



# **DISTRICT PLANNING SCHEME No. 2**

Amendment No. 198

***Planning and Development Act 2005*****RESOLUTION TO ADOPT AMENDMENT TO  
LOCAL PLANNING SCHEME****CITY OF WANNEROO****DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO. 198**

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 Car Park at Lot 108 (252) Neaves Road, Mariginiup 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)
A45	1-45	252 Neaves Road, Mariginiup	Lot 108 on Deposited Plan 93314	Car Park (D)  <u>Condition</u>  To expire within three (3) years of the date the subject land is gazetted 'Urban' under the Metropolitan Region Scheme.

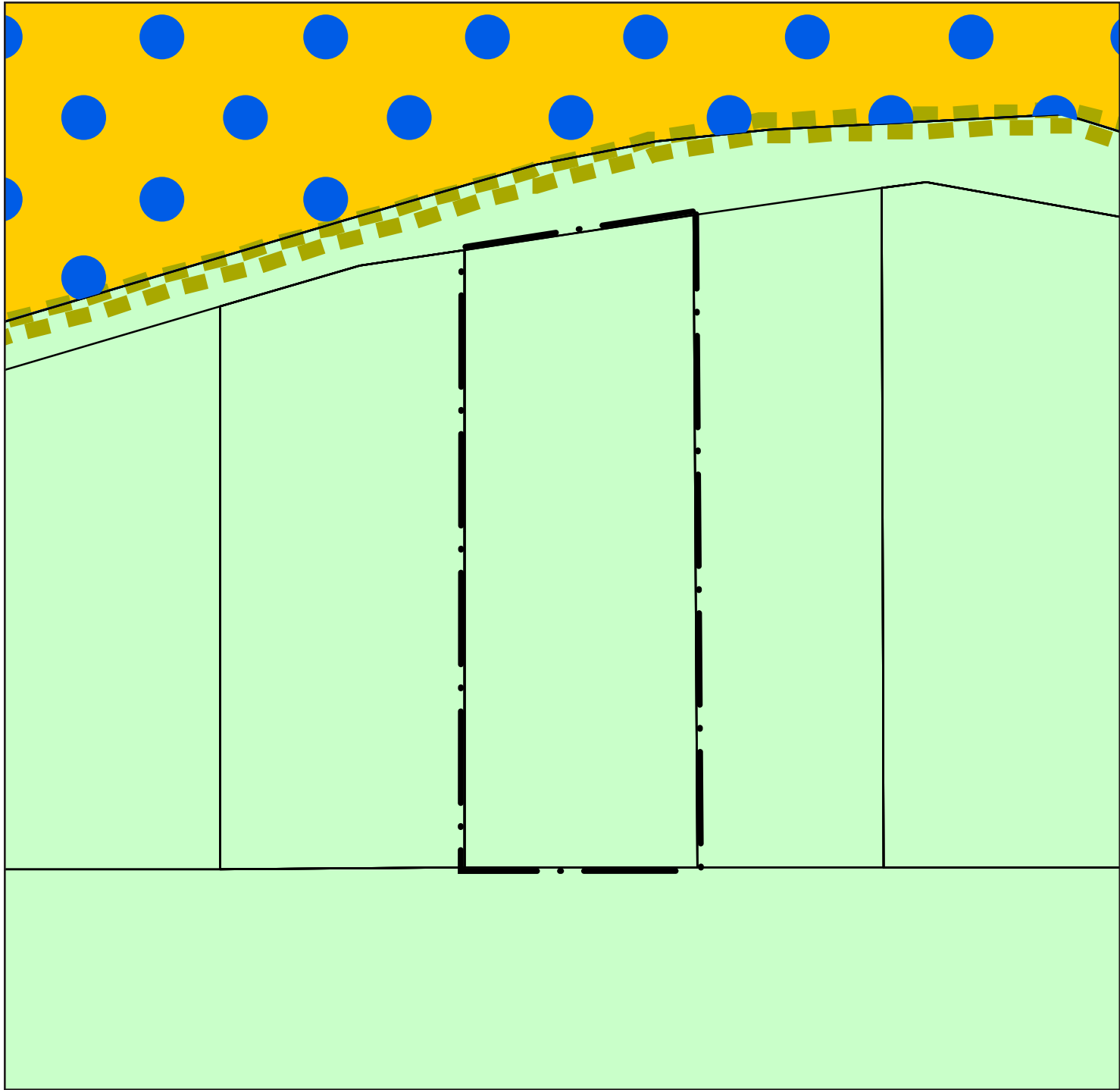
The Amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason:

An amendment that is not addressed by any local planning strategy.

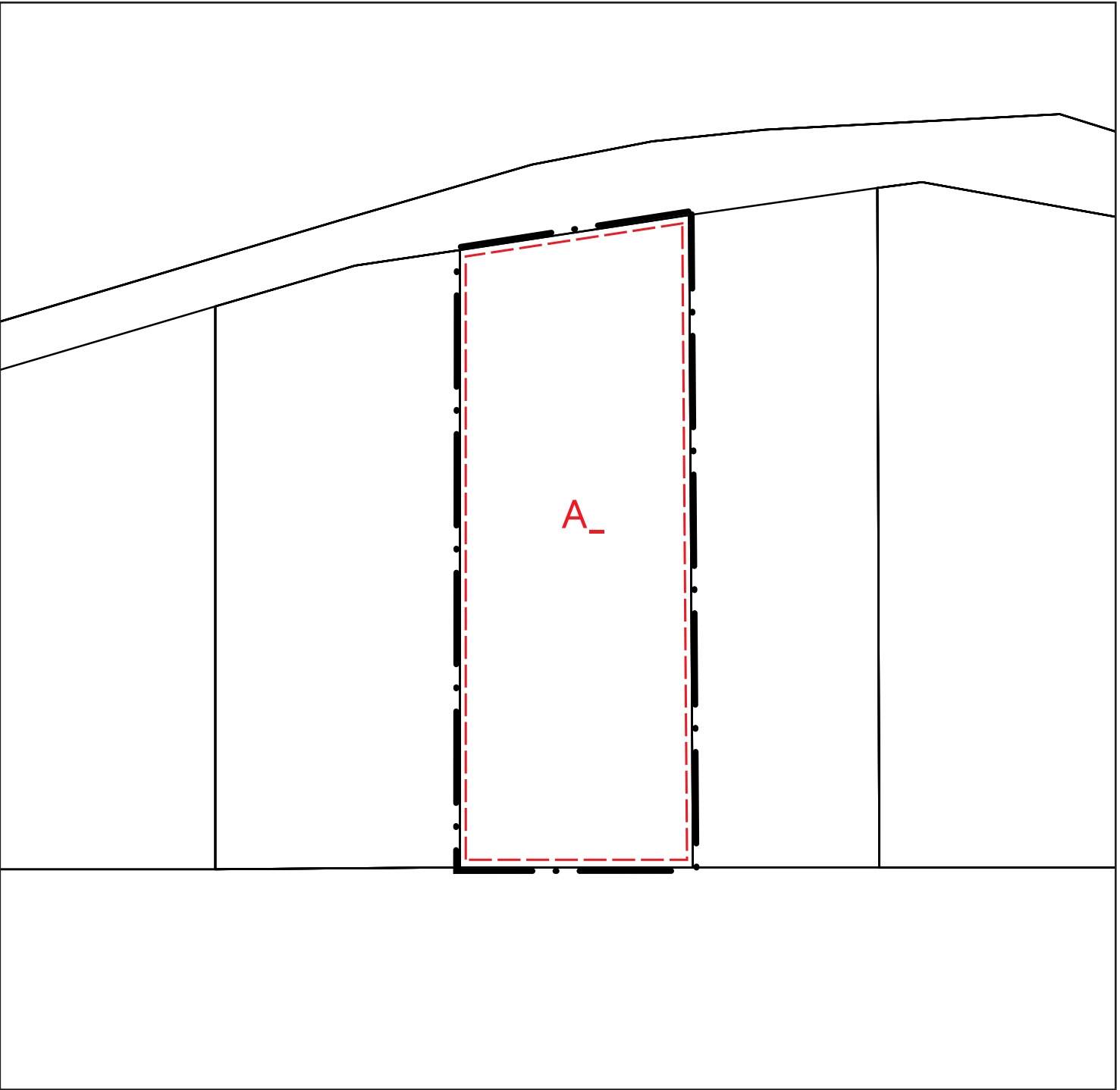
Date of Council Resolution: 7 September 2021

.....  
(Chief Executive Officer)

