



# **DISTRICT PLANNING SCHEME No. 2**

Amendment No. 188

**Planning and Development Act 2005****RESOLUTION TO ADOPT AMENDMENT TO  
LOCAL PLANNING SCHEME****CITY OF WANNEROO****DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO. 188**

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

Allowing the Additional Use of Motor Vehicle Repairs at Lot 23 (250) Carabooda Road, Carabooda by including the following within Schedule 2 – Section 1 (Clause 3.20) – Additional Uses:

No		Street/ Locality	Particulars of Land	Additional Use and Conditions (where applicable)
A43	1-43	250 Carabooda Road, Carabooda	Lot 23 on Deposited Plan P8913	Motor Vehicle Repairs (D)  <u>Conditions</u>  1. The extent of the additional use A42 shall only apply to a portion of Lot 23 as delineated on the City of Wanneroo District Planning Scheme No. 2 – Map 11 of 24 Pinjar Locality North West. 2. Development shall be in accordance with plans approved by the local government and will require the issue of a development approval. 3. At least one (1) of the owners of the Motor Vehicle Repairs business must also reside on the subject property. 4. The Motor Vehicle Repairs business shall be limited to servicing related to agricultural, horticultural and basic raw material extraction land uses.

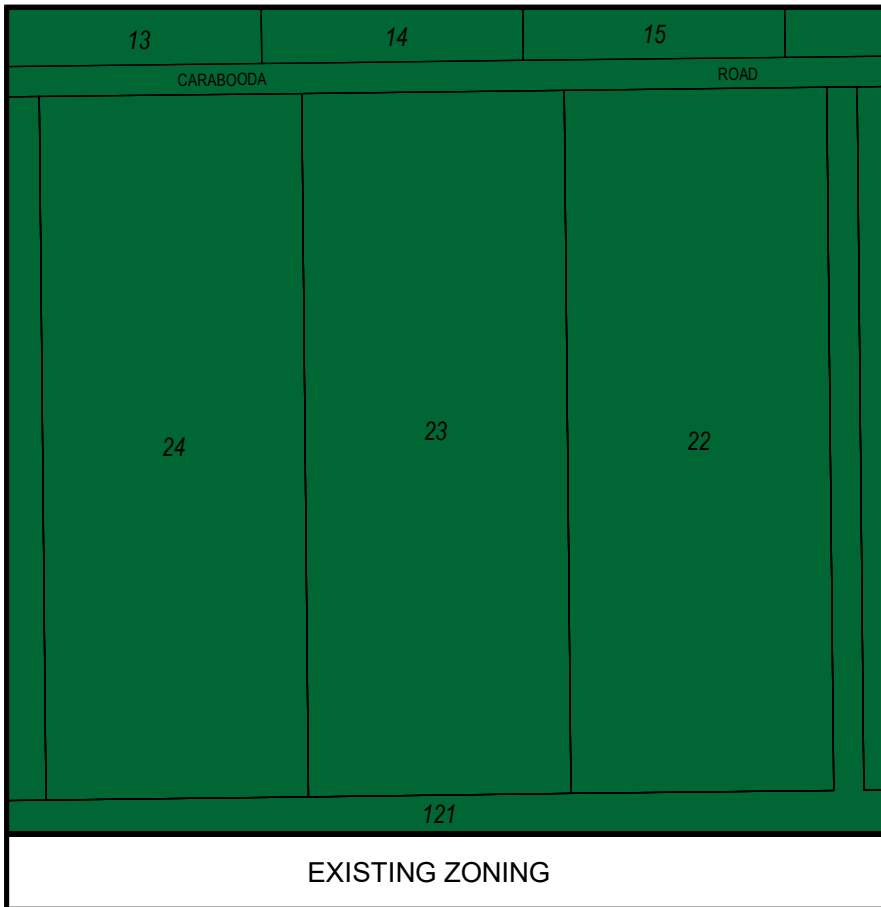
The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

*An amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality.*

Date of Council Resolution: 20 April 2021

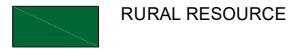
.....  
(Chief Executive Officer)

Dated this ..... day of ..... 20.....



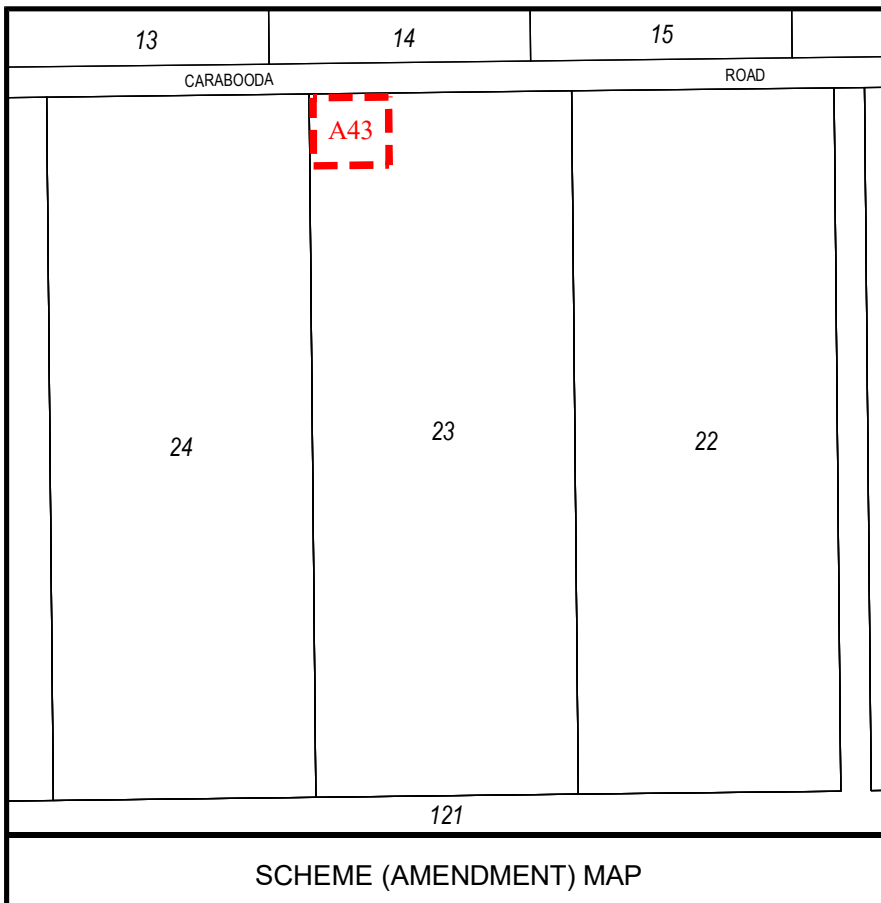
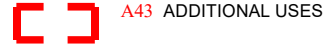
LEGEND

LOCAL SCHEME ZONES



OTHER CATEGORIES

(see scheme text for additional information)



**CITY OF WANNEROO**  
**DISTRICT PLANNING SCHEME NO 2 - AMENDMENT NO. 188**  
**SCHEME AMENDMENT REPORT**



**PROPOSED SCHEME AMENDMENT  
ADDITIONAL USE  
MOTOR VEHICLE REPAIRS**

250 Carabooda Road, Carabooda

This report has been prepared by Urbanista Town Planning  
for the Local Planning Scheme amendment at 250 Carabooda Road,  
Carabooda.



Bianca Sandri | **Director**

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# SCHEME AMENDMENT REPORT

## 1 INTRODUCTION

Urbanista Town Planning have been engaged by the owners of 250 Carabooda Road, Carabooda to prepare a Local Planning Scheme amendment for the purpose of adding an additional use of “Motor Vehicle Repairs”.

This amendment is considered to be a “standard” amendment under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 (W.A.) for the following reasons:

- an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;
- an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and
- an amendment that does not result in any significant environmental, social, economic, or governance impacts on land in the scheme area.

The land use and associated development is not of a scale or impact that could be considered significant relative to development within the locality. The scale of development and this is clearly demonstrated through the information provided in this report, and the retrospective nature of the land use which has operated for the past four years without any significant issues being identified.

An acoustic report has been undertaken to assess and ensure any noise emissions are within acceptable levels (attached to this report), however as the business land use has already been operating without any noise complaints this is a clear indicator that any operational noise emissions are minor and within acceptable limits. The current operation does not include early morning starts or weekend trade.

### 1.1 BACKGROUND

Western Diesel & Turbo Service Pty Ltd (WDATS) is an established small family owned and operated business specialising in diesel motor repairs and diesel fuel injection repairs. WDATS provides important services supporting the Rural Resource Zone, both in the City of Wanneroo and further afield. By allowing this additional use, the City will formalise and allow for this business to continue servicing the community, ensuring the needs of businesses within the Rural Resource Zone are met.

WDATS has been operating for about four years at its current address. The area which is being used for motor vehicle repairs is limited to the north western corner of the site, and consists of one workshop, and associated facilities including a staff break room, office, and storage yard. WDATS conducts motor vehicle repairs on a range of vehicles from tractors to light vehicles, and agricultural equipment. WDATS also provide a mobile repairs service.

WDATS operates Monday to Friday 7am – 4pm (closes 3pm on Friday) and currently employs three staff. At any one time there may be up to three visitors on site, and typically between ten to twenty vehicles. WDATS receive up to three deliveries per day (largely in light vehicles) of equipment and parts for their motor vehicle repairs business.

Ownership details of the lot are shown in the table below.

