Development Application Report

BP Williams Redevelopment

Lots 9 (4) & 10 (2) Williams Street & Lots 11 (16), 12 (14) & 13 (12) Albany Highway

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS

Prepared for

Great Southern Fuel Supplies c/- Hodge Collard Preston

15 July 2026

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Great Southern Fuel Supplies c/- Hodge Collard Preston, the registered proprietor of Lots 9 (4) & 10 (2) Williams Street & Lots 11 (16), 12 (14) & 13 (12) Albany Highway (**subject site**). The proposal incorporates the redevelopment of the existing BP service station.

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

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

The proposal involves the use and redevelopment of a retail building, providing improved refuelling facilities for heavy vehicles, light vehicles, as well as vehicle access, redeveloped crossovers, associated landscaping and signage.

Planning Solutions respectfully requests the Regional Development Assessment Panel (**DAP**) grants approval to the proposed redevelopment.

2 BACKGROUND

2.1 Pre-lodgement engagement

2.1.1 Meeting with Shire of Williams

Representatives of Planning Solutions and the landowner have been in regular consultation with the Shire of Williams (**Shire**) to discuss the development proposal, obtain feedback on the concept plans, and confirm matters to be addressed through the development application. The feedback and suggestions provided by the Shire have been considered in the development plans submitted with this application, where applicable.

A pre-lodgement meeting was held in September 2025. The Shire indicated in principal support for the proposal and confirmed alignment with the proposed land use framework, including the retail and food components. The Shire identified vehicular access as the key issue to be resolved, particularly in relation to heavy vehicle movements, and advised that the use of land north of Williams Street, including Crown land, would likely be required to facilitate appropriate truck turning and upgrade Williams Street to an appropriate RAV standard. The Shire also confirmed that amalgamation of the subject lots would be required and noted that it is investigating complementary road network upgrades in the vicinity of the site.

Planning Solutions has had direct engagement with the Shire. Following the pre lodgement meeting, the proposal was presented to councillors, with feedback provided via the Shire. Councillors expressed general support for the concept plans and the proposed approach to zoning.

Overall, the correspondence confirms that the Shire of Williams in principle and has identified key matters to be addressed through the development application process, which have informed the design and supporting documentation submitted with this application.

2.2 Main Roads Western Australia

Representatives of Planning Solutions, BP and Transcore met with officers of Main Roads Western Australia on 2 September 2025 to discuss the preliminary development plans and the proposed development's integration with the existing road network on Albany Highway and Williams Street.

Following the meeting, Transcore submitted draft road design plans to MRWA for review. MRWA provided initial comments on 26 September 2025, raising a number of road design and safety matters for consideration, including intersection sight distances, crossover treatments, swept path compliance and pedestrian facilities across Albany Highway. In response, Transcore prepared a revised concept design submitted 19 November 2025, addressing the key concerns raised, including an alternative intersection configuration for the Albany Highway and Williams Street junction that avoided any land acquisition from Crown land, and incorporated a slight realignment of Williams Street to the east.

MRWA provided a further round of comments on 16 December 2025, acknowledging the revisions made and identifying remaining items to be addressed in the finalised development plans. The feedback received from MRWA has been considered in the finalisation of the development plans and application package submitted with this application.

3 SITE DETAILS

3.1 Land description

The subject site comprises of Lots 9 (4) & 10 (2) Williams Street & Lots 11 (16), 12 (14) & 13 (12) Albany Highway. Refer to **Table 1** below for a description of the subject lots.

Table 1 – Lot details

Lot	Deposited Plan	Volume	Folio	Area (m^2)
9	6924	1226	339	1,022
10				1,056
11				1,022
12	6924	1219	38	1,007
13	6924	1686	814	1,131

The service station is located at the intersection of Albany Highway and William Street. The combined lot area comprises approximately 5200 m^2.

A memorial is listed on the Certificate of Title for Lot 9-11, which classifies the land as a contaminated site under the Contaminated Sites Act 2003 and requires remediation. Refer to **Section 4.10** for further detail.

Refer **Appendix 1** for a copy of the Certificate of Title and Deposited Plan.

3.2 Location

3.2.1 Location context and site conditions

The subject site is located within the locality of Williams, approximately 900 metres south-southwest of the Town Centre, and is located approximately 160 kilometres south-east of Perth. The current service station on the subject site is a key refuelling and retail node for both residents and motorists utilising Albany Highway.

The development area is bounded by Albany Highway to the west, William Street in the north and Narrogin Road to the east, which links the subject site to the wider Wheatbelt region. The site location makes it an important refuelling and retail facility in the locality, with more than 4,500 vehicles passing through Albany Highway and Narrogin Road per day.

The proposed redevelopment will comprise of BP Williams and retail building, together with associated landscaping and added car parking.

Refer to **Figure 1** for an aerial photograph.

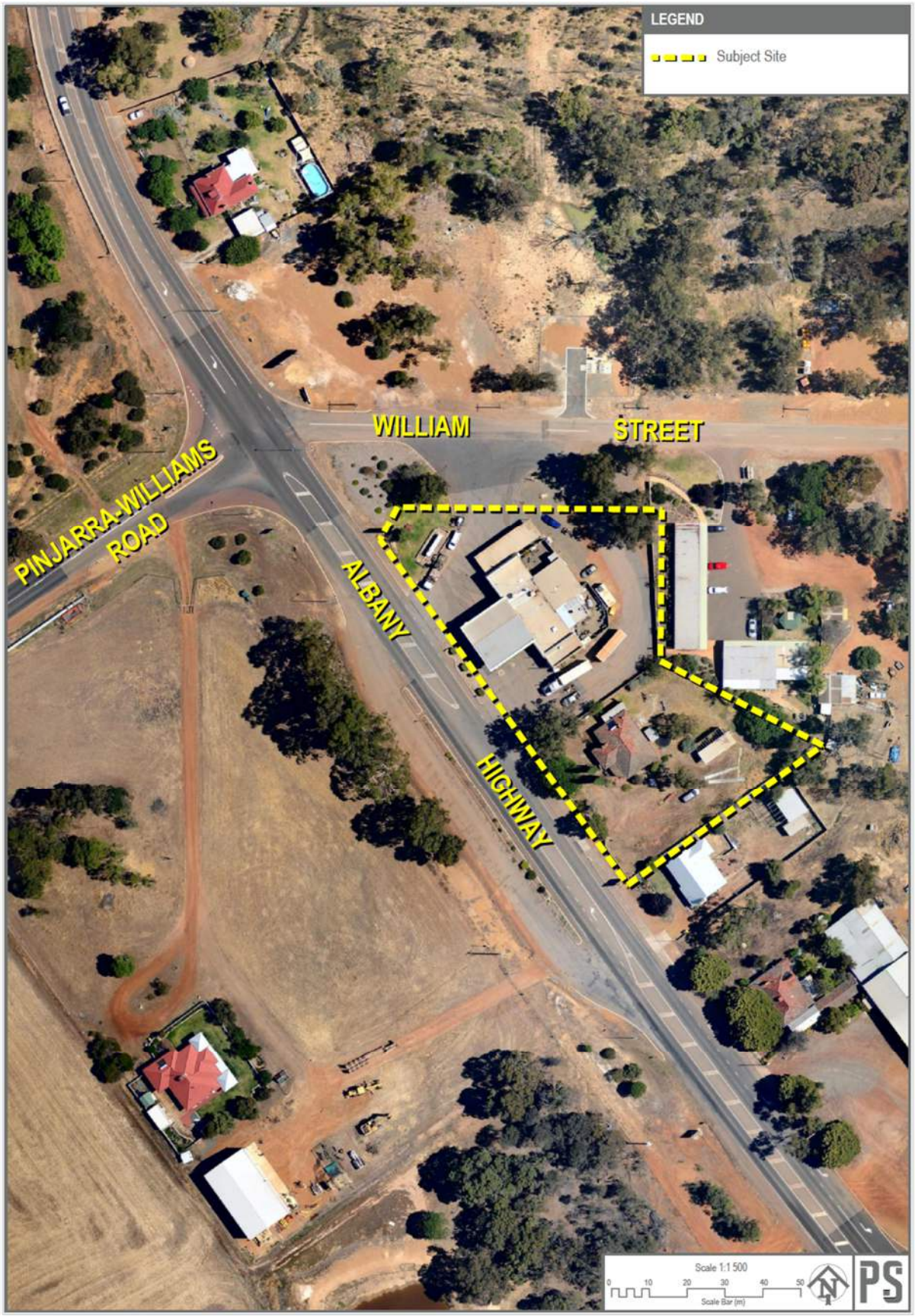

Figure 1: Aerial of the subject site.

4 PROPOSED DEVELOPMENT

4.1 Development Summary

The proposal involves redeveloping the existing BP service station on the subject site to provide an upgraded retail building and refueling facilities. The proposed development comprises a new retail building, light and heavy vehicle fuel canopies and bowsers, car parking, landscaping and signage. The long-term aim for the redevelopment is to offer its services throughout the hours of the day.

Specifically, the proposed development comprises:

- A retail building of 310m^2 GFA.
- A cooking zone and food preparation area, supported by a cool room and freezer room;
- Male, female and universally accessible toilets, together with shower facilities.
- An office, store room of 88m^2, bin store and plant room;
- A combined fuel canopy of 37.5m in length providing a car canopy with 8 refueling bays and a truck canopy with 3 refueling bays, each with a minimum clearance height of 5.5m and total height of 6.35m; and
- Three underground fuel storage tanks located to the west of the retail building.
- 18 car parking bays, including 4 staff parking and 2 ACROD bays.
- A new concrete crossover to the west of the site.
- Proposed landscaping of 860m^2, covering 16.4% of the site.

The proposed development will provide an improved facility that services the needs of the community and motorists while delivering a high quality built form outcome appropriate to the locality. Refer **Figure 2** to **Figure 5** below for perspectives of the subject site.

Figure 2: Perspective of the subject site

Figure 3: Southwestern perspective

Figure 4: Southern perspective

Figure 5: Southeastern perspective

Refer **Appendix 2** for a copy of the development plans.

4.2 Access and Traffic Circulation

4.2.1 RAV Network and Road Upgrades

Albany Highway fronting the subject site forms part of the MRWA Restricted Access Vehicle (RAV) Tandem Drive Network 7 and Tri Drive Network 4, and is able to accommodate vehicles up to 36.5m in length. William Street is not currently classified in the MRWA RAV Network, however the existing development has been servicing RAV vehicles for many decades. As part of the proposed redevelopment, the applicant is required to apply for the relevant section of William Street between Albany Highway and the Williams Street crossover to be included in RAV Tandem Drive Network 7, to facilitate heavy vehicle access to the site. Initial discussions with the Shire of Williams have indicated support for this classification. The RAV Network application will be progressed subsequent to the grant of development approval. The redevelopment includes various road upgrades. They include extending the northbound right-turn pocket on Albany Highway and widening William Street north of the intersection to allow heavy vehicle right-turns into the site, costs that will be covered by the applicant.

4.2.2 Servicing Arrangements

The proposed development has been designed to facilitate the safe and efficient movement of heavy vehicles up to 36.5m in length, fuel tankers and service vehicles. As demonstrated by the swept path plans contained in **Appendix 4**, the following vehicles can access and navigate the proposed truck stop:

- 36.5m B-triple trucks (RAV 7)
- 20m B-double fuel tankers; and
- 12.5m service vehicles

Heavy vehicles and fuel tankers will enter the subject site via the full movement crossover on Williams Street (Crossover 1), access the heavy vehicle refueling bays and fuel fill points, and exit the site via the exit-only crossover on Albany Highway (Crossover 4). Light vehicles will access and egress the site via either the Williams Street crossover (Crossover 1) or the light vehicle crossover on Albany Highway (Crossover 3). Service vehicles will access the bin store area and egress the site in forward gear via the exit-only heavy vehicle crossover on Albany Highway (Crossover 4). Turn path analysis confirms satisfactory access, egress and internal circulation for all vehicles.

Refer **Appendix 2** for the development plans and **Appendix 4** for the Traffic Impact Assessment.

4.2.3 Pedestrian and Cyclist Connectivity

Cyclist connectivity to the subject site is available via on-street cycle lanes provided on both sides of Albany Highway. Pedestrians access to the proposed redevelopment will be via the existing external footpath network running along Albany Highway.

4.3 Waste and servicing

Waste will be stored in an enclosed bin store located to the east of the retail building and collected via the dedicated deliveries area adjacent to this space. Deliveries and waste collections will be accommodated within the site, reducing conflict between customers and service vehicles.

The site will be serviced by a 12.5m service vehicle, with swept path analysis confirming satisfactory access to the bin store and egress from the site via the exit-only crossover onto Albany Highway.

Refer **Appendix 4** for Transport Impact Assessment and **Appendix 2** for proposed Development Plans.

4.4 Acoustic

An Environmental Noise Assessment has been undertaken by Lloyd George Acoustics for the proposed redevelopment, noting the future intended 24-hours of operation and its proximity to sensitive land uses. The assessment modelled noise from mechanical plant, deliveries, vehicles and fuel bowsers, and demonstrates that, with the incorporation of an acoustic barrier along the site boundary, the development will comply with the Environmental Protection (Noise) Regulations 1997.

Refer **Appendix 5** for a copy of the Environmental Noise Assessment.

4.5 Landscaping

The proposed development provides approximately 860m^2 of landscaped area, which represents 16.4% of the overall subject site. Landscaping is provided along the western frontages and within the site, including the proposed picnic area. Existing trees on the northwestern portion of the site are to be retained and protected in accordance with the landscape concept plans.

Refer **Appendix 3** for landscape concept plans.

4.6 Signage

The proposal incorporates advertising signage on the subject site. Specifically, the proposed signage comprises:

- One 12m x 4.45m pylon sign, located at the north-western corner of the subject site, incorporating BP branding and fuel prices.
- One 1.015m x 1.05m sign depicting “Air & Water”, affixed to the ground on the north-western part of the site, adjacent to the air & water bay.
- One 1.1m x 0.6m sign depicting “No Entry”, affixed to the ground by the exit only crossover on the southwestern part of the site.
- One 1.6m x 1.05m sign depicting “Trucks”, affixed to the ground on the northernmost part of the site by the Williams Street crossover to indicate truck entry point.
- Two internally illuminated 0.7m radius signs on the northern and western elevations of the retail building.
- One 0.18m x 2.85m sign located above the retail building entry depicting “Welcome to BP Williams.”
- One 1.2m x 2.75m signage zone. Content and materials to be confirmed at detail design stage.
- Two internally illuminated 0.4m radius signs on the northern and western elevations of the fuel canopy.

All signage is designed to reflect the architectural elements of the building and structures. The signage content and location are provided within the development plans provided in **Appendix 2** of this report.

4.7 Bushfire

A Bushfire Attack Level (BAL) assessment has been undertaken on the subject site. The BAL assessment illustrates the majority of the subject site has a BAL rating of BAL-19. However, the retail building is subject to a BAL-12.5 rating and the underground fuel tanks are subject to a BAL-29 rating, with all habitable buildings post-development subject to BAL ratings of ≤BAL-29.

A Bushfire Management Plan (BMP) has been prepared by Western Environmental in response to this. The BMP identifies and sets out appropriate mitigation/bushfire protection measures, satisfying the relevant requirements of SPP 3.7, outlined under **Section 6.4** of this report.

Refer **Appendix 6** for a copy of the Bushfire Management Plan.

4.8 Civil

A civil engineering concept design has been prepared by Colliers in support of this application

Stormwater will be managed via a piped drainage network with appropriate on-site treatments. The concept design also incorporates standard construction details and has been prepared with regard to relevant engineering standards.

Refer **Appendix 7** for a copy of the civil plans.

4.9 Detention Basin

A detention basin is proposed north of Williams Road to capture and manage runoff, with a capacity of 36 m^3.

Stormwater will be directed toward Williams Road and ultimately the Williams River, consistent with advice obtained by the Shire of Williams.

The final location and design will be confirmed with the Shire of Williams at detailed design stage

4.10 Contamination

The site is registered as a contaminated site under the *Contaminated Sites Act 2003,* with a memorial noted on the Certificate of Title. Detailed groundwater and soil monitoring has been undertaken and is recommended to continue as part of an ongoing remedial action and site management plan. Any remediation required will be carried out as necessary. The site's classification prohibits sensitive land uses, such as residential or childcare development. The proposed redevelopment is consistent with this and does not constitute a sensitive land use.

5 STRATEGIC PLANNING FRAMEWORK

5.1 Local Planning Strategy

5.1.1 Shires of Wagin, West Arthur and Williams Joint Local Planning Strategy

The proposed redevelopment of the BP Williams service station has been considered against the key issues and opportunities identified within the Joint Local Planning Strategy.

The development is consistent with the Strategy's objective of coordinating zoning, subdivision and development with the provision of local and regional infrastructure. The subject site is an established service station within the Williams townsite, already serviced by existing road, utility and servicing infrastructure. The redevelopment represents an upgrade and modernisation of an existing land use rather than the introduction of a new or unplanned use, thereby reinforcing the efficient utilisation of existing infrastructure without generating the need for significant upgrades or expansion of regional services.

In relation to the protection of key essential service infrastructure, the proposal will maintain and enhance the operational function of an existing fuel service facility, which is considered critical infrastructure supporting both the local community and the regional road network. The redevelopment incorporates contemporary design standards and operational improvements, which will support the ongoing viability, safety and resilience of this essential service. No adverse impacts on surrounding infrastructure networks are anticipated.

Overall, the proposal aligns with the strategic intent of the Joint Local Planning Strategy by supporting infrastructure efficiency, maintaining essential services, and contributing positively to the ongoing function of Williams as a regional service centre.

5.1.2 Shire of Williams specific issues/opportunities

The proposal has been assessed against the key issues and opportunities identified for the Shire of Williams within the Joint Local Planning Strategy.

The redevelopment will contribute to enhancing the liveability and attractiveness of the Williams townsite by upgrading an existing, highly visible service station along Albany Highway. The modernisation of the facility will improve the presentation, functionality and safety of the site, supporting a positive townsite image while maintaining the established character of a highway service centre. The proposal does not introduce development that would detract from the rural character or heritage values of the locality.

With respect to the provision of infrastructure and services, the development is located within the existing serviced townsite and will utilise established reticulated services and road infrastructure. The proposal represents a reinvestment in existing infrastructure rather than an expansion into unserviced areas, thereby supporting the efficient and sustainable delivery of services to accommodate future growth.

The proposal also supports economic diversification within the Williams district by facilitating the continued operation and enhancement of a key highway-oriented service use. The upgraded facility will strengthen the town's role as a regional stopover destination, supporting local employment opportunities and economic activity. Potential land use conflicts are appropriately managed through the retention of the established service station use within its current operational context.

Lot 13, while currently zoned 'Residential' is proposed to function in an ancillary capacity (with refuelling and operational activities not occurring on the lot and only comprise of vehicle egress, parking and picnic areas). This lot is identified within the Williams Townsite Strategy Map as 'future commercial'. The proposed use is consistent with this long-term strategic intent. Refer to **Figure 6** below for the Williams Townsite Strategy Map.

Figure 6: Williams Townsite Strategy Map

Overall, the redevelopment aligns with the identified issues and opportunities by enhancing townsite presentation, supporting infrastructure efficiency, and reinforcing the role of Williams as a service and economic hub. The development has been coordinated with existing local and regional road infrastructure, informed through consultation with Main Roads WA and the Shire, and will deliver improvements to an essential service along Albany Highway.

6 STATUTORY PLANNING FRAMEWORK

6.1 Local Planning Scheme

The local planning scheme applicable to the subject site is the *Shire of Williams Town Planning Scheme No.2* (**TPS2**). The provisions of TPS2 are supplemented by the **deemed provisions** at Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where a deemed provision is inconsistent with a provision of TPS2, the deemed provision prevails.

6.1.1 Zoning

Pursuant to TPS2, the subject site is zoned Commercial on lots 9, 10, 11, 12, and zoned Residential R-12.5 on Lot 13. No Special Control Areas or Special Use Zones apply to the subject site.

Refer to **Figure 7** below for a zoning map.

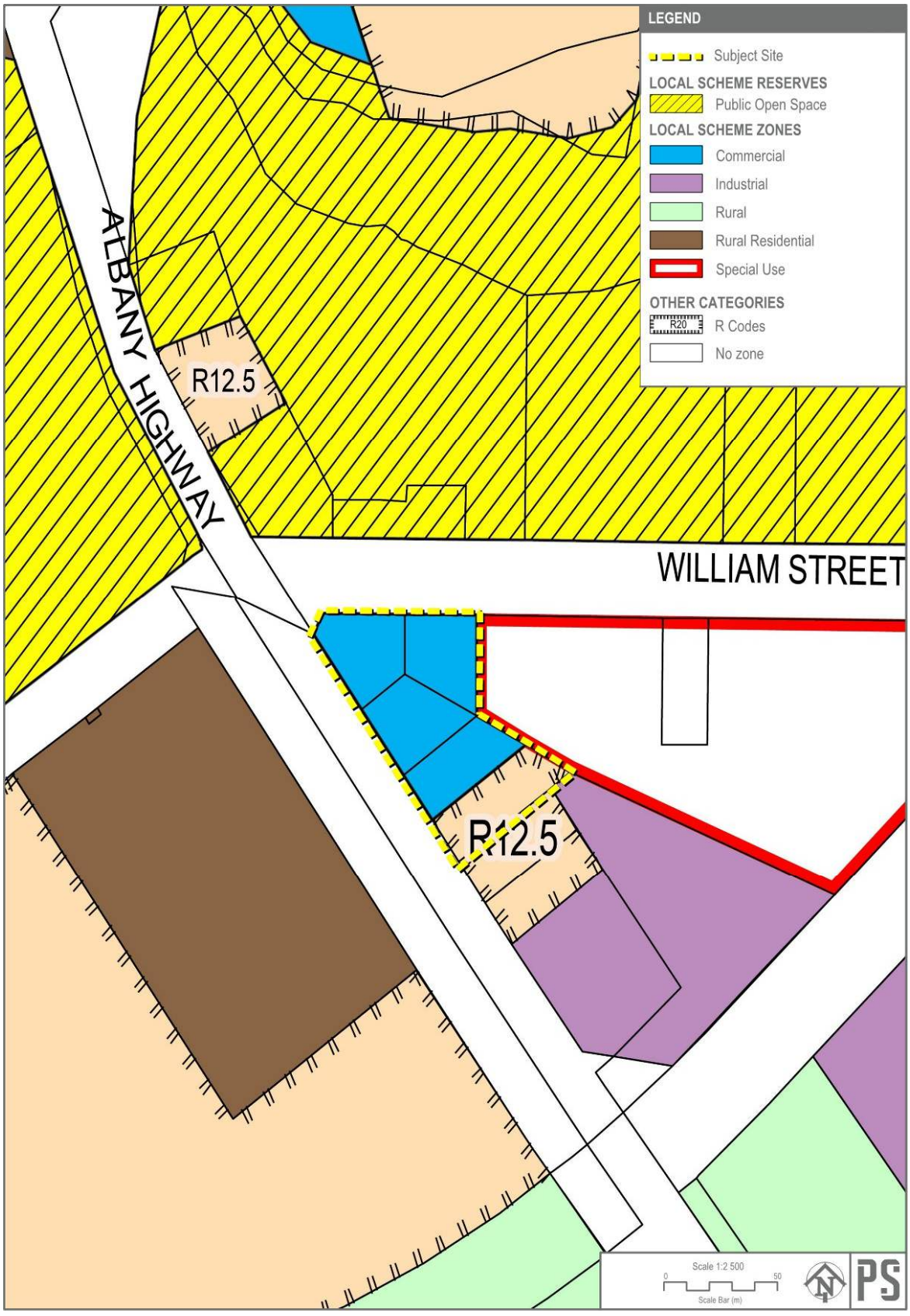

Figure 7: Zoning Map

Specifically, the Commercial zone of TPS2 provides the following objectives:

a) Commercial activity within the town is presently conducted on a low-key basis and there is not a considerable degree of demand for additional facilities;

b) it is the intention of the Scheme that encouragement will be given to the introduction of new businesses within this zone and that the Council will. Where necessary, obtain land for new developments and make the land available to bona fide developers, either in freehold or if necessary for the welfare and general food of the town, through a joint financial participation with the developer;

c) it is intended that were opportunity exists, new developments should be encouraged in the form of small complexes of inter-related buildings, thereby both providing effective and economic provision of car-parking, landscaping and other services whilst maintaining an aesthetically desirable and architecturally cohesive appearance;

d) when considering car parking requirements, Council shall proper regard to the existing nature of the commercial area and any proposal for the co-ordinated development of the existing availability or deficiency of adequate car parking facilities.

The proposal is consistent with the **Commercial zone** for the following reasons:

- The redevelopment will continue and enhance an existing refuelling station, expanding the provision of convenience retail and services to both the local community and passing highway traffic. The proposed retail building will support day-to-day needs and strengthen the role of the site as a key service destination within Williams.
- The scale, form and function of the development are appropriate to its prominent location at the intersection of Albany Highway and William Street, and are consistent with the established commercial character of the locality. The upgraded built form will improve the streetscape presentation and reinforce the commercial function of the area.
- The proposal has been informed by technical assessments, including traffic and servicing considerations, which demonstrate that the development can operate efficiently without resulting in unacceptable impacts on surrounding land uses.
- The redevelopment represents a continuation and modernisation of an established and strategically appropriate land use within a designated commercial area, supporting local economic activity and the town's role as a regional service centre. The proposal is consistent with the objectives of the Commercial zone and relevant provisions of the local planning framework.

The development will not adversely affect the amenity of the locality, instead delivering a contemporary, well-designed facility that improves functionality, safety and the overall visual quality of this key gateway site.

A portion of the proposal extends to land currently zoned "Residential" (Lot 13), which is to accommodate ancillary components including vehicle egress and landscaping only. Given that the Scheme does not set out specific objectives for the Residential zone, it is considered that these elements of the proposal sit comfortably within the general expectations of the zone. The uses are low-intensity in nature, do not introduce built form or activities that would undermine residential amenity, and are compatible with the surrounding context.

This interface is further supported by the fact that this residential area comprises a limited number of lots directly fronting Albany Highway, where exposure to traffic and associated activity is already an established characteristic. Accordingly, the proposed ancillary uses are not expected to result in any material or unacceptable amenity impacts and are consistent with the broader intent of the local planning framework.

6.1.2 Land Use and Permissibility

The proposed land use is classified as a 'Use Not Listed' pursuant to clause 4.3.2 of the Scheme.

> *If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the interpretation of one of the use categories the Council may:*
>
> *a) determine that the use is not consistent with the objectives and purposes of the particular zone and is therefore not permitted, or*
>
> *b) determine by absolute majority that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the advertising procedures of Clause 2.6 in considering an application for planning consent.*

As demonstrated in the development plans, the proposal primarily comprises the retail sale of fuel, convenience goods and vehicle-related products, together with ancillary facilities. The development will operate as per the previously approved operating hours (5am-10pm) and is intended to service both the local community and regional traffic along Albany Highway.

We have sought Legal advice which was further backed up by the Shire which confirms that the proposal does not fall within the Scheme's definition of a **"service station,"** which expressly contemplates a use involving both:

- the retail sale of petrol; and
- the undertaking of vehicle servicing or repair activities (such as greasing, tyre repairs and minor mechanical repairs).

The proposed development does not include any form of vehicle repair or servicing component. Accordingly, it does not strictly meet the definition of a "service station" under the Scheme. Instead, it is more appropriately characterised as a convenience-based retail offering incorporating fuel sales, for which no specific land use definition currently exists within the Scheme.

On this basis, the classification of the proposal as a **"Use Not Listed"** is appropriate. Since 2020, the Planning Framework has not changed and therefore the advice received from the Shire still remains, refer to **Appendix 8** for Shire correspondence regarding Land Use.

Notwithstanding this, the proposed use is considered to be consistent with the objectives and intent of the Commercial zone, as it:

- supports highway-oriented commercial activity;
- provides essential services to the local community and travelling public;
- contributes to the economic function of Williams as a regional service centre; and
- represents the continuation and enhancement of an established land use on the site.

A portion of the proposal extends to land zoned Residential (Lot 13), which accommodates only ancillary elements including vehicle egress and landscaping. Given that the Scheme does not set out specific objectives for the Residential zone, it is considered that these components sit comfortably within the general expectations of the zone. The ancillary nature and low intensity of these uses do not introduce activity that would reasonably compromise residential amenity.

This is further reinforced by the local context, where the residential area comprises a limited number of lots directly fronting Albany Highway and is already subject to traffic exposure and associated activity. Accordingly, the proposed use of this land is considered appropriate and compatible with its setting, and does not give rise to any unacceptable planning impacts.

Accordingly, it is considered reasonable for the Shire of Williams to have discretion to grant development approval on this basis in accordance with Clause 4.3.2 of the Scheme. As the proposed use is consistent with the objectives of the zone and to proceed with the application in accordance with the relevant advertising provisions of the Scheme.

6.1.3 Development Requirements

6.1.3.1 Commercial Zone

The Shire of Williams Local Planning Scheme does not prescribe specific development standards such as setbacks, building height, or plot ratio for land within the Commercial zone. Instead, these matters are addressed through Council's discretion under Clause 2.5, which requires consideration of relevant planning factors including traffic generation, access arrangements, parking provision, landscaping, and the character and amenity of the surrounding locality.

The only prescriptive development requirement applicable to the subject site is a minimum lot frontage of 18 metres, which the subject land satisfies.

Notwithstanding the absence of detailed numerical standards, the proposed redevelopment of the BP Williams refuelling station and associated retail building has been designed having regard to the intent of Clause 2.5. The layout appropriately responds to the site's prominent location at the intersection of Albany Highway and William Street, incorporating safe and efficient access, suitable car parking provision, landscaping opportunities, and a built form that is consistent with the established commercial character of the locality.

Further assessment of the proposal against the Scheme's General Development Requirements is provided in **Table 2** below. Overall, the development achieves an appropriate planning outcome, balancing functional requirements with amenity consideration

6.1.3.2 Residential Zone

Clause 4.6(1) of the Shire of Williams Local Planning Scheme (TPS2) requires that residential development comply with the Residential Design Codes (R-Codes) at the density applicable to the lot. However, no residential development is proposed on Lot 13 and, as such, the R-Codes do not apply to the proposed works.

The use of Lot 13 is limited to ancillary components of the broader development, comprising vehicle egress, car parking and a picnic/rest area. These elements are not residential in nature and are more appropriately considered as part of the overall **'Use Not Listed'** classification under Clause 4.3.2, as discussed in Section 6.1.2.

Notably, the Scheme does not set out specific objectives for the Residential zone. In this context, it is considered that the proposed ancillary uses sit comfortably within the general expectations of the zone. The works are low-intensity, involve minimal built form, and do not introduce activities that would reasonably conflict with residential amenity.

This position is reinforced by the site context, where the residential-zoned land forms part of a very small enclave of lots directly fronting Albany Highway and already subject to traffic exposure and associated activity. Accordingly, the proposed use of Lot 13 is considered compatible with its setting and does not give rise to any unacceptable planning or amenity impacts. **Table 2** below provides an assessment against the General Development Controls under TPS2.

Table 2: Assessment of General Development Controls under TPS2

Requirement	Provided	Compliance
Clause 5.1 Carparking		
The minimum dimension of any parking space required under the provisions of the Scheme, shall be 2.5m x 5.5m, excluding all access drives	Car parking bays are designed in accordance with Australian Standards, with minimum dimensions of 2.5m x 5.5m	**Yes**
Clause 5.2 Landscaping		
The Council may require the provision of any amount of landscaping that it considers reasonable and desirable in the circumstances	A total of approximately 860m^2 of landscaping is provided, representing 16.4% of the total site area. This includes landscaping along the site frontages and a picnic/rest area associated with the development.	**Yes**
Clause 5.3 Access		
Vehicular access to any lot shall not be within 9m of a road intersection;	All proposed vehicle access points are located clear of the 9m truncation requirement from the Albany Highway / William Street intersection.	**Yes**
Provision shall be made for all service vehicles to load and unload clear of any right-of way where practicable;	All servicing, including deliveries and waste collection, is accommodated on-site. The layout allows for appropriate turning movements, with service vehicles able to enter, manoeuvre and exit the site in a forward direction. A 12.5m service vehicle is able to access the bin store and egress via the exit-only crossover	**Yes**
Each lot has a right of access at one point per street frontage, with additional points of access at the discretion of the Council;	The development proposes three access points comprising two crossovers to Albany Highway and one crossover to William Street. The arrangement reflects the operational requirements of a refuelling station and has been informed by a Transport Impact Assessment and consultation with Main Roads WA. Additional crossovers are sought at Council's discretion. Additional crossovers are sought at Council's discretion, supported by the Traffic Impact Assessment.	**Minor Variation**
The maximum width of any access crossover shall be 3.6m for residential and other uses, provided that the Council may at its discretion increase the width.	The proposed crossovers exceed 3.6m in width to safely accommodate passenger vehicles and heavy vehicles (including RAV vehicles) associated with the development. The William Street access is designed to facilitate large vehicle movements, consistent with the site's function on the regional road network. Increased crossover widths are sought at Council's discretion. Given the site's location on the RAV network and the operational requirements of a heavy vehicle service station, the Williams Street crossover has a maximum width of 26.5m. Council's discretion to increase the crossover width beyond 3.6m is sought, and is considered warranted having regard to the nature of the development and the need to safely accommodate vehicles up to 36.5m in length.	**Minor Variation**

Overall, the proposed development satisfies the Scheme's general development requirements, with minor variations to access number and width appropriately justified by the operational needs of a refuelling station and supported by traffic design considerations.

6.1.4 Development Control Policy 5.1: Regional Roads (Vehicular Access)

DCP 5.1 sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. Albany Highway, which fronts the subject site, is classified as a Primary Distributor Road and forms part of the MRWA Functional Road Hierarchy. An assessment against the relevant provisions of DCP 5.1 is provided in **Table 3** below.

Table 3: Development Control Policy 5.1: Regional Roads (Vehicular Access) Assessment

DCP 5.1 Requirement	Comment
3.1 Safety	
3.1.1 A safe environment and efficient road system require compatibility between development abutting the road and vehicular and pedestrian traffic movement.	The proposed development has been designed to ensure safe and efficient vehicle movement to and from Albany Highway and Williams Street. The access arrangement separates entry and exit movements, with heavy vehicles entering via Williams Street and all vehicles exiting via a dedicated exit-only crossover onto Albany Highway, minimising conflict with through traffic. A safe environment and efficient road system require compatibility between development abutting the road and vehicular and pedestrian traffic movement. The proposed refuelling station and retail building has been designed to ensure safe and efficient vehicle movements to and from Albany Highway and William Street. The access arrangement separates movements and accommodates both light and heavy vehicles, with a legible layout that minimises conflict points and supports safe interaction with through traffic.
3.2 Function	
3.2.2 The access control requirements of this policy apply to Primary and District Distributors, which includes all categories of regional roads designated in the Metropolitan Region Scheme and in areas subject to other regional planning schemes. However, many District Distributors are not classified in a scheme and control of development on these roads according to this policy is the responsibility of local governments.	The access control requirements of this policy apply to Primary and District Distributors. Albany Highway is a Primary Distributor and part of the MRWA RAV network. The proposed access arrangements have been developed in consultation with Main Roads WA and respond appropriately to the road's function, maintaining its role in accommodating regional traffic while supporting access to an essential highway-oriented use.
3.3 Development Requirements	
3.3.1 In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration. The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements.	The redevelopment rationalises existing access by reducing the number of crossovers from four to three, including two to Albany Highway and one to William Street. The northern Albany Highway crossover is removed, and the remaining access points are upgraded and formalised to improve traffic flow and safety. The arrangement reflects the operational needs of the development while achieving a net improvement in access consolidation.

DCP 5.1 Requirement	Comment
3.3.2 Where regional roads are constructed or planned to freeway standards, no access to frontage development is permitted. On regional roads not constructed or planned to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new driveways or increased use of existing accesses to these roads. Where alternative access is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the regional road unless special circumstances apply.	Albany Highway is not constructed to freeway standard and direct access is required to support the operation of a refuelling station serving regional traffic. While access from William Street is provided, dual access to Albany Highway is necessary to safely and efficiently accommodate traffic, including heavy vehicles, given the functional characteristics of the road and limited alternative access options.
3.3.3 An arrangement whereby adjoining owners enter into cross-easement agreements to provide reciprocal rights of access across adjacent lots may be required as a means of rationalising access to the regional road.	No arrangement is in place with the adjoining landowner for vehicle access.
3.3.4 The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre.	The proposed refuelling station and associated retail building is a highway-oriented use that attracts a mix of local and regional traffic, including heavy vehicles. Its location adjacent to Albany Highway is appropriate, and the access design responds to its function. The existing slip lane on Albany Highway will be extended to further facilitate safe entry into the site.
3.3.5 In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered: the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and the volume and type of traffic generated by the development.	The proposal retains and upgrades access arrangements, reducing crossovers and improving functionality. Albany Highway operates at a posted speed of 50km/h in the vicinity of the site. The right-turn pocket will be extended to accommodate heavy vehicles (including RAV vehicles) accessing William Street. The design separates vehicle types and improves circulation. The Transport Impact Assessment confirms that the development will generate a net increase of approximately 99 daily trips, with minimal peak hour impact, and that the surrounding road network will continue to operate within capacity.
3.3.6 Where access is permitted, conditions may be imposed prescribing the location and width of the junction or driveway to ensure adequate visibility and to provide for the safe and convenient movement of vehicles both entering and leaving the traffic stream. In determining design requirements for junctions and driveways, the Commission has regard to standards recommended by both the National Association of State Road Authorities and Main Roads Western Australia.	The access layout, including crossover locations and geometry, has been designed with regard to Main Roads WA standards and in consultation with relevant authorities. The extension of existing infrastructure and formalisation of access points will enhance safety and efficiency for vehicles entering and exiting the site.

Overall, the proposed BP Williams refuelling station and retail building achieves compliance with DCP 5.1 by improving and rationalising access, maintaining the safety and function of Albany Highway, and demonstrating that traffic impacts are minimal and appropriately managed.

6.2 Local Planning Policies

6.2.1 Local Planning Policy

There are no applicable Local Planning Policies.

6.3 State Planning Policies

6.3.1 State Planning Policy 3.7: Planning in Bushfire Prone Areas

State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) applies to all development located within designated 'bushfire prone areas'. Pursuant to the Department of Fire and Emergency Services Map of Bushfire Prone Areas, the subject site is identified as being partially bushfire prone.

As the subject site is located within a designated Bushfire Prone Area, a Bushfire Attack Level (BAL) assessment was undertaken on the subject site. The BAL assessment illustrates the majority of the subject site has a BAL rating of BAL-19. However, the retail building is subject to a BAL-12.5 rating and the underground fuel tanks are subject to a BAL-29 rating, with all habitable buildings post-development subject to BAL ratings of ≤BAL-29.

A Bushfire Management Plan (BMP) has been prepared by Western Environmental in response to this. The BMP identifies and sets out appropriate mitigation/bushfire protection measures, satisfying the relevant requirements of SPP 3.7.

Refer **Appendix 6,** Bushfire Management Plan.

6.3.2 State Planning Policy 5.4: Road and Rail Noise

State Planning Policy 5.4: Road and Rail Noise (SPP 5.4) regulated the acceptable exposure levels for noise from strategic and/or significant freight routes and major traffic routes on sensitive land uses and development.

The subject site bounds Albany Highway which is classed as a 'Strategic freight or major traffic route trigger' and Narrogin Road which is classed as an 'Other significant freight/traffic route trigger'.

As the proposed development is not considered a sensitive land use, an assessment is not required under the provisions on SPP 5.4.

Refer **Appendix 5,** Environmental Noise Assessment

6.4 Matters to be Considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 4** below for an assessment of the relevant matters.

Table 4 - Matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	Refer **Section 6.1** of this report.
(c) any approved State planning policy	Refer **Section 6.3** of this report.
(f) any policy of the State	Refer **Section 6.1.4** of this report.
(fa) any local planning strategy for this Scheme endorsed by the Commission	Refer **Section 5.1** of this report.

Matter to be considered	Provided
(m) the compatibility of the development with its setting, including — *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The proposal seeks continuation of the existing land use, which is appropriately located within an existing commercial setting, within Williams. Strong emphasis has been placed on the design of the building, ensuring the built form responds to the prevailing character of the locality. The result is a redeveloped BP facility that presents well to the surrounding locality and achieves a good design outcome. Overall, the scale, height, orientation and appearance of the development is consistent with the character of the locality.
(n) the amenity of the locality including the following — *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	As detailed above, the proposed development responds to the character of the area through a range of design features.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposal provides 860m^2 of landscaping (16.4% of the site), including the western frontage and a picnic area. Existing trees are to be retained and protected as per the landscape concept plans.
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	Refer **Section 4.10** of this report.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety	Refer **Section 4.10** of this report.
(s) the adequacy of — *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The development provides a full-movement crossover on Williams Street (Crossover 1) for heavy and light vehicle entry, an exit-only crossover on Albany Highway (Crossover 4) for heavy vehicle and service vehicle egress, and a further light vehicle crossover on Albany Highway (Crossover 3), separating heavy and light vehicle movements. Swept path and turn path analysis confirm service vehicles can safely access, manoeuvre, load/unload and egress the site. 18 car parking bays are provided, including 4 staff bays and 2 ACROD bays.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The TIA confirms the redevelopment will generate a net increase of 99 vehicle trips per day, and all site crossovers operate satisfactorily post-development. Given existing volumes on Albany Highway and Narrogin Road of more than 4,500 vehicles per day, the additional traffic is not expected to adversely affect traffic flow or safety.
(u) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	(i) A bus stop servicing the Perth-Albany line is located in the immediate vicinity of the proposed development. (ii) The subject site has access to all the required utility services prior to commencement of development. (iii) Waste is stored in an enclosed bin store east of the retail building, with deliveries and collection accommodated on-site; swept path analysis confirms a 12.5m service vehicle can access the bin store and egress via the exit-only crossover. (iv) Cyclist connectivity is provided via on-street cycle lanes on Albany Highway, and pedestrian access via the existing footpath network. Toilet and shower facilities are provided for drivers and patrons. (v) Two ACROD bays are provided among the 18 on-site car parking bays.

Matter to be considered	Provided
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	The upgrade to the service station will benefit the community through the improvement of the services offered from the service station.
(w) the history of the site where the development is to be located;	The site has historically been a service station, and the proposed development is simply an upgrade to the existing land use.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	In this respect, there is a clear and demonstrable positive social outcome resulting from this development. The amenity of the location will remain unchanged.
(y) any submissions received on the application;	To be addressed following the advertising/consultation period for the application.

As provided above, the proposal meets the relevant matters to be considered and warrants approval.

7 CONCLUSION

This application seeks approval for the redevelopment of the existing BP service station on the subject site to provide an upgraded BP facility, currently operating 5am-10pm with the intention to operate 24 hours per day, 7 days per week. It will cater for the refueling of both light and heavy vehicles and provide associated retail, food and motorist facilities.

In summary, the proposal warrants approval for the following reasons:

- The subject site has an established history as a refuelling location, with the proposed redevelopment representing a significant upgrade to the existing facility through the provision of improved infrastructure, enhanced heavy vehicle access, and contemporary amenities for drivers and the Williams community.
- The proposed development is consistent with the applicable planning framework, including the Shire of Williams Town Planning Scheme No. 2, the Shires of Wagin, West Arthur and Williams Joint Local Planning Strategy, and relevant WAPC development control policies.
- The proposed land use has been appropriately classified as a **"Use Not Listed"** pursuant to Clause 4.3.2 of TPS2. Legal advice, further backed up by the Shire confirms that the development does not meet the Scheme definition of a "service station", as no vehicle servicing or repair component is proposed. Instead, the development comprises a convenience-based retail use incorporating fuel sales, for which no specific land use definition exists. Notwithstanding this, the use is considered consistent with the intent and objectives of the Commercial zone, and it is appropriate for Council to determine. The ancillary components located on Lot 13 (Residential zoned land) are similarly capable of being supported under Clause 4.3.2, given their low-impact nature and compatibility with the locality.
- The proposed access arrangements have been developed in consultation with Main Roads WA and the Shire of Williams and are supported by a Transport Impact Assessment prepared by Transcore, which confirms that the development will not adversely impact the safety or efficiency of the surrounding road network.

