



**DISTRICT
PLANNING
SCHEME No. 2**

Amendment No. 184

*Planning and Development Act 2005***RESOLUTION TO ADOPT AMENDMENT TO
LOCAL PLANNING SCHEME****CITY OF WANNEROO****DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO. 184**

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above local planning scheme by:

- Amending Schedule 2 – Section 1 (Clause 3.20) – Additional Uses to insert the following:

NO		STREET/LOCALITY	PARTICULARS OF LAND	ADDITIONAL USE AND CONDITIONS (WHERE APPLICABLE)
A42	1-42	87 Innovation Circuit, Wangara	Lot 216 on Deposited Plan 35032	Smash Repair Station ('D' use)

- Amending the Scheme Map by annotating Lot 216 (87) Innovation Circuit, Wangara, being the whole of the land on Certificate of Title Volume 2533, Folio 912 with additional use No. 42.

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

- It is consistent with the region planning scheme that applies to the scheme area, other than an amendment that is a basic amendment.

Date of Council Resolution: 25th August 2020

.....
(Chief Executive Officer)

Dated this day of 20.....

CITY OF WANNEROO

DISTRICT PLANNING SCHEME NO 2 - AMENDMENT NO. 184

SCHEME AMENDMENT REPORT

1. Preliminary

1.1 Introduction

Planning Solutions act on behalf of AMA Group (Gemini Accident Repair Centres) with regard to the proposed accident repairs facility at Lot 216 (87) Innovation Circuit, Wangara (**subject site**). The landowner of the subject site is A&R Development Holdings Pty Ltd.

Pursuant to section 75 of the Planning and Development Act 2005, we are pleased to present this request to amend the City of Wanneroo (**City**) Town Planning Scheme No.2 (**TPS2**). The amendment seeks to modify the TPS2 map and Scheme text by applying a site-specific additional use classification to the subject site to make 'Smash Repair Station' a 'P' permitted use .

The proposed amendment will facilitate the establishment of a Gemini Accident Repair Centre on the subject site. Gemini is a renowned accident repairs provider that offers efficient, high-quality repair services. Gemini intend to ultimately establish themselves within the existing building on the site.

This report will discuss various matters pertaining to the proposal, including:

- Site details and context.
- The proposed amendment and expert reporting.
- Town planning considerations.
- Amendment classification.

Having regard for the nature of the proposed TPS2 amendment, its classification is considered to properly meet the criteria for a 'standard amendment' in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

We respectfully request the support of the City of Wanneroo, Western Australian Planning Commission (**WAPC**) and Minister for Planning for the proposed amendment to TPS2.

1.2 Engagement with Authorities

1.2.1 City of Wanneroo

On 25 November 2019, Planning Solutions attended an initial meeting with senior planning officers of the City to discuss the scheme amendment request.

The following particular considerations were discussed and confirmed to be required to be addressed in the scheme amendment request:

- The operational characteristics of a Gemini Accident Repair centre and the manner by which repairs are conducted.
- Local context and the type/nature of uses in the immediate locality.
- Potential offsite impacts resulting from operations by Gemini.
- Demonstrated compliance/consistency with the objectives of the Service Industrial zone.

In addition to the above, the following information would be required by the local authority to support this amendment request:

- A planning report providing an assessment against relevant town planning considerations.
- A conceptual internal floor plan indicating the internal areas of the building and the functionality of the facility.
- A traffic report which also considers nearby intersections/roundabouts.
- An acoustic report demonstrating acceptable noise levels at adjoining industrial properties.

The outcomes of the meeting have informed the refinement and finalisation of this scheme amendment request.

1.2.2 Department of Planning, Lands and Heritage

Planning Solutions attended a meeting with the Department of Planning, Lands and Heritage (**DPLH**) on 7 February 2020. The meeting provided Planning Solutions with the opportunity to brief the DPLH on the background of the amendment request and describe the characteristics of Gemini's operations.

2. Site Detail and Context

2.1 Land Description

Refer to **Table 1** below for a description of the subject site.

Table 1: Lot details

Lot	Deposited Plan	Volume	Folio	Area (m²)
216	DP35032	2533	912	2960

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

The subject site is not subject to any limitations, interests, encumbrances and/or notifications materially relevant to the proposed development.

2.2 Location

i. Regional Context

The subject site forms part of the Wangara industrial estate (a large industrial area generally bounded by Wanneroo Road, Ocean Reef Road, Mirrabooka Avenue and Gnangara Road).

