

Kerry Stow

From: Snapforms Notifications <no-reply@snapforms.com.au>
Sent: Friday, 22 May 2026 2:40 PM
To: Planning Unit Administration
Subject: Amend a Planning Permit Application
Attachments: 25932 Planning Issue - Revision A - 18-05-26.pdf; 260062TIA001C-F.pdf; Amend_a_Planning_Permit_Application_2026-05-22T14-39-54_33939266_0.pdf

Amend a Planning Permit Application

A request to "Amend a planning permit application" has been submitted via the East Gippsland Shire Council website, the details of this submission are shown below:

Applicant name: Crowther & Sadler Pty Ltd

Email address:

Postal address : Bairnsdale 3875

Preferred phone number: 0351525011

Owner's name: Ann Ayou & Tom Alwyn

Street number:

Street name

Town: Wy Yung

Post code: 3875

Lot number: 6

Plan number: PS513315P

Is there any encumbrance on the Title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?: Yes

Will the proposal result in a breach of a registered covenant restriction or agreement?: No

Description of proposal : Amended car parking layout

Under which section of the Act is the amendment to the application made?: s57A Amendment by applicant after notice is given

Revised estimated cost of development: 600000

Existing conditions : Single dwelling

ExtraFile: 1

Declaration: Yes

Authority Check: Yes

Notice Contact Check: Yes

Notice check 2: Yes

Privacy Statement Acknowledge: Yes

Plans: [25932 Planning Issue - Revision A - 18-05-26.pdf](#)

1. Supporting information/reports: [260062TIA001C-F.pdf](#)

236 Bullumwaal Road, Wy Yung

Transport Impact Assessment



260062TIA001C-F.docx

21 May 2026

onemilegrid

ABN: 79 168 115 679

Wurundjeri Woiworung Country
56 Down Street
COLLINGWOOD, VIC 3066



DOCUMENT INFORMATION

Prepared for	Crowther & Sadler PTY LTD	Report Date	21 May 2026
File Name	260062TIA001C-F.docx	Reviewed by	JMS
Prepared by	SF		

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APPENDICES

APPENDIX A CAR PARK LAYOUT & SWEEP PATH ANALYSIS

1 INTRODUCTION

onemilegrid has been requested by Crowther & Sadler PTY LTD to undertake a Transport Impact Assessment of the proposed medical centre at 236 Bullumwaal Road, Wy Yung.

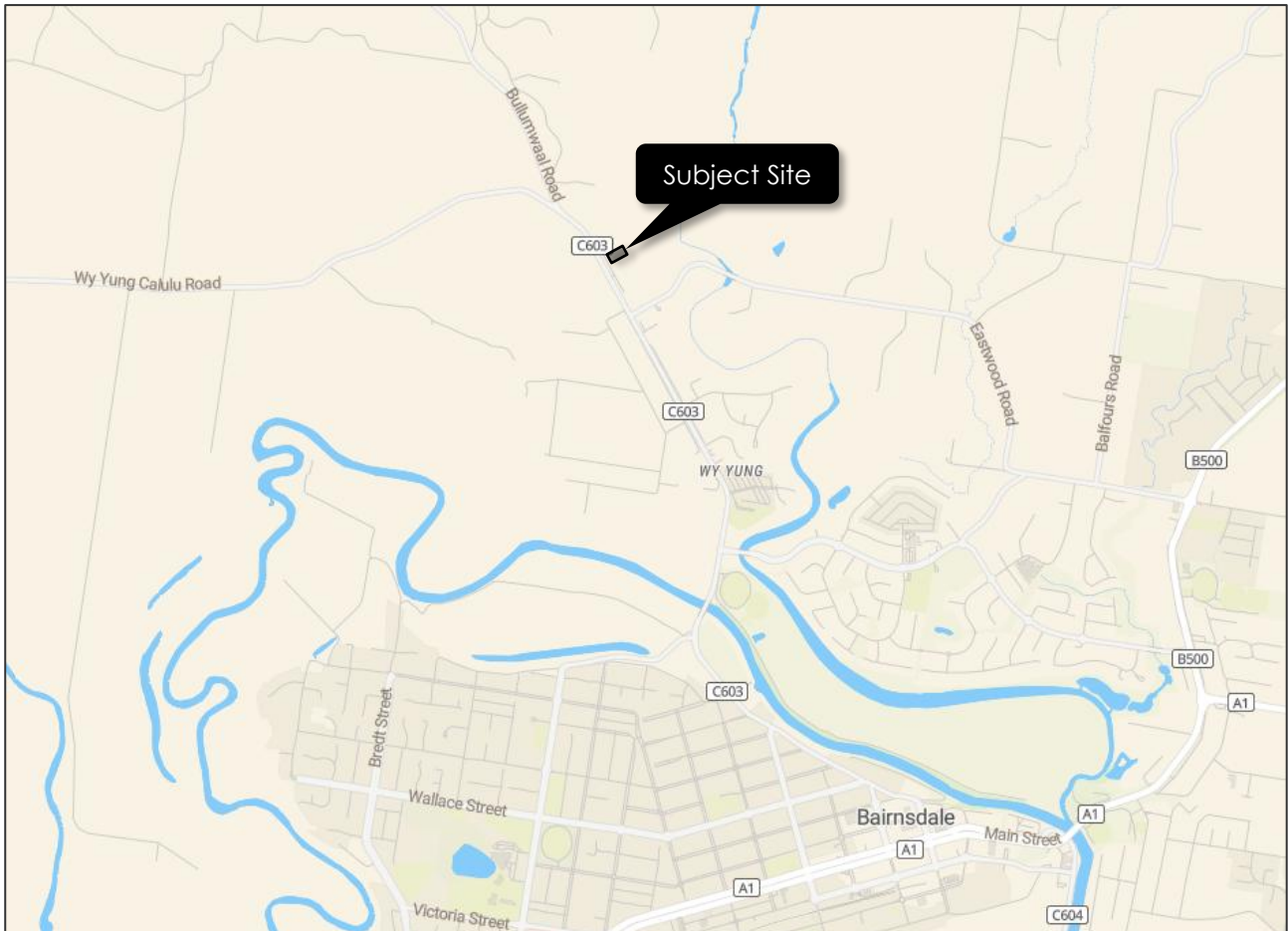
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 236 Bullumwaal Road, Wy Yung, and is located on the east side of the Bullumwaal Road Service Road, as shown in Figure 1 below.

Figure 1 Site Location



Source: Street-Directory

The site is currently occupied by residential building, with access via two crossovers to Bullumwaal Road Service Road.

Land use in the immediate vicinity of the site is generally residential on the east side of the Bullumwaal Road service road and a water storage facility on the west side of Bullumwaal Road. An aerial view of the subject site is provided in Figure 2 below.

Figure 2 Site Context (14 February 2026)

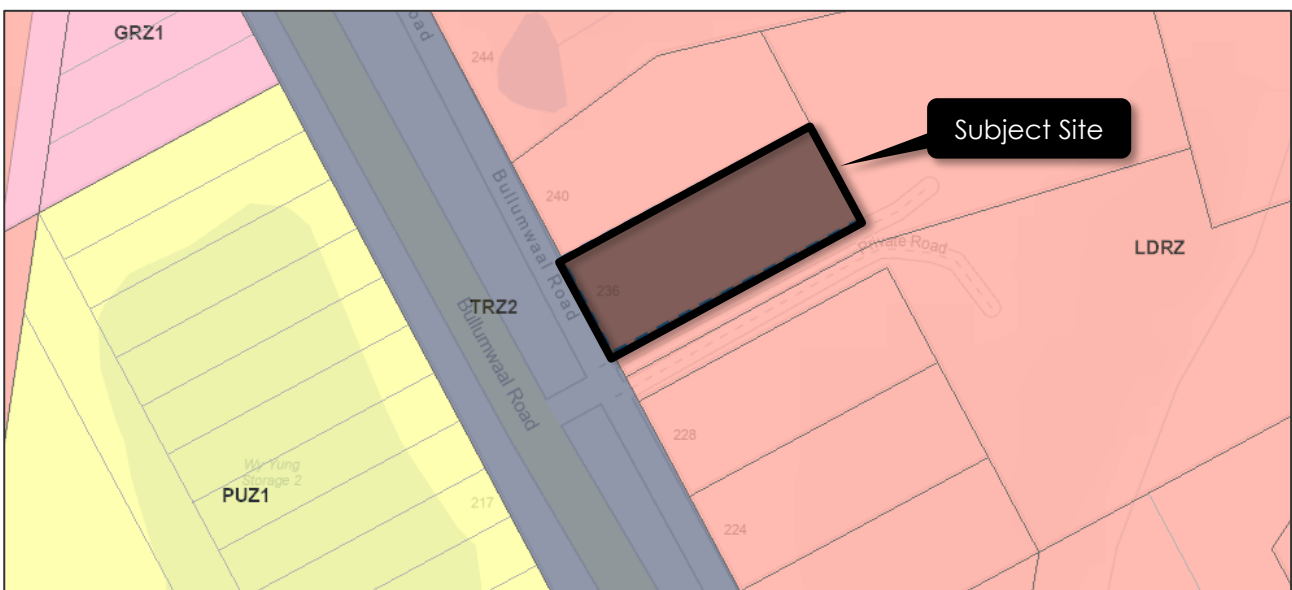


Copyright Nearmap

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Low Density Residential Zone (LDRZ). Additionally, the site abuts Bullumwaal Road Service Road, which is within a Transport Zone (TRZ2), designating the Principal Road Network.

Figure 3 Planning Scheme Zones



2.3 Road Network

2.3.1 Bullumwaal Road

Bullumwaal Road is an arterial road generally aligned north-south, running between Bairnsdale in the south and Wy Yung in the north. Bullumwaal Road provides a single traffic lane in each direction adjacent the site, with additional road widening provided to the northbound lane for an auxiliary right turn lane at the Service Road intersection. A 60 km/h speed limit applies to Bullumwaal Road in the vicinity of the site.

The cross-section of Bullumwaal Road at the frontage of the site is shown in Figure 4 below.

Figure 4 Bullumwaal Road, looking both directions



Image date: February 2026

2.3.2 Bullumwaal Road Service Road

Bullumwaal Road Service Road is a local road generally aligned north-south, for approximately 360 metres along the northeast side of Bullumwaal Road. The Bullumwaal Road Service Road provides an approximately 6-metre-wide two-way carriageway that provides access to 12 residential dwellings. The default 50 km/h speed limit applies to Bullumwaal Road Service Road.

The cross-section of Bullumwaal Road at the frontage of the site is shown in Figure 5 below.

Figure 5 Bullumwaal Road Service Road, looking both directions



Image date: February 2026

2.3.3 Service Road Intersection

The intersection with the service road is provided with an auxiliary right-turn lane on the southbound approach. This creates two through lanes in the lead up to and beyond the intersection, with the inside lane allowing for vehicles to turn or drive northbound along Bullumwaal Road, whilst the outside lane allows through vehicles to manoeuvre around vehicles turning right into the service road.

The service road forms a T-intersection with Bullumwaal Road on the western end and a T-intersection with the extended service road on the eastern end, forming an east-west length of approximately 20 metres.

