Regional Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 26 November 2026; 9:30am
Meeting Number: RDAP/87
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
RDAP/87 - 26 November 2026 - Shire of Williams

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – SHIRE OF WILLIAMS

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 9 (4) & 10 (2) William Street & Lot 11 (16), 12 (14) & 13 (12) Albany Highway, William – Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food) – DAP/26/03178
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Eugene Koltasz (Presiding Member)
Dale Page (Deputy Presiding Member)
Andrew Howe
Cr Heidi Cowcher (Part B – Shire of Williams)

DAP Secretariat
Shanara Wijethunga
Tenielle Brownfield

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
2. **Apologies**
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PART B – SHIRE OF WILLIAMS

1. Declarations of Due Consideration

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3. Form 1 DAP Applications

3.1 Lot 9 (4) & 10 (2) William Street & Lot 11 (16), 12 (14) & 13 (12) Albany Highway, William – Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food) – DAP/26/03178

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Form 1: Responsible Authority Report

(Regulation 12)

Part B – ITEM 3.1 – Lot 9 (4) & 10 (2) William Street & Lot 11 (16), 12 (14) & 13 (12) Albany Highway, Williams WA 6391

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Regional Development Assessment Panel
DAP File No:	DAP/26/03178
LG Reference:	DA26/004
Proposed Development:	Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food)
Value of Development:	$5.1 million
Owner:	PACEVIEW PTY LTD (and) PACEVIEW PTY LTD of Abbotts
Applicant:	Planning Solutions
Local Government Area:	Shire of Williams
Responsible Authority:	Shire of Williams
Authorising Officer:	Peter Stubbs, Chief Executive Officer
Application Acceptance Date:	22 July 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

RECOMMENDATION FOR APPROVAL

That the Regional DAP resolves to **APPROVE** DAP Application reference DAP/26/03178 for a Shop, Restaurant & Use not listed(Sale of Petroleum Products & Take-Away Food) at Lot 9 (4) & 10 (2) Williams Street & Lot 11 (16), 12 (14) & 13 (12) Albany Highway, Williams WA 6391 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of Clause 2.7 of the Shire of Williams Town Planning Scheme No. 2, subject to the following conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Plan/ Document Name	Reference	Date
Appendix 2- Development Plans	DA01 rev G	18 June 2026
Appendix 3 Landscape Plan	Rev D	23 June 2026
Appendix 4 Traffic Impact Assessment	Rev 01A	11 June 2026
Appendix 5 Acoustic Report	250910721-01	29 June 2026
Appendix 6 Bush Fire Management Plan	A25.299-RPT-BMP_0_FINAL	11 June 2026
Appendix 7 Civil Concepts	Dwg SK12 26038-C8-DG-04 26038-C8-DG-05 26038-C8-DG-06 26038-C8-DG-07	19 December 2025

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. Prior to applying for a Building Permit, the applicant is to submit, and have approved by the Shire of Williams, an External Lighting Plan, in accordance with the following criteria:

    i. Detailing lighting to internal driveways, carparks, pathways, areas of open space.
    ii. All lighting must be designed and installed so that as far as reasonably possible, by way of hooding and orientation, minimal light will be cast onto any adjoining property.
    iii. Lighting must not cause a nuisance to adjoining residents or the travelling public and must comply at all times with the requirements stipulated under the Australian Standard 4282-1997 (Control of the obtrusive effects of outdoor lighting).
    iv. Other details as required by the Shire to mitigate light spill impacts upon surrounding property owners.

The approve lighting plan must be implemented prior to occupation of the development and the constructed lighting thereafter maintained for the duration of the development to the satisfaction of the Shire of Williams.

4. Prior to applying for a building permit, a Waste Management Plan must be prepared by the landowner and approved by the Shire of Williams. The Waste Management Plan must include the following detail to the satisfaction of the Shire of Williams:
    a. The location of the bin storage areas and bin collection areas (all storage and loading areas must be screened from the streetscape).
    b. The number, volume and type of bins, and the type of waste to be placed in the bins.
    c. Management of the bins and the bin storage areas, including cleaning rotation and moving bins to and from the bin collection areas; and
    d. Frequency of bin collections.
    e. Appropriate traffic management measures to mitigate conflicts between private vehicles and waste collection vehicles.
    f. Other matters likely to impact on surrounding property owners.

    The approved Waste Management Plan must be implemented for the duration of the development by the landowner to the satisfaction of the Shire of Williams

5. Prior, to commencement of works, a Construction Management Plan must be submitted by the landowner to the satisfaction of the Shire of Williams. The Construction Management Plan must be prepared by a suitably qualified person and detail how the construction of the development will be maintained including:

    i. Public safety and security.
    ii. Hours of construction.
    iii. Traffic management plans during construction, including any proposed road closures.
    iv. Toilet facilities for construction workers.
    v. Protection of public infrastructure within the road reserve.
    vi. Dilapidation report of adjoining properties.
    vii. How materials and equipment will be delivered and removed from the site.
    viii. How materials and equipment will be stored on the site.
    ix. Parking arrangements for staff, contractors and visitors.
    x. Construction Waste disposal strategy and location of waste disposal bins.
    xi. How dust, noise, erosion, lighting and environmental hazards will be managed during the stages of construction.
    xii. Complaint management procedure.
    xiii. Other matters likely to impact on surrounding property owners.

    The approved Construction Management Plan must be implemented prior to the commencement of works and thereafter maintained for the duration of works to the satisfaction of the Shire of Williams.

6. Prior to occupation of the development all external fixtures (e.g. service equipment, mechanical ventilation, water tanks, compressors) must be installed, located and screened to avoid adverse effects, including noise and visual amenity of nearby

properties to the satisfaction of the Shire of Williams, and maintained for the duration of the development. to the satisfaction of the Shire of Williams, .

7. Prior to an occupation permit being granted for the development, all hardstand areas must be paved, sealed and drained to the satisfaction of the Shire of Williams.

8. Prior to an occupation permit being granted for the development, all car parking areas must meet the following requirements:
   a. The provision and maintenance of a minimum of eighteen (18) car parking spaces, which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off street car parking;
   b. The provision and maintenance of a minimum of two (2) car parking space(s) dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1 2009, Design for access and mobility, Part 1: General Requirements for access New building work;
   c. Vehicle parking, manoeuvring and circulation areas are to be suitably constructed, sealed, kerbed, line marked and drained to the specification and satisfaction of the Shire of Williams and Australian Standard AS2890; and
   d. Comply with the above requirements and be maintained to the satisfaction of the Shire of Williams for the duration of the development.

9. Prior to the occupation of the development, all landscaping noted in the approved Landscape Plan must be planted and maintained for the duration of the development to the satisfaction of the Shire of Williams. Any species which fail to establish within the first two planting seasons following implementation must be replaced at the landowners cost to the satisfaction of the Shire of Williams.

10. Prior to occupation of the development, redundant vehicle crossover(s) must be removed and the kerbing, verge, and footpath (where relevant) reinstated to the satisfaction of the Shire of Williams.

11. Prior to occupation of the development, crossovers must be designed and constructed to the satisfaction of the Shire of Williams.

12. Prior to occupation of the development, the landowner must comply with all the recommendations provided in the Environmental Noise Assessment submitted as part of the development application. The Noise mitigation and management measures must be implemented as per the Environmental Noise Assessment for the duration of the development to the satisfaction of the Shire of Williams.

13. The subject land must be maintained in accordance with the stamped approved Bushfire Management Plan prepared by Western Environmental and dated

11.06.26 and any revisions approved by the Shire, for the duration of the development to the satisfaction of the Shire of Williams.

14. For the duration of the development, all stormwater must be contained on site and connected to the local drainage system in accordance with the approved Stormwater Civil Concept to the satisfaction of the Shire of Williams.

15. The chemical or fuel storage areas must be suitably enclosed and bunded for the duration of the development to the satisfaction of the Shire of Williams.

16. Signs and on-site advertising are limited to content related to the development and must not include reflective, flashing, chasing or pulsating lights to the satisfaction of the Shire of Williams for the duration of the development.

Advice Notes

1. The applicant is reminded of their obligations to comply with the “Land development sites and impacts on air quality: a guideline for the prevention of dust and smoke pollution from land development sites in Western Australia”, prepared by the Department of Water and Environment Regulation.

2. The development must be connected to Sewer, to the satisfaction of the Water Corporation.

3. The applicant is required to manage noise and vibration during the works in accordance with Australian Standard AS 2436 “Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites”

4. Any damage to public assets arising during the course of the development activity must be repaired and restored in accordance with the 'Local Government Guidelines for Restoration and Reinstatement in WA,' and to the satisfaction of the Shire of Williams.

5. In regard to condition 5 the Shire understands “suitably qualified person” to mean the appointed construction manager for the development or equivalent person.

6. With regard to condition 13, a Notification Under Section 70A form is available from Landgate. The applicant/owner is required to complete this form and submit it to the Shire for signing and executing. Once the form has been signed the applicant/owner is required to lodge for the form with Landgate.

7. Prior to undertaking works within the Albany Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.

8. The applicant is required to submit an application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

9. Lighting for the proposed development is to comply with AS 4282-1997 – Control of the obtrusive effects of outdoor lighting.

10. The premises is required to be registered with the Local Government in accordance with the Food Act 2008; the applicant is required to submit an Application for Registration of a Food Business accompanied with the appropriate registration fee a minimum of two weeks prior to commencing operation.

11. Compliance with Food Act 2008, the Food Regulations 2009, the Australia New Zealand Food Standards Code and the Australian Standard AS4674:2004 Design, construction and fit-out of food premises. Detailed fit-out plans, including elevations, are to be submitted with the building licence application showing all fixtures, fittings and finishes.

12. All wastewater produced by the activities onsite must be disposed of to Sewer, with approval of the Water Corporation of Western Australia and must include any required grease/oil separators (traps).

PROPOSAL:

The development application seeks approval for a redevelopment of an existing Service Station into a Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food). The key components of the development can be seen in Attachment 1 and are summarised as follows:

Proposed Land Use	Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food)
Proposed Net Lettable Area	251m^2
Proposed Car Parking Bays	18 bays
Proposed Landscaping (m^2)	860m^2

1. A retail building of 251m^2 NLA;
2. A cooking zone and food preparation area, supported by a cool room and freezer room;
3. Male, female and universally accessible toilets, together with shower facilities;
4. An office, storeroom of 88m², bin store and plant room;
5. A combined fuel canopy of 37.5m in length providing a car canopy with 8 refuelling bays and a truck canopy with 3 refuelling bays, each with a minimum clearance height of 5.5m and total height of 6.35m;
6. Three underground fuel storage tanks located to the west of the retail building;
7. 18 car parking bays, including 4 staff parking and 2 ACROD bays;
8. A new concrete crossover to the west of the site; and
9. Proposed landscaping of 860m2, covering 16.4% of the site.

SUBJECT SITE AND SURROUNDS:

The subject site is located within the Shire of Williams townsite under the Shire of Williams Town Planning Scheme No. 2 (TPS2) Town Planning Scheme Map No. 6. The proposed development and subject site comprises of 5 lots, Lots 9 (No. 4) & 10 (No. 2) Williams Street & Lots 11 (No. 16), 12 (No. 14) & 13 (No. 12) Albany Highway. The subject site is located at the intersection of Albany Highway and William Street with a combined lot area comprising approximately 5200 m^2.

In summary, the site is described as follows:

1. Lots 9, 10, 11 & 12 are zoned Commercial under the TPS2 with Lot 13 being zoned Residential – R12.5.
2. A portion of the subject site addresses Albany Highway. This is classified as a Primary Distributor road under the responsibility of Main Road Western Australia.
3. The site has been operating as a roadhouse/service station since the at least the 1970's or early 1980 's
4. The current use of the site utilises three points of access and egress, being two points from Albany Highway and one point from Williams Street. The proposal reduces access and egress to one point from Williams Street and one point from Albany Highway and proposes an additional egress only point to Albany Highway on the Southern side of the development.
5. Is identified on the Department of Fire & Emergency Services (DFES) mapping as being located within a Bushfire Prone Area (BPA) under the *Fire and Emergency Services Act 1998 (as amended).*
6. The site is bounded by residential, public purpose, rural residential and special use zones to the north, south, east and west.
7. The immediate surrounding locality to the subject site includes the Williams Motel and Caravan Park, with road corridors between rural residential zone land (Albany Highway) and vacant Reserve-crown land (Williams Road)

BACKGROUND:

The site has 40-to-50-year history of being used as it currently it- a roadhouse/service station. No servicing of vehicles is provided on the site which is solely the sale of fuel products and food and beverages.

The proposed seeks to demolish the existing aged infrastructure and rebuild it on site into a modern roadhouse, to improve standards, amenity and safety to users.

The site and business there is important to travellers on Albany Highway and busy major transit route in Western Australia.

The site adjoins the Williams Motel and Caravan Park, and is closed to Prices Fabrication and Steel, with both of these businesses owned by the same owners.

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.

LEGISLATION AND POLICY:

Legislation

1. *Planning and Development Act 2005 (*the Act)*;*
2. *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations)*;*
3. *Planning and Development (Development Assessment Panels) Regulations 2011* (the DAP Regulations)*;*
4. *Shire of Williams Town Planning Scheme No. 2* (the TPS2)*;*
5. *Environmental Protection (Noise) Regulations 1997 (WA); and*
6. *Contaminated Sites Act 2003 (WA)*

State Government Policies

1. State Planning Policy 2.9 Water (SPP 2.9)
2. State Planning Policy 3.7 Bushfire (SPP 3.7)
3. State Planning Policy 5.4 Road and Rail Noise (SPP 5.4)
4. State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)
5. Operational Policy 1.12 – Proposals Adjoining Regional Roads (OP1.12)

The development assessment has been undertaken in accordance with the aforementioned legislation and policies.

For further discussion in relation to the variations, refer to the Planning Assessment section of this Report.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	N/A
Region Scheme - Zone/Reserve	N/A
Local Planning Scheme	Town Planning Scheme No. 2
Local Planning Scheme - Zone	Lots 9, 10, 11 & 12 - Commercial Lot 13 - Residential R12.5
Lot Size	5,200m^2
Existing Land Use	Roadhouse-Service Station & Single House
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List

	☐ Local Heritage Area
Bushfire Prone Area	Yes

The proposal has been assessed against all the relevant legislative requirements of the Scheme, State and Local Planning Policies outlined in the Legislation and Policy section of this report. The proposed development and land use generally complies with all applicable policies, with the following matters which have been identified as key considerations for the determination of this application.

1. Car parking
2. Landscaping
3. Road and Rail Noise

For further discussion in relation to any variations sought refer to the Officer Comment section of this RAR.

Land Use Permissibility

The application seeks approval for the use of 'shop', 'restaurant', and 'use not listed – sale of petroleum products & take-away food'. The listed land uses are defined by Schedule 1 of the TPS2 as follow:

"Shop" means a building wherein goods are kept, exposed or offered for sale by retail, but does not include a bank, fuel depot, market, service station, milk depot, marine collector's yard, timber yard or land and buildings used for sale of vehicles or for any purpose falling within the definition of industry.

"Restaurant" means a building wherein food is prepared for sale and consumption within the building, and the expression shall include a licensed restaurant, and a restaurant at which food for consumption outside the building is sold where the sale of food for consumption outside the building is not the principal part of the business.

A land use is proposed as a 'Use Not Listed', pursuant with clause 4.3.2 of the TPS2. A use not listed is proposed as the proposed development does not wholly fit within the definition of a 'service station' as defined under Schedule 1 of the TPS2.

"Service station" means land and buildings used for the supply of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs and minor mechanical repairs and may include a cafeteria, restaurant or shop incidental to the primary use; but does not include transport depot, panel beating, spray painting, major repair to motor vehicles, or wrecking of vehicles.

The proposed development does not offer any form of vehicle repair or servicing component. Instead, the development more appropriately is characterised as a retail use that incorporates sale of petroleum products and take-away food, in which no specific land use definition under the TPS2 currently exists. The proposed Use Not Listed falls within the 'Retail Building' as proposed on Attachment 1 – Development Plans along with the proposed 'Shop' and 'Restaurant' land use. The Shire sought legal advice prior to the applicant's lodgement of this application to confirm the proposed land uses (see Attachment 6).

As a Use Not Listed is proposed, the application is subject to the assessment requirements of a complex application as defined in the Regulations. The proposal generally aligns with the Policy Statement for the Commercial zone outlined in Clause 4.7 (2) of the TPS2.

The subject site is zoned 'commercial' under the TPS2, with the exception of Lot 13 (12) Albany Highway being zoned 'residential' under the TPS2, where the proposed land uses of 'shop' and 'restaurant' are considered permitted land uses (Table 1 of the TPS2), meaning that the land uses are permitted by TPS2, provided the uses comply with the relevant development control standards and requirements of TPS2 (Clause 2.7(a)). A portion of the proposed development extends into a lot zoned 'Residential' (Lot 13). This portion is limited to exclusively ancillary components of the development, comprising of hardstand, a crossover for the exclusive use of egress and landscaping. The scale and ancillary nature of these uses are low intensity and do not introduce additional land uses or activities that will reasonably compromise the surrounding residential amenity.

The Shire is satisfied that the proposed land uses are consistent with the objectives of the applicable sites zoning and can be supported subject to appropriate conditions and advice notes.

Built Form

Clause 4.6 of the TPS2 sets out regulatory controls that are deemed to be the minimum acceptable standards for developments within their respective zonings.

The table below outlines the proposal's compliance with the built form requirements applicable to the subject site.

PROVISION	REQUIREMENT	PROVIDED	COMPLIANCE
Area	Existing depth of lot	N/A – lot depths unaffected	N/A
Frontage	18m	Wiliam Street – 69.2m Albany Highway – 121.3m	Complies
Parking	Shops: 1 space per 10m^2 of gross floor area	453m^2 gross floor area – 45 bays required – 18 bays provided	Seeks Variation

The development proposes a variation to the minimum parking provision of TPS2.

The TPS2 does not prescribe specific development controls such as setbacks, building height or plot ratio within the Commercial zone. Rather, these matters are addressed under Council discretion pursuant to Clause 2.5 of the TPS2.

Landscaping

Clause 4.7 (2)(c) of the TPS2 set out the expectation within Commercial zones that new developments provide effective landscaping whilst maintaining an aesthetically desirable and architecturally cohesive appearance. The assessment of effective

landscaping is supplemented by clause 5.2 of the TPS2, which sets out general development controls for landscaping within the Shire of Williams. These clauses do not prescribe specific development controls, instead providing the basis of a performance-based assessment. With the absence of specific controls, the Shire turns to SPP 7.0 Schedule 1 to inform its assessment of landscape quality.

The development proposes a total area of 860m^2 of landscaping across the site, making up a total of 16.4% of the site area. Of this area, the development proposes a sufficient amount of landscaping within the truncation between Albany Highway and William Street along with vegetation along the lot frontage with Albany Highway. The mixture of vegetation species, sizes and location creates an attractive overall design that contributes positively to the streetscape.

The development site proposes landscaping within the southeastern portion of the lot. This reduces the impact of vehicle noise and will screen some of the development from the adjoining residential and special use zones, therefore achieving one of the design principles set out in SPP 7.0 through respect for the public and neighbours.

As the landscaping concept plan proposed achieves the intent of the TPS2 requirements and the design principles of SPP 7.0, the Shire can support the design. A condition has been recommended that a final landscape plan be provided for the Shire's approval and all landscaping planted prior to occupation of the development.

Car Parking

The below table outlines the Shire's parking requirements in accordance with Clause 4.6 (3)(c) of the TPS2 for parking requirements for a 'Shop', which is as follows:

- 1 space per 10m^2 of gross floor area (GFA).

Land Use	Car Parking Requirement	Provided	Compliance
Shop	453m^2 GFA = 45 bays	18 bays	Seeks Variation

As demonstrated in the table above, a total of 45 bays are required and 18 bays are provided. This represents a 27-bay shortfall.

Clause 5.1 (3) of the TPS2, supported by Clause 77D of the Regulations, provides discretion for minimum onsite parking requirements to be varied when the applicant has demonstrated that there is not the demand for the number of parking spaces specified in the Scheme.

As specified above, 45 bays are required based on a calculation of 453m^2 GFA as a shop land use, however the proposed retail building comprises of multiple land uses, including 'Shop', 'Restaurant' and a 'Use not listed'. Clause 4.6 (3) of the TPS2 does not prescribe minimum parking requirements for the 'Restaurant' land use, rather deferring the determination to a performance-based assessment with regard to Clause 2.5 (j) and Clause 5.1. Due to the open floor plan design of the retail building, the gross floor area of the 'Shop' land use is not accurately discernable, resulting in the GFA calculation provided above.

In addition to the 18 lined bays provided on site, an additional 8 commuter vehicle bays and 3 truck bays are provided under the fuel canopy with adequate space between the

canopy and William Street for vehicles to stop and queue. This reduces the effective number of parking bays required for the users of the Shop and Use Not Listed land uses. Pursuant to Clause 5.1 (3) of the TPS2 and the above landscaping assessment, the Shire is satisfied that the landscaping proposed for the development is sufficient to offset the parking deficit. A condition has been recommended to ensure the provision of the parking bays proposed on the development plans.

Bushfire

The subject site is identified on the Department of Fire and Emergency Services (DFES) mapping as being located within a Bushfire Prone Area (BPA) under the Fire and Emergency Services Act 1998 (as amended). Designation of an area as being bushfire prone reflects the potential of bushfire to affect this site and acts as a mechanism for initiating further assessment in the planning and building processes.

A Bushfire Management Plan (BMP) has been submitted with the application which provided a BAL Contour Map (see Attachment 5). The assessment notes that a large amount of vegetation within the 150m buffer zone has been excluded, with the remaining classified vegetation being Class A, B & G. The BAL Contour Map indicates the highest pre-development BAL rating for the site is BAL-29. As the pre-development radiant heat impact does not exceed 29kW/m^2, the provisions of SPP3.7 are not applicable.

Drainage

A civil concept plan has been provided that demonstrates compliance with the Shire expectations. An associated condition has been recommended for this plan to be implemented prior to occupation and maintained in perpetuity to the satisfaction of the Shire of Williams.

Traffic

A Transport Impact Assessment has been provided by the applicant to support this application (see Attachment 3). As the development site adjoins Albany Highway, classified as a Primary Distributor Road, the applicant sought preliminary comments from Main Roads WA (MRWA) prior to lodgement of this application. Attachment 1 – Development Plans reflects the preliminary comments provided by MRWA. Upon lodgement of the formal application, the Shire referred it back to MRWA for formal comment due to the site adjoining and proposing access off Albany Highway. Pursuant to Clause 66 of the Regulations, no formal comments were received within the 42-day referral timeframe under the Regulations. As the development proposes changes to access and egress, conditions have been recommended for the provision of crossovers to the specifications of the Shire of Williams.

The Shire has provided more commentary on the preliminary referral comments to MRWA below in the consultation part of this RAR.

Road and Rail Noise

SPP5.4 regulates the acceptable exposure levels for noise from identified strategic and/or significant freight routes and major traffic routes on sensitive land uses and developments. The subject site abuts Albany Highway, which is classed as a ‘Strategic

freight or major traffic route trigger' and is located within proximity to Narrogin Road, which is classed as an 'Other significant freight/traffic route trigger'. Notwithstanding the above, the proposed land uses are not considered to be sensitive land uses. As such, an assessment against the provisions of SPP5.4 is not required for this application.

An environmental noise assessment has been provided as Attachment 4 to consider noise emissions from the development and their potential to impact on adjoining properties. The Shire is satisfied with the recommendations of the environmental noise assessment and associated conditions have been recommended to ensure they are implemented prior to occupation of the development.

Planning and Development (Local Planning Schemes) Regulations 2015

The responsible authority must have due regard to the matters contained under Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* when exercising its discretion and the following matters are considered most relevant against this application:

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;
b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;
c) any approved State planning policy;
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;
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;
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;
q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;
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;
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;
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;

w) the history of the site where the development is to be located;
y) any submissions received on the application;
za) the comments or submissions received from any authority consulted under clause 66;
zb) any other planning consideration the local government considers appropriate.

The Shire is satisfied that the proposal is consistent with the provisions of Clause 67 of the Regulations and is capable of approval subject to relevant conditions and advice notes.

CONSULTATION:

PUBLIC CONSULTATION

Public consultation for this application was conducted in accordance with Clause 64 (1) of the Regulations. The application was advertised in accordance with the complex application requirements under the Regulations given the proposed USE NOT LISTED is classified as complex for a period from 4 September 2026 to 2 October 2026 via the following methods

- Notice on the Shire of Williams website for public comment
- By the Shire of Williams Facebook site
- Listing in The Williams community newsletter
- Letters sent to landowners within a 300 m radius of the site
- Signage installed on the site advising of the palling application and opportunity to comment.

There was a total of one (1) submissions received from the community. The below schedule contains details of the submissions.

Comments/Matter Raised	**Responsible Authority Response**
Support – Improvements to the existing service station is required and the proposal will benefit the area and neighbouring businesses. A request is made for a gate within the boundary fence between the subject site and the submitter lot to allow	The submission of support is noted along with comments regarding the improvement of the character of the area and benefit to surrounding local businesses. The installation of a gate along the boundary fence will impact the proposed noise wall and landscaping. This will result in a poor planning outcome that has potential to impact the aesthetic of the site and reduce the effectiveness of the noise wall which is a recommendation of the Environmental Noise Assessment.

access without having to enter Albany Highway	

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

Pursuant to Clause 67(2)(za) of the Regulations, the Shire sought the advice of:

- Department of Water and Environmental Regulation (DWER)
- Main Roads Western Australia (MRWA)

The below tables summarise the advice received and the Shire's response.

In accordance with Cl 66 of the Regulations, the Shire sought comment from the above-mentioned authorities for a period of 42 days. No formal comment was received from MRWA within this timeframe or the 14-day extended timeframe in accordance with subclause 3A. In accordance with Clause 66 subclause 4, the Shire has determined that MRWA has no objections or recommendations to make.

To inform the above decision, MRWA provided the Shire with preliminary comments. These comments are reflected in the below table.

DWER Comments	**Responsible Authority Response**
Stormwater Management Plan Recommendation The department notes that the Civil Concept document provides preliminary stormwater drainage and detention arrangements, including a proposed detention basin and separate drainage from the refuelling forecourt to an oily water separator. The final Stormwater Management Plan (SMP) should be prepared to the satisfaction of the Shire of Williams in accordance with the Stormwater Management Manual of Western Australia (DWER, 2022), Decision process for stormwater management in WA (DWER, 2017) and Water Quality Protection Note 49: Service stations (DWER, 2013). The SMP should demonstrate the appropriate management of small, minor and major rainfall events, including detention, discharge and safe overland flow arrangements, and the containment and treatment of potentially contaminated runoff from fuel dispensing, fuel delivery and associated forecourt areas	Agreed
Native Vegetation Regulation -Advice Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless: • it is undertaken under the authority of a clearing permit • it is done after the person has received notice under section 51DA(5) that a clearing permit is not required • the clearing is subject to an exemption	There is no natural native vegetation on the premise.

Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations). Based on the information provided, should development approval be issued, clearing to construct a building or structure is likely to be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations. However, clearing required for purposes other than the exempt purposes, e.g. constructing a building or structure, including clearing for non-exempt purpose, e.g. landscaping, is not likely to be exempt and a referral/clearing permit is required. Please note the department has a referral process where very minor clearing proposals can be referred to the department to determine whether a clearing permit is required. The decision on whether a clearing permit is required will be made against criteria specified in the EP Act and the Guideline: Native vegetation referrals available here: https://www.wa.gov.au/government/publications/guideline-native-vegetation-clearingreferrals It appears that the referral process may be applicable to the clearing proposed. Applicants are encouraged to review the guideline to determine whether the proposed clearing satisfies all of the criteria specified under section 51DA of the EP Act. If the clearing does not satisfy all of the criteria under section 51DA of the EP Act, a clearing permit is required. The department has not received a clearing permit application for this proposal. Application forms are available from https://www.wa.gov.au/service/environment/environment-informationservices/ clearing-permit-forms. Additional information on how to apply for a clearing permit is available from https://www.wa.gov.au/service/environment/environment-information-services/nativevegetation- clearing-It appears that the referral process may be applicable to the clearing proposed. Applicants are encouraged to review the guideline to determine whether the proposed clearing satisfies all of the criteria specified under section 51DA of the EP Act. If the clearing does not satisfy all of the criteria under section 51DA of the EP Act, a clearing permit is required. The department has not received a clearing permit application for this proposal. Application forms are available from	

https://www.wa.gov.au/service/environment/environment-informationservices/ clearing-permit-forms. Additional information on how to apply for a clearing permit is available from https://www.wa.gov.au/service/environment/environment-information-services/nativevegetation- clearing permits.	
Air Quality Recommendation The department notes that the proposal involves the redevelopment of an existing service station. The Shire of Williams should consider the Department of Health's Position statement: Service stations and sensitive land uses (2024) when assessing the proposal. Further guidance should be sought from the Department of Health, as required.	The Shire notes the Department of Health supports the use of minimum separation distances of: □ 50 metres for service stations operating during normal business hours □ 100 metres for 24-hour service stations. The roadhouse/service station proposed 24-hour operation in the future, Houses are beyond 100 m. An existing motel is approximately 40 m away, and the Motel owner is the only public comment received, supportive of the proposed development.
Noise Assessment Advice The department notes that the referral package included the Environmental Noise Assessment – Service Station (Reference 250910721-01), prepared by Lloyd George Acoustics and dated 29 June 2026. The department's preferred avenue to support local government's consideration for acoustic reports is via the local Environmental Health officer (EHO). EHOs have an understanding of environmental noise through their qualification and training and are well placed to advise on acoustic considerations for development proposals. The department's environmental noise team provides advice to EHOs across the state, including assisting them in reviewing acoustic reports. Can you please confirm in writing by return email whether the Shire of Williams EHO will assess this report, and seek advice from the Environmental Noise team as required, or	The Shire of William EHO consultancy service has bene consulted and commented that the compliance with Acoustic Report recommendations for sound barriers is adequate. An Environmental Noise Assessment has been undertaken by Lloyd George Acoustics for the proposed

whether there is a specific need for the department to undertake a technical review of this report and provide formal advice?	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.

