

DYNAMIC PLANNING AND DEVELOPMENTS

Town Planning Development Application Report

Lot 503 (No. 30) Maroochydore Way, Clarkson



Prepared for
Lovegrove

Project No: 1156
December 2020

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History and Status of this Document

Revision	Date issued	Prepared by	Reviewed by	Revision type
Rev A	10/12/20	Reegan Cake	Reegan Cake	DA Lodgement

Document Printed 10/12/20
File Name 201106 1156 Planning Report for Lodgement.doc
Author/s Regan Cake
Project Manager Reegan Cake
Name of Document Town Planning Development Application Report
Document Version Rev A

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1.0 INTRODUCTION

Dynamic Planning and Developments Pty Ltd (DPD) act on behalf of Lovegrove, the proponent of Lot 30 (No. 503) Maroochydore Way, Clarkson (herein referred to as the 'subject site').

DPD has prepared the following report in support of an Application for Approval to Commence Development for a proposed carwash at the subject site that will complement the adjoining commercial land uses.

The following report will discuss various issues pertinent to the proposal, such as:

- Existing and surrounding land uses;
- Zoning details;
- Development and design approach;
- Statutory planning considerations; and,
- Development standards and form.

The subject site forms part of the Clarkson South-East Structure Plan and is located in close proximity to the Ocean Keys Shopping Centre. The subject site includes one (1) existing freehold lot that has an area of 1,797m² and a somewhat unusual lot configuration that effectively constitutes left over land from previous subdivision and development.

Through careful and intelligent site planning, an excellent development layout has ensued to optimise the development yield of the subject site whilst ensuring that integration with the surrounding environment is achieved with harmony.

As further described in succeeding sections of the report, the proposed development is largely compliant with the relevant statutory and strategic planning considerations applied by the City. Therefore, the proposal is considered to warrant favourable consideration and approval from the applicable planning authorities.

2.0 SITE DETAILS

2.1 Legal Description

Lot 503 (No. 30) Maroochydore Way, Clarkson is legally described as ‘Lot 503 on Plan 416122’ and is wholly contained on Volume 2968; Folio 696.

The area of the subject site is 1,797m².

A copy of the Certificate of Title and Deposited Plan pertinent to the subject site is contained in Appendix 1.

2.2 Locational and Land Use Context

2.2.1 Regional and Local Context

The subject site is located within the City of Wanneroo municipal area, approximately 35 kilometres north of the Perth Central Business District and 8 kilometres north-west of the Joondalup City Centre.

The subject site is serviced via Maroochydore Way and Caloundra Road which provides connection to Neerabup Road which is a critical ‘Other Regional Road’. These road networks ensure that the subject site has excellent regional road access and egress which is essential for a successful car wash.

Figures 1 and 2 depicts the subject site in its regional and local context, respectively.