A view of the intersection layout is provided in Figure 6 below for context.

Figure 6 Bullumwaal Road Service Road Intersection

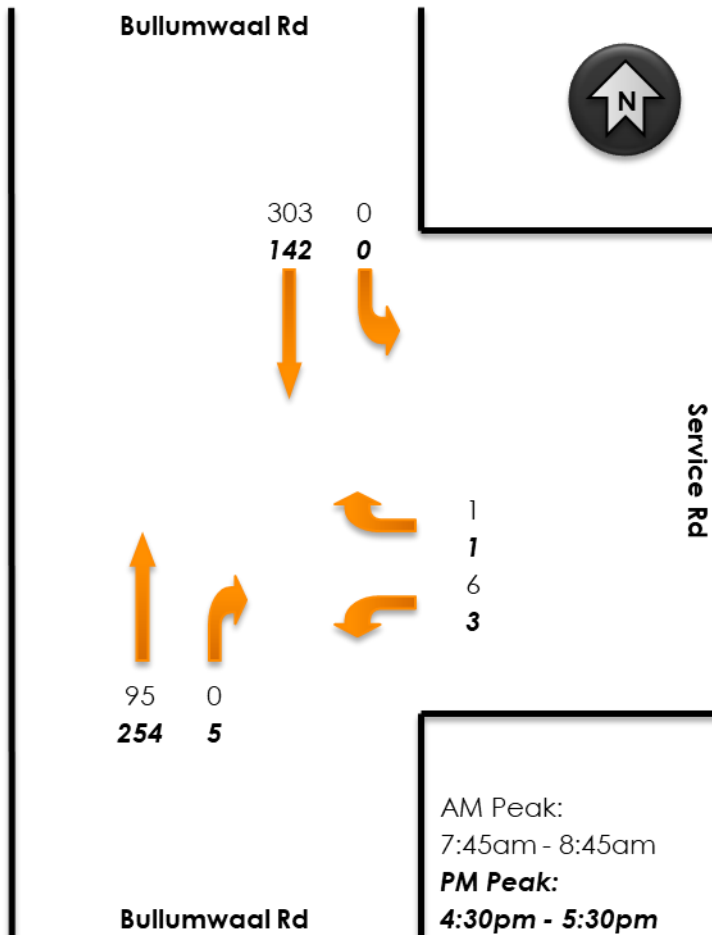


2.4 Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the intersection of Bullumwaal Road and the Service Road, on Wednesday 11th February 2026, between 6:30am and 9:30am, and between 3:30pm and 6:30pm.

The peak hour results of the surveys are shown in Figure 7 below.

Figure 7 Existing Traffic Volumes – Wednesday 11 February 2026



The results show that there is minimal vehicle movement in or out of the Service Road during the peak periods, with a maximum of 6 outbound left movements in the morning peak hour (1 movement every 10 minutes) and a maximum of 5 inbound right movements in the afternoon peak hour (1 movement every 12 minutes).

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to develop the subject site for the purposes of a medical centre specialised in the treatment of skin cancer. Alterations and additions to the existing dwelling will be undertaken to facilitate the proposed medical centre, which will provide a total internal building area of 306 m².

The proposed medical centre will consist of six consulting rooms, two reception areas, two waiting rooms, bathrooms, managers office, staff room and utility areas/store rooms. The medical centre will consist of four medical practitioners, with an additional six staff members assisting the function of the facility.

The clinic will operate Monday to Friday from 8:30am to 5pm.

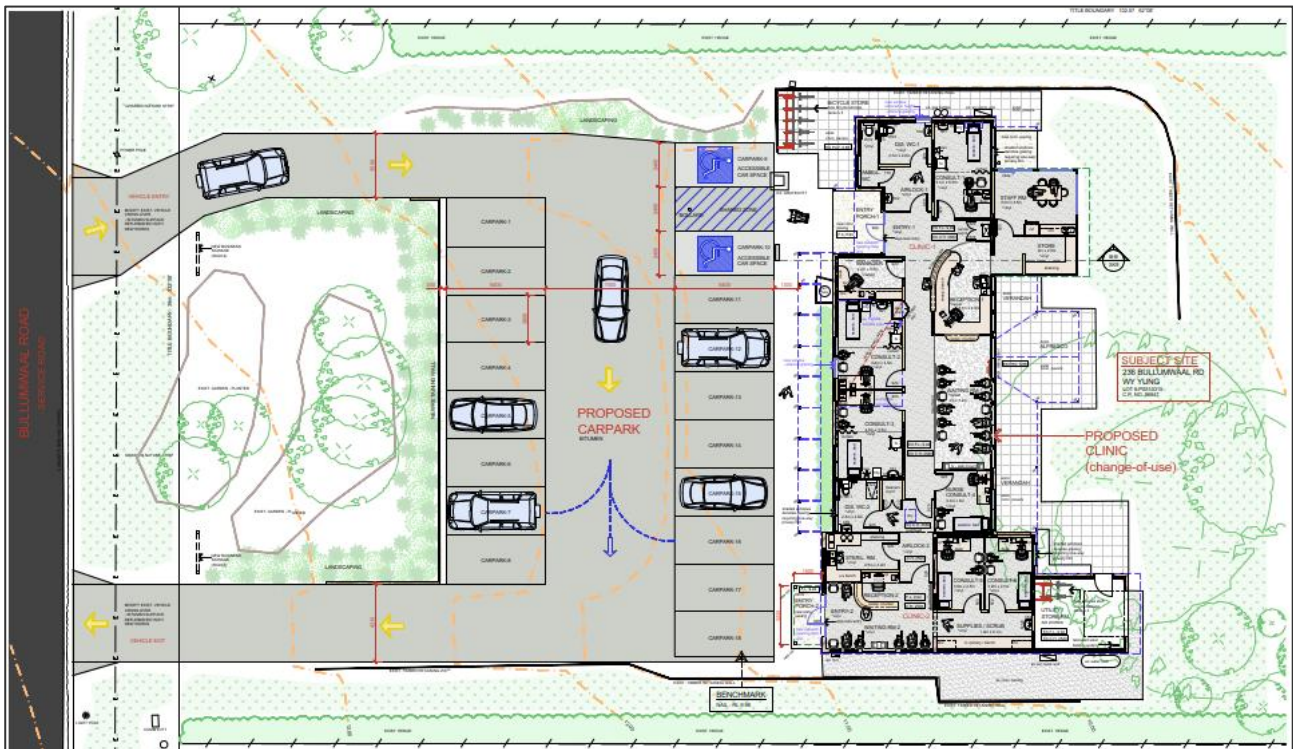
3.2 Car Parking and Vehicle Access

The plans prepared by Sands Building Design (Job: 25932, Drawing: SK4 Rev A, dated 18.05.2026) include 18 car parking spaces (including 2 x DDA spaces) in a 90-degree parking configuration in front of the proposed medical centre building.

The car park configuration includes extended accessways between the site frontage and the parking spaces which allow for suitable grades to be adopted to achieve the required level difference between the site frontage and the building. Entry is from the northern crossover to the service road and exit via southern crossover.

The car parking and vehicle access layout is included as Appendix A, and shown in Figure 8.

Figure 8 Car Park & Access Layout



It is proposed to provide 5 bicycle parking spaces in the north-west of the building for visitor use, and 2 staff bicycle spaces are proposed in the secure utility/store room. The bicycle parking will be shifted to account for the car park design, noting that there is ample space to do so.

4 DESIGN ASSESSMENT

4.1 East Gippsland Planning Scheme – Clause 52.06

4.1.1 General

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

The design review is based on the alternative car parking layout prepared by onemilegrid and included as Appendix A.

4.1.2 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 1 below.

Table 1 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied – minimum accessway width of 3.5 m is provided along the accessway.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – changes of direction are between accessways of more than 4.2 m wide.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	N/A – no dead end.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/A – no overhead obstructions.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – all vehicles can enter and exit in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	N/A – accessway serves as a one-way arrangement, therefore not requiring a passing area.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900 mm in height.	Satisfied – splays are provided on both sides of the exit accessway.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied

4.1.3 Design Standard 2: Car Parking Spaces

All standard car spaces on-site are proposed with a minimum width of 2.6 metres, length of 5.4 metres and are accessed from aisles of no less than 7.0 metres in excess of Design Standard 2 of the Planning Scheme.

A swept path assessment has been undertaken to demonstrate that a vehicle can comfortably reverse into the southeast corner space on entry and depart in a forward direction, with swept paths provide in Appendix A for all critical car parking spaces.

The accessible bays are provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

4.1.4 Design Standard 3: Gradients

The first 5 metres at the top of both the entry and exit ramp will be provided with a grade of 1:10 while the maximum grade of the remainder of the ramp with no more than 1:4, in accordance with the requirements of Design Standard 3. Transitions are to be provided where changes of grade exceed 12.5%, and transition lengths have been designed to prevent potential scraping.

4.2 Bicycle Parking

The bicycle hoops have been designed in accordance with the Australian Standard; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

5 LOADING

Clause 65 (Decision Guidelines) of the East Gippsland Planning Scheme identifies that:

"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."

Given the size and type of the development (306 m² medical centre), it is not considered practical or necessary to provide an on-site loading bay. It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the on-site parking provided.

In addition, swept paths have been prepared to demonstrate that a 95th percentile vehicle (B99) can comfortably access the site and circulate through the car park clear of all car parking spaces. If larger vehicles are required to access the site, then they would need to do so outside of operating hours when the car parking spaces on-site are unoccupied for greater manoeuvrability.

The loading arrangements for the proposed medical centre are therefore considered satisfactory.

6 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the East Gippsland Planning Scheme, which specifies the following requirements for a medical centre development.

Table 2 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Medical centre	4 practitioners	1 space per 8 practitioners for employees	1
		1 space per 4 practitioners for visitors	1
Total		Employees	1
		Visitors	1
		Total	2

Considering the above, the proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme and is therefore considered appropriate.

7 CAR PARKING

7.1 Statutory Car Parking Requirements

The car parking requirements for the subject site are identified in Clause 52.06 of the East Gippsland Planning Scheme, which provides different requirements depending on the public transport accessibility of the site. This can be determined from the land category, which is identified in the Car Parking Requirement Maps published by the Department of Transport and Planning.

As shown in Figure 9, the site is located within Category 1.