Main Roads WA Comments	**Responsible Authority Response**
Main Roads has reviewed the vehicle access arrangements through earlier stages of the proposal. Previous RTE review identified matters requiring further consideration, particularly in relation to the interaction between turning movements, intersection geometry and sight distance. A revised design has subsequently been submitted and is currently under review by Main Roads' Road and Traffic Engineering section. The revised design may address some or all of the matters previously identified, and Main Roads' final position on the access arrangements will be informed by the outcome of this review.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier RTE review identified matters for refinement associated with the proposed crossovers, including appropriate control/signage of the Albany Highway exit	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.

crossover and the geometry of the eastern crossover to provide a clear, lane correct left out movement. The latest design submission is currently being reviewed by RTE and will be assessed to determine whether these earlier matters have been satisfactorily addressed.	
Main Roads notes that a Traffic Impact Assessment has been prepared for the development, with the final revision dated June 2026. The assessment and latest design information are being considered as part of the current technical review. Main Roads' final position on traffic generation and its potential impact on Albany Highway will therefore be subject to the outcome of this review.	The Shire notes the ongoing RTE review. The outcome of this review has not been provided to the Shire within the timeframe prescribed under Cl 66 of the Regulations.
Internal circulation and queuing are required to be appropriately accommodated within the development site without adversely affecting the operation of Albany Highway. These matters will be considered as part of the current review of the latest design and supporting traffic assessment, including the interaction between internal circulation, access points and heavy-vehicle movements.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier RTE advice identified the need for appropriate design-vehicle swept-path assessment, including consideration of a 19 m semi-trailer for the relevant Williams Street left out movement and appropriate intersection radii. The current RTE review will consider the latest swept path and geometric information to determine whether the previous design vehicle and	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.

manoeuvring concerns have been satisfactorily addressed.	
Main Roads' Road Safety review supported progression of the proposal subject to appropriate treatment of the potential "see through" effect at Williams Street. The intersection treatment should ensure that approaching drivers do not perceive Williams Street as continuing directly through the intersection. Appropriate delineation, including a suitable hazard board or equivalent treatment, together with appropriate intersection lighting, should be incorporated into the design. The latest design will also be considered against this earlier Road Safety advice as part of the current review.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier RTE review identified sight distance as an important consideration, particularly the potential for opposing right-turning vehicles to obstruct sight lines at the Albany Highway/Williams Street intersection. RTE previously advised that staggering the intersection alone did not necessarily resolve this issue. The latest design submission may incorporate changes addressing this concern and is currently being reviewed. Main Roads' final position on sight distance will be subject to confirmation that the revised arrangement satisfactorily addresses the applicable sight-distance requirements.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review and comments regarding sightline concerns. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Main Roads considers that the development should not adversely affect the safe and efficient operation of Albany Highway. A Traffic Impact	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.

Assessment has now been provided, and the latest design is being reviewed by RTE. The outcome of this review will inform Main Roads' final assessment of the operational performance of the proposed intersection and access arrangements.	
Earlier reviews identified concerns associated with the proposed intersection arrangement, particularly the interaction between opposing right turn movements and available sight distance. Since those comments were provided, the design has been further developed, and the latest submission is currently under RTE review. Main Roads will therefore reserve its final position on the adequacy of the intersection and crossover arrangements until that review has been completed.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review and deferral of final comments to after this review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Signage and delineation should be designed so they do not obstruct required sight lines or introduce ambiguity for Albany Highway or Williams Street traffic. Road Safety previously identified the importance of addressing the potential "see through" effect on the Williams Street approach, including appropriate delineation/hazard treatment and intersection lighting. RTE also previously identified the requirement for appropriate control/signage associated with the proposed exit crossover. The latest design will be reviewed against these requirements.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held pre-lodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Any proposed works within the Albany Highway road reserve will require Main Roads approval through the Application to Undertake Works Within Road Reserve process and are to be designed and	The Shire notes the comments of MRWA. An associated advice note has been recommended to this effect.

constructed in accordance with Main Roads requirements. The current planning referral and technical review should not be taken as approval to undertake works within the road reserve. Detailed design documentation for road, crossover, drainage, lighting, signage and other works within the road reserve will need to be submitted to Main Roads for the relevant review and approval prior to construction.	
A Traffic Impact Assessment has been prepared for the development, with the final revision dated June 2026. The TIA and latest design submission are currently being considered through the RTE review. At this stage, Main Roads does not consider that a separate Traffic Impact Statement is necessary however, further information or clarification may be requested should questions arise through completion of the current technical review.	The Shire notes the comments of MRWA. The provided TIA has been informed by pre-lodgement comments provided to the applicant by MRWA. These comments provided have informed the alternative to responsible authority recommendation.
Main Roads considers the redevelopment may continue to progress through the planning process while the latest design is subject to technical review. Earlier reviews identified matters associated with sight distance, opposing right turn movements, crossover geometry, heavy vehicle swept paths, delineation and lighting. The latest design may address these matters and is currently under RTE review. Any final conditions or design modifications requested by Main Roads should therefore reflect the outcome of this review rather than relying solely on comments made on superseded design submissions.	The Shire notes the comments and preliminary support of MRWA. Changes to the development plans can be addressed through an application to amend the development approval if the application is determined as per the responsible authority recommendation. The comments provided have informed the officer recommendation and alternative to responsible authority recommendation.

DESIGN REVIEW PANEL ADVICE

Not applicable to this report.

OTHER ADVICE

The application has been circulated internally to relevant departments within the Shire. Comments have been received and reflected through recommended conditions and advice notes.

CONCLUSION:

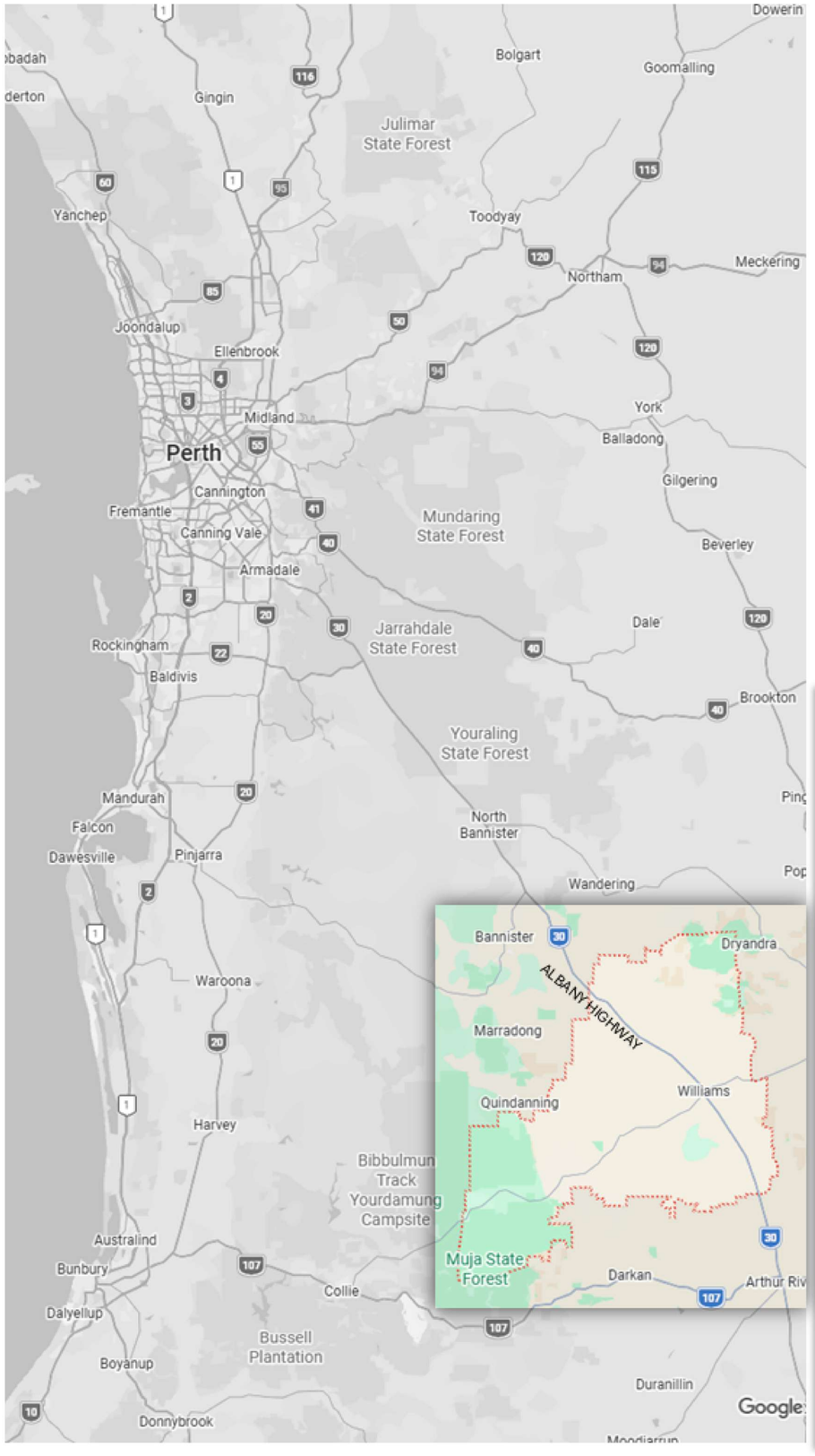
The proposed Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food) consist of two permitted uses under the TPS2, and a use not listed that satisfies the policy statements of the Commercial zoning outlined in Cl 4.7 (2) of the TPS2. The proposal represents a redevelopment of an existing service station within a high traffic area of the Shire of Williams.

The proposal seeks a minor variation to the car parking requirement prescribed under the TPS2; however, the overall development offers an improved outcome through a modern, attractive design that will enhance the character of the area.

Conditional approval of the development application is therefore recommended.

ATTACHMENTS

1. Development Plans as listed in Condition 1
2. Landscape Plan
3. Transport Impact Assessment
4. Acoustic Report
5. Bushfire Management Plan
6. Land Use Classification Email
7. Civil Concept
8. Schedule of Submissions
9. Copies of External Referral Responses
10. Alternative to the Responsible Authority Recommendation



SITE LOCATION - WILLIAMS



SUBJECT SITE

BP WILLIAMS

CORNER ALBANY HIGHWAY & WILLIAMS STREET

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

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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

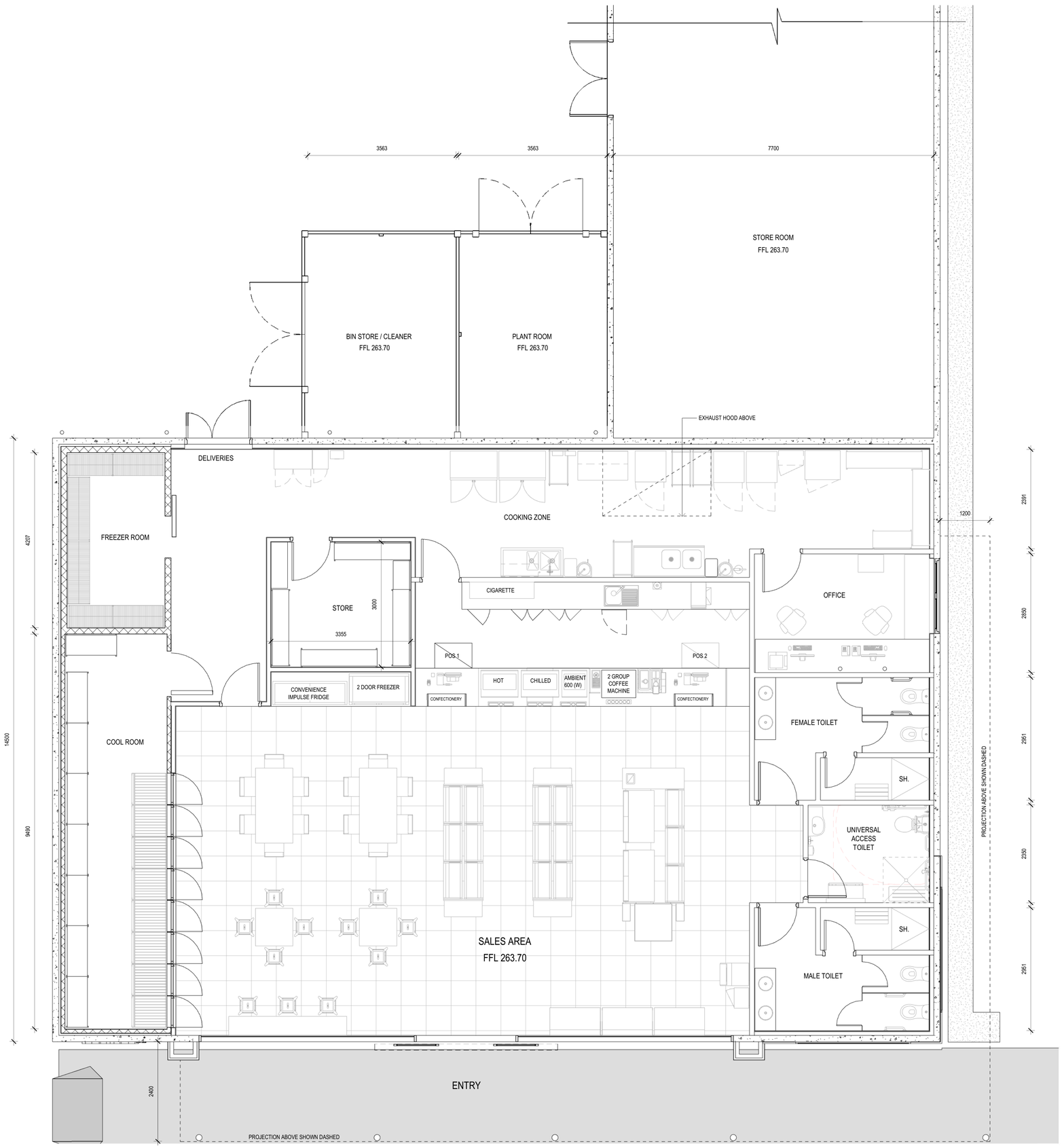
LANDSCAPE PERCENTAGE : 16.4 %

1 / - SITE PLAN
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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
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description: PROPOSED SITE PLAN
scale: 1 : 250
date: 18/06/2026
project no: 112.25
dwg no: DA 01
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1 GROUND FLOOR
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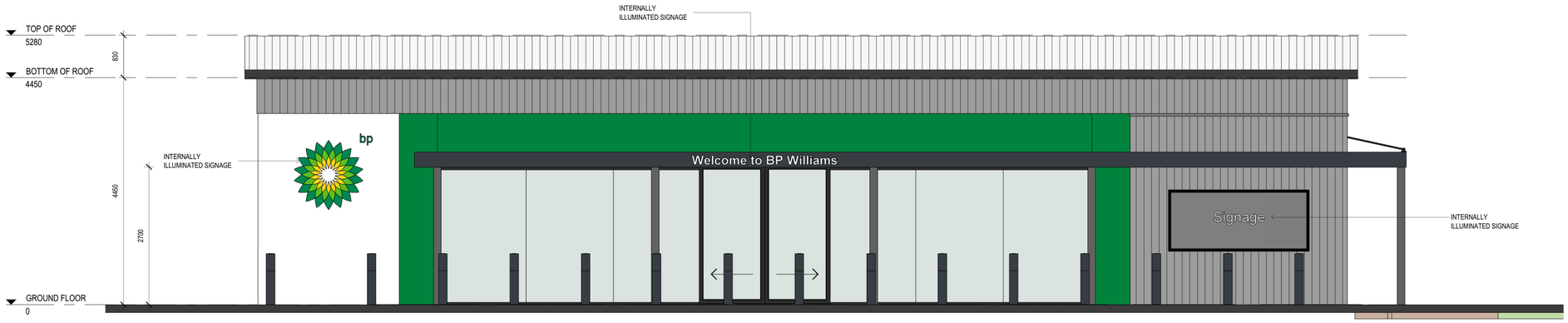
project
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location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
ROAD HOUSE - PROPOSED FLOOR PLAN

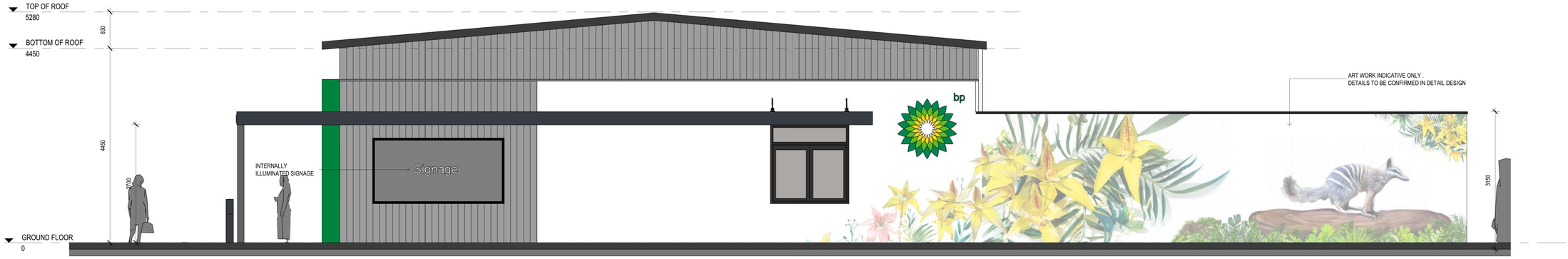
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date 18/06/2026
project no 112.25
dwg no DA 02
rev G



1 / - ELEVATION A

1 : 50



2 / - ELEVATION B

1 : 50

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location
CNR ALBANY HIGHWAY & WILLIAMS STREET

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description
PROPOSED ELEVATIONS A & B

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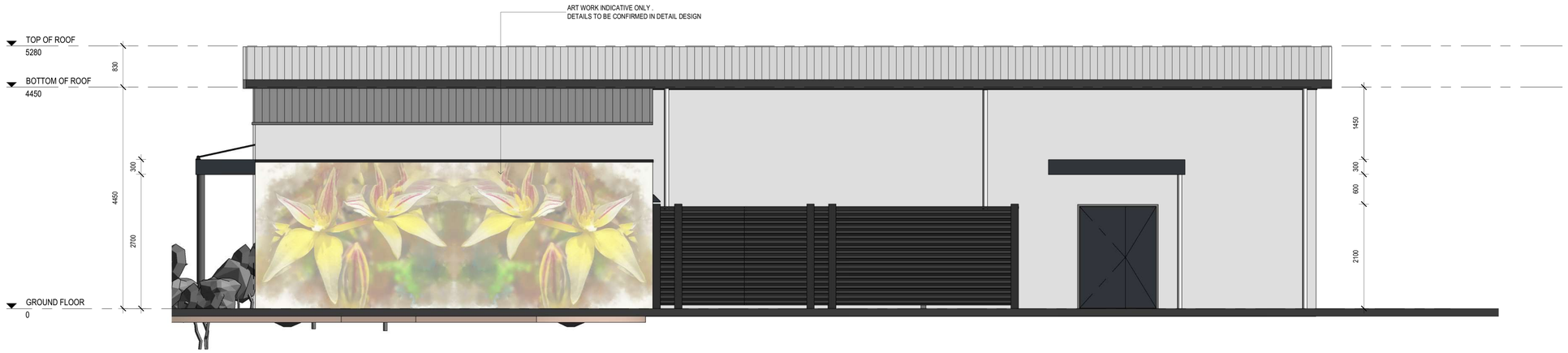
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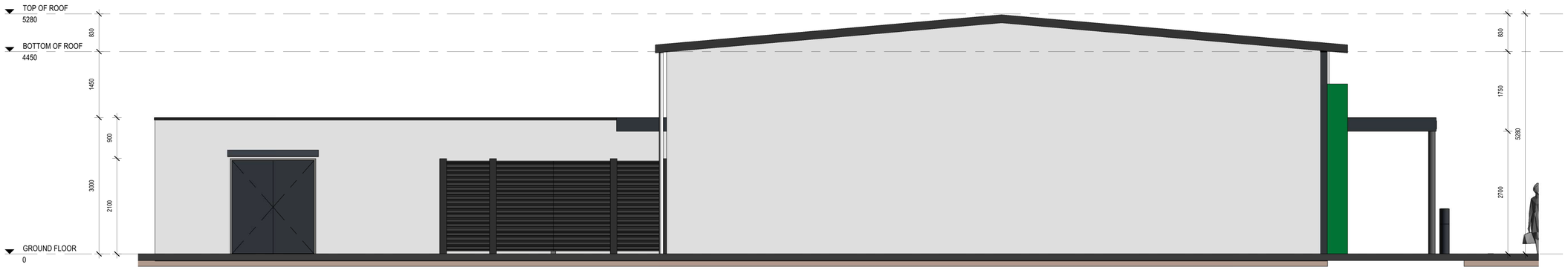
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2 / - ELEVATION D

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revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

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description
PROPOSED ELEVATIONS C & D

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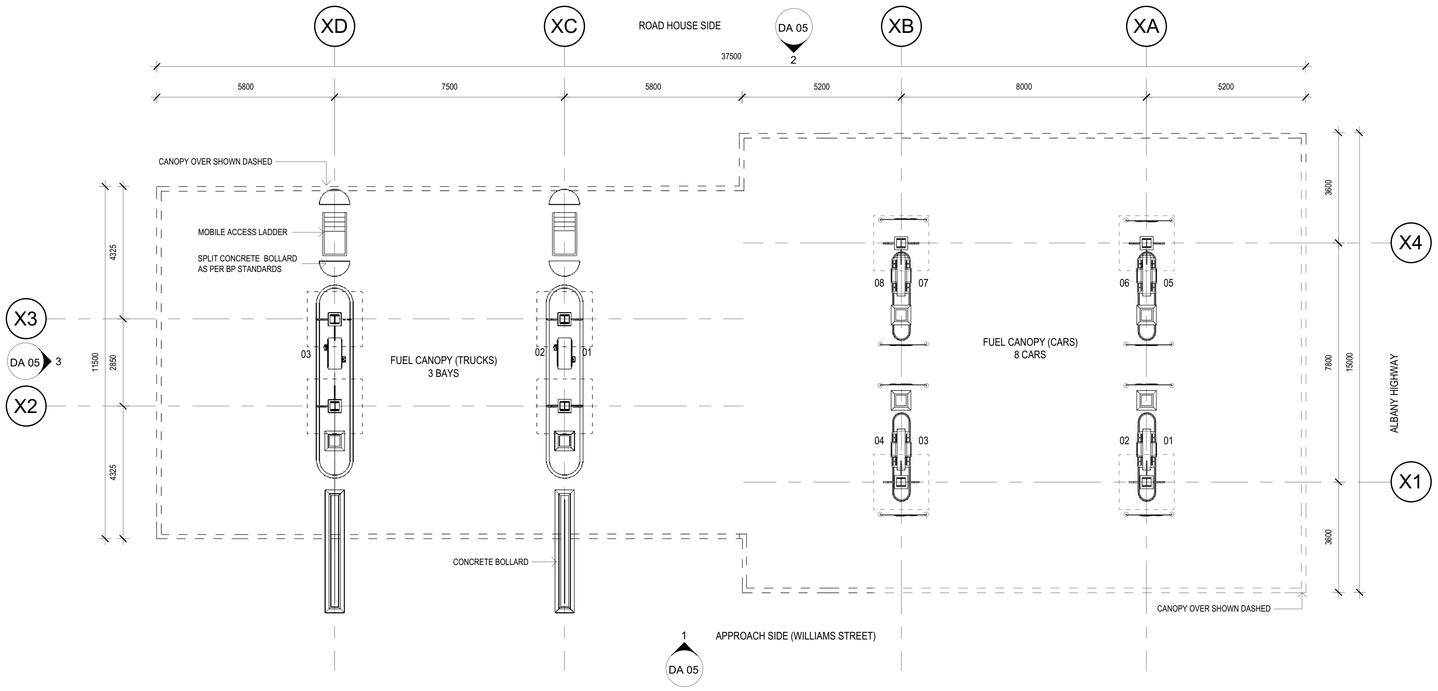
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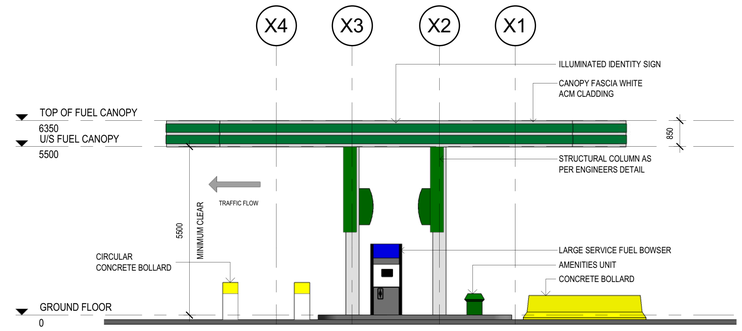
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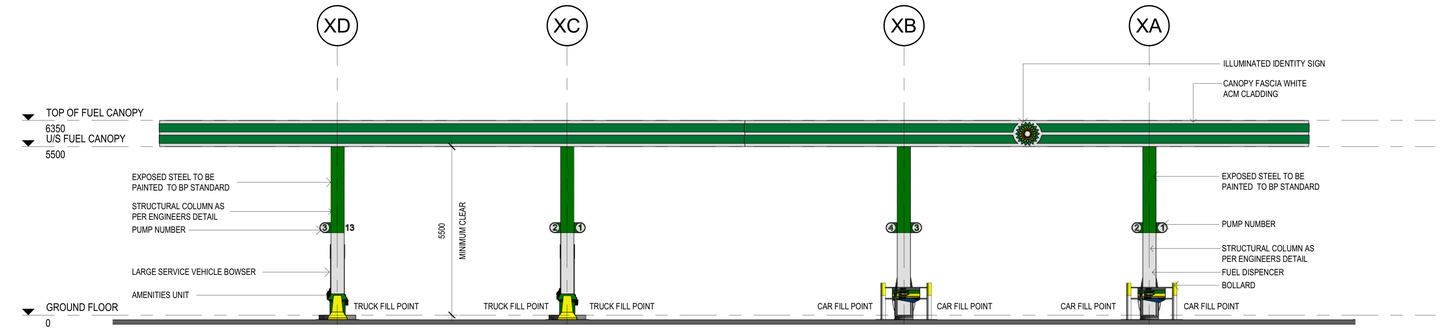
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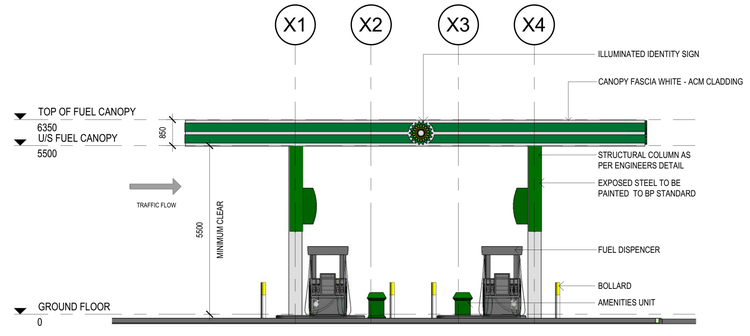
5 FUEL CANOPY FLOOR PLAN
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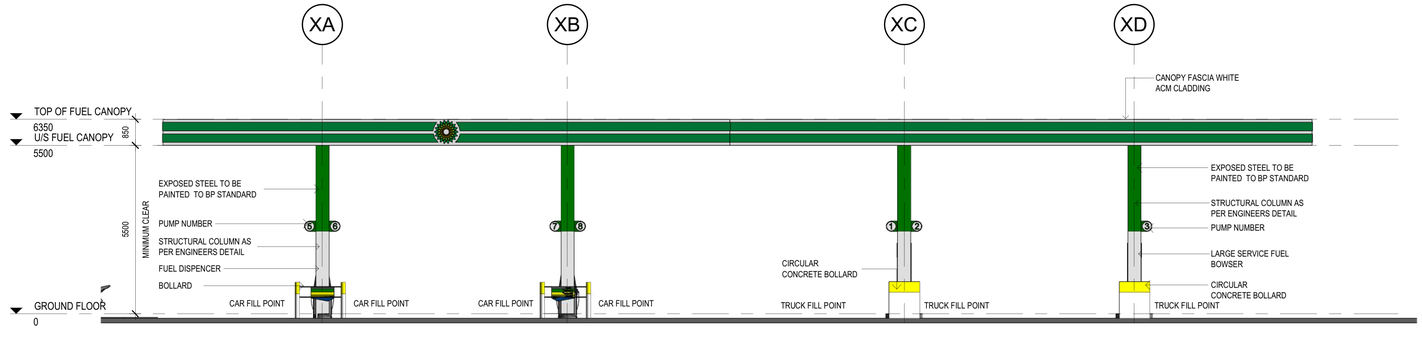
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1 Elevation 1
- 1 : 100



4 Elevation 4
- 1 : 100



2 Elevation 2
- 1 : 100

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revision/ issue	description	drawn by	check by	date

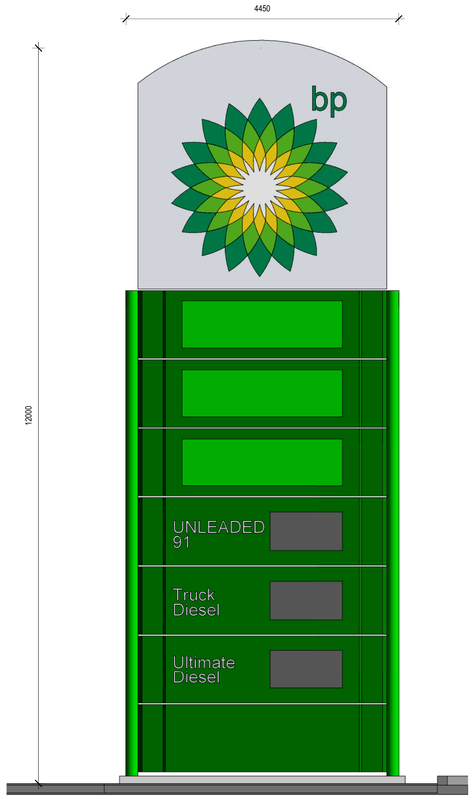
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BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
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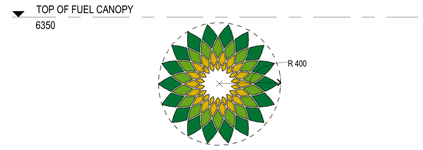
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FUEL CANOPY -PROPOSED PLAN & ELEVATIONS

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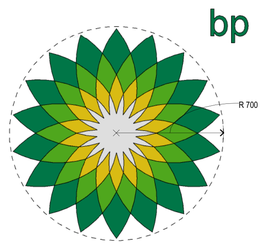
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5 SIGNAGE - IDENTITY
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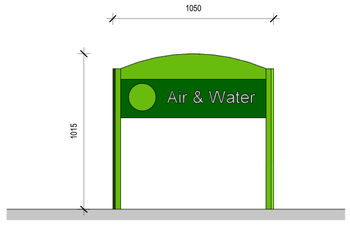
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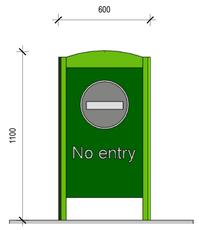
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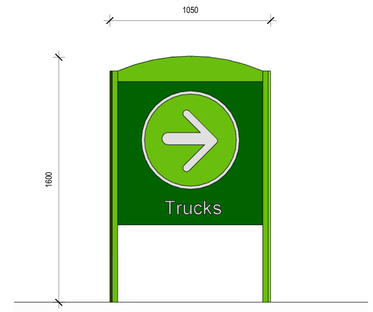
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2 SIGNAGE - AIR WATER 02
1 : 20



3 SIGNAGE - NO ENTRY
1 : 20



4 SIGNAGE - TRUCK ENTRY 01
1 : 20

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

project
BP Williams
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CNR ALBANY HIGHWAY & WILLIAMS STREET

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scale As indicated
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description
PROPOSED ARTIST IMPRESSIONS (1 OF 3)

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scale

date 18/06/2026

project no 112.25

dwg no DA 07

rev G





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 ARTIST IMPRESSIONS (2 OF 3)

scale

date 18/06/2026

project no 112.25

dwg no DA 08

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revision/ issue	description	drawn by	check by	date

project
BP Williams
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PROPOSED ARTIST IMPRESSIONS (3 OF 3)

scale

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project no 112.25

dwg no DA 09

rev G

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS 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

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

DA SUBMISSION

JOB No. 0662 PAGE 101 REV D

SCALE 1:250 @A1

BP WILLIAMS
LANDSCAPE CONCEPT PLAN

HODGE COLLARD PRESTON
CNR ALBANY HWY & WILLIAMS STREET, WILLIAMS

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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

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

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	Rhapiolepsis '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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DA SUBMISSION

JOB No. 0662 PAGE 102 REV B

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

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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

File name: t20.012.mr01a

Author: Mohammad Rasouli

Project manager: Mohammad Rasouli

Client: Great Southern Fuel Supplies

Project: Proposed BP Williams Roadhouse

Document revision: r01a

Project number: t20.012

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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.