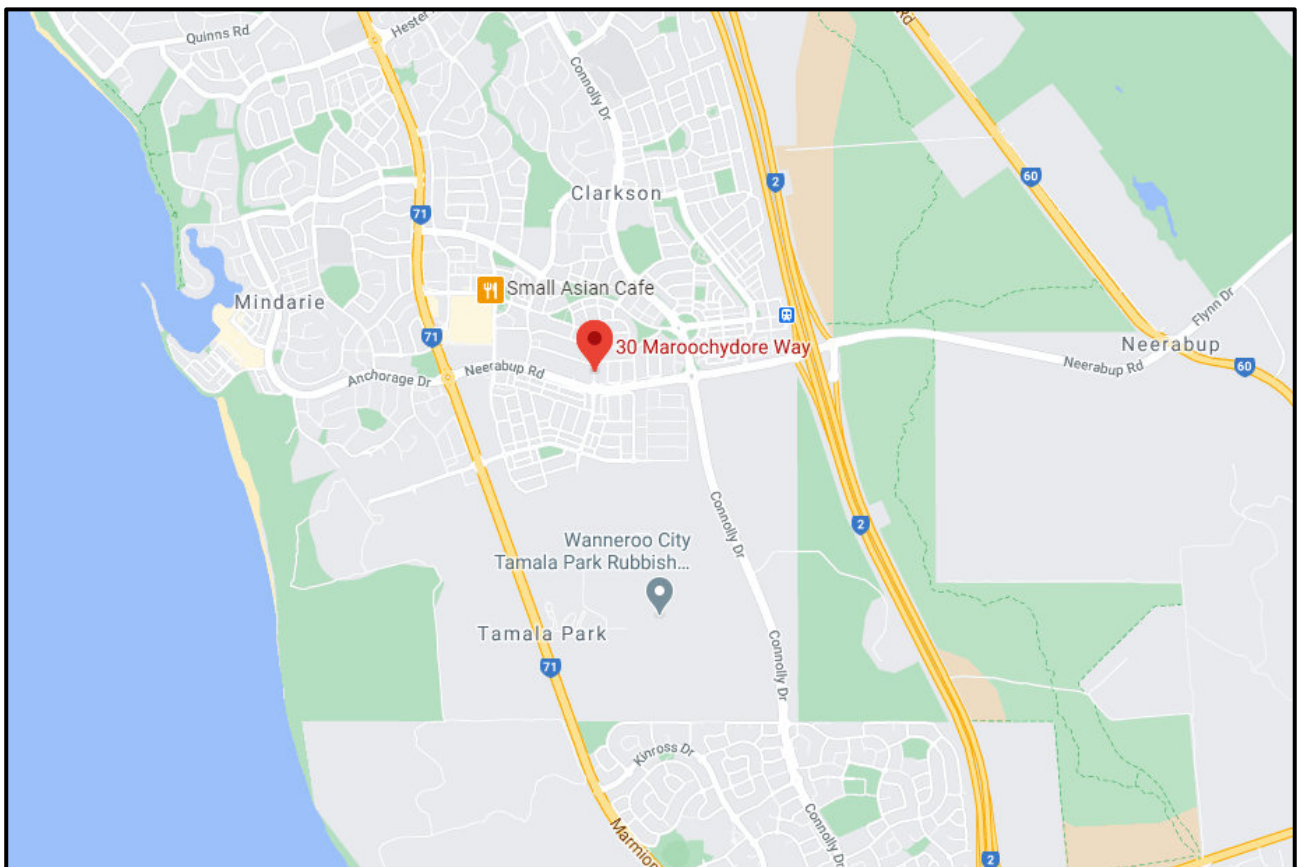


Figure 1 – Regional Context (Source: Google Maps)

