



ATTACHMENTS

Planning and Development Committee Meeting

02 November 2016

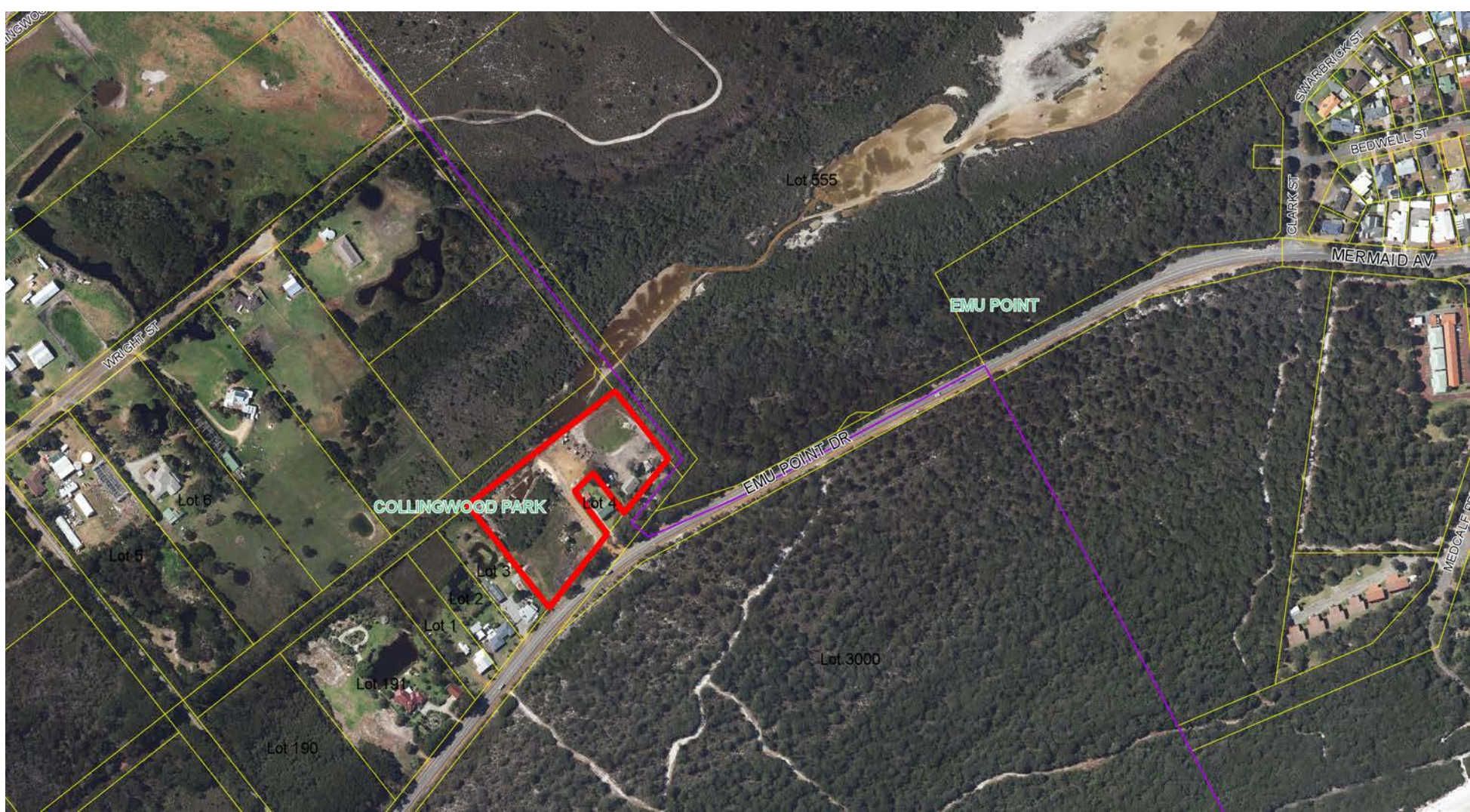
6.00pm

City of Albany Council Chambers

PLANNING AND DEVELOPMENT COMMITTEE
ATTACHMENTS – 02/11/2016

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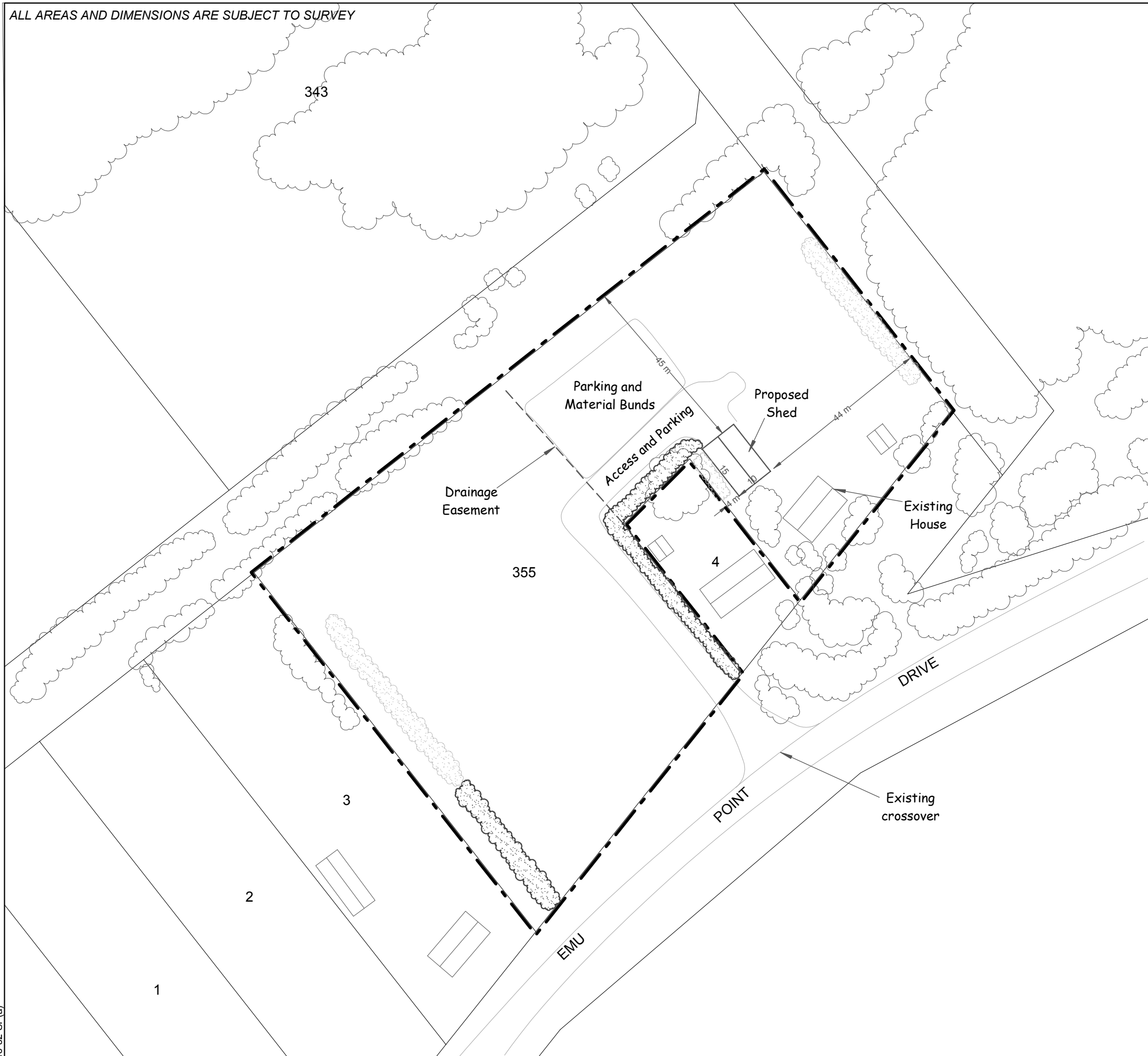
Area Plan

1:5000









SITE PLAN
 Lot 355 Emu Point Drive
 Collingwood Park, City of Albany

ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY

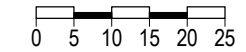


LEGEND

-  Subject Land
-  Existing Buildings
-  Proposed Shed
-  Existing Vegetation
-  Landscaping
-  Stabilised Batters

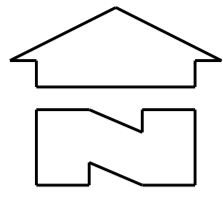


ORIG A3
 SCALE 1:1000

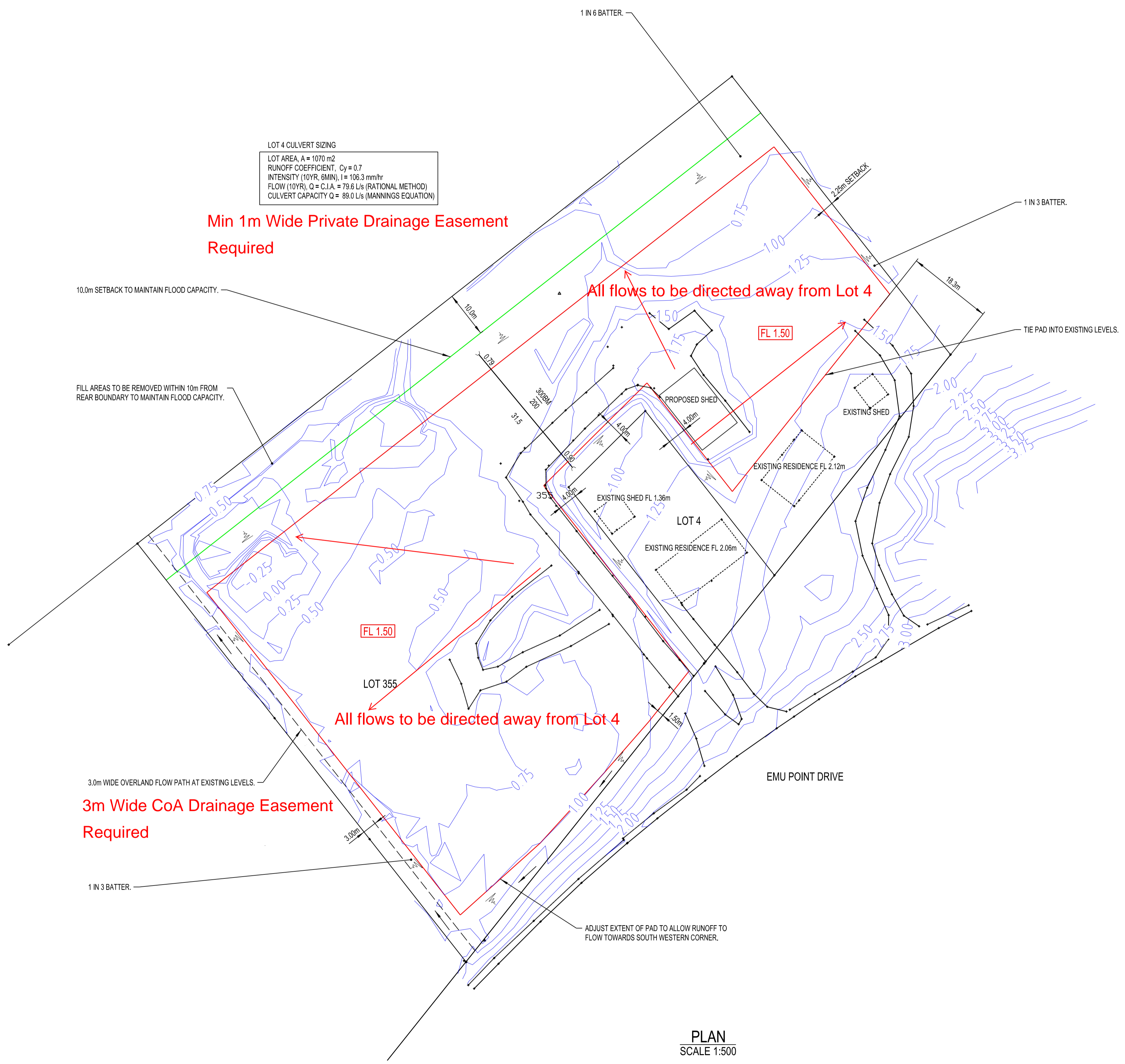


Note

For earthworks, batters and levels refer to Earthworks Plan



- NOTES
1. GENERAL
 - 1.1. LEVELS ARE REDUCED FROM A.H.D. FROM JOHN KINNEAR & ASSOCIATES.
 - 1.2. DESIGN LEVELS SHOWN SHALL BE ON THE FINISHED SURFACE INCLUDING TOPSOIL.
 2. EARTHWORKS
 - 2.1. PAD EXTENTS SHOWN ARE INDICATIVE AND MAY VARY DURING CONSTRUCTION.
 3. DUST CONTROL
 - 3.1. DUST CONTROL MEASURES TO BE IN ACCORDANCE WITH THE EPA 'DUST CONTROL GUIDELINES', UNLESS NOTED OTHERWISE.
 4. STABILISATION
 - 4.1. THE COMPLETED SURFACE INCLUDING BATTERS TO BE STABILISED BY 50-100mm OF TOPSOIL.
 5. TOPSOIL
 - 5.1. TOPSOIL TO BE REMOVED FROM WORKS AREA TO BE DISTURBED AND STOCKPILED FOR RE-USE.
 - 5.2. FOLLOWING THE COMPLETION OF EARTHWORKS, THE CONTRACTOR SHALL RESPREAD TOPSOIL OVER THE WORKS AREA (MIN 50mm, MAX 100mm).
 6. FILL
 - 6.1. IMPORTED FILL TO BE CLEAN SAND AND COMPACTED AT 95% MMDD AT LAYERS NOT EXCEEDING 0.5m.
 7. DRAINAGE
 - 7.1. PIPEWORK TO BE BLACKMAX (OR RC) AND INSTALLED TO THE MANUFACTURER'S GUIDELINES.
 - 7.2. DRAINAGE PIPES HAVE BEEN SIZED TO ACCOMMODATE THE 10 YEAR STORM EVENT.



PLAN
SCALE 1:500

REV.	DESCRIPTION	DRAWN	VER	APPROVED
A	ORIGINAL ISSUE			

WOOD & GRIEVE ENGINEERS

Wood & Grieve Engineers Ltd
 A.C.N. 137 999 609
 L1, The Terrace Centre
 96-102 Stirling Terrace, Albany
 Western Australia 6000
 Phone: +61 8 9842 3700
 Fax: +61 8 9842 1340
 Email: albany@wge.com.au
 Web: www.wge.com.au

ALBANY
 PERTH
 MELBOURNE
 SYDNEY
 BRISBANE
 BUSSELTON

CLIENT:
FG & KJ LIVA

PROJECT:
LOT 355 EMU POINT DRIVE

TITLE:
EARTHWORKS PLAN

PRELIMINARY

SECTION: CIVIL SERVICES	VERIFIED: AJM	19/10/2016	SCALE: A1 @ 1:500
DESIGNED: AJM	APPROVED FOR TENDER: FW	19/10/2016	DATUM: A.H.D.
DRAWN: AJM	APPROVED FOR CONSTRUCTION:		WAPC: -

PROJECT No.	DRAWING No.	REVISION
26838-ALB-C-34	E1	A

**Local Planning Scheme No. 1
Application: Dam and Home Business - P2150548
Schedule of Submissions for Lot 355 Collingwood Park 6330 WA**

Issue	Officer Comment
<p>The potential for oil, diesel and other contaminants reaching the nearby waterway through spills, leakages and washing down.</p> <p>Is EPA approval required?</p> <p>Servicing of the machinery on the site will increase the risk and likelihood of spillage occurring.</p>	<p>The proposal does not involve the storage or mixing of bitumen on the site.</p> <p>The applicant has stated and confirmed through the management statement that all vehicles are washed down off site at commercial vehicle washing facilities which have the appropriate separator systems. This would be recommended as an ongoing condition of use.</p> <p>Department of Water provided comment on the application an advised that standard surface water management procedures will be suitable.</p> <p>In order to mitigate potential leaks and spillages it would be recommended as a condition of consent that a bunded area be established which is sealed to contain any spills.</p> <p>It has been recommended that an ongoing condition be applied requiring compliance with the setbacks for the storage of any materials.</p> <p>EPA approval is not required on the basis that there is no mixing or storage of bitumen on site. This will be applied as an ongoing condition to be complied with. Approval has only been sought for</p>

Issue	Officer Comment
	<p>truck storage. A specific approval would be required for the industry to mix and prepare bitumen on site.</p> <p>The applicant has stated that mechanical works are undertaken off site by an appropriate business which has suitable facilities. This can be reinforced by a condition prohibiting the servicing of heavy vehicles on the site.</p>
<p>Truck movements will pose an amenity and safety issue.</p>	<p>The City of Albany does not have the statutory authority to impose a restriction on the use of an 'as of right' vehicle on a road. If the applicant proposes to use vehicles in excess of 'as of right' specifications they will be obligated to apply for permission with Main Roads Western Australia.</p>
<p>The proposed land use is not compatible with the current zoning of the land.</p> <p>How has the City proposed to change the zoning of the land to industrial</p> <p>An alternative zoning for the land should be pursued</p>	<p>The subject lot is zoned 'General Agriculture' under Local Planning Scheme No.1 both land uses are classified as "D" within this zone.</p> <p>For clarification – the applications before Council are not to change the zoning of the land. Approval has only been sought for truck storage and earthworks. A specific approval would be required for the industry to mix and prepare bitumen on site. It is unlikely the city would be able to consider such a proposal under the current "General Agricultural" zoning.</p>

Issue	Officer Comment
	<p>If a rezoning was to be considered, it would be required to address the larger area. Broad scale zoning changes which are not landowner driven would require careful preparation and consultation in order to determine the most appropriate zoning.</p>
<p>Issues with the granting of clearing permit and compliance with the clearing permit.</p>	<p>Clearing of native vegetation is controlled at a State level through the Department of Environmental Regulation. The landowner applied for, and was granted a clearing permit for a section of vegetation on the western quadrant of the property. Given that the clearing permit has already been granted the City of Albany does not have the statutory authority to revoke the approval. The current approval expires on 28 June, 2016.</p> <p>The applicant has submitted a landscaping plan which details screen planting and also planting around the proposed dam area.</p>
<p>Potential detrimental impacts on amenity (Noise/Dust/ Visual).</p>	<p>Any operations would be subject to ongoing compliance with the Environmental Protection (Noise) Regulations 1997.</p> <p>The City of Albany can apply conditions on any approval limiting the hours of operation on the site.</p> <p>In terms of visual impact, the applicant has submitted a landscaping plan which would be required to be implemented and maintained as a condition of approval .The proposed conditions and management plans mitigate the concerns raised. Furthermore, the propose</p>

Issue	Officer Comment
	<p>machinery storage area is at the rear of the property which also has existing screening vegetation on the verge.</p> <p>The applicant has also proposed to screen the driveway with vegetation.</p>
<p>Potential flooding issues</p> <p>Alteration of Ground levels</p>	<p>City of Albany engineers have attended the site and reviewed the work undertaken on the property in the scope of the district drainage function of the area.</p>

13 Cliff Street,
ALBANY 6330

11TH July, 2016

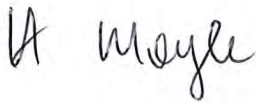
'APPLICATION FOR DEVELOPMENT APPROVAL' BED-SIT ACCOMMADATION

Please find attached my application to register the stand alone bed-sit and as per attached plans, for commercial purposes.

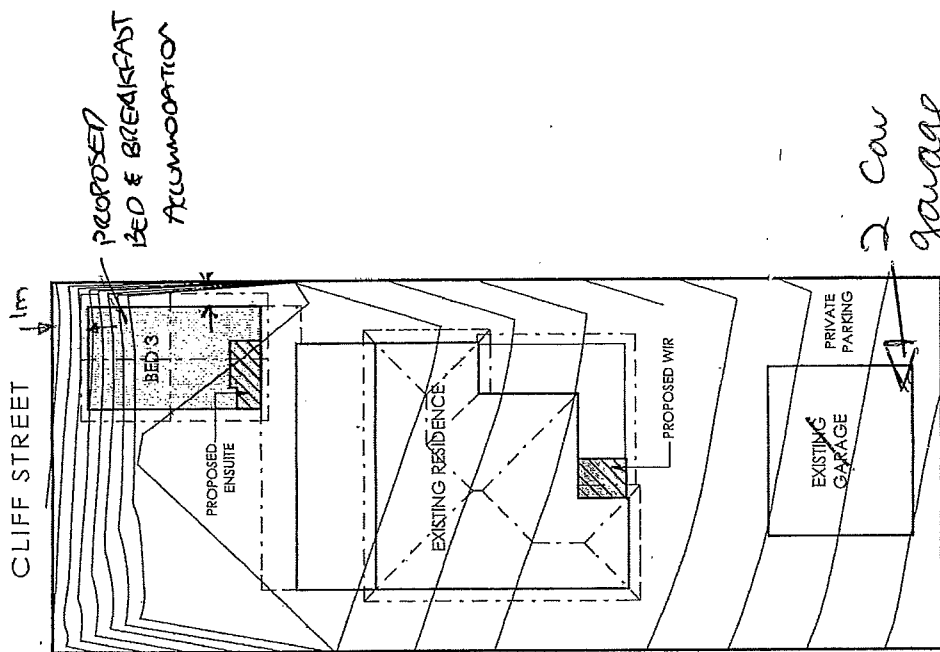
I wish to provide a much needed facility, within walking distance of our CBD, to those seeking short term, overnight accommodation. The room has independent showering and sleeping arrangements, with no laundry or hot cooking facility.

I would like to manage my own bookings, and do not intend to cook breakfasts.

With kind regards,



Helen Moyle



SITE PLAN
1:200

CLIENT: H. MOYLE ADDRESS: CLIFF STREET ALBANY	PROPOSED ENSUITE	
	© COPYRIGHT	REVISION B
kw design building design + documentation <small>100-51 100 150 202</small>	SHEET N°	DATE
	5 OF 5	FEB 15
JOB N°		KW14/WES

HOUSE RULES FOR 13 CLIFF STREET:

Medium to Small dogs only: Your pet is your responsibility: they must remain on the property, or on lead when out walking. All litter is to be picked up. (litter bags available under the sink)

Sorry, no parking available for campervans, caravans, trailers, boats or the like.

Please, no smoking

Sorry, no parties. Noise to be kept to a minimum.

Do Enjoy Your Stay. Albany is an amazing place.

UPDATED HOUSE RULES: City of Albany, SEPTEMBER, 2016

Parking to be in the designated car parking bay

No Parking on Cliff Street Available.

It is recommended that guests leave the 'right of way' in a forward gear.

CITY OF ALBANY LOCAL PLANNING SCHEME No. 1

P2160351 – LOT 3, 13 CLIFF STREET – BED AND BREAKFAST

SCHEDULE OF SUBMISSIONS AND MODIFICATIONS

No.	Name/Address of Submitter	Summary of Submission	Officer Comment	Staff Recommendation
1		<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • Use of Right of Way: The guests will use the Right of Way. The use of the right of way does not extend to a business use. How can a property with no off-street parking and only has access to their garage by using a Right of Way on someone else's title be granted permission to run a business? The use should not be supported as it involves the use of someone else's land which is only to be used for personal access to their properties and not for commercial use. • The condition of R.O.W and lack of contributions towards the upkeep • Concerns with parking: No off street parking available. We have concerns with inviting more traffic onto a property that already has parking issues. • Safety concerns: Guests may reverse down the Right of Way due to there being no turning opportunities. 	<ul style="list-style-type: none"> • The following legal advice was received regarding the use of the Right of Way: <i>"All registered proprietors, as well as their guests and invitees, have an implied right to use the right of way. There is no prohibition in guests or invitees using the right of way as a means of access to a lot with a minor commercial element."</i> • As the proponent is introducing a new use, City Engineering Staff recommend that any approval should include a condition requiring a portion of the Right of Way to be upgraded to a driveway standard. • The proponent is currently constructing three car parking bays on-site, which will meet the minimum parking requirement for both the existing and proposed developments. • In response to the safety concerns around guests reversing down the Right of Way, the proponent has revised the House Rules to include information that guests should leave via the Right of Way in a forward gear. 	<p>Application of the following conditions:</p> <ol style="list-style-type: none"> (1) The vehicular access way shall be sealed and constructed to the City of Albany's specifications, levels and satisfaction, as specified for vehicular crossovers, to a minimum width of four metres within four months from the date of this approval, unless otherwise agreed in writing by the City of Albany. (2) The operator/manager of the Bed and Breakfast accommodation hereby approved shall ensure that a copy of the House Rules is provided to all guests, and enforced to the satisfaction of the City of Albany. (3) One parking space shall be provided per guest bedroom, in addition to the two (2) bays required for the full-time occupants of the dwelling. (4) Vehicular parking must be contained within the lot boundaries at all times. (5) Prospective guests shall be advised that there is no capacity to park motorhomes, caravans, trailers, boats or similar large

**CITY OF ALBANY LOCAL PLANNING SCHEME No. REPORT ITEM PD145 REFERS
P2160351 – LOT 3, 13 CLIFF STREET – BED AND BREAKFAST
SCHEDULE OF SUBMISSIONS AND MODIFICATIONS**

No.	Name/Address of Submitter	Summary of Submission	Officer Comment	Staff Recommendation
				<p>vehicles or trailers.</p> <p>(6) Guests shall be notified that they must leave the premises in a forward gear.</p> <p>(7) The maximum number of persons residing in the Bed and Breakfast accommodation shall not exceed three (3) at any one time, exclusive of the owner/operator, unless otherwise agreed in writing by the City of Albany.</p> <p>(8) The owner/operator of the Bed and Breakfast accommodation shall reside on-site.</p> <p>(9) The Bed and Breakfast accommodation hereby approved shall not prejudicially affect the amenity of the neighbourhood by, but not limited to, the emission of noise, vibration, smell, smoke or dust.</p> <p>(10) The owner/operator of the Bed and Breakfast accommodation hereby approved shall maintain an annual register and receipt book, containing the details of all persons who stay on the premises, to the satisfaction of the City of Albany.</p>

CITY OF ALBANY LOCAL PLANNING SCHEME No. REPORT ITEM PD145 REFERS

P2160351 – LOT 3, 13 CLIFF STREET – BED AND BREAKFAST

SCHEDULE OF SUBMISSIONS AND MODIFICATIONS

No.	Name/Address of Submitter	Summary of Submission	Officer Comment	Staff Recommendation
				(11) The Bed and Breakfast accommodation hereby approved shall be used for short-stay accommodation only, and shall not be occupied by the same person or persons for more than three months in any 12 month period.
2		<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • The condition of R.O.W and lack of contributions towards the upkeep • Concerns with parking: No off street parking available. We have concerns with inviting more traffic onto a property that already has parking issues. • Safety concerns: Parking of vehicles, including motorhomes and caravans on Cliff Street. • Dogs being permitted 	<ul style="list-style-type: none"> • The following legal advice was received regarding the use of the Right of Way: <i>“All registered proprietors, as well as their guests and invitees, have an implied right to use the right of way. There is no prohibition in guests or invitees using the right of way as a means of access to a lot with a minor commercial element.”</i> • As the proponent is introducing a new use City Engineering Staff recommend that any approval should include a condition requiring a portion of the Right of Way to be upgraded to a driveway standard. The ongoing maintenance of the Right of Way is a civil matter to be resolved between the concerned parties. • The proponent is currently constructing three car parking bays on-site, which 	<p>Application of the following conditions:</p> <ol style="list-style-type: none"> (1) The vehicular access way shall be sealed and constructed to the City of Albany’s specifications, levels and satisfaction, as specified for vehicular crossovers, to a minimum width of four metres within four months from the date of this approval, unless otherwise agreed in writing by the City of Albany. (2) The operator/manager of the Bed and Breakfast accommodation hereby approved shall ensure that a copy of the House Rules is provided to all guests, and enforced to the satisfaction of the City of Albany. (3) One parking space shall be provided per guest bedroom, in addition to the two (2) bays required for the full-time occupants of the dwelling.