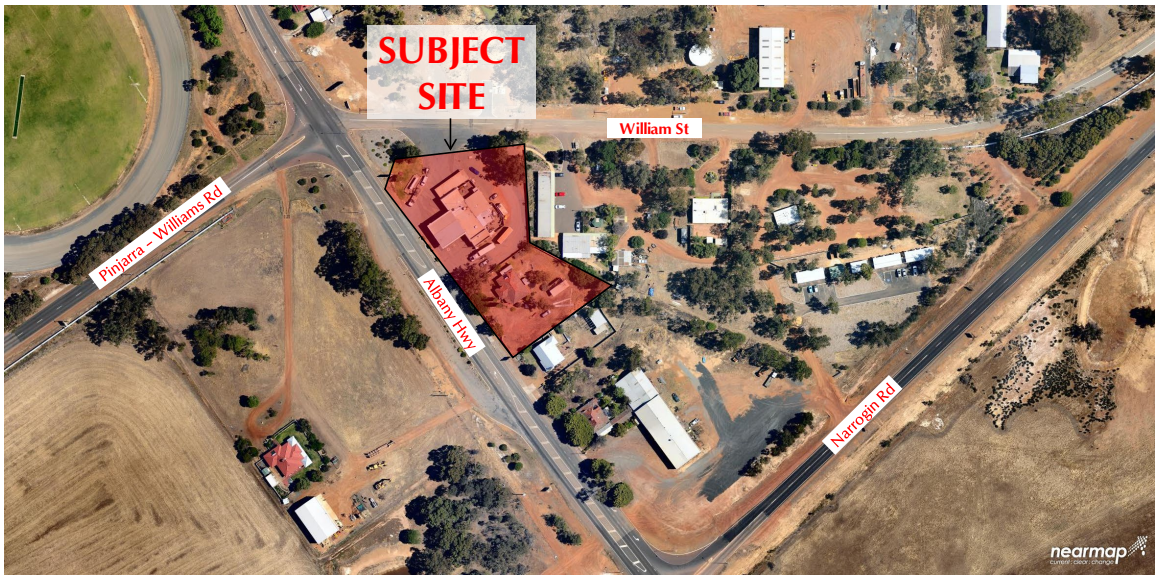


Figure 1: Location of the subject site



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.

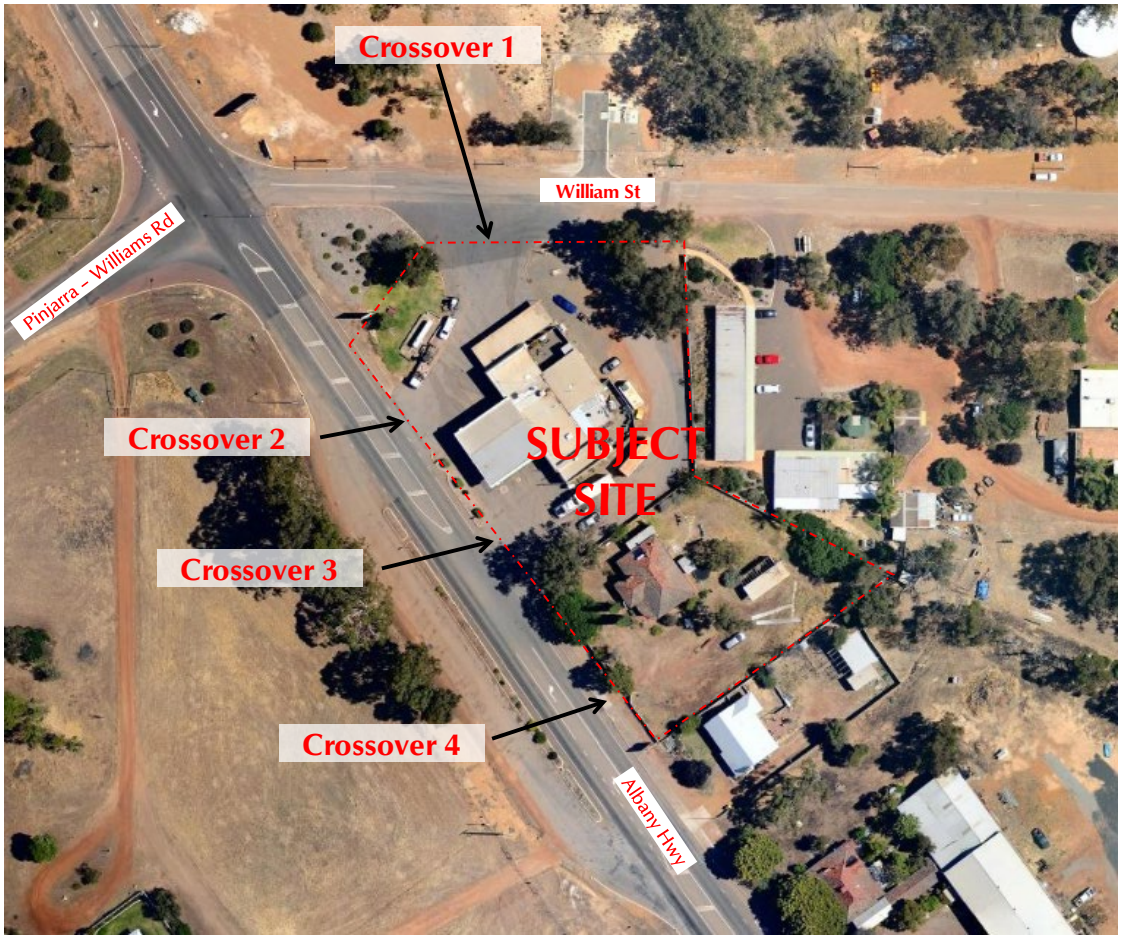


Figure 3: Existing crossovers

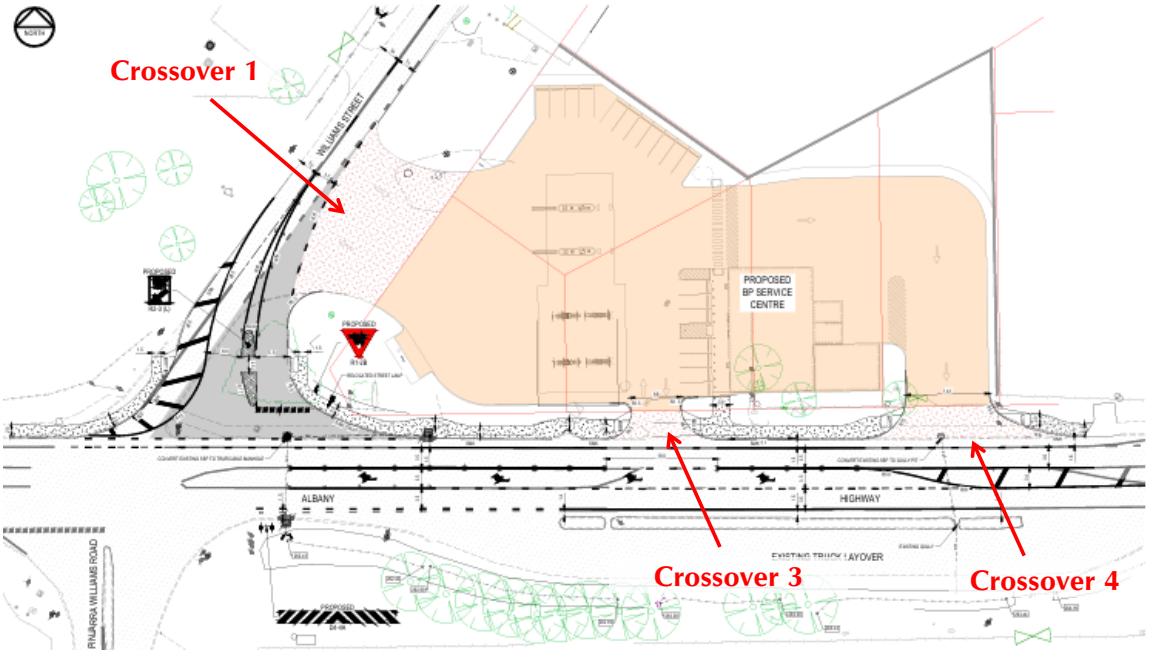


Figure 4: Proposed redevelopment crossovers

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**.

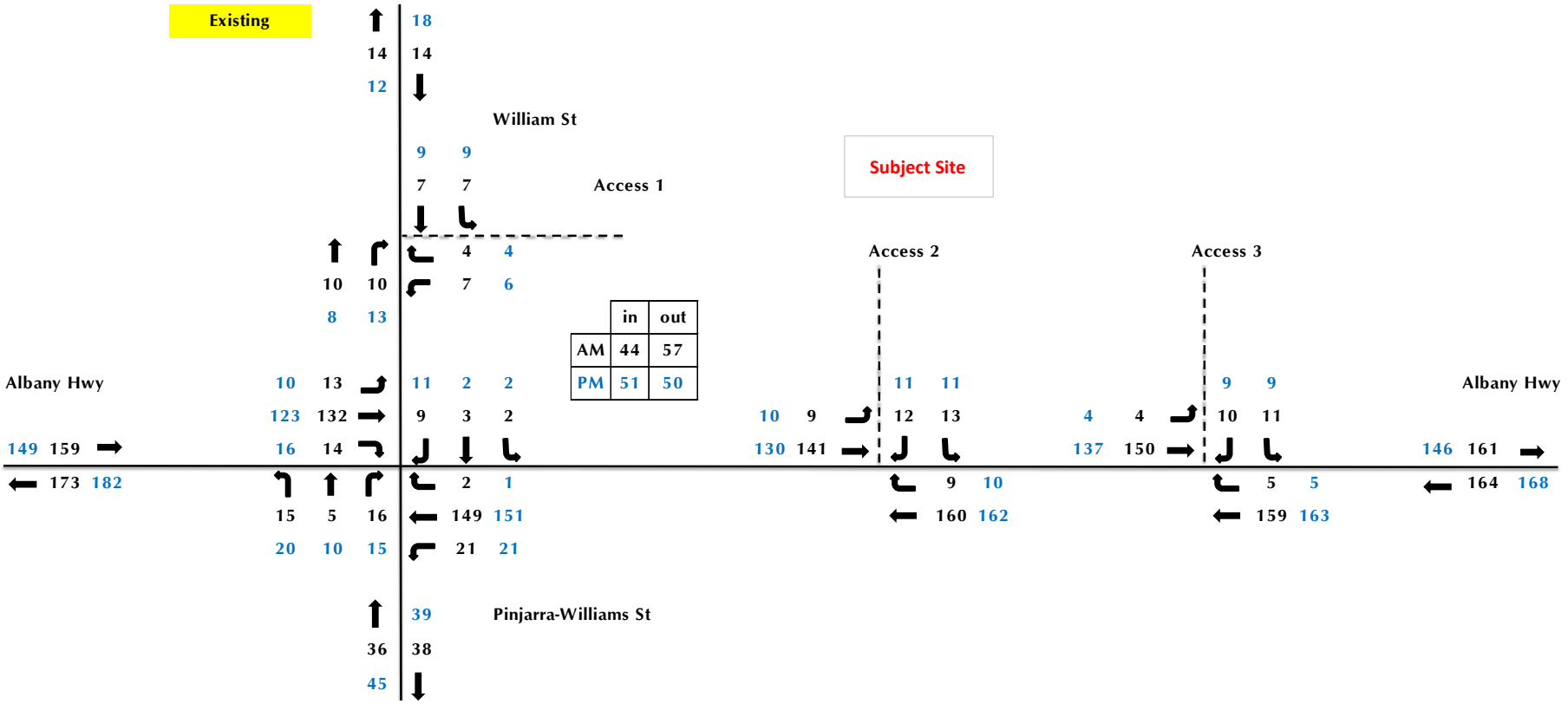


Figure 8: Existing traffic counts

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.

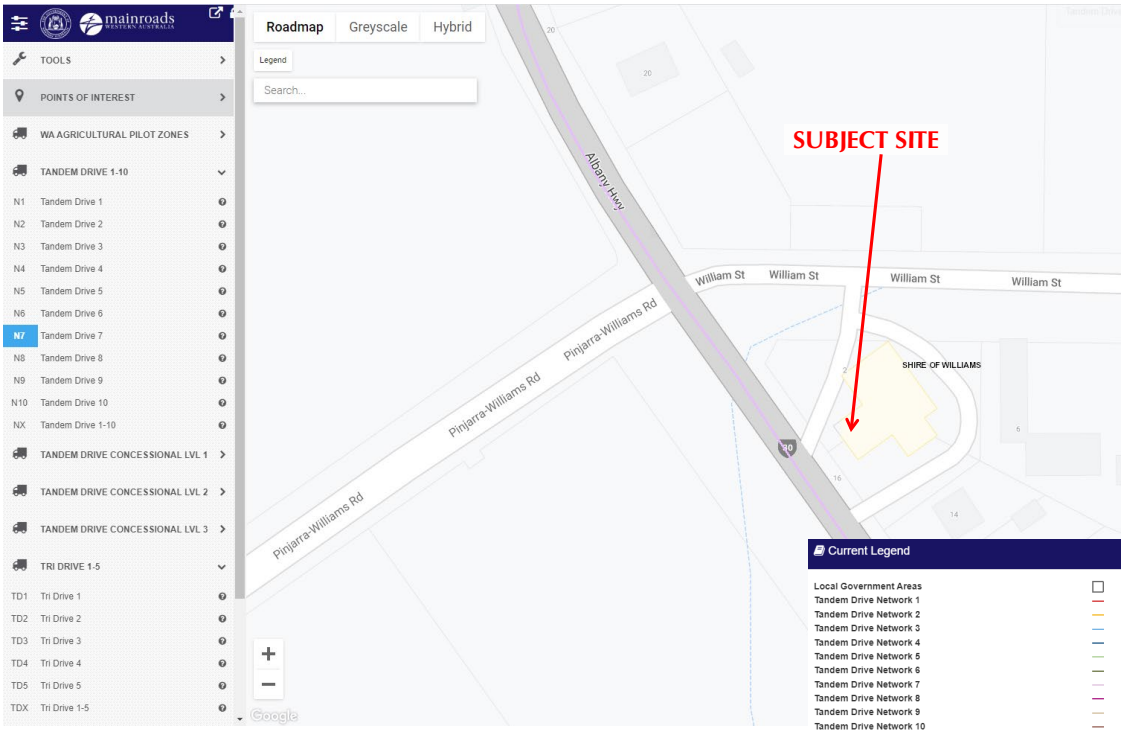


Figure 9: RAV – Tandem Drive Network map

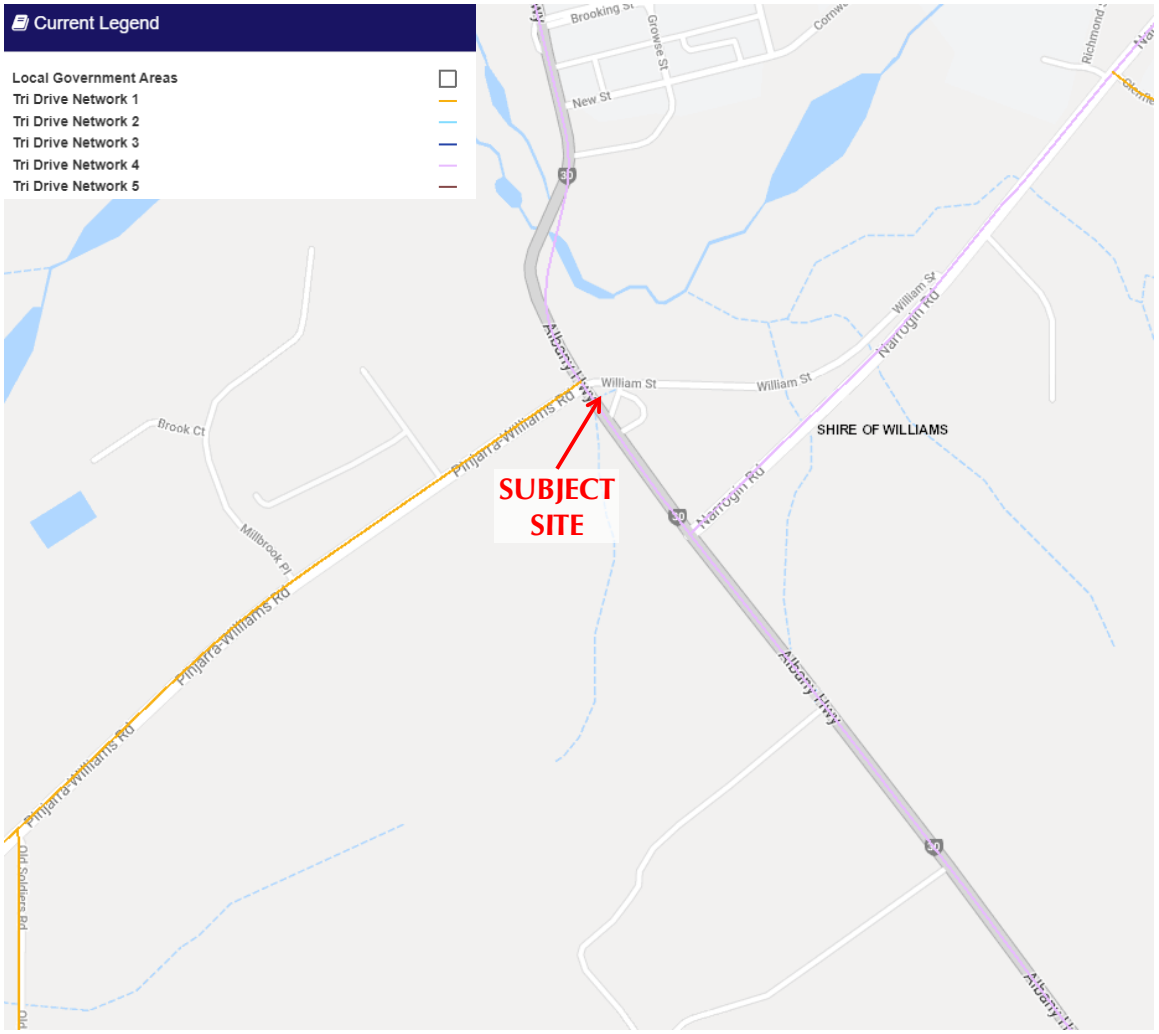


Figure 10: RAV – Tri Drive Network map

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

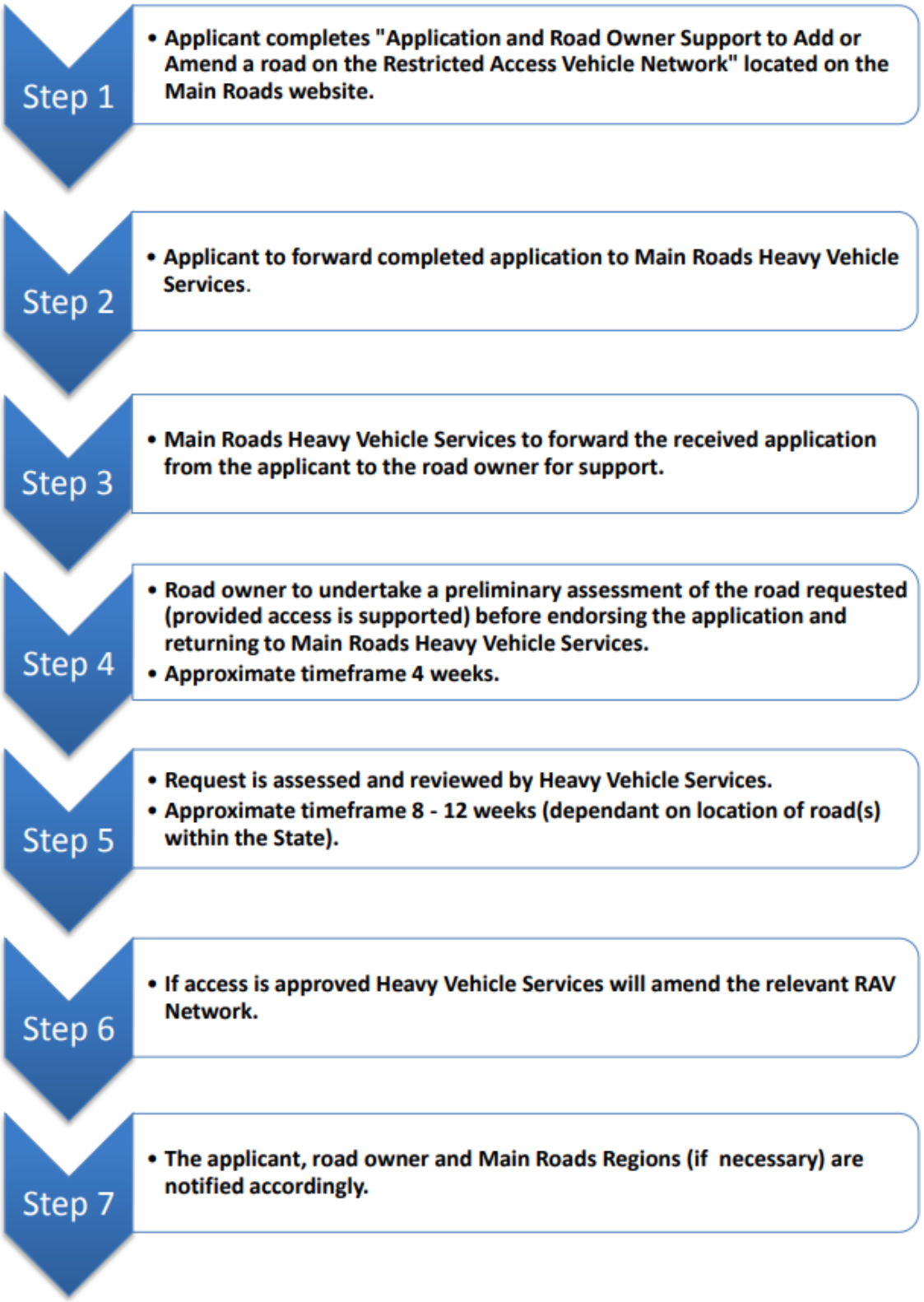


Figure 11: RAV Network application process

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.

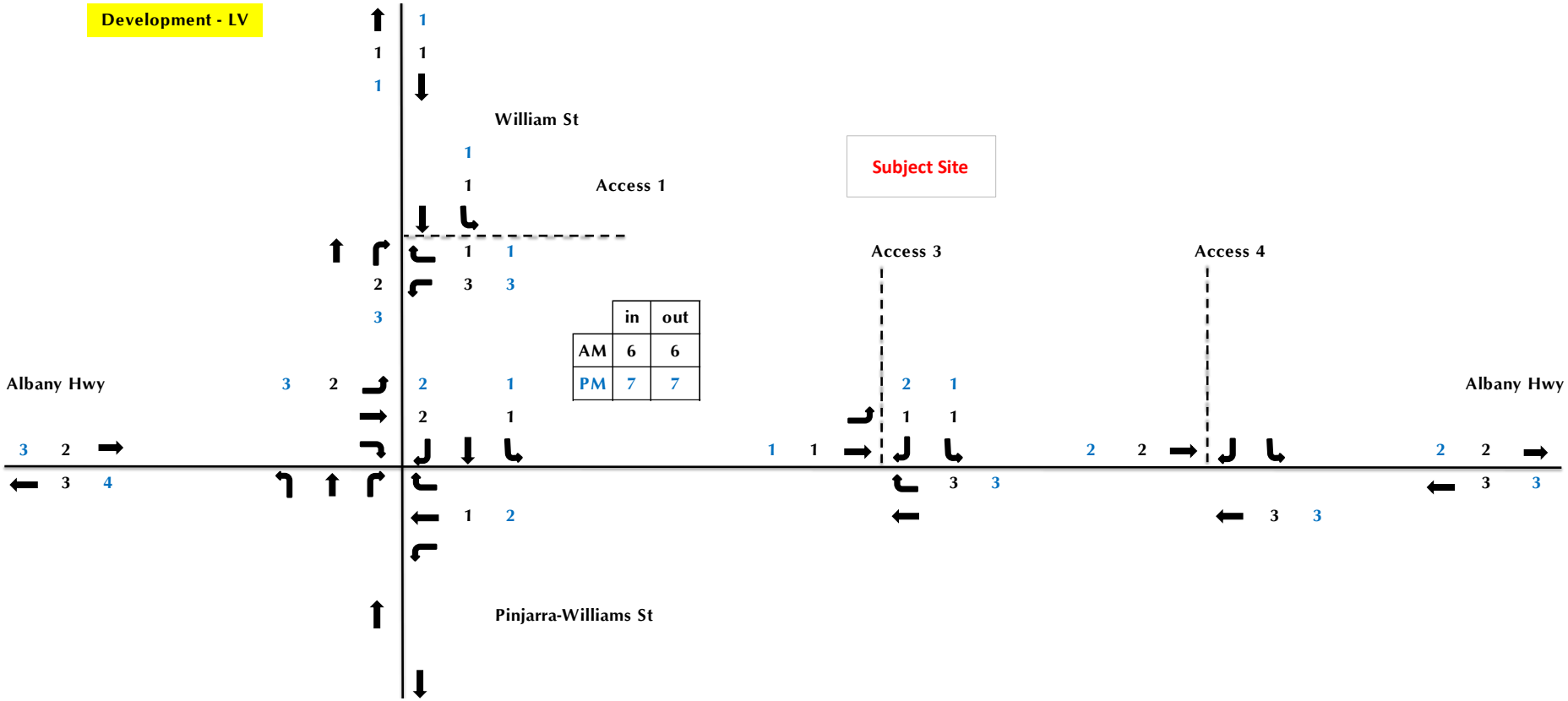


Figure 13: Re-development traffic (Light vehicles) – weekday AM and PM peak hours

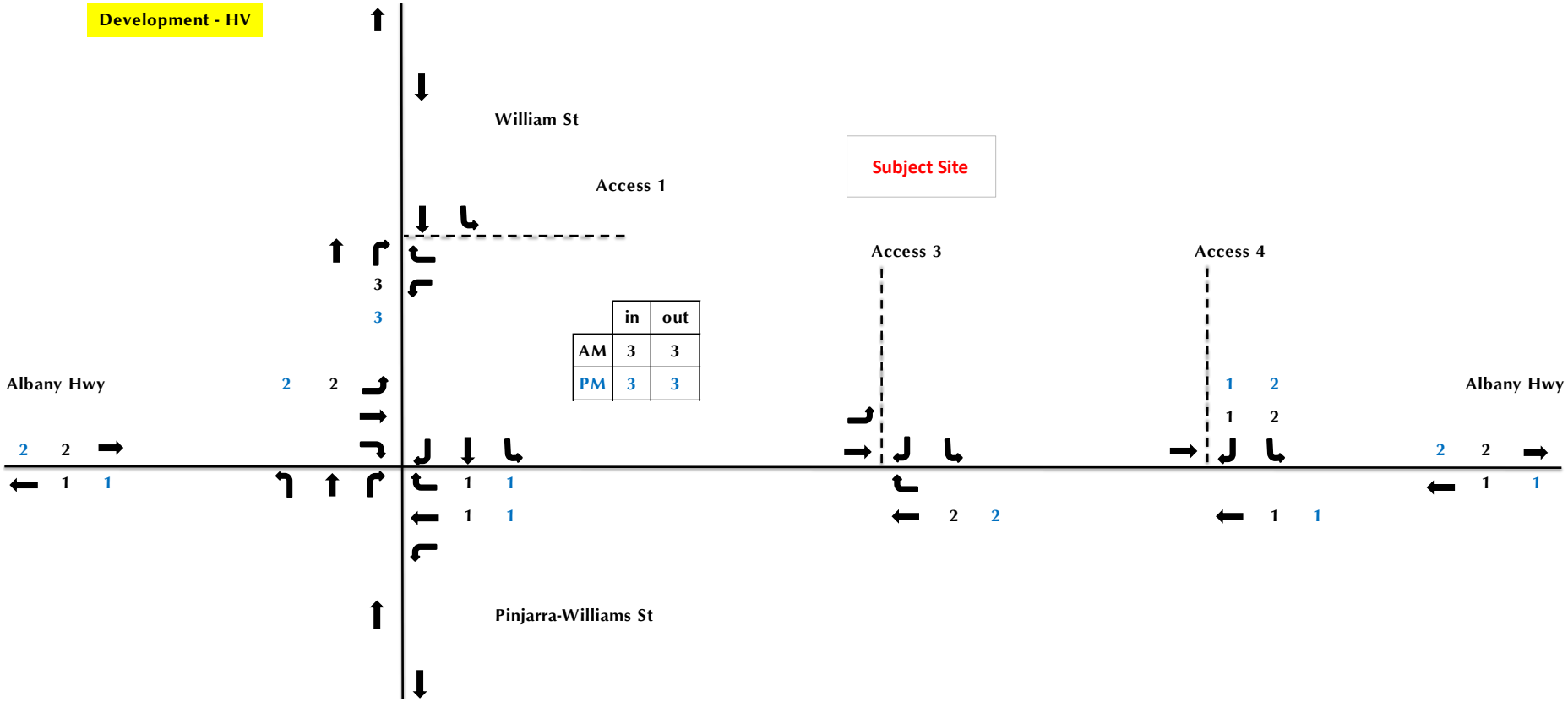


Figure 14: Re-development traffic (Heavy vehicles) – weekday AM and PM peak hours