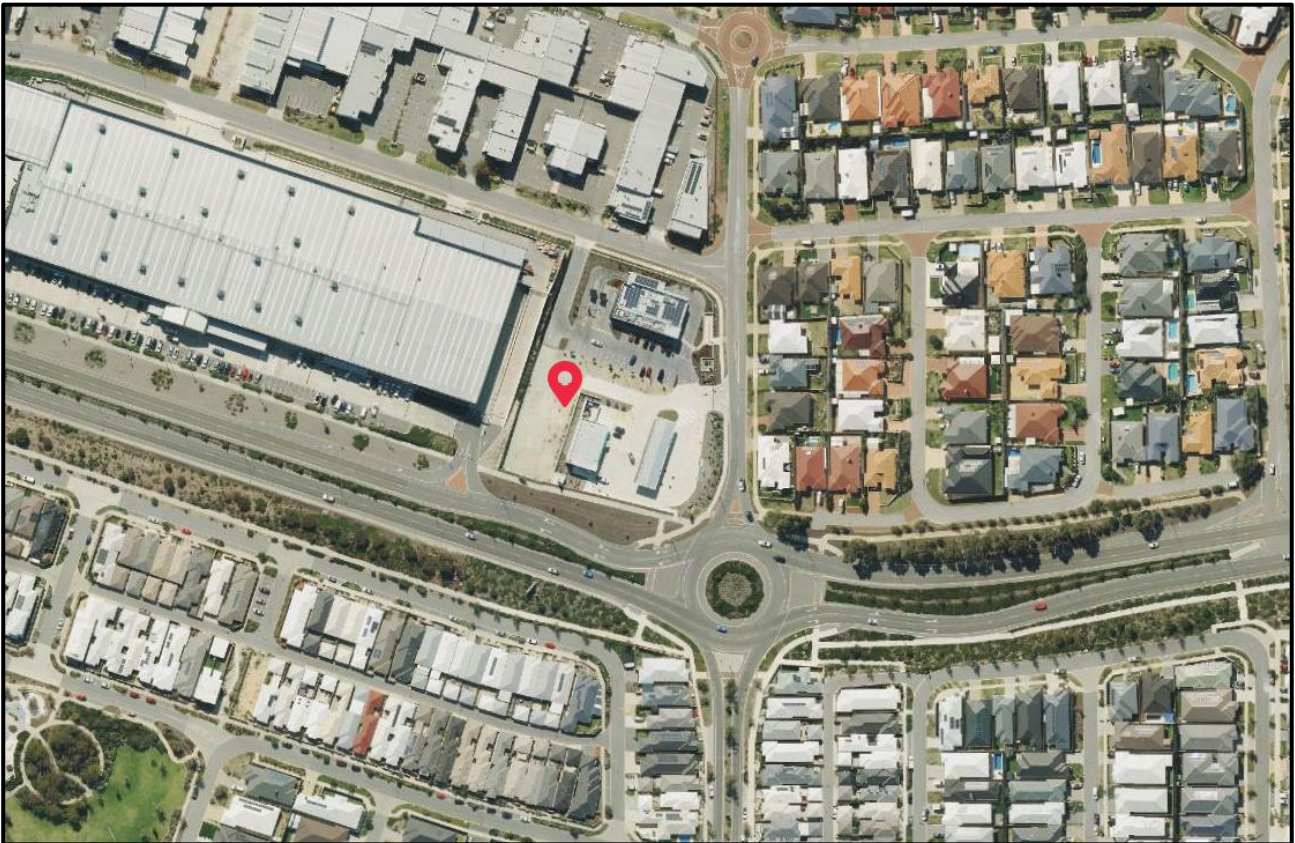


Figure 2 – Local Context (Source: Metromap)

2.2.2 Existing and Surrounding Land Uses

The subject site is situated within a recently established business precinct which is located in close proximity to low to medium density residential development on the opposite side of Maroochydore Way and Neerabup Road. Immediately to the west of the subject site is an established Bunnings store and to the north and east of the site is a recently constructed McDonalds and BP service station. Both of these business will effectively function as one development in conjunction with the proposed car wash as there will be various shared access arrangements facilitated by access easements on the relevant Certificates of Title.

3.0 PROPOSED DEVELOPMENT

As outlined in the introduction of this report, the proposed development is a car wash facility at the subject site. Key aspects of the proposal include:

- A total of three auto wash bays with sufficient waiting area for 9 cars;
- An onsite office and toilet to be utilised by car wash staff;
- A plant room to house the relevant servicing equipment for the car wash;
- Four vacuum bays for interior detailing;
- A dog wash;
- Vending machines;
- Five car bays with one a designated disabled bay; and
- A total of 227sqm of landscaping.

Access to the development has been a critical consideration as part of the initial design considerations as the lot is quite an unusual configuration. Extensive vehicle swept path analysis was undertaken to determine the appropriate layout of the development to ensure it was both safe and functional for the end user. The result is considered to be a quality development on a challenging site that is really only able to accommodate a car wash or potentially a coffee drive through or similar.

4.0 TOWN PLANNING CONSIDERATIONS

4.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS).

The proposed development is consistent with the 'Urban' MRS zoning and warrants approval accordingly.

4.2 City of Wanneroo – District Planning Scheme No. 2

4.2.1 Zoning

The subject site falls within the area covered by the City of Wanneroo District Planning Scheme No. 2 (DPS No. 2). Under the provisions of DPS No. 2, the subject site is zoned 'Urban Development'.