CITY OF ALBANY LOCAL PLANNING SCHEME No. REPORT ITEM PD145 REFERS
P2160351 – LOT 3, 13 CLIFF STREET – BED AND BREAKFAST
SCHEDULE OF SUBMISSIONS AND MODIFICATIONS

No.	Name/Address of Submitter	Summary of Submission	Officer Comment	Staff Recommendation
			<p>will meet the minimum parking requirement for both the existing and proposed developments.</p> <ul style="list-style-type: none"> • In response to the safety concerns around parking on Cliff Street, the applicant has revised the House Rules to require parking in the designated guest bay and prohibit parking on Cliff Street. The proponent has also agreed to notify prospective guests at the time of booking that there is no suitable parking available for large vehicles and caravans or trailers. • The keeping of domestic animals is permitted on a residential property and the proponent has amended the house rules to ensure that guests are only permitted to bring small or medium dogs to the premises, that they must be contained on the premises, or on a lead when out walking and that all litter is to be picked up (litter bags will be provided). 	<p>(4) Vehicular parking must be contained within the lot boundaries at all times.</p> <p>(5) Prospective guests shall be advised that there is no capacity to park motorhomes, caravans, trailers, boats or similar large vehicles or trailers.</p> <p>(6) Guests shall be notified that they must leave the premises in a forward gear.</p> <p>(7) The maximum number of persons residing in the Bed and Breakfast accommodation shall not exceed three (3) at any one time, exclusive of the owner/operator, unless otherwise agreed in writing by the City of Albany.</p> <p>(8) The owner/operator of the Bed and Breakfast accommodation shall reside on-site.</p> <p>(9) The Bed and Breakfast accommodation hereby approved shall not prejudicially affect the amenity of the neighbourhood by, but not limited to, the emission of noise, vibration, smell, smoke or dust.</p> <p>(10) The owner/operator of the Bed</p>

**CITY OF ALBANY LOCAL PLANNING SCHEME No. REPORT ITEM PD145 REFERS
P2160351 – LOT 3, 13 CLIFF STREET – BED AND BREAKFAST
SCHEDULE OF SUBMISSIONS AND MODIFICATIONS**

No.	Name/Address of Submitter	Summary of Submission	Officer Comment	Staff Recommendation
				<p>and Breakfast accommodation hereby approved shall maintain an annual register and receipt book, containing the details of all persons who stay on the premises, to the satisfaction of the City of Albany.</p> <p>(11) The Bed and Breakfast accommodation hereby approved shall be used for short-stay accommodation only, and shall not be occupied by the same person or persons for more than three months in any 12 month period.</p>



AMITY OYS

AMITY OYS

AMITY OYS

PRINCESS ROYAL DR

CITY OF ALBANY
LOCAL PLANNING SCHEME No. 1

AMENDMENT No. 20



MINISTER FOR PLANNING

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

LOCAL AUTHORITY:	CITY OF ALBANY
DESCRIPTION OF LOCAL PLANNING SCHEME:	LOCAL PLANNING SCHEME No. 1
TYPE OF SCHEME:	DISTRICT SCHEME
SERIAL No. OF AMENDMENT:	AMENDMENT No. 20

PROPOSAL: To

1. Incorporate Lots 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550 Amity Quays, Albany within a 'Special Control Area' and changing the residential density code from R30 to R60;
2. modify the Local Planning Scheme No.1 by incorporating the Amity Quays Special Control Area within Part 6 – Special Control Areas of the Scheme Text; and
3. amend the Scheme Maps accordingly.

LOCAL PLANNING SCHEME No. 1

AMENDMENT No. 20

CONTENTS

1. RESOLUTION
2. REPORT
3. EXECUTION

REPORT ITEM PD146 REFERS

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

CITY OF ALBANY

LOCAL PLANNING SCHEME No. 1

DISTRICT SCHEME

AMENDMENT No. 20

RESOLVED that the local government pursuant to Section 72 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

1. Incorporating Lots 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550 Amity Quays, Albany within a 'Special Control Area' and changing the residential density code from R30 to R60;
2. modifying the Local Planning Scheme No.1 by incorporating the Amity Quays Special Control Area within Part 6 – Special Control Areas; and
3. amending the Scheme Maps accordingly.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason.

- The amendment is consistent with the Albany Local Planning Strategy, which sets a strategic objective to support urban infill development based on compatibility of land uses and infrastructure capacity;
- The amendment would have minimal impact on land in the scheme area that is not the subject of the amendment; and
- The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

Dated this _____ day of _____

CHIEF EXECUTIVE OFFICER

CITY OF ALBANY

LOCAL PLANNING SCHEME NO. 1

AMENDMENT NO. 20

PLANNING REPORT

**Proposal to increase the Residential Density Code for
Lots 1533 to 1550 (inclusive) Amity Quays, City of Albany.**

Revision Schedule

No.	Date	Details	CM
1	6 September 2016	CoA	WR

Contents

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 LOCATION PLAN1

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 DEVELOPMENT EXAMPLES10

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APPENDIX A – SERVICES INVESTIGATION REPORT – WOOD & GRIEVE ENGINEERS

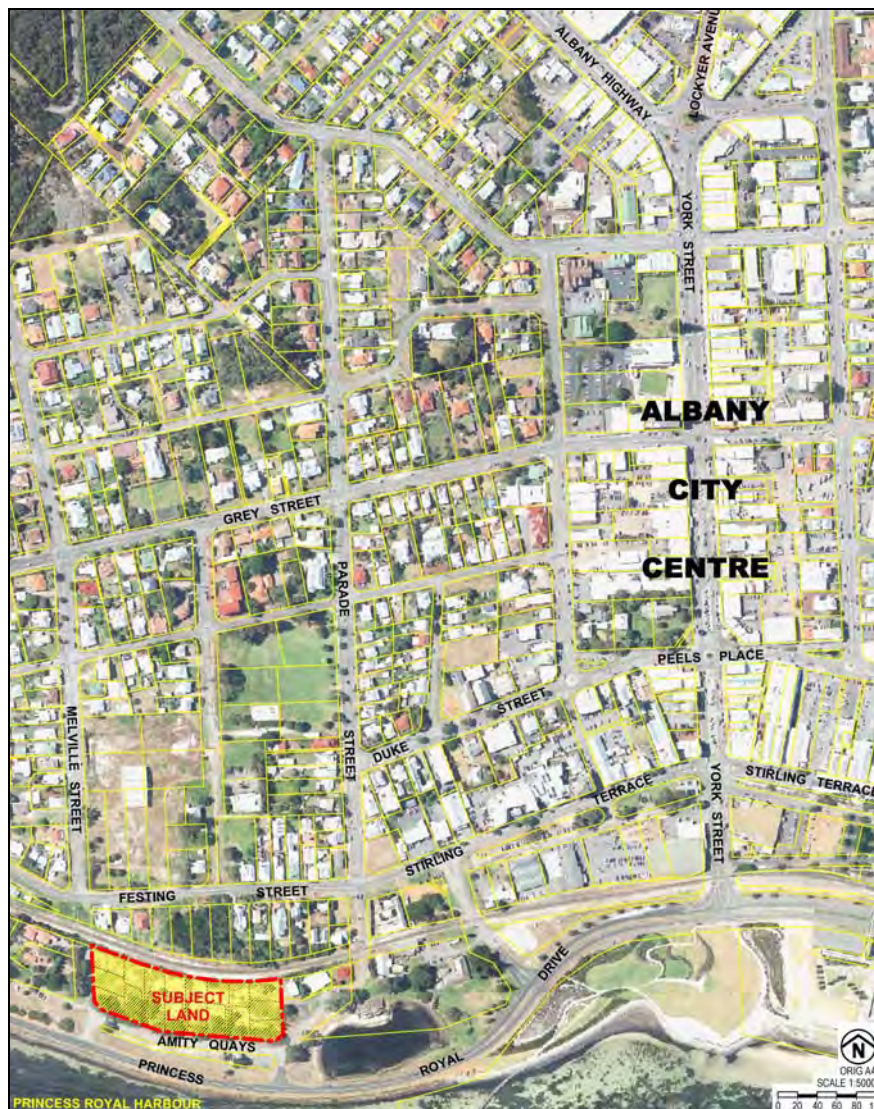
APPENDIX B – BUSHFIRE ATTACK LEVEL CONTOUR PLAN REPORT – BIO DIVERSE SOLUTIONS

1. INTRODUCTION

Amity Quays is located immediately to the west of the Amity historic precinct on the Albany foreshore and is owned by the State of WA and managed by the WA Land Authority.

The land was originally the site of the Albany Gas Works and remediation of the property is currently being finalised.

Given the location of the property with uninterrupted views of the Princess Royal Harbour and its location within walking distance of the Albany city centre, the WA Land Authority approached Landcorp to explore the opportunity to increase the residential density coding from R30 to R60.



Location Plan

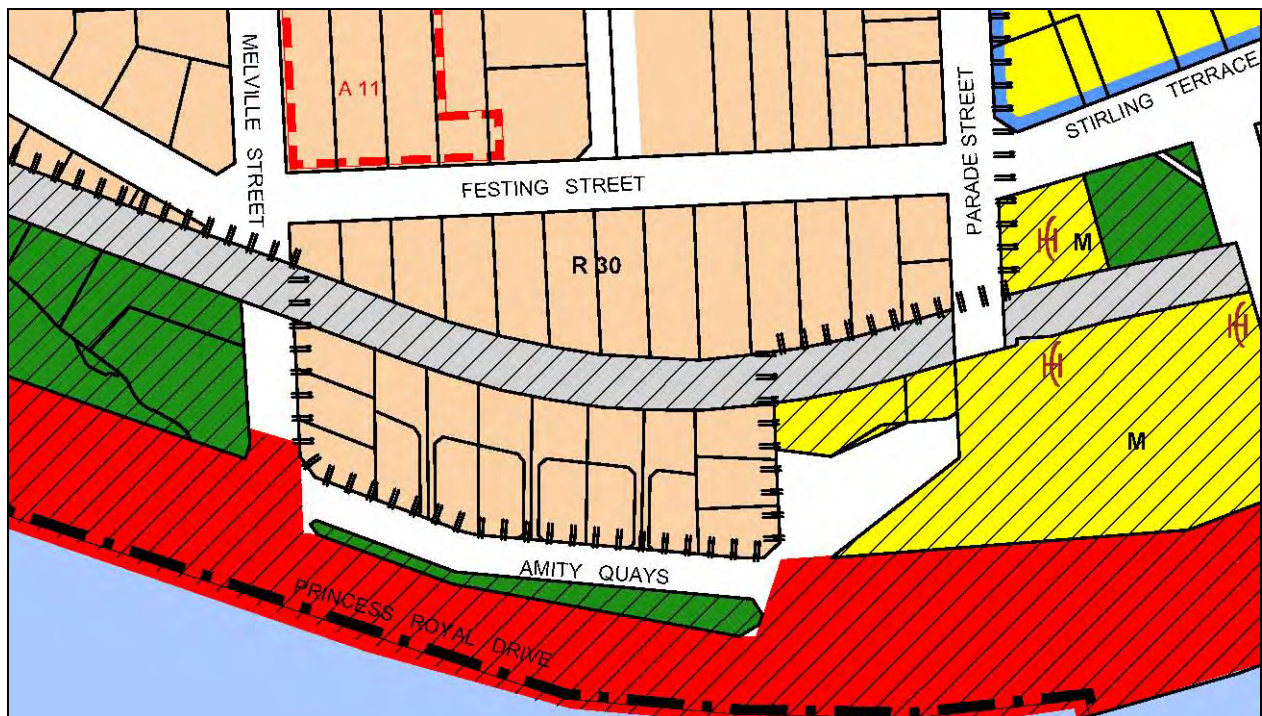
The following report provides background information and justification for the increase in residential density.

2. LOCATION, AREA AND ZONING

Amity Quays is located on the Albany Foreshore immediately to the west of the Amity historic precinct. Refer to location plan on previous page.

It currently consists of eighteen lots ranging in size from 603m² to 627m², with an overall area of 11,019m².

Under the provisions of the City of Albany Local Planning Scheme No 1 the land is zoned 'Residential' with an R30 density code.



Zoning Plan



3. SITE DESCRIPTION

The site, Lots 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550 Amity Quays, Albany, occupy a relatively narrow strip of land located between the railway reserve to the north and Princess Royal Drive to the south. It is approximately 190 metres in length east west and has a depth of about 60 metres. It rises from a low point of around 2 metres AHD along its southern boundary to approximately 6 metres AHD along its northern boundary.

To the west, land between the road and railway is reserved 'Parks and Recreation' and is occupied by three lakes which accommodate drainage from the urban area to the north. Premises previously used as a hospice, and now used for short stay accommodation, are located immediately to the west of Amity Quays.

To the east is the Amity Historic Precinct which contains the Brig Amity replica, the Residency Museum and a number of other buildings.

On the northern side of the railway reserve the land is zoned 'Residential' with an R30 density code. The land rises steeply from the railway reserve to a high point of approximately 20 metres AHD in the middle and tapering off to 13 metres to the west and 10 metres to the east. The land has been developed with single residential housing, apart from four lots in the middle which are currently vacant. Refer Site Context Plan overleaf.

On the northern side of Festing Street, the Albany Woollen Mills site is located between Melville Street and Mill Street. Portion of the site has been designated as an 'Additional Use' site with a residential density code of R30/60.



Site Context Plan

4. PLANNING CONTEXT

The Albany Local Planning Scheme No 1 (LPS No1) and the Albany Local Planning Strategy (ALPS) are key planning documents which provide the statutory and strategic provisions and guidelines for development within the City of Albany.

One of the key strategic objectives in ALPS is to consolidate serviced urban areas so that they are close to major employment areas and maximise the use of existing residential and other types of land no longer economically viable.

ALPS notes that the Albany City Centre and urban neighbourhood centres will support new medium-density (R30 to R60) residential developments. The increased residential densities will cater for smaller households which form an increasingly larger proportion of the City's population.

Higher densities around the CBD, neighbourhood and local centres will provide for a variety of residential accommodation which will in turn support the viability of those centres.

Planning, development and design guidelines and criteria that need to be addressed are recommended to achieve high-quality outcomes.

As a former industrial site with a location in close proximity to the Albany CBD and its associated foreshore redevelopment, the subject land meets all the criteria for a consolidated/infill development. The facilities associated with the CBD, such as commercial, retail, employment, community, cultural and administrative services are all within walking and cycling distance.

A consolidation strategy is also consistent with the recommendations of the Lower Great Southern Strategy.

The benefits of consolidation will:

- Establish a more sustainable urban form by minimising the development footprint and better protecting the environment.
- Minimise urban sprawl or creation of disjointed communities.
- Minimise the impact on agricultural land.
- Maximise the use of existing infrastructure services and facilities.
- Minimise distances and travel time between home and services and facilities.
- Retain the current high levels of accessibility to the Albany City Centre.
- Promote greater participation in public and alternate transport options.

In addition to the benefits of consolidation and infill noted above, the amenity offered by the site with its unimpeded views of Princess Royal Harbour makes it a prime site for redevelopment to a higher density

The LPS No 1 currently provides for residential densities up to R60 around the periphery of the CBD and for special sites such as the Albany Woollen Mills located to the north of the subject land.

5. SERVICES AND INFRASTRUCTURE

The existing subdivision for Amity Quays was fully serviced and constructed. A report has been prepared by Wood and Grieve Engineers to assess whether an increase in density from R30 to R60 can be accommodated by the available services.

The report concludes that no impediments to developing the property to a higher density are anticipated. Refer Appendix A to view the full report.

6. SITE SPECIFIC ISSUES

6.1 Noise and Vibrations

While the subject land is zoned for residential development and has been subdivided into 18 lots, any proposal to redevelop the site to a higher density should have regard to the proximity of the rail which is still used to transport goods to and from the port. Noise and vibration need to be addressed and appropriate measures incorporated into the design to ameliorate the impacts.

Similarly, noise from traffic using Princess Royal Drive also needs to be taken into account.

6.2 Fire Safety

Amity Quays is located within an area shown as being 'Bush Fire Prone' on the DFES mapping. A Bushfire Attack Level Contour Plan has been prepared for the site and is attached in Appendix B. Both the north east and north west corners of the site are currently affected by the assessment and may require development to be set back from the boundary. However, some tidying up of adjoining property may be sufficient to reduce setbacks and construction standards. This can be considered at the development stage.

6.3 Visual Impact

Given the prominent location of the site on one of the main routes into Albany, careful consideration also needs to be given to the design and appearance of the development. Prior to development, design guidelines are recommended to ensure the development, whether as a single residential, grouped housing or mixed development, achieves a high quality outcome.

6.4 Site Remediation

Following acquisition of the site by the State Government in 2002, Landcorp has undertaken site investigations and remediation works to clean up the site. On site works were completed in mid 2015 and final site validation has recently been completed. Final submission to the Department of Environmental Regulation and classification of the site as "Remediated" is anticipated in December 2016.

7. AMENDMENT PROPOSAL

The subject land is currently zoned 'Residential' with an R30 density code. However, the site has been subdivided into 18 lots of approximately 600m² each which equates to an R15 density code. While each lot can be developed as a duplex lot with two dwellings per lot, a potential buyer has no idea what might be built within the estate or next to or in some cases, in front of their property.

Given the unique nature of the site, its location near the CBD and the general amenity available in terms of water views and strategic siting, it is considered that a higher density coding is warranted and should be encouraged. This would be in accord with the key planning documents guiding development within the City which encourages;

- the consolidation of urban development;
- infill development;
- increased densities up to R60 around the periphery of the CBD; and
- provision of a variety of housing to accommodate the increasing proportion of smaller households.

In order to ensure the site specific issues outlined in Section 6 above are addressed, it is recommended that the subject land be incorporated within a 'Special Control Area' which will facilitate the incorporation of conditions to address those issues. All provisions associated with 'Residential' zone in Council's Local Planning Scheme No 1 will continue to apply to the site and development will be subject to the 'Residential Design Codes'.

An indicative concept plan has been prepared to illustrate how the site could be developed to an R60 density. Refer attached site plan and built form example.

The plan entails re-subdivision of the site into four grouped housing lots which accommodate between 14 to 16 units, with an overall total of 59 units.

Subject to further investigation at the development stage, building setback from the boundary may be required to meet BAL requirements.

Subject to further investigation at the development stage, building setback from the boundary may be required to meet BAL requirements.



YIELD.

LOT 1.	2934 m ²	16 DWELLINGS
LOT 2.	2606 m ²	14 DWELLINGS
LOT 3.	2606 m ²	14 DWELLINGS
LOT 4.	2867 m ²	15 DWELLINGS.

AMITY QUAYS.

roberts gardiner architects
 1st Floor, 69 Lockyer Ave
 Albany, WA, 6331
 P.O. Box 1502
 ph (08) 9841 5455
 fax (08) 9842 5152



DEVELOPMENT EXAMPLES
(Indicative only)

The slope of the site allows for the development to be benched with units adjacent to Amity Quays being located on the lower level and units to the rear being elevated to maximize views to the harbour. The layout also provides for views corridors looking south along the driveways. While the residential design codes allow for up to 3 storeys to be built, the example provided is based on a maximum of two storeys.

8. CONCLUSION

This amendment relates to a former industrial site in a prominent location on the Albany foreshore abutting Princess Royal Harbour. The site has been remediated with pollutants associated with its use as a Gas Works having been removed.

The amendment proposes to increase the density from R30 to the R60 density code. This is in accord with policies of consolidation and infill incorporated in the City of Albany's Local Planning Strategy.

Incorporation of the site into a 'Special Control Area' will enable appropriate controls to be included to address potential noise impacts from road and rail. Attention to the built form is also recommended given the site's prominent location.

PLANNING AND DEVELOPMENT ACT 2005

CITY OF ALBANY

LOCAL PLANNING SCHEME No. 1

AMENDMENT No. 20

The City of Albany under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Incorporating Lots 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550 Amity Quays, Albany within a 'Special Control Area' and changing the residential density code from R30 to R60.
2. Modifying the Local Planning Scheme No.1 by incorporating the Amity Quays Special Control Area within Part 6 – Special Control Areas of the Scheme Text in the following manner:

Part 6 – Special Control Areas

6.8 Amity Quays Special Control Area

6.8.1 The purpose of the amity Quays Special Control area is to -

- a) Increase the residential density code from R30 to R60;
- b) Ensure appropriate noise mitigation measures are incorporated within the development to address noise impact from road and rail; and
- c) Encourage high quality built form given the prominent location on Princess Royal Drive and proximity to the Amity Historic Precinct.

6.8.2 In considering an application for planning approval within the Amity Quays Special Control Area, the Local Government shall have particular regard to -

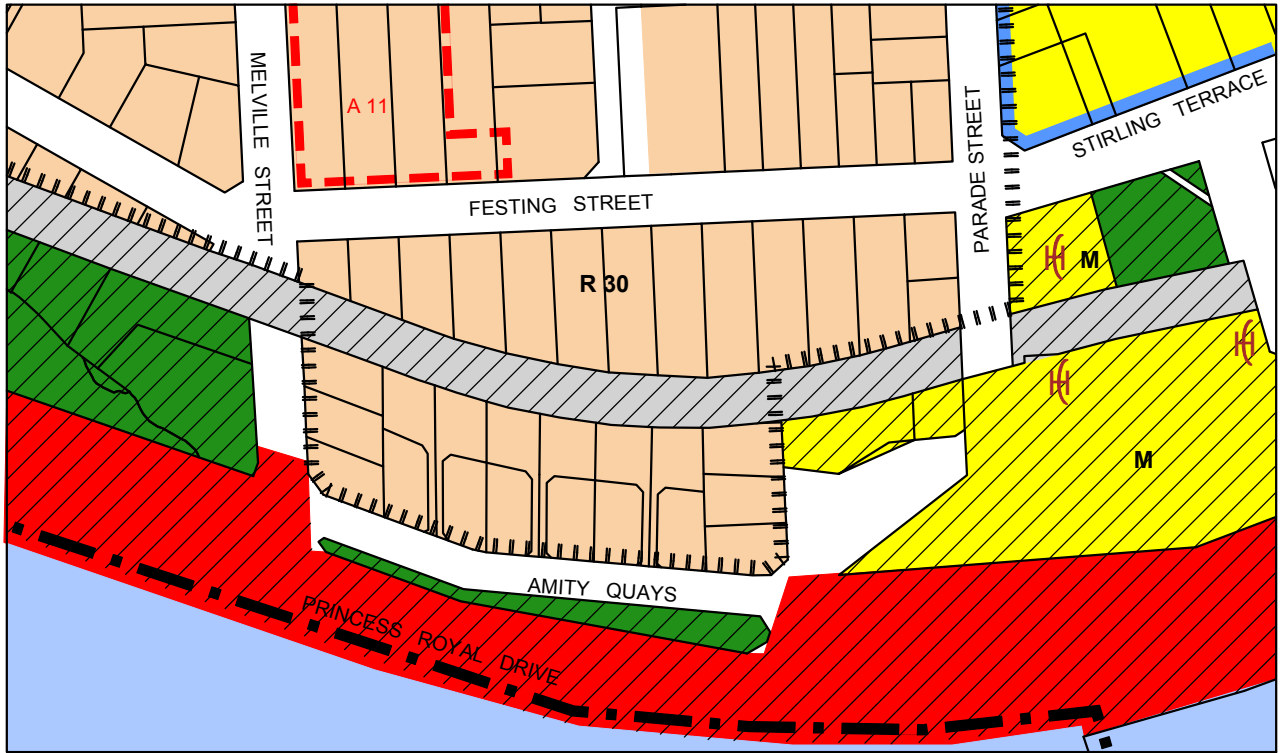
- a) The provisions of the Environmental Protection (Noise) regulations 1997 and any advice received from the Environmental Protection Authority in relation to noise impacts from road and rail; and
- b) Any relevant design guidelines administered by the local Government.

6.8.3 The Local Government may grant approval and impose conditions on the approval to require the applicant to incorporate design and construction methods/materials to reduce noise impacts into the dwelling.

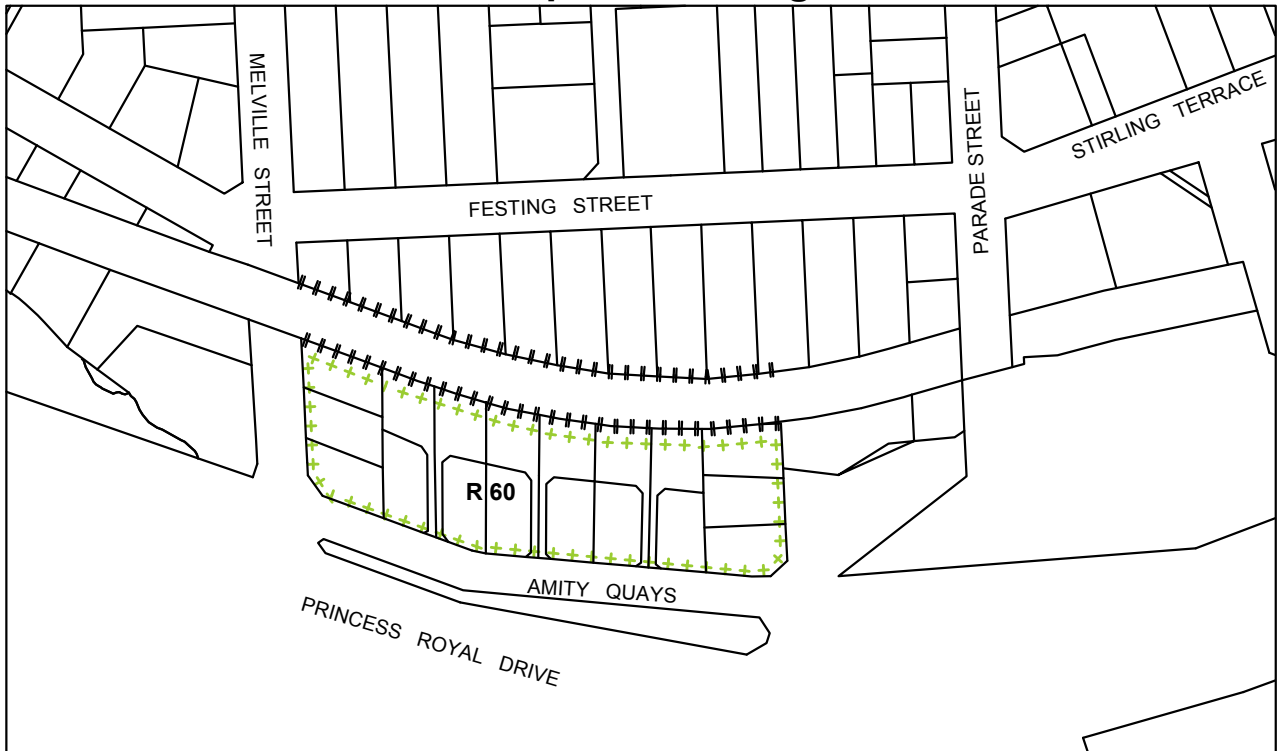
6.8.4 The Local Government shall request the commission impose a condition on any subdivision approval requiring a notification to be placed on the Certificate of Title stating that the land may be affected by noise from the nearby road and rail.

3. Amending the Scheme Maps accordingly.

Existing Zoning



Proposed Zoning



LOCAL SCHEME RESERVES

- Major Roads
- Parks & Recreation
- M Public use: Museum
- Rail

LOCAL SCHEME ZONES

- Regional Centre
- Residential

OTHER CATEGORIES

- Scheme Boundary
- R 30 R Codes
- A 11 Additional Uses
- Amity Quays Special Control Area (see c.6.8)
- Place of heritage value - buildings
- Waterbodies

REPORT ITEM PD146 REFERS

ADOPTION

Adopted by resolution of the Council of the City of Albany at the Meeting of the Council held on the _____ day of _____ 20_____.

Mayor

Chief Executive Officer

FINAL APPROVAL

Adopted for final approval by resolution of the City of Albany at the Meeting of the Council held on the _____ day of _____ 20_____ and the Common Seal of the City of Albany was hereunto affixed by the authority of a resolution of the Council in the presence of:

Mayor

Chief Executive Officer

Recommended/Submitted for Final Approval

**Delegated Under S.16
of the PD Act 2005**

Date

Final Approval Granted

Minister for Planning

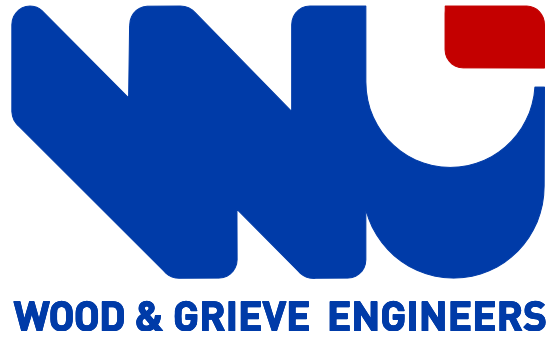
Date

**City of Albany
Local Planning Scheme No. 1**

AMENDMENT No. 20

APPENDIX A

**SERVICES INVESTIGATION REPORT
WOOD & GRIEVE ENGINEERS**



Lots 1533 & 1550 Amity Quays

Services Investigation Report

Prepared for:

Client name
LandCorp

Date:
24 March 2016

Prepared by:

Greg Basden
Project No. 26838-ALB-C-21
P:\26838-21\PROJECT DOCUMENTATION\C_CL_RE_001 REV 1.DOCX

PO Box 634, Level 1, The Terrace Centre, 96-102 Stirling Terrace, Albany WA 6330
T: (08) 9842 3700 F: (08) 9842 1340 E: albany@wge.com.au W: www.wge.com.au

Revision

REVISION	DATE	COMMENT	APPROVED BY
0	17/03/2016		GKB
1	24/03/2016	Plan amended	GKB

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2.4	Stormwater Drainage	2
2.5	Underground Power	2
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Introduction

1. Introduction

1.1 Brief

Wood & Grieve Engineers have been commissioned to investigate the impact on services for the proposed increase in density from R30 to R60 for the development on Lots 1533 and 1550 Amity Quays, Albany.