Figure 9 Car Parking Requirement Map

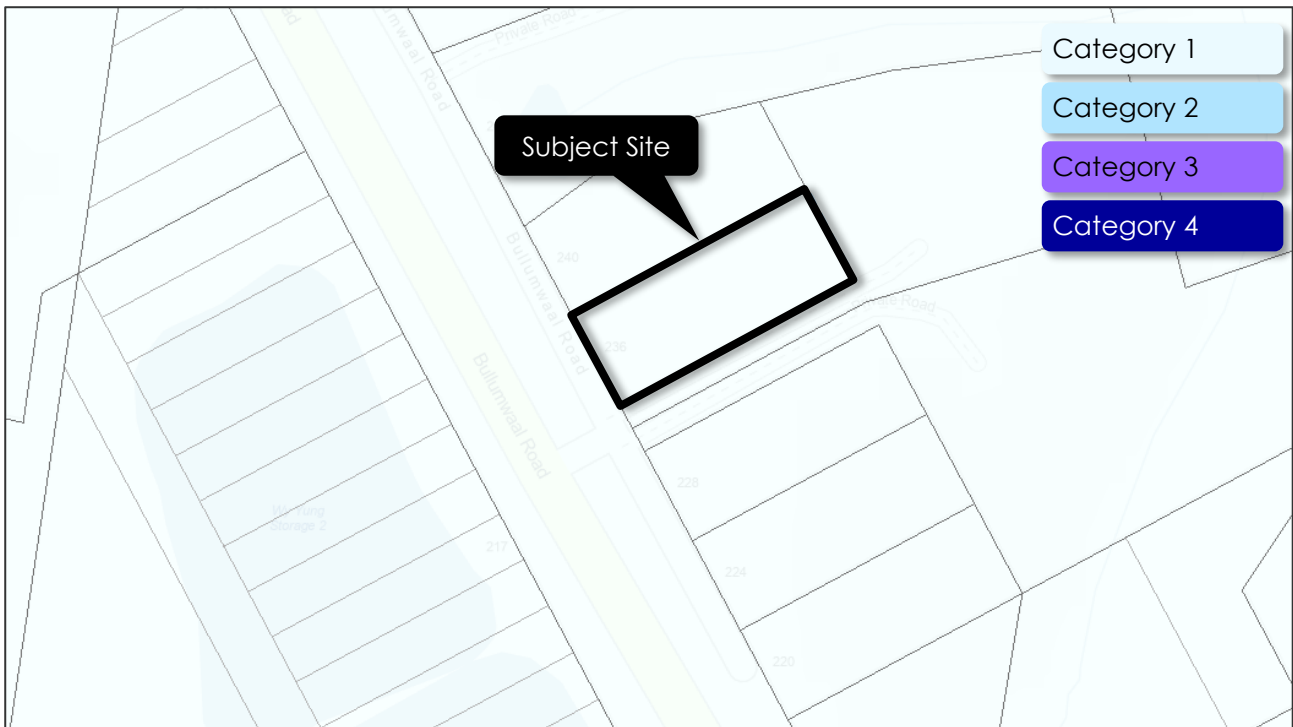


Table 3 Clause 52.06 – Car Parking Requirements

Use	No/Area	Rate	Car Parking Measure	Total
Medical centre	306 m ²	5	to each 100 m ² of leasable floor area	15
Total				15

It is proposed to provide a total of 18 car parking spaces to service the proposed development, which is in excess of the minimum Planning Scheme requirements outlined above.

The provision of car parking is therefore considered to be appropriate to satisfy the parking demands generated by the development.

7.2 Accessible Car Parking

The National Construction Code specifies the minimum requirements for provision of accessible car parking.

The proposed medical centre, classified as a Class 5 building, requires provision of one accessible car space for every 100 car parking spaces or part thereof.

Noting the proposed provision of 18 car spaces on-site, the National Construction Code (NCC) requires at least one accessible car space on-site.

The proposed provision of 2 accessible car parking spaces thus satisfies the NCC requirements.

8 TRAFFIC

8.1 Traffic Generation

Transport for New South Wales (TfNSW) produced the document "Guide to Transport Impact Assessment" dated September 2024 (Version 1.1), which aims to assist with the assessment and preparation of development applications. The guide identifies peak traffic rates for a variety of land uses based on surveys of existing facilities.

To determine appropriate traffic generation rates, surveys were undertaken in 2015 at 20 medical centres within greater Sydney and regional cities within New South Wales.

The Guide to Transport Impact Assessment provides an average of vehicle movements per medical centre for both the peak hour and daily movements. A further review of the study that the guidelines reference shows the following traffic generation rates based on practitioners.

Table 4 Medical Centre Traffic Generation

Location	Sites Surveyed	Movements / Practitioner		
		AM Peak	PM Peak	Daily
Metropolitan	14	1.7	1.9	30.8
Regional	6	3.0	2.4	38.6
Average		2.1	2.1	33.1

Given the site's location, the traffic generation of the regional medical centres in the TfNSW case study data will be adopted for the proposed medical centre. It will be further assumed that the majority of movements in the morning and afternoon peak hours will be staff arriving (morning) and departing (afternoon). As such, 75% of vehicle movements in the peak hours will be attributed to the staff access.

Based on the above, the anticipated traffic generated by the proposed medical centre is shown in Table 5 below.

Table 5 Anticipated Traffic Generation

Period	Inbound	Outbound	Total
AM Peak	9	3	12
PM Peak	2	8	10
Daily	77	77	154

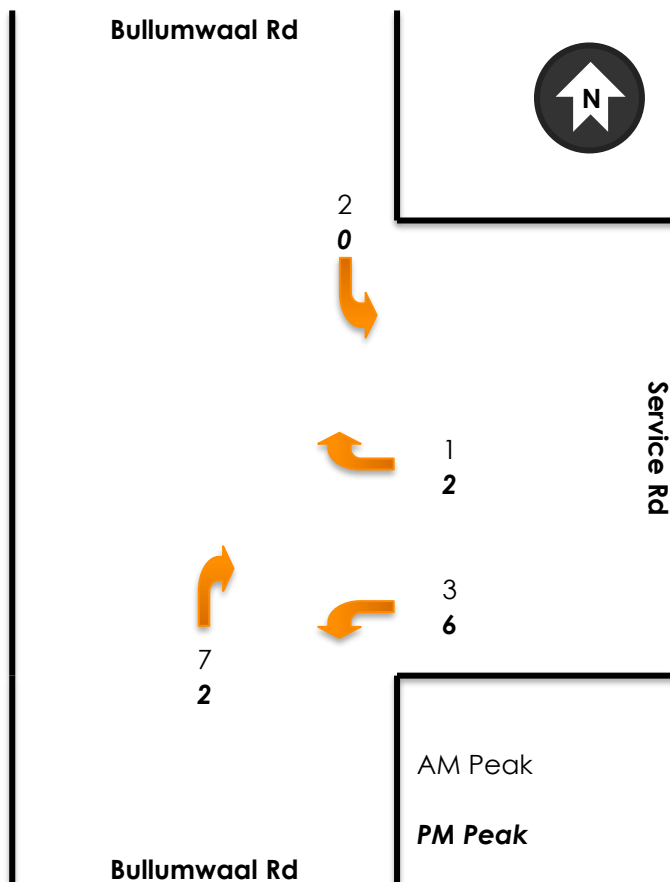
8.2 Traffic Distribution

Considering the location of the site in relation to the arterial road network, Bairnsdale town and surrounding residential catchments and the existing turning movements at the Bullumwaal Road intersection with the Service Road, it is anticipated that 80% of all vehicle movements will be to and from the south.

8.3 Generated Traffic Volumes

Based on the above, the following traffic volumes are expected to be generated by the proposed development at the intersection of Bullumwaal Road and the Service Road.

Figure 10 Generated Traffic Volumes



8.4 Traffic Impact

Reviewing the volumes above, it is noted that a maximum of seven vehicle movements per hour are expected for any one movement, equivalent to one vehicle trips every eight minutes. Even when focussed at the one intersection (Bullumwaal Road / Service Road), the traffic volumes generated by the proposed development are very low, and are expected to be easily absorbed into the surrounding road network.

Furthermore, the Bullumwaal Road / Service Road intersection is already provided with an auxiliary right turn treatment (see Section 2.3.3) to assist vehicle movements into the Service Road when approaching from the south. With the majority of vehicles generated by the site likely to approach from the south, the right turn treatment provided will assist those vehicles in accessing the site.

Regardless, to assess the operation of the Bullumwaal Road and Service Road intersection, the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay, as described in Table 6 below.

Table 6 SIDRA Intersection Parameters

Parameter	Description	
Degree of Saturation (DoS)	The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below.	
	Degree of Saturation	Rating
	Up to 0.60	Excellent
	0.61 – 0.70	Very Good
	0.71 – 0.80	Good
	0.81 – 0.90	Fair
	0.91 – 1.00	Poor
Above 1.00	Very Poor	
Average Delay (seconds)	Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds. This includes time taken to accelerate or decelerate, time taken to undertake the manoeuvre, and delay at a hold line or stop line.	
95th Percentile (95%ile) Queue	95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour.	

The results of the analysis are provided in Table 7 below.

Table 7 Bullumwaal Road / Service Road – Future Conditions

<i>Approach</i>	<i>Movement</i>	<i>DoS</i>	<i>Rating</i>	<i>Avg. Delay (sec)</i>	<i>Queue (m)</i>
AM Peak					
Bullumwaal Rd (south)	Through	0.04	Excellent	0	0.4
	Right	0.04	Excellent	7	0.4
Service Rd (east)	Left	0.01	Excellent	5	0.3
	Right	0.01	Excellent	7	0.3
Bullumwaal Rd (north)	Left	0.17	Excellent	6	0
	Through	0.17	Excellent	0	0
PM Peak					
Bullumwaal Rd (south)	Through	0.09	Excellent	0	0.4
	Right	0.09	Excellent	6	0.4
Service Rd (east)	Left	0.01	Excellent	4	0.3
	Right	0.01	Excellent	6	0.3
Bullumwaal Rd (north)	Left	0.08	Excellent	6	0
	Through	0.08	Excellent	0	0

As shown above, the intersection is expected to operate under excellent conditions during both the morning and afternoon peak hours, with minimal queues and delays experienced by motorists on all approaches.

Of particular note, the 95th percentile queue on the Service Road leg of the intersection is expected to be less than 1 metre, which could be rounded up to account for 1 vehicle. The length of the east-west portion of the Service Road that intersects with Bullumwaal Road is capable of accommodating up to 3 vehicles, and therefore the traffic generated by the proposed medical centre is not expected to have adverse impacts on queueing.

9 CONCLUSIONS

It is proposed to develop the subject site for the purposes of a medical centre, consisting of four medical practitioners, a building footprint of 306 m² and a total provision of 18 car parking spaces (including 2 accessible spaces), based on the car park layout and swept path assessment prepared by **onemilegrid** (Appendix A).