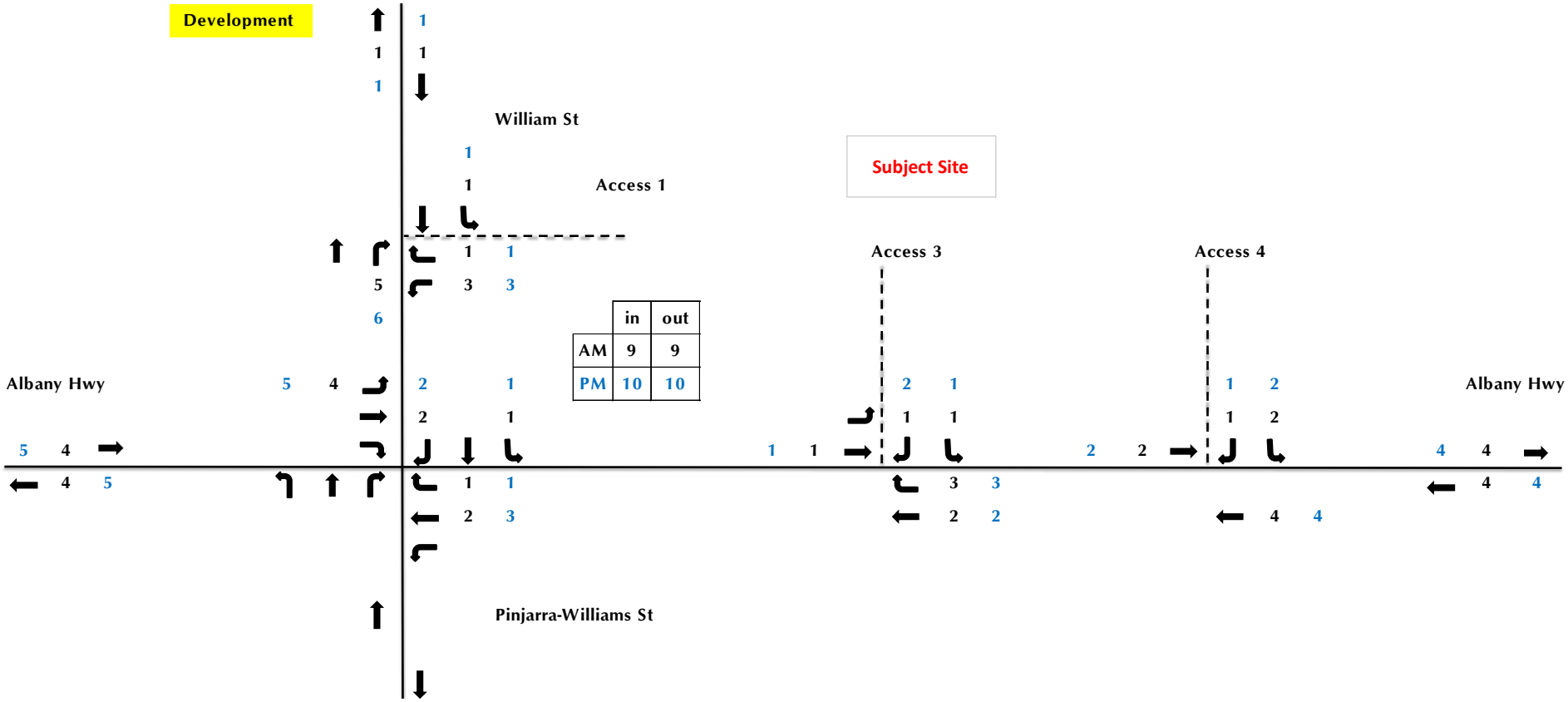


Figure 15: Re-development traffic (Total) – weekday AM and PM peak hours

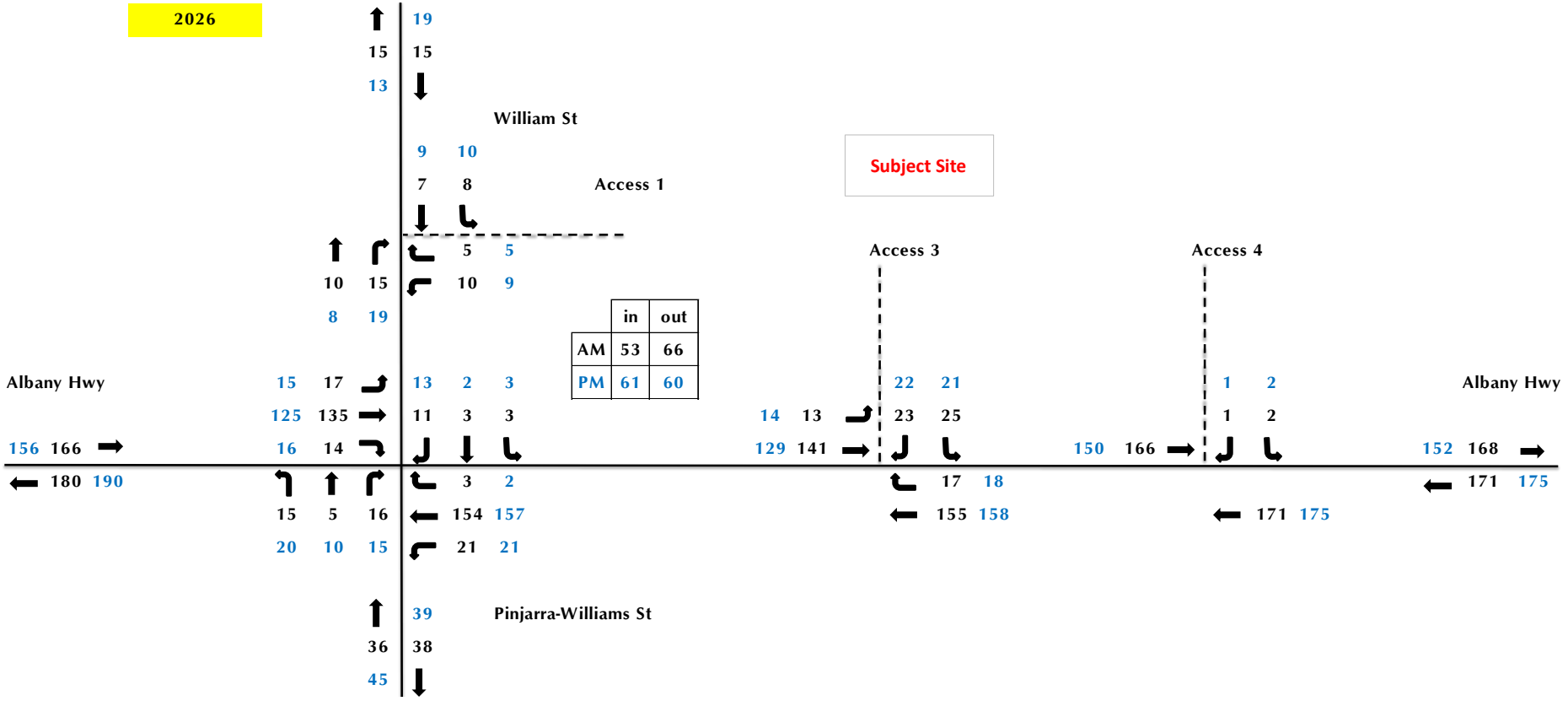


Figure 16: Total post re-development (2026) traffic – weekday AM and PM peak hours

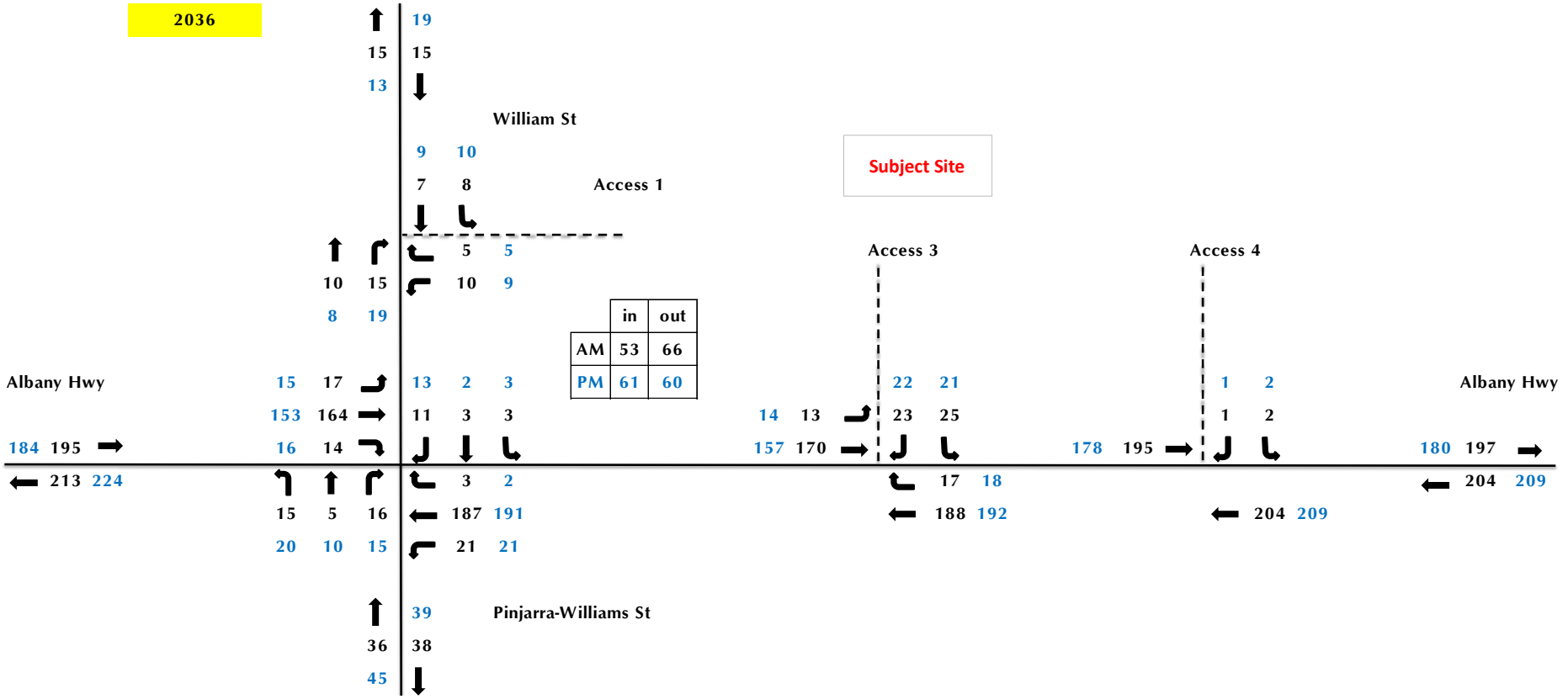


Figure 17: Total post re-development (2036) traffic – weekday AM and PM peak hours

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.

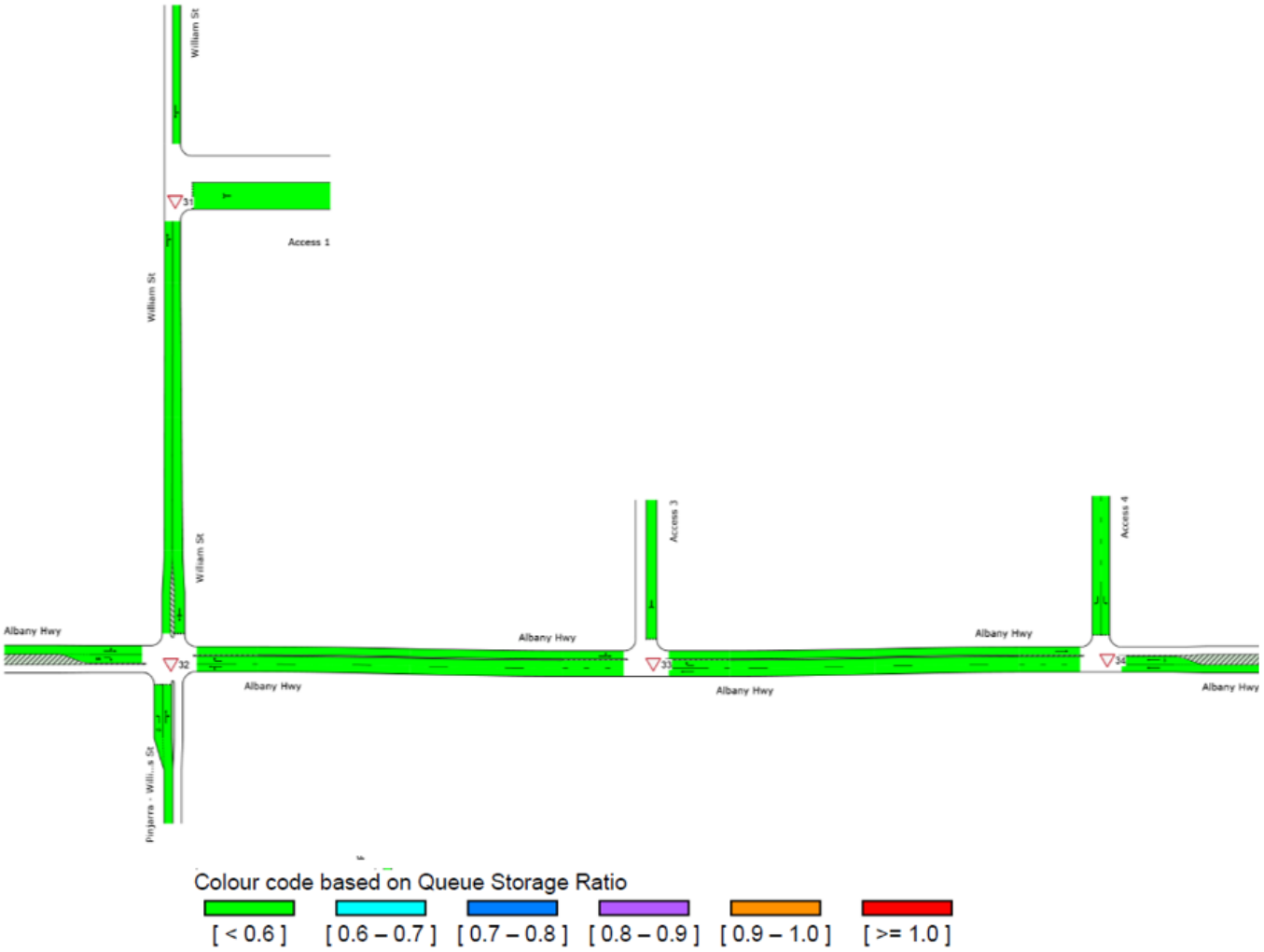


Figure 18: 10 years Post re-development weekday AM peak hour network analysis – queue storage ratio

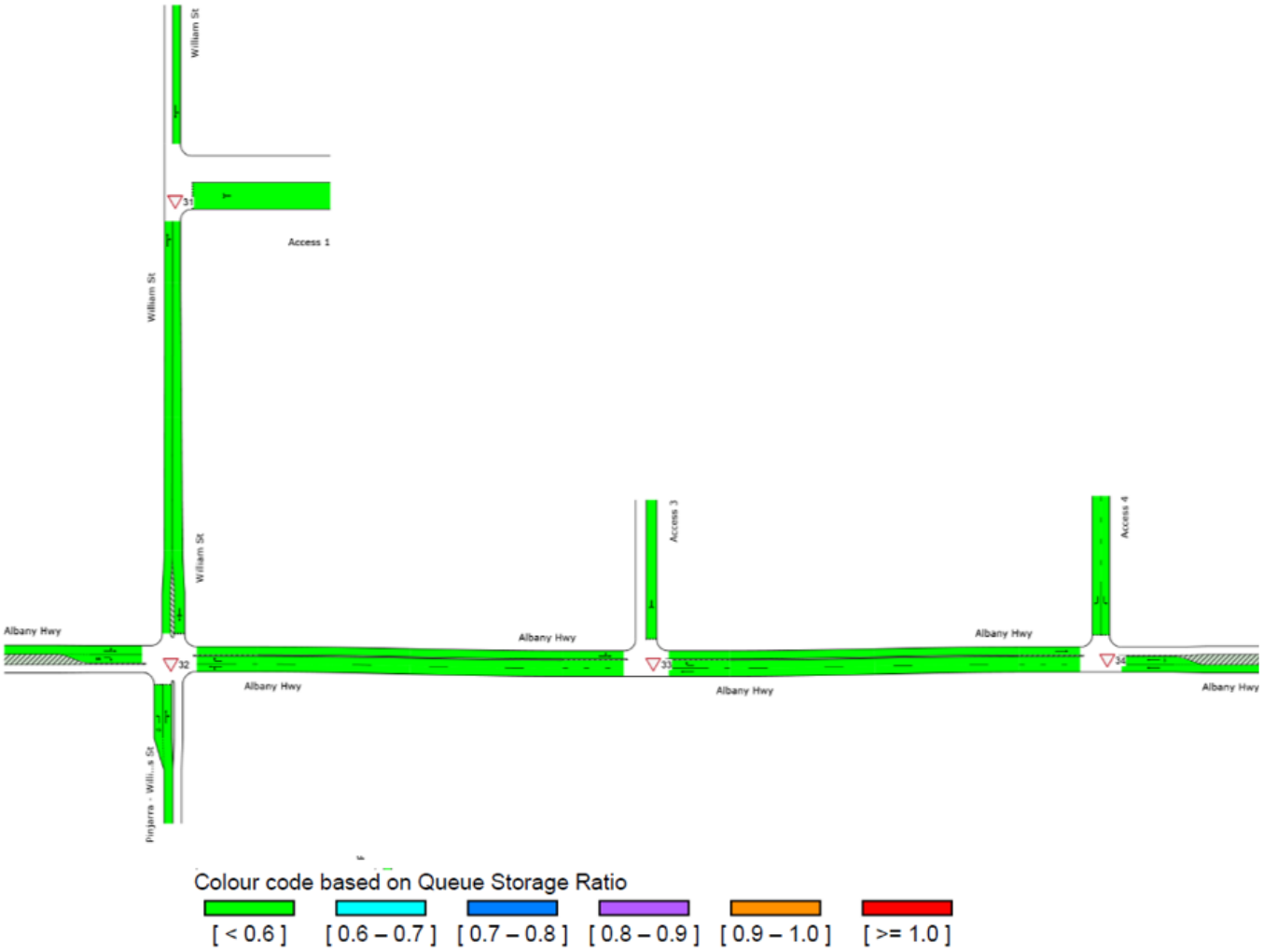


Figure 19: 10 years Post re-development weekday PM peak hour network analysis – queue storage ratio

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.

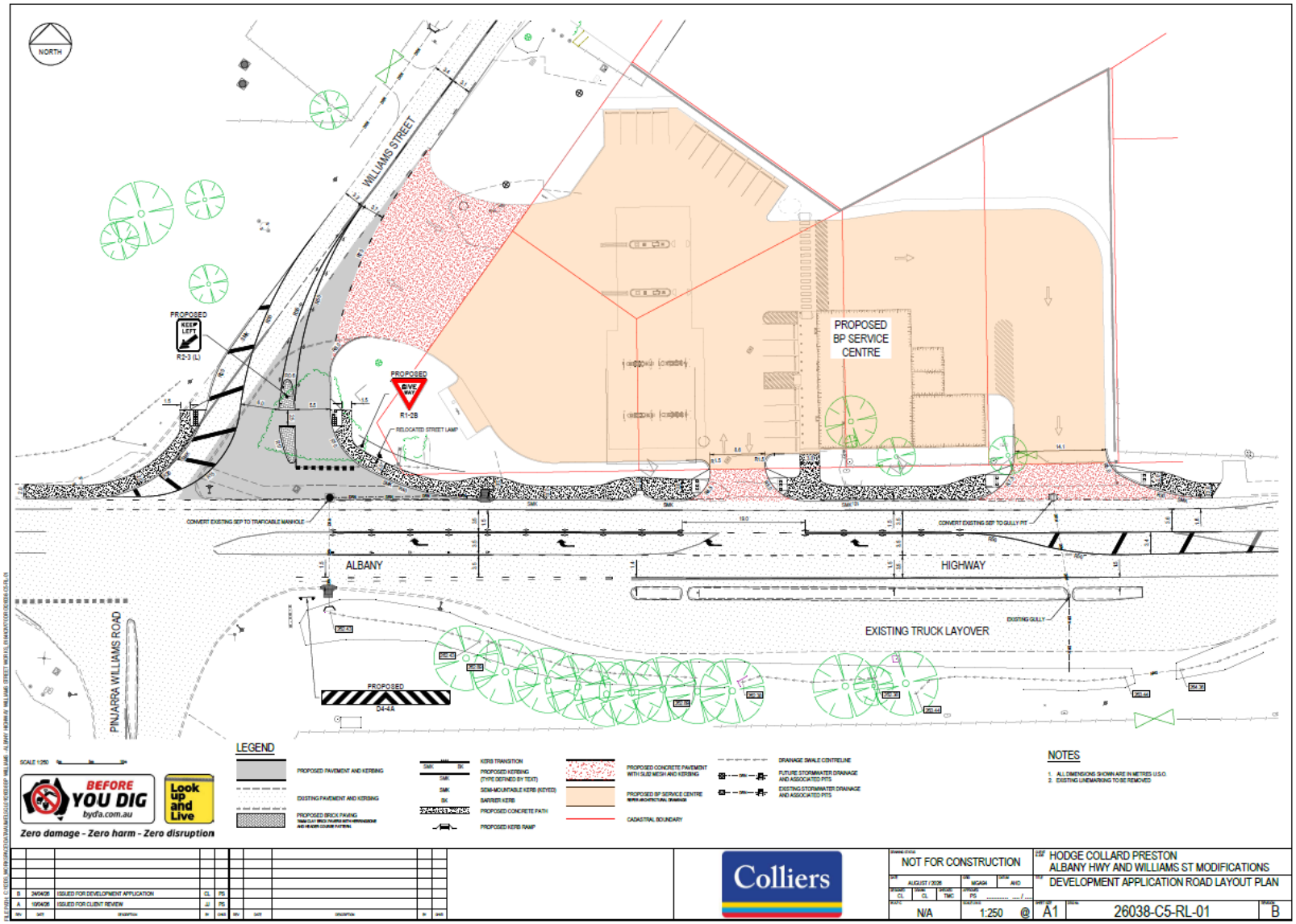
William Street is not currently classified in the Main Roads WA RAV Network map. The subject site entails a full movement crossover on William Street. The largest truck which would use the site is 36.5m in length (RAV 7). Therefore, the applicant is required to apply for the relevant section of William 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.

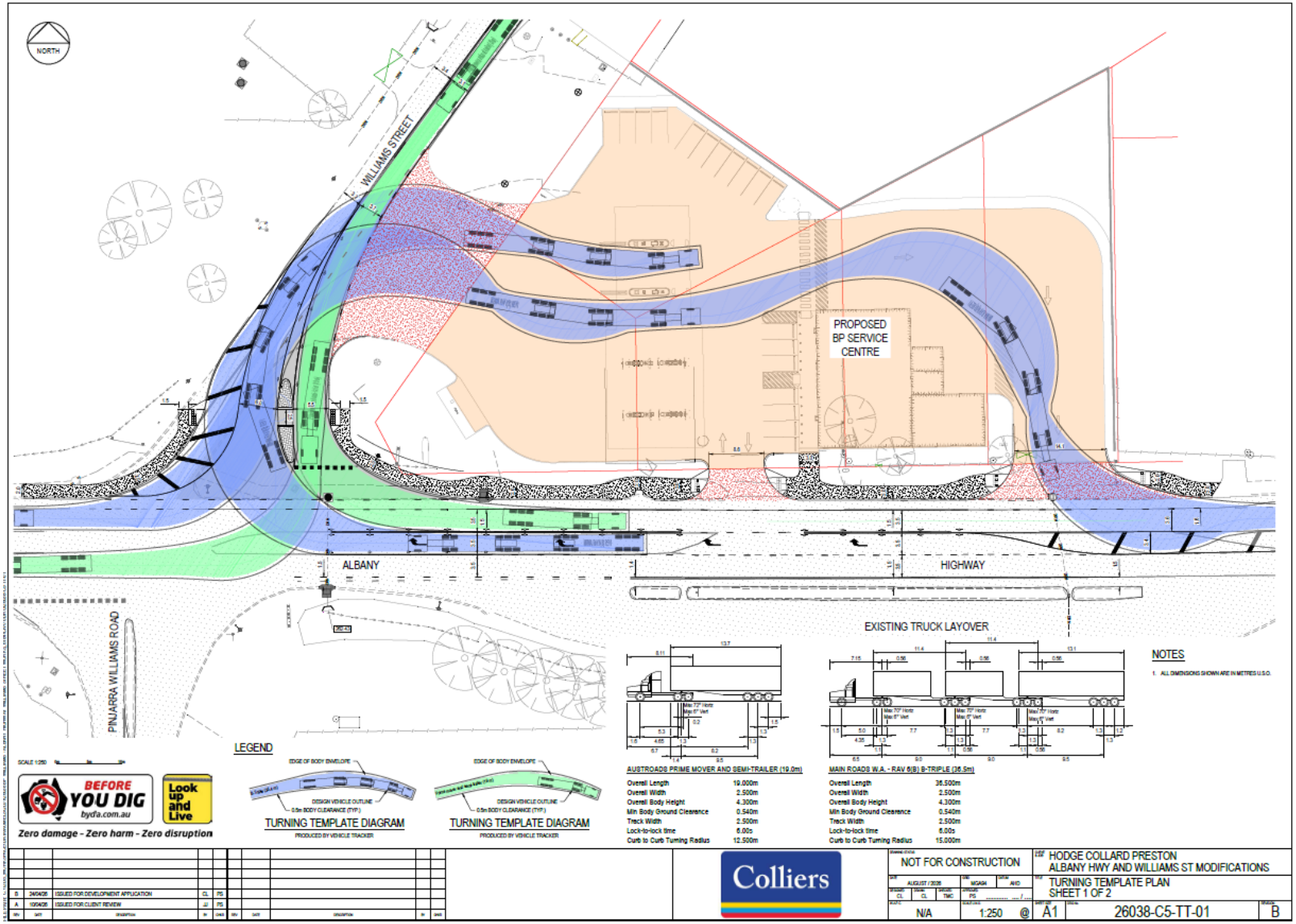
Turn path analysis undertaken indicates that 36.5m B-triple and 20m B-double truck fuel tankers can access and egress the site satisfactorily. Also, turn path analysis for a 12.5m service vehicle shows satisfactory movement, to, from and within the site.