The Wangara industrial estate is located approximately 16km north of the Perth CBD and 9km southeast of the Joondalup Town Centre, servicing the surrounding communities of Perth's north-western corridor.

The subject site is in close proximity to Hartman Drive, an 'Other Regional Road' which bisects the estate and provides access to the wider north-west corridor. Hartman Drive links to other major transport routes, including Gnangara Road (south) and Ocean Reef Road (north).

2.2.2 Local context and site conditions

The subject site forms part of the southern pocket of the Wangara industrial estate. The pocket is triangular in shape, bounded by Innovation Circuit and Rigali Way, and is characterised by inherently industrial activities on relatively large industrial lots.

The subject site is located opposite the Innovation Circuit / Advantage Way roundabout, which is linked to Hartman Drive via a full movement intersection with Advantage Way.

The local area (southern pocket) is characterised by a number of complementary industrial activities, including:

- Transport/logistics
- Warehousing and storage
- Motor vehicle repairs facilities
- Manufacturing/fabrication facilities
- Showrooms and wholesaling of various types of goods

More specifically, the subject site adjoins uses of an industrial nature to the eastern, southern and western lot boundaries. The adjoining uses/activities can be described as follows:

- East: Centurion Garage Doors – facility for the manufacturing, storage and sale/distribution of garage doors and associated products.
- South: Kwikfit Building Solutions & Units by Design Cabinetmakers – facilities for various building/construction related services.
- West: a number of tenancies which provide for wholesaling and showroom sales.

The subject site itself contains an existing industrial building comprising a Gross Floor Area (**GFA**) of approximately 1,641m², which is configured in an 'L' shape.

The subject site is provided with an existing full movement crossover to Innovation Circuit, which provides access to 36 parking bays located within the primary and secondary setback areas.

The property currently enjoys access to all necessary utilities infrastructure, including power, water and reticulated sewer.

2.2.3 Historical use

In terms of historical use, the subject site previously contained a Removal Man facility, which provided for removals throughout WA and interstate and storage services.

A review of Nearmap imagery from 2016-2020 indicates the site was regularly accessed by trucks of up to approximately 10m in length.

The nature of this use appeared to involve frequent heavy vehicle movements to/from the site, and the storage of materials within the building. Aerial imagery also indicates that the eastern parking area was used for the external storage of materials.

3. Proposed Scheme Amendment

Under the City of Wanneroo (**City**) Town Planning Scheme No. 2 (**TPS2**), the subject site is located within the 'Service Industrial' zone. The 'Smash Repair Station' land use class is prohibited within the Service Industrial zone.

TPS2 defines a Smash Repair Station as:

Land and buildings used for, or in connection with, smash repairs including panel beating, spray painting, chassis reshaping, application and sanding down of motor vehicle body filler.

Accordingly, the proposed TPS2 amendment seeks to apply a site-specific additional use classification to the subject site which would make 'Smash Repairs Station' a 'P' (permitted) use.

The following sub-sections provide detail and justification with respect to the amendment.

3.1 Purpose of scheme amendment

The purpose of the proposed scheme amendment is to establish a Gemini Accident Repair Centre within the existing building on the subject site.

Gemini is a well-established provider of accident repair services with around seven facilities currently operating in WA.

The philosophy of Gemini is to provide accident repair services in an efficient manner, offering service excellence through every step of the process. Gemini carry out repair work for all automotive insurance providers.

The nature of accident repairs offered by Gemini include the replacement or repair of vehicle panels, spray-painting, various forms of bodywork, and other automotive repairs (bodywork and/or mechanical) usually required as a result of collisions or accidents. Gemini do not perform vehicle wrecking or store wrecked vehicles.

The forms of specialty repair work carried out by Gemini include rapid repairs on driveable vehicles and repairs on vehicles with more significant damage, carried out by trained technicians to manufacturers specifications. Gemini has a general 3-day turnaround policy for the completion of repair works and all repairs are subject to stringent quality control.

Gemini facilities are accredited by a number of high-end automotive manufacturers, ensuring repair services are carried out in a manner which meet manufacturer specifications.

3.2 Characteristics of Gemini Accident Repair Centre

The ultimate development intent is for the existing building on the subject site to be retained and internally repurposed to facilitate its use by Gemini as an accident repairs centre, providing the services outlined in section 3.1 above.

A conceptual set of drawings depicting the layout of the future Gemini Accident Repairs Centre at the site is included at **Appendix 2**. The drawings depict the retention of the existing building on the site, and the reuse of existing car parking areas and accessways.