Overall, the proposal represents a well-planned and appropriate redevelopment of an established site, delivering improved services, infrastructure and amenity while maintaining consistency with the relevant statutory and strategic planning framework.

Having regard to the above, the proposal clearly demonstrates the suitability of the redevelopment of the existing facility on the subject site. Accordingly, Planning Solutions respectfully requests the Regional Development Assessment Panel to approve the Application for Development Approval.

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1226	**339**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

THIS IS A MULTI-LOT TITLE

LAND DESCRIPTION:

LOTS 9, 10 & 11 ON PLAN 6924

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PACEVIEW PTY LTD OF CARE OF ABBOTTS, 813 WELLINGTON STREET, WEST PERTH
(T G989474) REGISTERED 24/12/1998

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

1. H796900 MORTGAGE TO BANK OF WESTERN AUSTRALIA LTD REGISTERED 2/7/2001.
   J707564 TRANSFER OF MORTGAGE H796900, MORTGAGEE NOW AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD REGISTERED 20/4/2006.
2. O311590 MEMORIAL. CONTAMINATED SITES ACT 2003 (CONTAMINATED SITE - REMEDIATION REQUIRED) REGISTERED 23/12/2019.

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. 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:	P6924
PREVIOUS TITLE:	1219-36
PROPERTY STREET ADDRESS:	4 WILLIAM ST, WILLIAMS (9/P6924). 2 WILLIAM ST, WILLIAMS (10/P6924). 16 ALBANY HWY, WILLIAMS (11/P6924).
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF WILLIAMS

LANDGATE COPY OF ORIGINAL NOT TO SCALE 12/06/2026 10:52 AM Request number: 69968043

Landgate
www.landgate.wa.gov.au

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1219	**38**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 12 ON PLAN 6924

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PACEVIEW PTY LTD OF 27 GLASSFORD ROAD KEWDALE WA 6105

(T O153797) REGISTERED 17/5/2019

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. 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:	1219-38 (12/P6924)
PREVIOUS TITLE:	1219-36
PROPERTY STREET ADDRESS:	14 ALBANY HWY, WILLIAMS.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF WILLIAMS

LANDGATE COPY OF ORIGINAL NOT TO SCALE 12/06/2026 10:52 AM Request number: 69968043

Landgate
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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1686	**814**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 13 ON PLAN 6924

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

PACEVIEW PTY LTD OF 27 GLASSFORD ROAD KEWDALE WA 6105

(T O153795) REGISTERED 17/5/2019

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. 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:	1686-814 (13/P6924)
PREVIOUS TITLE:	1309-342
PROPERTY STREET ADDRESS:	12 ALBANY HWY, WILLIAMS.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF WILLIAMS

LANDGATE COPY OF ORIGINAL NOT TO SCALE 12/06/2026 10:52 AM Request number: 69968043

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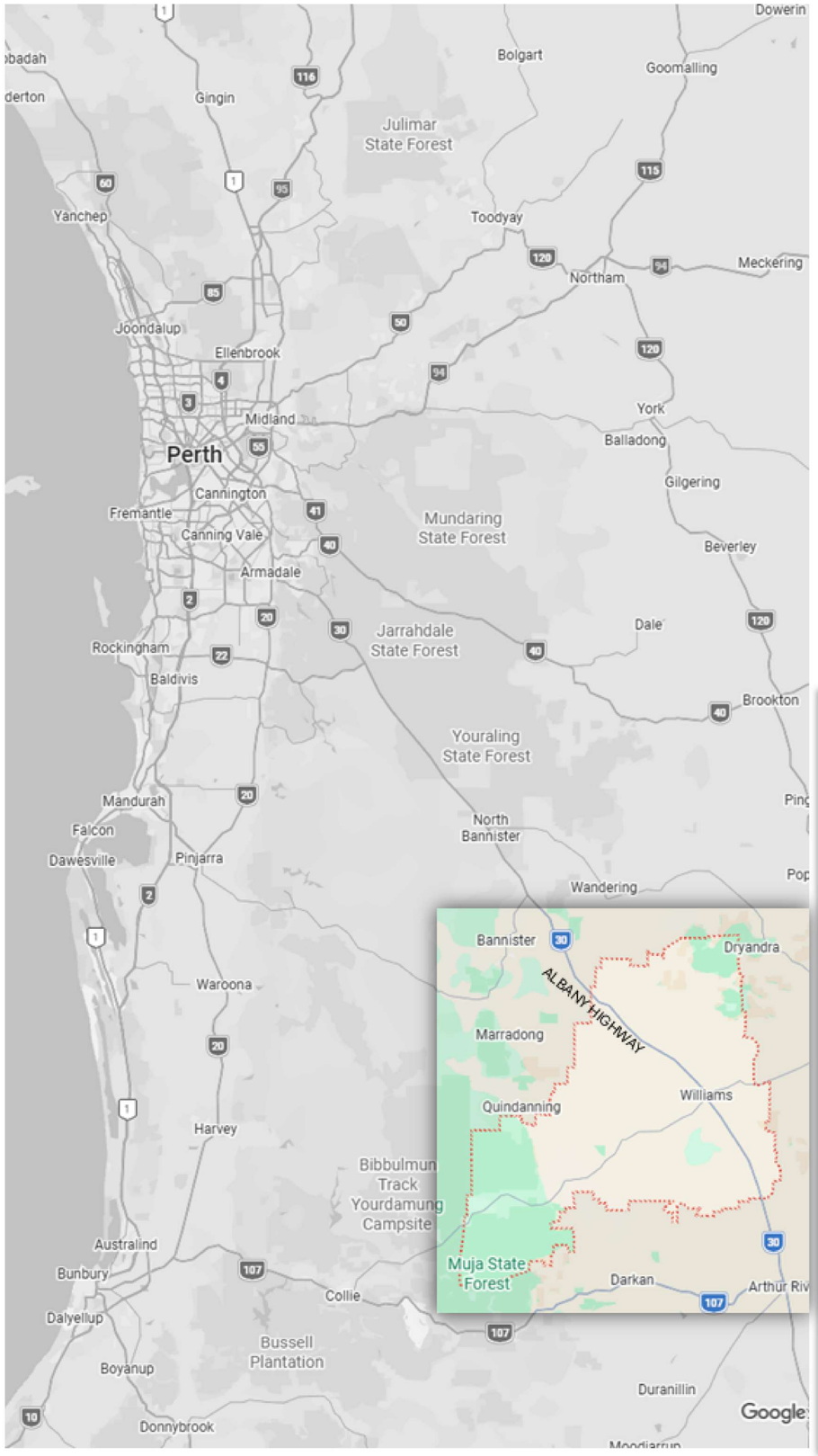
BP WILLIAMS

CORNER ALBANY HIGHWAY & WILLIAMS STREET



SITE LOCATION - WILLIAMS

SUBJECT SITE

DRAWING LIST			
Sheet Number	Sheet Name	Current Revision	Current Revision Date
DA 00	COVER PAGE	G	18/06/2026
DA 01	PROPOSED SITE PLAN	G	18/06/2026
DA 02	ROAD HOUSE - PROPOSED FLOOR PLAN	G	18/06/2026
DA 03	PROPOSED ELEVATIONS A & B	G	18/06/2026
DA 04	PROPOSED ELEVATIONS C & D	G	18/06/2026
DA 05	FUEL CANOPY -PROPOSED PLAN & ELEVATIONS	G	18/06/2026
DA 06	PROPOSED SIGNAGES	G	18/06/2026
DA 07	PROPOSED ARTIST IMPRESSIONS (1 OF 3)	G	18/06/2026
DA 08	PROPOSED ARTIST IMPRESSIONS (2 OF 3)	G	18/06/2026
DA 09	PROPOSED ARTIST IMPRESSIONS (3 OF 3)	G	18/06/2026

revision/ issue	description	drawn by	check by	date
G	ISSUED FOR DA APPLICATION	BR	AK	18/06/2026

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: COVER PAGE
scale:
date: 18/06/2026
project no: 112.25
dwg no: DA 00
rev: G

Hodge Collard Preston ARCHITECTS
Third Floor, 38 Richardson Street, West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hcparch.com

262.98	PROPOSED LEVELS
262.98	EXISTING SITE LEVELS

SITE AREA

LOT 9	:	1022 SQ.M
LOT 10	:	1057 SQ.M
LOT 11	:	1022 SQ.M
LOT 12	:	1007 SQ.M
LOT 13	:	1131 SQ.M
TOTAL	**:**	**5239 SQ.M**

LANDSCAPE AREA	:	860 SQ.M
LANDSCAPE PERCENTAGE	:	16.4 %

1 SITE PLAN
1 : 250

revision/ issue	description	drawn by	check by	date
G	ISSUED FOR DA APPLICATION	BR	AK	18/06/2026

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: PROPOSED SITE PLAN
scale: 1 : 250
date: 18/06/2026
project no: 112.25
dwg no: DA 01
rev: G

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Third Floor, 38 Richardson Street, West Perth, WA 6005
PO Box 743, West Perth, WA 6872
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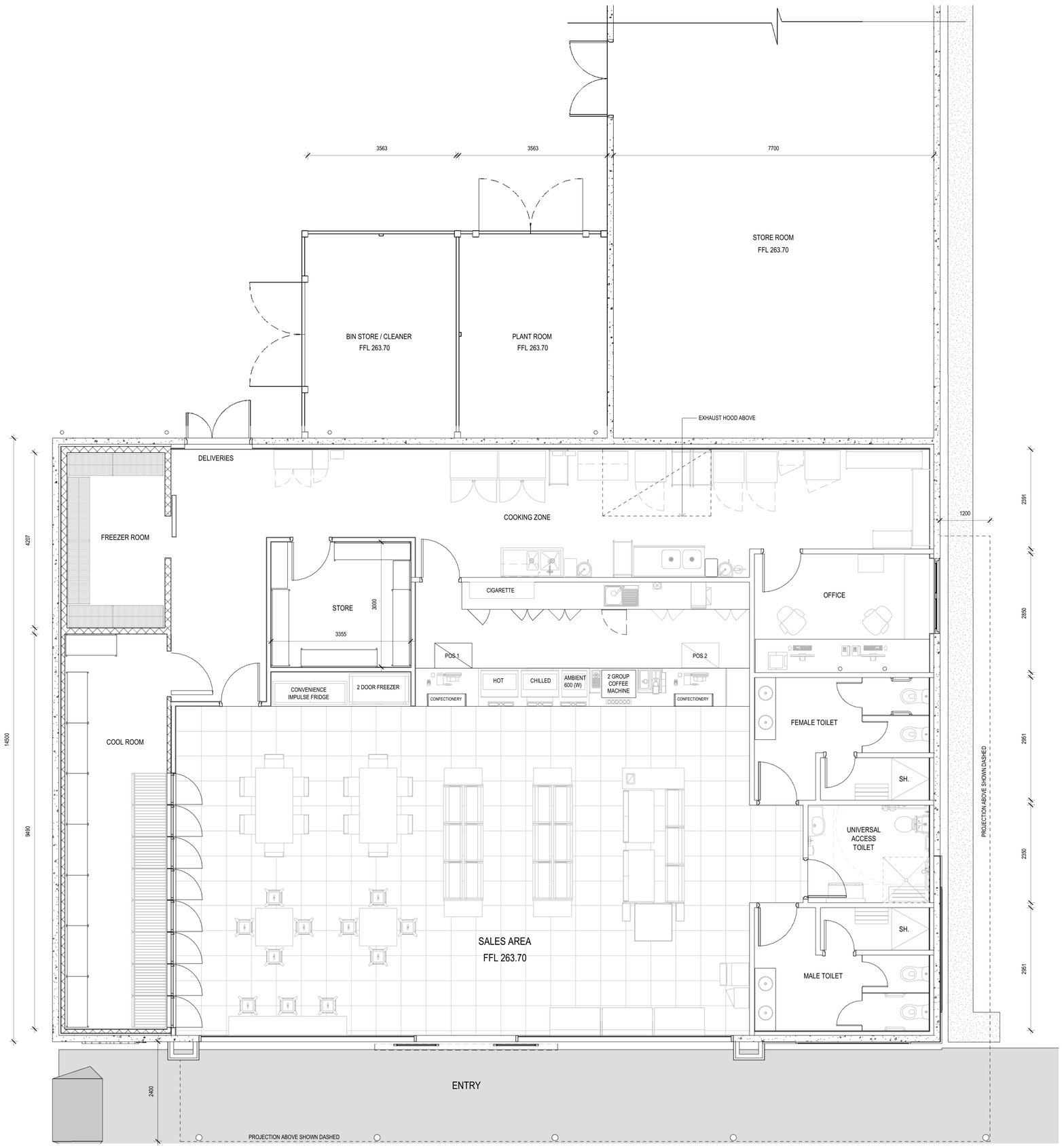

1 / - GROUND FLOOR
1 : 50

G	ISSUED FOR DA APPLICATION	BR	AK	18/06/2026
revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
ROAD HOUSE - PROPOSED FLOOR PLAN

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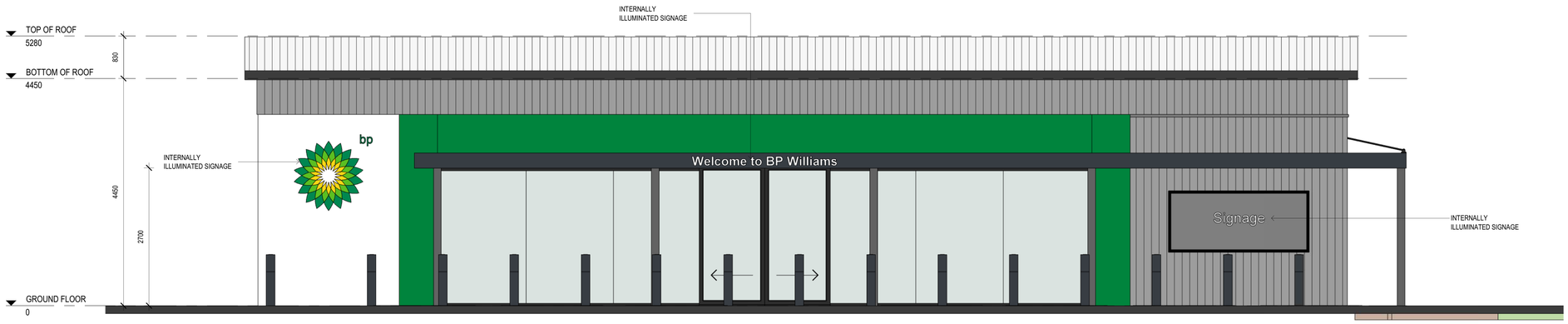
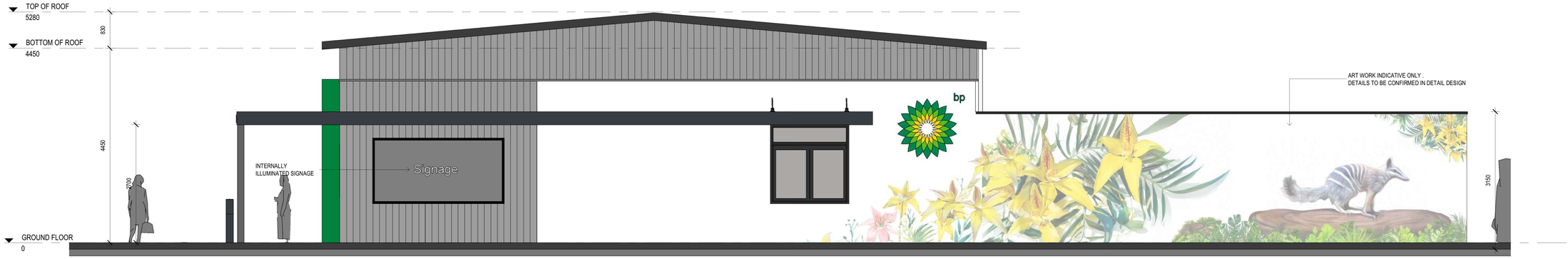
Email: admin@hcparch.com

scale 1 : 50 (A1 SHEET)
date 18/06/2026
project no 112.25
dwg no DA 02
rev G



1 - ELEVATION A

1 : 50



2 - ELEVATION B

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G	ISSUED FOR DA APPLICATION	BR	AK	18/06/2026
revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ELEVATIONS A & B

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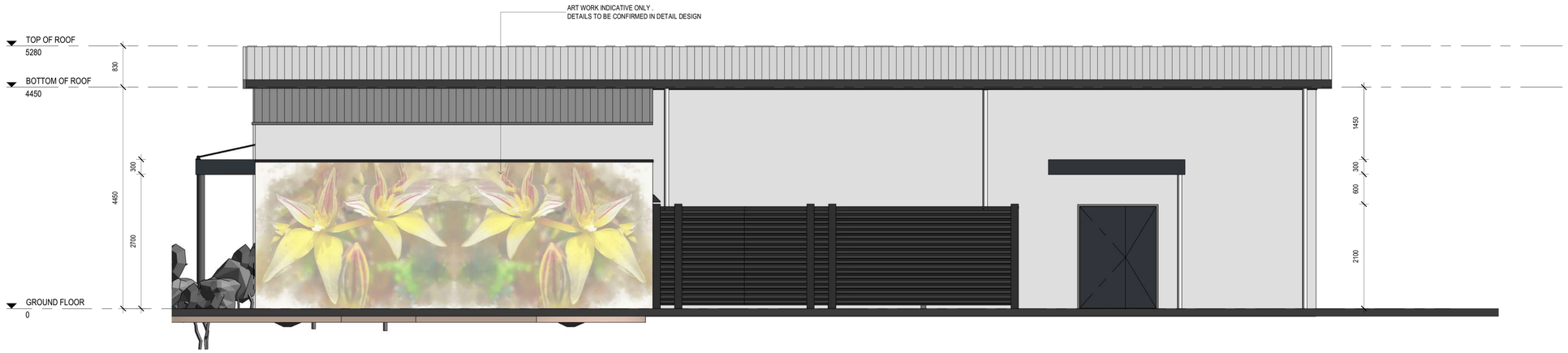
scale 1 : 50 (A1 SHEET)

date 18/06/2026

project no 112.25

dwg no DA 03

rev G



1 - ELEVATION C

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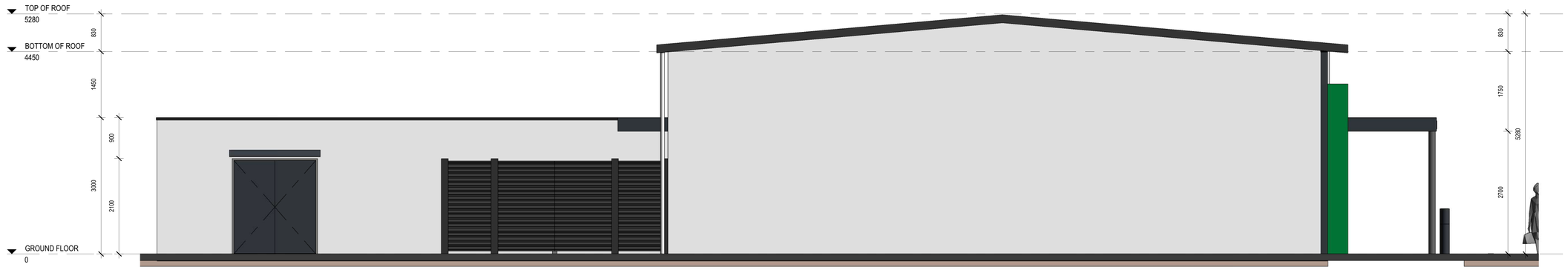

2 - ELEVATION D

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G	ISSUED FOR DA APPLICATION	BR	AK	18/06/2026
revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ELEVATIONS C & D

Hodge Collard Preston
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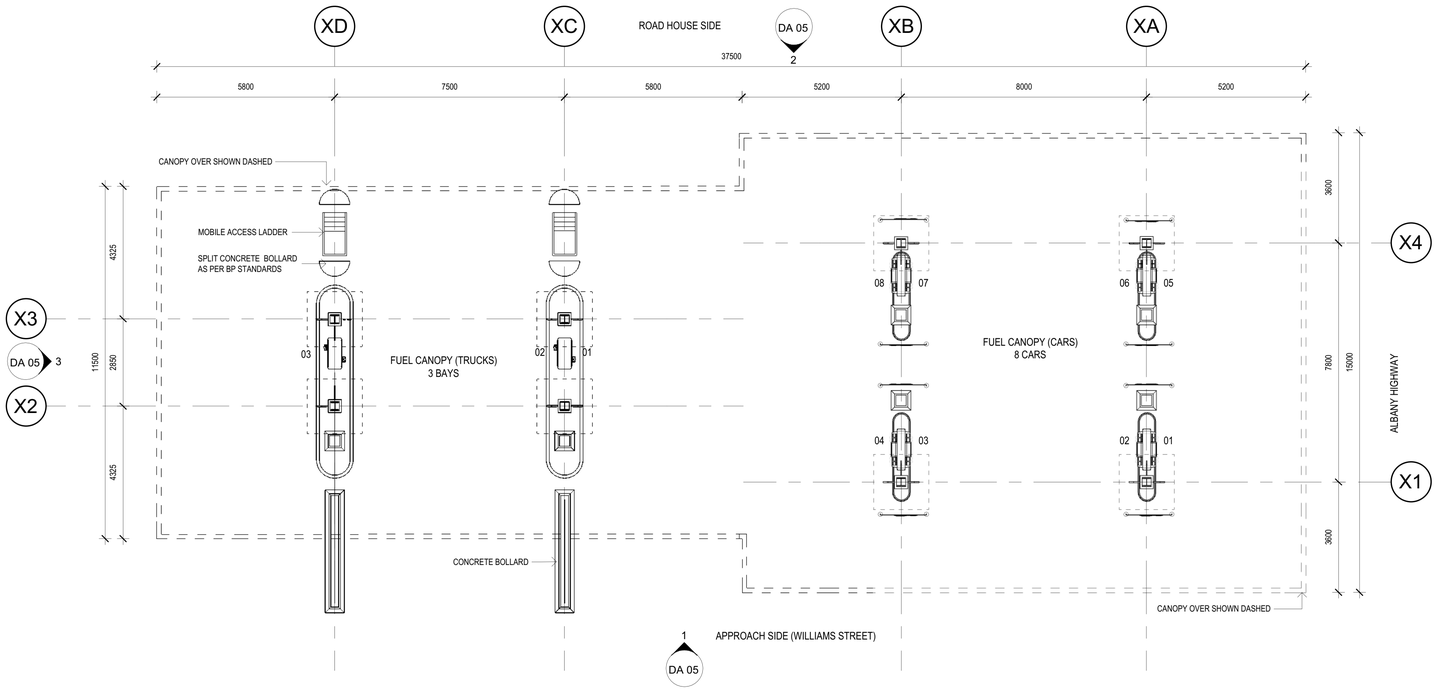
scale 1 : 50 (A1 SHEET)

date 18/06/2026

project no 112.25

dwg no DA 04

rev G



5 FUEL CANOPY FLOOR PLAN
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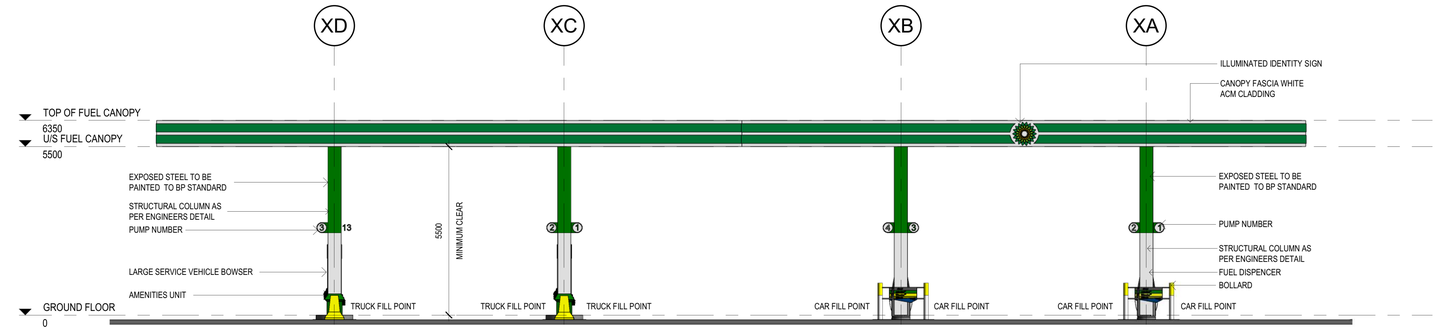
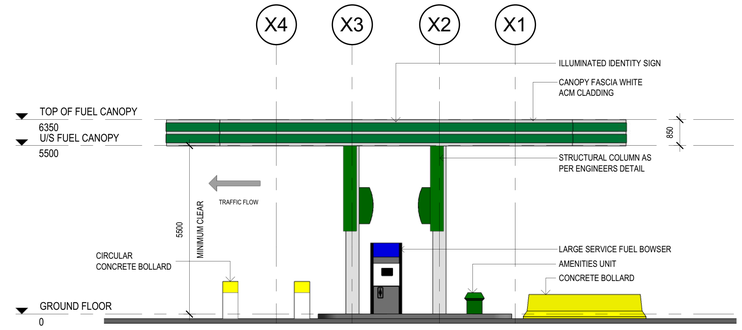


1 Elevation 1
- 1 : 100

2 Elevation 2
- 1 : 100



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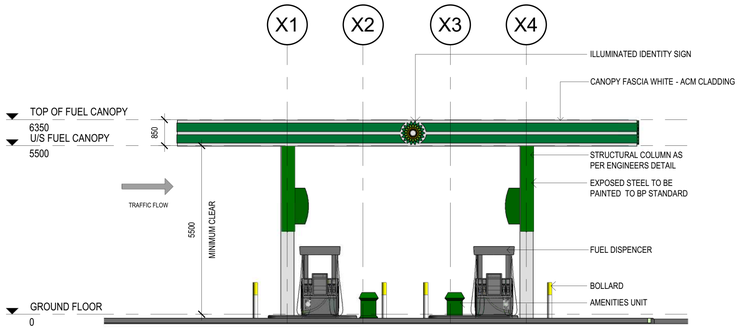

4 Elevation 4
- 1 : 100

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location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: FUEL CANOPY -PROPOSED PLAN & ELEVATIONS

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date: 18/06/2026
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dwg no: DA 05
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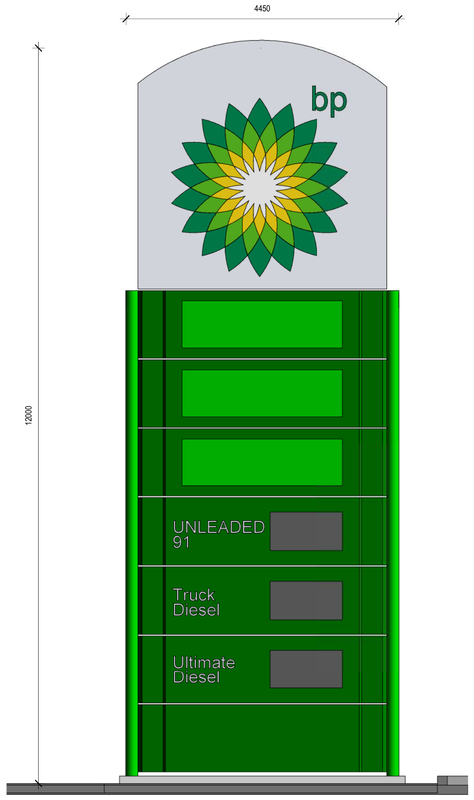

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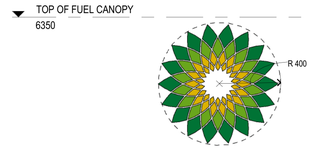

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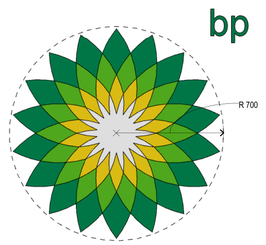

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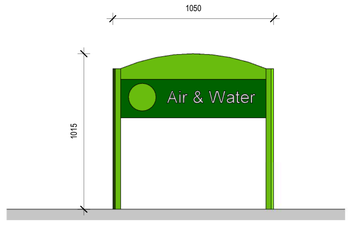
1 : 20

8 SIGNAGE - RETAIL BUILDING
1 : 20

7 SIGNAGE - RETAIL BUILDING ENTRY
1 : 20



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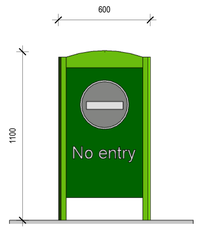

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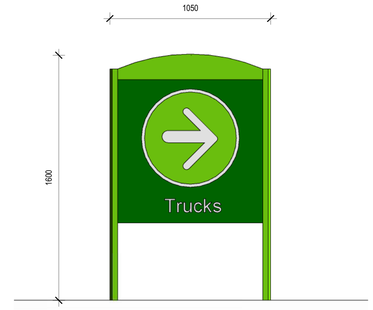

4 SIGNAGE - TRUCK ENTRY 01
1 : 20

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dwg no
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scale

date 18/06/2026

project no 112.25

dwg no DA 07

rev G

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PROPOSED ARTIST IMPRESSIONS (2 OF 3)

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date 18/06/2026

project no 112.25

dwg no DA 09

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GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL REQUIREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

NOTES:
1. TREES WITHIN THE ASSET PROTECTION ZONE TO HAVE A MIN. 5m CANOPY SEPARATION AT MATURITY
2. PLANTING WITH THE ASSET PROTECTION ZONE (INCLUDING SWALE ZONES) TO BE KEPT UNDER 500mm HIGH AND WELL MAINTAINED TO LOW BUSHFIRE THREAT STATE & TO AVOID BUILD UP OF LEAF LITTER.
3. GRASS IN THE APZ MUST BE MAINTAINED ≤100 MM HIGH PER TABLE 9 OF THE PLANNING FOR BUSHFIRE GUIDELINES (WA).
4. GROUND COVER WITHIN 3m OF WINDOWS & DOORS MUST BE ≤100 mm HIGH PER TABLE 9 OF THE PLANNING FOR BUSHFIRE GUIDELINES (WA).
5. SHRUBS WITHIN THE APZ SHALL NOT BE LOCATED WITHIN 3m OF BUILDINGS AND SHALL BE ARRANGED TO AVOID CONTINUOUS FUEL CONNECTIVITY IN ACCORDANCE WITH TABLE 9 OF THE PLANNING FOR BUSHFIRE GUIDELINES (WA).
6. FENCES (BY OTHERS) IN THE APZ MUST BE CONSTRUCTED FROM NON-COMBUSTIBLE MATERIALS PER TABLE 9 OF THE PLANNING FOR BUSHFIRE GUIDELINES (WA).
7. ALL APZ VEGETATION MANAGEMENT MUST BE MAINTAINED IN PERPETUITY PER THE APPROVED BUSHFIRE MANAGEMENT PLAN UNDER THE PLANNING FOR BUSHFIRE GUIDELINES (WA).
8. MULCH WITHIN THE APZ <5 MM THICK.
IN ACCORDANCE WITH THE PLANNING FOR BUSHFIRE GUIDELINE
9.MAINTAIN LANDSCAPING IN A LOW THREAT STATE, IN PERPETUITY.

REV	DATE	DWN	APP	DESCRIPTION
A	25.02.26	ALC	KD	LANDSCAPE CONCEPT DESIGN
B	03.06.26	ALC	KD	UPDATED LANDSCAPE CONCEPT DESIGN
C	03.06.26	ALC	KD	REISSUE WITH VENT PIPES
D	23.06.26	ALC	KD	UPDATED TO COUNCIL COMMENTS

LEGEND

TREES

EXISTING TREES
TO BE RETAINED & PROTECTED

SELECTED NATIVE TREES
COASTAL BLACKBUTT
CANOPY: 9m

SELECTED NATIVE TREES
CORAL GUM
CANOPY: 6m

SELECTED NATIVE TREES
LITTLE GHOST GUM
CANOPY: 4m

SELECTED VERGE TREES
BOTTLEBRUSH
CANOPY: 4m

FEATURE PLANTING

SELECTED FEATURE PLANTING
ROSE MALLEE

PLANTING

VERGE PLANTING
LOW NATIVE GROUNDCOVERS

PLANTING MIX 01
NATIVE GROUNDCOVERS
<100mm HIGH

PLANTING MIX 02
LOW STRAPPY/MIXED
<500mm HIGH

PLANTING MIX 03
LOW SHRUB PLANTING

PLANTING MIX 04
DRAINAGE BASIN MIX (SEMI SUBMERGED)
TUBESTOCK 5/m2

SELECTED LAWN SPECIES
SOFT LEAF BUFFALO

MISC / SURFACE FINISHES

SELECTED PAVING (BY OTHERS)

600mm WIDE MULCH
ONLY STRIP TO VERGE

SELECTED EDGE RESTRAINT
CORTEN STEEL EDGE

FEATURE BOULDERS

SELECTED PICNIC TABLES

LANDSCAPE AREA CALCULATIONS
SITE AREA
Total site area = 5217m2
LANDSCAPE AREAS
Total Landscape areas (within boundary) = 855m2 (16.4% of site)
Total Proposed Trees = 11

REFER TO PAGE 102 FOR PLANTING SCHEDULE, IMAGES AND NOTES

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JOB No. 0662 PAGE 101 REV D

0 1 2 4 6 10 20 25m

SCALE 1:250 @A1

BP WILLIAMS
LANDSCAPE CONCEPT PLAN
HODGE COLLARD PRESTON
CNR ALBANY HWY & WILLIAMS STREET, WILLIAMS

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PLANTING IMAGES
TREES

EUCvic

EUCtod

CALkin

EUCtor

HARDSCAPE IMAGES

EXISTING PICNIC TABLES ON HARDSTAND

BOULDERS

CORTEN STEEL EDGING

GROUNDCOVERS

BANsub

ACAlas

KENpro

MYOpar

EREblu

HEMpun

GREgin

GRASSES

DIArev

LOMtan

CONcan

DIAeme

ORTlax

FICnod

ANIfla

SHRUBS

EUCrho

WESgre

WESaus

PIMfer

PITmis

RHAori

TEMret

DRAINAGE BASIN PLANTING

LEPsca

JUNpau

ISOcer

HYPang

BAUart

BAUpre

FICnod

REV	DATE	DWN	APP	DESCRIPTION
A	25.02.26	ALC	KD	LANDSCAPE PLANTING CONCEPT
B	26.05.26	ALC	KD	UPDATED TO INCLUDE SWALE MIX

NOTES

1. GENERAL

1.1 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.2 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.3 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPS OF 2 OR 3.
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4, IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.4 SLEEVES BENEATH PAVED SURFACES TO BE PROVIDED BY OTHERS.
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.

PLANTING PALETTE

Symbol	Species	Common Name	Spacing	Size
Trees:				
CALkin	Callistemon 'Kings Park Special'	Callistemon	As Shown	100L
EUCtor	Eucalyptus torquata	Coral Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
EUCtod	Eucalyptus todtiana	Coastal Blackbutt	As Shown	100L
MIX 01: Groundcovers				
ACAlas	Acacia lasiocarpa 'prostrate'	Panjang	2/m2	140mm
BANsub	Banksia subgenus Isostylis	Dryandra	2/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	2/m2	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	2/m2	140mm
HEMpun	Hemiandra pungens	Snake Bush	3/m2	140mm
KENpro	Kennedia prostrata	Running Postman	3/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	3/m2	140mm
MIX 02: Strappy				
CONcan	Conostylis candicans	Grey Cottonheads	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	140mm
FICnod	Ficinia nodosa	Knobby Club Rush	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	140mm
ORTlax	Orthrosanthus laxus	Morning Iris	3/m2	140mm
MIX 03: Shrubs:				
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	140mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	140mm
RHAori	Rhaphiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	140mm
TEMret	Templetonia Retusa	Cockies Tounge	2/m2	140mm
WESaus	Westringia 'Aussie Box'	Aussie Box	3/m2	140mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	140mm
MIX 04: DRAINAGE BASIN MIX (SEMI SUBMERGED)				
BAUart	Baumea articulata	Baumea	5/m2	tubestock
BAUjun	Baumea juncea	Baumea	5/m2	tubestock
BAUpre	Baumea preissii	Broad Twig Sedge	5/m2	tubestock
CARapp	Carex appressa	Tall Sedge	5/m2	tubestock
CARter	Carex tereticaulis	Carex	5/m2	tubestock
HYPang	Hypocalymma angustifolium	White Myrtle	5/m2	tubestock
ISOcer	Isolepis cernua	Nodding Club-rush	5/m2	tubestock
JUNpau	Juncus pauciflorus	Loose Flower Rush	5/m2	tubestock
LEPsca	Leptocarpus scariosus	Velvet Rush	5/m2	tubestock
ORTlax	Orthrosanthus laxus	Morning Iris	5/m2	tubestock
Feature Plants:				
ANIfla	Anigozanthos flavidus	Kangaroo Paw	As Shown	12L
EUCrho	Eucalyptus rhodantha	Rose Mallee	As Shown	30L

REFER TO PAGE 101 FOR LEGEND & CONCEPT PLAN

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BP WILLIAMS
LANDSCAPE PLANTING CONCEPT

HODGE COLLARD PRESTON
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Engineering a better future for over 20 years!

14 Albany Highway, Williams

Proposed BP Williams Roadhouse Redevelopment

Transport Impact Assessment

PREPARED FOR:
Great Southern Fuel Supplies

June 2026

Document History and Status

Author	Revision	Approved by	Date approved	Revision type
M Rasouli	r01	B Bordbar	15/09/2025	Draft
M Rasouli	r01a	B Bordbar	11/06/2026	Final

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Author: Mohammad Rasouli

Project manager: Mohammad Rasouli

Client: Great Southern Fuel Supplies

Project: Proposed BP Williams Roadhouse

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1 Introduction and Background

This Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of Great Southern Fuel Supplies with regards to the proposed redevelopment of BP roadhouse in Williams at 14 Albany Highway. The proposed redevelopment would cover five separate lots, with street addresses 2 and 4 William Street and 12, 14 and 16 Albany Highway.

In order to improve onsite facilities, amenity for customers, traffic operations, safety and access/egress arrangements a concept plan has been prepared in consultation with the Shire of Williams incorporating higher number of bowsers for the site. Subsequently, Transcore prepared a Transport Impact Statement (TIS) for the proposed redevelopment in May 2020.

The concept plan and the TIS was presented to Main Roads WA in 2020. Main Roads WA requested that further modelling and analysis in a format of a Transport Impact Assessment (TIA) should be undertaken for the proposed redevelopment and reference should be made to the Main Roads WA driveways policy for the proposed access arrangements along Albany Highway.

The project was put on hold shortly after and recently the proponent has decided to restart the project. Accordingly, Transcore along with Planning Solutions met with Main Roads WA and the Shire in September 2025 to obtain some feedback on the latest proposed concept plan to inform the overall design for the redevelopment. It is understood that the Shire is looking at developing truck parking and toilet facilities across Albany Highway opposite the subject site which would negate the need to provide any truck parking the subject site. Accordingly, the Shire has engaged with Main Roads WA to seek modifications to the existing road train parking area opposite the subject site on Albany Highway. The proposal seeks to remove the island and install a pedestrian crossing in front of the roadhouse.

As a result, a revised concept plan for the proposed redevelopment has been prepared based on the feedback from Main Roads WA and the Shire. This revised plan reduces the number of crossovers on Albany Highway to two crossovers: one for light vehicles and one for heavy vehicles exit only. The revised concept plan includes proposed changes/upgrades to the intersection of Albany Highway/ William Street. A copy of the plan is provided in **Appendix A**. It should be noted that the current redevelopment plan does not incorporate the Shire's modifications to the truck parking on Albany Highway. However, once the details are available, these proposed modifications will be fine-tuned as required and integrated into the redevelopment plan.

For this TIA, Transcore organised an up-to-date video traffic counts survey which captured the subject site existing crossovers on Albany Highway and William Street, as well as the intersection of Albany Highway, William Street, and Pinjarra-Williams Road. The update video traffic counts were conducted on Thursday, August 14, 2025.

The subject site is bounded by William Street to the north, Albany Hwy to the west, residential development to the south and service industry land use to the east as shown in **Figure 1**. The subject site is located at the south east corner of the intersection of Albany Highway/William Street. **Figure 1** also shows the existing truck stop facility which is provided off Albany Highway opposite to the subject site.

The subject site is currently occupied by the BP roadhouse, a convenience store and a residential dwelling as shown in **Figure 2**.

The results of Transcore's investigations and traffic analysis for the proposed redevelopment are documented in this TIA. Key issues that will be addressed in this report include the traffic generation of the existing and proposed facilities, capacity of nearby intersection, operation of the development crossovers and fuel tanker and service vehicle entry, egress and circulation.

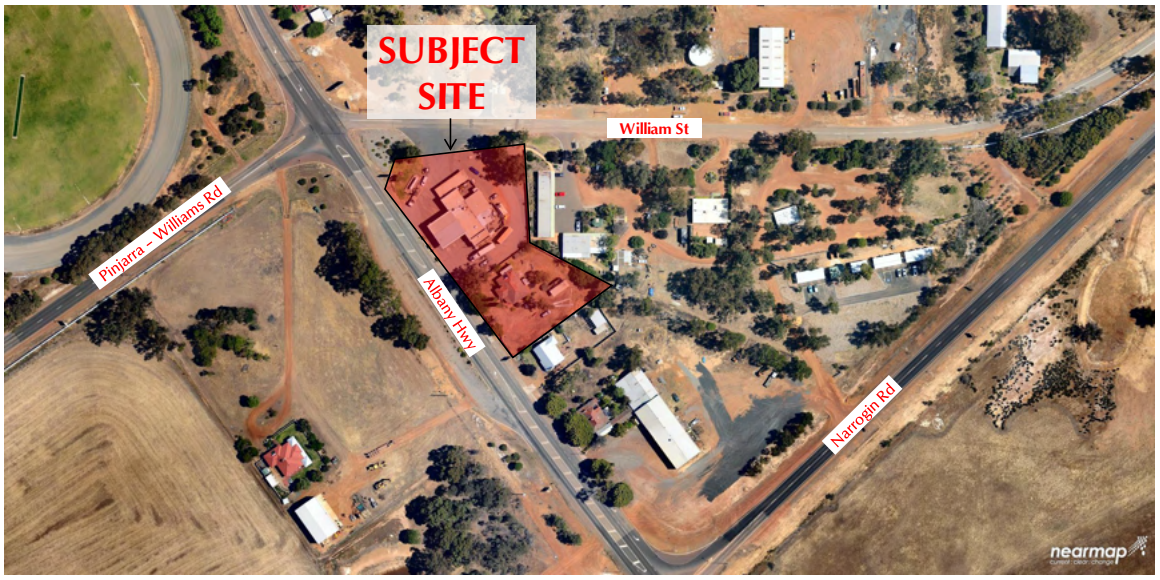


Figure 1: Location of the subject site

Figure 2: View of the subject site from Albany Highway

2 Re-Development Proposal

2.1 Proposed Site Use

According to the proposed redevelopment plan attached in **Appendix A**, the redevelopment comprises:

- Light vehicle canopy with 8 fuelling positions (4 bowsers) for light vehicles;
- 4 high flow diesel fuelling positions (2 bowsers) for heavy vehicles with a separate canopy;
- A convenience store building;
- 18 car parking bays including 2 ACROD bay; and,
- An air/water bay.

Deliveries and waste collections will be accommodated within the site. A plant/bin store is provided to the east side of the convenience store.

2.2 Existing and proposed Access

The existing crossovers are shown in **Figure 3** which are as follows:

- Crossover 1 is an existing full movement crossover on William Street;
- Crossover 2 and crossover 3 are two existing full movement crossovers on Albany Highway serving the existing roadhouse; and,
- Crossover 4 is an existing full movement crossover on Albany Highway currently providing access to the residential dwelling.