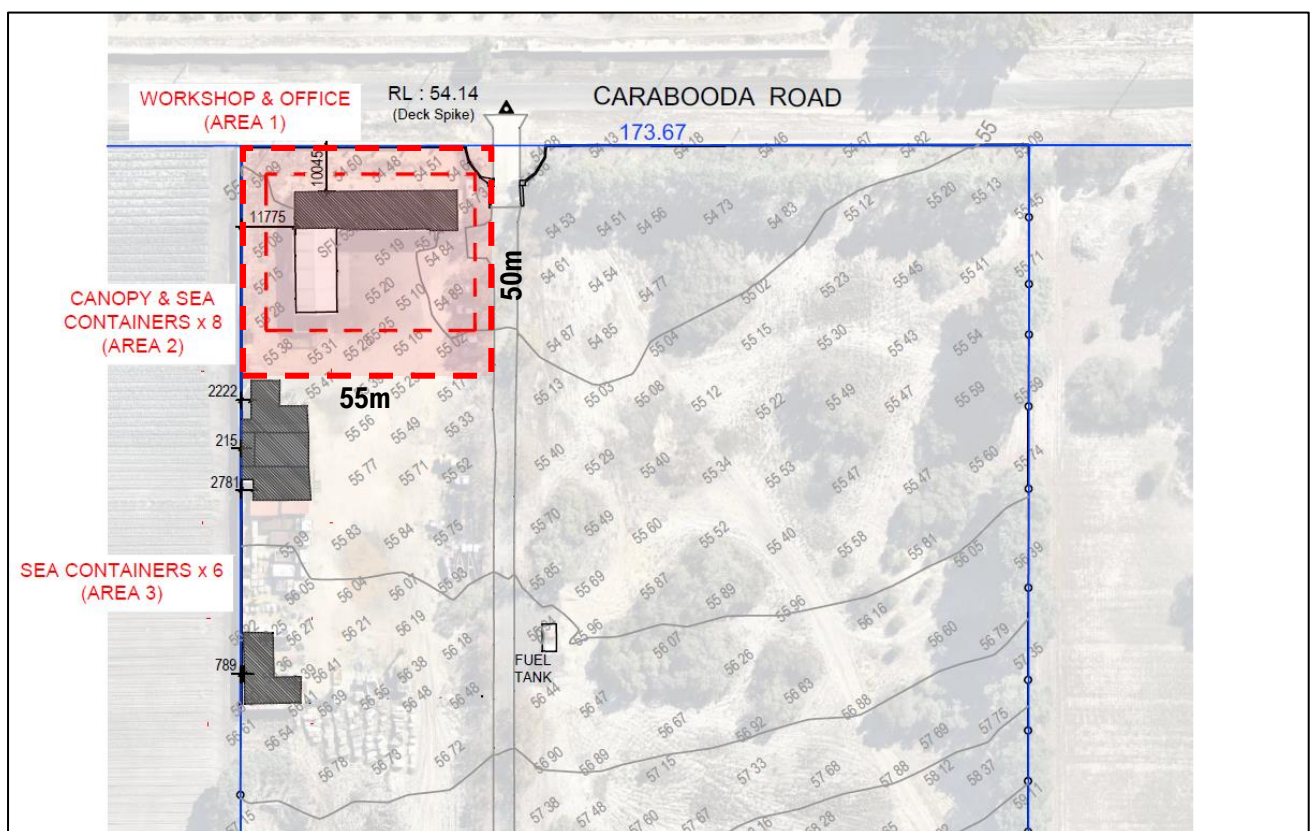
Lot	Street Address	Land Area	Volume / Folio	Proprietor
Lot 23 P8913	250 Carabooda Road, Carabooda	1,012sqm	549 / 130A	Gaetanina Henderson & Peter Gregory Henderson



The subject site is located at 250 (Lot 23 on Plan 8913) Carabooda Road, Carabooda, and has a total area of 80,788m<sup>2</sup>. The site is located east of Wanneroo Road within a “Rural Resource Zone”. As identified in accordance with clause 34 of the Planning and Development (Local Planning Schemes) Regulations 2015 (W.A.), this submission has been prepared as a “Standard” amendment for the purpose of adding an Additional Use of “Motor Vehicle Repairs” to the City’s Local Planning Scheme for the subject property. “Motor Vehicle Repairs” means:

*...any land or buildings used for or in connection with electrical and mechanical repairs and overhauls to motor vehicles. The term includes repairs to tyres but does not include re-capping or re-treading of tyres, panel beating, spray painting or chassis reshaping.*

The site currently contains a family operated Motor Vehicle Repairs business with ancillary storage yard, providing direct service to a range of local businesses in the area. The area of subject land is illustrated in the submitted Overall Site Plan for context. The area subject to the additional use is restricted to part of the lot is shown in red below.



*Extent of Motor Vehicle Workshop and incidental storage yard “Motor Vehicle Repairs”*

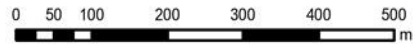
The total area utilised for the additional use is approximately 2,750m<sup>2</sup> which represents 3.4% of the total site area, however majority of this space is not actively used, including building setbacks, storage space, and vehicle parking and manoeuvring. The extent of space actively utilised for the Motor Vehicle Repairs is limited to the workshop area, which occupies approximately 500m<sup>2</sup> (0.6% of the total site area) inclusive of office and lunchroom.

The space south of the motor vehicle repairs area is not associated with or used for the purposes of motor vehicle repairs; this area is utilised by the landowner for personal storage.



## LOCAL CONTEXT PLAN

250 CARABOODA ROAD CARABOODA



SCALE 1:10,000 @ A4

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## 2 PLANNING FRAMEWORK

### 2.1 CITY OF WANNEROO LOCAL PLANNING SCHEME NO. 2

The City does not currently have an approved local planning strategy to provide the strategic framework for the future vision of the area, accordingly the existing local planning scheme provides the most relevant and up to date vision for the area.

The City's Local Planning Scheme 2 (LPS No. 2) has set-out the following objectives for the Rural Resource Zone:

*3.17.1 The objectives of the Rural Resource Zone are to:*

- a) protect from incompatible uses or subdivision, intensive agriculture, horticultural and animal husbandry areas with the best prospects for continued or expanded use;
- b) protect from incompatible uses or subdivision basic raw materials priority areas and basic raw materials key extraction areas.

The proposal for Motor Vehicle Repairs is consistent with these objectives insofar as practical for a use which requires an "additional use" Local Planning Scheme amendment. Motor Vehicle Repairs does not compromise the intent of the Rural Resource Zone, or any existing or future perspective business development opportunities, rather it supports and assists these pursuits by providing a necessary direct service to these businesses.

Machinery is essential to operation of today's intensive agriculture, horticultural and animal husbandry industries. The Motor Vehicle Repairs currently operating offers services far beyond that of a typical Motor Vehicle Repairs business, including maintenance and servicing of a wide range of machinery and vehicles of a commercial and industrial nature. The business is well known by local agricultural businesses in the area which regularly utilise their services to repair and maintain their machinery.

Accordingly, the having a locally available specialised Motor Vehicle Repairs business is a crucial and beneficial land use within the Rural Resource Zone, which enables and encourages further intensive agricultural, horticultural and animal husbandry operations in the area. The Motor Vehicle Repairs does not limit the Rural Resource Zone from achieving its objectives in any way and is by no means incompatible with or impacting on any of the range of permitted land uses in the zone.

### 2.2 STATE PLANNING POLICY 2.5 RURAL PLANNING

The site is subject to the requirements of State Planning Policy 2.5 (SPP2.5), as the land is zoned rural under the Metropolitan Region Scheme. The policy objectives are as follows:

- (a) *support existing, expanded and future primary production through the protection of rural land, particularly priority agricultural land and land required for animal premises and/or the production of food;*
- (b) *provide investment security for existing, expanded and future primary production and promote economic growth and regional development on rural land for rural land uses;*
- (c) *outside of the Perth and Peel planning regions, secure significant basic raw material resources and provide for their extraction;*
- (d) *provide a planning framework that comprehensively considers rural land and land uses, and facilitates consistent and timely decision-making;*
- (e) *avoid and minimise land use conflicts;*
- (f) *promote sustainable settlement in, and adjacent to, existing urban areas; and*
- (g) *protect and sustainably manage environmental, landscape and water resource assets.*

The proposed scheme amendment providing the additional land use of Motor Vehicle Repair will ensure the continued support of existing and future primary production within the locality, which have not significant impacts on adjacent properties, nor will it limit the ability for adjacent properties operate as any of the numerous land

uses permitted within the rural living zone. The associated development does not result in any environmental risks and as the development already exists will not require clearing of any existing vegetation on site.

These policy objectives are achieved through measures which are outlined in clause 5 of SPP2.5. Majority of the measures listed are not relevant to the proposed scheme amendment as they relate directly to other land uses. Preventing and managing impact in land use planning is the only section considered to have any direct relevance to the considerations of the proposed scheme amendment and has been addressed below.

## **SPP2.5 POLICY MEASURES – CLAUSE 5.12 PREVENTING AND MANAGING IMPACT IN LAND USE PLANNING**

### **5.12.1 Avoiding land use conflict**

*(a) where an existing land use that may generate impacts is broadly compatible with surrounding zones and land uses, a separation distance should be indicated in a local planning strategy so there is broad awareness of the land use;*

The use of motor vehicle repairs is broadly compatible with surrounding zones and land uses. The properties adjacent to the proposed scheme amendment area (north-western corner of the site) are both utilised for agriculture, which will be unaffected by potential noise emissions, no other emissions result from the land use.

*(b) where a development is proposed for a land use that may generate off-site impacts, there should be application of the separation distances used in environmental policy and health guidance, prescribed standards, accepted industry standards and/or Codes of Practice, followed by considering –*

*(i) whether the site is capable of accommodating the land use; and/or*

*(ii) whether surrounding rural land is suitable, and can be used to meet the separation distances between the nearest sensitive land use and/or zone, and would not limit future rural land uses; and*

*(iii) whether if clauses (i) and/or (ii) are met, a statutory buffer is not required;*

The site is capable of accommodating the land use and has been for the past four years. The proposed land use being a Motor Vehicle Repairs, is neither a “sensitive use” subject to buffer requirements nor an industrial use which creates buffer considerations under State Planning Policy 4.1.