Clause 3.14.2 of DPS No. 2 outlines the objectives of the 'Urban Development' zone as follows;

- (a) Designate land for future urban development;*
- (b) Provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process; and*
- (c) Enable planning to be flexible and responsive to changing circumstances through the developmental stages of the area.*

In accordance with the applicable 'Urban Development' zoning, the City of Wanneroo have prepared and adopted the Clarkson South-East Structure Plan which guides subdivision and development on the subject site. By virtue of the proposals compliance with the Clarkson South-East Structure Plan, which is addressed below, it is considered that the proposal is entirely consistent with the objectives of the subject site's 'Urban Development' zoning and warrants approval accordingly.

4.3 City of Wanneroo – Clarkson South-East Structure Plan

4.3.1 Zoning

The subject site also falls within the area covered by the Clarkson South-East Structure Plan. Under the provisions of the Clarkson South-East Structure Plan the subject site is zoned 'Business'. In accordance with Clause 1.2 of the structure plan *'all provision, standards and requirements of the 'Business Zone' in the scheme shall apply'*. In this regard the relevant objectives for the 'Business' zone, as provided in DPS No. 2, have been provided below:

DPS No. 2

- *To provide for retail and commercial businesses which require large areas such as bulky goods and category/theme based retail outlets as well as complementary business services; and*
- *Ensure that development within this zone creates and attractive façade to the street for the visual amenity of surrounding areas.*

The proposed development is considered to appropriately meet the objectives of the 'Business' zone in that the development will provide a complementary business service to other adjoining developments and whilst it doesn't front a street, it will be contribute positively to the visual amenity of the surrounding area.

4.3.2 Use Class Permissibility

Further to the above, the Clarkson South-East Structure Plan also outlines that the uses permitted within the 'Business' zone will be as per DPS No. 2. The proposed 'Car Wash' land use, as defined by DPS No. 2 below, is a 'Discretionary (D)' land use in the 'Business' zone.

Car Wash – means any land or building use for mechanical vehicle washing. Such uses may or may not be associated with a service station and may include such other uses considered by local government to be ancillary to the predominant use of the land.

With consideration of the above, the proposed 'Car Wash' is capable of approval pending compliance with the applicable development requirements which has been assessed below.

5.0 DEVELOPMENT STANDARDS

5.1 Summary Table

With regard to *development standards*, the proposal has been assessed against the following:

- City of Wanneroo District Planning Scheme No. 2 (DPS No. 2); and
- Signs Local Planning Policy;

The proposal's assessment against applicable development standards has been summarised in the below table.

Development Standard	Requirement	Proposed	Compliant ✓ or X
Part 5 IV – General Development Requirements – DPS No. 2			
Clause 4.7.1	Subject to the provisions of Part 3 or as otherwise provided in this clause, non-rural and non-residential buildings shall be setback as follows: a) Street boundary – 6m b) Side and rear boundaries – nil	<ul style="list-style-type: none"> • Street boundary setback – 12.043m • Southern side boundary – nil • Northern side boundary – 6.288m • Eastern side boundary – 0.851m 	✓
Clause 4.7.2	Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3m	Not applicable	✓
Clause 4.7.3	Where a non-residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than: a) 3 metres for buildings of one storey; or b) 6 metres for buildings of two or more storeys.	Not applicable	✓
Clause 4.7.4	That portion of a lot within 3m of the street alignment shall only be permitted to be used for a means of access and landscaping.	Any portion the site within 3m of Neerabup Road is only used for landscaping and access.	✓
Clause 4.7.5	That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for: a) a means of access; b) the loading and unloading of vehicles; c) landscaping; d) a trade display; e) the daily parking of vehicles used by employees and customers of the development. No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes	Any portion of the site between the 3m adjacent to the street alignment and the building setback line is only used for access and landscaping.	✓