1.1.1 Background

The site is located between Amity Quays and the Rail reserve, on the foreshore of Princess Royal Harbour, Albany. Formerly a gas works facility, the 1.1Ha site has recently been remediated to provide a suitable residential estate.

The original subdivision was for only 18 green title lots. This is now being reconsidered and it is proposed to rezone this to R60 as is exemplified below.



Development Services

2. Development Services

2.1 General

The previous subdivision was full serviced and constructed. The purpose of this report is to identify any additional requirements needed to increase the yield of the development.

This report is based on informal liaison with the relevant service authorities and is subject to detailed design.

2.2 Wastewater

The site is currently serviced via an existing 225 dia gravity sewer flowing into existing wastewater pumping station (PS16) immediately adjacent the site on Princess Royal Drive.

This pumping station was apparently designed for R40.

Initial advice from the Water Corporation is that the existing system should be adequate; however some confirmation of the downstream system may be required.

In 2009 the scheme was reviewed, and it was noted that the required emergency storage in the pump station was only 4.3 hours (down from the desired 6 hours). It is possible that the Corporation may use this subdivision as an opportunity to seek a contribution towards this, if the Corporation hasn't completed this in the meantime.

No Headworks has been paid on the existing lots.

2.3 Water

The site is currently serviced via an existing 100 dia PVC water main along its frontage.

Initial advice is that this should have sufficient capacity to serve the proposed development, however re-subdivision may require a cross connection across the railway line to the North.

2.4 Stormwater Drainage

The site is currently serviced with individual lot connection points into the adjacent stormwater system.

Re-subdivision will possibly require a LWMS/UWMP to be developed as this development discharges via the existing lakes into the Princess Royal Harbour. Due to the existing development we would anticipate these documents to be more focused on the stormwater volumes and treatment.

Such a system will more than likely require some form of treatment process for the 1 in 1 year rainfall event, with larger storms discharging directly to the Harbour.

With the recent removal of contaminate material, the replacement sand maybe suitable for onsite soakage.

2.5 Underground Power

As with the other services, underground power has been provided to the previous development. Increasing the power requirement by adding more units may require a new transformer for the site. The location of HV supply is at the Western end adjacent to the railway reserve. Minor extension maybe required for if a new transformer is required.

Unfortunately until a formal application can be made, this cannot be confirmed.

Development Services

2.6 Gas

The existing development is currently serviced via an existing 80 dia PVC gas main in Amity Quays. This should be adequate for the future increase in density.

The battle-axe driveway has existing 40 dia PVC mains servicing the rear lots. These will need removal dependent on the new layout.

2.7 Communications

Telstra services exist for the development. No issues are anticipated for the upgrade to increased density.

2.8 Roads

The site is surrounded by roads in good condition. We see no reason for any additional works required in the regard.

Road access to the development is via Princess Royal drive, which is a heavy haulage route to the Albany Port. This access is controlled by Main Roads WA. Any additional traffic generated by the increase in density would be minimal and not expected to impact this road.

The existing battle-axe driveways may need removal should they not suit the new layout.

Conclusions & Recommendations

3. Conclusions & Recommendations

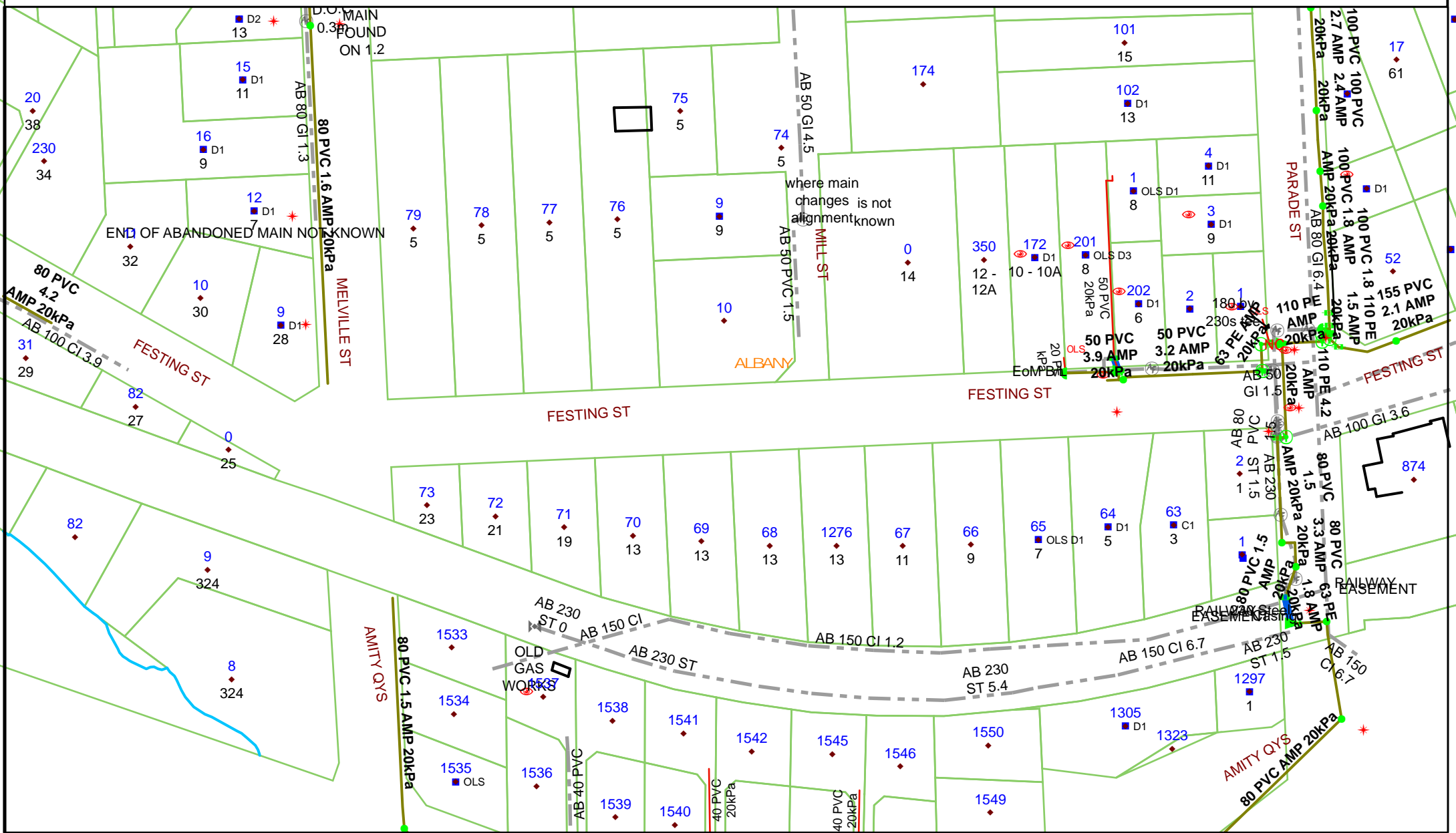
Based on our investigations and the preliminary advice received, we see no impediments to the servicing of the re-development of these lots into R60 zoning.

As with all such rezoning's and redevelopment we anticipate a LWMS will be required to support the application. As Wood & Grieve Engineers have been involved since it's original subdivision we have a good understanding of the requirements for this strategy. We would be happy to assist with this as required.

Appendix 1 – Existing Services Plans

Appendix 1 – Existing Services Plans

REPORT ITEM PD146 REFERS



Sequence No: 51564426

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Scale: 1:1500

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Job No: 10430932

Date: 16/03/2016

Location: Amity Quay/s, Albany 6330

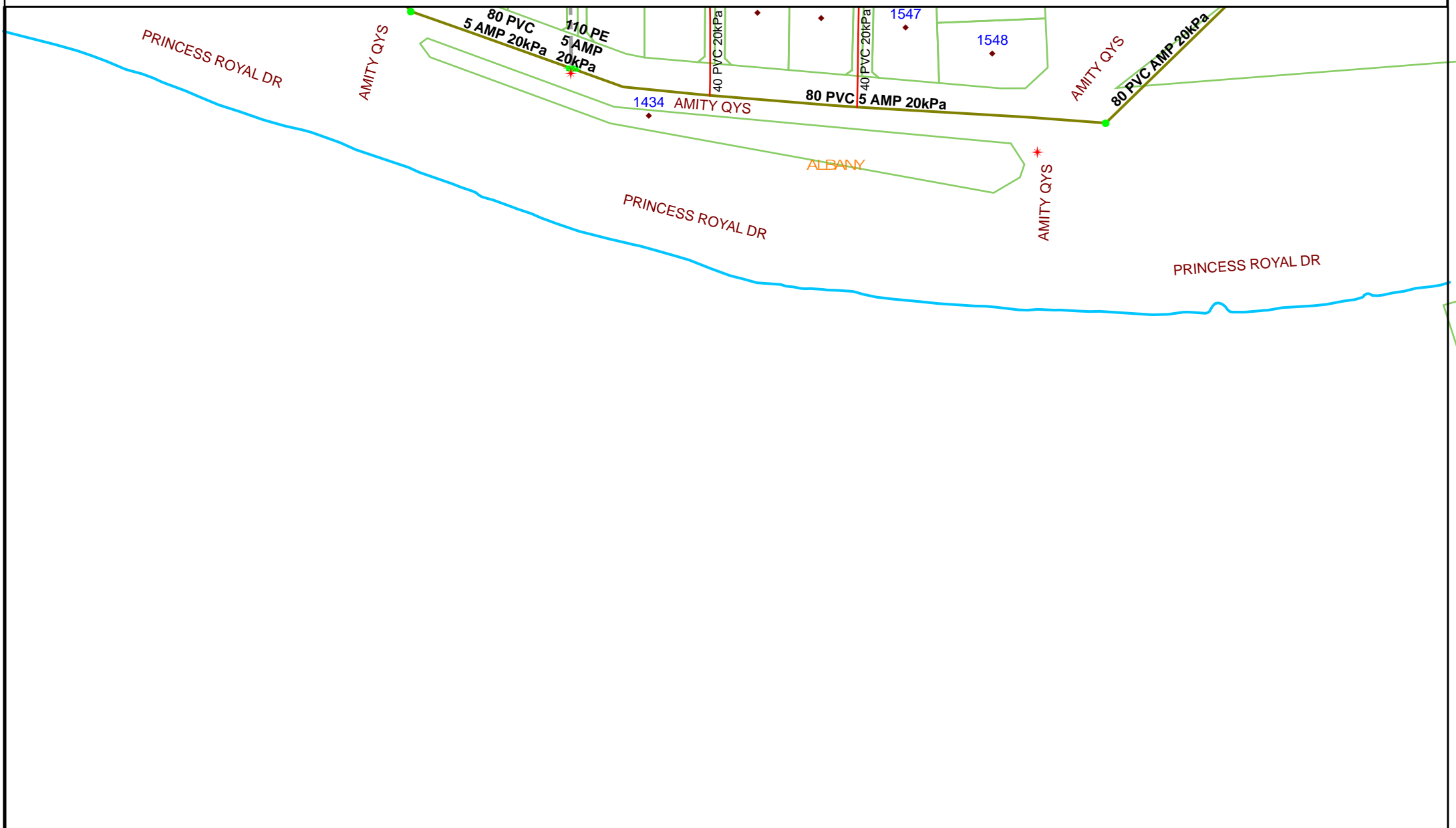
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Please read all **warnings**, conditions and information on the attached "Underground Asset Details" information sheet. This plan is issued subject to that information and those conditions and **warnings** (including, but not limited to, the "NO HOT WORKS" warning). Plans are current for only **30 days** from date of request, indicative only and not warranted to be accurate. It is your responsibility to carefully locate underground assets and follow safe work practises and procedures (eg pot-holing). ATCO Gas Australia will seek compensation for damage caused to assets.

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REPORT ITEM PD146 REFERS



Sequence No: 51564426

Map Tile: 2

Scale: 1:1500

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Job No: 10430932

Date: 16/03/2016

Location: Amity Quay/s, Albany 6330

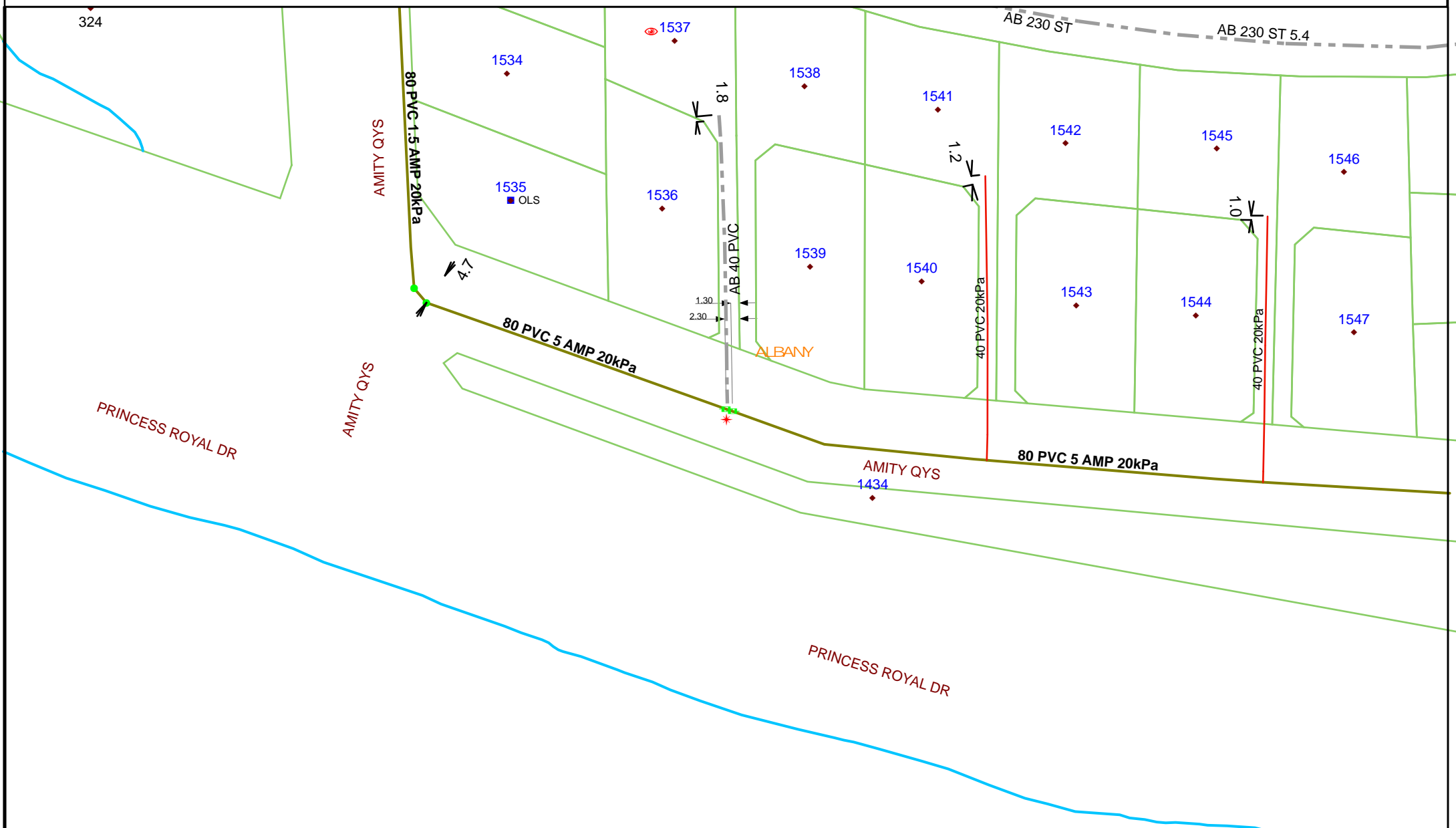
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REPORT ITEM PD146 REFERS



Sequence No: 51564426

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Scale: 1:800

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Job No: 10430932

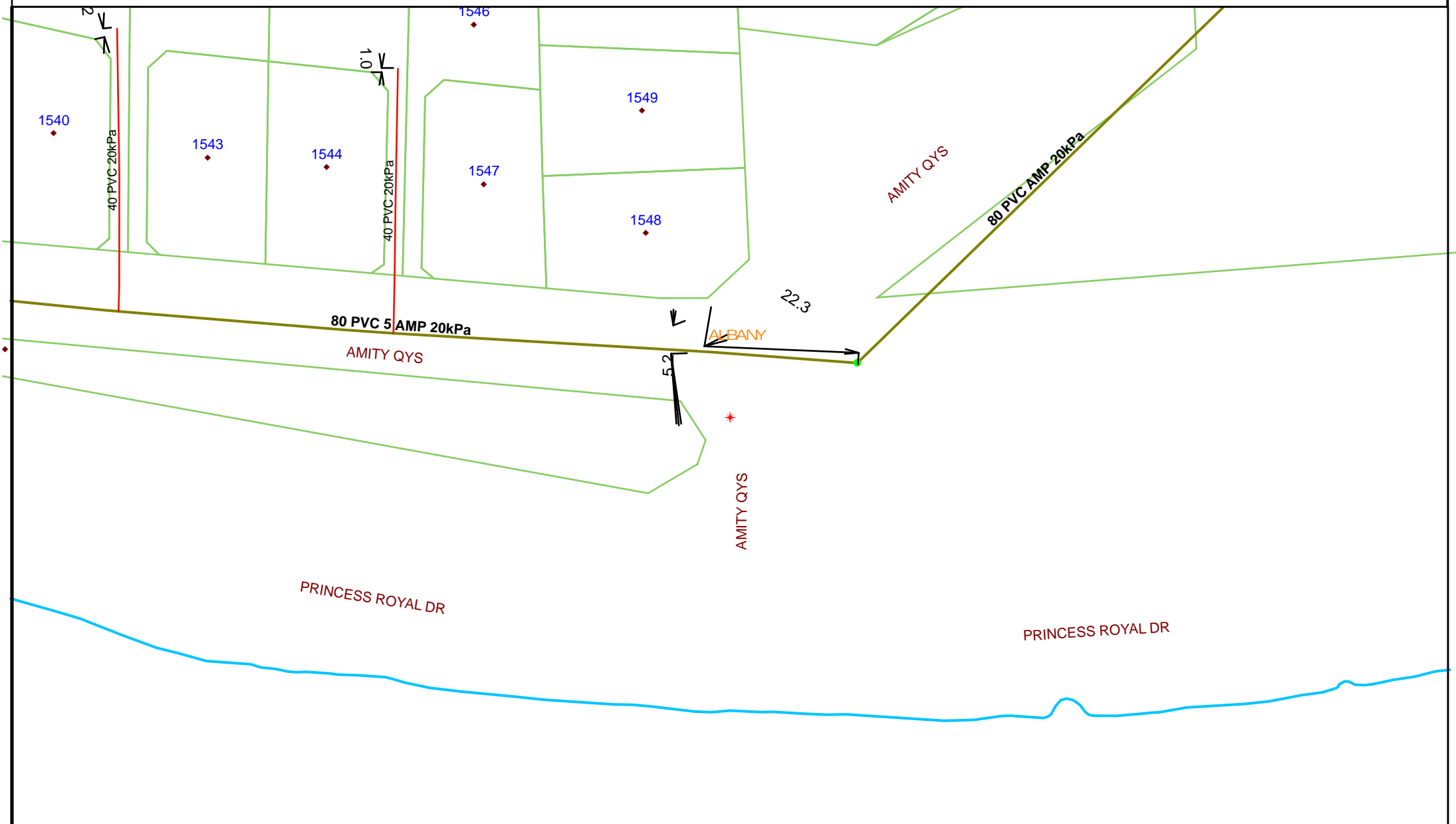
Date: 16/03/2016

Location: Amity Quay/s, Albany 6330



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Sequence No: 51564426

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Job No: 10430932

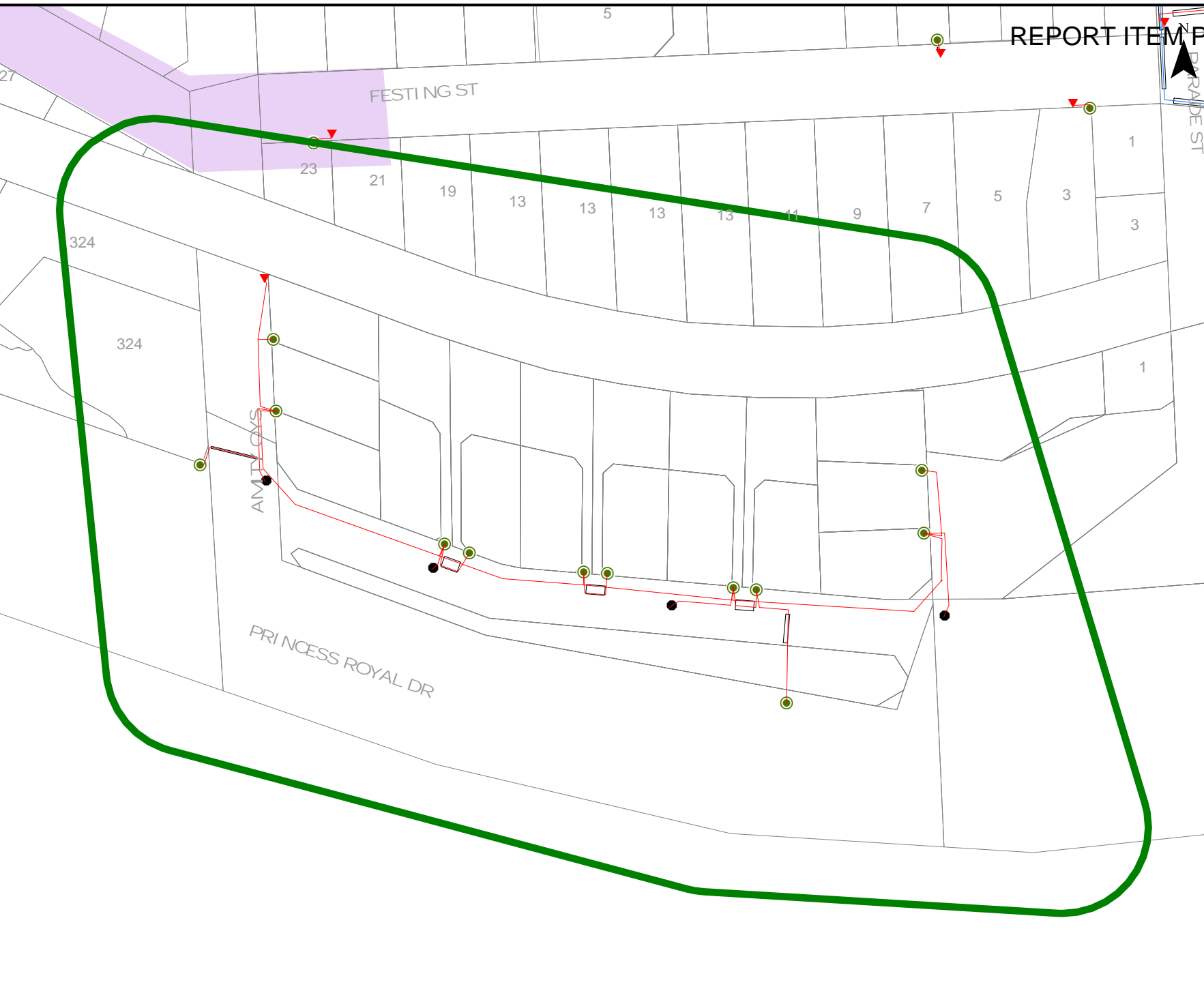
Date: 16/03/2016

Location: Amity Quay/s, Albany 6330



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UNDERGROUND LEGEND

- Structures**
- Pillar
 - Metal Pole
 - ▲ Transformer Site
 - UG Crossing *
 - Ring Main Unit
 - LV Distribution Frame

- Distribution Cables**
- High Voltage Cable (1kV - 33kV)
 - Low Voltage Cable (< 1kV)
 - Street Light Circuit (< 1kV)
 - Street Light Pilot (< 1kV)
 - Earth Wire

- Cable Pole Terminations**
- ▲ HV Termination
 - ▼ LV Termination

- Proposed Construction Assets**
- Design Area *
 - High Voltage Underground Cable
 - Low Voltage Underground Cable
 - Metal Pole
 - Pillar
 - ▲ Transformer site
 - ▲ HV Termination
 - ▼ LV Termination

- State Underground Power Project**
- CURRENT Work Area *
 - COMPLETED Area *

- Feature**
- Area of Interest

* Please refer to coversheet

Privately owned cables NOT SHOWN (including house services)

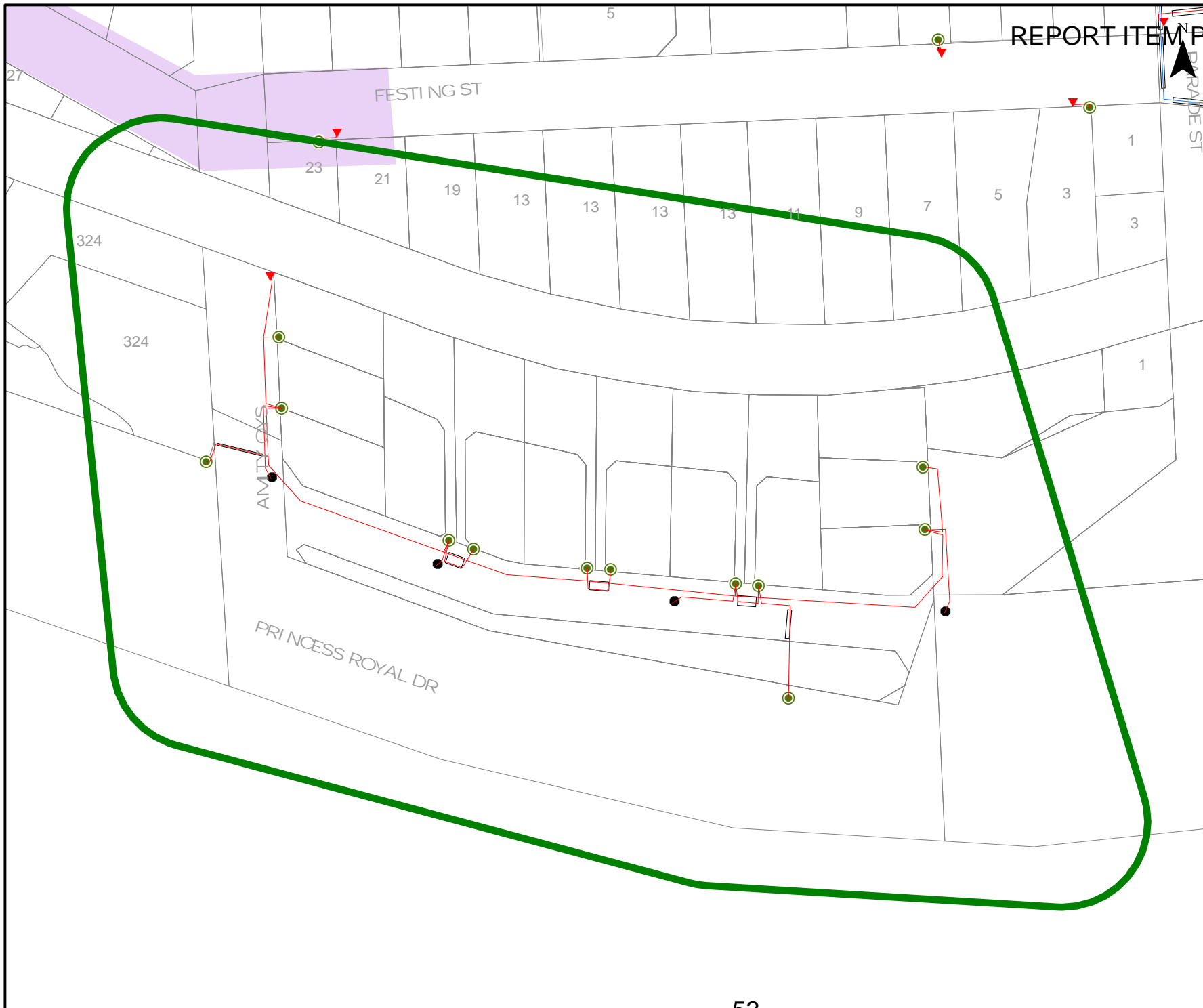
This map is INDICATIVE ONLY. Hand exposure via pothole method is MANDATORY.