*(c) where a development is proposed for a land use that may generate off-site impacts and does not meet the standard outlined in clause 5.12.1 (b) then more detailed consideration of off-site impacts will be required, in accordance with clause 5.12.3 of this policy; and*

Not applicable.

*(d) where a development is proposed that could be contemplated in the zone, and has been assessed under clause 5.12.3 as having unacceptable offsite impacts that cannot be further mitigated or managed, the proposal should be refused.*

Not applicable.

### **5.12.2 Planning approach for sensitive land uses in rural zones potentially affected by a rural land use**

*(a) single dwellings on rural land are a sensitive land use;*

Noted.

*(b) single dwellings and other sensitive land uses on rural land should be afforded a reasonable standard of rural amenity;*

The location of the motor vehicle repair provides considerable separation distances from nearby dwellings as follows:

- 231 Carabooda – 90m (not a sensitive land use, refer to 5.12.2(e) below)
- 232 Carabooda – 120m (not a sensitive land use, refer to 5.12.2(e) below)
- 250 Carabooda – 310m (subject site, same owner)
- 270 Carabooda – 180m and 240m (not a sensitive land use, refer to 5.12.2(e) below)
- 275 Carabooda – 180m (not a sensitive land use, refer to 5.12.2(e) below)
- 281 Carabooda – 350m (not a sensitive land use, refer to 5.12.2(e) below)

## SPP2.5 POLICY MEASURES – CLAUSE 5.12 PREVENTING AND MANAGING IMPACT IN LAND USE PLANNING

The acoustic report provided confirms operation of the business to comply with the *WA Environmental Protection (Noise) Regulations 1997* and AS2107.

*(c) the introduction of single dwellings and other sensitive land uses should not occur where they would limit primary production;*

Not applicable.

*(d) the extent of a sensitive land use on rural land is a distance (as opposed to the property boundary) from the perimeter of the use that provides a reasonable standard of rural amenity;*

As indicated above in 5.12.2(b) the separation distance provided from the motor vehicle repairs is sufficient from the nearby sensitive land uses to ensure a reasonable standard of rural amenity.

*(e) where primary production sites require caretakers' dwellings for management or operational purposes, these dwellings should not be considered a sensitive land use, noting that occupational health and workplace safety requirements will apply;*

Noted, the nearest dwellings located at 231, 232, and 275 Carabooda are associated with primary production, and would therefore not be considered sensitive land uses.

*(f) rural land uses are compatible with the preservation of rural character and amenity in rural zones;*

Motor vehicle repair is a necessary service within rural areas to ensure that the machinery and vehicles utilised, particularly with primary production can be serviced and repaired locally to ensure ongoing viability and convenience for local businesses. The extent of the additional use is insignificant in the context of the rural zone and impacts in terms of both emissions and visually are minimal and certainly not having an adverse impact on the character or amenity of the locality.

*(g) where single dwellings or other sensitive land uses are proposed in an area potentially impacted by a primary production site of State significance, prospective purchasers may be advised of potential impacts by notifications on title at subdivision stage.*

Not applicable.

### 5.12.3 Determining a buffer

*(a) separation distances recommended in Government policy and guidance;*

The proposed land use being a Motor Vehicle Repairs, is neither a “sensitive use” subject to buffer requirements nor an industrial use which creates buffer considerations under State Planning Policy 4.1. As noted in 5.12.2(e) above the nearby dwellings are also not considered sensitive uses, so no separation distances are recommended.

*(b) whether the design and/or operation of the proposal is in accordance with prescribed standards, accepted industry standards or codes of practice;*

An acoustic assessment has been undertaken to ensure that noise emissions from the motor vehicle repairs is within the limits of the prescribed requirements and accepted industry standards. The report confirmed that operational noise is fully compliant and includes recommendations to ensure noise levels remain at an acceptable level in the future.

*(c) whether, prior to issuing an approval, any management plans associated with the proposal are capable of being implemented;*

The land use is not considered to require any specific management plans to operate without impact, given it already needs to operate within the limits of existing legislation which minimised potential impact.

## SPP2.5 POLICY MEASURES – CLAUSE 5.12 PREVENTING AND MANAGING IMPACT IN LAND USE PLANNING

*(d) the existing or potential requirement for environmental licensing and/or works approval;*

No environmental licensing or works approvals are required for motor vehicle repairs.

*(e) potential cumulative impacts;*

The operation of a motor vehicle repair will not result in any cumulative impacts.

*(f) whether modelling is required where impacts on sensitive land uses outside the property boundary are anticipated to exceed the parameters used in environmental policy, prescribed standards, accepted industry standards and/or codes of practice; and*

Refer to 5.12.3(b) above.

*(g) odour modelling, when required, is to be undertaken in accordance with a methodology outlined in Government policy or guideline, or an agreed equivalent, by the proponent of the primary production or the proponent of the sensitive zone or land use.*

Not applicable.

### 5.12.4 Planning approach for buffers

*(a) for a scheme review or amendment, generally a statutory buffer should be applied and take the form of a special control area with related scheme provisions;*

As outlined in 5.12.3 a buffer is not necessary.

*(b) for a structure plan, designate buffers, noting that their effect is one of 'due regard';*

Not applicable.

*(c) for a subdivision, include a condition that notifies prospective purchasers of either a statutory buffer, or a land use that may affect residential amenity; and*

Not applicable.

*(d) for a development application, the requirements of clause 5.12.1 (b) must be satisfied, as it is not possible to implement a statutory buffer through a development application. Where clause 5.12.1 (b) cannot be satisfied, a scheme amendment may be required.*

Not applicable.

### 5.12.5 Planning approach for managing land use transition

*(a) where an area is transitioning from a rural zoning to urban, buffers may be required during the transition, to manage the change and allow producers to continue operations until such time as production ceases or relocation occurs;*

Not applicable.

*(b) where an area is transitioning from a rural zoning and the producers plan to relocate before rezoning, structure planning or subdivision occur, proponents are to provide evidence of the intended closure, such as a statutory declaration, written undertaking by the producer, unconditional offer and acceptance for the sale of the property, or removal of the agricultural infrastructure. In these circumstances a buffer need not be applied;*

Not applicable.

## SPP2.5 POLICY MEASURES – CLAUSE 5.12 PREVENTING AND MANAGING IMPACT IN LAND USE PLANNING

*(c) prospective purchasers of properties affected by a buffer may be advised of the existence of a rural land use through a condition of subdivision; and*

Not applicable.

*(d) in accordance with clause 5.2 (c) of this policy, rural land uses of State significance are to be given due regard in decision-making.*

Not applicable.

Implementation of the policy is addressed through clause 6 of SPP2.5, the only clause considered to have relevance to the proposed scheme amendment is 6.4 which relates to zoning proposals affecting rural land.

## SPP2.5 POLICY IMPLEMENTATION – CLAUSE 6.4 ZONING PROPOSALS AFFECTING RURAL LAND

*(a) the suitability of the site to be developed for the proposed use;*

The site has been demonstrated suitable to be developed for the proposed use, as it has been operating for four years with minimal impact, providing a valuable service other rural land uses within the locality. No adverse impacts have been identified during its time in operation.

*(b) the siting of the zone/land use in the context of surrounding zones/land uses (existing and proposed);*

The use of motor vehicle repairs within the context a rural zone provides a valuable local service for numerous other land uses within the zone which are heavily reliant on machinery and vehicles for their day to day operations.

The large allotments associated with rural zones provide a suitable context for such a use to operate with considerable separation from any potential nearby sensitive land uses, whilst also not being prone to impact from any nearby land uses which may require a buffer in order to operate. The land use will (and has) operate harmoniously within its rural zone context.

*(c) the capacity of the site to accommodate the proposed zone/land use and associated impacts and:*

*(i) only support proposals which are consistent with endorsed planning strategies, or in exceptional circumstances, where the proposal meets the objectives and intent of WAPC policy;*

*(ii) only support the introduction of sensitive zones that may affect the existing and future operation of primary production where the management of impacts and/or mitigation approaches have been substantively resolved and are not wholly deferred to later stages of planning;*

*(iii) that the continuation of existing rural land uses are taken into account;*

*(iv) ensure that lifting of urban deferred land in a region scheme is in accordance with clause 6.4 (b);*

*(v) ensure that the sensitive zone does not overlap with any buffer determined to be necessary as a result of introducing the new zone, and the area within the buffer should retain its rural zoning until such time as the buffer is no longer required; and*

*(vi) ensure that adequate land is identified to contain impacts from existing primary production, before introducing sensitive or industrial zones on rural land.*

The proposed additional land use is consistent with objectives and intent outlined in WAPC policy, having no undue impacts within the context of a rural zone. The Motor Vehicle Repairs is not a sensitive land use and will therefore not impact on the ability of other permitted land uses within the rural zone to operate, nor does it impact on the adjacent existing rural land uses.

The Rural Planning Guidelines associated with SPP2.5 also provide further guidance in respect of explanation and intent of SPP2.5. The guidelines do not include any specific guidance in respect of the land use proposed; guidance relating to managing impact of land use planning relates primarily to farming operations and is not relevant to the land use proposed.

## 2.3 STATE PLANNING POLICY 4.1 INDUSTRIAL INTERFACE

The proposed land use being a Motor Vehicle Repairs, is neither a “sensitive use” subject to buffer requirements nor an industrial use which creates buffer considerations which would require the application of the provisions of SPP 4.1.