It is proposed to close the existing crossover 2 on Albany Highway and retain and modify the other two crossovers (crossover 3 and crossover 4) on Albany Highway to address the requirements of Main Roads WA driveway policy and separate the light and heavy vehicle movements. As part of the redevelopment the existing right turn pocket on Albany Highway northbound would be extended and the section of Williams Street immediately north of Albany Highway would be widened to allow for right turn movements of heavy vehicles including RAV 7 to access the site from Williams Street crossover. The proposed access system for the redevelopment is shown in **Figure 4** and entails:

- Crossover 1 on Williams Street will operate as full movement crossover for both light and heavy vehicles;
- Crossover 2 on Albany Highway will be removed;
- Crossover 3 will be modified and operate as an entry and exit only crossover for light vehicles; and,
- Crossover 4 will be modified and relocated to the south west corner of the subject site. This crossover will operate as exit only crossover for heavy vehicles.

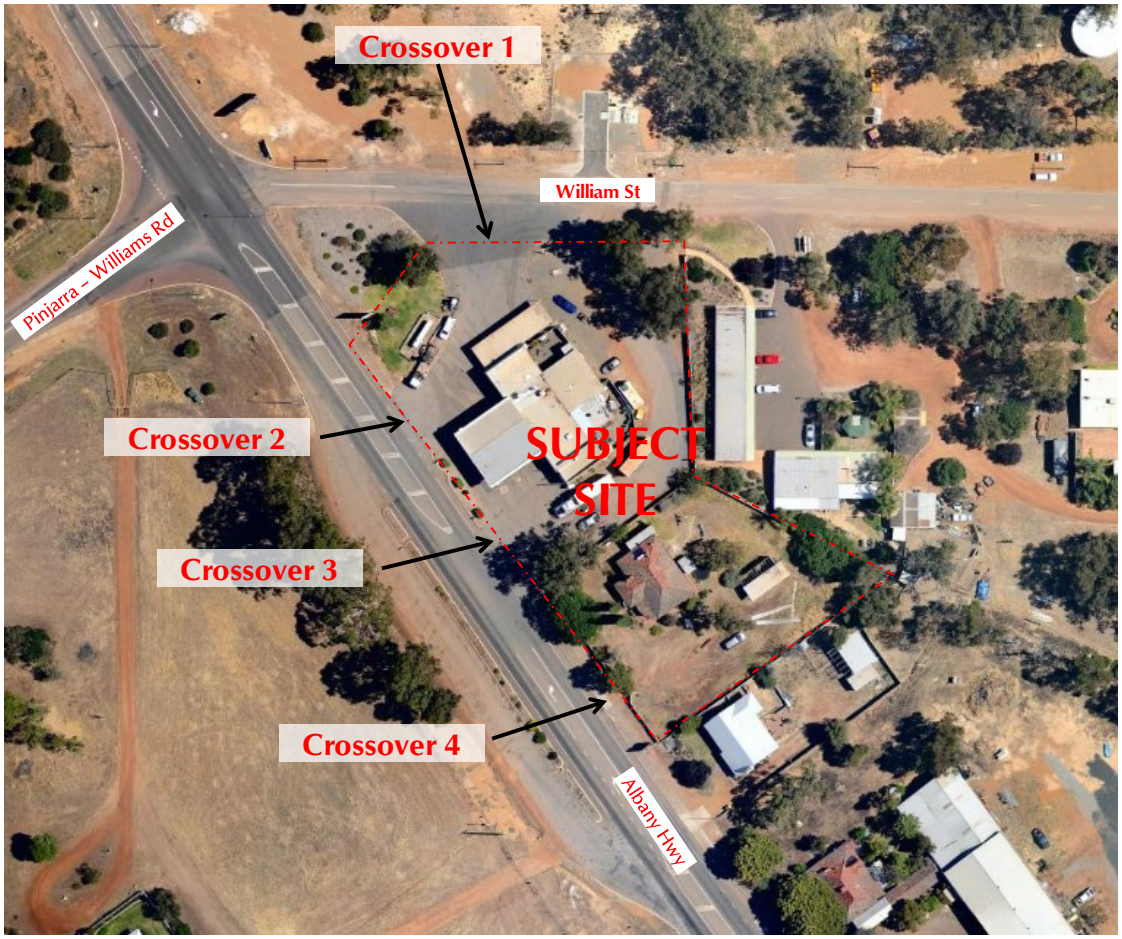


Figure 3: Existing crossovers

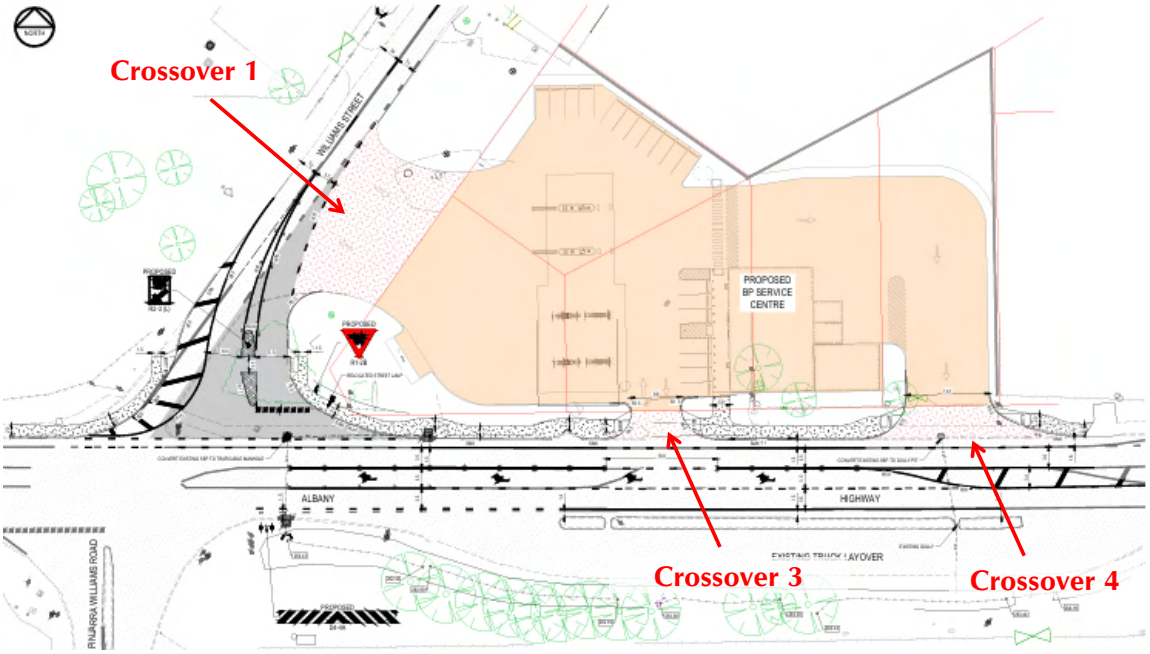


Figure 4: Proposed redevelopment crossovers

3 Existing Situation

3.1 Existing Road Network

The existing road network and its classification in accordance with Main Roads WA Functional Road Hierarchy is illustrated in **Figure 5**.

Figure 5: Existing road hierarchy

Albany Highway in the vicinity of the subject site is constructed as two-lane divided road with wide painted central median and pedestrian path within its eastern verge. A right turn pocket is in place on Albany Highway which facilitates access for the southbound traffic on Albany Highway (refer to **Figure 6**). Albany Highway operates under a sign posted speed limit of 50km/h in this vicinity and is classified as a *Primary Distributor* road in the Main Roads WA *Functional Road Hierarchy*.

Figure 6: Albany Highway (looking north)

William Street, is a single undivided carriageway with no pedestrian path in the immediate vicinity of the subject site as shown in Figure 7. It is classified as an Access Road in Main Roads *WA Metropolitan Functional Road Hierarchy* and operates under the speed limit of 50km/h.

Figure 7: William Street (looking east)

3.2 Existing Traffic Volumes on Roads

Transcore organised video traffic counts on 14th August 2025 for the intersection of Williams Street/Albany Highway/Pinjarra Williams Road and the existing subject site crossovers on Williams Street and Albany Highway. The results of the video traffic counts are presented in Figure 8.

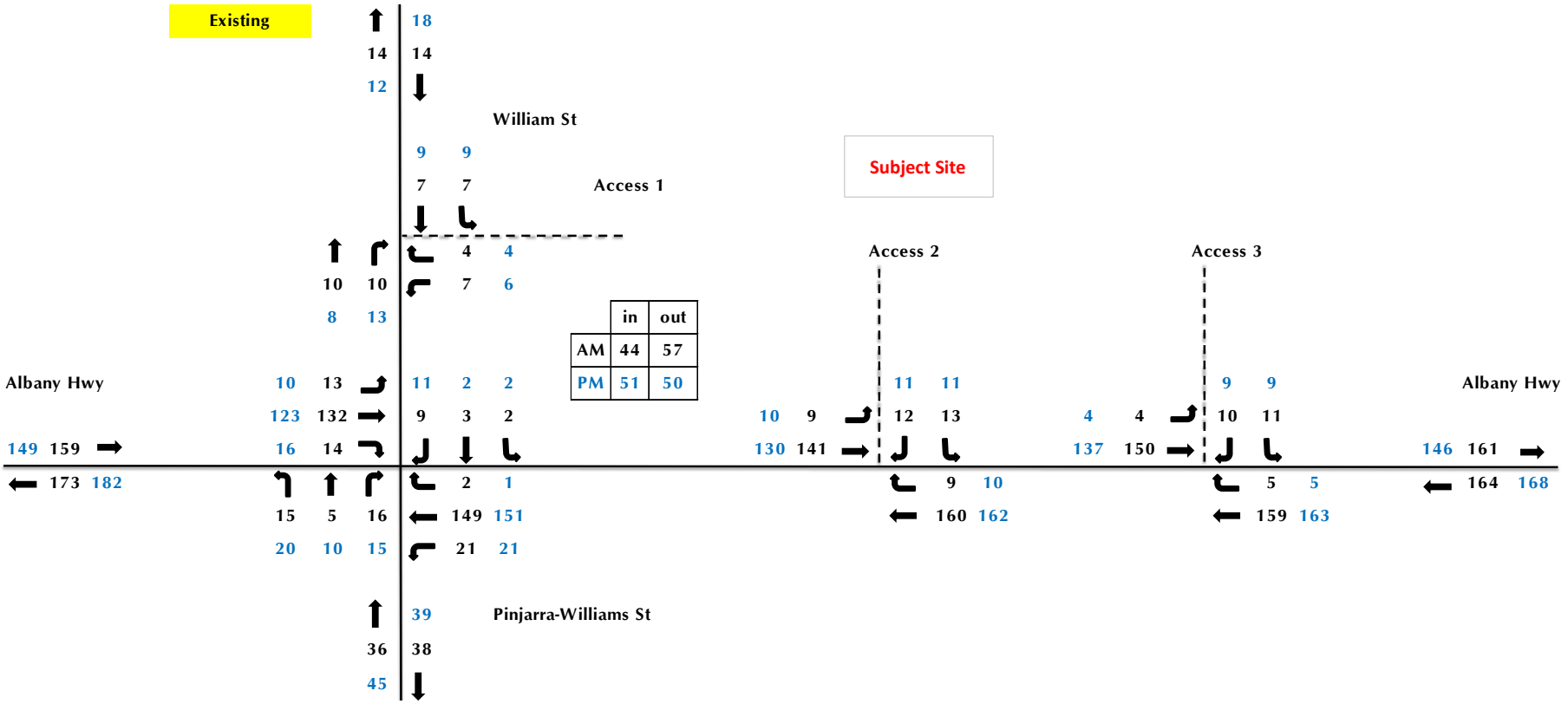


Figure 8: Existing traffic counts

3.3 Heavy Vehicles

Restricted Access Vehicles (RAV) Network routes are designated for access by large heavy vehicle combinations, which is managed by the Main Roads WA. Albany Highway fronting the subject site forms part of RAV Tandem Drive Network 7 (**Figure 9**) and Tri Drive Network 4 (**Figure 10**).

William Street is not currently classified in the Main Roads WA RAV Network map.

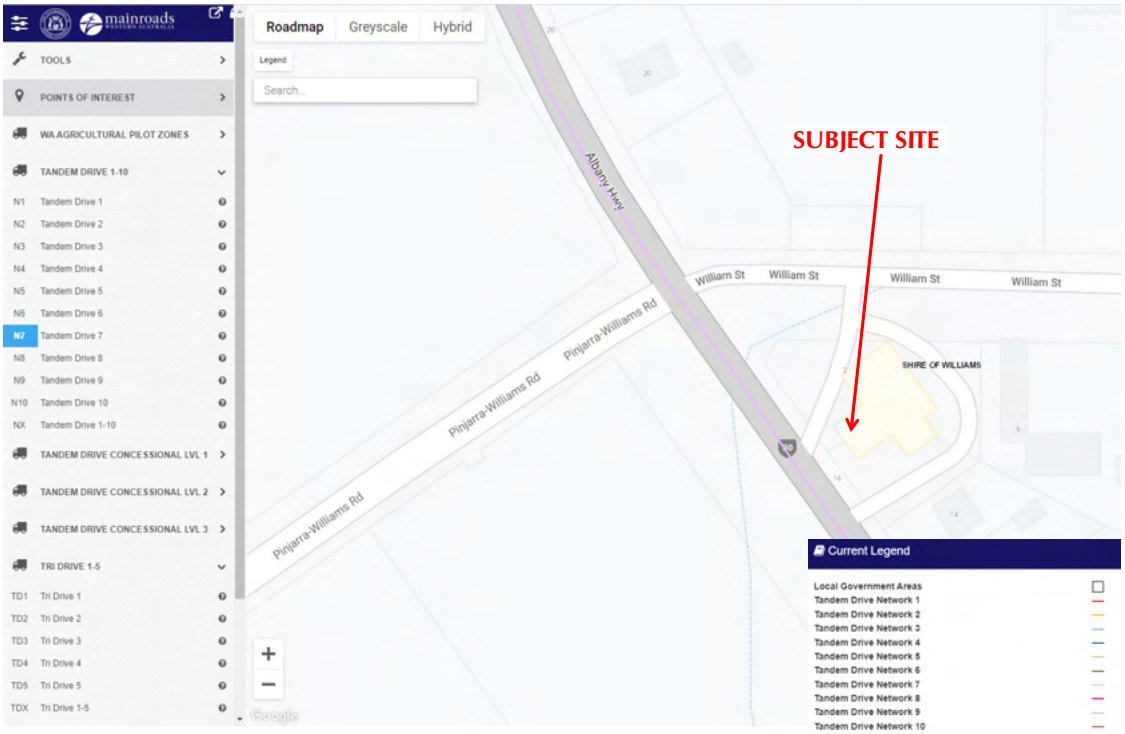


Figure 9: RAV – Tandem Drive Network map

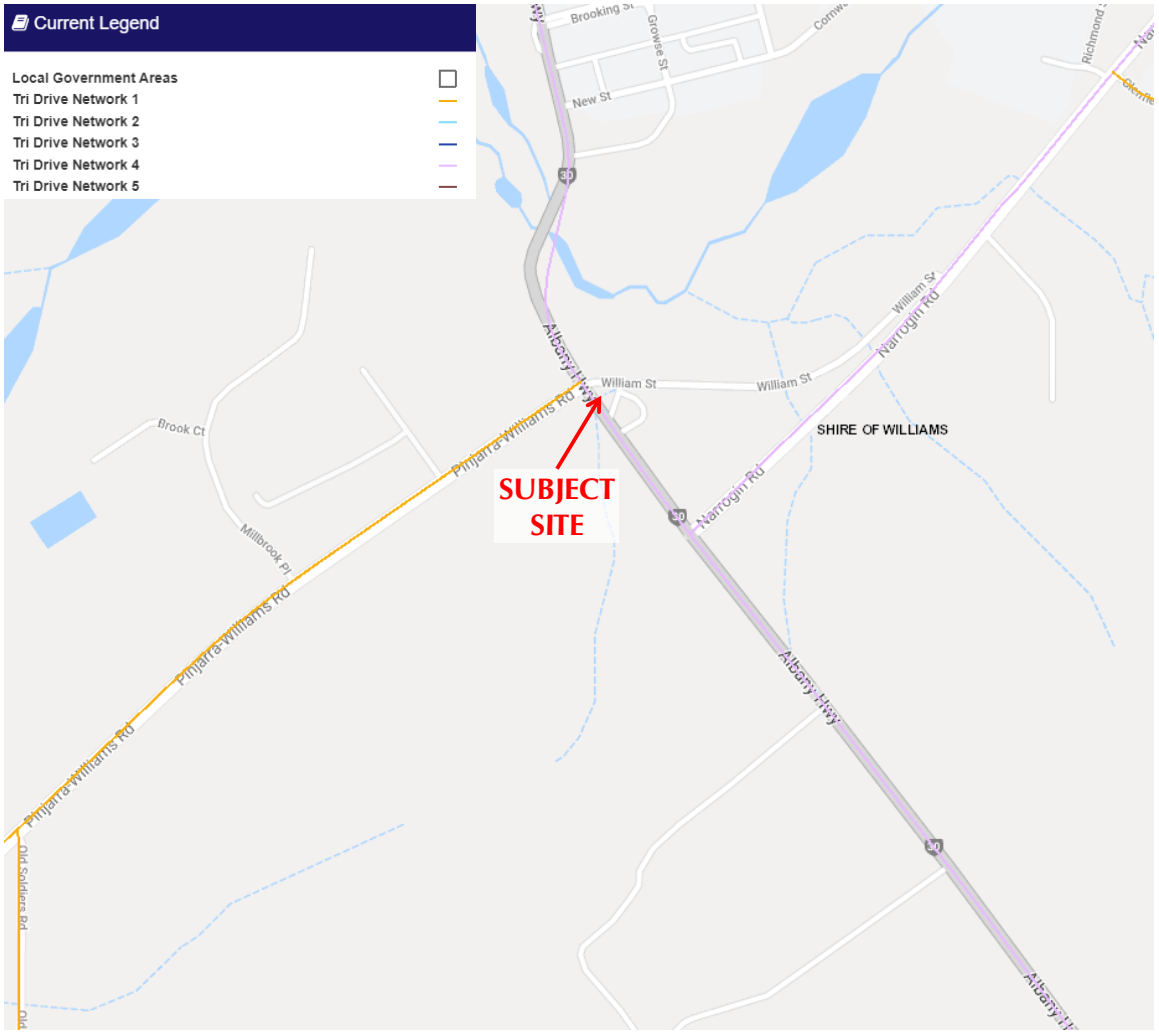


Figure 10: RAV – Tri Drive Network map

3.4 RAV reclassification

The applicant is required to apply for the relevant section of William Street between Albany Highway and development crossover 1 on William Street to be included in RAV Tandem Drive Network 7. Initial discussion with Shire of Williams indicates support for this classification.

The RAV Network application process is summarised in **Figure 11** which was adapted from *Main Roads Heavy Vehicle Services Framework - Adding a Local Government Road to a Restricted Access Vehicle Network*. More detailed information regarding the RAV Network application can be found in the document which may be downloaded from Main Roads website.

It is proposed to undertake the RAV change application for the short section of William Street subsequent to the Development Application process.

RAV Network Application Process

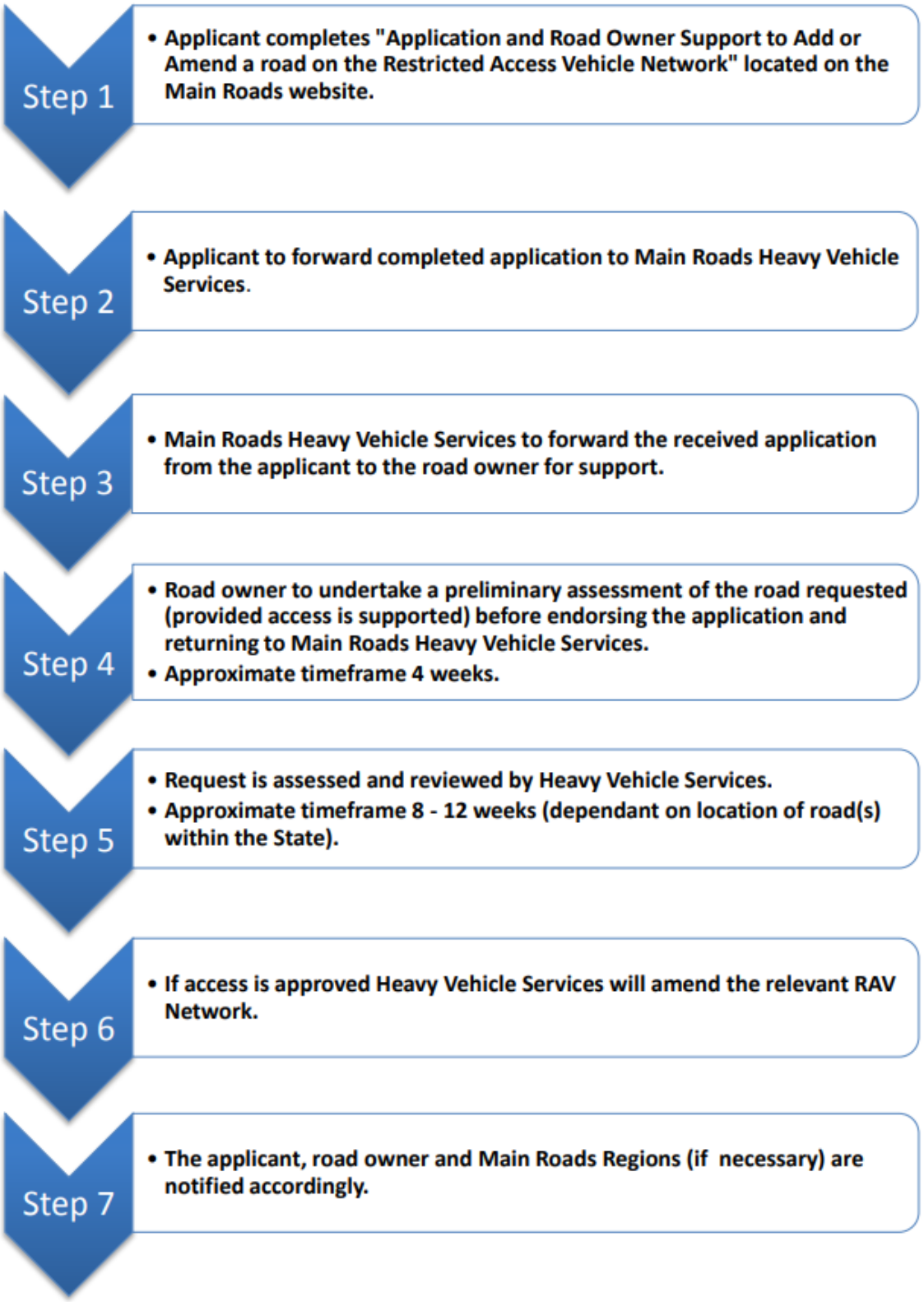


Figure 11: RAV Network application process

3.5 Public Transport Access

Bus service GS1 (Perth to Albany via Williams and Kojonup) runs past the subject site on Albany Highway fronting the subject site. The nearest bus stop is located approximately 910m north of the subject site. Nearby public transport service in the vicinity of the subject site is shown in **Figure 12**.

Perth to Albany
via Williams and Kojonup

GS1

From Perth		AP5 Sun	AP1 Mon to Fri	AP7 Fri	411 Sat
		PM	AM	PM	AM
East Perth Terminal	Dep	3:00	9:00	5:30	9:00
Armadale Station (Stand No.4)	Dep	3:49	9:49	6:19	9:49
North Bannister (Roadhouse)	Dep	4:34	10:34	7:02	10:34
Bannister (Roadhouse)	Dep	4:44	10:44	7:12	10:44
Crossman (road side stand)	Dep	4:53	10:53	7:21	10:53
Williams (BP Roadhouse)	Arr	5:22	11:22	7:50	11:22
	Dep	5:52	11:52	8:20	11:52
			PM		VIA NARROGIN
Arthur River (Roadhouse)	Dep	6:16	12:16	8:46	
Beaufort River (Roadhouse)	Dep	6:42	12:42	9:10	
Kojonup (Visitor Centre)	Dep	7:02	1:02	9:30	
Tunney (road side stand)	Dep	7:27	1:27	9:55	
					PM
Cranbrook (Gateway Store)	Dep	7:52	1:52	10:20	2:42
Tenterden (General Store)	Dep	8:00	2:00	10:28	2:50
Kendenup turnoff (4km)*	Dep	8:10	2:10	10:38	3:00
Mt Barker (Railway Station)	Dep	8:26	2:26	10:54	3:16
Albany (opposite Railway Station)	Arr	9:05	3:05	11:30	3:55

From Albany		AP6 Sun	AP2 Mon to Sat	AP8 Fri
		PM	AM	PM
Albany (opposite Railway Station)	Dep	3:00	9:00	5:30
Mt Barker (Railway Station)	Dep	3:39	9:39	6:09
Kendenup turnoff (4km)*	Dep	3:54	9:54	6:24
Tenterden (opposite General Store)	Dep	4:04	10:04	6:34
Cranbrook (Gateway Store)	Dep	4:15	10:15	6:45
Tunney (road side stand)	Dep	4:38	10:38	7:08
Kojonup (Visitor Centre)	Dep	5:06	11:06	7:36
Kojonup (Roadhouse)	Arr	5:07	-	7:37
	Dep	5:37	-	8:07
Beaufort River (Roadhouse)	Arr	-	11:24	-
	Dep	5:54	11:54	8:24
			PM	
Arthur River (Roadhouse)	Dep	6:16	12:16	8:46
Williams (BP Roadhouse)	Dep	6:44	12:44	9:14
Crossman (road side stand)	Dep	7:12	1:12	9:40
Bannister (opposite Roadhouse)	Dep	7:21	1:21	9:49
North Bannister (opposite Roadhouse)	Dep	7:31	1:31	9:59
Armadale Station (Stand No.4)	Dep	8:25	2:25	10:50
East Perth Terminal	Arr	9:05	3:05	11:30

Comfort stop Wheelchair accessible toilet facilities available *(km) Kilometres from townsite. See timetables GS2 and GS3 for services via Narrogin and via Bunbury.

Figure 12: Public transport services (Transperth Maps)

3.6 Pedestrian and Cyclist Facilities

Cyclist connectivity to the subject site is available via on-street cycle lanes provided on both sides of Albany Highway.

Pedestrians access to the proposed redevelopment will be via the existing external footpath network running along Albany Highway.

3.7 Crash Data

Information available on Main Roads WA website shows no crashes for Williams Street/Albany Highway/Pinjarra Williams Road intersection during the five-year period ending in December 2024.

4 Changes to Surrounding Transport Networks

William Street currently is not classified in the Main Roads WA RAV Network map. The subject site entails a full movement crossover on William Street. The largest truck which is anticipated to use the site is 36.5m in length (RAV 7). Therefore, the relevant section of William Street between Albany Highway and development crossover on William Street will need to be included in RAV Tandem Drive Network 7. Initial discussion with Shire of Williams indicates support for this classification.

The northern crossover on Albany Highway (crossover 2) will be closed to address the requirements of Main Roads WA driveway policy. The existing right turn pocket on Albany Highway northbound would be extended and the section of Williams Street immediately north of Albany Highway would be widened to allow for right turn movements of heavy vehicles including RAV 7 to access the site from Williams Street crossover.

5 Integration with Surrounding Area

The subject site has been operating as a service station for a number of years and the proposed redevelopment is in line with existing and planned land uses in the locality.

6 Traffic Assessment

6.1 Assessment Period

Due to the nature of the proposed redevelopment, it is expected that distinct peak activity periods will be experienced during weekday morning and afternoon peak road network periods.

It is therefore anticipated that the combination of the traffic to be generated by the proposed redevelopment and the peak road network traffic periods is likely to result in the greatest demand on the road network during the typical weekday morning and afternoon peak hours. As such, trip generation is estimated and traffic analysis is undertaken for these periods in accordance with WAPC guidelines.

It is assumed that the proposed redevelopment would be fully constructed and activated by the end of 2026, so post-development analysis has been undertaken for 2026 and 10-year post development analysis for 2036.

6.2 Trip Generation and Distribution

6.2.1 Existing Traffic Generation

The existing traffic generation of the site is established based on the video traffic counts survey undertaken by Transcore on 14th August 2025 which is summarised in Table 1.

Table 1: Existing trip generation

Vehicle classification	AM (11:45 – 12:45)	PM (12:30 – 13:30)	Daily
Light vehicles	41	46	821
Heavy vehicles	11	11	122
Total	52	57	943

6.2.2 Post Re-Development Traffic Generation

The proposed redevelopment plan entails a convenience store with 8 light vehicle fuelling positions (4 bowsers) and 4 heavy vehicle fuelling positions (2 bowsers). As

outlined earlier the proposed redevelopment aims to improve the existing facility to ensure increased customer amenity. As a result, the proposed changes are estimated to increase traffic generation of the site as following:

Convenience store with light vehicle fuelling positions

In comparison with the existing development, the number of light vehicles fuelling positions increases from 6 to 8. The traffic generation of this portion of the development is assumed to be 30% more than the existing situation considering the traffic volumes on Albany Highway.

Heavy vehicle fuelling positions

In comparison with the existing facility, the number of heavy vehicles fuelling positions increases from 1 to 4. Therefore, the traffic generation of this portion of the redevelopment is assumed to increase by 50% compared the existing development considering the number of heavy vehicle numbers on Albany Highway.

Similarly, 60% and 100% of the re-development traffic is assumed from existing traffic on surrounding roads for the light vehicles and heavy vehicles respectively.

It should be noted that the trip generation assumptions adopted in this TIA are in line with the previous TIS which was reviewed by Main Roads.

Accordingly, it is estimated that the net additional traffic as a result of the proposed redevelopment is +99 vehicle trips per day (both inbound and outbound) with +5 and +6 trips during weekday AM and PM peak hours respectively. Table 2 summarises the trip generation of the proposed redevelopment.

Table 2: Proposed redevelopment trip generation increase

Use	AM (11:45 – 12:45)	PM (12:30 – 13:30)	Daily
Light vehicles	12	14	246
High-flow diesel (heavy vehicles)	6	6	61
Sub – total	**18**	**20**	**307**
Light vehicles 60% passing traffic	-7	-8	-148
Heavy vehicles 100% passing traffic	-6	-6	-61
Traffic increase	**5**	**6**	**99**

6.3 Traffic Flows

The existing traffic flows used as a base for the traffic assessment are presented in **Figure 4**.The traffic counts were obtained from the video traffic count survey undertaken by Transcore on 14th August 2025.

The re-development traffic is illustrated in **Figure 13** and **Figure 14** for light vehicles and heavy vehicles respectively. **Figure 15** illustrates the total combined re-development traffic. The total post re-development traffic for the assessment year of 2026 and 2036 is detailed in **Figure 16** and **Figure 17** respectively. Annual 2% traffic growth was assumed for the background traffic for 2026 and 2036 scenarios.

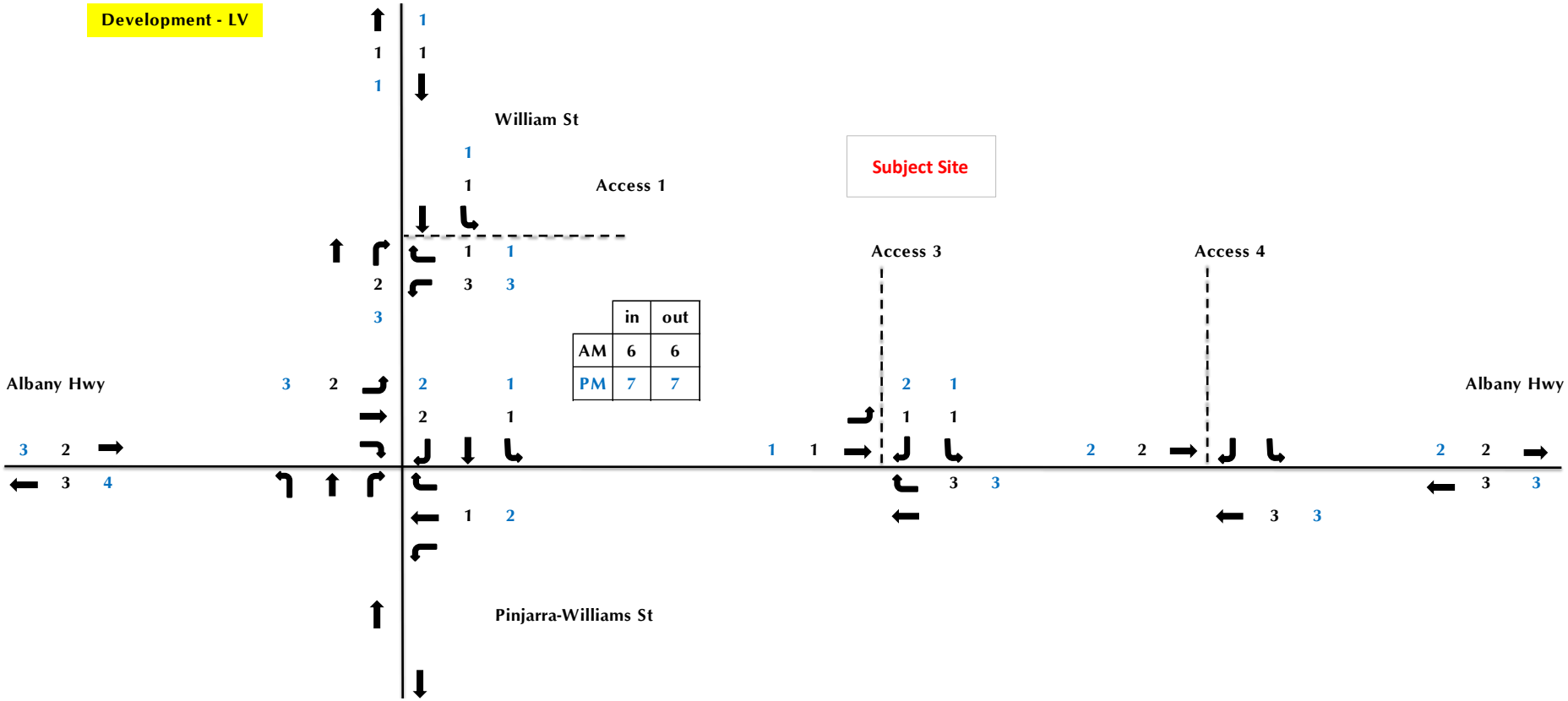


Figure 13: Re-development traffic (Light vehicles) – weekday AM and PM peak hours

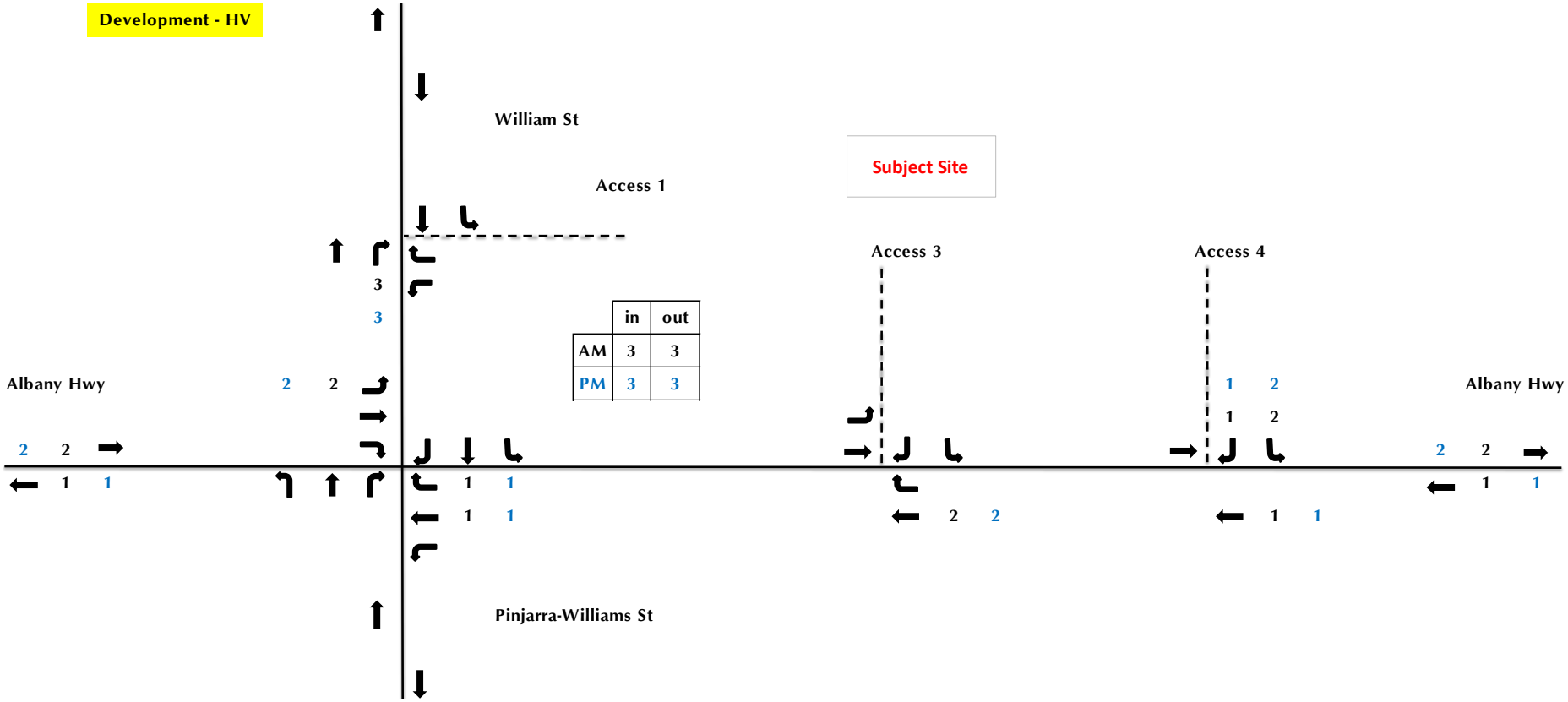


Figure 14: Re-development traffic (Heavy vehicles) – weekday AM and PM peak hours

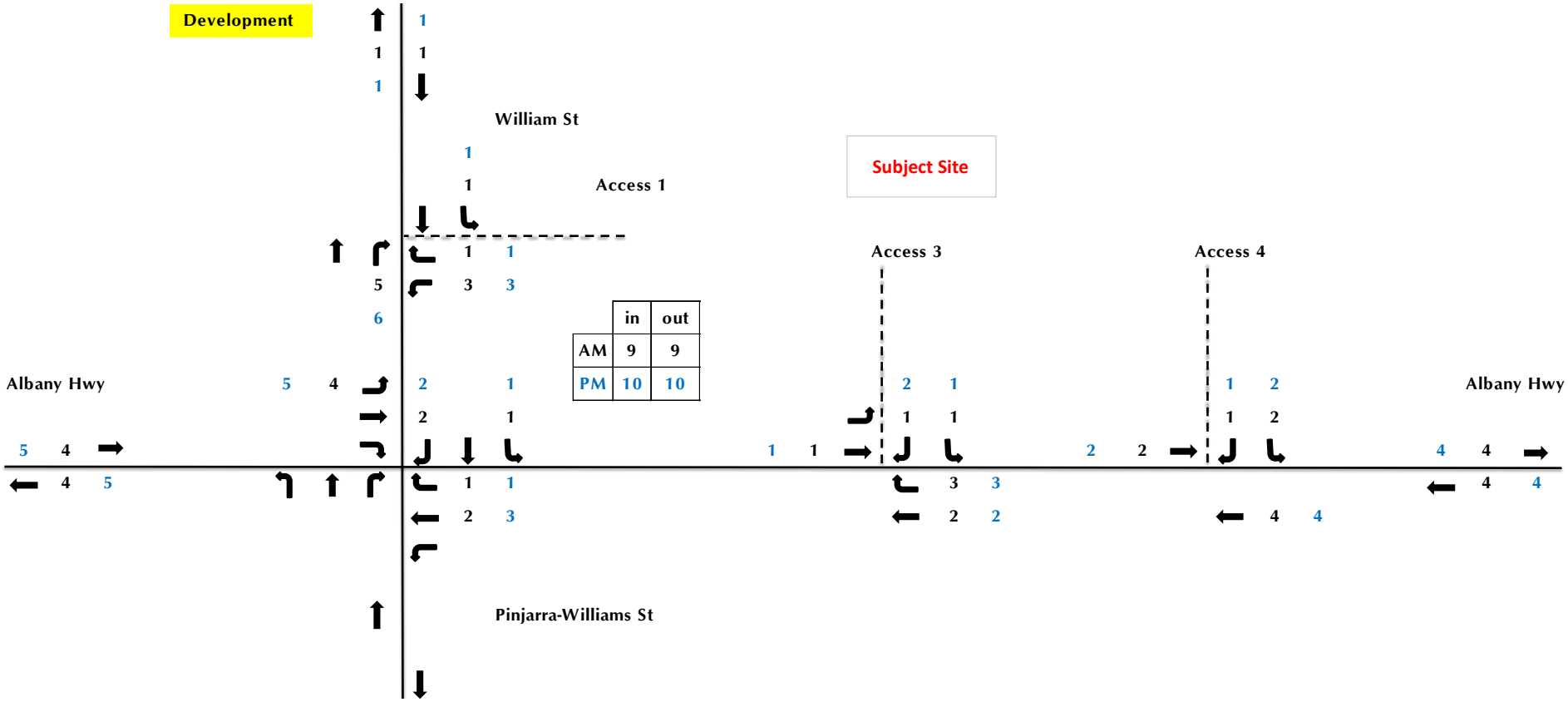


Figure 15: Re-development traffic (Total) – weekday AM and PM peak hours

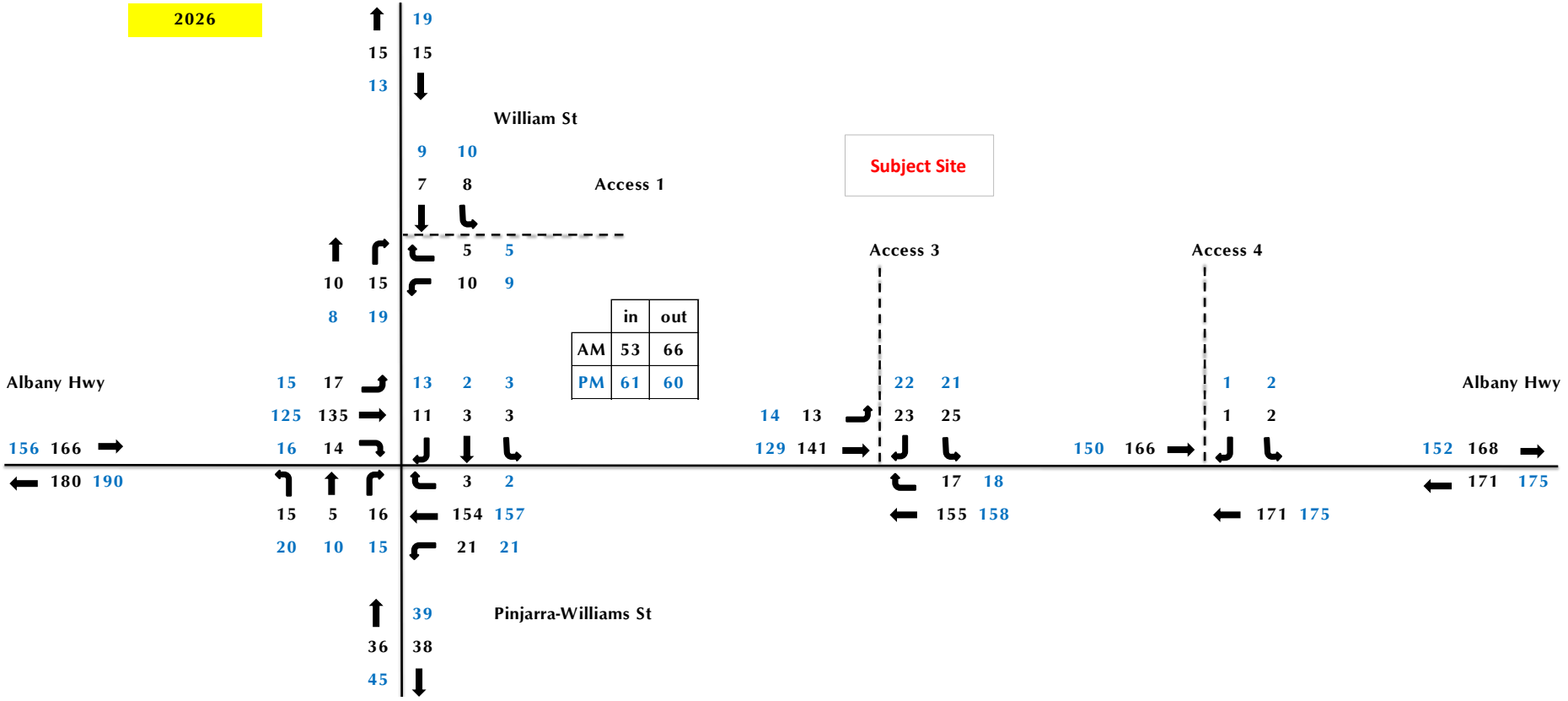


Figure 16: Total post re-development (2026) traffic – weekday AM and PM peak hours

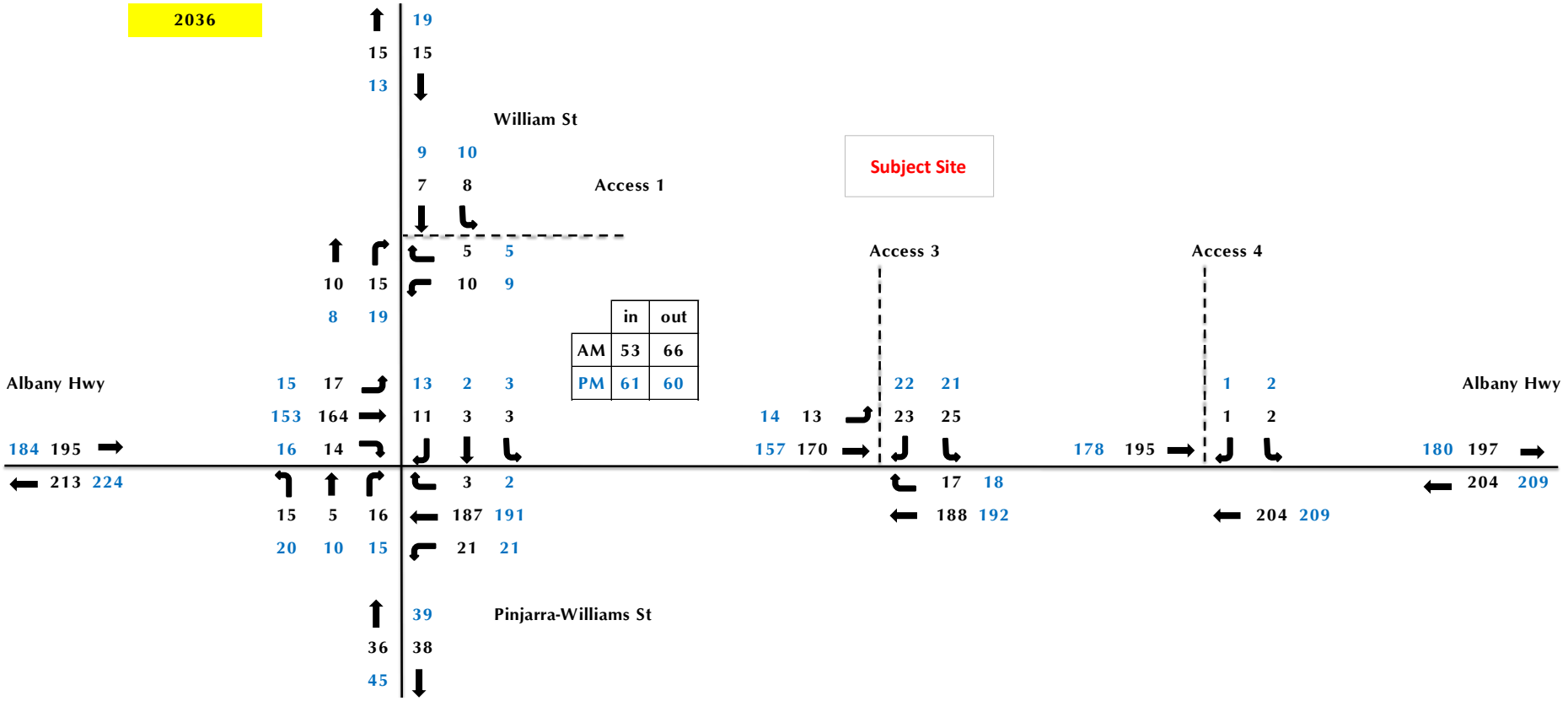


Figure 17: Total post re-development (2036) traffic – weekday AM and PM peak hours

6.4 Analysis of Local Intersection

The operation of the intersection of Albany Highway/ Williams Street/ Pinjarra Williams Road and the site crossovers on Albany Highway and Williams Street was analysed for the existing and post-development scenarios for the weekday AM and PM peak hours.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

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

The results of the SIDRA analysis for the intersection of Albany Highway/ William Street/ Pinjarra Williams Road and existing /proposed crossovers are summarised in **Appendix B**.