Telephone Support: 1300 769 345
Mon to Fri - 08:00 to 16:30

Information valid for 30 days from date of issue

A4 | Scale : 1:1500

WARNING! Look out for overhead power lines



UNDERGROUND LEGEND

- Structures**
- Pillar
 - Metal Pole
 - ▲ Transformer Site
 - UG Crossing *
 - Ring Main Unit
 - LV Distribution Frame

- Distribution Cables**
- High Voltage Cable (1kV - 33kV)
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REPORT ITEM PD.146 REFERS

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31.3
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14.0
U1.5

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13.6
U1.5

0.93

2.2
14.0
U1.5

0.87

17.0
13.5
U1.7

29.8

225PVC-U
53

0.33

1.50
2770
5.8 AS
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225PVC-U
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0.32

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PRINCESS ROYAL



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Sequence No: 51564427

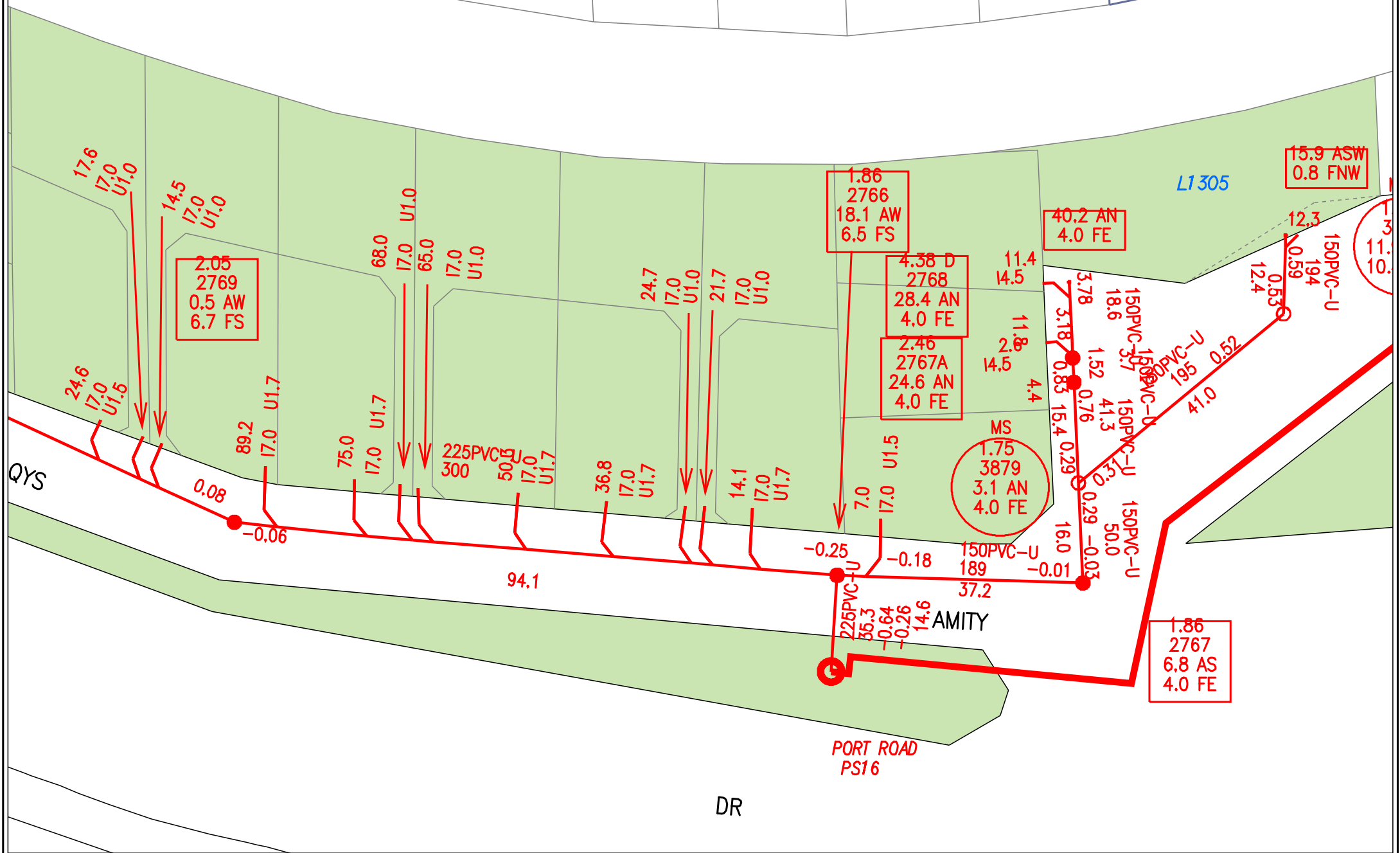
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Page: 2 of 7



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Refer to Information Brochure Damage Prevention and Legend for details

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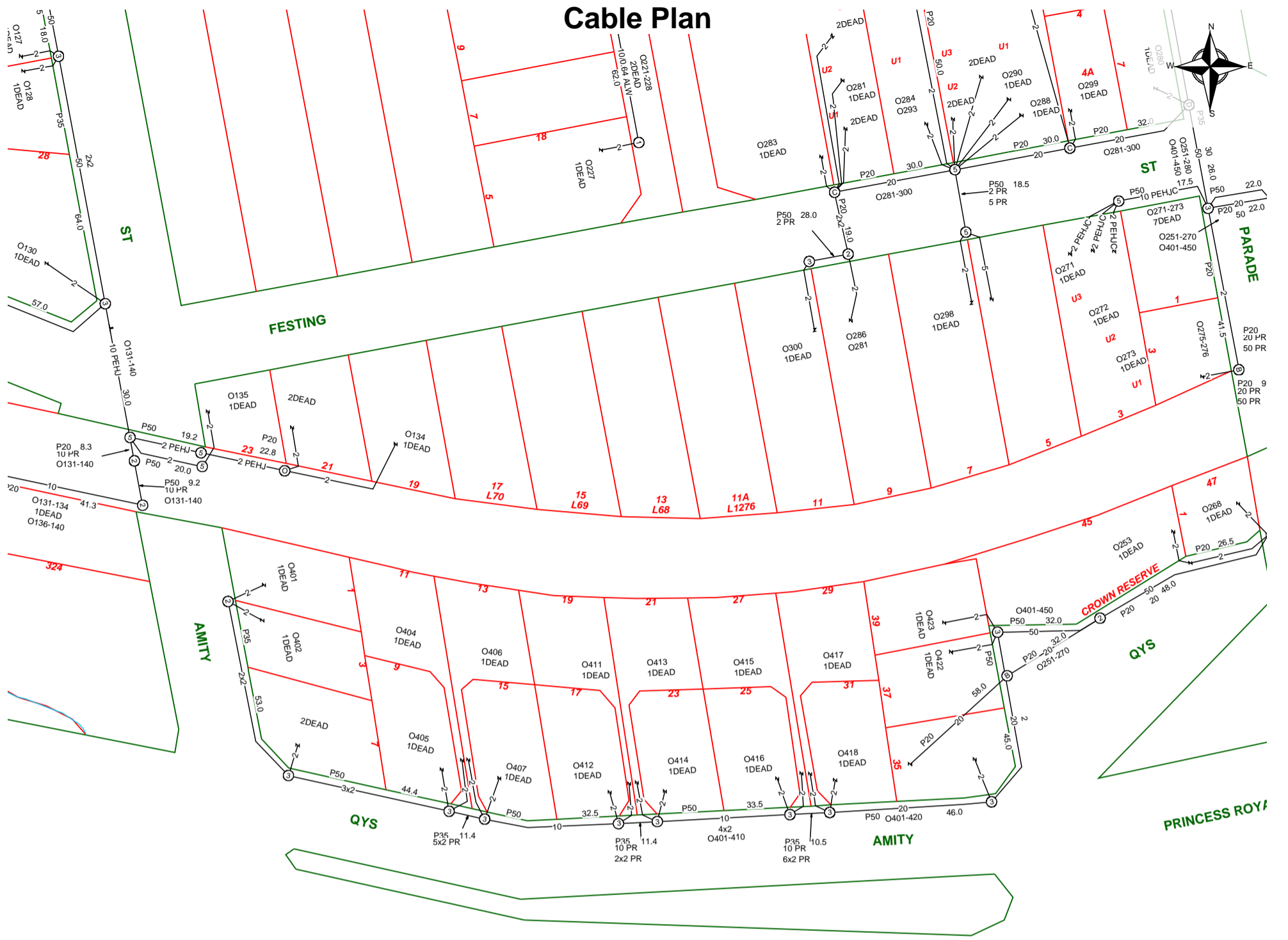


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Cable Plan



For all Telstra DBYD plan enquiries - email - Telstra.Plans@team.telstra.com
 For urgent onsite contact only - ph 1800 653 935 (bus hrs)

TELSTRA CORPORATION LIMITED A.C.N. 051 775 556

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Sequence Number: 51564425

Please read Duty of Care prior to any excavating

WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

It is your responsibility to locate Telstra's underground plant by careful hand pot-holing prior to any excavation in the vicinity and to exercise due care during that excavation.

Please read and understand the information supplied in the duty of care statement attached with the Telstra plans. TELSTRA WILL SEEK COMPENSATION FOR LOSS CAUSED BY DAMAGE TO ITS PLANT.

Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.

REPORT ITEM PD146 REFERS

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H324

AMITY

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QYS

PRINCESS ROYAL



Scale: 1:750

Centre Point: 117.876°, -35.029°

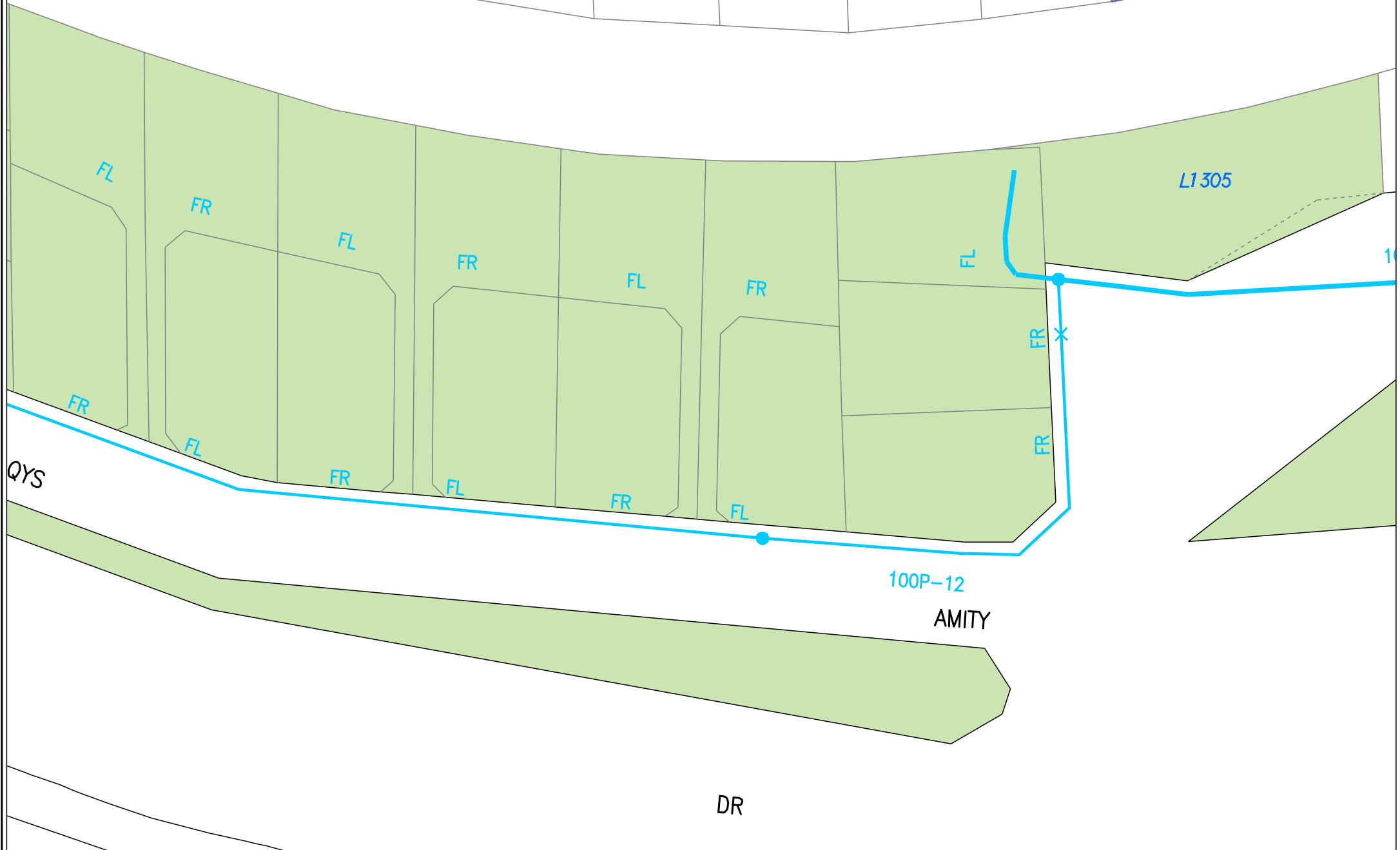
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Scale: 1:750

Centre Point: 117.878°, -35.029°

Sequence No: 51564427

Print Date: 16/03/2016 Page: 5 of 7



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**City of Albany
Local Planning Scheme No. 1**

AMENDMENT No. 20

APPENDIX B

**BUSHFIRE ATTACK LEVEL CONTOUR PLAN REPORT
BIO DIVERSE SOLUTIONS**

AS 3959 Bushfire Attack Level (BAL) Contour Plan Report

Site Details			
Address:	Lot 1533 to 1550 Amity Quays		
Suburb:	Albany	State:	W.A.
Local Government Area:	City of Albany		
Description of Building Works:	Residential subdivision		
Stage of WAPC Planning	WAPC Application		

Report Details			
Report / Job Number:	AB011	Report Version:	Final
Assessment Date:	16/8/16	Report Date:	26/8/16







<p>Legend</p> <ul style="list-style-type: none"> Amity Quays-subject area Amity Quays assessment boundary AB011-amity quay plots Amity Distances 	<ul style="list-style-type: none"> Amity Quay Photos alb_cadastre_cofa_dola contours_25000 Slope degrees 	<ul style="list-style-type: none"> Forest Type A Grassland Type G Low fuel or non vegetated 2.2.3.2 	<p>Scale 1:1250@ A3 GDA MGA 94</p> <p>100 50 0 100 Meters</p>	<p>BPAD Bushfire Planning & Design Accredited Practitioner Level 1</p> <p>BIO DIVERSE SOLUTIONS</p> <p>25 Fitzgerald Drive Albany WA 6170 Australia Tel: 08 9567 3035 Fax: 08 9567 3036 Mob: 0447 555 016</p>	<p>Landcorp Amity Quays Albany WA 6330</p> <p>Vegetation Mapping Lot 1533 to 1550 Amity Quays</p> <table border="1"> <thead> <tr> <th>STATUS</th> <th>FILE</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>FINAL</td> <td>AB011</td> <td>26/8/2016</td> </tr> </tbody> </table>	STATUS	FILE	DATE	FINAL	AB011	26/8/2016
STATUS	FILE	DATE									
FINAL	AB011	26/8/2016									

SECTION 1 - Vegetation Classification

All vegetation within 100m of the site / proposed development was classified in accordance with Clause 2.2.3 of AS 3959-2009. Each distinguishable vegetation plot with the potential to determine the Bushfire Attack Level is identified below.

Plot	1	Classification or Exclusion Clause	Forest Type A
			<p>Forest type A</p> <p>Multi-layered vegetation structure. Lower layer composed mainly of weeds-(<i>Dolichos</i>-Sydney Wattle)</p> <p>30-70% vegetative structure/cover Peppermint trees average height 6 metres Surface fuels 25-35T/ha</p> <p>Separation 28 metres</p> <p>Upslope of site effective slope of 12 degrees- occupying top side of railway cutting</p> <p>Not used in BAL assessment as it's influence was overridden by Plot 2</p>
<p>Photo 1-Photo ID 1-Looking north west from railway line-note weed infestation</p>			

Plot	2	Classification or Exclusion Clause	Forest Type A
			<p>Forest type A</p> <p>Multi-layered vegetation structure. Lower layer composed mainly of weeds-(<i>Dolichos</i>-Sydney Wattle)</p> <p>30-70% vegetative structure/cover Peppermint trees and garden ornaments average height 4 to 6 metres Surface fuels 25-35T/ha</p> <p>Separation 15-20 metres</p> <p>Upslope of site effective slope 12 degrees- occupying top side of railway cutting and pushing north along Private property boundary</p>
<p>Photo 2-Photo ID 2-Aspect to the north north west along private property. Exhibits characteristics of a private garden extending its perimeter onto vacant adjoining land.</p>			

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Plot	3	Classification or Exclusion Clause	Forest Type A
			<p>Forest type A</p> <p>Multi-layered vegetation structure. Lower layer composed mainly of weeds-<i>(Dolichos)</i> and <i>Pteridium</i>(bracken fern)</p> <p>30-70% vegetative structure/cover Peppermint trees average height 6 metres-some eucalypts Surface fuels 25-35T/ha</p> <p>Down slope of site effective slope 11 degrees-occupying bottom side of railway benching</p> <p>Connected to plot 5 via overstorey and understorey separation distance refer plot 5</p>

Photo 3-Photo ID 3-Looking west along railway line. Peppermint forest infested with *Dolichos*. Note *Eucalypt* crown top left of photo which is the attaching link to plot 5


Plot	4	Classification or Exclusion Clause	Grassland Type G
			<p>Unmanaged grasses 100-300mm occupying northern end of rail way siding</p> <p>Up slope from site. Effective slope flat ground 15 metres separation from site</p> <p>Some evidence of herbicide spraying in some areas</p> <p>Runs entire length of site.</p>

Photo 4-Photo ID 4-

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Plot	5	Classification or Exclusion Clause	Forest Type A
		<p>Forest type A</p> <p>Multi-layered vegetation structure. Lower layer Composed mainly of weeds-Sydney wattle. Trash layer of Sydney wattle succumbing to weed treatment on railway line</p> <p>30-70% vegetative structure/cover Planted Eucalypts and pines trees average height 7-10 metres Surface fuels 25-35T/ha</p> <p>Upslope of site effective slope 0.2 degrees- occupying bottom side of railway batter</p> <p>Connected to plot 3 via overstorey and understorey Separation distance 9 metres.</p>	

Photo 5-Photo ID 5-Looking east along railway to site-note dead Sydney wattle composing the trash layer and mixed tree species.


Plot	6	Classification or Exclusion Clause	Low fuel or non vegetated areas: 2.2.3.2 (e-f)
		<p>Car park and managed gardens of the premise to the west of site.</p>	

Photo 6-Photo ID 6-Car park view of property to west of site

SECTION 3: Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below and BAL Contour Plan Page 7

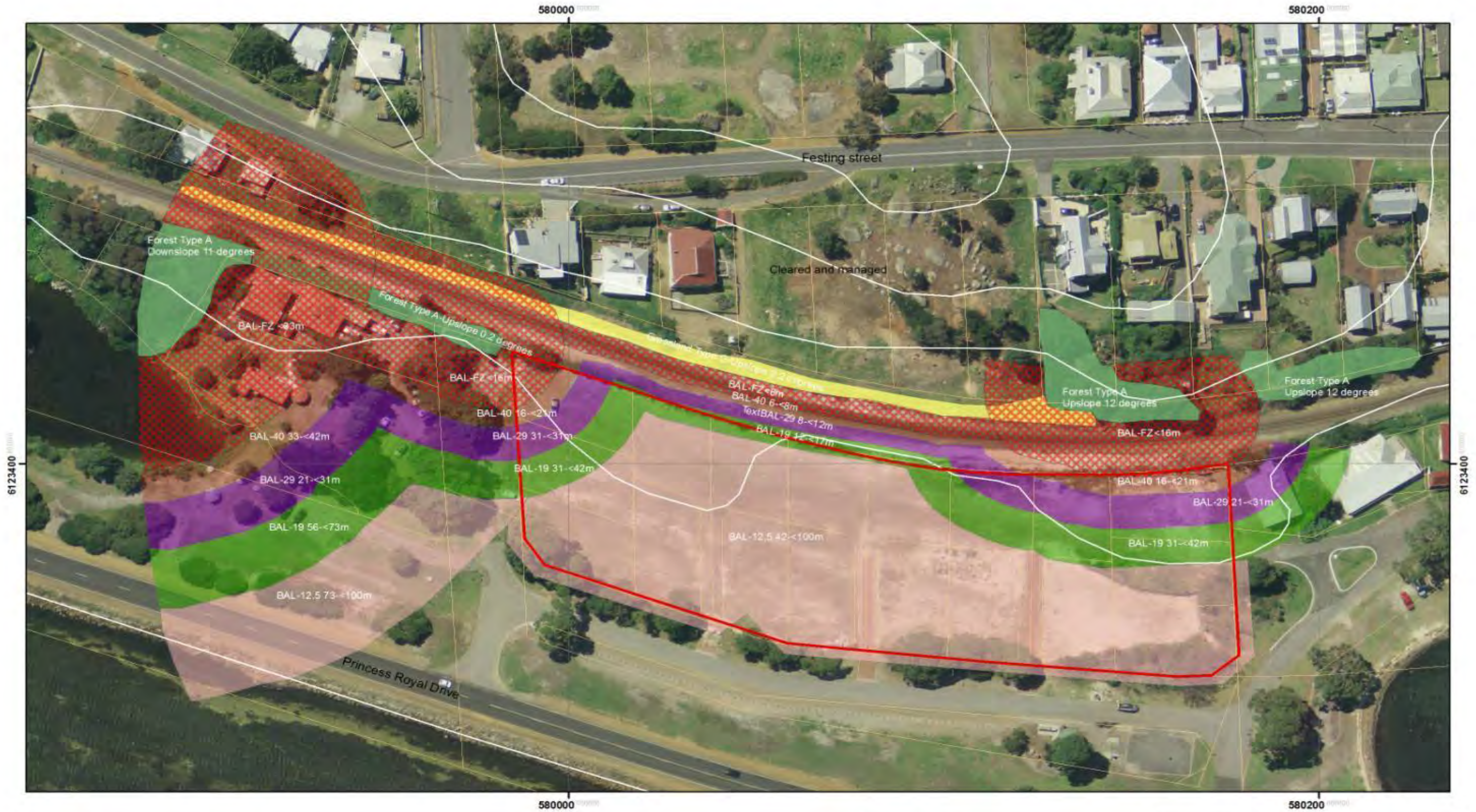
Plot	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Forest Type A	Up Slope	28 m	Plot 2 overrides
2	Forest Type A	Upslope	15-20 m	BAL 29 BAL19, BAL12.5 can apply
3	Forest Type A	Down slope > 10-15 degrees	76 m	BAL-12.5 can apply
4	Grassland Type G	Upslope	15 m	BAL-19 applies
5	Forest type A	Up slope	9 m	BAL 29 BAL19, BAL12.5 can apply
6	Exclusion-Low fuel or non veg 2.2.3.2 Clause (f)	N/A	N/A	N/A

COMMENTS ON BAL CALCULATIONS:

- Distances from vegetation were made based on surface fuels to ledge of lot (subject site) boundary;
- Effective slopes were measured in the field using a Nikon Forestry Pro and represented on the respective plots;
- Method 1 (AS3959-2009) Simplified procedure was used for vegetation classification and BAL Assessment process;
- Vegetation was classified within 100m of the lot boundaries;
- The perimeter of the vegetation was measured using field GPS and notations on field GIS maps;
- The BAL Contour Plan was prepared by an Experienced Level 2 Bushfire Planning Practitioner (pending Accreditation by FPA); and
- The BAL Contour Map has been prepared in accordance with Department of Planning (WAPC) Fact Sheet – BAL Contour Maps (Version 2, January 2016).

ASSUMPTIONS

- Internal areas of the subdivision will be maintained in a low fuel state (as per APZ standards and AS3959-02009 Clause 2.2.3.2 (f)) by the developer until individual lot construction occurs.



Legend Amity Quays-subject area BAL FZ BAL 19 BAL 40 BAL 29 BAL 12.5 alb_cadastre_cofa_dola contours_25000		Scale 1:1000@ A3 GDA MGA 94 	BPAD Bushfire Planning & Design Accredited Practitioner Level 1 BIO DIVERSE SOLUTIONS 22 Fitzgerald Drive Albany WA 6330 Australia Tel: 08 9847 3936 Fax: 08 9847 3935 Mob: 0447 505 016	CLIENT Landcorp Amity Quays Albany WA 6330 BAL- Mapping Lot 1533 to 1550 Amity Quays STATUS: FINAL FILE: AB011 DATE: 26/8/2016
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AS3959-2009 disclaimer: It should be borne in mind that the measures contained within this Standard (AS3959-2009) cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the unpredictable nature and behavior of fire and extreme weather condition.

(AS3959, 2009)

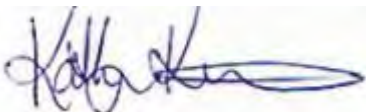
Building to AS3959-2009 is a standard primarily concerned with improving the ability of buildings in designated bushfire prone areas to better withstand attack from bushfire thus giving a measure of protection to the building occupants (until the fire front passes) as well as to the building itself.

SECTION 4: DISCLAIMER

The recommendations and measures contained in this assessment report are based on the requirements of the Australian Standards 3959-2009 – Building in Bushfire prone Areas, WAPC State Planning Policy 3.7 (WAPC, 2015), , WAPC Guidelines for Planning in Bushfire Prone Areas (WAPC, 2015), and CSIRO’s research into Bushfire behaviour. These are considered the minimum standards required to balance the protection of the proposed dwelling and occupants with the aesthetic and environmental conditions required by local, state and federal government authorities. They DO NOT guarantee that a building will not be destroyed or damaged by a bushfire. All surveys and forecasts, projections and recommendations made in this assessment report and associated with this proposed dwelling are made in good faith on the basis of the information available to the fire protection consultant at the time of assessment. The achievement of the level of implementation of fire precautions will depend amongst other things on actions of the landowner or occupiers of the land, over which the fire protection consultant has no control. Notwithstanding anything contained within, the fire consultant/s or local government authority will not, except as the law may require, be liable for any loss or other consequences (whether or not due to negligence of the fire consultant/s and the local government authority, their servants or agents) arising out of the services rendered by the fire consultant/s or local government authority.

SECTION 7: Certification

I hereby certify that I have undertaken the assessment of the above site and determined the Bushfire Attack Level stated above in accordance with the requirements of AS 3959-2009 (Incorporating Amendment Nos 1, 2 and 3).

SIGNED, ASSESSOR:  .. DATE:

Kathryn Kinnear, Bio Diverse Solutions
Accredited Level 1 BAL Assessor (Accreditation No: BPAD30794)
“Experienced” Level 2/3 Bushfire Practitioner pending accreditation.



References

Western Australian Planning Commission (WAPC) (2015) Guidelines for Planning in Bushfire Prone Areas. Western Australian Planning Commission and Department of Planning WA, Government of Western Australia.

Western Australian Planning Commission (WAPC) State Planning Policy 3.2 Planning in Bushfire Prone Areas. Department of Planning WA and Western Australian Planning Commission.

State Land Information Portal (SLIP) (2015 & 2016) map of Bushfire Prone Areas. Office of Bushfire Risk management (OBRM) data retrieved from:

<https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Appendix 1: – Additional Information / Advisory Notes / Justifications Related to Assessment

Vegetation types analysed to A3959-2009 with the following justifications:

Vegetation

Forest type A

- Multi-layered vegetation structure;
- Surface fuels and could reach 25-35T/ha
- 30-70% vegetative structure/cover; and
- Eucalypt Trees 10-30m

Grassland Type G

- Unmanaged grasslands – not regularly slashed or grazed;
- Average heights of grasses 50-250mm
- Dominated by grass species; and potential fuel loading 4.5t/ha
- <10% tree/scrub species present.

Low Fuel and non-vegetated areas (AS3959-2009 2.2.3.2):

Clause (e) – Non-vegetated areas, including waterways, roads, footpaths, buildings and rocky outcrops.