Development Standard	Requirement	Proposed	Compliant ✓ or X
Clause 4.7.6	All buildings constructed on a lot adjoining a Right-of-Way shall be setback a minimum of 1.5 metres from the Right-of-Way, or in the case of a carport, garage or parking bay, such additional distance that local government may require to ensure adequate vehicular manoeuvring.	Not applicable	✓
Clause 4.7.7	All development on land abutting a road which is proposed to be widened shall be setback from the street alignment of the road as if the road had been widened as proposed	No road widening proposed for Neerabup Road.	✓
Clause 4.8.1	The façade or facades of all non-rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.	The proposed façade of the building will be of high architectural standard and constructed of masonry. The resultant built form will have no impact on the surrounding amenity or streetscape.	✓
Clause 4.8.2	The facade or facades of all non-rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.	The proposed façade has been designed to include signage.	✓
Clause 4.14.1	Car parking is to be in accordance with table 2: <ul style="list-style-type: none"> Car Wash – nil if incidental to other development on the same site otherwise 1. 	The proposed development includes five (5) car bays in addition to the relevant car wash and vacuum bays	✓
Clause 4.14.2	The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS 2890.1 or AS 2890.2 as amended from time to time. Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.	All off street parking that is proposed is in accordance with the relevant standards and has been verified by a qualified traffic engineer.	✓
Clause 4.17.1	A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.	There is 227sqm of landscaping proposed which constitutes 12% of the site area.	✓
Clause 4.17.2	When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause	Whilst the proposed development does not have a car parking area abutting a street, a 3m wide landscaping strip has still be proposed along Neerabup Road.	✓
Clause 4.17.3	Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, access ways, storage purposes or car parking. Alternatively, local government may require these areas to be screened from view of streets and other public places..	Any land surplus of building, access and parking has been designated for landscaping.	✓
Clause 4.17.4	Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard	The proposed landscaping will improve the appearance of the development by providing a buffer to adjoining development, the	✓

Development Standard	Requirement	Proposed	Compliant ✓ or X
	of amenity for those using the development. The use of endemic trees and shrubs are encouraged	streetscape and by reducing the traditionally 'hard' feel of car wash developments	
Clause 4.17.5	Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.	Two (2) shade trees have been proposed adjacent to the four car bays.	✓
Signs Local Planning Policy			
Wall Signs	<ul style="list-style-type: none"> • Be limited to a maximum of one sign per tenancy, per street frontage • Not extend laterally beyond either end of the wall or protrude above the top of the wall • Not exceed 25% in aggregate area on any one wall up to a maximum of 8sqm • Be integrated with the building design. 	<ul style="list-style-type: none"> • Elevation 2 and 3 include two separate wall signs. • No wall signage extends beyond the boundary of the wall to which it is affixed. • Elevation 2 and 3 have wall signage that exceeds 8sqm in area • All proposed wall signage has been integrated into the design of the building. 	X
	<p><u>Justification</u></p> <p>Whilst there are minor variations to the extent of wall signage proposed as part of the development, these variations are considered justified for the following reasons:</p> <ol style="list-style-type: none"> 1. Whilst there are two signs proposed on elevations 2 and 3, they have been positioned to be in line with each other and of a similar scale to almost appear as though they function as one sign. 2. Whilst the wall signs might exceed 8sqm they do not go close to 25% of the area of the façade to which they are affixed. In this regard the scale of the proposed wall signs is considered to be entirely appropriate. 3. The proposed wall signage does not result in a proliferation of signage. 		
Pylon Signs	<ul style="list-style-type: none"> • Be limited to a maximum of 1 per street frontage or one for every 40m of linear street frontage • Not exceed 6m in height • Not exceed 2.5m horizontally across the face of the sign. • Be located centrally within the lot and no closer than 3m to a side boundary 	<ul style="list-style-type: none"> • There are two proposed pylon signs. • No pylon sign exceeds 6m in height. • No pylon sign exceeds 2.5m in width. • The pylon sign is located centrally within the lot. 	X
	<p><u>Justification</u></p> <p>The additional pylon sign is considered appropriate for approval for the following reasons:</p> <ol style="list-style-type: none"> 1. Both pylon signs are small in scale and will not have a profound impact on the streetscape; 2. One of the proposed pylon sign will simply serve as a directional sign. This is considered necessary as the proposed lot on which the development is situated is an unusual configuration and drivers will need assistance in understanding how the car wash will be accessed. 		

Table 2 – Development Assessment Table

Based on the above, the proposal presents as a generally compliant proposal with the exception of a few minor signage provisions as illustrated above. Where a variation is sought, the City of Wanneroo DPS2 provides the discretion to vary the prescribed development requirements. Justification for the relevant variations has been included in the table above where the variations were identified.

5.2 Other Considerations

5.2.1 Noise

Eco Acoustics were engaged to conduct an Environmental Noise Assessment relating to the proposed development and its noise impact on the surrounding residential properties. Their report has been included in Appendix 3 with the relevant findings summarised below:

- Noise emissions from the proposed development will be able to achieve compliance with the *Environmental Protection (Noise) Regulations 1997*.
- In order for the proposed development to operate 24 hours a day the following modifications will be required:
 - The entry to the car wash will have an acoustically absorptive roof;
 - A nib wall will be constructed extending our 4m from the entry point of Autobay 1;
 - The proposed automatic car wash will be fitted with an automatic roller door on the exit;
 - The vacuum bays will be fitted with an insulated roof and two sided wall providing shielding to the residences along Maroochydore Way;
 - The vacuum bays are to be lined with sound absorbing insulation; and
 - The plant room is to be lined with sound absorbing insulation or similar.

It is evident from the above findings that, should the proposed car wash incorporate the recommended design elements at the building permit stage, there will be no negative noise impacts at the adjoining residential properties and the facility will be allowed to operate 24 hours day.

5.2.2 Traffic

KCTT were engaged to prepare a Traffic Impact Statement (see Appendix 4) for the proposed development to determine whether or not access and parking for the development was sufficient. The findings of their report have been summarised below:

- The proposed development is expected to attract up to 402 vehicular trips per day, 31 vehicular trips in the AM peak and 22 vehicular trips in the PM peak hour. However, much of this traffic is expected to be passing traffic already present on the surrounding road network. The additional traffic expected to be attracted by the proposed development would be 121 vehicles per day, 9 vehicular trips in the AM peak and 7 vehicular trips in the PM peak hour. This level of traffic is considered to have a minor impact on the surrounding road network.
- The proposed parking provision of five (5) bays is considered to provide sufficient parking options onsite and will meet the demand created by the proposed development.
- Maroochydore Way and Caloundra Road are both classified as Access Streets as per MRWA classification with the maximum desirable volume of 3,000 vehicles per day. Currently Maroochydore Way carries around 1,500 vehicles per day and Caloundra Road is estimated to carry around 960 vehicles per day which remains well under the desirable volume of traffic.
- Neerabup Road is classified as a Distributor A road as per MRWA classification and currently carries approximately 16,000 vehicles per day. It is expected that the proposed development will result in an additional 72 vehicles per day which will not impact road capacity.

It is evident from the abovementioned findings that the proposed development will have a negligible impact on the surrounding road network and will successfully cater to the parking demand generated by the proposal.

6.0 CONCLUSION

In light of the above, the proposed development warrants favourable consideration and approval, as appropriate planning investigations, design and compliance with development standards are achieved.

Specifically, the proposed development warrants approval for the following reasons:

1. The proposal is consistent with the provisions of the MRS;
2. The proposed development is consistent with the 'Urban Development' zoning and associated objectives in accordance with the City of Wanneroo DPS No. 2;
3. The proposed development is consistent with the objectives of the Clarkson South East Structure Plan and the 'Business' zoning it prescribes for the subject site;
4. The proposed development is largely compliant with the relevant development requirements and any variation proposed is considered to be adequately justified.
5. It is considered that the proposed car wash will be a positive outcome for the subject site which is considered to be a challenging commercial site by virtue of its narrow lot size.

As the proposed development has been designed to optimise the development potential of the subject site whilst improving the amenity of the area, approval of the proposed development is warranted.