The SIDRA intersection models were coded with reference to Main Roads WA Operation Modelling Guidelines. All relevant parameters such as heavy vehicle groups, PCU factors etc. were coded as per the Main Roads WA Guidelines.

Albany Highway/ William Street/ Pinjarra Williams Road intersection

The SIDRA results for the Albany Highway/ William Street/ Pinjarra Williams Road intersection indicate that both AM and PM peaks presently operate with low degrees of saturation DoS (0.14), confirming that the intersection is operating well under capacity. Levels of Services (LOS) are excellent overall, with almost all movements achieving LOS A. Overall, the intersection demonstrates strong operational efficiency in both peaks, with low DoS values and consistently high LOS outcomes.

The SIDRA analysis for the intersection in 2026 indicates that both AM and PM peaks continue to operate efficiently, with low degrees of saturation (0.14–0.15) demonstrating that the intersection would operate well under capacity. Levels of Services are generally very good, with most movements achieving LOS A.

The 2036 SIDRA analysis shows that the Albany Highway/ William Street/ Pinjarra Williams Road intersection continues to operate efficiently during both AM and PM peaks, although the degree of saturation is reported to increase slightly to approximately 0.17–0.18. Most movements maintain LOS A. Overall; the intersection is reported to operate well below capacity in both peaks.

Development crossovers

SIDRA analysis indicates that all development crossovers will operate satisfactorily in the post development scenarios during both AM and PM peak hours. All movements operate at level of service A with minimal delays and queuing.

6.5 Network Operation

Relevant SIDRA network outputs were reviewed for both AM and PM peak hours to assess the operation of the proposed redevelopment crossovers and nearby intersection as an integrated network.

As detailed in **Figures 18** and **19**, no queue back from the intersection to the development crossovers is reported. Additionally, no queuing from the development crossovers to the intersection is reported.

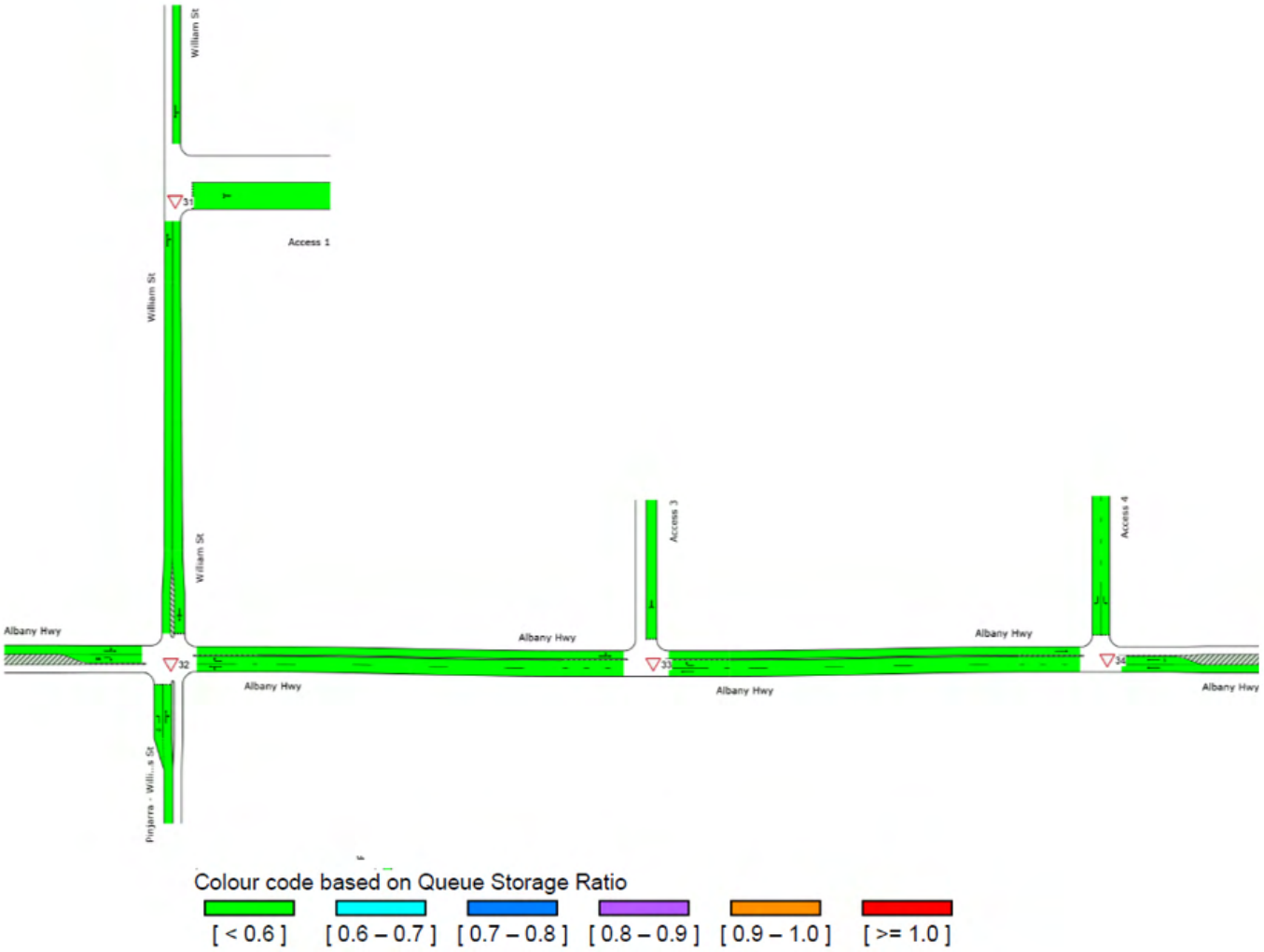


Figure 18: 10 years Post re-development weekday AM peak hour network analysis – queue storage ratio

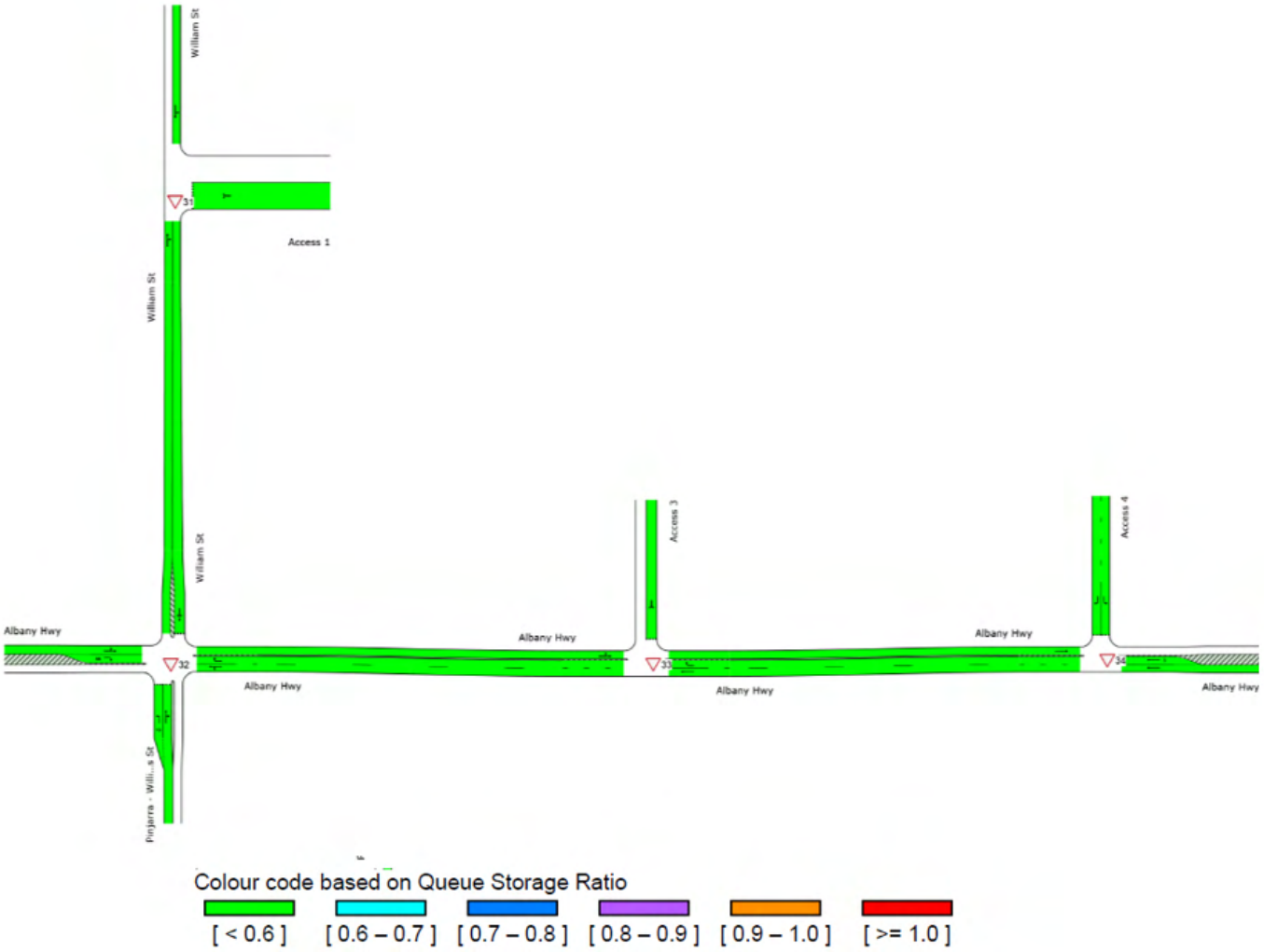


Figure 19: 10 years Post re-development weekday PM peak hour network analysis – queue storage ratio

6.6 Impact on Surrounding Roads

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

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

The proposed re-development will not increase traffic on any lanes on the surrounding road network by more than 100vph, therefore, impact of the proposed re-development traffic is considered to be insignificant.

6.7 Impact on Neighbouring Areas

The traffic generated by the proposed development would have minimal impact on nearby areas as most traffic attracted to the development is from passing traffic.

6.8 Traffic Noise and Vibration

Due to the location of the subject site, its accessibility via Albany Highway, significant passing trade component, the traffic impact from the development in the area will be limited.

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

7 Parking

The proposed re-development entails the provision of 18 on-site car parking bays (inclusive of two ACROD bay) plus an air & water bay.

It is considered that the proposed parking provision is sufficient to accommodate the demands of the proposed re-development.

8 Provision of Heavy Vehicles

The largest fuel tanker and a service vehicle which are expected to use the subject site are 20m fuel tanker and 12.5m service truck. The largest truck that would visit the site is 36.5m RAV 7 truck.

36.5m trucks

Turn path analysis has been undertaken for 36.5m trucks to enter the site from both directions on Albany Highway via William Street crossover, access the high flow diesel fuel points and exit the site and turn left or right onto the Albany Highway in forward gear.

20m fuel tanker

Turn path analysis has been undertaken for a 20m fuel tanker to enter the site from William Street crossover, access the filling point and exit the site and turn left or right onto Albany Highway in forward gear.

Service trucks

12.5m service trucks are expected to service the development and access the area to the south of the proposed service station. The service truck would enter the site from William Street crossover and would exit the site via the proposed heavy vehicle exit crossover on Albany Highway.

Turn path analysis undertaken for RAV 7 vehicles, fuel tanker and service vehicles confirm satisfactory access, egress and circulation. The turn path analysis plans are included in **Appendix C**.

9 Conclusions

This Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of Great Southern Fuel Supplies with regards to the proposed re-development of BP roadhouse in Williams at 14 Albany Highway. The proposed re-development would cover five separate lots, with street addresses 2 and 4 William Street and 12, 14 and 16 Albany Highway.

As part of the re-development, it is proposed to close the northern crossover (crossover 2) and retain and modify the other two existing southern vehicular crossovers (crossover 3 and crossover 4) on Albany Highway and the existing crossover on Williams Street (crossover 1) to provide more efficient access, egress and circulation system and to separate the light vehicle and heavy vehicle movements as much as practical and possible.

The proposed re-development entails upgrades to the intersection of Albany Highway/ William Street/ Pinjarra Williams Road and provides a total of 18 car parking spaces including 2 ACROD bay and 1 air and water bay. It is considered that the car parking supply satisfactorily meets the needs of the proposed re-development.

The net additional of traffic following the re-development when accounting for existing development traffic is estimated as +99 trips (daily), +5 trips (AM peak hour) and +6 trips (PM peak hour). This traffic is relatively minimal and as such would not have any significant impact on the surrounding road network.

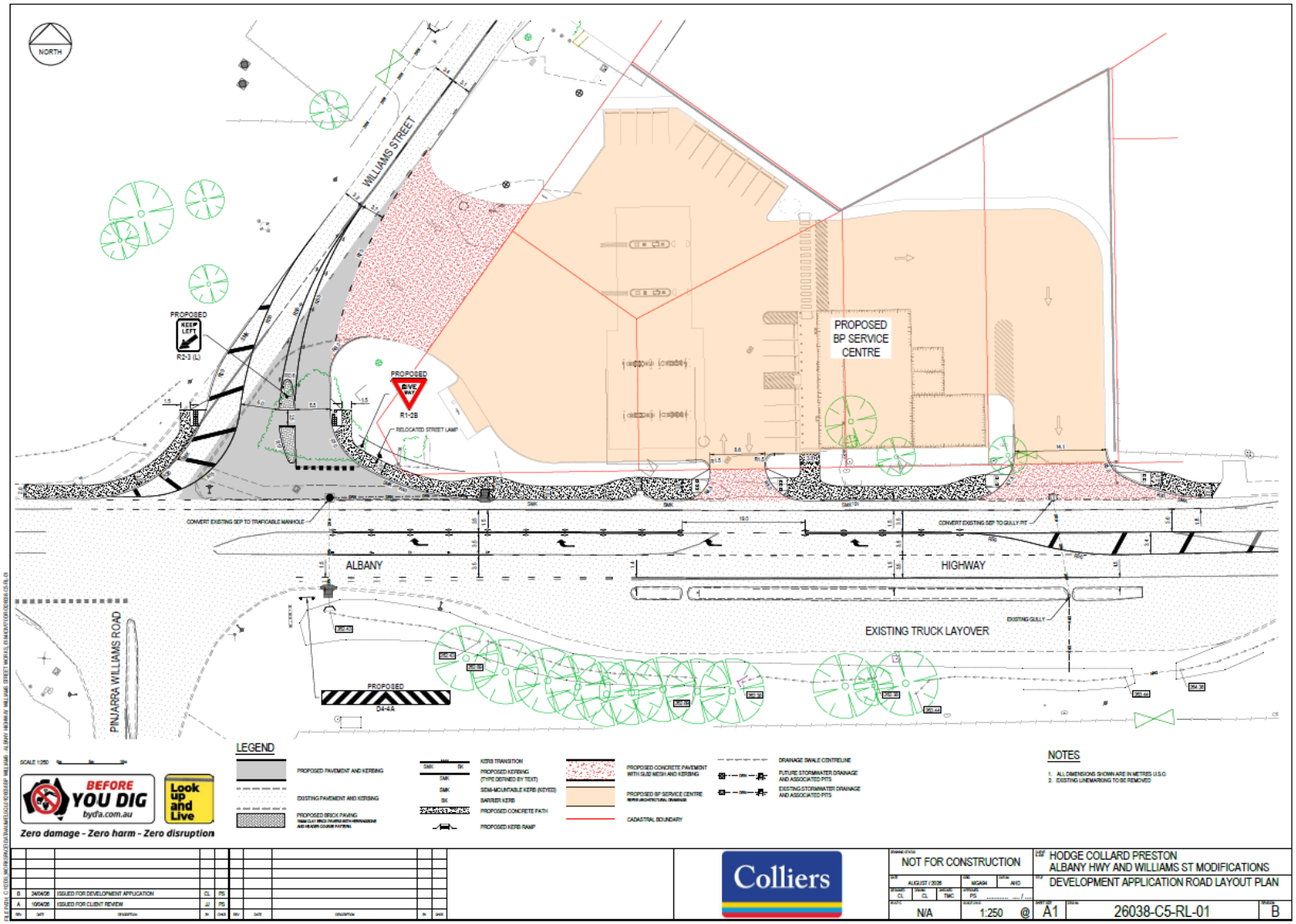
William Street is not currently classified in the Main Roads WA RAV Network map. The subject site entails a full movement crossover on William Street. The largest truck which would use the site is 36.5m in length (RAV 7). Therefore, the applicant is required to apply for the relevant section of William Street between Albany Highway and development crossover on William Street to be included in RAV Tandem Drive Network 7. Initial discussion with Shire of Williams indicates support for this classification and the application will occur post Development Application.

Turn path analysis undertaken indicates that 36.5m B-triple and 20m B-double truck fuel tankers can access and egress the site satisfactorily. Also, turn path analysis for a 12.5m service vehicle shows satisfactory movement, to, from and within the site.

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

Appendix A

PROPOSED DEVELOPMENT PLAN



B	24/04/26	ISSUED FOR DEVELOPMENT APPLICATION	CL	PS
A	10/04/26	ISSUED FOR CLIENT REVIEW	JJ	PS

Colliers

NOT FOR CONSTRUCTION

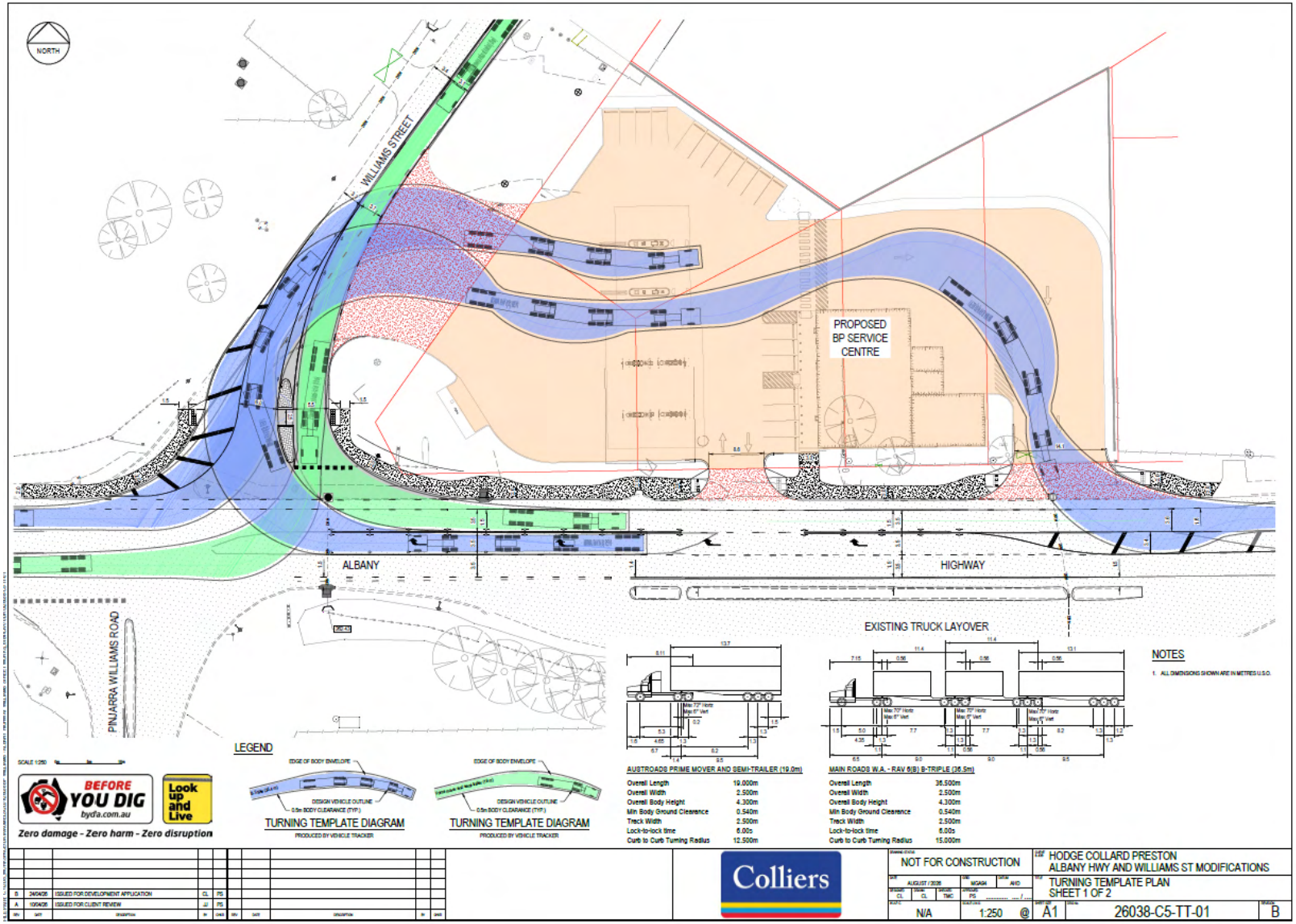
AUGUST / 2026 | MGASH | AKD

CL | CL | TMC | PS

N/A | 1:250 @ A1

HODGE COLLARD PRESTON
ALBANY HWY AND WILLIAMS ST MODIFICATIONS
DEVELOPMENT APPLICATION ROAD LAYOUT PLAN

26038-C5-RL-01 | B



B	24/04/26	ISSUED FOR DEVELOPMENT APPLICATION	CL	PS					
A	10/04/26	ISSUED FOR CLIENT REVIEW	JF	PS					

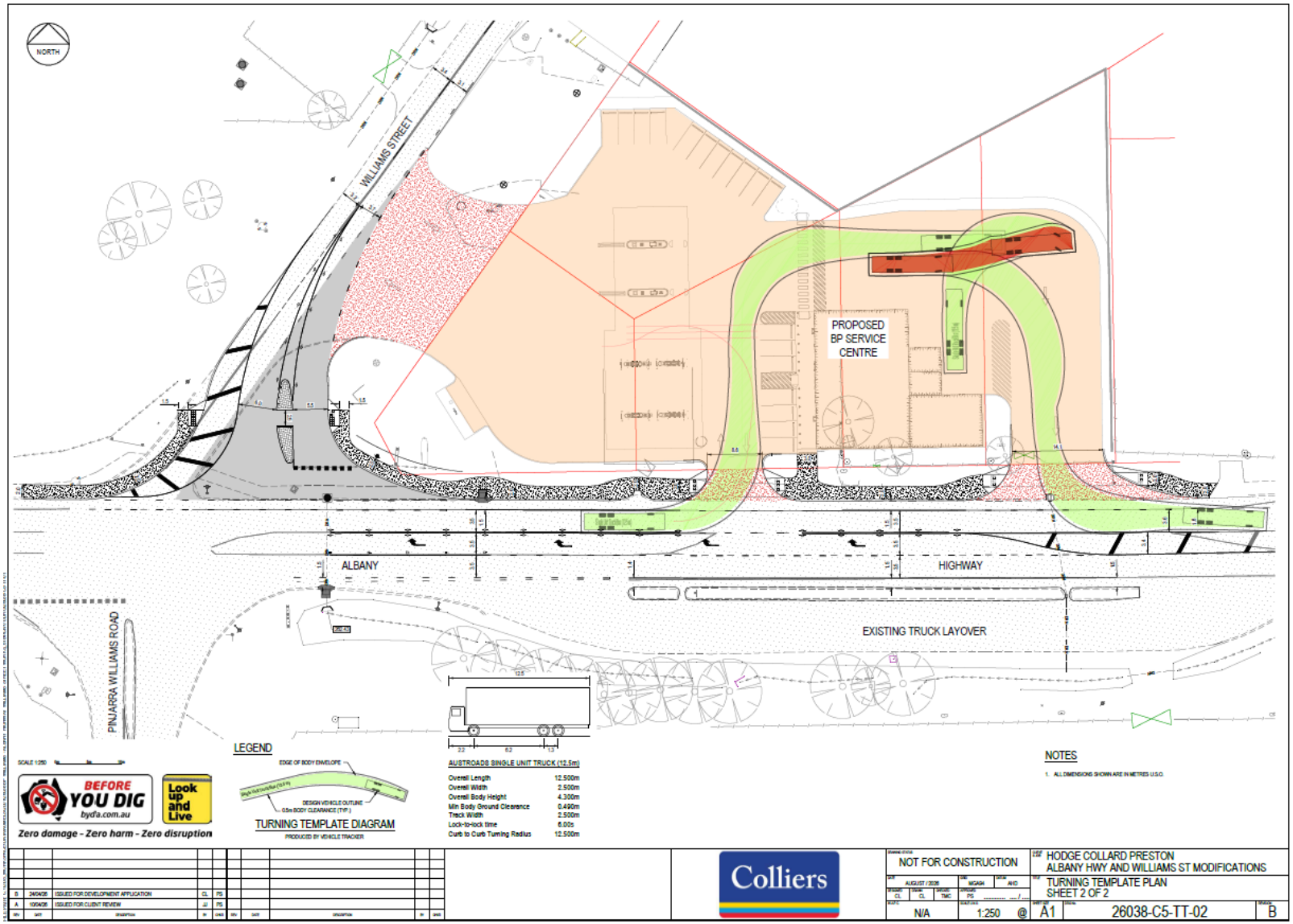
Colliers

NOT FOR CONSTRUCTION

HODGE COLLARD PRESTON
ALBANY HWY AND WILLIAMS ST MODIFICATIONS

TURNING TEMPLATE PLAN
SHEET 1 OF 2

DATE	DRAWN	CHECKED	APPROVED	SCALE	SCALE@	SHEET SIZE	DRAWING NO.	REVISION
AUGUST / 2026	CL	TMC	PS	N/A	1:250 @	A1	26038-C5-TT-01	B


NORTH
WILLIAMS STREET
PROPOSED BP SERVICE CENTRE
ALBANY
HIGHWAY
EXISTING TRUCK LAYOVER
PINJARRA WILLIAMS ROAD
LEGEND
EDGE OF BODY ENVELOPE
DESIGN VEHICLE OUTLINE
0.5m BODY CLEARANCE (TYP.)
TURNING TEMPLATE DIAGRAM
PRODUCED BY VEHICLE TRACKER
AUSTROADS SINGLE UNIT TRUCK (12.5m)
Overall Length 12.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.490m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m
NOTES
1. ALL DIMENSIONS SHOWN ARE IN METRES U.S.O.
BEFORE YOU DIG
byda.com.au
Look up and Live
Zero damage - Zero harm - Zero disruption
B 24/04/26 ISSUED FOR DEVELOPMENT APPLICATION CL PS
A 10/04/26 ISSUED FOR CLIENT REVIEW JJ PS
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AUGUST / 2026
MGASH
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CL
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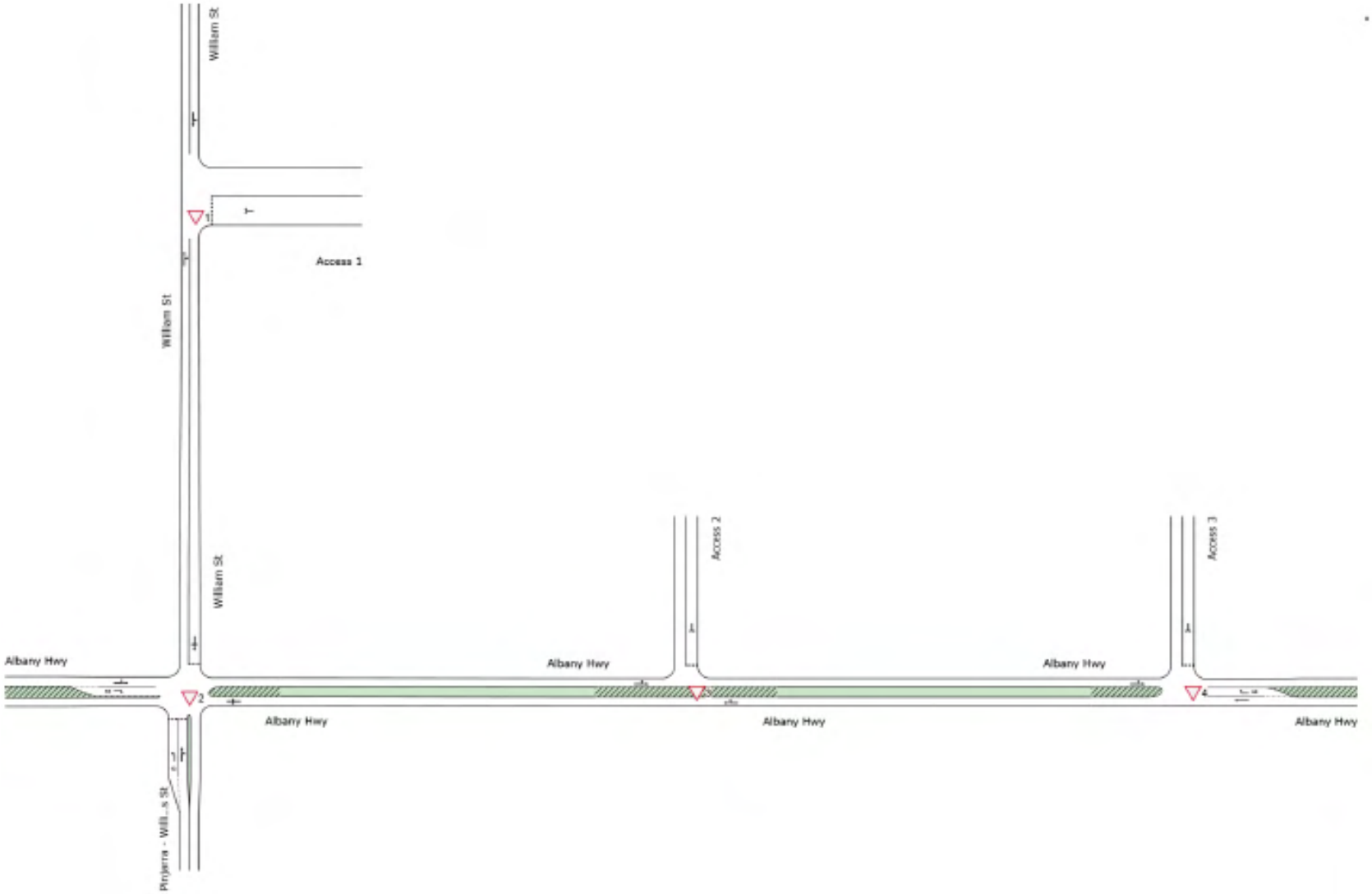
TMC
PS
N/A
1:250 @
A1
HODGE COLLARD PRESTON
ALBANY HWY AND WILLIAMS ST MODIFICATIONS
TURNING TEMPLATE PLAN
SHEET 2 OF 2
26038-C5-TT-02
B

Appendix B

INTERSECTION ANALYSIS – SIDRA RESULTS

EXISTING


William St
Access 1
William St
William St
Access 2
Access 3
Albany Hwy
Albany Hwy
Albany Hwy
Albany Hwy
Albany Hwy
Albany Hwy
Pinjarra - Will...s St

MOVEMENT SUMMARY

Site: [1] William St - Access 1 - Existing - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: William St															
5	T1	All MCs	11	5.0	11	5.0	0.014	0.0	LOS A	0.1	0.5	0.06	0.26	0.06	46.5
6	R2	All MCs	11	20.0	11	20.0	0.014	3.2	LOS A	0.1	0.5	0.06	0.26	0.06	28.5
Approach			21	12.5	21	12.5	0.014	1.6	NA	0.1	0.5	0.06	0.26	0.06	42.0
East: Access 1															
7	L2	All MCs	7	5.0	7	5.0	0.008	0.0	LOS A	0.0	0.2	0.05	0.01	0.05	19.3
9	R2	All MCs	4	5.0	4	5.0	0.008	0.1	LOS A	0.0	0.2	0.05	0.01	0.05	37.8
Approach			12	5.0	12	5.0	0.008	0.0	LOS A	0.0	0.2	0.05	0.01	0.05	32.6
North: William St															
10	L2	All MCs	7	20.0	7	20.0	0.010	4.9	LOS A	0.0	0.0	0.00	0.27	0.00	40.1
11	T1	All MCs	7	5.0	7	5.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	45.1
Approach			15	12.5	15	12.5	0.010	2.4	NA	0.0	0.0	0.00	0.27	0.00	42.4
All Vehicles			47	10.7	47	10.7	0.014	1.5	NA	0.1	0.5	0.04	0.20	0.04	40.4

MOVEMENT SUMMARY

Site: [2] Albany Hwy - Pinjarra - William St - Existing - AM (Existing)

Network: [1] AM (Existing)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pinjarra - Williams St															
1	L2	All MCs	16	30.0	16	30.0	0.015	7.2	LOS A	0.1	0.7	0.31	0.55	0.31	42.3
2	T1	All MCs	5	5.0	5	5.0	0.054	8.0	LOS A	0.2	1.9	0.54	0.72	0.54	34.7
3	R2	All MCs	17	28.1	17	28.1	0.054	13.3	LOS B	0.2	1.9	0.54	0.72	0.54	34.7
Approach			38	25.7	38	25.7	0.054	10.0	LOS B	0.2	1.9	0.44	0.65	0.44	39.0
East: Albany Hwy															
4	L2	All MCs	22	30.9	22	30.9	0.141	4.1	LOS A	0.0	0.2	0.01	0.07	0.01	38.8
5	T1	All MCs	157	30.0	157	30.0	0.141	0.0	LOS A	0.0	0.2	0.01	0.07	0.01	49.0
6	R2	All MCs	2	5.0	2	5.0	0.141	4.3	LOS A	0.0	0.2	0.01	0.07	0.01	44.7
Approach			181	29.8	181	29.8	0.141	0.6	NA	0.0	0.2	0.01	0.07	0.01	47.6
North: William St															
7	L2	All MCs	2	5.0	2	5.0	0.025	3.3	LOS A	0.1	0.7	0.48	0.58	0.48	15.6
8	T1	All MCs	3	5.0	3	5.0	0.025	5.3	LOS A	0.1	0.7	0.48	0.58	0.48	38.6
9	R2	All MCs	9	5.0	9	5.0	0.025	6.9	LOS A	0.1	0.7	0.48	0.58	0.48	37.5
Approach			15	5.0	15	5.0	0.025	6.1	LOS A	0.1	0.7	0.48	0.58	0.48	36.8
West: Albany Hwy															
10	L2	All MCs	14	5.0	14	5.0	0.114	4.7	LOS A	0.0	0.0	0.00	0.05	0.00	48.9
11	T1	All MCs	139	28.1	139	28.1	0.114	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	48.9
12	R2	All MCs	15	30.9	15	30.9	0.013	6.1	LOS A	0.1	0.6	0.35	0.52	0.35	38.6
Approach			167	26.5	167	26.5	0.114	0.9	NA	0.1	0.6	0.03	0.09	0.03	47.1
All Vehicles			401	27.1	401	27.1	0.141	1.8	NA	0.2	1.9	0.08	0.15	0.08	46.0

MOVEMENT SUMMARY

Site: [3] Albany Hwy - Access 2 - Existing - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	168	30.0	168	30.0	0.136	0.0	LOS A	0.1	0.8	0.03	0.05	0.03	45.7
6	R2	All MCs	9	5.0	9	5.0	0.136	3.7	LOS A	0.1	0.8	0.03	0.05	0.03	33.7
Approach			178	28.7	178	28.7	0.136	0.2	NA	0.1	0.8	0.03	0.05	0.03	44.5
North: Access 2															
7	L2	All MCs	14	5.0	14	5.0	0.025	0.6	LOS A	0.1	0.7	0.32	0.20	0.32	15.9
9	R2	All MCs	13	5.0	13	5.0	0.025	2.0	LOS A	0.1	0.7	0.32	0.20	0.32	15.9
Approach			26	5.0	26	5.0	0.025	1.3	LOS A	0.1	0.7	0.32	0.20	0.32	15.9
West: Albany Hwy															
10	L2	All MCs	9	5.0	9	5.0	0.121	4.1	LOS A	0.0	0.0	0.00	0.03	0.00	30.6
11	T1	All MCs	148	28.1	148	28.1	0.121	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	46.8
Approach			158	26.7	158	26.7	0.121	0.3	NA	0.0	0.0	0.00	0.03	0.00	45.1
All Vehicles			362	26.1	362	26.1	0.136	0.3	NA	0.1	0.8	0.04	0.05	0.04	41.8

MOVEMENT SUMMARY

Site: [4] Albany Hwy - Access 3 - Existing - AM (Existing)
Network: [1] AM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	167	30.0	167	30.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	All MCs	5	40.0	5	40.0	0.005	6.5	LOS A	0.0	0.3	0.35	0.52	0.35	32.0
Approach			173	30.3	173	30.3	0.131	0.2	NA	0.0	0.3	0.01	0.02	0.01	49.0
North: Access 3															
7	L2	All MCs	12	40.0	12	40.0	0.039	1.3	LOS A	0.1	1.8	0.44	0.31	0.44	25.1
9	R2	All MCs	11	40.0	11	40.0	0.039	6.8	LOS A	0.1	1.8	0.44	0.31	0.44	11.6
Approach			22	40.0	22	40.0	0.039	3.9	LOS A	0.1	1.8	0.44	0.31	0.44	22.1
West: Albany Hwy															
10	L2	All MCs	4	40.0	4	40.0	0.127	3.1	LOS A	0.0	0.0	0.00	0.01	0.00	11.4
11	T1	All MCs	158	28.1	158	28.1	0.127	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach			162	28.4	162	28.4	0.127	0.1	NA	0.0	0.0	0.00	0.01	0.00	48.6
All Vehicles			357	30.0	357	30.0	0.131	0.4	NA	0.1	1.8	0.03	0.03	0.03	46.6

MOVEMENT SUMMARY

Site: [5] William St - Access 1 - Existing - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: William St															
5	T1	All MCs	8	5.0	8	5.0	0.015	0.1	LOS A	0.1	0.6	0.08	0.32	0.08	45.6
6	R2	All MCs	14	20.0	14	20.0	0.015	3.2	LOS A	0.1	0.6	0.08	0.32	0.08	26.9
Approach			22	14.3	22	14.3	0.015	2.0	NA	0.1	0.6	0.08	0.32	0.08	39.0
East: Access 1															
7	L2	All MCs	6	5.0	6	5.0	0.008	0.0	LOS A	0.0	0.2	0.06	0.01	0.06	19.2
9	R2	All MCs	4	5.0	4	5.0	0.008	0.1	LOS A	0.0	0.2	0.06	0.01	0.06	37.7
Approach			11	5.0	11	5.0	0.008	0.0	LOS A	0.0	0.2	0.06	0.01	0.06	33.1
North: William St															
10	L2	All MCs	9	20.0	9	20.0	0.012	4.9	LOS A	0.0	0.0	0.00	0.27	0.00	40.1
11	T1	All MCs	9	5.0	9	5.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	45.1
Approach			19	12.5	19	12.5	0.012	2.4	NA	0.0	0.0	0.00	0.27	0.00	42.4
All Vehicles			52	11.7	52	11.7	0.015	1.8	NA	0.1	0.6	0.05	0.24	0.05	39.7

MOVEMENT SUMMARY

Site: [6] Albany Hwy - Pinjarra - William St - Existing - PM (Existing)

Network: [2] PM (Existing)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pinjarra - Williams St															
1	L2	All MCs	21	30.0	21	30.0	0.021	7.2	LOS A	0.1	0.9	0.32	0.56	0.32	42.2
2	T1	All MCs	11	5.0	11	5.0	0.058	7.9	LOS A	0.2	2.0	0.53	0.70	0.53	35.9
3	R2	All MCs	16	28.1	16	28.1	0.058	13.1	LOS B	0.2	2.0	0.53	0.70	0.53	35.9
Approach			47	23.8	47	23.8	0.058	9.3	LOS A	0.2	2.0	0.43	0.64	0.43	39.7
East: Albany Hwy															
4	L2	All MCs	22	30.9	22	30.9	0.142	4.1	LOS A	0.0	0.1	0.00	0.07	0.00	38.9
5	T1	All MCs	159	30.0	159	30.0	0.142	0.0	LOS A	0.0	0.1	0.00	0.07	0.00	49.0
6	R2	All MCs	1	5.0	1	5.0	0.142	4.2	LOS A	0.0	0.1	0.00	0.07	0.00	45.1
Approach			182	30.0	182	30.0	0.142	0.5	NA	0.0	0.1	0.00	0.07	0.00	47.8
North: William St															
7	L2	All MCs	2	5.0	2	5.0	0.027	3.3	LOS A	0.1	0.8	0.48	0.59	0.48	15.3
8	T1	All MCs	2	5.0	2	5.0	0.027	5.3	LOS A	0.1	0.8	0.48	0.59	0.48	38.4
9	R2	All MCs	12	5.0	12	5.0	0.027	7.0	LOS A	0.1	0.8	0.48	0.59	0.48	37.3
Approach			16	5.0	16	5.0	0.027	6.3	LOS A	0.1	0.8	0.48	0.59	0.48	36.5
West: Albany Hwy															
10	L2	All MCs	11	5.0	11	5.0	0.105	4.7	LOS A	0.0	0.0	0.00	0.04	0.00	49.0
11	T1	All MCs	129	28.1	129	28.1	0.105	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.0
12	R2	All MCs	17	30.9	17	30.9	0.015	6.1	LOS A	0.1	0.7	0.35	0.53	0.35	38.6
Approach			157	26.9	157	26.9	0.105	1.0	NA	0.1	0.7	0.04	0.09	0.04	46.8
All Vehicles			402	27.0	402	27.0	0.142	2.0	NA	0.2	2.0	0.09	0.17	0.09	45.8

MOVEMENT SUMMARY

Site: [7] Albany Hwy - Access 2 - Existing - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	171	30.0	171	30.0	0.138	0.0	LOS A	0.1	0.8	0.03	0.05	0.03	45.3
6	R2	All MCs	11	5.0	11	5.0	0.138	3.7	LOS A	0.1	0.8	0.03	0.05	0.03	33.6
Approach			181	28.5	181	28.5	0.138	0.3	NA	0.1	0.8	0.03	0.05	0.03	44.2
North: Access 2															
7	L2	All MCs	12	5.0	12	5.0	0.022	0.5	LOS A	0.1	0.6	0.32	0.19	0.32	16.0
9	R2	All MCs	12	5.0	12	5.0	0.022	1.9	LOS A	0.1	0.6	0.32	0.19	0.32	16.0
Approach			23	5.0	23	5.0	0.022	1.2	LOS A	0.1	0.6	0.32	0.19	0.32	16.0
West: Albany Hwy															
10	L2	All MCs	11	5.0	11	5.0	0.112	4.1	LOS A	0.0	0.0	0.00	0.04	0.00	30.4
11	T1	All MCs	137	28.1	137	28.1	0.112	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	46.3
Approach			147	26.5	147	26.4	0.112	0.3	NA	0.0	0.0	0.00	0.04	0.00	44.3
All Vehicles			352	26.1	352	26.1	0.138	0.3	NA	0.1	0.8	0.04	0.06	0.04	41.5

MOVEMENT SUMMARY

Site: [8] Albany Hwy - Access 3 - Existing - PM (Existing)
Network: [2] PM (Existing)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	172	30.0	172	30.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	All MCs	5	40.0	5	40.0	0.005	6.4	LOS A	0.0	0.3	0.33	0.52	0.33	32.1
Approach			177	30.3	177	30.3	0.134	0.2	NA	0.0	0.3	0.01	0.02	0.01	49.1
North: Access 3															
7	L2	All MCs	9	40.0	9	40.0	0.033	1.2	LOS A	0.1	1.5	0.43	0.30	0.43	25.2
9	R2	All MCs	9	40.0	9	40.0	0.033	6.4	LOS A	0.1	1.5	0.43	0.30	0.43	11.7
Approach			19	40.0	19	40.0	0.033	3.8	LOS A	0.1	1.5	0.43	0.30	0.43	22.0
West: Albany Hwy															
10	L2	All MCs	4	40.0	4	40.0	0.116	3.1	LOS A	0.0	0.0	0.00	0.01	0.00	11.4
11	T1	All MCs	144	28.1	144	28.1	0.116	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.7
Approach			148	28.4	148	28.4	0.116	0.1	NA	0.0	0.0	0.00	0.01	0.00	48.5
All Vehicles			344	30.0	344	30.0	0.134	0.4	NA	0.1	1.5	0.03	0.03	0.03	46.9

2026

William St
21
Access 1
William St
William St
Access 3
Access 4
Albany Hwy
Albany Hwy
Albany Hwy
22
23
24
Albany Hwy
Albany Hwy
Albany Hwy
Property - Will...s St

MOVEMENT SUMMARY

Site: [21] William St - Access 1 - 2026 - AM (2026)
Network: [3] AM (2026)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: William St															
5	T1	All MCs	11	5.0	11	5.0	0.017	0.0	LOS A	0.1	0.7	0.07	0.31	0.07	45.8
6	R2	All MCs	16	20.0	16	20.0	0.017	3.2	LOS A	0.1	0.7	0.07	0.31	0.07	27.2
Approach			26	14.0	26	14.0	0.017	1.9	NA	0.1	0.7	0.07	0.31	0.07	39.6
East: Access 1															
7	L2	All MCs	11	5.0	11	5.0	0.011	0.0	LOS A	0.0	0.3	0.05	0.01	0.05	19.3
9	R2	All MCs	5	5.0	5	5.0	0.011	0.1	LOS A	0.0	0.3	0.05	0.01	0.05	37.8
Approach			16	5.0	16	5.0	0.011	0.0	LOS A	0.0	0.3	0.05	0.01	0.05	32.2
North: William St															
10	L2	All MCs	8	20.0	8	20.0	0.010	4.9	LOS A	0.0	0.0	0.00	0.29	0.00	39.8
11	T1	All MCs	7	5.0	7	5.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	44.8
Approach			16	13.0	16	13.0	0.010	2.6	NA	0.0	0.0	0.00	0.29	0.00	41.9
All Vehicles			58	11.3	58	11.3	0.017	1.6	NA	0.1	0.7	0.05	0.22	0.05	38.9

MOVEMENT SUMMARY

Site: [22] Albany Hwy - Pinjarra - William St - 2026 - AM (2026)

Network: [3] AM (2026)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pinjarra - Williams St															
1	L2	All MCs	16	30.0	16	30.0	0.020	7.6	LOS A	0.1	0.8	0.32	0.57	0.32	42.1
2	T1	All MCs	5	5.0	5	5.0	0.066	9.1	LOS A	0.2	2.3	0.56	0.75	0.56	32.4
3	R2	All MCs	17	28.1	17	28.1	0.066	15.5	LOS C	0.2	2.3	0.56	0.75	0.56	32.4
Approach			38	25.7	38	25.7	0.066	11.3	LOS B	0.2	2.3	0.46	0.68	0.46	37.7
East: Albany Hwy															
4	L2	All MCs	22	30.9	22	30.9	0.144	4.8	LOS A	0.0	0.0	0.00	0.06	0.00	37.0
5	T1	All MCs	162	30.0	162	30.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.0
6	R2	All MCs	3	5.0	3	5.0	0.002	5.3	LOS A	0.0	0.1	0.30	0.50	0.30	27.8
Approach			187	29.7	187	29.7	0.144	0.7	NA	0.0	0.1	0.01	0.07	0.01	47.3
North: William St															
7	L2	All MCs	3	5.0	3	5.0	0.035	3.5	LOS A	0.1	1.0	0.50	0.61	0.50	14.3
8	T1	All MCs	3	5.0	3	5.0	0.035	6.4	LOS A	0.1	1.0	0.50	0.61	0.50	37.3
9	R2	All MCs	12	5.0	12	5.0	0.035	8.2	LOS A	0.1	1.0	0.50	0.61	0.50	36.5
Approach			18	5.0	18	5.0	0.035	7.1	LOS A	0.1	1.0	0.50	0.61	0.50	35.3
West: Albany Hwy															
10	L2	All MCs	18	5.0	18	5.0	0.119	4.7	LOS A	0.0	0.0	0.00	0.06	0.00	48.6
11	T1	All MCs	142	28.1	142	28.1	0.119	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	48.6
12	R2	All MCs	15	30.9	15	30.9	0.013	6.2	LOS A	0.1	0.6	0.36	0.53	0.36	38.6
Approach			175	26.0	175	26.0	0.119	1.0	NA	0.1	0.6	0.03	0.10	0.03	46.9
All Vehicles			418	26.7	418	26.7	0.144	2.1	NA	0.2	2.3	0.08	0.16	0.08	45.5

MOVEMENT SUMMARY

Site: [23] Albany Hwy - Access 3 - 2026 - AM (2026)
Network: [3] AM (2026)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	163	30.0	163	30.0	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	All MCs	18	40.0	18	40.0	0.018	4.9	LOS A	0.1	1.0	0.35	0.52	0.35	20.4
Approach			181	31.0	181	31.0	0.127	0.5	NA	0.1	1.0	0.04	0.05	0.04	42.4
North: Access 3															
7	L2	All MCs	26	40.0	26	40.0	0.090	1.3	LOS A	0.3	4.2	0.46	0.36	0.46	10.9
9	R2	All MCs	24	40.0	24	40.0	0.090	7.6	LOS A	0.3	4.2	0.46	0.36	0.46	10.9
Approach			51	40.0	51	40.0	0.090	4.3	LOS A	0.3	4.2	0.46	0.36	0.46	10.9
West: Albany Hwy															
10	L2	All MCs	14	40.0	14	40.0	0.128	5.0	LOS A	0.0	0.0	0.00	0.04	0.00	31.5
11	T1	All MCs	148	28.1	148	28.1	0.128	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.7
Approach			162	29.1	162	29.1	0.128	0.4	NA	0.0	0.0	0.00	0.04	0.00	45.5
All Vehicles			394	31.4	394	31.4	0.128	1.0	NA	0.3	4.2	0.07	0.09	0.07	38.2

MOVEMENT SUMMARY

Site: [24] Albany Hwy - Access 4 - 2026 - AM (2026)
Network: [3] AM (2026)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	180	30.0	180	30.0	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach			180	30.0	180	30.0	0.070	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Access 4															
7	L2	All MCs	2	100.0	2	100.0	0.003	2.5	LOS A	0.0	0.3	0.40	0.21	0.40	24.5
9	R2	All MCs	1	100.0	1	100.0	0.005	13.4	LOS B	0.0	0.3	0.63	0.55	0.63	5.0
Approach			3	100.0	3	100.0	0.005	6.1	LOS A	0.0	0.3	0.48	0.32	0.48	19.6
West: Albany Hwy															
11	T1	All MCs	175	28.1	175	28.1	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			175	28.1	175	28.1	0.136	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles			358	29.7	358	29.7	0.136	0.1	NA	0.0	0.3	0.00	0.00	0.00	49.5

MOVEMENT SUMMARY

Site: [25] William St - Access 1 - 2026 - PM (2026)
Network: [4] PM (2026)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: William St															
5	T1	All MCs	8	5.0	8	5.0	0.019	0.1	LOS A	0.1	0.8	0.09	0.36	0.09	45.1
6	R2	All MCs	20	20.0	20	20.0	0.019	3.2	LOS A	0.1	0.8	0.09	0.36	0.09	26.0
Approach			28	15.6	28	15.6	0.019	2.3	NA	0.1	0.8	0.09	0.36	0.09	36.4
East: Access 1															
7	L2	All MCs	9	5.0	9	5.0	0.011	0.0	LOS A	0.0	0.3	0.06	0.01	0.06	19.2
9	R2	All MCs	5	5.0	5	5.0	0.011	0.1	LOS A	0.0	0.3	0.06	0.01	0.06	37.8
Approach			15	5.0	15	5.0	0.011	0.0	LOS A	0.0	0.3	0.06	0.01	0.06	32.5
North: William St															
10	L2	All MCs	11	20.0	11	20.0	0.013	4.9	LOS A	0.0	0.0	0.00	0.28	0.00	39.9
11	T1	All MCs	9	5.0	9	5.0	0.013	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	44.8
Approach			20	12.9	20	12.9	0.013	2.6	NA	0.0	0.0	0.00	0.28	0.00	42.0
All Vehicles			63	12.2	63	12.2	0.019	1.9	NA	0.1	0.8	0.05	0.25	0.05	38.2

MOVEMENT SUMMARY

Site: [26] Albany Hwy - Pinjarra - William St - 2026 - PM (2026)

Network: [4] PM (2026)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pinjarra - Williams St															
1	L2	All MCs	21	30.0	21	30.0	0.026	7.6	LOS A	0.1	1.1	0.33	0.58	0.33	42.1
2	T1	All MCs	11	5.0	11	5.0	0.070	9.0	LOS A	0.2	2.4	0.56	0.74	0.56	33.8
3	R2	All MCs	16	28.1	16	28.1	0.070	15.3	LOS C	0.2	2.4	0.56	0.74	0.56	33.8
Approach			47	23.8	47	23.8	0.070	10.5	LOS B	0.2	2.4	0.45	0.67	0.45	38.6
East: Albany Hwy															
4	L2	All MCs	22	30.9	22	30.9	0.146	4.8	LOS A	0.0	0.0	0.00	0.06	0.00	37.0
5	T1	All MCs	165	30.0	165	30.0	0.146	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.0
6	R2	All MCs	2	5.0	2	5.0	0.001	5.2	LOS A	0.0	0.1	0.29	0.49	0.29	27.9
Approach			189	29.8	189	29.8	0.146	0.6	NA	0.0	0.1	0.00	0.07	0.00	47.4
North: William St															
7	L2	All MCs	3	5.0	3	5.0	0.038	3.5	LOS A	0.1	1.1	0.50	0.62	0.50	14.0
8	T1	All MCs	2	5.0	2	5.0	0.038	6.3	LOS A	0.1	1.1	0.50	0.62	0.50	37.0
9	R2	All MCs	14	5.0	14	5.0	0.038	8.3	LOS A	0.1	1.1	0.50	0.62	0.50	36.3
Approach			19	5.0	19	5.0	0.038	7.3	LOS A	0.1	1.1	0.50	0.62	0.50	35.1
West: Albany Hwy															
10	L2	All MCs	16	5.0	16	5.0	0.110	4.7	LOS A	0.0	0.0	0.00	0.06	0.00	48.7
11	T1	All MCs	132	28.1	132	28.1	0.110	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	48.7
12	R2	All MCs	17	30.9	17	30.9	0.015	6.2	LOS A	0.1	0.7	0.36	0.53	0.36	38.6
Approach			164	26.2	164	26.2	0.110	1.1	NA	0.1	0.7	0.04	0.11	0.04	46.6
All Vehicles			420	26.6	420	26.6	0.146	2.2	NA	0.2	2.4	0.09	0.18	0.09	45.3

MOVEMENT SUMMARY

Site: [27] Albany Hwy - Access 3 - 2026 - PM (2026)
Network: [4] PM (2026)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	166	30.0	166	30.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	All MCs	19	40.0	19	40.0	0.019	4.8	LOS A	0.1	1.1	0.34	0.52	0.34	20.6
Approach			185	31.0	185	31.0	0.130	0.5	NA	0.1	1.1	0.03	0.05	0.03	42.3
North: Access 3															
7	L2	All MCs	22	40.0	22	40.0	0.081	1.1	LOS A	0.3	3.8	0.45	0.35	0.45	10.9
9	R2	All MCs	23	40.0	23	40.0	0.081	7.3	LOS A	0.3	3.8	0.45	0.35	0.45	10.9
Approach			45	40.0	45	40.0	0.081	4.3	LOS A	0.3	3.8	0.45	0.35	0.45	10.9
West: Albany Hwy															
10	L2	All MCs	15	40.0	15	40.0	0.120	5.0	LOS A	0.0	0.0	0.00	0.05	0.00	31.4
11	T1	All MCs	136	28.1	136	28.1	0.120	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	47.4
Approach			151	29.3	151	29.3	0.120	0.5	NA	0.0	0.0	0.00	0.05	0.00	44.8
All Vehicles			381	31.4	381	31.4	0.130	0.9	NA	0.3	3.8	0.07	0.09	0.07	38.3

MOVEMENT SUMMARY

Site: [28] Albany Hwy - Access 4 - 2026- PM (2026)
Network: [4] PM (2026)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	184	30.0	184	30.0	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach			184	30.0	184	30.0	0.072	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Access 4															
7	L2	All MCs	2	100.0	2	100.0	0.003	2.2	LOS A	0.0	0.3	0.38	0.19	0.38	24.8
9	R2	All MCs	1	100.0	1	100.0	0.004	12.6	LOS B	0.0	0.3	0.61	0.53	0.61	5.3
Approach			3	100.0	3	100.0	0.004	5.6	LOS A	0.0	0.3	0.46	0.31	0.46	20.0
West: Albany Hwy															
11	T1	All MCs	158	28.1	158	28.1	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			158	28.1	158	28.1	0.123	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles			345	29.8	345	29.8	0.123	0.1	NA	0.0	0.3	0.00	0.00	0.00	49.5

2036

MOVEMENT SUMMARY

Site: [31] William St - Access 1 - 2036 - AM (2036)
Network: [5] AM (2036)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: William St															
5	T1	All MCs	11	5.0	11	5.0	0.017	0.0	LOS A	0.1	0.7	0.07	0.31	0.07	45.8
6	R2	All MCs	16	20.0	16	20.0	0.017	3.2	LOS A	0.1	0.7	0.07	0.31	0.07	27.2
Approach			26	14.0	26	14.0	0.017	1.9	NA	0.1	0.7	0.07	0.31	0.07	39.6
East: Access 1															
7	L2	All MCs	11	5.0	11	5.0	0.011	0.0	LOS A	0.0	0.3	0.05	0.01	0.05	19.3
9	R2	All MCs	5	5.0	5	5.0	0.011	0.1	LOS A	0.0	0.3	0.05	0.01	0.05	37.8
Approach			16	5.0	16	5.0	0.011	0.0	LOS A	0.0	0.3	0.05	0.01	0.05	32.2
North: William St															
10	L2	All MCs	8	20.0	8	20.0	0.010	4.9	LOS A	0.0	0.0	0.00	0.29	0.00	39.8
11	T1	All MCs	7	5.0	7	5.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	44.8
Approach			16	13.0	16	13.0	0.010	2.6	NA	0.0	0.0	0.00	0.29	0.00	41.9
All Vehicles			58	11.3	58	11.3	0.017	1.6	NA	0.1	0.7	0.05	0.22	0.05	38.9

MOVEMENT SUMMARY

Site: [32] Albany Hwy - Pinjarra - William St - 2036 - AM (2036)

Network: [5] AM (2036)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pinjarra - Williams St															
1	L2	All MCs	16	30.0	16	30.0	0.021	8.0	LOS A	0.1	0.8	0.36	0.59	0.36	41.8
2	T1	All MCs	5	5.0	5	5.0	0.082	10.5	LOS B	0.2	2.6	0.61	0.82	0.61	29.2
3	R2	All MCs	17	28.1	17	28.1	0.082	19.3	LOS C	0.2	2.6	0.61	0.82	0.61	29.2
Approach			38	25.7	38	25.7	0.082	13.4	LOS B	0.2	2.6	0.51	0.72	0.51	35.8
East: Albany Hwy															
4	L2	All MCs	22	30.9	22	30.9	0.171	4.8	LOS A	0.0	0.0	0.00	0.05	0.00	37.1
5	T1	All MCs	197	30.0	197	30.0	0.171	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.2
6	R2	All MCs	3	5.0	3	5.0	0.002	5.4	LOS A	0.0	0.1	0.33	0.50	0.33	27.5
Approach			222	29.7	222	29.7	0.171	0.6	NA	0.0	0.1	0.00	0.06	0.00	47.7
North: William St															
7	L2	All MCs	3	5.0	3	5.0	0.041	3.7	LOS A	0.1	1.1	0.54	0.66	0.54	12.4
8	T1	All MCs	3	5.0	3	5.0	0.041	7.9	LOS A	0.1	1.1	0.54	0.66	0.54	35.4
9	R2	All MCs	12	5.0	12	5.0	0.041	10.0	LOS B	0.1	1.1	0.54	0.66	0.54	35.1
Approach			18	5.0	18	5.0	0.041	8.5	LOS A	0.1	1.1	0.54	0.66	0.54	33.7
West: Albany Hwy															
10	L2	All MCs	18	5.0	18	5.0	0.143	4.7	LOS A	0.0	0.0	0.00	0.05	0.00	48.8
11	T1	All MCs	173	28.1	173	28.1	0.143	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	48.8
12	R2	All MCs	15	30.9	15	30.9	0.014	6.5	LOS A	0.1	0.6	0.39	0.54	0.39	38.5
Approach			205	26.3	205	26.3	0.143	0.9	NA	0.1	0.6	0.03	0.09	0.03	47.3
All Vehicles			483	27.0	483	27.0	0.171	2.0	NA	0.2	2.6	0.07	0.15	0.07	45.7

MOVEMENT SUMMARY

Site: [33] Albany Hwy - Access 3 - 2036 - AM (2036)
Network: [5] AM (2036)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	198	30.0	198	30.0	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	All MCs	18	40.0	18	40.0	0.019	5.2	LOS A	0.1	1.1	0.39	0.54	0.39	19.9
Approach			216	30.8	216	30.8	0.155	0.4	NA	0.1	1.1	0.03	0.04	0.03	43.2
North: Access 3															
7	L2	All MCs	26	40.0	26	40.0	0.105	1.6	LOS A	0.3	4.7	0.51	0.43	0.51	9.5
9	R2	All MCs	24	40.0	24	40.0	0.105	10.1	LOS B	0.3	4.7	0.51	0.43	0.51	9.5
Approach			51	40.0	51	40.0	0.105	5.7	LOS A	0.3	4.7	0.51	0.43	0.51	9.5
West: Albany Hwy															
10	L2	All MCs	14	40.0	14	40.0	0.152	5.0	LOS A	0.0	0.0	0.00	0.04	0.00	31.6
11	T1	All MCs	179	28.1	179	28.1	0.152	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	48.0
Approach			193	28.9	193	28.9	0.152	0.4	NA	0.0	0.0	0.00	0.04	0.00	46.1
All Vehicles			459	31.0	459	31.0	0.155	1.0	NA	0.3	4.7	0.07	0.08	0.07	38.6

MOVEMENT SUMMARY

Site: [34] Albany Hwy - Access 4 - 2036 - AM (2036)
Network: [5] AM (2036)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	215	30.0	215	30.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach			215	30.0	215	30.0	0.084	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Access 4															
7	L2	All MCs	2	100.0	2	100.0	0.004	3.0	LOS A	0.0	0.3	0.44	0.25	0.44	24.0
9	R2	All MCs	1	100.0	1	100.0	0.006	17.8	LOS C	0.0	0.4	0.70	0.63	0.70	4.0
Approach			3	100.0	3	100.0	0.006	7.9	LOS A	0.0	0.4	0.52	0.37	0.52	18.2
West: Albany Hwy															
11	T1	All MCs	205	28.1	205	28.1	0.159	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			205	28.1	205	28.1	0.159	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles			423	29.6	423	29.6	0.159	0.1	NA	0.0	0.4	0.00	0.00	0.00	49.5

MOVEMENT SUMMARY

Site: [35] William St - Access 1 - 2036 - PM (2036)
Network: [6] PM (2036)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: William St															
5	T1	All MCs	8	5.0	8	5.0	0.019	0.1	LOS A	0.1	0.8	0.09	0.36	0.09	45.1
6	R2	All MCs	20	20.0	20	20.0	0.019	3.2	LOS A	0.1	0.8	0.09	0.36	0.09	26.0
Approach			28	15.6	28	15.6	0.019	2.3	NA	0.1	0.8	0.09	0.36	0.09	36.4
East: Access 1															
7	L2	All MCs	9	5.0	9	5.0	0.011	0.0	LOS A	0.0	0.3	0.06	0.01	0.06	19.2
9	R2	All MCs	5	5.0	5	5.0	0.011	0.1	LOS A	0.0	0.3	0.06	0.01	0.06	37.8
Approach			15	5.0	15	5.0	0.011	0.0	LOS A	0.0	0.3	0.06	0.01	0.06	32.5
North: William St															
10	L2	All MCs	11	20.0	11	20.0	0.013	4.9	LOS A	0.0	0.0	0.00	0.28	0.00	39.9
11	T1	All MCs	9	5.0	9	5.0	0.013	0.0	LOS A	0.0	0.0	0.00	0.28	0.00	44.8
Approach			20	12.9	20	12.9	0.013	2.6	NA	0.0	0.0	0.00	0.28	0.00	42.0
All Vehicles			63	12.2	63	12.2	0.019	1.9	NA	0.1	0.8	0.05	0.25	0.05	38.2

MOVEMENT SUMMARY

Site: [36] Albany Hwy - Pinjarra - William St - 2036 - PM (2036)

Network: [6] PM (2036)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)

Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Pinjarra - Williams St															
1	L2	All MCs	21	30.0	21	30.0	0.028	8.0	LOS A	0.1	1.1	0.36	0.60	0.36	41.7
2	T1	All MCs	11	5.0	11	5.0	0.087	10.4	LOS B	0.3	2.8	0.60	0.80	0.60	30.7
3	R2	All MCs	16	28.1	16	28.1	0.087	19.0	LOS C	0.3	2.8	0.60	0.80	0.60	30.7
Approach			47	23.8	47	23.8	0.087	12.2	LOS B	0.3	2.8	0.49	0.71	0.49	36.9
East: Albany Hwy															
4	L2	All MCs	22	30.9	22	30.9	0.174	4.8	LOS A	0.0	0.0	0.00	0.05	0.00	37.1
5	T1	All MCs	201	30.0	201	30.0	0.174	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.2
6	R2	All MCs	2	5.0	2	5.0	0.002	5.3	LOS A	0.0	0.1	0.32	0.50	0.32	27.6
Approach			225	29.9	225	29.9	0.174	0.5	NA	0.0	0.1	0.00	0.06	0.00	47.8
North: William St															
7	L2	All MCs	3	5.0	3	5.0	0.045	3.7	LOS A	0.1	1.2	0.55	0.67	0.55	12.1
8	T1	All MCs	2	5.0	2	5.0	0.045	7.7	LOS A	0.1	1.2	0.55	0.67	0.55	35.1
9	R2	All MCs	14	5.0	14	5.0	0.045	10.1	LOS B	0.1	1.2	0.55	0.67	0.55	34.8
Approach			19	5.0	19	5.0	0.045	8.8	LOS A	0.1	1.2	0.55	0.67	0.55	33.5
West: Albany Hwy															
10	L2	All MCs	16	5.0	16	5.0	0.133	4.7	LOS A	0.0	0.0	0.00	0.05	0.00	48.9
11	T1	All MCs	161	28.1	161	28.1	0.133	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	48.9
12	R2	All MCs	17	30.9	17	30.9	0.016	6.5	LOS A	0.1	0.7	0.40	0.55	0.40	38.5
Approach			194	26.5	194	26.5	0.133	1.0	NA	0.1	0.7	0.03	0.09	0.03	47.0
All Vehicles			485	26.9	485	26.9	0.174	2.2	NA	0.3	2.8	0.08	0.16	0.08	45.5

MOVEMENT SUMMARY

Site: [37] Albany Hwy - Access 3 - 2036 - PM (2036)
Network: [6] PM (2036)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	202	30.0	202	30.0	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
6	R2	All MCs	19	40.0	19	40.0	0.020	5.1	LOS A	0.1	1.1	0.38	0.53	0.38	20.1
Approach			221	30.9	221	30.9	0.158	0.4	NA	0.1	1.1	0.03	0.05	0.03	43.1
North: Access 3															
7	L2	All MCs	22	40.0	22	40.0	0.095	1.5	LOS A	0.3	4.2	0.50	0.42	0.50	9.5
9	R2	All MCs	23	40.0	23	40.0	0.095	9.8	LOS A	0.3	4.2	0.50	0.42	0.50	9.5
Approach			45	40.0	45	40.0	0.095	5.7	LOS A	0.3	4.2	0.50	0.42	0.50	9.5
West: Albany Hwy															
10	L2	All MCs	15	40.0	15	40.0	0.142	5.0	LOS A	0.0	0.0	0.00	0.04	0.00	31.5
11	T1	All MCs	165	28.1	165	28.1	0.142	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.8
Approach			180	29.1	180	29.1	0.142	0.4	NA	0.0	0.0	0.00	0.04	0.00	45.6
All Vehicles			446	31.1	446	31.1	0.158	1.0	NA	0.3	4.2	0.07	0.08	0.07	38.8

MOVEMENT SUMMARY

Site: [38] Albany Hwy - Access 4 - 2036- PM (2036)
Network: [6] PM (2036)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

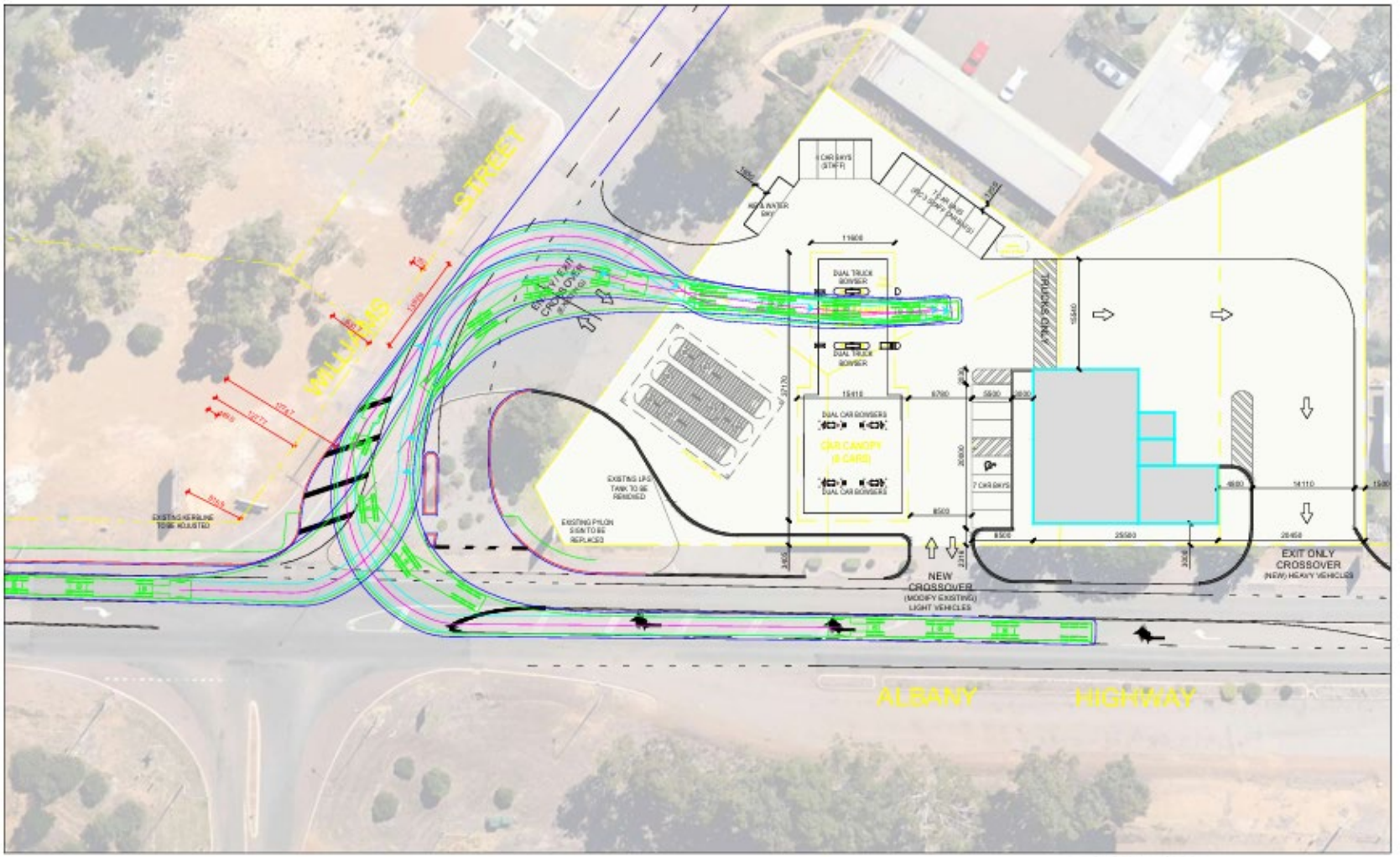
NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
East: Albany Hwy															
5	T1	All MCs	220	30.0	220	30.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach			220	30.0	220	30.0	0.086	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Access 4															
7	L2	All MCs	2	100.0	2	100.0	0.004	2.7	LOS A	0.0	0.3	0.42	0.23	0.42	24.3
9	R2	All MCs	1	100.0	1	100.0	0.006	16.7	LOS C	0.0	0.4	0.68	0.61	0.68	4.2
Approach			3	100.0	3	100.0	0.006	7.4	LOS A	0.0	0.4	0.51	0.36	0.51	18.6
West: Albany Hwy															
11	T1	All MCs	187	28.1	187	28.1	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach			187	28.1	187	28.1	0.146	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles			411	29.7	411	29.7	0.146	0.1	NA	0.0	0.4	0.00	0.00	0.00	49.5

Appendix C

TURN PATH ANALYS



BP Williams Redevelopment

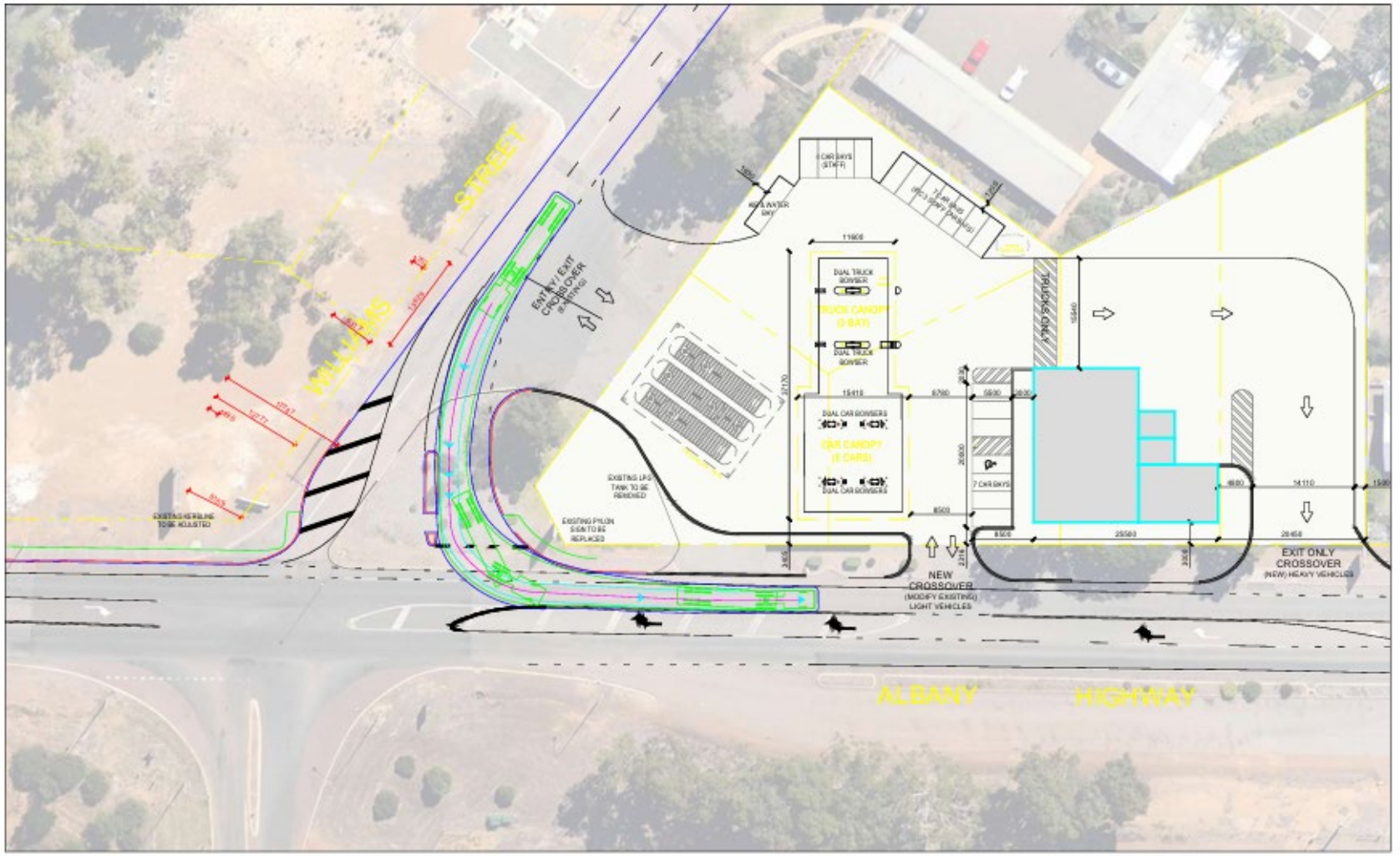
Intersection Albany Highway and Williams Street Modification

Main Roads WA: 36.5m B-Triple Truck (20m Turn Radius)

t20.012.sk30a

31/10/2025

Scale: 1:500 @ A3



BP Williams Redevelopment

Intersection Albany Highway and Williams Street Modification

Main Roads WA: 19m Semi-Trailer (15m Turn Radius)

t20.012.sk31a

31/10/2025

Scale: 1:500 @ A3

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Environmental Noise Assessment - Service Station

Corner of Albany Highway and William Street, Williams

Reference: 250910721-01

Prepared for:
Great Southern Fuel Supplies

Reference: 250910721-01

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
29-Jun-26	0	Issued to Client	Matt Moyle	Matt Nolan

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Great Southern Fuel Supplies to undertake a noise assessment for a proposed service station to be located at the Corner of Albany Highway and William Street, Williams. This report considered noise emissions from the proposed service station to surrounding properties by way of noise modelling of mechanical plant, air service equipment, deliveries, vehicles and fuel bowsers.

The predicted noise levels are expected to achieve compliance noting the noise wall proposed is between 2.6m to 3.4m in height and is to be free of gaps, constructed of a material with minimum surface mass of 15 kg/m^2.

1. INTRODUCTION

Lloyd George Acoustics was engaged by Great Southern Fuel Supplies to undertake an environmental noise assessment for a proposed service station to be located at Corner of Albany Highway and William Street, Williams (refer *Figure 1-1*) with the site plan shown in *Figure 1-2* and full Development Application (DA) plans provided in *Appendix A*.

Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed service station will be open 7 days a week, 24-hours a day. With regard to noise emissions, consideration is given to noise at neighbouring properties from mechanical plant, air servicing equipment, deliveries, vehicles and fuel bowsers, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report

Figure 1-2: Proposed Site Plan

2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

"7. Prescribed standard for noise emissions

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1 Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

Table 2-2 Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as between 0-1 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor at the receiving locations.

Table 2-3 Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+1 dB IF 6 William Street, 10 Albany Hwy Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	46	56	66
	0900 to 1900 hours Sunday and public holidays (Sunday)	41	51	66
	1900 to 2200 hours all days (Evening)	41	51	56
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	36	46	56
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as "*a period of time of not less than 15 minutes, and not exceeding 4 hours, determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission*". An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The service station car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors and refrigeration units on trucks however are assessed, since these are not part of the propulsion or braking system.

It is understood that bulk refuelling is done during the daytime and gravity fed (no pump) with the engine turned off. As such, this activity is not assessed as noise impact is considered negligible.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.1* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of wind and are considered appropriate given the relatively short source to receiver distances. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4*:

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights and combined with the site plan, including a 1.2-metre high parapet around the store building.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5 metres with receivers 1.4 metres above ground.

The proposal does include a solid barrier, which is to be 3.4m high on the eastern boundary and progressing down to 2.6m along the southern site boundary.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers and noise sources identified.

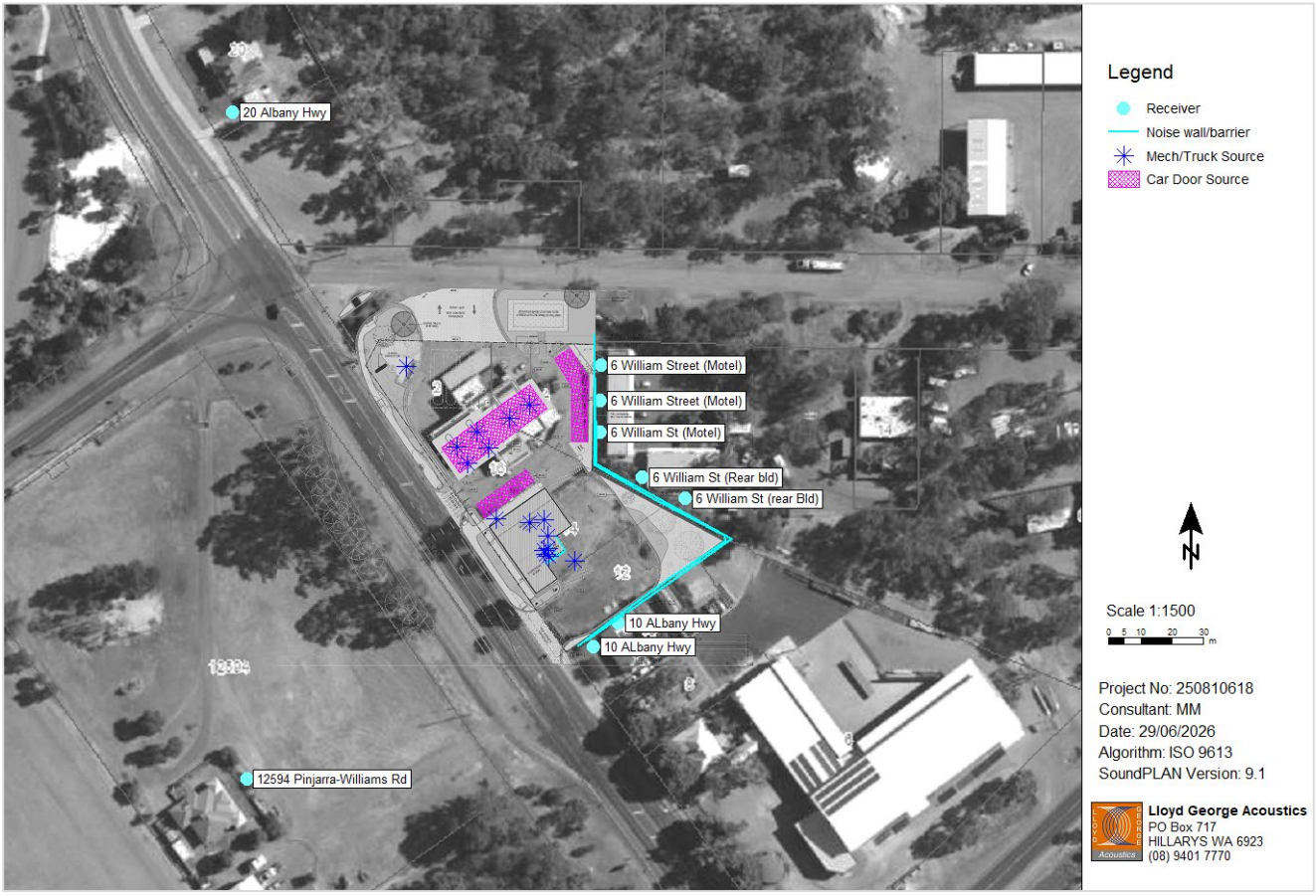


Figure 3-1: Overview of Noise Model

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads and 0.5 (50%) elsewhere, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
Fuel Bowsers x 6	-	65	68	65	67	65	59	50	**71**
Air Service Alarm – L_{max}	-	-	-	-	-	91	96	92	**99**
General Exhaust Fan x 2	72	70	64	61	53	53	51	45	**63**
Toilet Exhaust Fan	-	61	67	61	64	60	52	46	**67**
Generic AC 25 kW Condensers x 3	-	77	75	72	70	67	62	56	**75**
Pulford Silenced Compressor	73	72	75	71	67	63	59	51	**73**
Ice Box Compressor	51	61	61	63	63	59	56	47	**68**
Truck/Car Door Closings – L_{max}	71	74	77	81	80	78	72	61	**84**
Medium Refrigerated Delivery Truck – L_1	99	91	86	88	83	81	79	75	**90**

The following is noted in relation to *Table 3-2*:

- Mechanical plant sound levels are estimated from previous projects;
- Exhaust fans are located 0.5m above roof;
- The AC Condensers and Pulford Compressor are located in the service yard, 1.0m above ground level;
- The Ice Box is located at the front of the Store, 1.6m above ground level;
- Fuel bowsers, air service alarm and car doors are modelled as 1.0m above ground level;
- Refrigerated truck condenser is modelled at 2.3m above ground, one is assumed refuelling, and when delivering, is in the designated delivery space near the new store room;
- All noise sources are assumed to be L_{A10} unless noted otherwise.