Considering the analysis presented above (based on the car park layout in Appendix A), it is concluded that:

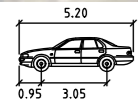
- The proposed car parking, bicycle parking and access design (Appendix A) is considered appropriate;
- The proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;
- The proposed supply of 18 car parking spaces is in excess of the statutory minimum requirement and is appropriate for the proposed development;
- The anticipated traffic volumes generated by the medical centre are expected to be comfortably catered for within the surrounding road network, with no noticeable impacts to queues at the Service Road intersection with Bullumwaal Road; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

Appendix A Car Park Layout & Swept Path Analysis



CAD File: N:\Project\2026\260062\Drawings\260062SPA100.dgn

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B99 meters
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

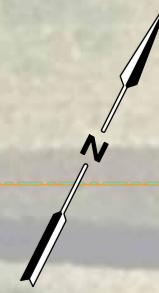
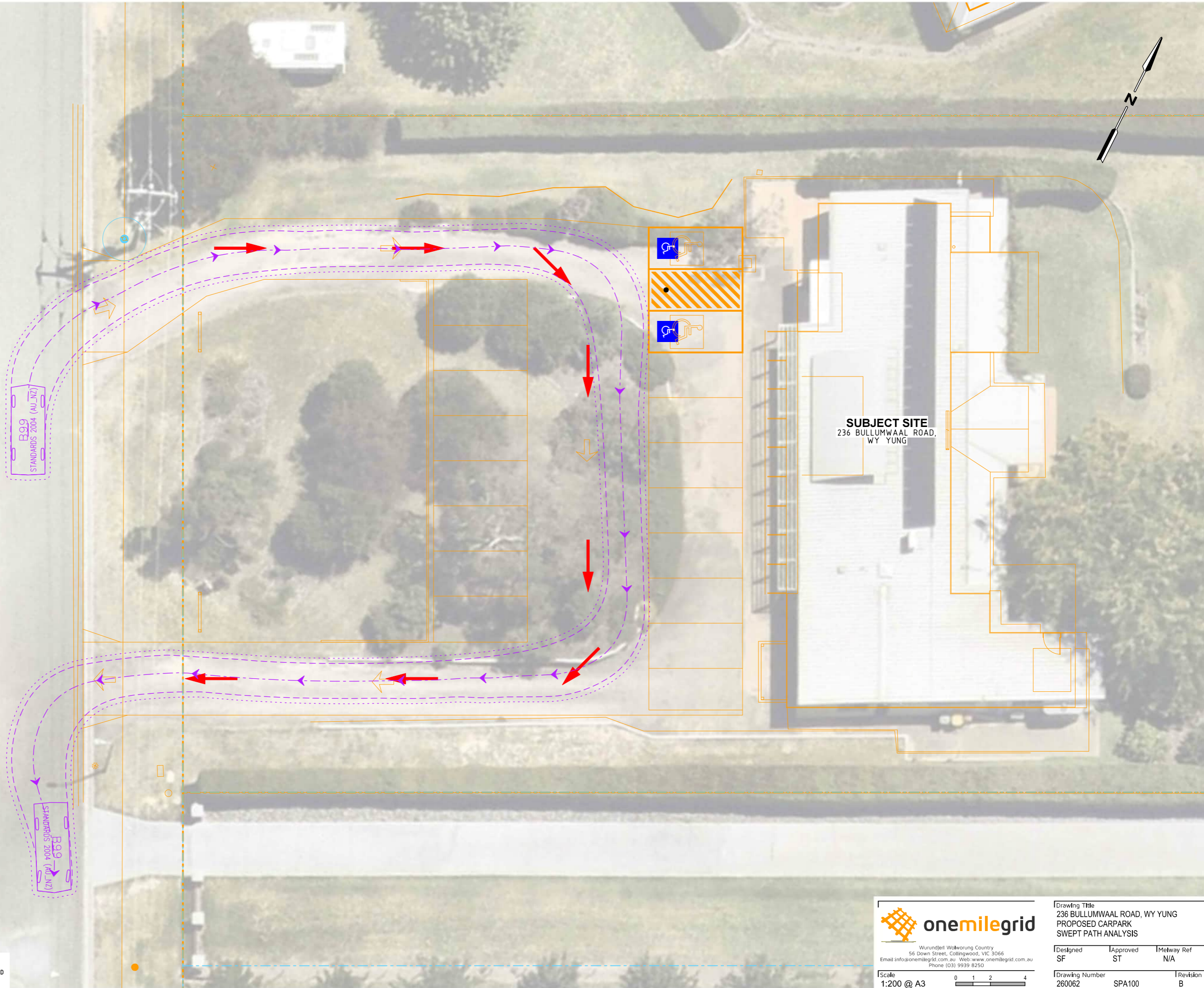
SWEPT PATH LEGEND

- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
- 300mm CLEARANCE ENVELOPE SHOWN DOTTED

onemilegrid operates from Wurundjeri Woiwurrung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

Aerial Photography
Aerial photography provided by Nearmap

**BULLUMWAAL ROAD
SERVICE ROAD**

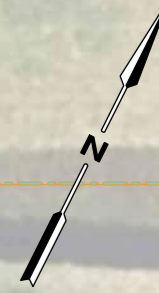



Wurundjeri Woiwurrung Country
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Phone (03) 9939 8250

Scale
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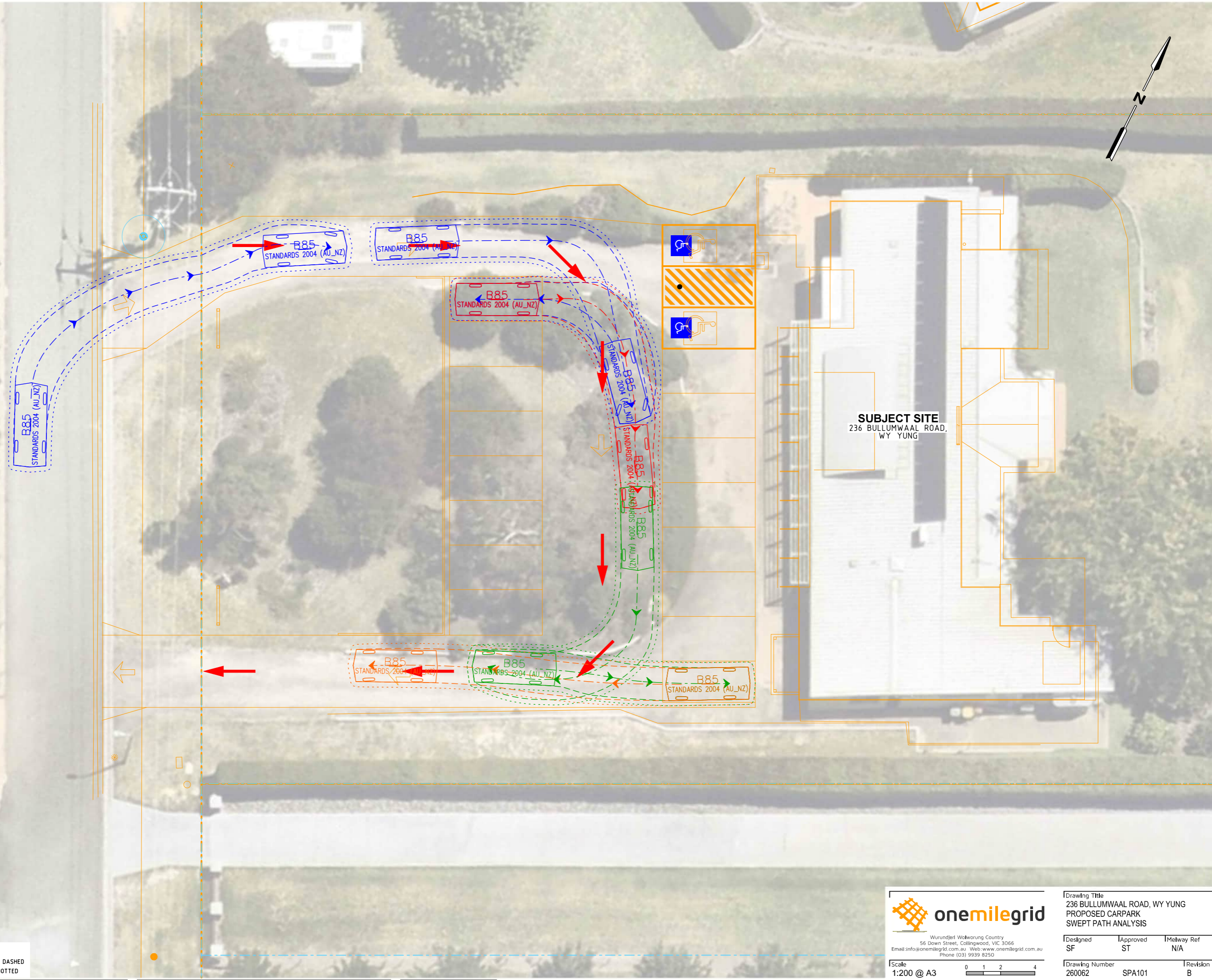


Drawing Title 236 BULLUMWAAL ROAD, WY YUNG PROPOSED CARPARK SWEPT PATH ANALYSIS		
Designed SF	Approved ST	Metway Ref N/A
Drawing Number 260062	SPA100	Revision B



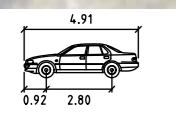
BULLUMWAAL ROAD
SERVICE ROAD

SUBJECT SITE
236 BULLUMWAAL ROAD,
WY YUNG




CAD File: N:\Project\2026\260062\Drawings\260062SPA101.dgn

Date Plotted: 20-05-2026 15:56:16



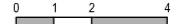
B85 meters
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

SWEPT PATH LEGEND
- - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
..... 300mm CLEARANCE ENVELOPE SHOWN DOTTED



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Scale
1:200 @ A3



Drawing Title 236 BULLUMWAAL ROAD, WY YUNG PROPOSED CARPARK SWEPT PATH ANALYSIS		
Designed SF	Approved ST	Metway Ref N/A
Drawing Number 260062	SPA101	Revision B

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onemilegrid operates from Wurundjeri Woiwurrung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

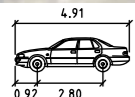
Aerial Photography
Aerial photography provided by Nearmap

BULLUMWAAL ROAD
SERVICE ROAD

SUBJECT SITE
236 BULLUMWAAL ROAD,
WY YUNG

CAD File: N:\Project\2026\260062\Drawings\260062SPA102.dgn

Date Plotted: 20-05-2026 15:57:33



B85 meters
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1

SWEPT PATH LEGEND

- DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
- 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Aerial Photography
Aerial photography provided by Nearmap

Wurundjeri Woiwurrung Country
56 Down Street, Collingwood, VIC 3066
Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
Phone (03) 9939 8250