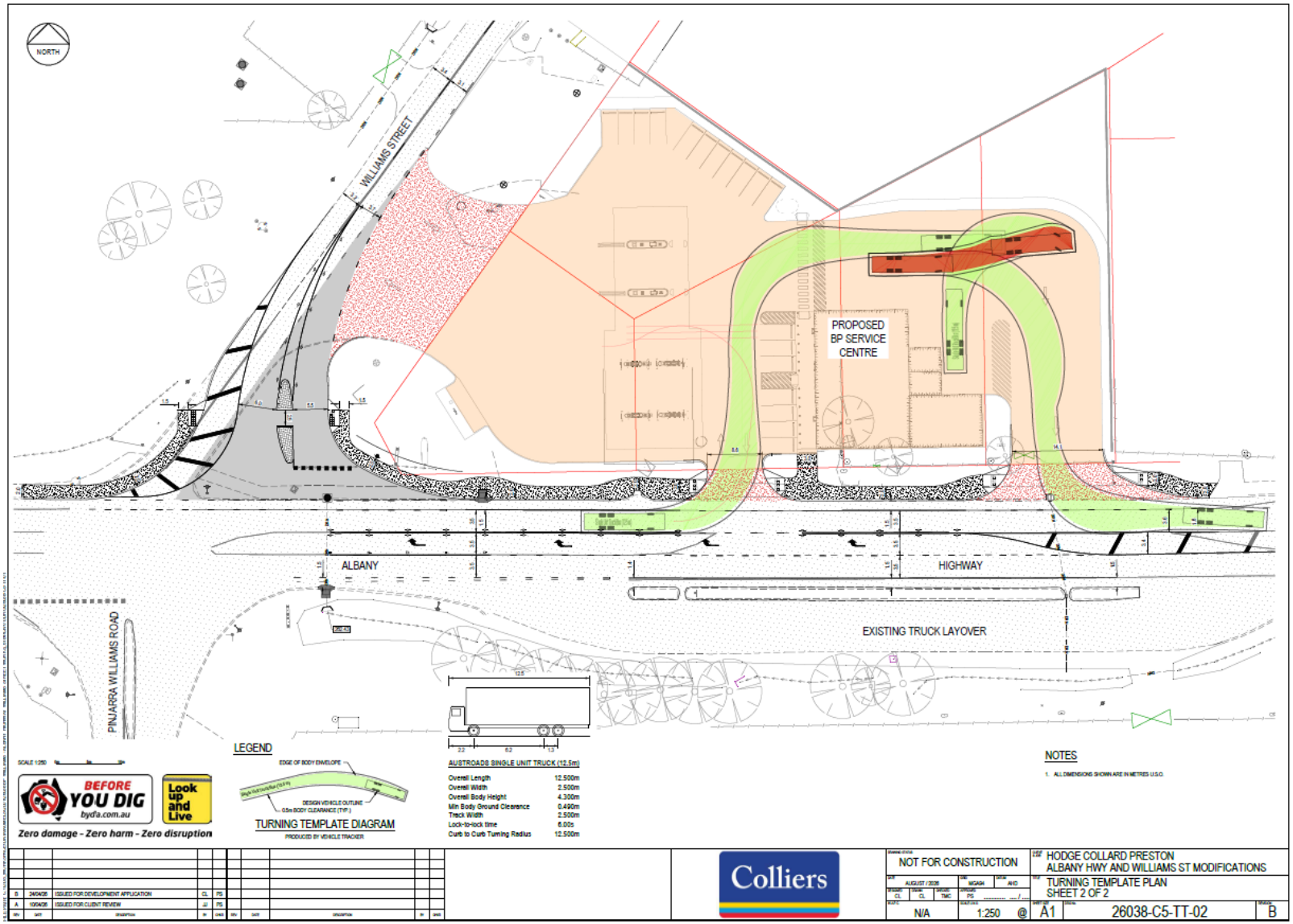
In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLAN


NORTH
WILLIAMS STREET
PROPOSED
KEEP LEFT
R2-3 (L)
PROPOSED
GIVE WAY
R1-2B
RELOCATED STREET LAMP
PROPOSED BP SERVICE CENTRE
CONVERT EXISTING SEP TO TRAFICABLE MANHOLE
CONVERT EXISTING SEP TO GULLY PIT
ALBANY
HIGHWAY
EXISTING TRUCK LAYOVER
EXISTING GULLY
PINJARRA WILLIAMS ROAD
PROPOSED
D4-4A
LEGEND
PROPOSED PAVEMENT AND KERBING
EXISTING PAVEMENT AND KERBING
PROPOSED BRICK PAVING
KERB TRANSITION
PROPOSED KERBING (TYPE DEFINED BY TEXT)
SEMI-MOUNTABLE KERB (KEYED)
BARRIER KERB
PROPOSED CONCRETE PATH
PROPOSED KERB RAMP
PROPOSED CONCRETE PAVEMENT WITH SLAB MESH AND KERBING
PROPOSED BP SERVICE CENTRE
CADASTRAL BOUNDARY
DRAINAGE SWALE CENTRELINE
FUTURE STORMWATER DRAINAGE AND ASSOCIATED PITS
EXISTING STORMWATER DRAINAGE AND ASSOCIATED PITS
NOTES
1. ALL DIMENSIONS SHOWN ARE IN METRES U.O.
2. EXISTING LINEMARKING TO BE REMOVED
SCALE 1:250
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
Colliers
NOT FOR CONSTRUCTION
AUGUST / 2026
MGASH
AHO
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

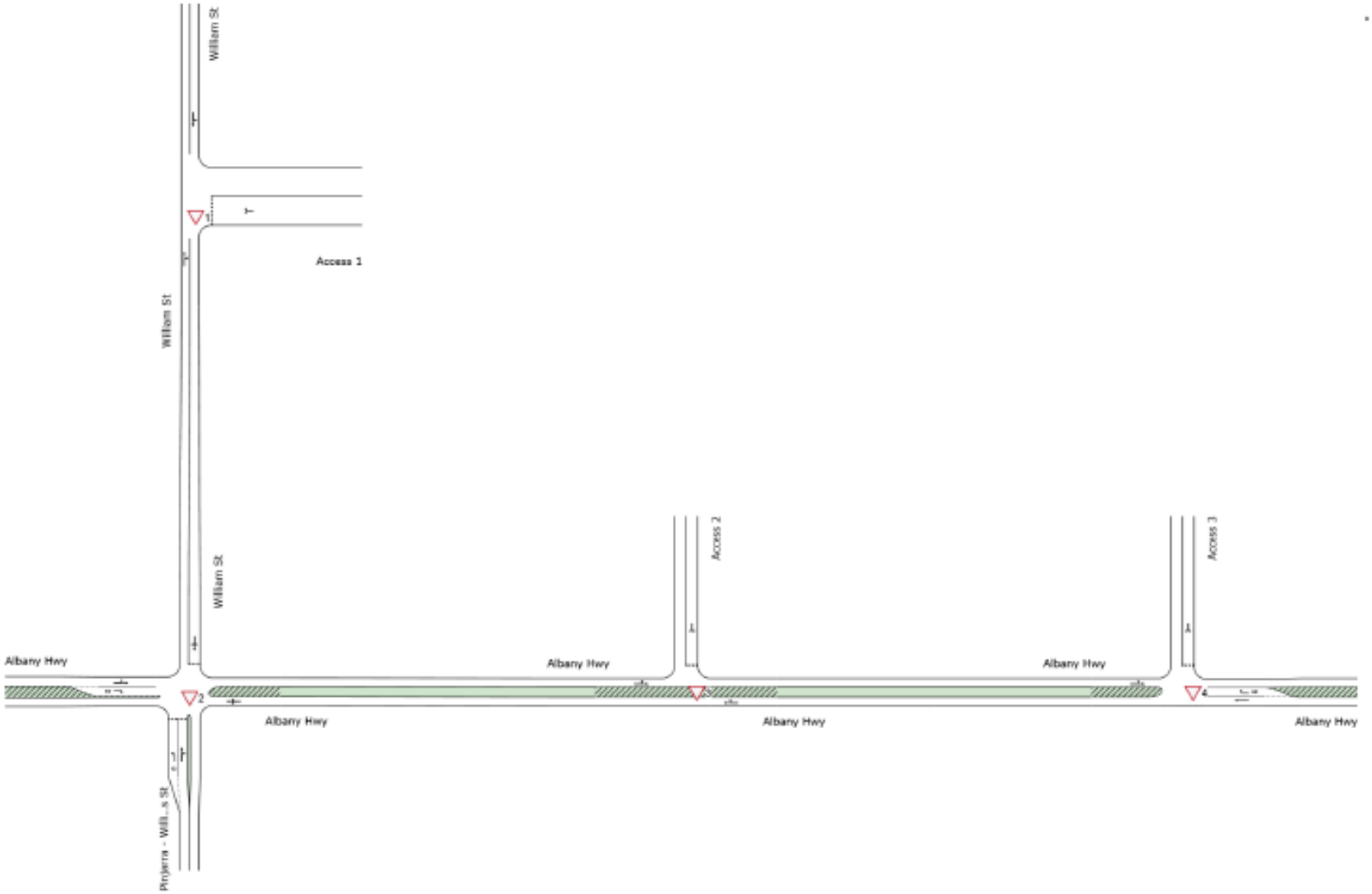

NORTH
WILLIAMS STREET
PROPOSED
BP SERVICE
CENTRE
ALBANY
HIGHWAY
PINJARRA WILLIAMS ROAD
EXISTING TRUCK LAYOVER
LEGEND
EDGE OF BODY ENVELOPE
DESIGN VEHICLE OUTLINE
0.5m BODY CLEARANCE (TYP.)
TURNING TEMPLATE DIAGRAM
PRODUCED BY VEHICLE TRACKER
TURNING TEMPLATE DIAGRAM
PRODUCED BY VEHICLE TRACKER
AUSTROADS PRIME MOVER AND SEMI-TRAILER (19.0m)
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m
MAIN ROADS W.A. - RAV 6(B) B-TRIPLE (36.5m)
Overall Length 36.500m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m
NOTES
1. ALL DIMENSIONS SHOWN ARE IN METRES U.N.O.
SCALE 1:250
BEFORE YOU DIG
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Look up and Live
Zero damage - Zero harm - Zero disruption
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A1
HODGE COLLARD PRESTON
ALBANY HWY AND WILLIAMS ST MODIFICATIONS
TURNING TEMPLATE PLAN
SHEET 1 OF 2
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
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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 - Wills 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
Pinjarra - Williams 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

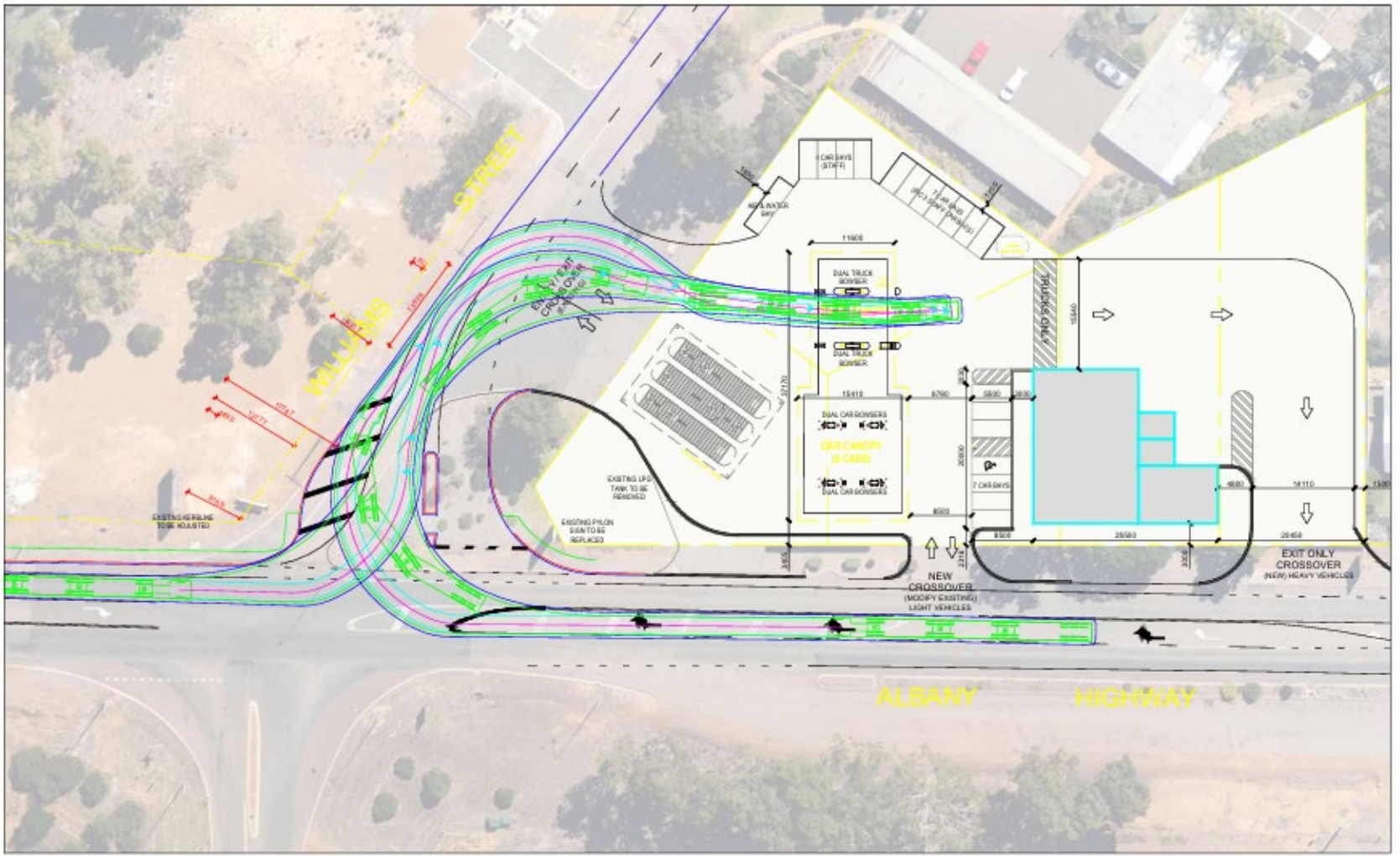
NA
Site Category: (None)
Give-Way (Two-Way)
Network Scenario: 1 | Local Volumes **Site Scenario: 1 | Local Volumes**

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

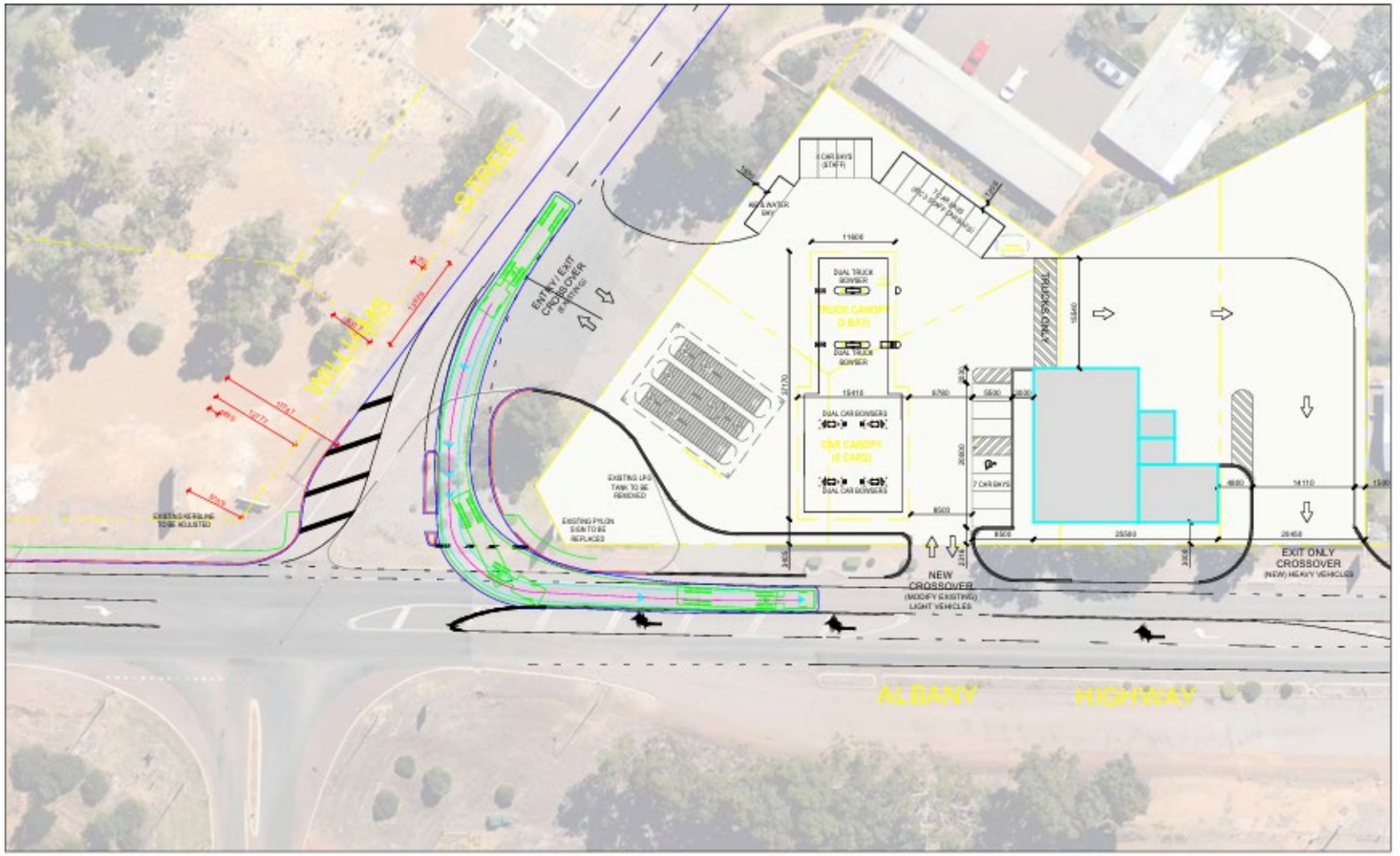
Intersection Albany Highway and Williams Street Modification

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.

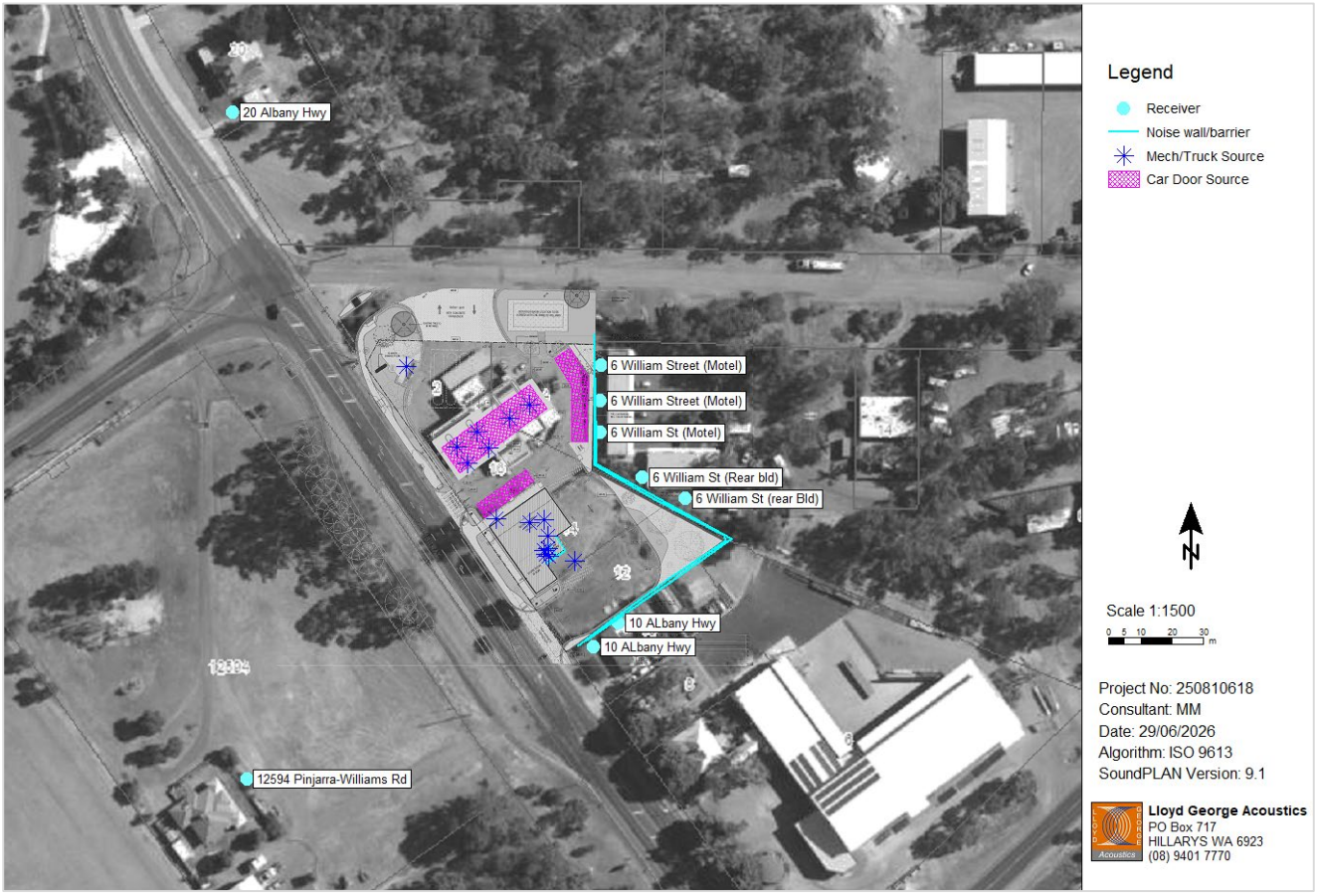


Figure 3-1: Overview of Noise Model

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}

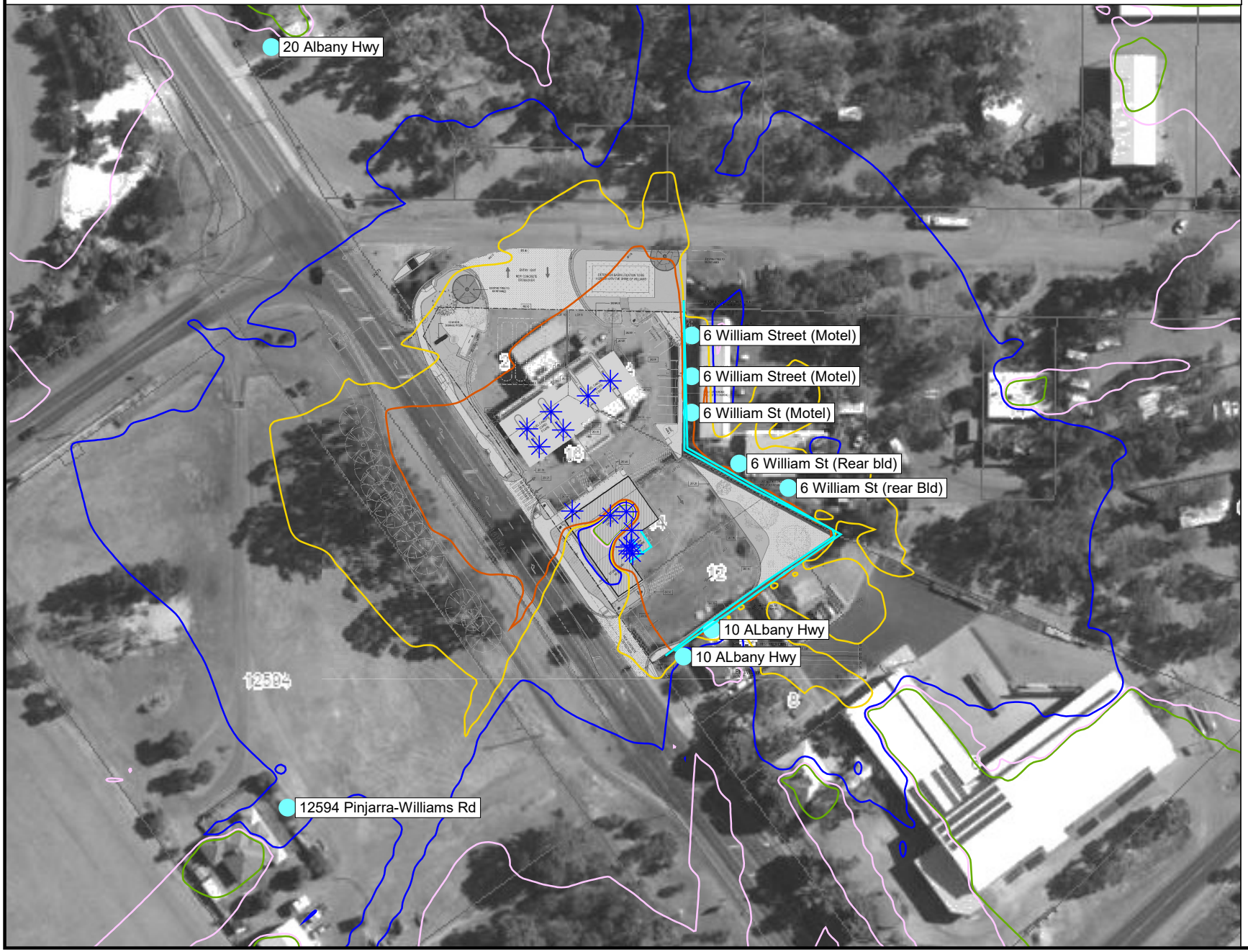
Receiver	Fuel Bowsers	Mech Plant*	Ice Box	Total*	Assigned Level	Assessment
6 William St (Motel)	25	28	19	30	**36**	*Complies*
6 William St (Rear bld)	27	33	26	34	**36**	*Complies*
10 Albany Hwy	18	32	28	34	**36**	*Complies*
20 Albany Hwy	27	19	14	28	**35**	*Complies*
12594 Pinjarra-Williams Rd	22	22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

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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}

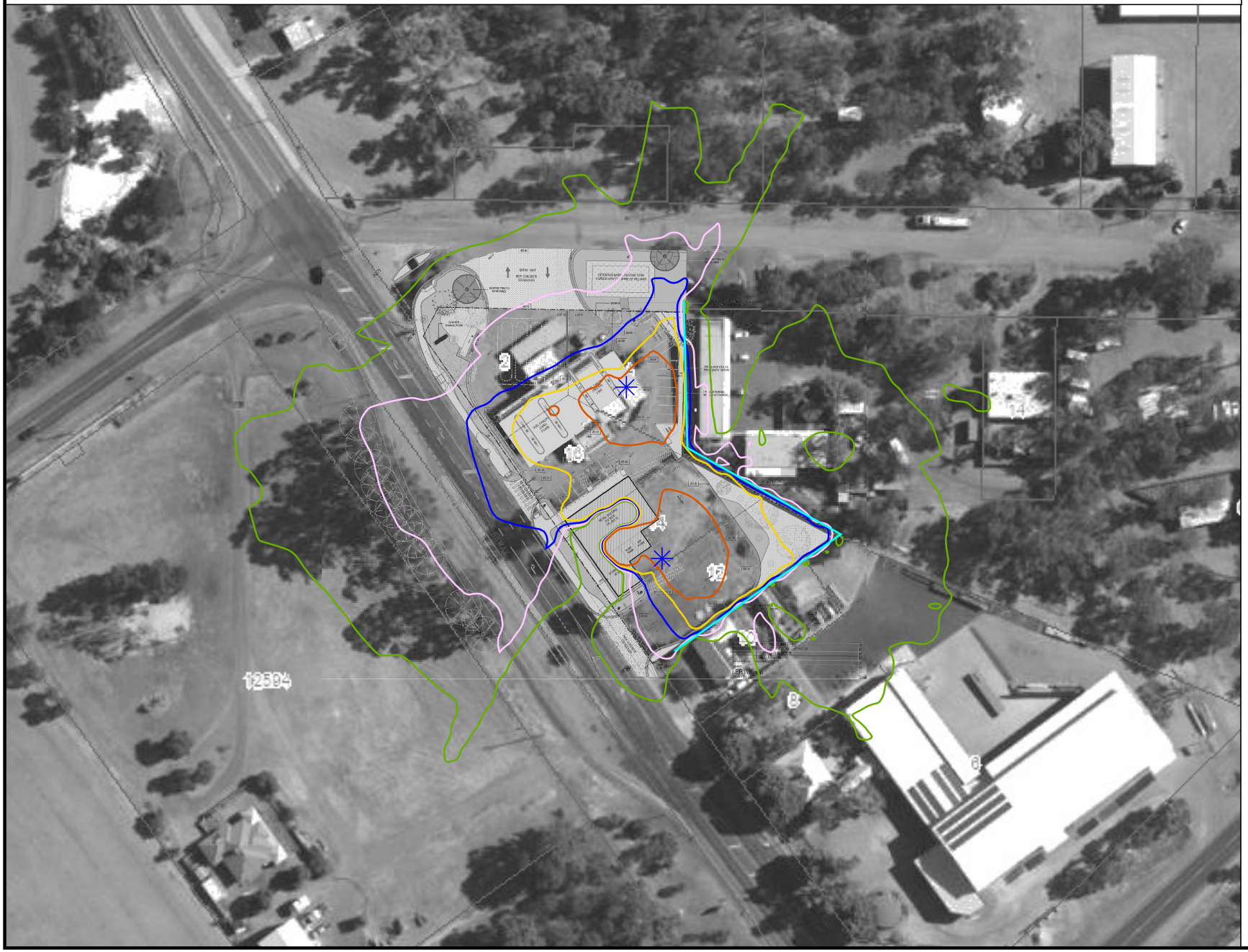
Receiver	Delivery Truck*	Refuelling Cold Truck*	Predicted Noise Level*	Night-time Assigned Level	Assessment
6 William St (Motel)	43	38	**44**	**46**	*Complies*
6 William St (Rear bld)	42	42	**45**	**46**	*Complies*
10 Albany Hwy	38	42	**43**	**46**	*Complies*
20 Albany Hwy	30	25	**32**	**45**	*Complies*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

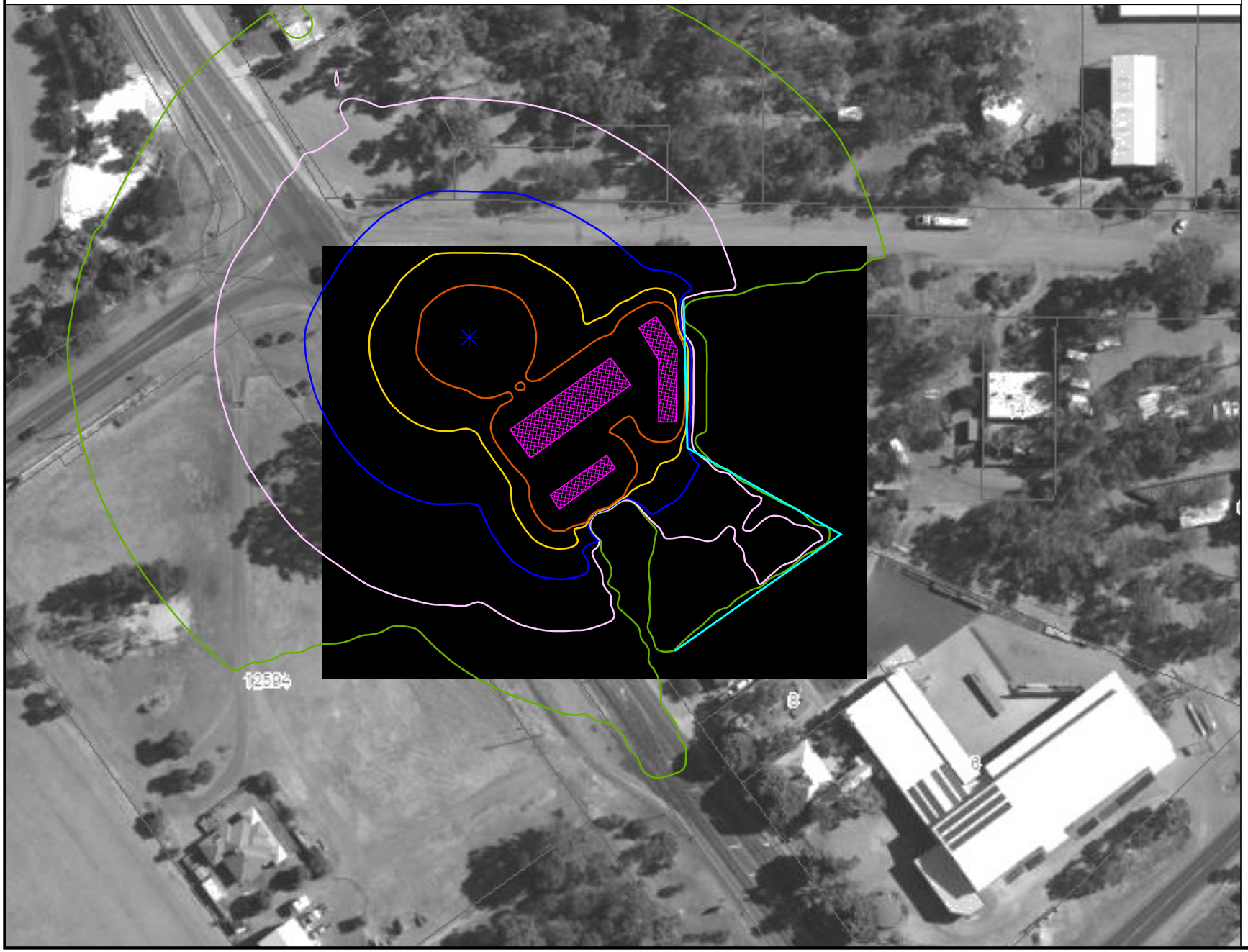
Receiver	Air Service Alarm*	Car Door Closing#	Maximum	Assigned Level	Assessment
6 William St (Motel)	37	53	**53**	**56**	*Complies*
6 William St (Rear bld)	38	45	**45**	**56**	*Complies*
10 Albany Hwy	28	36	**36**	**56**	*Complies*
20 Albany Hwy	46	38	**46**	**55**	*Complies*
12594 Pinjarra-Williams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

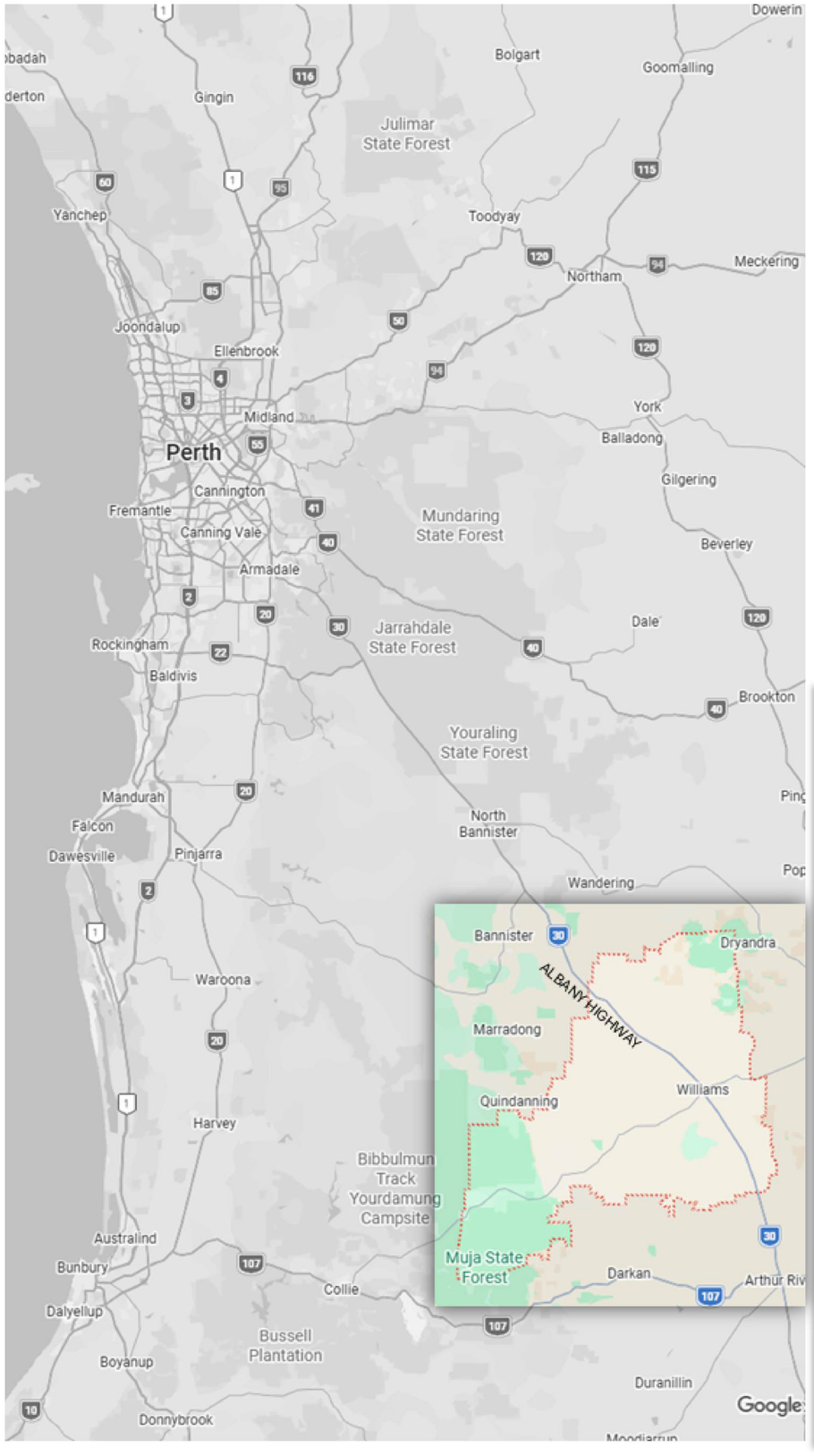
The assessment has demonstrated that noise from the proposed service station complies with the assigned levels, determined in accordance with the *Environmental Protection (Noise) Regulations 1997*, at all times.