4. RESULTS AND ASSESSMENT

Noise modelling was undertaken for the following scenarios:

- Night-time (L_{A10}) – Includes all L_{A10} noise sources of *Table 3-2*;
- Night-time (L_{A1}) – Includes a refrigerated truck in the loading area (cold deliveries) and a refrigerated truck refuelling in the truck canopy area;
- Night-time (L_{Amax}) – Considers car door closings and air service alarm.

4.1. Scenario 1 – All Plant L_{A10}

The results for normal night-time operations are provided in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor. Noise levels are adjusted by + 5 dB for potential tonal characteristics and assessed against the night-time L_{A10} assigned level.

Table 4-1: Scenario 1 Predicted Levels and Assessment, dB L_{A10}

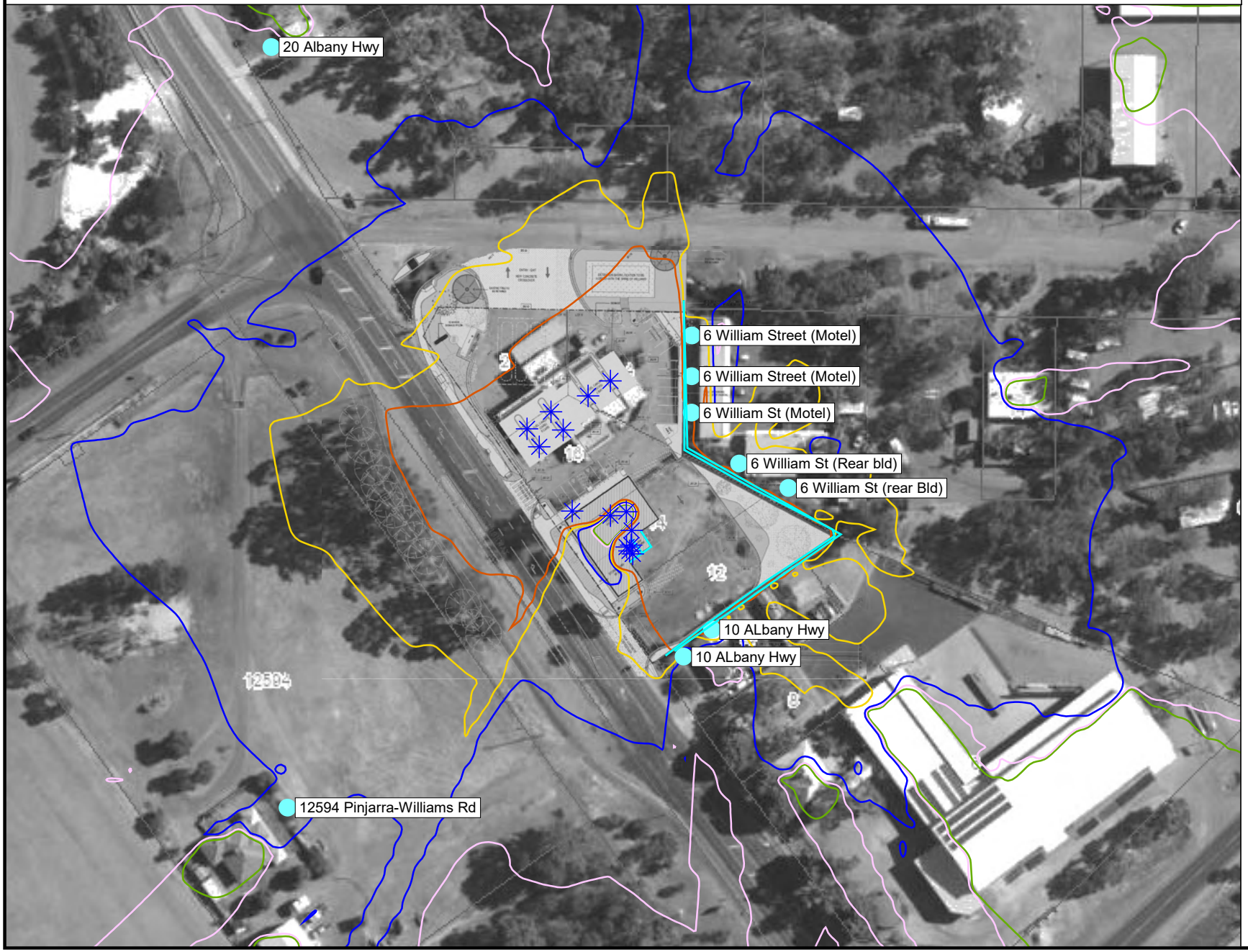
Receiver	Fuel Bowsers	Mech Plant*	Ice Box	Total*	Assigned Level	Assessment
6 William St (Motel)	25	28	19	30	**36**	*Complies*
6 William St (Rear bld)	27	33	26	34	**36**	*Complies*
10 Albany Hwy	18	32	28	34	**36**	*Complies*
20 Albany Hwy	27	19	14	28	**35**	*Complies*
12594 Pinjarra-Williams Rd	22	22	16	26	**35**	*Complies*

* Adjusted by + 5 dB for tonality

From the above it is evident compliance is achieved. Mechanical plant should be verified at detailed design to ensure compliance.

Figure 4-1 Scenario 1: Night Noise Ground Floor (1.5m AGL), dB L_{A10}

BP Redevelopment, Williams - With 3.4m-2.6m high walls



Predicted Noise level

	= 30
	= 35
	= 40
	= 45
	= 50

Legend

- Receiver
- Fence
- Mech/Truck Source

N

Scale 1:1500

0 5 10 20 30 m

Project No: 250810618
Consultant: MM
Date: 29/06/2026
Algorithm: ISO 9613
SoundPLAN Version: 9.1

Lloyd George Acoustics
PO Box 717
HILLARYS WA 6923
(08) 9401 7770

4.2. Scenario 2 – Refrigerated Trucks L_{A1}

The predicted noise levels from refrigerated trucks are provided in *Table 4-2*. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor. Noise levels are adjusted by + 5 dB for potential tonal characteristics and assessed against the night-time L_{A1} assigned level due to the shorter duration of this noise source. This assumes deliveries will take less than 24 minutes in a 4-hour period, which is considered sufficient time for a small scale store.

Table 4-2: Scenario 2 Predicted Levels and Assessment, dB L_{A1}

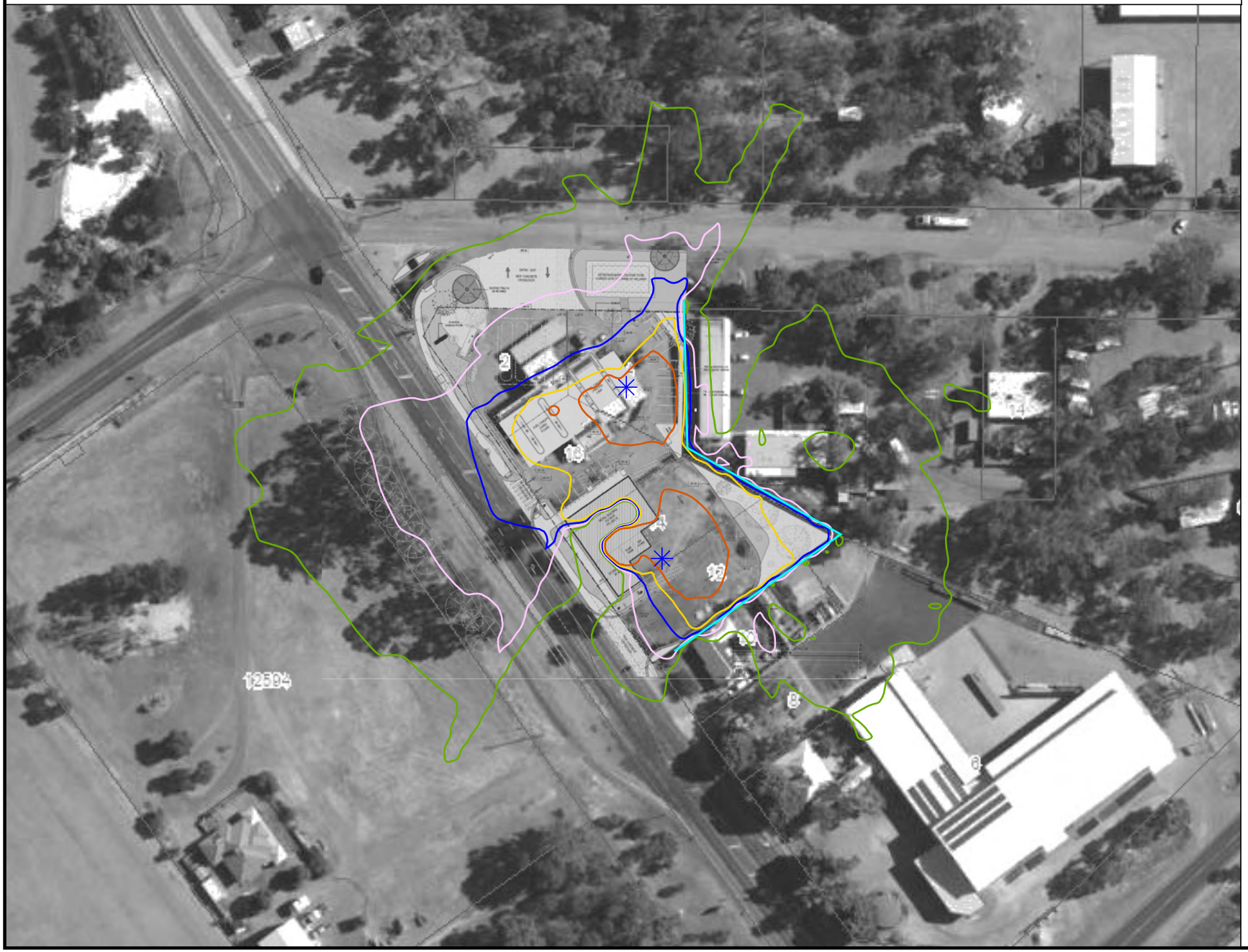
Receiver	Delivery Truck*	Refuelling Cold Truck*	Predicted Noise Level*	Night-time Assigned Level	Assessment
6 William St (Motel)	43	38	**44**	**46**	*Complies*
6 William St (Rear bld)	42	42	**45**	**46**	*Complies*
10 Albany Hwy	38	42	**43**	**46**	*Complies*
20 Albany Hwy	30	25	**32**	**45**	*Complies*
12594 Pinjarra-Williams Rd	38	21	**38**	**45**	*Complies*

* Adjusted by + 5 dB for tonality

From the above, it is evident compliance is achieved. The assessment assumed deliveries and refuelling is short term in nature, where extended deliveries occur, the truck engines and condensing units should be shut off on parking.

Figure 4-2 Scenario 2: Night Truck Noise Ground Floor (1.5m AGL), dB L_{A1}

BP Redevelopment, Williams - With 3.4m-2.6m high walls



Predicted Noise level

= 40
= 45
= 50
= 55
= 60

Legend

Receiver
Noise Wall
Truck Source

N

Scale 1:1500

0 5 10 20 30 m

Project No: 250810618
Consultant: MM
Date: 29/06/2026
Algorithm: ISO 9613
SoundPLAN Version: 9.1

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4.3. Scenario 3 – Night L_{Amax}

The results for night-time L_{Amax} scenario (car doors and air service alarm) are provided in *Table 4-3*. A noise contour plot (non-cumulative) is also provided in *Figure 4-3* showing noise levels at ground floor. Car door closing noise levels are adjusted by + 10 dB for impulsiveness and air service alarms adjusted by + 5 dB for tonality and assessed against the night-time L_{Amax} assigned level.

Table 4-3: Scenario 3 Predicted Levels and Assessment, dB L_{Amax}

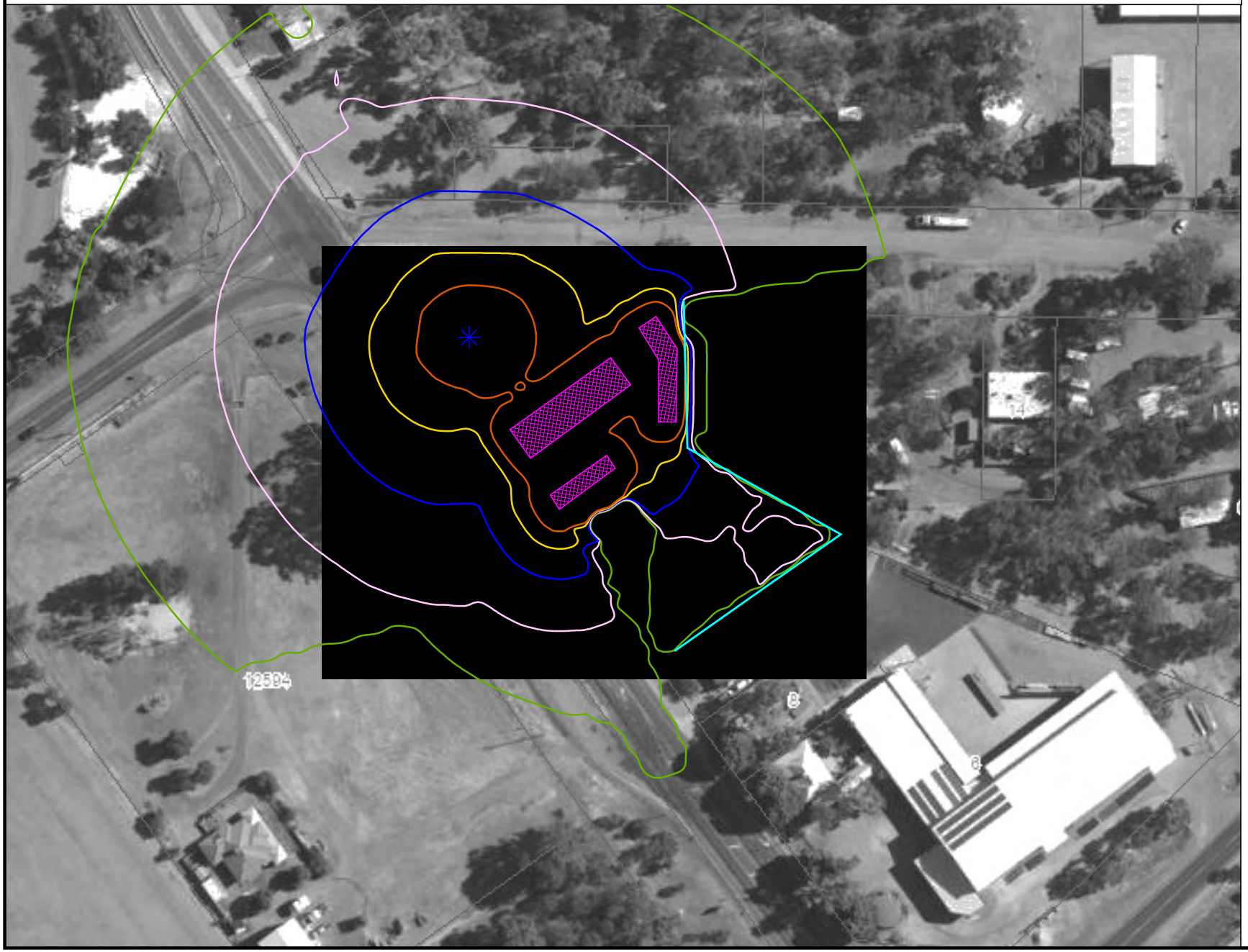
Receiver	Air Service Alarm*	Car Door Closing#	Maximum	Assigned Level	Assessment
6 William St (Motel)	37	53	**53**	**56**	*Complies*
6 William St (Rear bld)	38	45	**45**	**56**	*Complies*
10 Albany Hwy	28	36	**36**	**56**	*Complies*
20 Albany Hwy	46	38	**46**	**55**	*Complies*
12594 Pinjarra-Williams Rd	40	38	**40**	**55**	*Complies*

* Adjusted by + 5 dB for tonality
# Adjusted by + 10 dB for impulsiveness

From the above, it is evident compliance is achieved at all locations at night and therefore at all other times.

Figure 4-3 Scenario 3: Car door and Beeper Noise (1.5m AGL), dB L_{Amax}

BP Redevelopment, Williams - With 3.4m-2.6m high walls



Predicted Noise level

= 40
= 45
= 50
= 55
= 60

Legend

Receiver
Noise Wall
Air Beeper
Car Park Area Source

N

Scale 1:1500

0 5 10 20 30 m

Project No: 250810618
Consultant: MM
Date: 29/06/2026
Algorithm: ISO 9613
SoundPLAN Version: 9.1

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5. RECOMMENDATIONS

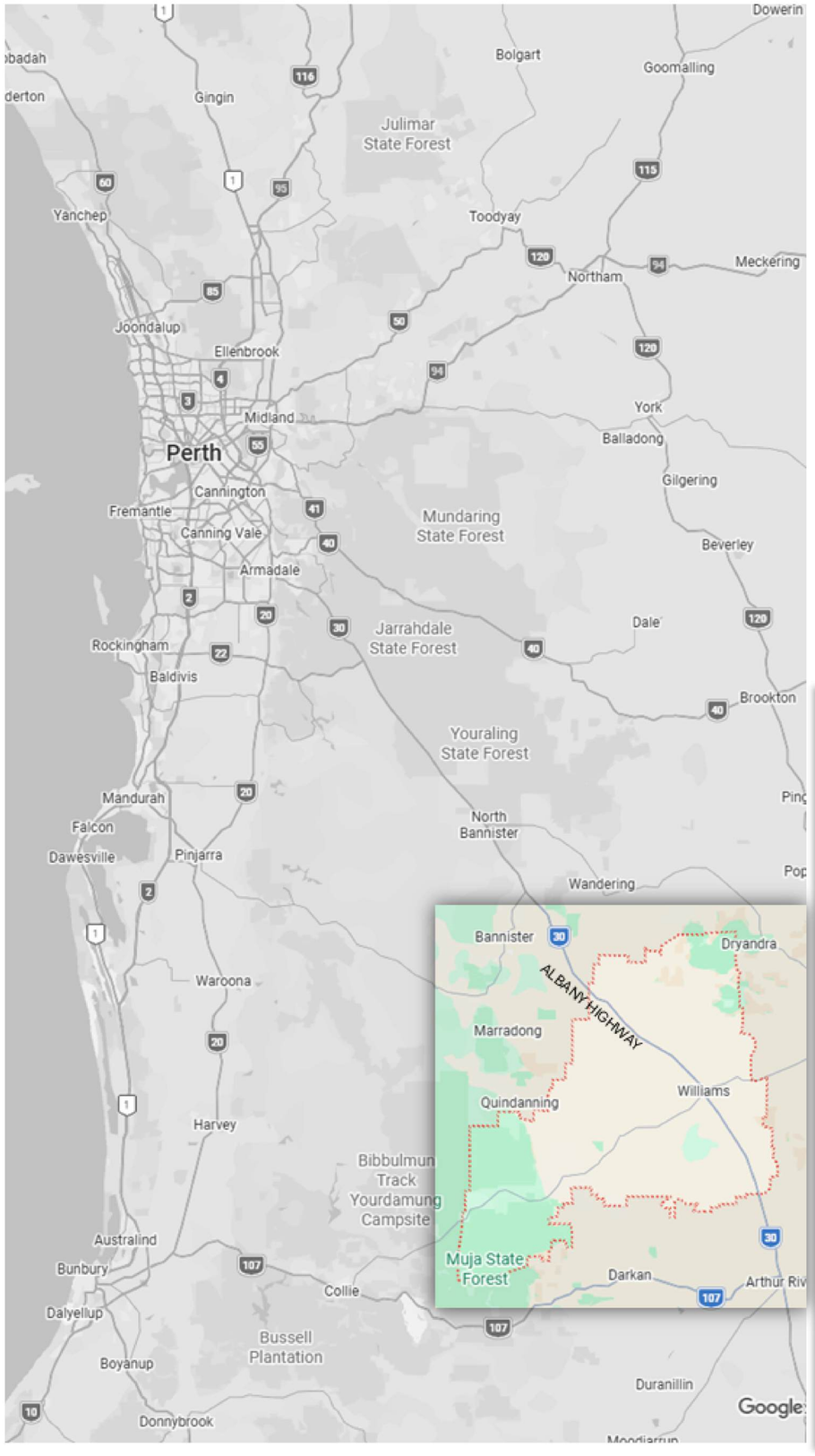
The assessment has demonstrated that noise from the proposed service station complies with the assigned levels, determined in accordance with the *Environmental Protection (Noise) Regulations 1997*, at all times.

The noise barriers proposed are demonstrated to be effective, provided it is free of gaps and of minimum surface mass of 15kg/m^2 and of the extents and heights shown on the plans of Appendix A.

To further minimise noise impacts, the following are provided for best practice:

- Deliveries:
  - All delivery vehicles are to be encouraged to have broadband type reversing alarms rather than standard tonal alarms;
  - Where possible, engines shall be turned off during delivery;
  - Deliveries are to be encouraged during the daytime rather than night-time;
- Any refrigerated trucks refuelling should do so with their condensing units switched off or to be parked facing northward.
- Any external music or the like shall be at low level and inaudible at noise sensitive premises;
- Mechanical plant:
  - Once the mechanical plant has been designed and selected, the noise levels shall be reviewed prior to Building Permit;
  - All exhaust fans shall be located inside the ceiling void and shall be axial fan type, allowing the incorporation of an attenuator if required;
  - All fans shall be variable speed drive so that maximum speed is only occurring when necessary with demand;
  - Air-conditioning shall have a 'night' / 'quiet' mode option, in case required for prior to 7.00am operation, subject to final detailed analysis;
  - All plant shall be selected for quiet operation;
  - All plant is to be appropriately vibration isolated to 95% isolation efficiency.
- Waste collection to be during the day 0700-2200 hours, Mondays to Saturdays;
- Car park drainage grates or similar to be plastic or metal with rubber gasket and secured to avoid excess banging.

Appendix A – Development Plans



SITE LOCATION - WILLIAMS

SUBJECT SITE

BP WILLIAMS

CORNER ALBANY HIGHWAY & WILLIAMS STREET

INTERIM ISSUE ONLY
DATE : 05/06/2026

DRAWING LIST

Sheet Number	Sheet Name	Current Revision	Current Revision Date
SK-21	COVER PAGE	F	05/06/2026
SK-22	PROPOSED SITE PLAN	F	05/06/2026
SK-23	ROAD HOUSE - PROPOSED FLOOR PLAN	F	05/06/2026
SK-24	PROPOSED ELEVATIONS A & B	F	05/06/2026
SK-25	PROPOSED ELEVATIONS C & D	F	05/06/2026
SK-26	FUEL CANOPY -PROPOSED PLAN & ELEVATIONS	F	05/06/2026
SK-27	PROPOSED SIGNAGES	F	05/06/2026
SK-28	PROPOSED ARTIST IMPRESSIONS (1 OF 3)	F	05/06/2026
SK-29	PROPOSED ARTIST IMPRESSIONS (2 OF 3)	F	05/06/2026
SK-30	PROPOSED ARTIST IMPRESSIONS (3 OF 3)	F	05/06/2026

revision/ issue	description	drawn by	check by	date
F	LANDSCAPE & CIVIL UPDATED	BR	AK	05/06/2026
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: COVER PAGE
scale:
date: 05/06/2026
project no: 112.25
dwg no: SK-21
rev: F

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262.98	PROPOSED LEVELS
262.98	EXISTING SITE LEVELS

SITE AREA

LOT 9	:	1022 SQ.M
LOT 10	:	1057 SQ.M
LOT 11	:	1022 SQ.M
LOT 12	:	1007 SQ.M
LOT 13	:	1131 SQ.M
TOTAL	**:**	**5239 SQ.M**

LANDSCAPE AREA : 860 SQ.M

LANDSCAPE PERCENTAGE : 16.4 %

1 / - SITE PLAN
1 : 250

INTERIM ISSUE ONLY
DATE: 05/06/2026

N

revision/ issue	description	drawn by	check by	date
F	LANDSCAPE & CIVIL UPDATED	BR	AK	05/06/2026
E	ISSUED FOR LANDSCAPE CONSULTANT	BR	AK	25/05/2026
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: PROPOSED SITE PLAN
scale: 1 : 250
date: 05/06/2026
project no: 112.25
dwg no: SK-22
rev: F

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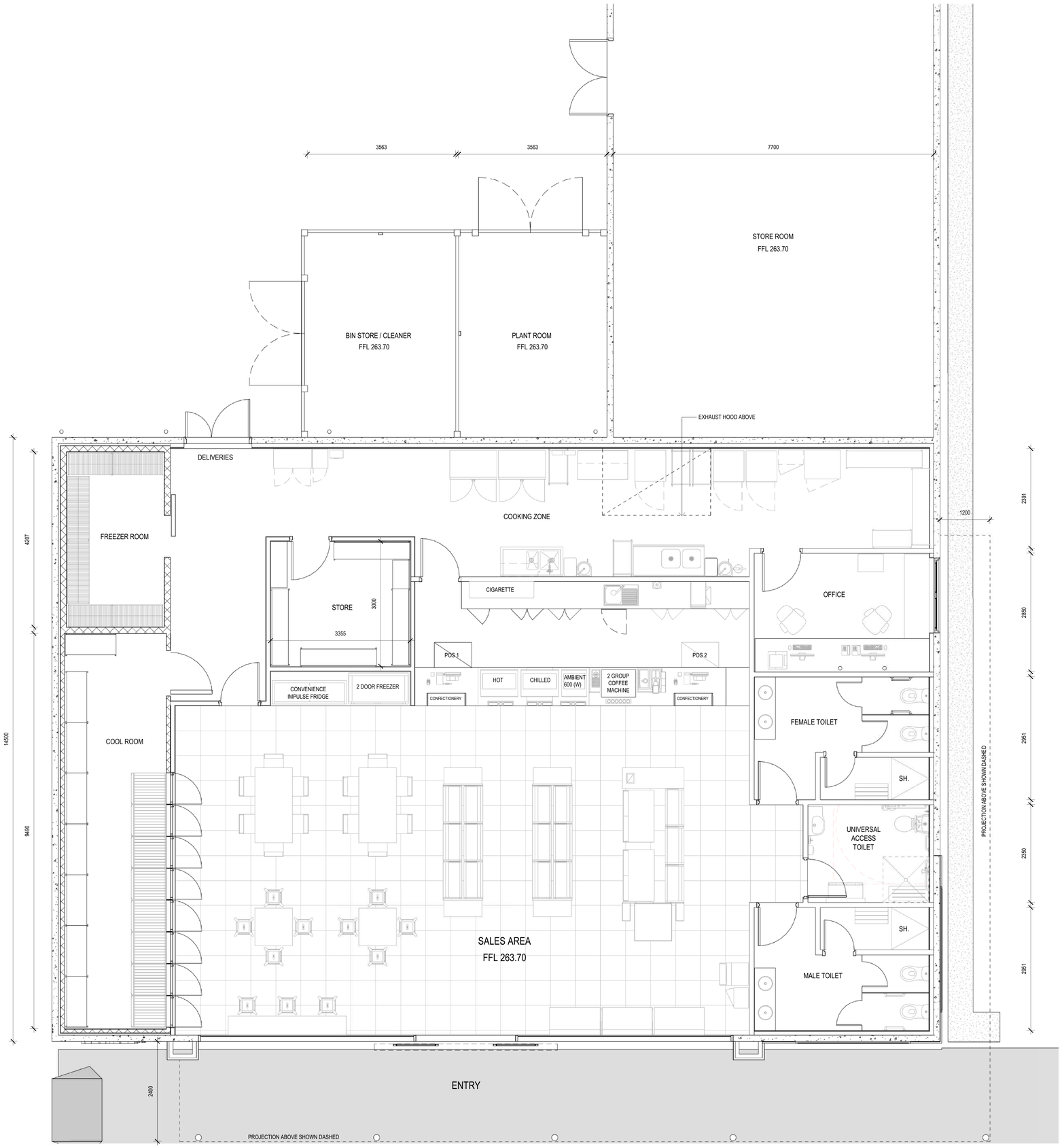

1 GROUND FLOOR
1 : 50

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DATE: 05/06/2026

revision/ issue	description	drawn by	check by	date
F	LANDSCAPE & CIVIL UPDATED	BR	AK	05/06/2026
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
ROAD HOUSE - PROPOSED FLOOR PLAN

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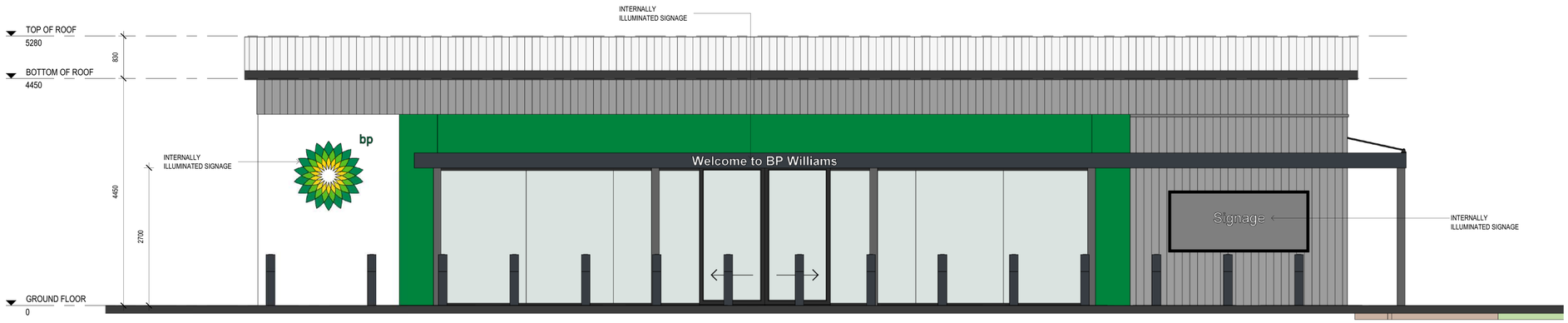
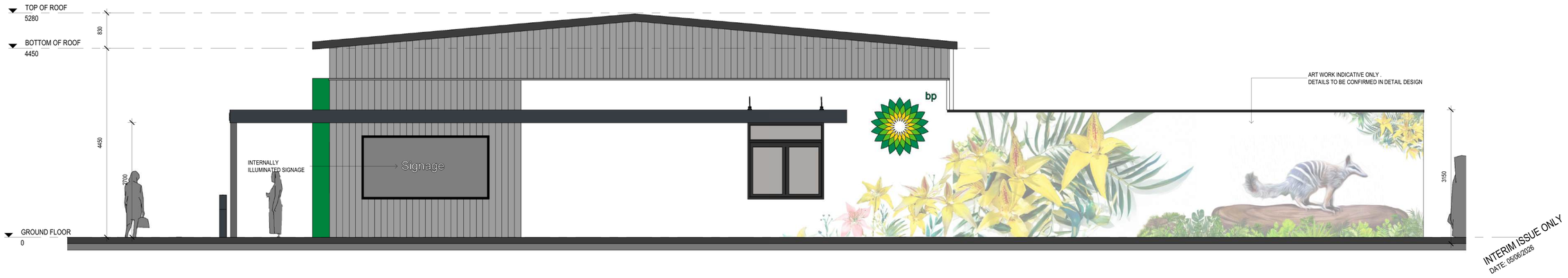
scale 1 : 50 (A1 SHEET)
date 05/06/2026
project no 112.25
dwg no SK-23
rev F



1 / - ELEVATION A
1 : 50



2 / - ELEVATION B
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D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ELEVATIONS A & B

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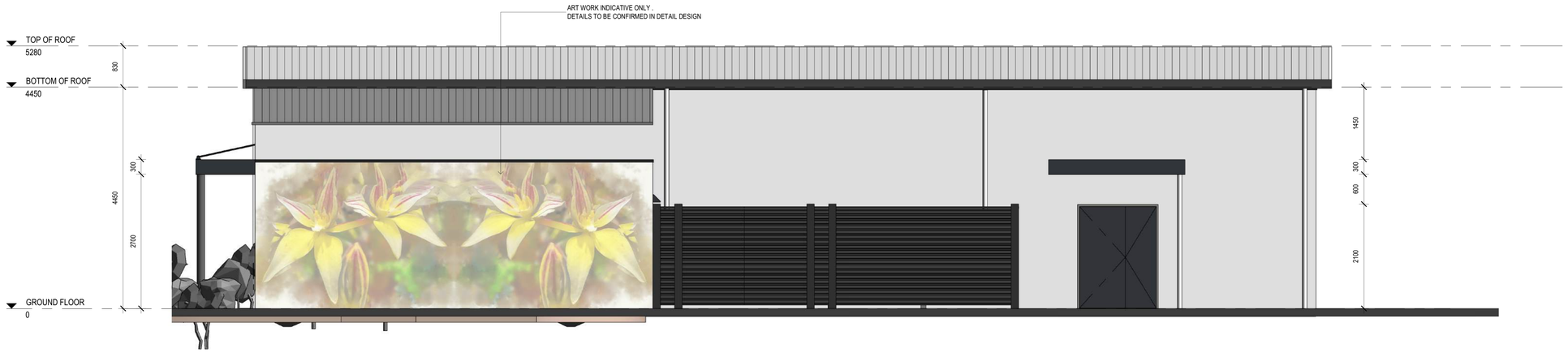
112.25

dwg no
SK-24

rev
F



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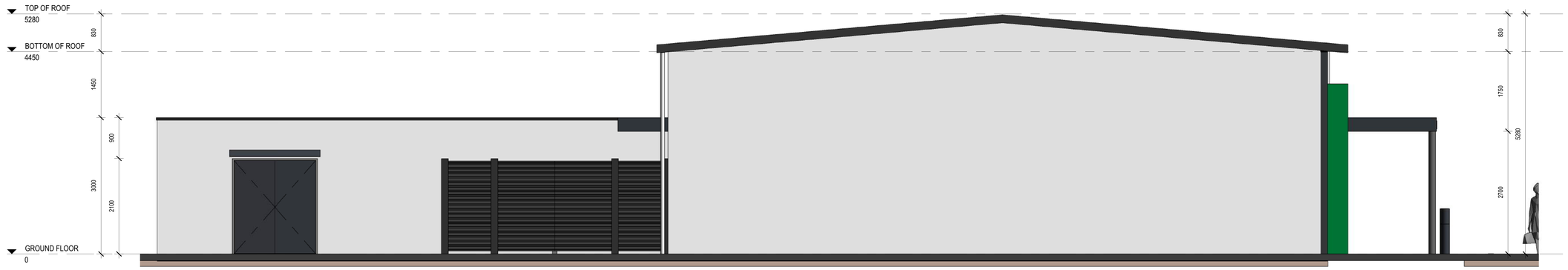
1 : 50



2 - ELEVATION D

1 : 50

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DATE: 05/06/2026

revision/ issue	description	drawn by	check by	date
F	LANDSCAPE & CIVIL UPDATED	BR	AK	05/06/2026
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ELEVATIONS C & D

scale
1 : 50
(A1 SHEET)

date
05/06/2026

project no
112.25

dwg no
SK-25

rev
F

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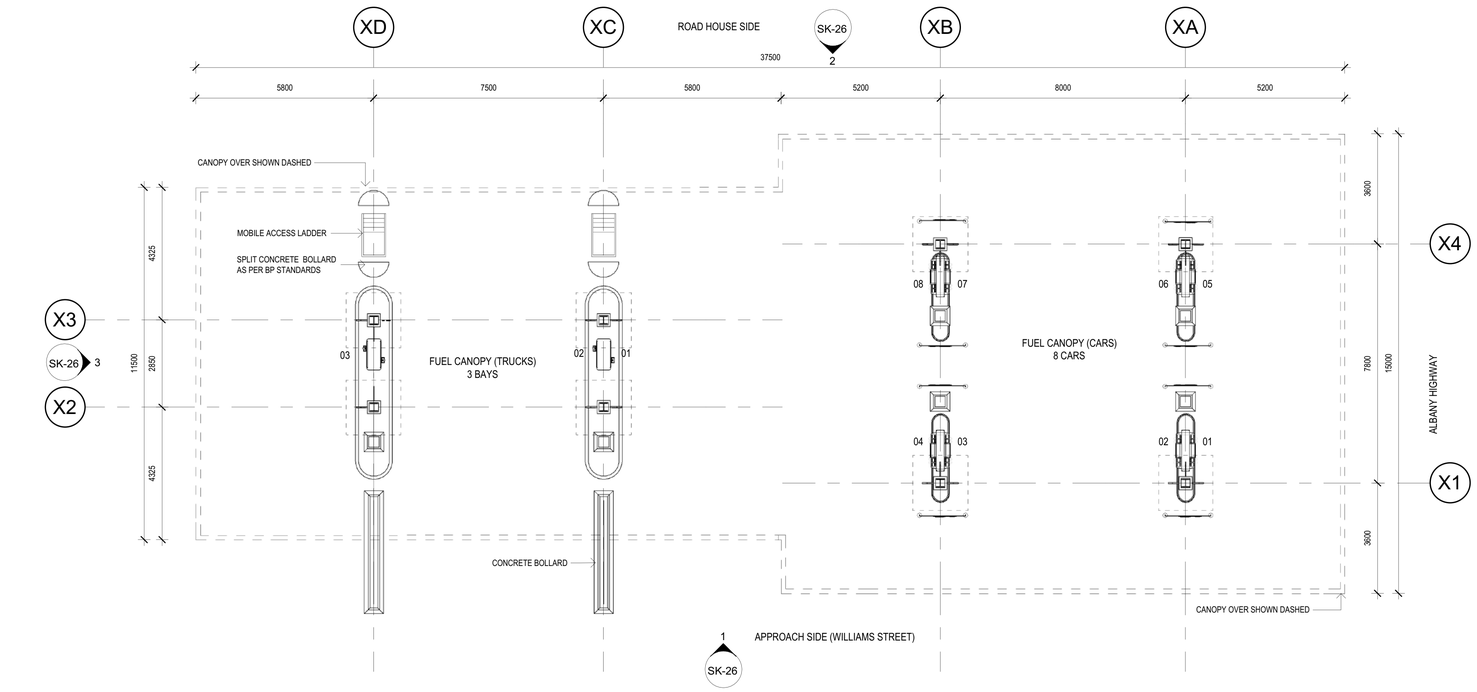

5 FUEL CANOPY FLOOR PLAN
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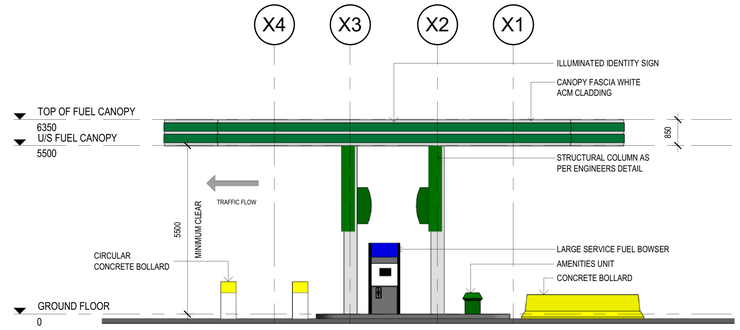

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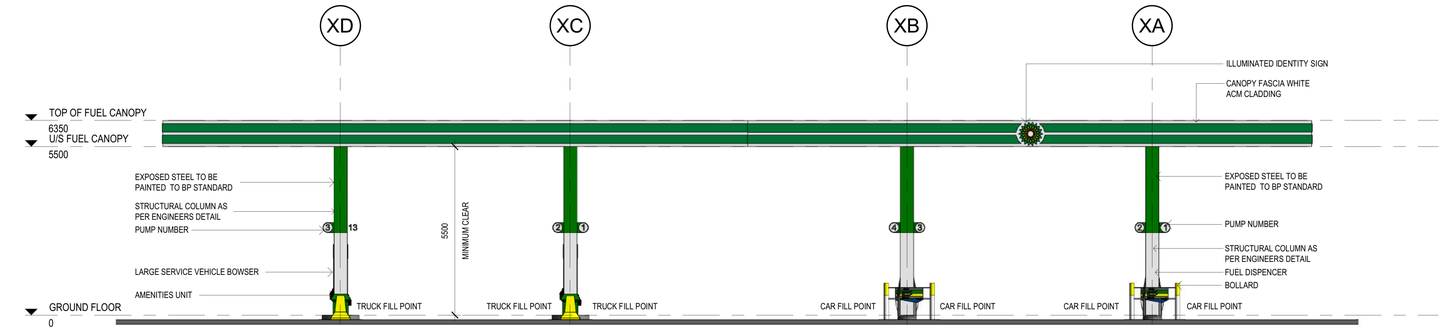

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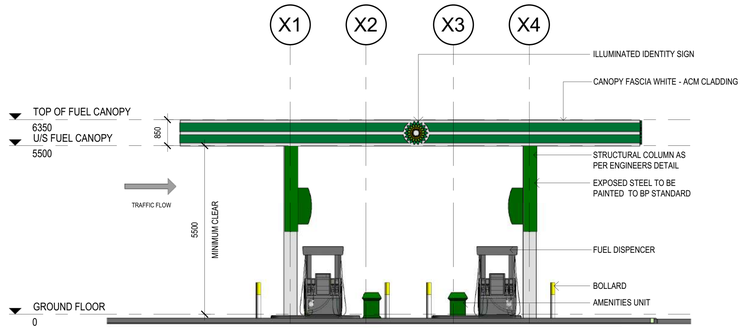
- 1 : 100



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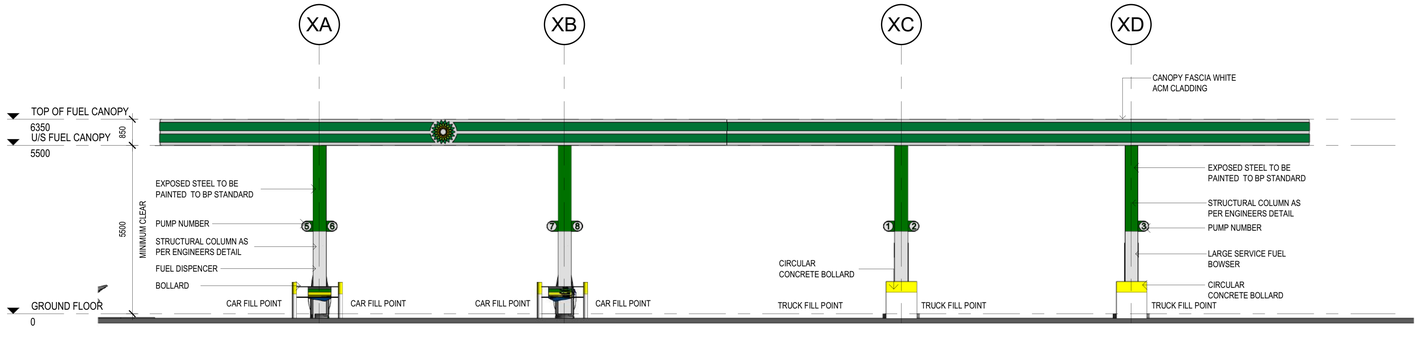

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C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
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FUEL CANOPY -PROPOSED
PLAN & ELEVATIONS

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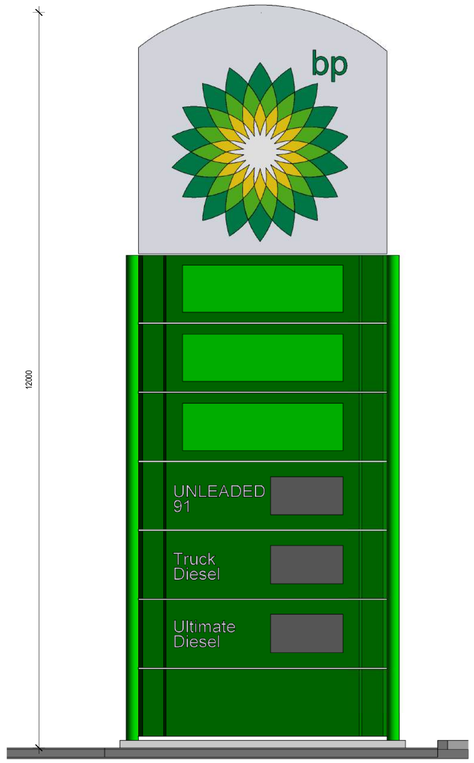
date 05/06/2026
project no 112.25
dwg no SK-26
rev F



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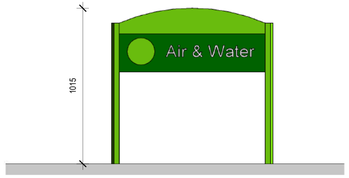

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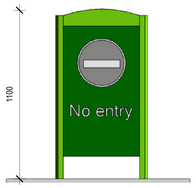

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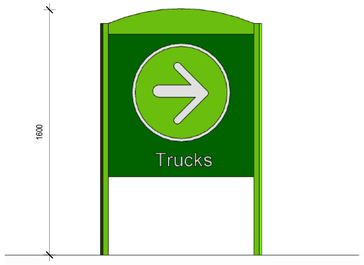

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location
CNR ALBANY HIGHWAY & WILLIAMS STREET

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location
CNR ALBANY HIGHWAY & WILLIAMS STREET

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scale

date 05/06/2026

project no 112.25

dwg no SK-28

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location
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location
CNR ALBANY HIGHWAY & WILLIAMS STREET

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PROPOSED ARTIST IMPRESSIONS (3 OF 3)

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Appendix B – Influencing Factor Calculation

The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\text{TypeA}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\text{TypeB}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for a major road (>15,000 vpd) within 450m

= 6 for a major road within 100m

The nearest noise sensitive premises are identified as:

- 6 William Street
- 10 Albany Highway
- 20 Albany Highway
- 12594 Pinjarra-Williams Road

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises, with this also shown on *Figure B-1* for 6 William Street.

Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
6 William, 10 Albany	Type A - Industrial and Utility	0	1
	Type B – Commercial	22	3
All Others	Type A - Industrial and Utility	0	1
	Type B – Commercial	0	3

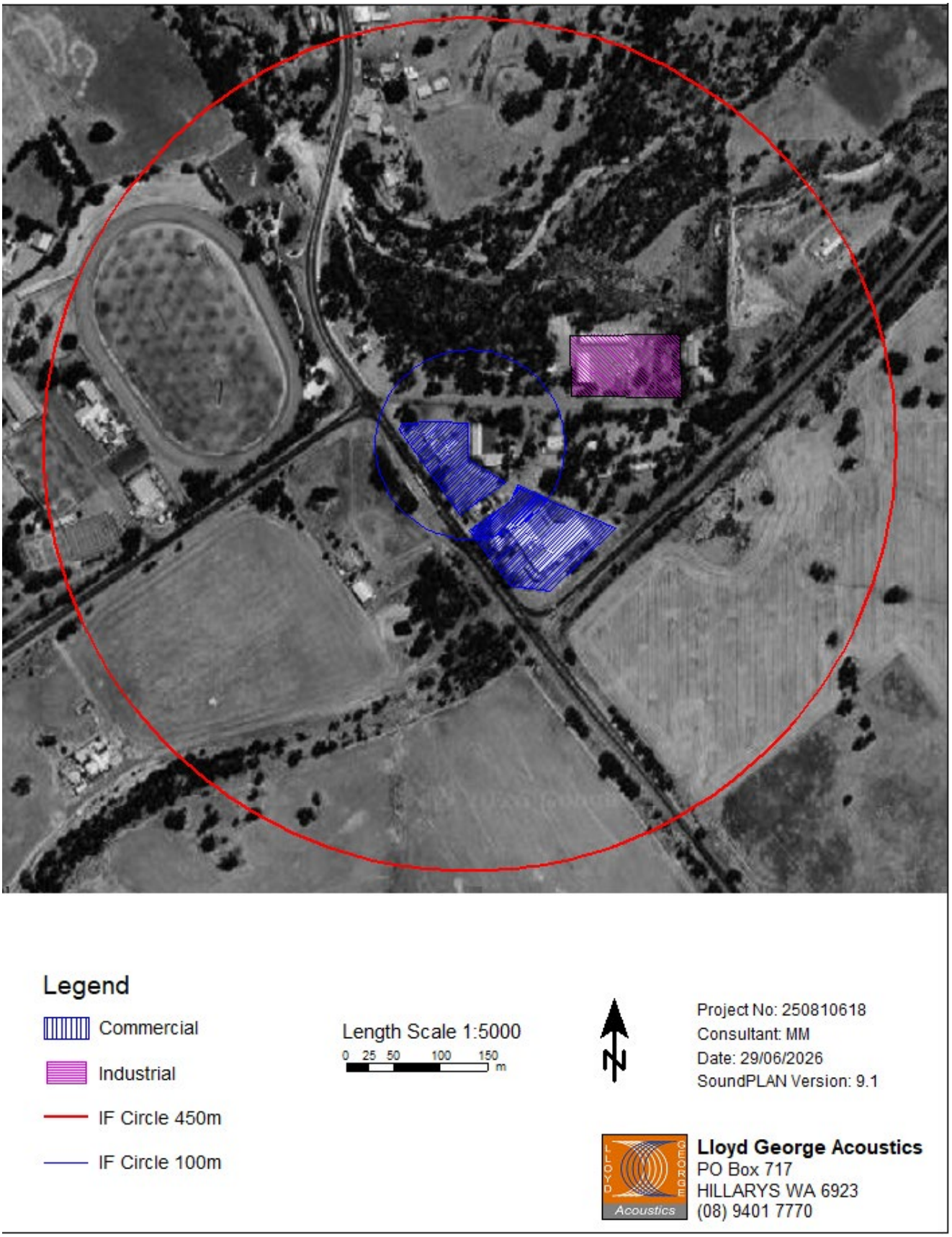


Figure B-1: Land Types within 100m and 450m Radii of 6 William St

Table B-2 combines the percentage land types and Transport Factor to calculate the influencing factor.

Table B-2: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
6 William, 10 Albany	0.1	1.2	0	**1**
All Others	0.1	0.1	0	**0**

The influencing factor calculated in *Table B-2* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

Appendix C – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

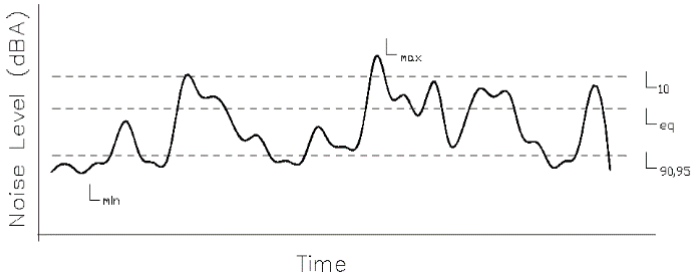
- **Major Road**

Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

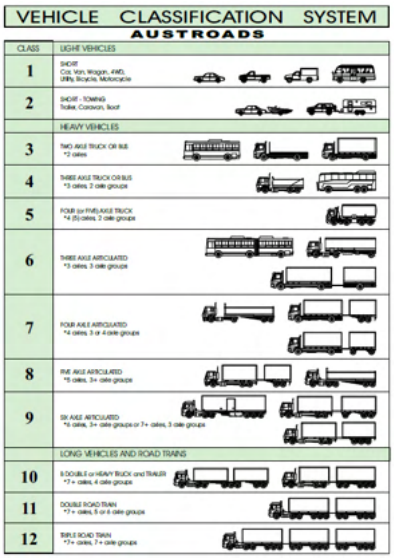
- **Secondary / Minor Road**

Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

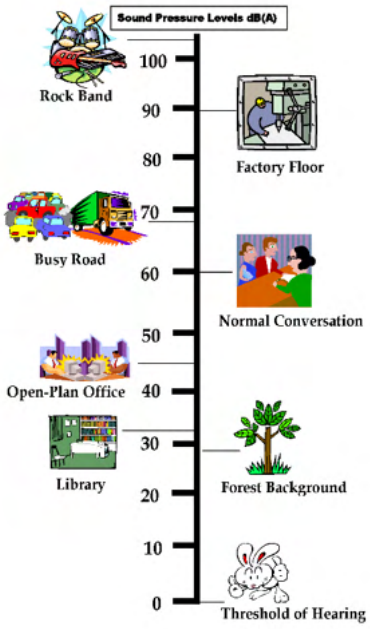
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



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Bushfire Management Plan

Development Application: BP Williams
Lots 9, 10, 11, 12 & 13 Albany Highway, Williams

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Bushfire Management Plan

Development Application: BP Williams
Lots 9, 10, 11, 12 & 13 Albany Highway, Williams

Report No:
A25.299-RPT-BMP_0_FINAL
Issue Date:
11-Jun-2026
Status
FINAL

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11-Jun-2026	**11-Jun-2026**	**11-Jun-2026**

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Appendices

Appendix A: Classified Vegetation Photos

1. Introduction

1.1 Proposal Details

Great Southern Fuel Supplies is seeking to progress a development application for Lots 9 to 13 Albany Highway, Williams (hereafter referred to as the subject site, Figure 1). The proposed development will result in an intensification of land use and involves the redevelopment of the existing BP service station, demolishing existing buildings and infrastructure to facilitate the development of new fuel canopies, retail building and incidental storage, carparking and accessways (Figure 2).

The subject site is within a designated bushfire prone area as per the *Western Australia State Map of Bush Fire Prone Areas* (DFES, 2024; Figure 3), which triggers bushfire planning requirements under *State Planning Policy 3.7 Bushfire* (SPP 3.7; WAPC, 2024a) and reporting to accompany submission of the development application in accordance with the associated *Planning for Bushfire Guidelines* (the Guidelines; WAPC, 2024b).

Western Environmental Approvals Pty Ltd (WEPL) was commissioned to prepare a Bushfire Management Plan (BMP) to support the development application. This BMP has been prepared by Assistant Bushfire Consultant Fraser Wray and Principal Bushfire Consultant Dylan Wray (FPAA BPAD Level 3 Certified Practitioner No. BPAD44656).

1.1.1 Site context

The subject site is located within City of Williams with Lot 9 to Lot 11 zoned commercial, Lot 12 to Lot 14 is zoned residential under the Shire of Williams Scheme No. 2. South and west of the subject site is bound to Albany Highway, Williams Street to the north and east bound by Narrogin Road. The subject site contains a mixture of vacant residential lots compromising of low threat vegetation and pre-established fuel station with accompanying amenities.

1.2 Purpose and Application of the BMP

This BMP has been prepared in accordance with SPP 3.7 and the Guidelines to support the assessment of the development application for the subject site submitted to the Development Assessment Panel (DAP).

In addition, this BMP provides strategies and guidance to reduce the level of bushfire risk exposure for the subject site through implementation of a range of bushfire management measures in accordance with the Guidelines.

2. Environmental Considerations

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

A desktop review of publicly available datasets indicates no environmental values associated with the subject site given it has previously been cleared and contains existing development.

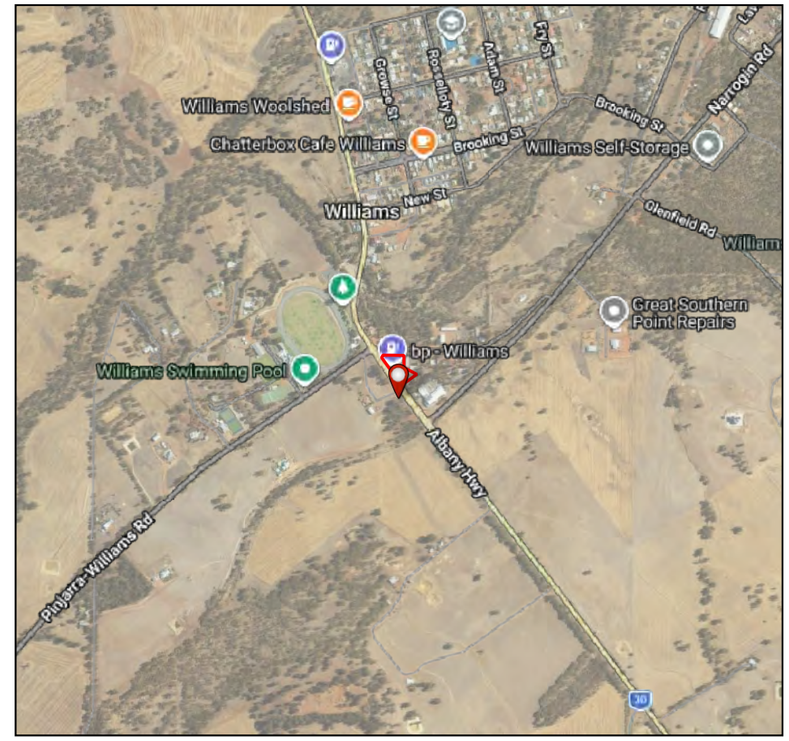
2.1 Native Vegetation - Modification and Clearing

Vegetation to the north and south of the subject site is identified as native vegetation, as shown in Figure 2. However, no native vegetation is identified within the subject site. As such, no native vegetation will require clearing to facilitate the proposed development and bushfire management measures prescribed by this BMP.

WEPL is not aware of any other outstanding environmental approvals required for the proposed development to proceed.

2.2 Revegetation/Landscape Plans

No revegetation is proposed within the subject site with on-site landscaping to be established and maintained in a low threat state, in perpetuity.



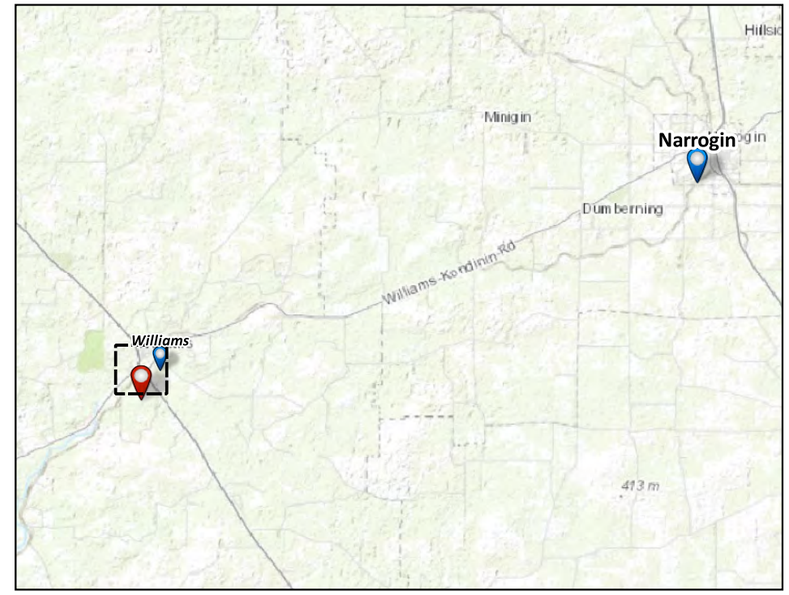


Figure 1: Site Overview

N

0 25 50 75 100 m

PROJECT/REPORT NAME	Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams
SCALE	1:2,100
SHEET SIZE	A3 COLOUR
CLIENT	Great Southern Fuel Supplies
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.299
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY
DRAWN BY / REVIEWED BY	SC/FW
DATE	17/6/2026

Legend

- Subject Site
- Buffer 100m
- Buffer 150m

No	Description	Drawn	Approved	Date
A	Original issue	SC	FW	17/6/2026

NOTES:

Cadastral boundary (LGATE-002). Base map ESRI Topo. Townsites (LGATE-248).

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Figure 2: Site Plan

N 0 6 12 18 24 m	PROJECT/REPORT NAME: Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams	Legend Subject Site Road Subject building Underground Fuel Tanks Landscaping Native Vegetation Extent (DPIRD-005)
SCALE: 1:658 / SHEET SIZE: A3 COLOUR	CLIENT: Great Southern Fuel Supplies	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.299 / VERSION: 0	
DATA SOURCE: LANDGATE AERIAL IMAGERY	DRAWN BY / REVIEWED BY: SC/FW / DATE: 17/6/2026	

No	Description	Drawn	Approved	Date
A	Original issue	SC	FW	17/6/2026

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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Figure 3: Bushfire Prone Areas

N 0 15 30 45 60 m	PROJECT/REPORT NAME: Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams	
SCALE: 1:1,800	SHEET SIZE: A3 COLOUR	CLIENT: Great Southern Fuel Supplies
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.299	VERSION: 0
DATA SOURCE: LANDGATE AERIAL IMAGERY	DRAWN BY / REVIEWED BY: SC/FW	DATE: 17/6/2026

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Road
- Subject building
- Underground Fuel Tanks

Bush Fire Prone Area Planning (OBRM-023)

- Bushfire Prone Area 2

No	Description	Drawn	Approved	Date
A	Original issue	SC	FW	17/6/2026

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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3. Bushfire Assessment Results

3.1 Bushfire Assessment Inputs

A bushfire assessment has been undertaken for the proposed development application in accordance with the Guidelines. Inputs to this assessment are detailed below.

3.1.1 Fire Danger Index

A blanket Fire Danger Index (FDI) 80 is adopted for Western Australia, as outlined in *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (SA, 2018).

3.1.2 Pre-Development Vegetation Classification and Slope under Vegetation

Vegetation and effective slope (i.e. slope under vegetation) within the subject site and surrounding 150 m (the assessment area) were assessed on 23/10/2025 in accordance with the Guidelines and AS 3959: 2018.

The pre-development classified vegetation and effective slope for the site from each of the identified vegetation plots are identified below in Table 1 and Figure 4.

Table 1: Pre-Development Classified Vegetation as per AS 3959: 2018

Plot	Vegetation classification	Effective slope
1	Class A Forest	Downslope >0 to 5 degrees
2	Class A Forest	All upslopes and flat land (0 degrees)
3	Class B Woodland	All upslopes and flat land (0 degrees)
4	Class G Grassland	Downslope >0 to 5 degrees
5	Class G Grassland	All upslopes and flat land (0 degrees)
6	Excluded - clause 2.2.3.2 (e)	-
7	Excluded - clause 2.2.3.2 (f)	-

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

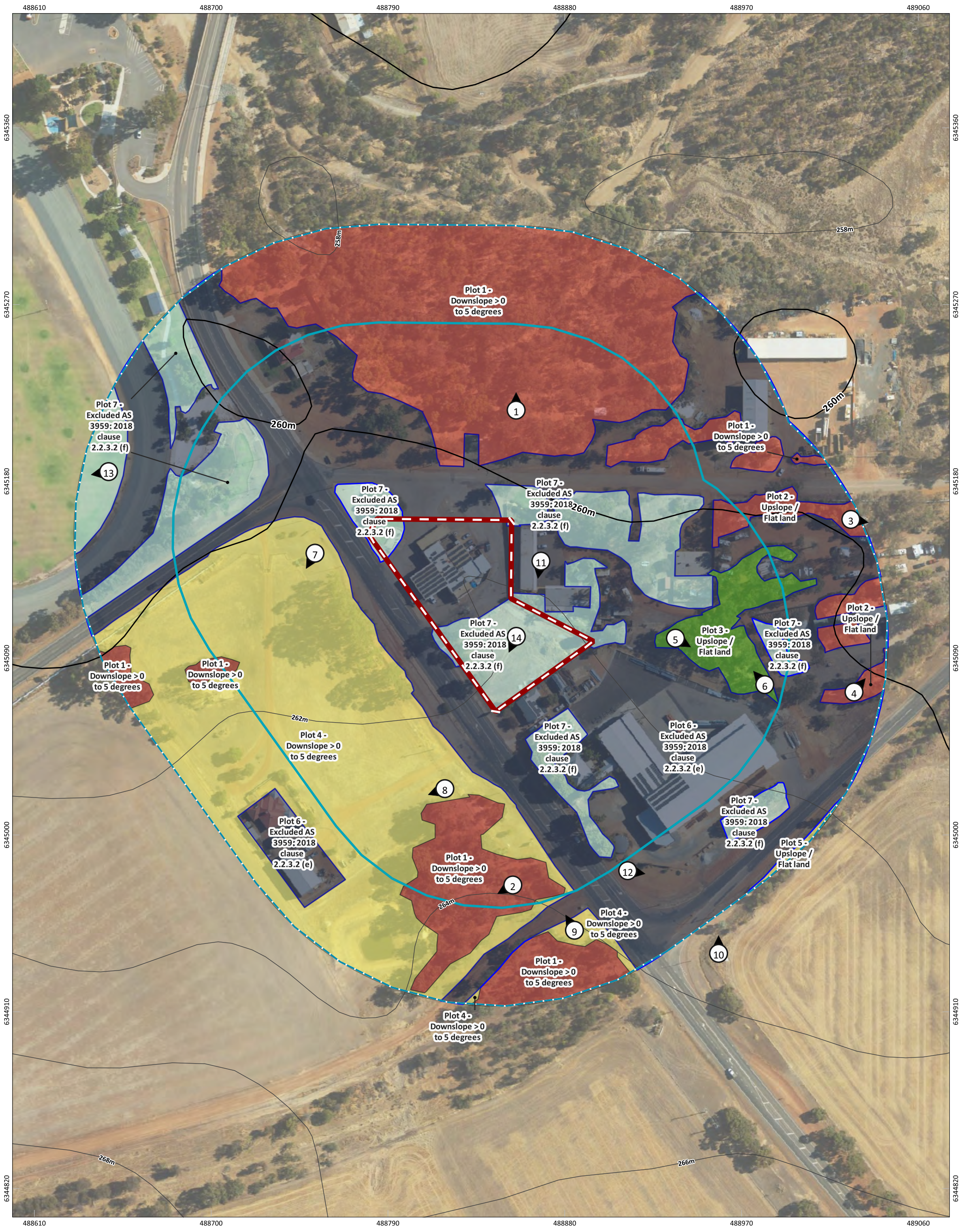

Figure 4: Vegetation Classification

N

0 15 30 45 60 m

PROJECT/REPORT NAME	Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams
SCALE	1:1,800
SHEET SIZE	A3 COLOUR
CLIENT	Great Southern Fuel Supplies
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.299
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY
DRAWN BY / REVIEWED BY	SC/FW
DATE	17/6/2026

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Photos

2 metre contours (DPIRD-072)

- 2m
- 10m

Vegetation Classification

- Class A - Forest
- Class B - Woodland
- Class G - Grassland
- Excluded AS 3959: 2018 2.2.3.2 (e)
- Excluded AS 3959: 2018 2.2.3.2 (f)

No	Description	Drawn	Approved	Date
A	Original issue	SC	FW	17/6/2026

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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3.2 Bushfire Assessment Outputs

A Bushfire Attack Level (BAL) assessment has been undertaken in accordance with SPP 3.7, the Guidelines, AS 3959: 2018 and the bushfire assessment inputs in Section 3.1.

3.2.1 BAL Assessment

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

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

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

3.2.2 Method 1 BAL Assessment

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

Table 2: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class A Forest	Downslope >0 to 5 degrees	<20	20-<27	27-<37	37-<50	50-<100
2	Class A Forest	All upslopes and flat land (0 degrees)	<16	16-<21	21-<31	31-<42	42-<100
3	Class B Woodland	All upslopes and flat land (0 degrees)	<10	10-<14	14-<20	20-<29	29-<100
4	Class G Grassland	Downslope >0 to 5 degrees	<7	7-<9	9-<14	14-<20	20-<50
5	Class G Grassland	All upslopes and flat land (0 degrees)	<6	6-<12	8-<12	12-<27	17-<50
6	Excluded - clause 2.2.3.2 (e)	-	No separation distances required - BAL-LOW				
7	Excluded - clause 2.2.3.2 (f)	-	No separation distances required - BAL-LOW				

Table 3: BAL Ratings for Assets Within the Subject Site

Proposed Building/Asset	Plot Most Affecting BAL Rating	Separation Distance (m)	BAL Rating
Fuel Canopy (Cars)	Plot 1	48.3 m	BAL-19
Fuel Canopy (Trucks)	Plot 1	38.2 m	BAL-19
Retail Building	Plot 4	29.1 m	BAL-12.5
Underground Fuel Tanks	Plot 1	30 m	BAL-29

4. Identification of Issues Arising from the BAL Assessment

Post-development, all habitable buildings will be subject to BAL ratings of ≤BAL-29. No issues have been identified from the BAL assessment.

A reassessment of BAL ratings, through either a BMP addendum or revised BMP will be undertaken if changes to development design or classified vegetation within the assessment area which require a modified bushfire management response occur.

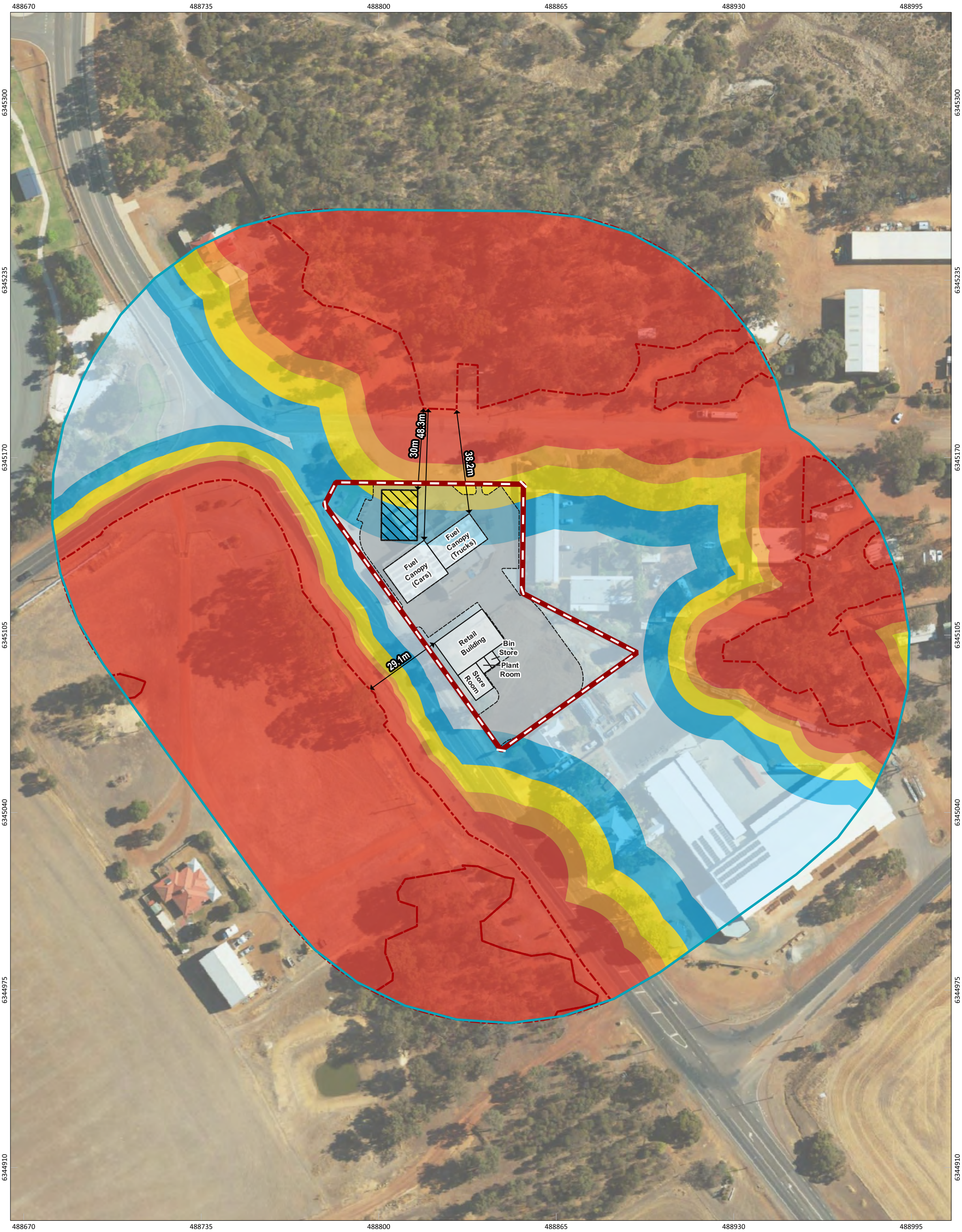

Figure 5: Bushfire Attack Level (BAL) Contours

N

0 10 20 30 40 m

SCALE	1:1,300
SHEET SIZE	A3 COLOUR
PROJECT/REPORT NAME	Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams
CLIENT	Great Southern Fuel Supplies
COORDINATE REFERENCE SYSTEM	GDA2020 / MGA zone 50
PROJECT NUMBER	A25.299
VERSION	0
DATA SOURCE	LANDGATE AERIAL IMAGERY
DRAWN BY / REVIEWED BY	SC/FW
DATE	17/6/2026

Legend

- Subject Site
- Buffer 100m
- Buffer 150m
- Road
- Subject building
- Underground Fuel Tanks
- Bushfire Hazard Interface

Bushfire Attack Level (BAL)

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

No	Description	Drawn	Approved	Date
A	Original issue	SC	FW	17/6/2026

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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5. Assessment Against the Bushfire Protection Criteria

5.1 Compliance

The proposed development application is required to comply with policy measures 7.1 of SPP 3.7 and Bushfire Protection Criteria 7 in the Guidelines.

Table 4 outlines the Acceptable Solutions (AS) that are relevant to the proposal and summarises how the intent of each Bushfire Protection Criteria has been achieved through the application of bushfire risk management measures. No Outcomes-based Approach (OA) have been proposed for this development application. These management measures are depicted in Figure 6 where relevant.

Implementation of this BMP is expected to meet objectives 5.1-5.4 of SPP 3.7.

Table 4: Assessment Against the Bushfire Protection Criteria 7

Bushfire Protection Criteria 7	AS	OA	N/A
Element 1: Location **A1.1 Development location**	☐	☐	✓
Not applicable - This Element does not apply to commercial and industrial developments.			
Element 2: Siting and design **A2.1 Siting and design**	✓	☐	☐
Post-development, all habitable buildings will be subject to BAL ratings of ≤BAL-29, as shown on Figure 5. The proposed development application is considered to be compliant with A1.1.			
A2.2 Asset Protection Zone (APZ)	☐	☐	✓
Not applicable – No Asset Protection Zones (APZ) are proposed given all habitable buildings will be subject to BAL ratings of ≤BAL-29 based on pre-development scenario.			
A2.3 Clearing of native vegetation	☐	☐	✓
Not applicable - the subject site does not contain native vegetation.			
A2.4 Storage of hazardous, flammable and/or combustible materials	✓	☐	☐
The proposed development includes fuel canopies and underground fuel storage tanks. The canopies and tanks have been located in an area subject to ≤BAL-29, with the tanks buried to prevent the entry of debris and embers. The proposed development application is considered to be compliant with A2.4.			
Element 3: Vehicular access **A3.1 Private driveways**	☐	☐	✓
Not applicable - The subject site is serviced by reticulated water and the most distant part of the habitable building is no greater than 70 m from a public road.			

Bushfire Protection Criteria 7	AS	OA	N/A
Element 4: Water **A4.1 Water supply**	✓	☐	☐
Existing reticulated water is present within the area and the subject site will be connected to this water supply. The nearest existing hydrants are located (Figure 6). The proposed development application is considered to be compliant with A4.2.			

Note: AS - Acceptable Solution, OA - Outcomes-based Approach, N/A - Not applicable.

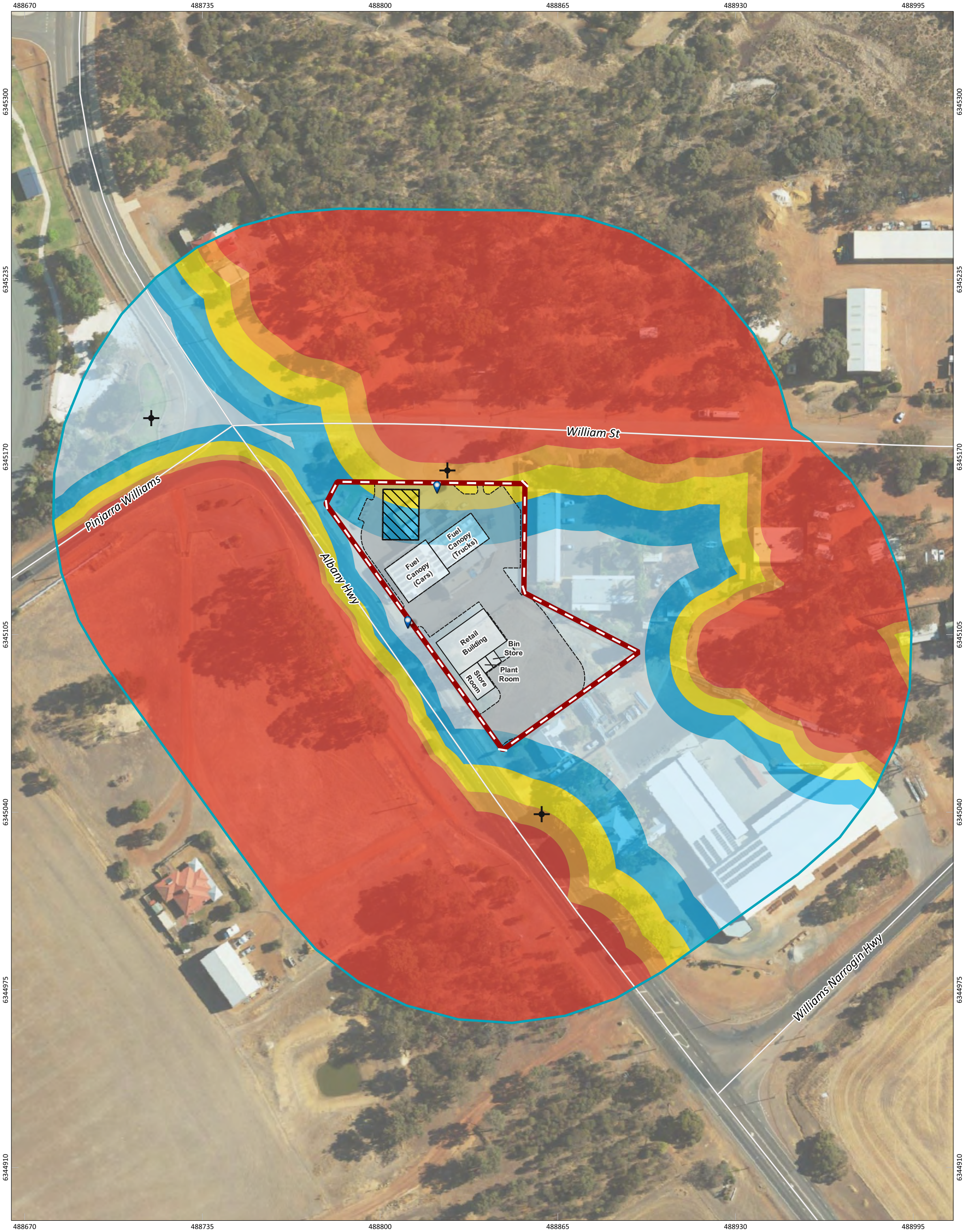

Figure 6: Spatial Representation of the Bushfire Management Strategies

0 10 20 30 40 m

N

SCALE: 1:1,300	SHEET SIZE: A3 COLOUR
PROJECT/REPORT NAME: Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams	
CLIENT: Great Southern Fuel Supplies	
COORDINATE REFERENCE SYSTEM: GDA2020 / MGA zone 50	PROJECT NUMBER: A25.299 / VERSION: 0
DATA SOURCE: LANDGATE AERIAL IMAGERY	DRAWN BY / REVIEWED BY: SC/FW / DATE: 17/6/2026

Legend

- Subject Site
- Buffer 100m
- Road
- Subject building
- Underground Fuel Tanks
- Water Hydrant (WCORP-070)
- Access point

Bushfire Attack Level (BAL)

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

No	Description	Drawn	Approved	Date
A	Original issue	SC	FW	17/6/2026

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

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6. Responsibilities for Implementation and Management of Bushfire Management Measures

Responsibility for implementation of the bushfire risk management measures outlined in Section 5 of this BMP applies to the developer, future owners/builders within the subject site and the local government. Table 5 provides a works program detailing these measures, timing of implementation and responsibility.

Table 5: Proposed Works Program

No.	Bushfire management measure
Developer responsibilities	
1	Establish onsite landscaping to a low threat standard.
Landowner responsibilities - Ongoing	
2	Maintain landscaping in a low threat state, in perpetuity.

7. Conclusion

In the professional opinion of the author, the proposed development satisfies the intent, aim and objectives of SPP 3.7 and the Guidelines and is recommended for approval.

8. References

Standards Australia (SA). (2018). Construction of buildings in bushfire-prone areas (AS 3959: 2018).

Western Australian Planning Commission (WAPC). (2024a). State Planning Policy 3.7 Bushfire. Government of Western Australia.

Western Australian Planning Commission (WAPC). (2024b). Planning for Bushfire Guidelines. Government of Western Australia.

Datasets Used

Department of Fire and Emergency Services (DFES). (2025). *Map of Bush Fire Prone Areas (OBRM-001)*. Retrieved on 24/10/2025 from: http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx.

Department of Primary Industries and Regional Development (DPIRD). (2025). *Native Vegetation Extent (DPIRID-005).* Retrieved on 24/10/2025 from https://catalogue.data.wa.gov.au/dataset/native-vegetation-extent.

Department of Primary Industries and Regional Development (DPIRD). (2019). *2 metre contours (DPIRD-072)*. Retrieved on 24/10/2025 from https://catalogue.data.wa.gov.au/dataset/dpird-2-metre-contours.

Appendix A:
Classified Vegetation Photos

Plot 1	Class A Forest
Photo 1 Vegetation is predominately eucalypt trees with foliage cover greater than 30% and multi-tiered understorey. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 1	**Class A Forest**
Photo 2 Vegetation is predominately eucalypt trees with foliage cover greater than 30% and multi-tiered understorey. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 2	**Class A Forest**
Photo 3 Vegetation is predominately eucalypt trees with foliage cover greater than 30% and multi-tiered understorey. The slope under this vegetation was assessed to be upslope/ flat land.	

Plot 2	Class A Forest
Photo 4 Vegetation is predominately eucalypt trees with foliage cover greater than 30% and multi-tiered understorey. The slope under this vegetation was assessed to be upslope/ flat land.	
Plot 3	**Class B Woodland**
Photo 5 Vegetation is predominately eucalypt trees with foliage cover less than 30% and grassy / cleared understorey. The slope under this vegetation was assessed to be upslope/flat land.	
Plot 3	**Class B Woodland**
Photo 6 Vegetation is predominately eucalypt trees with foliage cover less than 30% and grassy / cleared understorey. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 4	Class G Grassland
Photo 7 Open paddock with grasses greater than 100 mm in height with isolated trees less than 10% of the overstorey. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 4	**Class G Grassland**
Photo 8 Open paddock with grasses greater than 100 mm in height with isolated trees less than 10% of the overstorey. The slope under this vegetation was assessed to be downslope >0 - 5 degrees.	
Plot 5	**Class G Grassland**
Photo 9 The predominant vegetation is grasses greater than 100 mm in height with isolated trees less than 10% of the overstorey. The slope under this vegetation was assessed to be upslope/flat land.	

Plot 5	Class G Grassland
Photo 10 (Background) Open paddock with sparse eucalypts The slope under this vegetation was assessed to be upslope/flat land**.**	
Plot 6	**Excluded - clause 2.2.3.2 (e)**
Photo 11 Williams Motel and Caravan Park which is devoid of classified vegetation. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018	
Plot 6	**Excluded - clause 2.2.3.2 (e)**
Photo 12 Corner of Albany Highway and Narrogin Road which is devoid of classified vegetation. Non-vegetated areas have been excluded in accordance with Clause 2.2.3.2 (e) of AS 3959: 2018.	

Plot 7	Excluded - clause 2.2.3.2 (f)
Photo 13 William Lions Park which contains low threat vegetation. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	
Plot 7	**Excluded - clause 2.2.3.2 (f)**
Photo 14 Vacant lots which have been slashed. Low threat vegetation has been excluded in accordance with Clause 2.2.3.2 (f) of AS 3959: 2018.	

Note:

SITE SURVEY only. The information shown on this drawing is current as at the Date of Survey.
Boundary information, Easements etc. to be verified from the Certificate of Title,
Plan/Diagram or a Boundary Repeg. Boundary position approximate only.
Location of boundary pegs or fences in relation to the boundary lines are not guaranteed.
Sewer/Drainage may vary from schematic presentation, clearances
to be checked on site. Services information to be confirmed with relevant AUTHORITIES.

For underground services - ring "DIAL BEFORE YOU DIG" for confirmation of those services.

PRE DEVELOPMENT STORMWATER CACULATIONS;

63% AEP (1 YEAR ARI) OF 5 MINUTES

LANDSCAPE AREAS
=CIA/3600
= 0.40 X 55.3 X 232 /3600
= 1.42 l/s.

ROOF AREAS
=CIA/3600
= 0.90 X 55.3 X 840 /3600
= 11.61 l/s.