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




Existing Zoning




Proposed Zoning


**LEGEND**

**MRS RESERVES**


 State Forests


 Parks and Recreation


**LOCAL SCHEME ZONES**

 General Rural

**OTHER**

 Locality Boundary

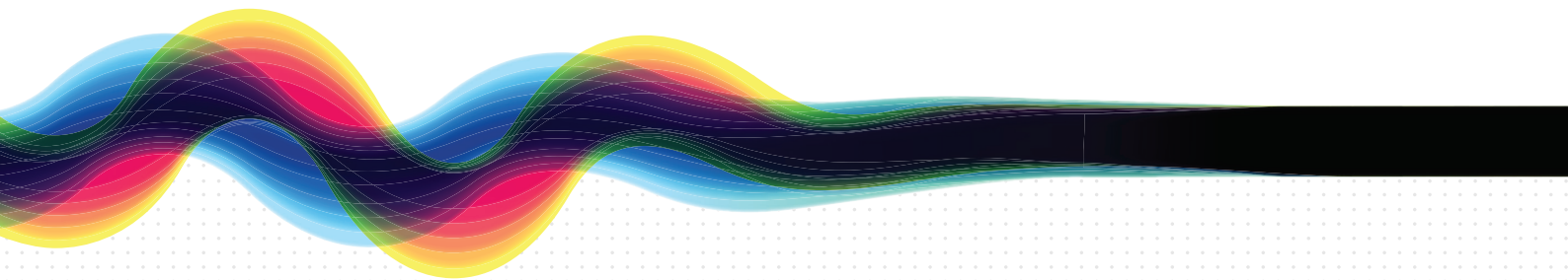
 A\_ Additional Use

 Scheme Amendment Boundary

# **Scheme Amendment Request to City of Wanneroo District Planning Scheme No. 2**

## Request to Introduce an Additional Use of Car Park at 252 Neaves Road, Mariginiup

August 2021 | 21-059





We acknowledge the custodians of this land, the Whadjuk Nyoongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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Issue	Date	Status	Prepared by	Approved by
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2	16.08.2021	Draft	Emily Greenwood	Murray Casselton

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# Introduction

This report has been prepared by **element**, on behalf of the landowners of Lot 108 (No. 252) Neaves Road, Mariginiup (the subject site) to request the initiation of an amendment to the City of Wanneroo's (the City) District Planning Scheme No. 2 (DPS 2) to facilitate and accommodate development that fits within the land use definition of a 'Car Park' at the subject site. The amendment seeks to amend DPS 2 to allow for an additional use at the subject site in order to gain retrospective planning approval of an existing unauthorised caravan storage business that currently operates at the site.

This report outlines the relevant planning and site considerations for the proposed amendment, which has been prepared with consideration to the relevant and applicable State and local planning framework.

## Background

This local planning scheme amendment is being requested to allow for retrospective planning approval to be sought in order to allow the continued operation of an existing caravan storage business at the subject site. The property was purchased in December 2020 with the understanding that the business had been operating legally for three (3) years and is now a vital part of the landowner's income, without which they would not be able to maintain their current lifestyle and property. Having operated for some time, the business has accrued many loyal customers who rely on the provided service as they are unable to store their caravans on their own properties due to insufficient property size and other constraints.

It is understood that the City was made aware of the unauthorised use due to a complaint made by a resident in the area. In response, a 28-day compliance notice was first issued by the City on 12 February 2021 requesting the landowners to cease operation of the business. Due to a postal or other delivery issue, the notice was never received by the landowners and was later reissued on 4 May 2021 following a site visit and consultation with City officers.

## Pre-Lodgement Consultation

The landowners engaged with **element** in February 2021 to begin the process of gaining retrospective approval for the unauthorised use. **element** attended a meeting with the landowners and the City's compliance officer on 4 May 2021 where an initial site visit was conducted. At the same time the 28-day compliance notice was hand delivered to the landowners instructing that the existing use cease within the stipulated 28 days.

In the event DPS 2 is successfully amended to accommodate the additional use, and once a subsequent retrospective development application is lodged and approved, the need for compliance action will cease as the use will be authorised. In the interim, it is understood that the City will hold further compliance action in abeyance until such time as the scheme amendment request has been lodged and considered by Council.

In order to alleviate any ongoing concerns with the operation of the use, the landowners have been working with the City in an effort to immediately reduce any impacts on surrounding properties through the introduction of additional visual screening and removal of signage removal of advertising signage and a reduction of operating hours. Fast growing vegetation has been planted throughout the subject site with the intent to plant more if the scheme amendment is successful to provide additional visual screening to adjoining properties and from the road.

**element** has also been in contact with the East Wanneroo District Structure Plan (EWDSP) project team at the Department of Planning, Lands and Infrastructure (DPLH) who, after a preliminary assessment of the proposal, stated that the storage use is unlikely to compromise the future transition of the land from rural to urban as urbanisation is not expected to begin until 2031. On this basis, the short term use of the subject site for caravan storage will not compromise the ultimate planning intent for the locality.

# Subject Site

The subject site is identified as Lot 108 (No. 252) Neaves Road, Mariginiup, is located within the municipality of the City and is subject to the requirements of DPS 2. The subject site has an area of 23,746m<sup>2</sup> and is bound by Neaves Road to the north and rural lifestyle lots to the east, west and south. It is understood that the relatively large neighbouring residential lots are primarily used for lifestyle, small scale agricultural and equestrian uses. The subject site currently accommodates a house, numerous sheds/outbuildings and an unauthorised caravan storage use, which is the subject of this scheme amendment request.

*Refer to Figure 1 – Location Plan*

*Refer to Figure 2 – Aerial Plan*

The unauthorised existing use is located to the rear of the house in the central portion of the subject site and immediately abuts the eastern lot boundary. The storage use consists of a cleared, graveled area of approximately 4,100m<sup>2</sup> (less than 20% of the overall site area) and contains a small shed in the north eastern corner of the clearing.

The following Table 1 summarises the current Certificate of Title particulars of the subject site.

**Table 1: Site Particulars**

Lot	Street Address	Diagram	Volume/Folio	Registered Proprietor
108	252 Neaves Road, Mariginiup	93314	2141/640	Roslyn Clare Leitch and Jeremy Charles Leitch

*Refer Appendix A – Certificate of Title*

## Environmental and Heritage Considerations

### Heritage Considerations

A desktop search of the Australian Heritage Database, the DPLH's Aboriginal Heritage Inquiry System, the Heritage Council's State Heritage Register and the City's records indicates that there are no listings of local, State, national or Aboriginal heritage significance at the subject site.

### Bushfire Considerations

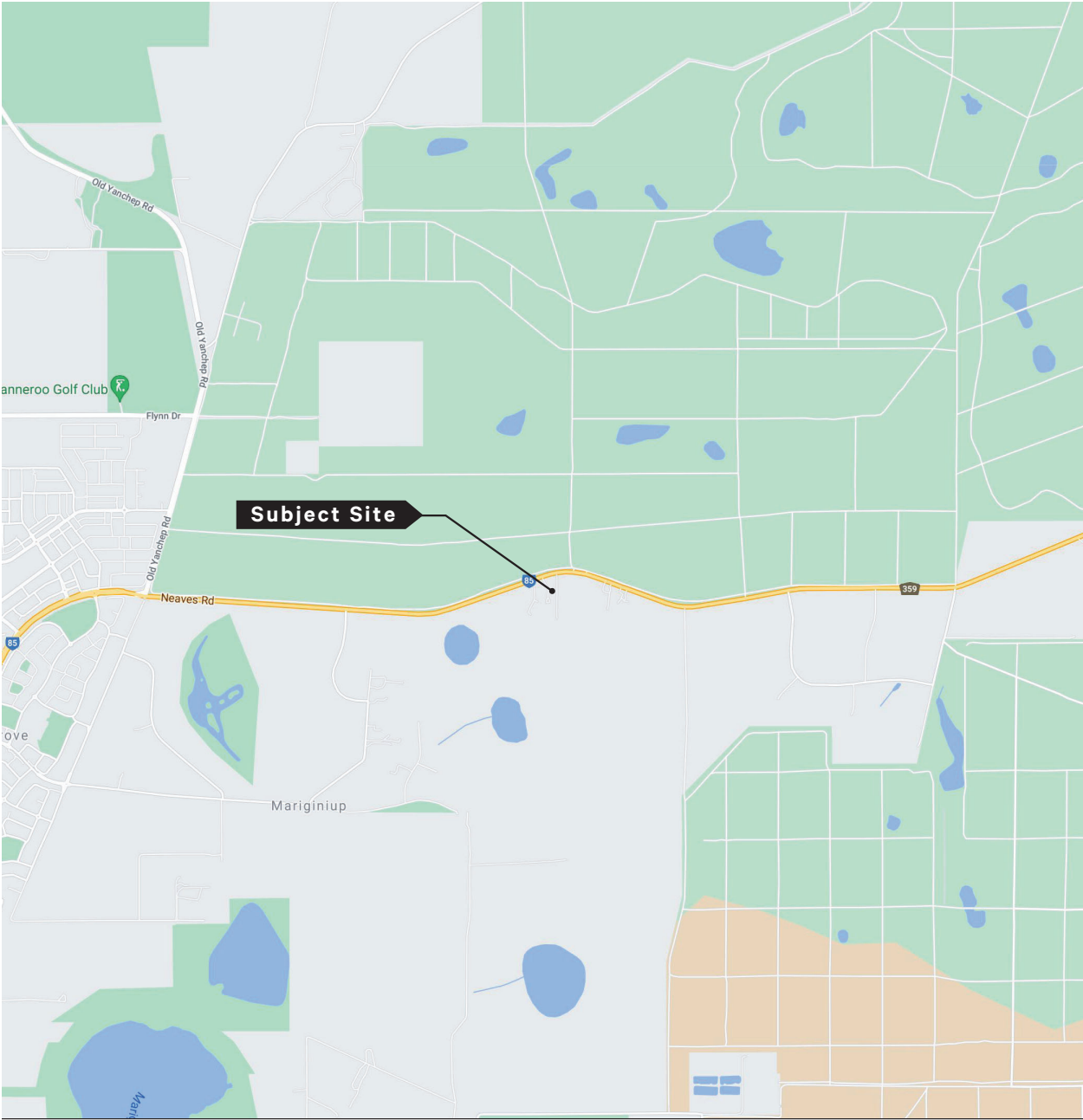
A desktop search of the Department of Fire and Emergency Services' Map (DFES) of Bushfire Prone Areas identifies that the subject site is located within a bushfire prone area. Bushfire risk management is not considered to be an issue in relation to the scheme amendment proposal as discussed later in the report.