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

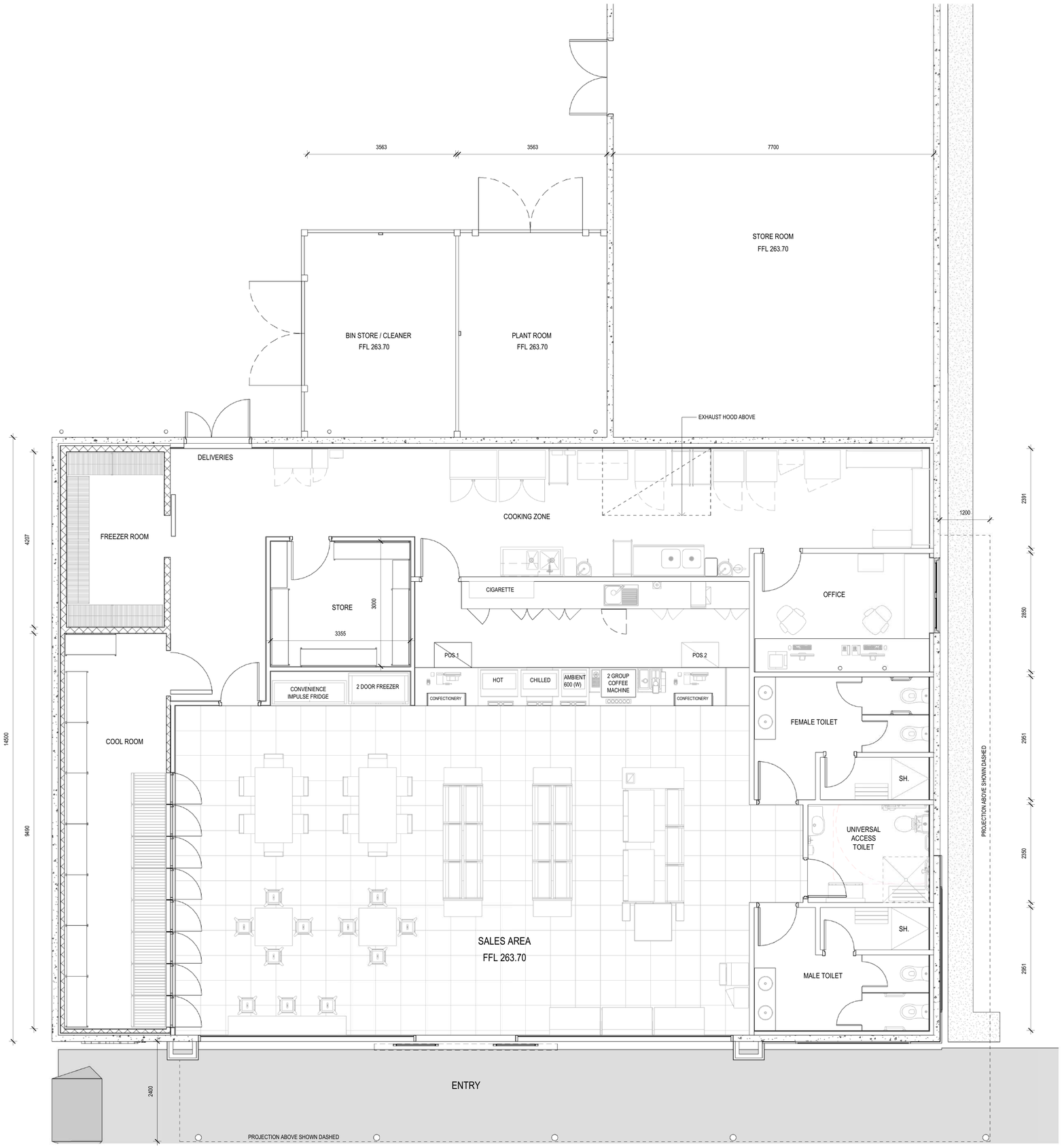
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DATE: 05/06/2026

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C	FUEL CANOPY UPDATED	BR	AK	24/11/2025
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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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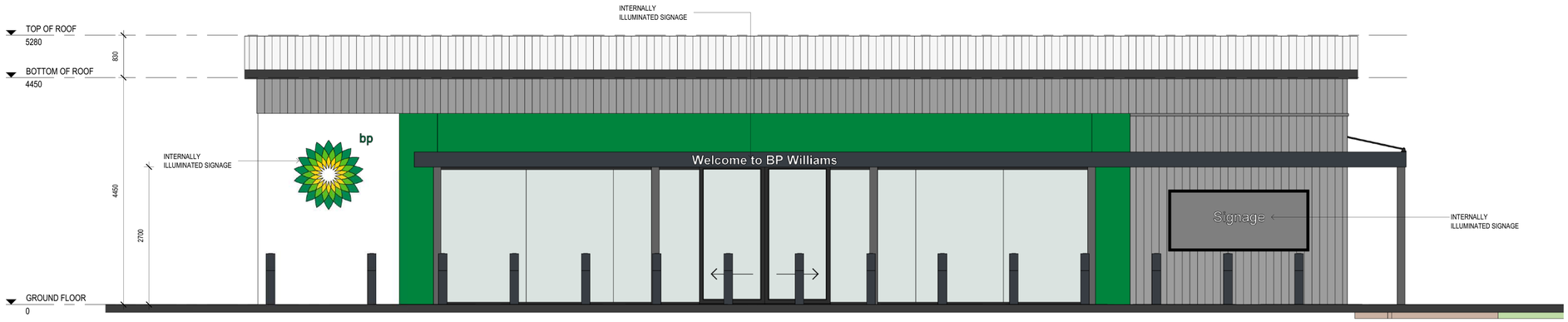
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location
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drawn BR
checked AK

description
ROAD HOUSE - PROPOSED FLOOR PLAN

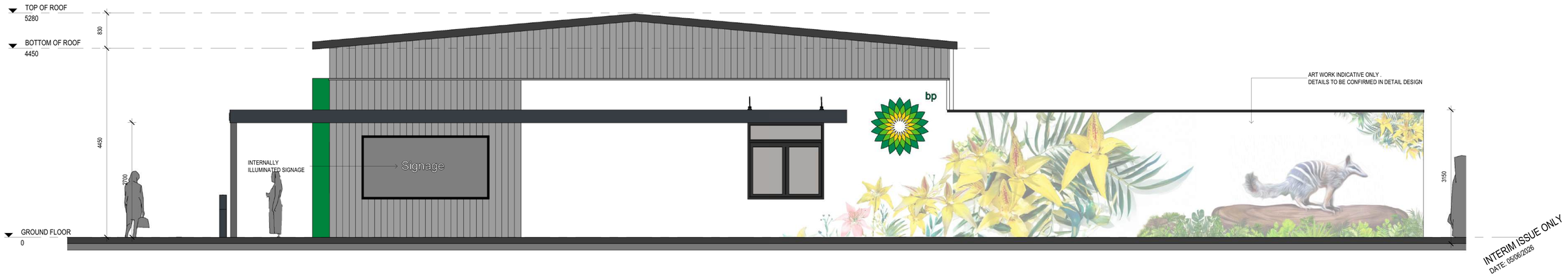
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scale 1 : 50 (A1 SHEET)
date 05/06/2026
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dwg no SK-23
rev F



1 - ELEVATION A

1 : 50



2 - ELEVATION B

1 : 50

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location
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PROPOSED ELEVATIONS A & B

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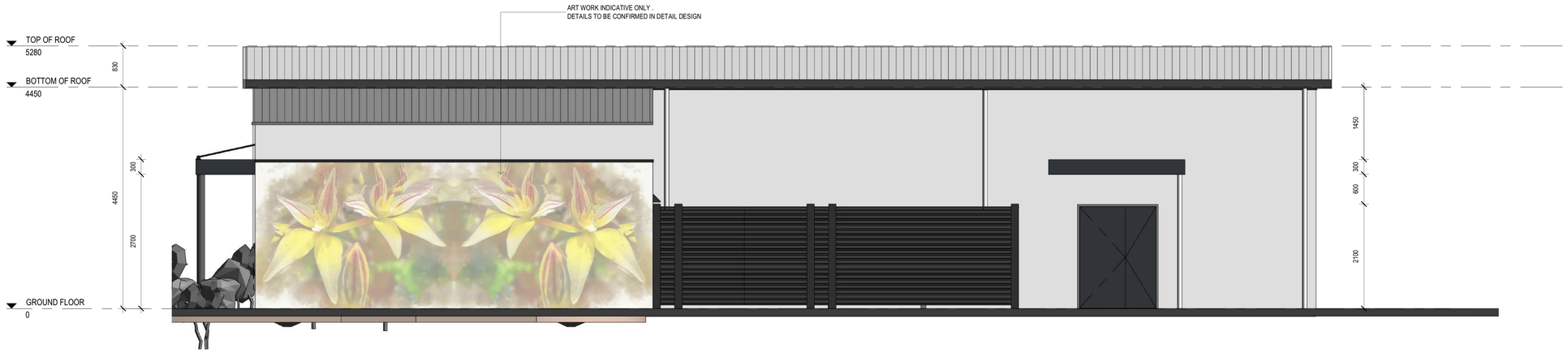
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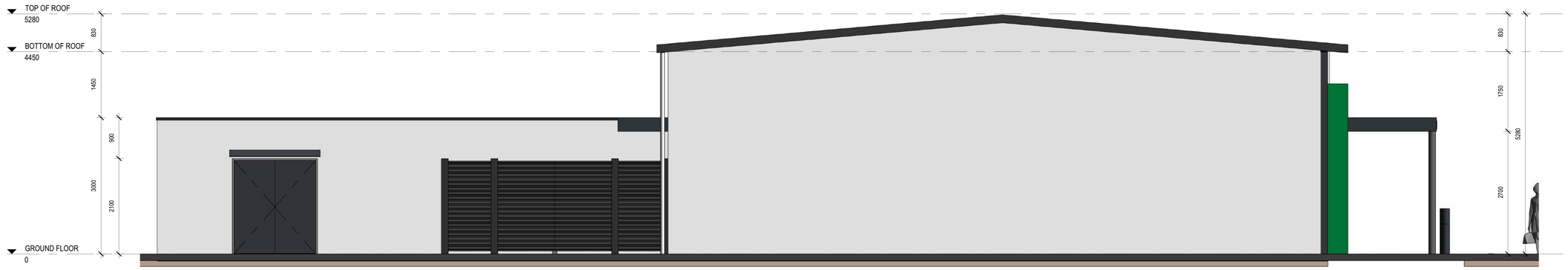
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SK-24

rev
F



1 - ELEVATION C

1 : 50



2 - ELEVATION D

1 : 50

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project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

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description
PROPOSED ELEVATIONS C & D

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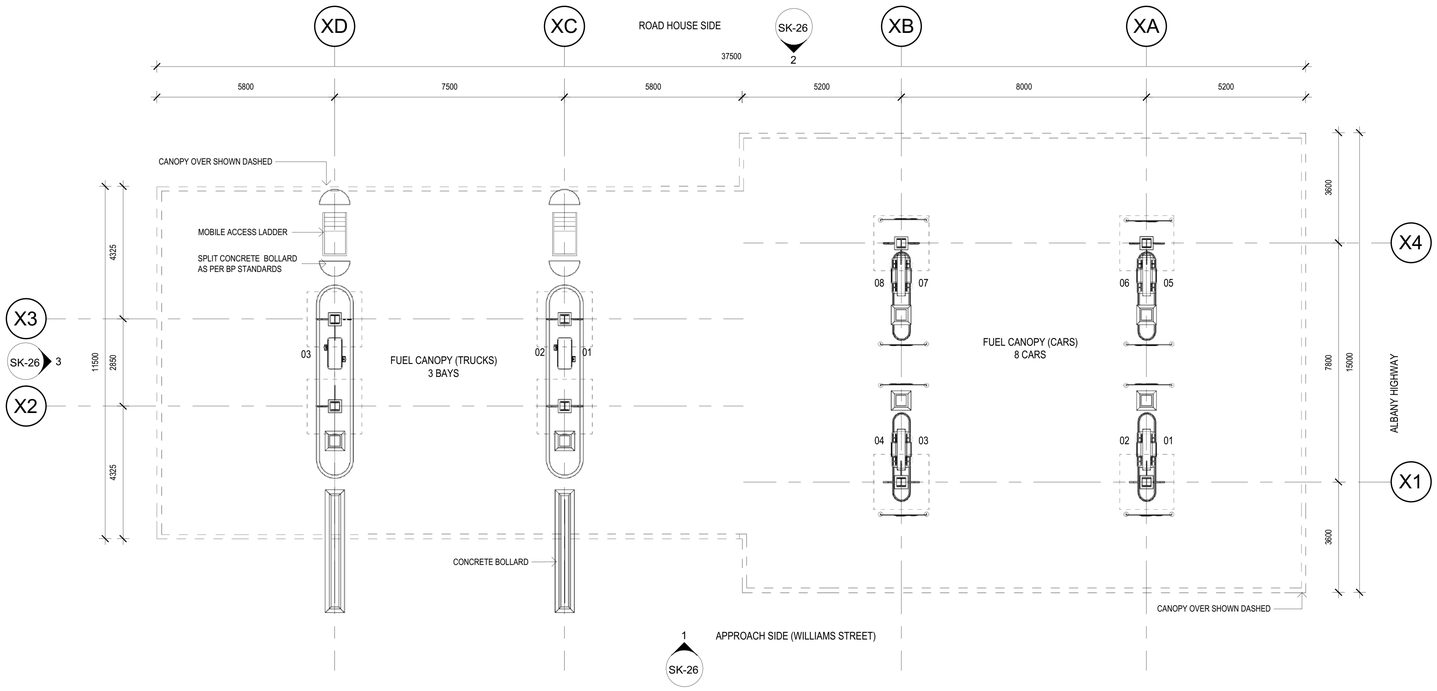
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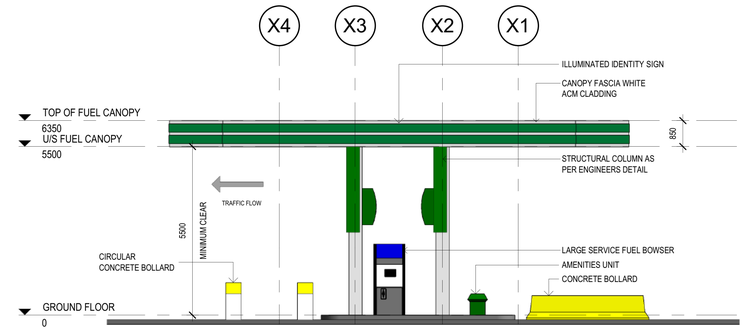
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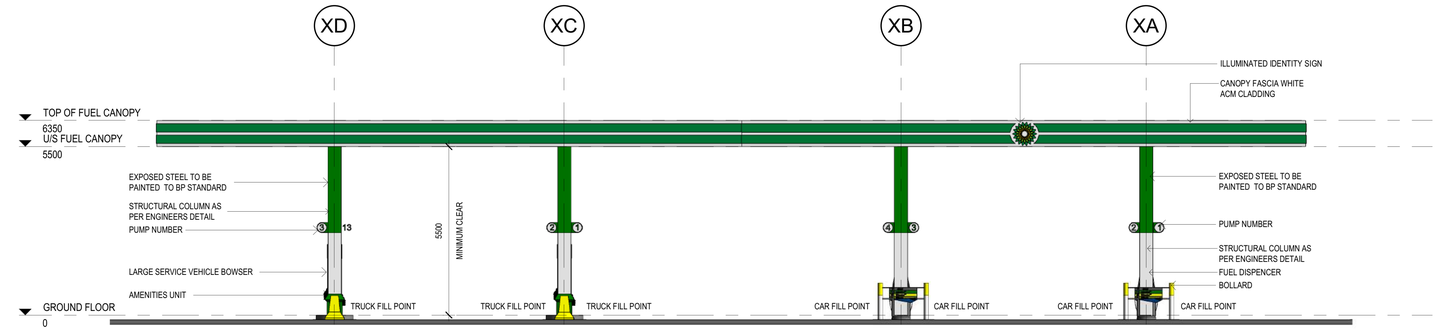
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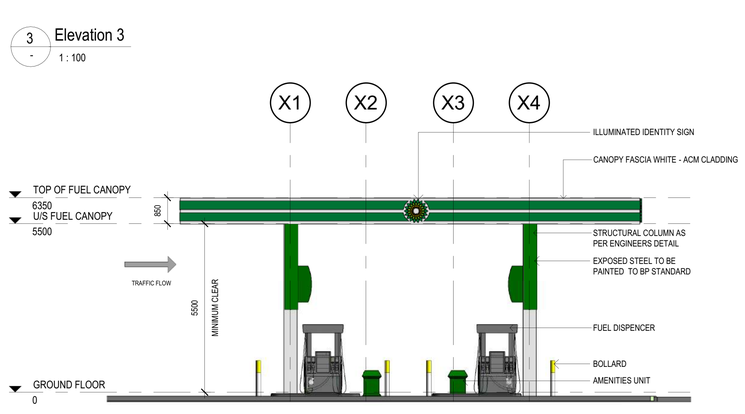
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1 : 100



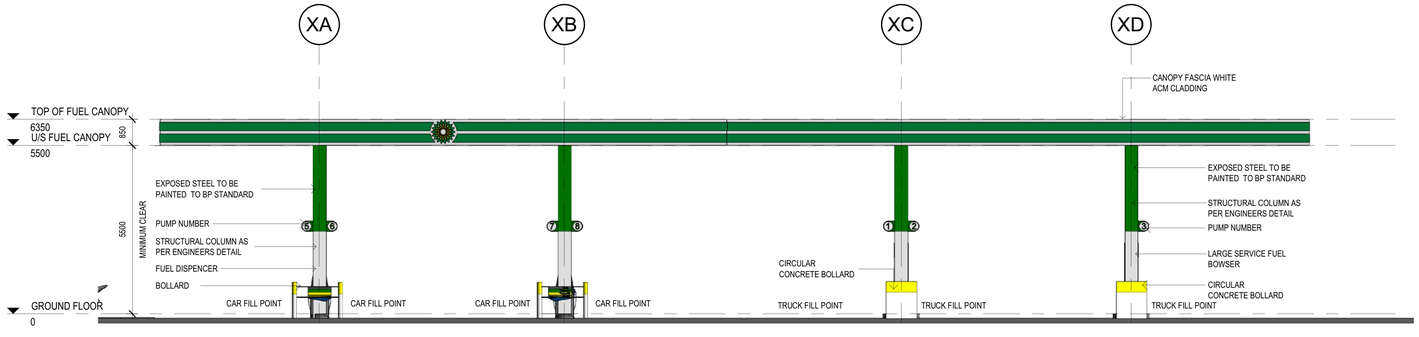
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1 : 100



1 - Elevation 1
1 : 100



4 - Elevation 4
1 : 100



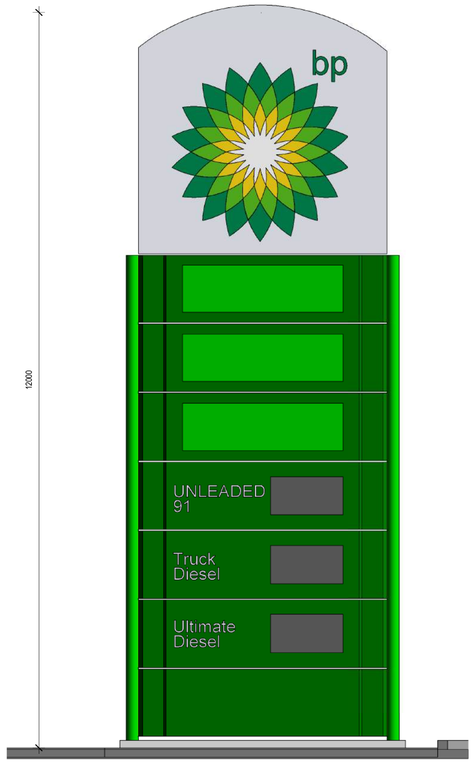
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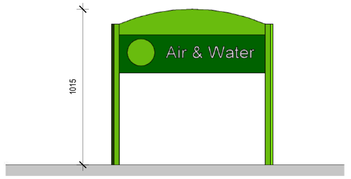
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B	ISSUED FOR CLIENT COMMENTS	BR	AK	23/09/2025

project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
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dwg no: SK-26
rev: F

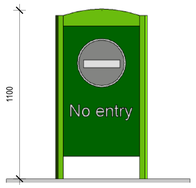
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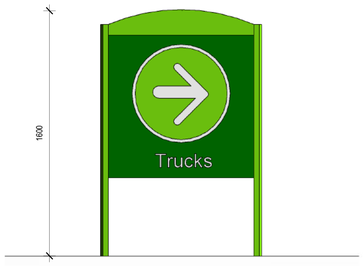
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1 : 50



2 - SIGNAGE - AIR WATER 02
1 : 20



3 - SIGNAGE - NO ENTRY
1 : 20



4 - SIGNAGE - TRUCK ENTRY 01
1 : 20

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project
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location
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drawn BR
checked AK
description PROPOSED SIGNAGES

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dwg no SK-27
rev F





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revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ARTIST IMPRESSIONS (1 OF 3)

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project no 112.25

dwg no SK-28

rev F





INTERIM ISSUE ONLY
DATE: 05/06/2026

F	LANDSCAPE & CIVIL UPDATED	BR	AK	05/06/2026
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ARTIST IMPRESSIONS (2 OF 3)

scale

date 05/06/2026

project no 112.25

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F	LANDSCAPE & CIVIL UPDATED	BR	AK	05/06/2026
D	ISSUED FOR CLIENT REVIEW	BR	AK	19/12/2025
revision/ issue	description	drawn by	check by	date

project
BP Williams
location
CNR ALBANY HIGHWAY & WILLIAMS STREET

drawn BR
checked AK

description
PROPOSED ARTIST IMPRESSIONS (3 OF 3)

scale

date 05/06/2026

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dwg no SK-30

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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 a100m 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 a100m 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

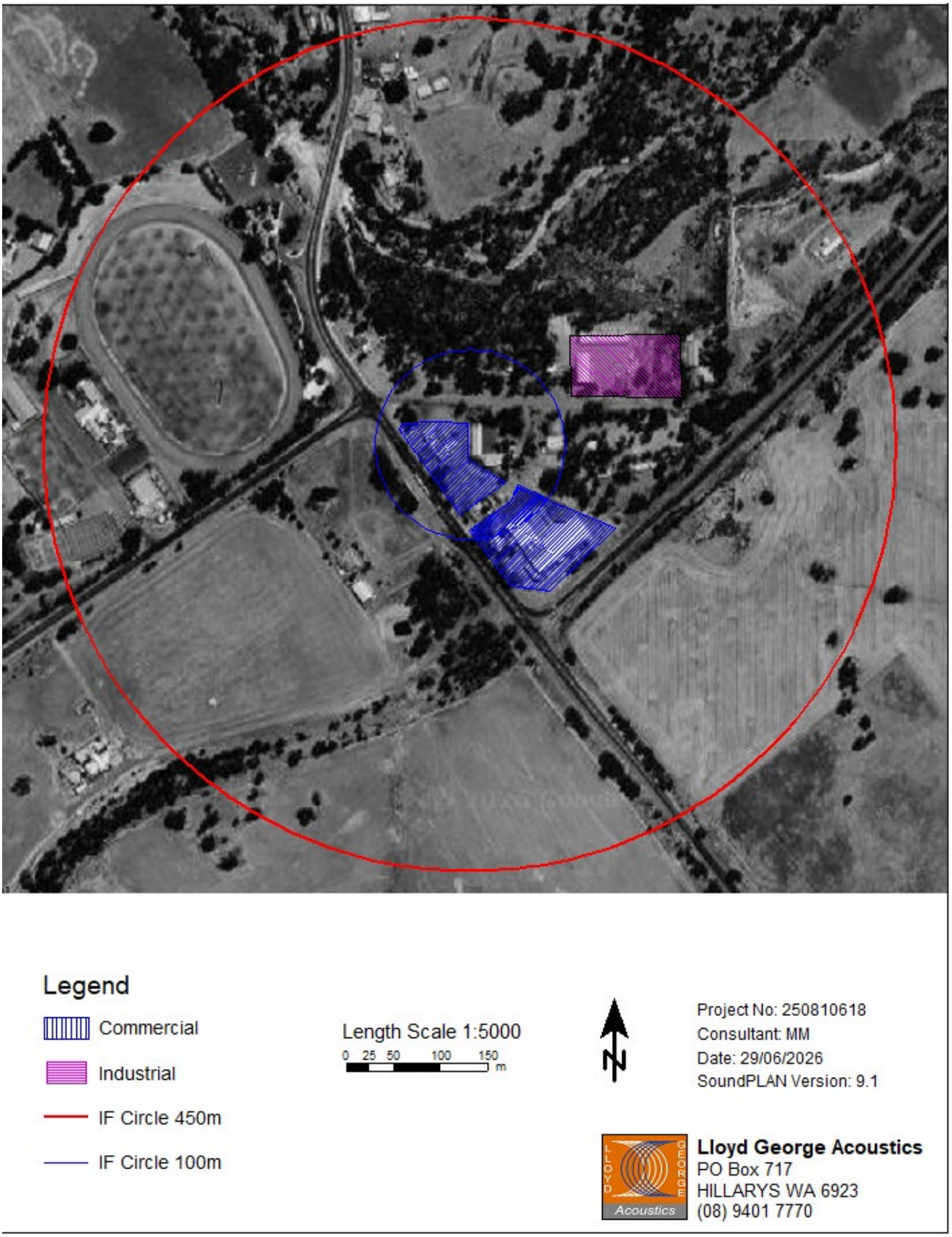


Figure B-1: Land Types within 100m and 450m Radii of 6 William St

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.