## 3 PROPOSED LAND USE

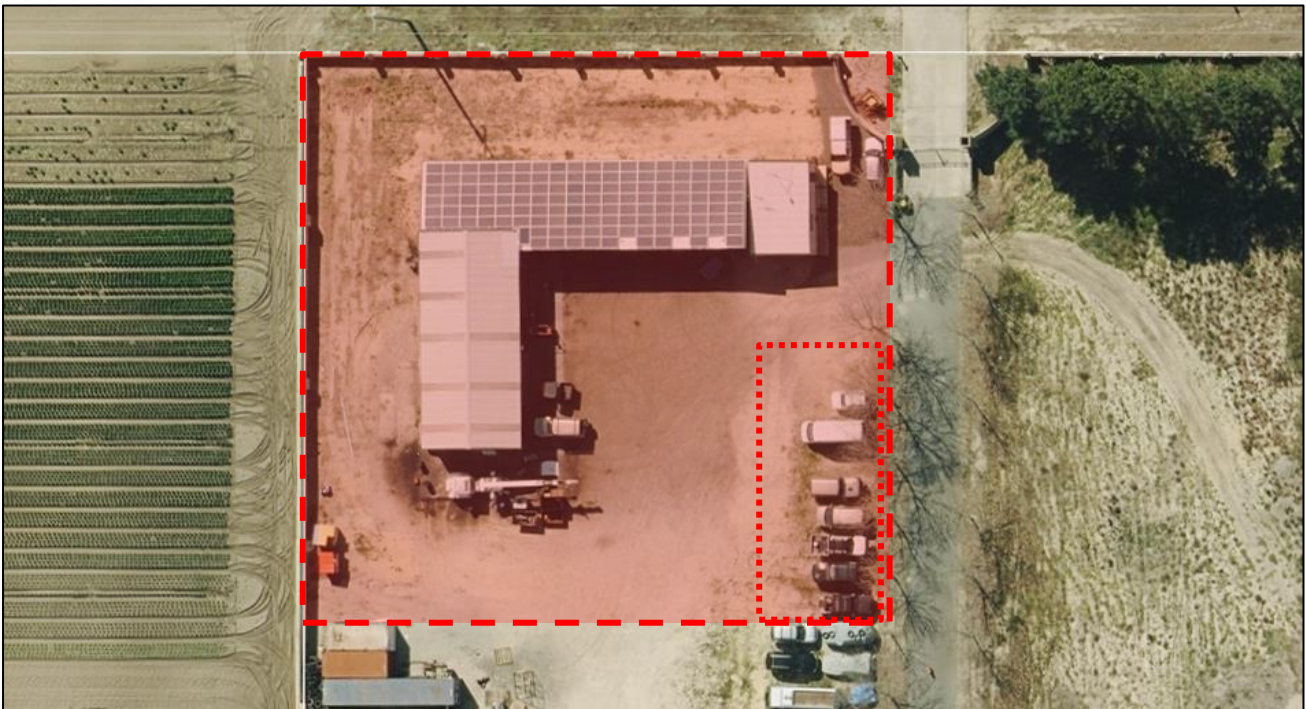
There are no material (development) changes which arise as a result of the Motor Vehicles Repair business. As restated, this application relates to an additional use Local Planning Scheme amendment, and not a development application approval. On the basis that this proposal relates to the general land use suitability, rather than specifics of development or land use, it is considered and substantiated that there are no material or pertinent obstructions which are considered to warrant a refusal of this additional use Local Planning Scheme amendment.

The additional land use is considered be congruent with and supportable by the City with respect to its location and operation, and the City’s planning framework and planning intent for the local and wider areas.

In terms of road network, given the business relates to motor vehicle repairs, and not a manufacturing or other higher intensity industrial use, the forecasted vehicle traffic is relatively low. While there is occasionally several vehicles stored on site (typically awaiting repair), they have minimal to nil bearing on the traffic flows of WDATS and the site. The current and forecasted vehicle traffic is relatively low and of a small scale and nature. It is noted that there have not been any issues which have arisen during the operation of WDATS in relation to the traffic volumes and the capability of the site to accommodate this traffic.

### 3.1 CAR PARKING

Table 2 of LPS No. 2 specifies a car parking requirement of 5 car parking spaces per service bay. WDATS is a small family business with up to three concurrent staff. Vehicles are serviced in an undercover canopy area and are not necessarily attended to in any sequential order — being moved, rotated, and left during the course of a day. Vehicles may be left on-site while awaiting servicing or other parts.



WDATS Car Parking Area



While there are no formal “service bays” given there is no more than three staff on site at any one time, the maximum possible vehicles being serviced at any one time would be three, which would provide as car parking requirement of 15 car bays. Car parking on site is informally along the eastern edge of the scheme amendment area, approximately 25m x 10.8m; sufficient for parking of 20 vehicle with additional inactive space around the workshop to accommodate additional parking if necessary.

### 3.2 TRAFFIC ASSESSMENT

The Western Australian Planning Commission’s Transport Impact Assessment Guidelines (TIAG) outline the level of assessment required based on the number of vehicle trips during the peak hour. Low impact developments are classified as those which generate less than ten vehicle trips during peak hours.

Based on the current operation of the Motor Vehicle Repairs there is typically three to four vehicle trips to the site per day. Even in the event all of these trips occurred in the same hour, the development still falls comfortably within the definition of a low impact development under the TIAG. The TIAG stipulates that low impact development does not normally require transport information, and that a brief description of the land use and proposed development should be sufficient.

Based on the above, in terms of number of traffic movements, the motor vehicle repair will have a negligible on the local road network. The types of vehicles serviced include agriculture machinery such as tractors, light trucks, and private vehicles including 4x4’s; representing the types of vehicles typically expected within the rural zone. The motor vehicle repair also offers mobile diagnostics and break down call outs, which results in a proportion of work being undertaken off site, reducing the amount of traffic to and from the site.

### 3.3 ACOUSTIC REPORT

An acoustic assessment was undertaken of the current business operation by Acoustics Consultants Australia, with results of the assessment compiled in a report dated 18 December 2020 (reference 10.00147R-01) which has been included with this submission.

The acoustic assessment confirms the current business operation complies with the *Environmental Protection (Noise) Regulations 1997* at the closest existing residential locations, and internal noise levels are within recommended levels recognised by AS2107 and the WHO Guidelines.

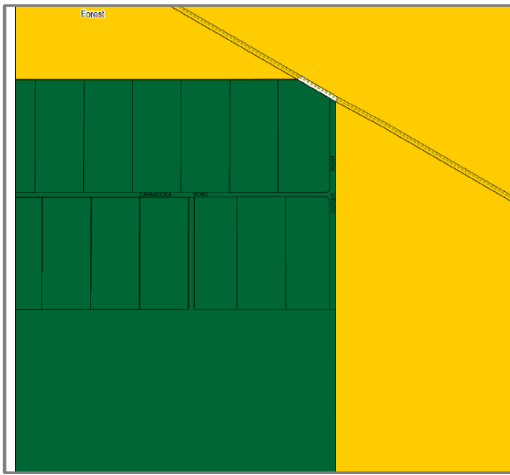
The report concludes that the requirement for specific noise mitigation measures is not necessary, however includes recommendations for a number of measures which could be implemented to ensure noise emissions from the site are maintained within acceptable levels.

### 3.4 LOCAL PLANNING SCHEME NO. 2 TEXT & MAP MODIFICATIONS

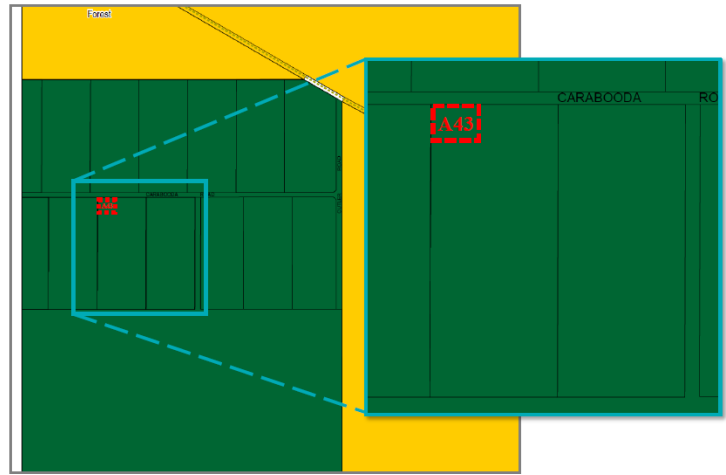
This application proposes an additional use in Schedule 2 - Section 1 (Clause 3.20) - Additional Uses of the City’s LPS No. 2. The additional use proposes the following conditions:

- The extent of the additional use A43 shall only apply to a portion of Lot 23 as delineated on the City of Wanneroo Local Planning Scheme No. 2 — Map 11 of 24 Pinjar Locality North West.
- Development approval is required for the additional use.
- Development shall be in accordance with plans approved by local government and will require the issue of development approval.
- Development may include a “Storage Yard” component only where it is incidental to the additional use of “Motor Vehicle Repairs”.

The proposed additional use map amendments are illustrated within the Scheme Amendment Map attached to this report, and in the figure below. These images illustrate the extent of the proposed additional use A43. A copy of the current LPS No. 2 has also been included in this report.



Current DPS No. 2  
(as at 1 October 2020)



Scheme Amendment No. 188

Note:  
A43 refers to Motor Vehicle Repairs (D)

## 4 CONCLUSION

The proposal to amend the City’s Local Planning Scheme to include an additional use (A43) has been duly considered in the sections above in accordance with City of Wanneroo’s planning framework, including LPS No. 2. It has been demonstrated that the proposed scheme amendment for an additional “Motor Vehicle Repairs” land use for Part Lot 23 Carabooda Road, Carabooda is consistent with the strategic direction and planning intent of the City, and satisfies the objectives, purpose, and intent of the City’s planning framework.

Western Diesel & Turbo Service Pty Ltd, an established Carabooda business, provides important services to the Rural Resource Zone in the City of Wanneroo and further afield. By allowing this additional use, the City will formalise and allow for this business to continue servicing the community, ensuring the needs of businesses within the Rural Resource Zone can be met locally. We look forward to working with the City in progressing this standard Local Planning Scheme amendment for an additional “Motor Vehicle Repairs” use.

Should you have any question in relation to the details provided in this submission, please contact Bianca Sandri on [6444 9171](tel:64449171).