EXTERNAL PAVEMENT AREAS
=CIA/3600
= 0.90 X 55.3 X 2,000 /3600
= 22.26 l/s

VACANT BLOCK
=CIA/3600
0.40 X 55.3 X 2,140 /3600
= 13.15 l/s

TOTAL = 53.83 l/s

PRE DEVELOPMENT STORMWATER CACULATIONS;

10% AEP (10 YEAR ARI) OF 5 MINUTES

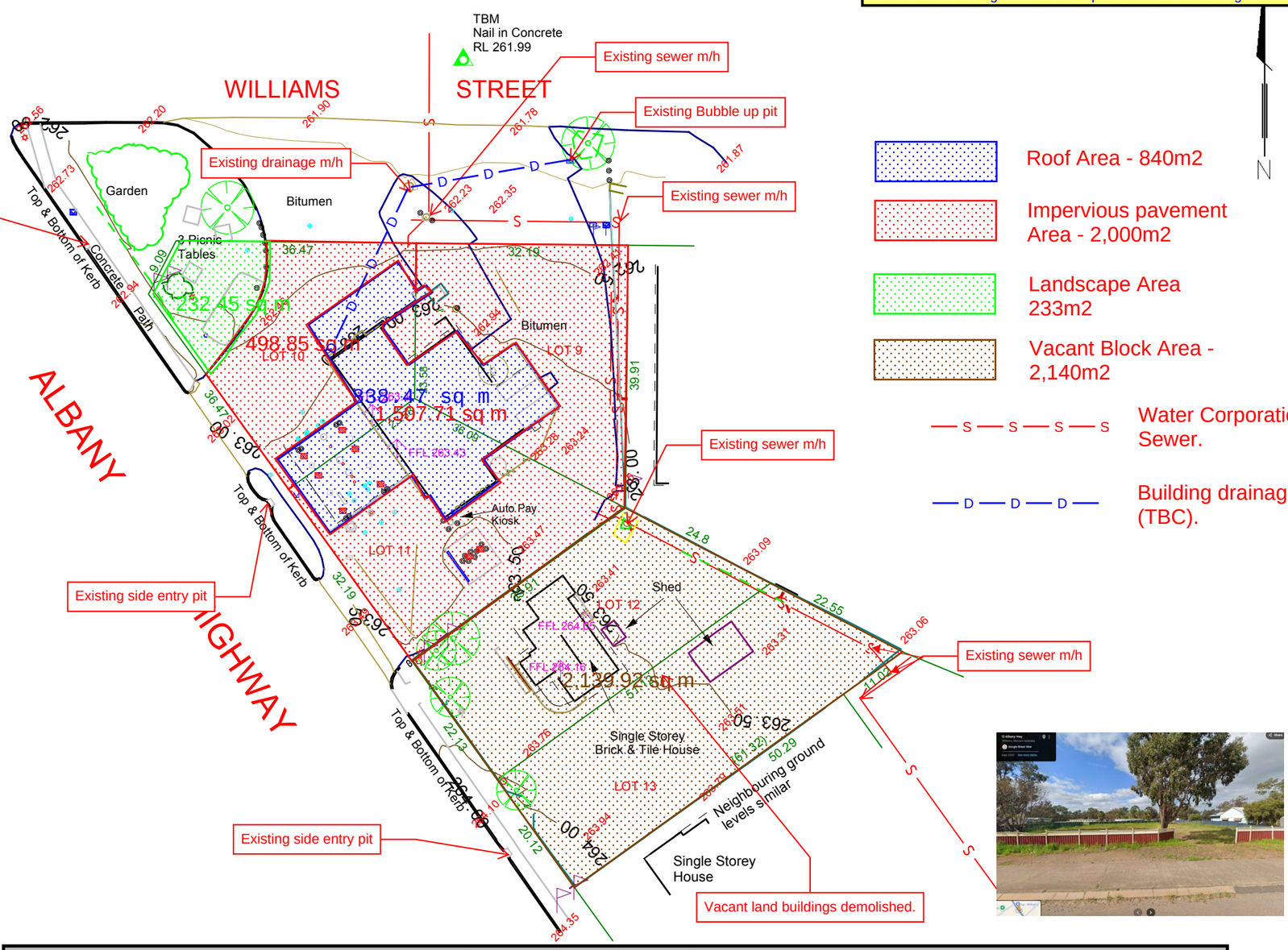
LANDSCAPE AREAS
=CIA/3600
= 0.40 X 106 X 232 /3600
= 2.73 l/s.

ROOF AREAS
=CIA/3600
= 0.90 X 106 X 840 /3600
= 22.26 l/s.

EXTERNAL PAVEMENT AREAS
=CIA/3600
= 0.90 X 106 X 2,000 /3600
= 53.00 l/s

VACANT BLOCK
=CIA/3600
= 0.40 X 106 X 2,140 /3600
= 25.20 l/s

TOTAL = 103.19 l/s



Geotechnical Data

1:50,000 Geological Survey of Western Australia

Sandy-gravel sand over granite, potential risk of rock

Geotechnical investigation will be required to confirm existing site conditions.

Roof Area - 840m2

Impervious pavement Area - 2,000m2

Landscape Area 233m2

Vacant Block Area - 2,140m2

— S — S — S — S — Water Corporation Sewer.

— D — D — D — Building drainage line (TBC).

N

LEGEND

- Peg
- Datum
- SSM
- Survey Station
- PG Peg Gone
- PF Peg Found
- PFD Peg Fd Disturbed
- N&P Nail & Plate
- Gas Meter
- GAS Marker
- Gas Valve
- Light Pole
- Electrical MH
- Power Pole
- Stay Pole
- Strainer Wire
- Power Dome
- Electric Pit
- Comms Pit
- TEL Pit
- Telecom Pillar
- Camera
- Gate
- Litter Bin
- Letter Box
- Bollard
- Sign
- Multi Post Sign
- Traffic Signal Post
- Traffic Signal Box
- Gully Pit
- Drainage MH
- Hydrant Ground
- Hydrant Pillar
- Flushing Point
- Hydrant
- Stop Valve
- Water Meter
- Water Tap
- Bore
- Retic Box
- Sewer I.O.
- Sewer House Conn.
- Sewer MH
- Tree
- Finished Floor Level

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-01
REVISION	: A
DATE	: 13 May 2026

0 15 30 45 60 75

REV.	DATE:	REVISION NOTE:	SURVEYED	DRAWN	CHECKED
0	11/12/2019	Original	MG	MG	BM

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W: mcgregorsurveys.com.au
Suite 29 / 44 Kings Park Rd
West Perth WA 6005
ABN: 53 060 995 066

Hodge Collard Preston ARCHITECTS

CLIENT:	Hodge Collard Preston Architects			JOB No.:	251-1315
PROJECT:	Corner of Albany Highway & Williams Street, Williams			DRAWING No.:	1
DESCRIPTION:	Contour & Feature Survey				
HORIZ. GRID:	MGA94 Z50	VERT. DATUM:	AHD	SCALE: 1:750 A3	SHEET No.: 1
FIELDBOOK REF:	MG006 Page 37	TXT/GSI REF.:			REV.: 0
FILE NAME:	251-1315 Williams.mjo				
ISSUED PLAN:	251-1315 Williams.pdf				

WILLIAMS STREET

ALBANY HIGHWAY

EXISTING KERBLINE TO BE MODIFIED AS PER COUNCIL'S REQUIREMENT

ENTRY / EXIT CROSSOVER EXISTING

NEW CROSSOVER - HEAVY VEHICLES

EXIT ONLY CROSSOVER - HEAVY VEHICLES

EXISTING PICNIC TABLES TO BE RETAINED

EXISTING LPG TANK TO BE REMOVED

12 M HIGH SIGNAGE PYLON

SIGNAGE

AIR WATER BAY

UNDERGROUND FUEL TANKS

FUEL CANOPY (TRUCKS) 3 BAY

FUEL CANOPY (CARS) 8 CARS

RETAIL BUILDING 310 SQM

PLANT ROOM

STORE

STORE ROOM 88 SQM

7 CAR PARKING

3 STAFF PARKING

TRUCKS ONLY

2600 mm HIGH WALL AS PER ACOUSTIC REPORT

3400 mm HIGH WALL AS PER ACOUSTIC REPORT

LOT 10

LOT 11

LOT 12

LOT 13

LOT 14

LOT 9

Garden

Bitumen

3 Picnic Tables

Concrete Path

Top & Bottom of Kerb

56.19 sq m

27.58 sq m

56.51 sq m

497.72 sq m

3,284.49 sq m

440.69 sq m

547.43 sq m

89.55 sq m

LANDSCAPE AREA
978m2

ROOF AREA
940m2

EXTERNAL PAVEMENT AREA
3,287m2

PROPOSED STORMWATER PIPE - ROOF DRAINAGE

PROPOSED STORMWATER BUBBLE UP PIT

PROPOSED STORMWATER MANHOLE

OVERLAND FLOW PATH

STORMWATER CALCULATIONS

SHIRE OF MURRAY EMAIL DATED 27 FEBRUARY - PETER STUBBS
OVERLAND FLOW TO WILLIMS ROAD
SMALL DETENTION BASIN NORTH OF WILLIAMS ROAD - LOCATION TBC WITH THE SHIRE OF WILLIAMS.

POST DEVELOPMENT STORMWATER CACULATIONS;

63% AEP (1 YEAR ARI) OF 5 MINUTES

LANDSCAPE AREAS
=CIA/3600
= 0.40 X 55.3 X 978 /3600
= 6.00 l/s.

ROOF AREAS
=CIA/3600
= 0.90 X 55.3 X 940 /3600
= 13.52 l/s.

EXTERNAL PAVEMENT AREAS
=CIA/3600
= 0.90 X 55.3 X 3,287 /3600
= 45.44 l/s

Total = 64.96 l/s

POST DEVELOPMENT STORMWATER CACULATIONS;

10% AEP (10 YEAR ARI) OF 5 MINUTES

LANDSCAPE AREAS
=CIA/3600
= 0.40 X 106 X 978 /3600
= 11.52 l/s.

ROOF AREAS
=CIA/3600
= 0.90 X 106 X 940 /3600
= 24.91 l/s.

EXTERNAL PAVEMENT AREAS
=CIA/3600
= 0.90 X 106 X 3,287 /3600
= 87.10 l/s

Total = 123.53 l/s

INTERIM ISSUE ONLY
DATE: 19/12/2025

Single Storey

N

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-02
REVISION	: A
DATE	: 13 May 2026

D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025
A	ISSUED FOR CLIENT COMMENTS	BR	AK	05/09/2025
revision/ issue	description	drawn by	check by	date

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: SITE PLAN

Hodge Collard Preston ARCHITECTS
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scale: 1 : 250
date: 19/12/2025
project no: 112.25
dwg no: SK-12
rev: D

WILLIAMS STREET

EXISTING KERBLINE TO BE MODIFIED AS PER COUNCIL'S REQUIREMENT

EXISTING TREE TO BE RETAINED

EXISTING GULLY / BUBBLE UP PIT TO BE REMOVED

DETENTION BASIN 15m x 7m BASE 350mm DEEP=36m3 CAPACITY

83%AEP OF 5 MINUTE DURATION CAPCITY REQUIRED 19.5m3

DETENTION BASIN LOCATION TO BE AGREED WITH THE SHIRE OF WILLIAMS

INSTALL KERB BREAK 2.0M WIDE TO CONVEY OVERLAND FLOW TO DETENTION BASIN

EXISTING MANHOLE TO BE REMOVED

ENTRY / EXIT CROSSOVER EXISTING

EXISTING SEWER MANHOLE TO BE ADJUSTED TO SUIT NEW LEVELS

SIGNAGE

12 M HIGH SIGNAGE PYLON

AIR WATER BAY

FORECOURT DRAINAGE TO OILY WATER SEPERATOR (TYP)

UNDERGROUND FUEL TANKS

FUEL CANOPY (TRUCKS) 3 BAY

FUEL CANOPY (CARS) 8 CARS

51 PARKING BAYS

7 CAR PARKING INC. 3 STAFF PARKING

3400 mm HIGH WALL AS PER ACOUSTIC REPORT

2600 mm HIGH WALL AS PER ACOUSTIC REPORT

PROPOSED LANDSCAPING

INCORPORATE RETAINING TO BUILDING TO FACILITATE LEVEL DIFFERENCES.

BUILDING FFL 263.70

PLANT ROOM

BIN STORE

STORE ROOM 88.5QM

INSTALL 200mm BARRIER KERB TO SUIT DESIGN LEVELS

NEW VEHICLE CROSSOVER TO BE DESIGNED AND CONSTRUCTED TO COUNCIL'S REQUIREMENTS

EXIT ONLY CROSSOVER NEW HEAVY VEHICLES

REFER TO ALBANY HIGHWAY DRAWING 26038-C5-RL-01 FOR ROAD RESERVE FOOTPATH EXTENTS

INCORPORATE RETAINING TO BUILDING TO FACILITATE LEVEL DIFFERENCES TO ROAD RESERVE

ALBANY HIGHWAY

Top & Bottom of Kerb

Concrete Path

Garden

Bitumen

Picnic

LOT 12

LOT 13

Single Storey

N

REFULLING FORECOURT CONCRETE PAVEMENT

EXTERNAL CONCRETE PAVEMENT

BP SERVICE STATION BUILDING

FOOTPATHS

LANDSCAPING

CONCRETE CROSSOVERS

E262.41 EXISTING LEVEL

263.04 PROPOSED LEVEL

2.5% GRADE AND GRADE ARROW

INTERIM ISSUE ONLY
DATE: 19/12/2025

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-03
REVISION	: A
DATE	: 13 May 2026

1 / - SITE PLAN
1 : 250

revision/ issue	description	drawn by	check by	date
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025
A	ISSUED FOR CLIENT COMMENTS	BR	AK	05/09/2025

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: SITE PLAN
scale: 1 : 250
date: 19/12/2025
project no: 112.25
dwg no: SK-12
rev: D

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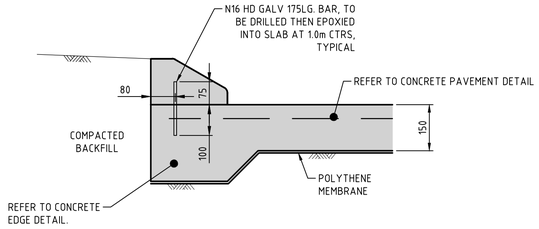
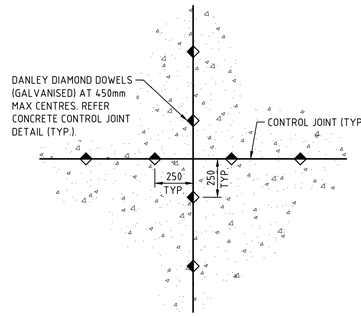


TYPICAL KERB TO CONCRETE PAVEMENT DETAIL

SCALE 1:10



TYPICAL CONCRETE PAVEMENT C.J. CORNER DETAIL

SCALE 1:10

ACCESIBLE PARKING SPACE NOTES

SPACE IDENTIFICATION

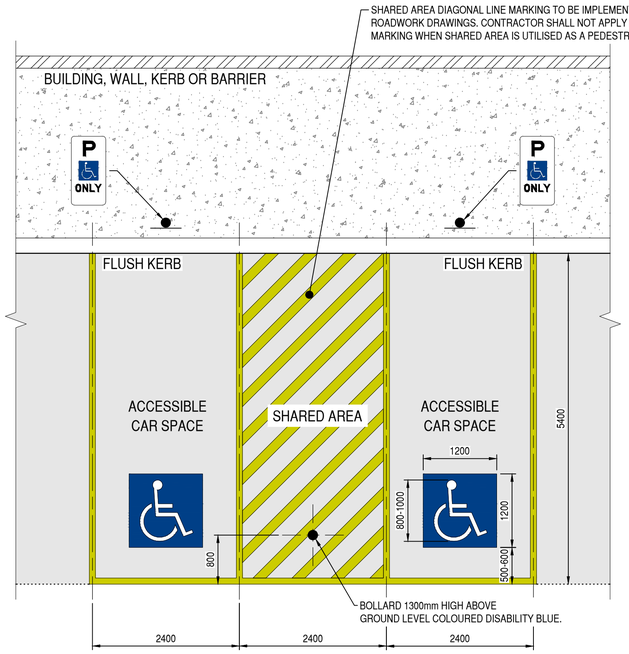
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS1428.1 BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500mm AND 600mm FROM ITS ENTRY POINT AS ILLUSTRATED.

SPACE DELINEATION

PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

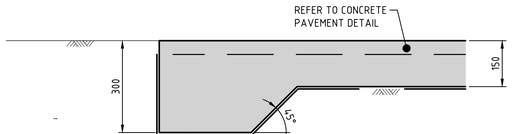
PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING:
   - 1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:
   - 2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.
   - 2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80mm TO 100mm WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150mm WIDE WITH SPACES 300mm BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45° TO THE SIDE OF THE SPACE.
   - 2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.
   - 2.4. ALL LINEMARKING MUST BE NON SLIP.
3. BOLLARDS:
   - 3.1. MINIMUM HEIGHT 1300mm.
   - 3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING.



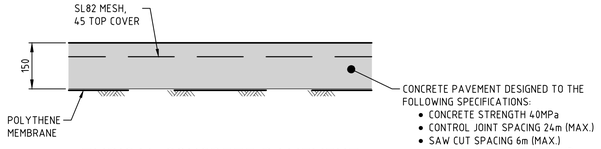
PERPENDICULAR ACCESSIBLE CAR PARKING SPACES

SCALE 1:50 0m 1m 2m



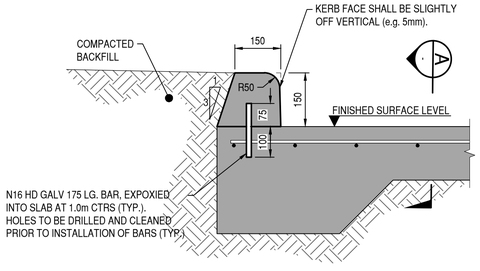
TYPICAL CONCRETE PAVEMENT EDGE DETAIL

SCALE 1:10



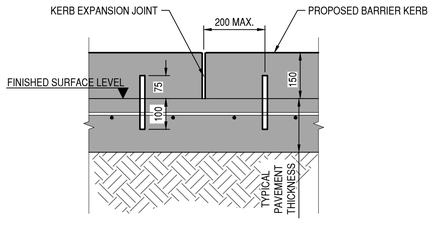
TYPICAL CONCRETE PAVEMENT

SCALE 1:10



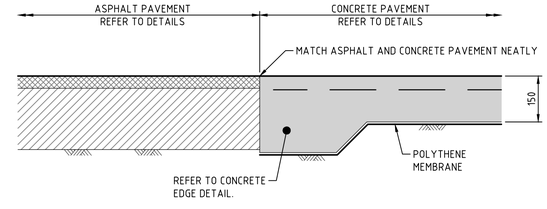
TYPICAL BARRIER KERB ON CONCRETE DRILLED PIN DETAIL

SCALE 1:10 0m 200mm 400mm



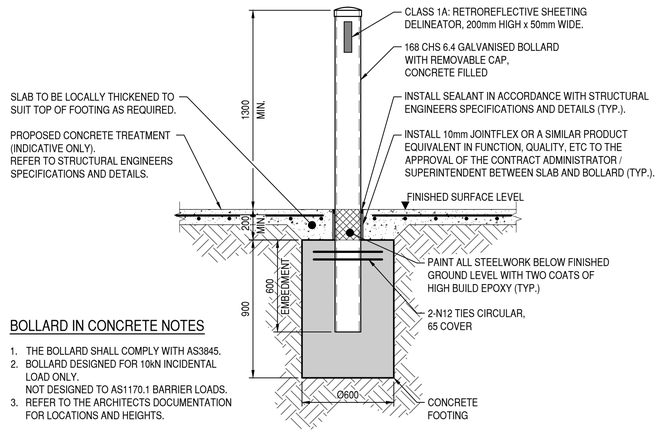
SECTION A

SCALE 1:10 0m 100mm 200mm



TYPICAL ASPHALT PAVEMENT TO CONCRETE PAVEMENT EDGE DETAIL

SCALE 1:10

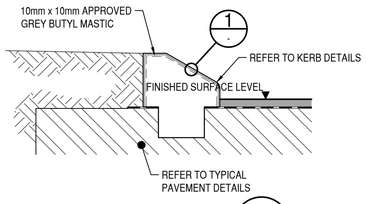


BOLLARD IN CONCRETE NOTES

1. THE BOLLARD SHALL COMPLY WITH AS3845.
2. BOLLARD DESIGNED FOR 10kN INCIDENTAL LOAD ONLY. NOT DESIGNED TO AS1170.1 BARRIER LOADS.
3. REFER TO THE ARCHITECTS DOCUMENTATION FOR LOCATIONS AND HEIGHTS.

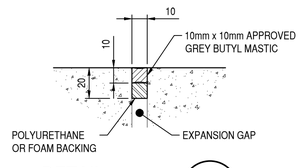
TYPICAL BOLLARD IN CONCRETE PAVEMENT DETAIL

SCALE 1:20 0m 400mm 800mm



SECTION A

SCALE 1:10 0m 100mm 200mm

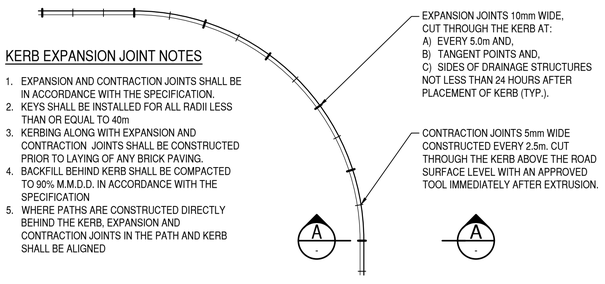


DETAIL 1

SCALE 1:2 0m 20mm 40mm

KERB EXPANSION JOINT NOTES

1. EXPANSION AND CONTRACTION JOINTS SHALL BE IN ACCORDANCE WITH THE SPECIFICATION.
2. KEYS SHALL BE INSTALLED FOR ALL RADII LESS THAN OR EQUAL TO 40m
3. KERBING ALONG WITH EXPANSION AND CONTRACTION JOINTS SHALL BE CONSTRUCTED PRIOR TO LAYING OF ANY BRICK PAVING.
4. BACKFILL BEHIND KERB SHALL BE COMPACTED TO 90% M.M.D.D. IN ACCORDANCE WITH THE SPECIFICATION
5. WHERE PATHS ARE CONSTRUCTED DIRECTLY BEHIND THE KERB, EXPANSION AND CONTRACTION JOINTS IN THE PATH AND KERB SHALL BE ALIGNED



KERB EXPANSION JOINT AND CRACK CONTROL DETAILS

SCALE 1:200 0m 4m 8m

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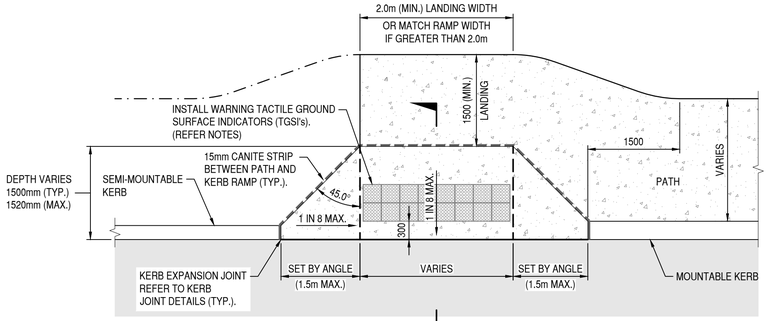
COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-04
REVISION	: A
DATE	: 13 May 2026

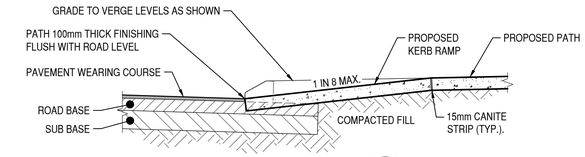


PLAN VIEW

SCALE 1:50 0m 1m 2m

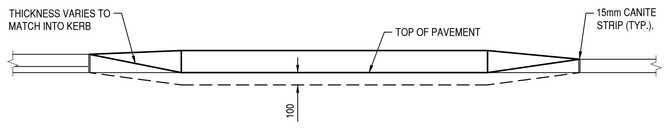
KERB RAMP NOTES

1. ALL CONCRETE TO BE A MINIMUM OF 25MPa, 20mm AGGREGATE AND A MAXIMUM SLUMP OF 80mm, FROM AN APPROVED PRE-MIX BATCH PLANT
2. MINIMUM THICKNESS - 100mm.
3. BEDDING - SAND, 50mm MINIMUM.
4. FINISH - BROOMED TO NON-SKID FINISH PARALLEL TO LINE OF KERB WITH TOOLED EDGES
5. EXPANSION JOINTS - "JOINTFLEX" OR SIMILAR APPROVED
6. TACTILE GROUND SURFACE INDICATORS (TGSI's) SHALL BE IN ACCORDANCE WITH AS1428.1 AND AS1428.4.
7. CONTRACTOR TO INSTALL 2x ROWS OF TERRACOTTA WARNING TGSI's (ADHESIVE TYPE) FOR FULL WIDTH OF CONCRETE KERB RAMP.
8. WARNING TGSI's ARE NOT TO BE CUT. CONTRACTOR SHALL SELECT SUITABLE SIZE TO EXTEND ACROSS FULL WIDTH OF KERB RAMP (EXCLUDING SPLAYS).
9. WHERE THE KERB RAMP IS CONSTRUCTED USING BLOCK PAVERS, THE CONTRACTOR SHALL INSTALL TGSI PAVERS IN A CONTRASTING COLOUR CONFORMING WITH AS1428.4 LUMINANCE REQUIREMENTS.



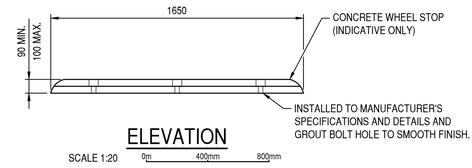
SECTION

SCALE 1:25 0m 250mm 500mm — A -



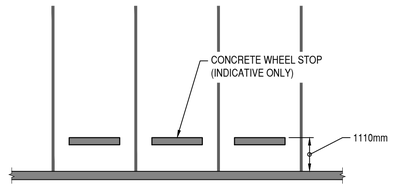
FRONT ELEVATION

SCALE 1:25 0m 0.5m 1.0m



ELEVATION

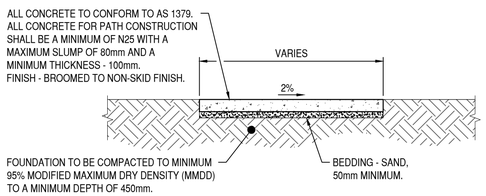
SCALE 1:20 0m 400mm 800mm



PLAN VIEW

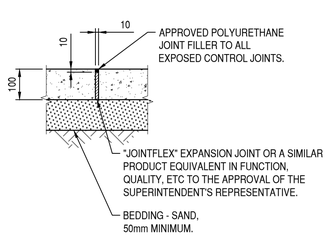
SCALE 1:100 0m 2m 4m

TYPICAL WHEEL STOP DETAIL - CONCRETE



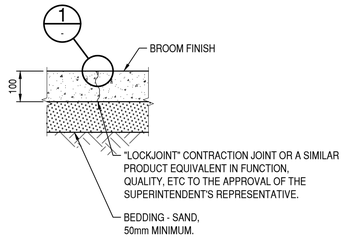
CONCRETE PATH SECTION

SCALE 1:25 0m 0.5m 1.0m



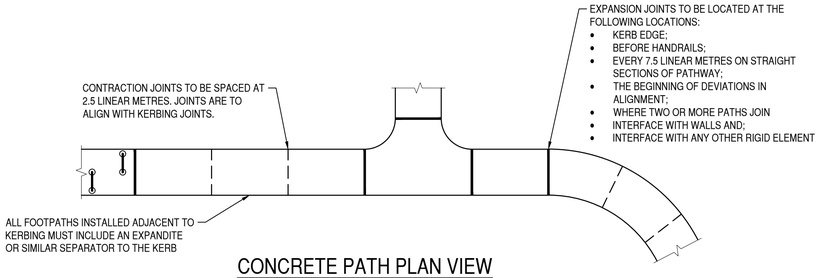
EXPANSION JOINT

SCALE 1:10 0m 200mm 400mm



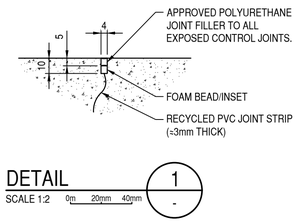
CONTRACTION JOINT

SCALE 1:10 0m 200mm 400mm



CONCRETE PATH PLAN VIEW

SCALE 1:100 0m 2m 4m



DETAIL

SCALE 1:2 0m 20mm 40mm — 1 -

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COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

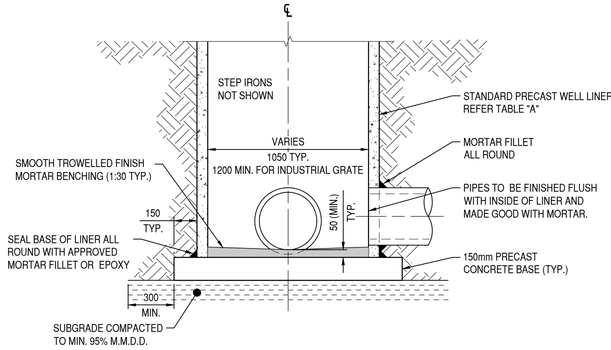
CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-05
REVISION	: A
DATE	: 13 May 2026

STORMWATER PIT NOTES

1. ALL IN-SITU CONCRETE SHALL BE CLASS N32 IN ACCORDANCE WITH AS1379.
2. ALL IN-SITU CONCRETE CORNERS SHALL HAVE A 20mm CHAMFER UNLESS OTHERWISE NOTED.
3. CEMENT MORTAR SHALL CONSIST OF ONE PART CEMENT AND THREE PARTS SAND.
4. SL81 REINFORCEMENT SHALL CONFORM WITH HARD DRAWN FABRIC TO AS4671.
5. MINIMUM CLEAR COVER TO REINFORCEMENT SHALL BE 50mm.
6. THE LINER SHALL BE REINFORCED CONCRETE MANUFACTURED TO AS4058.
7. THE MAXIMUM INLET/OUTLET PIPE OUTSIDE DIAMETER SHALL BE LESS THAN 60% OF THE LINER INTERNAL DIAMETER.
8. MINIMUM OF 40% OF LINER SHALL REMAIN IN ANY HORIZONTAL PLANE.
9. MINIMUM INTERNAL LINER SPACE OF 200mm BETWEEN PUNCHED/CUT HOLES.
10. HOLES TO BE CUT/PUNCHED ON ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.
11. THE LINER SHALL HAVE EQUIVALENT PROPERTIES AND REINFORCEMENT OF CLASS 2 R.C.P. EXCEPT THAT THE REINFORCEMENT SHALL BE CIRCULAR.
12. COVERS SHALL BE CLASS 'D' TO AS3996.
13. ALL GRATED GULLY LIDS TO BE GALVANISED AND LOCKABLE.

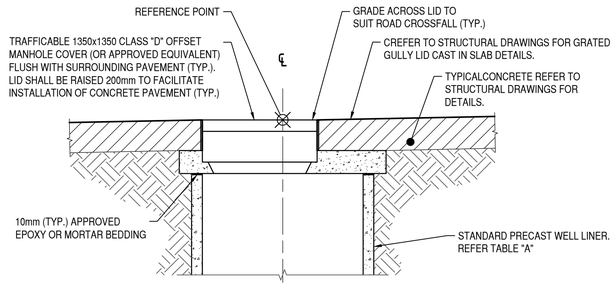
TABLE A
DRAINAGE PIT LINER SIZE

NOM. LINER SIZE (mm)	PIPE SIZE MAX. (mm)	LINER TYPE
Ø1050	Ø450	CONCRETE
Ø1200	Ø600	CONCRETE
Ø1500	Ø750	CONCRETE
Ø1800	Ø900	CONCRETE
Ø2250	Ø1050	CONCRETE
N/A	N/A	CUSTOM
FOR PIPES Ø1200 AND LARGER INSTALL A CUSTOM CHAMBER TO SUIT.		

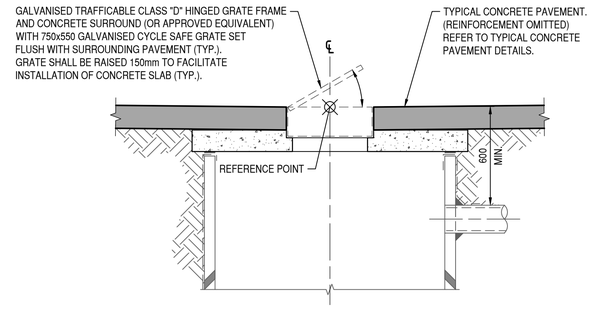


TYPICAL STORMWATER JUNCTION PIT (JPB) IN PAVEMENT - BENCHED

SCALE 1:20 0m 400mm 800mm

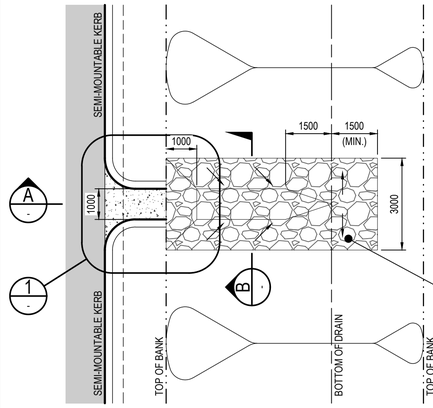


IN CONCRETE PAVEMENT



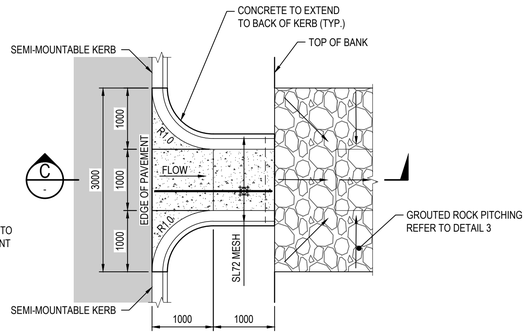
TYPICAL INVERTED GULLY GRATE LID DETAIL (GSW) WITH CONCRETE PAVEMENT

SCALE 1:20 0m 400mm 800mm



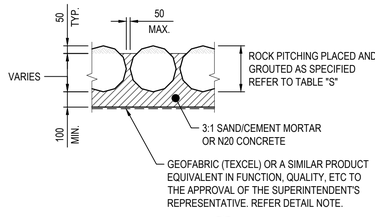
PLAN VIEW

SCALE 1:100 0m 2m 4m



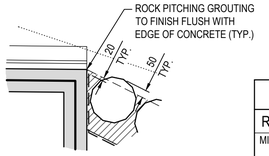
DETAIL

SCALE 1:50 0m 0.5m 1m



DETAIL

SCALE 1:20 0m 200mm 400mm

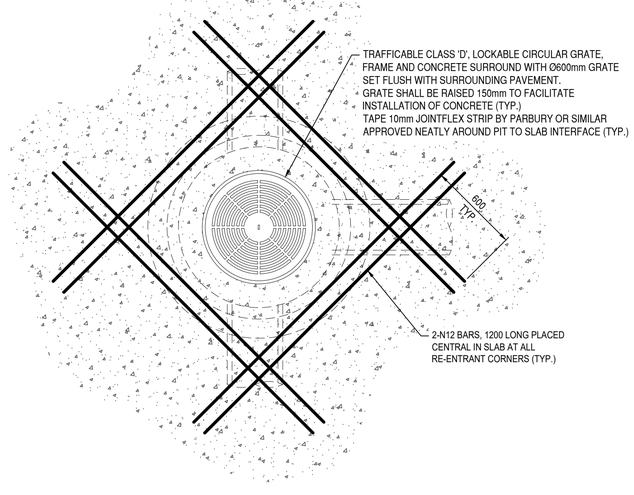


DETAIL

SCALE 1:2 0m 20mm 40mm

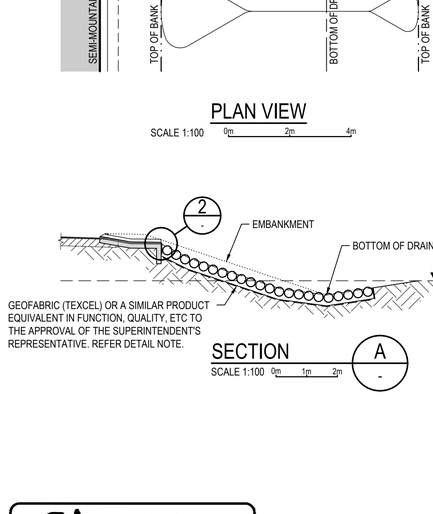
TABLE "S"
ROCK PITCHING SPALL GRADING

MINIMUM DIMENSIONS OF INDIVIDUAL SPALLS (mm)	SIZING RATIO
>200 to <300	45 - 60%
100 to 200	25 - 40%
>50 to <100	10 - 20%



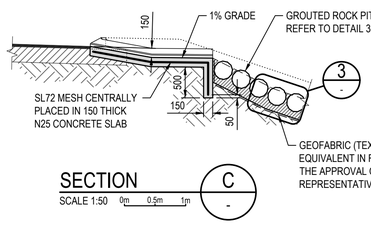
TYPICAL CAST-IN SLAB STORMWATER PIT RE-ENTRANT BAR DETAIL - ROUND

SCALE 1:20 0m 400mm 800mm



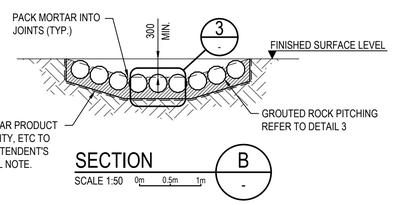
SECTION

SCALE 1:100 0m 1m 2m



SECTION

SCALE 1:50 0m 0.5m 1m



SECTION

SCALE 1:50 0m 0.5m 1m

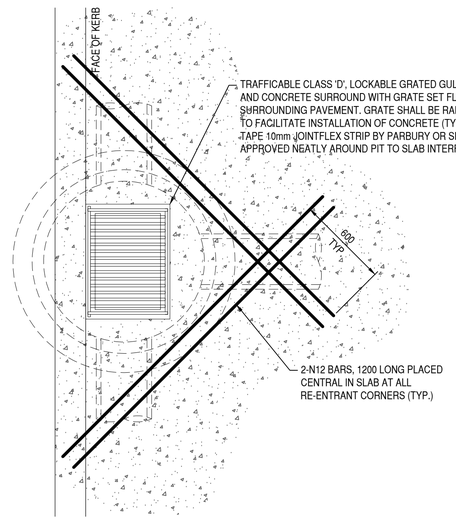
TYPICAL CONCRETE KERB OPENING DETAILS

NOTE
GEOFABRIC (TEXCEL) FABRIC OR A SIMILAR PRODUCT EQUIVALENT IN FUNCTION, QUALITY, ETC TO THE APPROVAL OF THE SUPERINTENDENT'S REPRESENTATIVE TO EXTEND UP EDGE OF ROCK PITCHING WORK AND FINISH 20mm BELOW SURFACE LEVEL (TYP.).

C3-N-01
AS SHOWN

TYPICAL CAST-IN SLAB STORMWATER PIT RE-ENTRANT BAR DETAIL - ROUND

SCALE 1:20 0m 400mm 800mm



TYPICAL CAST-IN SLAB STORMWATER PIT RE-ENTRANT BAR DETAIL FOR GRATES TO EDGE OF HARDSTAND

SCALE 1:20 0m 400mm 800mm

BEFORE YOU DIG
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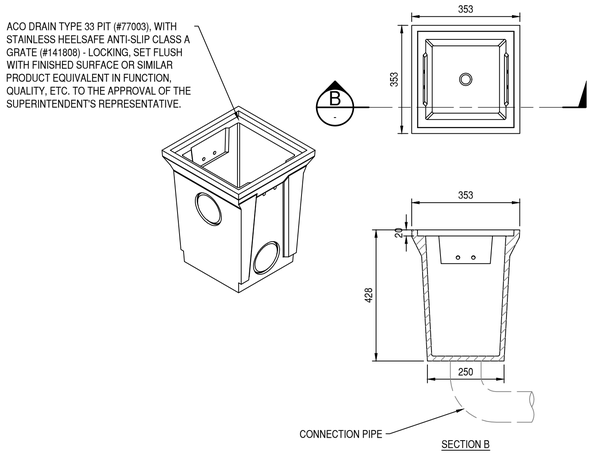
Zero Damage - Zero Harm

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

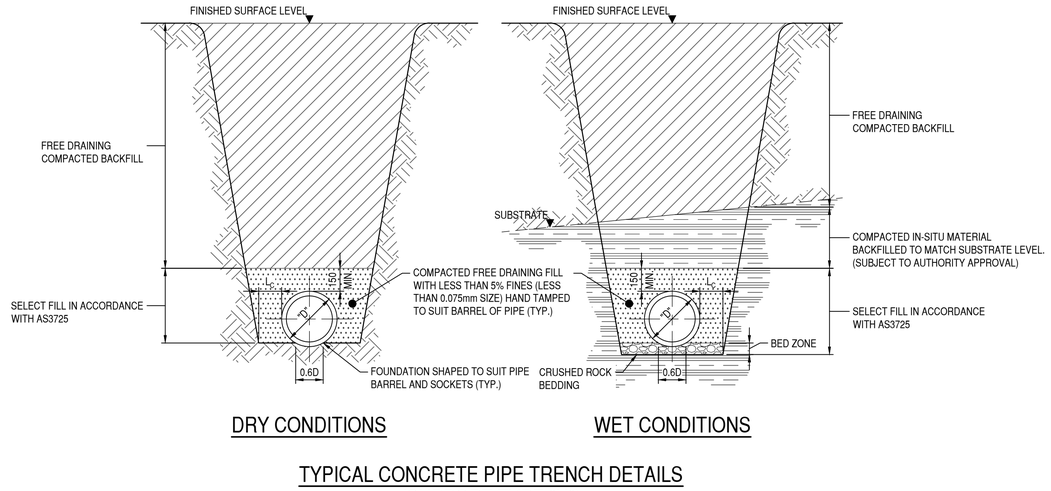
Colliers

CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-06
REVISION	: A
DATE	: 13 May 2026



TYPICAL HEELSAFE COLLECTION PIT

SCALE 1:10 0m 200mm 400mm



DRY CONDITIONS WET CONDITIONS

TYPICAL CONCRETE PIPE TRENCH DETAILS (SUPPORT TYPE "U")

SCALE 1:20 0m 400mm 800mm

MINIMUM BED ZONE DEPTHS	
SUPPORT TYPE	DEPTH (mm)
U	75
H / HS ≤ Ø1500	100
H / HS > Ø1500	150

MINIMUM SIDE CLEARANCE "L_C" (D/6 or L_C, WHICHEVER IS GREATER)	
PIPE DIAMETER	L_C
≤600	150
>600 - ≤1200	200
>1200	D/6

NOTE:
THE MINIMUM Lc VALUES SHALL ONLY BE USED WHERE NECESSARY COMPACTION VALUES CAN BE ASSURED.

TRENCH DETAIL NOTES

1. ALL PIPE TRENCHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS3725 - DESIGN FOR INSTALLATION OF BURIED CONCRETE PIPES. SHOULD DISCREPANCIES EXIST, AS3725 TAKES PRECEDENCE.
2. DRY CONDITIONS SHALL BE SAND SOIL WHERE THE MAXIMUM PREDICTED GROUND WATER LEVEL (G.W.L.) IS A MINIMUM 300mm BELOW PIPE INVERT.
3. WET CONDITIONS SHALL BE CONSIDERED AS BEING IN ROCK, CLAY OR SAND WHERE THE MAXIMUM PREDICTED G.W.L. IS HIGHER THAN 300mm BELOW PIPE INVERT.
4. BEDDING CONDITION SHALL BE CARRIED PAST ALL MANHOLES, GULLIES & OTHER DRAINAGE STRUCTURES DOWNSTREAM.
5. WHERE PIPES HAVE PROTRUDING SOCKETS, SUITABLE RECESSES SHALL BE PROVIDED IN THE SUPPORTING MATERIALS TO ENSURE THAT THE PIPES DO NOT BEAR ON THE SOCKETS (TYP.)

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Zero Damage - Zero Harm

COLLIERS CIVIL DA CONCEPT SHALL BE VERIFIED AND CERTIFIED BY COLLIERS FOR BUILDING PERMIT APPLICATION.

Colliers

CLIENT	: Great Southern Fuel Supplies
PROJECT	: BP Williams Service Station
TITLE	: 26038-C8-DG-07
REVISION	: A
DATE	: 13 May 2026

From: liz <liz@tpiplanning.com.au>
Sent: Thursday, 4 June 2020 3:52 PM
To: Joshua Carmody
Subject: General advice - service station BP redevelopment - Shire of Williams

Dear Joshua,

As per our telephone discussion I am able to confirm that after receiving independent legal advice it is concluded that:

1. The land uses can be considered separately as they can operate independently of each other.
2. The proposal can be considered as a shop, restaurant and use not listed (sale of petrol and take-away food).
3. Council can consider the proposed petrol sales / take away food uses if Council considers that they may be consistent with the objectives and purpose of the residential zone.
4. The Shire has discretion to consider the part of the development located on the residential zoned land as a use not listed in accordance with clause 4.3.2 of the Shires Scheme.

I trust that this is of assistance. If you have further queries as the plans progress lease do not hesitate to contact me.

Regards
Liz Bushby
Consultant Planner for Shire of Williams

Town Planning Innovations
PO Box 223
Guildford WA 6935
T 0488910869 (Tuesday to Friday)

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