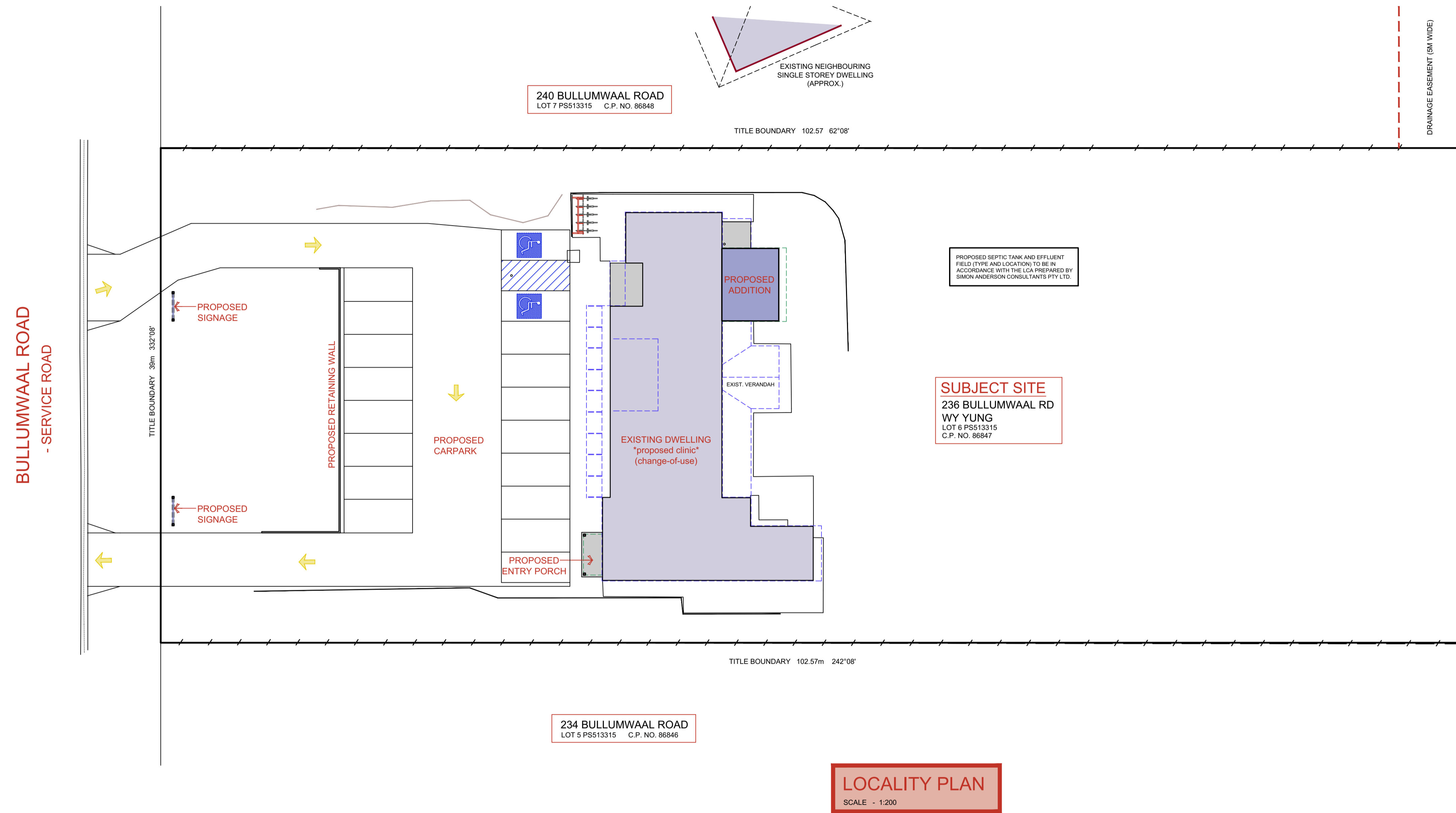
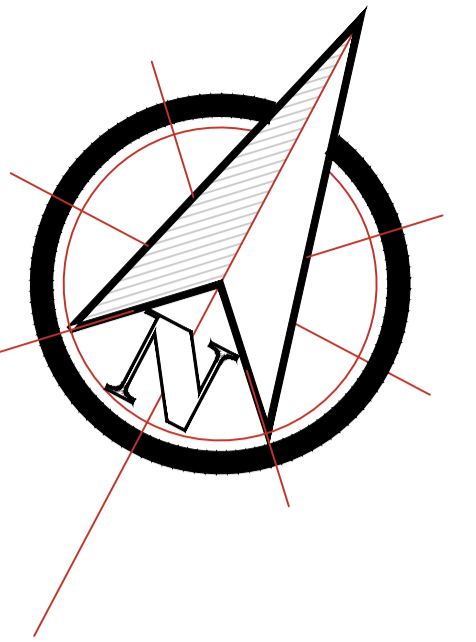
Scale
1:200 @ A3

Drawing Title 236 BULLUMWAAL ROAD, WY YUNG PROPOSED CARPARK SWEPT PATH ANALYSIS		
Designed SF	Approved ST	Metway Ref N/A
Drawing Number 260062	SPA102	Revision B

DRAWING SCHEDULE

ARCHITECTURAL DRAWINGS

- SK1 LOCALITY PLAN
- SK2 EXISTING CONDITIONS PLAN
- SK3 DEMOLITION PLAN
- SK4 PROPOSED ALTERATIONS PLAN
- SK5 ELEVATIONS, SECTIONS, SIGNAGE SCHEDULE



AREA ANALYSIS		
EXISTING DWELLING (NEW CLINIC)	281.22 Sq.m	30.27 SQUARES
PROPOSED ADDITION	25.60 Sq.m	2.76 SQUARES
TOTAL BUILDING	306.82 Sq.m	33.03 SQUARES
EXISTING VERANDAH	48.35 Sq.m	5.20 SQUARES
EXISTING PORCH (-1)	8.98 Sq.m	0.97 SQUARES
NEW PORCH (-2)	4.83 Sq.m	0.52 SQUARES
TOTAL UNDER ROOF (EXC. PERGOLA & EAVES)	368.98 Sq.m	39.72 SQUARES



LEVEL NOTE:
SITE FEATURE SURVEY PROVIDED BY FREEMAN LAND SURVEYING - PREPARED APRIL 2022. LEVELS ARE ARBITRARY ONLY.

SITING NOTE:
BUILDING LOCATION IS APPROXIMATE ONLY. OWNER/BUILDER/SURVEYOR TO CONFIRM EXACT LOCATION ON SITE PRIOR TO CONSTRUCTION.

BOUNDARY NOTE:
TITLE BOUNDARIES ARE APPROXIMATE ONLY. FOR EXACT LOCATION & BEARINGS CONSULT A LICENSED SURVEYOR FOR A RE-ESTABLISHMENT SURVEY.

PROPOSED SKIN CANCER CLINIC

SUBJECT SITE : 236 BULLUMWAAL ROAD, WY YUNG, VIC. 3875
CLIENT : E.G.S.C.C.

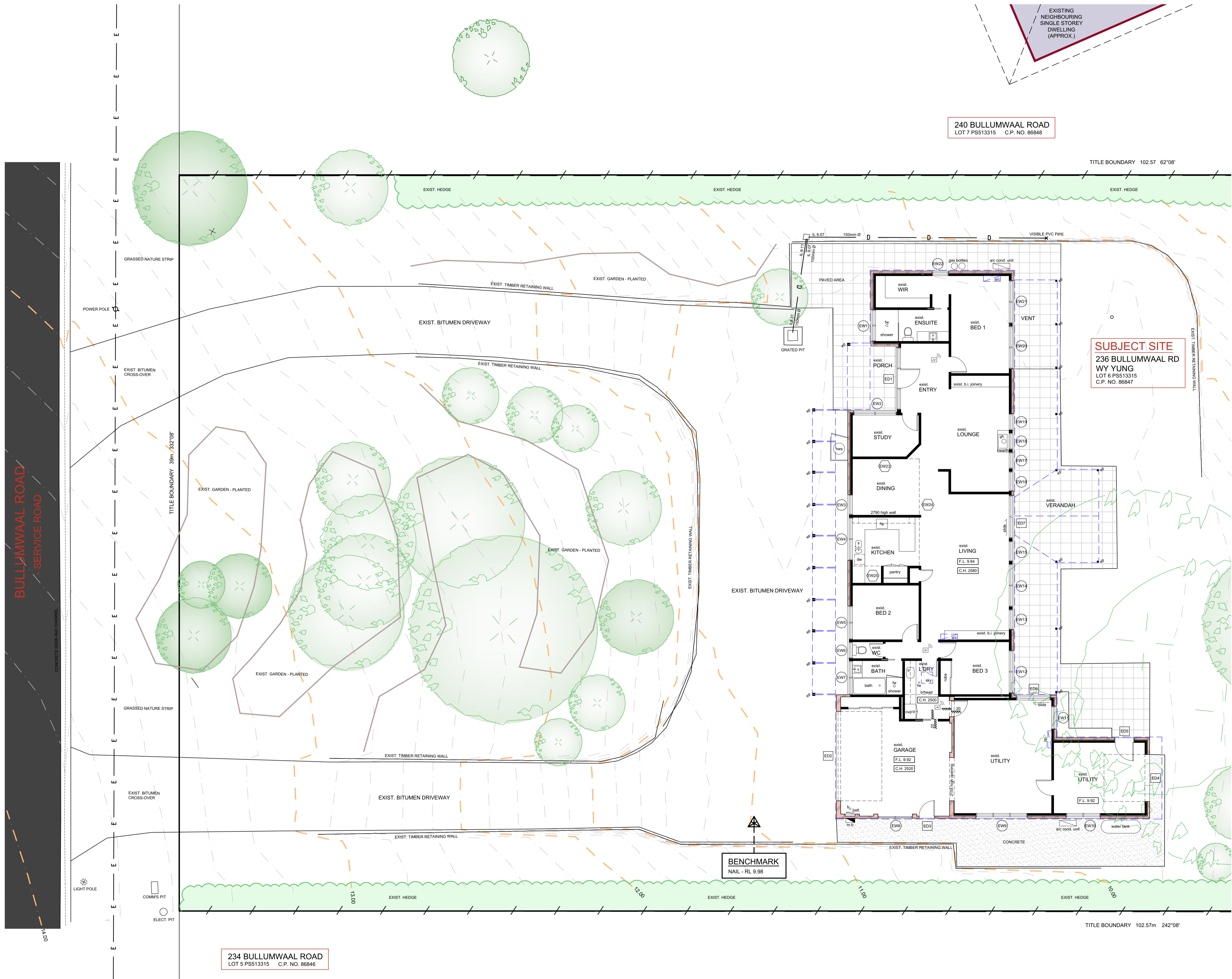
PROPOSED SKIN CANCER CLINIC
236 BULLUMWAAL ROAD
WY YUNG

CLIENT	E.G.S.C.C.
JOB NO.	25932
DATE	18/05/26
DESIGNED BY	CDP-AD 58137
DRAWN BY	FN
DESCRIPTION	LOCALITY
ISSUE	PLANNING
SCALE	1:200

ACN 127 480 942 Bairnsdale 3875

DRAWING NO. REVISION NO.
SK1 A

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240 BULLUMWAAL ROAD
LOT 7 PS513315 C.P. NO. 86848

TITLE BOUNDARY 102.57 62'08"

SUBJECT SITE
236 BULLUMWAAL RD
WY YUNG
LOT 6 PS513315
C.P. NO. 86847

234 BULLUMWAAL ROAD
LOT 5 PS513315 C.P. NO. 86846

BENCHMARK
NAIL - RL 9.98

TITLE BOUNDARY 102.57m 242'08"

EXISTING CONDITIONS LEGEND

a/c	AIR-CONDITIONER H/W WALL UNIT
dw	DISHWASHER
fw	FLOOR WASTE
gh	GAS HEATER
hp	HOT PLATE
hr	WALL HEATER UNIT
hws	HOT WATER SYSTEM
s	SINK
sk	SKYLIGHT
tr	TROUGH
v	VANITY
ep	EXISTING POST
m.b.	METER BOX
bat	SOLAR PANEL BATTERY UNIT
b.o.	BOLLARD
---	EXISTING TIMBER STUD WALL
---	EXISTING BRICK VENEER WALL
---	EXISTING DOUBLE BRICK WALL
(EW1) E _s	EXISTING WINDOW LABEL
(EW1) E _p	EXISTING HIGHLIGHT WINDOW LABEL
(ED1) E _s	EXISTING DOOR LABEL
F.L. 10.00	FLOOR LEVEL
C.H. 2700	CEILING HEIGHT (ABOVE FLOOR LEVEL)
(SA)	EXISTING SMOKE ALARM