- Footpaths;
- Buildings;
- Bare ground;
- Car parks; and
- Roads

Clause (f) – Low threat vegetation including managed grassland in minimal fuel condition, maintained lawns, golf courses, maintained public reserves and parklands, vineyards, orchards, cultivated ornamental gardens, commercial nurseries, nature strips and wind breaks.

- Low fuel areas associated with managed grasslands, ornamental gardens in APZ areas of established buildings/dwellings.
- Managed grasses <100mm in height, evidence of regular mowing.

BAL Assessment undertaken by an Experienced Level 2 Bushfire Practitioner. Method 1 AS3959-2009 applied for BAL Assessment.

Appendix 2



Appendix 3



AYTON BAESJOU
PLANNING
50 Park Place
ALBANY 9100
PH 0842 2100 Fax 0842 8630

LOCATION PLAN
Lots 1533 to 1550 Amity Quays
City of Albany

Checklist for proposal compliance and justification to SPP3.7 (2015) & Guidelines for Planning in Bushfire Prone Areas (2015)			
BDS Project Name	BAL Contour Plan		
BDS Job Number	AB011		
Date	26/8/16	WAPC#	N/A
Client name	Ayton Baesjou	Condition #	N/A
Bushfire Prone Area	Yes (see attached)	Mapping	Yes see attached
Planning proposal	Subdivision application	Lots created	Yet to be confirmed
1. Bushfire Protection Criteria Acceptable Solutions as defined by Guidelines for Planning for Bushfire Prone Areas (WAPC 2015).			
Element	Compliant to Acceptable Solution– Yes/No	Justification	
Element 1 – Location	Yes	Site has areas which are classified as low and moderate bushfire hazards. Low and moderate hazards are located to the north west, west, south, east and north east (Forest Type A, Grassland Type G.). Proposed buildings can be in BAL 29 to BAL 12.5 zones. Plan of subdivision is deemed to meet Acceptable Solutions for Element 1.	
Element 2 - Siting and design of development	Yes	A2.1: 20m APZ can be achieved within the proposed lots and/or within the BAL 29-12.5 zones. A2.2 not applied Plan of subdivision is deemed to meet Acceptable Solutions for Element 2.	
Element 3 - Vehicular access	Yes	A3.1: Direct access onto Princess Royal Drive A3.2 Public roads to meet minimum grades A3.3 Cul-de-sacs proposed and meet minimum requirements A3.4 Battle axes not proposed A3.5 Private Driveways will meet minimum requirements A3.6 No EAW proposed, use the existing road network A3.7 No FSA proposed, use the existing road network A3.8 Firebreaks compliant by current owner Deemed to meet Acceptable Solutions for Element 3.	
Element 4 – Water	Yes	Connected to reticulated water, hydrants to WCWA standards. Deemed to meet Acceptable Solutions for Element 4.	
Bushfire Hazard Assessment required	Yes	See Vegetation Classes Plan	
BAL Contour required	Yes	See attached BAL Contour Map.	
BMP required	No	Not deemed required	

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2. Policy measures SPP3.7		
Policy Measure	Applicable – Yes/No	Justification
6.1 - Higher order strategic planning documents in bushfire prone areas	No	Not a higher order strategic plan
6.2 – Strategic planning proposals, subdivision and development applications:	Yes	a) Subdivision proposal within a designated bushfire prone area, BAL and AS3959-2009 to apply to lots. Dwellings to be built to AS3959-2009 applying Acceptable Solutions, BAL 12.5 to BAL 29 applied in newly created lots.
6.3 - Information to accompany strategic planning proposals:	Yes	a) Results of the BHL in accordance with the detailed methodology in Guidelines and prepared by an accredited practitioner. b) BAL contour plan provided (see attached) BAL 29 or 12.5 can apply to lots. c) Brief assessment to Bushfire Protection Criteria (Elements) in the Guidelines indicated can meet the elements by applying Acceptable Solutions.
6.4 - Information to accompany subdivision application	Yes	a) BAL Contour map showing indicative BAL Contours across the subject site in accordance with the guidelines. b) BAL Contour Map prepared by an accredited Level 1 BAL Assessor and Experienced Level 2 Bushfire Practitioner. c) Brief assessment to Bushfire Protection Criteria (Elements) as per the Guidelines indicated can meet the elements by applying Acceptable Solutions
6.5 Information to accompany Development applications	No	Not applicable – not a Development Application
6.6 Vulnerable or high-risk land uses	No	No vulnerable or high risk uses proposed.
6.7 Strategic Planning proposals, subdivision or development applications in areas where an extreme BHL and/or BAL-40 or BAL – FZ applies	No	Building not recommended in BAL FZ or BAL 40 zones, building only recommended in BAL 12.5-29 zones.
6.8 Advice of State/relevant authorities for emergency services sought	No	Not deemed required
6.9 Advice of State/relevant agencies/authorities for environmental protection to be sought	No	Not deemed required.
6.10 Bushfire conditions may be imposed	Yes	Yes, recommend notification on any new titles that building to AS3959-2009 to apply to any new buildings.
6.11 Precautionary	No	Not applied

principle		
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3. Recommendations based on above checklist

1. Assessment to SPP3.7 Indicates that the subdivision has Moderate and Low BHLs. (Forest Type A-Grassland Type G) external to site. Internal areas low fuel and maintained by the developer
2. BAL 12.5 –BAL 29 can be achieved in the proposed lots.
3. Brief assessment to Guidelines indicated can meet the Elements by applying Acceptable Solutions can be achieved in the subsequent stages.
4. Detailed BMP not deemed required.
5. Notification on title for newly created lot as condition of subdivision, building to AS3959-2009 to apply to any new dwellings.
6. Bushfire prone area mapping is correct as per the Map of Bush Fire Prone Areas identifying land falling within, or partially within, a bush fire prone area of Western Australia as designated by the Fire and Emergency Services (FES) Commissioner dated 8/12/2015 and 21/5/2016. Updates of this mapping will occur at the discretion of the FES Commissioner and the BAL Contour Mapping is considered valid for a period of 12 months from the date of production.

References

Western Australian Planning Commission (WAPC) (2015) Guidelines for Planning in Bushfire Prone Areas. Western Australian Planning Commission and Department of Planning WA, Government of Western Australia.

Western Australian Planning Commission (WAPC) State Planning Policy 3.2 Planning in Bushfire Prone Areas. Department of Planning WA and Western Australian Planning Commission.

State Land Information Portal (SLIP) (2015 & 2016) map of Bushfire Prone Areas. Office of Bushfire Risk management (OBRM) data retrieved from:

<https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Application for Planning Approval

Proposed Service Station & Lunch Bar

Lots 40 & 41 (#342-346) Albany Highway, Orana

Application for Planning Approval

Proposed Service Station & Lunch Bar

Lots 40 & 41 (#342-346) Albany Highway, Orana

Prepared by:

PETER D WEBB & ASSOCIATES

PO Box 920
SUBIACO WA 6904

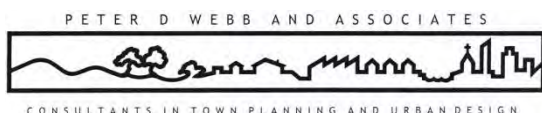
T: (08) 9388 7111
F: (08) 9388 7240
E: planning@webbplan.com.au

Consultant: Mr Nik Hidding
Job Number: C2191
Version / Date: Final - 12 May 2016

Prepared for:

PROCON DEVELOPMENTS (AUST) P/L

PO Box 522
KILSYTH VIC 3137



1.0 INTRODUCTION

Peter D Webb and Associates has been engaged by Procon Developments (Aust.) Pty Ltd (Procon) to prepare and submit an Application for Planning Approval for a proposed “Service Station” and “Lunch Bar” at Lots 40 & 41 (#342-346) Albany Highway, Orana.

The subject site is zoned “Highway Commercial” under the City of Albany Local Planning Scheme No. 1 (LPS 1). The proposed “Service Station” and “Lunch Bar” uses are able to be considered by the City of Albany, as both are “P” (Permitted) uses in the zone.

For this Application, please find **attached** our completed Application for Development Approval Form signed by the current landowners (Newall Property Developments Pty Ltd), two (2) copies of the proposed plans and our cheque for the prescribed Development Application fee of **\$5,041.00** based on the anticipated construction cost of \$1.80M.

The Project Team had the opportunity to meet with Mr Tom Wenbourne (Senior Planning Officer) of the City of Albany to discuss the principles of this proposal on 18 April 2016. This Application responds to the discussions that were undertaken at that meeting, and we now look forward to the City’s favourable assessment of this Application.

Following is a supporting report outlining the details of the proposal as well as the location, the site and relevant planning background and supporting rationale.

2.0 BACKGROUND AND LOCATION DETAILS

Applicant:	Peter D Webb & Associates
Designer:	TRG
Developer:	Procon Developments (Aust.) Pty Ltd
Owners:	Newall Property Developments Pty Ltd
Zoning: LPS 1:	“Highway Commercial”
Scheme:	Local Planning Scheme No. 1 (LPS 1)
Current Use:	Used Car Sales (Derelict) – vacated for many years
Lot Size:	3219m ² (combined)
Proposed Use Class:	“Service Station” (“P” use) “Lunch Bar” (“P” Use)
Value of Development:	\$1.80M

The subject land comprises Lots 40 & 41 (#342-346) Albany Highway, Orana. The Certificates of Title of the two sites are included at **Annexure 1**.

The subject site has a combined land area of 3219m². (Refer **Figure 1**: Landgate Plan).

Vehicular access will be derived from Albany Highway in accordance with Main Roads WA Policy.

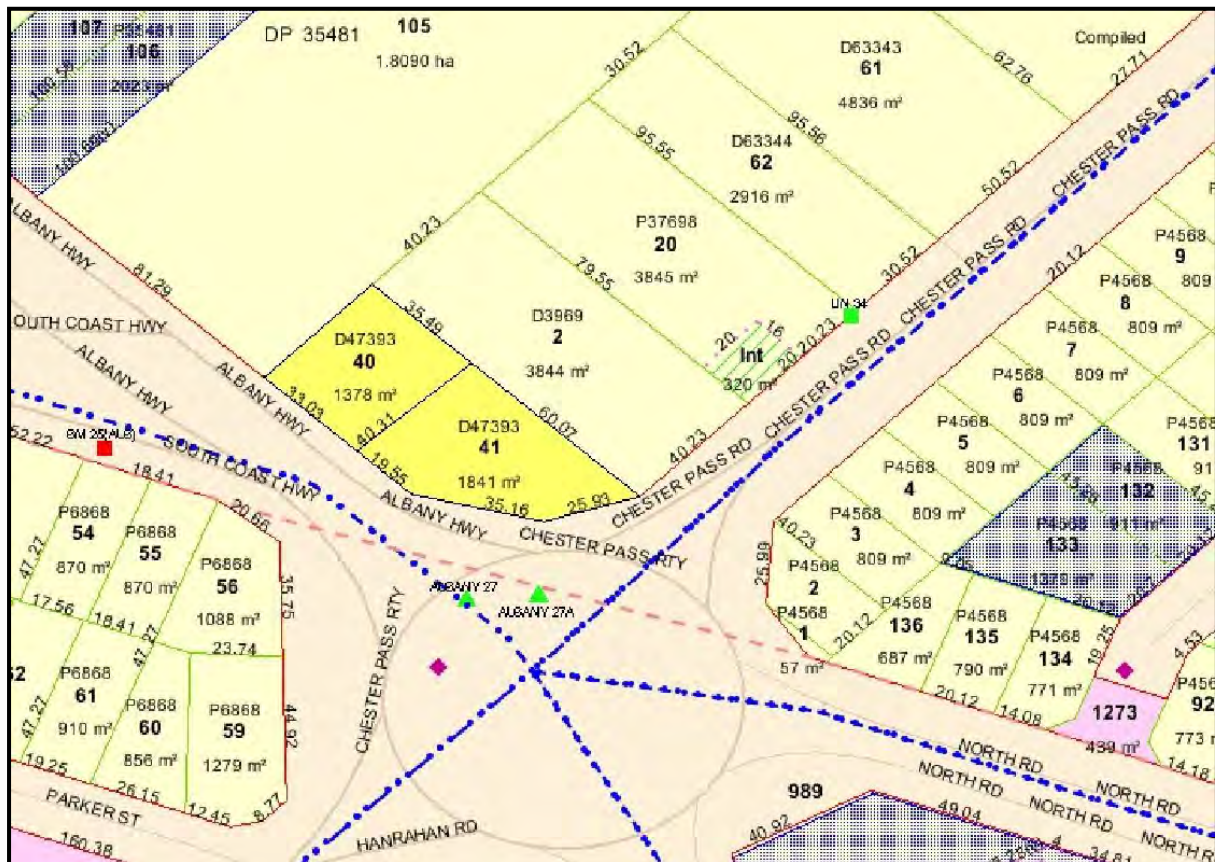


Figure 1: Landgate Plan

The land is currently improved with derelict buildings and hardstand associated with used car sales business, which has been vacated for a number of years.

The property is situated adjacent to Bunnings and is located on its south eastern side.

The disused site has three (3) existing crossovers on the Albany Highway frontage which have been in place for many years.

The existing crossovers will be rationalised in this development to ensure safe and efficient movement of vehicles. There will be no increase in the number of approved crossovers to the site. In fact, this development proposes to reduce the number of crossovers to the site from three (3) to two (2).

“Highway Commercial” zoned land is located to the north east and to the north west the site, as well as to the south on the opposite side of the roundabout.

“Residential” zoned land exists to the east and west, on the opposite sides of adjacent roads.

The layout of the site and its context are outlined in the Aerial Photograph (Nearmap) in **Figure 2** below.



Figure 2: Aerial Photograph (Nearmap)

A series of photographs of the site and its surrounds is included at **Annexure 2**.

3.0 THE PROPOSAL

The proposed “Service Station” & “Lunch Bar” development is depicted on comprehensive Development Plans prepared by TRG (see **Annexure 3**) and include the following:

- Locality Plan;
- Existing Conditions Plan;
- Site Plan;
- Floor Plan;
- Elevation Plan; and
- Signage Plan.

3.1 Building Design

The design of the proposed development is shaped by the relationship to other adjacent (similarly zoned) sites, safety requirements, traffic movement and the functionality of the site.

The service station design is typically commercial in appearance and will adopt corporate branding normally associated with a service station.

The proposed landscaping of the site will ensure that the development provides an attractive frontage and improves the visual amenity of the Albany Highway frontage.

The Service Station will incorporate a 200m² convenience store building and fuel canopy with six (6) bowsers. The retail area of the convenience store building is 98.32m².

The Lunch Bar will incorporate a floor space of 157m² and will also include alfresco dining.

The buildings will include painted precast concrete panels together with metal feature columns to provide a high quality façade to Albany Highway.

3.2 Hours of Operation

The “Service Station” is proposed to be a 24 hour, 7 days a week operation to provide residents and visitors of the area with the ability to refuel and purchase a range of food, drink and associated items at all times; a service which is currently in demand in this part of Orana (City of Albany).

The “Lunch Bar” is proposed to be operated between the hours of 8am to 6pm, but depending on the tenant, may operate into the evenings to 8pm.

3.3 Access & Movement

Site access and exit points are provided onto Albany Highway, allowing for safe and easy access for passing motorists and (service) trucks. The northern-most crossover to the site will be used for access into the site only (one-way). The southern-most crossover will be used for exit movements only (one-way).

Tanker movements into the site will be from the northern crossover, and exit movements will be to the southern crossover. Tanker movements associated with the site will only occur once a week, at a non-peak time and day.

The site also provides opportunity for access (in) from the adjacent Bunnings site to the north, to assist in site connectivity.

The proposed development also allows a possible vehicular connection to the adjacent site to the north east (Lot 2), should that lot be redeveloped in future.

A Transport Statement (**Annexure 4**) has been prepared by GTA Consultants to support the proposed development. The design of the site has demonstrated that access requirements for both car and truck movement can be efficiently accommodated on this site, in accordance with both the City of Albany and Main Roads WA requirements.

3.4 On-Site Parking & Servicing

The proposed development has been provided with 19 parking bays, with a majority of those parking bays located directly adjacent to proposed buildings. The proposed 19 parking bays include the two (2) disabled bays and the air/water service bay.

The site also includes six (6) standard fuel bowsers (servicing 12 light vehicles simultaneously).

A loading/unloading bay for each use is located in proximity to the proposed buildings.

3.5 Convenience Store

The convenience store associated with the Service Station proposes to incorporate an internal area of 200m² NLA, which will include a point-of-sale and offer for sale of goods generally expected in a Service Station, including food and drink products and other associated items for the convenience of residents and passers-by. The convenience store building will also include standard amenities and administration office.

3.6 Fuel Types & Dispensing

The proposed development will provide unleaded fuels (ULP, PULP95, PULP98), and regular diesel. The dispensing arrangements are through standard bowsers, drawing from underground storage tanks.

3.7 Fuel Delivery & Storage

All fuel storage and delivery activities will be undertaken in a manner which complies with Australian Standard 1940 – *The Storage and Handling of Combustible Liquids*. Fuel delivery will occur at a rate of one delivery per week (typically before 6am on a weekday morning).

The proposed tanker sweeps have been reviewed by the Traffic Engineer in the Transport Statement.

The fuel will be stored in two (2) underground horizontal cylindrical tanks with the tanks located in proximity to the main pump canopy.

3.7 Environmental Considerations

The risk of contamination and pollution of the local environment is considered minimal. Service Stations are a highly regulated land use and designers use industry best practices to minimise any fuel or other contaminant access to stormwater drains. Design, operational and management measures will include:

- The connection of washrooms and toilets to reticulated sewerage;
- The use of double-contained fuel storage tank systems with a leak monitoring space. Fuel tanks are also established in stable compacted soils;
- On-site retention and treatment of all stormwater using a using a SPEL Purceptor Stormwater Treatment and Hydrocarbon Capture system;
- Vapour recovery systems compliant with the *Protection of the Environment Operation (Clean Air) Regulation 2002* (NSW Guidance Document);
- Fuel spill kit compliant with the latest Australian Standards and Federal National Occupational Health and Safety Council (NOHSC Codes) or Practice that pertain to the handling, storage, clean-up and disposal of Dangerous Goods and Hazardous Substances: NOHSC: 2007(1994), 1005(1994), & 1015(2001) and AS/NZS 3816:1998, AS1940-2004, AS3780-1994, & AS2507-1998;
- Fuel distribution and leak detection infrastructure compliant with all the relevant Australian Standards, Regulations and Industry Best Practices.
- Site operators will be trained personnel to effectively handle incidents such as fuel and oil spills; and
- Equipment will be installed on site to use in the clean up of any fuel, oil or chemical spills.

4.0 PLANNING ASSESSMENT

4.1 Local Planning Scheme No. 1

The subject land is zoned “Highway Commercial” under the City of Albany Local Planning Scheme No. 1 (LPS 1). The site fronts Albany Highway which is designated as a “Major Road” (Local Scheme Reserve) and may require Main Roads WA referral. (Refer **Figure 3** for LPS 1 Scheme Map Extract).

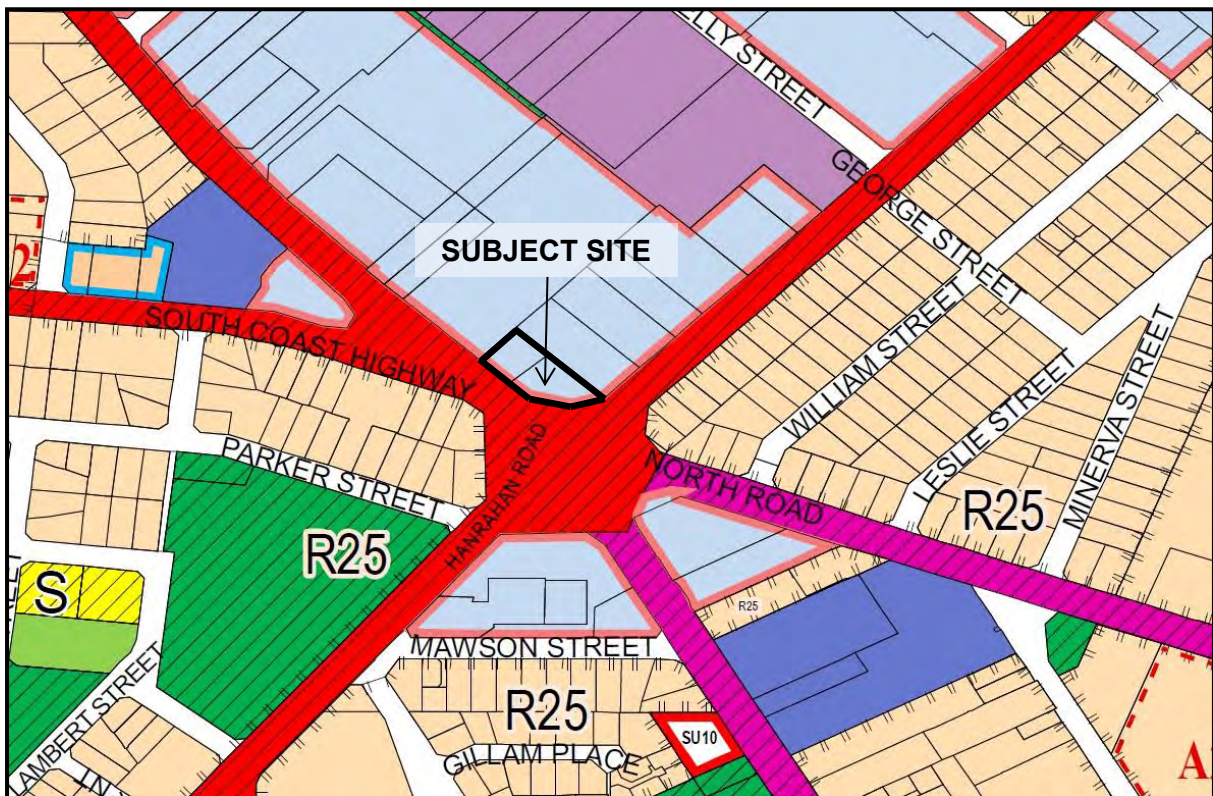


Figure 3: LPS 1 Scheme Map Extract

The proposed “Service Station” and “Lunch Bar” Use Classes are both “P” (Permitted) Uses in the “Highway Commercial” zone which, “[m]eans that the use(s) [are] permitted by the Scheme providing the use[s] [comply] with the relevant development standards and the requirements of the Scheme.”

The Land Use definitions of Schedule 1 of LPS 1 indicates that:

“service station means premises used for:

- (a) the retail sale of petroleum products, motor vehicles accessories and goods of an incidental/convenience retail nature; and
- (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles, but does not include premises used for a transport depot, panel beating, spray-painting, major repairs or wrecking.”

The Land Use definitions of Schedule 1 of LPS 1 indicates that:

“lunch bar means premises or part of premises used for the sale of takeaway food (in a form ready to be consumed without further preparation) within industrial or commercial areas.”

These land uses are specifically mentioned in Schedule 1 of LPS 1 and perfectly describe the proposed land uses proposed to be carried out on the subject site.

4.1.1 Objectives of the “Highway Commercial” Zone

The Objectives of the Highway Commercial zone are set out at Clause 4.2.11 of LPS 1 and are as follows:

- “(a) Provide along the main transport spines into the CBD, a range of services and activities that support the main CBD commercial areas including automotive trades, car sales, showrooms, vehicle servicing and repairs, storage and similar activities that cannot be accommodated in other commercial or industrial related zones;*
- (b) Ensure that the lot sizes, the built form and layout of the development is robust and adaptable, and the built form provides attractive, complementary street façades and adjoining developments promote the joint use of crossovers and parking areas; and*
- (c) Restrict the sizes and location of signs and encourage landscaping of front setbacks to improve the amenity of highway commercial areas. “*

In response to Objective 1, the proposed development provides two key services that support the main commercial area of Orana which are currently not provided.

In response to Objective 2, the proposed development provides for the redevelopment of the existing underutilised and derelict buildings on the site, which were used in conjunction with a used car sales business. The proposed built form will use high quality materials and finishes that will assist in providing an attractive façade to this prominent location on Albany Highway. The proposed access to the site also rationalises existing crossovers and provides the opportunity to link with adjacent sites for vehicular movements.

In response to Objective 3, the proposed development provides a suitable number of signs that accord with the City’s standards and also includes extensive areas of landscaping to “soften” the built form and provide an attractive frontage to the development to increase visual amenity.

4.1.2 Provisions Applicable to the “Highway Commercial” Zone

Clause 5.5.9 of LPS 1 outlines development provisions applicable to the “Highway Commercial” zone.

In response to each of the relevant provisions under Clause 5.5.9, we make the following comments:

- The proposed development utilises design elements and materials that break down the bulk of the development and provides visual interest through the articulation of the built form. In particular, the Lunch Bar building includes a covered alfresco area which includes interesting colours and materials.
- Access and egress points onto adjoining road reserves have been carefully planned for and reviewed by the Applicant’s Traffic Engineers and we understand this requires approval of the relevant road control authority.
- Signage associated with the proposed development will be incorporated into the fabric of the buildings and structures on-site and are otherwise in accordance with the City’s signage standards.
- Tree planting in landscaped areas is generally allowed for and the City may require the Applicant to prepare a landscape plan as a Condition of Development Approval.
- The proposed development will include sealed access-ways and crossovers to adjacent roads.
- Two (2) separate, designated loading/unloading areas for the proposed two (2) land uses have been designed such that delivery vehicles leave and enter the street in forward gear.

4.1.3 Vehicle Access/Egress onto Major Roads

Clause 5.8.1 of LPS 1 outlines a number of requirements in relation to vehicle access/egress onto Major Roads.

We note importantly, that approval from the relevant road control authority is required for the construction of a vehicle access/egress point onto a “Major Road” shown on the Scheme Map.

We also that crossovers should be constructed and drained to prevent the export of any materials from the lot on the Major Road.

All vehicle crossovers have been designed and reviewed by the Applicant’s Traffic Engineer.

4.1.4 Car Parking

Car and bicycle parking is required to be provided in accordance with Table 5 “Car and Bicycle Parking Requirements” of LPS 1.

The car parking calculation is included below at **Table 1**.

Use Class	LPS 1 Requirement	Required Provision
“Lunch Bar”	1 space for every 15m ² NLA	11 (rounded up)
“Service Station”	1 per pump + 1 per employee + 1 per 20m ² retail area. (retail area is 98.32m ²)	12 2 (max) 5
Total		30

Table 1: Car Parking Requirements of LPS 1

The proposed "Service Station" has been provided with 10 designated parking bays, which includes one (1) disabled bay. 12 pump bays also exist for the customers who refuel their vehicles and leave them there while attending the convenience store to pay. Therefore, there are **22** car parking bays (including the 12 pump bays) available to "Service Station" customers and staff.

The proposed "Lunch Bar" has been provided with nine (9) parking bays, which includes one (1) disabled bay. That is **9** parking bays for the "Lunch Bar".

Therefore, there is a **total of 31 car parking bays (made up of 19 designated parking bays and 12 pump bays)** available to the proposed development, which complies with the City's car parking requirements of LPS 1.

(We consider that the 12 pump bays should be considered by the City as being able to be added to the car parking provision, since in actuality, those bays are highly likely to be used to park cars while customers pay for fuel and access the convenience store building. This is a standard being applied across many local governments in the consideration of Service Station developments).

Car parking, manoeuvring and circulation areas will be constructed, drained and sealed to the satisfaction of the City. Car parking areas will be line marked and appropriately lit.

4.1.5 Site Requirements

Table 7 of Clause 5.8.7 of LPS 1 outlines a number of general site requirements for zones.

The "Highway Commercial" zone has the following general site requirements:

- Maximum Plot Ratio of 0.60.
- Minimum 7.5m front setback.
- Minimum nil rear and side setbacks.

The proposed development complies with these general site requirements of the "Highway Commercial" zone.

4.1.6 Bin & Refuse Storage Areas

Clause 5.8.8 of LPS 1 outlines a number requirements for Bin & Refuse Storage areas associated with development.

The proposed bin and refuse storage areas are located to the rear of buildings, screened from view and will be constructed, drained and paved to the satisfaction of the City.

4.1.7 Landscaping Requirements

Clause 5.8.9 of LPS 1 outlines the landscaping requirements for development within different zones.

We note that the “Highway Commercial” zone requires 10% of development sites to be landscaped.

The proposed development includes 382m² of landscaping area, which is approximately 12% of the subject site area, and therefore complies.

4.2 Local Planning Policies

4.2.1 Signs

The objective of the City’s Signs Policy is to ensure that signs installed are appropriate to their location and function and do not diminish the visual amenity, aesthetic and character of the locality, or detract from the appearance of buildings and places.