The building will contain a reception area and offices for customer service and general administration duties. The reception area also displays for retail sale various car care, enhancement and protection products (paint, scratch repair kits, batteries, puncture repair kits, etc). Nine parking spaces are located adjacent the main entrance, which would be utilised by customers.

The building also contains:

- Repair bays which house various forms of infrastructure for carrying out bodywork, panel repairs, spray-painting and mechanical repairs.
- A storage area where new parts which are commonly used for repairs are stocked.
- An internal holding area where vehicles under repair can be held temporarily.
- Quality control bays where vehicles are inspected throughout the repair process.

The layout of the building is configured as outlined above to ensure the repair works are conducted in a coordinated and organised manner, in the interest achieving Gemini's 3-day turnaround policy.

All repair works are carried out within the building, and all vehicles under repair are kept within internal holding bays until repairs are completed and quality control checks have been conducted. Once a vehicle is completed, staff will transport the vehicle to the parking area along the eastern side of the building, where it would remain until a customer picks up the vehicle.

To demonstrate the low-impact and organised nature of Gemini's operations, photographic examples of the interior of Gemini's Osborne Park facility (established in circa 2016) are provided below:





The preceding information demonstrates that the proposed accident repair centre is operated in an efficient and coordinated manner, and as such, the nature of this use on the site limits the potential for adverse offsite impacts.

4. Expert Assessments

The proposed TPS2 amendment seeks to apply a site-specific additional use of 'Smash Repair Station' to the subject site, which would facilitate the establishment of a Gemini Accident Repair Centre.

To demonstrate the low impact of the proposed 'Smash Repairs Station' use, the following expert assessments have been prepared in support of this amendment request:

- A Transport Impact Statement prepared by Transcore (**Appendix 3**).
- An Environmental Noise Assessment prepared by Lloyd George Acoustics (**Appendix 4**).

The following sub-sections provide a summary of the above assessments prepared in support of the amendment.

4.1 Traffic and access

The subject site contains an existing crossover to Innovation Circuit, which would be retained and used as part of any future use of the site. The existing crossover provides full movements via Innovation Circuit, and facilitates a functional and efficient two-way flow around the site (including existing parking areas).

The proposed development is supported by a Transport Impact Statement prepared by Transcore (refer **Appendix 3**). The assessment confirms the proposal is satisfactory from a traffic and access perspective, and that there will be an insignificant impact on the surrounding road network.

Key findings of the TIS are as follows:

- The 'Smash Repair Station' use would result in a maximum net increase of approximately 47 peak hour trips for typical weekday PM peak hour to the local road network. This level of traffic impact is considered to be moderate and entirely within the capacity of the surrounding road network.
- Service vehicles of 8.8m can satisfactorily enter the site, navigate through the building, and exit the site.
- The existing roundabout in the vicinity of the subject site facilitates efficient and safe traffic movements, particularly during the peak periods.

4.2 Acoustic

Lloyd George Acoustics has carried out an acoustic assessment to determine the likely noise levels generated by the operation of the proposed 'Smash Repairs Station' use on the subject site. Refer to **Appendix 4**.

The assessment utilises noise measurements taken from Gemini's existing facility at Osborne Park, to ensure an accurate and highly relevant method of assessment.

The assessment demonstrates that the proposed 'Smash Repair Station' use will generate noise levels significantly lower than those prescribed by the *Environmental Protection (Noise) Regulations 1997* at all times of operation.

Therefore, the noise produced as a result of the operation is not expected to result in any adverse offsite acoustic impacts.

5. Statutory planning framework

5.1 Planning and Development Act 2005

This Scheme Amendment Report has been prepared on behalf of a landowner, in accordance with section 75 of the *Planning and Development 2005*.

The proposal seeks to amend the City of Wanneroo Town Planning Scheme No. 2 (**TPS2**) by applying a site-specific additional use classification to "Lot 216 on Deposited Plan 35032", Volume 2533 Folio 912 to make a 'Smash Repair Station' a 'P' permitted use.

The amendment is classified as a ‘standard amendment’ in accordance with the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* (as outlined in further detail in Section 7 of this report).

5.2 Metropolitan Region Scheme

The subject site and surrounding land is zoned ‘Industrial’ under the provisions of the Metropolitan Region Scheme (**MRS**).

Given the proposed scheme amendment will facilitate the establishment of an industrial use on land zoned industrial, the proposed amendment to TPS2 is consistent with the MRS.