EXISTING WINDOW SCHEDULE

NO.	TYPE	STYLE	NOM. SIZE	ORIENT.	ROOM	HEAD HEIGHT	NOTES
EW1	ALUMINIUM	AWNING	570H x 1670W	SW	ENSUITE		
EW2	ALUMINIUM	AWNING	2370H x 2270W	NW	STUDY	2370	
EW3	ALUMINIUM	AWNING	1470H x 1070W	SW	DINING		
EW4	ALUMINIUM	AWNING	1470H x 2270W	SW	KITCHEN		
EW5	ALUMINIUM	AWNING	1470H x 1770W	SW	BED 2		
EW6	ALUMINIUM	AWNING	1470H x 670W	SW	WC		
EW7	ALUMINIUM	AWNING	570H x 1800W	SW	BATH		
EW8	ALUMINIUM	AWNING	1470H x 1820W	SE	GARAGE		
EW9	ALUMINIUM	AWNING	600H x 2710W	SE	UTILITY	2320	
EW10	ALUMINIUM	AWNING	1430H x 1810W	SE	UTILITY		
EW11	ALUMINIUM	AWNING	1430H x 1220W	NE	UTILITY	2350	
EW12	ALUMINIUM	AWNING	1470H x 2260W	NE	BED 3		
EW13	ALUMINIUM	AWNING	2370H x 1070W	NE	LIVING		
EW14	ALUMINIUM	AWNING	2370H x 2260W	NE	LIVING		
EW15	ALUMINIUM	FIXED	2370H x 1070W	NE	LIVING		
EW16	ALUMINIUM	AWNING	2370H x 1040W	NE	LOUNGE		
EW17	ALUMINIUM	FIXED	2370H x 670W	NE	LOUNGE	2370	
EW18	ALUMINIUM	FIXED	1570H x 670W	NE	LOUNGE		
EW19	ALUMINIUM	FIXED	2370H x 670W	NE	LOUNGE		
EW20	ALUMINIUM	AWNING	2370H x 2270W	NE	BED 1		
EW21	ALUMINIUM	AWNING	2370H x 2270W	NE	BED 1		
EW22	ALUMINIUM	FIXED	2370H x 670W	NW	WIR		CURVED WINDOW HEAD
EW23	ALUMINIUM	FIXED	1010H O/A x 3600W	NW	DINING		CURVED WINDOW HEAD
EW24	ALUMINIUM	FIXED	1010H x 5900W	NE	KITCHEN	4100	
EW25	ALUMINIUM	FIXED	1010H O/A x 3600W	SE	KITCHEN		CURVED WINDOW HEAD

EXISTING DOOR SCHEDULE

NO.	TYPE	STYLE	NOM. SIZE	ORIENT.	ROOM	HEAD HEIGHT	NOTES
ED1	TIMBER	SWING	2340H x 1020W	SW	ENTRY	2370	
ED2	PANELLIFT		2180H x 4730W	SW	GARAGE	2180	
ED3	TIMBER	SWING	2380H x 820W	SE	GARAGE	2380	
ED4	ROLLER DOOR		2170H x 2500W	NE	UTILITY	2180	
ED5	TIMBER	SWING	2040H x 970W	NW	UTILITY	2040	
ED6	ALUMINIUM	SLIDING	2300H x 1810W	NW	UTILITY	2300	
ED7	ALUMINIUM	SLIDING	2370H x 2260W	NE	LIVING	2370	

AREA ANALYSIS - EXISTING

EXISTING DWELLING	281.22 Sq.m	30.27 SQUARES
EXISTING VERANDAH	61.49 Sq.m	6.62 SQUARES
EXISTING PORCH	8.98 Sq.m	0.97 SQUARES

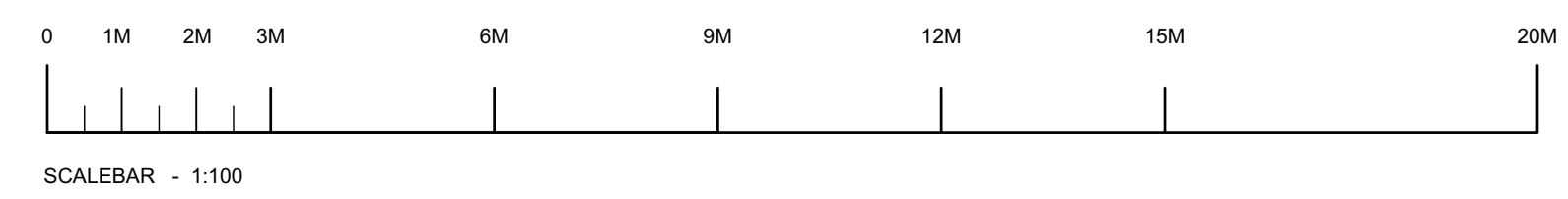
PROPOSED SKIN CANCER CLINIC
236 BULLUMWAAL ROAD
WY YUNG

CLIENT: E.G.S.C.C.
JOB NO: 25532
DATE: 18/05/26
DESIGNED BY: CDP-AD 58137
DRAWN BY: FN
DESCRIPTION: EXISTING CONDITIONS
ISSUE: PLANNING
SCALE: 1:100

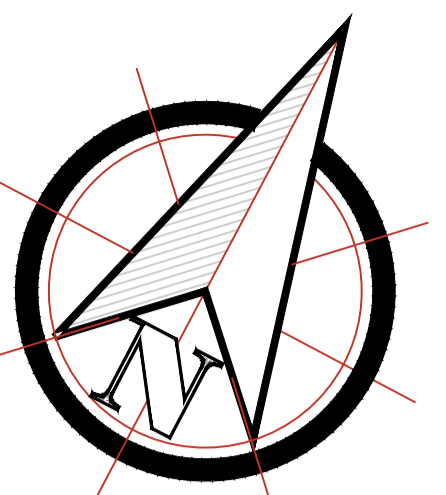
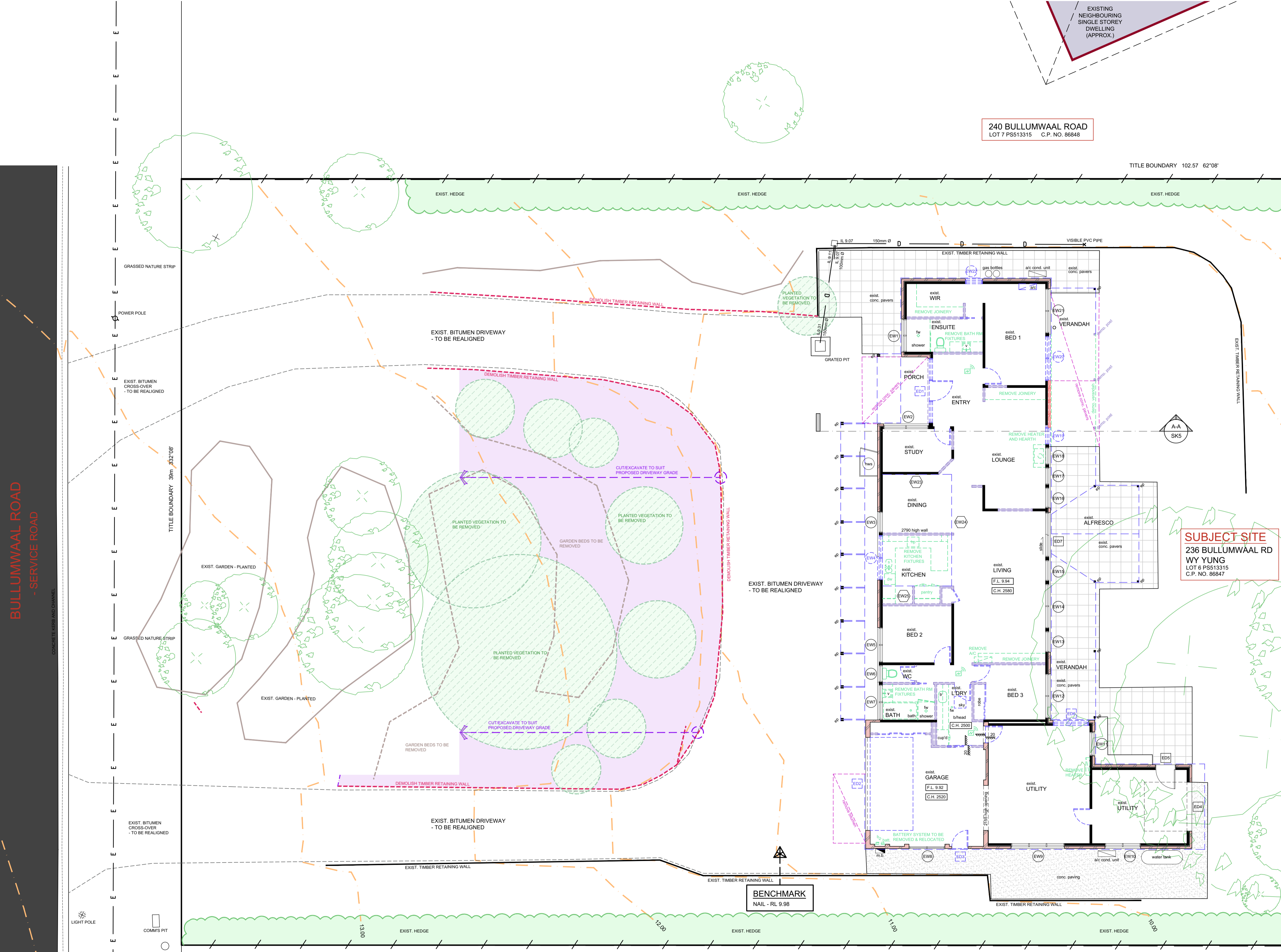
ACN 127 480 942
Bairnsdale 3875

DRAWING NO. REVISION NO.
SK2 A

EXISTING CONDITIONS PLAN
SCALE - 1:100



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DEMOLITION LEGEND

	METER BOX
	EXISTING TIMBER STUD WALL
	EXISTING BRICK VENEER WALL
	EXISTING DOUBLE BRICK WALL
	EXISTING WINDOW LABEL
	EXISTING DOOR LABEL
	FLOOR LEVEL
	CEILING HEIGHT (ABOVE FLOOR LEVEL)
	EXIST. STUD WALL AND/OR CLADDING TO BE DEMOLISHED
	EXIST. BRICK VENEER WALL TO BE DEMOLISHED
	EXIST. BRICK WALL TO BE DEMOLISHED
	EXIST. FIXTURES TO BE REMOVED OR RELOCATED
	EXIST. CONC. PAVING OR DECKING TO BE DEMOLISHED OR MODIFIED
	EXIST. ROOF AND/OR EAVES TO BE DEMOLISHED OR MODIFIED
	EXIST. GARDEN TO BE REMOVED OR MODIFIED
	EXIST. WINDOW TO BE REMOVED
	EXIST. DOOR TO BE REMOVED