**PROPOSED SCHEME  
AMENDMENT NOISE  
ASSESSMENT  
250 CARABOODA ROAD,  
CARABOODA**

Report 10.00147R-01

prepared for Urbanista Town Planning  
on 18/12/2020





## REPORT PREPARED BY

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## BASIS OF REPORT

This report has been prepared by **Acoustics Consultants Australia (ACA)** with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client. Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from ACA. ACA disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

## DOCUMENT CONTROL

REFERENCE	DATE	PREPARED	REVIEWED	AUTHORISED
10.00147R-01 – DRAFT	15/12/2020	SF	MdIM	MdIM
10.00147R-01 – FINAL	18/12/2020	SF	MdIM	MdIM



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## Report 10.00147R-01

### 1. INTRODUCTION

This report presents the findings of a noise assessment conducted by Acoustics Consultants Australia (ACA) for the proposed Scheme Amendment in relation to use of the site at 250 Carabooda Road, Carabooda for the purposes of operating a motor vehicles repair facility.

The aims of this assessment are:

- To identify the main sources of noise from the proposal and the potential noise exposure of the nearest noise sensitive receivers;
- To conduct an objective noise assessment based on noise measurements of existing noise sources and modelling of typical operations on site; and
- If necessary, to identify any practicable and effective noise mitigation measures recommended to control noise from the premises to satisfactory levels.

This report has been prepared in response to the City of Wanneroo's requirement for acoustic assessment, due to the proximity of existing residential properties to the site.

The assessment summarised in the following sections of this report has been conducted following the stipulations of the WA Environmental Protection (Noise) Regulations 1997 (EPNR) considering typical operational conditions.

The methodology and standards used to conduct the assessment, as well as the numeric assessment results are presented in the following sections.

Acoustic terms used in this report are defined in the Glossary in **Appendix A**.



## 2. BACKGROUND INFORMATION

The Western Diesel & Turbo Service (WDATS) facility currently operates from the subject site at 250 Carabooda Road, Carabooda. The facility occupies the north-western part of the site, as indicated in **Figure 2-1**. The landowner/operator's residence is located within the southern part of the site.

The service facility principally includes a repairs workshop, an external yard for temporary storing of vehicles and a series of containers for the storage of parts and supplies. As detailed in the Development Application (DA), a Scheme Amendment is proposed to recognise the use of the site as a motor vehicles repair facility.

The applicant has confirmed that no construction works are proposed as a part of the Scheme Change application, the site would continue to trade as per current operations and no further increase in activity is anticipated.

The facility currently operates between:

- 0700 and 1600 Monday to Thursday; and
- 0700 and 1500 Fridays; with
- No operations on Saturdays, Sundays or Public Holidays.

No change in trading hours is proposed. The identified hours fall within the daytime period recognised by noise regulations, as discussed in Section 3.

### 2.1. Location

The site and surrounding area are located within a rural zoning, as identified by the City of Wanneroo's current local planning scheme. **Figure 2-1** identifies the site and surrounding area, including the closest existing dwellings surround the site.

The Western Diesel & Turbo Service facility is identified by blue shading in the figure, whilst the full property boundary is indicated by the yellow outline.

### 2.2. Sensitive Receivers

The nearest noise sensitive receivers, as shown in **Figure 2-1** are as follows:

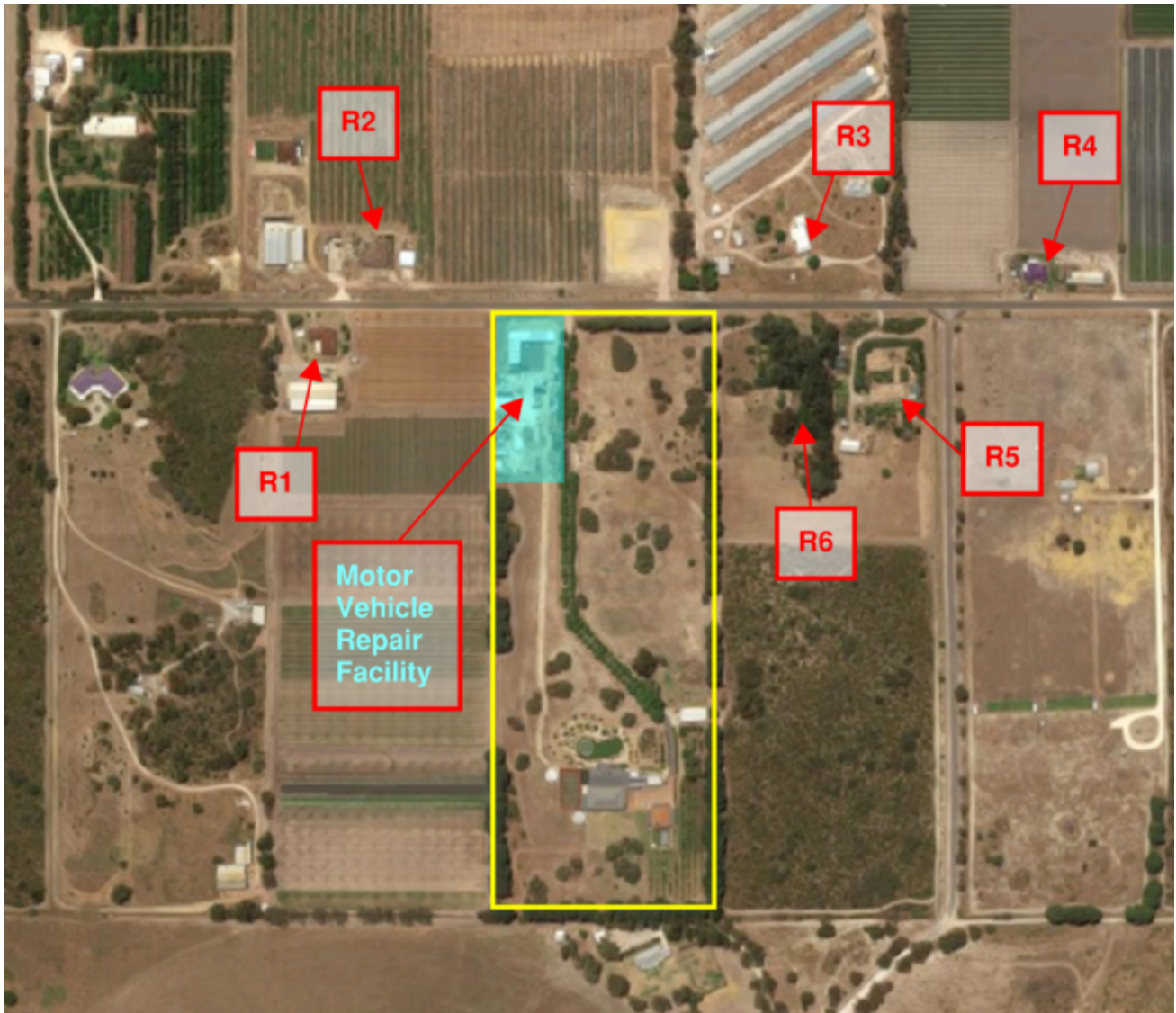
- R1 – 232 Carabooda Road - Existing dwelling located approximately 120m to the west.
- R2 – 231 Carabooda Road - Existing dwelling located approximately 90m to the north-west.
- R3 – 275 Carabooda Road - Existing dwelling located approximately 180m to the north-east.
- R4 – 281 Carabooda Road - Existing dwelling located approximately 350m to the north-east.
- R5 – 270 Carabooda Road - Existing dwelling located approximately 240m to the east.



- R6 – 270 Carabooda Road - Existing dwelling located approximately 180m to the east.

The dwelling located within the 250 Carabooda Road property boundary is owned and occupied by the Applicant and therefore not considered noise sensitive for the purposes of assessment.

Figure 2-1 Site Location and Nearest Noise Sensitive Receivers



Note: Western Diesel & Turbo Service facility identified by blue shading – the full property boundary is identified by the yellow outline.





### 3. ACOUSTIC CRITERIA

Criteria have been determined from a review of the following documents:

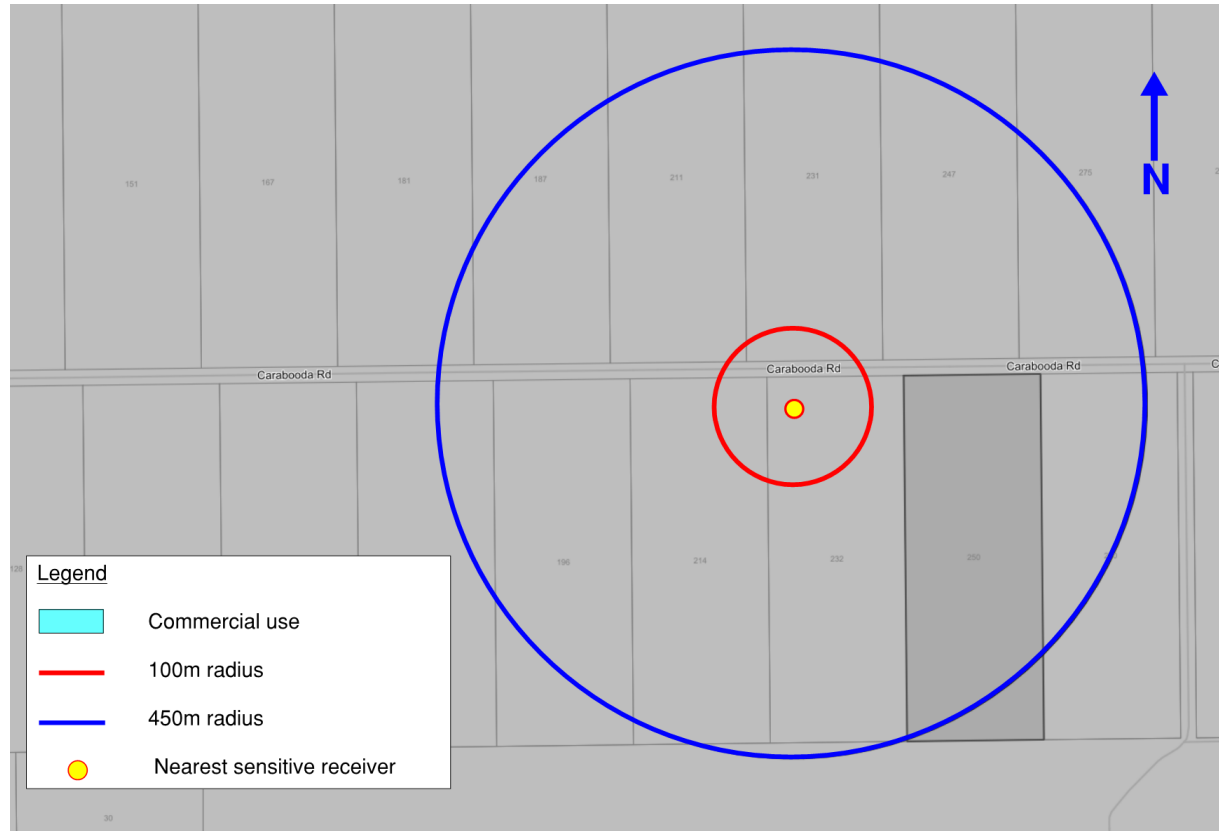
- State requirements: Western Australia *Environmental Protection (Noise) Regulations 1997* (EPNR1997); and
- Australian Standard AS/NZS 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors* (AS 2107).

#### 3.1. WA Environmental Protection (Noise) Regulations 1997

Noise emissions from commercial premises are regulated by state noise policy in the form of the Western Australia Environmental Protection (Noise) Regulations of 1997 (EPNR). To achieve compliance with this policy, noise levels at nearby residential areas are not to exceed defined limits. These limits are determined from consideration of prevailing background noise levels and ‘influencing factors’ that consider the level of commercial and industrial zoning in the locality.

The influencing factor considers zoning and road traffic volumes around the sensitive receiver of interest, within a 100 and 450 m radius. **Figure 3-1** identifies these radii from receiver R1.

**Figure 3-1** Influencing Factor Calculation Map





Considering the land uses within the Rural zone surrounding the site an influencing factor of 0 dB has been applied for this assessment. Given the notable setback distance from any major roads, an adjustment has not been applied for road traffic volumes.

It should be noted that the proposed motor vehicles repair facility on the subject site has not been considered in the influencing factor calculation. Any subsequent applications should take account of the changed land use in the recalculation of the influencing factor.

A summary of the applicable outdoor noise criteria is provided in the following table. Given the facility's trading hours, only the daytime criteria apply for the purposes of assessment.

**Table 3-1 WA EPNR Assigned Noise Levels**

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		LA10	LA1	L <sub>Amax</sub>
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	45 (45+0)	55 (55+0)	65 (65+0)
	0900 to 1900 hours Sunday and public holidays	40 (40+0)	50 (50+0)	65 (65+0)
	1900 to 2200 hours All days	40 (40+0)	50 (50+0)	55 (55+0)
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 (35+0)	45 (45+0)	55 (55+0)
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80
Industrial premises	All hours	65	80	90

A series of adjustments must be added to the noise source levels if noise received at the sensitive premises cannot reasonably be free of audible characteristics of tonality, modulation and impulsiveness, and the adjusted level must comply with the assigned level. Definition of these terms (tonality, modulation and impulsiveness) are provided by Regulation 9(1) of the EPNR. **Table 3-2** summarises the adjustments, as defined by the Regulations.

**Table 3-2 Noise Character Adjustments**

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB	+5 dB	+10 dB



### 3.2. Australian Standard 2107:2016

For internal spaces, Australian Standard 2107:2016 *Acoustics – Recommended design sound levels and reverberation times for building interiors* (AS/NZS 2107) provides recommended noise limits for specific room usages.

Indoor targets are considered more appropriate to noise sensitive activities such as sleep and residential living since they generally occur indoors. Therefore, where it can be shown that the *outdoor* Assigned Noise Levels are impracticable to achieve, consideration is usually given to appropriate application of industry guidelines such as Australian Standard 2107:2016.

The following table presents the internal noise levels recommended for residential houses in areas with negligible transportation and in locations near minor roads (extracted from Table 1 of AS/NZS 2107).

**Table 3-3 AS/NZS 2107 Recommended Design Sound Levels**

Type of occupancy	Design sound levels ( $L_{Aeq,t}$ range) – dB
<b>Houses in areas with negligible transportation</b>	
Sleeping areas (night-time)	25-30
<b>Houses near minor roads</b>	
Living areas	30-40
Sleeping areas (night-time)	30-35
Work areas	35-40

From this table an internal noise target of  $L_{Aeq}$  30 dB is considered reasonable for living areas facing the site. The recommended sound levels given are not necessarily appropriate in all circumstances and may not reflect each occupant’s expectations of quality; this is particularly the case when the noise content has considerable low frequency energy or when the levels do not correspond to a quasi-steady noise source (i.e. sound fluctuates by a significant range in a short period of time).



## 4. ASSESSMENT

### 4.1. Approach

The assessment has been undertaken based on the following steps:

- Review of information provided by the proponent with respect to the proposed Scheme Amendment;
- Site visit to identify key noise sources and measurement of existing noise emissions from the motor vehicle repair facility;
- Noise modelling to predict noise levels at surrounding noise sensitive receivers;
- Assessment of predictions against the applicable noise criteria; and
- Consideration of practicable and effective noise mitigation measures.

### 4.2. Noise Measurements

ACA undertook an inspection of the site and surrounding area on Monday 23 November 2020 to evaluate the potential noise exposure to the closest residential and other sensitive receivers.

During the site visit a series of attended noise measurements were undertaken using Type-1 integrating sound level meter in order to determine noise levels generated by the on-site noise sources. Additionally, an environmental noise logger was installed at the western boundary of the site to determine operational noise levels at the boundary over several days of operations.

All measurements were undertaken in general accordance with *AS1055:1997: Acoustics – Description and Measurement of Environmental Noise* and the EPNR.

The equipment detailed in **Table 4-1** was used in the noise survey. These instruments comply with *AS IEC 61672.1 – 2004 “Electroacoustics – Sound level meters – Specifications”* and *AS IEC 60942-2004: “Electroacoustics - Sound Calibrators”* as appropriate and have current calibration certificates traceable to a NATA certified laboratory.

**Table 4-1 Noise Monitoring Equipment used for Noise Survey**

Monitoring	Item	Make	Model	Type	Serial Number
Short-term (attended)	Sound level meter	Rion	NL-20	Class 2	766554
	Calibrator	SVAN	SV 33A	Class 1	76674
Long-term (unattended)	Noise Logger	NTi Audio	XL2	Class 1	A2A-18134-E0
	Calibrator	SVAN	SV 33A	Class 1	76674



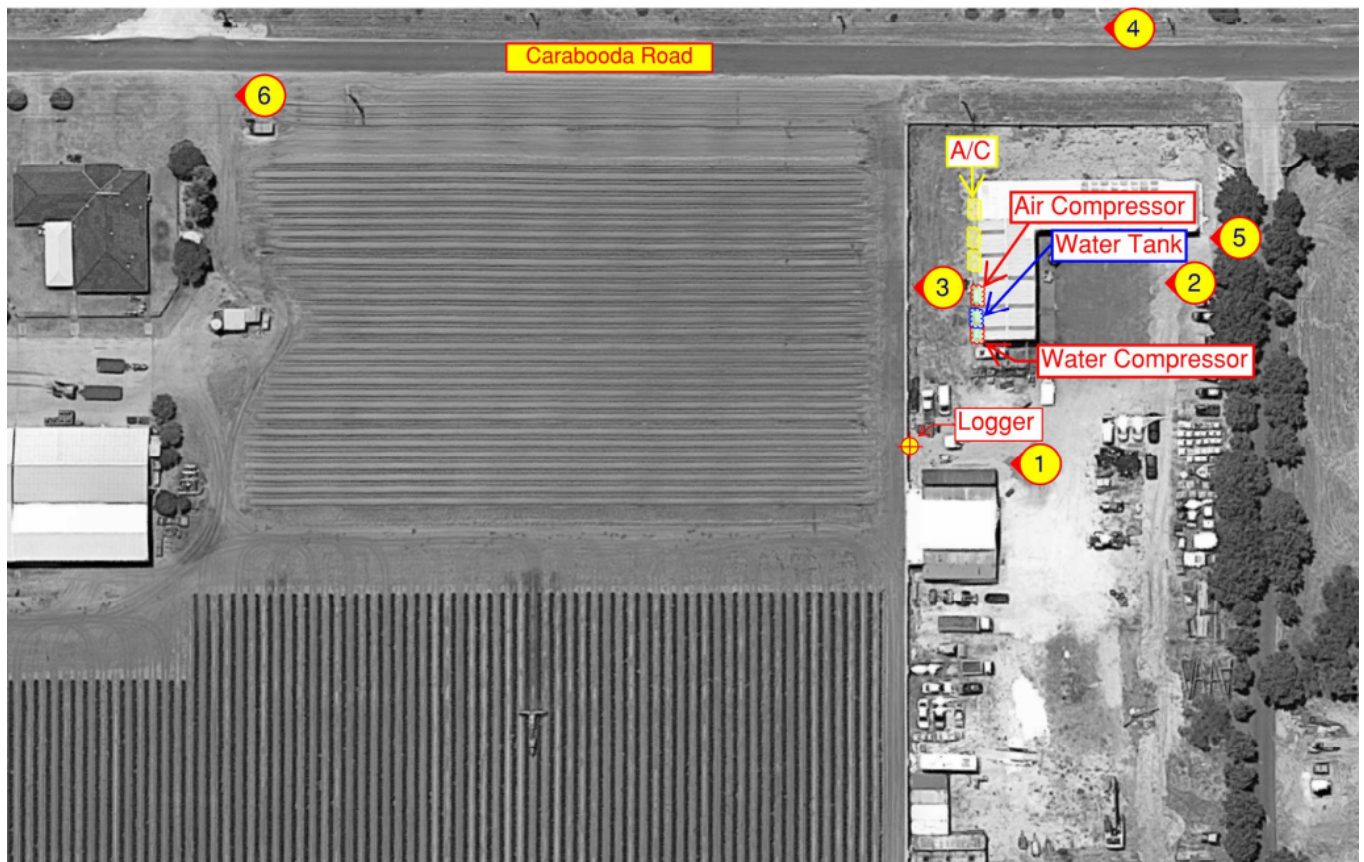
The principal sources of noise associated with the facility were noted to be:

- Vehicles manoeuvring within the external areas of the site;
- Mechanical repairs/equipment used within the workshop;
- External mechanical services units (air compressor, water compressor and air-conditioning units) located adjacent to the workshop's western facade; and
- Workshop staff activities (personnel talking and radio).

Noise measurements and observations at the locations shown in **Figure 4-1** were undertaken. At the off-site site locations noise levels were typically controlled by extraneous sources not associated with the facility, principally traffic noise from Carbooda Road. During periods uninfluenced by Carabooda Road traffic noise, the site was occasionally audible at the off-site locations, but only at un-intrusive levels.

It was not possible to directly measure the facility's noise contributions at the closest sensitive receiver locations due to the influence of local extraneous sources. Therefore, the site's off-site noise contributions have been predicted based on levels measured on the subject site.

**Figure 4-1** Noise Measurements Locations





### 4.3. Noise Levels and Assumptions

During the site inspection ACA observed that the noise emissions from the site fluctuated according to the activities being undertaken. Whilst the air-conditioning plant was observed to operate continuously, the other on-site noise sources were not continuous in their emissions. In particular, the air-compressor and water compressor noise emissions were observed to be driven by demand and for significant periods of time these items did not operate at all. Similarly, noise from the workshop procedures varied according to the works being undertaken.

Based on the attended noise monitoring undertaken on the site and review of the noise levels and coinciding audio recorded by the noise logger over the course of several days, the sound power levels set out in **Table 4-2** have been applied in this assessment.

The fixed plant sound power levels presented in **Table 4-2** correspond with the highest noise emissions measured during the survey. As such they are representative of the continuous operation of the respective noise sources at high capacity. Based on ACA's observations, it is considered unlikely that all of the identified sources would ever operate at high capacity and continuously at the same time. However, for the purposes of providing a conservative assessment, the coinciding operation of these sources has been considered.

**Table 4-2 Noise Source Sound Power Levels**

Frequency	1/1 Octave Band Sound Level – dB								dBA
	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	
Air-Conditioning (L <sub>max</sub> )	69	78	85	88	87	84	80	73	91
Air Compressor (L <sub>max</sub> )	75	84	91	94	93	90	86	79	97
Water Compressor (L <sub>max</sub> )	72	81	88	91	90	87	83	76	94
Servicing/Repair Workshop Noise Breakout (L <sub>10</sub> )	68	77	84	87	86	83	79	72	90
Servicing/Repair Workshop Noise Breakout (L <sub>max</sub> )	96	105	112	115	114	111	107	100	118
On-Site Vehicle Movements (4 Heavy Vehicle per Hour Assumed)	68	73	82	88	90	86	81	73	93

### 4.4. Noise Modelling

Operational noise emissions from the site have been predicted using a model created with the SoundPLAN environmental noise prediction software (Version 5.0), implementing the ISO 9613:1996 (*Acoustics – Attenuation of sound during propagation outdoors*) calculation algorithm. This program is used and recognised internationally as a preferred computer noise model.

Factors that are addressed in the noise modelling are:

- Equipment noise level emissions and locations



- Shielding/reflection effects from structures
- Receiver locations
- Ground topography
- Noise attenuation due to geometric spreading
- Ground absorption
- Atmospheric absorption and
- Influence of meteorology, per ISO 9613 methodologies

For the reasons identified above, the noise predictions undertaken are considered representative of 'typical worst case' scenarios and it is expected that actual noise levels would typically be less than predicted for the majority time.

#### 4.5. Predicted Noise Levels

Noise contour maps at an elevation of 1.5 m above ground level have been generated using the SoundPLAN software. These are presented in **Appendix B**.

The numerical results from the noise model at outdoor locations are presented in **Table 4-3**.

**Table 4-3 Predicted Outdoor Noise Levels**

Receiver	Predicted Noise Levels from Motor Vehicles Repair Facility		
	L <sub>A10</sub> (dBA)	L <sub>A1</sub> (dBA)	L <sub>Amax</sub> (dBA)
R1 – 232 Carabooda Road	40	54	59
R2 – 231 Carabooda Road	42	55	60
R3 – 275 Carabooda Road	33	53	58
R4 – 281 Carabooda Road	< 30	47	52
R5 – 270 Carabooda Road	< 30	50	55
R6 – 270 Carabooda Road	34	54	59

#### 4.6. Assessment and Discussion

The results presented in the previous section have been assessed against the noise criteria (per **Section 3**). A summary is presented in **Table 4-4**.



**Table 4-4 Assessment of Results**

Receiver	Type of Receiver	Noise Prediction (dB)	Assigned Noise Level (dB)	Difference (dB)	Comments
<b>Servicing/Repair Work (0700 to 1900 Hours)</b>					
R1	Existing Residential	L <sub>A10</sub> 40	L <sub>A10</sub> 45	-5	Complies
R2	Existing Residential	L <sub>A10</sub> 42	L <sub>A10</sub> 45	-2	Complies
R3	Existing Residential	L <sub>A10</sub> 33	L <sub>A10</sub> 45	-12	Complies
R4	Existing Residential	L <sub>A10</sub> <30	L <sub>A10</sub> 45	-15	Complies
R5	Existing Residential	L <sub>A10</sub> <30	L <sub>A10</sub> 45	-15	Complies
R6	Existing Residential	L <sub>A10</sub> 34	L <sub>A10</sub> 45	-11	Complies
<b>Servicing/Repair Work (0700 to 1900 Hours)</b>					
R1	Existing Residential	L <sub>A1</sub> 54	L <sub>A1</sub> 55	-1	Complies
R2	Existing Residential	L <sub>A1</sub> 55	L <sub>A1</sub> 55	-0	Complies
R3	Existing Residential	L <sub>A1</sub> 53	L <sub>A1</sub> 55	-2	Complies
R4	Existing Residential	L <sub>A1</sub> 47	L <sub>A1</sub> 55	-8	Complies
R5	Existing Residential	L <sub>A1</sub> 50	L <sub>A1</sub> 55	-5	Complies
R6	Existing Residential	L <sub>A1</sub> 54	L <sub>A1</sub> 55	-1	Complies
<b>Servicing/Repair Work (0700 to 1900 Hours)</b>					
R1	Existing Residential	L <sub>Amax</sub> 59	L <sub>Amax</sub> 65	-6	Complies
R2	Existing Residential	L <sub>Amax</sub> 60	L <sub>Amax</sub> 65	-5	Complies
R3	Existing Residential	L <sub>Amax</sub> 58	L <sub>Amax</sub> 65	-7	Complies
R4	Existing Residential	L <sub>Amax</sub> 52	L <sub>Amax</sub> 65	-13	Complies
R5	Existing Residential	L <sub>Amax</sub> 55	L <sub>Amax</sub> 65	-10	Complies
R6	Existing Residential	L <sub>Amax</sub> 59	L <sub>Amax</sub> 65	-6	Complies

As shown in **Table 4-4**, EPNR compliance would be expected at the closest existing sensitive residential locations. Additionally, internal noise levels would be expected to be within the recommended levels recognised by AS 2107 and the WHO Guidelines.

The requirement for specific noise mitigation measures is not considered necessary. Nevertheless **Section 5** of this report recommends a number of measures that can be applied to manage noise emissions from the site as much as reasonably possible and maintain noise within acceptable levels.





## 5. RECOMMENDATIONS

**Table 5-1** outlines the considerations of various noise mitigation options to manage noise emissions from the site. The table is divided in 3 sections:

- **Treating the source:** This refers to ways of reducing emissions directly at the source of sound generation.
- **Treating the path:** This refers to treatment to the medium that is physically in between the source and the receivers (i.e. air paths, buildings, reflective surfaces, supporting structures).
- **Management:** This refers to measures that will be required by the site management to minimise noise from operations.

**Table 5-1 Noise Mitigation Options**

Item #	Recommendation
<b>Treating the Source</b>	
1	Maintain good conduct, driving behaviour and practices within the workshop and external areas of the site.
2	Ensure vehicles accessing the site are generally well maintained and serviced to minimise their noise emissions. Minimise the use of horns etc.
3	Ensure the site access road is generally well maintained to avoid noise arising from potholes.
<b>Treating the Path</b>	
4	Where there is potential to, the acoustic screening provided by structures should be exploited to reduce noise from repair works at sensitive receiver locations.
5	Maximise the offset distance between noisy plant items and the receivers where practicable.
<b>Management</b>	
6	Maintain good management practices on site at all times and review procedures periodically.

It is expected that with the thorough implementation of the identified noise control measures, noise levels at sensitive receivers would remain in compliance with the EPNR noise criteria.



## APPENDIX A: Glossary of Acoustic Terms



## 1 Sound Level or Noise Level

The terms “sound” and “noise” are almost interchangeable, except that in common usage “noise” is often used to refer to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure capable of evoking the sense of hearing. The human ear responds to changes in sound pressure over a very wide range. The loudest sound pressure to which the human ear responds is ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

The symbols SPL, L or  $L_p$  are commonly used to represent Sound Pressure Level. The symbol  $L_A$  represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is  $2 \times 10^{-5}$  Pa.

## 2 “A” Weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dB(A), which is measured using a sound level meter with an “A-weighting” filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People’s hearing is most sensitive to sounds at mid frequencies (500 Hz to 4000 Hz), and less sensitive at lower and higher frequencies. Thus, the level of a sound in dB(A) is a good measure of the loudness of that sound. Different sources having the same dB(A) level generally sound about equally loud.

A change of 1 dB(A) or 2 dB(A) in the level of a sound is difficult for most people to detect, whilst a 3 dB(A) to 5 dB(A) change corresponds to a small but noticeable change in loudness. A 10 dB(A) change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels

Sound Pressure Level (dB(A))	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as “linear”, and the units are expressed as dB(lin) or dB.

## 3 Sound Power Level

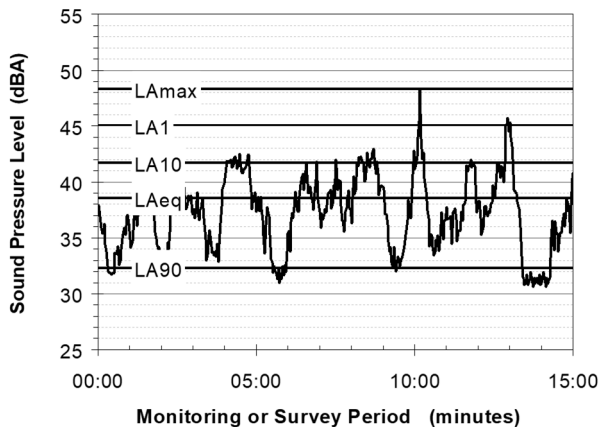
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dB(A)), but may be identified by the symbols SWL or LW, or by the reference unit  $10^{-12}$  W. The relationship between Sound Power and Sound Pressure may be likened to an electric radiator, which is characterised by a power rating, but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.



#### 4 Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

- LA1 The noise level exceeded for 1% of the 15 minute interval.
- LA10 The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.
- LA90 The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.
- LAeq The A-weighted equivalent noise level (basically the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

When dealing with numerous days of statistical noise data, it is sometimes necessary to define the typical noise levels at a given monitoring location for a particular time of day. A standardised method is available for determining these representative levels.

This method produces a level representing the “repeatable minimum” LA90 noise level over the daytime and night-time measurement periods, as required by the EPA. In addition, the method produces mean or “average” levels representative of the other descriptors (LAeq, LA10, etc)



## APPENDIX B: Noise Contour Maps



### Predicted Noise Levels from Vehicle Repair Facility at 1.5 m above Ground Level ( $L_{A10}$ dBA)



### Predicted Maximum Noise Levels from Vehicle Repair Facility at 1.5 m above Ground Level ( $L_{Amax}$ dBA)



PLANNING AND DEVELOPMENT ACT 2005

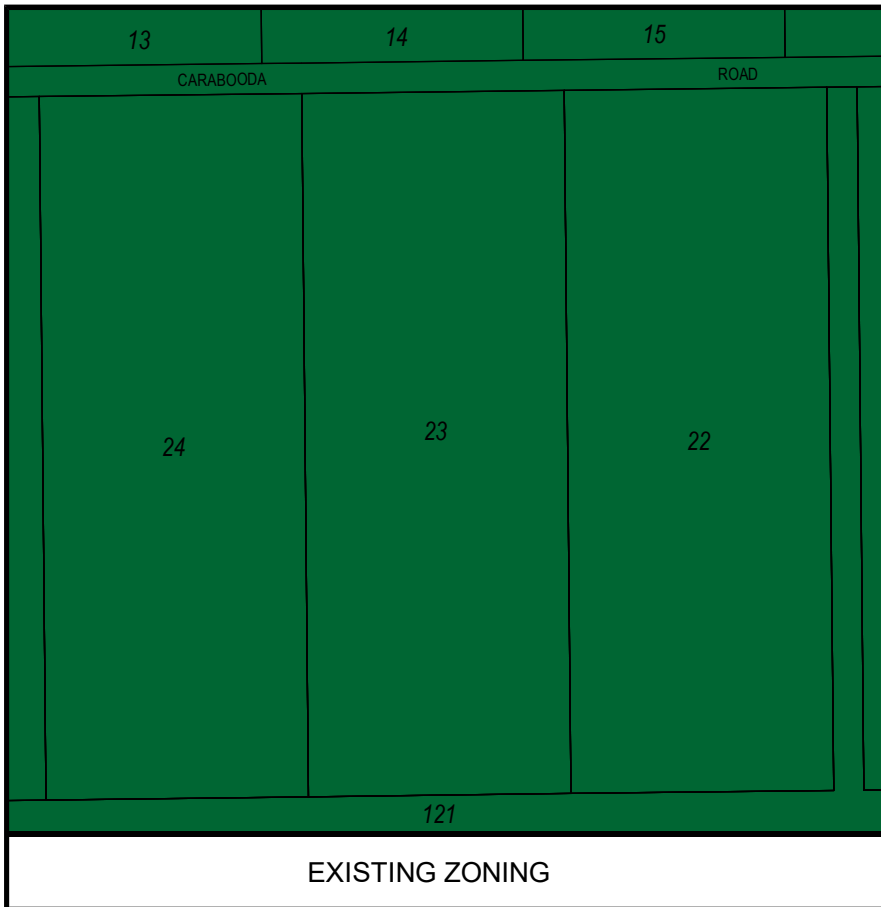
CITY OF WANNEROO

DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO. 188

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:

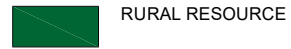
Allowing the Additional Use of Motor Vehicle Repairs at Lot 23 (250) Carabooda Road, Carabooda by including the following within Schedule 2 – Section 1 (Clause 3.20) – Additional Uses:

No		Street/ Locality	Particulars of Land	Additional Use and Conditions (where applicable)
A43	1-43	250 Carabooda Road, Carabooda	Lot 23 on Deposited Plan P8913	<p>Motor Vehicle Repairs (D)</p> <p><u>Conditions</u></p> <ol style="list-style-type: none"> <li>1. The extent of the additional use A42 shall only apply to a portion of Lot 23 as delineated on the City of Wanneroo District Planning Scheme No. 2 – Map 11 of 24 Pinjar Locality North West.</li> <li>2. Development shall be in accordance with plans approved by the local government and will require the issue of a development approval.</li> <li>3. At least one (1) of the owners of the Motor Vehicle Repairs business must also reside on the subject property.</li> <li>4. The Motor Vehicle Repairs business shall be limited to servicing related to agricultural, horticultural and basic raw material extraction land uses.</li> </ol>



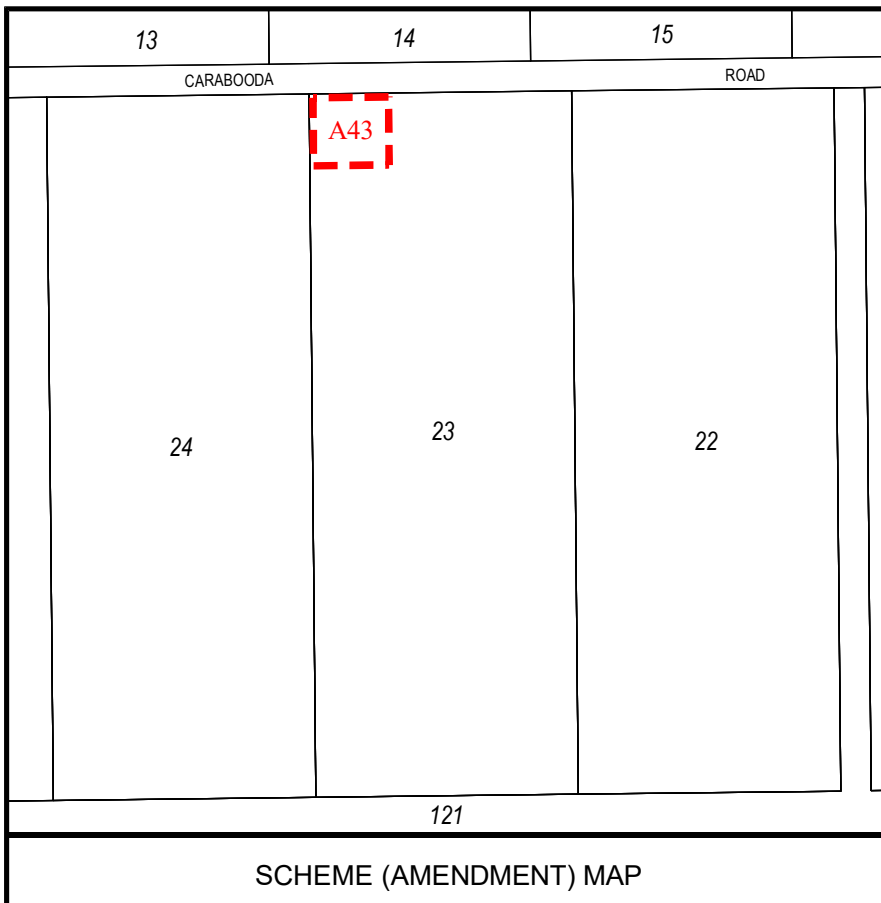
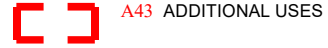
LEGEND

LOCAL SCHEME ZONES



OTHER CATEGORIES

(see scheme text for additional information)





**COUNCIL ADOPTION**

This Complex Amendment was adopted by resolution of the Council of the City of Wanneroo at the Ordinary Meeting of the Council held on the 20<sup>th</sup> day of April 2021

.....  
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 20th day of April 2021, proceed to advertise this amendment.

.....  
MAYOR

.....  
CHIEF EXECUTIVE OFFICER

**COUNCIL RECOMMENDATION**

This Amendment is recommended for \_\_\_\_\_ by resolution of the City of Wanneroo at the Ordinary Meeting of the Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ 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

DATE .....