### Acid Sulphate Soils

The Department of Water and Environmental Regulation's (DWER) online mapping database identifies that the subject site primarily has a moderate to low risk of acid sulphate soils with a small portion of the site along the eastern boundary having a high to moderate risk of acid sulphate soils. The risk of acid sulphate soils will be considered at the retrospective development application stage of the approval process and is considered to be an issue that can be readily managed having regard to the nature of the caravan storage use.

### Contaminated Site

A desktop search of the DWER Contaminated Sites Database identifies that the subject site is not classified as a contaminated site.



source: googlemaps

Figure 1. Location Plan





Subject Site



source: spookfish

Figure 2. Aerial Plan

# Proposed Scheme Amendment

This planning scheme amendment request seeks to accommodate an additional use at the subject site to facilitate the retrospective approval of an existing unauthorised caravan storage use.

The subject site is currently zoned 'General Rural' under the City's DPS 2 and the 'Car Park' land use class is listed as an 'X' (not permitted) use in this zone.

It is noted that the subject site is proposed to be classified as a 'Suburban Neighbourhood' in accordance with the draft EWDSP. It is understood that the site is likely to be normalised to residential at the local structure planning stage, which will enable the land to be ultimately rezoned to residential and developed for more fine grained urban purposes under DPS 2. In this instance a three year time limited condition is proposed as part of the additional use in order to correlate with the future rezoning of the site as displayed in Table 2 below. The condition will restrict the ability for a 'Car Park' land use to be approved at the subject site once local structure planning has occurred and it is rezoned for residential purposes.

Specifically, this report requests that the City initiates an amendment to *Schedule 2 – Section 1 (Clause 3.20) – Additional Uses*:

**Table 2: Proposed Scheme Amendment and associated condition**

No.	Street/Locality	Particulars of Land	Additional Use and Conditions (Where Applicable)
TBC	252 Neaves Road, Mariginiup	Lot 108	Car Park Condition:  To expire within 3 years of the date the subject land is gazetted 'Urban' under the Metropolitan Region Scheme,

*Refer to Figure 3 – Proposed Additional Use*

It is understood that following the finalisation and gazettal of the proposed scheme amendment that a retrospective development application will be lodged in order to gain approval for the caravan storage use. The development application will include further details of the use such as specific operating hours, maximum capacities, steps to address visual amenity and other potential concerns and any additional information requested by the City.

## Business Operation Details

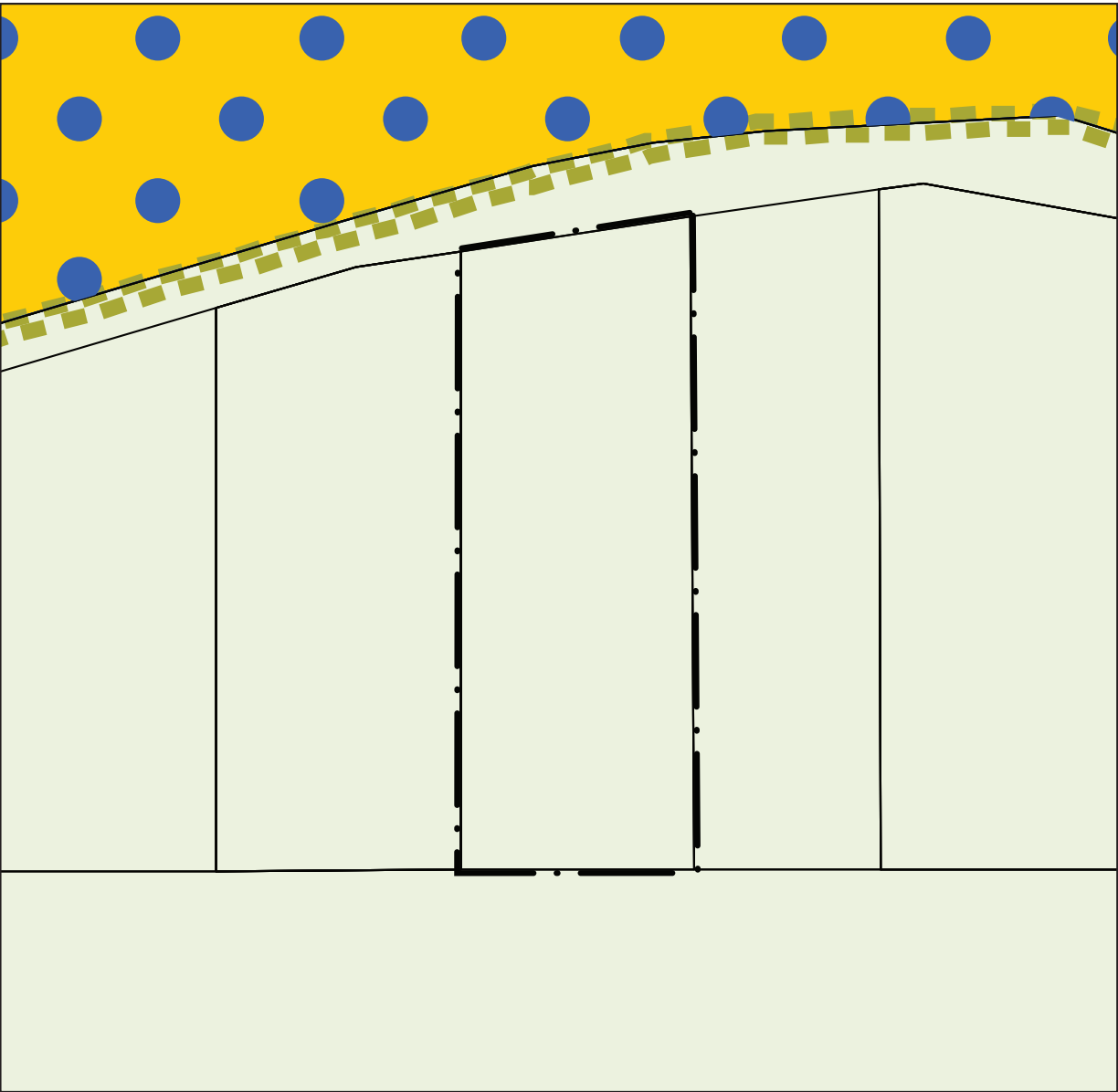
The caravan storage business operates at a frequency of a maximum of six (6) customer visits a day between Monday to Saturday, involving a customer dropping off or picking up their caravan. A Traffic Impact Statement (TIS) has been prepared to support the proposed scheme amendment. The TIS concludes that based on the low trip generation the use has no material impact on the surrounding road network. An Environmental Noise Impact Assessment (ENIA) has also been prepared and concludes that the noise generated by the use complies with the assigned acoustic levels

*Refer to Appendix B – Traffic Impact Assessment*

*Refer to Appendix C – Environmental Noise Impact Assessment*

The landowners will comply with the City's requirements and will not take on any new customers and will not replace customers once their contracts are completed until such time as the scheme amendment has been finalised and gazetted and retrospective planning approval has been obtained.