EXISTING WINDOW SCHEDULE

NO.	TYPE	STYLE	NOM. SIZE	ORIENT.	ROOM	HEAD HEIGHT	NOTES
EW1	ALUMINIUM	AWNING	570H x 1670W	SW	ENSUITE		
EW2	ALUMINIUM	AWNING	2370H x 2270W	NW	STUDY		
EW3	ALUMINIUM	AWNING	1470H x 1070W	SW	DINING		
EW4	ALUMINIUM	AWNING	1470H x 2270W	SW	KITCHEN	2370	REMOVE
EW5	ALUMINIUM	AWNING	1470H x 1770W	SW	BED 2		
EW6	ALUMINIUM	AWNING	1470H x 670W	SW	WC		
EW7	ALUMINIUM	AWNING	570H x 1800W	SW	BATH		
EW8	ALUMINIUM	AWNING	1470H x 1820W	SE	GARAGE		
EW9	ALUMINIUM	AWNING	600H x 2710W	SE	UTILITY	2320	
EW10	ALUMINIUM	AWNING	1430H x 1810W	NE	UTILITY	2350	
EW11	ALUMINIUM	AWNING	1430H x 1220W	NE	UTILITY		
EW12	ALUMINIUM	AWNING	1470H x 2260W	NE	BED 3		
EW13	ALUMINIUM	AWNING	2370H x 1070W	NE	LIVING		
EW14	ALUMINIUM	AWNING	2370H x 2260W	NE	LIVING		
EW15	ALUMINIUM	FIXED	2370H x 1070W	NE	LIVING		
EW16	ALUMINIUM	AWNING	2370H x 1040W	NE	LOUNGE		
EW17	ALUMINIUM	FIXED	2370H x 670W	NE	LOUNGE	2370	
EW18	ALUMINIUM	FIXED	1570H x 670W	NE	LOUNGE		
EW19	ALUMINIUM	FIXED	2370H x 670W	NE	LOUNGE		REMOVE
EW20	ALUMINIUM	AWNING	2370H x 2270W	NE	BED 1		REMOVE
EW21	ALUMINIUM	AWNING	2370H x 2270W	NE	BED 1		
EW22	ALUMINIUM	FIXED	2370H x 670W	NW	WIR		REMOVE
EW23	ALUMINIUM	FIXED	1010H O/A x 3600W	NW	DINING		CURVED WINDOW HEAD
EW24	ALUMINIUM	FIXED	1010H x 3600W	NE	KITCHEN	4100	
EW25	ALUMINIUM	FIXED	1010H O/A x 3600W	SE	KITCHEN		CURVED WINDOW HEAD

EXISTING DOOR SCHEDULE

NO.	TYPE	STYLE	NOM. SIZE	ORIENT.	ROOM	HEAD HEIGHT	NOTES
ED1	TIMBER	SWING	2340H x 1020W	SW	ENTRY	2370	REMOVE
ED2	PANELIFT		2180H x 4730W	SW	GARAGE	2180	REMOVE
ED3	TIMBER	SWING	2380H x 820W	SE	GARAGE	2380	REMOVE
ED4		ROLLER DOOR	2170H x 2800W	NE	UTILITY	2180	
ED5	TIMBER	SWING	2040H x 970W	NW	UTILITY	2040	
ED6	ALUMINIUM	SLIDING	2300H x 1810W	NW	UTILITY	2300	REMOVE
ED7	ALUMINIUM	SLIDING	2370H x 2260W	NE	LIVING	2370	

AREA ANALYSIS - EXISTING

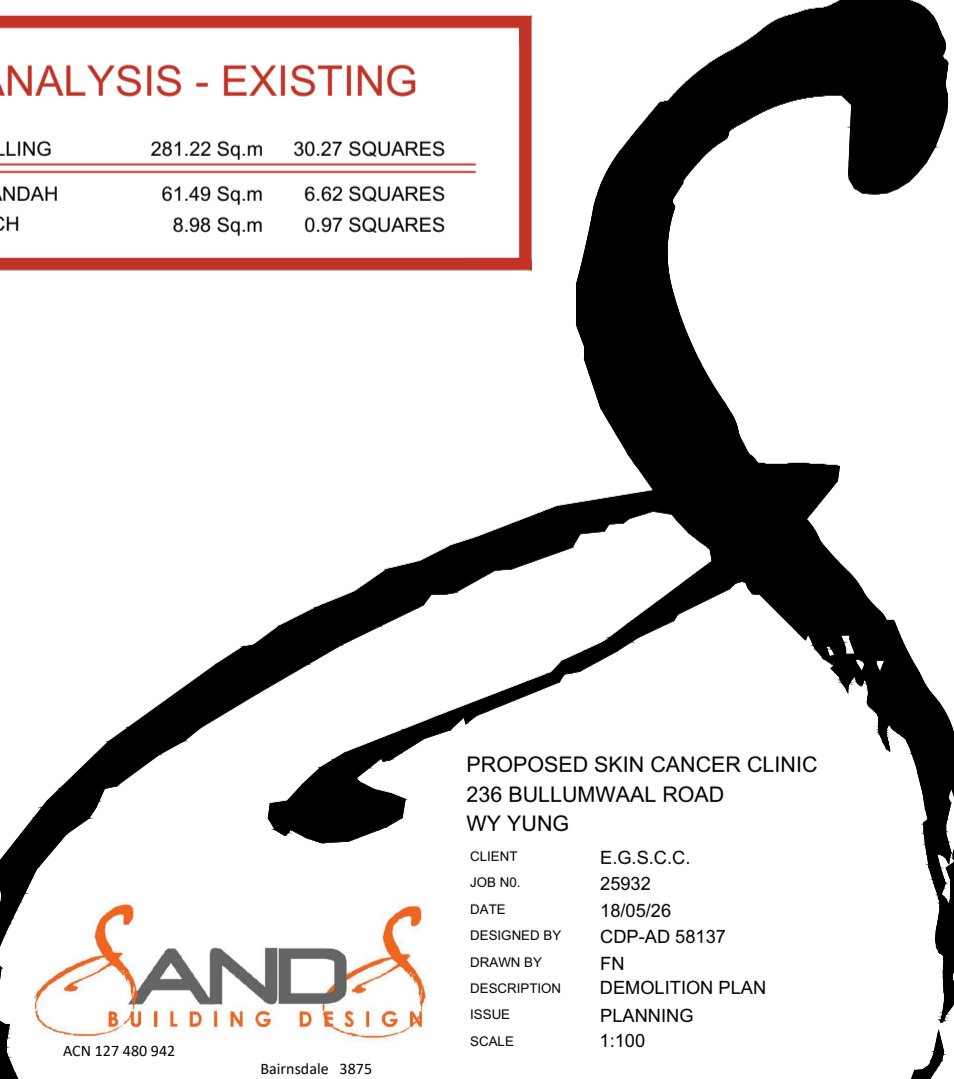
EXISTING DWELLING	281.22 Sq.m	30.27 SQUARES
EXISTING VERANDAH	61.49 Sq.m	6.62 SQUARES
EXISTING PORCH	8.98 Sq.m	0.97 SQUARES

DEMOLITION NOTES

- DEMOLISHED MATERIALS**
GENERAL: EXCEPT FOR ITEMS TO BE RECOVERED FOR RE-USE IN THE WORKS, OR DELIVERY TO THE OWNER AND MATERIALS TO BE RECYCLED IN THE WORKS, TAKE POSSESSION OF DEMOLISHED MATERIALS AND REMOVE THEM FROM THE SITE. DO NOT BURN OR BURY DEMOLISHED MATERIALS ON THE SITE. PREVENT SPILLAGE OF DEMOLISHED MATERIALS IN TRANSIT.
RECYCLING: WHERE POSSIBLE, DISMANTLE BUILDING COMPONENTS FOR OFF SITE RECYCLING.
SERVICES: DISCONNECT ALL SERVICES AS REQUIRED PRIOR TO DEMOLITION, CONSTRUCTION & SITEWORK.
SEAL AND/OR CAP ALL REDUNDANT SUPPLY/WASTE PIPES.
ALL REDUNDANT CABLEING, PIPING & MATERIALS TO BE REMOVED.
- SUPPORT**
TEMPORARY SUPPORT: EXISTING BUILDINGS UNTIL PERMANENT SUPPORT IS PROVIDED. PROVIDE TEMPORARY SUPPORT FOR SECTIONS OF EXISTING BUILDINGS WHICH ARE TO BE ALTERED AND WHICH RELY FOR SUPPORT ON WORK TO BE DEMOLISHED.
- PROTECTION**
ENCROACHMENT: GENERAL: PREVENT THE ENCROACHMENT OF DEMOLISHED MATERIALS ONTO ADJOINING PROPERTY, INCLUDING PUBLIC PLACES.
WEATHER PROTECTION: GENERAL: IF WALLS OR ROOFS ARE OPENED FOR ALTERATIONS AND ADDITIONS, OR THE SURFACES OF ADJOINING BUILDINGS ARE EXPOSED, PROVIDE TEMPORARY COVERS TO PREVENT WATER PENETRATION. PROVIDE COVERS TO PROTECT EXISTING PLANT EQUIPMENT AND MATERIALS INTENDED FOR RE-USE.
- SECURITY**
GENERAL: IF WALLS OR ROOFS ARE OPENED FOR ALTERATIONS OR ADDITIONS, PROVIDE SECURITY AGAINST UNAUTHORISED ENTRY TO THE BUILDING.
- HAZARDOUS MATERIALS REMOVAL**
STANDARD: TO AS 2601 CLAUSE 1.8.2.
- MAKING GOOD**
MAKE GOOD ANY DAMAGE ARISING OUT OF DEMOLITION WORK.

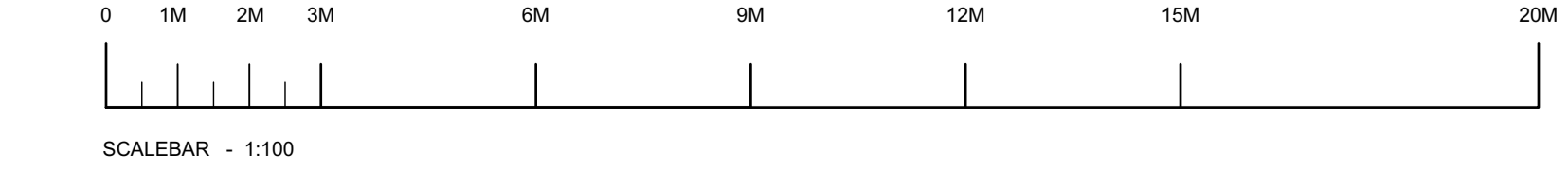
NO GO ZONES
OVERHEAD ELECTRICAL POWER LINES
WORKSITE IS NEAR OVERHEAD ELECTRICAL POWER LINES. BEFORE ANY WORK COMMENCES, YOU MUST FOLLOW THE RELEVANT NO GO ZONE SAFETY PROCEDURES SET OUT BY WORKSAFE VICTORIA.
FURTHER INFORMATION AND CHECKLISTS FOR UNDERSTANDING WORK NEAR OVERHEAD OR UNDERGROUND ASSETS ARE AVAILABLE AT
WWW.DCEI.VIC.GOV.AU/INDUSTRY/NOZONE.HTML
WWW.DGS.VIC.GOV.AU AND
WWW.WORKSAFE.VIC.GOV.AU

BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL EXISTING UNDER GROUND SERVICES.



PROPOSED SKIN CANCER CLINIC
236 BULLUMWAAL ROAD
WY YUNG
CLIENT: E.G.S.C.C.
JOB NO: 25552
DATE: 18/05/26
DESIGNED BY: CDP-AD 58137
DRAWN BY: FN
DESCRIPTION: DEMOLITION PLAN
ISSUE: PLANNING
SCALE: 1:100
DRAWING NO: SK3
REVISION NO: A

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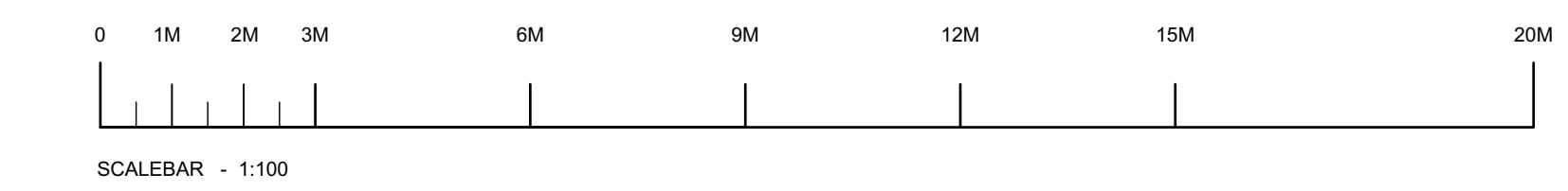
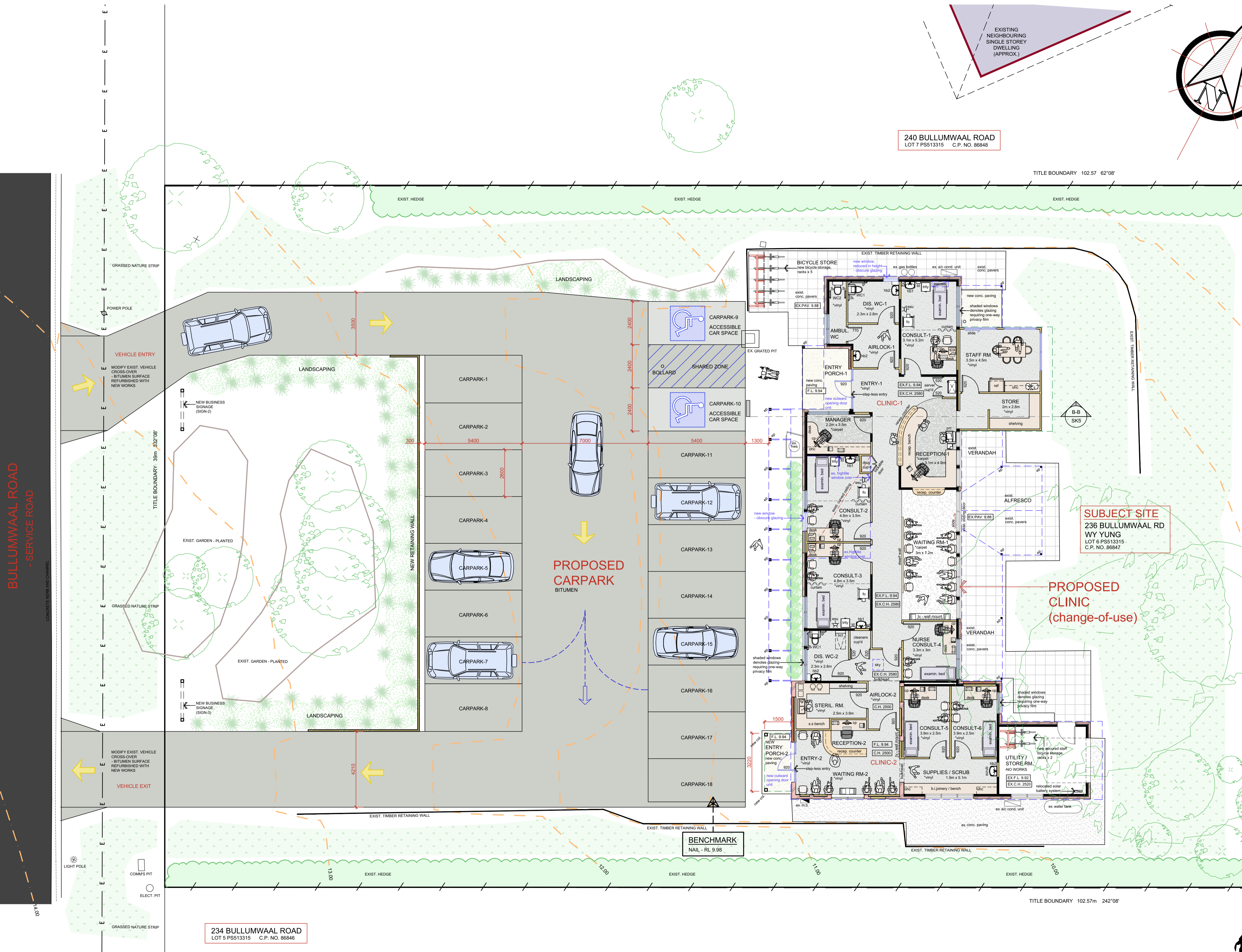
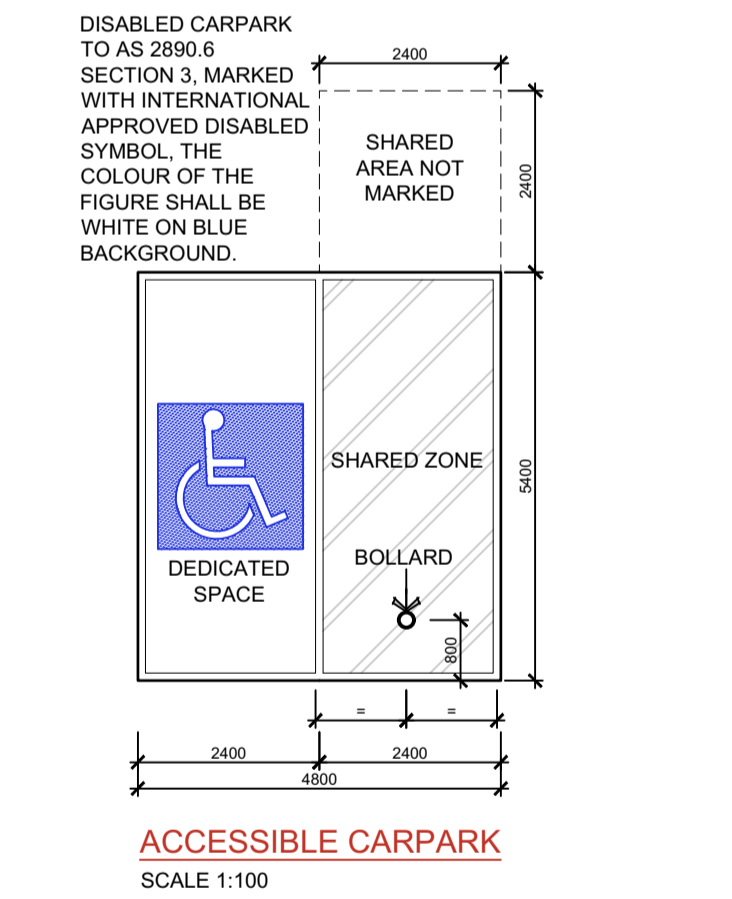
BULLUMWAAL ROAD
- SERVICE ROAD

AREA ANALYSIS

EXISTING DWELLING (NEW CLINIC)	281.22 Sq.m	30.27 SQUARES
PROPOSED ADDITION	25.60 Sq.m	2.76 SQUARES
TOTAL BUILDING	306.82 Sq.m	33.03 SQUARES
EXISTING VERANDAH	48.35 Sq.m	5.20 SQUARES
EXISTING PORCH (-1)	8.98 Sq.m	0.97 SQUARES
NEW PORCH (-2)	4.83 Sq.m	0.52 SQUARES
TOTAL UNDER ROOF (EXC. PERGOLA & EAVES)	368.98 Sq.m	39.72 SQUARES

ALTERATIONS LEGEND

bct	BABY CHANGE TABLE
col	TIMBER POST OR STEEL COLUMN (NEW)
dw	DISHWASHER (EXISTING)
gr	GRAB RAIL COMPLIANT WITH AS1428.1
hb1	HAND BASIN (AS SELECTED) WITH MIRROR OVER
hb2	ACCESSIBLE HAND BASIN COMPLIANT WITH AS1428.1
hp	HOT PLATE (EXISTING)
ohc	OVERHEAD CUPBOARDS (NEW)
ref	REFRIGERATOR (NEW)
s	STAINLESS STEEL SINK (EXISTING)
st	STAINLESS STEEL TROUGH (NEW)
tv	TELEVISION - WALL MOUNTED (NEW)
sky	EXIST. SKYLIGHT
stly	SELECTED STAINLESS STEEL TROLLEY
fo	SELECTED FOTOFINDER MEDICAL IMAGING SYSTEM
neu	SELECTED ELECTROSURGICAL UNIT
sd	SELECTED SOAP DISPENSER
st	SELECTED PAPER TOWEL DISPENSER
WC-1	ACCESSIBLE WATER CLOSET PAN - WITH SEAT & BACK REST, COMPLIANT WITH AS1428.1
WC-2	AMBULANT WATER CLOSET PAN - WITH GRAB RAILS, COMPLIANT WITH AS1428.1
mb	EXISTING METER BOX
st	EXISTING TIMBER STUD WALL
bc	EXISTING BRICK VENEER WALL
nt	NEW 90mm TIMBER STUD WALL
nb	NEW BRICK VENEER WALL
rl	EXISTING ROOF LINE
nl	NEW ROOF LINE
nd	NEW WINDOW OR DOOR
ew	EXISTING WINDOW
ewo	EXISTING WINDOW WITH ONE-WAY PRIVACY FILM APPLIED
cs	SELECTED 920w x 2340h (NEW) SWING DOOR
ex.f.l. 10.00	EXISTING FLOOR LEVEL
ex.c.h. 2700	EXISTING CEILING HEIGHT (ABOVE FLOOR LEVEL)
f.l. 10.00	NEW FLOOR LEVEL



DEVELOPMENT / ALTERATIONS PLAN
SCALE - 1:100

PROPOSED SKIN CANCER CLINIC
236 BULLUMWAAL ROAD
WY YUNG

CLIENT: E.G.S.C.C.
JOB NO: 25032
DATE: 18/05/26
DESIGNED BY: CDP-AD 58137
DRAWN BY: FN
DISCIPLINE: DEVELOPMENT / ALTERATIONS PLAN
ISSUE: PLANNING
SCALE: 1:100

ACN 127 480 942
Barnside 3875

DRAWING NO. REVISION NO.
SK4 A

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