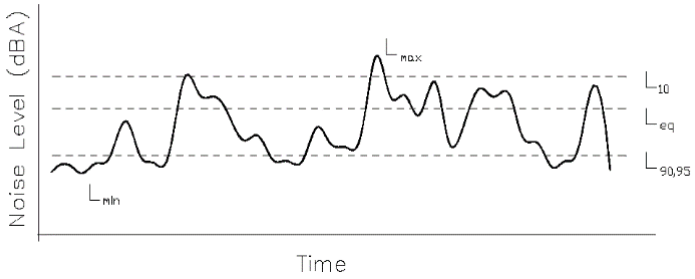
- **Major Road**

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

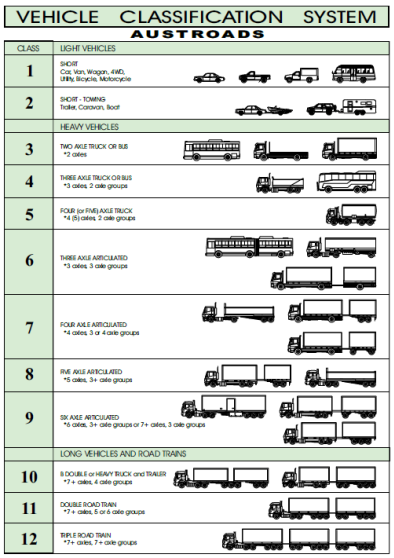
- **Secondary / Minor Road**

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

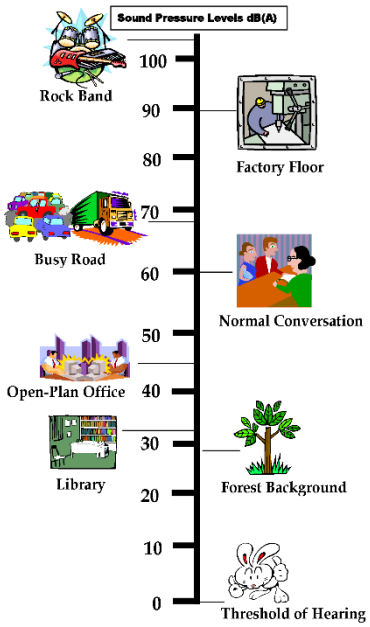
- **Chart of Noise Level Descriptors**



- **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:
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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

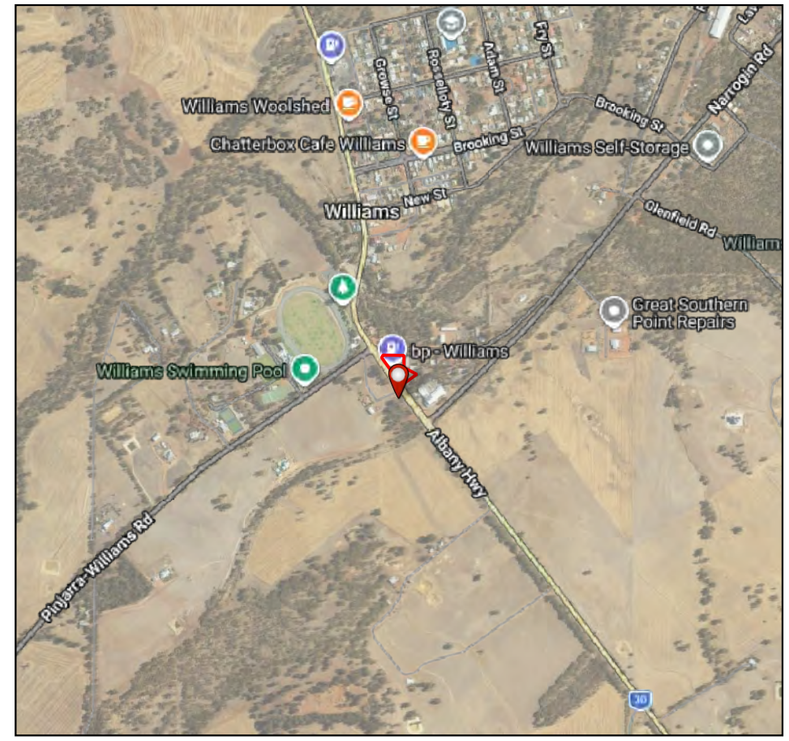
Vegetation to the north and south of the subject site is identified as native vegetation, as shown in Figure 2. However, no native vegetation is identified within the subject site. As such, no native vegetation will require clearing to facilitate the proposed development and bushfire management measures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

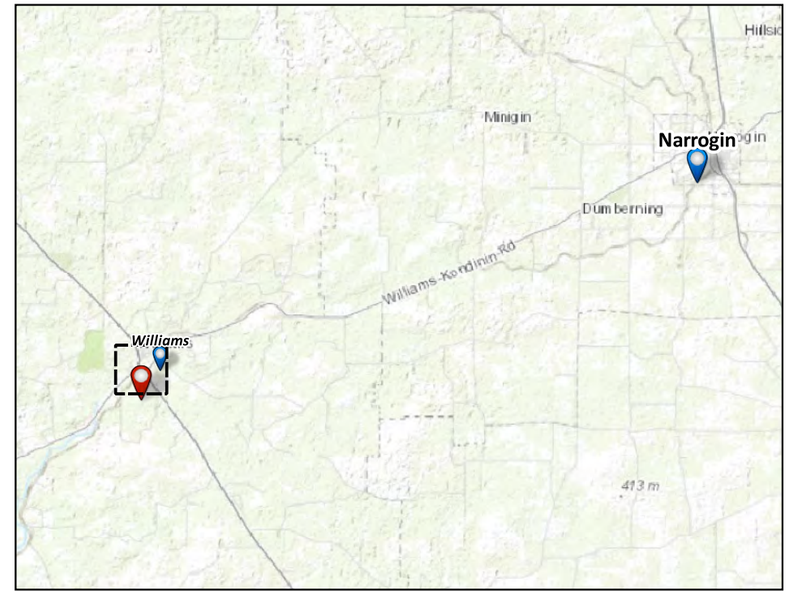
WEPL is not aware of any other outstanding environmental approvals required for the proposed development to proceed.

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.







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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	SHEET SIZE
1:2,100	A3 COLOUR

CLIENT: Great Southern Fuel Supplies

COORDINATE REFERENCE SYSTEM	PROJECT NUMBER	VERSION
GDA2020 / MGA zone 50	A25.299	0

DATA SOURCE	DRAWN BY / REVIEWED BY	DATE
LANDGATE AERIAL IMAGERY	SC/FW	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

0 6 12 18 24 m

N

PROJECT/REPORT NAME	Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams
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

Legend

- Subject Site
- Road
- Subject building
- Underground Fuel Tanks
- Landscaping
- Native Vegetation Extent (DPIRD-005)

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

0 15 30 45 60 m

N

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

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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.

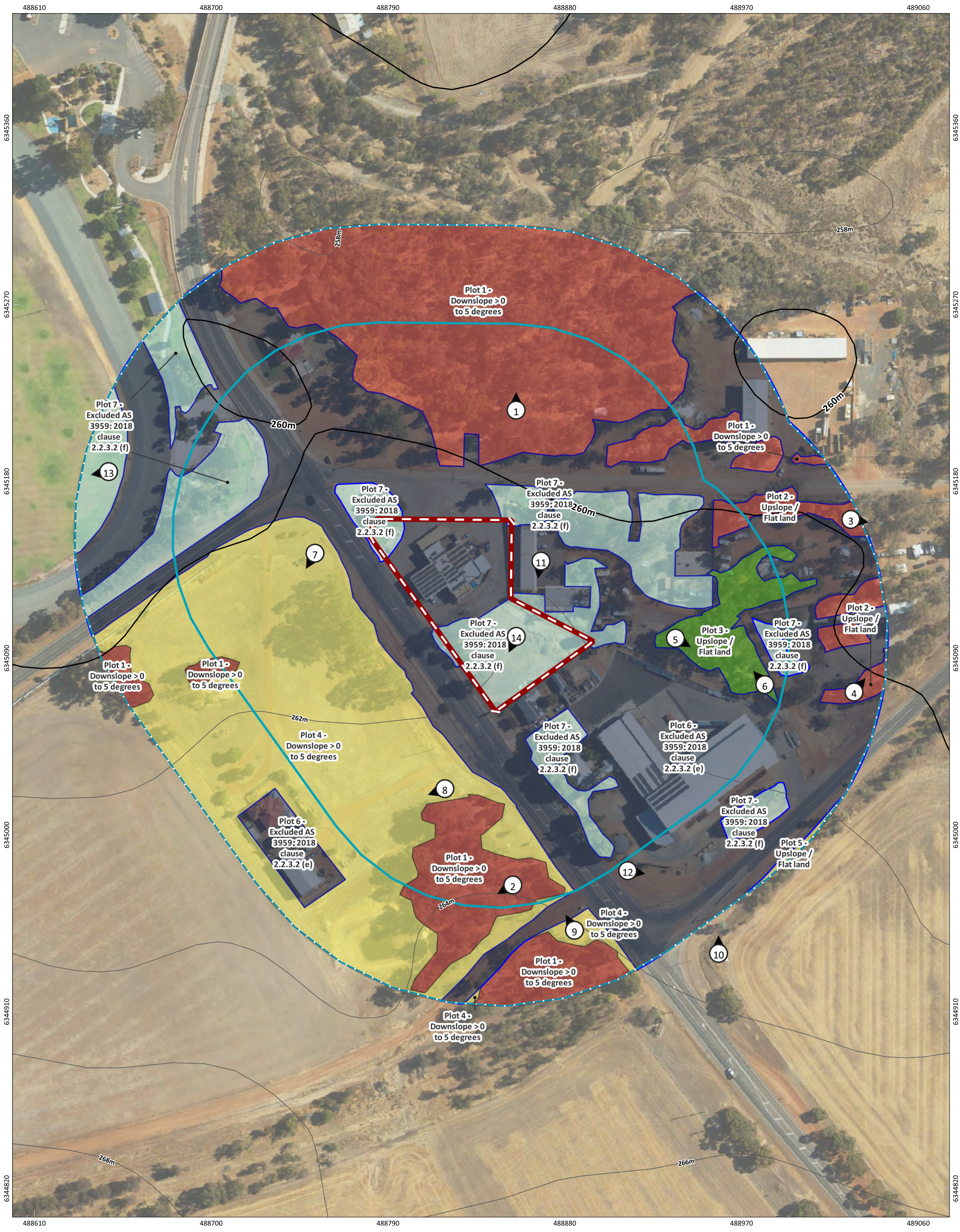


Figure 4: Vegetation Classification

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.

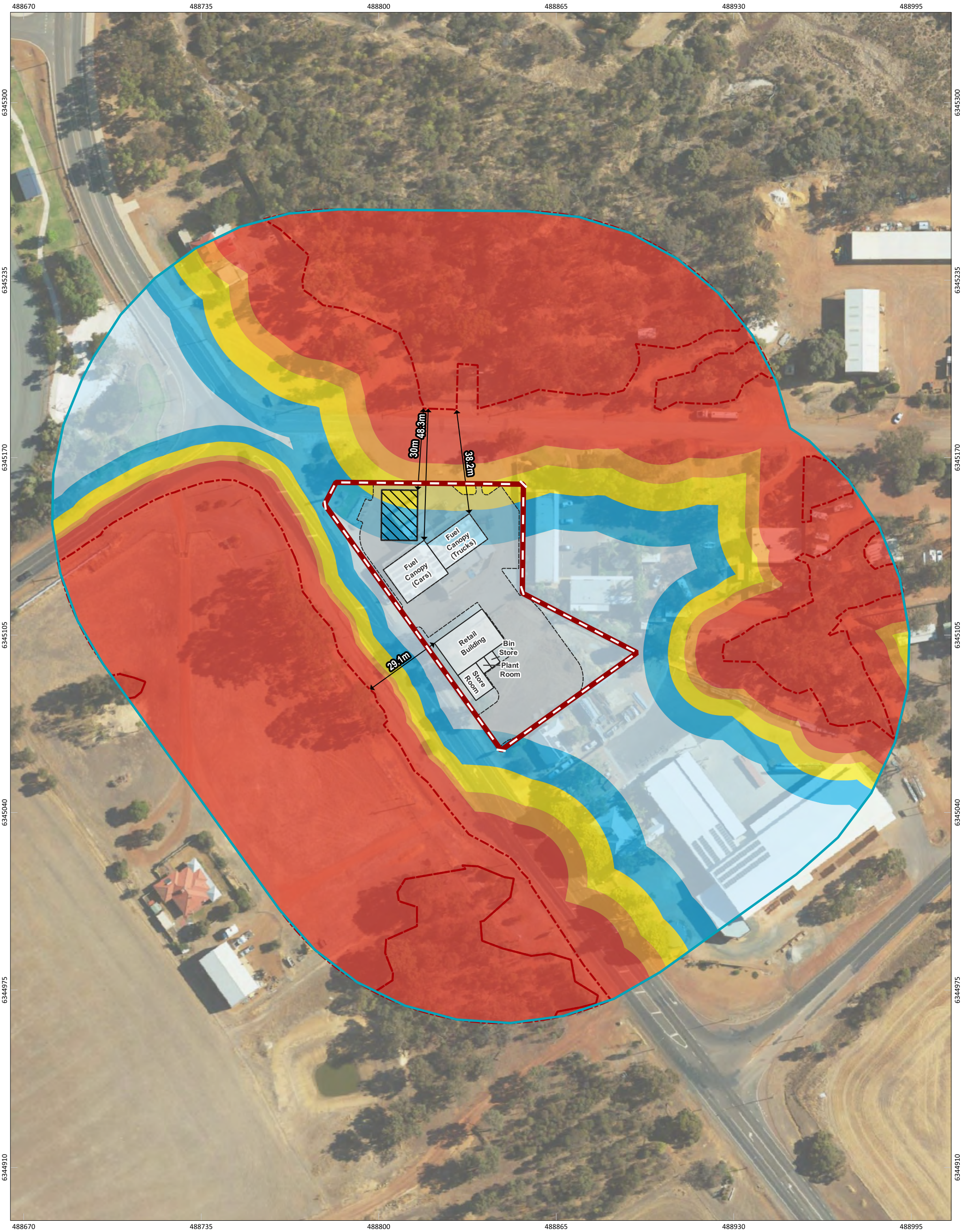


Figure 5: Bushfire Attack Level (BAL) Contours

N

0 10 20 30 40 m

PROJECT/REPORT NAME: Bushfire Management Plan – Development Application Lot 9 to Lot 13 Albany Highway, Williams		
SCALE: 1:1,300	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
- 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.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
westenv.com.au

G:\GIS\Project Data\2025\A25.299\3. Projects\1. BMP\A25.299_BMP.qgz

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Designed and Automated by AC

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.

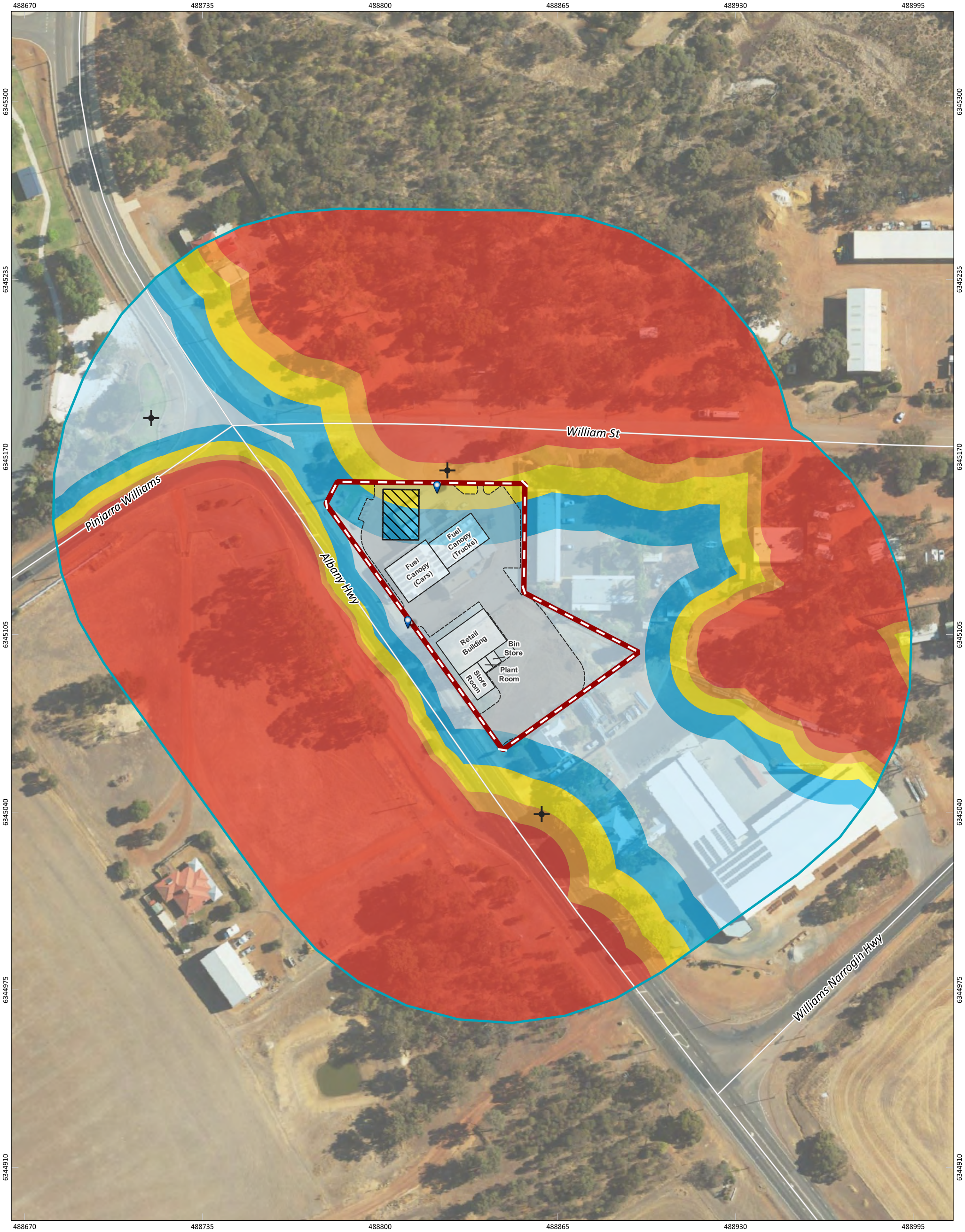


Figure 6: Spatial Representation of the Bushfire Management Strategies

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.

WESTERN ENVIRONMENTAL

Western Environmental Pty Ltd
08 6244 2310 | enquiries@westenv.com.au
Level 3/25 Prowse St, West Perth WA 6005
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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.	

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)

This email and any attachments may be confidential. Please notify the sender immediately if you have received this message in error. Please do not alter or delete this advice.

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

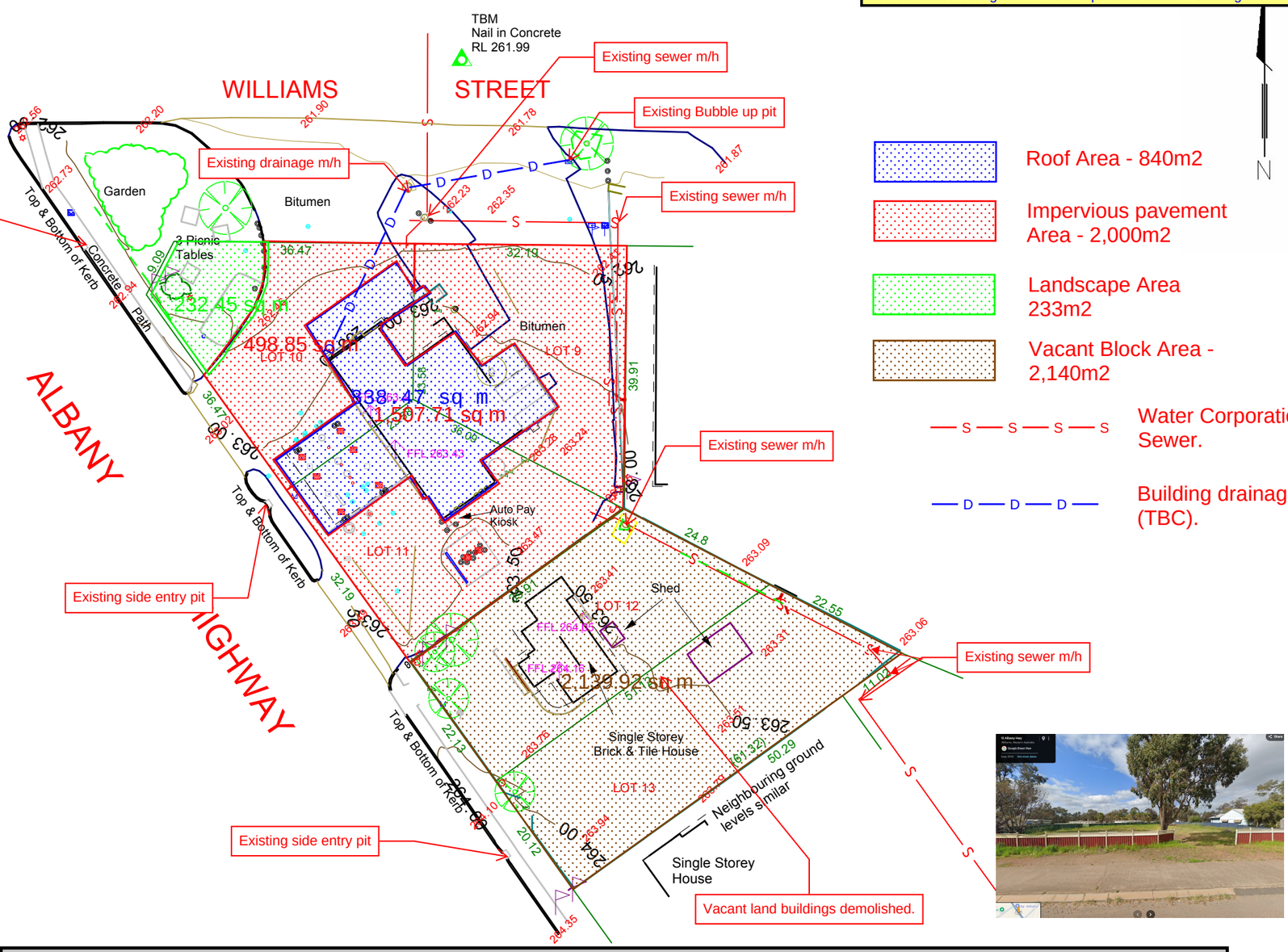
LANDSCAPE AREAS
=CIA/3600
= 0.40 X 106 X 232 /3600
= 2.73 l/s.

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

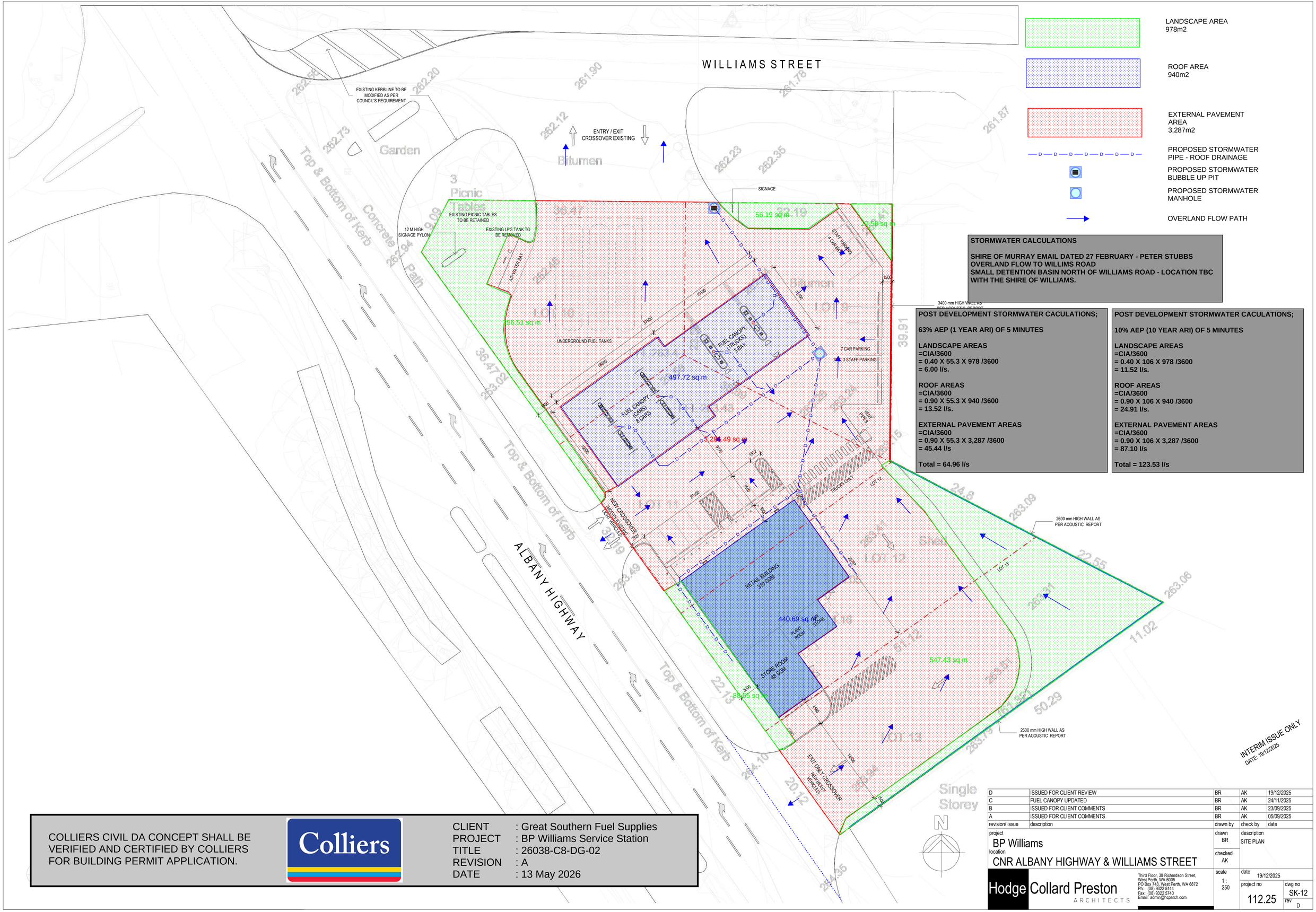
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REV.	DATE:	REVISION NOTE:	SURVEYED	DRAWN	CHECKED
0	11/12/2019	Original	MG	MG	BM

McGREGOR SURVEYS
LICENSED LAND AND ENGINEERING SURVEYORS
T: 9322 2000
E: brad@mcgregorsurveys.com.au
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				



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

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

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

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

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

EXISTING MANHOLE TO BE REMOVED

ENTRY / EXIT CROSSOVER EXISTING

EXISTING SEWER MANHOLE TO BE ADJUSTED TO SUIT NEW LEVELS

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

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

7 CAR PARKING INC. 3 STAFF PARKING

3400 mm HIGH WALL AS PER ACOUSTIC REPORT

INSTALL 200mm BARRIER KERB TO SUIT DESIGN LEVELS

NEW VEHICLE CROSSOVER (REFER TO ENGINEERS DETAIL)

EXIT ONLY CROSSOVER NEW HEAVY VEHICLES

INCORPORATE RETAINING TO BUILDING TO FACILITATE LEVEL DIFFERENCES.

2600 mm HIGH WALL AS PER ACOUSTIC REPORT

PROPOSED LANDSCAPING

BUILDING FFL 263.70

STORE ROOM 88.5QM

PLANT ROOM

BIN STORE

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

Picnic

Bitumen

LOT 13

LOT 12

TRUCKS ONLY

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

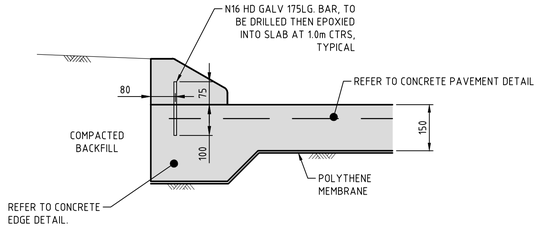
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PROJECT : BP Williams Service Station
TITLE : 26038-C8-DG-03
REVISION : A
DATE : 13 May 2026

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

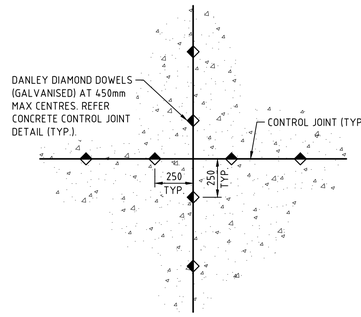
project: BP Williams
location: CNR ALBANY HIGHWAY & WILLIAMS STREET
drawn: BR
checked: AK
description: SITE PLAN
scale: 1 : 250
date: 19/12/2025
project no: 112.25
dwg no: SK-12
rev: D

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



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

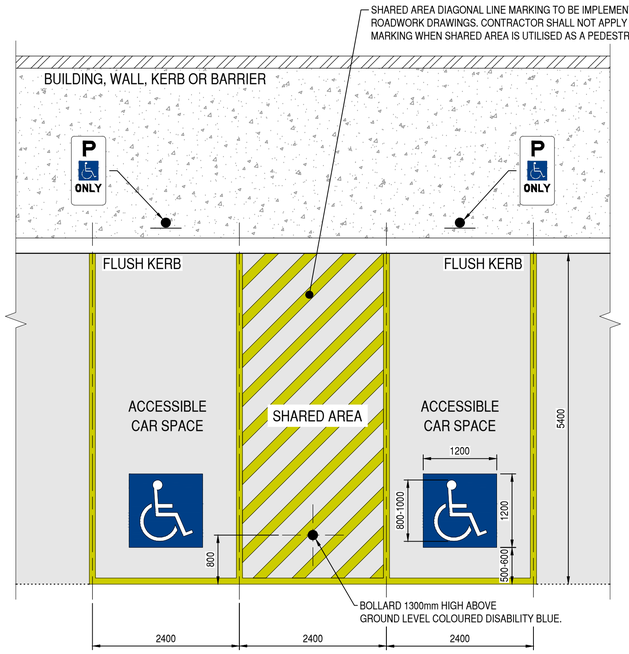
EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS1428.1 BETWEEN 800mm AND 1000mm HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200mm, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500mm AND 600mm FROM ITS ENTRY POINT AS ILLUSTRATED.

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.

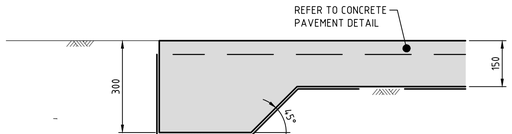
PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

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.



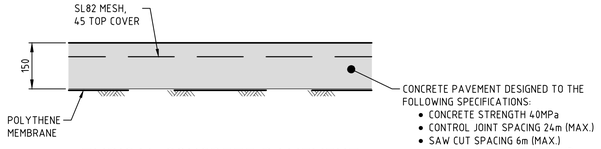
PERPENDICULAR ACCESSIBLE CAR PARKING SPACES

SCALE 1:50 0m 1m 2m



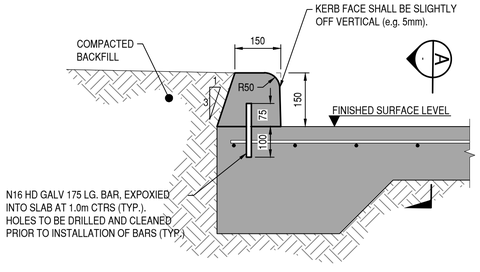
TYPICAL CONCRETE PAVEMENT EDGE DETAIL

SCALE 1:10



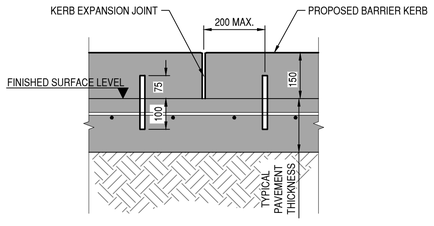
TYPICAL CONCRETE PAVEMENT

SCALE 1:10



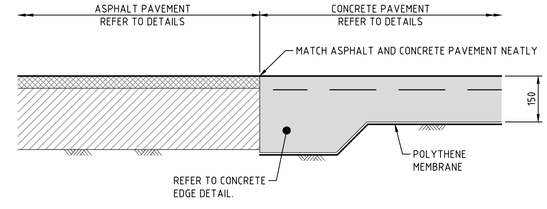
TYPICAL BARRIER KERB ON CONCRETE DRILLED PIN DETAIL

SCALE 1:10 0m 200mm 400mm



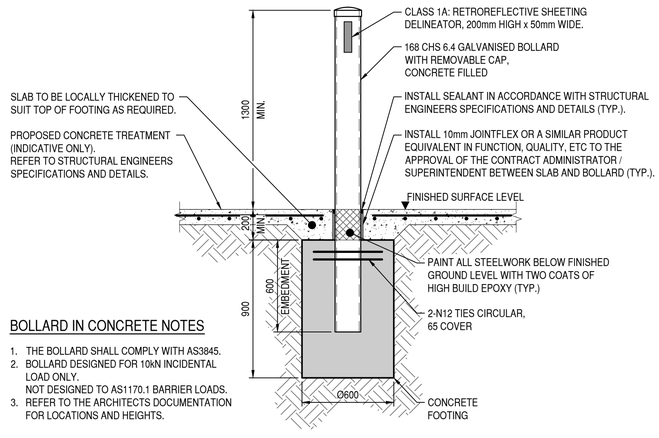
SECTION A

SCALE 1:10 0m 100mm 200mm



TYPICAL ASPHALT PAVEMENT TO CONCRETE PAVEMENT EDGE DETAIL

SCALE 1:10

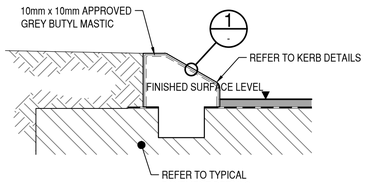


BOLLARD IN CONCRETE NOTES

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.