Additional visual screening has also been introduced on to the subject site in the form of plantings which over time will mature and be further enhanced to protect the visual amenity of neighbouring properties and from the adjacent road. Treatments have included the conversion of the gravelled roundabout into a large planter bed and the introduction of a vegetation screen in front of the row of caravans to the west of the storage area. The landowner's intention is to eventually provide established vegetation along the portions of the property boundaries that are adjacent to the storage area to reduce the visual impact of the storage facility on neighbouring properties. This is intended to be achieved through the introduction of avocado tree plantings along portions of the eastern boundary and within the northern portion of the subject site once retrospective planning approval for the use has been obtained. Further information can also be provided at the retrospective development application stage via a detailed landscaping plan to satisfy the requirements of the City.



Existing Zoning

LEGEND

MRS RESERVES

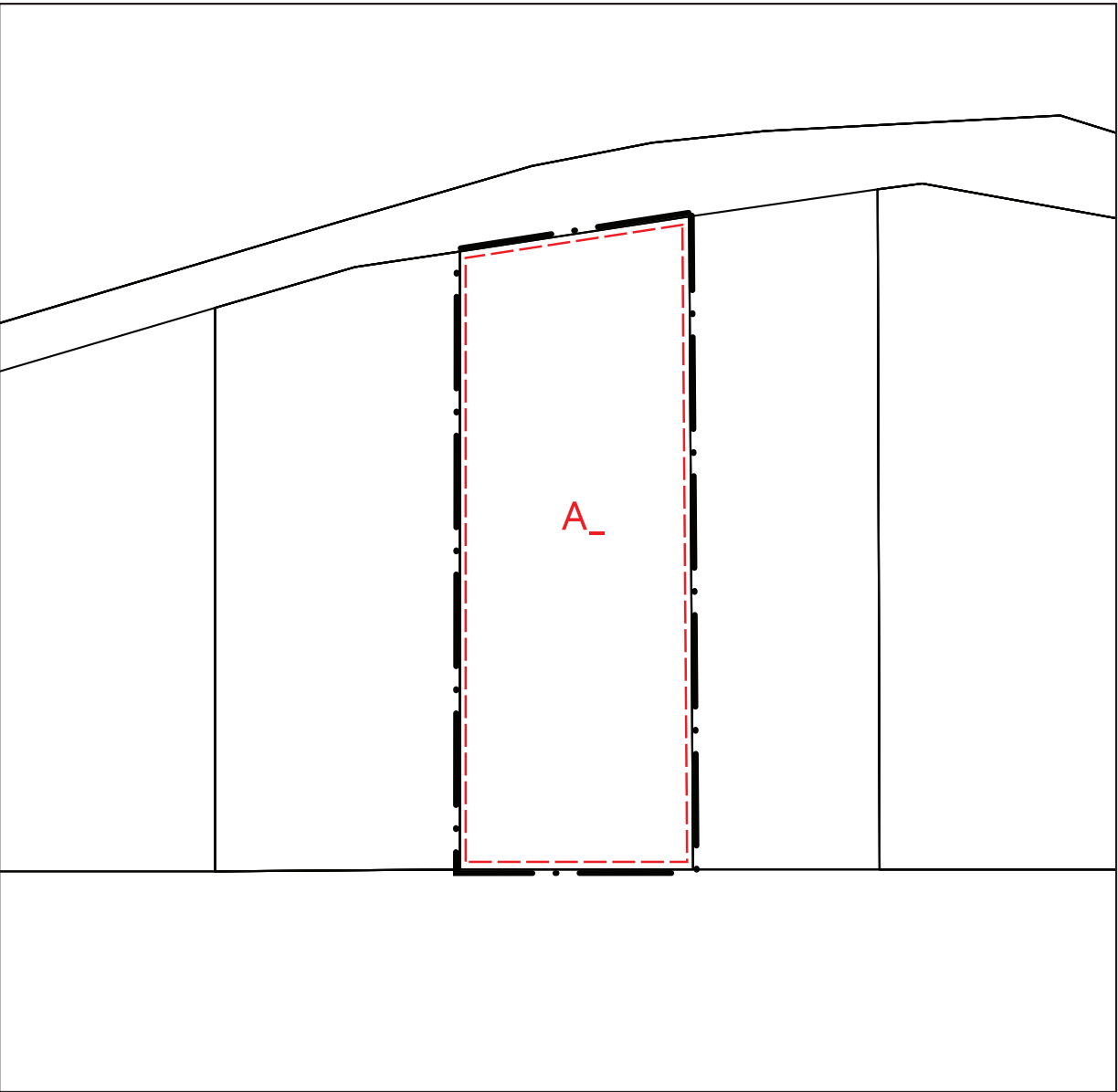
- State Forests
- Parks and Recreation

LOCAL SCHEME ZONES

- General Rural

OTHER

- Locality Boundary
- A\_ Additional Use
- Scheme Amendment Boundary



Proposed Zoning



Figure 3. Proposed Additional Use



## Technical Assessment

### Traffic Considerations

A TIS and an ENIA have been prepared to address any impacts associated with the operation of the existing unauthorised caravan storage use in terms of acoustic and traffic concerns and have been included at Appendix B and C respectively.

The TIS has been prepared by Cardno in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the checklist (WAPC Guidelines). The subject site is bound by Neaves Road to the north, which is classified as a Regional Distributor road with a speed limit of 90 kilometres per hour. Recent traffic volumes of the roads in the area were obtained from Main Roads Traffic Maps from 2017 and 2019 and determined that there have been no fatal accidents recorded in the area and one (1) accident that required medical attention. As there are no staff that commute to the subject site, no staff parking is required. Visitors to the subject site can park on the hardstand/driveway space available on-site or on the open area adjacent to the driveway.

The subject site is accessed via a five (5) metre crossover on Neaves Road and sightlines are within minimum standard requirements and are not considered to be an issue as there are no visual obstructions within the critical sight triangle. A swept path was conducted using a car with a caravan attached and concluded that vehicles are able to enter and exit the site appropriately. Daily anticipated movements were predicted using a ‘worse-case’ scenario approach with three (3) caravans being dropped off and three (3) caravans being picked up a day. The total trip generation of the site development based on this approach is anticipated to have no material impact on the surrounding road network.

### Acoustic (Noise) Considerations

The ENIA has been prepared by Herring Storer Acoustics and assessed the noise level emissions associated with the car and caravan movements against the requirements of the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations), which stipulates the maximum allowable external noise levels. The use of the storage area is limited to regular business hours in order to reduce impact on the acoustic amenity of neighbouring properties by restricting vehicle movements to appropriate times.

Noise level measurements of typical caravan and car movements were recorded on 20 May 2021 at the lot boundary of the adjoining neighbour’s properties and were calculated at a maximum of 50 decibels (dB). The noise level emissions associated with use of the caravan storage yard complies with the applicable assigned noise levels at all times

*Refer to Appendix B – Traffic Impact Assessment*

*Refer to Appendix C – Environmental Noise Impact Assessment*

# State Planning Framework

## Metropolitan Region Scheme

Pursuant to the Metropolitan Region Scheme (MRS), the subject site is zoned a combination of 'Rural' and 'Urban Deferred'. The northern portion of the subject site is zoned 'Rural', and the southern greater portion of the subject site is zoned 'Urban Deferred', meaning this area has been identified by the MRS to be zoned 'Urban' in the future. It is noted that a 'Car Park' land use is generally consistent with the purpose and intent of the zones under the MRS, which are described as:

*'Rural: Land in which a range of agricultural, extractive and conservation uses are undertaken.*

*Urban Deferred: Land identified for future urban uses following the extension of urban services, the progressive development of adjacent urban areas, and resolution of any environmental and planning requirements relating to development.'*

The existing unauthorised caravan storage use is considered an acceptable use at the subject site due to the large lot sizes and low impact nature of the use. The storage area is limited to a small portion of the subject site and does not prevent the remainder of the site and surrounding areas to continue to be used for lifestyle, small scale agricultural and equestrian use. No extractive or conservation uses are evident in the area. The storage business does not impact upon the use of the neighbouring properties as these lots are also of significant size and accommodate a range of lifestyle and other activities. The acoustic amenity of the area is not compromised by the use as it generates limited noise due to a low volume of vehicle movements per day and is considered compliant with applicable Noise Regulations. The limited amount of traffic generated by the use does not compromise the existing road network, endanger neighbours or create safety issues as there are clear lines of sight from the driveway as determined by the TIS.

The subject site has been identified by the MRS as an area for future urbanisation in accordance with the strategic vision of the draft EWDSP. Urbanisation of this area is not anticipated to occur before 2031, therefore the use is unlikely to compromise the future transition of the land from 'Rural' to 'Urban'.