All wall signs are generally compliant with the Policy.

The proposed pylon sign is 7.30m in height.

We note importantly that the City may exercise its discretion to approve a deviation from the specific sign standards, particularly where the sign does not detrimentally affect the amenity of the locality or interfere with traffic safety.

The proposed pylon sign is approximately (only) 1.30m higher than the 6.00m height standard set out in the City’s Policy, so the actual impact with this minor height variation is not considerable and will not detrimentally affect the amenity of the locality, nor will it interfere with traffic safety.

We are aware that in the past, the City has approved other Service Station developments with approximately 7.00m high pylon signs. We therefore, respectfully seek the same consideration in this development.

4.2.2 Public Art

The objective of the City’s Public Art Policy is to develop and promote community identity within the City of Albany by requiring commissioned public art works as part of private development projects.

The application of this Policy only applies to private developments involving commercial, non-residential and or mixed use developments over the value of \$1.5M. In those circumstances, the developer is required to allocate 1% of the estimated total project cost for the development of public artwork which reflects or enhances local cultural identity.

The City may (or may not) choose to require the Applicant to contribute to Public Art in this way.

4.3 WAPC Development Control Policies

4.3.1 DC Policy 5.1 Regional Roads (Vehicular Access)

The objectives of DC Policy 5.1 seek to ensure that vehicle access to regional roads and the type of abutting developments is controlled and conforms with sound town planning principles, and to improve traffic flow and safety on all regional roads by minimising the number of junctions or driveways.

Since the site is currently afforded access to three (3) existing crossovers, the development does not propose to create or add any crossovers to the site, notwithstanding the relatively long road frontage that it enjoys. Instead, the proposed development includes the rationalisation of crossovers to the site (reducing the number from three (3) to two (2)), to increase safety and usability of the site for its intended (commercial) purpose. As the subject site has a frontage which currently accommodates two lots, the two (2) crossovers are not at all unreasonable in the circumstances.

The proposed development is therefore, consistent with the objectives of DC Policy 5.1.

4.4 Services

The full range of urban services will be connected to the proposed development.

4.4.1 Western Power

An existing light pole in front of the subject site, together with an overhead line, is required to be removed in order to maintain safety around access to the site. Western Power's comments will be sought in due course, however this does not appear to be a significant issue, as the light pole does not provide a lot of light, considering importantly that the adjacent roundabout includes a large light pole which lights up the immediate area at night for safety purposes on the roundabout.

Further, the break-out light of the development (including fuel canopy lighting) will assist in providing adequate light to the frontage of the development and adjacent Albany Highway.

We will prepare and submit the required Form for Removal of Unmetered Supply with Western Power at the appropriate stage. Western Power have informally advised that it would be prepared to consider this request due to the light pole's location in proximity to other, more effective lighting sources in the road reserve.

4.5 Site Amalgamation

Once the Application for Planning Approval progresses, the Applicant will proceed with an Application for Subdivision (Amalgamation) with the Western Australian Planning Commission (WAPC) to amalgamate the two (2) current lots. A standard Condition of Development Approval can be applied to require the Applicant to amalgamate the sites.

5.0 CONCLUSION

The proposed “Service Station” & “Lunch Bar” development will provide a complete redevelopment of the site, including its improvement through quality building design and landscaping. The development will also fit seamlessly into adjacent existing developments, by ensuring vehicular and site connectivity.

The information provided in this report provides comprehensive planning and design justification for the proposed development, addresses the existing planning framework, relevant technical considerations, built form outcomes, landscaping, and key safety and vehicle movement considerations.

On this basis, and in light of the assessment contained within this report, we respectfully request that the Application for the proposed “Service Station” and “Lunch Bar” (both “P” (Permitted) uses) be determined favourably, subject to reasonable and relevant Conditions.

Should staff have any queries in relation to this Application, please do not hesitate to contact Mr Nik Hidding (Planning Consultant) on 9388 7111.

Peter D Webb and Associates

ANNEXURES

ANNEXURE 1

Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 40/D47393	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 29/6/2015

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

VOLUME
2099

FOLIO
229

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.

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 40 ON DIAGRAM 47393

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

NEWALL PROPERTY DEVELOPMENTS PTY LTD OF 16 FROBISHER STREET, OSBORNE PARK
(T J839518) REGISTERED 19 JULY 2006

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

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: 2099-229 (40/D47393).
PREVIOUS TITLE: 1419-276.
PROPERTY STREET ADDRESS: 346 ALBANY HWY, ORANA.
LOCAL GOVERNMENT AREA: CITY OF ALBANY.

WESTERN



AUSTRALIA

REGISTER NUMBER 41/D47393	
DUPLICATE EDITION 2	DATE DUPLICATE ISSUED 29/6/2015

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

VOLUME
2099

FOLIO
230

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.

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 41 ON DIAGRAM 47393

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

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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: 2099-230 (41/D47393).
PREVIOUS TITLE: 1419-277.
PROPERTY STREET ADDRESS: 342 ALBANY HWY, ORANA.
LOCAL GOVERNMENT AREA: CITY OF ALBANY.

ANNEXURE 2

Site Photographs



Photograph 1: Existing derelict improvements on the subject site.



Photograph 2: Existing derelict improvements and fencing on the subject site.



Photograph 3: Existing façade of improvements fronting Albany Highway.



Photograph 4: View north along Albany Highway, noting excellent sightlines.



Photograph 5: View south along Albany Highway, noting existing crossovers to the site and existing Western Power light pole to be removed.



Photograph 6: View north along Albany Highway, noting existing Western Power light pole in foreground to be removed.

ANNEXURE 3
Development Plans
(prepared by TRG)
& Feature Survey

ANNEXURE 4
Transport Statement
(GTA Consultants)

City of Albany Records

ic No: PA61019
 e: A119358
 ite: 18 MAY 2016
 ficer: PLA,MPS



APPLICATION FOR DEVELOPMENT

PLEASE NOTE THAT PAYMENT MUST BE MADE BEFORE PR

Owner Details

Name: NEWALL PROPERTY DEVELOPMENTS PTY LTD 57996

ABN (if applicable):

Address: 16 PROBISHER STREET, OSBORNE PARK 13 BARAMA ROAD CITY BEACH Postcode: 6015

Phone: Work: 92850250 Home: Mobile: 0418959772 Fax: Email: brian@newallpa.com

Contact person for correspondence: BRIAN NEWALL

Signature: [Signature] Date: 02-05-16

Signature: [Signature] SOLE DIRECTOR Date:

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 52(2)

Applicant details
(if different from owner)

Name: PETER WEBB & ASSOCIATES.

Address: PO BOX 920 SUBIACO Postcode: 6904

Phone: Work: 9388 7111 Home: Mobile: 0424 651 513 Fax: 9388 7240. Email: nik@webbplan.com.au

Contact person for correspondence: NIK HIDDING.

The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. Yes No

Signature: [Signature] Date: 12-05-16.

Property details

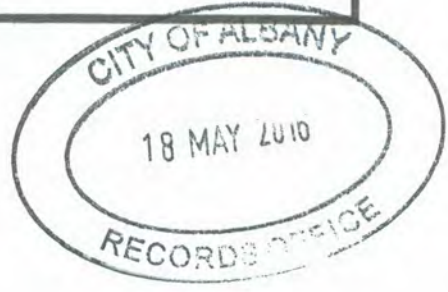
Lot No: 40 & 41 House/Street No: 342 & 346 Location No:

Diagram or Plan No: 47393 Certificate of Title Vol. No: 2099 Folio: 229 & 230

Title encumbrances (e.g. easements, restrictive covenants):

Street name: ALBANY HIGHWAY Suburb: ORANA

Nearest street intersection: SOUTH COAST HIGHWAY



REPORT ITEM PD147 REFERS

Proposed development

Nature of development:

- Works
- Use
- Works and use

Is an exemption from development claimed for part of the development? Yes No

If yes, is the exemption for: Works Use

Description of proposed works and/or land use:

SERVICE STATION + LUNCH BAR.

Description of exemption claimed (if relevant):

Nature of any existing buildings and/or land use:

DISUSED CAR SALES PREMISES.

Approximate cost of proposed development:

\$1.80M

Estimated time of completion:

LATE 2016.

Office Use Only

TPS No: 1 Zone: Highway Other: -

Use Type: Commercial

Description: _____

Assessment No: 4199 A119358 Building Licence No: -

Acceptance Officer's initials: EW

Date received:

Local government reference no:

Cashier

Application No: P2160267

Receipt No: 383347

Amount: \$5,041.00

Signature: Alana Baxter

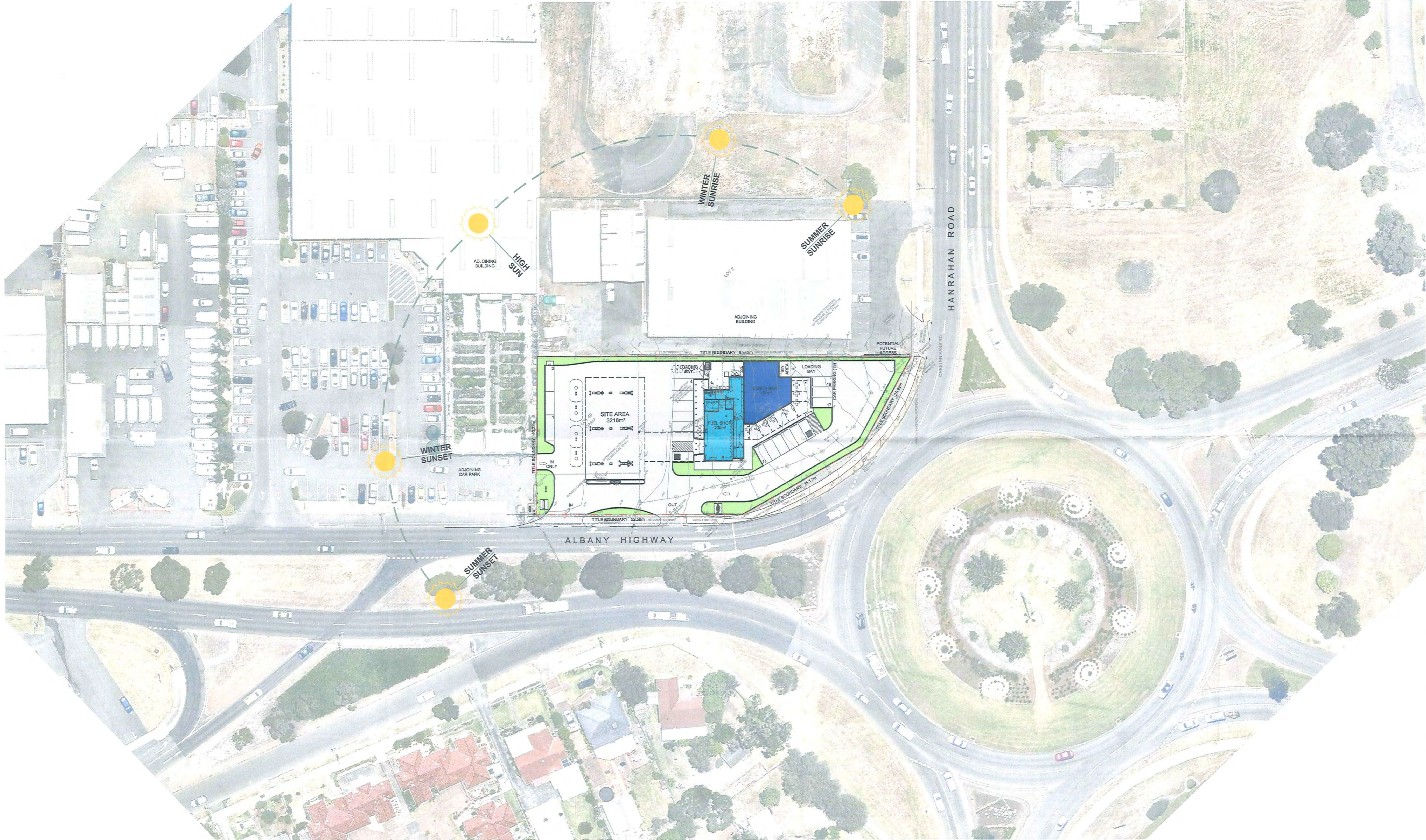
Date: 18.5.16

RECEPTION RECEIVAL STAMP



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 Tel: (08) 9841 9333 | Fax: (08) 9841 4099 | Email: planning@albany.wa.gov.au | Website: www.albany.wa.gov.au



PLANNING ISSUE	TC	11/05/16
AMENDMENT DETAILS	BY	DATE



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design + interiors +
project management

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www.trg-aus.com
The Retail Group Pty Ltd ABN 95 050 134 686
RBP No. DP-AD1689

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PROJECT
**PROPOSED SERVICE STATION &
LUNCH BAR DEVELOPMENT**

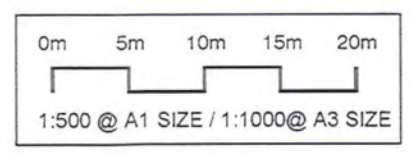
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ORANA
WA 6330

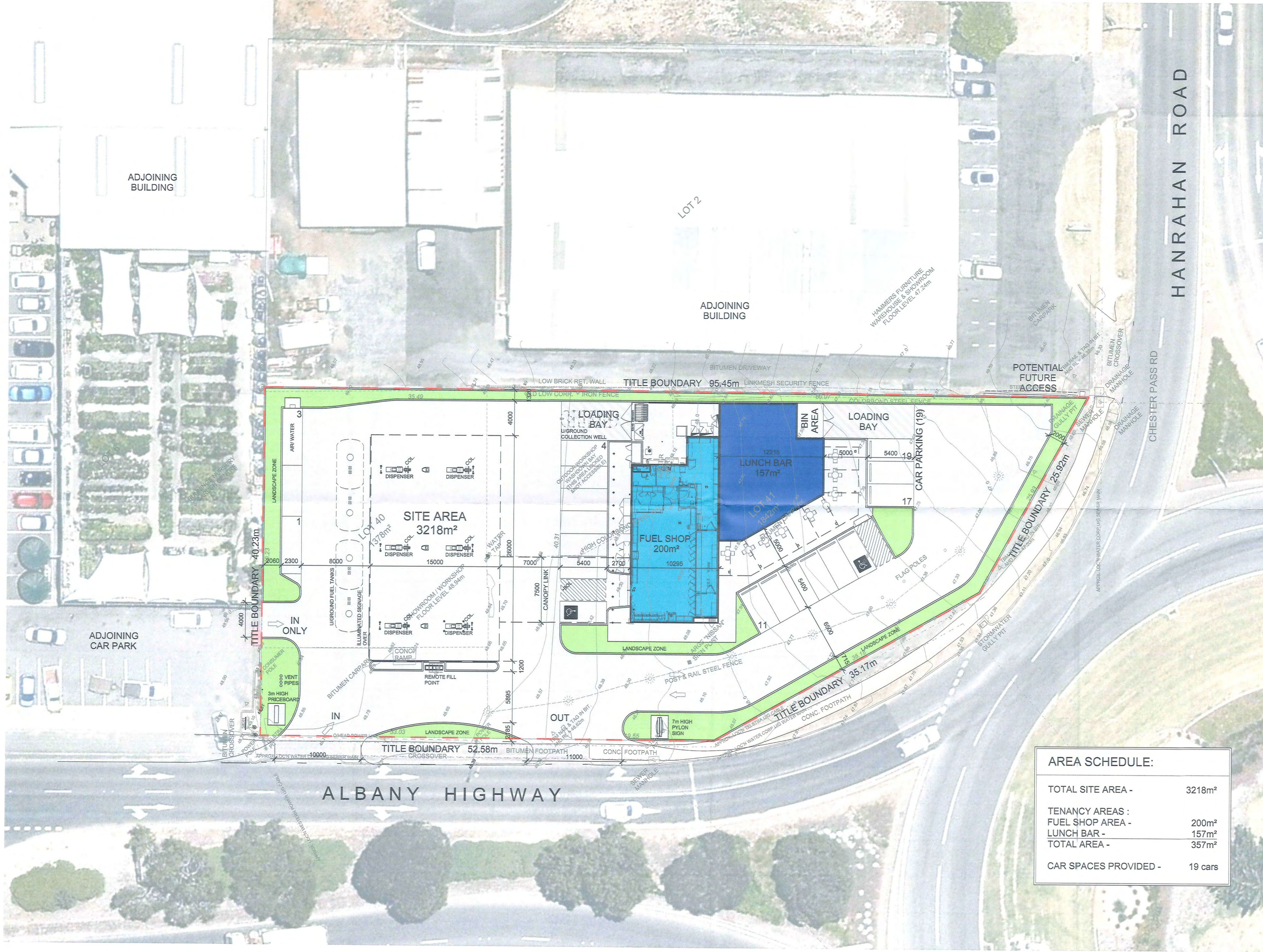
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PROCON DEVELOPMENTS

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PROJECT No. 15256	DRAWING No. TP01	REVISION No. SHEET 01 of 06



Town Planning
Refer for construction



AREA SCHEDULE:	
TOTAL SITE AREA -	3218m ²
TENANCY AREAS :	
FUEL SHOP AREA -	200m ²
LUNCH BAR -	157m ²
TOTAL AREA -	357m ²
CAR SPACES PROVIDED -	19 cars

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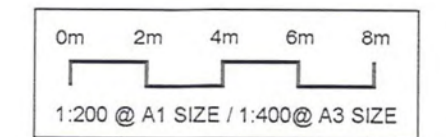
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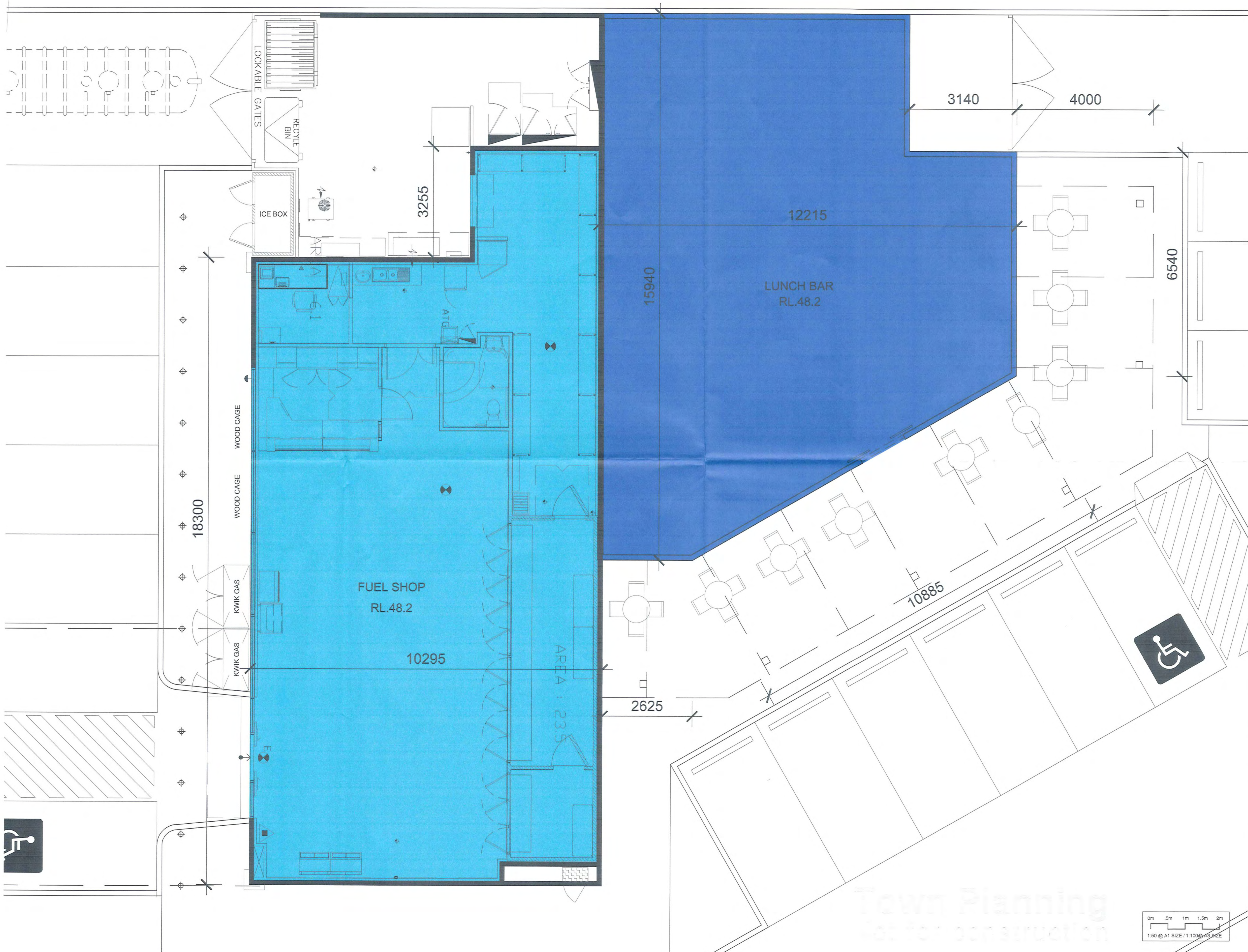
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PROCON DEVELOPMENTS

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PLANNING	15256	TP03	Ø	03 of 06





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PROJECT
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LUNCH BAR DEVELOPMENT

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WA 6330

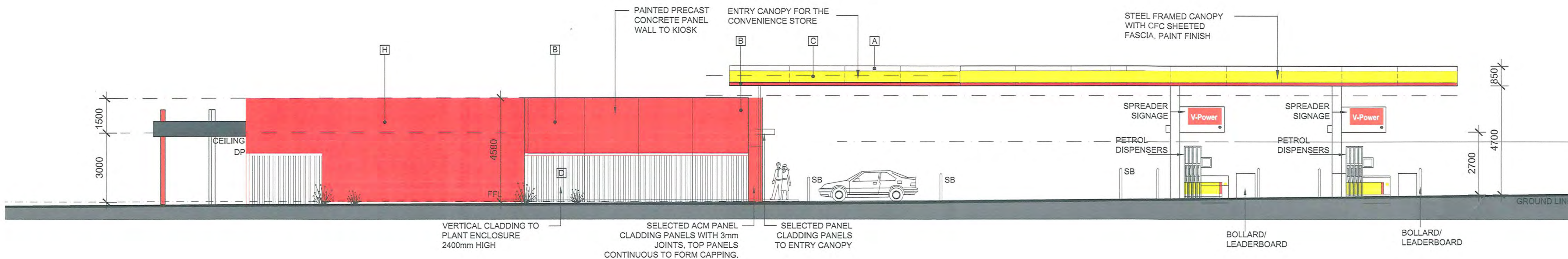
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PROCON DEVELOPMENTS

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EXTERNAL COLOUR SCHEDULE

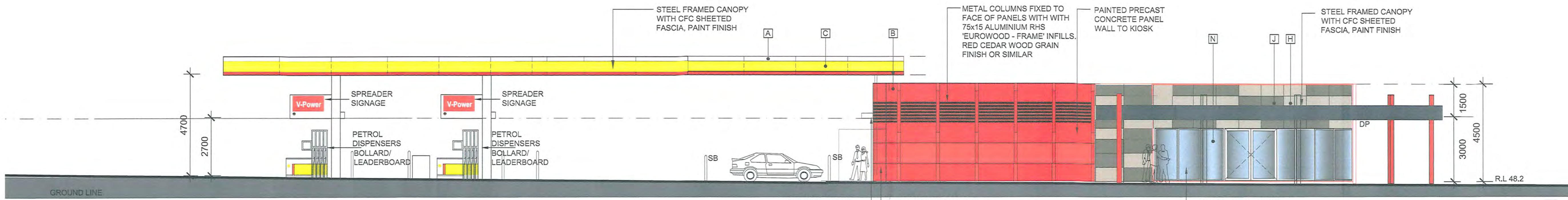
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- [C] PAINT FINISH DULUX 'EXPLODING STAR' P17H7 SEMI GLOSS
- [D] PAINT FINISH COLOURBOND 'SURFMIST'
- [E] POWDERCOAT FINISH WINDOWS AND DOOR FRAMES 'WHITE'
- [F] PAINT FINISH SEMI GLOSS ENAMEL 'WHITE'
- [G] PAINT FINISH WATTYL SOLAGARD ALTA SIERRA A43W/H090-A SATIN
- [H] PAINT FINISH WATTYL SOLAGARD ALTA SIERRA A43W/H090-A SATIN FINISH
- [J] EKO DECK DARK BROWN 137X23
- [K] POWDER COAT FINISH COLORBOND DARK GREY TO MATCH (M)
- [L] PAINT FINISH DULUX 'DOMINO' GR10 SATIN FINISH
- [M] PAINT FINISH RED GLOSS ENAMEL PMS 485/3M 3630-143 POPPY RED OR ILLUMINATED LIGHT BOX
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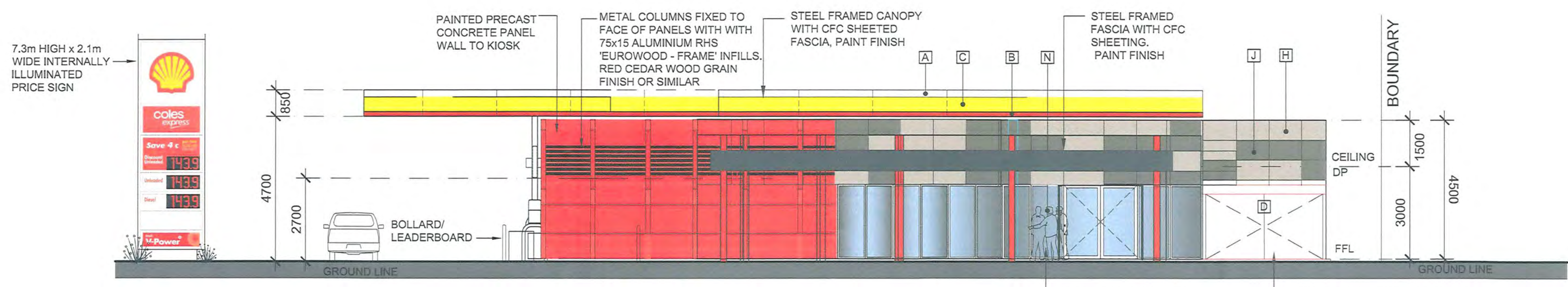
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SCALE 1:100



02 WEST ELEVATION
SCALE 1:100



03 SOUTH ELEVATION
SCALE 1:100



04 EAST ELEVATION
SCALE 1:100

0	PLANNING ISSUE	TC	11/05/16
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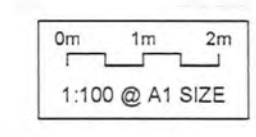
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**PROPOSED SERVICE STATION
AND LUNCHBAR DEVELOPMENT**