5.3 Draft State Planning Policy 4.1 – Industrial Interface

Draft State Planning Policy 4.1 – Industrial Interface (**draft SPP4.1**) is intended to protect industry from the encroachment of incompatible land uses and ensure acceptable planning outcomes are achieved in the context of industrial expansion. The policy was published in draft form in 2017, however is commonly utilised when considering high-level planning proposals involving industrial activities.

An assessment of the proposed scheme amendment against the objectives of draft SPP4.1 is provided in **Table 1** below:

Table 1: Assessment against the objectives of SPP4.1

Objective	Response
<p>a) <i>protect existing and proposed industry, and infrastructure facilities from encroachment by incompatible land uses that would adversely affect efficient operations;</i></p> <p>b) <i>avoid land use conflict between existing and proposed industry/ infrastructure facilities and sensitive land uses; and</i></p> <p>c) <i>promote compatible land uses in areas impacted by existing and proposed industry and infrastructure facilities.</i></p>	<p>The proposed scheme amendment seeks to apply a site-specific additional use which would make ‘Smash Repair Station’ a permitted use on the site.</p> <p>The information contained in this report demonstrates:</p> <ol style="list-style-type: none"> 1. The proposed Gemini Accident Repairs Centre is a ‘Smash Repair Station’ which is relatively low-impact due to the type of repair services offered, and the fact that repairs are contained entirely within the building. The description of operations demonstrates the activity would not create undue visual impact due to repairs being contained in the building, and the acoustic and traffic assessments demonstrate offsite impacts are moderate and unobtrusive. 2. Although zoned Service Industrial under TPS2, the immediate area surrounding the subject site is characterised by various forms of industrial activity which include manufacturing, transport/logistics, motor vehicle repair, removals, warehousing/storage. These uses are industrial in nature and are not considered to be inherently ‘sensitive’. The impacts resulting from the proposed ‘Smash Repair Station’ are entirely compatible with these types of activities and land use conflict is not considered likely. <p>It is evident from the above that the proposed ‘Smash Repair Station’ use is entirely compatible with the adjoining land uses and surrounding locality, and would not adversely affect efficient operations (both for existing uses and the proposed use).</p>

Clause 5.2.2 – Industrial land uses and infrastructure facilities of SPP4.1 provides a number of principles relating to planning decision-making involving industrial land uses. An assessment against the relevant part of clause 5.2.2 is provided in **Table 2** below.

Table 2: Assessment against the relevant provisions of clause 5.2.2 of SPP4.1

Principle	Provided
<p>b) <i>New industrial land uses in Light Industry zones (or other non-industrial zones) should not generate off-site impacts.</i></p>	<p>The proposed ‘Smash Repair Station’ use is compatible with its surrounds, as it would generate an acceptable level of off-site impact which is either consistent with or lower than other existing industrial uses in the immediate area. This is due to the following factors:</p> <ul style="list-style-type: none"> • The nature of repair services conducted by the use not inherently generating offsite impacts relative to the surrounding industrial activities (as detailed earlier in this report). • Repair works being carried out efficiently and entirely within the building, mitigating noise impact and preventing external visual impacts. • The use not involving any vehicle wrecking or the external storage of vehicles under repair. • The surrounding area being characterised by existing industrial activities which are not inherently sensitive, and are compatible with the proposed ‘Smash Repair Station’ use by virtue of their similarities. <p>Traffic and acoustic analysis demonstrating the following:</p> <ul style="list-style-type: none"> • The potential noise resulting from the proposed smash repairs station will be significantly lower than the noise levels prescribed by the <i>Environmental Protection (Noise) Regulations 1997</i>. • The potential net traffic increase as a result of the proposed amendment complies with the provisions of the WAPC guidelines and will not have any significant impact on the surrounding road network.

Accordingly, it is considered that the proposed scheme amendment is consistent with the objectives and intent of SPP4.1 and warrants approval accordingly.

5.4 City of Wanneroo Town Planning Scheme No.2

5.4.1 Zone objectives

The subject site is zoned ‘Service Industrial’ under the City’s Town Planning Scheme No.2 (**TPS2**). Clause 3.12 of TPS2 provides the following zoning statement and objectives for the Service Industrial Zone:

Zoning Statement:

“The Service Industrial Zone is intended to provide for a wide range of businesses, industrial and recreational developments which the local government may consider would be inappropriate in Commercial, Business and General Industrial Zones and which are capable of being conducted in a manner which will prevent them being obtrusive, or detrimental to the local amenity”.