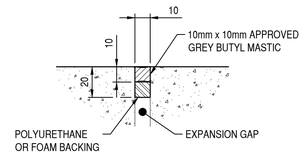
TYPICAL BOLLARD IN CONCRETE PAVEMENT DETAIL

SCALE 1:20 0m 400mm 800mm



SECTION A

SCALE 1:10 0m 100mm 200mm

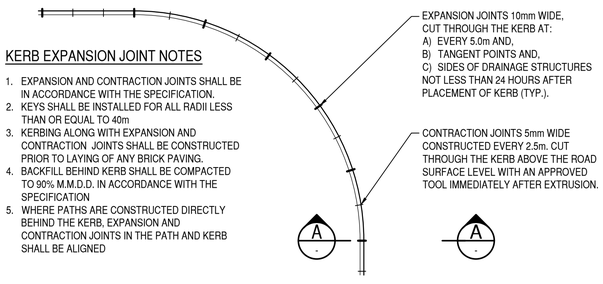


DETAIL 1

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

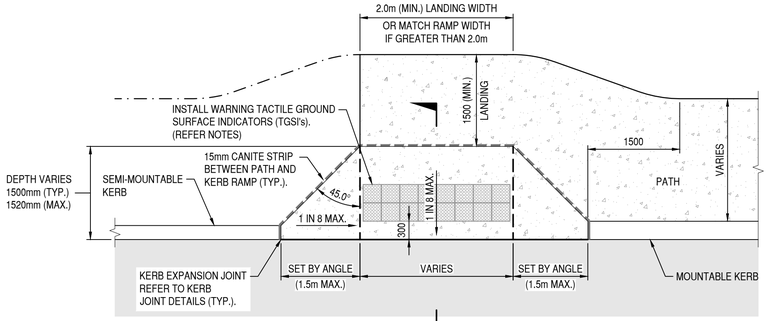
SCALE 1:200 0m 4m 8m

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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

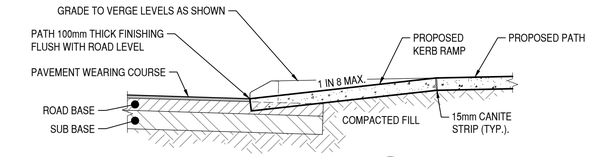


PLAN VIEW

SCALE 1:50 0m 1m 2m

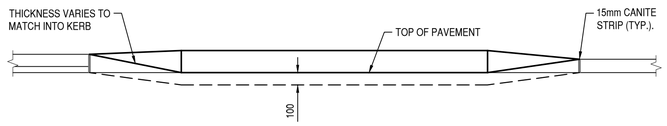
KERB RAMP NOTES

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.



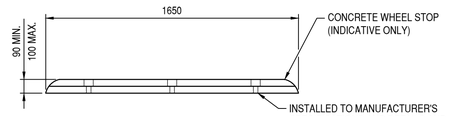
SECTION A

SCALE 1:25 0m 250mm 500mm



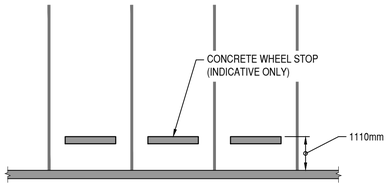
FRONT ELEVATION

SCALE 1:25 0m 0.5m 1.0m



ELEVATION

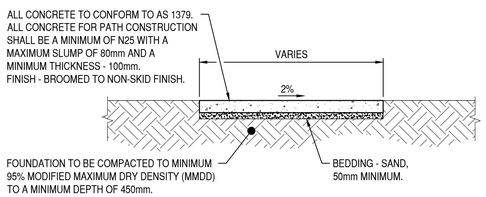
SCALE 1:20 0m 400mm 800mm



PLAN VIEW

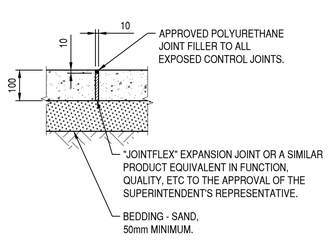
SCALE 1:100 0m 2m 4m

TYPICAL WHEEL STOP DETAIL - CONCRETE



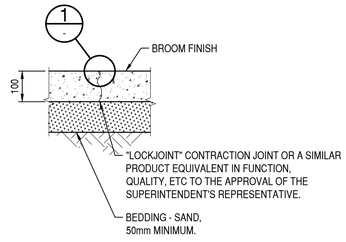
CONCRETE PATH SECTION

SCALE 1:25 0m 0.5m 1.0m



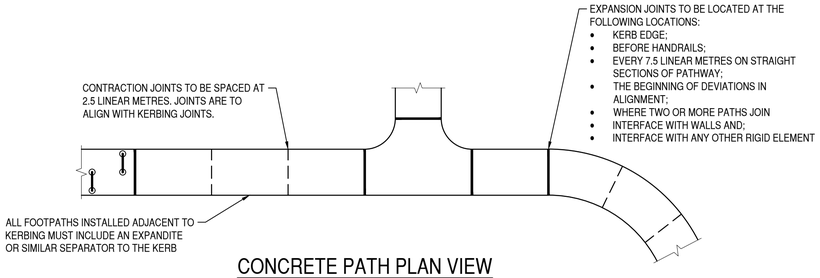
EXPANSION JOINT

SCALE 1:10 0m 200mm 400mm



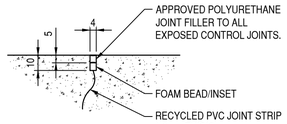
CONTRACTION JOINT

SCALE 1:10 0m 200mm 400mm



CONCRETE PATH PLAN VIEW

SCALE 1:100 0m 2m 4m



DETAIL 1

SCALE 1:2 0m 20mm 40mm

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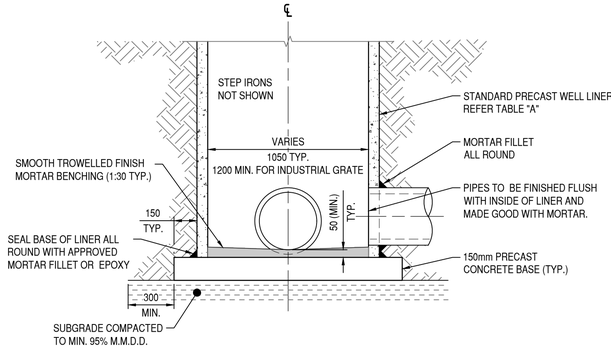
CLIENT : Great Southern Fuel Supplies
PROJECT : BP Williams Service Station
TITLE : 26038-C8-DG-05
REVISION : A
DATE : 13 May 2026

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.

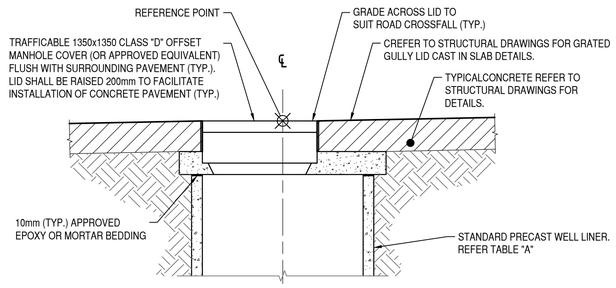
TABLE A
DRAINAGE PIT LINER SIZE

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.		

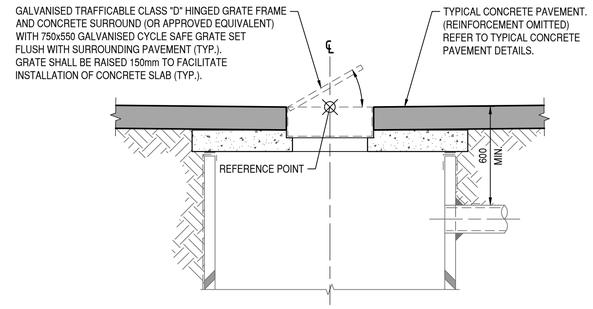


TYPICAL STORMWATER JUNCTION PIT (JPB) IN PAVEMENT - BENCHED

SCALE 1:20 0m 400mm 800mm

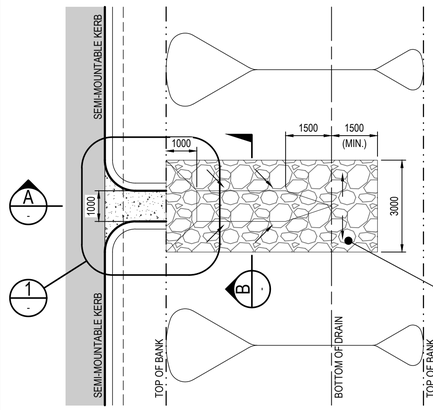


IN CONCRETE PAVEMENT



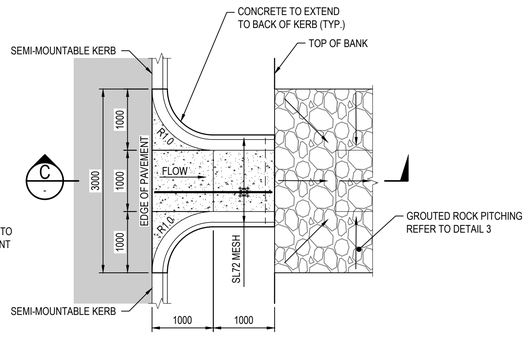
TYPICAL INVERTED GULLY GRATE LID DETAIL (GSW) WITH CONCRETE PAVEMENT

SCALE 1:20 0m 400mm 800mm



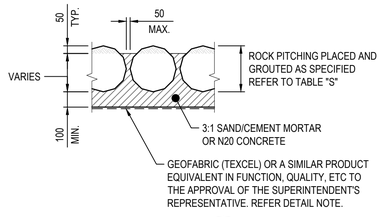
PLAN VIEW

SCALE 1:100 0m 2m 4m



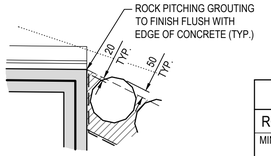
DETAIL

SCALE 1:50 0m 0.5m 1m



DETAIL

SCALE 1:200 0m 200mm 400mm

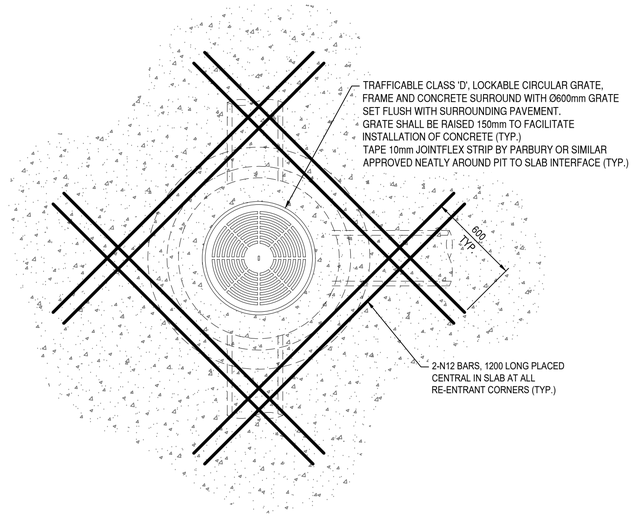


DETAIL

SCALE 1:2 0m 20mm 40mm

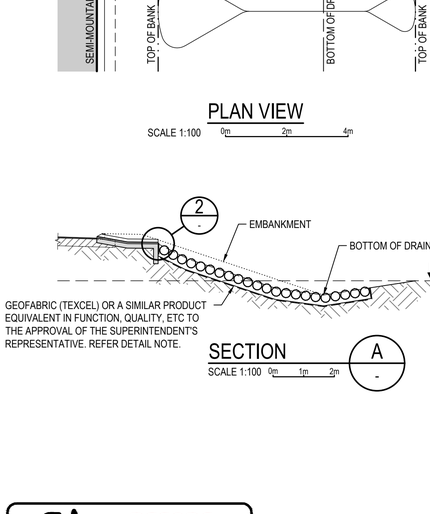
TABLE "S"
ROCK PITCHING SPALL GRADING

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



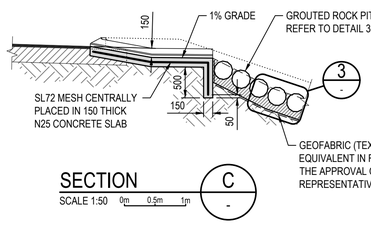
TYPICAL CAST-IN SLAB STORMWATER PIT RE-ENTRANT BAR DETAIL - ROUND

SCALE 1:20 0m 400mm 800mm



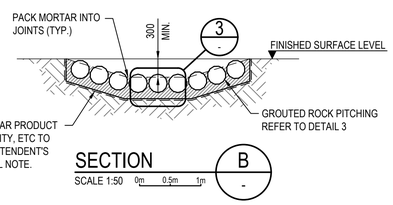
SECTION

SCALE 1:100 0m 1m 2m



SECTION

SCALE 1:50 0m 0.5m 1m



SECTION

SCALE 1:50 0m 0.5m 1m

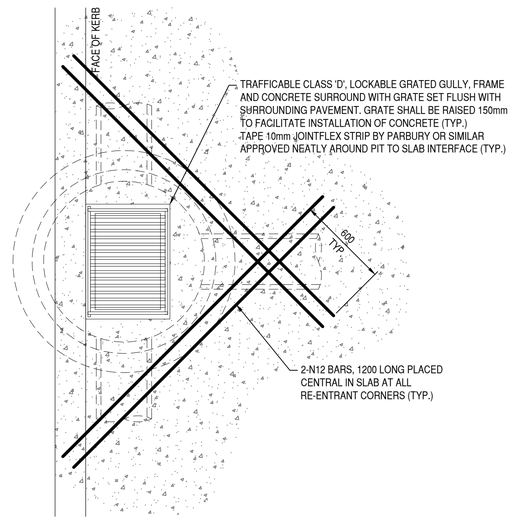
TYPICAL CONCRETE KERB OPENING DETAILS

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

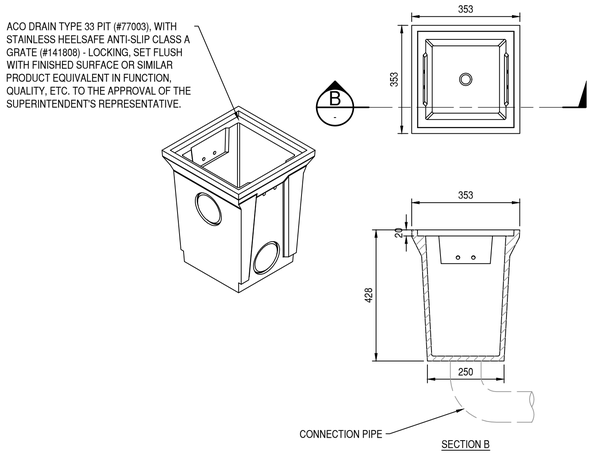
SCALE 1:20 0m 400mm 800mm

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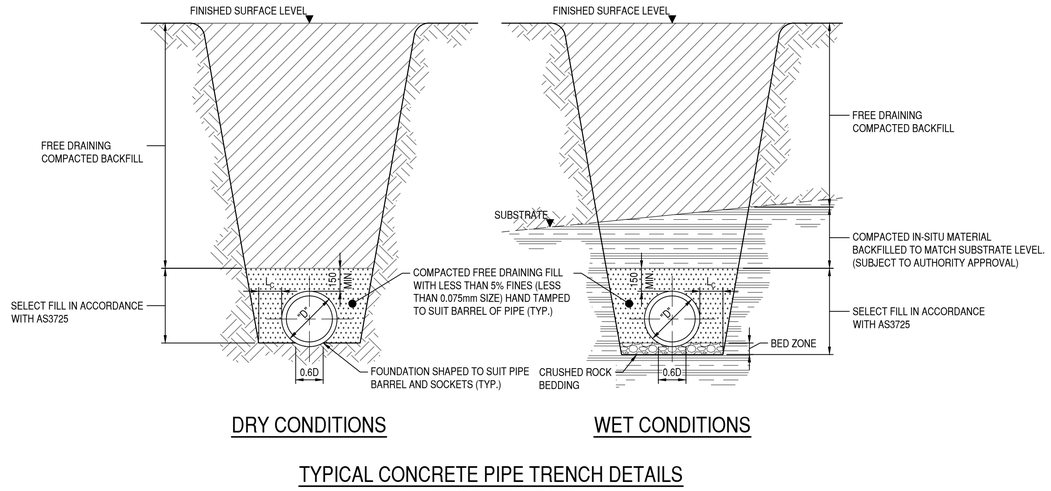
Colliers

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



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" ($D_i/6$ or L_C, WHICHEVER IS GREATER)	
PIPE DIAMETER	L_C
≤600	150
>600 - ≤1200	200
>1200	$D_i/6$

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

Submission	Responsible Authority Response	Applicant Response
As an adjoining landowner, we support this redevelopment — the existing service station is in need of improvement, and an upgraded BP will benefit its neighbouring businesses, including ours. We ask that the Shire include this submission in its report to the Development Assessment Panel. We request that a gate be included in the new boundary fence, giving direct access from our yard to the fuel facility so we can refuel our plant and machinery without taking it onto Albany Highway. The application notes no access arrangement is in place with the adjoining landowner, and Clause 3.3.3 of DCP 5.1 supports such cross-access arrangements; we would like to put one in place. The gate will be designed to complement the overall barrier and will remain closed when not in use. We're happy to cover the full cost of an automatic gate, and final design details can be confirmed closer to fabrication.	The submission of support is noted along with comments regarding the improvement of the character of the area and benefit to surrounding local businesses. The installation of a gate along the boundary fence will impact the proposed noise wall and landscaping. The proposed amendment would result in a poor planning outcome due to potential amenity impacts due to reduced effectiveness of the noise wall – which is included as a recommendation of the Environmental Noise Assessment. Officers note the potential reduced traffic impact of the proposed access change, however it is not considered a required change and would be at the discretion of the applicant to consider. If considered, Officers note that the access arrangement would need to be subject to a formal arrangement.	

Main Roads WA Comments	Responsible Authority Response
Main Roads has reviewed the vehicle access arrangements through earlier stages of the proposal. Previous RTE review identified matters requiring further consideration, particularly in relation to the interaction between turning movements, intersection geometry and sight distance. A revised design has subsequently been submitted and is currently under review by Main Roads' Road and Traffic Engineering section. The revised design may address some or all of the matters previously identified, and Main Roads' final position on the access arrangements will be informed by the outcome of this review.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier RTE review identified matters for refinement associated with the proposed crossovers, including appropriate control/signage of the Albany Highway exit crossover and the geometry of the eastern crossover to provide a clear, lane correct left out movement. The latest design submission is currently being reviewed by RTE and will be assessed to determine whether these earlier matters have been satisfactorily addressed.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Main Roads notes that a Traffic Impact Assessment has been prepared for the development, with the final revision dated June 2026. The assessment and latest design information are being considered as part of the current technical review. Main Roads' final position on traffic generation and its potential impact on Albany Highway will therefore be subject to the outcome of this review.	The Shire notes the ongoing RTE review. The outcome of this review have not been provided to the Shire within the timeframe prescribed under Cl 66 of the Regulations.

Internal circulation and queuing are required to be appropriately accommodated within the development site without adversely affecting the operation of Albany Highway. These matters will be considered as part of the current review of the latest design and supporting traffic assessment, including the interaction between internal circulation, access points and heavy-vehicle movements.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier RTE advice identified the need for appropriate design-vehicle swept-path assessment, including consideration of a 19 m semi-trailer for the relevant Williams Street left out movement and appropriate intersection radii. The current RTE review will consider the latest swept path and geometric information to determine whether the previous design vehicle and manoeuvring concerns have been satisfactorily addressed.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Main Roads' Road Safety review supported progression of the proposal subject to appropriate treatment of the potential "see through" effect at Williams Street. The intersection treatment should ensure that approaching drivers do not perceive Williams Street as continuing directly through the intersection. Appropriate delineation, including a suitable hazard board or equivalent treatment, together with appropriate intersection lighting, should be incorporated into the design. The latest design will also be considered against this earlier Road Safety advice as part of the current review.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier RTE review identified sight distance as an important consideration, particularly the	The Shire notes the ongoing Road and Traffic Engineering (RTE) review and comments regarding sightline concerns. The applicant held

potential for opposing right-turning vehicles to obstruct sight lines at the Albany Highway/Williams Street intersection. RTE previously advised that staggering the intersection alone did not necessarily resolve this issue. The latest design submission may incorporate changes addressing this concern and is currently being reviewed. Main Roads' final position on sight distance will be subject to confirmation that the revised arrangement satisfactorily addresses the applicable sight-distance requirements.	prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Main Roads considers that the development should not adversely affect the safe and efficient operation of Albany Highway. A Traffic Impact Assessment has now been provided and the latest design is being reviewed by RTE. The outcome of this review will inform Main Roads' final assessment of the operational performance of the proposed intersection and access arrangements.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Earlier reviews identified concerns associated with the proposed intersection arrangement, particularly the interaction between opposing right turn movements and available sight distance. Since those comments were provided, the design has been further developed and the latest submission is currently under RTE review. Main Roads will therefore reserve its final position on the adequacy of the intersection and crossover arrangements until that review has been completed.	The Shire notes the ongoing Road and Traffic Engineering (RTE) review and deferral of final comments to after this review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.
Signage and delineation should be designed so they do not obstruct required sight lines or introduce ambiguity for Albany Highway or Williams Street	The Shire notes the ongoing Road and Traffic Engineering (RTE) review. The applicant held prelodgement discussions with MRWA with the proposed development plans reflecting feedback provided prior to lodgement of this application.

traffic. Road Safety previously identified the importance of addressing the potential "see through" effect on the Williams Street approach, including appropriate delineation/hazard treatment and intersection lighting. RTE also previously identified the requirement for appropriate control/signage associated with the proposed exit crossover. The latest design will be reviewed against these requirements.	
Any proposed works within the Albany Highway road reserve will require Main Roads approval through the Application to Undertake Works Within Road Reserve process and are to be designed and constructed in accordance with Main Roads requirements. The current planning referral and technical review should not be taken as approval to undertake works within the road reserve. Detailed design documentation for road, crossover, drainage, lighting, signage and other works within the road reserve will need to be submitted to Main Roads for the relevant review and approval prior to construction.	The Shire notes the comments of MRWA. An associated advice note has been recommended to this effect.
A Traffic Impact Assessment has been prepared for the development, with the final revision dated June 2026. The TIA and latest design submission are currently being considered through the RTE review. At this stage, Main Roads does not consider that a separate Traffic Impact Statement is necessary however, further information or clarification may be requested should quations arise through completion of the current technical review.	The Shire notes the comments of MRWA. The provided TIA has been informed by prelodgement comments provided to the applicant by MRWA. This comments provided have informed the alternative to responsible authority recommendation.
Main Roads considers the redevelopment may continue to progress through the planning	The Shire notes the comments and preliminary support of MRWA. Changes to the development plans can be addressed through an application to

process while the latest design is subject to technical review. Earlier reviews identified matters associated with sight distance, opposing right turn movements, crossover geometry, heavy vehicle swept paths, delineation and lighting. The latest design may address these matters and is currently under RTE review. Any final conditions or design modifications requested by Main Roads should therefore reflect the outcome of this review rather than relying solely on comments made on superseded design submissions.	amend the development approval if the application is determined as per the responsible authority recommendation. The comments provided have informed the officer recommendation and alternative to responsible authority recommendation.

DWER Comments	**Responsible Authority Response**
Stormwater Management Plan Recommendation The department notes that the Civil Concept document provides preliminary stormwater drainage and detention arrangements, including a proposed detention basin and separate drainage from the refuelling forecourt to an oily water separator. The final Stormwater Management Plan (SMP) should be prepared to the satisfaction of the Shire of Williams in accordance with the Stormwater Management Manual of Western Australia (DWER, 2022), Decision process for stormwater management in WA (DWER, 2017) and Water Quality Protection Note 49: Service stations (DWER, 2013). The SMP should demonstrate the appropriate management of small, minor and major rainfall events, including detention, discharge and safe overland flow arrangements, and the containment and treatment of potentially contaminated runoff from fuel dispensing, fuel delivery and associated forecourt areas	Agreed
Native Vegetation Regulation -Advice Under section 51C of the Environmental Protection Act 1986 (EP Act), clearing of native vegetation is an offence unless: • it is undertaken under the authority of a clearing permit • it is done after the person has received notice under section 51DA(5) that a clearing permit is not required • the clearing is subject to an exemption Exemptions for clearing that are a requirement of written law, or authorised under certain statutory processes, are contained in Schedule 6 of the EP Act. Exemptions for	There is no natural native vegetation on the premise.

low impact routine land management practices outside of environmentally sensitive areas (ESAs) are contained in the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (the Clearing Regulations). Based on the information provided, should development approval be issued, clearing to construct a building or structure is likely to be exempt from the requirement for a clearing permit under Regulation 5, Item 1 of the Clearing Regulations. However, clearing required for purposes other than the exempt purposes, e.g. constructing a building or structure, including clearing for non-exempt purpose, e.g. landscaping, is not likely to be exempt and a referral/clearing permit is required. Please note the department has a referral process where very minor clearing proposals can be referred to the department to determine whether a clearing permit is required. The decision on whether a clearing permit is required will be made against criteria specified in the EP Act and the Guideline: Native vegetation referrals available here: https://www.wa.gov.au/government/publications/guideline-native-vegetation-clearingreferrals It appears that the referral process may be applicable to the clearing proposed. Applicants are encouraged to review the guideline to determine whether the proposed clearing satisfies all of the criteria specified under section 51DA of the EP Act. If the clearing does not satisfy all of the criteria under section 51DA of the EP Act, a clearing permit is required. The department has not received a clearing permit application for this proposal. Application forms are available from https://www.wa.gov.au/service/environment/environment-informationservices/ clearing-permit-forms. Additional information on how to apply for a clearing permit is available from https://www.wa.gov.au/service/environment/environment-information-services/nativevegetation- clearing-It appears that the referral process may be applicable to the clearing proposed. Applicants are encouraged to review the guideline to determine whether the proposed clearing satisfies all of the criteria specified under section 51DA of the EP Act. If the clearing does not satisfy all of the criteria under section 51DA of the EP Act, a clearing permit is required. The department has not received a clearing permit application for this proposal. Application forms are available from https://www.wa.gov.au/service/environment/environment-informationservices/ clearing-permit-forms. Additional information on how to apply for a clearing permit is available from https://www.wa.gov.au/service/environment/environment-information-services/nativevegetation- clearing-permits.	

Air Quality Recommendation The department notes that the proposal involves the redevelopment of an existing service station. The Shire of Williams should consider the Department of Health's Position statement: Service stations and sensitive land uses (2024) when assessing the proposal. Further guidance should be sought from the Department of Health, as required.	The Shire notes the Department of Health supports the use of minimum separation distances of: □ 50 metres for service stations operating during normal business hours □ 100 metres for 24-hour service stations. The roadhouse/service station proposed 24 hour operation in the future, Houses are beyond 100 m. An existing motel is approximately 40 m away, and the Motel owner is the only public comment received, supportive of the proposed development.
Noise Assessment Advice The department notes that the referral package included the Environmental Noise Assessment – Service Station (Reference 250910721-01), prepared by Lloyd George Acoustics and dated 29 June 2026. The department's preferred avenue to support local government's consideration for acoustic reports is via the local Environmental Health officer (EHO). EHOs have an understanding of environmental noise through their qualification and training and are well placed to advise on acoustic considerations for development proposals. The department's environmental noise team provides advice to EHOs across the state, including assisting them in reviewing acoustic reports. Can you please confirm in writing by return email whether the Shire of Williams EHO will assess this report, and seek advice from the Environmental Noise team as required, or whether there is a specific need for the department to undertake a technical review of this report and provide formal advice?	The Shire of William EHO consultancy service has bene consulted and commented that the compliance with Acoustic Report recommendations for sound barriers is adequate. 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.

ATTACHMENT 10.

ALTERNATIVE TO RESPONSIBLE AUTHORITY RECOMMENDATION

Discretion exists within the Scheme at clause 2.5 to **refuse** or **defer** the application in its proposed form as Clause 2.5 (1) (f) & (i) of the TPS2 have not been addressed through formal comments from Main Roads WA. A formal review of the adequacy of site access and egress by MRWA remains outstanding. Given the subject site location along Albany Highway, formal comments from MRWA may be considered as a vital part of the determination process.

Despite the variation to the TPS2 with regards to car parking, the development in its current form is not taken to materially conflict with the criteria of Clause 2.5 of the TPS2 and can therefore be determined in accordance with the officer recommendation.

Should the DAP resolve to refuse the application on this basis, the reasons for refusal are listed below:

A formal review of the adequacy of site access and egress by MRWA remains outstanding.

CONCLUSION:

The proposed Shop, Restaurant & Use not listed (Sale of Petroleum Products & Take-Away Food) consist of two permitted uses under the TPS2, and a use not listed that satisfies the policy statements of the Commercial zoning outlined in Cl 4.7 (2) of the TPS2. The proposal represents a redevelopment of an existing service station within a high traffic area of the Shire of Williams.

The proposal seeks a minor variation to the car parking requirement prescribed under the TPS2; however, the overall development offers an improved outcome through a modern, attractive design that will enhance the character of the area.

Conditional approval of the development application is therefore recommended.

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure