Harley Dykstra
PLANNING & SURVEY SOLUTIONS

Our Ref: D12/958 – 20200206 – SJ

12 February 2020

Shire of Serpentine-Jarrahdale
6 Paterson Street
Mundijong WA 6123

Attention: Development Services

Dear Sir/Madam

AMENDMENT TO DEVELOPMENT APPROVAL FOR RURAL TRAVEL STOP LOT 801 THOMAS ROAD (CNR KARGOTICH ROAD) OAKFORD (P4711)

I refer to the above proposal which requests an amendment to extend the term of the current Development Approval for a Rural Travel Stop at Lot 801 Thomas Road (Cnr Kargotich Road), Oakford for a further 2 years. The following are *enclosed* for consideration by the Shire:

- Completed Application for Development Approval Form and completed checklist;
- Cheque for $275.00 being the relevant fee for an application for extension of the term of a planning approval;
- Copy of the current Development Approval dated 26 March 2018; and
- Copy of a Planning Report incorporating relevant development plans

I trust the enclosed documents are sufficient to enable this application to be progressed.

Please do not hesitate to contact the undersigned should you wish to discuss any aspect of this proposal.

Yours sincerely

[redacted]

David Maiorana
Planning Director
HARLEY DYKSTRA PTY LTD

E-mail: David@HarleyDykstra.com.au

AMENDMENT TO DEVELOPMENT APPROVAL

RURAL TRAVEL STOP

Lot 801 Thomas Road (Cnr Kargotich Road), Oakford

Harley Dykstra

PLANNING & SURVEY SOLUTIONS

DOCUMENT CONTROL

CONTROL VERSION	DATE	STATUS	DISTRIBUTION	COMMENT
A	06/02/2020	Draft	Client	Review

Prepared for: Vince and Teresa Borrello

Prepared by: DM

Reviewed by: HD

Date: 06/02/2020

Job No: D12/958

Version: A

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1 INTRODUCTION

1.1 Purpose of Application

This proposal has been prepared by Harley Dykstra on behalf of Vince and Teresa Borrello, the landowners of Lot 801 Thomas Road, Oakford ('the subject land'). This application requests an amendment to the Development Approval for a 'Rural Travel Stop' granted by the Shire of Serpentine-Jarrahdale on 26 March 2018, to extend the period of approval for a further 2 years. Other than the extension to the period of the approval, all details of the proposal remain unchanged.

As well as proposing a traveler and truck service station, this application seeks approval for other complementary developments at this strategic rural location, including a veterinary establishment and rural stock feed store, along with a fenced playground and barbeque area. A copy of the approved development plans, for which an extension to the approval is sought, is included at **Appendix A.**

Access to the site will be facilitated by the construction of a roundabout at the Thomas Road/Kargotich Road intersection by Main Roads Western Australia (MRWA). The design and timeframe for delivery of the roundabout has been subject to ongoing discussions between the landowner, applicant and MRWA. A 15% concept design for the roundabout is included at **Appendix B**, which includes an overlay of the Rural Travel Stop subject to the 2018 approval. It is noted the development plans at **Appendix A** include an indicative roundabout design which has since been further refined as part of the 15% concept design. However, given the 15% concept design has taken the Rural Travel Stop access and layout into account, the previously approved development plans have not been modified to reflect the 15% concept design (which in any event will be subject to more detailed design).

Advice received from MRWA on 4 February 2020 confirmed the revised timeframe for delivery of the roundabout would be late 2021/early 2022. Given this proposal seeks a two year extension to the approval (through to 26 March 2022), the timeframe for delivery of the roundabout is expected to coincide with the opportunity to substantially commence the Rural Travel Stop development.

1.2 Background

A development application was approved on the subject land in May 2014 for a similar development that comprised many of the same elements as proposed in the development approval granted in 2018. Since the time of the 2014 approval, the landowner has been in discussion with MRWA, as referenced above, in order to achieve greater accessibility to the site for trucks and other vehicles. The 2018 Development Approval (and this current application) provided a solution to this issue as well as proposing a revised site layout for the development.

It is noteworthy, however, that the suitability of this site for the proposed use has been recognised through formal approvals for the past several years, with the delivery of the service station delayed only due to the pending construction of the roundabout. It is anticipated planning for the roundabout has now progressed to a stage where the landowners' long held intentions for the site can be implemented.

2 LAND DESCRIPTION

2.1 Title Description

Lot 801 on Diagram PO59952 is wholly contained on Certificate of Title Volume 2716, Folio 515. The property street address is described as 1780 Thomas Road, Oakford. A copy of the Certificate of Title is included at **Appendix C**.

2.2 Location & Context

The subject land is located in the Shire of Serpentine-Jarrahdale, approximately 29km south-southeast of the Perth Central Business District and approximately 5.6km west-northwest of the Byford Town Centre.

The subject land is located on the southern side of Thomas Road and the western side of Kargotich Road, Oakford. The subject land is located in an area where properties are predominantly used for rural purposes. More recently there has also be an increase in the development of rural lifestyle lots as evidenced by the lots on the opposite side of Thomas Road.

The subject land is well located in relation to the surrounding road network given its location on Thomas Road which provides a direct link to both the Kwinana Freeway and Tonkin Highway (refer to **Location Plan**, overleaf).

2.3 Site Description

The subject land is zoned 'Rural' under the Shire of Serpentine Jarrahdale Town Planning Scheme No.2 (TPS 2) and zoned 'Rural' under the Metropolitan Region Scheme.

Lot 801 is 15.586ha in area and is generally flat with unremarkable topography and a height of approximately 20m AHD. The soil is white/grey to brown at the surface, is classified as fine to coarse grained of the Guilford Formation.

The property is almost entirely cleared with some scattered trees retained in the southern eastern portion of the property. Previously, there was a dwelling on the site, but this has been removed along with all associated outbuildings aside from a water tank. An **Aerial Photograph** has been provided (overleaf) depicting the distribution of vegetation and nature of existing land use on the site.

It is understood an application for signage on the site has also been submitted on behalf of the landowner, which is separate to this proposal.

2.4 Existing Use

The current use of the subject land is rural in nature. The land is being used for pastoral and grazing purposes.

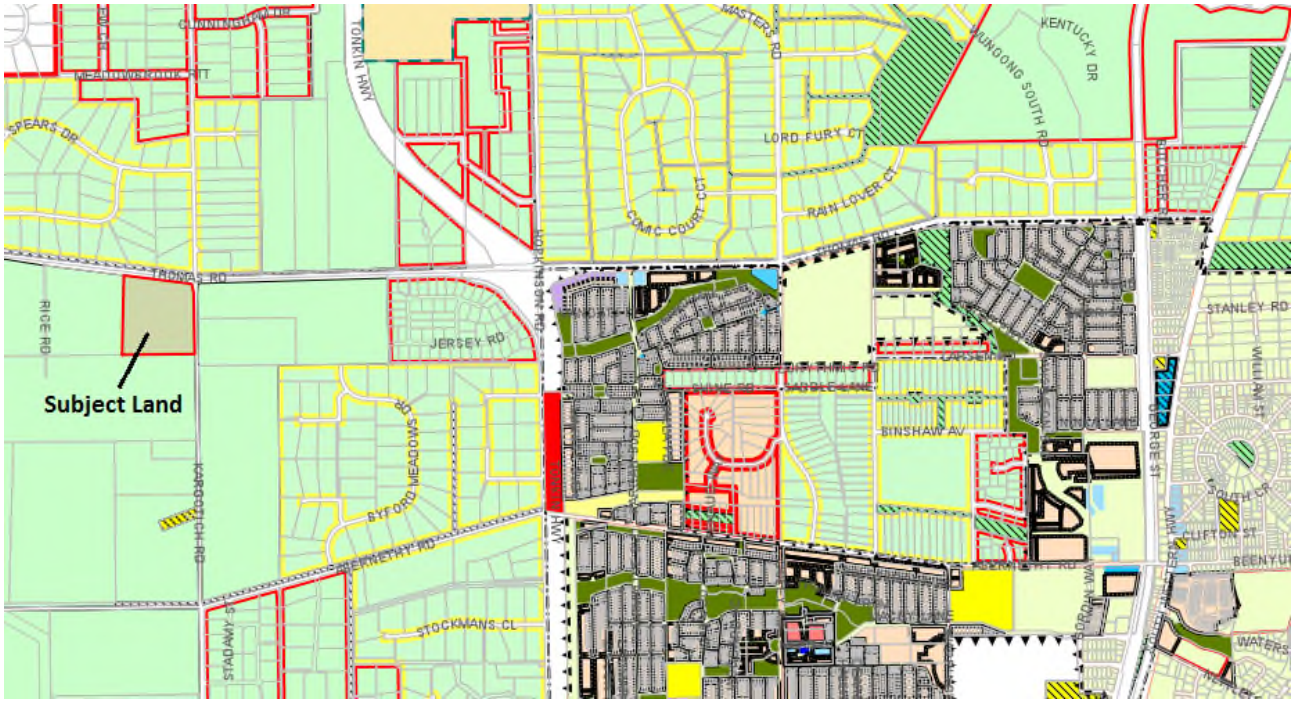

FIGURE 1: LOCATION PLAN

FIGURE 2: AERIAL PHOTOGRAPH

3 THE PROPOSAL

3.1 Description of Proposed Land Use

It is proposed a portion of land on the corner of Thomas Road and Kargotich Road, within Lot 801 Thomas Road, be developed into a Rural Travel-Stop, incorporating a fuel outlet and convenience store with accompanying rural stores and services. Specifically, these additional stores will comprise a rural stock feed store and veterinary establishment. Truck and caravan/trailer parking facilities will be provided as well as gazebo/barbeque area and fenced playground. The overall theme and intention of the Travel-Stop is to reflect the rural character of the area; hence, the accompanying services are rural in nature. The visual architecture of the Travel-Stop will also comprise a rural theme that is different to other more urban/commercial type service stations.

The service station will comprise a number of standard vehicle bowsers (4 bowsers servicing up to 8 vehicles concurrently) as well as a further 3 truck fuel bowsers. The convenience store associated with the service station will be a building of 33.43m in length and 11.87m in width. It will comprise a sales area, kitchen, office, storage areas, a plant room and male and female toilets. There will also be an associated service yard. The convenience store will provide general convenience goods that can be found in many other service stations.

The rural stock feed store and veterinary establishment will both provide services to the surrounding rural area in terms of rural supplies and animal health care. The opening hours of both facilities will occur during regular business hours.

Revegetation and landscaping is proposed along the northern and eastern boundaries of the lot.

Development plans, including site plans, floor plans and elevations are included at **Appendix A**.

3.2 Site Layout Design

The site layout has been designed to accommodate traffic circulation for vehicles entering and exiting the site via a crossover arrangement to Kargotich Road that is adequately setback from the Thomas Road/Kargotich Road intersection, as required by MRWA.

Access and egress from the site onto the surrounding road network will be facilitated by the construction of a roundabout at the Thomas/Kargotich Road intersection. The 15% concept design for the roundabout prepared by MRWA can be accommodated by the site layout, which in any event was informed by earlier concept planning by MRWA, including land requirement plans which formed part of the 2018 approval.

The service station and associated convenience store have been located on the eastern part of the development site area (in the north-eastern part of the lot itself). The fuel canopy and bowsers are located approximately 26.6m from the Kargotich Road frontage. The truck fuel bowser and canopy are located to the north of the convenience store and truck parking bays are located to the west of the convenience store.

The rural stock feed and veterinary establishment are located in the north-west corner of the development site area and setback 37.5m from the Thomas Road frontage. Both uses have a fenced

yard to the east and west, respectively, which is to be used for either animal care or storage purposes. Both uses have also been provided with a loading dock on the southern side of the building.

A fenced playground and gazebo/barbeque area have been provided to the south of the rural stock feed and veterinary building. Caravan/Trailer parking facilities are shown on the southern side of this facility.

The layout of the various facilities at the site ensures that adequate vehicle and truck movement can occur throughout.

Car parking has been provided throughout the development site to provide convenient service to all the buildings within the development. The approved plans show 82 vehicle bays provided to the north of the veterinary and rural stock feeds facility and 12 vehicle bays on each side of the playground/park area. A further 10 vehicle bays are located adjacent to the convenience store with 8 spaces available beside the fuel bowsers. 7 car bays are located to the south of the convenience store. Additionally, 8 caravan/trailer parking spaces and 5 truck parking spaces have been made available.

3.3 Servicing

3.3.1 Water Supply

The proposed development will be serviced with a reticulated water supply that will be extended from the nearby rural - residential subdivision development located along Thomas Road approximately 1.0km to the east of the subject land. The reticulated water supply will service all the buildings within the proposed development and will also provide supplementary supply for fire management and landscape reticulation.

3.3.2 Effluent Disposal

Given that the subject land is not within proximity to a reticulated sewerage supply, and in view of the low intensity of the development, it is proposed to adopt onsite effluent disposal via the installation of Alternative Treatment Unit systems. A commercial sized biocycle system, including an amended soils reticulation area, would be an ideal system for the site conditions and would comply with the objectives of the Peel Harvey Planning Policy Guidelines. The design and approval of such effluent disposal systems would occur at the time building permit applications are made for each of the components of the development.

3.3.3 Drainage

Roof water from buildings will be managed as much as possible within the surrounding landscaped garden areas of those buildings via a combination of soak well systems and sub-soil drainage including shallow swales.

The stormwater from the car parking and accessway areas will be managed via a combination of sub-soil drainage, soakwells and adjoining landscaped swales, and the system will include inline pollutant traps so that any driveway pollutants will be captured and disposed of appropriately offsite.

Consistent with the 2018 Development Approval, detailed drainage design would need to be prepared and approved and required works completed prior to occupation of the development.

3.3.4 Power and Telecommunications

Power and telecommunication lines are available adjacent to the subject land and will be adequate to service the proposed development of the Rural Travel-Stop. Any upgrading to the power infrastructure will be the responsibility of the developer.

3.4 Architecture

The architectural design of this proposed development is an important factor given the surrounding rural context. As a Rural Travel-Stop the architecture has been carefully designed to reflect Rural Australiana architectural themes with a hint of modern tourist style built form as well. The fuel outlet and convenience store will have a basic structure that accords with general fuel company requirements, however, the use of corrugated iron material and verandahs will provide a rural character and impression for the development.

The rural stock feed and veterinary outlets will incorporate a simple rural 'barn style' built form. The purpose of this architecture is to differentiate the development from other more urban type developments and to celebrate the surrounding rural character and landscape.

4 TOWN PLANNING & ENVIRONMENTAL CONSIDERATIONS

4.1 TPS 2 Parking Requirements

The following table illustrates the parking requirements for each of the proposed developments:

DEVELOPMENT	REQUIREMENT	TOTAL BAYS REQUIRED
Service Station	1.5 per service bay Plus 1 per staff member	12 x 1.5 + 3 = 21
Veterinary	6 per practitioner	2 x 6 = 12
Rural Stock Feeds	1 per 15m^2 of gross leasable area.	496.23 / 15 = 33.082
		67 Bays Required

The proposed development adequately meets this requirement given that 123 designated car bays are provided, in addition to a number of trailer, caravan and truck bays, allowing for the potential of future growth. Sufficient area for the turning and maneuverability of vehicles has been adequately accounted for.

4.2 TPS 2 Land Use Definitions and Permissibility

The proposed use of a Rural Travel-Stop represents a variety of different land uses on the lot. The following details the definition of each use and demonstrates its permissibility within the Rural zone.

Service Station

The service station and associated convenience store falls within the definition of a Service Station under the Shire of Serpentine-Jarrahdale TPS 2. A Service Station is defined as follows:

> *"...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 repairs or wrecking."*

Under the Scheme, Service Station is listed as an 'SA' Use within the Rural zone.

Veterinary Establishment

A 'Veterinary Establishment' is defined as under TPS No. 2 as follows:

> *"...land and buildings used for, or in connection with, the treatment of sick animals and includes the accommodation of sick animals."*

Under the Scheme, Veterinary Establishment is listed as an 'AA' use within the rural zone.

Rural Stock Feed Store

The rural stock feed store is most appropriately described under the Scheme as a 'Produce Store'. It is defined as follows:

> *"...land and buildings wherein fodders, fertilisers and grain are displayed and offered for sale."*

Under the Scheme a 'Produce Store' is listed as an 'AA' use within the rural zone.

4.3 Draft LPS 3 Land Use Definitions and Permissibility

Draft Local Planning Scheme No. 3 (LPS 3) was advertised from late 2019 with advertising concluding on 10 January 2020.

It is noted under draft LPS 3, a service station is designated as an X use in the Zoning Table. Conversely, a 'Road House' is an 'A' use and hence a road house could be approved on the subject land.

A Veterinary Centre is an 'A' use.

There is no equivalent land use classification in LPS 3 to replace a 'Produce Store'. A Bulky Goods Showroom is an 'X' use in the Rural zone, whilst a Shop is designated as an 'I' use meaning:

'the use is permitted if it is consequent on, or naturally attaching, appertaining or relating to the predominant use of the land and it complies with all relevant development standards and requirements of this Scheme;'

Given the rural stock feed store is a logical component of the Rural Travel Stop and certainly appropriate in this rural context, this use could reasonably be considered a Shop and approved as an 'I' use under LPS 3.

Whilst LPS 3 is a 'seriously entertained planning proposal' it is not determinative of the permissibility of land uses included as part of the Rural Travel Stop in this application.

4.4 Bushfire Management

It is noted the subject land is identified as bushfire prone in the map of bushfire prone areas designated by the Fire and Emergency Services (FES) Commissioner. This notwithstanding, the 2018 Development Approval was issued without the requirement for a bushfire management plan to be prepared. Bushfire risk was considered to be capable of appropriate management via the inclusion of the following conditions:

> *3. Prior to the commencement of works the land owner shall submit and have approved by the Director Planning a Bushfire and Emergency Management Plan, and thereafter implemented.*
>
> ...
>
> *21. The landowner must provide a Bushfire Attack Level Assessment to the satisfaction of the Shire, prior to the commencement of works.*

It is considered these same conditions could be applied to the proposed extension to the development approval sought by this application.

4.5 Groundwater Protection

Whilst the subject land is not located within a dedicated groundwater protection area or in a wetland environment buffer, the land is subject to relatively high water tables, and is located within the Peel-Harvey Catchment Area. In this context, the underground fuel storage tanks will be designed and constructed in accordance with the Environmental Protection Authority Standards which will include double skinned tanks with associated alarms. These will also need to appropriately licenced and monitored in accordance with industry standards.

Further, the stormwater from the car parking and accessway areas will be managed via sub-soil drainage which will include in-line pollutant traps, so that any driveway pollutants can be captured and disposed of appropriately off-site.

5 LOCATIONAL ATTRIBUTES

5.1 Location

According to observations made at the time of the original application, a strong need for the development of a service station along this section of Thomas Road was identified. Since that time, traffic volumes have continued to increase.

Traffic counts obtained from the MRWA *trafficmap* tool show there to be on average greater than 17,000 vehicle movements per day during the Monday – Friday monitoring period for 2019/2020 (including eastbound and westbound movements) along this section of Thomas Road. Of these vehicle movements, 81.5% were cars and 18.5% were trucks.

Therefore, this section of Thomas Road has a significant enough traffic flow to warrant the introduction of a Service Station. A Travel-Stop in this location offers a safe rest-point for truck drivers and other travelers.

The other proposed land uses are entirely appropriate in this location because they provide a service to the surrounding rural area in a very central and accessible location, a use consistent with the rural character of the wider locality.

5.2 Amenity

Whilst the operation of a Travel-Stop does include some noise generating activities, the design and positioning of the proposed development ensures that this issue can be appropriately mitigated. In considering the potential amenity impacts on surrounding land as part of the assessment of the current development approval, the following specifics have already been accepted:

- The truck fueling area would be at least 200m from the nearest dwelling on the north side of Thomas Road;
- Thomas Road is and will continue to develop as a major transport route, and will eventually become a dual carriageway link between Tonkin Highway and the Kwinana Freeway. Accordingly, the traffic volumes will continue to increase and will generate their own level of background noise against which the amenity of the area would be measured; and
- All buildings will be appropriately setback from both road frontages and any lighting and associated activity will be buffered by distance and by perimeter landscape plantings.

Given the separation distances between the service station and the nearest sensitive premises, any odour emitted from the fueling stations will not have a significant impact on surrounding residencies.

5.3 Visual Appearance

As mentioned previously, the visual appearance and architecture of the development will represent the rural character of the locality. Further, its strategic location and potential to generate tourist activity, provides an opportunity for this Travel-Stop to become an identifiable rural landmark within the Oakford locality.

In order to accurately represent the rural nature of the region all the individual developments (aside from the canopy of the Service Station) will resemble a 'country barn style' development as opposed to the modern day shop form. For further detail refer to the Elevations included at **Appendix A**.

6 CONCLUSION

This application simply seeks to extend the term of the existing Development Approval for a Rural Travel-Stop at Lot 801 Thomas Road to enable the development to occur concurrently to the construction of the roundabout at the intersection of Thomas Road and Kargotich Road. An extension of 2 years is sought.

Proposed land uses at the site include a Service Station and associated Convenience Store, a Veterinary Establishment and a Rural Stock Feed Store. The proposed land uses are permissible under the rural zoning of the subject land, and they reflect the rural uses and character of the locality. Furthermore the location of the Service Station is appropriate due to an adequate traffic flow because of the link that Thomas Road and Kargotich Road provide to the major surrounding road network.

Given the above, and the detailed rationale in this report and supporting documentation, it is respectfully requested that Council support the above request, as described.

APPENDIX A | DEVELOPMENT PLANS

Lot 17

Lot 18

Lot 27

KARGOTICH RD

Lot 81

UCL

THOMAS ROAD

Indicative Future Main Roads WA plans for intersection upgrade

Lot 800

Future Road Widening

Lot 2

Refer to Figure 2 for Part Site Plan

Lot 802

Lot 801

KARGOTICH ROAD

Lot 4

Lot 3

Application Area

Proposed Road Widening

Figure 1

DEVELOPMENT SITE PLAN

Proposed Roadhouse, Convenience Store & Rural Enterprises

Lot 801 Thomas Road, OAKFORD

Plan No. | 12958-F1-160404
Date | 04/04/16
Drawn | BdR
Checked | CP
Revision | F

Scale | 1:2000@A3

0 10m 20m 30m

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Lot 27

Lot 81

Indicative Future Main Roads WA plans for intersection upgrade

KARGOTICH RD

UCL

THOMAS ROAD

Lot 800

Future Road Widening

5m Wide Road Widening

5

37.5

Fenced Yard

Veterinary

Rural Stockfeeds

Fenced Yard

Trailer Parking

Loading Dock

Loading Dock

Trailer Parking

7.5

Retail Truck Canopy

22.6

26

Truck Parking

Truck Parking

Retail Building

26.6

Retail Canopy

52.1

10

10m Wide Road Widening

160

Fenced Playground

Gazebo/BBQ Area

Caravan/Trailer Parking

KARGOTICH ROAD

Lot 2

Lot 801

Figure 2

PART SITE PLAN

Proposed Roadhouse, Convenience Store & Rural Enterprises

Lot 801 Thomas Road, OAKFORD

Plan No. | 12958-DA-F1-160404
Date | 04/04/16
Drawn | BdR
Checked | CP
Revision | A

Scale | 1:1000@A3

0 10m 20m 30m

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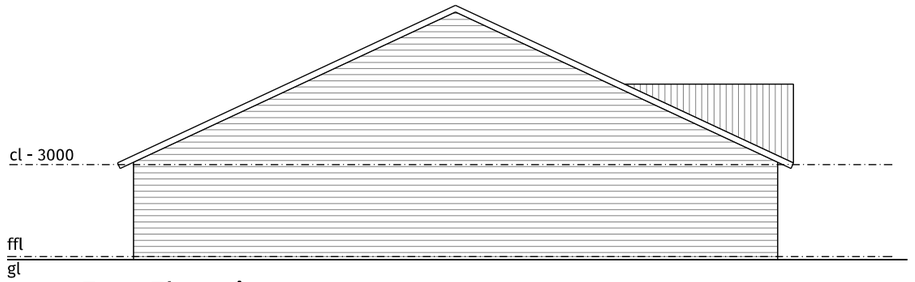
Rural Stockfeeds

Veterinary

North Elevation



East Elevation

ELEVATIONS
Proposed Rural Enterprises

OAKFORD RURAL TRAVELLERS STOP
Lot 801 Thomas Road, OAKFORD

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DRAWN	CHECKED	DRAWING No
BdR 25-05-15	HD 26-05-15	12958-DA-F1-150727.dgn

SCALE AT A3 1 : 200

REV	DESCRIPTION	DATE
A	Original Drawing	25-05-15

0 2 4 6 8 10
ALL DISTANCES ARE IN METRES

Figure 3

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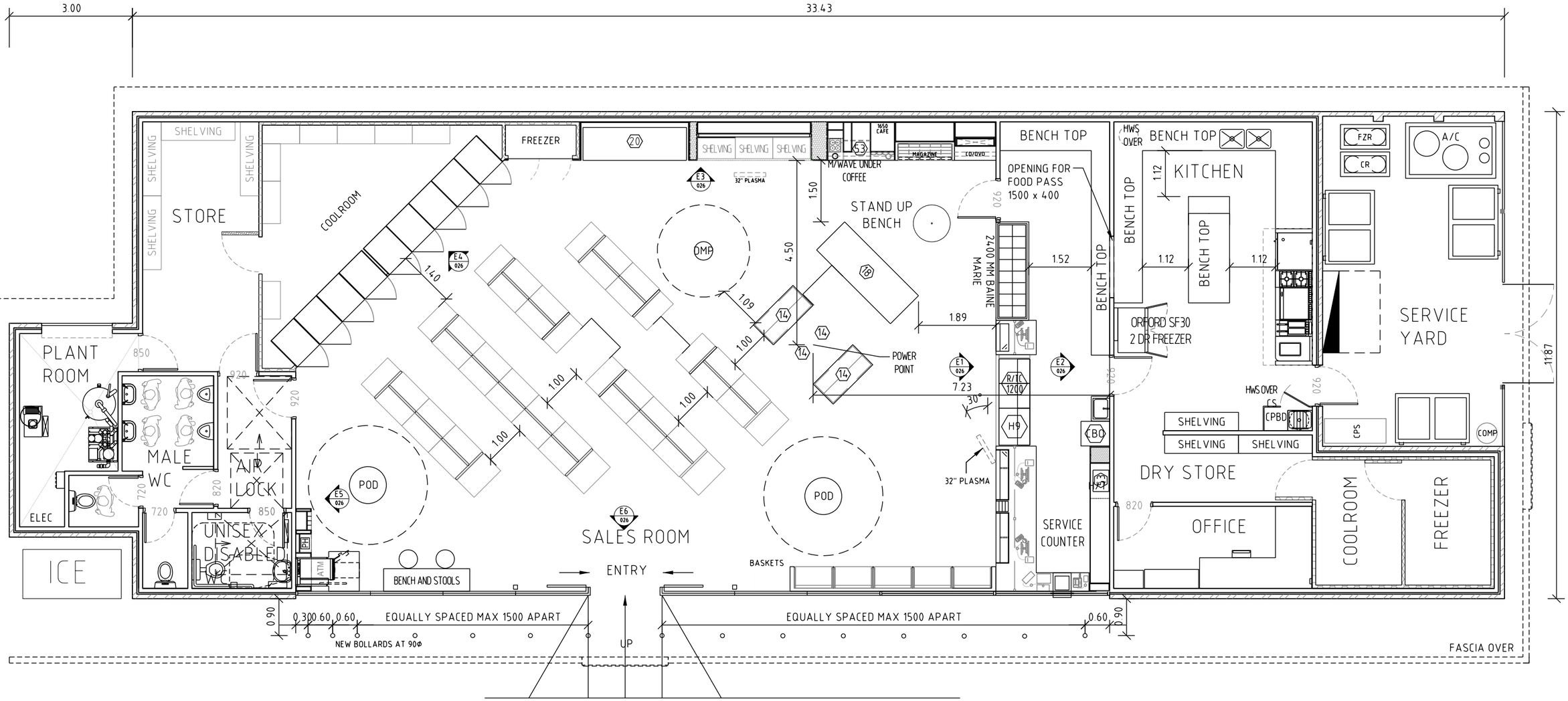

NOTES:

1. Work to be completed in accordance with the specification, the scope of works, the requirements of council and all supply authorities.
2. Work to be completed in accordance with the requirements of the Building Code of Australia (B.C.A.).
3. For schedule of finishes refer to technical specification.

FLOOR PLAN

Proposed Roadhouse & Convenience Store

OAKFORD RURAL TRAVELLERS STOP
Lot 801 Thomas Road, OAKFORD

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REV	DESCRIPTION	DATE
A	Original Drawing	25-05-15

DRAWN BdR 25-05-15 | CHECKED HD 26-05-15 | DRAWING No 12958-DA-F1-150727.dgn

SCALE AT A3 1 : 100

0 1 2 3 4 5
ALL DISTANCES ARE IN METRES

Figure 4

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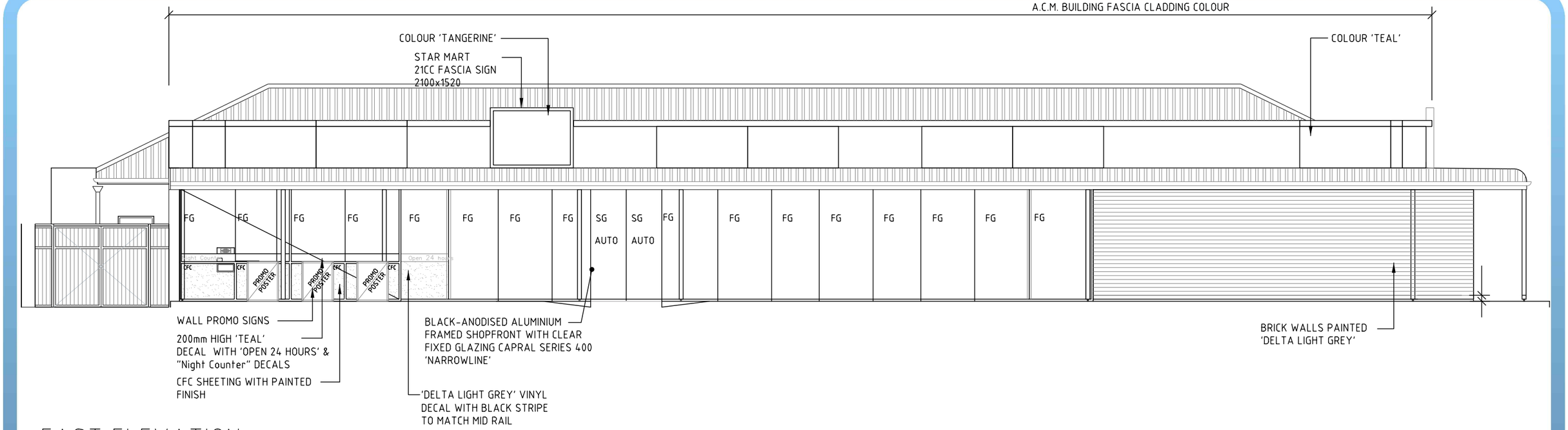
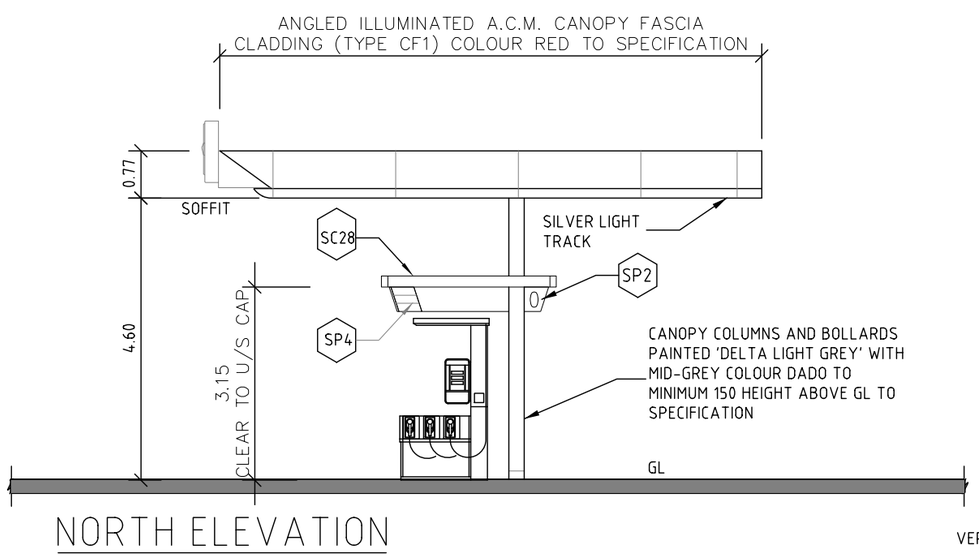
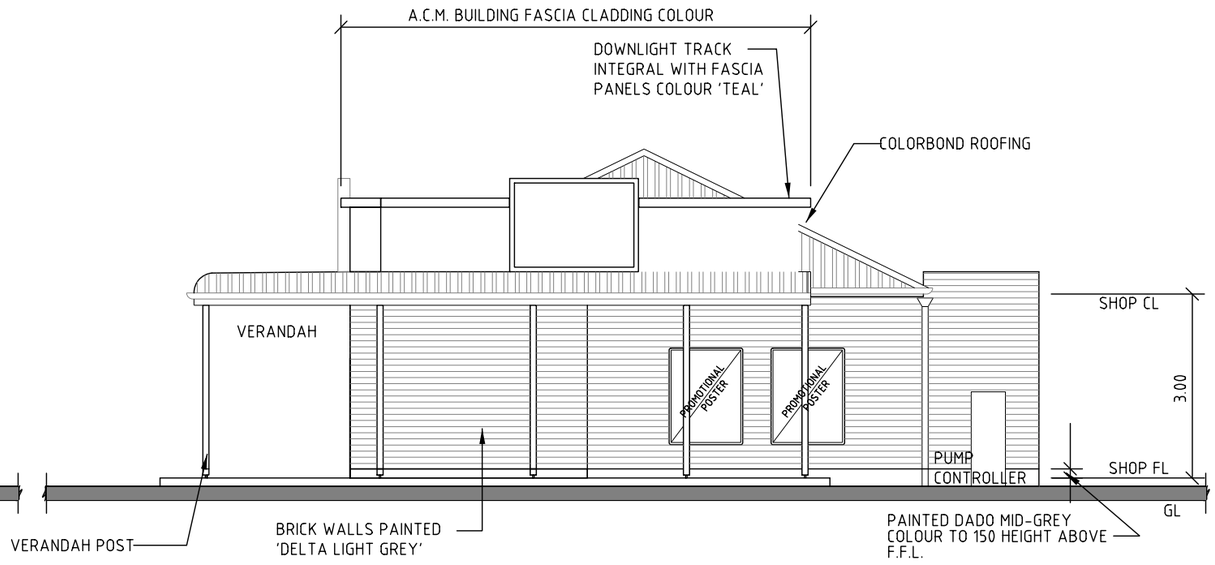


EAST ELEVATION



NORTH ELEVATION



ELEVATIONS

Proposed Roadhouse & Convenience Store

OAKFORD RURAL TRAVELLERS STOP
Lot 801 Thomas Road, OAKFORD

Harley Dykstra
PLANNING & SURVEY SOLUTIONS

DRAWN	CHECKED	DRAWING No
BdR 25-05-15	HD 26-05-15	12958-DA-F1-150727.dgn

SCALE AT A3 1 : 100

REV	DESCRIPTION	DATE
A	Original Drawing	25-05-15

0 1 2 3 4 5
ALL DISTANCES ARE IN METRES

Figure 5

KELMSCOTT OFFICE:
6/2954 Albany Highway, Kelmscott WA 6991
T: 08 9495 1947 F: 08 9495 4561
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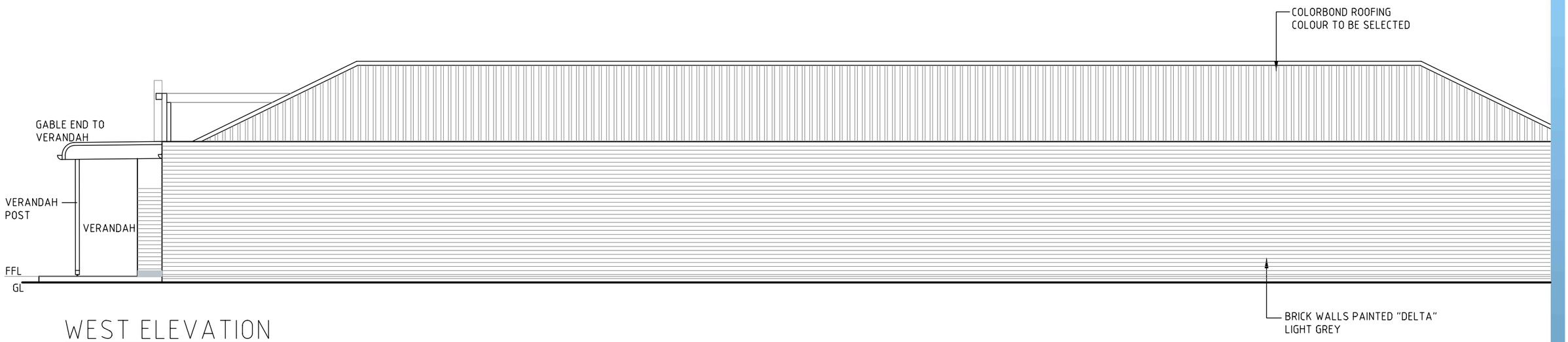
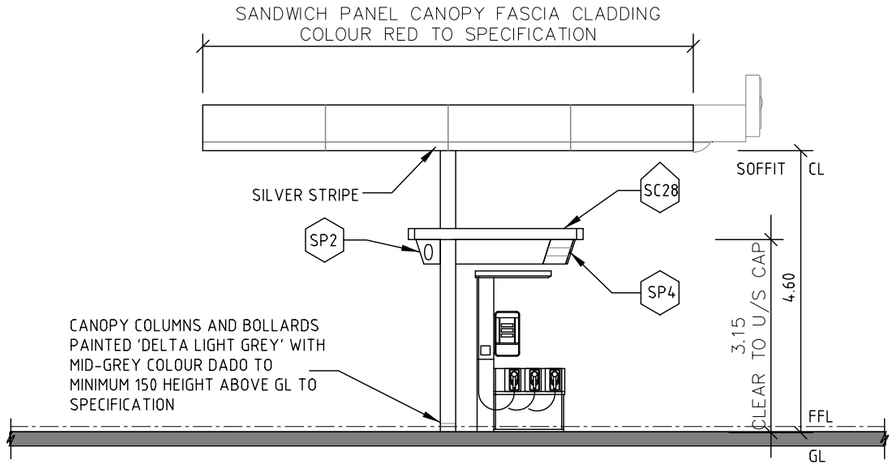


WEST ELEVATION



SOUTH ELEVATION

ELEVATIONS

Proposed Roadhouse & Convenience Store

OAKFORD RURAL TRAVELLERS STOP
Lot 801 Thomas Road, OAKFORD

Harley Dykstra®
PLANNING & SURVEY SOLUTIONS

DRAWN	CHECKED	DRAWING No
BdR 25-05-15	HD 26-05-15	12958-DA-F1-150727.dgn

SCALE AT A3 1 : 100

REV	DESCRIPTION	DATE
A	Original Drawing	25-05-15

0 1 2 3 4 5
ALL DISTANCES ARE IN METRES

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Figure 6

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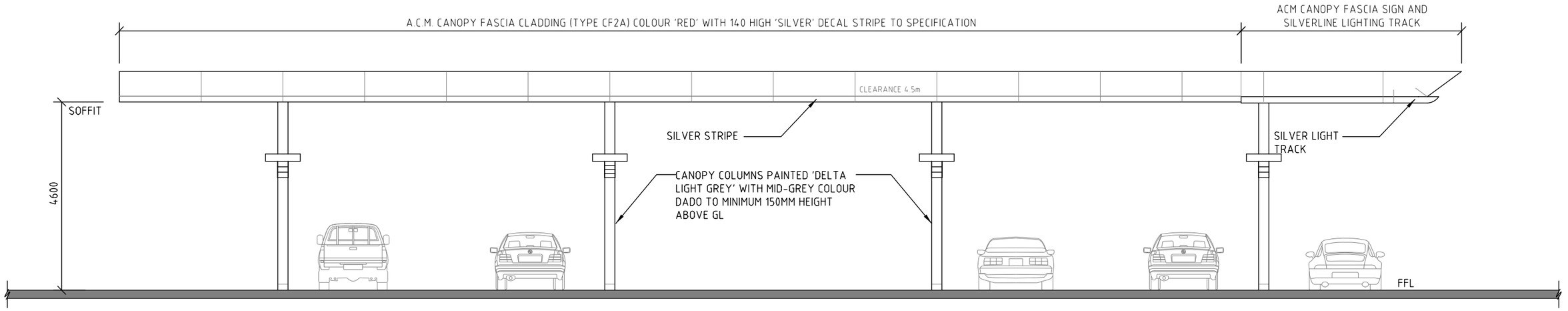

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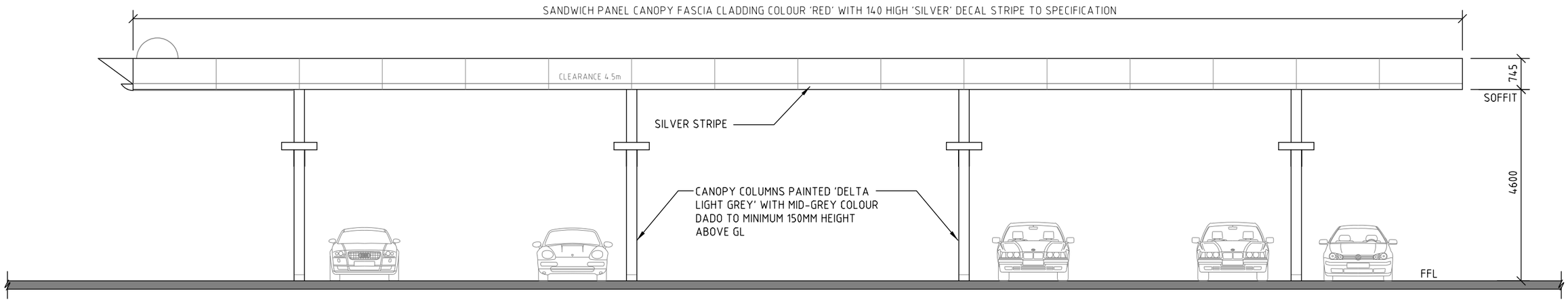

EAST ELEVATION

ELEVATIONS

Proposed Roadhouse & Convenience Store

OAKFORD RURAL TRAVELLERS STOP
Lot 801 Thomas Road, OAKFORD

Harley Dykstra®
PLANNING & SURVEY SOLUTIONS

DRAWN	CHECKED	DRAWING No
BdR 25-05-15	HD 26-05-15	12958-DA-F1-150727.dgn

SCALE AT A3 1 : 100

REV	DESCRIPTION	DATE
A	Original Drawing	25-05-15

0 1 2 3 4 5
ALL DISTANCES ARE IN METRES

Figure 7

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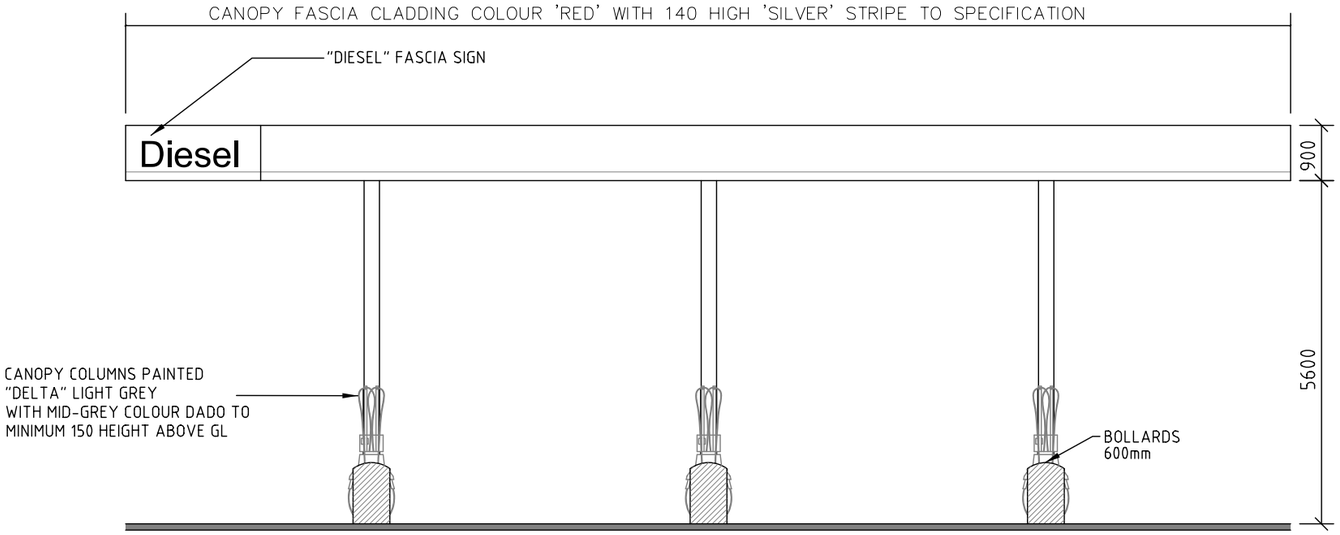

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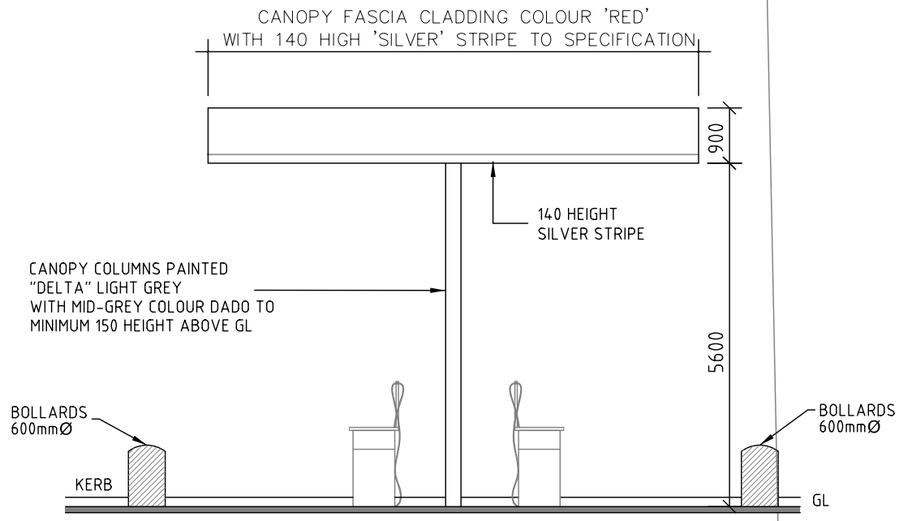
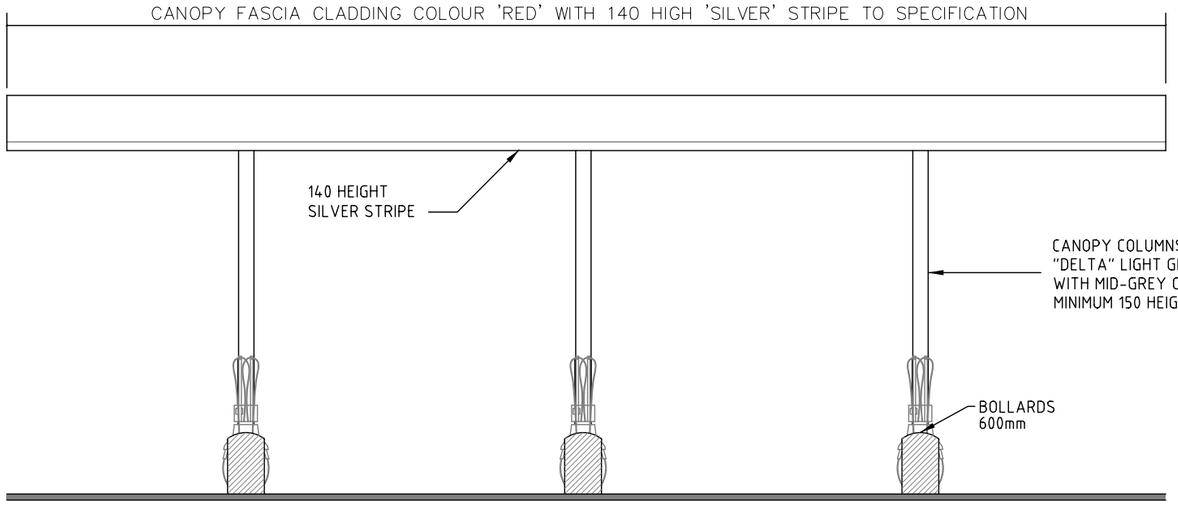
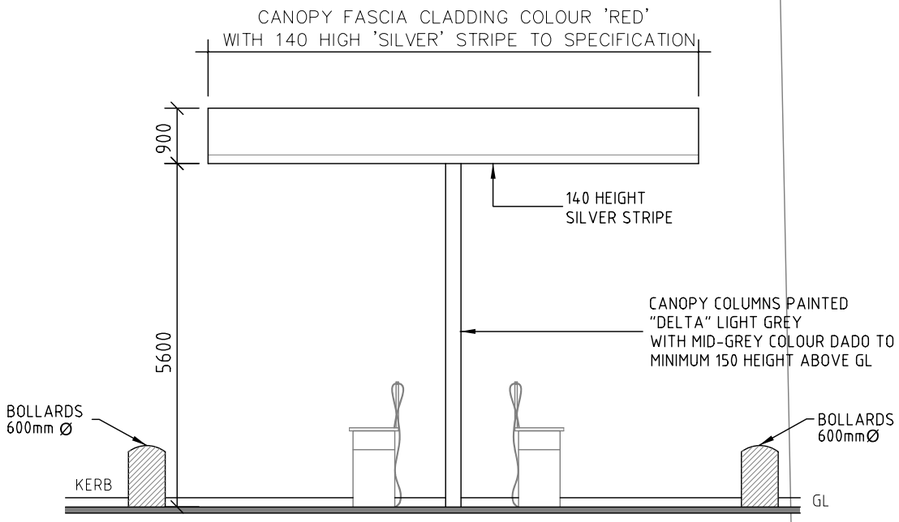


NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

TRUCK CANOPY DETAILS

Proposed Roadhouse & Convenience Store

OAKFORD RURAL TRAVELLERS STOP
Lot 801 Thomas Road, OAKFORD

Harley Dykstra
PLANNING & SURVEY SOLUTIONS

DRAWN	CHECKED	DRAWING No
BdR 25-05-15	HD 26-05-15	12958-DA-F1-150727.dgn

SCALE AT A3 1 : 100

REV	DESCRIPTION	DATE
A	Original Drawing	25-05-15

0 1 2 3 4 5
ALL DISTANCES ARE IN METRES

Figure 8

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APPENDIX B | MRWA 15% CONCEPT DESIGN

NOTE:
1. ALL AFFECTED EXISTING SIGNAGE, ROAD FURNITURE AND SERVICES TO BE RECONSTRUCTED/RELOCATED AS REQUIRED (TYP.)
2. LANE DIMENSIONS TO FACE OF KERB

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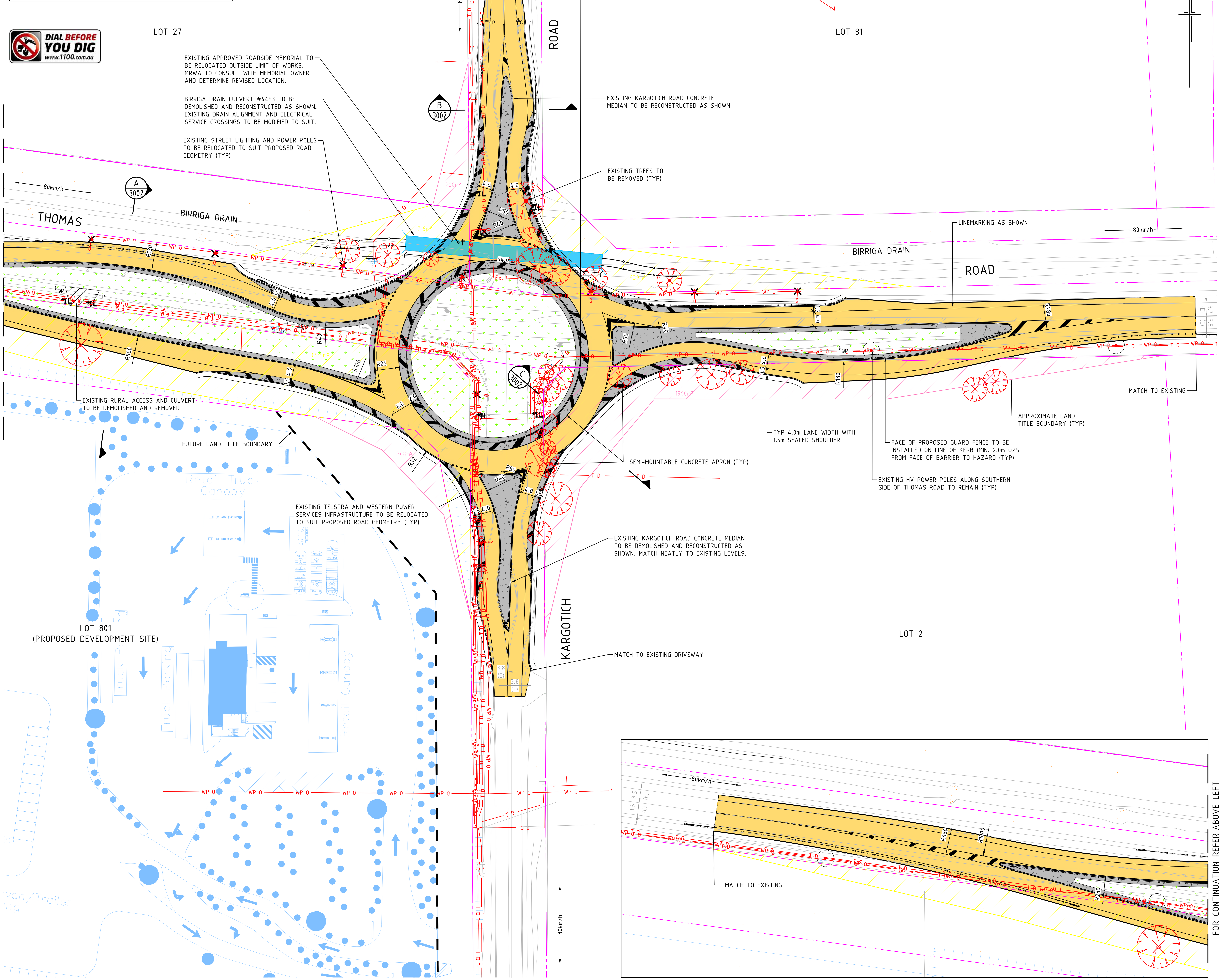

AMENDMENTS

No.	DESCRIPTION	APPROVED & DATE
1	PRELIMINARY ISSUE	17/07/2019

NOTES

KEY
- PROPERTY ACQUISITION (PUBLIC)
- PROPERTY ACQUISITION (PRIVATE)
- PROPOSED ROAD PAVEMENT
- PROPOSED LANDSCAPING
- PROPOSED CONCRETE WORKS
- EXISTING LIGHT POLE
- EXISTING ELECTRICAL/LIGHT POLES AND ASSOCIATED INFRASTRUCTURE TO BE RELOCATED/MODIFIED AS REQUIRED
- WP U — EXISTING UNDERGROUND ELECTRICITY
- WP O — EXISTING OVERHEAD ELECTRICITY
- T D — EXISTING TELSTRA/OPTUS DISTRIBUTION
- Ex.U — EXISTING UNKNOWN UTILITY
- APPROXIMATE CADASTRAL BOUNDARY
- PROPOSED KERB
- PROPOSED LINE MARKING
- PROPOSED GUARD FENCE
- EXISTING TREE TO BE REMOVED
- BP — EXISTING WATER SUPPLY
- gp — EXISTING SIGN
- EXISTING STORM WATER

- DESIGN VEHICLE: 19m AUSTROADS SEMI-TRAILER)
- DESIGN VEHICLE: 27.5m AUSTROADS B-DOUBLE)
- DESIGN VEHICLE: 36.5m AUSTROADS B-TRIPLE)

PRELIMINARY PLAN ONLY SUBJECT TO ALTERATION

METADATA

GROUND SURVEY STANDARD:	DIGITAL GROUND SURVEY
DATE OF CAPTURE:	05.07.2019
MAPPING SURVEY STANDARD:	N/A
DATE OF CAPTURE:	N/A
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

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Townsville 07 4722 2765
Perth 08 6316 4634

DRAWING NUMBER/DOCUMENT ID W166271-SK01 SK05-P1.DWG

DESIGNED / DRAWN	T.GARDINER 09.07.2019
VERIFIED	T. JUDD 17.07.2019
DIRECTOR	T. JUDD 17.07.2019

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PLANNING AND TECHNICAL SERVICES DIRECTORATE
ROAD AND TRAFFIC ENGINEERING BRANCH
WATERLOO CRESCENT East Perth 6004
Telephone (08) 9323 4111 Fax (08) 9323 4430

SCALES 1:500
A1

MRWA FILE NUMBER 15/6209

APPROVED (MRWA)

PROPOSED SINGLE-LANE ROUNDABOUT

THOMAS ROAD AND KARGOTICH ROAD INTERSECTION

SLK 16.6 TO SLK 17.1

15% CONCEPT DESIGN

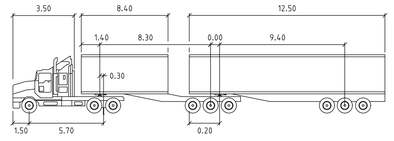
LOCAL AUTHORITY SHIRE OF SERPENTINE JARRAHDALE

MRWA DRAWING NUMBER 201948-2998/00

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



MRWA Supplied CAT4 27.5m B-Double

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 23.4
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

LOT 27

LOT 81

ROAD

THOMAS

BIRRIGA DRAIN

BIRRIGA DRAIN

ROAD

Retail Truck Canopy

LOT 801
(PROPOSED DEVELOPMENT SITE)

Truck Parking

Truck Parking

Retail Canopy

KARGOTICH

LOT 2

Van/Trailer

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NOTE:
1. ALL AFFECTED EXISTING SIGNAGE, ROAD FURNITURE AND SERVICES TO BE RECONSTRUCTED/RELOCATED AS REQUIRED (TYP.)
2. LANE DIMENSIONS TO FACE OF KERB

AMENDMENTS

No.	DESCRIPTION	APPROVED & DATE
1	PRELIMINARY ISSUE	17/07/2019

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- T D — EXISTING TELSTRA/OPTUS DISTRIBUTION
- Ex.U — EXISTING UNKNOWN UTILITY
- APPROXIMATE CADASTRAL BOUNDARY
- PROPOSED KERB
- PROPOSED LINE MARKING
- PROPOSED GUARD FENCE
- EXISTING TREE TO BE REMOVED
- EXISTING WATER SUPPLY
- EXISTING SIGN
- EXISTING STORM WATER

- DESIGN VEHICLE: 19m AUSTROADS SEMI-TRAILER)
- DESIGN VEHICLE: 27.5m AUSTROADS B-DOUBLE)
- DESIGN VEHICLE: 36.5m AUSTROADS B-TRIPLE)

PRELIMINARY PLAN ONLY SUBJECT TO ALTERATION

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HEIGHT DATUM:	AHD71

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Perth	08 6316 4634

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SCALES 1:500

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MRWA FILE NUMBER 15/6209

APPROVED (MRWA)

PROPOSED SINGLE-LANE ROUNDABOUT

THOMAS ROAD AND KARGOTICH ROAD INTERSECTION

SLK 16.6 TO SLK 17.1

15% CONCEPT DESIGN

SWEPT PATH ANALYSIS (27.5m B-DOUBLE)

LOCAL AUTHORITY SHIRE OF SERPENTINE JARRAHDALE

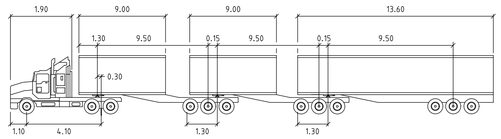
MRWA DRAWING NUMBER

201948-2999/00

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



B-TRIPLE

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 17.2
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

LOT 27

LOT 81

ROAD

THOMAS

BIRRIGA DRAIN

BIRRIGA DRAIN

ROAD

Retail Truck Canopy

LOT 801
(PROPOSED DEVELOPMENT SITE)

Truck Parking

Retail Canopy

KARGOTICH

LOT 2

van/Trailer

NOTE:
1. ALL AFFECTED EXISTING SIGNAGE, ROAD FURNITURE AND SERVICES TO BE RECONSTRUCTED/RELOCATED AS REQUIRED (TYP.)
2. LANE DIMENSIONS TO FACE OF KERB

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AMENDMENTS

No.	DESCRIPTION	APPROVED & DATE
1	PRELIMINARY ISSUE	17/07/2019

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- Ex.U — EXISTING UNKNOWN UTILITY
- APPROXIMATE CADASTRAL BOUNDARY
- PROPOSED KERB
- PROPOSED LINE MARKING
- PROPOSED GUARD FENCE
- EXISTING TREE TO BE REMOVED
- EXISTING WATER SUPPLY
- EXISTING SIGN
- EXISTING STORM WATER

- DESIGN VEHICLE: 19m AUSTROADS SEMI-TRAILER)
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PRELIMINARY PLAN ONLY SUBJECT TO ALTERATION

METADATA

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HEIGHT DATUM:	AHD71

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MRWA FILE NUMBER 15/6209

APPROVED (MRWA)

PROPOSED SINGLE-LANE ROUNDABOUT

THOMAS ROAD AND KARGOTICH ROAD INTERSECTION

SLK 16.6 TO SLK 17.1

15% CONCEPT DESIGN

SWEPT PATH ANALYSIS (36.5m B-TRIPLE)

LOCAL AUTHORITY SHIRE OF SERPENTINE JARRAHDALE

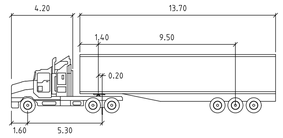
MRWA DRAWING NUMBER

201948-3000/00

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



PM S 19M

meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

LOT 27

LOT 81

ROAD

THOMAS

BIRRIGA DRAIN

BIRRIGA DRAIN

ROAD

Retail Truck Canopy

LOT 801
(PROPOSED DEVELOPMENT SITE)

Truck Parking

Truck Parking

Retail Canopy

KARGOTICH

LOT 2

van/Trailer

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NOTE:
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2. LANE DIMENSIONS TO FACE OF KERB

AMENDMENTS

No.	DESCRIPTION	APPROVED & DATE
1	PRELIMINARY ISSUE	17/07/2019

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- BP — EXISTING WATER SUPPLY
- gp — EXISTING SIGN
- TL TL — EXISTING STORM WATER

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MAPPING SURVEY STANDARD:	N/A
DATE OF CAPTURE:	N/A
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

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Adelaide	08 8334 3600
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Perth	08 6316 4634

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SCALES 1:500

A1

MRWA FILE NUMBER 15/6209

APPROVED (MRWA)

PROPOSED SINGLE-LANE ROUNDABOUT

THOMAS ROAD AND KARGOTICH ROAD INTERSECTION

SLK 16.6 TO SLK 17.1

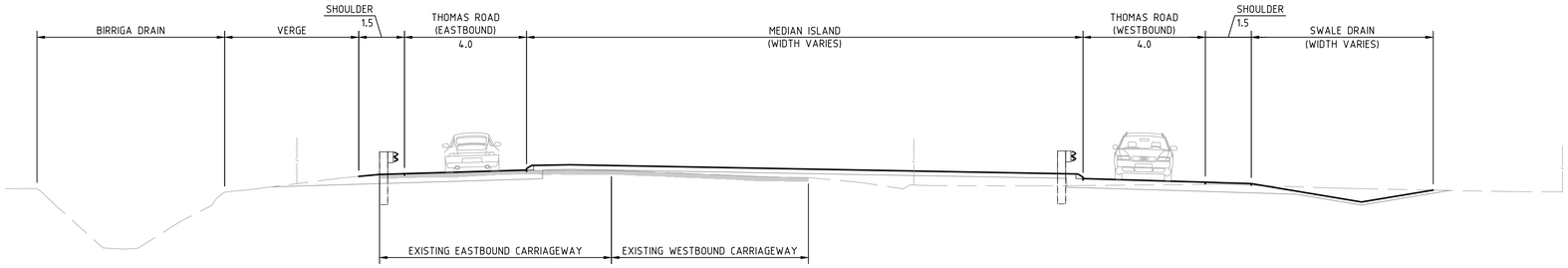
15% CONCEPT DESIGN

SWEPT PATH ANALYSIS (19m SEMI-TRAILER)

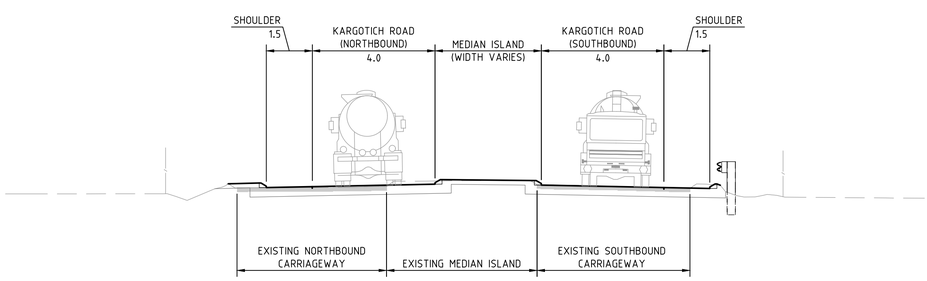
LOCAL AUTHORITY SHIRE OF SERPENTINE JARRAHDALE

MRWA DRAWING NUMBER

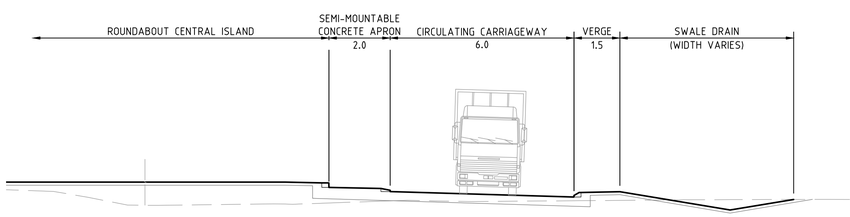
201948-3001/00



SECTION A
1:100 2998



SECTION B
1:100 2998



SECTION C
1:100 2998

AMENDMENTS

No.	DESCRIPTION	APPROVED & DATE
1	PRELIMINARY ISSUE	17/07/2019

NOTES

KEY

- DESIGN SURFACE
- DESIGN SUBGRADE
- EXISTING SURFACE
- PROPOSED GUARD FENCE
- EXISTING CADASTRAL BOUNDARY

PRELIMINARY PLAN ONLY SUBJECT TO ALTERATION

METADATA

GROUND SURVEY STANDARD:	DIGITAL GROUND SURVEY
DATE OF CAPTURE:	05.07.2019
MAPPING SURVEY STANDARD:	N/A
DATE OF CAPTURE:	N/A
MAIN ROADS PROJECT ZONE:	PCG94
HEIGHT DATUM:	AHD71

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DRAWING NUMBER/DOCUMENT ID W166271-SK01 SK05-P1.DWG

DESIGNED / DRAWN T.GARDINER 09.07.2019

VERIFIED T. JUDD 17.07.2019

DIRECTOR T. JUDD 17.07.2019

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SCALES 1:100

A1

MRWA FILE NUMBER 15/6209

APPROVED (MRWA)

PROPOSED SINGLE-LANE ROUNDABOUT

THOMAS ROAD AND KARGOTICH ROAD INTERSECTION

SLK 16.6 TO SLK 17.1

15% CONCEPT DESIGN

TYPICAL CROSS SECTIONS

LOCAL AUTHORITY SHIRE OF SERPENTINE JARRAHDALE

MRWA DRAWING NUMBER

201948-3002/00