Objectives:

- a) *accommodate a range of light industries, showrooms and warehouses, entertainment and recreational activities, and complimentary business services which, by their nature, would not detrimentally affect the amenity of surrounding areas and*

- b) *ensure that development within this zone creates an attractive facade to the street for the visual amenity of surrounding areas.*

In determining the merit of this scheme amendment proposal, a key consideration is whether the proposed additional use of 'Smash Repair Station' on the subject site is consistent with the zoning statement and objectives of the 'Service Industrial' zone.

The Service Industrial zone is intended to cater for a wide range of businesses which include light industries, certain forms of mixed commercial/industrial activities (ie showrooms) and other associated businesses which are complementary in nature and which can be co-located with one another without risk of land use conflict or unacceptable offsite impact.

The detailed description of the facility's operations provided earlier in this report clearly demonstrates that it is capable of being (and will be) conducted in a manner which is low-impact, unobtrusive and not detrimental to local amenity. This is partly due to the coordinated nature of repairs and the organised layout of the building (demonstrated in the conceptual drawings provided at **Appendix 2**). Repairs are undertaken using modern processes, techniques and tools employed by the proponent. Photographic examples of an existing facility recently established in Osborne Park have been provided to demonstrate the low-impact nature of the ultimate facility likely to be established on the subject site as a result of this amendment.

Importantly, repair activities will be carried out within the building. Vehicle wrecking is not a component of the business activities, and only vehicles which have completed the repair process will be kept outside the building when awaiting collection. This arrangement maintains a neat and tidy external appearance and limits visual amenity impacts to the surrounding area.

The proposal is supported by an acoustic assessment which demonstrates noise generated by the facility will be well below the prescribed noise levels under the *Environmental Protection (Noise) Regulations 1997*, indicating that detrimental amenity impacts to the immediately adjoining properties is unlikely.

A traffic assessment has also been carried out which demonstrates the net traffic increase resulting from this land use is well below 100 vehicles in the peak hour, resulting in a moderate traffic impact which the surrounding road network is entirely capable of accommodating (and which was likely designed to accommodate).

It is evident that the proposed Gemini Accident Repair Centre is entirely capable of integrating with the uses which immediately adjoin the subject site, noting that these adjoining uses are also a form of light industry and are not dissimilar in nature to the use proposed in terms of potential offsite impact. Land use conflict will not occur as a result of this proposal.

In terms of the nature of the land use being proposed, it is noted that under the Model Provisions contained within the *Planning and Development (Local Planning Schemes) Regulations 2015*, the 'Smash Repair Station' use class does not exist. This activity would most likely be classified as 'Industry – Light' under the Model Provisions – a use which is clearly in alignment with the Service Industrial zone objectives.

In terms of a broader planning context, this activity is properly classified as Industry – Light under the City of Swan’s Local Planning Scheme No.17 and the City of Joondalup’s Local Planning Scheme No.3, and the use is capable of approval within zones comparable to the City of Wanneroo Service Industrial zone. Both local authorities adjoin the City of Wanneroo.

The establishment of a Gemini facility on the site will facilitate the refurbishment of the existing building, which will enhance the amenity of the local area. It is noted that the subject site is currently unoccupied and would benefit from a refurbishment. This is another factor in alignment with the zone objectives.

Having regard for the above, the proposed scheme amendment to apply an additional use of ‘Smash Repair Station’ to the subject site is consistent with zone statement and objectives and the use has significant merit in this location.

Refer to **Figure 2 - Zoning Map**

6. Amendment classification

Section 34, Part 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015* sets out various criteria for the classification of local planning scheme amendments. Amendments can be classified as either “basic”, “standard”, or “complex”.

The proposed amendment to TPS2, which seeks to apply an additional use of ‘Smash Repair Station’ to the subject site, is considered to be properly classified as a standard amendment in accordance with the Regulations. An assessment against the relevant criteria for a standard amendment is provided in **Table 3** below.

Table 3: Assessment against the relevant criteria for a standard amendment.

Type of Amendment	Comment	Compliance
<p>a) <i>an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve</i></p>	<p>Section 5 of this report demonstrates that the proposed site-specific additional use of ‘Smash Repair Station’ is entirely consistent with the objectives identified in the Scheme for the Service Industrial zone, which is on the basis of:</p> <ul style="list-style-type: none"> • The use, being one which is evidently light industrial in nature, is clearly capable of integrating with the uses immediately adjacent the subject site without land use conflict or obtrusive impact. This is demonstrated both by an explanation of the operational characteristics of Gemini, and through the preparation of expert traffic and acoustic assessments. • The scheme amendment proposal would facilitate the refurbishment of the existing building on the subject site, which has been vacant for some time. Doing so will enhance the presentation of the façade and enhance the visual amenity of the locality. 	<p>✓</p>

Type of Amendment	Comment	Compliance
<p>e) <i>an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;</i></p>	<p>The proposed amendment will demonstrably have minimal impact on land in the scheme area not subject of the amendment, for the following reasons:</p> <ul style="list-style-type: none"> • The amendment will apply an additional use to the subject site which will allow a Gemini Accident Repair Centre to be established, in addition to the uses already capable of approval under the site's base zoning of Service Industrial. This does not preclude or restrict the ability for other land in the scheme area where the 'Smash Repair Station' use is capable of approval from being developed for such a purpose. • It has been demonstrated that the offsite impacts associated with the proposed additional use are not likely to be obtrusive, and that the use will integrate with existing development in the immediate area. More broadly, this also indicates that the use can integrate with other uses capable of approval in the Service Industrial zone. • As demonstrated in the preceding sections of this report, the use will not result in any unacceptable impacts to the amenity of the adjoining uses or the locality generally. 	<p>✓</p>
<p>f) <i>an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area</i></p>	<p>The proposed amendment will simply apply an additional use to the subject site. The nature of the additional use is demonstrably 'light industrial', and therefore complementary to other uses capable of approval in the Service Industrial zone.</p> <p>The ultimate Gemini Accident Repairs Centre will be established within the existing building on the subject site with minimal works required beyond an internal fit out and the installation of various equipment required for spray painting and repair work.</p> <p>In terms of social and economic impact, the scheme amendment proposal is likely to result in net benefits as it will activate a currently vacant site, allow the establishment of a business, and create employment opportunities.</p> <p>More broadly, the services offered by Gemini will ensure damage to vehicles will be repaired in an efficient and expeditious manner by professionals with suitable equipment.</p> <p>It is evident that the proposed scheme amendment meets this criteria.</p>	<p>✓</p>

7. Conclusion

The proposed TPS2 scheme amendment seeks to apply a site-specific additional use classification to the subject site which would make a Gemini operated 'Smash Repairs Station' a 'P' (permitted) use. The proposed amendment is considered appropriate given the context of the subject site and is suitable for approval for the following reasons:

- The Service Industrial zone is intended to cater for a wide range of businesses which include light industries, mixed commercial/industrial activities and other associated businesses which are complementary in nature and which can be co-located with one another without risk of land use conflict or unacceptable offsite impact. The proposed scheme amendment to apply an additional use of 'Smash Repair Station' to the subject site is consistent with the zone statement and objectives of the Service Industrial zone and the use has significant merit in this location.
- The nature of the additional use is demonstrably 'light industrial', and therefore complementary to other uses capable of approval in the Service Industrial zone.
- The report has demonstrated that the offsite impacts associated with the proposed additional use are not likely to be obtrusive and that the use will seamlessly integrate with existing development in the immediate area. More broadly, this also indicates that the use can integrate with other uses capable of approval in the Service Industrial zone and will not be detrimental to the local amenity
- The subject site is currently unoccupied and would benefit from refurbishment, the proposed additional use will facilitate development and contribute towards the activation of the surrounding area.

It is, therefore, requested that the City present the application to Council at the earliest opportunity to adopt the amendment. We respectfully request the opportunity to address any meeting of Council at which this matter is considered.

TEXT MODIFICATION PAGE

PLANNING AND DEVELOPMENT ACT 2005

CITY OF WANNEROO

DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO. 184

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

Inserting the following Additional Use No. 40 into Schedule 2 of DPS 2:

NO	Street/Locality	Particulars of land	Additional Use and conditions (where applicable)
A42	87 Innovation Circuit, Wangara	Lot 216 on Deposited Plan 35032	Smash Repair Station ('D' use)

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the City of Wanneroo at the Ordinary Meeting of the Council held on the 25th day of August 2020

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

By resolution of the Council of the City of Wanneroo at the Ordinary Meeting of the Council held on the 25th day of August 2020, proceed to advertise this amendment.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for [support with/without modification or not support] by resolution of the City of Wanneroo at the Ordinary Meeting of the Council held on the [number] day of [month], 20[year], and the Common Seal of the City of Wanneroo was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

WAPC RECOMMENDATION FOR APPROVAL

.....
DELEGATED UNDER S.16 OF
PD ACT 2005

DATE

Approval Granted

.....
MINISTER FOR PLANNING, LANDS AND
HERITAGE

DATE