDING APPLICATION No. 6551

PLAN APPROVED SUBJECT TO ALL REGULATIONS, BY LAWS & CONDITIONS.

RLG

BUILDING SURVEYOR

5-6-85

HEALTH SURVEYOR

BAYONET HEAD ROAD

LANDSCAPED
(NATIVE TREES & LAWN)

6000x2400

PARK

LOT 61

11-250

DRIVEWAY

TRADING BAY
5,000X2,400

PRO

**FACTORIES INSPECTION BRANC
SUBMITTED MATERIAL ASSESSE**

Notice of modifications requested should be passed to the Builder before construction commences.

DATE 15.4.85

AREA INSP. 30

NOTE CONDITIONS ON REVERSE

OUT

LAND
Native

SITE PLAN

1:250

LOWER

THIRD SCHEDULE

FORM 2

SHIRE OF ALBANY

To the Building Surveyor:

As the Builder or person causing and directing the work undermentioned to be executed, I hereby apply for a Building Licence for same.

Application Form No. 7710
Licence No. 6534
Date Issued 30-3-88

THE FOLLOWING ARE PARTICULARS OF THE PROPOSED WORKS:—

Ward OYSTER HARBOUR Street CORN. LOWER KING RD. & BAYONET HEAD RD
Loc. No. 1196 Lot No. 61 House No. Map Ref. No.
New Buildings to be used as SHOP
Additions and/or Alterations to EXISTING SHOP
Materials to be used DOUBLE BRICK & NINETEEN COLOUR SAND
Builder B.S. & J.R. PANNETT
Plumber W.M. & P.F. HUMR
Estimated Value \$ 22,289
Dimensions of Building or Structure: (e.g. including the total roofed area)
Area 87.7 sq.m. Depth mm. Width mm. Height mm.
Number of Storeys ONE
Owner: Name G.J. & N.E. AUGUSTSON Address ECLIPSE DRIVE Phone 447257
Occupier Name P. AUGUSTSON Address ALBANY Phone
Classification number sought by owner if not previously classified or if change of use is sought
Signature of Applicant B.S. Pannett
Address 3 HAKER CRT ALBANY Date 19/2/88

INFORMATION REQUIRED FROM APPLICANT — FOR PLANNING CLEARANCE

DOMINANT USE OF LAND, EXISTING: (e.g. "vacant")
PROPOSED (DETAILED) USAGE OF BUILDING: (e.g. "storage of farm machinery and equipment, inc. truck, tractor")
DOMINANT USE OF LAND, PROPOSED: (e.g. "grazing of Live-stock")
ESTIMATED NUMBER OF PERSONS ON SITE when development is being fully utilised:
ESTIMATED DATE OF COMPLETION: persons

OFFICE USE ONLY

Table with columns for DATE RECEIVED, ADDITIONAL INFORMATION REQUIRED, REFERRED TO COUNCIL, DATE, REFERENCE No., and FEES (BUILDING, KERB/BITUMEN DEPOSIT, APPLICATION FEE, OTHER, TOTAL \$36.00)

SHIRE OF ALBANY

Mercer Road, Albany, W.A. 6330
Telephone 41 2311

OFFICE COPY ONLY

RECEIVED THE AMOUNT PRINTED ABOVE BY CASH REGISTER

Shire Clerk.

WARNING — THIS DOCUMENT SHALL HAVE NO EFFECT UNTIL THE IMPRINT OF THE CASH REGISTER IS HEREON.

BUILDING LICENCE

30703788 0976 \$ 36.00 CHQ1

GRANTED TO B.S. & J.R. PAMNETT WARD

Address 3 HAKFA COURT 36.00 CHQ1

Authorising the construction of certain buildings in the 61 LOCATION 30/03/78

LOWER KINGS ROAD Street Lot 61 and in accordance with the approved plans, drawings and

as per application No. and in accordance with the approved plans, drawings and specifications and subject to the provisions of the Uniform Buildings By-laws, 1974, made under the Local Government Act, 1960.

Whenever required so to do by the Building Surveyor, the holder of this licence shall produce the approved plans, drawings and specifications for inspections.

This licence is void if the work covered by it is not substantially commenced within 12 months of the date of the issue of this licence. 30/3/78

Date 30/3/78 Building Surveyor [Signature]

Building Fees	35
Application Form	1
Other Fees	\$ 36
TOTAL	36

No 6534



Department of
Occupational Health,
Safety and Welfare
of Western Australia

Your Ref: 398194
Our Ref: Duty Officer
Enquiries: 18 February 1988
Date:


B S & J R Pannet
3 Hakea Court
Collingwood Heights
ALBANY WA 6330

**PLAN EXAMINATION
FACTORIES AND SHOPS ACT 1963**

LOT 61, LOWER KING ROAD, ALBANY WA 6330

The plan submitted has been assessed by this Department and has been found to comply with the basic requirements of the Factories and Shops Act 1963.

However, this letter does not obviate the owner/occupier's responsibility to comply with any additional requirements of the Factories and Shops Act and Regulations which may arise from any work process, or any other statutory requirements.


R A Elkington
CHIEF INSPECTOR
FACTORIES AND SHOPS BRANCH

SHIRE OF ALBANY

BUILDING APPLICATION No. 77710
PLAN APPROVED SUBJECT TO ALL
REGULATIONS, BY LAWS & CONDITIONS.


BUILDING SURVEYOR

30-3-88

HEALTH SURVEYOR



Western Australian Fire Brigades Board

Our Ref. KJL:JH: 314056

Your Ref.

Phone Enquiries: Mr Longman

29 February 1988

480 Hay Street,
Perth,
Western Australia, 6000
Telephone : (09) 323 9300
Facsimile : (09) 221 1935
Cables : Fireboard Perth

The Town Clerk
Town of Albany
PO Box 484
ALBANY WA 6330

SHIRE

Dear Sir,

PROJECT

NAME : Oyster Harbour Store (Extensions)
ADDRESS : Lower King Road, Albany
CLASS : VI Occupancy
TYPE : 5 Construction

Plans for the above project have been examined by Officers of the Fire Prevention Department of the Brigade, who advise their acceptance as regards Standards of Safety in the event of fire.

This correspondence does not obviate a total responsibility by the developer to comply with the building regulations and applicable standard codes, apart from exceptions authorised in writing or as determined by appeal.

A copy of this correspondence has been forwarded to the builder together with the return of stamped plans.

Yours faithfully,

KJ LONGMAN
FOR CHIEF OFFICER

SHIRE OF ALBANY

BUILDING APPLICATION No. 7710
PLAN APPROVED SUBJECT TO ALL
REGULATIONS, BY LAWS & CONDITIONS.

BUILDING SURVEYOR

30-3-88

HEALTH SURVEYOR

SHIRE OF ALBANY RECEIVED	
3 - MAR 1988	
FILE _____	
SC/ASC	
ENG/PLAN	
HLTH/BDG	
ADMIN	
Council/Chief (Date)	

SHIRE OF ALBANY

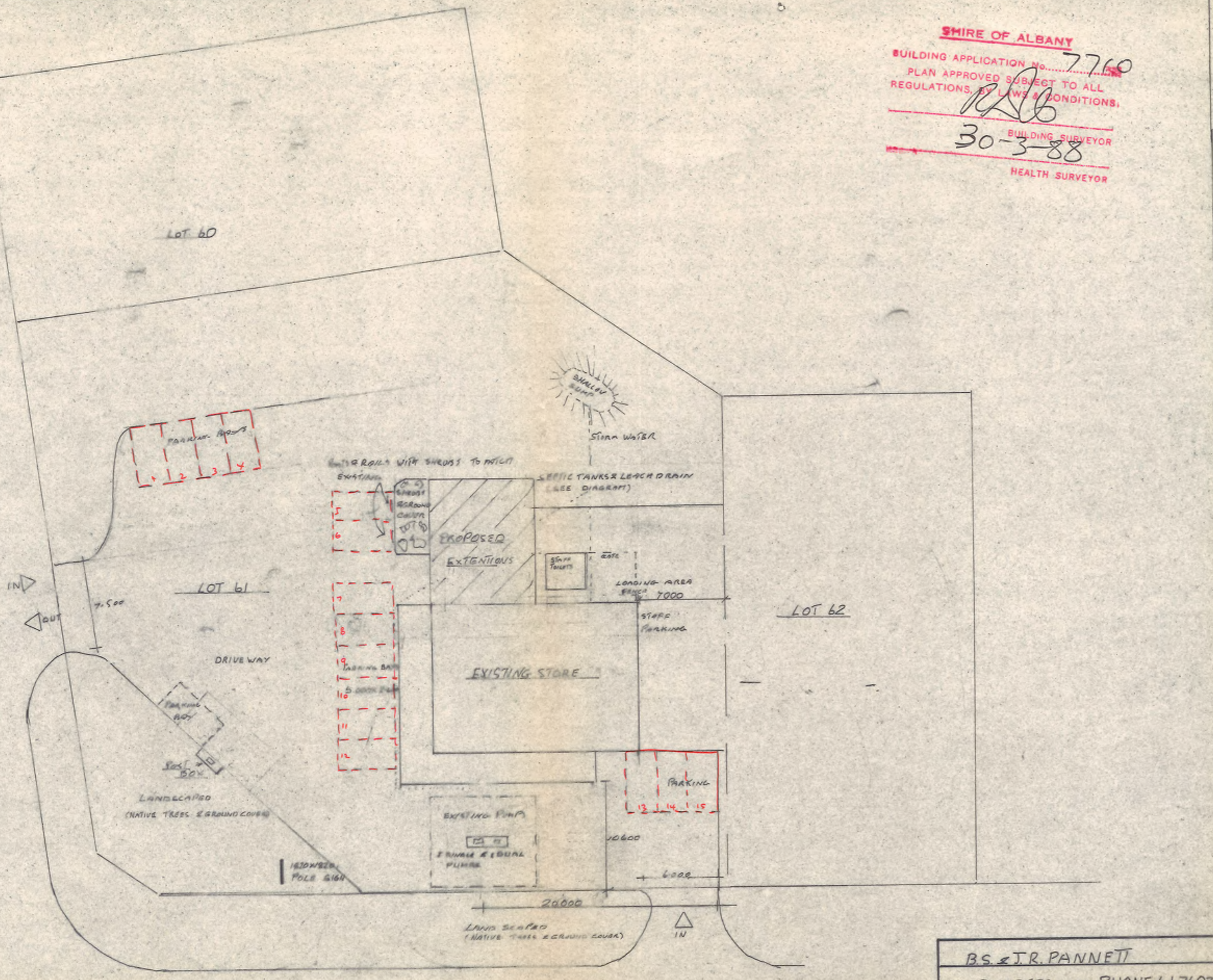
BUILDING APPLICATION No. 7710
PLAN APPROVED SUBJECT TO ALL
REGULATIONS, BY LAWS & CONDITIONS.

RALB

30-3-88

BUILDING SURVEYOR

HEALTH SURVEYOR



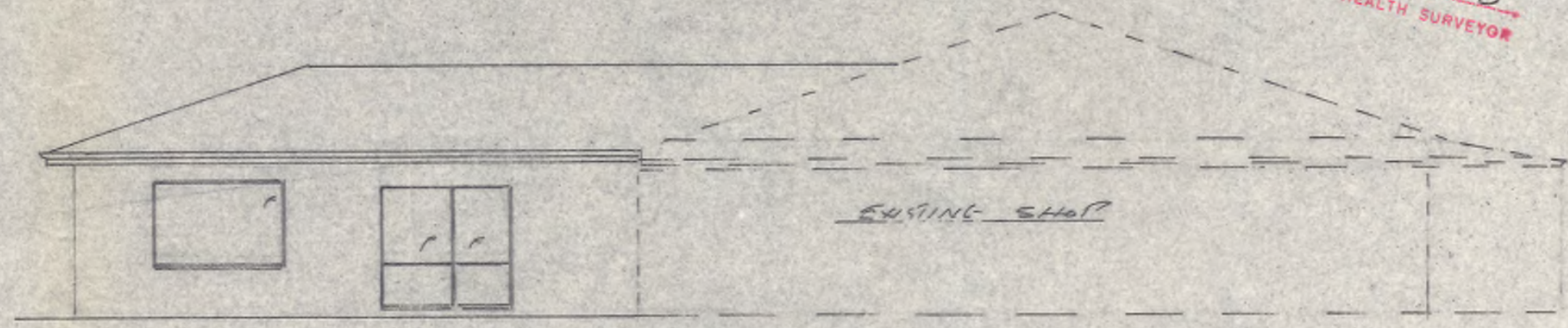
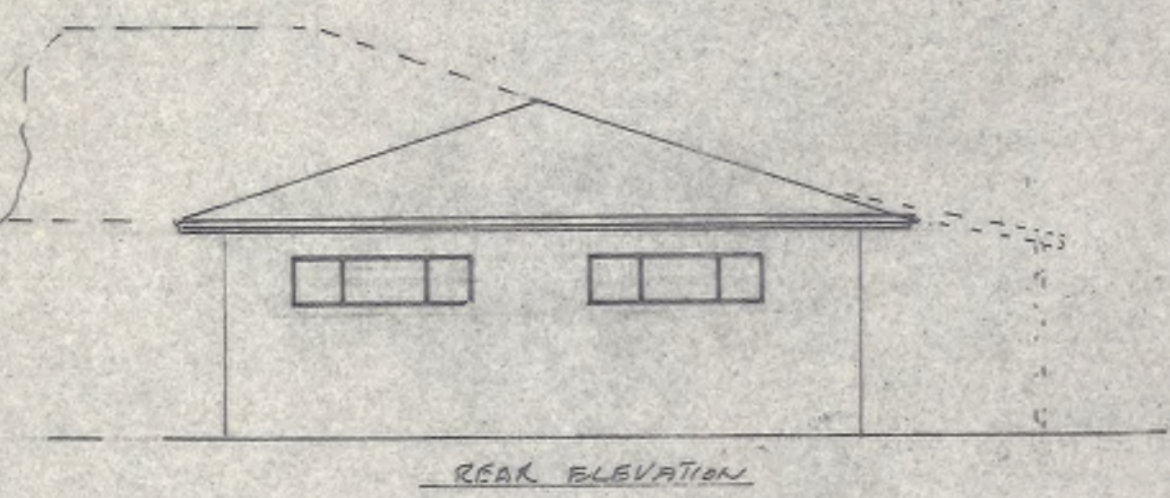
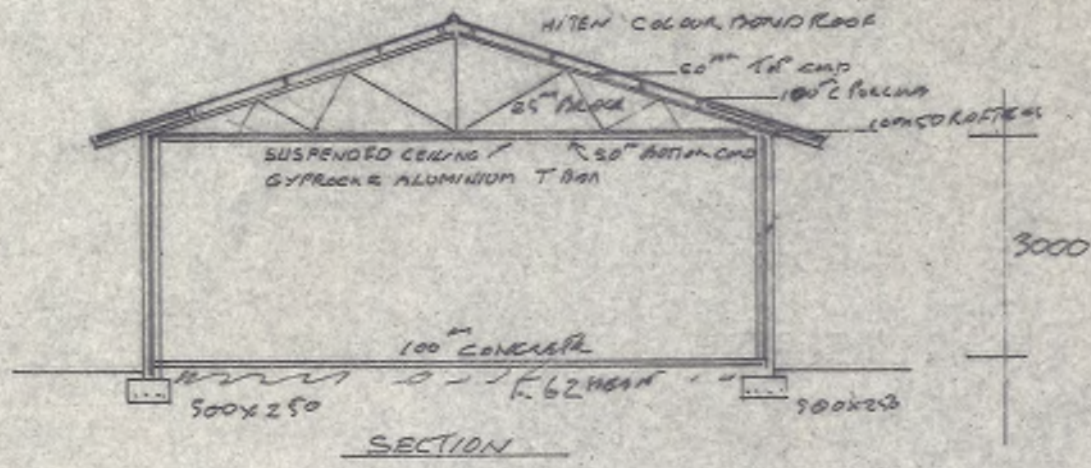
SITE PLAN
1:250

LOWER KING ROAD

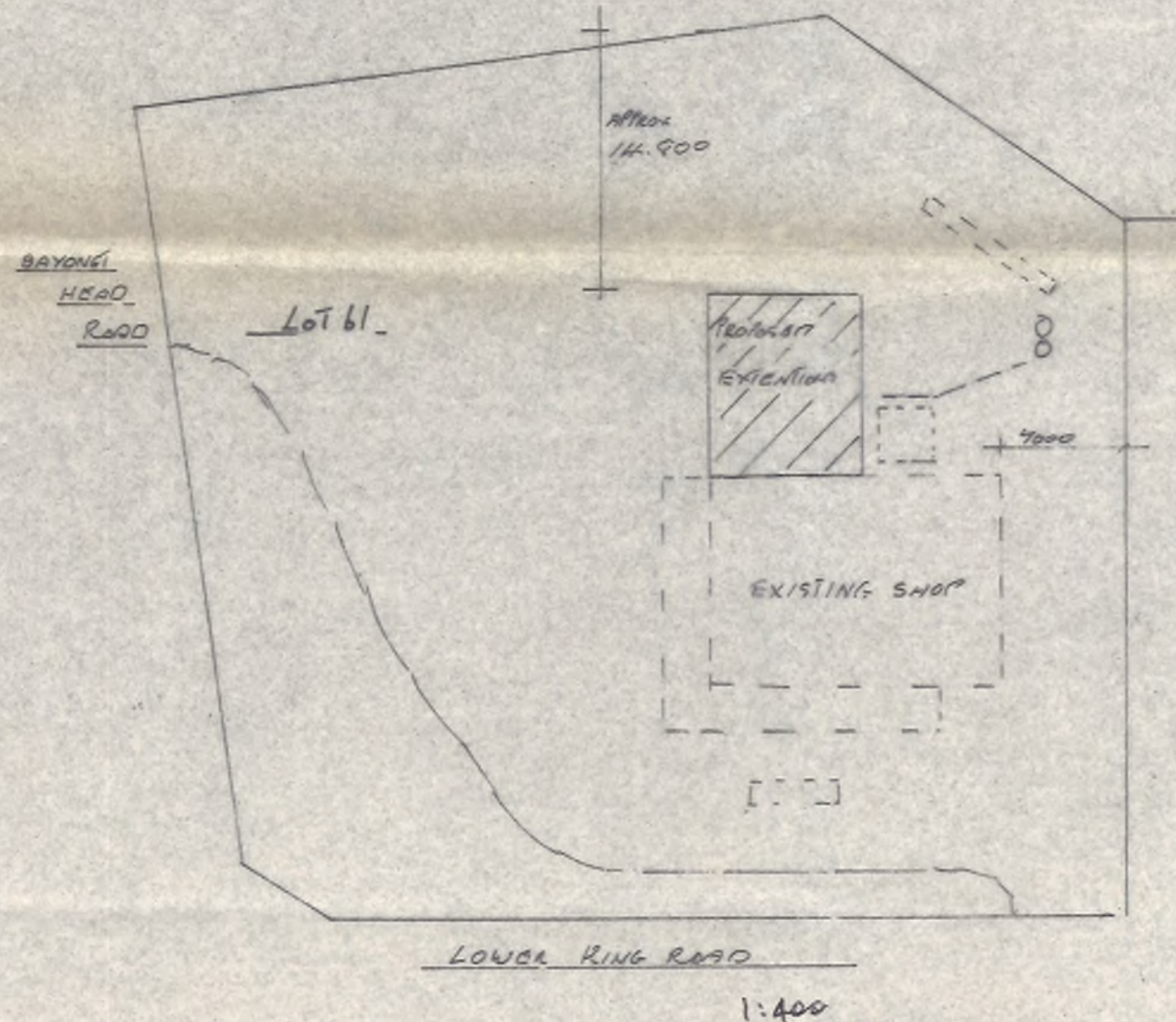
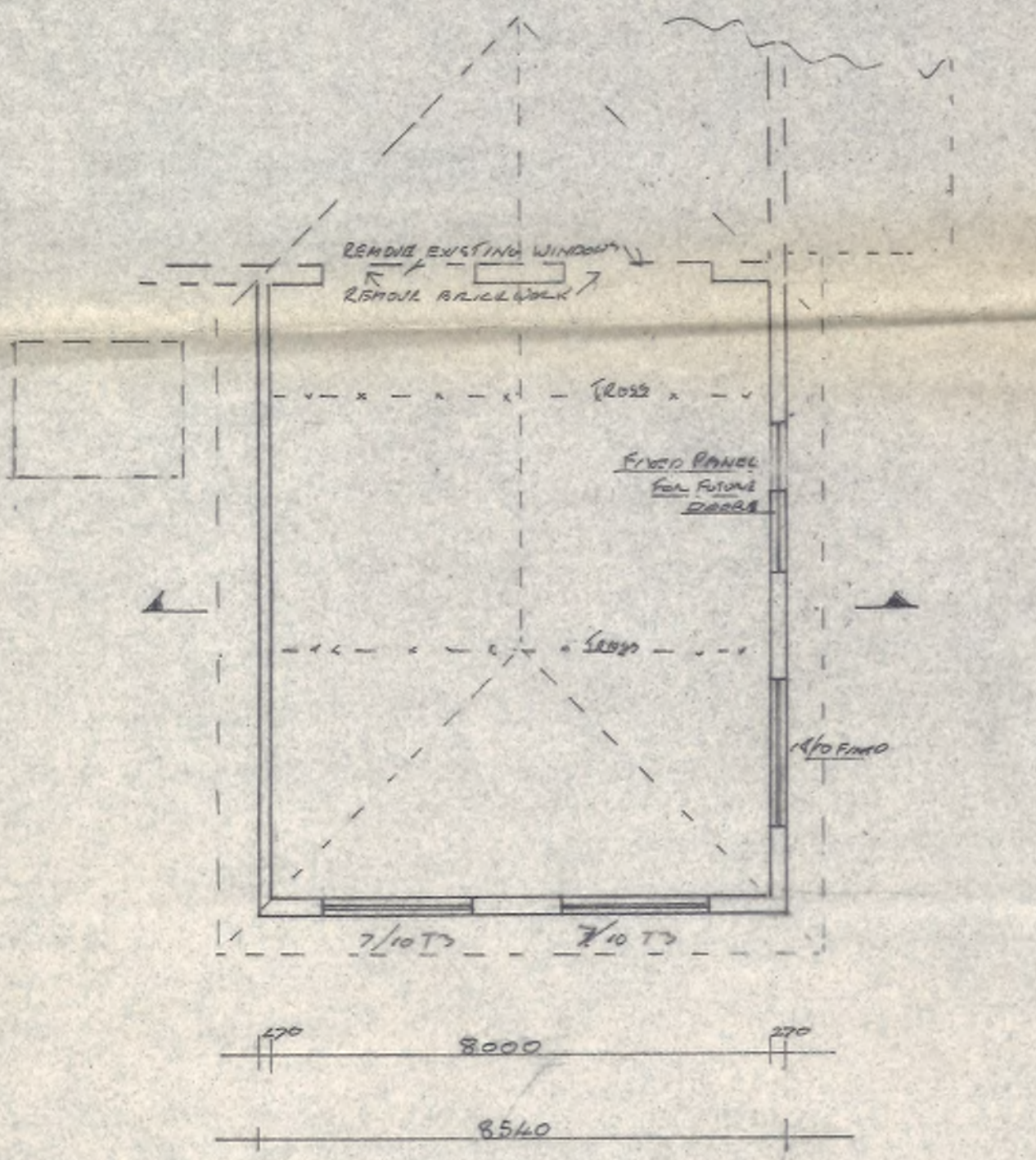
B.S. & J.R. PANNETT		
REG BUILDERS 4473 PHONE 447602		
AMENDED 1-5-85	16-3-85	508

AMENDED 1-3-88

SHIRE OF ALBANY
 BUILDING APPLICATION No. 7719
 PLAN APPROVED SUBJECT TO ALL
 REGULATIONS, BY LAWS & CONDITIONS
RAB
 BUILDING SURVEYOR
30-3-88
 HEALTH SURVEYOR



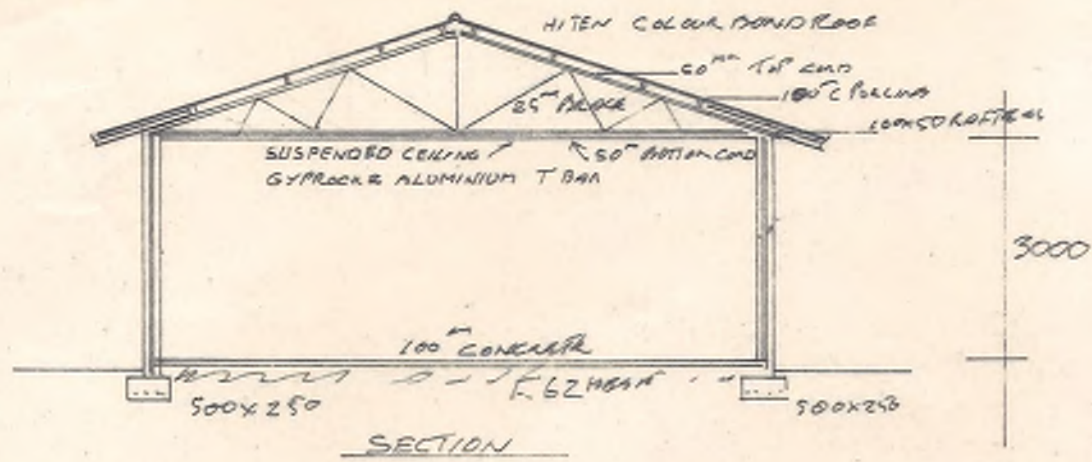
500x250 FOOTINGS
 100mm CONCRETE FLOOR
 F.62 MESH
 FACE BRICK TO MATCH EXISTING
 SUSPENDED CEILING (GYPROCK)
 STEEL TRUSSES WITH STEEL PURLINS
 100x50 MESH RAFTERS
 ALL TO MATCH EXISTING



PROPOSED EXTENSIONS TO OYSTER HARBOUR STORE
FOR G.J. & W.E. AUGUSTSON ON LOT 61 LOWER KING ROAD

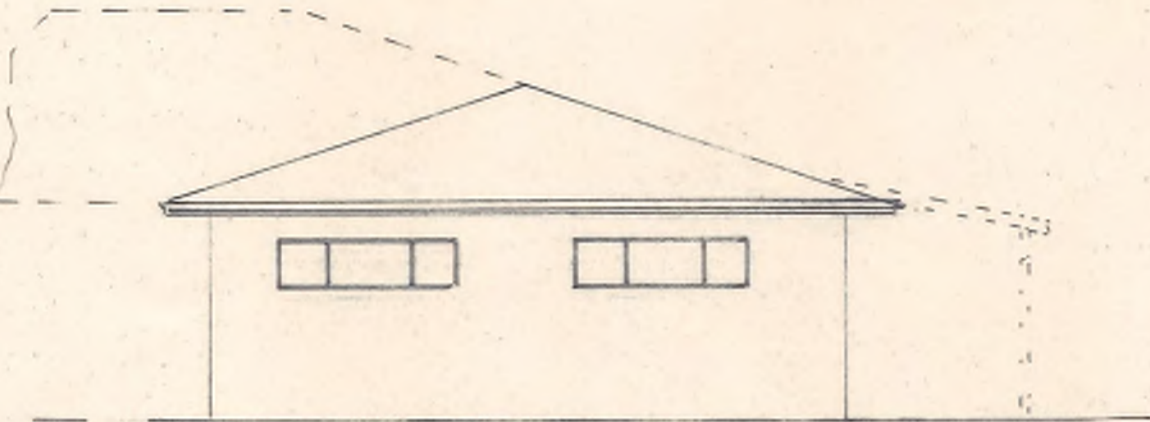
WATER AUTHORITY
 COUNTRY OPERATIONS SOUTH
 ALBANY
 This plan has been
 submitted for inspection
 signature *[Signature]*
 15-2-88

BS & J.R. PANNETT
 REG BUILDERS 4473 PHONE 447402
 AREA 87.7 M² 13-2-88 803

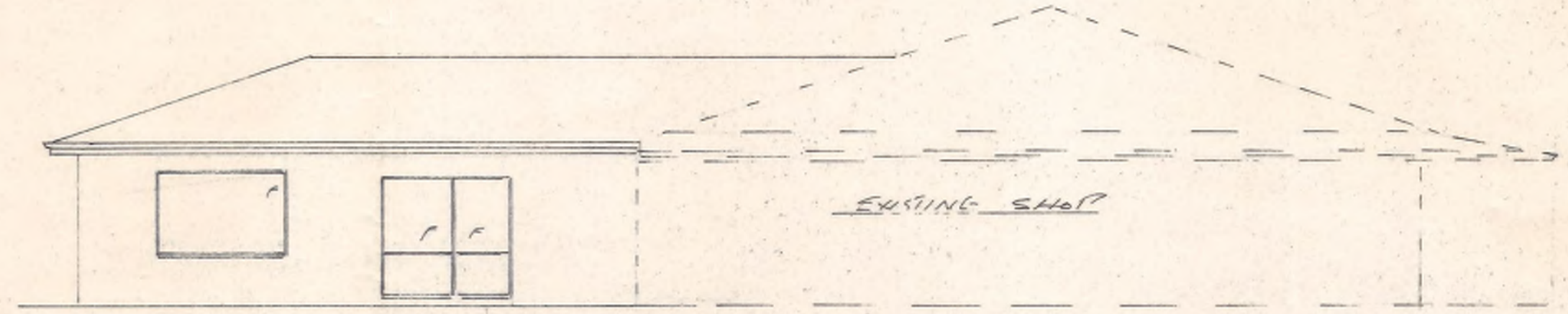


SECTION

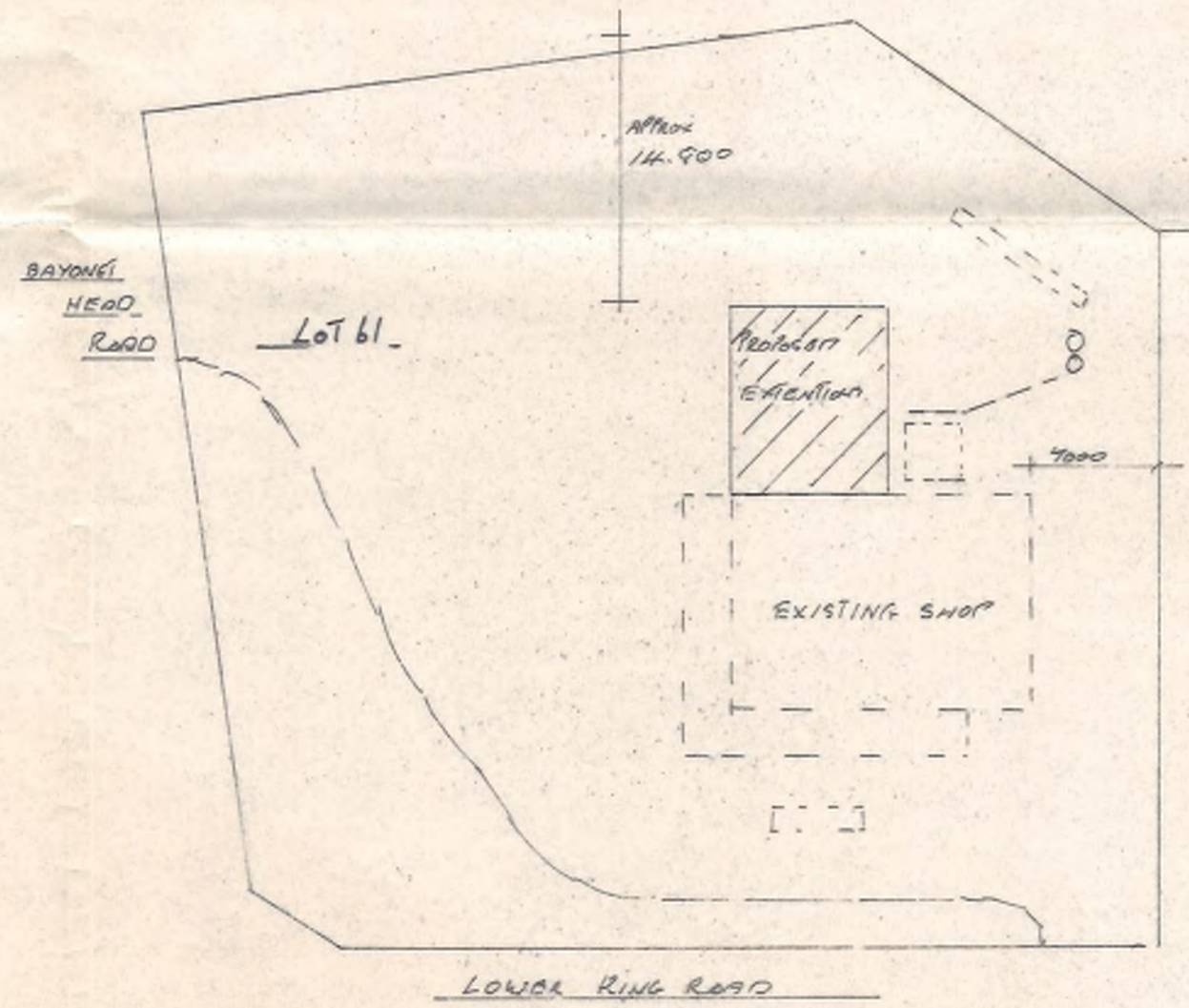
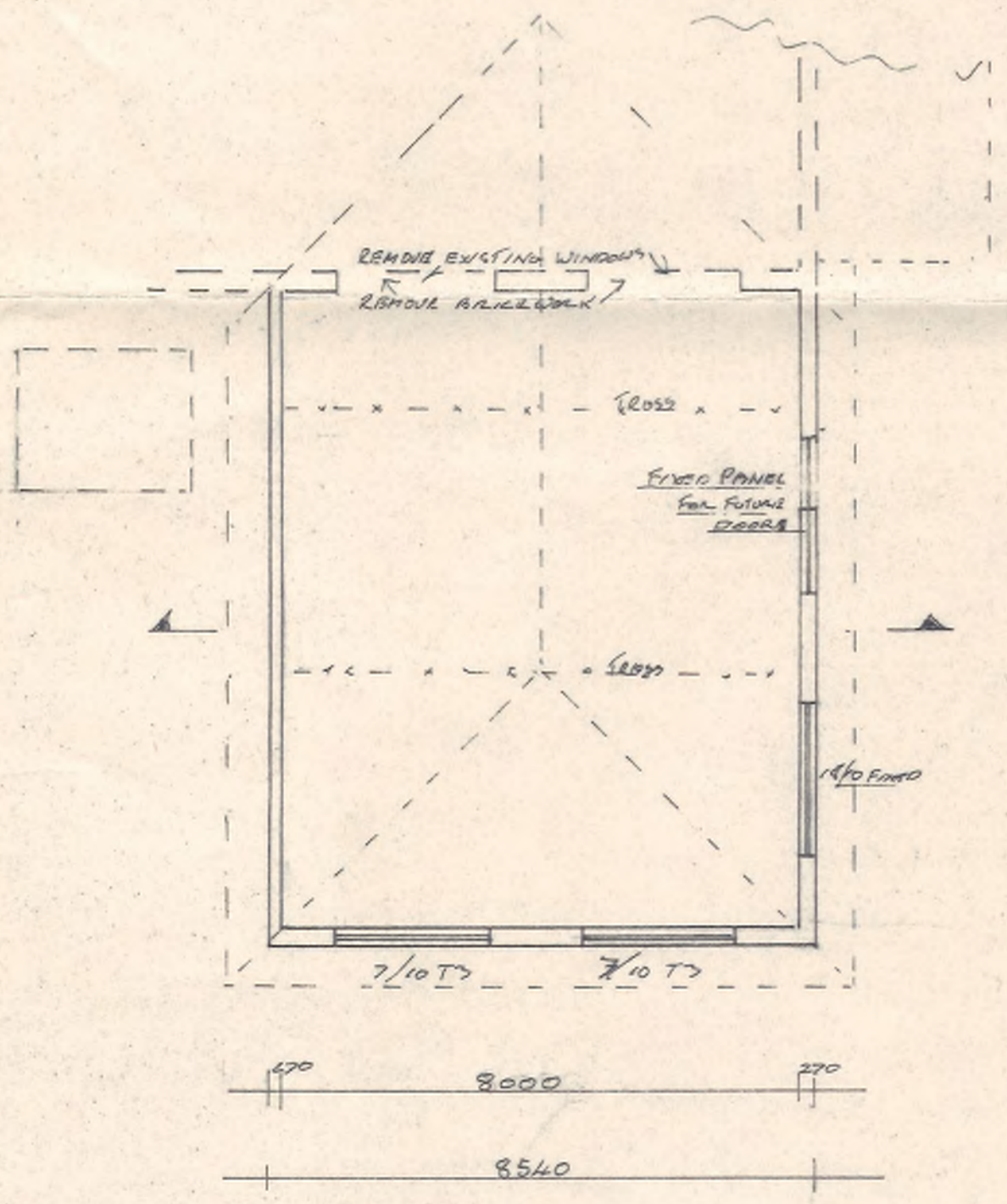
SHIRE OF ALBANY
 BUILDING APPLICATION No. 7760
 PLAN APPROVED SUBJECT TO ALL REGULATIONS, BY LAWS & CONDITIONS
 [Signature]
 BUILDING SURVEYOR
 30-3-88
 HEALTH SURVEYOR



REAR ELEVATION



EXISTING SHOP



500x250 PURLINS
 100 CONCRETE FLOOR
 F.62 MESH
 FACE BRICK TO MATCH EXISTING
 SUSPENDED CEILING (GYPROCK)
 STEEL TRUSSES WITH STEEL PURLINS
 100x50 KIPS RAFTERS
 ALL TO MATCH EXISTING

PROPOSED EXTENSIONS TO OYSTER HARBOUR STORE
FOR G.J. & W.E. AUGUSTSON ON LOT 61 LOWER KING ROAD

BS. J.R. PANNETT	
REG BUILDERS 4473	PHONE 447402
AREA 87.7 ^{m2}	13-2-88 803

25 MAR 1996

DEPARTMENT	
PLANNING	<i>[initials]</i>
HEALTH	<i>[initials]</i>
ENGINEERING	<i>[initials]</i>

13.09

THIRD SCHEDULE
FORM 2

SHIRE OF ALBANY

Application Form No. 96091
Date 26/03/96

To the Building Inspector:

As the Builder or person causing or directing the work undermentioned to be executed, I hereby apply for a Building Licence for same.

The following are particulars of the proposed works:-

SITUATION A 20725
~~LOWER KING ROAD~~ BAYONET HEAD ROAD Suburb BAY'T HEAD
 Plantagenet Loc. 1196 Lot No. 61 House No. _____
 New Buildings to be used as STORE ROOM
 Additions and/or Alterations to EXISTING STORE
 Materials to be used BRICK & STEEL
 Builder B. S. PARNETT Reg. No. 4473 Phone 447402
018926281
 Plumber W. M. & P. F. HUNG
 Estimated Value \$ 50 000
 Dimensions of Building or Structure 8-6^m x 10-6^m
 Area - Dwelling _____ m² : Garage _____ m² : Total _____ m² : Height _____ mm.
 Number of Storeys 1
TRICON P/L + P. L. WILLIAMS
 Owner : Name L. K. & R. C. WILLIAMS Address _____ Phone _____
 Occupier : Name _____ Address _____ Phone _____
 Classification number sought by owner if not previously classified or if change of use is sought _____
 Signature of Applicant [Signature] Signature of Owner _____
 Address 3 HAKED CRT ALBANY Date _____

THIRD SCHEDULE - FORM 1
LOCAL GOVERNMENT ACT, 1960 By-Law 6.3

Certificate Number _____
 SHIRE OF ALBANY
 CERTIFICATE OF CLASSIFICATION
 Date of Certificate _____ 19__

This is to certify that the Council has approved the use of the building situated at _____ (description of land) as a building of the class or classes specified herein.

Storey or Portion of Building	Class or Classes of Building

Signed _____ Shire Clerk
 NOTE: The use of the above building or any portion thereof for a purpose not covered by this certificate is an offence.

FEEES :

BUILDING	\$ 100 : 00
KERB/BITUMEN DEPOSIT	\$:
APPLICATION FEE <u>Waste</u>	\$ 16 : 00
B.C.I.T.F. LEVY	\$ 100 : 00

TOTAL \$ 216 : 00

Licence No. 10796 Date **10 APR 1996**

Receipt No. _____

2-8-96
R14725

10/04/96
[Signature]

SHIRE OF ALBANY

Mercer Road, Albany, WA 6330
Telephone 41 2311

OFFICE COPY ONLY

RECEIVED THE AMOUNT PRINTED ABOVE BY CASH REGISTER

Chief Executive Officer

WARNING — THIS DOCUMENT SHALL HAVE NO EFFECT UNTIL THE IMPRINT OF THE CASH REGISTER IS HEREON 5.00

BUILDING LICENCE

15.04.96 96091 51305 **\$216.00

Granted to: B.S. PANNETT.

Address: 3 HAIKUA COURT COLLINGWOOD HTS CHS \$216.00 CHS 0.00

Authorising the construction of certain buildings in the MILLBROOK Ward BAYONET MEAD Street/Road

Lot No. 61 Location No. 1196

Subdivision BAYONET MEAD as per application No. 96091

and in accordance with the approved plans, drawings and specifications and subject to the provisions of the Local Government Building Regulations made under the Local Government Act 1960.

Whenever required so to do by the Building Surveyor, the holder of this licence shall produce the approved plans, drawings and specifications for inspection.

This licence is void if the work covered by it is not substantially commenced within twelve months of the date of issue of this licence.

Date: 10, 04, 96.

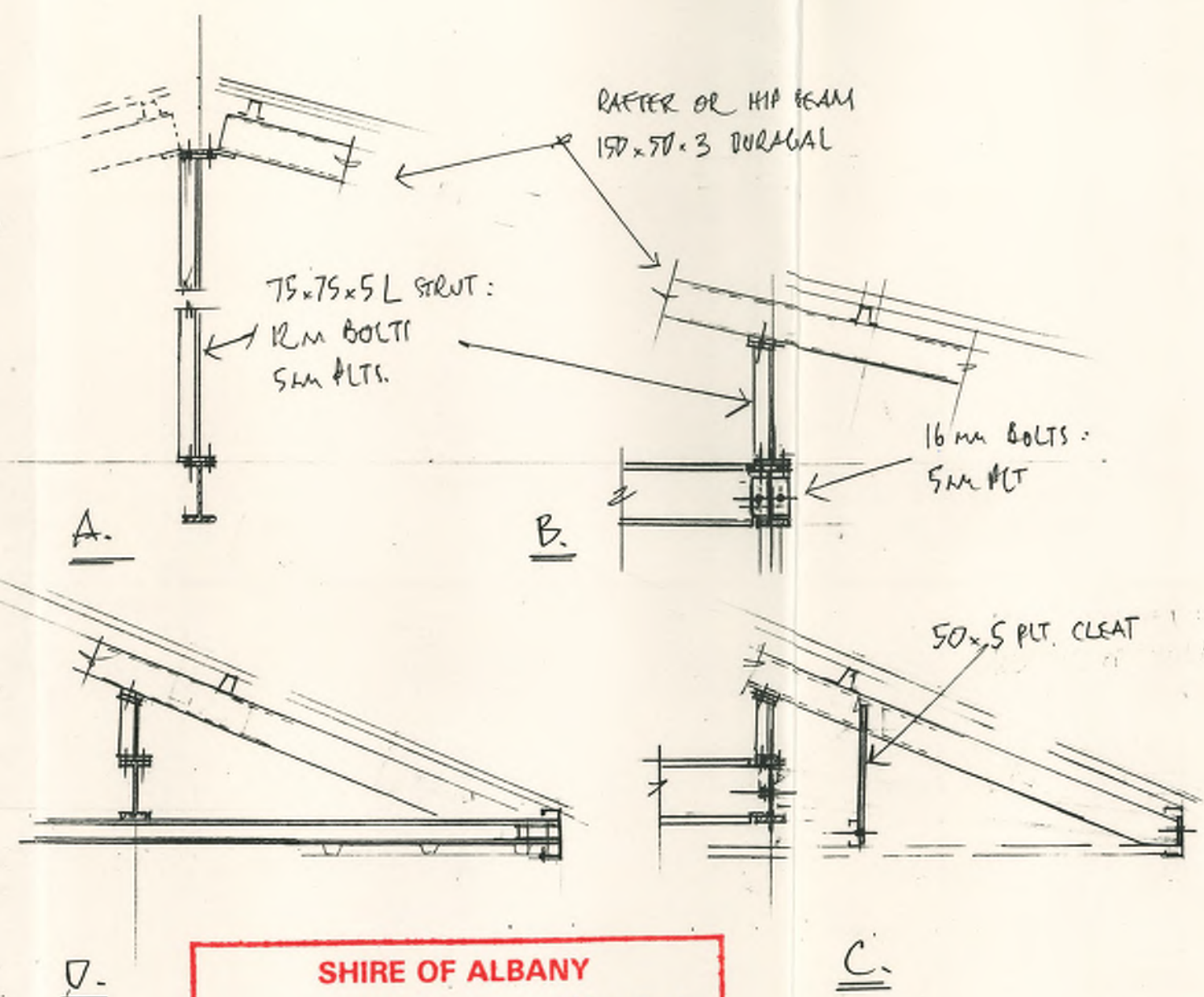
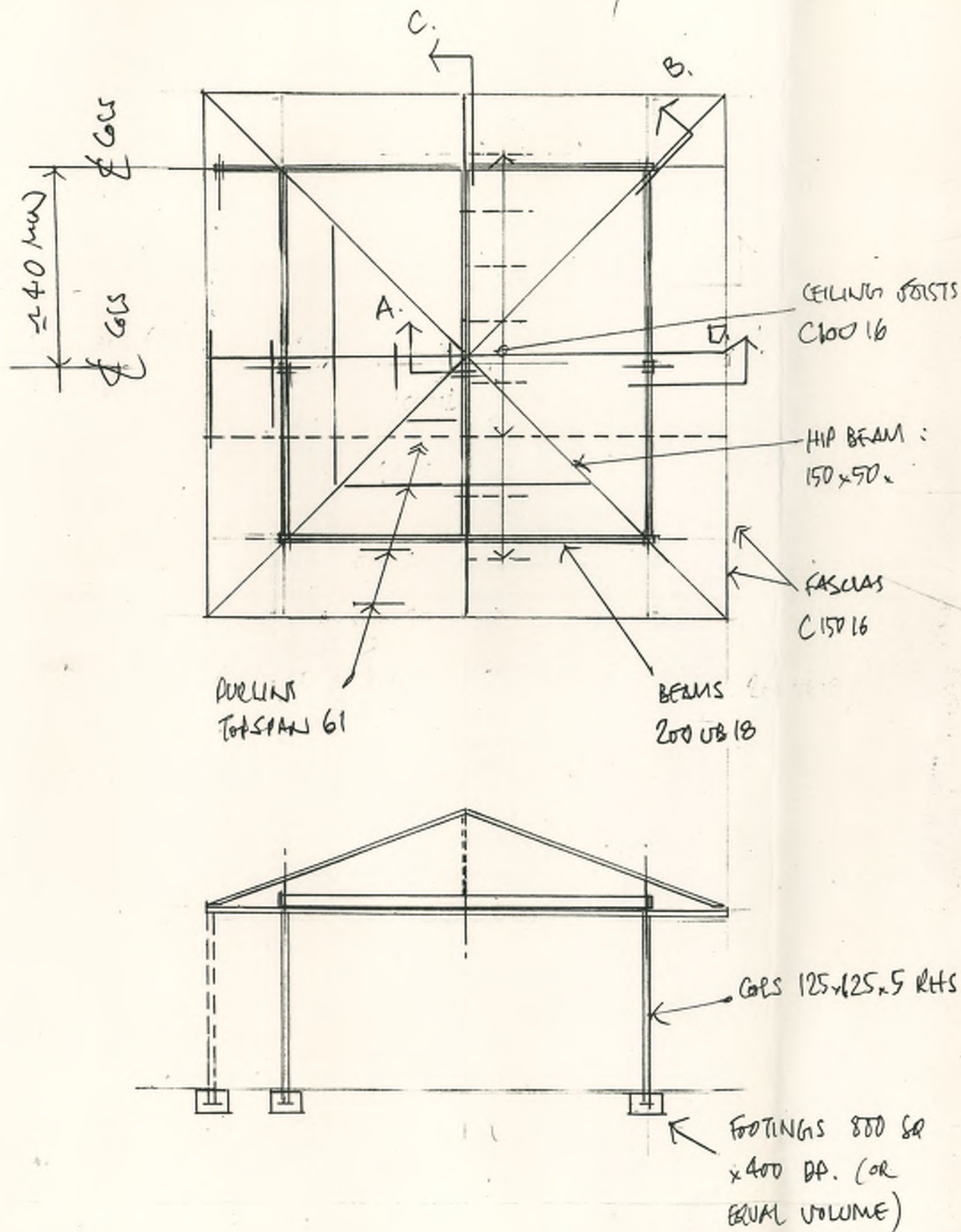
Building Surveyor: [Signature]

10796

Building Fees:	100-00
Other Fees:	100-00
TOTAL:	200-00

130177
WASTE





SHIRE OF ALBANY

Building Application No. 96091

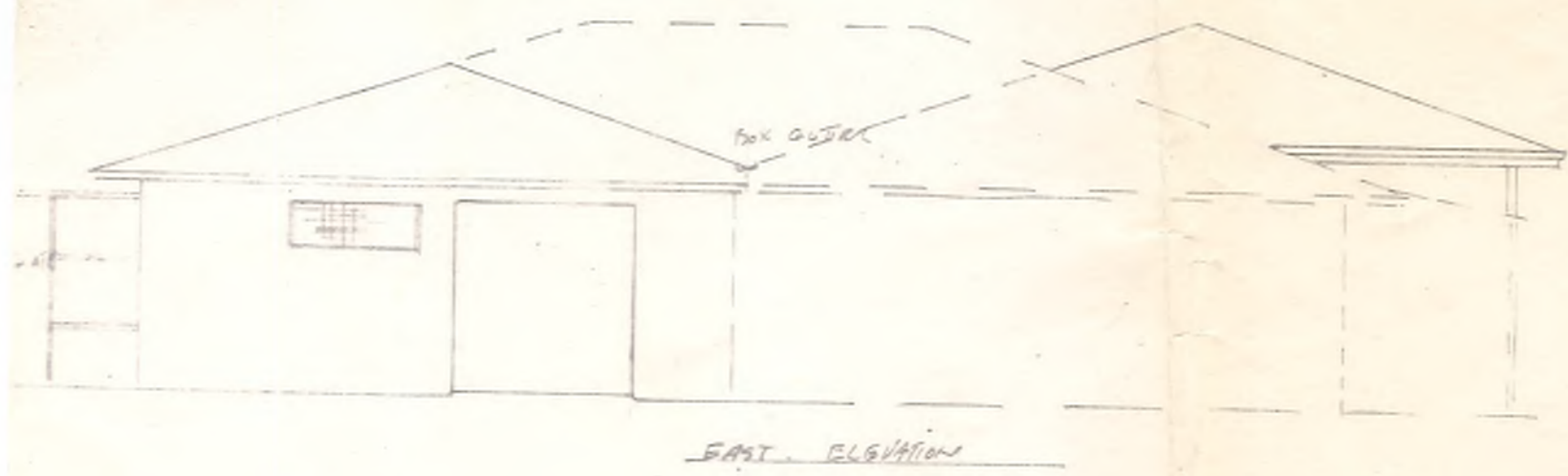
Plan approved subject to all regulations,
Building Code of Australia, By-Laws
and Conditions.

Building Surveyor [Signature]

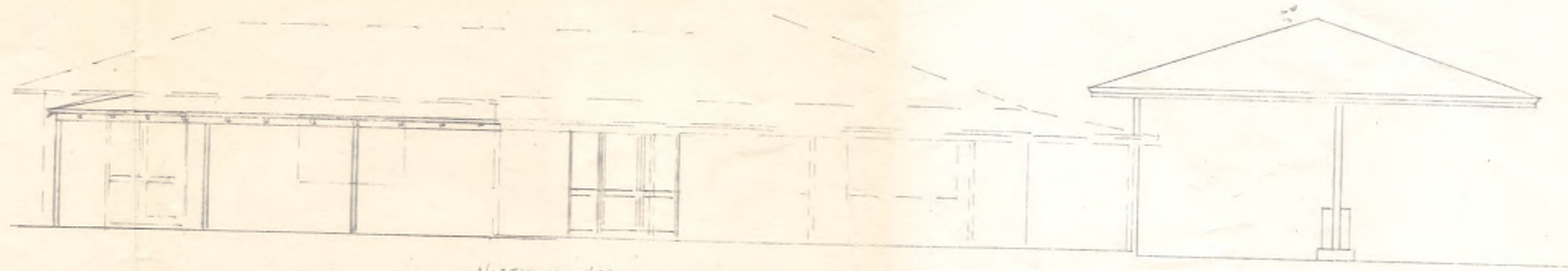
Licence No. 10796 Date **10 APR 1996**

T. Blaine
2nd APR 96

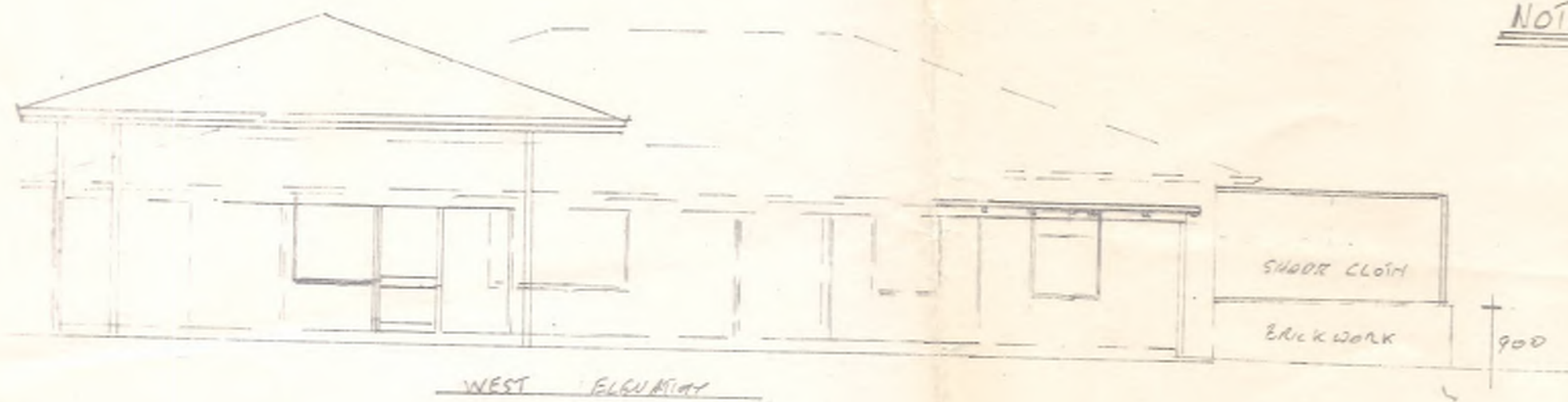
<p>TERENCE BEIRNE CHARTERED STRUCTURAL ENGINEER</p> <p>R.M.B. 9332, Torbay 6330</p> <p>Ph./Fax (098) 45 1285</p>	<p>FOR KOSTERS STEEL CONSTRUCTIONS</p> <p>DRG 51 OF 1 APRIL 1996</p>	<p>61 LOWER KING RD. ALBANY</p>
--	---	-------------------------------------



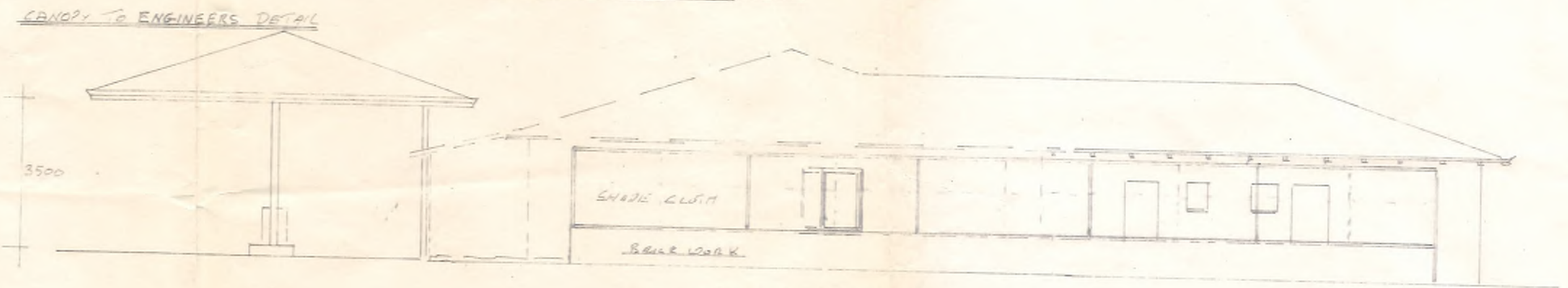
EAST ELEVATION



NORTH ELEVATION
(NEW ENTRANCE)



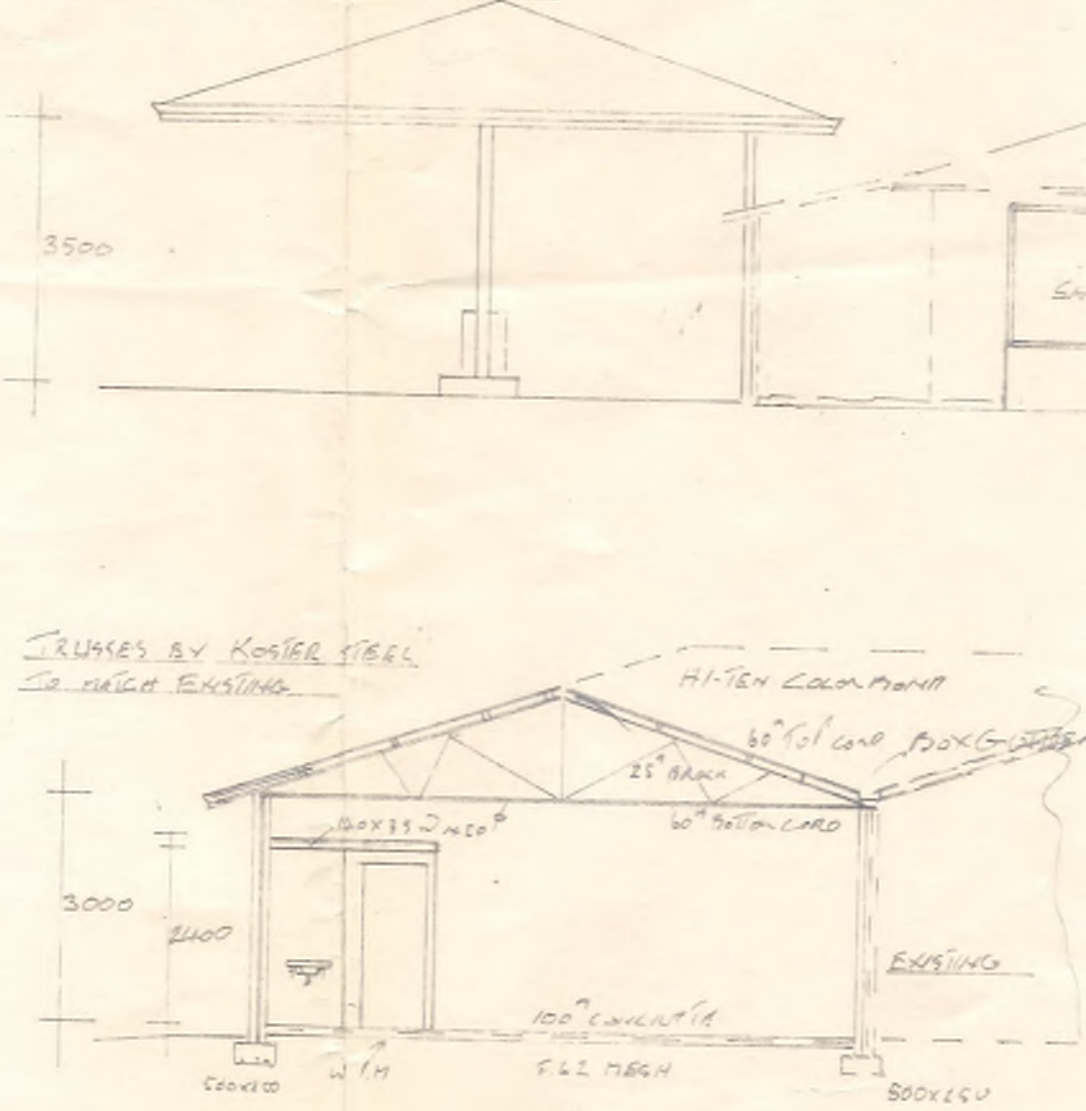
WEST ELEVATION



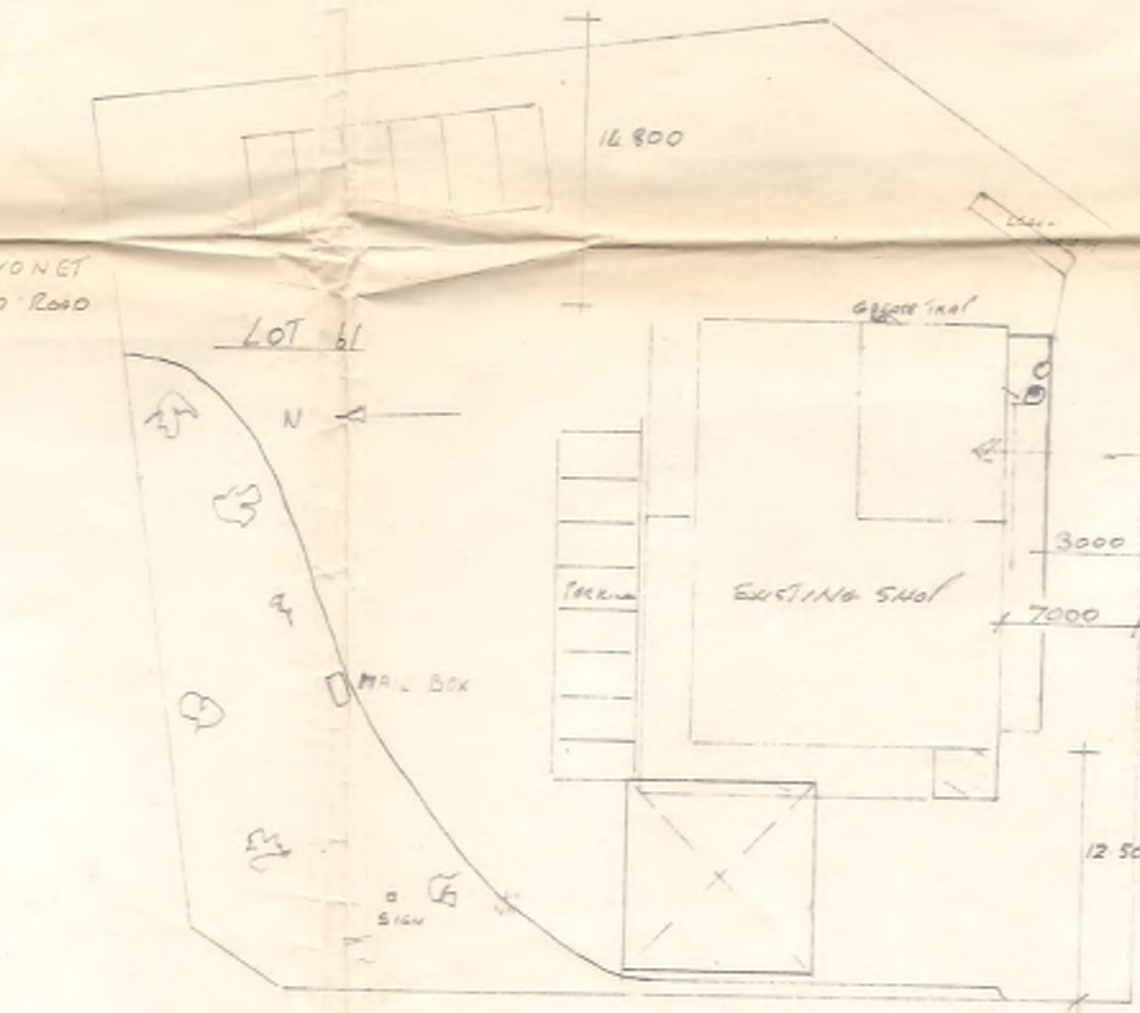
SOUTH ELEVATION

NOTE

CANOPY TO ENGINEERS DETAIL



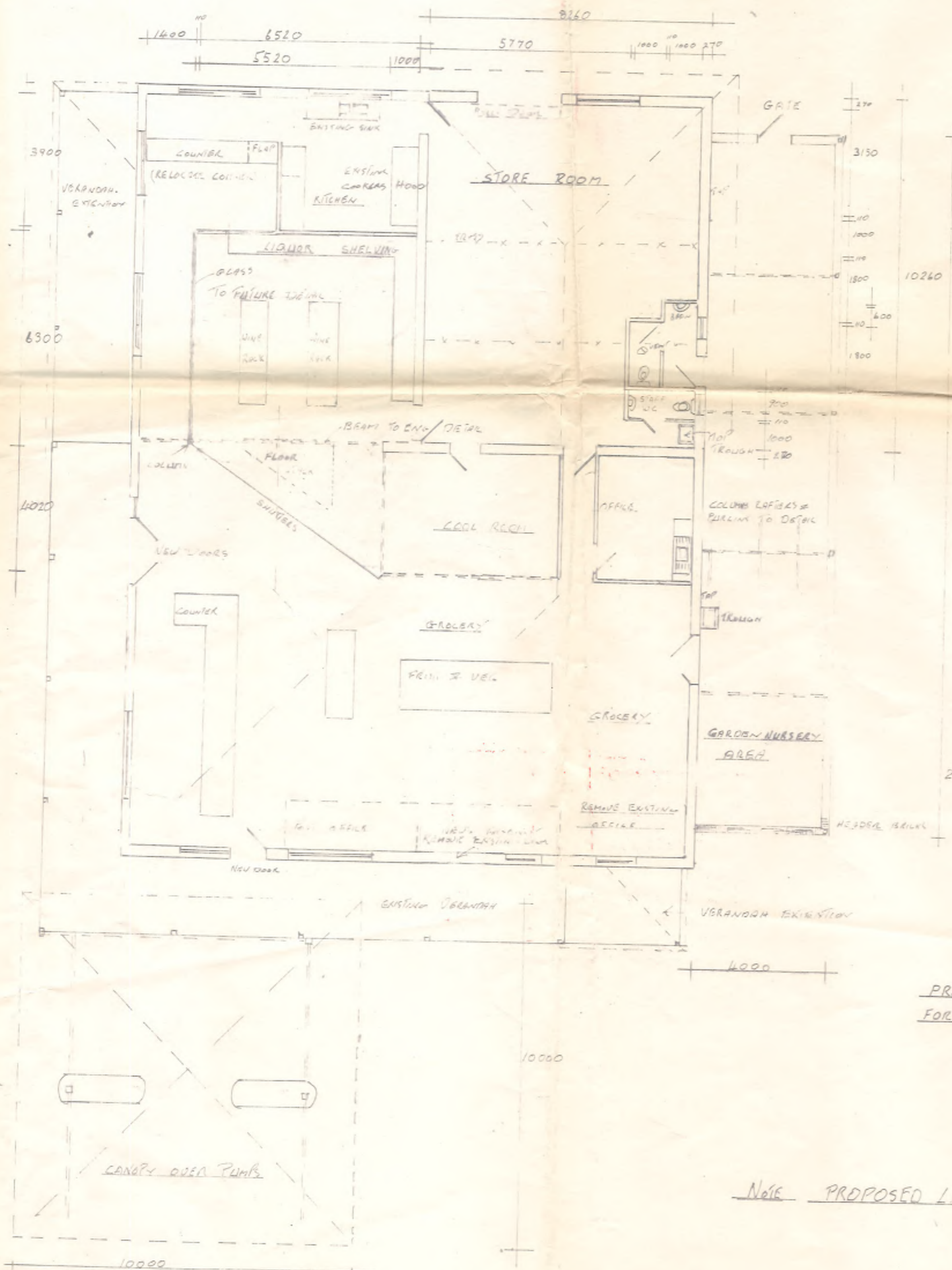
TRUSSES BY KOSTER STEEL
TO MATCH EXISTING



BAYONET HEAD ROAD

LOWER KING ROAD

- FOOTINGS 500x250 WITH F.5 TRENCH MESH
- FLOOR 100mm CONCRETE WITH F.62 MESH
- WALLS DOUBLE BRICK
- ROOF STEEL TRUSSES WITH 100mm C. PURLINS
- COLOR BOND HI-TEN CLADDING
- WINDOWS ALUMINIUM
- NO CEILING TO STORE
- CANOPY TO ENGINEERS DETAIL
- EMERGENCY LIGHTING B.C.A. WA E.4.2 TO E.4.4 AS 2293.1
- EXIT SIGNS B.C.A. E.4.5 TO E.4.8 AS 2293.1



PROPOSED ALTERATIONS TO EXISTING STORE
FOR I.K. & P.C. WILLIAMS LOT 61 LOWER KING ROAD

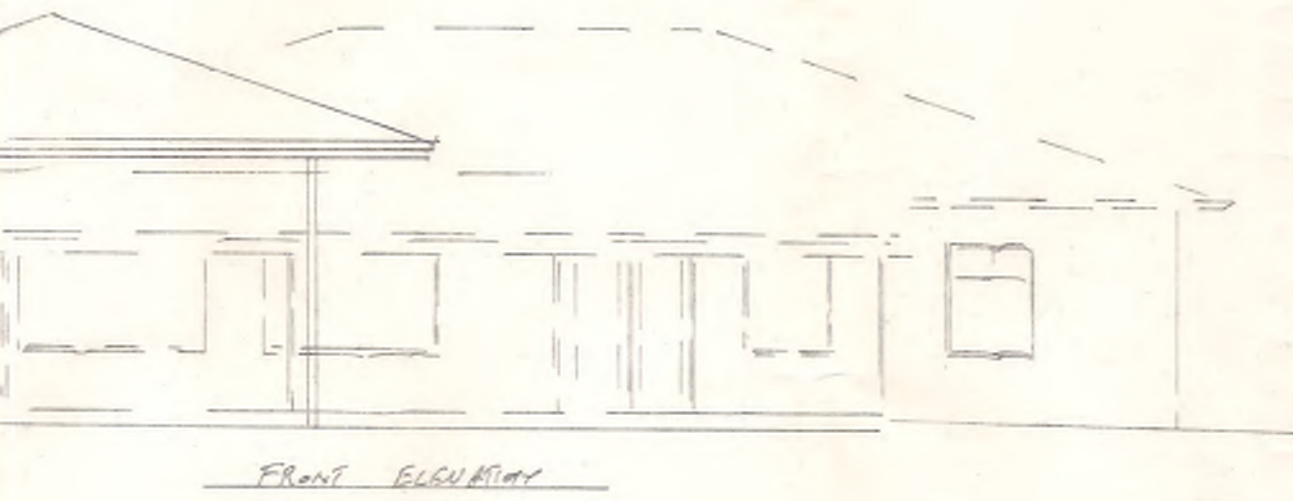
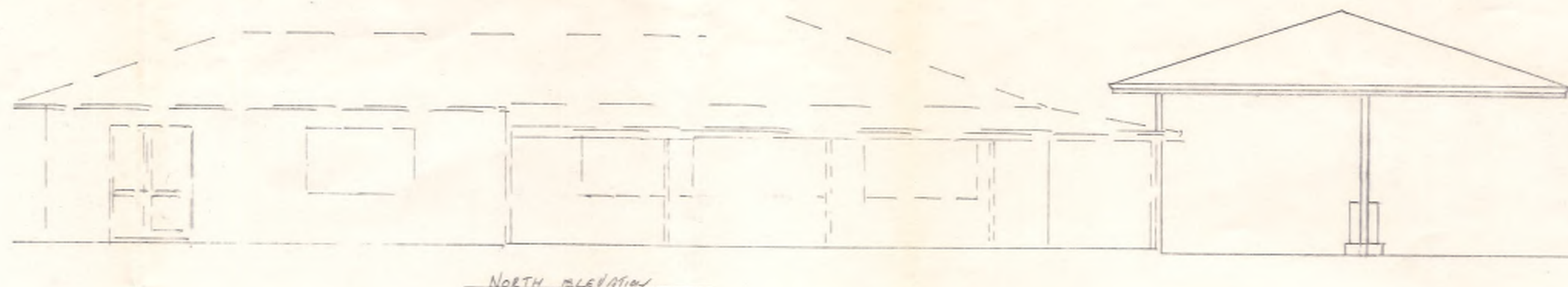
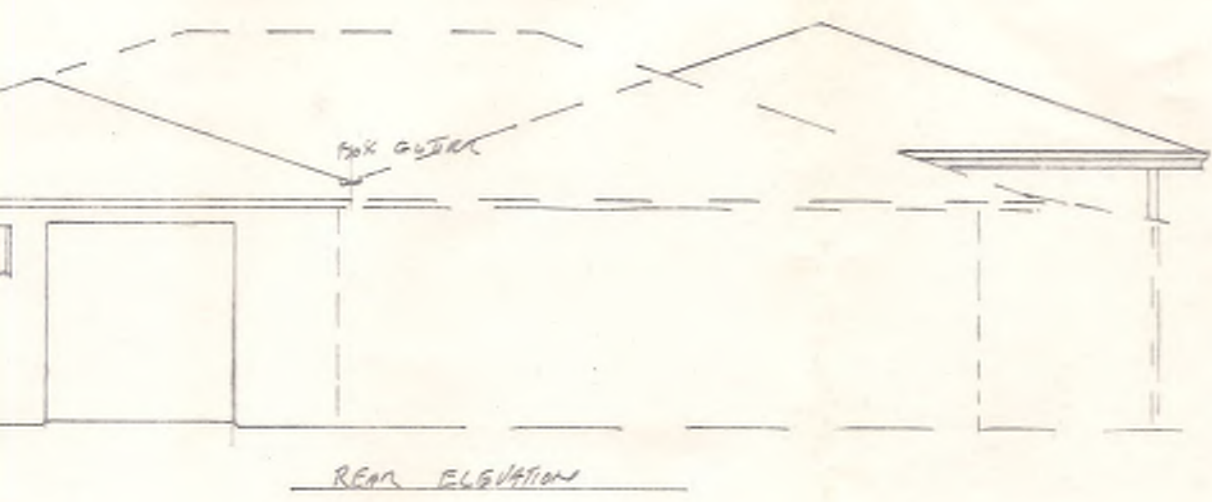
NOTE PROPOSED LICENSED AREA 49.357 m²

WESTERN AUSTRALIAN FIRE AND RESCUE
FIRE SAFETY BRANCH
These plans have been examined and are
DEEMED TO COMPLY
with the fire safety requirements of the
BUILDING CODE OF AUSTRALIA 1990
for CHIEF OFFICER
Date: 29/4/96 File No: 331520

SHIRE OF ALBANY
Building Application No. 92091
Plan approved subject to all regulations,
Building Code of Australia, By-Laws
and Conditions.
Building Surveyor
Licence No. 10796 Date 3/5/96

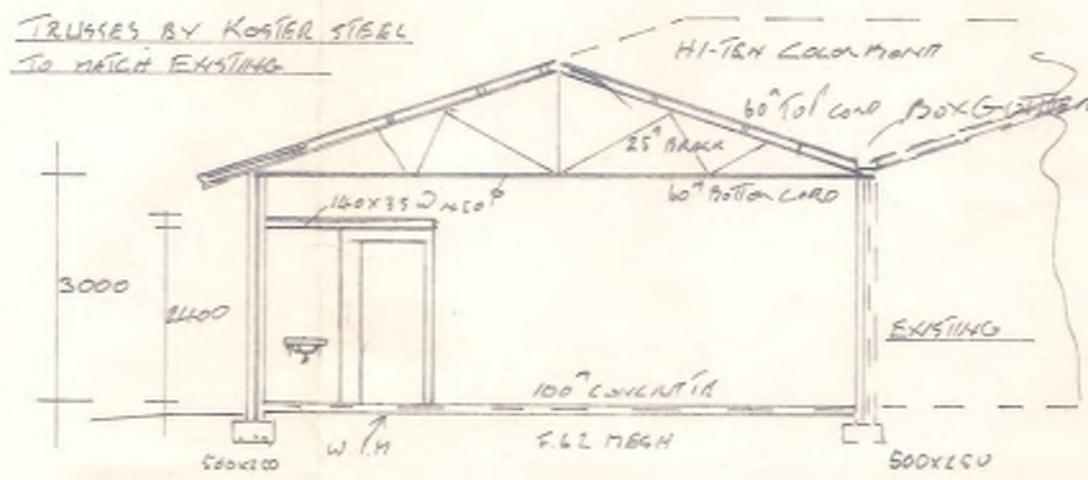
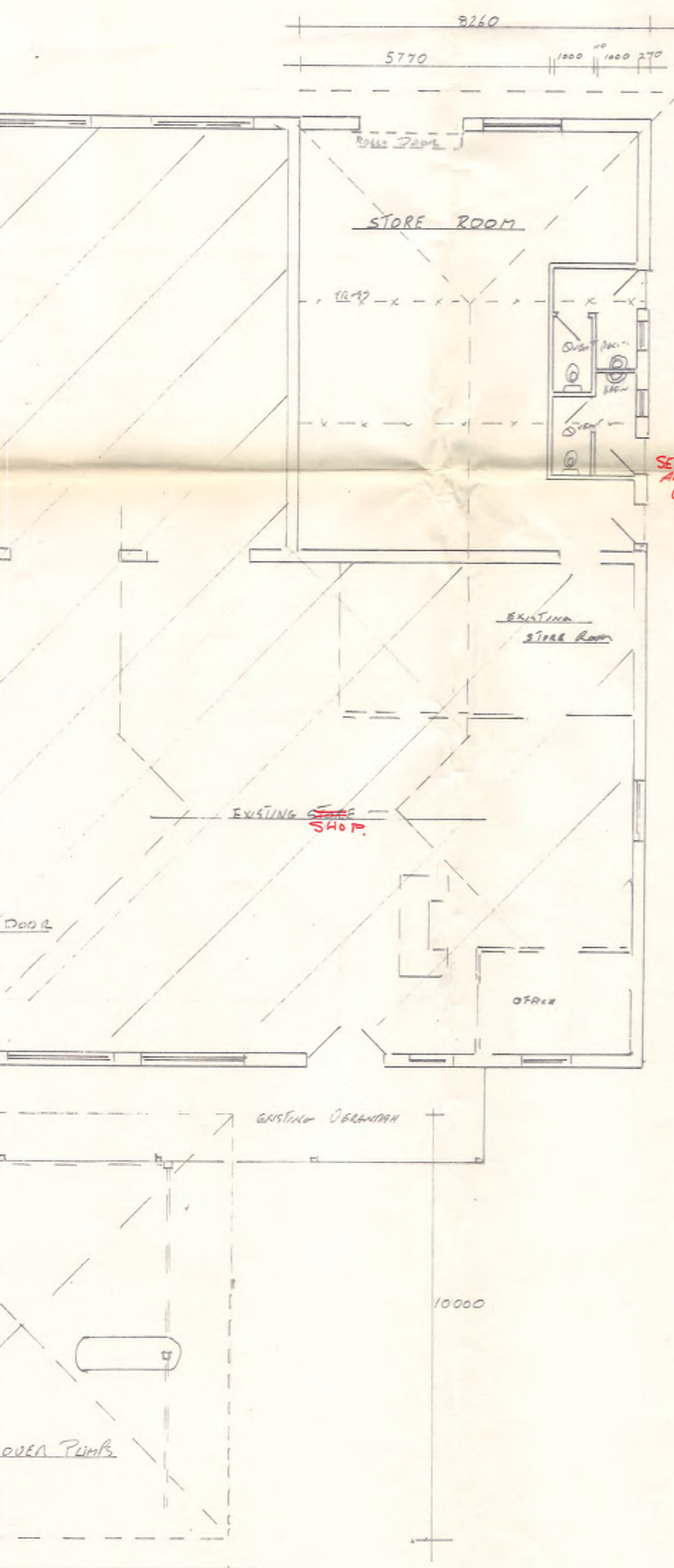
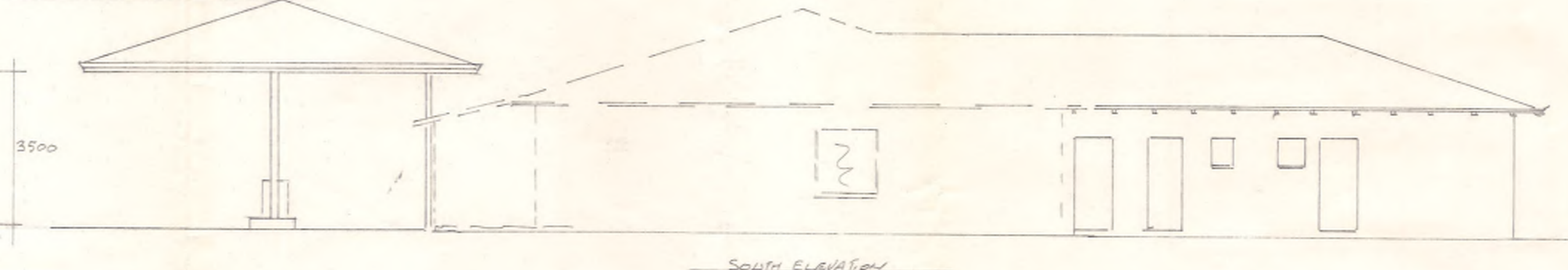
RECEIVED
22 APR 1996

B.S. & J.R. PANNETT
REG BUILDER 4473 PHONE 447402 MOBILE 018 6281
AREA 382 m² 16-4-96

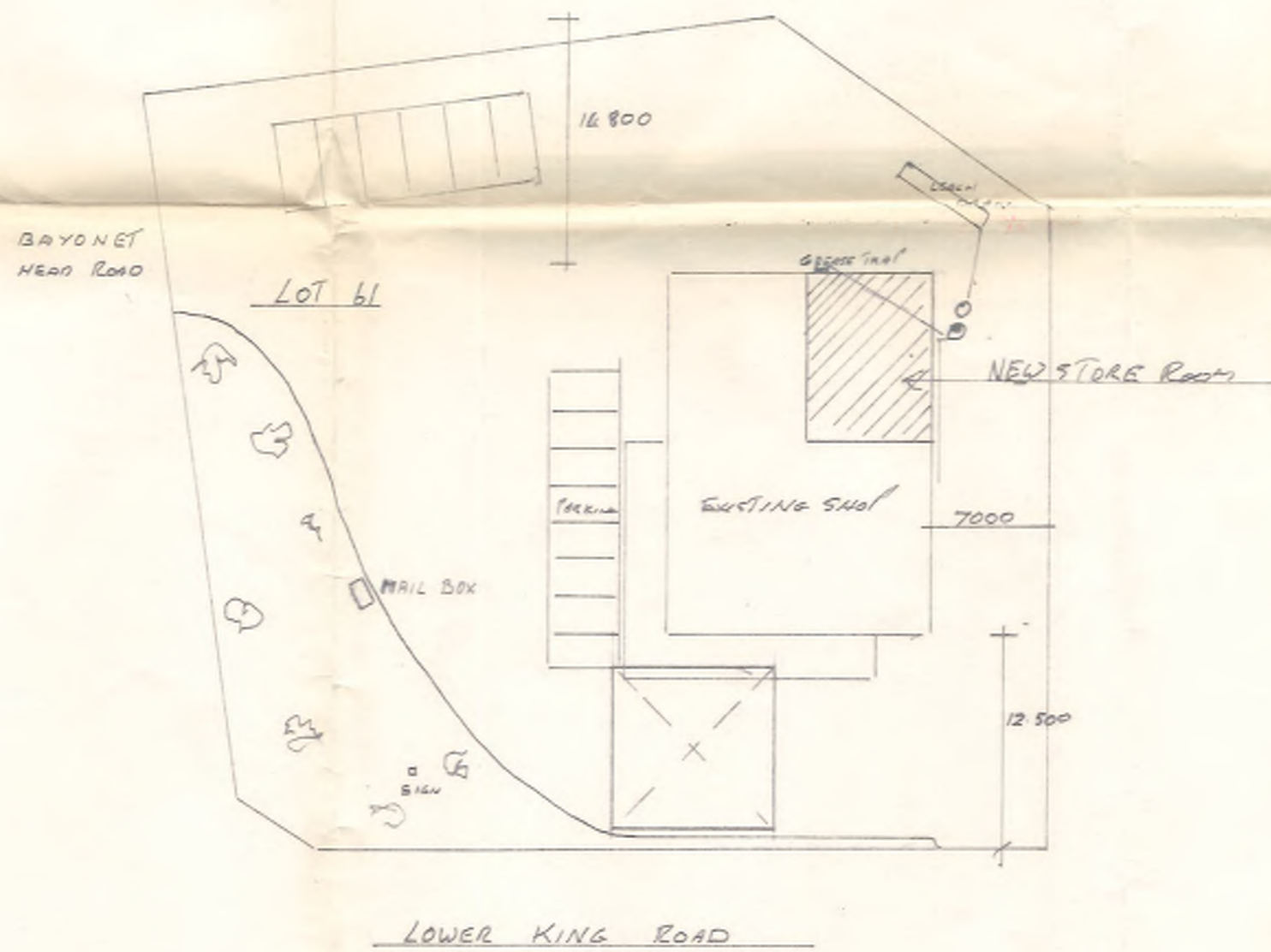


NOTE

CANOPY TO ENGINEERS DETAIL



- FOOTINGS 500x250 WITH F.8 TRENCH MESH
- FLOOR 100" CONCRETE WITH F.62 MESH
- WALLS DOUBLE BRICK
- ROOF STEEL TRUSSES WITH 100" C. PURLINS
- LOLOR BAND HI-TEN CLADDING
- WINDOWS ALUMINIUM
- NO CEILING TO STORE
- CANOPY TO ENGINEERS DETAIL

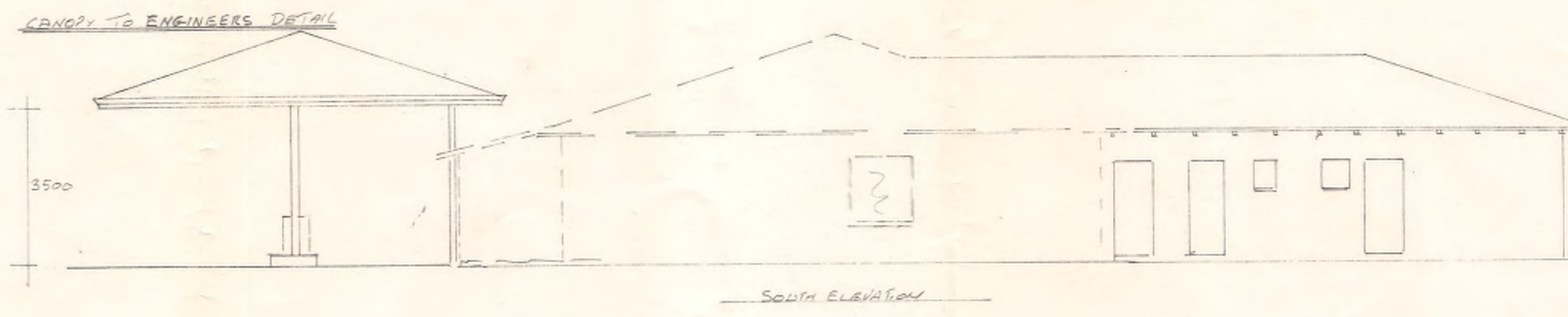
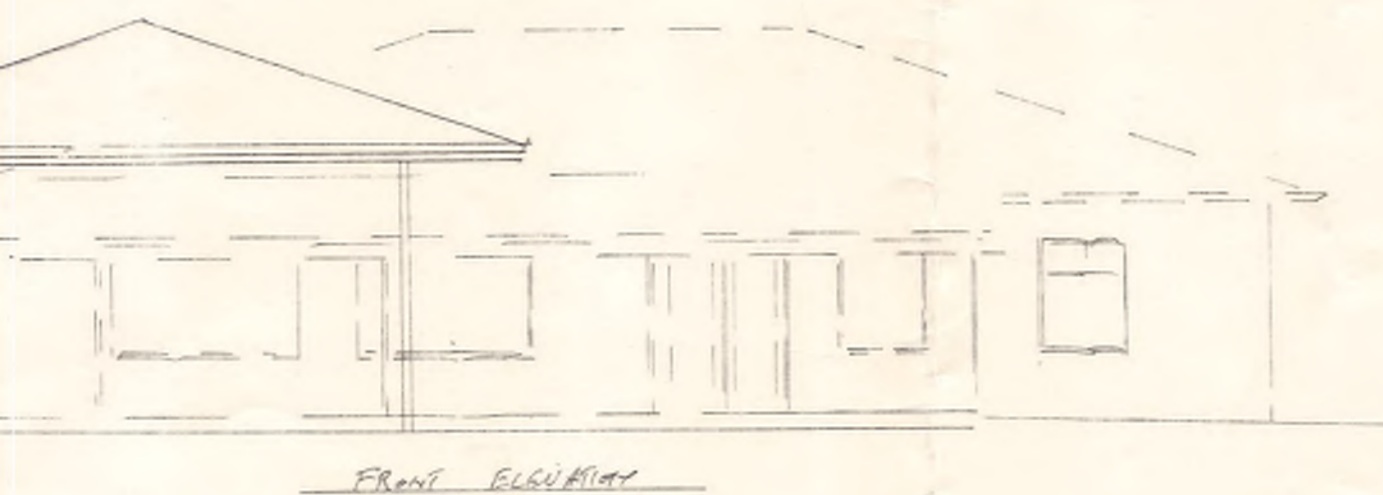
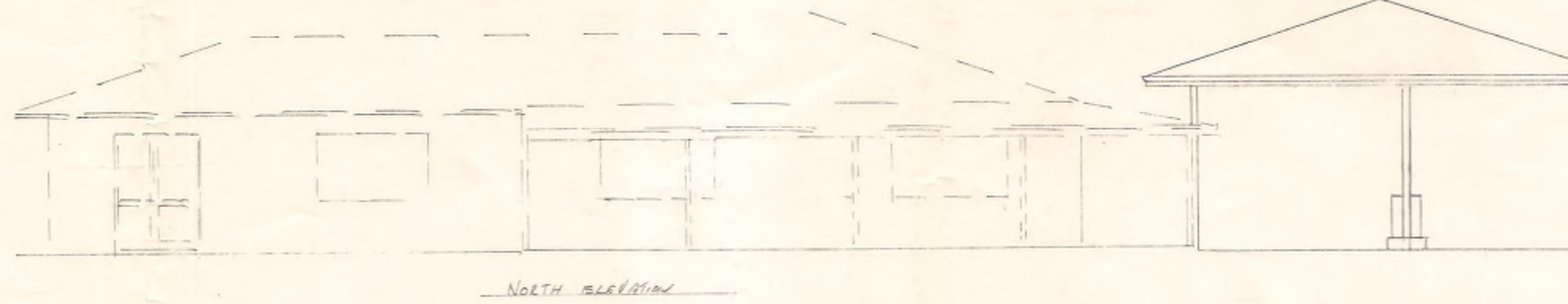
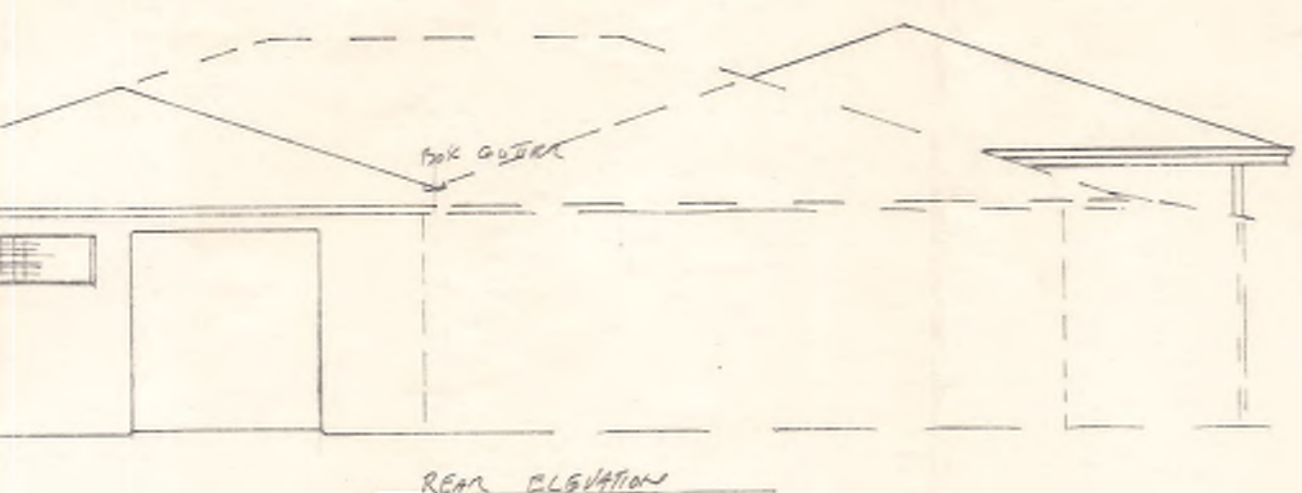


WATER CORPORATION
GREAT SOUTHERN REGION ALBANY
 This plan has been submitted for inspection and the location of the building approved.
 Signature: [Signature]
 Date: 25/3/96
 Sewer Available & Connected
 Sewer Available But Not Connected
 Sewer Not Available
 Property Less Than 50m From Sewer

SHIRE OF ALBANY
 Building Application No. 96091
 Plan approved subject to all regulations, Building Code of Australia, By-Laws and Conditions.
 Building Surveyor: [Signature]
 Licence No. 10796 Date 10 APR 1996

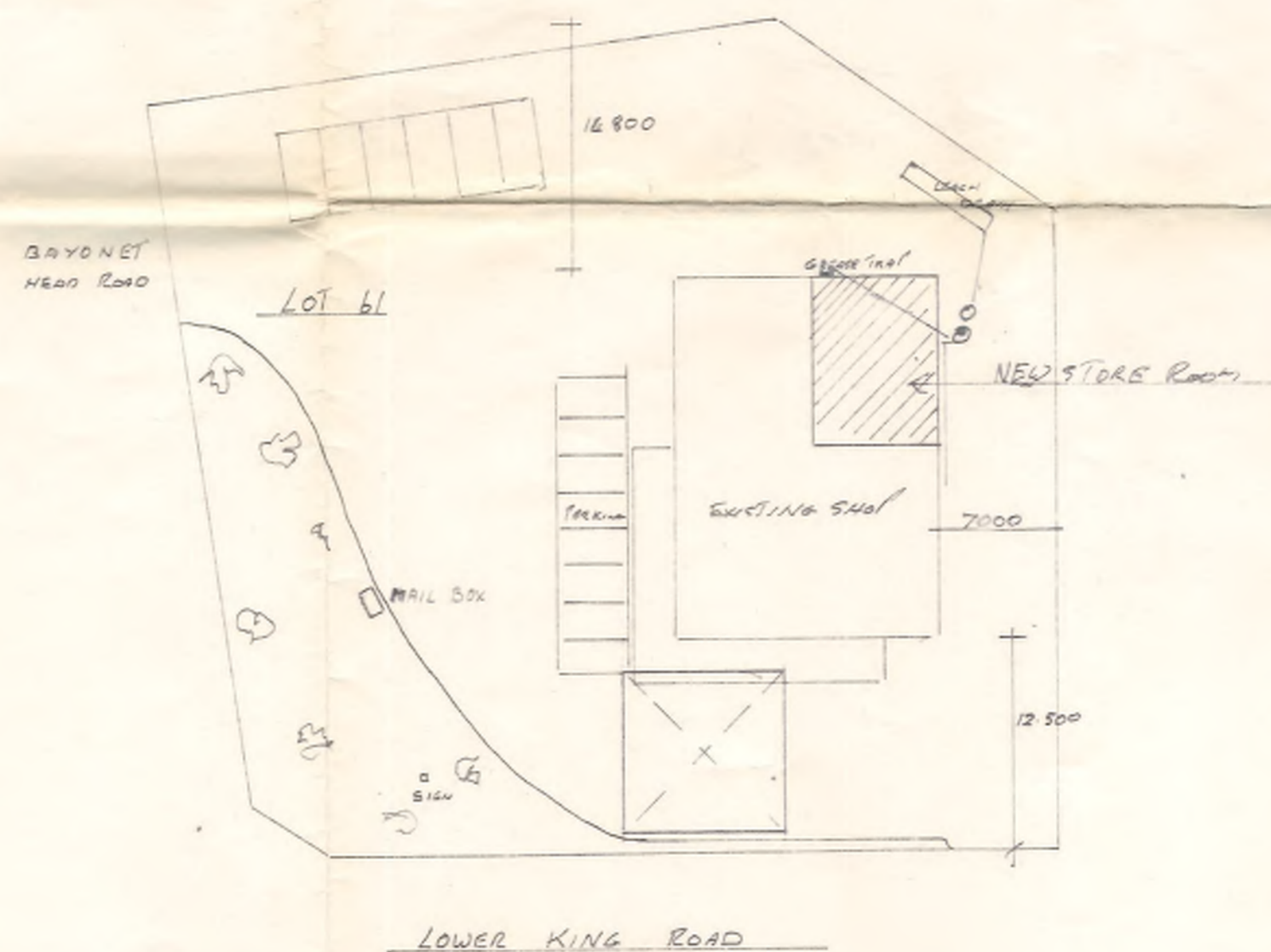
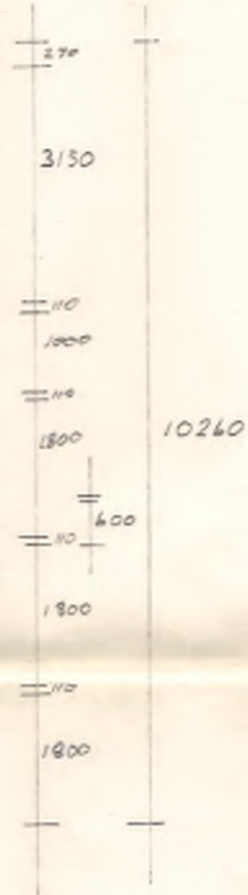
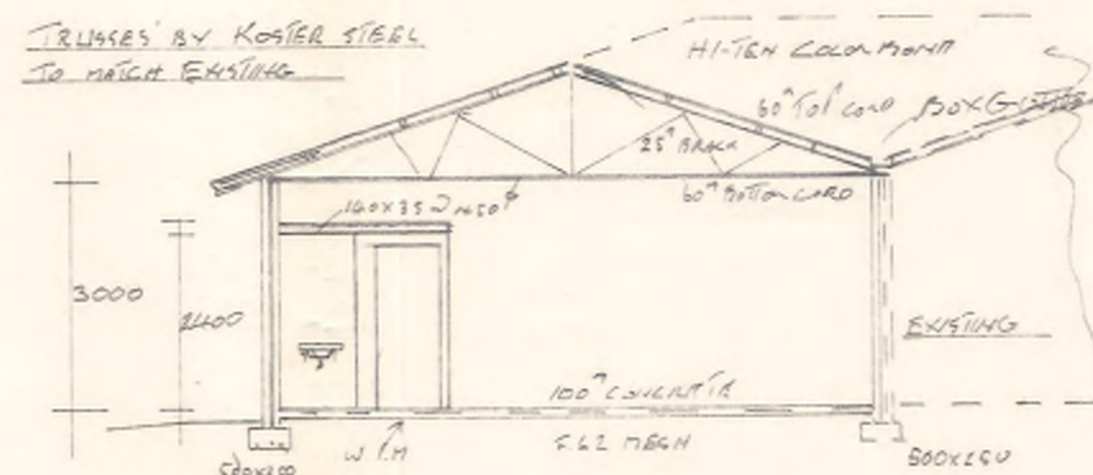
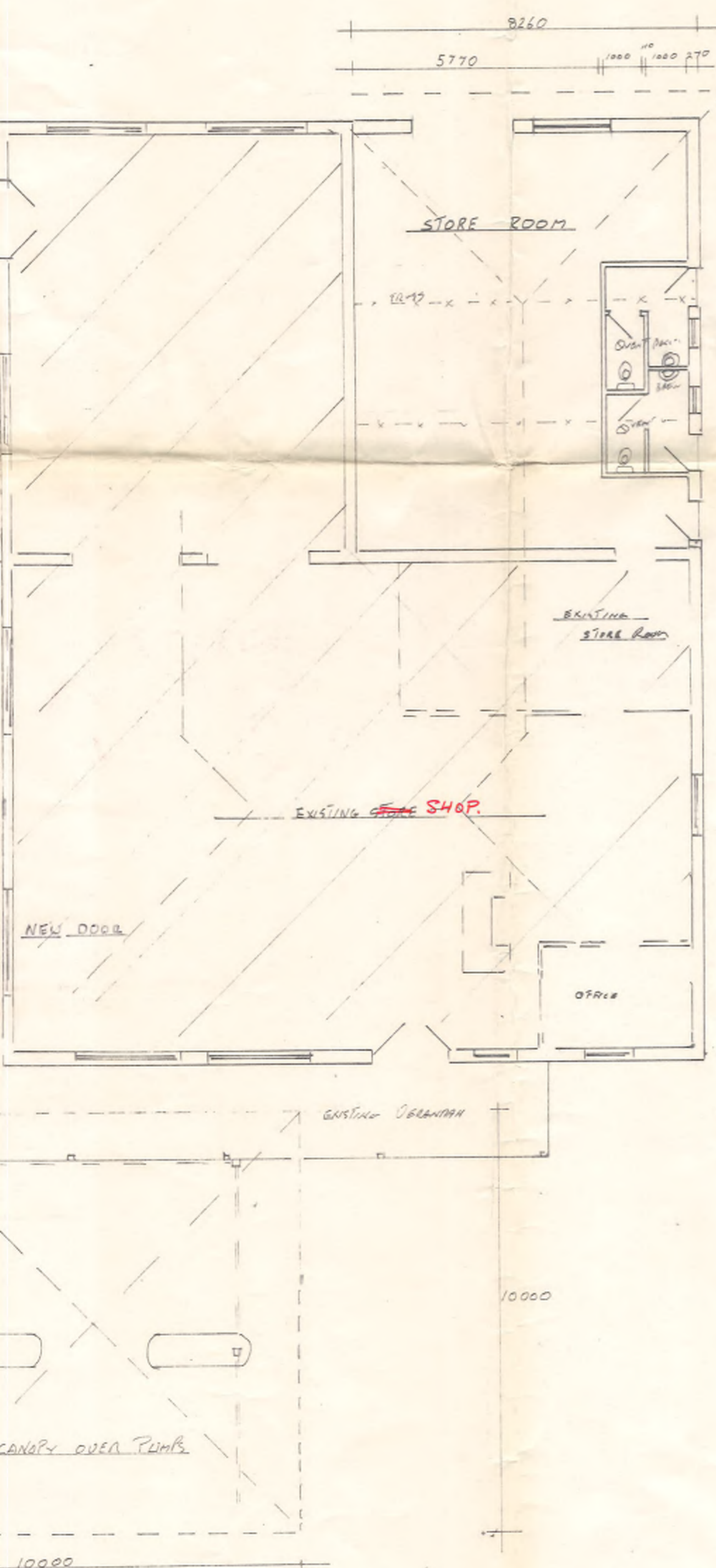
PROPOSED STORE ROOM TOILETS & PUMP CANOPY
FOR I.K. & P.C. WILLIAMS LOT 61 LOWER KING ROAD

B.S. & J.R. PANNETT
 REG BUILDER 4473 PHONE 447402 MOBILE 018936281
 AREA 5/Room 81.747 m² CANOPY 100 m² 2/2



NOTE

CANOPY TO ENGINEERS DETAIL



- FOOTINGS 500x250 WITH F.S. TRENCH MESH
- FLOOR 100mm CONCRETE WITH F.62 MESH
- WALLS DOUBLE BRICK
- ROOF STEEL TRUSSES WITH 100mm C.P.F.I.
- CLADDING COLOR BOND HI-TEN CLADDING
- WINDOWS ALUMINIUM
- NO CEILING TO STORE
- CANOPY TO ENGINEERS DETAIL

**WESTERN AUSTRALIAN FIRE AND RESCUE
FIRE SAFETY BRANCH**

These plans have been examined and
subject to the appended correspondence are
DEEMED TO COMPLY
with the fire safety requirements of the
BUILDING CODE OF AUSTRALIA 1990.

[Signature]
for CHIEF OFFICER

Date: 1/13/96 File No: 331520

PROPOSED STORE ROOM TOILETS & PUMP CANOPY
FOR I.K. & P.C. WILLIAMS LOT 61 LOWER KING ROAD

SHIRE OF ALBANY

Building Application No. 960

Plan approved subject to all regulations of the Building Code of Australia, By-Laws and Conditions.

Building Surveyor [Signature] 10/1/96

Licence No. 10796 Date 10/1/96

RECEIVED
23 FEB 1996

B.S. & J.R. PANNETT

REG BUILDER 4473 PHONE 447402 MOBILE 018936281

AREA 5/room 8k.747 CANOPY 100m²

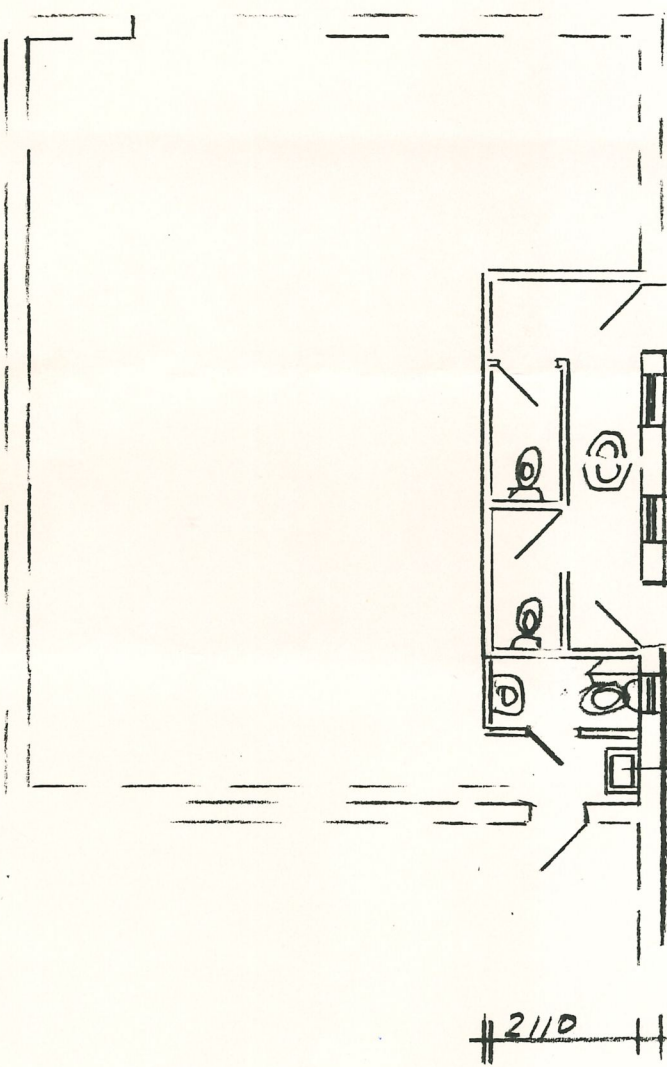
SHIRE OF ALBANY

Building Application No..... 96091

Plan approved subject to all regulations,
Building Code of Australia, By-Laws
and Conditions.

Building Surveyor..... [Signature]

Licence No..... 10796 Date **10 APR 1996**



WATER CORPORATION
AMENDED PLAN APPROVED
"GREAT SOUTHERN REGION ALBANY"
Date: [Signature]
Signed: 3-4-96

Proposed
STAFF TOILET
MOP TROUGH

900

2110

PROPOSED ADDITIONAL TOILET
FOR I. K & P. L WILLIAMS LOT 61 LOWER KING ROAD

18 APR 1996

DEPARTMENT	
PLANNING	NK
HEALTH	PC
ENGINEERING	JS

13.09

THIRD SCHEDULE
FORM 2
SHIRE OF ALBANY

96/27

Application Form No.
Date

To the Building Inspector:

As the Builder or person causing or directing the work undermentioned to be executed, I hereby apply for a Building Licence for same.

The following are particulars of the proposed works:-

SITUATION A 20725

Street BAYONCI HEAD ROAD Suburb BAYONHEIMHEAD
 Plantagenet Loc. 1196 Lot No. 61 House No. _____
 New Buildings to be used as PLANT NURSERY & VERANDA
 Additions and/or Alterations to EXISTING SHOP
 Materials to be used BRICK & STEEL
 Builder B. J. [Signature] Reg. No. 4473 Phone 447408
 Plumber W. R. P. F. [Signature] Phone 048 936 281
 Estimated Value \$ 10,000
 Dimensions of Building or Structure _____
 Area - Dwelling NURSERY 82 m2 : Garage VEH 31.22 m2 : Total 113 m2 : Height _____ mm.
 Number of Storeys 1 CON P/L
 Owner: Name L. K. & P. C. WILLIAMS Address LOWER KING P.O. Phone _____
 Occupier: Name " Address " Phone _____
 Classification number sought by owner if not previously classified or if change of use is sought _____
 Signature of Applicant [Signature] Signature of Owner _____
 Address 3 MAKEA CRT Date 18-4-96

THIRD SCHEDULE - FORM 1
LOCAL GOVERNMENT ACT, 1960 By-Law 6.3

Certificate Number _____
SHIRE OF ALBANY
CERTIFICATE OF CLASSIFICATION
 Date of Certificate _____ 19__

This is to certify that the Council has approved the use of the building situated at _____ (description of land) as a building of the class or classes specified herein.

Storey or Portion of Building	Class or Classes of Building

Signed _____ Shire Clerk
 NOTE: The use of the above building or any portion thereof for a purpose not covered by this certificate is an offence.

FEES:

BUILDING	\$ 40 : 00
KERB/BITUMEN DEPOSIT	\$:
APPLICATION FEE	\$:
B.C.I.T.F. LEVY	\$:
+ PSC \$20 20 - 00	
96/073	
TOTAL	\$ 60 : 00

Licence No. 1085A Date 29 MAY 1996
29 MAY 1996
 Receipt No. _____

29/05/96

SHIRE OF ALBANY

Mercer Road, Albany, WA 6330
Telephone 41 2311

OFFICE COPY ONLY

30.05.96 96127 51614.2 ****140.00

RECEIVED THE AMOUNT PRINTED ABOVE BY CASH REGISTER

Chief Executive Officer

BUILDING LICENCE

Granted to:

B.S. PANNETT

Address:

3 HAKEA CRT, COLLINGWOOD HTS, 6330.

Authorising the construction of certain buildings in the

Lot No.

61

Mulbrook

Location No.

1196

Ward Baywood Head Road

Street/Road

Subdivision

Baywood Head

and in accordance with the approved plans, drawings and specifications and subject to the provisions of the Local Government Act 1960.

as per application No.

96127

Whenever required so to do by the Building Surveyor, the holder of this licence shall produce the approved plans, drawings and specifications for inspection.

This licence is void if the work covered by it is not substantially commenced within twelve months of the date of issue of this licence.

Date: *29.05.96*

Building Surveyor:

R.H. [Signature]

10851

Building Fees:

Other Fees:

TOTAL:

40-00
40-00



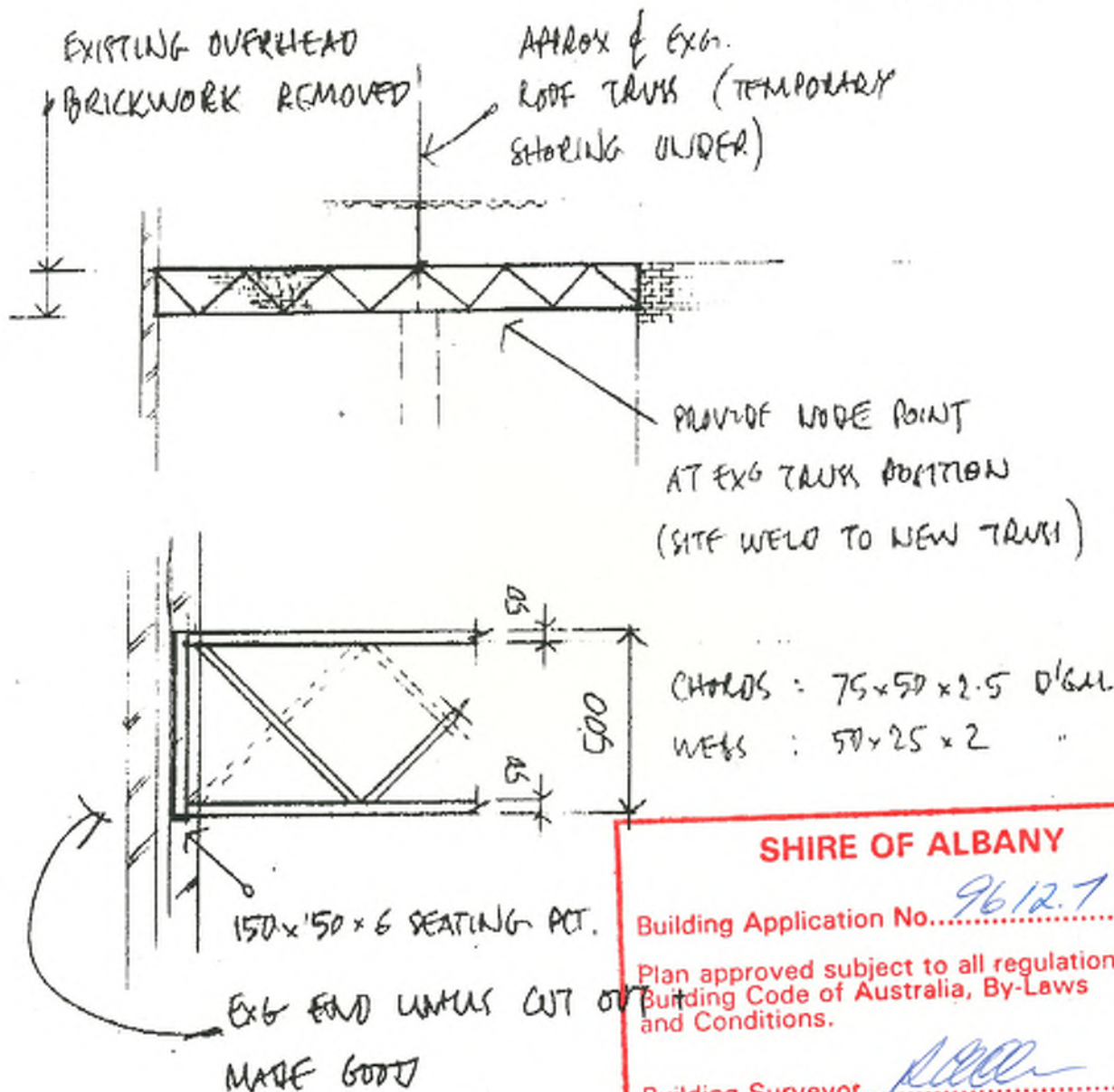
29 APR 1996

Advance copy forwarded to
Kostek S/C FAX 416306

TERENCE BEIRNE
CHARTERED STRUCTURAL
ENGINEER

R.M.B. 8332, Torbay 8330

Ph./Fax (098) 45 1285



SHIRE OF ALBANY

Building Application No. 9612.7

Plan approved subject to all regulations,
Building Code of Australia, By-Laws
and Conditions.

Building Surveyor. *[Signature]*

Licence No. 1085 Date 29 MAR 1996

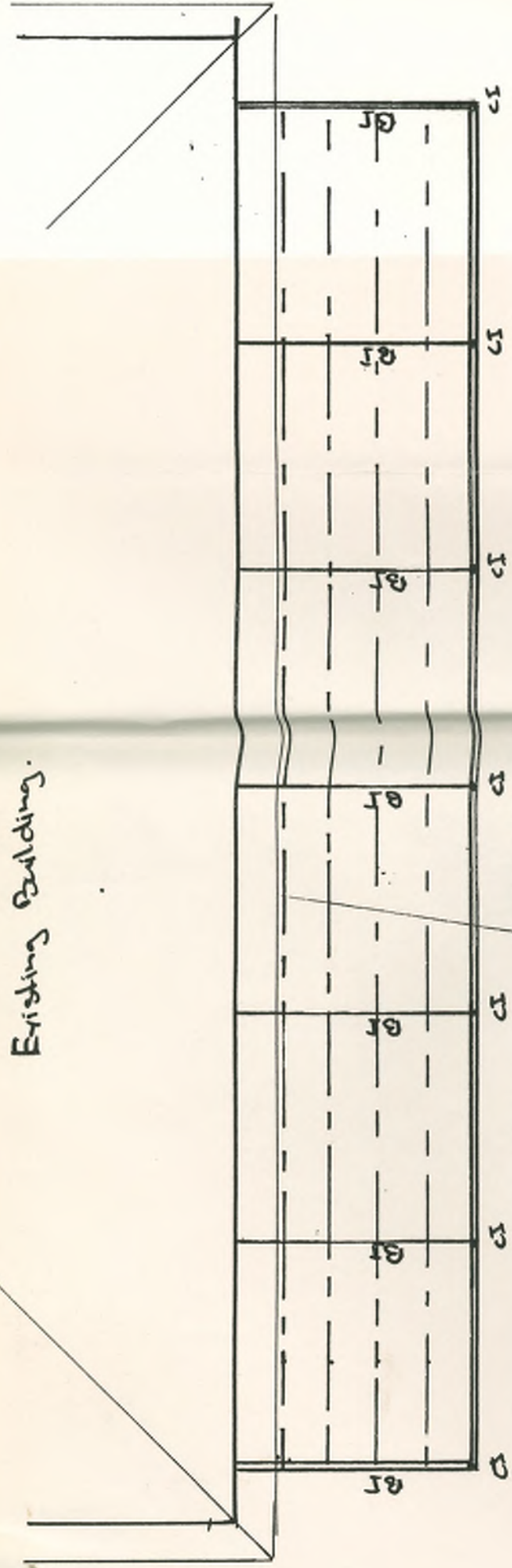
NEW INTERIOR LINTEL AT

61 LOWER KING RD, ALBANY

FOR KOSTEK STEEL CONSTRUCTIONS

Beirne
29 APR 96

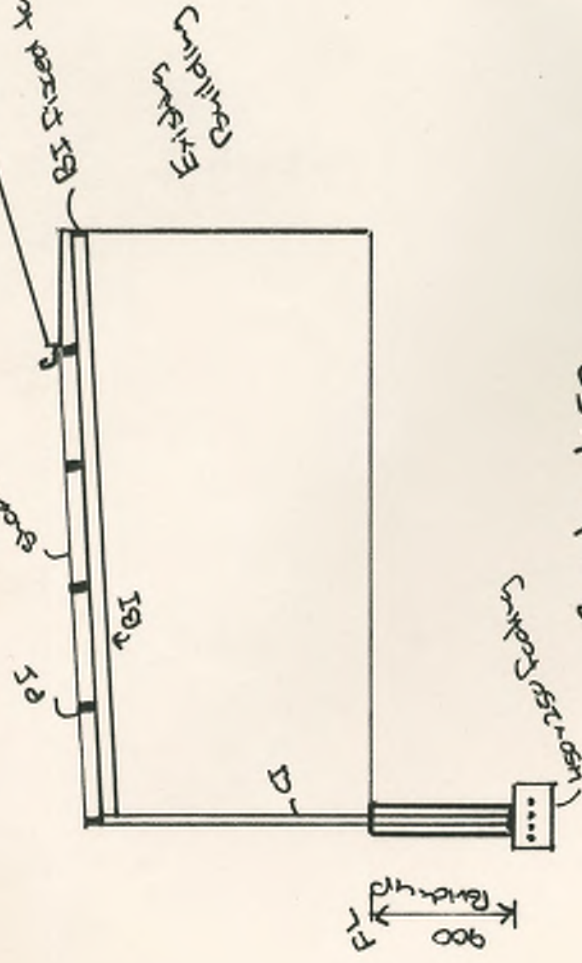
Existing Building.



75x75x16 Patio Tube.

2x M12 Masonry Bolts to Column Bases

Scale 1:50



Specifications

- BI- 100x50x3 RHS Duragal
- CI- 50x50x3 SHS Duragal
- PI- 75x75x16 Patio Tube.

Plates - All 6mm

Bolts - 2x M12 Masonry bolts to column bases
- Rivets - 1x M10 Cup Head

SHIRE OF ALBANY

Building Application No. 96127

Plan approved subject to all regulations, Building Code of Australia, By-Laws and Conditions.

Building Surveyor. [Signature]

Licence No. 10851 Date 29 MAY 1996

KOSTERS STEEL CONSTRUCTIONS PTY LTD Reg No. S271
 10 Graham Street ALBANY WA 6330 Telephone (098) 42 2650

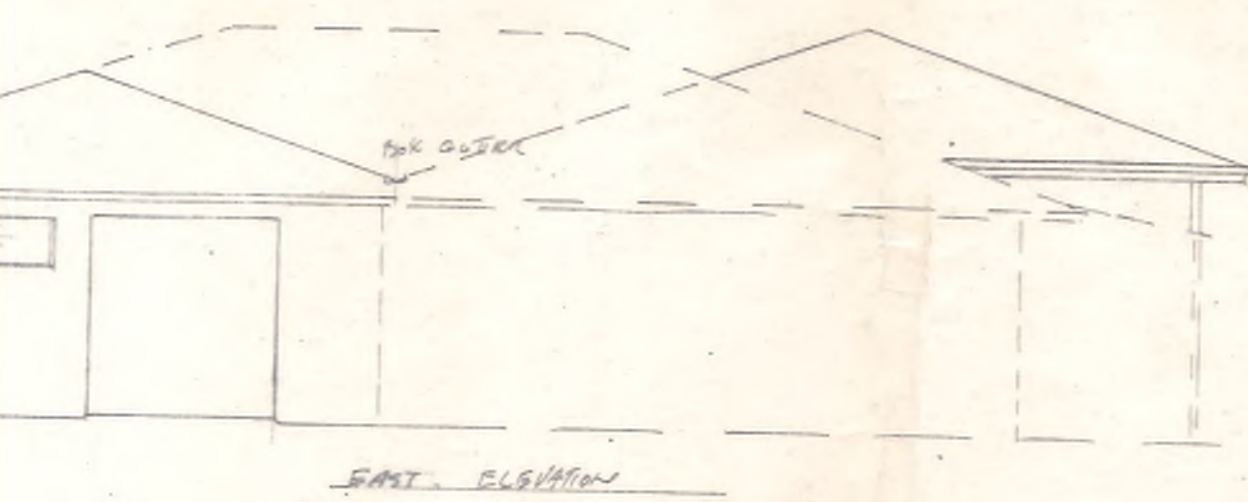
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Drawn: SD

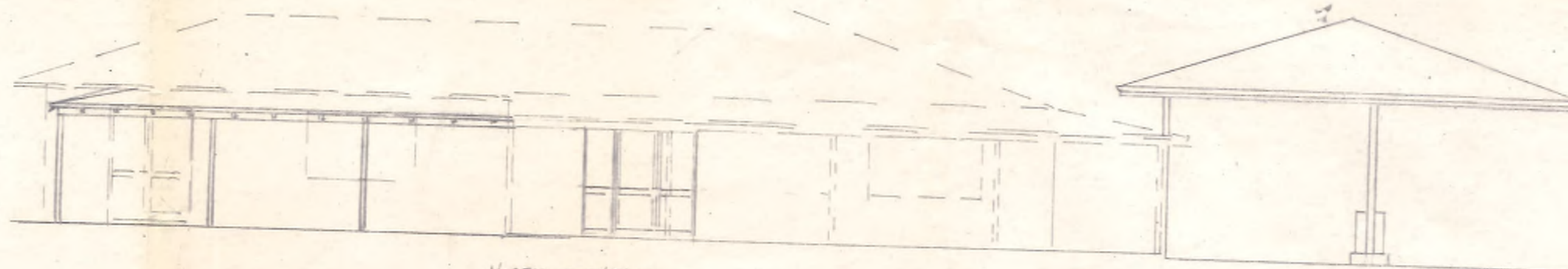
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Date: 16.4.96

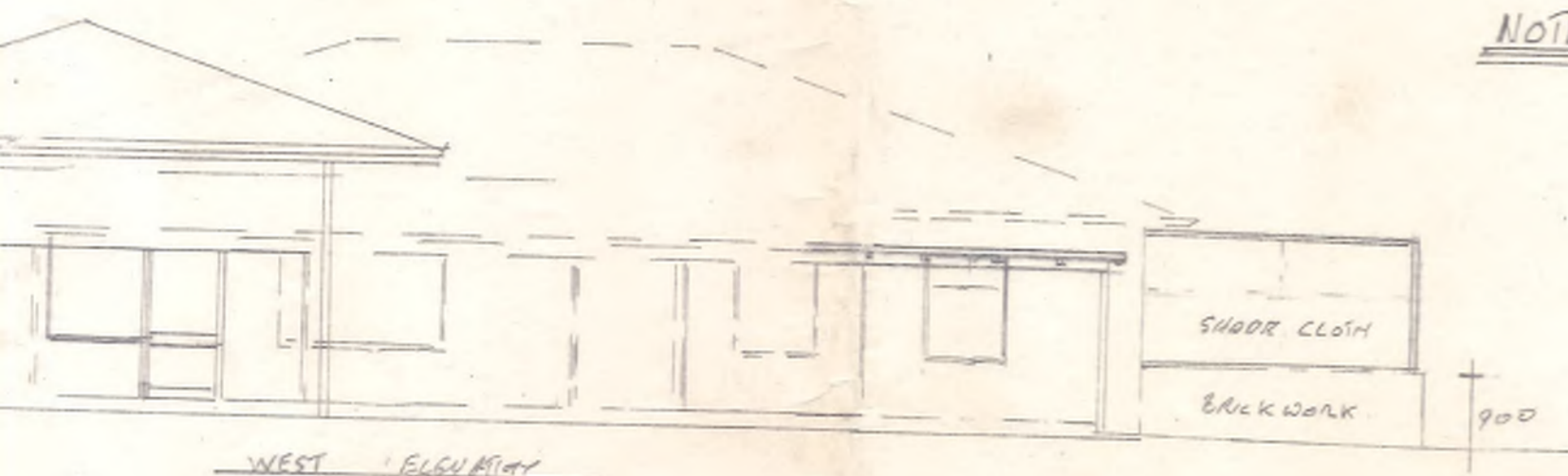
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EAST ELEVATION



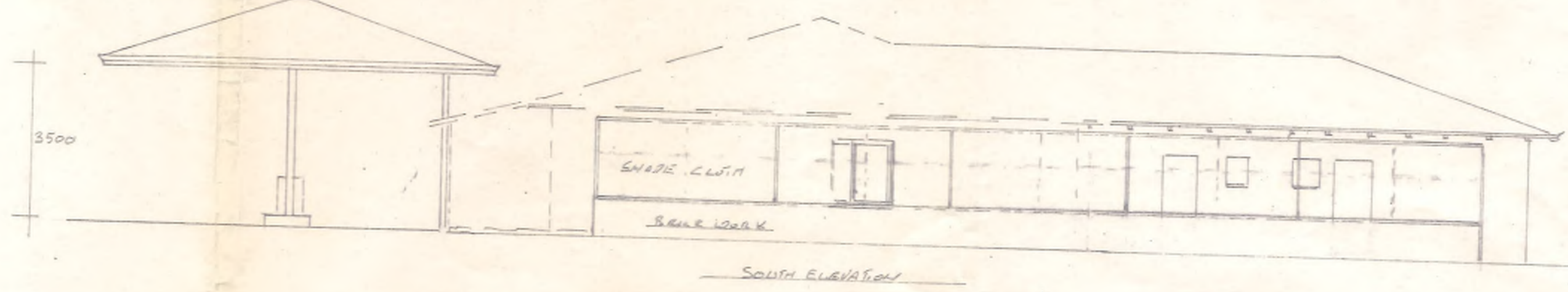
NORTH ELEVATION
(NEW ENTRANCE)



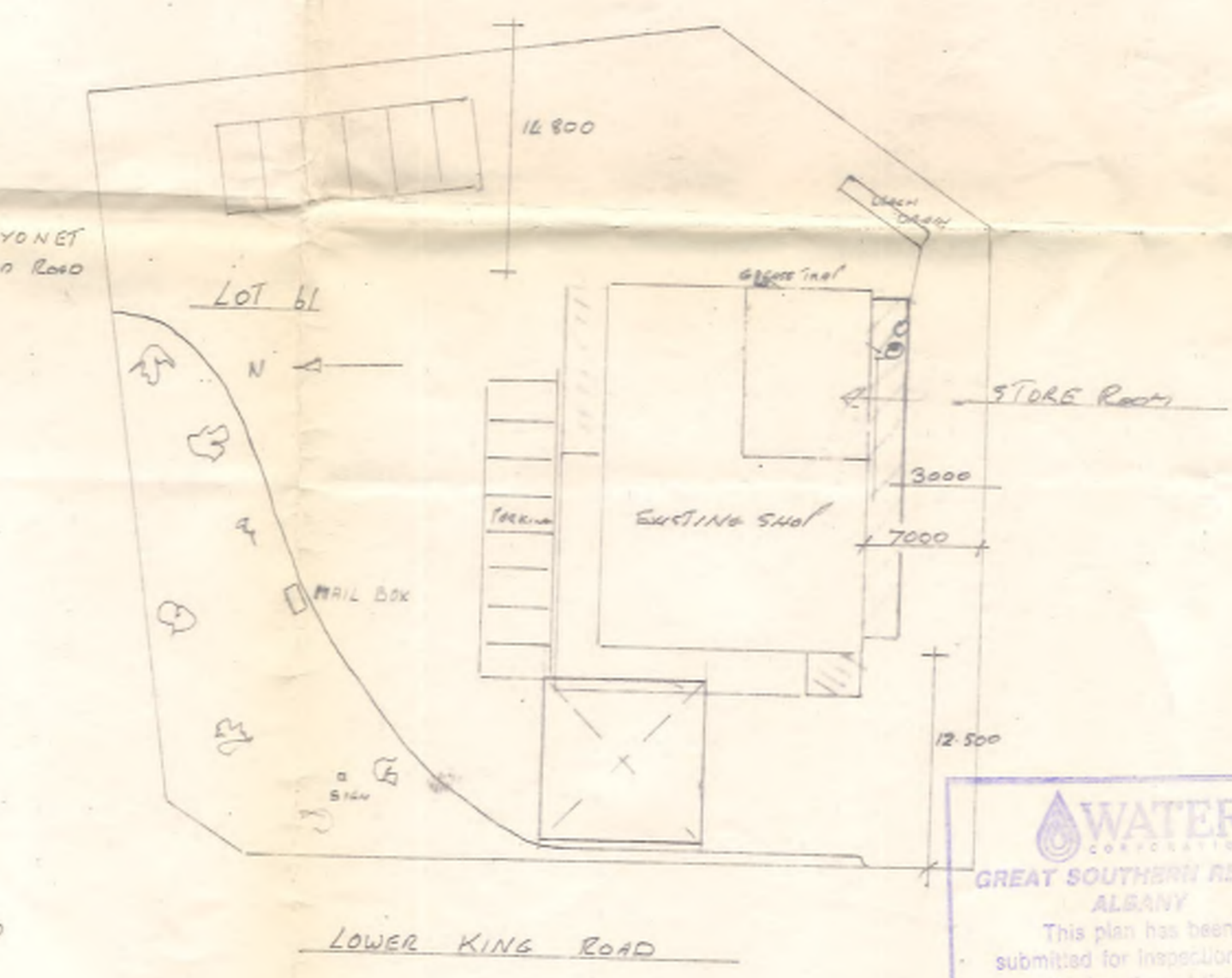
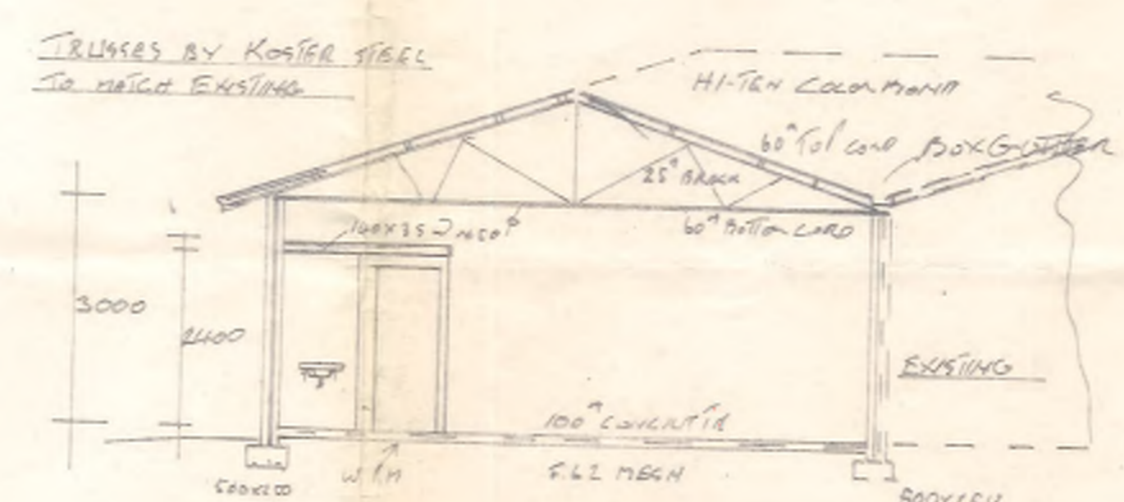
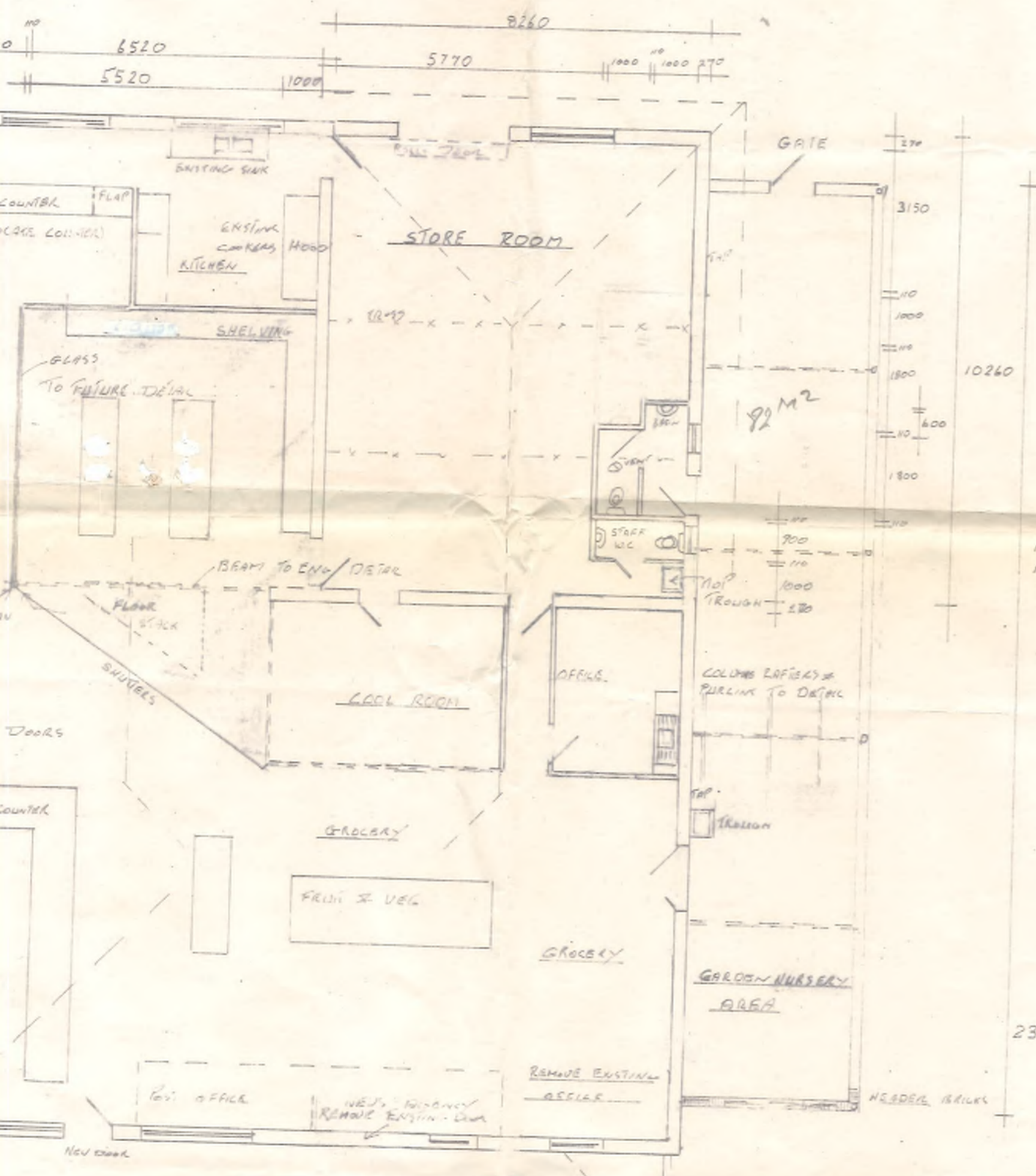
WEST ELEVATION

NOTE

CANOPY TO ENGINEERS DETAIL



SOUTH ELEVATION



- FOOTINGS 500x250 WITH F8 TRENCH MESH
- FLOOR 100mm CONCRETE WITH F62 MESH
- WALLS DOUBLE BRICK
- ROOF STEEL TRUSSES WITH 100mm C. PURLINS
- COLOR BOND HI-TEN CLADDING
- WINDOWS ALUMINIUM
- NO CEILING TO STORE
- CANOPY TO ENGINEERS DETAIL
- EMERGENCY LIGHTING B.C.A. WA E.4.2 TO E.4.4 A.S. 229
- EXIT SIGNS B.C.A. E.4.5 TO E.4.8 A.S. 2293.1

SHIRE OF ALBANY

Building Application No. 96127

Plan approved subject to all regulations, Building Code of Australia, By-Laws and Conditions.

Building Surveyor [Signature]

Licence No. 10851 Date 29 MAY 1996

WATER

GREAT SOUTHERN REGION
ALBANY

This plan has been submitted for inspection and the location of the building approved.

Signature [Signature]

Date 17.4.96

Sewer Available & Connected

Sewer Available but Not Connected

Sewer Not Available

Property Less Than 50m From Sewer

PROPOSED ALTERATIONS TO EXISTING STORE FOR I.K. & P.C. WILLIAMS LOT 61 LOWER KING ROAD

NOTE PROPOSED LICENSED AREA 49.357 M²

B.S. & J.R. PANNETT

REG BUILDER 4473 PHONE 447402 MOBILE 018956281

Area 382 M²

16-4-96

4 BAYONET HEAD RD

B/L No. 241252

BUILDING LICENCE APPLICATION

(Please ensure all of this column is completed)

PROPERTY DETAILS

Location No. 1196

Lot No. 61

House No. 4

Street Bayonet Head Road

Suburb Bayonet Head

OWNER DETAILS ✓

(Note: Application must be signed by Current Landowners)

Name Christopher N MOIR

Address H Highclere Cir 02386
Bayonet Head

Telephone (08) 98441886

Sign Here [Signature] Date 21/12/04

Do you wish your owners details to be shown on building statistics? Yes No

BUILDER DETAILS

Registration No. 11272

Name Vrbon Homes

Address 29 Barker Road
Albany WA 6330

Telephone (08) 98412882

Fax (08) 98414917

Mobile 0408936079

Email _____

Sign Here _____ Date ____/____/____

APPLICANT DETAILS

Name _____

Address _____

Telephone (08) AS ABOVE

Fax _____

Mobile _____

Email _____

Sign Here _____ Date ____/____/____

DETAILS *(Please tick the appropriate box)*

TYPE OF WORK

New Building

Alterations and Additions

Relocation of Building

Retaining Wall

TYPE OF BUILDING

Residential

House, No. of Storeys _____

Transportable House

Convert House to Multi-Unit Residential

Multi-Unit Residential, No. of Houses _____

Shed/Garage

Swimming Pool

New Patio/Enclosed Patio

New Carport/Enclosed Carport

Non-Residential

Retail Shop/Complex

Offices

Warehouse

Workshop/Factory

Other specify _____

SITE CONDITIONS *(Please circle relevant one)*

Soil Classification

STABLE	CLAY SITES OR PROBLEM SITES				
<u>A</u>	S	M	H	E	P

Wind Design Standard

N1 (28m/s)	N2 (33m/s)	N3 (41m/s)	N4 (50m/s)
<u>N1</u>			

Termite Barrier Type *(Please tick the appropriate box)*

Termite Resistant Materials

Chemical

Physical

N/A

Other specify _____

Water Corp. Approval Obtained YES NO N/A

Has a septic form been lodged? YES NO N/A

Contract Value \$ 75000.00

(Including GST) (Labour & materials. Including cost of labour even if owner/builder)

Estimated Date of Completion 31/12/05

MATERIALS

Wall Frame M.G.P.I.O.

Wall Cladding

Double Brick Timber Concrete

Brick Veneer Metal

Other specify _____

Colour _____

Roof

Cement or clay tiles Metal

Fibre Cement

Other specify _____

Colour _____

Floor

Timber Concrete

Other specify _____

Floor Area

Gross Total 54 m² Verandah _____ m² Garage _____ m²

FOR OFFICE USE ONLY

RECEIVAL STAMP

Front Counter A 20725

Class 06

CITY OF ALBANY

31 DEC 2004

RECEPTION

slipos

City of Albany
Altogether Better

Local Government (Miscellaneous Provisions) Act 1960, s.374 Building Regulation 1989, reg. 10 (2)

Offices: 221 York Street
Postal Address: PO Box 484
ALBANY WA 6331
Phone: (08) 9841 9383
Fax: (08) 9841 9222
Email: devt@albany.wa.gov.au

BAYONET HEAD

OFFICE COPY



BUILDING LICENCE

FORM 4

*Local Government (Miscellaneous Provisions) Act, 1960
Local Government Building Regulation 13*

LICENCE NUMBER: 241252

Date of Licence 03 MAR 2005

Owner of Land **C N MOIR
4 HIGHCLERE COURT
BAYONET HEAD WA 6330**

Granted to **Rego # (11272)
AIKEN PTY LTD
PO BOX 1073
ALBANY WA**

Authorising the construction of **ADDITIONS TO SHOP** on

Lot **61** Location **1196**

No. **4** Street **Bayonet Head Road** Locality **Bayonet Head** Wa

As per Application No. **241252** and in accordance with the approved plans, drawings and specifications and subject to the provisions of the Local Government Building Regulations, made under the Local Government (Miscellaneous Provisions) Act, 1960.

Whenever required to do so by the Building Surveyor, the holder of this licence shall produce the approved plans, drawings and specifications for inspection.

This licence is void if the work covered by it is not substantially commenced within twelve (12) months of the date of issue and completed within twenty four (24) months of the date of issue.

Conditions attached:

**JOHN LUCAS
BUILDING SURVEYOR**

City Of Albany
Building Conditions of Approval
Building Code of Australia 2004 (Volume 1 Class 2-9) (Volume 2 Class 1 & 10)

Assessment No.: **A20725**

BL No.: **241252**

1. Please advise this office when work commences and to arrange for a pre-occupation inspection when work is complete.
2. **BUILDING INSPECTIONS:** Please notify Council's Development Services Section on 98419383, 24 hours prior to commencement of works, on the following stages;
3. **Footings:** All setback measurements are to be in accordance with approved plans and survey pegs in position. Steel reinforcement to be placed on bar chairs and thickening placed under plumbing pipes within external footings. An Engineer's certificate of compaction must be lodged with the Development Services Section prior to an inspection being carried out.
4. **Concrete Floor Slabs:** Steel reinforcement to be placed on bar chairs. Water proof membrane to be placed under the concrete floor. Joints and penetrations through the membrane are to be taped. Termite treatment certificate, where applicable, to be lodged with the Development Services Section prior to an inspection being carried out.
5. **Pre-Occupation:** Upon completion of the works and prior to occupation, an inspection is to be arranged and carried out.
6. 24 hours notice to be given to this office prior to the placement of concrete.
7. Please ensure that Council property is adequately protected during construction work or you will be held responsible for the cost of any repair work to public infrastructure.
8. All setback measurements are to be accurate and survey pegs in position.
9. This building licence is subject to any other legal conditions, encumbrances or covenants which may be registered against the property.
10. **PART 5 - BUILDING REGULATIONS 19 - 23:** Prior to occupancy of all OR part of the building, a Certificate of Classification is required for this class [] building.
11. A person who uses or occupies or permits the use or occupation of a building in contravention of Regulation 20(4) or 22 is guilty of an offence. Penalty: \$5,000 and in addition a daily penalty of \$100 for each day which the offence continues.
12. **CONDITIONS** marked in red on approved drawings must also be complied with.
13. **VARIATIONS TO APPROVED PLANS:** Amended plans must be submitted and approval gained prior to any works commencing. A practicing structural engineer may be required to certify that portion of works if works are commenced prior to obtaining approval. Council **WILL NOT** endorse unapproved works.
14. **B.C.A. D1.4 - EXIT TRAVEL DISTANCES - Class 5 - 9 Buildings** are required to have no point on the floor more than 20 metres from an exit, or a point from which travel in different directions to two exits is available, in which case the maximum distance to one of those exits must not exceed 40

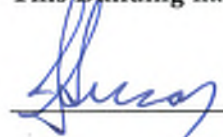
metres Additional exits must be incorporated to conform with the Building Code of Australia requirements.

15. B.C.A. Table D3.2 REQUIREMENTS FOR ACCESS FOR PEOPLE WITH DISABILITIES - Access for the disabled is required to and within the entrance floor.
16. B.C.A. D2.20 SWINGING DOORS - A swinging door in a required exit must swing in the direction of egress unless it serves a building or part with a floor area of not more than 200 m², it is the only required exit from the building or part and it is fitted with a device for holding it in the open position.
17. B.C.A. D2.21 OPERATION OF LATCH - A door in a required exit, forming part of a required exit or in the path of travel to a required exit must be readily openable without a key from the side that faces a person seeking egress, by a single hand downward action or pushing action on a single device which is located between 900 mm - 1200 mm from the floor.
18. B.C.A. E1.6 PORTABLE FIRE EXTINGUISHERS - Portable fire extinguishers [other than water type] are to be installed to cover the risk of fires in electrical equipment and the like. Extinguishers to comply with AS 2444.
19. B.C.A. PART E4 EMERGENCY LIGHTING - Emergency Lighting and exit signs to comply with AS 2293.1. Exit signs must be clearly visible to persons approaching the exits and if an exit is not readily apparent to persons occupying or visiting the building, then exit signs with directional arrows must be installed in appropriate locations, indicating the direction to a required exit.
20. B.C.A. E1.3 FIRE HYDRANTS - A fire hydrant system must be provided to serve a building having a total floor area greater than 500 m², and where a fire brigade service is available to attend a building fire. Hydrant system must be installed in accordance with AS 2419.1.
21. B.C.A. E 1.4 FIRE HOSE REELS - A fire hose reel system must be provided in accordance with AS 2441, and the nozzle end of a fully extended fire hose reel fitted to the reel and laid to avoid any partitions or other physical barriers will reach every part of the floor of the storey. Internal hose reel to be located within four metres of a fire exit.
22. B.C.A. PART E.4 EMERGENCY LIGHTING, EXIT SIGNS AND WARNING SYSTEMS - Emergency lighting system must be installed in every storey of a class 6 building where the floor area exceeds 300 m². Emergency lighting to be installed in accordance with AS 2293.1.

This Building Licence is subject to any *other* legal conditions, encumbrances or covenants which may be registered against the property.

Additional Conditions/Notes:

This Building has been assessed as a Class 06 and Type Construction.


JOHN LUCAS
BUILDING SURVEYOR

If you are aggrieved by any of the imposed building conditions you can appeal to the:

**State Administrative Tribunal
Level 4
12 St Georges Terrace
Perth WA 6000
Telephone: (08) 9219 3111 1300 306 017 (STD callers)
Facsimile: (08) 9325 5099**

Application form can be obtained from the Tribunal's website: www.sat.justice.wa.gov.au

BUILDING CONTROL DISCLAIMER

This disclaimer of legal liability or responsibility shall have, and is intended to have, effect as a condition of the building licence hereby issued.

Whilst Council has inspected the plans and specification with a view to ascertaining the extent of compliance of the proposed building with all relevant bylaws, regulations and statutory provisions, ("the statutory provisions") and reserves the right to carry out site inspections, Council disclaims all legal liability and responsibility for:

- (i) actual compliance by the plans and specification with the statutory provisions: or for
- (ii) any defect (latent or patent) in the design and/or construction of the subject building:
- (iii) any defect in the site and it's capacity to support the foundation system / footings or in the materials used in the construction of the building.

You as builder/building owner must take responsibility in relation to each and all of the foregoing matters and not rely upon the Council in relation thereto.

By acting upon this permit, you as builder/building owner release and discharge the Municipality from all liability in relation to such matters, and indemnify the Municipality from all claims for loss or damage sustained by you and any successors in title by reason of non-compliance by plans and specification and/or the building with the statutory provisions, or by reason of any such defects.

CITY OF ALBANY

**BAYONET HEAD SHOP ADDITIONS
4 BAYONET HEAD ROAD, BAYONET HEAD****HEALTH CONDITIONS – APPLIC 241252****17 February 2005**

The following aspects are required in premises of this health risk classification:

1. The premises are to comply with the requirements of both the Food Hygiene Regulations 1993 and National Food Safety Code.
2. The walls are to be tiled (or similar smooth, durable, impervious and easy to keep clean surface) to full ceiling height above all work areas.
3. A flush ceiling is to be installed and is to be painted in a scrubable paint.
4. Sufficient artificial light to be provided in the food area and the light fittings are to be suitably covered to retain any accidental breakage of these fittings.
5. A hand basin shall be provided in the kitchen area for hand washing purposes. This basin is to be a minimum of 11 litres in capacity, 500 mm long and 400 mm wide. The basin's water supply shall be activated through a system that requires no conventional taps. Water flow shall be activated by a sensor, or through the use of an elbow or leg.
6. Hot water is to be provided to the unit used for hand washing and the kitchen sink at temperature of greater than 75 degrees C.
7. A commercial paper towel and liquid soap dispensers to be provided on the wall adjacent to the unit used for hand washing purposes.
8. All surfaces in the food handling areas are to be smooth, impervious, durable and easy to clean.
9. The refrigerator and all other heavy appliances such as stoves are to be elevated 150 mm above the floor or provided with castors so it can easily be moved to allow the underlying floor surface to be cleaned.
10. All doors and windows are to be self-closing or fitted with screens.
11. The floor is to be tiles, commercial grade vinyl, treated high MPA concrete (or similar smooth, durable, impervious and easy to keep clean surface) graded to a trapped 100mm floor waste).
12. The cupboards are to be sealed tubular steel with working surface and shelving being water resistant, smooth, durable, impervious and easy to keep

clean and appropriate for the level and duty of food handling taking place in the kitchen.

It is strongly recommended that the contractor constructing the cupboards contact council's health section to verify Council's construction requirements.



Gregg Harwood

EXIT SIGNS & EMERGENCY LIGHTING
 To comply with B.C.A. E4.2 & E4.5

FIRE SAFETY REQUIREMENTS
 EXIT SIGNS: Illuminated exit signs with emergency illumination provided by the sign in the event of normal power failure.
 Signs to be mounted on wall above emergency exit doors where indicated on Floor Plan.
 Signs to comply with BCA E4 and AS 2293.1
 EMERGENCY LIGHTS (EL): Automatic Emergency Lights (battery back-up) where indicated on Floor Plan.
 Lights to comply with BCA E4 & AS 2293.1
 EXIT DOORS: Required emergency exit doors where indicated on Floor Plan. Doors to be outward opening and fitted with an approved latch complying with the requirements of BCA D2.1

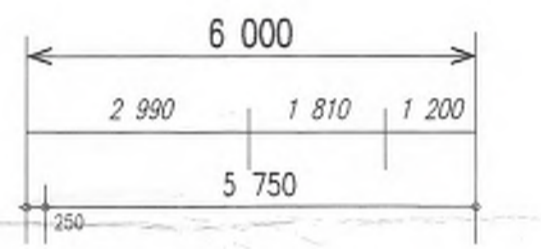
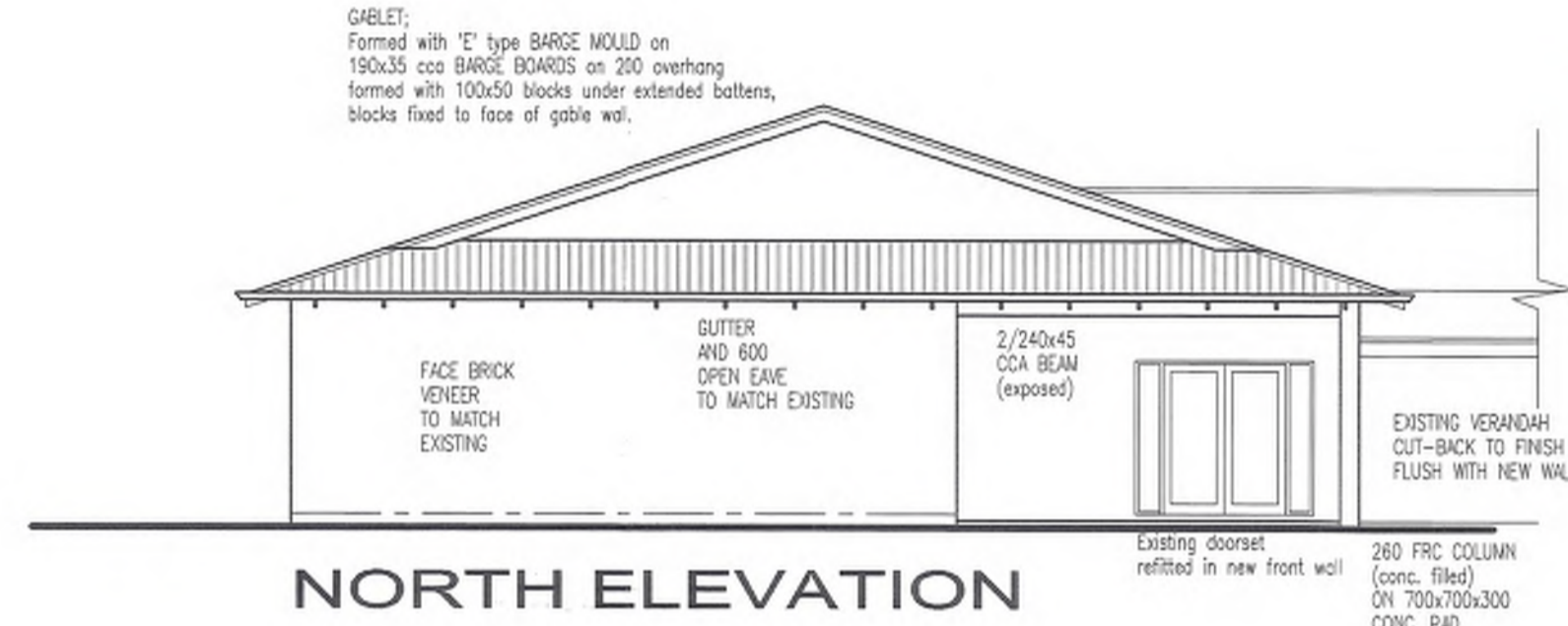
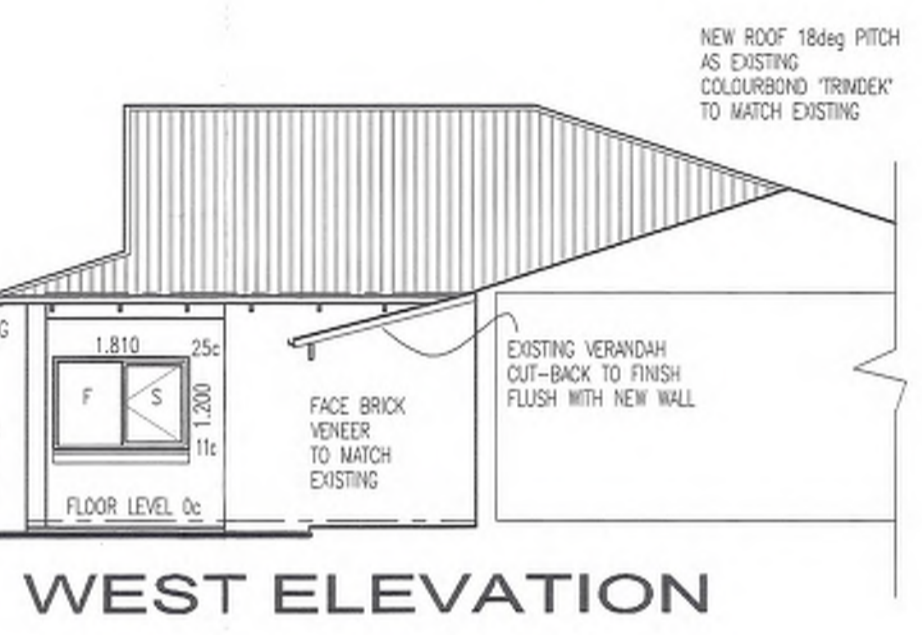
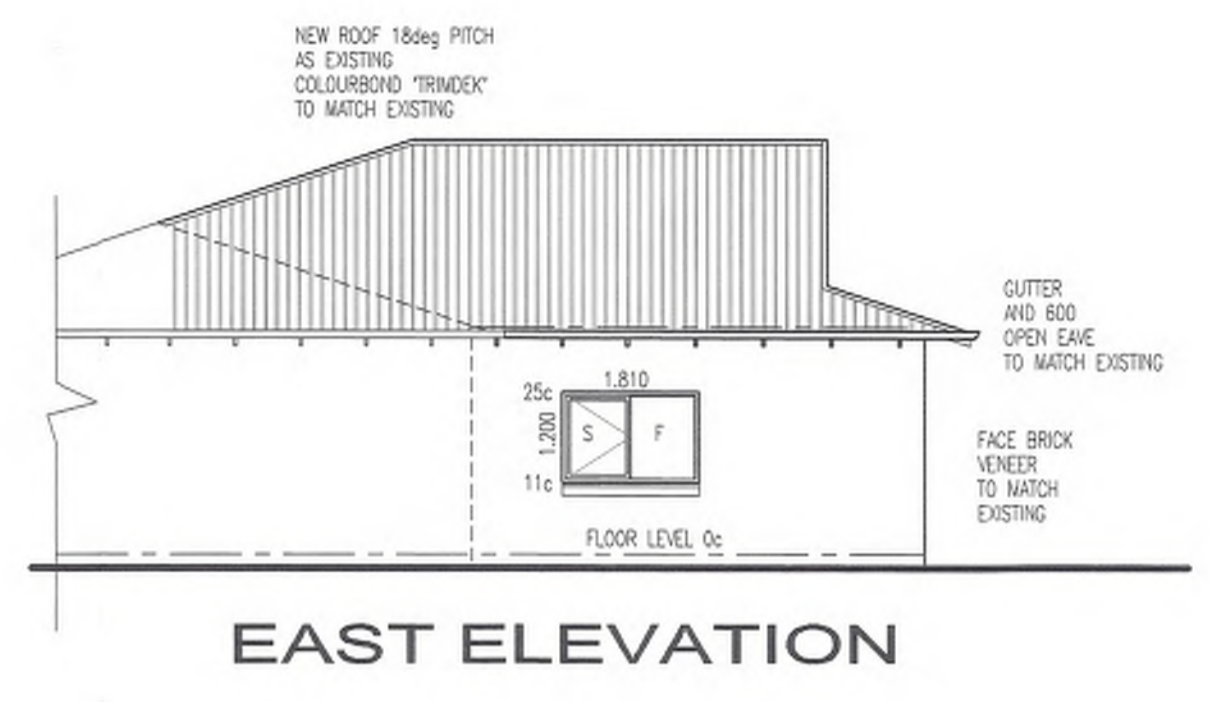
ADDITION MUST NOT COMPROMISE EXIT TRAVEL DISTANCES I.E. NO POINT OF THE FLOOR TO EXCEED 20M TO A REQUIRED EXIT B.C.A. D1.4 (C)

NEW DOORS/ENTRY TO BE DISABLED ACCESSIBLE B.C.A. D3.1 + AS 1428.1

REQUIRES EXIT LATCHES TO COMPLY WITH B.C.A. D2.1

(ALSO LEVER TYPE LATCHES MUST BE FITTED)

HYDRANT & HOSE REEL REQUIRED TO BE INSTALLED TO B.C.A. E1.3 & E1.4
 HOSE REEL TO BE ABLE TO REACH EVERY POINT OF THE FLOOR INCLUDING ADDITION



CITY OF ALBANY
 Approved in accordance with the Building Regulations 1989 (as amended)
 Building Surveyor
 03 MAR 2005

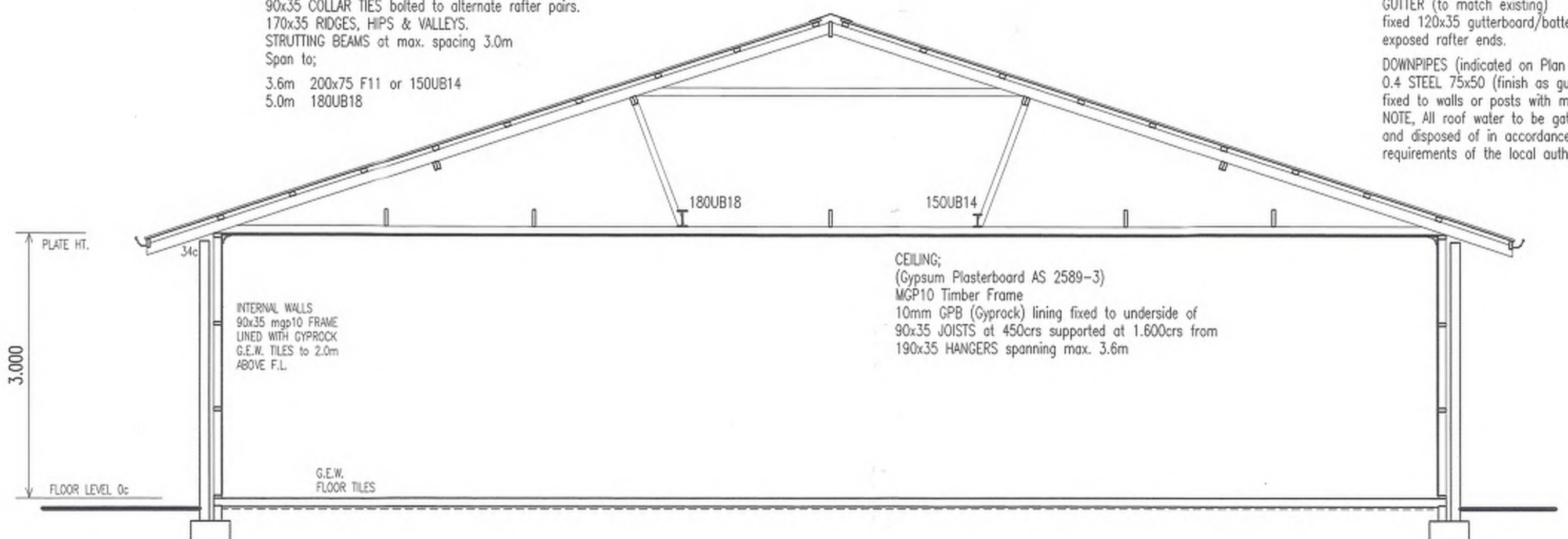
ROOF: PITCH 18 degrees (Cover - AS 1562.1, Frame - AS 1684)
 TRIMDEK STEEL (Colourbond finish as directed by owner) msp10 Pine Timber Frame.
 Steel Sheeting Laid on 70x35 BATTENS at 900crs. on 120x35 RAFTERS at 900crs. (CCA treated as ends form exposed open eaves) (Single Span 2.5m, Cont. Span 3.3m) on 2/90x35 UNDERPURLINS struttred at 2.300crs with 70x70 STRUTS to walls or beams.
 90x35 COLLAR TIES bolted to alternate rafter pairs.
 170x35 RIDGES, HIPS & VALLEYS.
 STRUTTING BEAMS at max. spacing 3.0m
 Span to:
 3.6m 200x75 F11 or 150UB14
 5.0m 180UB18

Tie Down & Bracing Details Comply With AS 1684.4 - 1999

All Timber Roof Framing To Comply With AS 1684.4 - 1999

BUILDING / PLANNING AMENDED PLANS superseding plans dated 31/12/05 under application no 241252

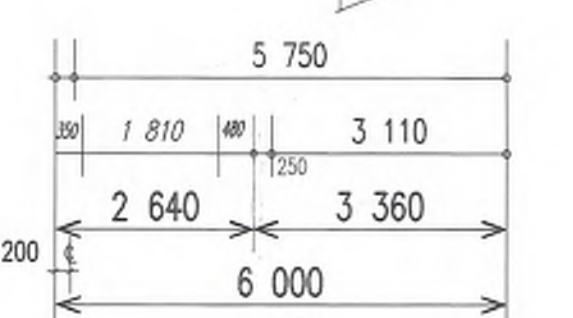
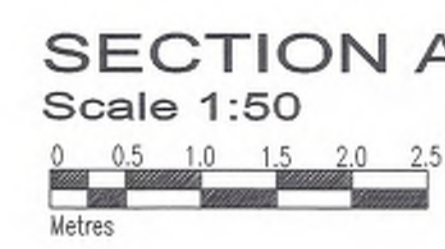
EAVES: 600 OPEN GUTTER (to match existing) fixed 120x35 gutterboard/batten rebated into exposed rafter ends.
 DOWNPIPES (indicated on Plan as DP) 0.4 STEEL 75x50 (finish as gutter) fixed to walls or posts with min. 2 saddle straps.
 NOTE: All roof water to be gathered on site and disposed of in accordance with the requirements of the local authority.



WALLS: (Masonry - AS 3700-88, Frame - AS 1684)
 EXTERNAL WALLS - 250mm Brick Veneer Selected face brick 110mm veneer leaf tied to internal wall frame across 50mm cavity with 3.5mm 'U' form gvy. wire ties placed at 450mm vertical and horizontal intervals and staggered. Provide weephole perpendts at 1.2m crs along base of brick leaf below floor level.
 INTERNAL WALLS: Frame Height 3.0m MGP 10 Timber Frame (double noggings) 90x35 STUDS at 450crs. TOP PLATE 90x45
 LINTELS - Openings To:
 1.2m 120x70
 1.8m 140x70
 Wall Frames lined with 10mm GPB (Gyprock) in accordance with AS 2589-83

FOOTINGS: (in accordance with AS2870.1) CONCRETE STRENGTH N20 External walls on min 2c (max.8c) cavity brick plinth, concrete filled to u.side of floor slab. 400x250 STRIP FOOTINGS reinforced with F8 TRENCH MESH (min. 40 bottom & side cover) Footings to be stepped as required with max. 2c step and 450 overlap. FOUNDATION to be compacted to 7 blows/300mm (Perth Standard Penetrometer) Footings are suitable for sand/loam soil type, should clay be encountered a structural engineer should be consulted.

FLOOR: (in accordance with AS 3600) GROUND SLAB - CONCRETE STRENGTH N25 100mm slab reinforced with F62 mesh with 30mm top cover. Slab laid on 200um polythene DPM over compacted sand.



AREA Sq.metres	
Gross Building Area is measured at each floor level being the total area enclosed by the face of external walls or the line of support (ie Roof Beam) of open sided areas such as Verandahs and Carports etc.	
EXTENSION AREA	72
SHOP	14
PORCH	14
TOTAL	86

GENERALLY: All work is to be carried out in accordance with the requirements of the BUILDING CODE OF AUSTRALIA (BCA) CLASS 1 BUILDINGS and the relevant AUSTRALIAN STANDARDS (AS number). If items are not directly specified on the drawings direction must be obtained from the owner.
 SITE SAFETY & AMENITIES: The Builder is to provide all temporary sanitary facilities etc and all scaffolding, safety rails and safety line connection points required by the OCCUPATIONAL HEALTH & SAFETY regulations.

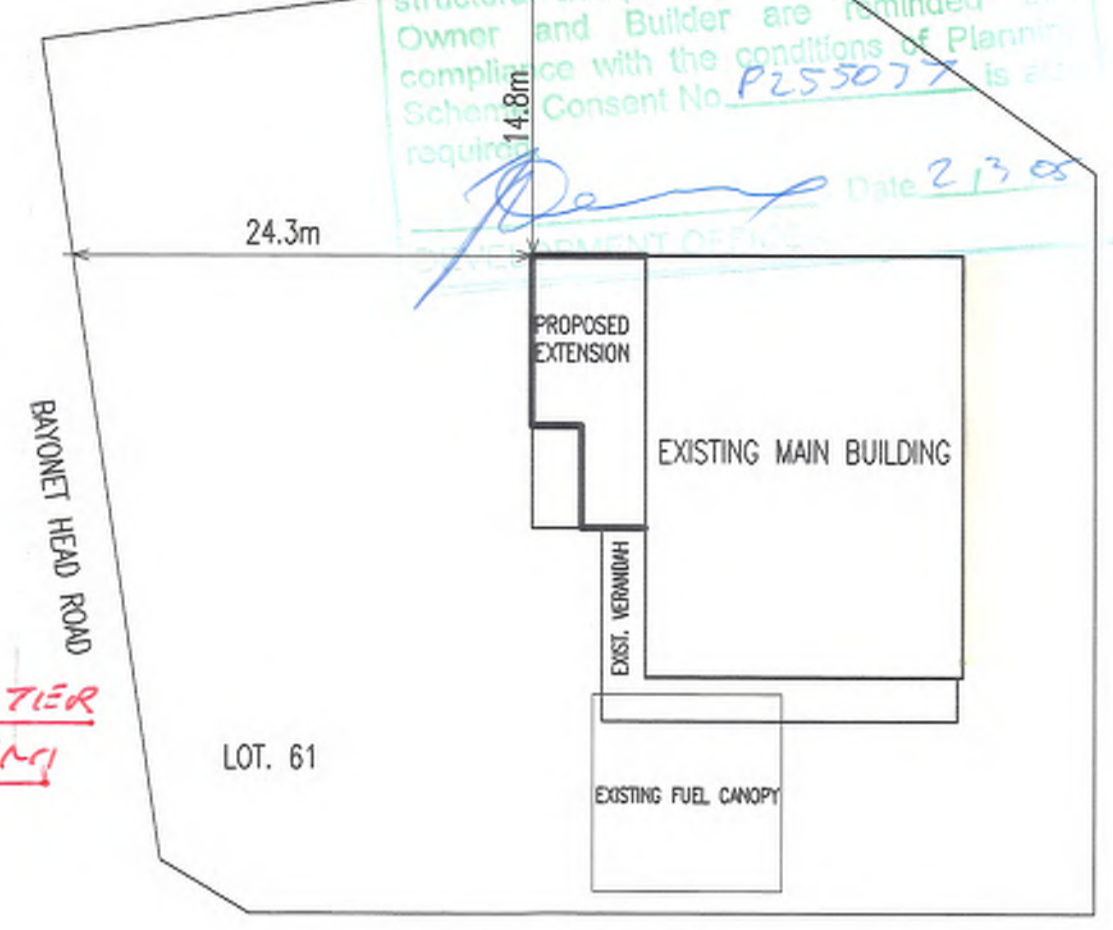


PROPOSED EXTENSION TO THE OYSTER HARBOUR STORE
 Lot. 61 LOWER KING ROAD ALBANY
 FLOOR PLAN, ELEVATIONS, SECTION & SITE PLAN - Scales 1:100, 1:500, 1:50
 WORKING DRAWING - Sheet 1 of 1
 Copyright VRBAN HOMES 2004
 CONSTRUCTION ISSUE revision B
 DRAWING NUMBER
262B
 NOV. 2004

OFFICE COPY

CONNECT STORM WATER TO EXISTING SYSTEM

NOTICE
 This is a Building Licence, dealing with the structural adequacy of the building/s. The Owner and Builder are reminded that compliance with the conditions of Planning Scheme Consent No. P253077 is required.
 Date 2/3/05



SITE PLAN
 Scale 1:500

OFFICE COPY



SHIRE OF ALBANY

MERCER ROAD, ALBANY, 6330

TELEPHONE: (098) 41 2311

TOWN PLANNING SCHEME NO: 3

PLANNING SCHEME CONSENT NO: 96/073

	<u>LANDOWNER</u>	<u>APPLICANT</u>
<u>NAME:</u>	TICON PTY LTD & IK & PL WILLIAMS	IK & PL WILLIAMS
<u>ADDRESS:</u>	C/- POST OFFICE LOWER KING WA 6330	SAME AS LANDOWNER

DESCRIPTION OF LAND:

LOCATION 1196 LOT 61 BAYONET HEAD ROAD, BAYONET HEAD

PLANNING SCHEME CONSENT IS HEREBY GRANTED to develop the above described land for

the purpose of: ADDITIONS TO SHOP (VERANDAH, CANOPY AND GARDEN NURSERY): subject to the following conditions:

1. *This approval is valid for a period of 2 years. If development is not completed within this period a new approval must be obtained.*
2. *Development shall occur in accordance with the plan(s) submitted with the application for Planning Scheme Consent.*
3. *Any future additions to or intensification of use of any building or land (not the subject of this consent) will require further Council approval.*
4. *Carparking, accessways and landscaping areas are to be provided in accordance with the approved plan and maintained in a satisfactory manner at all times.*
5. *Details of the proposed method of stormwater disposal are to be submitted for approval prior to the issue of a building licence.*

(SHIRE PLANNER): 

(DATE): 24 May, 1996

NOTES - IMPORTANT

THIS IS NOT A BUILDING LICENCE. A building licence must be obtained before any building works commence.

This Planning Scheme Consent contains the following number of conditions: 5

You may appeal against any condition contained in this consent provided it is lodged within 60 days of the date of issue. The Planning Department can provide further information regarding this.

A 20725

ED-PRM-1
Our Ref: CS-SPV-1/ LT1268163
Box/Vol No: D8 / 33
Cross Ref: LT1266965
Your Ref:
Enquiries: Tom Wenbourne

10 December 2012

Department Of Racing, Gaming And Liquor
PO Box 6119
EAST PERTH WA 6892

Dear Sir/Madam

RE: EXTENDED TRADING APPLICATION FOR OYSTER HARBOUR CELLARS

Planning consent for a Liquor Outlet was approved as an addition to the existing shop by the Shire of Albany on 22 May 1996 under reference 96/075. This approval was not subject to a restriction on the hours or days of operation. Accordingly a request to extend the current liquor licence accords with the relevant planning requirements of Town Planning Scheme No.3.

I hope the above is of assistance, but should you have any further queries with regard to this matter, please do not hesitate to contact me on direct telephone 9841 9268 or via email tomw@albany.wa.gov.au.

Yours sincerely


Tom Wenbourne
Senior Planning Officer

SHIRE OF ALBANY

MERCER ROAD, ALBANY, 6330

TELEPHONE: (098) 41 2311

TOWN PLANNING SCHEME NO: 3

PLANNING SCHEME CONSENT NO: 96/075

LANDOWNER

APPLICANT

NAME:

TICON PTY LTD

AS LANDOWNER

ADDRESS:

C/- POST OFFICE
LOWER KING WA 6330

DESCRIPTION OF LAND:

LOCATION 1196 LOT 61 BAYONET HEAD ROAD, BAYONET HEAD

PLANNING SCHEME CONSENT IS HEREBY GRANTED to develop the abovedescribed land for

the purpose of: RETAIL LIQUOR STORE: subject to the following conditions:

- (a) This approval is valid for a period of 2 years. If development is not completed within this period a new approval must be obtained.
- (b) Development being in accordance with the plans submitted with the application for Planning Scheme Consent.
- (c) Any future additions to or intensification of use of any building or land (not the subject of this consent) will require further Council approval.
- (d) Signs may be erected/displayed subject to the requirements of Council. Prior to any sign being displayed detailed plans shall be submitted to Council for separate approval.
- (e) Compliance with the relevant Health Regulations.
- (f) Satisfactory building plans being submitted to Council for approval.

(SHIRE PLANNER):

(DATE): 27 May, 1996

NOTES - IMPORTANT

1. *THIS IS NOT A BUILDING LICENCE. A building licence must be obtained before any building works commence.*
2. *You may have a right of appeal against any condition contained in this consent pursuant to the Town Planning and Development Act 1928 (as amended) provided it is lodged within 60 days of the date of issue. The Planning Department can provide further information regarding this.*

MINUTES OF PROCEEDINGS AT A MEETING OF THE PLANNING, HEALTH & BUILDING COMMITTEE HELD IN THE COMMITTEE ROOM, SHIRE OF ALBANY, MERCER ROAD, ALBANY ON TUESDAY 14TH MAY, 1996

9. MATTERS FOR CONSIDERATION : RECOMMENDATIONS TO COUNCIL

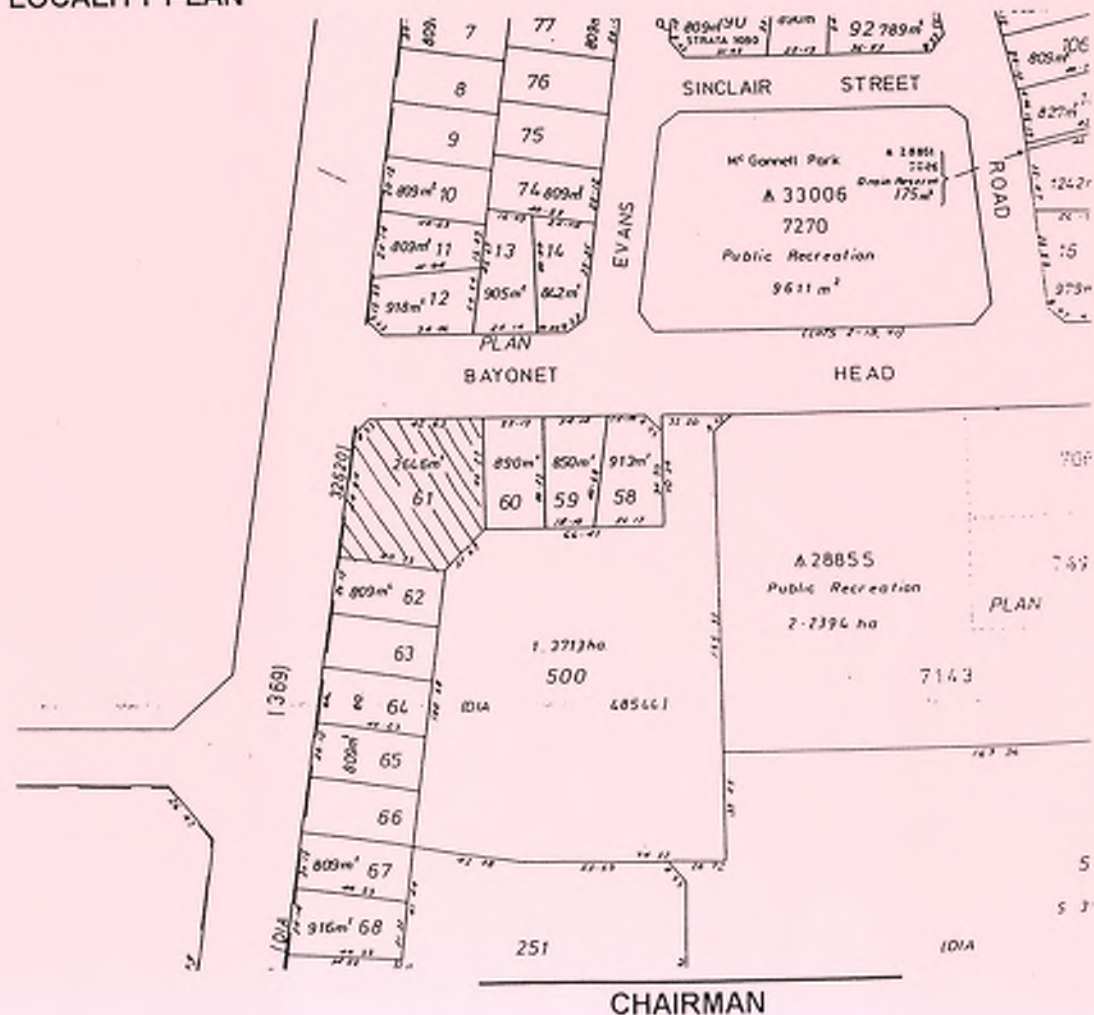
P517

PROPOSED LIQUOR STORE - LOCATION 1196 LOT 61 BAYONET HEAD ROAD, BAYONET HEAD

BACKGROUND

APPLICATION NO.	:	DA/96/075
PROPOSAL	:	LIQUOR STORE AND USE OF COUNCIL ROAD RESERVE
SUBJECT LAND	:	LOCATION 1196 LOT 61 BAYONET HEAD ROAD, BAYONET HEAD
APPLICANT	:	TICON PTY LTD
ZONE/CLASS	:	LOCAL SHOPPING/P
SUMMARY RECOMMENDATION	:	APPROVAL SUBJECT TO CONDITIONS

LOCALITY PLAN



MINUTES OF PROCEEDINGS AT A MEETING OF THE PLANNING, HEALTH & BUILDING
COMMITTEE HELD IN THE COMMITTEE ROOM, SHIRE OF ALBANY, MERCER ROAD,
ALBANY ON TUESDAY 14TH MAY, 1996

9. MATTERS FOR CONSIDERATION : RECOMMENDATIONS TO COUNCIL

P5/7 PROPOSED LIQUOR STORE - LOCATION 1196 LOT 61 BAYONET HEAD ROAD, BAYONET HEAD (Continued)

DISCUSSION

1. An application for Planning Scheme Consent to operate a retail Liquor Store from within the existing premises of the Oyster Harbour Store has been received. Plans of the proposal are Attachment 1.
2. The proposal is currently being advertised. Submissions close on Monday 13th May, 1996.
3. Planning Scheme Consent was granted on 6th December, 1993 to Ticon Pty Ltd to construct and operate a Liquor Store on the adjacent lot (Lot 62 Lower King Road) and the State Liquor Licensing Court granted a conditional licence for that site in September, 1994.
4. The construction of the store did not proceed and Ticon Pty Ltd now wishes to apply to the Liquor Licensing Court to have the existing conditional licence transferred to the Oyster Harbour Store.
5. Council's officers have no objection to granting Planning Scheme Consent to operate a retail liquor store subject to standard conditions.
6. The applicant proposes to renovate the Oyster Harbour Store and as part of this the applicant has requested the use of 1200mm of Council's road reserve on Lower King Road for driveway access (refer Attachment 2).
7. Council's officers have no objection to the use of the road reserve subject to the conditions listed in the recommendation.

RECOMMENDATION

1. THAT Council grant Planning Scheme Consent to operate a retail Liquor Store on Location 1196 Lot 61 Bayonet Head Road, subject to the following conditions:-
 - (a) This approval is valid for a period of 2 years. If development is not completed within this period a new approval must be obtained.
 - (b) Development being in accordance with the plans submitted with the application for Planning Scheme Consent.
 - (c) Any future additions to or intensification of use of any building or land (not the subject of this consent) will require further Council approval.

MINUTES OF PROCEEDINGS AT A MEETING OF THE PLANNING, HEALTH & BUILDING
COMMITTEE HELD IN THE COMMITTEE ROOM, SHIRE OF ALBANY, MERCER ROAD,
ALBANY ON TUESDAY 14TH MAY, 1996

9. MATTERS FOR CONSIDERATION : RECOMMENDATIONS TO COUNCIL

P5/7 PROPOSED LIQUOR STORE - LOCATION 1196 LOT 61 BAYONET HEAD
ROAD, BAYONET HEAD (Continued)

- (d) Signs may be erected/displayed subject to the requirements of Council. Prior to any sign being displayed detailed plans shall be submitted to Council for separate approval.
 - (e) Compliance with the relevant Health Regulations.
 - (f) Satisfactory building plans being submitted to Council for approval.
2. THAT Council grant permission for the applicant to use 1200mm of road reserve on Lower King Road subject to:
- (a) No objections being received from Western Power, the Water Corporation and Telecom.
 - (b) More detailed cross sections being submitted to, and approved by Council's Engineering Department.

COMMITTEE RECOMMENDATION

MOVED: Cr Beeck

SECONDED: Cr Wilson

1. THAT COUNCIL GRANT PLANNING SCHEME CONSENT TO OPERATE A RETAIL LIQUOR STORE ON LOCATION 1196 LOT 61 BAYONET HEAD ROAD, SUBJECT TO THE FOLLOWING CONDITIONS:-
- (A) THIS APPROVAL IS VALID FOR A PERIOD OF 2 YEARS. IF DEVELOPMENT IS NOT COMPLETED WITHIN THIS PERIOD A NEW APPROVAL MUST BE OBTAINED.
 - (B) DEVELOPMENT BEING IN ACCORDANCE WITH THE PLANS SUBMITTED WITH THE APPLICATION FOR PLANNING SCHEME CONSENT.
 - (C) ANY FUTURE ADDITIONS TO OR INTENSIFICATION OF USE OF ANY BUILDING OR LAND (NOT THE SUBJECT OF THIS CONSENT) WILL REQUIRE FURTHER COUNCIL APPROVAL.

CHAIRMAN

MINUTES OF PROCEEDINGS AT A MEETING OF THE PLANNING, HEALTH & BUILDING
COMMITTEE HELD IN THE COMMITTEE ROOM, SHIRE OF ALBANY, MERCER ROAD,
ALBANY ON TUESDAY 14TH MAY, 1996

9. MATTERS FOR CONSIDERATION : RECOMMENDATIONS TO COUNCIL

P5/7 PROPOSED LIQUOR STORE - LOCATION 1196 LOT 61 BAYONET HEAD
ROAD, BAYONET HEAD (Continued)

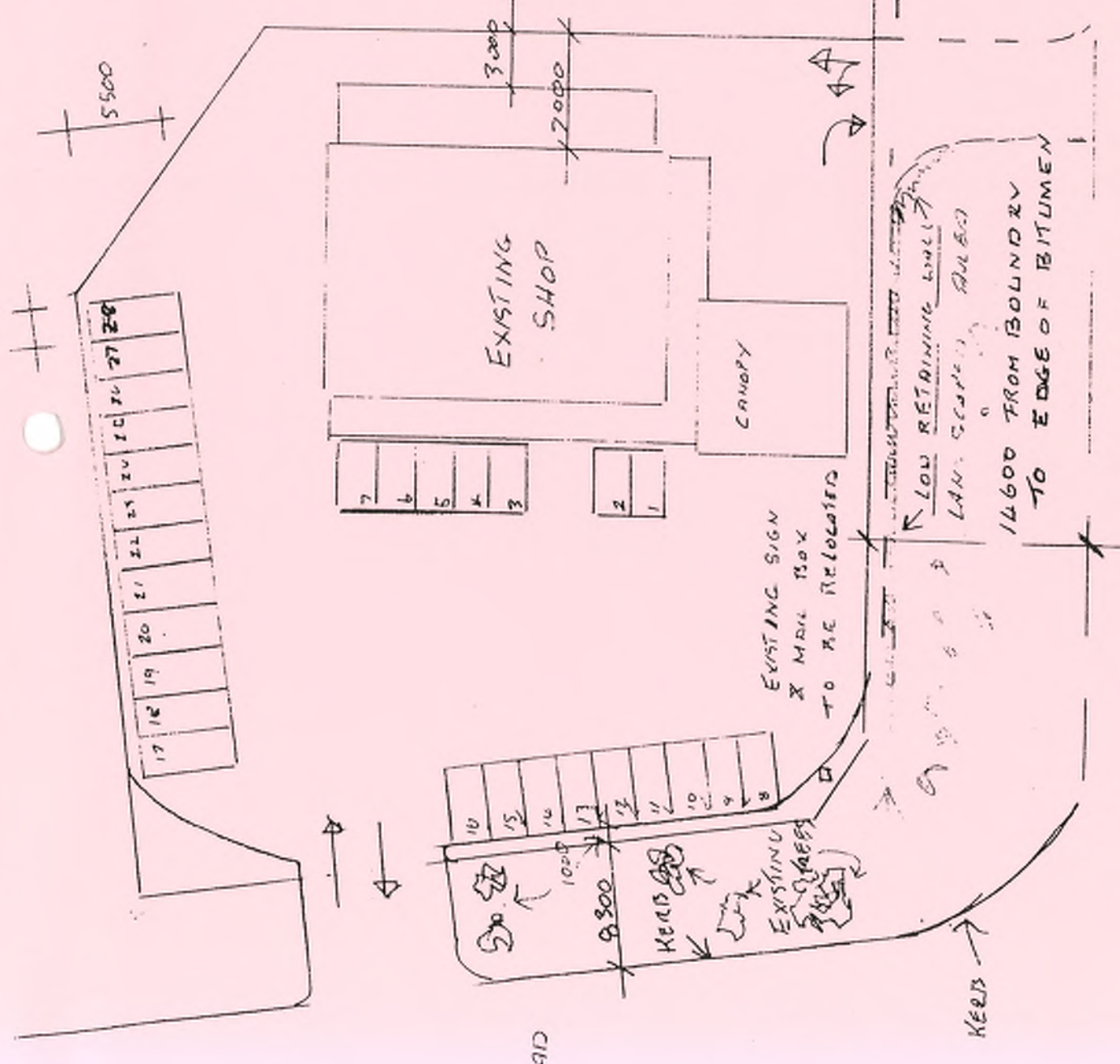
- (D) SIGNS MAY BE ERECTED/DISPLAYED SUBJECT TO THE REQUIREMENTS OF COUNCIL. PRIOR TO ANY SIGN BEING DISPLAYED DETAILED PLANS SHALL BE SUBMITTED TO COUNCIL FOR SEPARATE APPROVAL.
 - (E) COMPLIANCE WITH THE RELEVANT HEALTH REGULATIONS.
 - (F) SATISFACTORY BUILDING PLANS BEING SUBMITTED TO COUNCIL FOR APPROVAL.
2. THAT COUNCIL GRANT PERMISSION FOR THE APPLICANT TO USE 1200MM OF ROAD RESERVE ADJACENT TO THE PETROL BOWSER ON LOWER KING ROAD SUBJECT TO:
- (A) NO OBJECTIONS BEING RECEIVED FROM WESTERN POWER, THE WATER CORPORATION AND TELECOM.
 - (B) MORE DETAILED CROSS SECTIONS BEING SUBMITTED TO, AND APPROVED BY COUNCIL'S ENGINEERING DEPARTMENT.
 - (C) COUNCIL HAVING THE RIGHT TO VARY OR RESCIND THIS ARRANGEMENT AT ANY TIME.

CARRIED.

Attachment 2

BC & JR 1

PROPOSED PARKING SPACES
FOR THE OYSTER HARBOUR



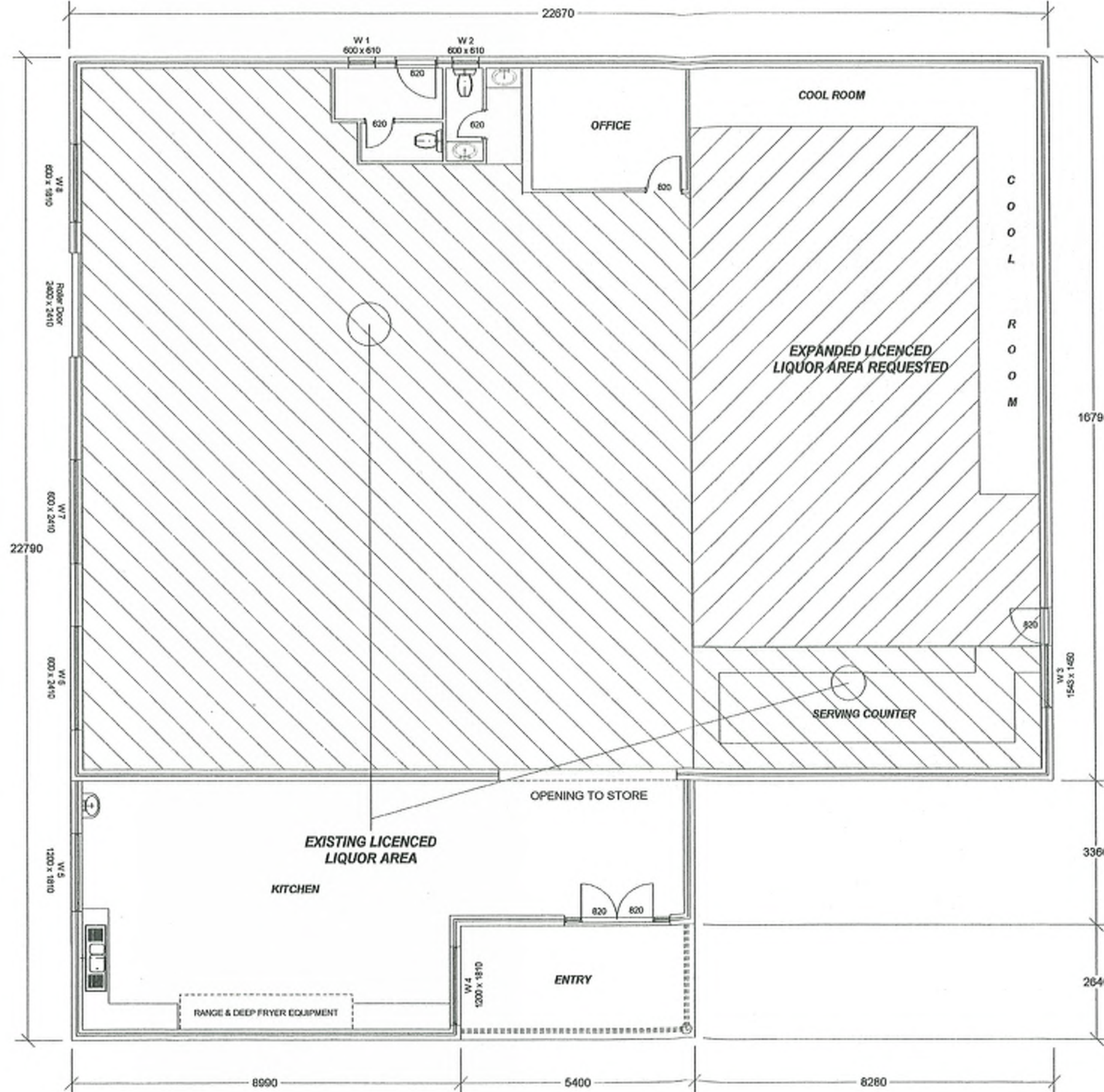
CITY OF ALBANY

PLANNING SCHEME CONSENT

Is hereby granted under the provisions of the City of Albany, Town Planning Scheme No. 3 (as amended) subject to compliance with the conditions on the attended notice.

TOWN PLANNER

No. 96/075 Date 5/11/2012



EXPANDED LICENCED LIQUOR AREA REQUESTED



EXISTING LICENCED LIQUOR AREA

BUILDING / PLANNING REVISED PLANS superseding plans dated 1-1- as decided on 27/5/1996 under application no 96/075.

CLIENT - Oyster Harbour Store
PROJECT - Extension of Liquor Licenced Area
LOCATION - Lo1 61, Lower King Road ALBANY
TITLE - PROPOSED PLAN
SCALE - 1 : 100
DRAWINGS & SPECIFICATIONS - Omni Estimating
PAGE - 1 of 1
REVISION - 29th. March 2012

TOWN PLANNING SCHEME 3 - DISTRICT SCHEME

GRANT OF PLANNING CONSENT

File Ref:	A20725	Application No:	P255037
Corro No:	PA9773	Date:	27 January 2005
Owner of Land:	C N Moir 4 Highclere Court BAYONET HEAD WA 6330		
Applicant:	Vrban Homes Po Box 1073 ALBANY WA 6331		

Planning consent is hereby GRANTED for:

(Lot) 61 (Loc) 1196 (Property) 4 Bayonet Head Road Bayonet Head Wa 6330

for the purpose of: ALTERATIONS AND ADDITIONS (KITCHEN ADDITION)

and carry out development in accordance with the approved plans dated 27 January 2005 subject to the Schedule of Conditions specified on page 2 of this Consent.

If development is not completed within two years, a fresh approval must be obtained before commencing or continuing development.

It should be noted that this is a planning consent only and is not a building licence. You are advised that before commencing any construction a building licence must be obtained, and before occupancy of the building the conditions of your planning consent must be complied with.

SCHEDULE OF CONDITIONS:

A. Conditions of an ongoing nature:

- A1 All access areas and parking spaces being marked out and maintained in good repair.
- A2 All runoff from impervious surfaces being contained within the property and disposed of, via a trapped sump located within the property, by connection to the existing drainage system.
- A3 No signs are to be erected on the lot without Council's approval, in accordance with the City Of Albany's Sign Bylaws.

ADVICE TO THE APPLICANT:


All development is required to comply with the Building Regulations and the Building Code of Australia.

Development is required to comply with all relevant Health regulations.

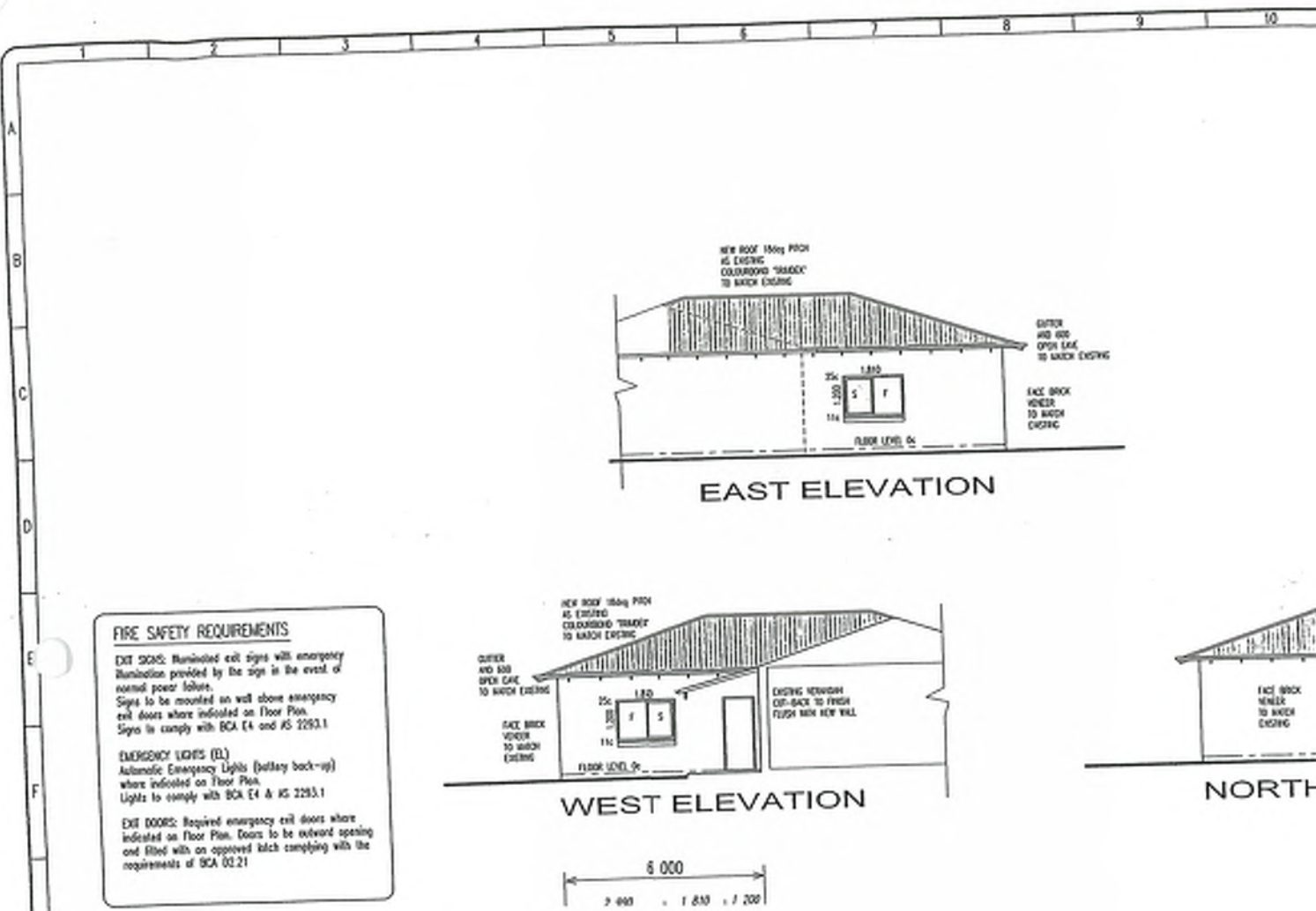
NOTES:

This Planning Scheme Consent contains the following number of conditions: 3

You may appeal against any condition contained in this consent provided it is lodged within sixty (60) days of the date of issue. The Planning Section of the Development Services Team can provide further information regarding this.



Adrian Nicoll
Planning Officer

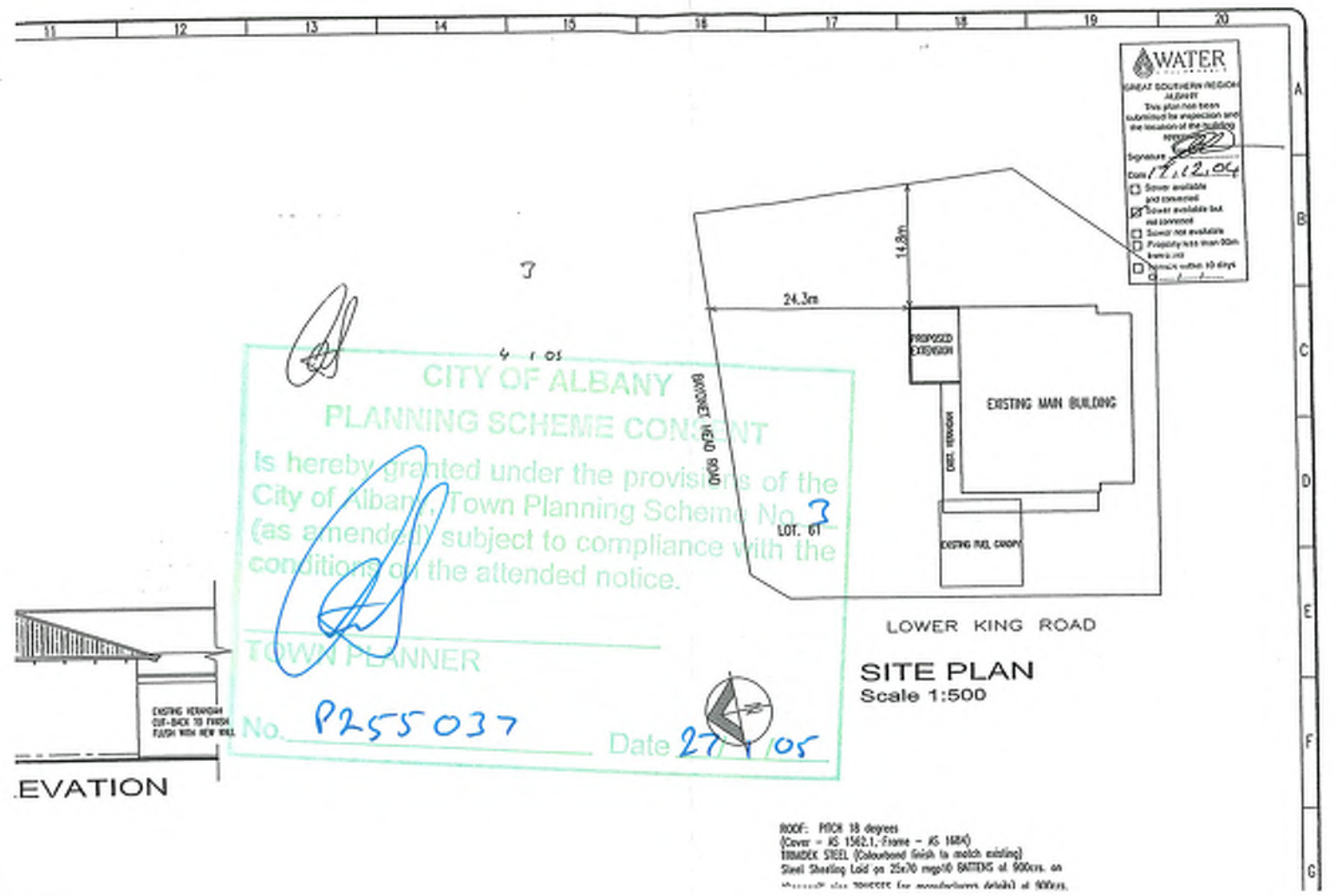
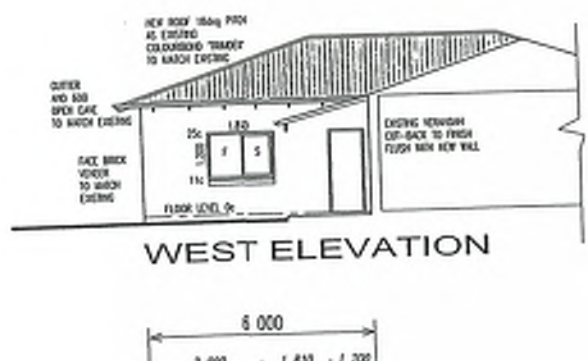


FIRE SAFETY REQUIREMENTS

EXIT SIGNS: Ruminated exit signs with emergency illumination provided by the sign in the event of normal power failure.
Signs to be mounted on wall above emergency exit doors where indicated on Floor Plan.
Signs to comply with BCA E4 and AS 2283.1

EMERGENCY LIGHTS (EL):
Automatic Emergency Lights (battery back-up) where indicated on Floor Plan.
Lights to comply with BCA E4 & AS 2283.1

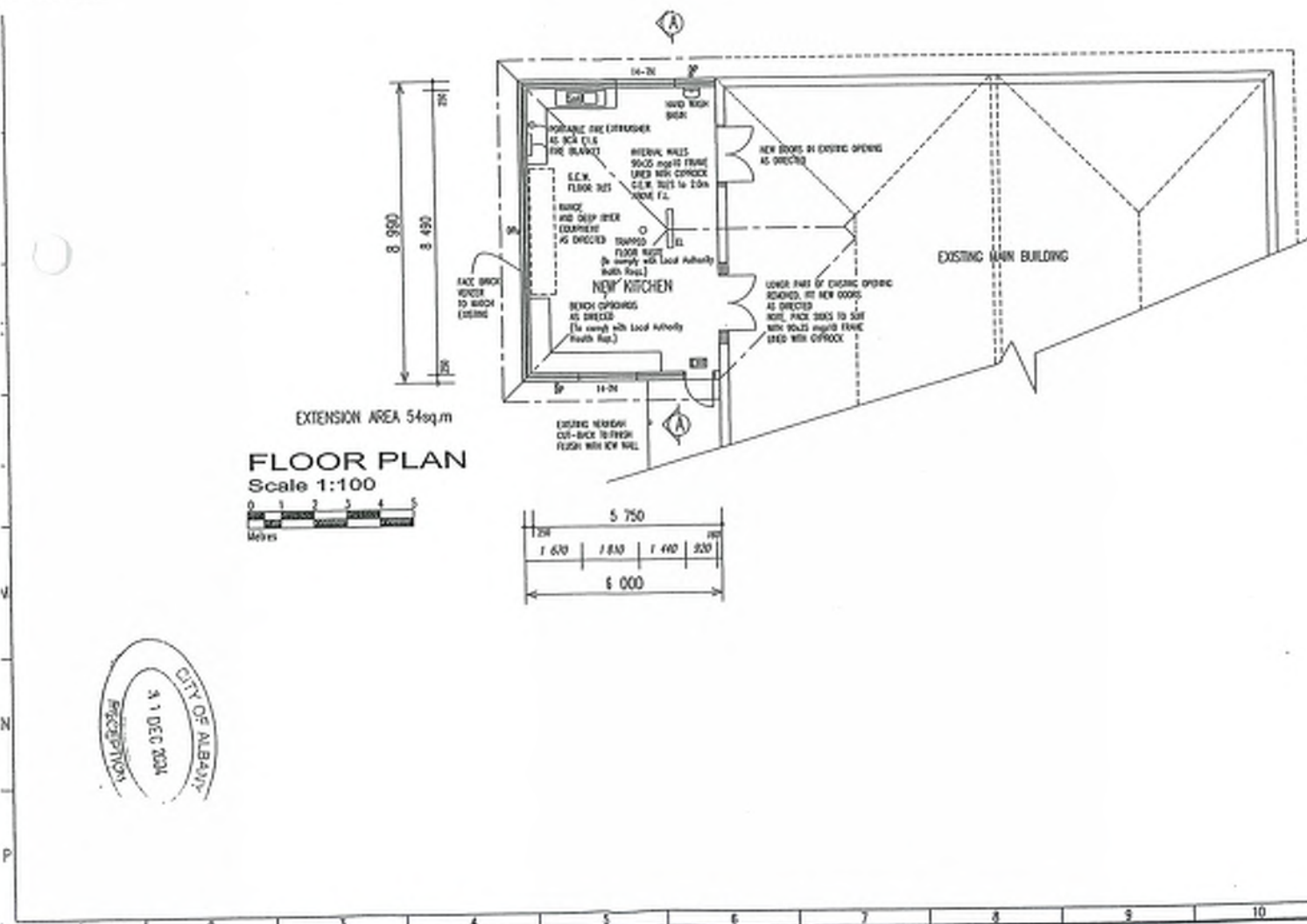
EXIT DOORS: Required emergency exit doors where indicated on Floor Plan. Doors to be outward opening and fitted with an approved latch complying with the requirements of BCA D2.21



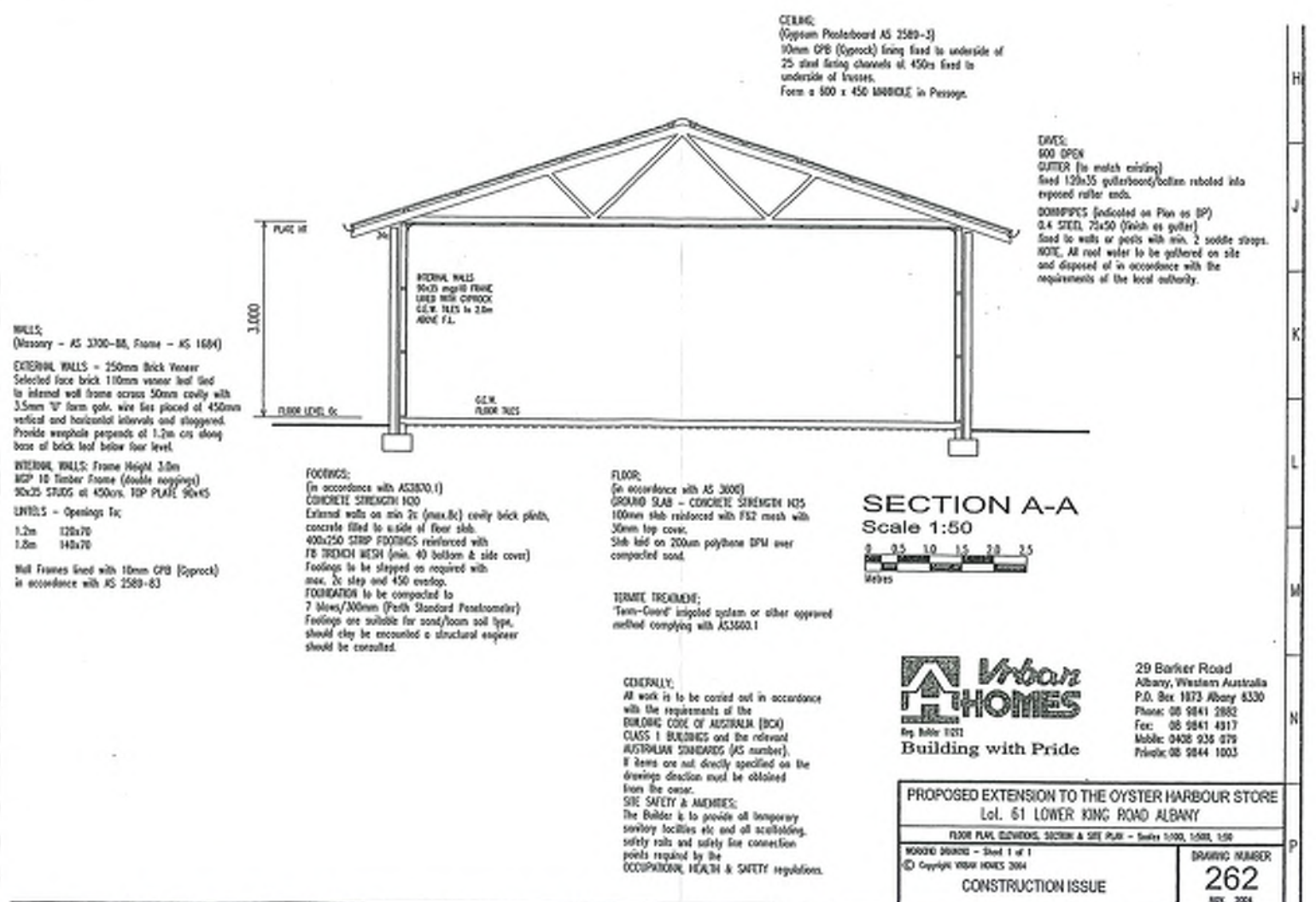
ROOF: PITCH 18 degrees
(Cover - AS 1562.1, Frame - AS 1684)
TRADEK STEEL (Colourbond finish to match existing)
Steel Sheeting Load on 25x70 msp/60 GUTTERS at 900cs on 400x40x10 RAILS (for manufacturers details) at 900cs.

CERAMIC:
(Optimum Poreboard AS 2589-3)
10mm CPB (Oprock) lining fixed to underside of 25 steel framing channels at 450cs fixed to underside of trusses.
Form a 500 x 450 INSHIELD in Passage.

DRAWS:
600 OPEN CUTTER (to match existing) fixed 120x35 gutterboard/batten rotated into exposed rafter ends.
DOWNSPIRES (indicated on Plan as DP) 0.4 STEEL, 75x50 (with as gutter) fixed to walls or posts with min. 2 saddle straps.
NOTE: All roof water to be gathered on site and disposed of in accordance with the requirements of the local authority.



FLOOR PLAN
Scale 1:100



SECTION A-A
Scale 1:50

WELLS:
(Masonry - AS 3100-88, Frame - AS 1684)

EXTERNAL WALLS - 250mm Brick Veneer
Selected face brick 110mm veneer laid to infill wall frame across 50mm cavity with 3.5mm 1/2" foam gap, wire fine placed at 450mm vertical and horizontal intervals and staggered. Provide weephole perpend at 1.2m on along base of brick leaf below four level.

INTERNAL WALLS: Frame Height 2.0m
80P 18 Timber Frame (double soaping)
90x25 STUDS at 450cs, TOP PLANK 90x45

WINDOWS - Openings To:
1.2m 120x70
1.0m 140x70

Wall Frames fixed with 10mm CPB (Oprock) in accordance with AS 2589-83

FOOTINGS:
(in accordance with AS3600.1)
CONCRETE STRENGTH 100
External walls on min 2x (max.8c) cavity brick plinth, concrete filled to side of floor slab.
400x250 STRIP FOOTINGS reinforced with FB TRENCH WEIR (min. 40 bottom & side cover)
Footings to be stepped as required with max. 3c step and 450 overlap.
FOOTWEATER to be compacted to 7 Mpa/100mm (Perth Standard Penetrometer)
Feelings are suitable for sand/loam soil type, should they be encountered a structural engineer should be consulted.

FLOOR:
(in accordance with AS 3600)
GROUND SLAB - CONCRETE STRENGTH 100
100mm slab reinforced with F32 mesh with 30mm top cover.
Slab laid on 200mm polythene DPM over compacted sand.

TERMITE TREATMENT:
Termi-Guard impregnated system or other approved method complying with AS3600.1

GENERALLY:
All work is to be carried out in accordance with the requirements of the BUILDING CODE OF AUSTRALIA (BCA) CLASS 1 BUILDINGS and the relevant AUSTRALIAN STANDARDS (AS number).
If items are not directly specified on the drawings decision must be obtained from the owner.
SITE SAFETY & ACCESS:
The Builder is to provide all temporary safety facilities etc and all scaffolding, safety rails and safety line connection points required by the OCCUPANCY, HEALTH & SAFETY regulations.

Urban HOMES
By John 1021
Building with Pride

29 Barker Road
Albany, Western Australia
P.O. Box 1873 Albany 6330
Phone: 08 9841 2882
Fax: 08 9841 4817
Mobile: 0428 936 879
Friebe: 08 9844 1003

PROPOSED EXTENSION TO THE OYSTER HARBOUR STORE
Lot. 61 LOWER KING ROAD ALBANY

FLOOR PLAN, ELEVATIONS, SECTION & SITE PLAN - Scale 1:100, 1:50, 1:50

NO. 262 DRAWING - Sheet 1 of 1
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CONSTRUCTION ISSUE

DRAWING NUMBER
262
REV. 2004



Appendix 2

Certificates of Title and Diagram

WESTERN



AUSTRALIA

REGISTER NUMBER 60/D32620	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 30/10/2015

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 1368 FOLIO 21

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 60 ON DIAGRAM 32620

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CHRISTOPHER NOEL MOIR OF 13 BAUDIN PLACE SPENCER PARK

(T J081893) REGISTERED 11/11/2004

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. N161250 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 29/10/2015.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1368-21 (60/D32620)
PREVIOUS TITLE: 1311-850
PROPERTY STREET ADDRESS: 6 BAYONET HEAD RD, BAYONET HEAD.
LOCAL GOVERNMENT AUTHORITY: CITY OF ALBANY

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING N161250

NOTE 2: N171777 DUPLICATE CERTIFICATE OF TITLE EDITION 2 ISSUED IN ERROR ON DEALING N161250 AND HAS BEEN DESTROYED BY THE WESTERN AUSTRALIAN LAND INFORMATION AUTHORITY TRADING AS LANDGATE

WESTERN



AUSTRALIA

REGISTER NUMBER 62/D32620	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 1512 FOLIO 331

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 62 ON DIAGRAM 32620

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CHRISTOPHER NOEL MOIR OF 4 HIGHCLERE CLOSE, BAYONET HEAD, ALBANY
(T J081893) REGISTERED 11/11/2004

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. *N755527 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 2/11/2017.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
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Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1512-331 (62/D32620)
PREVIOUS TITLE: 1311-850
PROPERTY STREET ADDRESS: 212 LOWER KING RD, BAYONET HEAD.
LOCAL GOVERNMENT AUTHORITY: CITY OF ALBANY

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING J041352.



Transfer B580076

WESTERN



AUSTRALIA

Volume 1311 Folio 850



1512 331

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 28th August, 1978

Lumborough
REGISTRAR OF TITLES



ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Plantagenet Location 1196 and being Lot 62 on Diagram 32620, delineated and coloured green on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 609.6 metres.

FIRST SCHEDULE (continued overleaf)

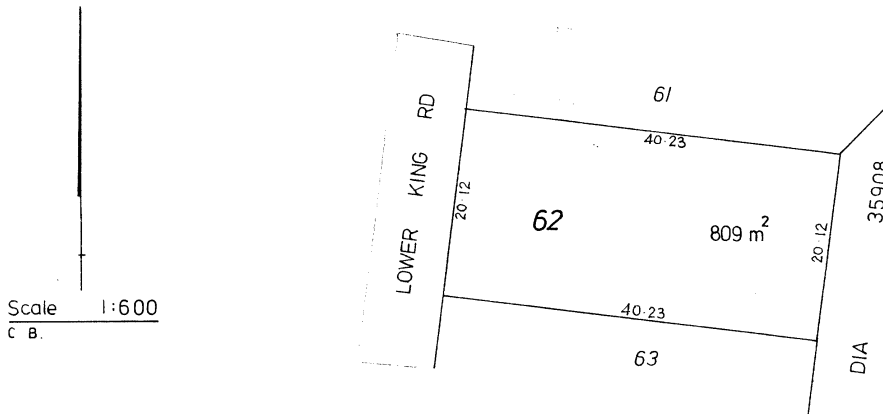
~~David John Crawford, Garage Proprietor and Carmel Bibi Sarkar, Spinster, both of Flat 1, 153 Middleton Road, Albany, as tenants in common.~~

SECOND SCHEDULE (continued overleaf)

- MORTGAGE B580077 to Custom Credit Corporation Limited. Registered 28.8.78 at 10.26 o'c.
Discharged D1092 16.4.85

Lumborough
REGISTRAR OF TITLES

THIRD SCHEDULE



NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

72009/12/77-45M-S/2880

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NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

FIRST SCHEDULE (continued)		REGISTERED PROPRIETOR		REGISTERED	TIME	SEAL	INITIALS
INSTRUMENT NATURE	INSTRUMENT NUMBER						
<p>The correct name and description of the second proprietor is <u>Carmel Bibi Crawford, Married Woman and the address of both proprietors is 26 Gleeseter Drive, Rosanna, Victoria.</u></p>							
Application	CI08680	Philip John Charles Pees, of 14 Evans Road, Albany, Office Manager,	Augustson and Winifred Elsie Augustson	18.8.82	9.23		<i>AP</i>
Transfer	D1094	Philip John Charles Pees, of 14 Evans Road, Albany, Office Manager,	Augustson and Winifred Elsie Augustson	16.4.85	3.09		<i>AP</i>
<p>27 undivided 28th shares are transferred to Graham John Augustson and Winifred Elsie Augustson. The registered proprietors are now Graham John Augustson, Fisherman and Winifred Elsie Augustson, Married Woman both of 1 Eclipse Drive, Albany, as joint tenants of 27 undivided 28th shares and Phillip John Charles Pees, of 14 Evans Road, Albany, Office Manager, of 1 undivided 28th share, as tenants in common.</p>							
Transfer	D42945	Augustson and Winifred Elsie Augustson, Fisherman and Winifred Elsie Augustson, Married Woman, both of 1 Eclipse Drive, Albany, as joint tenants.	Augustson and Winifred Elsie Augustson	12.6.95	10.60		<i>AP</i>
Transfer	D176840	Ticon Pty. Ltd. of Lot 6 Lower King Road, Lower King via Albany.	Augustson and Winifred Elsie Augustson	6.1.86	9.15		<i>AP</i>
Transfer	F299397	Ticon Pty. Ltd. of Lot 6 Lower King Road, Lower King via Albany.	Augustson and Winifred Elsie Augustson	6.9.93	9.05		<i>AP</i>

SECOND SCHEDULE (continued)		PARTICULARS		REGISTERED	TIME	SEAL	INITIALS	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	INITIALS
INSTRUMENT NATURE	NUMBER											
Mortgage	D603742	to The National Bank of Australasia Limited.		16.10.78	9.08		<i>AP</i>	Discharged	D1093	16.4.85		<i>AP</i>
Deed	G978996	Lodged 14.3.1985 at 10.58 a.m.		6.9.93	9.05		<i>AP</i>	Withdrawn	D1091	16.4.85		<i>AP</i>
Mortgage	F299398	to National Australia Bank Ltd.										

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

WESTERN



AUSTRALIA

REGISTER NUMBER 61/D32620	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 1973 FOLIO 477

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 61 ON DIAGRAM 32620

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CHRISTOPHER NOEL MOIR OF 4 HIGHCLERE CLOSE, BAYONET HEAD, ALBANY
(T J081893) REGISTERED 11/11/2004

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. *N755516 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 2/11/2017.

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Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1973-477 (61/D32620)
PREVIOUS TITLE: 1512-330
PROPERTY STREET ADDRESS: 4 BAYONET HEAD RD, BAYONET HEAD.
LOCAL GOVERNMENT AUTHORITY: CITY OF ALBANY

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING J041352.

ORIGINAL—NOT TO BE REMOVED FROM OFFICE OF TITLES

Transfer F299400

WESTERN



AUSTRALIA

REGISTER BOOK VOL. FOL.

CT 1973 477

Volume 1512 Folio 330

CERTIFICATE OF TITLE



UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

CJ Sach

REGISTRAR OF TITLES



Dated 6th September, 1993

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Plantagenet Location 1196 and being Lot 61 on Diagram 32620, delineated on the map in the Third Schedule hereto, limited however to the natural surface and therefrom to a depth of 609.6 metres.

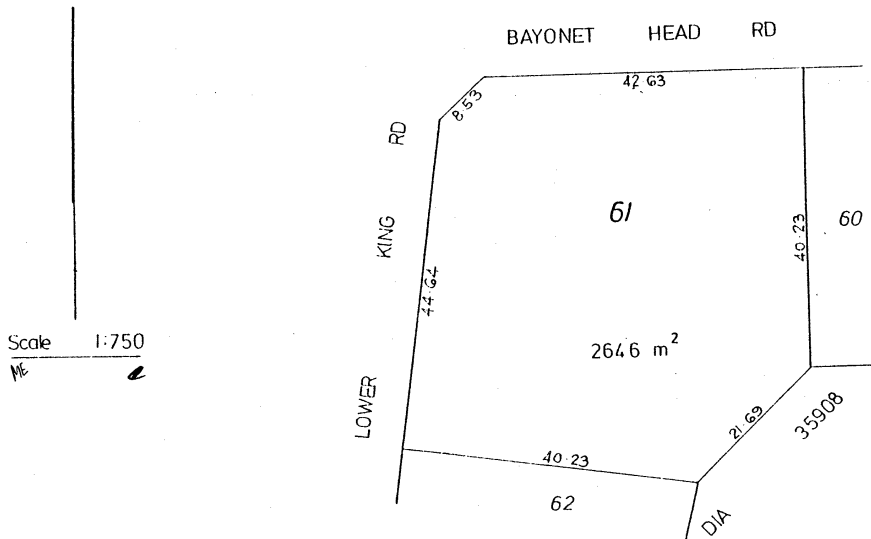
FIRST SCHEDULE (continued overleaf)

Ticon Pty. Ltd. of Lot 6 Lower King Road, Lower King via Albany.

SECOND SCHEDULE (continued overleaf)

1. CAVEAT F165538. Lodged 19.4.1993 at 10.56 hrs. Withdrawn G196652 7.6.96
2. MORTGAGE F299401 to National Australia Bank Ltd. Registered 6.9.93 at 9.05 hrs.

THIRD SCHEDULE



NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

E67590/3/89-20M-L/4664

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Page 1 (of 2 pages) 1973 477 VOL. FOL.

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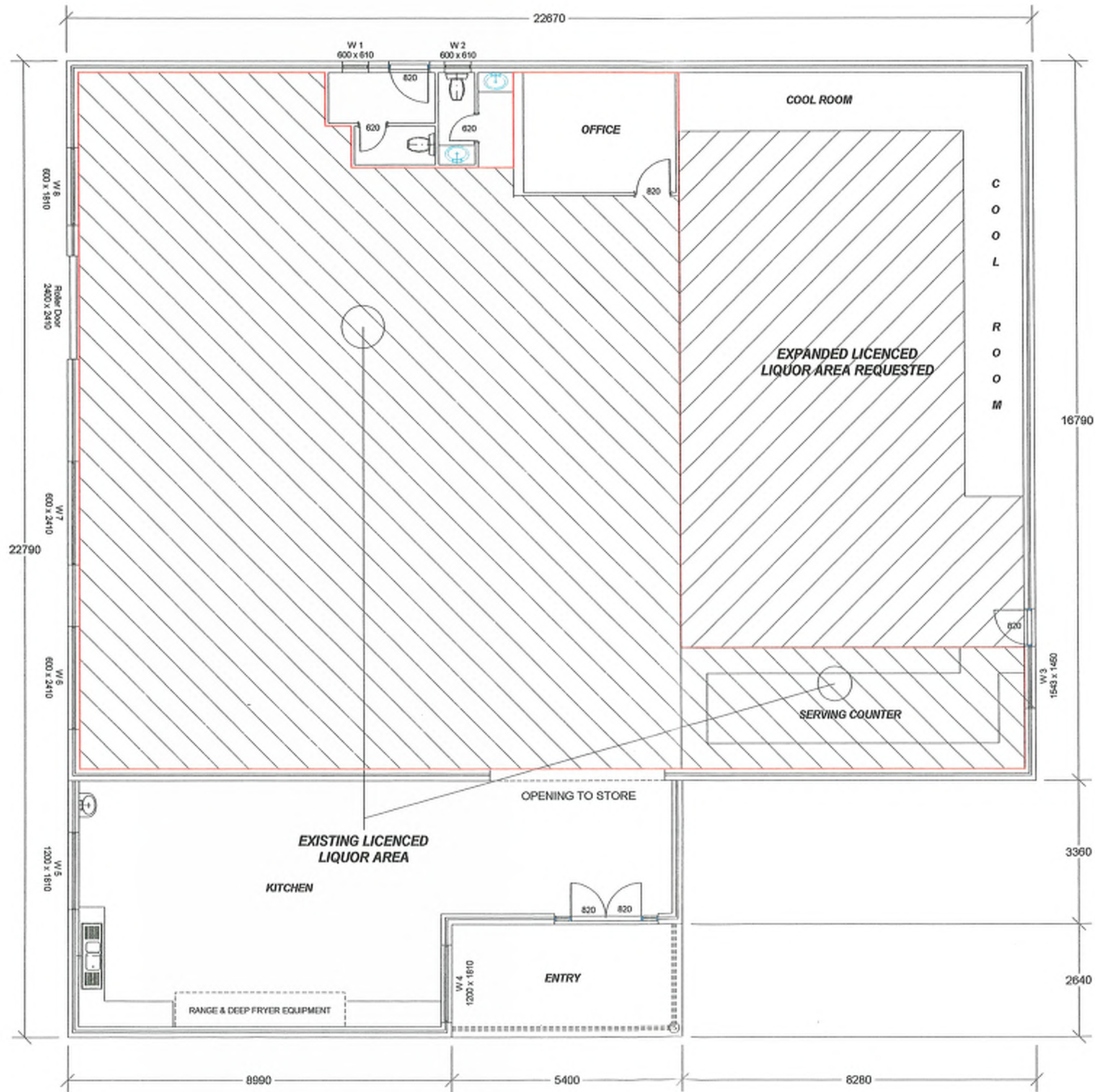
FIRST SCHEDULE (continued)		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS				
REGISTERED PROPRIETOR	INSTRUMENT NATURE	INSTRUMENT NUMBER	REGISTERED	TIME	SEAL	CERT. OFFICER

SECOND SCHEDULE (continued)		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS									
INSTRUMENT NATURE	INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	CERT. OFFICER	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	CERT. OFFICER

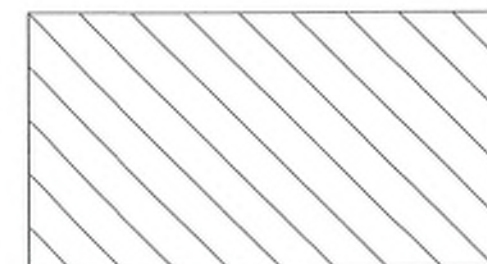
CERTIFICATE OF TITLE VOL. 1973 FOL. 477

Appendix 3

Approved Liquor Licence Area



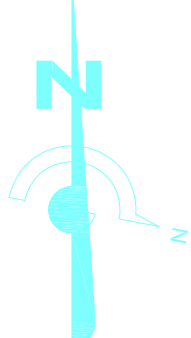
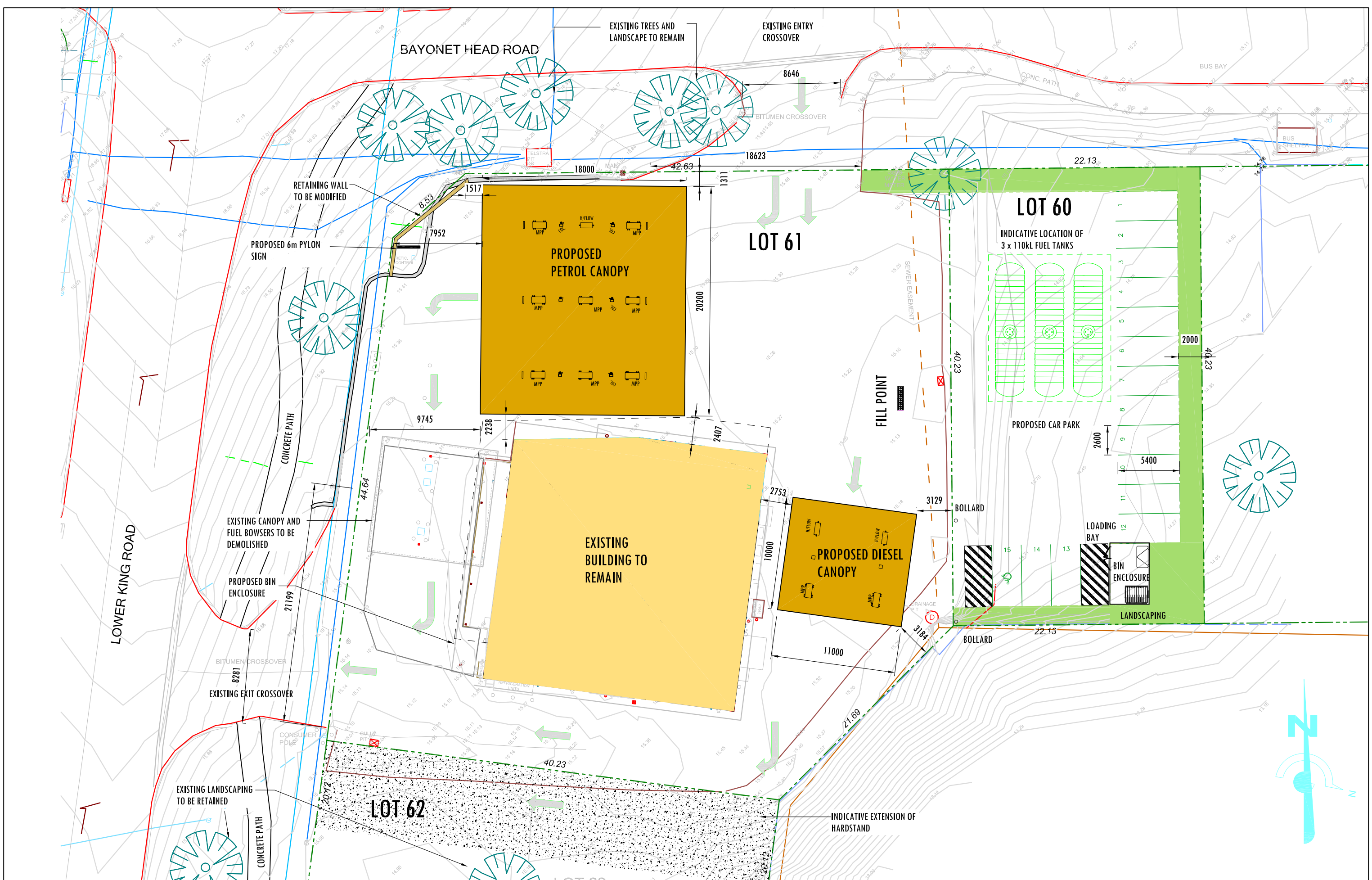
EXPANDED LICENCED LIQUOR AREA REQUESTED



EXISTING LICENCED LIQUOR AREA

CLIENT - Oyster Harbour Store
PROJECT - Extension of Liquor Licenced Area
LOCATION - Lo1 61, Lower King Road ALBANY
TITLE - PROPOSED PLAN
SCALE - 1 : 100
DRAWINGS & SPECIFICATIONS - Omni Estimating
PAGE - 1 of 1
REVISION - 29th. March 2012

Appendix 4 Development Plans



REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR INFORMATION	09/06/2020

DRAWING PRODUCED ON CAD SYSTEM. NOTED DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING. DO NOT SCALE OR AMEND BY HAND. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION OR QUOTE. UPON RECEIPT OF UPDATED PLANS DISCARD PREVIOUS VERSIONS.

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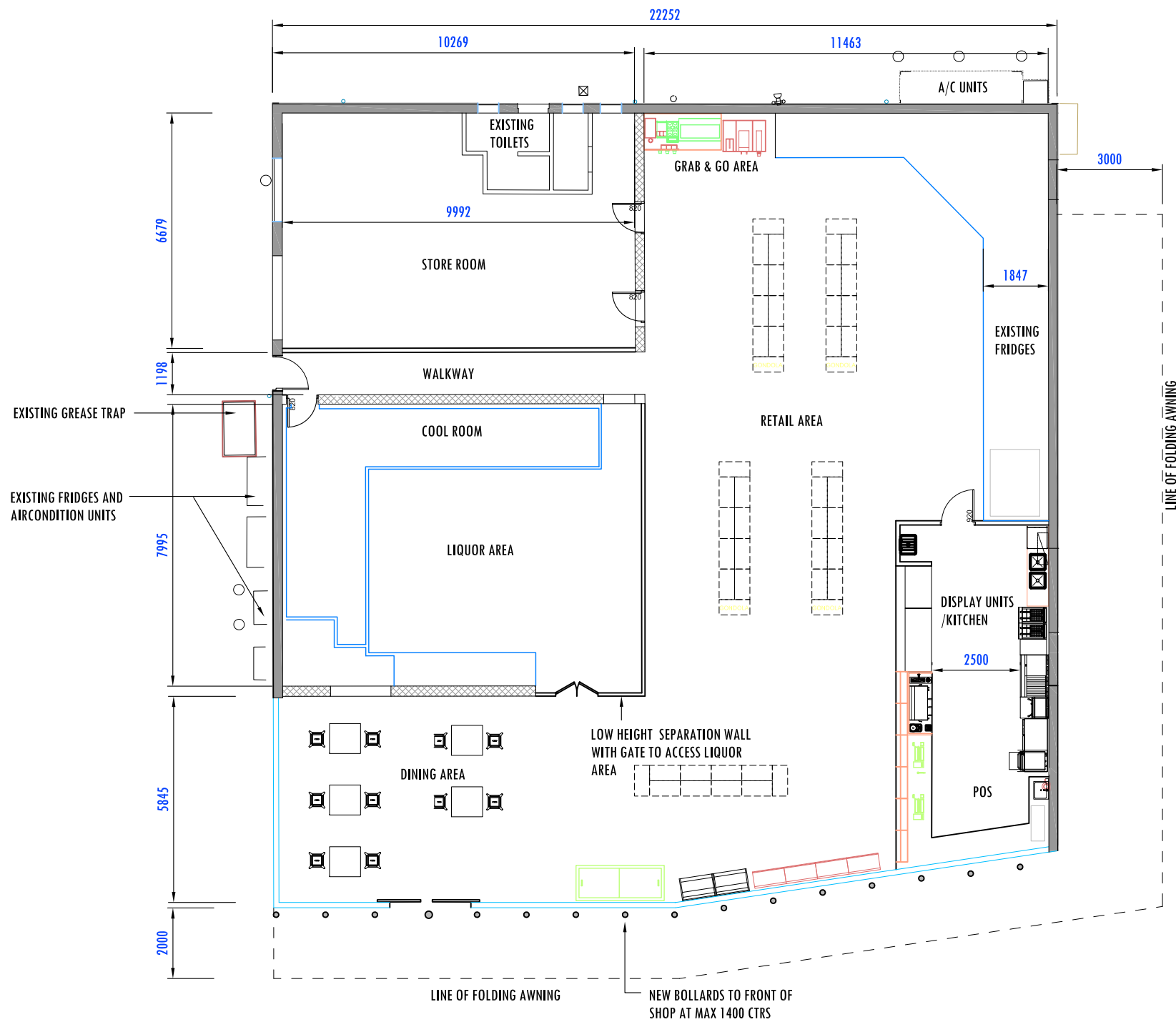
DRAWN: MK	CHECKED: ---	APPROVED: --
SCALE: 1:300	DATE: 19/10/2020	
PROJECT ADDRESS: LOT 60, 61 & 62 BAYONET ROAD, BAYONET HEAD, (OYSTER BAY)		

DRAWING NAME: PROPOSED SITE LAYOUT	
DRAWING No: A100	REVISION No: A

Liberty Convenience

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DRAWING PATH:
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REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR INFORMATION	09/06/2020

DRAWING PRODUCED ON CAD SYSTEM. NOTED DIMENSIONS SHALL BE TAKEN IN PREFERENCE TO SCALING. DO NOT SCALE OR AMEND BY HAND. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION OR QUOTE. UPON RECEIPT OF UPDATED PLANS DISCARD PREVIOUS VERSIONS.

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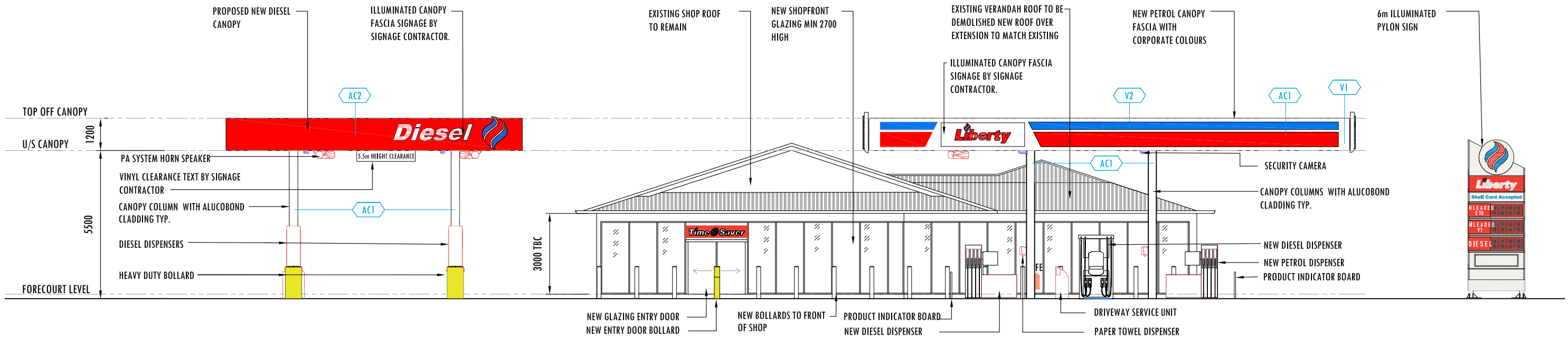
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SCALE: 1:300	DATE: 26/10/2020	
PROJECT ADDRESS: LOT 60,61 & 62 BAYONET ROAD, BAYONET HEAD (OYSTER BAY)		

DRAWING NAME: PROPOSED FLOOR PLAN	
DRAWING No: A101	REVISION No: A

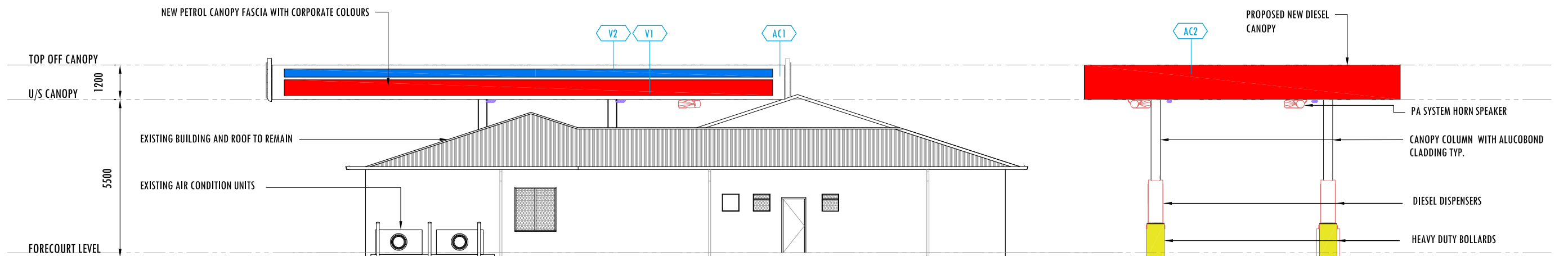
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NORTH ELEVATION
SCALE: 1:150



SOUTH ELEVATION
SCALE: 1:150

FINISHES SCHEDULE

- AC1 ACM PANEL WHITE PANTONE WHITE, ALUCOBOND WHITE 16
- AC2 ACM PANEL RED PANTONE RED, ALUCOBOND RED
- V1 VINYL STRIPE RED
- V2 VINYL STRIPE BLUE

REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR PLANNING PERMIT	19/08/2020

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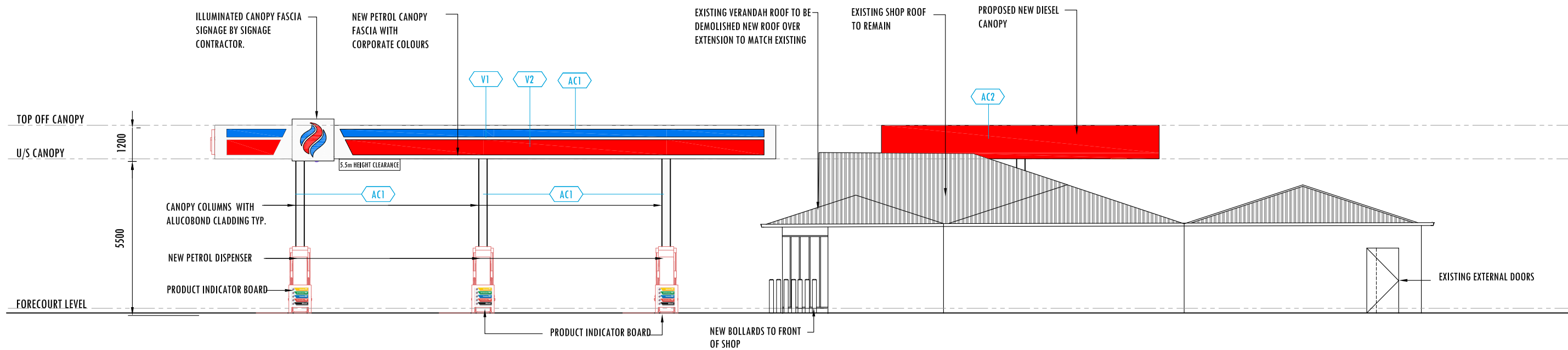
DRAWN: MK	CHECKED: ---	APPROVED: --
SCALE: 1:150	DATE: 26/10/2020	
PROJECT ADDRESS: LOT 60,61 & 62 BAYONET ROAD, BAYONET HEAD,(OYSTER BAY)		

DRAWING NAME: PROPOSED ELEVATIONS SHEET 1	
DRAWING No: A200	REVISION No: A

Liberty Convenience

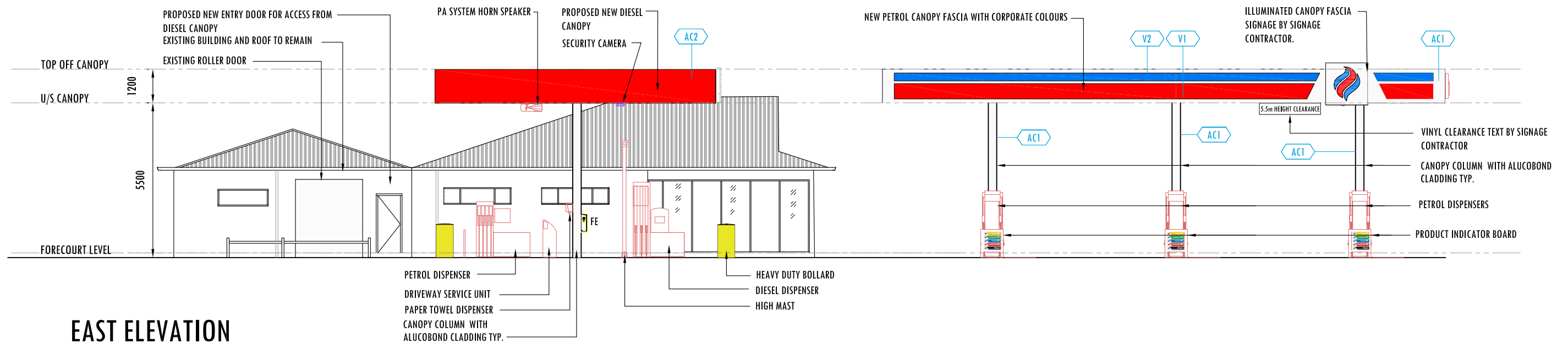
LIBERTY OIL CORPORATION PTY LTD
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Ph: 8530 3500 www.libertyoil.com.au

DRAWING PATH:
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WEST ELEVATION

SCALE:1:150



EAST ELEVATION

SCALE:1:150

REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR PLANNING PERMIT	19/08/2020

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DRAWN: MK	CHECKED: ---	APPROVED: --
SCALE: 1: 150	DATE: 26/10/2020	
PROJECT ADDRESS: LOT 60,61 & 62 BAYONET ROAD, BAYONET HEAD,(OYSTER BAY)		

DRAWING NAME: PROPOSED ELEVATIONS SHEET 2	
DRAWING No: A201	REVISION No: A


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DRAWING PATH:
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Appendix 5 Traffic Impact Assessment



Proposed Service Station

**Lot 60 & 61 (6 & 4) Bayonet Head
Road and Lot 62 (212) Lower King
Road, Bayonet Head**

Transport Impact Assessment

**PREPARED FOR:
Liberty Oil**

October 2020

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Waihin Tun	r01	B Bordbar	29/10/2020	Draft
Waihin Tun	r01a	B Bordbar	30/10/2020	Final

File name: t20.168.wt.r01a

Author: Waihin Tun

Project manager: Behnam Bordbar

Client: Liberty Oil

Project: Lot 60 & 61 Bayonet Head Rd and Lot 62 Lower King Rd

Document revision: r01a

Project number: t20.168

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TABLE OF CONTENTS

1.0	SUMMARY	1
2.0	INTRODUCTION.....	2
3.0	EXISTING SITUATION.....	4
3.1	EXISTING SITE USE AND ACCESS.....	4
3.2	EXISTING ROAD NETWORK.....	5
3.3	EXISTING TRAFFIC VOLUMES ON ROADS.....	6
3.4	CRASH DATA.....	8
3.5	PUBLIC TRANSPORT ACCESS.....	9
3.6	PEDESTRIAN AND CYCLIST FACILITIES.....	10
4.0	DEVELOPMENT PROPOSAL.....	11
4.1	PROPOSED SITE USE.....	11
4.2	PROPOSED ACCESS FOR ALL MODES.....	11
5.0	CHANGES TO SURROUNDING TRANSPORT NETWORKS	13
6.0	INTEGRATION WITH SURROUNDING AREA.....	14
7.0	TRAFFIC ASSESSMENT.....	15
7.1	ASSESSMENT PERIOD.....	15
7.2	TRIP GENERATION AND DISTRIBUTION.....	15
7.2.1	<i>EXISTING TRAFFIC GENERATION</i>	<i>15</i>
7.2.2	<i>PROPOSED DEVELOPMENT TRAFFIC GENERATION.....</i>	<i>16</i>
7.3	TRAFFIC FLOWS.....	22
7.4	ANALYSIS OF DEVELOPMENT CROSSEVERS.....	29
7.5	IMPACT ON SURROUNDING ROADS.....	31
7.6	IMPACT ON NEIGHBOURING AREAS.....	31
7.7	TRAFFIC NOISE AND VIBRATION.....	31
8.0	PROVISION FOR HEAVY VEHICLES.....	32
9.0	PARKING.....	33
10.0	PUBLIC TRANSPORT ACCESS.....	34
11.0	PEDESTRIAN AND CYCLIST ACCESS.....	35
12.0	CONCLUSIONS.....	36

APPENDIX A – SITE PLAN

APPENDIX B – SIDRA RESULTS

APPENDIX C – TURN PATH ASSESSMENT PLANS

REPORT FIGURES

Figure 1: Location of the subject site	2
Figure 2. Site location within the Intramaps (City of Albany Local Planning Scheme 1)	3
Figure 3. Existing site crossovers locations	4
Figure 4: Eastbound view along Bayonet Head Road	5
Figure 5: Northbound view along Lower King Road	6
Figure 6. Estimated existing peak hour traffic volumes	7
Figure 7: Existing bus route (source: <i>TransAlbany</i>)	9
Figure 8: Bike map (source: Department of Transport)	10
Figure 9: Development crossovers	12
Figure 10: Passing trade development traffic component – weekday AM & PM peak hours.....	19
Figure 11: Additional (non-passing trade) development traffic component weekday AM & PM peak hours	20
Figure 12: Total peak hour traffic generated by the proposed development – Weekday AM and PM peak hours.....	21
Figure 13: Estimated existing traffic flows near the subject site – Weekday AM & PM peak hours	22
Figure 14. Estimated existing traffic from the existing subject site land uses – Weekday AM and PM peak hours.....	24
Figure 15: Estimated base traffic flows without existing traffic from the subject site – Weekday AM and PM peak hours	25
Figure 16. Post development traffic flows (2021) – Weekday AM and PM peak hours.....	26
Figure 17. Traffic volumes on surrounding road network plan	27
Figure 18. 10-year post development estimated traffic flows – Weekday AM and PM peak hours.	28
Figure 19: Network model – SIDRA layout.....	30

REPORT TABLES

Table 1. Lower King Road existing traffic volumes.....	7
Table 2. Crash history for the South Street/ Hines Road intersection	8
Table 3: Estimated proposed development traffic generation	18
Table 4: Estimated passing trade and non-passing trade traffic generation.....	18
Table 5. Estimated existing subject site traffic generation	23
Table 6. Traffic volumes on surrounding roads	27
Table 7. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday AM peak period (post development – Year 2021).....	40
Table 8. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday PM peak period (post development – Year 2021).....	40
Table 9. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday AM peak period (10-year post development – Year 2031)	41
Table 10. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday PM peak period (10-year post development – Year 2031).....	41
Table 11. SIDRA results for exit only Lower King Road exit crossover – Weekday AM peak period (post development - Year 2021)	42
Table 12. SIDRA results for exit only Lower King Road exit crossover – Weekday PM peak period (post development - Year 2021)	42
Table 13. SIDRA results for exit only Lower King Road exit crossover – Weekday AM peak period (10-year post development - Year 2031).....	43
Table 14. SIDRA results for exit only Lower King Road exit crossover – Weekday PM peak period (10-year post development - Year 2031).....	43

Table 15. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday AM peak period (Existing – based on OD matrices method).....	44
Table 16. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday PM peak period (Existing – based on OD matrices method).....	44
Table 17. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday AM peak period (post development - Year 2021).....	45
Table 18. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday PM peak period (post development - Year 2021).....	45
Table 19. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday AM peak period (10-year post development - Year 2031).....	46
Table 20. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday PM peak period (10-year post development - Year 2031).....	46

1.0 Summary

This Transport Impact Assessment (TIA) report has been prepared with respect to the proposed service station to be located at Lot 60 & 61 (6 & 4) Bayonet Head Road and Lot 62 (212) Lower King Road, Bayonet Head in City of Albany. The site is located at the southeast corner of Lower King Road and Bayonet Head Road intersection.

The proposal entails a petrol filling station with an associated convenience store. A loading bay for service vehicles is also provided at the southeast corner of the subject site. It is proposed to provide one 'entry only' crossover on Bayonet Head Road and one 'exit only' crossover on Lower King Road. The subject site is currently occupied by a liquor store and a service station.

In accordance with the WAPC document "*Transport Impact Assessment Guidelines, Volume 4 - Individual Developments (2016)*" a Transport Impact Assessment is required for developments that are likely to generate high volumes of traffic and, therefore, would have a high overall impact on the surrounding land uses and transport networks. Accordingly, a *Transport Impact Assessment* is warranted in this case.

The net additional traffic as a result of the proposed development is estimated to be approximately 40vph and 44vph during the AM and PM peak hours respectively. This level of traffic generation is relatively minimal and as such would not have any significant impact on the abutting road network.

The proposed development layout has been assessed with respect to the movements of fuel tankers and service vehicles. Swept path assessment confirms that the proposed entry and egress arrangements and the site layout facilitate safe and efficient vehicle circulation through the site.

The traffic modelling and analysis undertaken as part of the Transport Impact Assessment indicates that the development traffic does not have a significant impact during the post-development and 10-year post-development scenarios with only marginal changes in traffic operations.

2.0 Introduction

This Transport Impact Assessment has been prepared by Transcore on behalf of Liberty Oil Corporation Pty Ltd with regards to the proposed service station and the associated convenience store to be located at Lot 60 & 61 (6 & 4) Bayonet Head Road and Lot 62 (212) Lower King Road, Bayonet Head in City of Albany. The site is located at the southeast corner of Bayonet Head Road and Lower King Road intersection.

As shown in **Figure 1**, the subject site is bound by Lower King Road to the west, Bayonet Head Road to the north, and existing commercial land uses to the immediate east and south. The subject site is zoned as “Local Centre” in the City of Albany Local Planning Scheme 1 as illustrated in **Figure 2**.

The subject site is presently occupied by a service station and a liquor store. Vehicles can access the site via full movement crossovers on Lower King Road and Bayonet Head Road. As part of the proposed development, the existing crossovers on Bayonet Head Road and Lower King Road will be retained, but converted into ‘entry only’ crossover on Bayonet Head Road and ‘exit only’ crossover on Lower King Road.



Figure 1: Location of the subject site

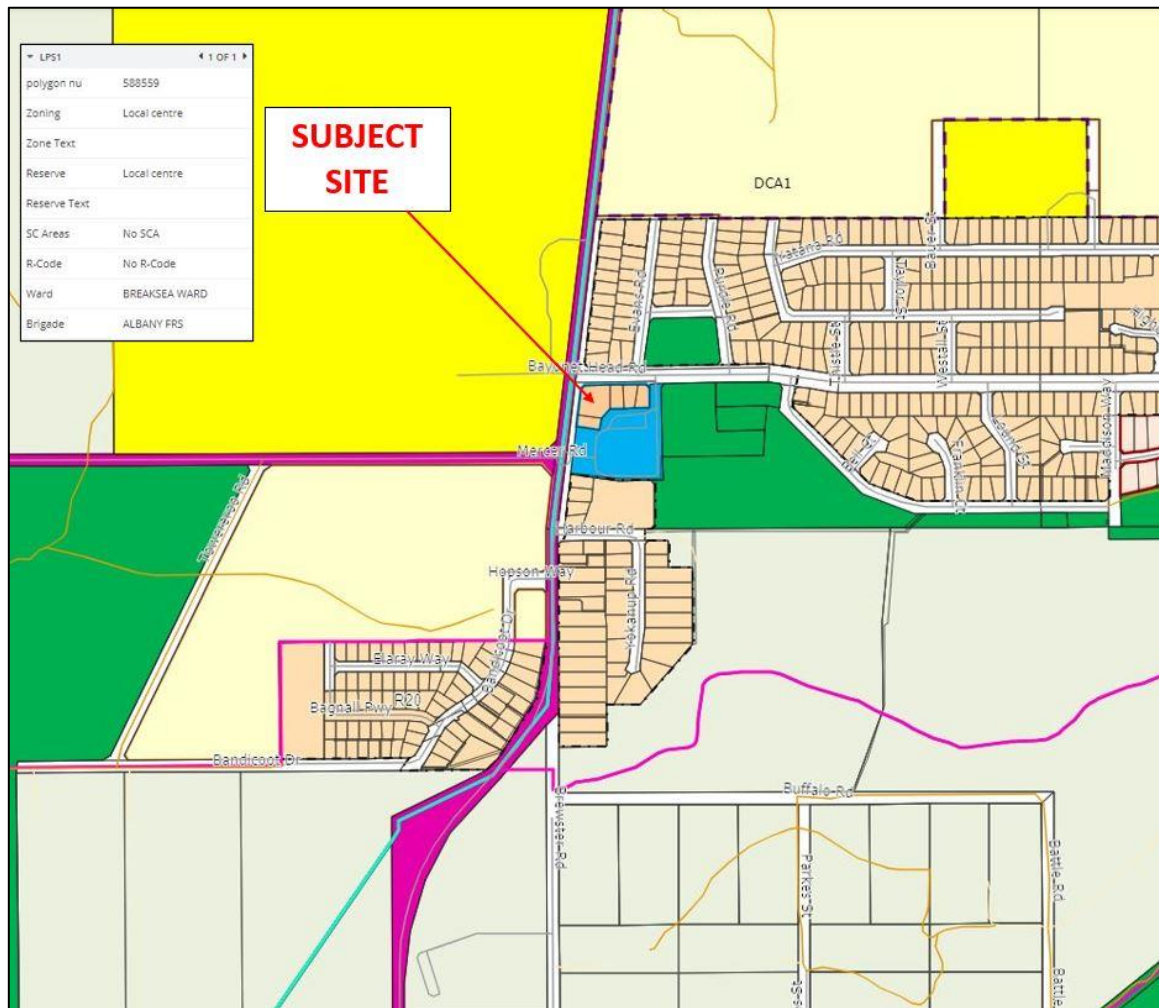


Figure 2. Site location within the Intramaps (City of Albany Local Planning Scheme 1)

Key issues that will be addressed in this report include establishing the net additional traffic generation of the proposed development and the capacity analysis of the proposed development crossovers and existing intersection of Lower King Road and Bayonet Head Road. The review of the internal site circulation system for heavy vehicles and service vehicles are also addressed in this report.

3.0 Existing Situation

3.1 Existing Site Use and Access

The subject site is situated at the southeast corner of Lower King Road/ Bayonet Head Road intersection (refer to **Figure 1**). The subject site currently accommodates a service station and a liquor store. The subject site entails two road frontages: Lower King Road to the west and Bayonet Head Road to the north.

As shown in **Figure 3**, at present there is one full movement crossover on Lower King Road and one full movement crossover on Bayonet Head Road.



Figure 3. Existing site crossovers locations

3.2 Existing Road Network

Bayonet Head Road in the immediate vicinity of the subject site is constructed as a single carriageway, two-lane, divided road with pedestrian footpaths on both sides of the road. Refer to **Figure 4** for more details.

Bayonet Head Road is classified as an Access Road in the Main Roads WA Metropolitan Functional Road Hierarchy and operates under the speed limit of 60km/h.

According to Main Roads WA Restricted Access Vehicles (RAV) network mapping, Bayonet Head Road in this vicinity is classified as RAV Network 1 and can accommodate heavy vehicles of up to 20.0m in length.



Figure 4: Eastbound view along Bayonet Head Road

Lower King Road in the vicinity of the subject site is constructed as a single carriageway, two-lane, divided road with a pedestrian footpath on the eastern side of the road. Refer to **Figure 5** for more details.

Lower King Road is classified as Regional Distributor in the Main Roads WA Metropolitan Functional Road Hierarchy and operates under the speed limit of 60km/h.

According to Main Roads WA Restricted Access Vehicles (RAV) network mapping, Lower King Road in this vicinity is classified as RAV Network 1 and can accommodate heavy vehicles of up to 20.0m in length.

Bayonet Head Road forms a priority controlled four-way intersection with Lower King Road.



Figure 5: Northbound view along Lower King Road

3.3 Existing Traffic Volumes on Roads

According to the latest available traffic count data sourced from Main Roads WA, Bayonet Head Road (west of Purdie Road) carried approximately 5,347vpd on a regular weekday in 2018/19. The morning peak of 702vph was recorded at this location between 8:00-9:00AM while the afternoon peak of 583vph was recorded between 3:00-4:00PM. The proportion of heavy vehicles was recorded as 5.5%.

According to the latest available traffic count data provided from the City of Albany, Lower King Road (between Bayonet Head Road and Stranmore Boulevard) carried approximately 7,135vpd on a regular weekday in October 2014 and Lower King Road (between Bayonet Head Road and Mercer Road) carried approximately 10,259vpd on a regular weekday in June 2014. The daily, morning peak and afternoon peak hours are detailed in **Table 1**.

Table 1. Lower King Road existing traffic volumes

Lower King Road	Location	Date	Daily	AM peak	PM peak
	Between Bayonet Head Rd and Stranmore Blvd	October 2014	7,135	754	753
	Between Bayonet Head Rd and Mercer Rd	June 2014	10,259	1,174	1,088

Based on the available traffic information sourced from Main Roads WA and received from the City of Albany, Origin - Destination (O-D) matrices method was used to estimate the existing traffic volumes of the morning peak (AM) and afternoon peak (PM) hours at the intersection of Lower King Road and Bayonet Head Road. The estimated traffic data is presented in **Figure 6**.

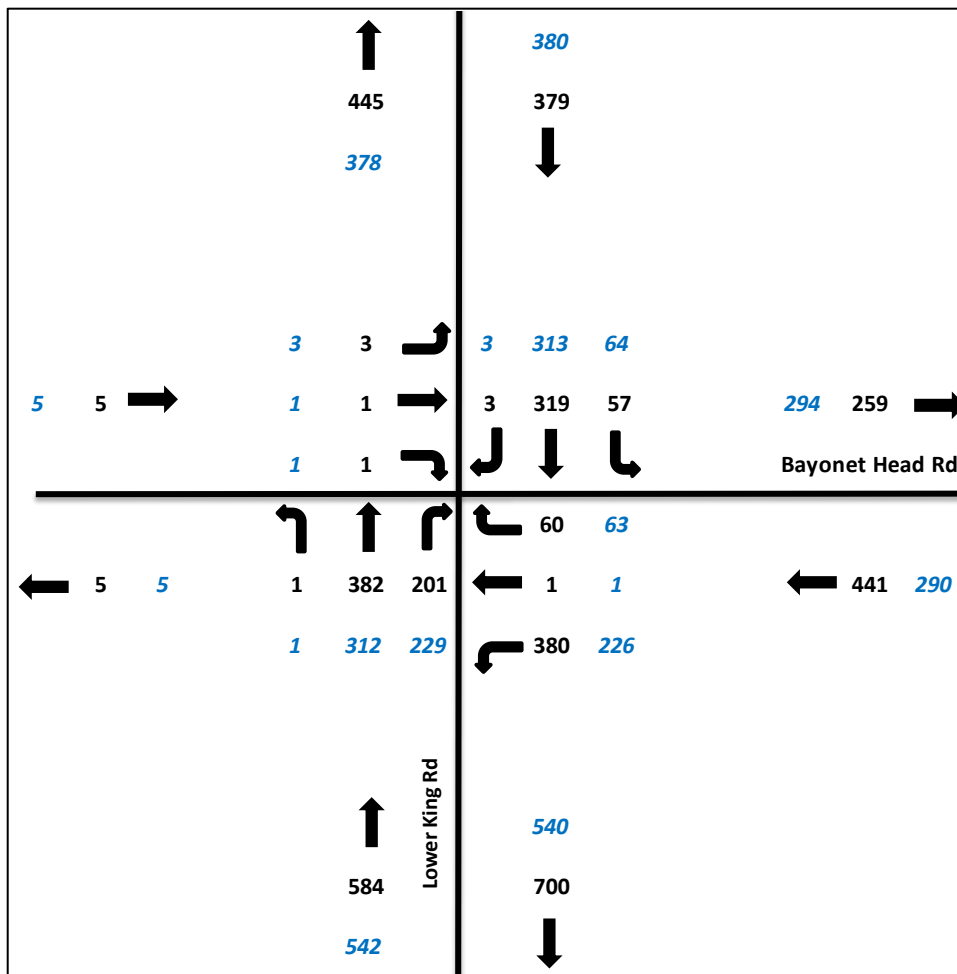


Figure 6. Estimated existing peak hour traffic volumes

3.4 Crash Data

Information available on the Main Roads WA website provides crash statistics for Lower King Road and Bayonet Head Road intersection during the five-year period ending in December 2019.

The crash records indicate that Lower King Road/ Bayonet Head Road intersection recorded a total of three road crashes, two crashes classified as property damage only (PDO) and one PDO minor crash in the last five-year period. More details on the crash records are provided in **Table 2**.

Table 2. Crash history for the South Street/ Hines Road intersection

Intersection (Priority controlled 4 way)				Total Crashes	Casualty
Lower King Road/ Bayonet Head Road				3	0
Hit Object	Rear End	Same Dir	Right Angle	Wet	Night
1	1		1	1	1

3.5 Public Transport Access

Public transport services in the vicinity of the subject site are shown in **Figure 7**. The closest bus service to the subject site is TransAlbany bus route 804 which travels along Lower King Road, west of the subject site and Bayonet Head Road, north of the subject site. The nearest bus stop is located on Bayonet Head Road approximately 25m east of the subject site. The nearest bus stop is accessible from the subject site via the existing footpath network in the locality. The bus route provides links to various destinations including Albany Plaza and Albany Health Campus.

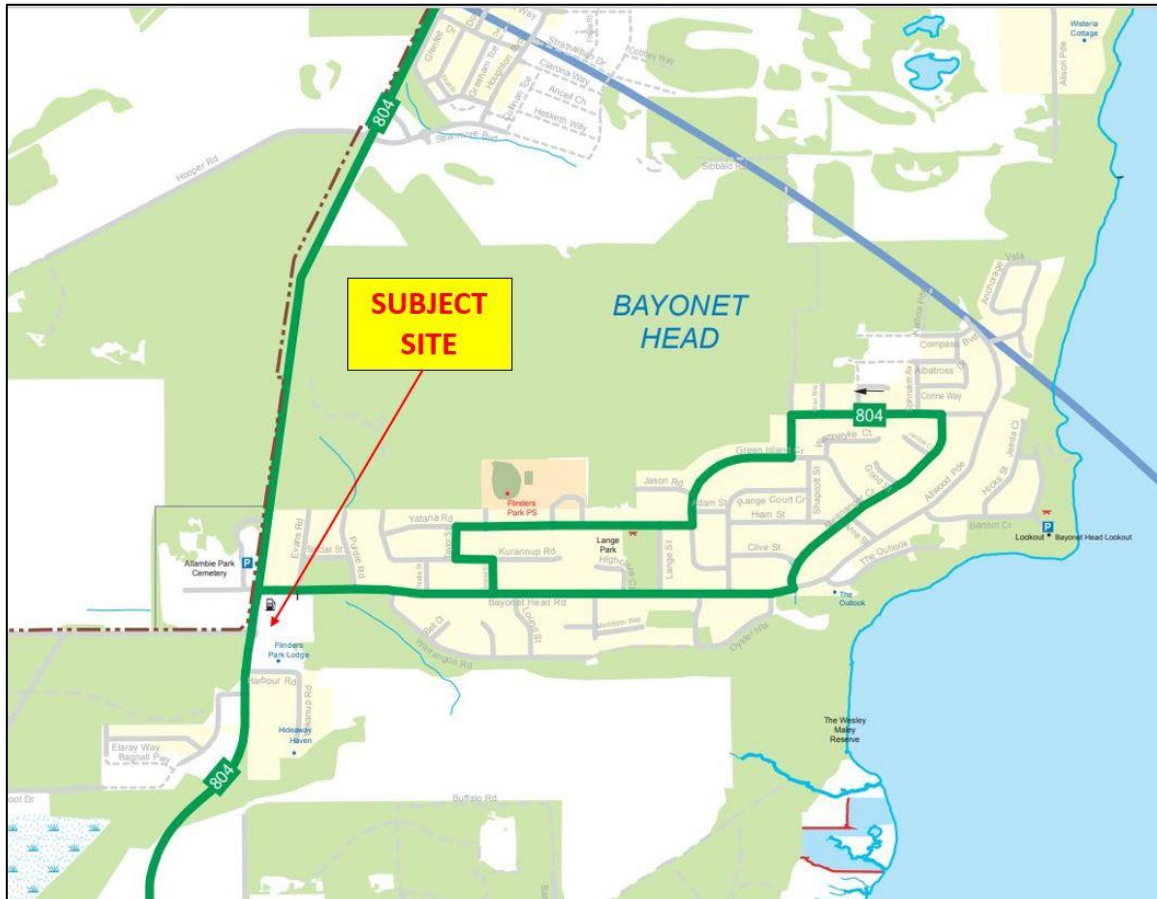


Figure 7: Existing bus route (source: *TransAlbany*)

3.6 Pedestrian and Cyclist Facilities

A shared path for pedestrians and bikes is available on the eastern side of Lower King Road in the vicinity of the subject site. Pedestrian crossing opportunity with refuge island is available at the Lower King Road and Bayonet Head Road intersection.

The Department of Transport's City of Albany Bike Map series shows good cyclist connectivity near the subject site, as shown in **Figure 8**.

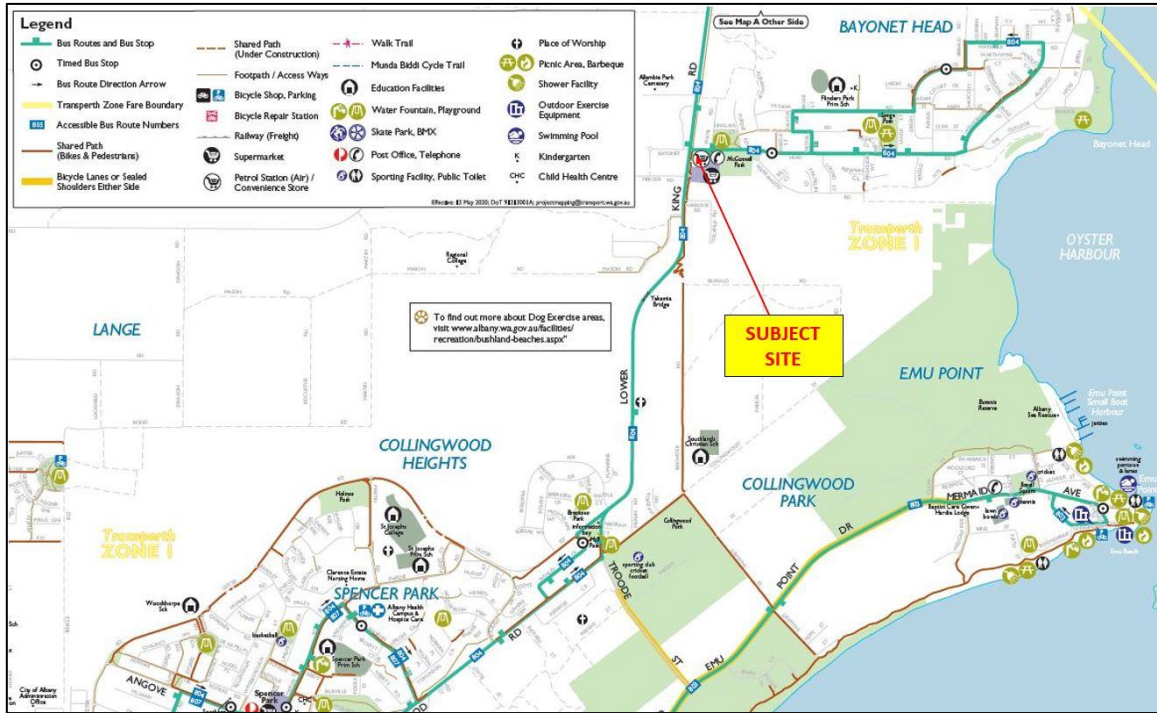


Figure 8: Bike map (source: Department of Transport)

4.0 Development Proposal

4.1 Proposed Site Use

According to the proposed development plan attached in **Appendix A** of this report, the proposal includes a service station with two canopies comprising:

- ✚ A canopy with a total of eight regular bowsers and one high flow bower designed for vehicles towing boats;
- ✚ A diesel canopy with a total of two regular bowsers and two high flow bowsers;
- ✚ A convenience (retail) store;
- ✚ A total of 15 car parking bays, including one ACROD bay;
- ✚ A designated fill point location for fuel tanker; and,
- ✚ A designated service vehicle loading bay.

It is Transcore's understanding that adequate parking supply is provided on site to satisfy the parking requirements for the proposed development.

The layout of the proposed development is shown in the site plan included in **Appendix A**.

4.2 Proposed Access for all Modes

The proposed access system for the development comprises one 'entry only' crossover on Bayonet Head Road and one 'exit only' crossover on Lower King Road as shown in **Figure 9**.

As part of the proposal, the existing 8.6m wide full movement crossover on Bayonet Head Road and the existing 8.2m wide full movement crossover on Lower King Road are proposed to be retained at their current locations, but converted to 'entry only' and 'exit only' crossovers.

The delivery of fuel will be undertaken by using fuel tankers no bigger than 19.0m which will enter the site from Bayonet Head Road 'entry only' crossover, access the fill point and exit the site via 'exit only' crossover on Lower King Road. The location of the fill point has been selected so that a tanker undertaking the filling operation will have minimal impact on traffic circulation within the site.

The service bay/ bin storage area is proposed to be located at the southeast corner of the subject site. Deliveries and waste collection will be accommodated within the site.

Heavy vehicle access, egress and circulation are discussed further in **Section 8.0** of this report.

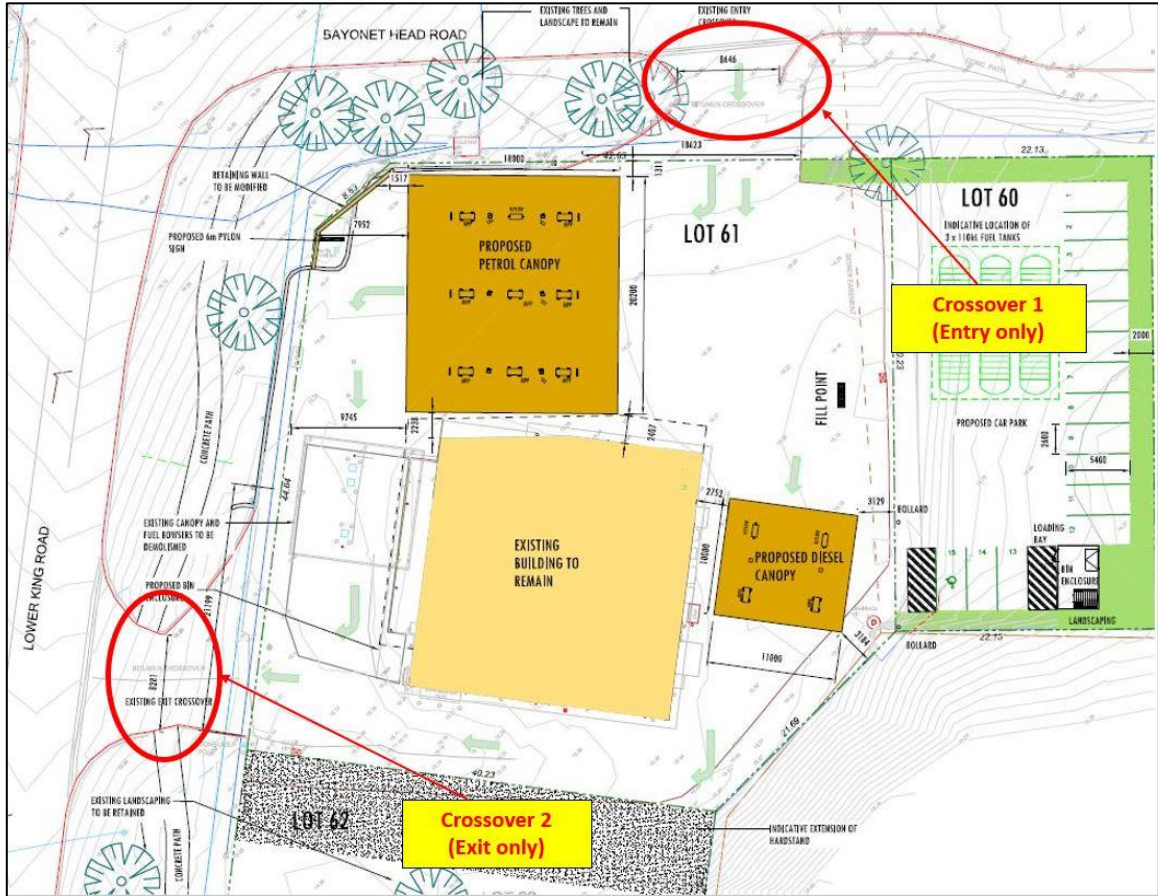


Figure 9: Development crossovers

5.0 Changes to Surrounding Transport Networks

The proposed development does not contemplate any changes to the surrounding road networks.

The proposed changes on the road network associated with the development are restricted to site layout and converting the full movement crossovers on Bayonet Head Road and Lower King Road to 'entry only' and 'exit only' crossovers respectively.

6.0 Integration with Surrounding Area

The subject site has been operating as a service station and a liquor store for a number of years and the proposed development is in line with the existing land uses on the subject site.

7.0 Traffic Assessment

7.1 Assessment Period

Due to the nature of the development it is expected that distinct peak activity periods occur during weekday morning and afternoon road network peak hours.

A review of the existing traffic counts for the surrounding road network, suggests that the combination of the traffic expected to be generated by the subject development and the road network peak traffic periods is likely to result in the greatest demand on the road network during the typical weekday morning and afternoon peak hour between 8:00-9:00AM and 3:00-4:00PM. As such, trip generation is estimated and traffic analysis is undertaken for these periods.

It is assumed that the proposed development would be fully constructed and activated by the end of 2021. The WAPC *“Transport Impact Assessment Guidelines, Volume 4 – Individual Developments”* generally requires assessment for post-development (2021 in this case) and a 10-year post development time horizon (2031).

7.2 Trip Generation and Distribution

7.2.1 Existing Traffic Generation

The subject site is currently occupied by a service station with three fuel bowsers and a liquor store. In order to establish the AM and PM peak hours traffic generation for the existing development, trip rates for a typical *“Gasoline/ Service Station with Convenience Market (945)”* and *“Liquor Store (899)”* from the *“ITE Trip Generation Manual 10th Edition”* publication were sourced.

Gasoline/Service Station with Convenience Market (945) – Regular Fuelling Points

- ✚ AM Peak hour: 12.47 trips per fuelling point;
- ✚ PM Peak hour: 13.99 trips per fuelling point; and,
- ✚ Weekday daily: 205.36 trips per fuelling point.

Accordingly, the traffic generation for the existing service station are:

- ✚ Weekday AM: $(12.47 \times 6) \times 6 = 75\text{vph}$;
- ✚ Weekday PM: $(13.99 \times 6) \times 6 = 84\text{vph}$; and,
- ✚ Weekday daily: $(205.36 \times 6) \times 6 = 1232$ vehicles.

Liquor Store (899) (Approximate Area – 530m²)

- ✚ Weekday AM: $4.55\text{vph per } 1000\text{sqft GFA} / 0.929 = 4.89\text{vph} / 100\text{m}^2 \text{ GFA}$;
- ✚ Weekday PM: $17.12\text{vph per } 1000\text{sqft GFA} / 0.929 = 18.43\text{vph} / 100\text{m}^2 \text{ GFA}$;
- and,
- ✚ Weekday daily: $101.49\text{vpd per } 1000\text{sqft GFA} / 0.929 = 109.25\text{vpd} / 100\text{m}^2 \text{ GFA}$.

Accordingly, the traffic generation for the existing liquor store are:

- ✚ Weekday AM: $[4.89 \times 5.3 \text{ (GFA)}] = 26\text{vph}$;
- ✚ Weekday PM: $[18.43 \times 5.3 \text{ (GFA)}] = 98\text{vph}$; and,
- ✚ Weekday daily: $[109.25 \times 5.3 \text{ (GFA)}] = 579\text{vpd}$

Therefore, it is estimated that the existing development generates about 1,811 vehicular trips per day on a typical weekday with approximately 101 and 182 trips during the typical weekday AM and PM peak hours respectively. These figures include both inbound and outbound vehicle movements. The existing traffic volumes from the existing development is presented in **Table 5** and **Figure 14**.

7.2.2 Proposed Development Traffic Generation

The traffic generation rates for the proposed service station were also sourced from the *“ITE Trip Generation Manual 10th Edition”* using *“Gasoline/ Service Station with Convenience Market (945)”* land use as a reference.

Light Vehicles – Regular Fuelling Points

The proposed number of fuel filling positions is for the purpose of better convenience and accessibility for vehicles and to reduce any queues and waiting time for customers particularly during peak periods. Therefore, the trip generations for light vehicles were estimated based on the number of fuel points expected to be actually used during peak periods.

Accordingly, the traffic generation for the proposed fuel station with regular bowsers are:

- ✚ Weekday AM: $12.47 \times 8 = 100\text{vph}$;
- ✚ Weekday PM: $13.99 \times 8 = 112\text{vph}$; and,
- ✚ Weekday daily: $205.36 \times 8 = 1643 \text{ vehicles}$.

Light Vehicles – High Flow Fuelling Points

The proposed development proposes one bowser under light vehicle canopy and two bowsers under heavy vehicle canopy. Based on the information provided to Transcore, it is understood that the proposal is to allow for vehicles towing boats. Therefore, the trip generation for vehicles towing boats were estimated based on 1.0 rate of a regular bowser.

Accordingly, the traffic generation for the vehicles towing boats (high flow fuelling points) are:

- ✚ Weekday AM: $12.47 \times 3 = 37\text{vph}$;
- ✚ Weekday PM: $13.99 \times 3 = 42\text{vph}$; and,
- ✚ Weekday daily: $205.36 \times 3 = 616$ vehicles.

Heavy Vehicles – High Flow Browsers

For a robust assessment, it is assumed that the proposed development will attract 30% of heavy vehicles on the frontage roads. The latest available traffic information obtained on Main Roads WA website provides that Bayonet Head Road, west of Purdie Road carries 33 heavy vehicles during AM peak hour, 39 heavy vehicles during PM peak hour and 293 daily heavy vehicles. Therefore, the traffic generation for the proposed High flow browsers under heavy vehicle canopy are:

- ✚ Weekday AM: $(30\% \text{ of } 33) \times 2 = 20\text{vph}$;
- ✚ Weekday PM: $(30\% \text{ of } 39) \times 2 = 23\text{vph}$; and,
- ✚ Weekday daily: $(30\% \text{ of } 293) \times 2 = 176$ vehicles.

As detailed in **Table 3**, it is estimated that the proposed development would generate approximately 2,435 trips per day (both inbound and outbound) with approximately 157 and 177 trips during the weekday AM and PM peak hours respectively.

60% passing trade for light vehicles, 100% passing trade for vehicles with boats and 100% passing trade for heavy vehicles were assumed for the traffic analysis of the proposed development. Therefore, the net additional traffic as a result of the proposed development are +624vpd, +56vph (AM peak hour) and -5vph (PM peak hour). When accounting for passing trade, the net traffic increases are **+657vpd** (daily), **+40vph** (AM peak hour) and **+ 44vph** (PM peak hour) on the surrounding road from the proposed development as shown in **Table 4**.

Table 3: Estimated proposed development traffic generation



Land use	Quantity	Daily Rate	AM Peak	PM Peak	Daily Trips	AM Trips	PM Trips	AM		PM	
								IN	OUT	IN	OUT
Fuel Station regular bowser - fuelling position + Convenience store	8	205.36	12.47	13.99	1643	100	112	50	50	56	56
High Flow - Vehicles towing boats	3	205.36	12.47	13.99	616	37	42	19	19	21	21
High Flow Diesel Heavy Vehicles	HV on frontage road				30%			AM		PM	
		Daily	AM	PM	Daily	AM	PM	IN	OUT	IN	OUT
		293	33	39	176	20	23	10	10	12	12
Total					2435	157	177	79	79	89	89

Table 4: Estimated passing trade and non-passing trade traffic generation

Land use	Passing Trade	Passing Traffic	AM		PM			Non-passing Traffic	AM		PM	
		Daily Trips	IN	OUT	IN	OUT			Daily Trips	IN	OUT	IN
Fuel Station regular bowser - fuelling position + Convenience store	60%	986	30	30	34	34	40%	657	20	20	22	22
High Flow - Vehicles towing boats	100%	616	19	19	21	21	0%	0	0	0	0	0
High Flow Diesel Bowsers	Passing Trade	Passing Traffic	AM		PM			Non-passing Traffic	AM		PM	
		Daily Trips	IN	OUT	IN	OUT			Daily Trips	IN	OUT	IN
	100%	176	10	10	12	12	0%	0	0	0	0	0
Total		1778	59	59	67	67		657	20	20	22	22

The directional split of inbound/ outbound trips for the proposed development is assumed to be about of 50/50 for inbound and outbound trips during the peak hours.

Two traffic distributions have been modelled for the weekday AM and PM peak hours:

-  Passing trade traffic as detailed in **Figure 10**.
-  Non-passing trade traffic as detailed in **Figure 11**.

The total proposed development traffic is detailed in **Figure 12**.

With respect to the distribution and assignment of the development-generated traffic during peak hours, consideration was given to the location of the site, the overwhelmingly passing trade nature of the proposed land use and the access and egress routes to and from the site.

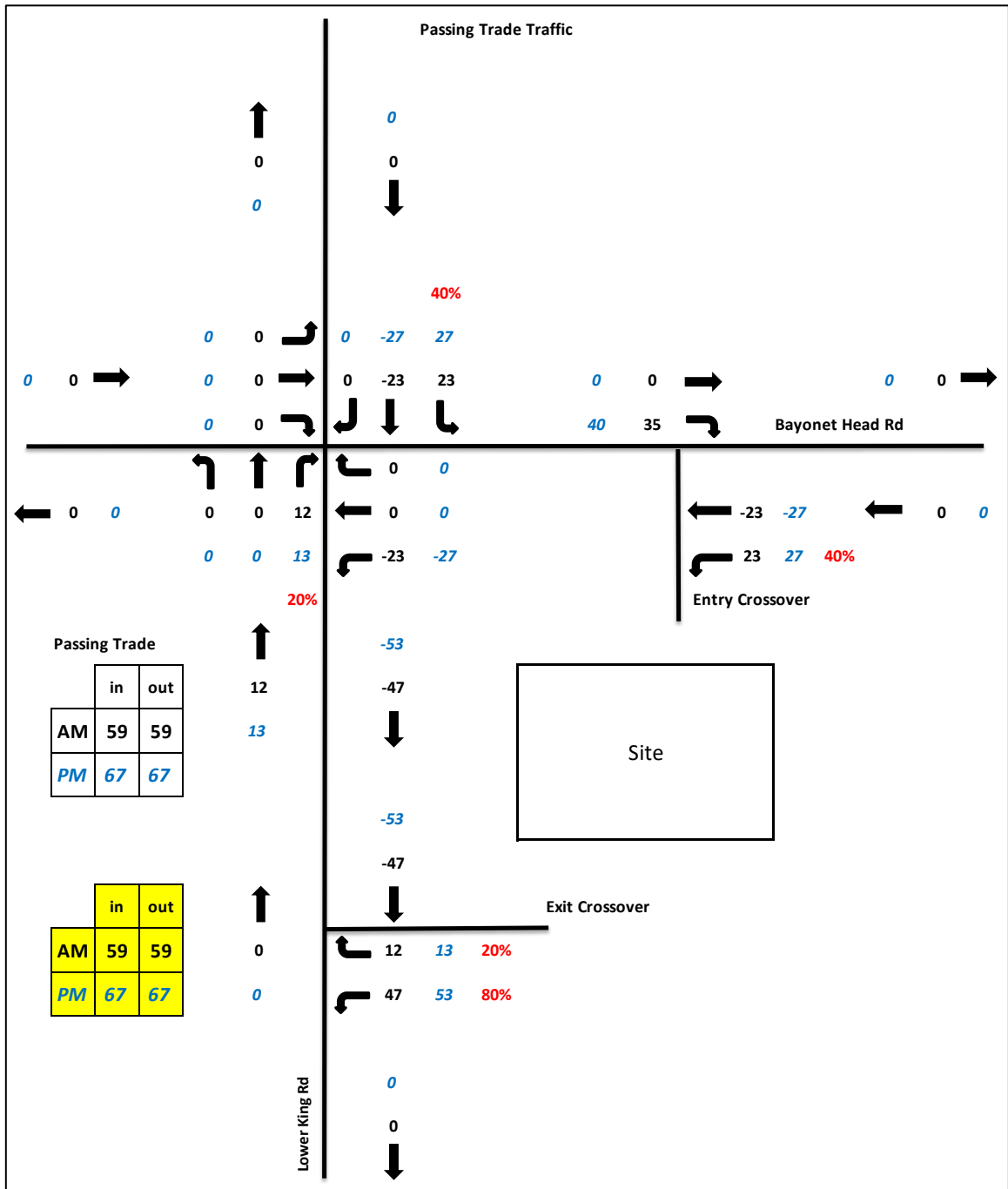
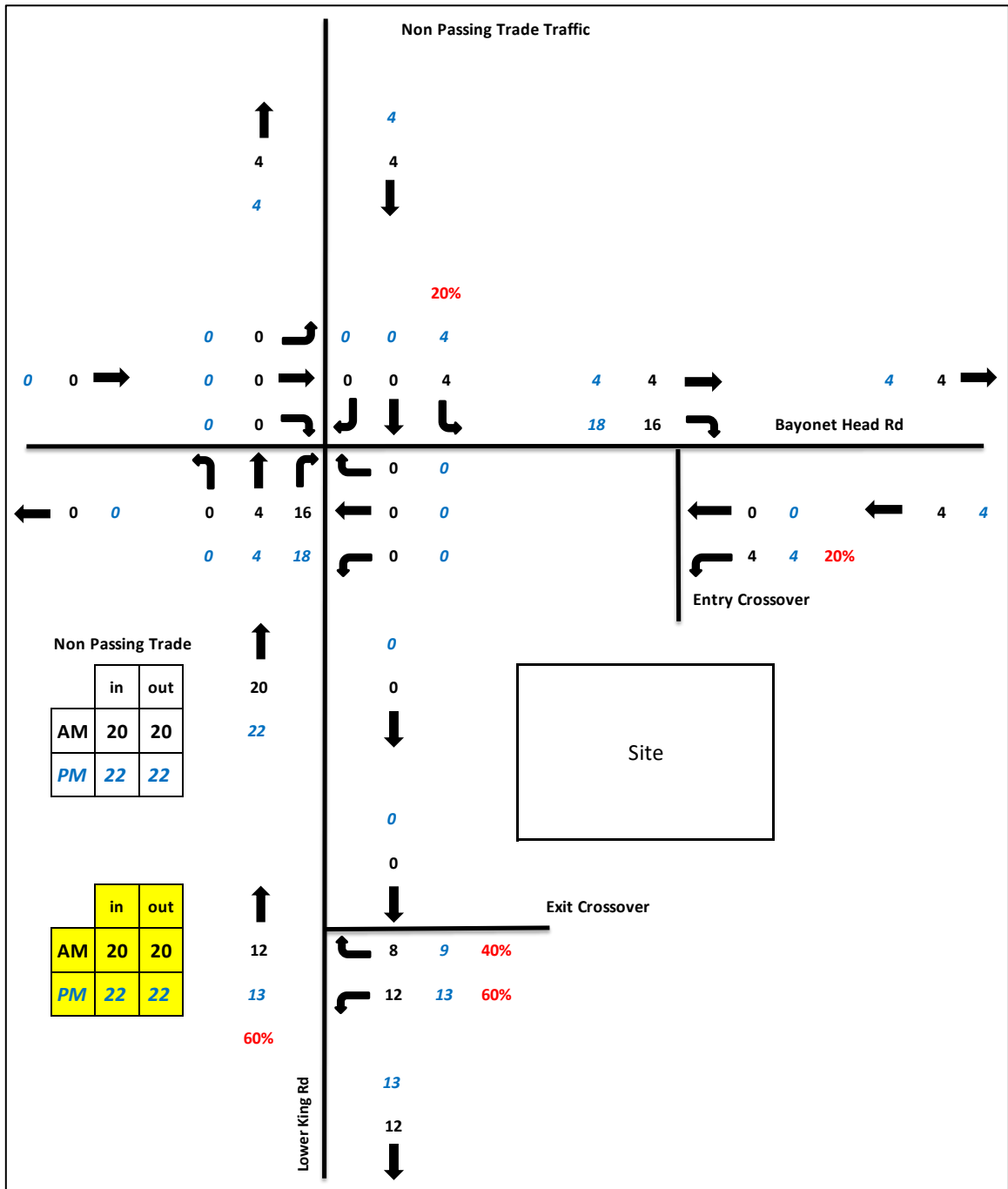


Figure 10: Passing trade development traffic component – weekday AM & PM peak hours



**Figure 11: Additional (non-passing trade) development traffic component
weekday AM & PM peak hours**

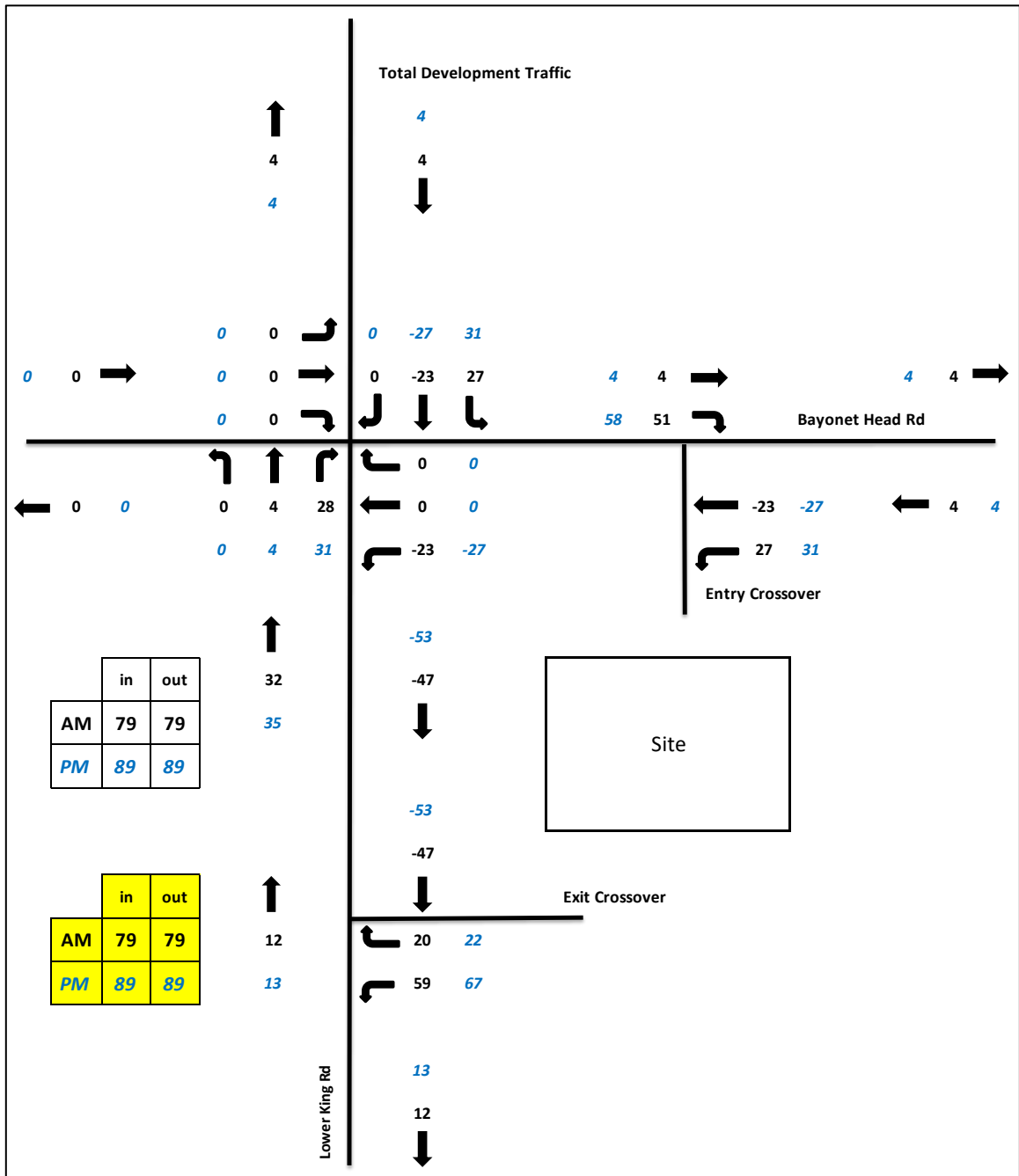


Figure 12: Total peak hour traffic generated by the proposed development – Weekday AM and PM peak hours

7.3 Traffic Flows

Based on the available traffic information sourced from Main Roads WA and received from the City of Albany, Origin - Destination (O-D) matrices method was used to estimate the existing traffic volumes for the morning peak (AM) and afternoon peak (PM) hours at the intersection of Lower King Road and Bayonet Head Road. The existing estimated base traffic flows are presented in **Figure 13**.

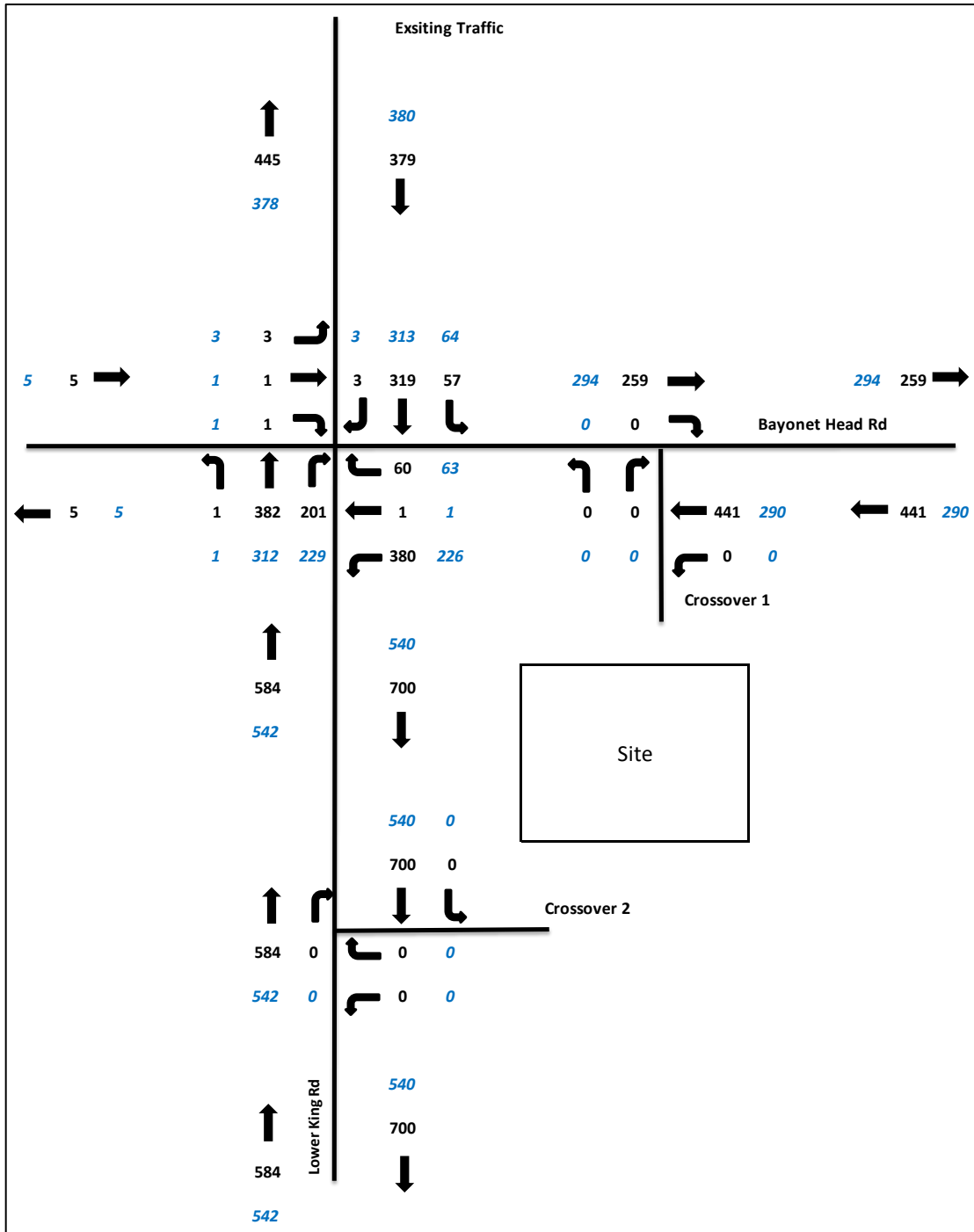


Figure 13: Estimated existing traffic flows near the subject site – Weekday AM & PM peak hours

The existing traffic volumes of the existing land uses on site were also assessed and the directional split of existing inbound/ outbound trips for the existing development was also assumed to be about of 50/50 for inbound and outbound trips during peak hours.

The existing traffic volumes for the subject site are presented in **Table 5** and **Figure 14**.

Table 5. Estimated existing subject site traffic generation

	Land Use	Quantity	Daily Rate	AM Peak	PM Peak	Daily Trips	AM Trips	PM Trips	AM		PM	
									IN	OUT	IN	OUT
Existing Dev	Fuel Station regular bowser - fuelling position + Convenience store	6	205.36	12.47	13.99	1232	75	84	37	37	42	42
		Area (m2)	Daily Rate	AM Peak	PM Peak	Daily Trips	AM Trips	PM Trips	AM		PM	
									IN	OUT	IN	OUT
Liquor Store	Liquor Store (899)	530	101.49	4.55	17.12	579	26	98	13	13	49	49
Total						1811	101	182	50	50	91	91

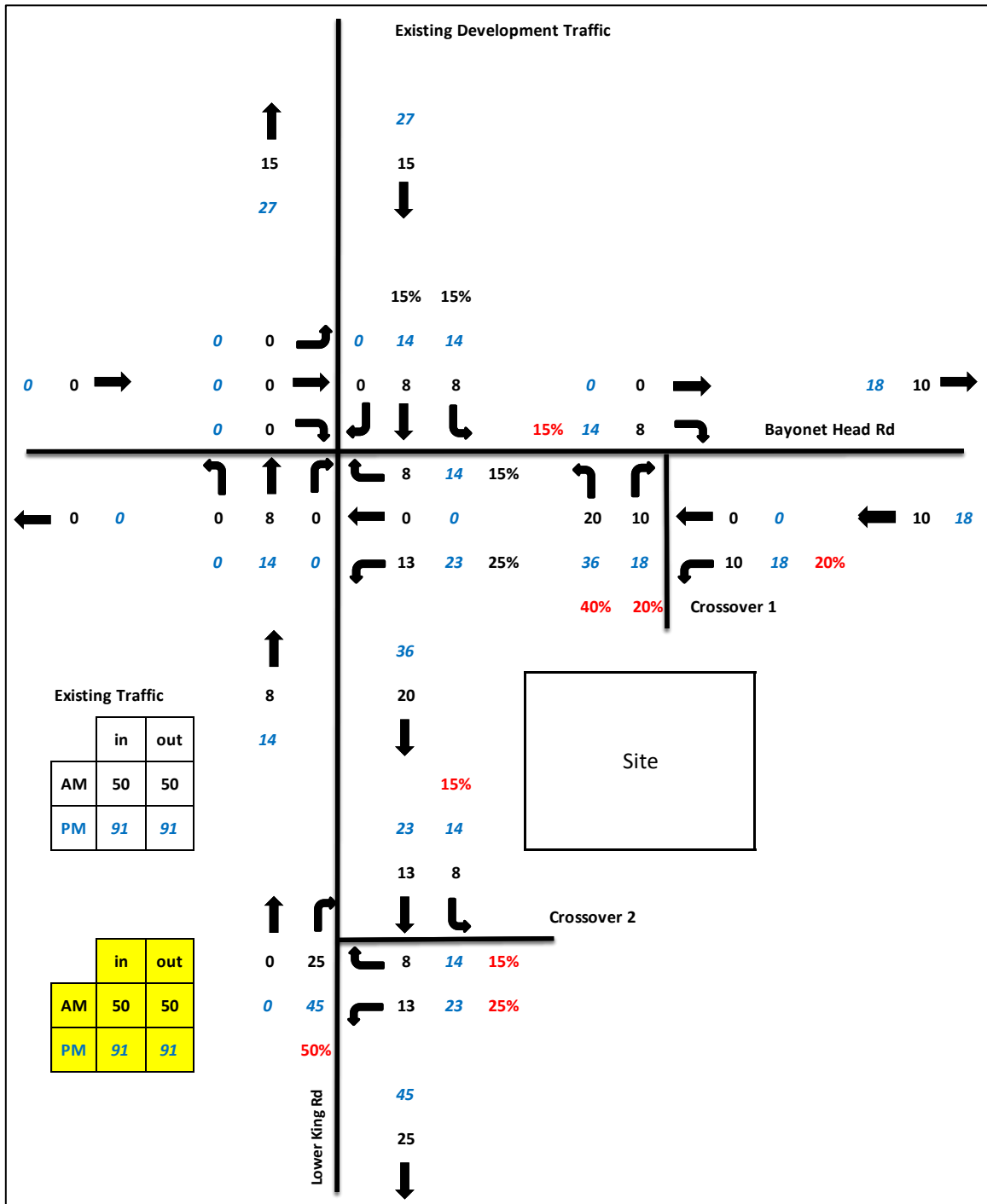
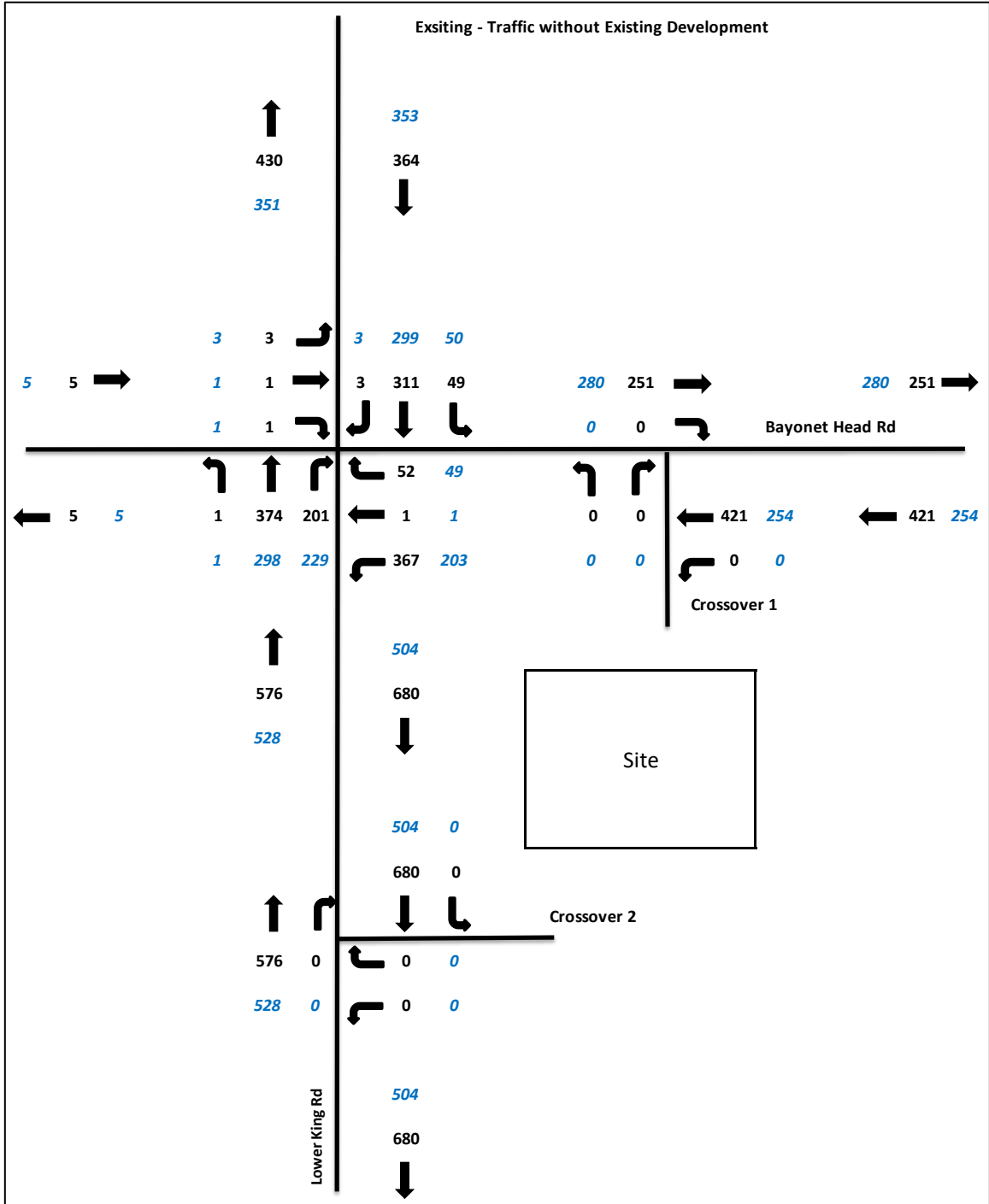


Figure 14. Estimated existing traffic from the existing subject site land uses – Weekday AM and PM peak hours

In order to undertake the post-development traffic assessment for the proposed development, the existing traffic volumes for the subject site land uses were removed and the resulting base existing traffic volumes are presented in **Figure 15**.

The combined base traffic (without existing subject site land uses traffic) and the proposed development traffic volumes for the 2021 post-development scenario is presented in **Figure 16**.



**Figure 15: Estimated base traffic flows without existing traffic from the subject site
- Weekday AM and PM peak hours**

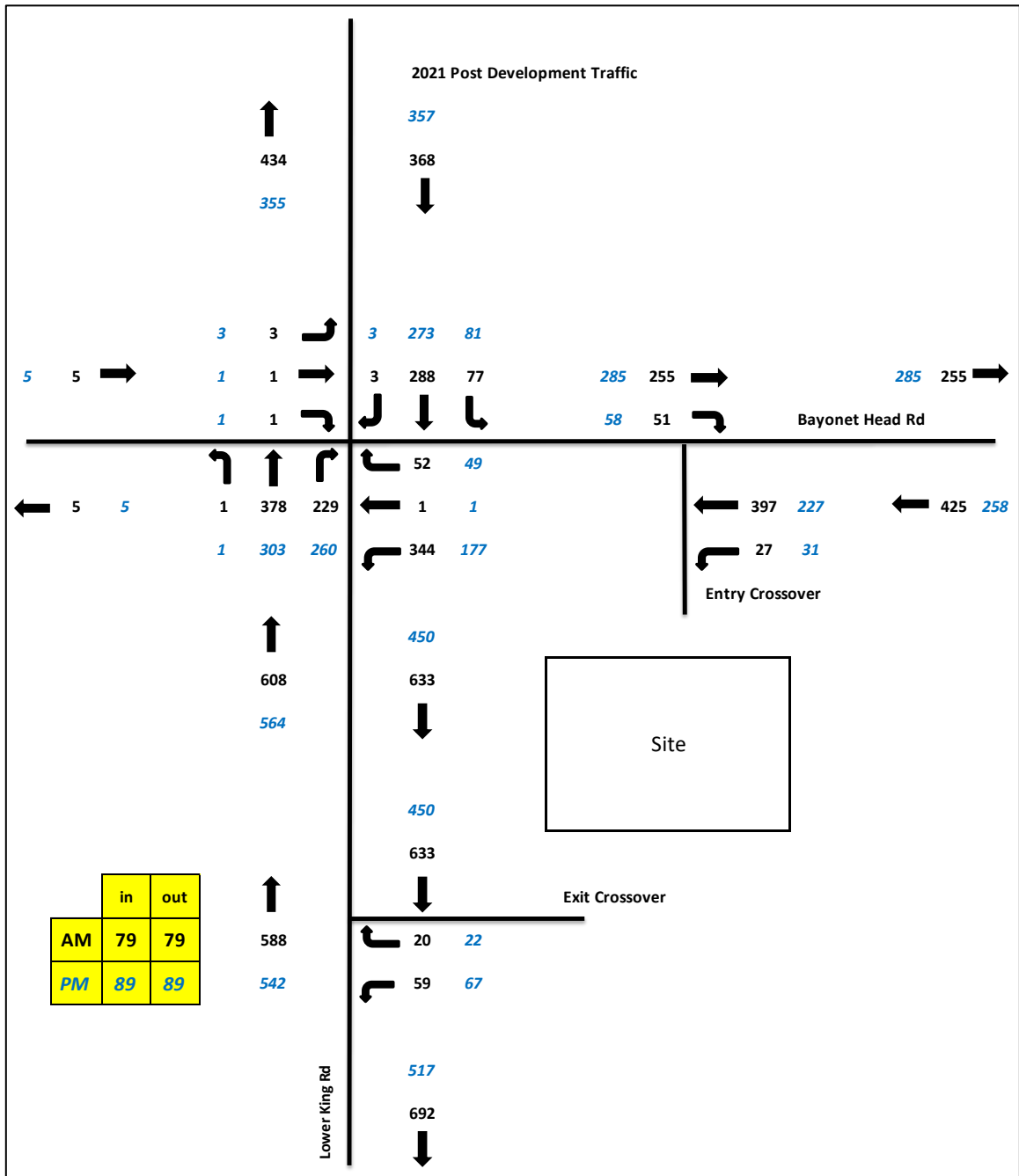


Figure 16. Post development traffic flows (2021) – Weekday AM and PM peak hours

Figure 17 and **Table 6** (sourced from Main Roads WA website) show that there have been reasonable reductions in traffic volumes on surrounding road network (Angove Road, Collingwood Road and Bayonet Head Road) over the past few years.

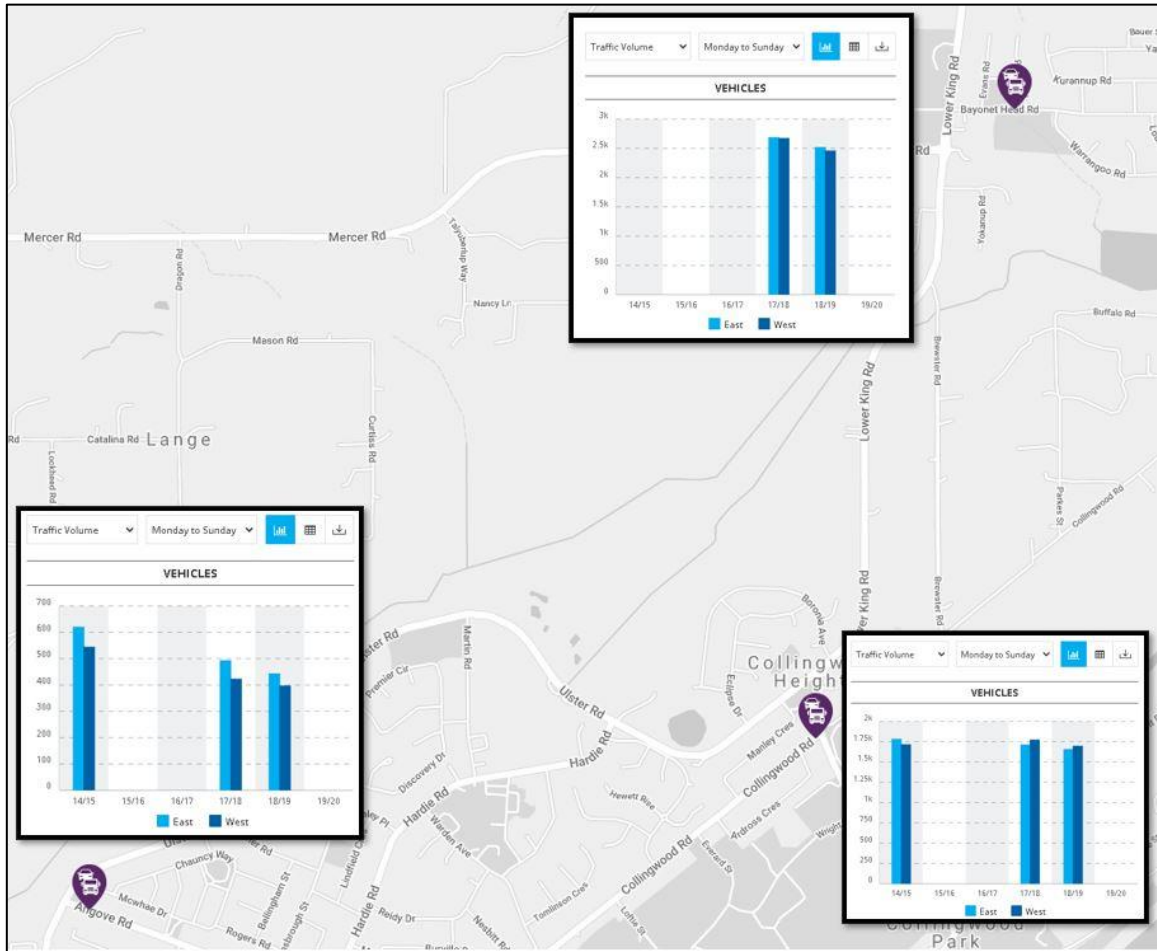


Figure 17. Traffic volumes on surrounding road network plan

Table 6. Traffic volumes on surrounding roads

Road	Year	East	West	Total
Angove Road	2018/19	444	398	842
	2017/18	494	424	918
	2014/15	621	545	1,166
Collingwood Road	2018/19	1,659	1,700	3,359
	2017/18	1,716	1,776	3,492
	2014/15	1,785	1,718	3,503
Bayonet Head Road	2018/19	2,522	2,463	4,985
	2017/18	2,691	2,677	5,368

However, for robust assessment a traffic growth rate of 1% per annum has been assumed for Lower King Road, as no traffic count information is available for this road. No traffic growth was assumed for Bayonet Head Road to forecast the future background traffic volumes for 10-year post development scenario because there has actually been a slight reduction in traffic volume on Bayonet Head Road. (Please see **Figure 17** and **Table 6**.)

The total 10-year post development traffic volumes are presented in **Figure 18**.

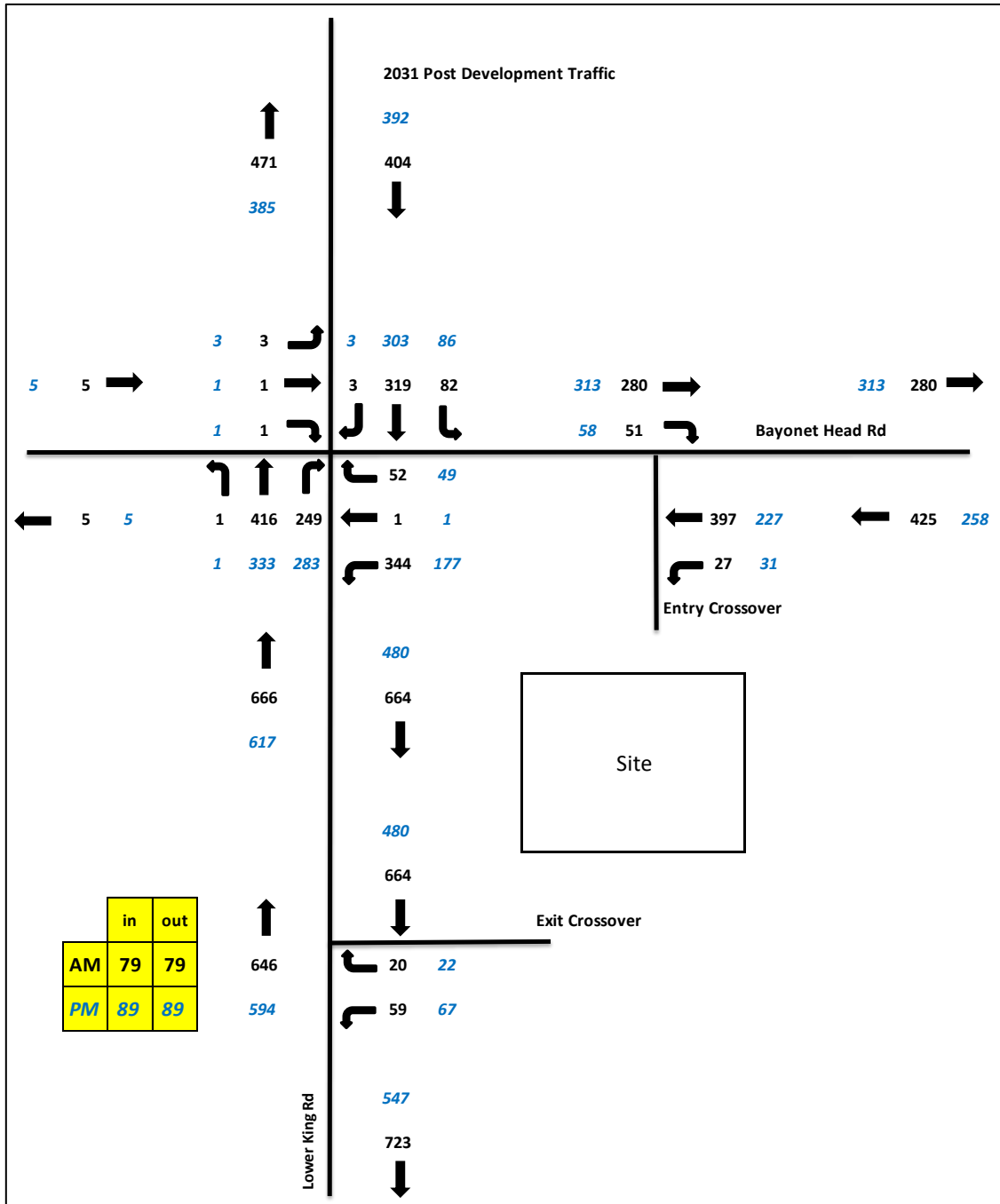


Figure 18. 10-year post development estimated traffic flows – Weekday AM and PM peak hours

7.4 Analysis of Development Crossovers

A SIDRA Network model was developed for the subject site crossovers on Bayonet Head Road, Lower King Road and the intersection of Bayonet Head Road/ Lower King Road in order to assess their operations in the post development scenarios (2021 and 10-year post development 2031) for AM and PM peak hours. Relevant heavy vehicle settings and parameters were updated in accordance with Main Roads WA's latest requirements.

Capacity analysis using the SIDRA computer software package was undertaken. This package is a commonly used intersection-modelling tool by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These items are defined as follows:

- ✚ **Degree of Saturation:** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- ✚ **Level of Service:** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- ✚ **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- ✚ **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The layout of the modelled network is illustrated in **Figure 19**.

The results of SIDRA analysis of Bayonet Head Road crossover, Lower King Road crossover and Bayonet Head Road/ Lower King Road intersection for the post-development scenarios (2021 and 2031) during AM and PM peak traffic periods are reported in **Table 7** to **Table 20** in **Appendix B** and discussed in the following paragraphs.

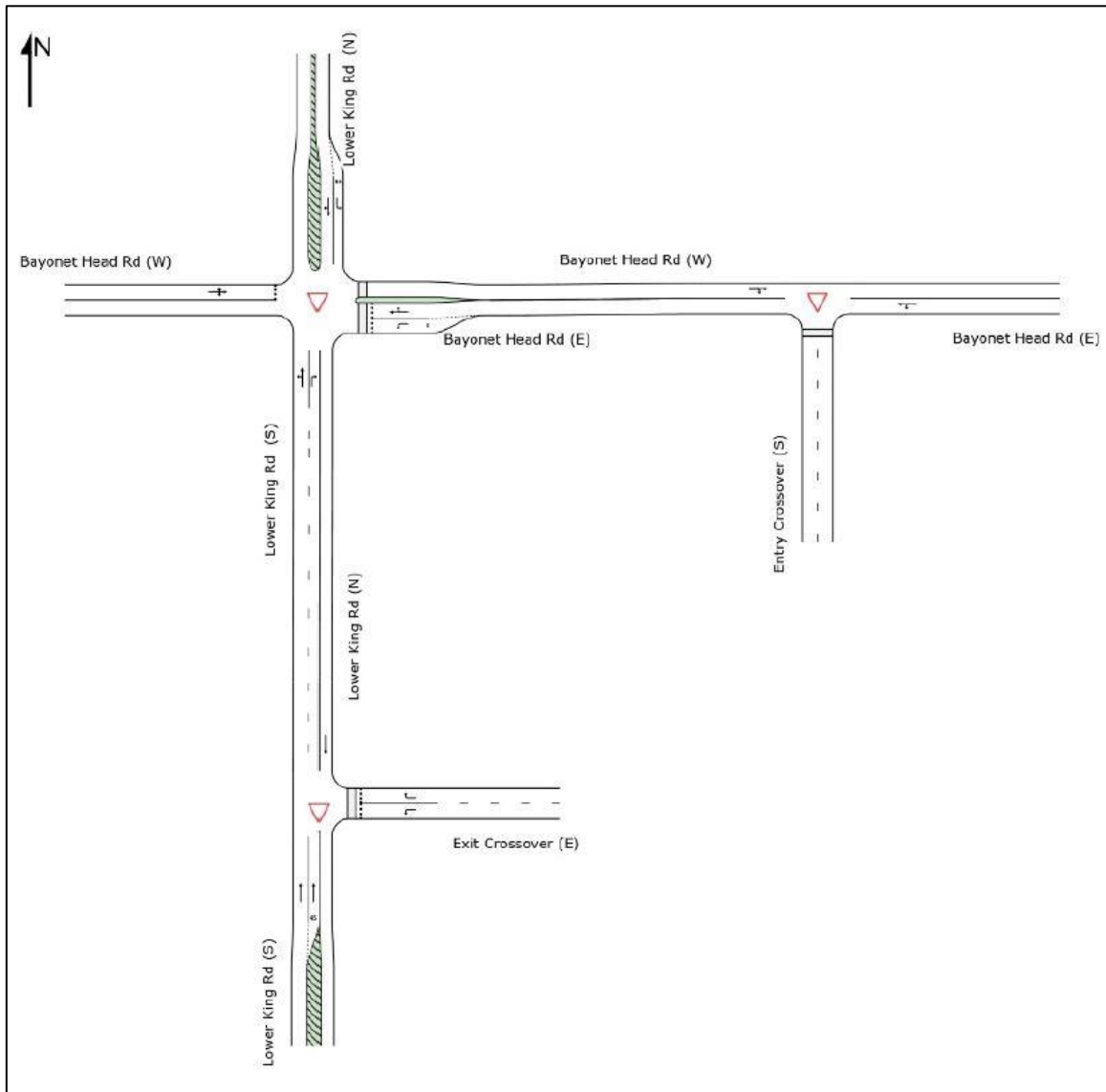


Figure 19: Network model – SIDRA layout

Bayonet Head Road ‘entry only’ crossover

The SIDRA results of the Bayonet Head Road ‘entry only’ crossover capacity assessment indicate that this ‘entry only’ crossover would operate at a very good overall Level of Service (LoS) A under full traffic load during typical AM and PM peak periods in the post development scenarios (both 2021 and 2031). The crossover operates with negligible queues and delays.

Lower King Road ‘exit only’ crossover

The SIDRA results of the Lower King Road ‘exit only’ crossover capacity assessment indicate that this ‘exit only’ crossover would operate with satisfactory overall Level of Services in the post development scenarios (both 2021 and 2031). This crossover also operates with negligible queues and delays.

Intersection of Bayonet Head Road and Lower King Road

The capacity assessment of the Bayonet Head Road and Lower King Road intersection was also undertaken using SIDRA Network software. The assessment was undertaken for the typical weekday AM and PM peak hour for the post development scenarios with full development of the subject site.

The SIDRA results indicate that the majority of movements at this intersection would operate at LoS A to C, with Bayonet Head Road right-turn out movement onto Lower King Road reported to operate at LoS D for the post development scenario (2021) and LoS E for the 10-year post-development scenario (2031) for AM peak hour with acceptable queues and delays.

7.5 Impact on Surrounding Roads

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

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent 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 per cent of capacity. Therefore, any section of road where the structure plan traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows anywhere near the quoted WAPC threshold to warrant further detailed analysis. As detailed in **Section 7**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100 vph and therefore does not require detailed analysis.

7.6 Impact on Neighbouring Areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the road network has been designed to accommodate this type of development traffic.

7.7 Traffic Noise and Vibration

Due to the existing similar land uses on the subject site traffic noise and vibration associated with the proposed development are not expected to be problematic issues.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level.

8.0 Provision for Heavy Vehicles

The largest service vehicle which is expected to use the subject site is a 19.0m fuel tanker for fuel deliveries. 19.0m fuel tanker would enter the subject site via the 'entry only' crossover on Bayonet Head Road and exit the site via the 'exit only' crossover on Lower King Road. It should be noted that all heavy vehicles will traverse through the heavy vehicle canopy.

Turn path analysis was undertaken for 19.0m semi-trailer which demonstrates that the proposed crossovers and the internal site layout can accommodate this size vehicle.

The service bay/ bin storage area is proposed to be located at the southeast corner of the subject site. Deliveries and waste collection will be accommodated within the site.

The turn path analysis plans are shown in **Appendix C**.

9.0 Parking

Total car parking provision for the proposed development comprises 15 parking bays including one ACROD bay. A service (loading) bay is also provided at the southeast corner of the subject site.

It is Transcore's understanding that sufficient parking supply is provided to address the parking requirements of the proposed development.

10.0 Public Transport Access

The existing public transport services in the area are described in **Section 3.5** of this report.

11.0 Pedestrian and Cyclist Access

Pedestrian and cyclists' facilities are described in **Section 3.6** of this report.

12.0 Conclusions

This Transport Impact Assessment (TIA) report has been prepared with respect to the proposed service station and the associated convenience store to be located at Lot 60 & 61 (6 & 4) Bayonet Head Road and Lot 62 (212) Lower King Road in Bayonet Head, in City of Albany.

The subject site is presently occupied by a service station and a liquor store. The proposal includes a service station with a canopy includes a total of eight regular bowsers and one high flow bowser designed for vehicles towing boats, a diesel canopy with a total of two regular bowsers and two high flow bowsers, an existing convenience (retail) store, a total of 15 car parking bays including one ACROD bay, a designated fill point location for fuel tanker and a designated service vehicle loading bay.

It is proposed that existing full movement crossovers on Bayonet Head Road and Lower King Road will be retained, but converted into 'entry only' crossover on Bayonet Head Road and 'exit only' crossover on Lower King Road. The proposed crossovers enable efficient and convenient vehicular entry and egress to and from the subject site for all vehicles.

It is Transcore's understanding that sufficient parking supply is provided to address the parking requirement for the proposed land uses.

Turn path analysis undertaken for 19.0m semi-trailer confirms the satisfactory access, egress and circulation within the proposed development.

The net additional traffic allowing for passing trade as a result of the proposed development is estimated to be approximately 40vph and 44vph during the AM and PM peak hours respectively. This level of traffic generation is relatively minimal and as such would not have any significant impact on the abutting road network.

Traffic modelling and analysis undertaken demonstrates that LoS and average delays for post-development and 10-year post-development scenarios only change moderately with the addition of the development traffic. Accordingly, the development related traffic does not have a significant impact on the operations of the surrounding roads network.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

SITE PLAN

Appendix B

SIDRA RESULTS

Table 7. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday AM peak period (post development – Year 2021)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance				
East: Bayonet Head Rd (E)														
4	L2	28	2.0	28	2.0	0.234	3.9	LOS A	0.0	0.0	0.00	0.04	0.00	46.7
5	T1	418	5.5	418	5.5	0.234	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	55.5
Approach		446	5.3	446	5.3	0.234	0.3	NA	0.0	0.0	0.00	0.04	0.00	54.7
West: Bayonet Head Rd (W)														
11	T1	268	8.1	268	8.1	0.192	0.6	LOS A	0.6	4.4	0.22	0.10	0.22	47.6
12	R2	54	2.0	54	2.0	0.192	5.5	LOS A	0.6	4.4	0.22	0.10	0.22	34.3
Approach		322	7.1	322	7.1	0.192	1.4	NA	0.6	4.4	0.22	0.10	0.22	45.7
All Vehicles		768	6.0	768	6.0	0.234	0.8	NA	0.6	4.4	0.09	0.07	0.09	49.6

Table 8. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday PM peak period (post development – Year 2021)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance				
East: Bayonet Head Rd (E)														
4	L2	33	2.0	33	2.0	0.142	3.9	LOS A	0.0	0.0	0.00	0.07	0.00	44.6
5	T1	239	5.5	239	5.5	0.142	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	52.0
Approach		272	5.1	272	5.1	0.142	0.5	NA	0.0	0.0	0.00	0.07	0.00	50.9
West: Bayonet Head Rd (W)														
11	T1	300	8.1	300	8.1	0.206	0.3	LOS A	0.5	4.1	0.16	0.10	0.16	50.4
12	R2	61	2.0	61	2.0	0.206	4.5	LOS A	0.5	4.1	0.16	0.10	0.16	36.7
Approach		361	7.1	361	7.1	0.206	1.0	NA	0.5	4.1	0.16	0.10	0.16	48.4
All Vehicles		633	6.2	633	6.2	0.206	0.8	NA	0.5	4.1	0.09	0.09	0.09	49.2

Table 9. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday AM peak period (10-year post development – Year 2031)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
East: Bayonet Head Rd (E)														
4	L2	28	2.0	28	2.0	0.234	3.9	LOS A	0.0	0.0	0.00	0.04	0.00	46.7
5	T1	418	5.5	418	5.5	0.234	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	55.5
Approach		446	5.3	446	5.3	0.234	0.3	NA	0.0	0.0	0.00	0.04	0.00	54.7
West: Bayonet Head Rd (W)														
11	T1	295	8.1	295	8.1	0.206	0.6	LOS A	0.6	4.5	0.21	0.10	0.21	48.2
12	R2	54	2.0	54	2.0	0.206	5.6	LOS A	0.6	4.5	0.21	0.10	0.21	34.9
Approach		348	7.2	348	7.2	0.206	1.4	NA	0.6	4.5	0.21	0.10	0.21	46.5
All Vehicles		795	6.1	795	6.1	0.234	0.7	NA	0.6	4.5	0.09	0.06	0.09	49.9

Table 10. SIDRA results for the entry only Bayonet Head Road entry crossover – Weekday PM peak period (10-year post development – Year 2031)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
East: Bayonet Head Rd (E)														
4	L2	33	2.0	33	2.0	0.142	3.9	LOS A	0.0	0.0	0.00	0.07	0.00	44.6
5	T1	239	5.5	239	5.5	0.142	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	52.0
Approach		272	5.1	272	5.1	0.142	0.5	NA	0.0	0.0	0.00	0.07	0.00	50.9
West: Bayonet Head Rd (W)														
11	T1	329	8.1	329	8.1	0.221	0.3	LOS A	0.5	4.2	0.16	0.09	0.16	50.9
12	R2	61	2.0	61	2.0	0.221	4.6	LOS A	0.5	4.2	0.16	0.09	0.16	37.2
Approach		391	7.1	391	7.1	0.221	1.0	NA	0.5	4.2	0.16	0.09	0.16	49.1
All Vehicles		662	6.3	662	6.3	0.221	0.8	NA	0.5	4.2	0.09	0.08	0.09	49.6

Table 11. SIDRA results for exit only Lower King Road exit crossover – Weekday AM peak period (post development - Year 2021)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
South: Lower King Rd (S)														
11	T1	619	6.0	619	6.0	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		619	6.0	619	6.0	0.173	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
East: Exit Crossover (E)														
1	L2	62	2.0	62	2.0	0.083	3.5	LOS A	0.3	2.3	0.57	0.54	0.57	21.6
3	R2	21	2.0	21	2.0	0.130	22.8	LOS C	0.4	3.1	0.88	0.90	0.88	2.7
Approach		83	2.0	83	2.0	0.130	8.4	LOS A	0.4	3.1	0.65	0.63	0.65	14.3
North: Lower King Rd (N)														
5	T1	666	6.0	666	6.0	0.372	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		666	6.0	666	6.0	0.372	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1368	5.8	1368	5.8	0.372	0.5	NA	0.4	3.1	0.04	0.04	0.04	52.2

Table 12. SIDRA results for exit only Lower King Road exit crossover – Weekday PM peak period (post development - Year 2021)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
South: Lower King Rd (S)														
11	T1	571	6.0	571	6.0	0.159	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		571	6.0	571	6.0	0.159	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
East: Exit Crossover (E)														
1	L2	71	2.0	71	2.0	0.072	2.0	LOS A	0.3	2.1	0.48	0.39	0.48	24.1
3	R2	23	2.0	23	2.0	0.087	13.4	LOS B	0.3	2.2	0.79	0.83	0.79	4.2
Approach		94	2.0	94	2.0	0.087	4.8	LOS A	0.3	2.2	0.56	0.50	0.56	18.1
North: Lower King Rd (N)														
5	T1	474	6.0	474	6.0	0.265	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		474	6.0	474	6.0	0.265	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1138	5.7	1138	5.7	0.265	0.4	NA	0.3	2.2	0.05	0.04	0.05	52.1

Table 13. SIDRA results for exit only Lower King Road exit crossover – Weekday AM peak period (10-year post development - Year 2031)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %				Vehicles veh	Distance m				
South: Lower King Rd (S)														
11	T1	680	6.0	680	6.0	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		680	6.0	680	6.0	0.190	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
East: Exit Crossover (E)														
1	L2	62	2.0	62	2.0	0.088	3.8	LOS A	0.3	2.4	0.58	0.57	0.58	21.2
3	R2	21	2.0	21	2.0	0.157	27.8	LOS D	0.5	3.6	0.90	0.93	0.91	2.3
Approach		83	2.0	83	2.0	0.157	9.9	LOS A	0.5	3.6	0.66	0.66	0.67	13.2
North: Lower King Rd (N)														
5	T1	699	6.0	699	6.0	0.391	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		699	6.0	699	6.0	0.391	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1462	5.8	1462	5.8	0.391	0.6	NA	0.5	3.6	0.04	0.04	0.04	51.9

Table 14. SIDRA results for exit only Lower King Road exit crossover – Weekday PM peak period (10-year post development - Year 2031)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %				Vehicles veh	Distance m				
South: Lower King Rd (S)														
11	T1	625	6.0	625	6.0	0.174	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		625	6.0	625	6.0	0.174	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
East: Exit Crossover (E)														
1	L2	71	2.0	71	2.0	0.075	2.2	LOS A	0.3	2.1	0.50	0.41	0.50	23.7
3	R2	23	2.0	23	2.0	0.101	15.9	LOS C	0.3	2.5	0.82	0.86	0.82	3.7
Approach		94	2.0	94	2.0	0.101	5.6	LOS A	0.3	2.5	0.58	0.52	0.58	17.1
North: Lower King Rd (N)														
5	T1	505	6.0	505	6.0	0.282	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		505	6.0	505	6.0	0.282	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1224	5.7	1224	5.7	0.282	0.4	NA	0.3	2.5	0.04	0.04	0.04	52.0

Table 15. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday AM peak period (Existing – based on OD matrices method)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lower King Rd (S)												
1	L2	1	2.0	0.219	5.5	LOS A	0.0	0.0	0.00	0.00	0.00	12.9
11	T1	402	6.0	0.219	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	212	6.0	0.241	8.0	LOS A	1.0	8.3	0.51	0.73	0.51	28.5
Approach		615	6.0	0.241	2.8	NA	1.0	8.3	0.18	0.25	0.18	53.0
East: Bayonet Head Rd (E)												
1	L2	400	5.5	0.446	6.6	LOS A	2.7	20.9	0.53	0.79	0.68	29.7
5	T1	1	2.0	0.385	24.3	LOS C	1.5	11.5	0.88	1.01	1.11	7.6
3	R2	63	5.5	0.385	30.9	LOS D	1.5	11.5	0.88	1.01	1.11	30.0
Approach		464	5.5	0.446	10.0	LOS A	2.7	20.9	0.58	0.82	0.74	29.7
North: Lower King Rd (N)												
4	L2	60	6.0	0.037	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	48.6
5	T1	336	6.0	0.190	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	59.8
9	R2	3	2.0	0.190	7.5	LOS A	0.0	0.3	0.01	0.01	0.01	48.0
Approach		399	6.0	0.190	0.9	NA	0.0	0.3	0.01	0.09	0.01	57.9
West: Bayonet Head Rd (W)												
10	L2	3	2.0	0.022	4.9	LOS A	0.1	0.5	0.70	0.72	0.70	38.6
11	T1	1	2.0	0.022	18.2	LOS C	0.1	0.5	0.70	0.72	0.70	13.2
12	R2	1	2.0	0.022	45.7	LOS E	0.1	0.5	0.70	0.72	0.70	18.8
Approach		5	2.0	0.022	15.7	LOS C	0.1	0.5	0.70	0.72	0.70	33.0
All Vehicles		1483	5.8	0.446	4.6	NA	2.7	20.9	0.26	0.39	0.31	48.5

Table 16. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday PM peak period (Existing – based on OD matrices method)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Lower King Rd (S)												
1	L2	1	2.0	0.179	5.5	LOS A	0.0	0.0	0.00	0.00	0.00	12.9
11	T1	328	6.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	241	6.0	0.274	8.1	LOS A	1.2	9.6	0.52	0.74	0.52	28.4
Approach		571	6.0	0.274	3.4	NA	1.2	9.6	0.22	0.31	0.22	51.0
East: Bayonet Head Rd (E)												
1	L2	238	5.5	0.263	5.5	LOS A	1.1	8.3	0.46	0.68	0.46	31.6
5	T1	1	2.0	0.356	21.1	LOS C	1.4	10.7	0.86	0.99	1.07	8.5
3	R2	66	5.5	0.356	26.8	LOS D	1.4	10.7	0.86	0.99	1.07	31.9
Approach		305	5.5	0.356	10.2	LOS B	1.4	10.7	0.55	0.75	0.59	31.7
North: Lower King Rd (N)												
4	L2	67	6.0	0.041	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	48.6
5	T1	329	6.0	0.187	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.8
9	R2	3	2.0	0.187	7.0	LOS A	0.0	0.2	0.01	0.01	0.01	48.0
Approach		400	6.0	0.187	1.0	NA	0.0	0.2	0.01	0.10	0.01	57.7
West: Bayonet Head Rd (W)												
10	L2	3	2.0	0.016	4.4	LOS A	0.1	0.4	0.61	0.66	0.61	41.8
11	T1	1	2.0	0.016	16.3	LOS C	0.1	0.4	0.61	0.66	0.61	15.9
12	R2	1	2.0	0.016	29.6	LOS D	0.1	0.4	0.61	0.66	0.61	21.9
Approach		5	2.0	0.016	11.8	LOS B	0.1	0.4	0.61	0.66	0.61	36.5
All Vehicles		1281	5.8	0.356	4.3	NA	1.4	10.7	0.23	0.35	0.25	49.4

Table 17. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday AM peak period (post development - Year 2021)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %				Vehicles veh	Distance m				
South: Lower King Rd (S)														
1	L2	1	2.0	1	2.0	0.215	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	8.3
11	T1	398	6.0	398	6.0	0.215	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	241	6.0	241	6.0	0.270	5.9	LOS A	1.2	9.5	0.52	0.71	0.52	21.5
Approach		640	6.0	640	6.0	0.270	2.2	NA	1.2	9.5	0.19	0.27	0.19	54.3
East: Bayonet Head Rd (E)														
1	L2	362	5.5	362	5.5	0.387	5.9	LOS A	2.1	16.0	0.49	0.72	0.56	21.7
5	T1	1	2.0	1	2.0	0.334	23.0	LOS C	1.2	9.6	0.88	0.99	1.05	7.9
3	R2	55	5.5	55	5.5	0.334	29.6	LOS D	1.2	9.6	0.88	0.99	1.05	30.6
Approach		418	5.5	418	5.5	0.387	9.0	LOS A	2.1	16.0	0.54	0.76	0.62	26.2
North: Lower King Rd (N)														
4	L2	81	6.0	81	6.0	0.049	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
5	T1	303	6.0	303	6.0	0.172	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	59.8
9	R2	3	2.0	3	2.0	0.172	7.4	LOS A	0.0	0.3	0.01	0.01	0.01	52.6
Approach		387	6.0	387	6.0	0.172	1.3	NA	0.0	0.3	0.01	0.13	0.01	57.6
West: Bayonet Head Rd (W)														
10	L2	3	2.0	3	2.0	0.021	4.9	LOS A	0.1	0.5	0.69	0.72	0.69	39.1
11	T1	1	2.0	1	2.0	0.021	18.6	LOS C	0.1	0.5	0.69	0.72	0.69	8.8
12	R2	1	2.0	1	2.0	0.021	42.1	LOS E	0.1	0.5	0.69	0.72	0.69	8.8
Approach		5	2.0	5	2.0	0.021	15.1	LOS C	0.1	0.5	0.69	0.72	0.69	33.2
All Vehicles		1451	5.8	1451	5.8	0.387	4.0	NA	2.1	16.0	0.25	0.37	0.27	49.8

Table 18. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday PM peak period (post development - Year 2021)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %				Vehicles veh	Distance m				
South: Lower King Rd (S)														
1	L2	1	2.0	1	2.0	0.173	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	8.3
11	T1	319	6.0	319	6.0	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	274	6.0	274	6.0	0.301	6.0	LOS A	1.4	11.3	0.52	0.72	0.54	21.4
Approach		594	6.0	594	6.0	0.301	2.8	NA	1.4	11.3	0.24	0.33	0.25	52.4
East: Bayonet Head Rd (E)														
1	L2	186	5.5	186	5.5	0.195	5.1	LOS A	0.8	5.9	0.41	0.64	0.41	23.8
5	T1	1	2.0	1	2.0	0.270	18.6	LOS C	1.0	7.7	0.84	0.96	0.96	9.2
3	R2	52	5.5	52	5.5	0.270	24.1	LOS C	1.0	7.7	0.84	0.96	0.96	33.4
Approach		239	5.5	239	5.5	0.270	9.3	LOS A	1.0	7.7	0.50	0.71	0.53	30.0
North: Lower King Rd (N)														
4	L2	85	6.0	85	6.0	0.052	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
5	T1	287	6.0	287	6.0	0.163	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.8
9	R2	3	2.0	3	2.0	0.163	6.9	LOS A	0.0	0.2	0.01	0.01	0.01	52.6
Approach		376	6.0	376	6.0	0.163	1.4	NA	0.0	0.2	0.01	0.14	0.01	57.4
West: Bayonet Head Rd (W)														
10	L2	3	2.0	3	2.0	0.015	4.4	LOS A	0.0	0.4	0.59	0.65	0.59	42.7
11	T1	1	2.0	1	2.0	0.015	16.1	LOS C	0.0	0.4	0.59	0.65	0.59	11.4
12	R2	1	2.0	1	2.0	0.015	25.3	LOS D	0.0	0.4	0.59	0.65	0.59	11.4
Approach		5	2.0	5	2.0	0.015	10.9	LOS B	0.0	0.4	0.59	0.65	0.59	37.3
All Vehicles		1214	5.9	1214	5.9	0.301	3.6	NA	1.4	11.3	0.22	0.35	0.23	50.8

Table 19. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday AM peak period (10-year post development - Year 2031)

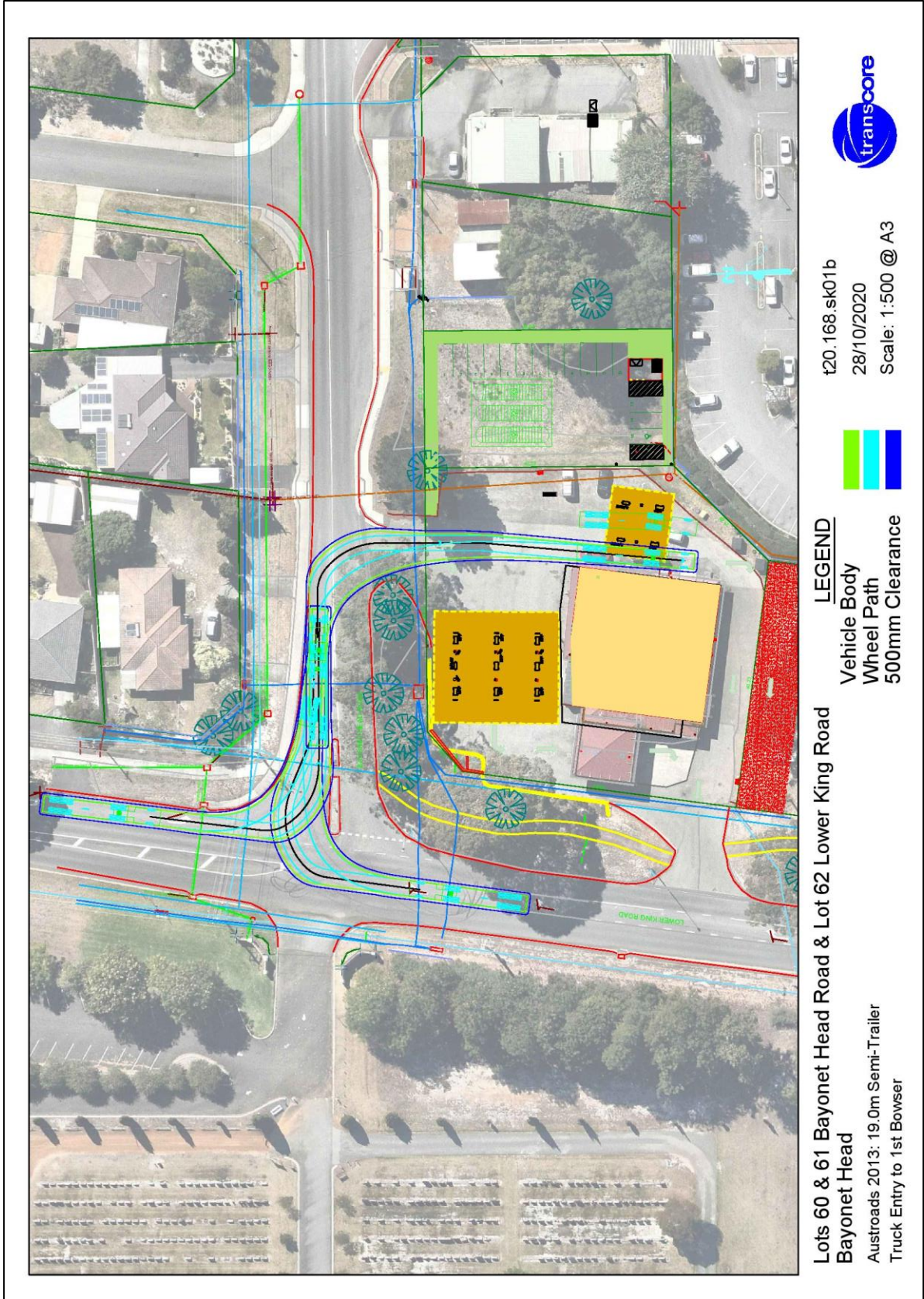
Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %				Vehicles	Distance m				
South: Lower King Rd (S)														
1	L2	1	2.0	1	2.0	0.237	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	8.3
11	T1	438	6.0	438	6.0	0.237	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	262	6.0	262	6.0	0.308	6.5	LOS A	1.5	11.8	0.55	0.77	0.59	20.2
Approach		701	6.0	701	6.0	0.308	2.4	NA	1.5	11.8	0.21	0.29	0.22	53.9
East: Bayonet Head Rd (E)														
1	L2	362	5.5	362	5.5	0.403	6.3	LOS A	2.2	17.3	0.52	0.77	0.62	20.7
5	T1	1	2.0	1	2.0	0.414	30.4	LOS D	1.5	11.9	0.91	1.02	1.16	6.4
3	R2	55	5.5	55	5.5	0.414	38.7	LOS E	1.5	11.9	0.91	1.02	1.16	26.9
Approach		418	5.5	418	5.5	0.414	10.6	LOS B	2.2	17.3	0.57	0.80	0.69	23.9
North: Lower King Rd (N)														
4	L2	86	6.0	86	6.0	0.053	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
5	T1	336	6.0	336	6.0	0.191	0.0	LOS A	0.0	0.3	0.01	0.01	0.01	59.8
9	R2	3	2.0	3	2.0	0.191	7.8	LOS A	0.0	0.3	0.01	0.01	0.01	52.6
Approach		425	6.0	425	6.0	0.191	1.2	NA	0.0	0.3	0.01	0.12	0.01	57.7
West: Bayonet Head Rd (W)														
10	L2	3	2.0	3	2.0	0.025	5.1	LOS A	0.1	0.6	0.74	0.76	0.74	36.9
11	T1	1	2.0	1	2.0	0.025	22.7	LOS C	0.1	0.6	0.74	0.76	0.74	7.6
12	R2	1	2.0	1	2.0	0.025	52.1	LOS F	0.1	0.6	0.74	0.76	0.74	7.6
Approach		5	2.0	5	2.0	0.025	18.0	LOS C	0.1	0.6	0.74	0.76	0.74	30.7
All Vehicles		1549	5.8	1549	5.8	0.414	4.4	NA	2.2	17.3	0.25	0.38	0.29	49.2

Table 20. SIDRA results for Bayonet Head Road/ Lower King Road intersection – Weekday PM peak period (10-year post development - Year 2031)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %				Vehicles	Distance m				
South: Lower King Rd (S)														
1	L2	1	2.0	1	2.0	0.190	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	8.3
11	T1	351	6.0	351	6.0	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	298	6.0	298	6.0	0.344	6.6	LOS A	1.8	14.4	0.56	0.78	0.63	20.0
Approach		649	6.0	649	6.0	0.344	3.1	NA	1.8	14.4	0.26	0.36	0.29	51.7
East: Bayonet Head Rd (E)														
1	L2	186	5.5	186	5.5	0.203	5.3	LOS A	0.8	6.1	0.43	0.66	0.43	23.1
5	T1	1	2.0	1	2.0	0.325	23.4	LOS C	1.2	9.2	0.88	0.99	1.05	7.8
3	R2	52	5.5	52	5.5	0.325	30.2	LOS D	1.2	9.2	0.88	0.99	1.05	30.3
Approach		239	5.5	239	5.5	0.325	10.8	LOS B	1.2	9.2	0.53	0.73	0.57	27.9
North: Lower King Rd (N)														
4	L2	91	6.0	91	6.0	0.055	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
5	T1	319	6.0	319	6.0	0.181	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.8
9	R2	3	2.0	3	2.0	0.181	7.1	LOS A	0.0	0.2	0.01	0.01	0.01	52.6
Approach		413	6.0	413	6.0	0.181	1.3	NA	0.0	0.2	0.01	0.13	0.01	57.5
West: Bayonet Head Rd (W)														
10	L2	3	2.0	3	2.0	0.017	4.6	LOS A	0.1	0.4	0.63	0.68	0.63	41.1
11	T1	1	2.0	1	2.0	0.017	19.3	LOS C	0.1	0.4	0.63	0.68	0.63	10.2
12	R2	1	2.0	1	2.0	0.017	30.3	LOS D	0.1	0.4	0.63	0.68	0.63	10.2
Approach		5	2.0	5	2.0	0.017	12.6	LOS B	0.1	0.4	0.63	0.68	0.63	35.5
All Vehicles		1306	5.9	1306	5.9	0.344	4.0	NA	1.8	14.4	0.23	0.36	0.25	50.3

Appendix C

TURN PATH ASSESSMENT PLANS

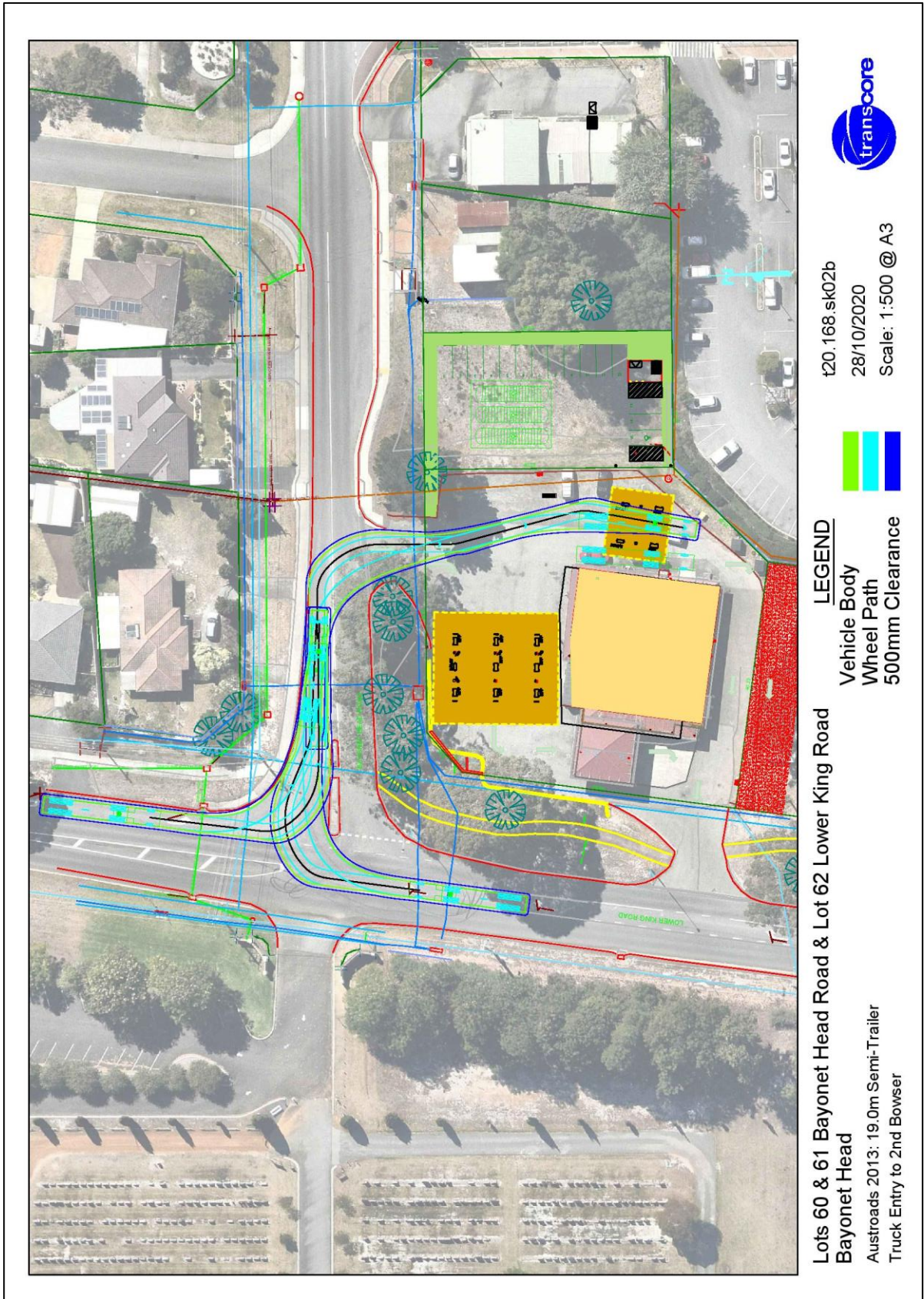


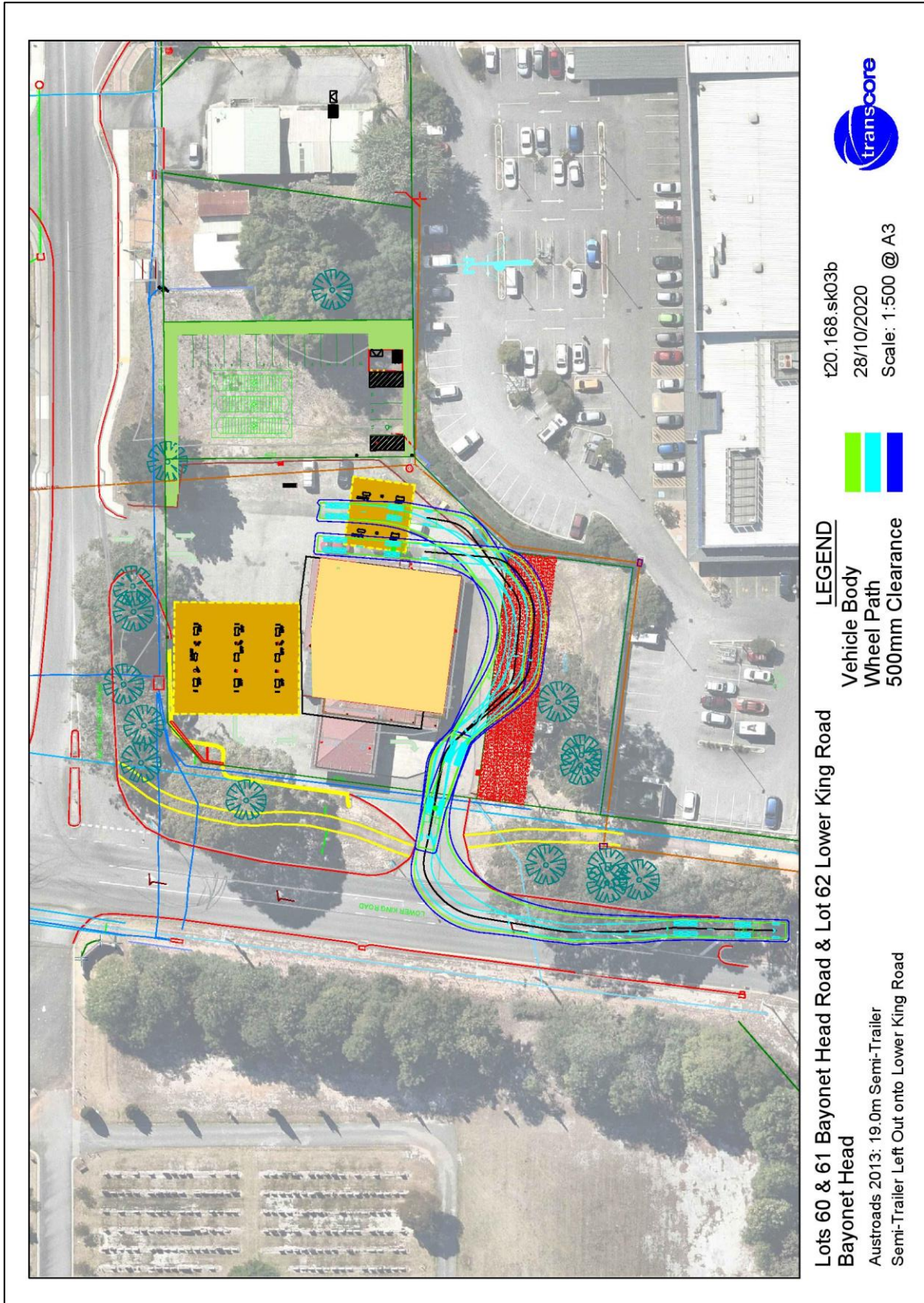
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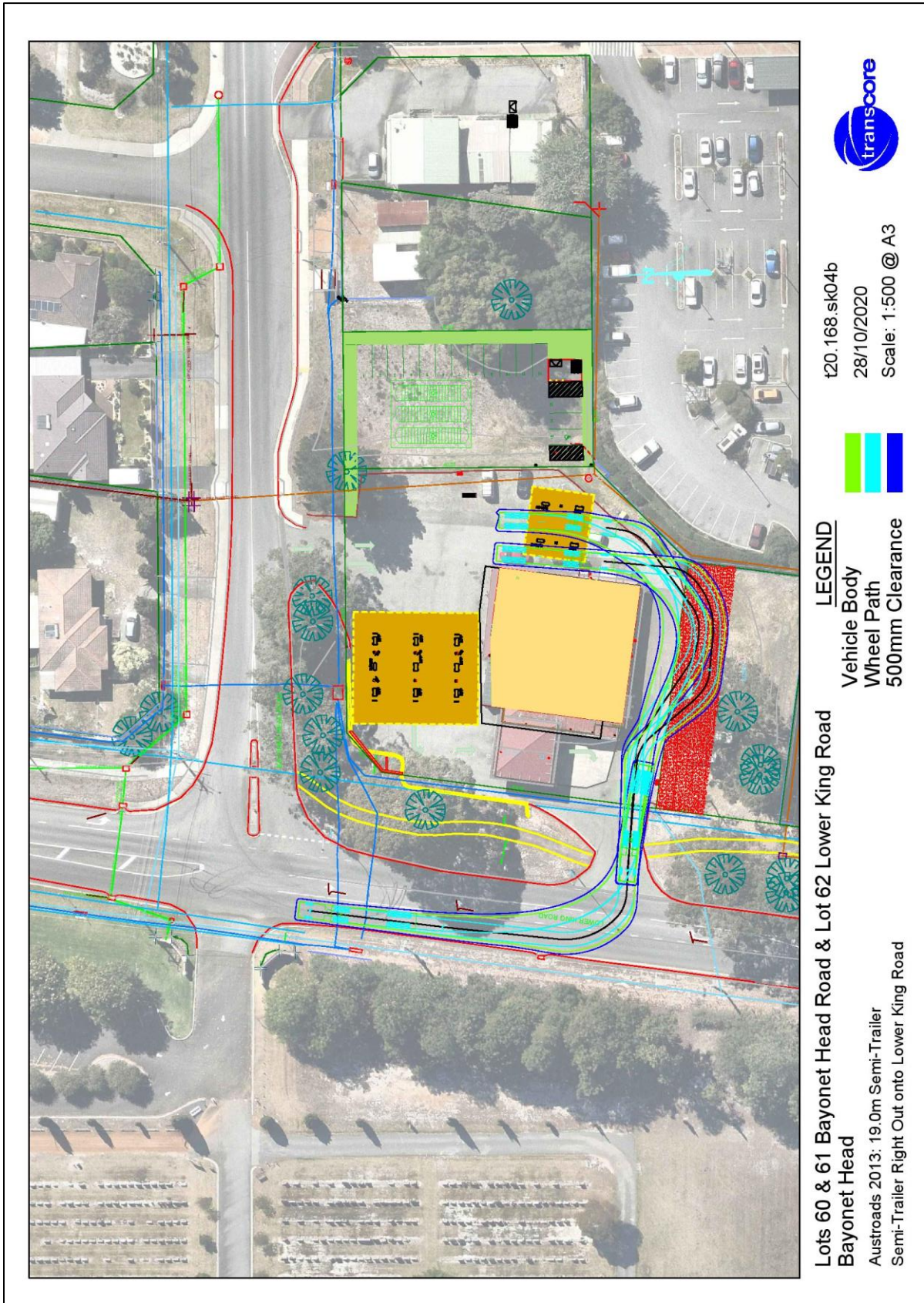
LEGEND

- █ Vehicle Body
- █ Wheel Path
- █ 500mm Clearance

Lots 60 & 61 Bayonet Head Road & Lot 62 Lower King Road
Bayonet Head
 Austroroads 2013: 19.0m Semi-Trailer
 Truck Entry to 1st Bowser







Appendix 6 Bushfire Management Plan and Bushfire Risk Management Plan



Bushfire Management Plan:
Development Application: Service Station, Lot 60 and
Lot 61 Bayonet Head Road and Lot 62 Lower King
Road, Bayonet Head

Liberty Oil

DOCUMENT TRACKING

Project Name	Bushfire Management Plan: Development Application: Service Station, Lot 60 and Lot 61 Bayonet Head Road and Lot 62 Lower King Road, Bayonet Head
Project Number	20PER-17180
Project Manager	Daniel Panickar
Prepared by	Daniel Panickar (BPAD Level 3 – 37802)
Reviewed by	Bruce Horkings (BPAD Level 3 – 29962)
Approved by	Daniel Panickar (BPAD Level 3 – 37802)
Status	Final
Version Number	v2
Last saved on	29 October 2020

This report should be cited as 'Eco Logical Australia 2020. Service Station, Lot 60 and Lot 61 Bayonet Head Road and Lot 62 Lower King Road, Bayonet Head. Prepared for Liberty Oil.

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Template 2.8.1

Contents

1. Introduction	1
1.1 Proposal details	1
1.2 Purpose and application of the plan	1
1.3 Environmental considerations	2
2. Bushfire assessment results	6
2.1 Bushfire assessment inputs	6
2.1.1 Fire Danger Index	6
2.1.2 Vegetation classification	6
2.1.3 Topography and slope under vegetation	6
2.2 Bushfire assessment outputs	8
2.2.1 BAL assessment	8
2.2.2 Method 1 BAL assessment	8
2.3 Identification of issues arising from the BAL assessment	9
3. Assessment against the Bushfire Protection Criteria	11
3.1 Compliance	11
3.2 Additional Bushfire Requirements	12
4. Implementation and enforcement	14
5. Conclusion	15
6. References	16
Appendix A – Classified Vegetation Photos	17
Appendix B – Standards for Asset Protection Zones	20
Appendix C - Vehicular access technical requirements (WAPC 2017)	22

List of Figures

Figure 1: Site overview	3
Figure 2: Site plan	4
Figure 3: Bushfire Prone Areas	5
Figure 4: Vegetation classification	7
Figure 5: Bushfire Attack Level (BAL) Contours	10
Figure 6: Spatial representation of the bushfire management strategies	13
Figure 7: Illustrated tree canopy cover projection (WAPC 2017)	20

List of Tables

Table 1: Classified vegetation as per AS 3959-2018.....	6
Table 2: Method 1 BAL calculation (BAL contours).....	8
Table 3: BAL rating for proposed building within the subject site	9
Table 4: Summary of solutions used to achieve bushfire protection criteria	11
Table 5: Proposed work program.....	14

1. Introduction

1.1 Proposal details

Eco Logical Australia (ELA) was commissioned by Liberty Oil to prepare a Bushfire Management Plan (BMP) to support a development application for Lot 60 and Lot 61 Bayonet Head Road and Lot 62 Lower King Road, Bayonet Head (hereafter referred to as the subject site, Figure 1 and Figure 2). The proposed development is for the redevelopment and extension of the existing service station.

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES 2019; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; Western Australian Planning Commission (WAPC) 2015) and reporting to accompany submission of the development application in accordance with the associated *Guidelines for Planning in Bushfire Prone Areas v 1.3* (the Guidelines; WAPC 2017).

The subject site contains an operating service station and the proposed redevelopment includes:

- Demolition of the existing canopy and fuel bowsers;
- Revitalising the existing service station building;
- Construction of a new bin enclosure;
- Construction of new petrol and diesel canopies / bowsers; and
- Construction/installation of new parking areas, underground tanks, associated infrastructure and landscaping.

The current zoning of the lots is 'Local Centre' as per the City of Albany Local Planning Scheme No. 1.

This assessment has been prepared by ELA Senior Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802) with quality assurance undertaken by Senior Bushfire Consultant, Bruce Horkings (FPAA BPAD Level 3 Certified Practitioner No. BPAD29962).

1.2 Purpose and application of the plan

The primary purpose of this BMP is to act as a technical supporting document to inform planning assessment. This BMP is also designed to provide guidance on how to plan for and manage the bushfire risk to the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

High risk land uses may expose the community, fire fighters and the environment to dangerous, uncontrolled substances during a bushfire event. High risk land uses may include, but are not limited to: service stations, landfill sites, bulk storage of hazardous materials, fuel depots and certain heavy industries as well as military bases, power generating land uses, saw-mills, highways and railways.

Planning and development applications that incorporate proposals for non-residential, high-risk land uses in bushfire prone areas are to comply with policy measure 6.6 which requires a Bushfire Management Plan and an emergency evacuation plan and/or a risk management plan for any flammable on-site hazards jointly endorsed by the local government and the Department of Fire and Emergency Services. In most instance the requirement of the bushfire risk management plan should be incorporated into the proposed site management plans.

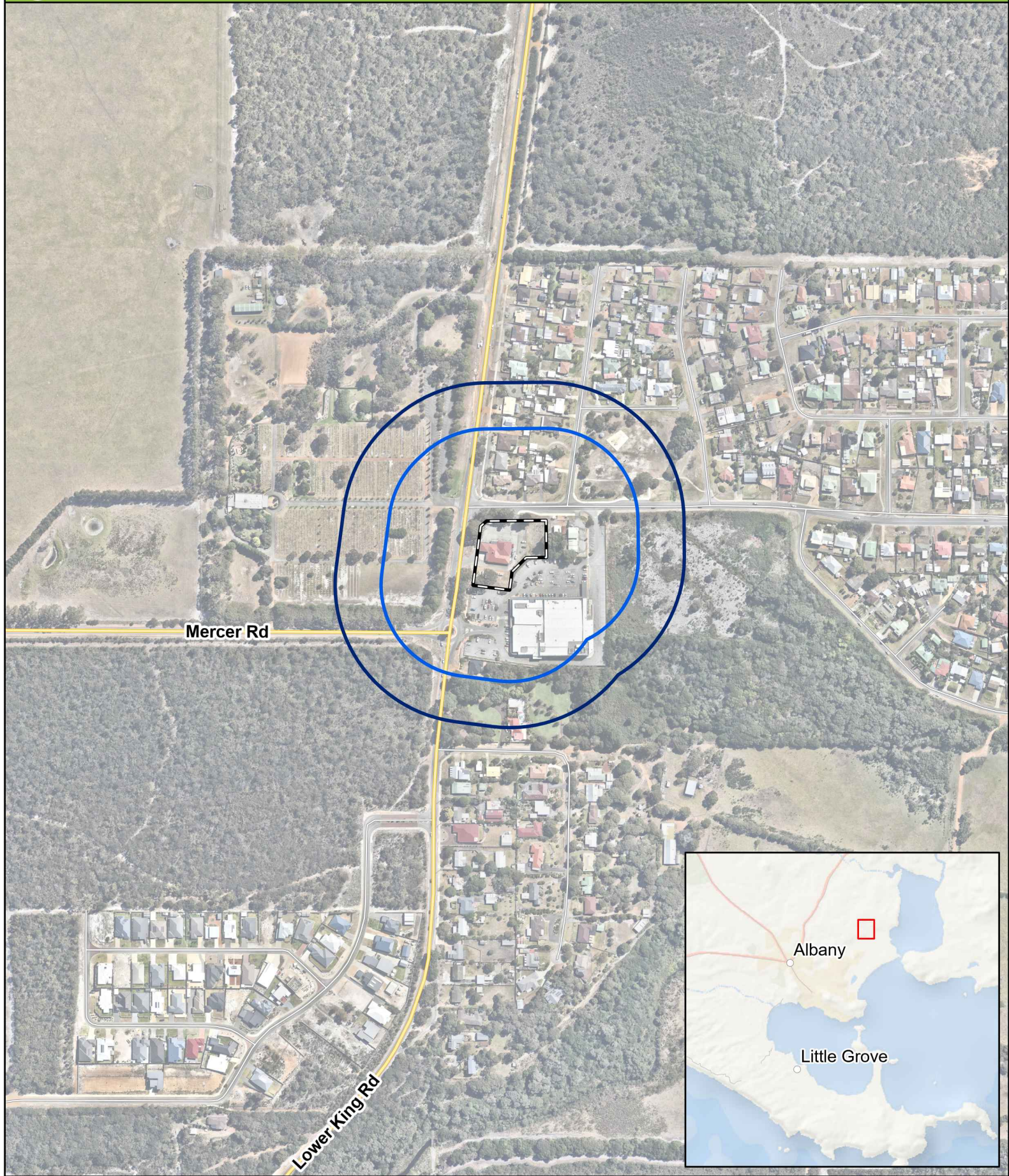
1.3 Environmental considerations

SPP 3.7 policy objective 5.4 recognises the need to consider bushfire risk management measures alongside environmental, biodiversity and conservation values.

The subject site has been previously cleared, resulting in no existing native vegetation on site.

No revegetation is proposed within the development and landscaping will be maintained in a low-threat state.

Figure 1: Site Overview



- Legend**
- Subject site
 - 100m site assessment
 - 150m site assessment

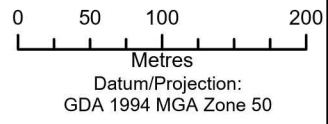
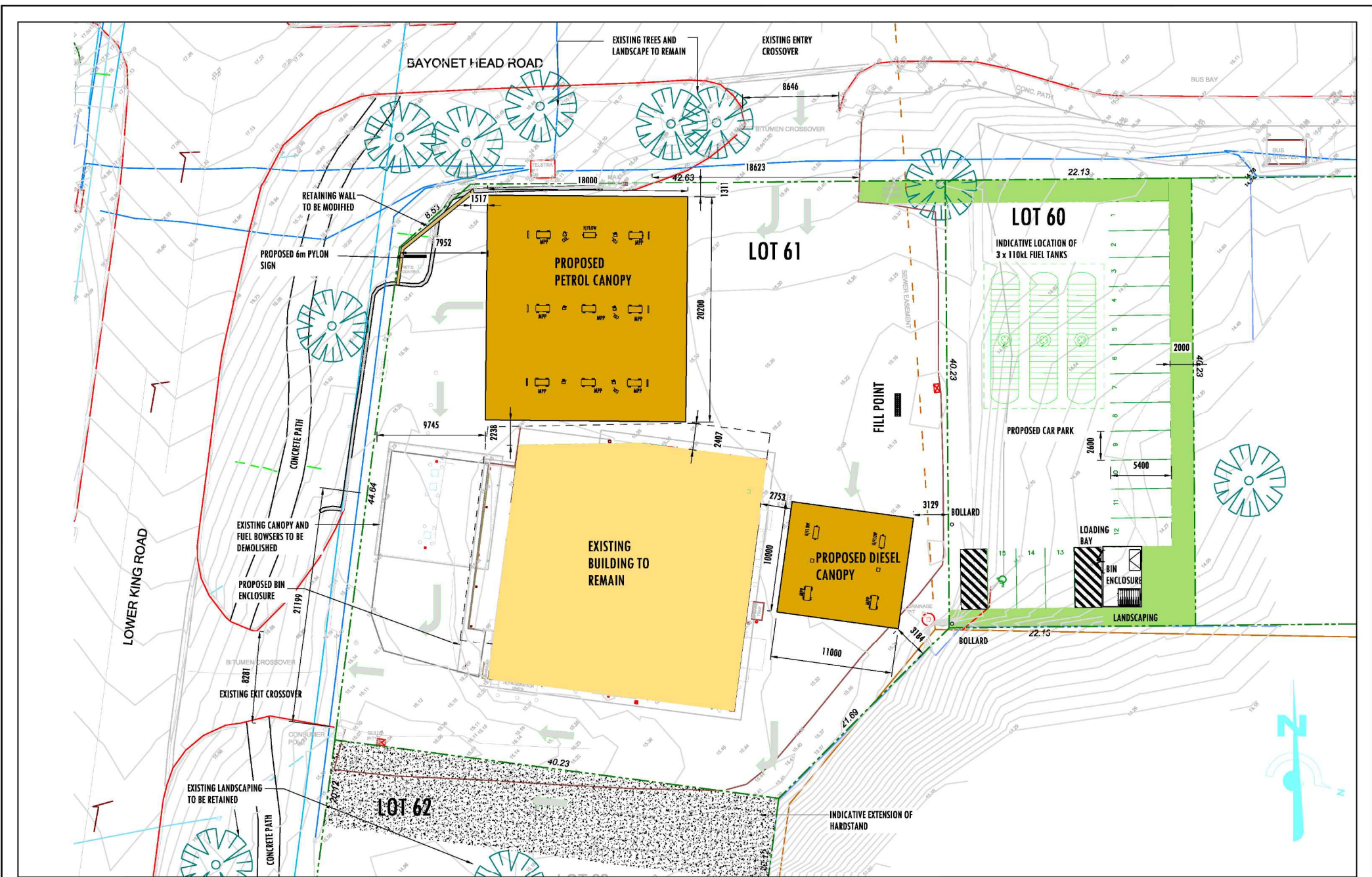


Figure 2: Site Plan



REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR INFORMATION	09/06/2020

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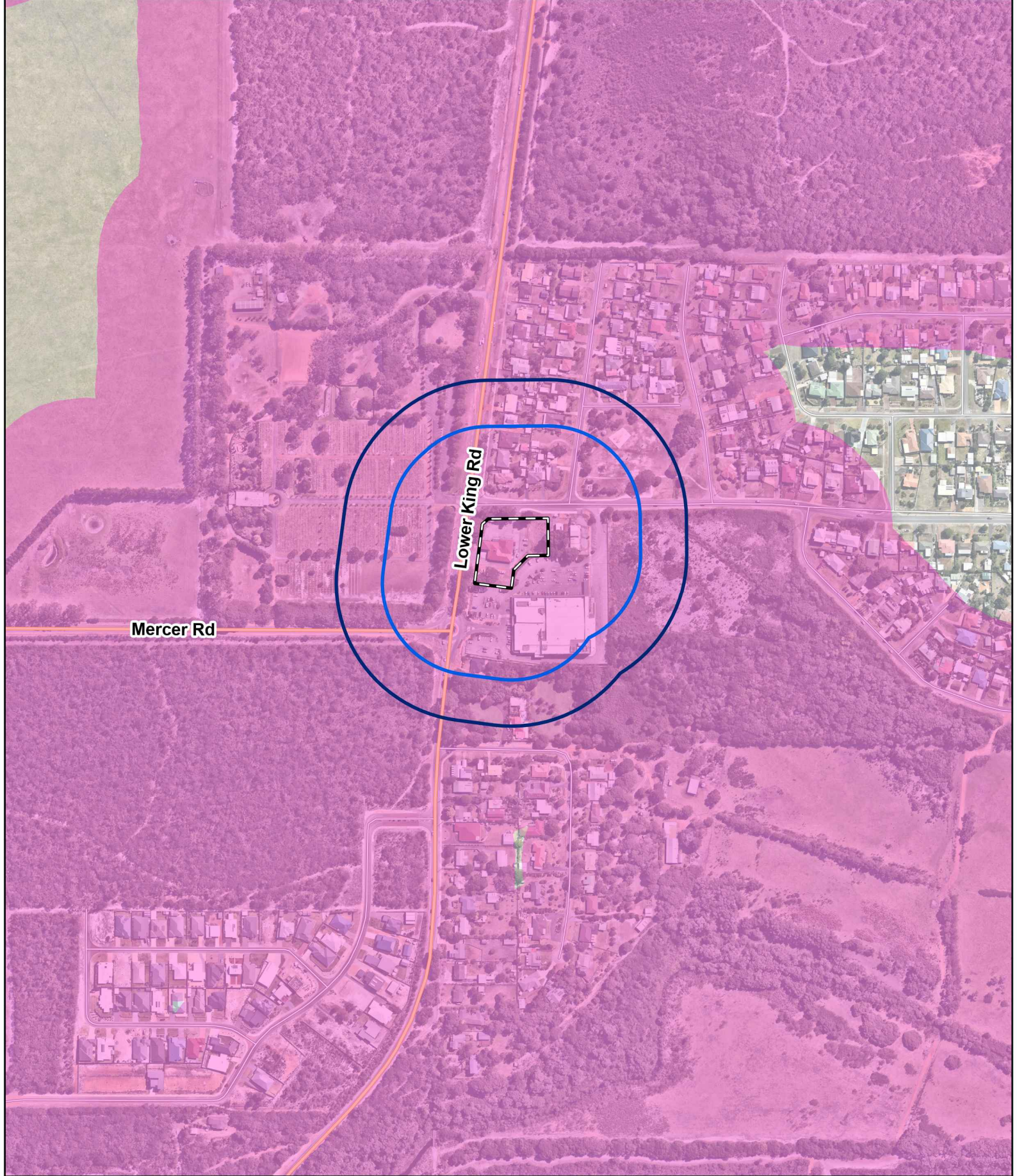
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PROJECT ADDRESS: LOT 60,61 & 62 BAYONET ROAD, BAYONET HEAD,(OYSTER BAY)		

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DRAWING No: A100	REVISION No: A

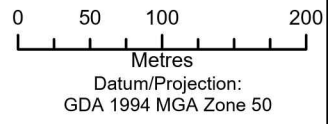
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DRAWING PATH:
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Figure 3: Bushfire Prone Areas



- Legend**
- Subject site
 - 100m site assessment
 - 150m site assessment
 - Bushfire Prone Mapping (DFES 2019)



2. Bushfire assessment results

2.1 Bushfire assessment inputs

The following section is a consideration of spatial bushfire risk and has been used to inform the bushfire assessment in this report.

2.1.1 Fire Danger Index

A blanket rating of FDI 80 is adopted for Western Australia, as outlined in Australian Standard (AS) 3959–2018 and endorsed by Australasian Fire and Emergency Service Authorities Council (AFAC).

2.1.2 Vegetation classification

Vegetation within the subject site and surrounding 150 m (the assessment area) was assessed in accordance with the Guidelines and AS 3959-2018 *Construction of Buildings in Bushfire Prone Areas* (SA 2018) with regard given to the *Visual guide for bushfire risk assessment in Western Australia* (DoP 2016). Site assessment was undertaken on 6 March 2020 by Bio Diverse Solutions (BDS 2020).

The classified vegetation for the proposed development from each of the identified vegetation plots are identified below, Table 1 and Figure 4.

Table 1: Classified vegetation as per AS 3959-2018

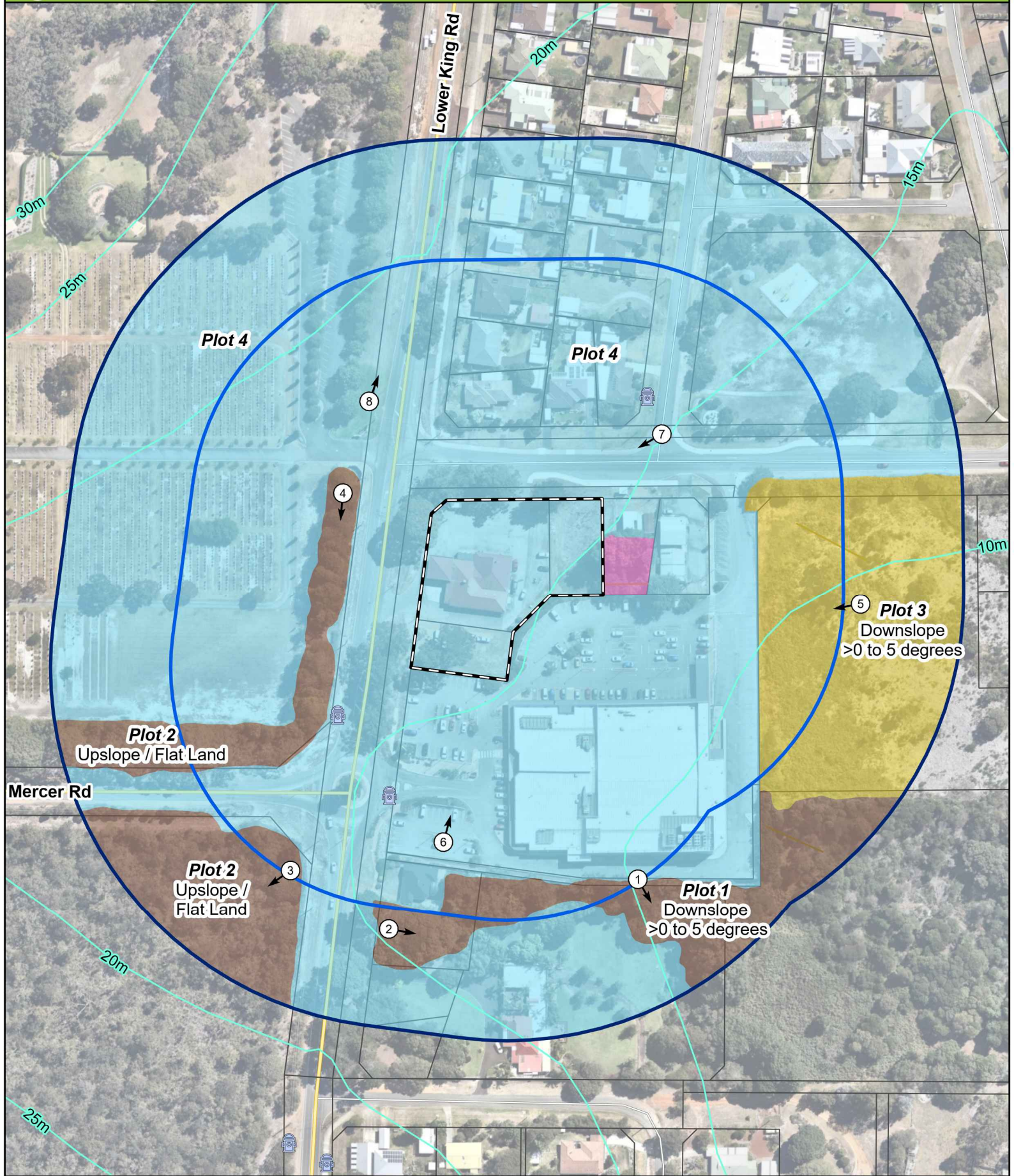
Plot	Vegetation Classification	Effective Slope
1	Class A Forest	Downslope >0 to 5 degrees
2	Class A Forest	All upslopes and flat land (0 degrees)
3	Class D Scrub	Downslope >0 to 5 degrees
4	Excluded AS 3959-2018 2.2.3.2 (e & f)	-

Photographs relating to each area and vegetation type are included in Appendix A.

2.1.3 Topography and slope under vegetation

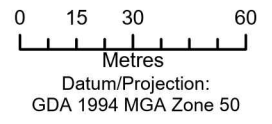
Effective slope under vegetation was assessed for a distance of 150 m from the subject site in accordance with the Guidelines and AS 3959-2018 and is depicted in Figure 4. Slope under classified vegetation was assessed and is shown in Table 1.

Figure 4: Vegetation Classification



- Legend**
- Subject site
 - 100m site assessment
 - 150m site assessment
 - Contour (5m)
 - Hydrant
 - Photo location

- Vegetation classification**
- Class A forest
 - Class D scrub
 - Excluded as per clause 2.2.3.2 (c)
 - Excluded as per clause 2.2.3.2 (e) and (f)



2.2 Bushfire assessment outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959-2018 and the bushfire assessment inputs in Section 2.1.

2.2.1 BAL assessment

All land located within 100 m of the classified vegetation depicted in Figure 4 is considered bushfire prone and is subject to a BAL assessment in accordance with AS 3959-2018.

A Method 1 BAL assessment (as outlined in AS 3959-2018) has been completed for the proposed development and incorporates the following factors:

- Fire Danger Index (FDI) rating;
- Vegetation class;
- Slope under classified vegetation; and
- Distance between proposed development area and the classified vegetation.

Based on the identified BAL, construction requirements for proposed buildings can then be assigned. The BAL rating gives an indication of the expected level of bushfire attack (i.e. radiant heat flux, flame contact and ember penetration) that may be received by proposed buildings and subsequently informs the standard of construction required to increase building survivability.

2.2.2 Method 1 BAL assessment

Table 2 and Figure 5 display the Method 1 BAL assessment (in the form of BAL contours) that has been completed for the proposed development in accordance with AS 3959-2018 methodology.

Table 2: Method 1 BAL calculation (BAL contours)

Plot and vegetation classification	Effective slope	Hazard separation distance	BAL rating	Comment
Plot 1 Class A Forest	Downslope >0 to 5 degrees	0-<20	BAL-FZ	No development proposed in this area
		20-<27	BAL-40	No development proposed in this area
		27-<37	BAL-29	No development proposed in this area
		37-<50	BAL-19	No development proposed in this area
		50-<100	BAL-12.5	Development proposed in this area
Plot 2 Class A Forest	All upslopes and flat land (0 degrees)	0-<16	BAL-FZ	No development proposed in this area
		16-<21	BAL-40	No development proposed in this area
		21-<31	BAL-29	No development proposed in this area
		31-<42	BAL-19	Development proposed in this area
		42-<100	BAL-12.5	Development proposed in this area
Plot 3 Class D Scrub	Downslope >0 to 5 degrees	0-<11	BAL-FZ	No development proposed in this area
		11-<15	BAL-40	No development proposed in this area
		15-<22	BAL-29	No development proposed in this area
		22-<31	BAL-19	No development proposed in this area
		31-<100	BAL-12.5	Development proposed in this area

Plot and vegetation classification	Effective slope	Hazard separation distance	BAL rating	Comment
Plot 4				
Excluded as per clause 2.2.3.2 (e) and (f) of AS3959- 2018		N/A		

Based on the site assessment inputs and BAL assessment, the proposed components of the redeveloped service station within the subject site have a BAL rating of BAL-19 or lower as shown in Table 3 and Figure 5. As the proposed development is for a Class- 6 Retail building, the constructions standards from AS3959-2018 are not applicable. This BAL assessment has been completed as a planning requirement and to inform building location within the subject site.

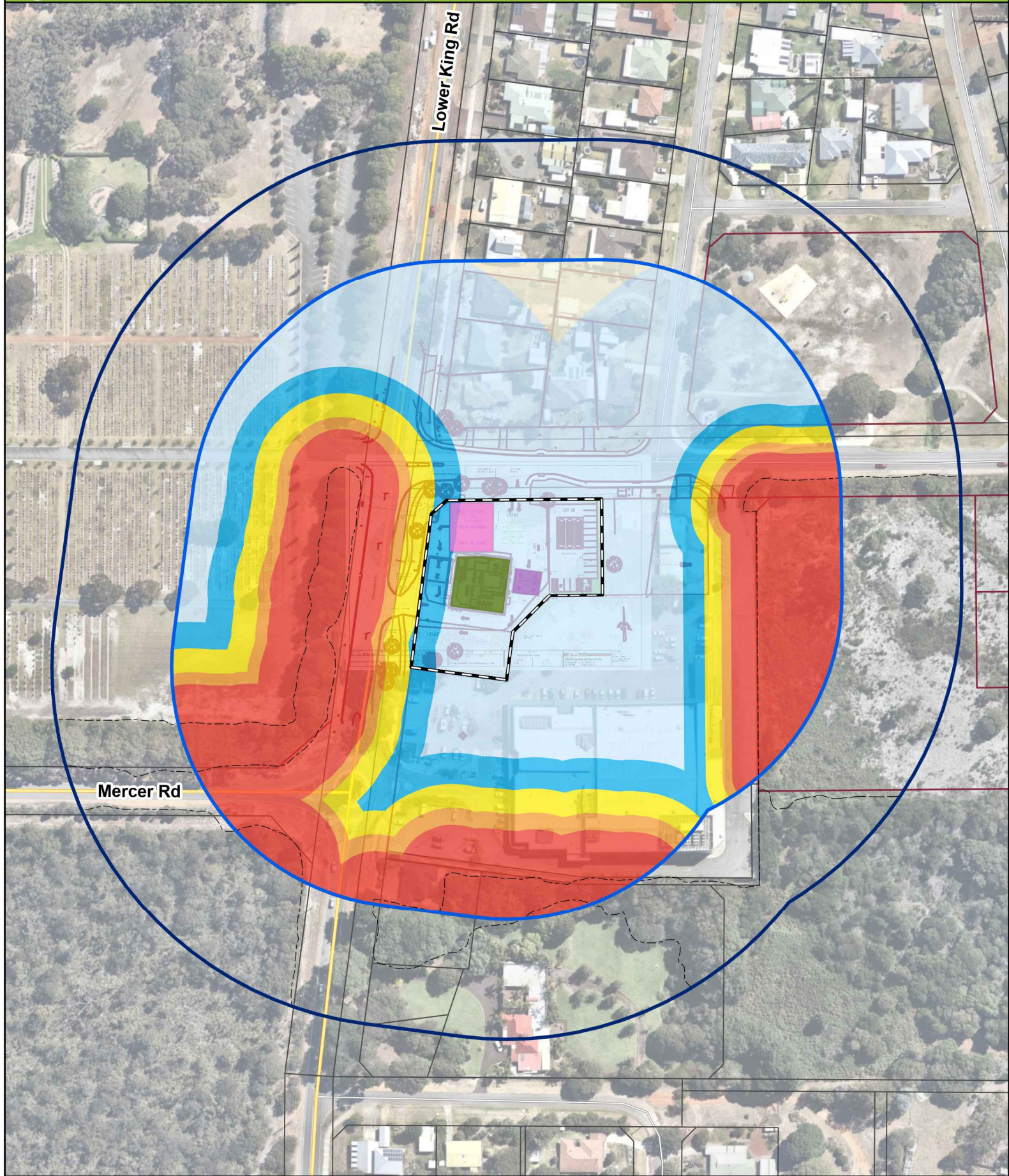
Table 3: BAL rating for proposed building within the subject site

Proposed building	BAL Rating
Existing service station building	BAL-12.5
Diesel Canopy	BAL-12.5
Car Canopy	BAL-19

2.3 Identification of issues arising from the BAL assessment

Should there be any changes in development design or vegetation/hazard extent that requires a modified bushfire management response, then the above BAL ratings will need to be reassessed for the affected areas and documented in a brief addendum to this BMP.

Figure 5: Bushfire Attack Level (BAL) Contours



Legend

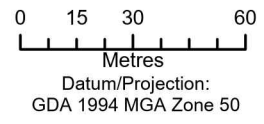
- Subject site
- 100m site assessment
- 150m site assessment
- Bushfire Hazard Interface
- Proposed Site Plan

Buildings

- Existing Building
- Proposed Petrol Canopy
- Proposed Diesel Canopy

Bushfire Attack Level (BAL)

- BAL - FZ
- BAL - 40
- BAL - 29
- BAL - 19
- BAL - 12.5
- BAL - LOW



3. Assessment against the Bushfire Protection Criteria

3.1 Compliance

The proposed development is required to comply with policy measures 6.2, 6.5 and 6.6 of SPP 3.7 and the Guidelines. Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

In response to the above requirements of SPP 3.7 and the Guidelines, bushfire risk management measures, as outlined, have been devised for the proposed development in accordance with Guideline acceptable solutions to meet compliance with bushfire protection criteria.

Table 4 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summaries how the intent of each Bushfire Protection Criteria has been achieved. No Performance Solutions (PS) have been proposed for this proposal. These management measures are depicted in Figure 6 where relevant.

Table 4: Summary of solutions used to achieve bushfire protection criteria

Bushfire Protection Criteria	AS	PS	N/A	Comment
Element 1: Location A1.1 Development location	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development within the subject site will be located in an area subject to BAL ratings of ≤BAL-29 (Figure 5; Figure 6). The proposed development is considered to be compliant with A1.1.
Element 2: Siting and design of development A2.1 Asset Protection Zone (APZ)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development has an APZ sufficient for the potential radiant heat flux to not exceed 29kW/m ² and will be managed in accordance with the requirements of 'Standards for Asset Protection Zones' (WAPC 2017; Appendix B). The proposed development is considered to be compliant with A2.1.
Element 3: Vehicular access A3.1 Two access routes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Two access routes to/from the subject site are available (Figure 6). Access to the site is from Lower King Road and Bayonet Head Road. All roads are public roads and comply with requirements outlined in the Guidelines (Appendix C). The proposed development is considered to be compliant with A3.1.
A3.2 Public road	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No public roads are proposed as part of this development.
A3.3 Cul-de-sac	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No cul-de-sacs are proposed as part of this development.
A3.4 Battle-axe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No battle axe lots are proposed.
A3.5 Private Driveway longer than 50 m	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No private driveways longer than 50 m are proposed. The internal accessway will accommodate cars and trucks.
A3.6 Emergency Access way	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No emergency access way is required.

Bushfire Protection Criteria	AS	PS	N/A	Comment
A3.7 Fire-service access routes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No fire service access routes are required or proposed.
A3.8 Firebreak width	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No fire breaks are required or proposed as part of the development.
Element 4: Water				The subject site will be connected to a reticulated water supply.
A4.1 Reticulated areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed development is considered to be compliant with A4.1. A4.2 and A4.3 are not applicable to this proposed development.
A4.2 Non-Reticulated areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Reticulated water is present within the area.
A4.3 Individual Lots within non-reticulated areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Reticulated water is present within the area.

NOTE – AS- ACCEPTABLE SOLUTION, PS- PERFORMANCE SOLUTION, N/A- NOT APPLICABLE

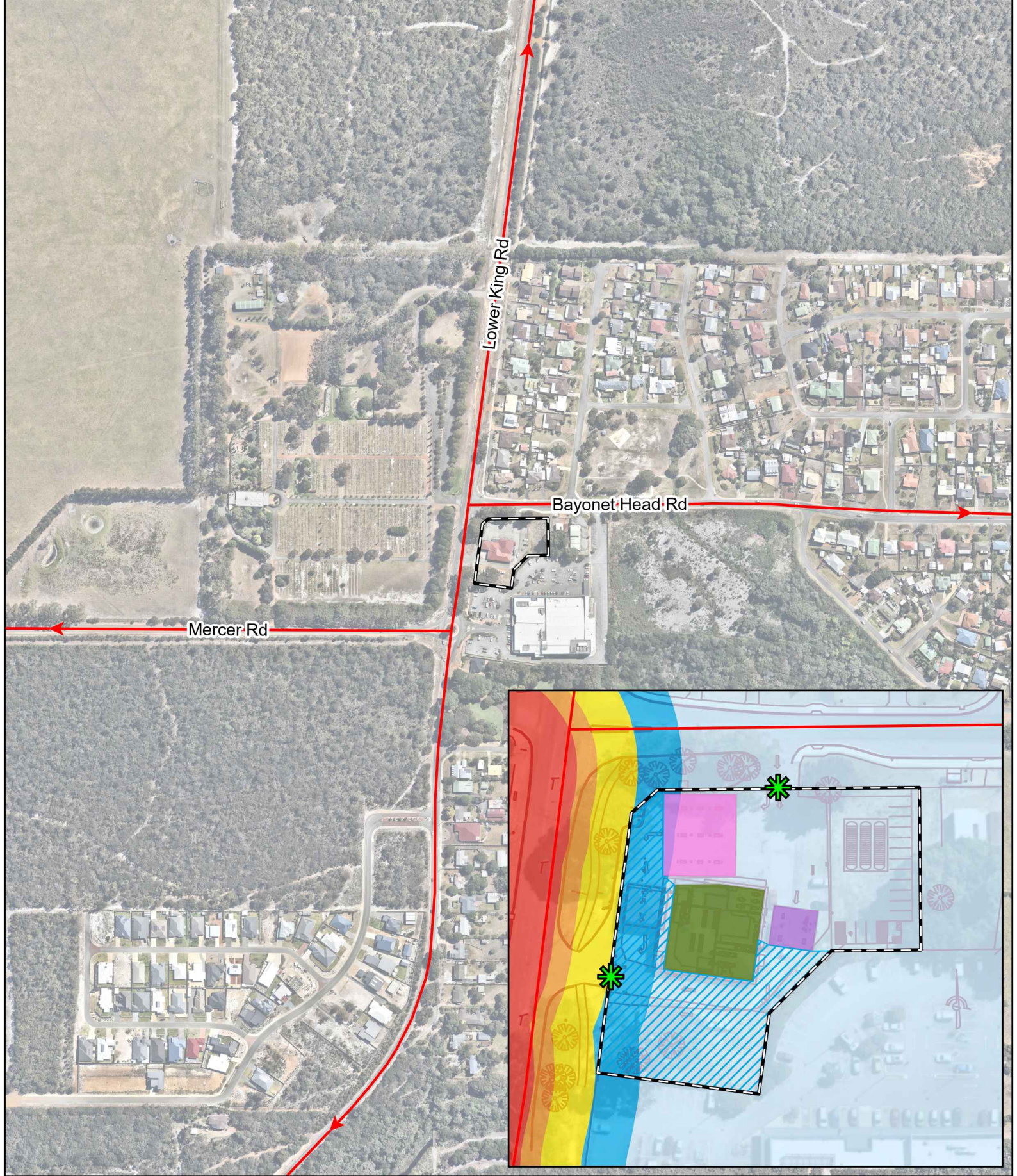
3.2 Additional Bushfire Requirements

As none of the proposed structures are Class 1, 2 or 3 buildings and/or Class 10a buildings or decks associated with a Class 1, 2 or 3 building, construction to AS 3959-2018 is not required for this proposal. Whilst the general fire safety construction provisions within the National Construction Code (NCC) are considered suitable for bushfire construction measures, ember protection measures in sections 3 and 5 of AS 3959-2018 are recommended to be incorporated where applicable.

A BRMP has been prepared for the proposed development in accordance with Policy measure 6.6 of SPP 3.7 (ELA 2020). These plans detail how high-risk components of the proposed development will be managed to reduce bushfire risk in the event of a bushfire.

All landscaping areas within the subject site will be maintained in accordance with Standards for Asset Protection Zones (Appendix B).

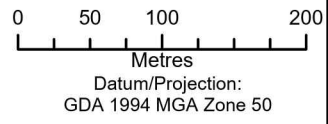
Figure 6: Spatial representation of the bushfire management strategies



- Legend**
- Subject site
 - Access point
 - Access / egress route
 - Proposed Site Plan
 - Asset Protection Zone

- Buildings**
- Existing Building
 - Proposed Petrol Canopy
 - Proposed Diesel Canopy

- Bushfire Attack Level (BAL)**
- BAL - FZ
 - BAL - 40
 - BAL - 29
 - BAL - 19
 - BAL - 12.5
 - BAL - LOW



4. Implementation and enforcement

Implementation of the BMP applies to the developer, the future operator within the subject site and the local government to ensure bushfire management measures are adopted and implemented on an ongoing basis. A summary of the bushfire management measures described in Section 3, as well as a works program, is provided in Table 5. These measures will be implemented to ensure the ongoing protection of life and property assets is achieved. Timing and responsibilities are also defined to assist with implementation of each measure.

Table 5: Proposed work program

No	Bushfire management measure	Responsibility
Prior to occupancy		
1	Ensure proposed building is located outside of areas subject to BAL-FZ and BAL-40 as per the design in Figure 6.	Developer
2	Ensure the required APZ is established and maintained	Developer
Ongoing management		
3	Maintain APZ	Operator
4	Comply with Bushfire Risk Management Plan	Operator

5. Conclusion

In the author's professional opinion, the bushfire protection requirements listed in this assessment provide an adequate standard of bushfire protection for the proposed development. As such, the proposed development is consistent with the aim and objectives of SPP 3.7 and associated guidelines and is recommended for approval.

6. References

Bio Diverse Solutions (BDS), 2020, *Vegetation classification to AS 3959-2009: Lot 60 and 62 Bayonet Head Road and Lot 62 Lower King Road*, report prepared for Eco Logical Australia.

Department of Fire and Emergency Services, 2019, *Map of Bush Fire Prone Areas*, [Online], Government of Western Australia, available from: <http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx>

Department of Planning (DoP), 2016, *Visual guide for bushfire risk assessment in Western Australia*. DoP, Perth.

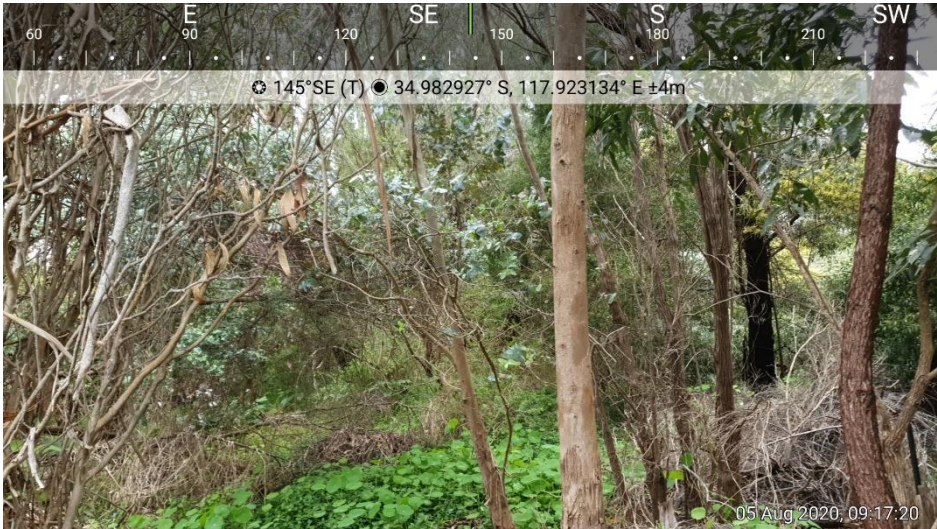

Standards Australia, 2018, *Construction of buildings in bushfire-prone areas, AS 3959-2018*. SAI Global, Sydney.

Western Australian Planning Commission, 2015, *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. WAPC, Perth.

Western Australian Planning Commission, 2017, *Guidelines for Planning in Bushfire Prone Areas Version 1.3 (including appendices)*, WAPC, Perth.

Western Australian Planning Commission, 2019, *A guide to developing a Bushfire Emergency Evacuation Plan, October 2019*.

Appendix A – Classified Vegetation Photos

Plot	Photo ID	Photo and vegetation classification
1	1	 <p>05 Aug 2020, 09:17:20</p> <p>Class A Forest</p>
1	2	 <p>05 Aug 2020, 09:25:47</p> <p>Class A Forest</p>

Plot	Photo ID	Photo and vegetation classification
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Class A Forest

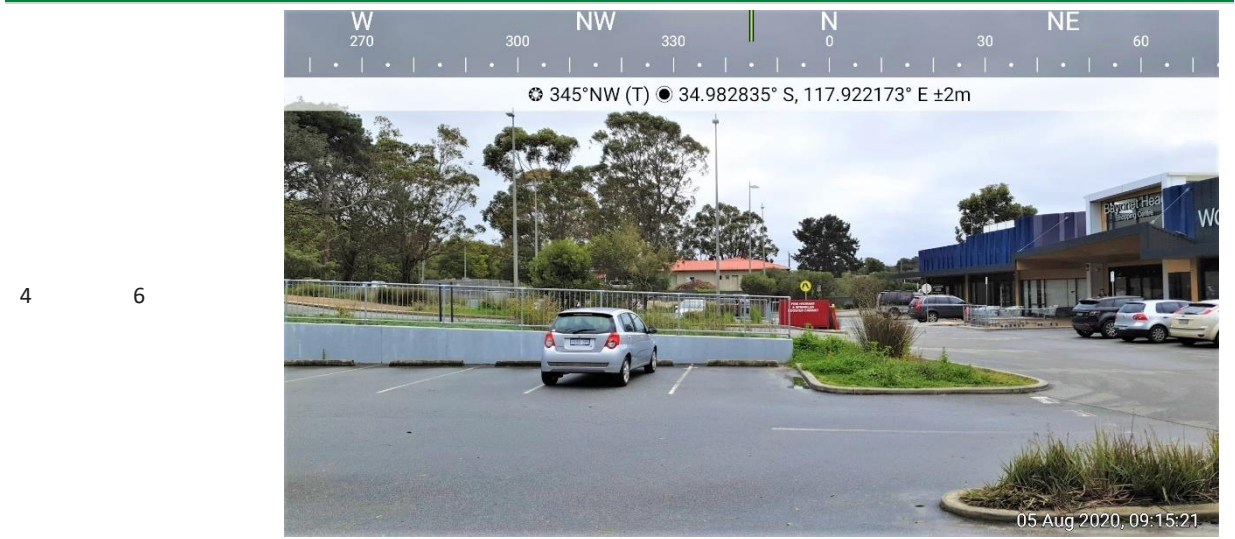


Class A Forest



Class D Scrub

Plot	Photo ID	Photo and vegetation classification
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Excluded AS 3959-2009 2.2.3.2 (e)



Excluded AS 3959-2009 2.2.3.2 (e)



Excluded AS 3959-2009 2.2.3.2 (f)

Appendix B – Standards for Asset Protection Zones

The following standards have been extracted from the *Guidelines for Planning in Bushfire Prone Areas v 1.3* (WAPC 2017).

Every habitable building is to be surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements:

a. Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat impact of a fire does not exceed 29kW/m² (BAL-29) in all circumstances.

b. Location: the APZ should be contained solely within the boundaries of the lot on which a building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity (see explanatory notes).

c. Management: the APZ is managed in accordance with the requirements of ‘Standards for Asset Protection Zones’ (below):

- Fences: within the APZ are constructed from non-combustible materials (e.g. iron, brick, limestone, metal post and wire). It is recommended that solid or slatted non-combustible perimeter fences are used
- Objects: within 10 metres of a building, combustible objects must not be located close to the vulnerable parts of the building i.e. windows and doors
- Fine Fuel load: combustible dead vegetation matter less than 6 millimetres in thickness reduced to and maintained at an average of two tonnes per hectare
- Trees (> 5 metres in height): trunks at maturity should be a minimum distance of 6 metres from all elevations of the building, branches at maturity should not touch or overhang the building, lower branches should be removed to a height of 2 metres above the ground and or surface vegetation, canopy cover should be less than 15% with tree canopies at maturity well spread to at least 5 metres apart as to not form a continuous canopy (**Figure 7**).

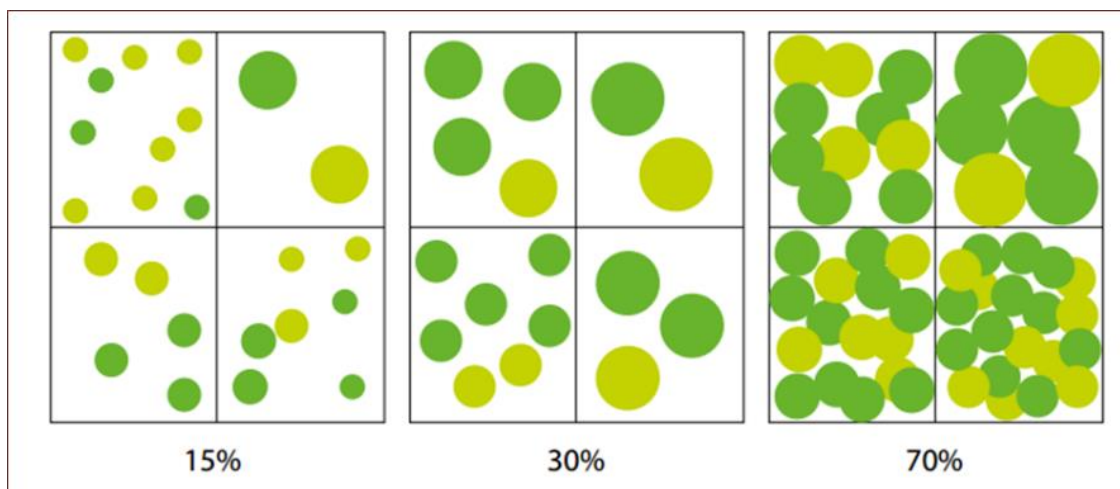


Figure 7: Illustrated tree canopy cover projection (WAPC 2017)

- **Shrubs (0.5 metres to 5 metres in height):** should not be located under trees or within 3 metres of buildings, should not be planted in clumps greater than 5m² in area, clumps of shrubs should be separated from each other and any exposed window or door by at least 10 metres. Shrubs greater than 5 metres in height are to be treated as trees
- **Ground covers (<0.5 metres in height):** can be planted under trees but must be properly maintained to remove dead plant material and any parts within 2 metres of a structure, but 3 metres from windows or doors if greater than 100 millimetres in height. Ground covers greater than 0.5 metres in height are to be treated as shrubs
- **Grass:** should be managed to maintain a height of 100 millimetres or less.

Additional notes

The Asset Protection Zone (APZ) is an area surrounding a building that is managed to reduce the bushfire hazard to an acceptable level. Hazard separation in the form of using subdivision design elements or excluded and low threat vegetation adjacent to the lot may be used to reduce the dimensions of the APZ within the lot.

The APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity. The APZ may include public roads, waterways, footpaths, buildings, rocky outcrops, golf courses, maintained parkland as well as cultivated gardens in an urban context, but does not include grassland or vegetation on a neighbouring rural lot, farmland, wetland reserves and unmanaged public reserves.

Appendix C - Vehicular access technical requirements (WAPC 2017)

Technical requirements	Public road	Cul-de-sac	Private driveway	Emergency access way	Fire service access route
Minimum trafficable surface (m)	6*	6	4	6*	6*
Horizontal distance (m)	6	6	6	6	6
Vertical clearance (m)	4.5	N/A	4.5	4.5	4.5
Maximum grade <50 m	1 in 10	1 in 10	1 in 10	1 in 10	1 in 10
Minimum weight capacity (t)	15	15	15	15	15
Maximum crossfall	1 in 33	1 in 33	1 in 33	1 in 33	1 in 33
Curves minimum inner radius	8.5	8.5	8.5	8.5	8.5
* Refer to E3.2 Public roads: Trafficable surface					





Liberty, Bayonet Head
Bushfire Risk Management Plan

Liberty Oil

DOCUMENT TRACKING

Project Name	Liberty, Bayonet Head: Bushfire Risk Management Plan
Project Number	20PER-17180
Project Manager	Daniel Panickar
Prepared by	Daniel Panickar (BPAD Level 3 – 37802)
Reviewed by	Bruce Horkings (BPAD Level 3 – 29962)
Approved by	Daniel Panickar (BPAD Level 3 – 37802)
Status	Draft
Version Number	v1
Last saved on	29 October 2020

This report should be cited as 'Eco Logical Australia 2020. *Liberty, Bayonet Head: Bushfire Risk Management Plan*. Prepared for Liberty Oil.'

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Template 2.8.1

Contents

1. Introduction	1
1.1 Project overview	1
1.2 Purpose and application of the plan	1
2. Bushfire risk assessment methodology	5
3. Identified bushfire scenarios	8
3.1 Scenario 1 - Bushfire approaching subject site from the north	8
3.2 Scenario 2 - Bushfire approaching subject site from the south	8
4. Bushfire risk assessment results	10
4.1 Risk context	10
4.2 Risk identification	10
4.3 Risk analysis and evaluation.....	10
4.4 Summary of results.....	10
5. Bushfire mitigation measures	12
5.1 Fire protection and detection equipment	12
5.2 Evacuation plan and assembly points.....	12
5.3 Personnel training.....	12
5.4 Bushfire suppression	12
5.5 Landscaping	13
5.6 Additional measures	13
6. Conclusion	14
7. References	15
Appendix A November to February wind roses for Narrogin (Station No. 10614; BoM 2020)	16

List of Figures

Figure 1: Site overview	3
Figure 2: Site Plan.....	4
Figure 3: Risk assessment process as per AS/NZS ISO 31000:2009	7

List of Tables

Table 1: Likelihood rating system.....	6
Table 2: Consequence rating system	6
Table 3: Risk assessment matrix.....	6
Table 4: Bushfire risk assessment	11

1. Introduction

1.1 Project overview

Eco Logical Australia (ELA) was commissioned by Liberty Oil to prepare a Bushfire Risk Management Plan (BRMP) to support a development application (DA) being prepared for the redevelopment of a service station located at Lot 60 and Lot 61 Bayonet Head Road and Lot 62 Lower King Road, Bayonet Head (hereafter referred to as the subject site; Figure 1 and Figure 2).

The proposed development will include (Figure 2):

- Demolition of the existing canopy and fuel bowsers;
- Revitalising the existing service station building;
- Construction of a new bin enclosure;
- Construction of new petrol and diesel canopies / bowsers; and
- Construction/installation of new parking areas, underground tanks, associated infrastructure and landscaping.

The proposed development will result in an intensification of land use.

The subject site is located within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES 2019), which triggers bushfire planning requirements under *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (SPP 3.7; WAPC 2015) and reporting to accompany submission of the development application in accordance with the associated *Guidelines for Planning in Bushfire Prone Areas v 1.3* (the Guidelines; WAPC 2017).

This assessment has been prepared by ELA Senior Bushfire Consultant Daniel Panickar (FPAA BPAD Level 3 Certified Practitioner No. BPAD37802) with quality assurance undertaken by Senior Bushfire Consultant, Bruce Horkings (FPAA BPAD Level 3 Certified Practitioner No. BPAD29962).

1.2 Purpose and application of the plan

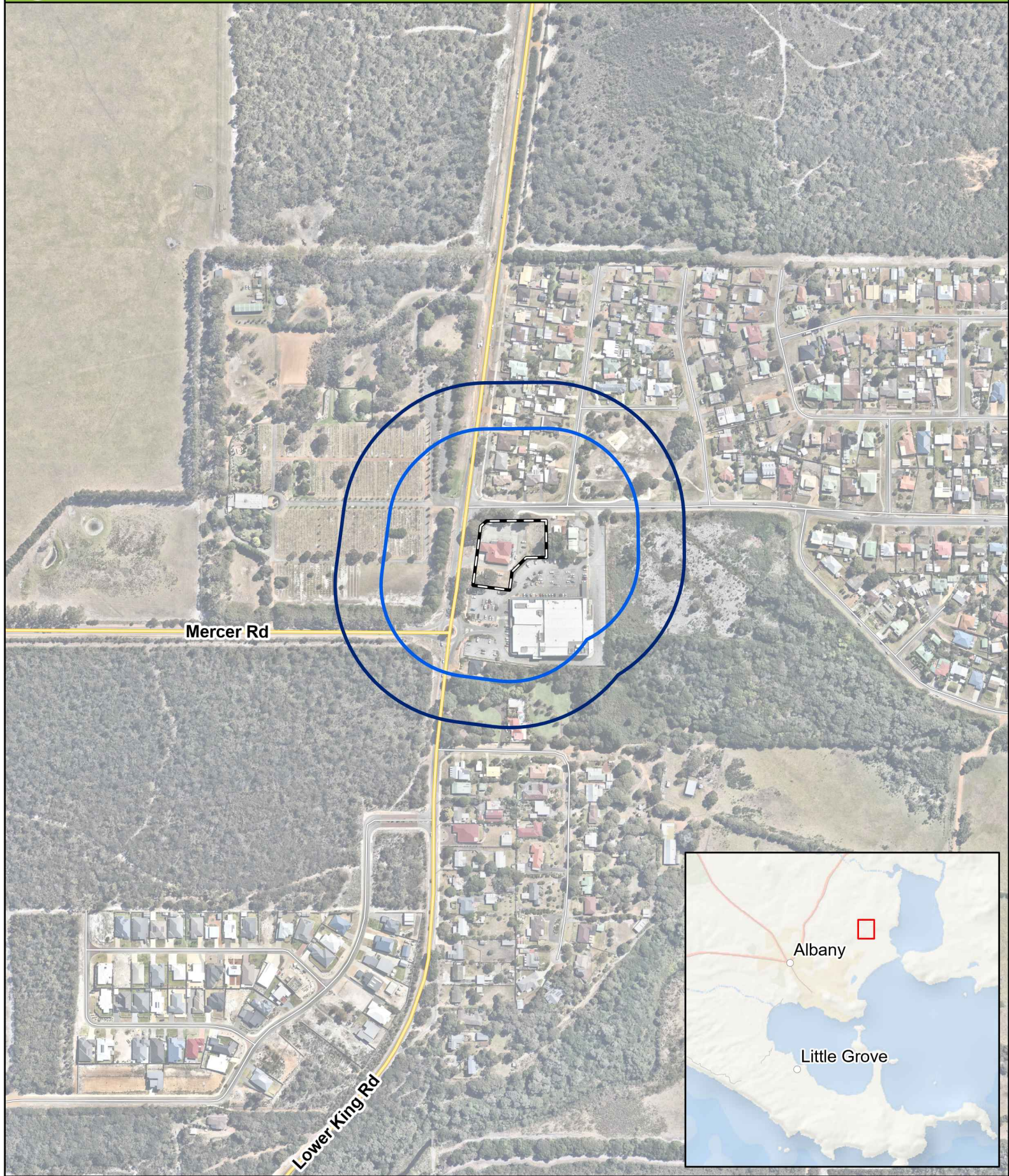
The primary purpose of this BRMP is to act as a technical supporting document to inform planning assessment in conjunction with the corresponding Bushfire Management Plan (BMP) also prepared by ELA (ELA 2020).

SPP 3.7 (Policy Measure 6.6) requires development applications for high-risk land uses (such as petrol stations) in areas between BAL-12.5 and BAL-29 to be accompanied by a risk management plan for any flammable on-site hazards. The Bushfire Management Plan (BMP) prepared by ELA for the subject site (ELA 2020) identifies all new proposed structures within the subject site as being located within areas subject to a BAL rating of BAL-19 or lower.

The Building Code of Australia bushfire construction requirements only apply to residential buildings and associated structures. The Guidelines therefore require the planning process to focus on location and siting of high-risk land uses rather than application of bushfire construction requirements.

Under the *Dangerous Goods Safety (Storage and Handling of Non-Explosives) Regulations 2007* (the Regulations), the operator will also be required to complete a separate risk assessment that addresses risks other than bushfire for the proposed development. The Regulations also require operators to prepare an emergency plan for petrol stations. An emergency management plan will be developed for the subject site, which will set guidelines for the management of an emergency, disaster or major incident at the site. The emergency plan for the fuel station will reflect the site layout and bushfire risk post-construction.

Figure 1: Site Overview



- Legend**
- Subject site
 - 100m site assessment
 - 150m site assessment

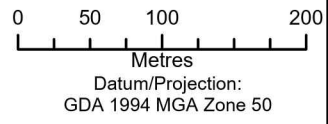
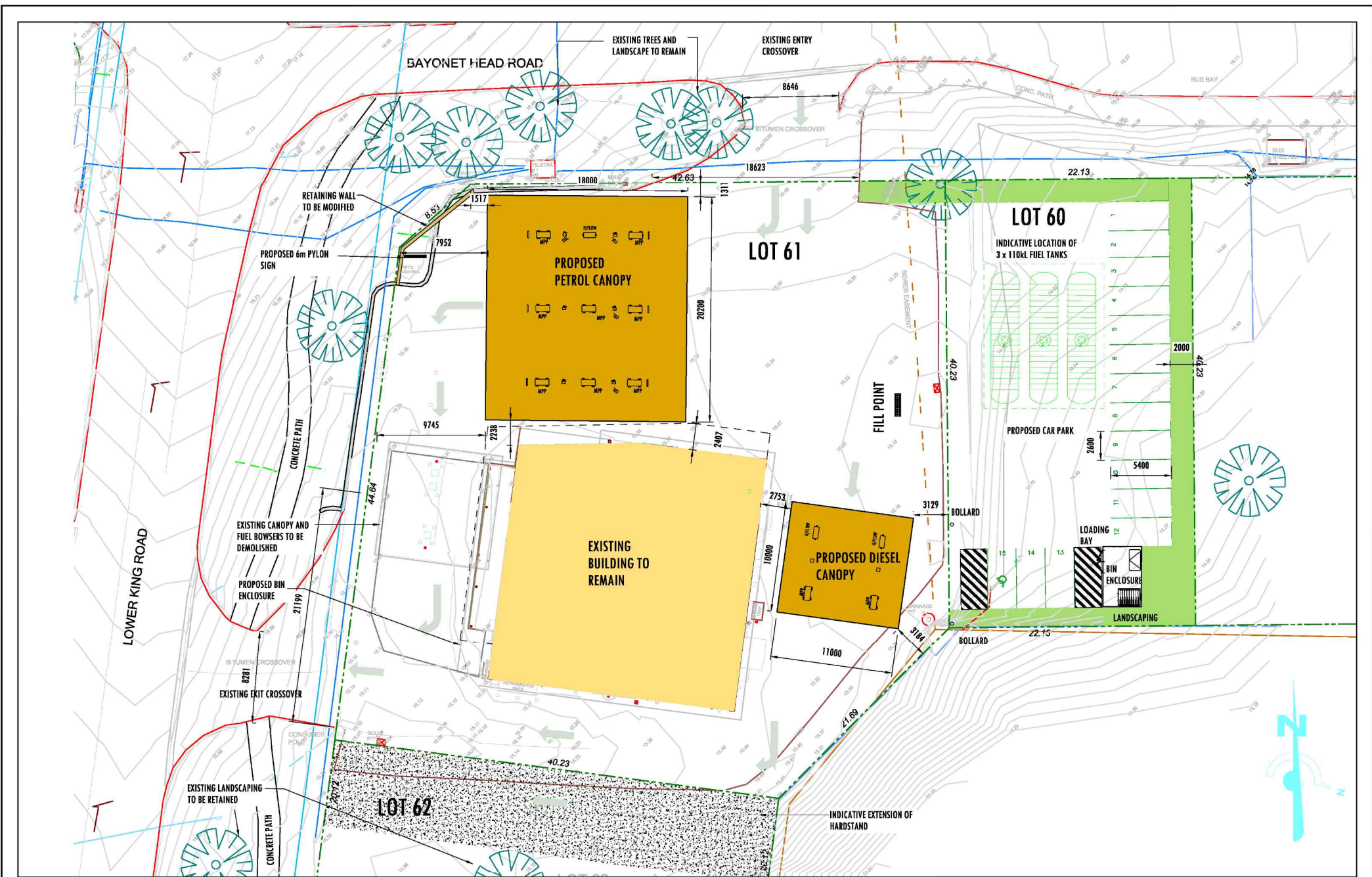


Figure 2: Site Plan



REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR INFORMATION	09/06/2020

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DRAWING No: A100	REVISION No: A

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2. Bushfire risk assessment methodology

Australian and New Zealand Standard *AS/NZS ISO 31000:2009 Risk Management—Principles and Guidelines* (SA & SNZ 2009) provides an internationally recognised approach to risk management. Methodology for this process is further described in *Risk Management Guidelines: Companion to AS/NZS 4360/2004* (SA & SNZ 2004), which defines the risk assessment process as outlined in Figure 3.

AS/NZS ISO 31000:2009 is adopted by the Department of Fire and Emergency Services (DFES), as documented in the agency's Bushfire Risk Management Framework (DFES 2015).

From a bushfire management perspective, this methodology can be useful in determining:

1. The inherent bushfire risk (i.e. the initial level of risk prior to risk treatment and mitigation); and
2. The residual bushfire risk (i.e. the level of risk remaining following risk treatment and mitigation).

Inherent and residual bushfire risk can be determined on the basis of the following risk criteria:

- Likelihood of ignition and bushfire occurrence takes into consideration the bushfire history of the area, risk of ignition, vegetation type, fuel age and load, slope under vegetation and predominant fire weather conditions; and
- Consequence or impact from bushfire on life, property and the environment considers the degree and severity of potential bushfire scenarios, location of bushfire hazard areas, assets present in the area and the level of management and suppression response available.

The bushfire scenarios identified in Section 3 have been subject to bushfire risk assessment through determination of likelihood and consequence in accordance with the rating tables outlined in Table 1 and Table 2¹. This process determines the inherent bushfire risk of the event and informs the level of mitigation or management response required to reduce the risk to an acceptable level. The risk assessment matrix used to determine inherent and residual bushfire risk is outlined in Table 3.

¹ The determined consequence rating is the most likely outcome, not the worst case.

Table 1: Likelihood rating system

Likelihood rating	Description
Almost certain	Consequence expected to occur in most circumstances, may occur once every year or more
Likely	Consequence will probably occur in most circumstances, may occur once every five years
Possible	Consequence might occur at some time, may occur every twenty years
Unlikely	Consequence is not expected to occur, may occur once every one-hundred years
Rare	Consequences may occur only in exceptional circumstances; may occur once every five-hundred or more years

Table 2: Consequence rating system

Consequence rating	Description
Catastrophic	A large number of severe injuries, widespread damage and displacement of the community, significant impact on the environment
Major	Extensive number of injuries requiring hospitalisation, significant damage and impact on the community, longer term impacts on the environment
Moderate	Some injuries requiring medical treatment but no fatalities, localised damage and short-term impact on the environment
Minor	Small number of injuries but no fatalities, some damage and disruption but no lasting effects
Insignificant	No injuries or fatalities, little damage or disruption

Table 3: Risk assessment matrix

Likelihood	Consequences				
	Insignificant	Minor	Moderate	Major	Catastrophic
Almost Certain	High	High	Extreme	Extreme	Extreme
Likely	Medium	High	High	Extreme	Extreme
Possible	Low	Medium	High	Extreme	Extreme
Unlikely	Low	Low	Medium	High	Extreme
Rare	Low	Low	Medium	High	High
Risk level	Risk response				
Low	Acceptable risk. Application of standard management measures will ensure risk level remains low and risk should be eliminated or reduced as time permits.				
Medium	Potentially unacceptable risk. Development of site-specific management measures may be required to lower the risk level and risk should be reduced as soon as reasonably practicable.				
High	Potentially unacceptable risk. Development of additional site-specific management measures will be required to lower the risk level and requires urgent action as soon as possible.				
Extreme	Unacceptable risk. Additional site-specific mitigation will be required to lower the risk level and an immediate mitigation response is required.				

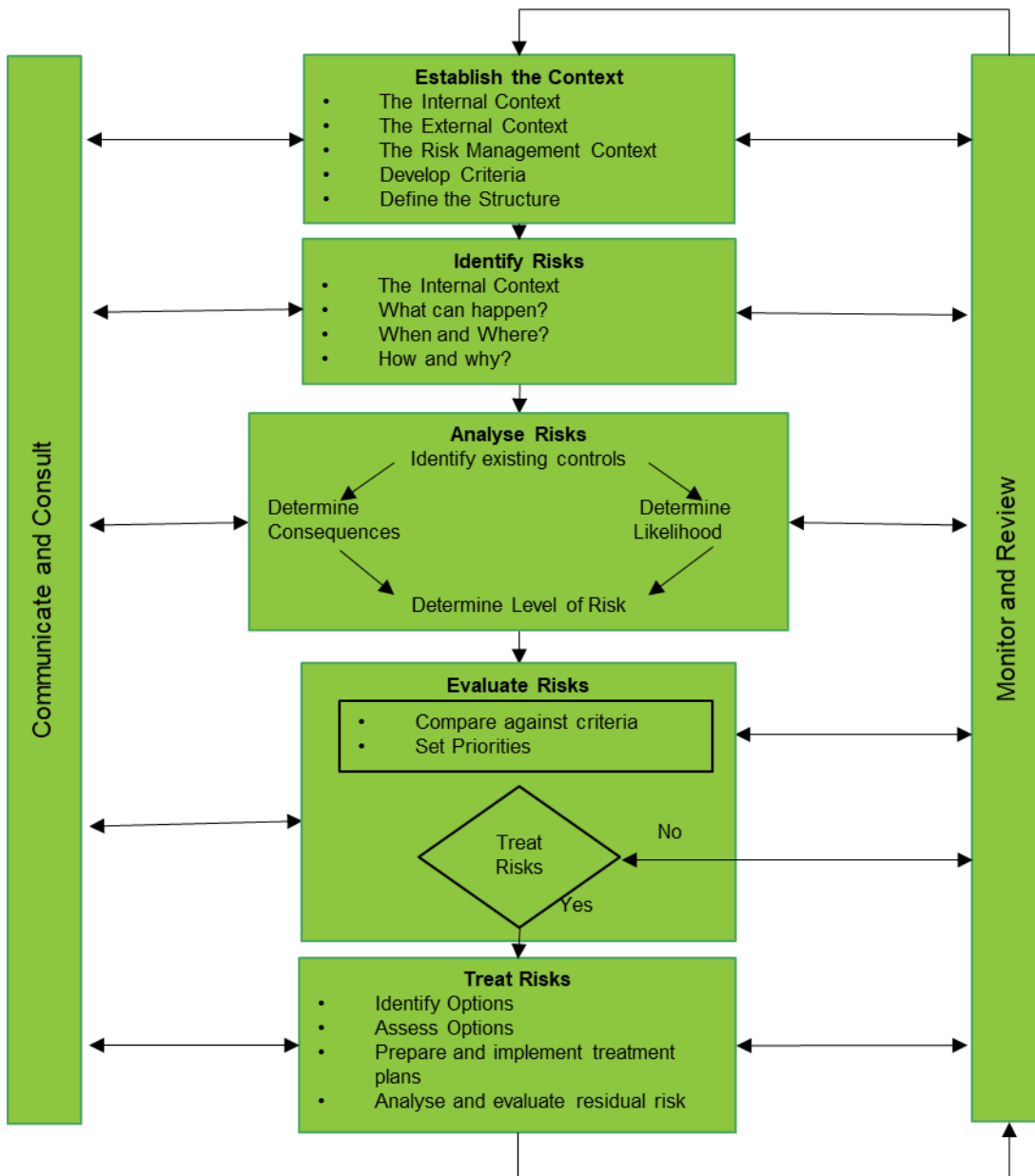


Figure 3: Risk assessment process as per AS/NZS ISO 31000:2009

3. Identified bushfire scenarios

The BMP (ELA 2020) identifies and classifies the existing bushfire hazards within 150 m of the subject site, based on existing vegetation and slope and separation distance to the vegetation.

Based on this information, ELA has assessed potential bushfire scenarios that could affect the subject site. The potential bushfire scenarios have been used to inform a bushfire risk assessment (refer to Section 4) and assist in development of appropriate bushfire mitigation responses (refer to Section 5). The following bushfire scenarios were assessed:

- Bushfire approaching the subject site from the east; and
- Bushfire approaching the subject site from the south-west.

Whilst vegetation to the west of the subject site has been classified in ELA (2020), in reality this is a narrow strip of roadside 'forest' vegetation adjacent to managed market gardens. The level of bushfire risk expected from this area is low in comparison to significantly more dense vegetation to the east and south-west (i.e. the two scenarios assessed).

A description of each potential bushfire scenario is provided in the following subsections and November-February wind roses for Albany Weather Station (Station No. 9500, approximately 7 km from the subject site) used to identify potential directions of bushfire attack are provided in Appendix A (BoM 2020).

3.1 Scenario 1 - Bushfire approaching subject site from the east

A bushfire approaching the subject site from the east through predominantly scrub fuels is possible given the predominant winds in the area during the bushfire season (i.e. high frequency of strong, easterly winds at all times of the day; BoM 2020).

The bushfire risk in this area is associated with scrub vegetation south of the Bayonet Head locality which extends east to Oyster Harbour. There is a moderate risk of ignition in this vegetation due to the proximity of urban areas and roads/tracks adjacent to and crossing the vegetation.

It is likely however, that the surrounding road network adjacent to this vegetation would potentially provide an opportunity for a fire suppression response, dependent upon the Fire Danger Rating (FDR) during a bushfire, which could contain a fire in this area before significant impacts are experienced at the subject site.

3.2 Scenario 2 - Bushfire approaching subject site from the south-west

A bushfire approaching the subject site from the south-west through forest fuels west of Lower King Road is possible given the predominant winds in the area during the bushfire season (i.e. high frequency of strong, south-westerly winds particularly in the afternoon; BoM 2020).

The bushfire risk in this area is associated with dense, forest vegetation that extends significantly to the west. There is a moderate risk of ignition in this vegetation, likely associated with farming operations or lightning strikes.

Similar to Scenario 1, it is likely that the surrounding road network adjacent to this vegetation would potentially provide an opportunity for a fire suppression response, dependent upon the Fire Danger

Rating (FDR) during a bushfire, which could contain a fire in this area before significant impacts are experienced at the subject site.

4. Bushfire risk assessment results

4.1 Risk context

Risk is being assessed to inform bushfire mitigation for the subject site for the protection of life and property within and adjacent to the site. The risk assessment adopts a broad area and supports a tenure blind approach to ensure wider risk impacts and adjoining lands are captured to suitably address potential risk.

4.2 Risk identification

Bushfire risk is identified in the potential bushfire scenarios outlined in Section 3, which indicate the potential bushfire events that could impact life and property within the subject site and adjacent land. These scenarios are considered to cover the majority of bushfire events that could occur in order to develop suitable mitigation and manage as much of the bushfire risk as possible.

4.3 Risk analysis and evaluation

Risk analysis and evaluation for each of the bushfire scenarios described in Section 3 is provided in Table 4, which specifies the likelihood and consequence of each scenario with and without management measures to determine inherent and residual risks.

4.4 Summary of results

Due to the storage and handling of flammable materials within the subject site, the potential consequence of a bushfire entering the site would be greater than if flammable materials were not present.

ELA is of the view that following implementation of management measures provided in the Section 5, the risk of ignition will not be reduced due to the ongoing level of public access and presence of off-site classified vegetation and on-site flammable goods. Therefore, bushfire risk management measures are likely to reduce the level of consequence resulting from the bushfire event, rather than the likelihood of the event occurring. For example, an evacuation plan will reduce the potential impacts on life; thus reducing the level of consequence received from the bushfire event, but the likelihood of the event occurring will not be reduced.

Table 4: Bushfire risk assessment

Bushfire risk	Comments	Likelihood	Consequence	Inherent risk	Mitigation	Likelihood	Consequence	Residual risk
<p>Scenario 1: Bushfire impacting subject site from the east.</p>	<p>Safety risk Scrub fuelled fires in close proximity to the development with gentle to negligible slopes to influence fire behaviour.</p> <p>Potential ignition sources are lightning and arson. Greatest level of impact would occur under adverse fire weather conditions with an easterly wind (very common during bushfire season).</p> <p>Consequence might occur at some time, may occur every twenty years based on fire history, suppression response capability, fuel types, anticipated rate of spread etc.</p> <p>Some injuries requiring medical treatment but no fatalities, localised damage.</p>	Possible	Moderate	High	Implementation of management measures identified in Section 5	Possible	Minor	Medium
	<p>Safety risk Predominantly forest fuels with a complex structure (i.e. surface, elevated and mature trees) extending significantly to the west adjacent to farming operations.</p> <p>Potential ignition sources are farming operations or lightning strikes. Greatest level of impact would occur under adverse fire weather conditions with a south-west wind (common during bushfire season).</p> <p>Consequence is not expected to occur, may occur once every twenty years based on fire history, suppression response capability, fuel types, anticipated rate of spread etc.</p> <p>Some injuries requiring medical treatment but no fatalities, localised damage.</p>							
<p>Scenario 2: Bushfire impacting subject site from the south-west.</p>	<p>Safety risk Predominantly forest fuels with a complex structure (i.e. surface, elevated and mature trees) extending significantly to the west adjacent to farming operations.</p> <p>Potential ignition sources are farming operations or lightning strikes. Greatest level of impact would occur under adverse fire weather conditions with a south-west wind (common during bushfire season).</p> <p>Consequence is not expected to occur, may occur once every twenty years based on fire history, suppression response capability, fuel types, anticipated rate of spread etc.</p> <p>Some injuries requiring medical treatment but no fatalities, localised damage.</p>	Possible	Moderate	High	Implementation of management measures identified in Section 5	Possible	Minor	Medium

5. Bushfire mitigation measures

Results of the bushfire risk assessment indicate that the assessed bushfire scenarios pose similar levels of inherent risk to life and property due to the wide bracket of the ranking categories. Scenario 1 is considered to have the higher inherent and residual bushfire risk due to the potential speed at which a fire could move through this vegetation and the extremely common strong, easterly winds that occur during the bushfire season, as well as increased risk of ignition in this area (arson).

Implementation of the management measures provided in the following subsections prioritise protection of life and property and will reduce bushfire risk (residual risk) within the subject site.

5.1 Fire protection and detection equipment

The proposed service station will be fitted with a monitored alarm system, which when activated triggers an automatic response to the nominated security company.

Fire extinguishers will be located within the subject site at each fuel dispenser. There will be emergency stop buttons for the fuel system at the Point of Sale and externally on the front of the retail building. Only personnel trained in the use of extinguishers should be utilising this equipment and only if safe to do so.

A Spill Response Kit will be maintained on the subject site at the front apron of the retail building, accessible to the forecourt. Fire services are to be called in the event of a spill that covers more than 2 m² and cannot be cleaned with a spill kit at site or it is not considered safe to do so.

5.2 Evacuation plan and assembly points

Liberty Oil is required to develop an emergency management plan for the subject site in accordance with *Australian Standard 3745-2010 Planning for emergencies in facilities*, identifying evacuation triggers and depicting muster points on-site.

5.3 Personnel training

All occupants working at the subject site must be trained in responding to and managing all emergency incidents in accordance with the emergency management plan for the site. A record of training must be kept up to date and debrief sessions held after all training exercises or incidents.

An evacuation exercise must be carried out at least annually. All occupants working on the site are required to participate.

5.4 Bushfire suppression

The Albany Fire Station (Career) is located approximately 8.6 km from the subject site and is expected to provide a best-case emergency suppression response time of less than 30 minutes in the event of an emergency.

5.5 Landscaping

All landscaping areas within the subject site will be maintained in accordance with *Standards for Asset Protection Zones* (WAPC 2017).

5.6 Additional measures

5.6.1.1 Manifest

Dangerous goods sites must maintain a current manifest and a dangerous goods site plan, to allow an appropriate response by Emergency responders in the event of an emergency, such as a fire.

The manifest and dangerous goods site plan for dangerous goods that will be stored and handled at the service station will need to be developed in accordance with the relevant Dangerous Goods Safety Guidance Note (DMP 2014).

The emergency management plan refers to critical information for emergency response being located in the HAZMAT/HAZCHEM emergency boxes which will be located inside the retail building. This information includes the Emergency Plan, Dangerous Goods Manifest, Register of Dangerous Goods and Hazardous Materials, Safety Data Sheets for bulk products kept on site and dangerous goods site layout plan.

5.6.1.2 Ignition sources

Operators of dangerous goods sites are required to manage potential ignition sources, such as hot works and electrical equipment, within any on-site hazardous areas.

5.6.1.3 Placard and marking

A placard, readily visual for Emergency responders and providing visual warnings of the hazards associated with storage of fuel, will be required at the subject site in accordance with DMP Storage and handling of dangerous materials Code of Practice (DMP 2010).

Signage and notices will also be required in accordance with *AS 1940-2004 The storage and handling of flammable and combustible liquids* (AS 1940-2004; SA 2004) and any relevant state guidance.

6. Conclusion

ELA expects that through implementation of the management measures outlined in this BRMP, inherent bushfire risk to life and property within and surrounding the subject site can be reduced.

7. References

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Appendix A November to February wind roses for Albany (Station No. 9500; BoM 2020)