*Refer to Figure 4 – Metropolitan Region Scheme Extract*

## Perth and Peel @3.5 million

Perth and Peel @ 3.5 Million is the guiding document for the WAPC's high level strategic planning for the Perth and Peel Regions. It builds on Directions 2031 as well as the State Planning Strategy 2050, responding to challenges with a long term growth strategy for land use and infrastructure.

The Perth and Peel @ 3.5 Million suite of documents have been developed in order to set out a coordinated strategy to spatially accommodate a substantially increased population over several sub-regions. It aims to achieve a more consolidated urban form to meet long-term housing needs and to strengthen key activity centres and employment nodes as the Perth and Peel population grows to 3.5 million. The subject site is in the 'North West Sub-Region' which helps establish key instruments aiming to achieve a more consolidated urban form with less dependence on urban greenfield developments to accommodate anticipated population growth. The framework set out seeks to achieve a more consolidated urban form and development within the sub-region.

The proposed condition on the scheme amendment has taken into consideration the projected future urbanisation of the North West sub-region and acknowledges that the existing and future zoning of the areas will be inconsistent with the existing unauthorised use at some point in the future. However, with further consolidation and urbanisation the demand for caravan storage is predicted to increase and there are already limited areas where this type of facility is currently permissible. Many of the users of the facility are unable to store their caravans at their own homes due to smaller lot sizes and larger houses with limited verge and on street parking availability. The use offers residents in developed areas the opportunity to still enjoy the ownership of a caravan and live in their desired area.

The impacts of the COVID-19 pandemic have further exacerbated the demand for caravan storage facilities due to an enhanced focus on domestic tourism opportunities with limited regional accommodation available to meet demand outside of the Perth Metropolitan Area. This demand is expected to continue in the short to medium term due to the interrupted ability to undertake interstate travel and the current bans in place on international leisure travel.

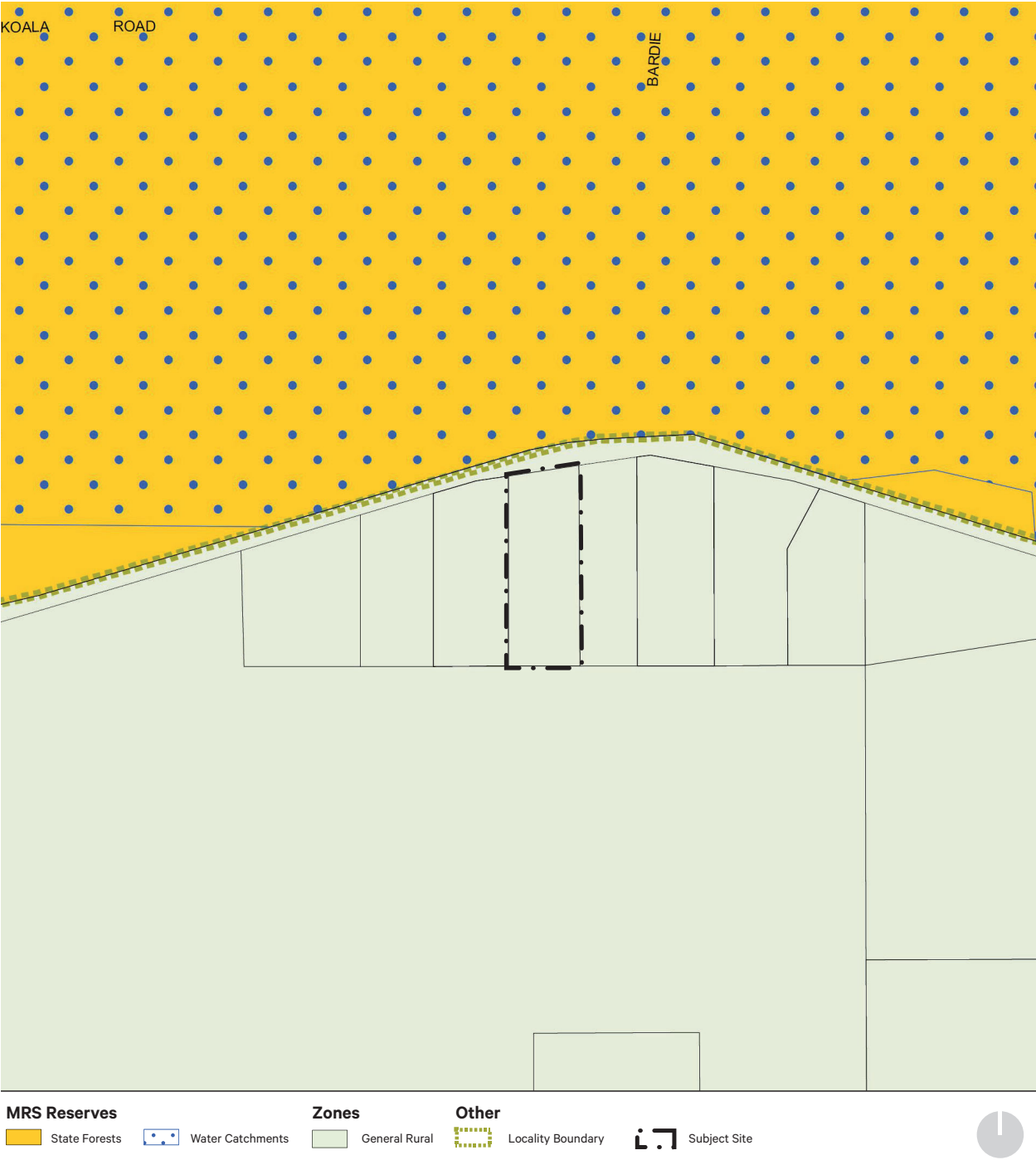


Figure 4. Metropolitan Region Scheme Extract

## Planning and Development (Local Planning Scheme) Regulations 2015

The *Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations) made under the *Planning and Development Act 2005* (the Act), govern the way in which local planning strategies and local planning schemes are prepared, consolidated and amended. Section 75 of the Act provides local governments with the ability to amend a local planning scheme and the Regulations divide scheme amendments into either a basic, standard or complex classification. The proposed amendment is considered to be a standard amendment as per clauses (e) and (f) of the Regulations as the use does not result in any significant environmental, social, economic or governance impact and has a minimal impact on the land in the scheme area. The storage business is contained centrally within the subject site and utilised the pre-existing landscape to avoid the removal of any trees during the development of the storage area. The use does not impact upon the ability for adjoining properties to continue rural uses such as agricultural, horticultural and equestrian activities at an appropriate scale.

### State Planning Policy 2.5 Rural Planning

The purpose of State Planning Policy 2.5 Rural Planning (SPP 2.5) is to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values. Ensuring broad compatibility between land uses is essential to delivering this outcome. Although limited in its actual relevance, SPP 2.5 technically applies to this proposed scheme amendment as the subject site is zoned 'General Rural'. The policy objectives are to:

- (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 will facilitate the continued use of the caravan storage business at the subject site. This use provides a service to many customers that are unable to store their caravan on their own property and based on the success and high demand for this current business it is understood that there are many people who benefit from such a use. As there is no maintenance of the caravans undertaken at the subject site, customers often contribute to the local economy as they need to utilise local services before they use their caravans such as petrol stations, supermarkets and auto repair shops. The use has little impact on the existing environment as no clearing was required to accommodate the storage area and no hazardous materials or chemicals are stored on the subject site, limiting opportunities for run off contamination.

SPP 2.5 aims to achieve the objectives through the provided policy measures. A number of these measures are not relevant to the proposed scheme amendment. However, clauses 5.12 and 6.4 relate to zoning and ensuring that zones and sites are suitable for their intended purpose. An assessment against the relevant aspects of clause 5.12 and clause 6.4 is included in the following page.

**Table 3: Assessment against Clause 5.12**

5.12.1 Avoiding land use conflict	Comment
<i>Planning decision-makers shall take the following approach to avoid land use conflict:</i>	
(a) <i>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;</i>	<p>The caravan storage business is generally compatible with the surrounding land uses as it is of a limited size and located away from existing housing in the locality. The use is contained to an area of approximately 4,100m<sup>2</sup> (less than 20% of the overall site area) and is located behind the on-site house and along the western boundary</p> <p>The property to the west is used for residential and lifestyle. Existing sheds are located approximately 24 metres from the storage area and the neighbouring residential house is set back approximately 60 metres from the storage area.</p> <p>The eastern property is used primarily for residential and lifestyle purposes and the house is setback approximately 30 metres from the storage area.</p>
<p>(b) <i>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, State Planning Policy 2.5 Rural Planning December 2016 10 prescribed standards, accepted industry standards and/or Codes of Practice, followed by considering –</i></p> <p>(i) <i>whether the site is capable of accommodating the land use; and/or</i></p> <p>(ii) <i>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</i></p> <p>(iii) <i>whether if clauses (i) and/or (ii) are met, a statutory buffer is not required;</i></p>	<p>The caravan storage business has been operating on the subject site for three (3) years and measures have been taken to reduce any potential adverse amenity impacts on the adjoining properties through appropriate operating hours and limited frequency of vehicle movements. Vegetation plantings have also been commenced and over time and with further enhancements are expected to provide effective visual screening.</p> <p>The 'Car Park' land use definition does not trigger the buffer requirements as stated under State Planning Policy 4.1 State Industrial Buffer as the use is not considered a 'sensitive use' or an industrial use.</p>
c) <i>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</i>	N/A
d) <i>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.</i>	N/A
5.12.2 Planning approach for sensitive land uses in rural zones potentially affected by a rural land use	
<i>This policy seeks to limit the introduction of sensitive land uses that may compromise existing and future primary production on rural land. In considering these zones and land uses, WAPC's position is that:</i>	Noted
a) <i>single dwellings on rural land are a sensitive land use;</i>	
b) <i>single dwellings and other sensitive land uses on rural land should be afforded a reasonable standard of rural amenity;</i>	The adjoining residential houses are setback between 30 to 60 metres from the storage area and the noise generated by the use is compliant with the assigned noise levels.
c) <i>the introduction of single dwellings and other sensitive land uses should not occur where they would limit primary production;</i>	N/A

d) <i>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;</i>	As mentioned above, potentially sensitive land uses on the adjoining properties are sufficiently setback from the storage area to address any amenity concerns.
e) <i>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;</i>	N/A
f) <i>rural land uses are compatible with the preservation of rural character and amenity in rural zones;</i>	<p>The caravan storage area is providing a highly sought-after and necessary service to local and international customers and results in minimal impact to surrounding rural uses.</p> <p>The caravan storage business does not limit the ability for the adjoining properties to operate as rural lifestyle lots and does not have a detrimental impact on the visual or acoustic amenity of the area. Visual screening can be further augmented to address any reasonable ongoing amenity concerns if required.</p>
g) <i>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.</i>	N/A

### 5.12.3 Determining a buffer

<i>In addition to those matters required under a scheme, where detailed consideration of off-site impacts is required in accordance with clause 5.12.1 (c), determination of a buffer should, take into account:</i>	The 'Car Park' land use definition does not trigger the buffer requirements as stated under State Planning Policy 4.1 State Industrial Buffer as the use is not considered a 'sensitive use' or an industrial use.
a) <i>separation distances recommended in Government policy and guidance;</i>	
b) <i>whether the design and/or operation of the proposal is in accordance with prescribed standards, accepted industry standards or codes of practice;</i>	A TIS and an ENIA have been prepared in support of the proposed scheme amendment. The results of the assessments conclude that the traffic and noise levels produced by the use are in accordance with applicable traffic and acoustic regulations and within acceptable parameters.
c) <i>whether, prior to issuing an approval, any management plans associated with the proposal are capable of being implemented;</i>	N/A. No management plans are considered necessary for the caravan storage facility.
d) <i>the existing or potential requirement for environmental licensing and/or works approval;</i>	N/A. None required.
e) <i>potential cumulative impacts;</i>	N/A. All associated impacts have been addressed and concluded as being within acceptable parameters.
f) <i>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</i>	A TIS and an ENIA have been prepared in support of the proposed scheme amendment. The results of the assessments conclude that the traffic and noise levels produced by the use are in accordance with applicable traffic and acoustic regulations and within acceptable parameters.
g) <i>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.</i>	N/A. There are no odours associated with the caravan storage use.

#### 5.12.4 Planning approach for buffers

*Where a buffer has been determined in accordance with clause 5.12.3 and off-site impacts can be managed by planning controls, planning decision-makers should adopt the following approach as applicable:*

N/A. No buffers required or proposed.

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;*

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

N/A

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*

N/A

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.*

N/A

#### 5.12.5 Planning approach for managing land use transition

*Rural land may transition to other zones, such as urban, residential, commercial and industrial. In such cases, it is necessary for land use transition to be managed, such that existing operators can continue to function and new landowners have reasonable expectations. In such cases, WAPC policy is:*

Urbanisation of the area is not predicted to start until 2031 in accordance with the EWDSP timeframes. Once the area has been rezoned 'Urban' under the MRS the 'Car Park' land use will not be capable of approval as per the proposed condition under the additional use provisions.

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;*

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;*

N/A

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*

N/A

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.*

N/A



Table 4: Assessment against Clause 6.4

6.4 Zoning proposals affecting rural land	Comment
<i>In contemplating zoning proposals or amendments to region or local planning schemes, planning decisionmakers shall consider:</i>	
(a) <i>the suitability of the site to be developed for the proposed use;</i>	<p>The caravan storage business has been operating on the subject site for three (3) years and measures have been taken to reduce any potential adverse amenity impacts on the adjoining properties through appropriate operating hours and limited frequency of vehicle movements. Vegetation plantings have also been commenced and over time and with further enhancements are expected to provide effective visual screening.</p> <p>No adverse impacts have been identified during its time in operation.</p>
(b) <i>the siting of the zone/land use in the context of surrounding zones/land uses (existing and proposed);</i>	<p>The use of the caravan storage business within the 'General Rural' zone provides customers with a secure and private location to store their vehicles. As the storage area is not visible from the adjacent road and the subject site is located away from busy areas there is minimal risk of break ins or any damage occurring to the caravans.</p> <p>The subject site is located within the EWDSP area, and has been identified to be rezoned 'Urban' under the MRS. In order to accord with the future urbanisation intent a condition of approval for the additional use has been proposed that will prevent the use from being capable of approval once the area has been rezoned.</p>
(c) <i>the capacity of the site to accommodate the proposed zone/land use and associated impacts and:</i>	
(i) <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;</i>	<p>The existing use is contained within a small portion (less than 20%) of the 23,744m<sup>2</sup> site totaling approximately 4,100m<sup>2</sup>. The existing caravan storage business use is not classified as a sensitive use and does not affect the operation of any primary production.</p> <p>The use is generally consistent with the objectives of the WAPC policy and does not impact upon the ability for surrounding lots to operate as rural lifestyle lots.</p>
(ii) <i>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;</i>	
(iii) <i>that the continuation of existing rural land uses are taken into account;</i>	<p>As mentioned above, the subject site is located within the EWDSP area, and has been identified to be rezoned 'Urban' under the MRS. In order to comply with the future urbanisation a condition of approval for the additional use has been proposed that will prevent the use from being capable of approval once the area has been rezoned.</p>
(iv) <i>ensure that lifting of urban deferred land in a region scheme is in accordance with clause 6.4 (b);</i>	

As per the assessment above, the existing caravan storage use is not considered to have a detrimental effect on the surrounding locality as it has operated for three (3) years and has had no discernible adverse impact on adjoining properties or the locality generally.

## State Planning Policy 3.7 Planning in Bushfire Prone Areas

The subject site is located in an area designated as bushfire prone, in accordance with the Map of Bush Fire Prone Areas. WAPC Planning Bulletin 111/2016 states that the requirements of State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the deemed provisions should be applied pragmatically by decision makers. If the proposal does not result in an intensification of development (or land use), does not result in an increase in residents or employees, or does not involve the occupation of employees on site for any considerable amount of time, then there may not be any practical reason to require a Bushfire Attack Level (BAL) Assessment.

We are of the opinion that the proposed development is exempt from the requirements of SPP 3.7 given the existing storage yard business does not involve employees on site or result in an increase of residents or employees. As such, it would not be practical or necessary to require the preparation of a BAL Assessment.



# Local Planning Framework

## District Planning Scheme No. 2

DPS 2 is the primary statutory planning control instrument relating to the development and use of land within the City. Pursuant to DPS 2 the subject site is zoned 'General Rural'. The General Rural zone has the following objectives:

- a) 'accommodate agricultural, horticultural and equestrian activities;*
- b) maintain and enhance the rural character and amenity of the areas designated for rural use and to protect their ground water and environmental values'*

Under the current zoning the caravan storage use is not observed to impose a detrimental impact on the environment and existing surrounding land uses. Although the use does not enhance the existing rural character and amenity of the area the use is currently generally consistent with the above objectives as it does not prevent adjoining and nearby properties from continuing to be used for small scale agricultural, horticultural and equestrian uses. The impact on acoustic amenity is limited as there is little noise generated by the use as caravans are often held at the site for long periods of time and the vehicle movements generated are very low and cause minimal impact on local traffic conditions. Both the noise and traffic generated by the use are compliant with the Noise Regulations and WAPC Guidelines.

*Refer Figure 5 – DPS 2 Zoning Map*

The unauthorised use is most appropriately designated by DPS 2 as a 'Car Park' which is defined as:

*'means premises used primarily for the parking of private vehicles or taxis whether open to the public or not but does not include any part of a public road which is used for the through movement of traffic or premises on or in which vehicles are displayed for sale or premises set aside to meet a specific parking requirement under the Scheme. The term includes the land required on site for access and manoeuvring to enable vehicles to gain access to car parking bays.'*

A 'Car Park' land use is currently an 'X' (not permitted) use in the 'General Rural' zone meaning it is not permitted at the subject site. The purpose of the scheme amendment is to request that an additional use ('Car Park') is made permissible at the site for the existing unauthorised use to obtain retrospective planning approval and continue operating. The land use definition for 'Car Park' is considered appropriate for the existing storage business operating on the site as the landowners do not wish to store anything other than vehicles such as caravans, boats, and cars on the subject site.

Based on the success of the existing business at the subject site and similar businesses in the area, the use is providing a service that is in high demand. A number of customers have expressed their support for the continuation of the business and have provided comment. These submissions are provided at Appendix D. Some customers live overseas and have been unable to return to Perth to use their caravans and will not be able to for some time due to the impacts of the COVID-19 pandemic. Several customers live in higher density suburbs where there is little space for storage due to smaller lot sizes. The semi-rural location of the subject site allows customers without the required storage space to continue owning a caravan knowing it is stored safely at a convenient location. Additional business is brought into the City as customers of the use need to utilise local mechanics and fuel stations for general vehicle maintenance. A supporting letter has also been signed by the adjoining properties at Nos. 214 and 258 Neaves Road, Mariginiup raising no objection to the unauthorised use, this is also included in Appendix D. There remains an ongoing willingness to directly liaise with the landowners of No. 240 Neaves Road, the neighbouring property to the west, to determine the most appropriate measures to be taken to ensure both parties are satisfied.

*Refer to Appendix D – Letters of Support*

Visual screening will be provided in accordance with clause 4.18 Screening of Storage, which states:

*The owner of land on which there is stored, stacked or allowed to remain any materials which in local government's opinion detract from the amenity of the area shall completely screen the said materials from adjoining properties and from streets in a manner specified by and to the satisfaction of local government, by means of walls, fences, hedges or shrubs.*

The landowners have planted vegetation on and opposite the roundabout at the end of the driveway to screen the caravans from the adjacent road. The plants selected are fast growing and in time should provide thick foliage suitable to screen the storage area. Additional screening can be introduced at the development application stage to address any reasonable adjoining landowner concerns to the satisfaction of the City. This in turn would also reduce concerns regarding visual privacy impacts on neighbouring residential properties.

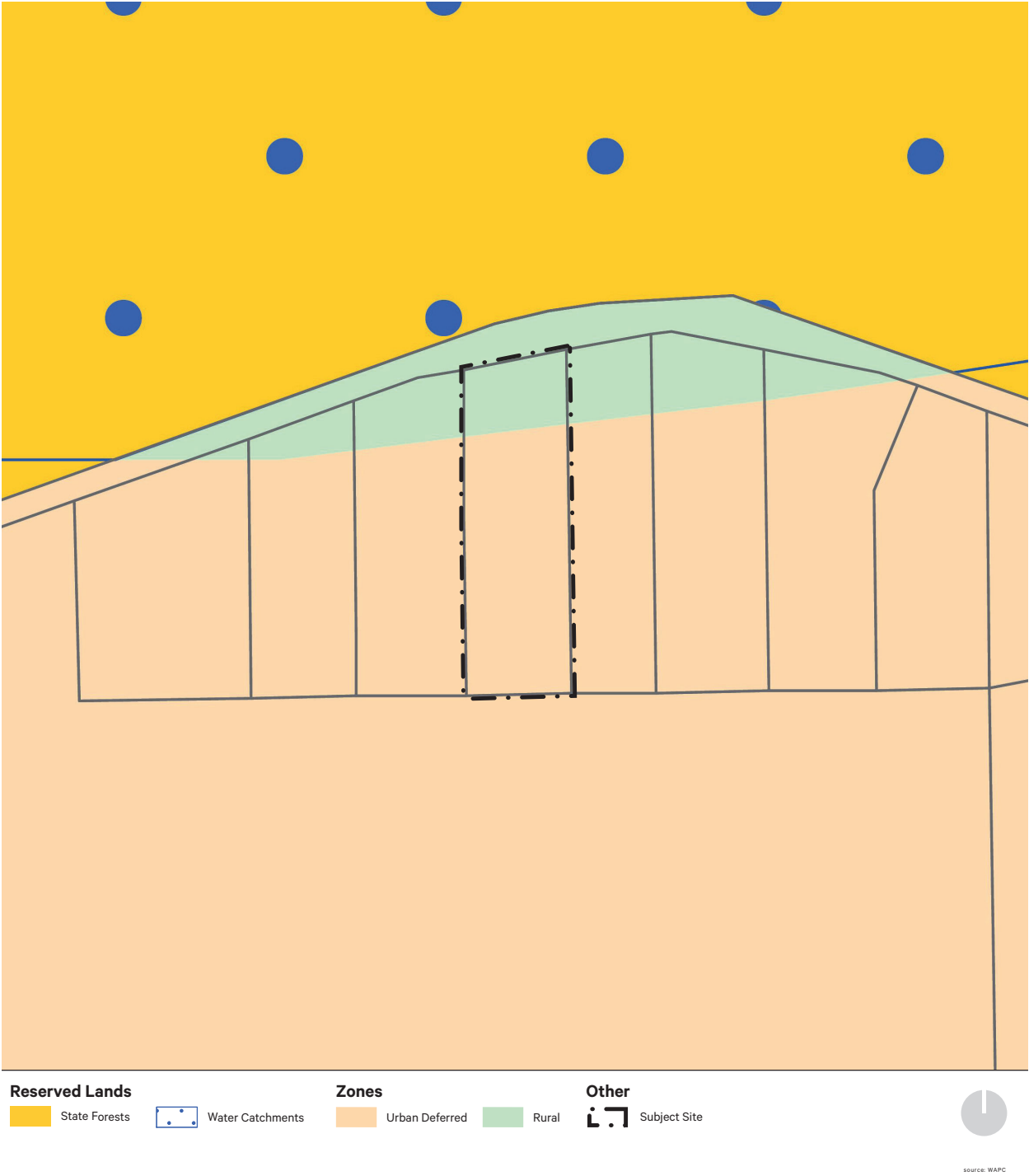


Figure 5. DPS 2 Zoning Map

## East Wanneroo District Structure Plan

The draft EWDSP has been prepared to guide the progressive urbanisation of East Wanneroo over the next 50 years. The draft EWDSP received final approval from the WAPC on 25 November 2020. The document will be finalised and published following approval of an associated District Water Management Strategy (DWMS) by the DWER.

The draft EWDSP ultimately provides for a population of around 150,000 residents, approximately 50,000 homes and up to 20,000 new jobs. It includes a district town centre, up to six schools, regional sporting fields and 200 hectares of parkland.

The draft EWDSP seeks to reclassify the subject site 'Suburban Neighbourhood' from 'Rural Residential'. Suburban Neighbourhood zones are expected to be low to medium density residential areas with 15 dwellings per hectare and are defined as:

*'Residential areas of average medium density, each with an identity drawn from a layout, and built form character which is responsive to natural features and the landscape. These areas are permeable and legible to all users and provide a broad range of housing choices around a focal point of community activity.'*

The subject site is located within Precinct 16 North Mariginiup (Precinct 16), which is described as:

*'A suburban neighbourhood that responds positively to existing wetlands and enables their enhancement as environmental and amenity features. Aboriginal heritage values are respected and protected.'*

The existing unauthorised use is located within a developed residential lot and poses little risk to the surrounding environment as no clearing or excavation was necessary to accommodate the storage area and no maintenance of vehicles is done on site, reducing the possibility of contamination. Impacts on the established environmental ecosystem are limited as no fuel or other chemicals are stored on the subject site and maintenance of the vehicles is conducted off site.

It is noted that the use is visible from the neighbouring residential lots and screen planting has been commenced which in time will reduce visual impacts on adjacent residents. Additional screening can also be introduced to the satisfaction of the City. The majority of the storage area is currently screened from the adjoining road by the existing house and additional vegetation has been planted at the end of the driveway to ensure the use will not be visible to passersby once the plantings are established.