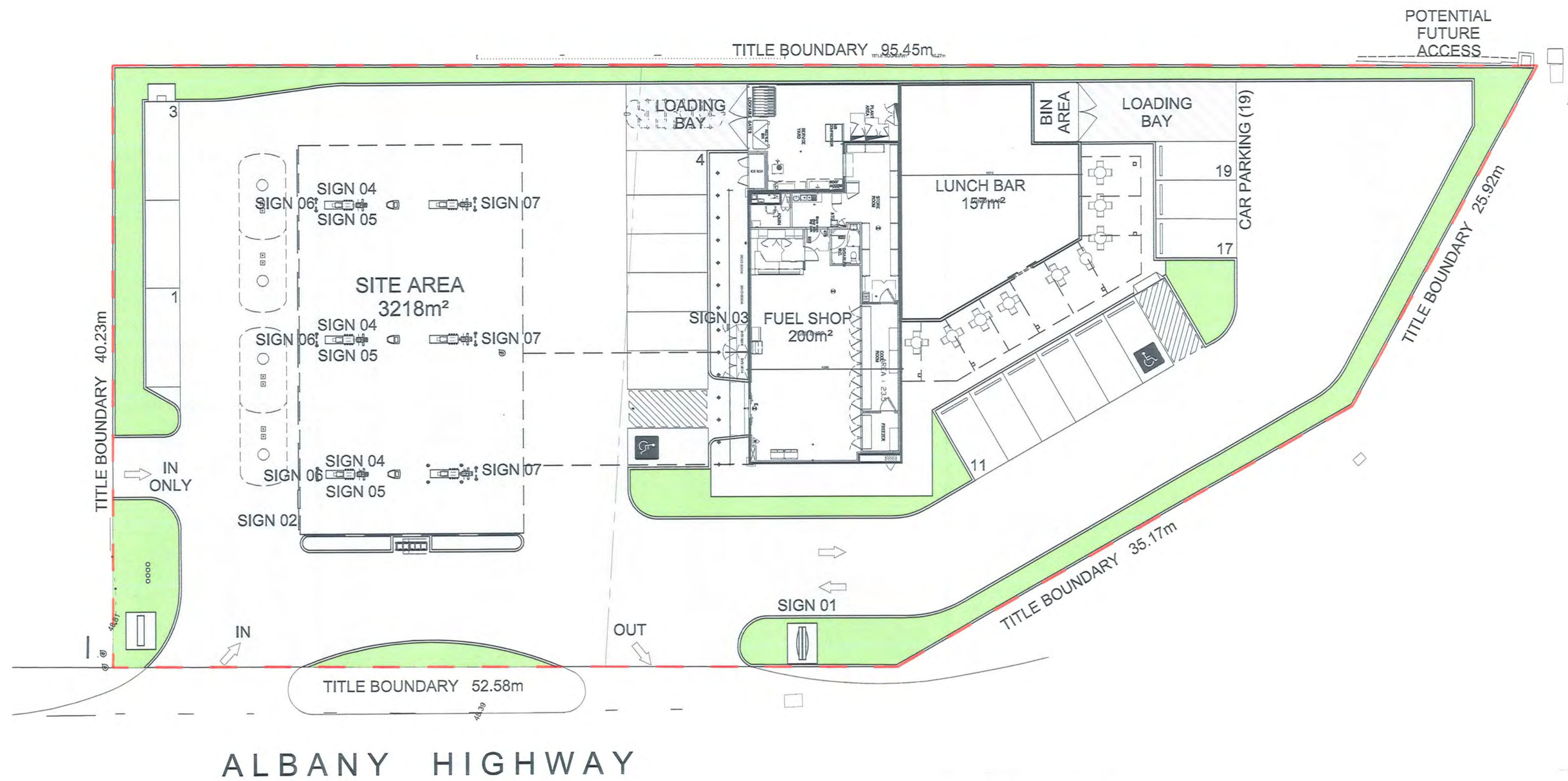
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ORANA
WA 6330**

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PETROL KIOSK**

CLIENT
**ROUNDBOUT
DEVELOPMENTS PTY LTD**

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DRAWING No. TP05	REVISION No. Ø	SHEET 05 of 06





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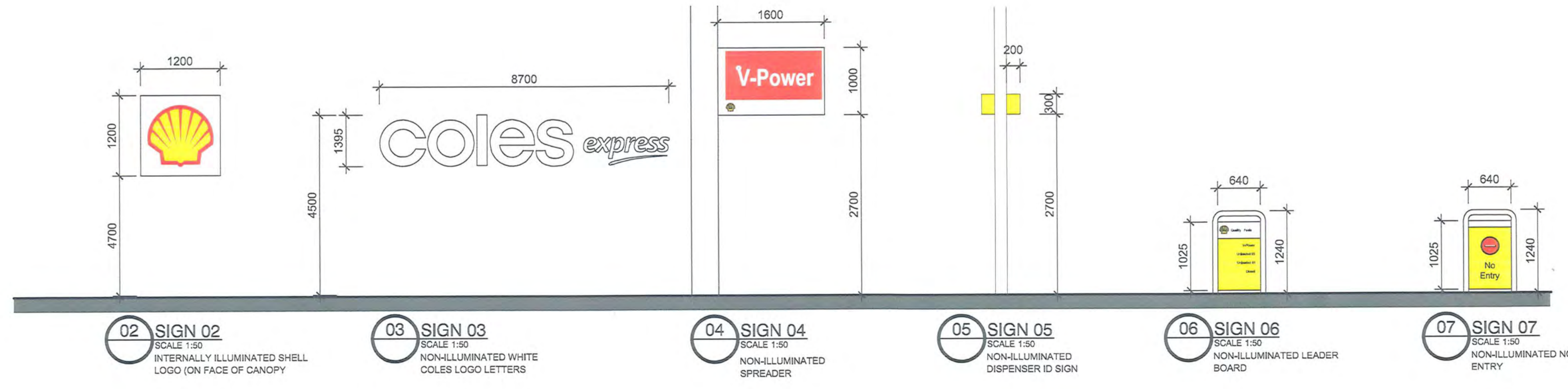
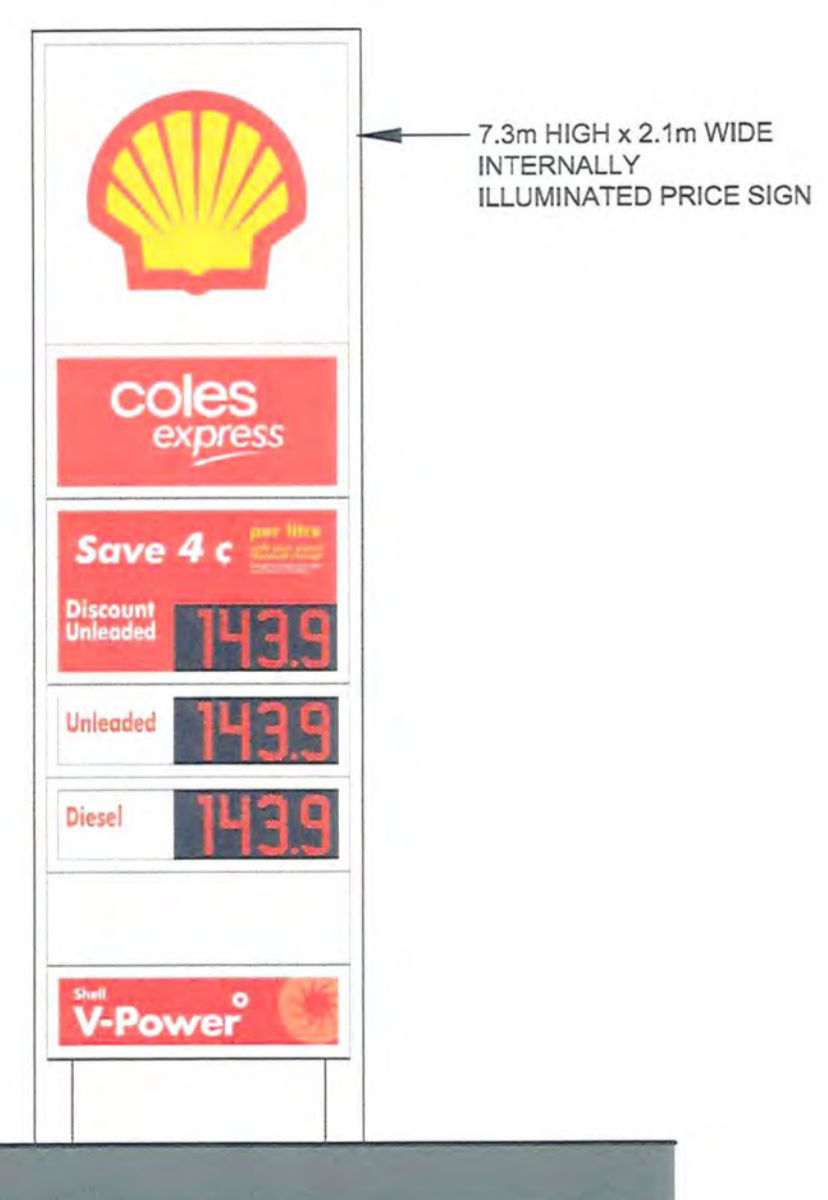
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ORANA
WA 6330

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SKETCH PLAN

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PROCON DEVELOPMENTS

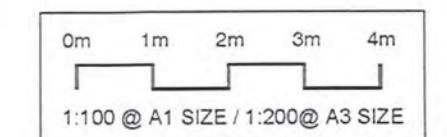
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PROJECT No.	DRAWING No.	REVISION No.	SHEET
15256	TP06	0	06 of 06



01 ILLUMINATED PLYON SIGN 01
SCALE 1:50

- 02 SIGN 02 SCALE 1:50 INTERNALLY ILLUMINATED SHELL LOGO (ON FACE OF CANOPY)
- 03 SIGN 03 SCALE 1:50 NON-ILLUMINATED WHITE COLES LOGO LETTERS
- 04 SIGN 04 SCALE 1:50 NON-ILLUMINATED SPREADER
- 05 SIGN 05 SCALE 1:50 NON-ILLUMINATED DISPENSER ID SIGN
- 06 SIGN 06 SCALE 1:50 NON-ILLUMINATED LEADER BOARD
- 07 SIGN 07 SCALE 1:50 NON-ILLUMINATED NO ENTRY

Town Planning
Project construction



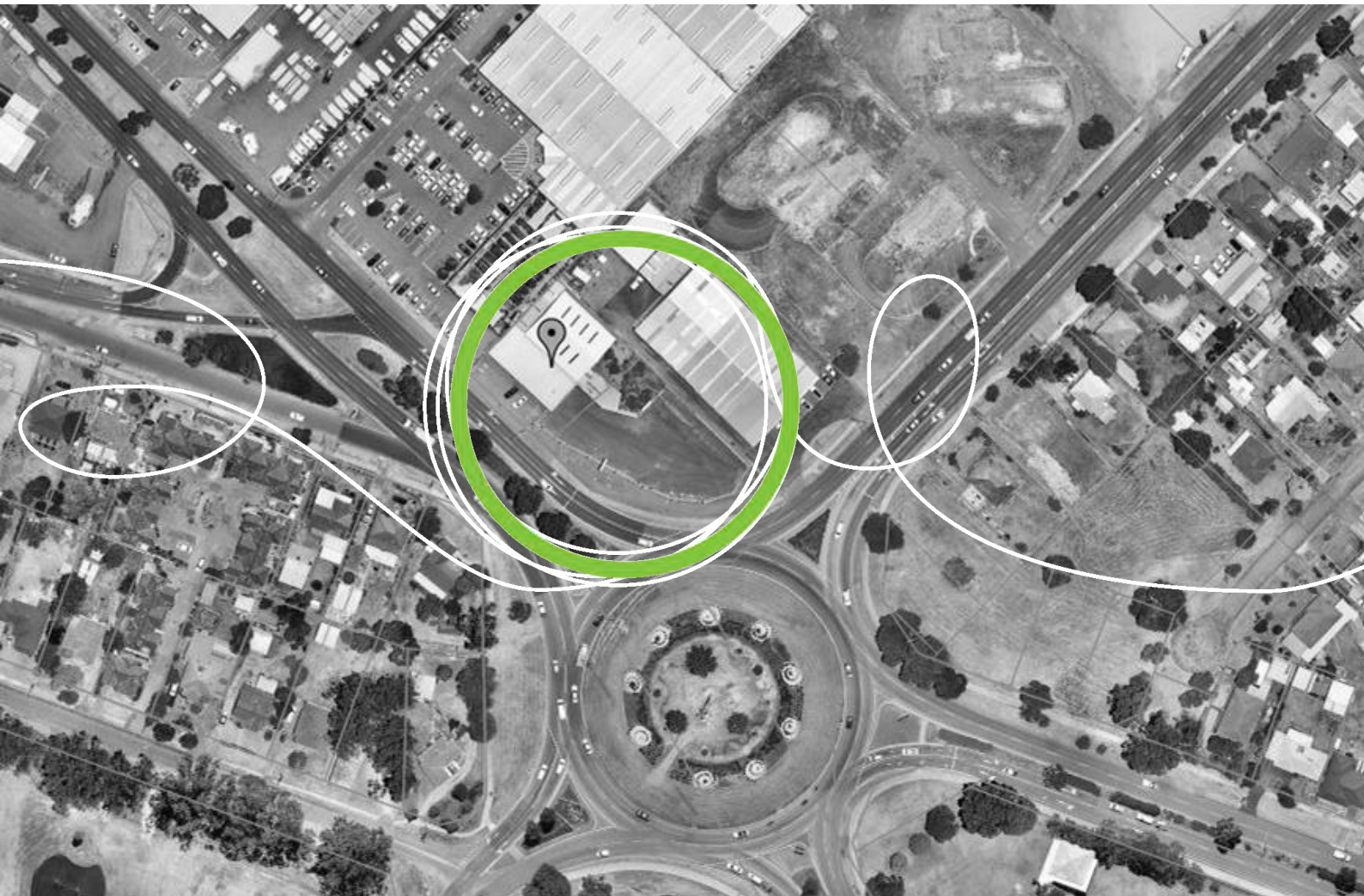


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26/10/2016

1:2000





Proposed Service Station and Lunch Bar Development 342-346 Albany Highway, Orana Transport Statement

Client // Procon Developments
Office // WA
Reference // 16P1042000
Date // 12/05/2016

Proposed Service Station and Lunch Bar Development

342-346 Albany Highway, Orana

Transport Statement

Issue: Final 12/05/2016

Client: Procon Developments

Reference: 16P1042000

GTA Consultants Office: WA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr	18/04/16	Draft	AW / MF	TM	TM	
B	12/05/16	Final	MF	TM	TM	<i>Jepe.</i>

Table of Contents

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1. Introduction

1.1 Background & Proposal

GTA Consultants (GTA) has been engaged by Procon Developments (the Applicant) to prepare a Transport Statement (TS) to support a Development Application for a proposed service station and lunch bar development at 342-346 Albany Highway, Orana.

This report details the methodology and findings of the TS, which has been prepared in line with the guidelines set out in the Western Australian Planning Commission publication '*Transport Assessment Guidelines for Development*' (WAPC Guidelines) and takes account of the City of Albany planning policies. This TS considers the sites integration with the existing transport networks and considers the potential impact of the proposed development.

1.2 Context

Orana is situated approximately 3.5km north-west of Albany, with the proposed development being located in the south of Orana. The development will cater for primarily vehicular based customers although it does benefit from being connected to existing walking and cycling networks.

The proposed development site is located on two existing unoccupied commercial lots on Albany Highway, with frontage to Albany Highway and the Albany Highway / South Coast Highway roundabout. Access to the existing lots is gained informally via 3 driveways on Albany Highway.

Albany Highway is one of four major routes to and from the roundabout (the others being Hanrahan Road, South Coast Highway and North Road) and the development seeks to make the most of the potential trade already present on the road network rather than becoming a major trip generator.

On this basis, and in accordance with the WAPC Guidelines, it has been determined that a Transport Statement is the appropriate level of assessment required for the proposed development.

1.3 Scoping Discussion

The project has been discussed with Main Roads Western Australia (MRWA), who provided comment on vehicular access to the site on an early concept of the site layout. A copy of the correspondence between MRWA and GTA is provided at Appendix A.

MRWA, at that time, were not supportive of the development due to concerns with vehicle (particularly heavy/large vehicle) ingress and egress from the site to/from Albany Highway. The comments received have been used to refine the site layout, consolidate vehicular access points and define which size of vehicles have the ability to use the site, with vehicular access being the main driver of site layout and operation.

This TS, and the revised site layout, seek to address the concerns originally raised by MRWA.

1.4 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- i Development proposals
- ii Existing traffic conditions proximate to the site
- iii Suitability of the proposed parking provision within the site
- iv The adequacy of the proposed site layout, including vehicular access
- v The traffic generating characteristics of the proposed development
- vi The anticipated impact of the proposed development on the surrounding road network.

2. Development Proposal

2.1 Development Content

The proposals seek to construct a new service station facility with accompanying lunch bar, consisting:

- 6 standard fuel bowsers (serving 12 light vehicles simultaneously, via 12 parking bays)
- 200 sq.m fuel shop retail store (consisting 98 sq.m retail area with 2 employees at any one time)
- 157 sq.m lunch bar
- 19 standard car parking bays

It is not proposed to provide any high-flow diesel facilities and as such the site has not been designed to cater for large/heavy vehicles to re-fuel. Delivery vehicle considerations are set out later in this chapter.

2.2 Site Location

The subject site is located on the southern boundary of the suburb of Orana, in the City of Albany local authority area. It consists of two existing lots (Lot 40 and Lot 41), and it is proposed to amalgamate these lots as part of the proposal into one single lot.

The site has 87m frontage (approx.) to Albany Highway on its southern boundary and 26m frontage (approx.) to South Coast Highway on its eastern boundary, although this is within the roundabout area. The north-eastern and north-western boundaries abut adjacent commercial lots.

Figure 2.1: Site location plan



(Map / Image Reproduced Courtesy of Google maps)

2.3 Indicative Site Layout

A copy of the development plans is provided at Appendix B, as prepared by The Retail Group Pty Ltd. Site access and car parking layouts are discussed in the following sections.

2.4 Access Strategy

The access strategy for the proposed development supports movement by all relevant modes of transport and was designed to be functional, efficient and safe. This section provides detail on the approach to establishing the access strategy to/from the site.

Walking, Cycling and Public Transport

It is not proposed to provide any new walking and cycling links as part of the development as it is acknowledged that due to the proposed land uses, the mode split of users accessing the development will exist of high proportions of vehicular traffic. Notwithstanding, the development will link to the existing established networks accessed from the Albany Highway.

The site benefits from direct access to bus services on Albany Highway. Access to the closest bus route is gained approximately 105m north of the site on Albany Highway. Users or staff wishing to access the development via public transport will do so using the walking and cycling network described above.

Vehicular Access

The vehicle access to the proposed development has been considered in detail to arrive at the currently proposed site layout (as provided at Appendix B). The key considerations for development of the access points were:

- Existing access arrangements and lot boundaries
- MRWA "Driveways" Policy¹
- Section 5.8 of City of Albany Town Planning Scheme (TPS) No. 1
- Safe and efficient access for occasional delivery vehicles
- Consolidation of access to Albany Highway
- Proximity to Albany Highway/South Coast Highway roundabout.

At present, access to the two unoccupied existing lots site is gained informally via 3 two-way driveways over approximately 25m of the Albany Highway frontage. Service stations (as is proposed) operate safest and most efficiently when vehicles can enter and exit in a one-way fashion from the main access/exit locations, which requires two driveways. This type of operation is supported by the MRWA "Driveways" policy document which, in relation to access from State roads for service stations, states:

"Service stations on a corner lot may have one driveway up to 11m wide to a State road and another to the minor road. Those not on a corner may have two driveways, each up to 11m wide."

In this respect, to operate the proposed development site, it is proposed to amalgamate the two existing lots and reduce the number of driveways from three, two-way driveways to two, one-way driveways. The driveways will be provided on the Albany Highway frontage, with one provided

¹ Document No: D12#57413, Revision 4B (29/6/15)

for entry only and another for exit only. This approach intends to consolidate and improve upon the existing access arrangements for the site.

The entry driveway has been located as far north-west as possible along the site frontage, with minimum spacing then adopted between the driveways to maximise the space between the exit driveway and the Albany Highway roundabout. It is proposed the entry driveway is 10m wide, and the exit driveway 11m wide.

From a servicing / delivery perspective, the largest vehicle which may enter the site is a 19m B-Double fuel delivery vehicle, but deliveries will more commonly take place via a 19m articulated vehicle. Fuel deliveries will occur only once per week, outside of peak hours (typically before 0600 on a weekday morning). In order to cater for the worst case, the vehicle accommodated within the designs for the entry and exit for the site has been adopted as the 19m B-Double since it has more onerous space requirements. This vehicle can enter the proposed development via the proposed entry driveway (proposed in the south-western corner) without the need to encroach onto the right-hand traffic lane on the Albany Highway. Upon entering the site, the fuel delivery truck will stand adjacent to the highway to refill the tanks without restricting the visibility of vehicles exiting the site. From this position, the fuel delivery vehicle is able to exit the site from its fuel-filling point (once per week) whilst remaining within the kerbside lane on Albany Highway. Fuel delivery vehicles will be required to turn left to South Coast Highway after exiting this service station, which will be prescribed in their delivery instructions for the site. Vehicle swept path assessment which illustrate the above are presented at Appendix C.

In summary, the service station is proposed to rationalise the existing driveway provision on Albany Highway from three to two, one for entry which will be 10m wide and another for exit which will be 11m wide. This approach is applied in accordance with the current MRWA "Driveways" policy, which allows two 11m driveways for a service station.

Entry and exit for the site, will be largely impacted by vehicle flow and operation of the Albany Highway/South Coast Highway roundabout. It is acknowledged that during peak periods this roundabout is congested and any congestion at the roundabout will limit the ability for vehicles to enter and exit the proposed development site. Given Albany Highway vehicles will have priority over development vehicles, any delay caused will be to the detriment of service station operations and not the Albany Highway.

Refuse collection and loading for the retail element and lunch bar will occur against the eastern boundary of the development site, typically by small or medium sized rigid vehicles. A swept path of these movements is also provided at Appendix C.

2.5 Parking

The layout of car parking at the site has been provided in accordance with *Australian Standard 2890.1 Parking Facilities - Part 1: Off Street Parking*. The overall provision of car parking spaces is considered below.

Parking Provision

Table 2.1 sets out the parking provision requirements in accordance with the City of Albany's Town Planning Scheme No.1 (TPS).

Table 2.1: City of Albany's Car Parking Requirements

Building	Land Use (as per TPS)	Parking Rate	Required provision
Fuel Shop <ul style="list-style-type: none"> • 200sq.m • 12 pumps • 2 employees (maximum at any one time) • 98 sq.m retail area 	Service Station	1 bay for every employee	2 parking bays
		1 per 20 m ² retail area	5 parking bays
		1 bay per pump	12 parking bays at pumps
Lunch Bar 157 sq.m	Lunch Bar	1 bays per 15m ² NLA	11 parking bays
TOTAL PARKING BAYS			12 bays at pumps 18 parking bays

It is proposed to provide a total of 31 car parking bays on-site, including 2 bays for people with disabilities, consisting:

- 19 standard car parking bays (for use by staff and customers)
- 12 parking bays associated with fuel pumps

In comparison to the requirements set out in Table 2.1, the development parking proposals exceeds with the minimum requirements of the TPS for the proposed development. It is expected that users of the service station will typically use the Fuel Shop after refuelling and will therefore be occupying a refuelling bay as opposed to a general car parking space.

3. Accessibility Review

3.1 Introduction

This chapter outlines the outcome of a baseline accessibility assessment that was undertaken to establish the existing transport provision serving the site and its surrounds. The assessment considered travel by all modes of transport, available infrastructure and service provision.

The assessment recognised the proposed development as a destination, mostly attracting trips already passing by on the road network local to the site. It also recognised that walking and cycling are encouraged modes of transport and are also secondary modes of travel for public transport users.

3.2 Walking and Cycling

This section describes the existing walking and cycling environment within the vicinity of the site and the wider area.

The WAPC Guidelines recommend pedestrian and cyclist accessibility is determined on the basis of bus stops/cycle routes/major attractors located within five (5) minutes' walk of a development site. Given the proposed development land uses are destinations, it is considered more relevant to assess the walking and cycling catchments of the development for travel to and from it.

It has been previously acknowledged in this report that almost all of the demand associated with the development will be vehicular, although there are a number of commercial and residential premises in the surrounding area which could generate walking and cycling demand to the site.

To account for this there exists a good, well-lit footpath on the eastern side of Albany Highway that directly links to the development site. This footpath links to a larger network of footpaths which are provided with appropriate pedestrian crossing facilities to cater for desire lines.

There are no specific cycle routes which serve the development site, but cyclists can of course use Albany Highway and the roads.

3.3 Public Transport

It is considered that access to the site via public transport is typically applicable to staff. The nearest bus stops to the site are located approximately 105m to the north on Albany Highway allowing travel to the south. It is possible to access this bus stop via the existing footpath network. This stop is served by one bus each hour. There is a bus stop for travel to the north located roughly opposite the southbound stop on Albany Highway, which is served by the same bus service.

Table 3.1 summarises details of the bus services which operate on Albany Highway.

Table 3.1: Public Transport Summary

Bus Service	Approx. Weekday Frequency	Suburbs Served
801	60-120 minutes	McKail, Orana, Lockyer, Centennial Park, Mount Millville, Albany, Mira Mar and Yakamia

The operating bus services provide access throughout Orana and south to Albany.

3.4 Access by Road

Albany Highway

Albany Highway is classified as a Primary Distributor road in the MRWA Road Hierarchy and is under the jurisdiction of the MRWA. Albany Highway is currently a four-lane, two-way divided road with (approximately) 7m wide southbound carriageway as it passes the site. Albany Highway provides frontage access to a range of commercial, retail and residential land uses in the vicinity of the site. The posted speed limit is 60km/h.

Traffic count data obtained from MRWA illustrates that in February 2015, Albany Highway (north and southbound) has an annual average daily traffic flow (AADT) of almost 14,000 vehicles per day to the north of the site at Anson Road. Further interrogation of this data illustrates that this flow has a 50/50 split between northbound and southbound traffic.

Immediately south of the site, Albany Highway links to Hanrahan Road, South Coast Highway and North Road via the 5-arm Albany Highway/South Coast Highway roundabout.

Approximately 30m to the north of the site, Albany Highway intersects with South Coast Highway. At this point vehicles travelling south on South Coast Highway join the southbound traffic travelling on Albany Highway. There is no opportunity for vehicles on Albany Highway to exit the route here. MRWA Traffic Digest² suggests that South Coast Highway in this area has an AADT of around 2,500 vehicles.

Albany Highway is included on the MRWA Restricted Access Vehicle (RAV) network, up to Category 7, allowing use of the road by vehicles up to 36.5m in length. As identified previously, the development will not provide high-flow diesel facilities and as such it is not intended to be used by large, heavy vehicles. The development site has therefore not been designed to accommodate these RAV vehicles.

² MRWA Great Southern Traffic Digest, 2009/10-2014/15. South Coast Highway, West of Lurline Street 2011/12.

4. Trip Generation and Traffic Impact

4.1 Trip Generation

The development proposal includes a service station, and a lunch bar use which is expected to complement the service station. As is typical of these developments, the lunch bar is often used by service station customers on the same visit (i.e. 'linked-trip').

The trips expected to be specifically generated as a new trip on the road network will be very limited, with most trips expected to already be on the road network and divert into the site (i.e. 'pass-by trip').

Given the scale, location and type of the development it has been assumed³ that the site may attract around 2.74% of vehicle trips passing by on a daily basis. This figure has been used to inform the commercial analysis for the site and is based upon years of site operation and development for service stations. None of the attracted trips are intended to be heavy vehicles (since there are no facilities for these to re-fuel on site).

Notwithstanding the above, it is acknowledged that some trips will be generated on the road network specifically to attend the site (i.e. 'new trips'). This figure is expected to be minimal.

In order to identify the number of trips which may be attracted to the site, it is necessary to estimate the AADT passing the site on the southbound carriageway of Albany Highway. There is no traffic data available immediately adjacent to the site and so the AADT has been conservatively estimated using the following process:

- The southbound AADT of 7,000 vehicles recorded to the north of the site on Albany Highway has been adopted as the flow also passing the site.
- The South Coast Highway AADT of 2,500 vehicles (two-way) has been assumed to have the same directional split as Albany Highway of 50/50. This suggests the southbound AADT is around 1,250 vehicles. This southbound flow has all been assumed to turn from South Coast Highway to Albany Highway southbound (towards the proposed development). This conservative estimate assumes no vehicles turn from South Coast Highway to Albany Highway northbound.
- The above southbound flows have been added together to provide an estimated AADT passing the proposed development of 8,250 vehicles.

This approach is expected to over-estimate the demand passing the site, but has been adopted to ensure the impact isn't under-estimated. Comparing the trip attraction proportion of 2.74% to the current vehicular demands on Albany Highway as previously set out, suggests that the site may accommodate around 226 vehicles on a daily basis.

³ As advised by the Applicant.

4.2 Traffic Impact

The following sets out the implications of the proposed development on the surrounding road network.

Capacity

Given the anticipated high proportion of vehicles using the site which are already travelling on the road network, the impact of the proposed development on the operation of the surrounding road network from a capacity perspective is expected to be negligible.

The proximity of site to the roundabout is not anticipated to adversely impact the roundabout operation or compromise road safety. Any delays will impact vehicles exiting the service station, and no additional delay will be caused to vehicles travelling past the site on the highway.

When considering the site operation in respect of future year demands, it is considered that the proportion of pass-by trips will remain at 2.74%. Whilst the number of site entries will therefore increase in line with Albany Highway demands, it is expected that the impact on road capacity will still remain negligible since the trips are already travelling on the road network.

In order to further reduce any adverse traffic impact, the Applicant has also advised that fuel tanker deliveries and general deliveries will occur outside of the road network peak periods.

Road Safety

The driveway access to the proposed development is located on Albany Highway, and has been designed to accommodate the largest of vehicles that could potentially service the site (19m B-Double). The access is located on a straight section of road and as such there is good visibility to the access point and in the direction of oncoming traffic for vehicles exiting the site.

Crash statistics for Albany Highway at the site frontage between the South Coast Highway intersection and the Albany Highway/South Coast Highway roundabout illustrate a total of 54 crashes occurred during the 5 year data reporting period (2010-2014). These occurred at the following locations:

- 20 crashes associated with the South Coast Highway/Albany Highway intersection
- 3 crashes occurred between South Coast Highway/Albany Highway intersection and South Coast Highway/Albany Highway roundabout
- 31 crashes associated with the South Coast Highway/Albany Highway roundabout.

The type and number of crashes is not uncommon for the intersections in the vicinity of the site, and there are only 3 midblock crashes at the location the site is proposed to be accessed.

5. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The proposed service station and lunch bar development includes:
 - 6 standard fuel bowsers (serving 12 light vehicles simultaneously, via 12 parking bays)
 - 200 sq.m fuel shop retail store (consisting 98 sq.m retail area with 2 employees at any one time)
 - 157 sq.m lunch bar
 - 19 standard car parking bays
- ii The proposed site layout complies with applicable traffic engineering standards and provides suitable accessibility for design vehicles up to and including 19m long B-Doubles.
- iii The site access arrangements are provided in accordance with MRWA "Driveways" policy.
- iv The proposed development is not expected to have a detrimental impact on the operation of Albany Highway.
- v The proposed car parking provision of 31 spaces is appropriate and in accordance with TPS requirements.
- vi The development is not anticipated to generate new trips on the road network; rather it will attract drivers already travelling on the adjacent Albany Highway. As such, it is expected the proposed development will have a negligible impact on road capacity and safety in the vicinity of the site.

Appendix A

MRWA Correspondence

Mark Fowler

Subject: Fuel Station Design (Orana)

From: PARKER Don (NOM/A) [<mailto:don.parker@mainroads.wa.gov.au>]
Sent: Thursday, 28 January 2016 11:15 AM
To: Tanya Moran <tanya.moran@gta.com.au>
Subject: FW: Fuel Station Design

Hi Tanya,

With regard to the Fuel Station development, MRWA RTE branch has the following comments:

- The driveway located closest to the roundabout will not allow safe exit by trucks due to the angle created between the exit angle and the alignment of the Highway.
- the swept path of exiting trucks can not meet "lane correct" qualification.
- the exits being so close to the roundabout will not allow a truck to align with the left lane prior to entering the roundabout: the trucks could only exit the roundabout at Albany Highway or Hanrahan Road.
- traffic volumes during the two rush hour periods will prevent exit (these are driveways only which would not qualify for non-blocking by through traffic per the RTC Regulation 57).
- queues at the roundabout may seriously affect the ingress/ egress from the site
- Albany Highway is a RAV 7 route, therefore a RAV 7 should be able to access the fuel station
- Having a high traffic generator immediately close to a roundabout is highly undesirable.

Main Roads WA does not support the development at this site.

Regards,
Don

From: PARKER Don (NOM/A) [<mailto:don.parker@mainroads.wa.gov.au>]
Sent: Thursday, 14 January 2016 8:18 AM
To: Tanya Moran <tanya.moran@gta.com.au>
Subject: Fuel Station Design

Hello Tanya,

Main Roads has major concerns with this design.

When I have had a chance to converse with my Regional Manager and our Road Traffic Engineering branch, I will provide a more complete reply.

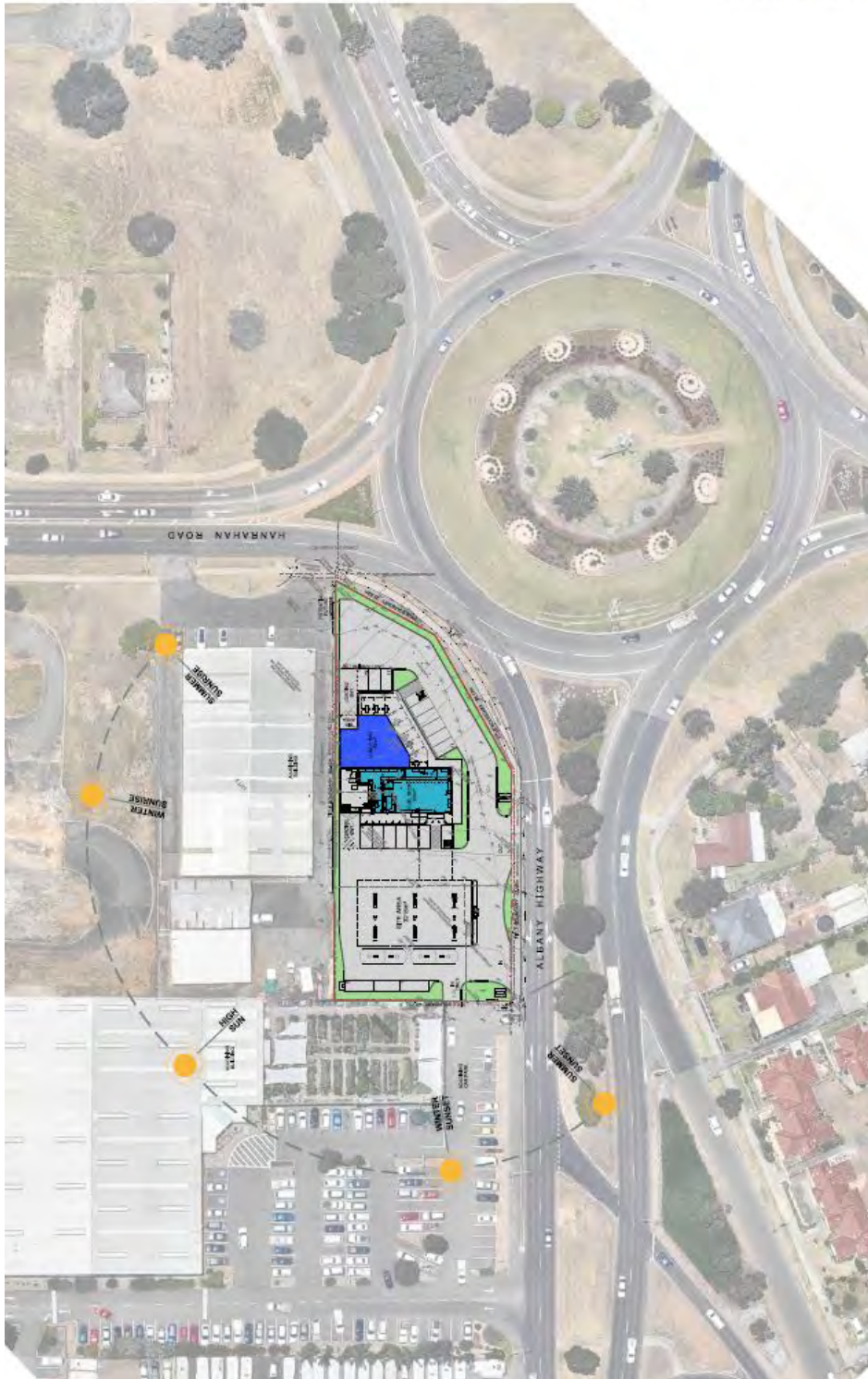
Regards,
Donald Parker

Donald S Parker
Asset Management Officer BSc Dip Eng
Metropolitan and South Regions / Great Southern
p: +618 9892 0559 | m: +61427 993 693
w: www.mainroads.wa.gov.au



Appendix B

Proposed Site Layout



PROJECT NUMBER: 16P1042000
 SHEET NO: 01 OF 02
 DATE: 12/05/16



BRISBANE • MELBOURNE
concept +
design + interiors +
project management

Level 5, 1505 Market Street
 Melbourne, Victoria 3121 Australia
 T: +61 3 9615 1000 F: +61 3 9615 1070
 The House Building Group Pty Ltd
 100 Park Street, Melbourne

PROPOSED SERVICE STATION & LUNCH BAR DEVELOPMENT

PROPOSED SITE LOCALITY PLAN

PROPOSED ADDRESS: 342-346 ALBANY HWY
 LOCALITY: ORANA WA 6330

PROCON DEVELOPMENTS

DATE	SCALE	BY	CHECKED	APPROVED	REVISIONS
MAY '16	1:500	J.S.	A.B.		
PROJECT NAME				PROJECT NO.	DATE
PLANNING				TP01	01/05/16
PROJECT NO.				15255	



Town Planning
 Not for construction

Appendix C

Swept Path Analysis Outputs

Fuel Delivery



Fuel Shop Delivery



Lunch Bar Delivery



Melbourne

A Level 25, 55 Collins Street
 PO Box 24055
 MELBOURNE VIC 3000
 P +613 9851 9600
 E melbourne@gta.com.au

Sydney

A Level 6, 15 Help Street
 CHATSWOOD NSW 2067
 PO Box 5254
 WEST CHATSWOOD NSW 1515
 P +612 8448 1800
 E sydney@gta.com.au

Brisbane

A Level 4, 283 Elizabeth Street
 BRISBANE QLD 4000
 GPO Box 115
 BRISBANE QLD 4001
 P +617 3113 5000
 E brisbane@gta.com.au

Canberra

A Tower A, Level 5,
 7 London Circuit
 Canberra ACT 2600
 P +612 6243 4826
 E canberra@gta.com.au

Adelaide

A Suite 4, Level 1, 136 The Parade
 PO Box 3421
 NORWOOD SA 5067
 P +618 8334 3600
 E adelaide@gta.com.au

Gold Coast

A Level 9, Corporate Centre 2
 Box 37, 1 Corporate Court
 BUNDALL QLD 4217
 P +617 5510 4800
 F +617 5510 4814
 E goldcoast@gta.com.au

Townsville

A Level 1, 25 Sturt Street
 PO Box 1064
 TOWNSVILLE QLD 4810
 P +617 4722 2765
 E townsville@gta.com.au

Perth

A Level 27, 44 St Georges Terrace
 PERTH WA 6000
 P +618 6361 4634
 E perth@gta.com.au

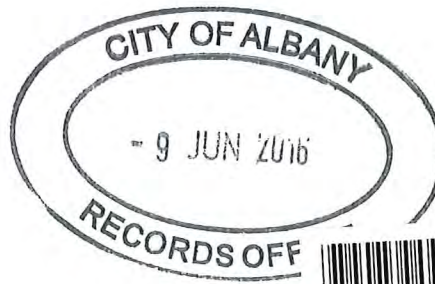


mainroads
WESTERN AUSTRALIA

Enquiries: Lindsay McCartin
Our Ref: 04/9908
Your Ref:

3 June 2016

Chief Executive Officer
City of Albany
PO Box 484
Albany WA 6331



City of Albany Records
ICR16224863
A119358
09 JUN 2016
PLA:MPS

Attention: Alex Bott

ach:
ix:
il:
ix+Vol:

ANEY

Dear Alex

Fuel Station and Lunch Bar Proposal 342-346 Albany Highway, Albany

I refer to you email dated 25 May 2016 regarding the proposed service station and lunch bar at Lots 40 and 41 Albany Highway, Orana.

Main Roads objects with this type of development at this location. As you would be aware, the proposed development is adjacent to the Albany Highway/Chester Pass Road Rotary. The rotary has had 217 crashes in the period January 2010 to December 2014. The proposed development will add additional conflict points along with increased entering and exiting vehicles at this location. This is likely to result in an increase in crashes at the rotary.

The Albany Highway north leg of the rotary is subject to congestion between 8am and 9am in the morning and between 3pm to 4pm in the afternoon. During these periods, access to and from the development will be problematic.

Main Roads are concerned that vehicles using the proposed facility may stack from the facility back on to Albany Highway. This will compromise safety and efficiency on Albany Highway. In addition, the proximity of the accesses to the roundabout will create safety hazards due to the volumes of traffic and interaction with 36.5m road trains.

Main Roads requires a copy of all proposed vehicle types, and the associated turn templates, accessing the proposed development to demonstrate how they will operate within the facility. This information must also include the position of the stationary refuelling truck and impact on access to the fuel bowers for other vehicles during this operation

The accesses (in and out) of the proposal are excessively generous and will encourage increased speeds on entry and exit. They will also allow multiple vehicles to stack across the driveways leading to the potential for masking of other vehicles and crashes.

The proposed development will restrict Main Roads from being able to implement future treatments at this location that would require accommodation works.

Main Roads have the following requirements from the developer prior to assessing the proposal any further:



- How will the developer prevent queuing back onto Albany Highway?
- Provide a copy of all vehicle types accessing the development and the turn templates of all vehicles within the development and access in and out of the proposed development, including the position of the stationary refuelling truck and impact on access to the fuel bowers for other vehicles.
- How will the developer manage access issues at peak periods?
- How will the developer manage the safety impacts of increased conflict points at this location of the rotary?
- The developer shall submit a robust traffic assessment which includes vehicle types and numbers of vehicles per day and hour within and surrounding the site.
- Accesses shall be redesigned to provide adequate separation from the roundabout and shall be reduced in size to prevent stacking and reduce entry and exit speeds.

Main Roads objects to the proposed development as submitted. Main Roads considers this proposal will have significant safety impact at this location and will increase crashes at the Rotary.

Please request that the developer address the above requirements prior to Main Roads assessing this proposal any further.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'L. McCartin'.

Lindsay McCartin
Network Manager



MEMORANDUM

TO: City Of Albany

CC: Peter Webb and Associates, Procon Developments

FROM: GTA Consultants

DATE: 04/07/2016

OUR REF: 16P1042000

PAGE 1 OF

RE: Proposed Service Station and Lunch Bar Development 342-346 Albany Highway, Albany

To whom it may concern,

Further to the recent Development Application submission for the above development, proposal correspondence has been received from MRWA (dated 3 June 2016) in relation to some concerns raised with the development proposal.

Each of the comments received is copied verbatim in this memorandum, with GTA's response provided below each comment.

"How will the developer prevent queuing back into Albany Highway?"

It is not anticipated that queuing back to Albany Highway will occur. As set out in the Transport Statement (TS), the drop-in rate of vehicles passing by the site and diverting in is expected to be in the order of 2.74%. In comparison to the recent traffic data recorded in the vicinity of the site (as presented in the TS), this equates to a daily vehicle attraction to the site of around 226 vehicles. Assuming a conservative peak hour proportion of 15% in line with Albany Highway traffic flows, means around 34 vehicles could be expected to access the site in the peak hour.

It is possible to determine the maximum throughout potential of the proposed Service Station site in any given hour. This is determined by assuming that each vehicle will conservatively dwell at the site for 5 minutes. The site is proposed to have 12 refuelling points and so in any given hour can process 144 vehicles. This capacity is considerably more than the expected peak hour demand at the site, and equates to around 63% of the daily demand expected at the site.

Further, there is queuing capacity within the site behind vehicles which are refuelling. This capacity is estimated to be around 10 vehicles, which suggest that at any given time the site can accommodate 12 vehicles refuelling plus 10 vehicles waiting. A total of 22 vehicles can therefore be accommodated within the site at any one time, which means around 10% of the expected daily demand can be accommodated at any one time, and around 65% of estimated peak hour demand.

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Level 27,
44 St Georges Terrace
PERTH WA 6000
t// +618 6316 4634

www.gta.com.au

It is also common knowledge that a Puma Service Station will soon become operational on the corner of Albany Highway and South Coast Highway. This facility will likely capture the majority of the potential trade for the proposed development site travelling southbound on South Coast Highway, thus reducing the expected demand. This suggests that the 2.74% estimate for vehicles dropping into the site may be more conservative than originally presented in the TS.

On the basis of the above, it is considered unlikely that the site will experience any queue back to Albany Highway.

“Provide a copy of all vehicle types accessing the development and the turn templates of all vehicles within the development and access in and out of the proposed development, including the position of the stationary refuelling truck and impact on access to the fuel bowers for other vehicles.”

The proposed service vehicle types and movements are set out in the TS, refer to Section 2.4 and Appendix C. For clarity, they have been included at Attachment 1 of this Memo.

Fuel deliveries will occur via a maximum sized 19m B-Double vehicle, which has been used as the design vehicle for the driveways proposed. In this respect, all vehicles entering and exiting the site can do so in a lane correct manner, as was requested during the original scoping of the assessment with MRWA and confirmed in the TS.

The position of the stationary fuel delivery vehicle is also presented at Attachment 1 (page 8), illustrating that it does not restrict access to the fuel pumps. It is important to note (as identified in the TS) that fuel deliveries will occur outside of peak periods so as to minimise the impact on site operation.

“How will the developer manage access issues at peak periods?”

As set out in the response to item 1 overleaf, it is not expected that any access issues will occur.

It is also relevant to consider driver behaviour in this scenario. The demand profile associated with the site will replicate that of Albany Highway, as such they will typically occur in the morning and evening when drivers are typically travelling to and from work and are often time constrained. If the site therefore looks congested and drivers may be delayed on their journey by entering the site they are less likely to refuel and will continue on their journey.

“How will the developer manage the safety impacts of increased conflict points at this location of the rotary?”

It is not considered that the development proposals increase the number of conflict points at this location, nor do they increase the level of traffic using Albany Highway at this location. As set out in the TS (Section 2.4), the proposals amalgamate and formalise 3 existing, two-way driveways into two, one-way driveways, which intends to consolidate and improve upon the existing access arrangements for the site,

It is acknowledged that the development will increase the number of vehicles entering and exiting the site over its previous land use, but it does not generate additional trips on the road network or change the demand on Albany Highway. The driveways have been designed in this more formal way (as presented on the site plan) to accommodate and address any

increased safety impacts. The driveway locations have appropriate visibility and so drivers will have adequate time to react to any hazard.

Often, at this location vehicles passing the site will also be slowing on approach to the roundabout or due to congestion at the roundabout. In this instance, it is considered the environment will be slow moving and driver courtesy will be more prevalent.

"The developer shall submit a robust traffic assessment which includes vehicle types and numbers of vehicles per day and hour within and surrounding the site."

This information was originally set out in the TS, and has been confirmed in this Memo.

"Access shall be redesigned to provide adequate separation from the roundabout and shall be reduced in size to prevent stacking and reduce entry and exit speeds."

The location of the driveways has been determined by maximising the spacing from the roundabout, whilst maintaining operational acceptability and road safety for the entry of the fuel delivery truck in a lane correct manner. In this respect, the entry driveway has been located as far away from the roundabout as possible, with the exit driveway located as close to this as possible allowing for the fuel delivery vehicle space requirements. The development proposal will not increase the vehicle numbers present on Albany Highway (since it accommodates drop-in trips only) and will therefore not impact stacking from the roundabout.

The size of the driveways is in accordance with MRWA driveway policy, which allows two 11m driveways. The driveways have been set out to allow the safe entry and exit of the fuel delivery vehicles. It is acknowledged that they are not the typical 90 degree driveway, but are considered to be appropriate given drivers will be slowing down in acknowledgment they are leaving the highway and entering a driveway. This approach also applies to the exit, whereby drivers know they are re-entering the Highway and will be aware of the need to give-way to oncoming vehicles.

As set out in the MRWA driveways policy, driveways should *"not be located within the roundabout nor within 25m of the roundabout entrances or exits, and shall be located as far as practical from the roundabout"*.

Given the driveway is located approximately 35m from the roundabout, each driveway allows for one-way movement only and it is located as far as practical from the roundabout to allow for lane correct movements of fuel delivery vehicles it is considered an appropriate design and layout.

We trust the above content addresses MRWA concerns, but if you do wish to discuss further please don't hesitate to contact us.

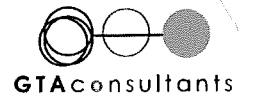
Yours sincerely

GTA CONSULTANTS



Mark Fowler

Senior Consultant



Attachment 1

Swept Path Analysis

Fuel Delivery



Fuel Shop Delivery



Lunch Bar Delivery



Stationary Fuel Delivery Vehicles





E-MAILED
Registered in synergy

61 York Street
Subiaco WA 6008
P.O.Box 42 Subiaco WA 6904
Phone: +61 (08) 9382 4199
Fax: +61 (08) 9382 4177

Email: admin@transcore.net.au



transport planning • traffic engineering • transport modelling

TRANSCORE PTY LTD ACN 094 951 318 ABN 19 094 951 318

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10 August 2016

Main Roads Western Australia
PO Box 503
Albany WA 6331

Attention: Mr Lindsay McCartin, Network Manager

Dear Mr McCartin,

RE: Proposed Fuel Station and Lunch Bar – 342-346 Albany Highway, Orana

Transcore has been engaged by Procon Developments to provide traffic engineering advice in relation to a proposed fuel station and lunch bar at 342-346 Albany Highway, Orana, in the City of Albany.

The subject site is located at the northern corner of the junction of Albany Highway and Chester Pass Road (South Coast Highway) adjacent to the 5-arm roundabout referred to as the Albany Highway / Chester Pass Road Rotary. The site location is illustrated on the attached Drawing No TP02 (Existing Site Conditions Plan). It can be seen that the site currently has three driveway crossovers onto Albany Highway (two to Lot 40 and one to Lot 41).

The proposed development is illustrated on the attached Drawing No TP03 (Proposed Site Plan), which shows that the development is proposed to be accessed via two driveway crossovers on Albany Highway. Therefore the proposed access arrangement represents a rationalisation of the existing situation from three existing crossovers down to two. These two crossovers will function as a left in only entry near the northern boundary of the site and a left out only driveway near the middle of the site. There is also a proposed in only connection from the adjacent Bunnings Warehouse car park so that customers from Bunnings can access the proposed development without having to access Albany Hwy in between.

Albany Highway and Chester Pass Rd (South Coast Hwy) are both State Roads under the care and control of Main Roads Western Australia (MRWA). Therefore the City referred the proposed development to MRWA for comment.

Your letter to the City of Albany dated 3 June 2016 (your ref 04/9908) indicated that MRWA objects to this type of development at this location and requested additional information before assessing this proposal further. The additional information requested was provided to the City of Albany by GTA consultants in a Memorandum dated 4 July 2016.

The City received a response from MRWA in your email of 8 July 2016. We consider that two items, in particular, in that response warrant further discussion.

The first item is a statement by MRWA that "A fuel station will be a high demand development that will generate high traffic movements at this location. Main Roads considers this to be a major safety issue and will also impact the efficiency to the State Network at this location."

Fuel stations do attract a reasonable number of traffic movements (the GTA Memorandum indicates this development would attract 226 vehicles per day including 34 vehicles in the peak hour) but most of those vehicles are pass by trips that use this facility because they are already passing the site as part of the existing traffic flow, or linked trips combining multiple trip purposes at a number of destinations (i.e. already travelling on the road network in this area). The Institute of Transport Engineers (ITE) Trip Generation Handbook (2nd Edition) indicates on average only 21.2% (AM peak) and 13.5% (PM peak) of trips to a fuel station are primary trips (i.e. no other purpose for that trip). Therefore the additional traffic flow on Albany Hwy and through the Rotary as a result of the proposed development would actually be minimal and would not have a significant impact on the operation of the highway and the Rotary at all.

There are currently 14 driveway crossovers onto the southbound carriageway of Albany Hwy in the 500m section from Locke Street to the Rotary, including the existing three crossovers to the subject site. Review of detailed crash history data (for the five-year period 2011-2015) from the MRWA website indicates that there were only three crashes on the southbound carriageway that were associated with those existing commercial driveways and all were minor property damage only. This demonstrates that there is not a major road safety problem associated with driveway access to commercial properties along this section of Albany Hwy. It should be noted that the proposed development will rationalise the existing three crossovers down to two to provide safe left in and left out access for this site.

The second item is a requirement by MRWA that the City impose as a condition of any approval of this development application that "There shall be a maximum of one access point to the entire development (in accordance with Main Roads Policy) which shall be located at the furthest distance from the roundabout on the Albany Highway".

That requirement does not represent a fair or reasonable interpretation of MRWA policy. Relevant requirements of the MRWA Driveway Policy are as follows:

- [3.3.1 Number of Driveways] Generally, a property will only be permitted one driveway onto a State road. More than one driveway may be permitted in the following situations:
 - Large generators/attractors of vehicles that are not corner locations, eg regional shopping centres, service stations.
- [3.3.3 Location] Driveways near roundabouts shall not be located within the roundabout area nor within 25 m of the roundabout entrances or exits, and shall be located as far as practical from the roundabout.

- [3.3.5 Service Station Specific Conditions] Service stations on a corner lot may have one driveway up to 11.0 m wide to a State road and another to the minor road. Those not on a corner may have two driveways, each up to 11.0 m wide.

The MRWA Driveway Policy makes it clear that a service station should be permitted to have two driveways onto the adjacent road network. Where possible (on corner lots) this should be limited to one driveway onto the State road and one onto a local road. Driveways near roundabouts should also be located at least 25m from the roundabout entrance or exit.

In this particular case the site has frontage to two State roads and no local roads. However, all of the site frontage along Chester Pass Road is within 25m of the roundabout exit and is therefore not an acceptable location for a second driveway crossover. The development application proposes one driveway crossover close to the northern boundary of the site (as far from the roundabout as possible) and a second driveway crossover at least 36m away from the roundabout entry (measured at the Albany Hwy median; even further away if measured at the kerb line or traffic lane centre line), which clearly complies with the spacing required by the MRWA Driveway Policy.

The recognition in the MRWA Driveway Policy that a service station should have two driveways reflects the practical difficulties of designing a service station to operate with only one driveway. Forcing all entering and exiting vehicles through the same access point results in vehicles doubling back on themselves, increased conflict between inbound and outbound traffic movements, increasing internal congestion. This is further compounded if the fuel delivery tankers are required to virtually make a U-turn on site to exit via the same driveway crossover. Fuel tankers utilise virtually the full width of a driveway when turning left out of the site which would temporarily obstruct inbound vehicles turning into the site, potentially creating greater safety issues on Albany Highway.

The proposed one-way operation of the proposed pair of driveway crossovers physically separates the entry and exit movements to minimise any potential conflict or congestion, making this a safer access arrangement than at a single two-way driveway crossover.

Yours sincerely,



Robin White
Senior Traffic & Transport Engineer

Attachments:

- Drawing No. 15256-TP02
- Drawing No. 15256-TP03

CC: Mr Alex Bott, City of Albany
Mr Nik Hidding, Peter D Webb and Associates



DATE: 11/06/16
 PROJECT: PROCON DEVELOPMENTS
 DRAWING NO: TP02
 SCALE: 1:200
 SHEET: 1 OF 1



concept +
 design + interiors +
 project management

Level 1, 138-139 Market Road
 South Brisbane, Queensland 4101
 T: +61 7 3400 1515
 F: +61 7 3400 1516
 The Peak Group Pty Ltd ABN 62 001 151 616

PROPOSED SERVICE STATION &
 LUNCH BAR DEVELOPMENT

342-346 ALBANY HWY
 ORANA
 WA
 6330

EXISTING SITE CONDITIONS PLAN

PROCON DEVELOPMENTS

DATE: 11/06/16
 PROJECT: PROCON DEVELOPMENTS
 DRAWING NO: TP02
 SCALE: 1:200
 SHEET: 1 OF 1

PROCON DEVELOPMENTS

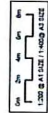
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PROCON DEVELOPMENTS

Town Planning
 Not for construction





Town Planning
Not for construction



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Enquiries: Lindsay McCartin
 Our Ref: 04/9908
 Your Ref:

12 August 2016

Robin White
 Transcore Pty Ltd
 PO Box 42
 SUBIACO WA 6904

Dear Robin

RE: Proposed Fuel Station and Lunch Bar – 342-346 Albany Highway, Orana

I refer to your letter dated 10 August 2016 regarding the proposed fuel station and lunch bar at 342-346 Albany Highway, Orana.

Main Road does not support this type of development at this location and believe that it will result in a compromise to the safety and efficiency of the State Road network at this location.

The development will increase access movements by 452 movements per day (226 VPD) from current use; this will have an impact on the efficiency and safety for the road user at this location.

Main Roads policy for driveways is as follows:

"1. POLICY STATEMENT

Driveway access to roads managed by Main Roads will be controlled for the safety and efficiency of the network and all road users.

3.3.2 Internal Turn Around Facility

A new driveway shall incorporate an internal turn around facility or area that enables vehicles to turn around and exit the driveway in a forward direction onto a State road.

A modified driveway should include provision of a turn around facility.

3.3.3 Location

Driveways shall be carefully located to avoid the creation of a hazard to the through movement of traffic, pedestrian and cyclists, and to minimise damage to road verge vegetation.

3.3.5 Service Station Specific Conditions

Service stations on a corner lot may have one driveway up to 11.0 m wide to a State road and another to the minor road. Those not on a corner may have two driveways, each up to 11.0 m wide.

As a general rule, median openings solely to service station driveways shall not be provided."



Main Roads does not support the development of a fuel station and lunch bar at this location and would not consider more than one driveway at this location.

Yours sincerely

A handwritten signature in black ink, appearing to read "L. McCartin".

Lindsay McCartin
Network Manager