Precinct 16 has been identified as Stage 2 of the draft EWDSP with predicted urbanisation to occur from 2031-2051. Section 6 of the draft EWDSP provides justification for the proposed timeframe, which is due to the cost involved with providing essential services infrastructure to this area. Areas that have significant existing services infrastructure will be prioritised for development.

Precinct 16 is described as being largely not serviced with limited power and reticulated water available. The timeframes provided by the draft EWDSP are not set requirements as the rate of future development will be influenced by a range of variables, particularly the performance of the WA economy and associated housing demand, which may shorten or lengthen anticipated timeframes.

Based on preliminary consultation with the City it is predicted that development of the precinct will be left up to individual landowners and developers to progress these processes. Developers will be expected to prepare local structure plans to coordinate future subdivision and development and provide sufficient public open space and drainage to meet need and demand. Development of this area is not predicted to commence substantially until after 2031.

As such, the existing unauthorised use is unlikely to have a detrimental impact on the area until such urbanisation occurs. The proposed condition of the additional use limits the ability for the use to be approved once the site has been gazetted 'Urban' under the MRS, allowing for future urbanisation of the site to occur in the expected timeframe.

## Local Planning Policy 5.3 East Wanneroo

Local Planning Policy 5.3 East Wanneroo (LPP 5.3) has been prepared to provide guidance on the consideration of planning proposals for urban or similar development, and applications for planning approval of a rural nature received in respect to the East Wanneroo area. As the proposed scheme amendment is relating to a 'Car Park' land use that is neither urban nor rural in nature, this policy is not relevant to this application. A time limited condition is proposed as part of the additional use in order to correlate with the future urbanisation of the of the subject site and immediate area in order to prevent the ability for a 'Car Park' land use to be approved once the area has been rezoned.

# Conclusion

This report has been prepared by **element**, on behalf of the landowners of the subject site, to request the initiation of an amendment to the City's DPS 2 to introduce an additional land use of 'Car Park' at the subject site to enable the existing unapproved caravan storage business to obtain retrospective planning approval.

The amendment seeks to allow for the existing caravan storage business to continue providing a vital service to the local and surrounding community that are unable to store a caravan on their own property. The existing use has not hindered the ability of the adjoining properties to operate as rural lifestyle lots and has minimal impact on the visual and acoustic amenity of the locality as demonstrated by the attached technical reports.

The proposed amendment to DPS 2 is considered to be consistent with the orderly and proper planning of the locality as demonstrated in this report and the use will continue to contribute to the local economy as customers often utilise local businesses.

For these reasons, it is respectfully requested that this scheme amendment request is initiated by the City at its earliest convenience and supported by Council.

# Appendix A

## Certificate of Title

WESTERN



AUSTRALIA

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

REGISTER NUMBER	
108/D93314	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
3	30/5/2019

VOLUME 2141 FOLIO 640

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BC Roberts*  
REGISTRAR OF TITLES**LAND DESCRIPTION:**

LOT 108 ON DIAGRAM 93314

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

ROSLYN CLARE LEITCH  
JEREMY CHARLES LEITCH  
BOTH OF 252 NEAVES ROAD MARIGINIUP WA 6078  
AS JOINT TENANTS

(T O590550 ) REGISTERED 18/12/2020

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. \*O590551 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 18/12/2020.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2141-640 (108/D93314)  
PREVIOUS TITLE: 1637-490  
PROPERTY STREET ADDRESS: 252 NEAVES RD, MARIGINIUP.  
LOCAL GOVERNMENT AUTHORITY: CITY OF WANNEROO

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING O590551

# Appendix B

## Traffic Impact Statement

# Transport Impact Statement

Caravan Storage Yard – No. 252  
Neaves Road, Mariginiup

CW1179300



Prepared for  
Roslyn Leitch

28 May 2021



## Contact Information

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## Document Information

Prepared for	Roslyn Leitch
Project Name	Caravan Storage Yard – No. 252 Neaves Road, Mariginiup
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Author(s):

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Effective Date 28/05/2021

Approved By:

Ray Cook  
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Date Approved 28/05/2021

## Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
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# 1 Introduction

## 1.1 Background

Cardno was commissioned by Roslyn Leitch ('the Client') to prepare a Transport Impact Statement (TIS) for the existing Caravan Storage Yard at No. 252 Neaves Road, Mariginiup ('the Site').

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the checklist is included at **Appendix A**.

## 1.2 Existing Site

**Figure 1-1** shows an aerial image of the Site. The Site is bounded by Neaves Road to the north. The Site comprises of an existing residential dwelling and a caravan storage yard.

Figure 1-1 Aerial Image of Site

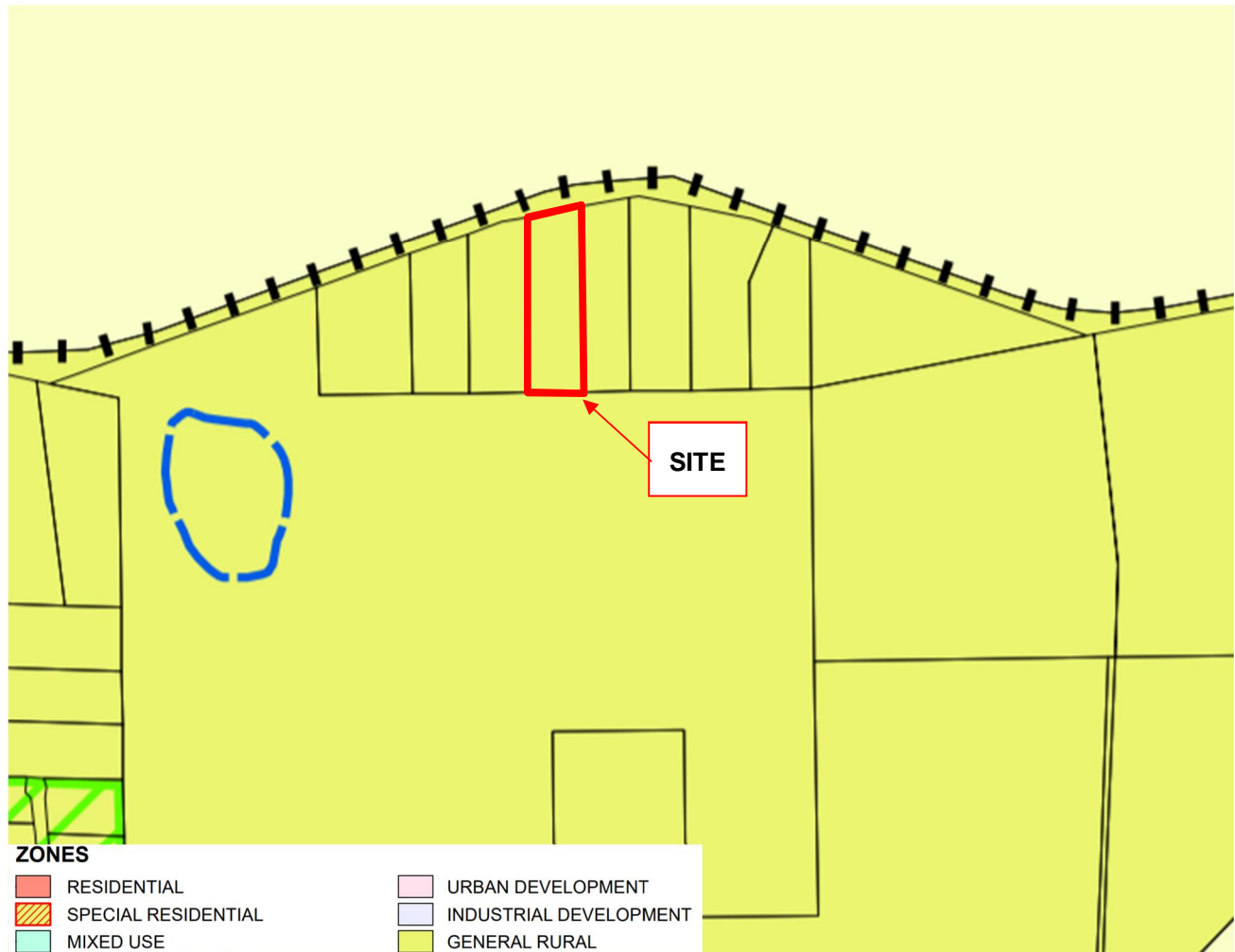


Source: Nearmap (2021)

### 1.3 Surrounding Land Uses

Pursuant to the provision of the *City of Wanneroo District Planning Scheme No. 2 (DPS2)*, the Site is zoned “*General Rural*”, as shown in **Figure 1-2**. The site is wholly surrounded by other ‘*general rural*’ uses.

Figure 1-2 City of Wanneroo Zoning



Source: City of Wanneroo District Planning Scheme No. 2

## 2 Existing Transport Network

### 2.1 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- > **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

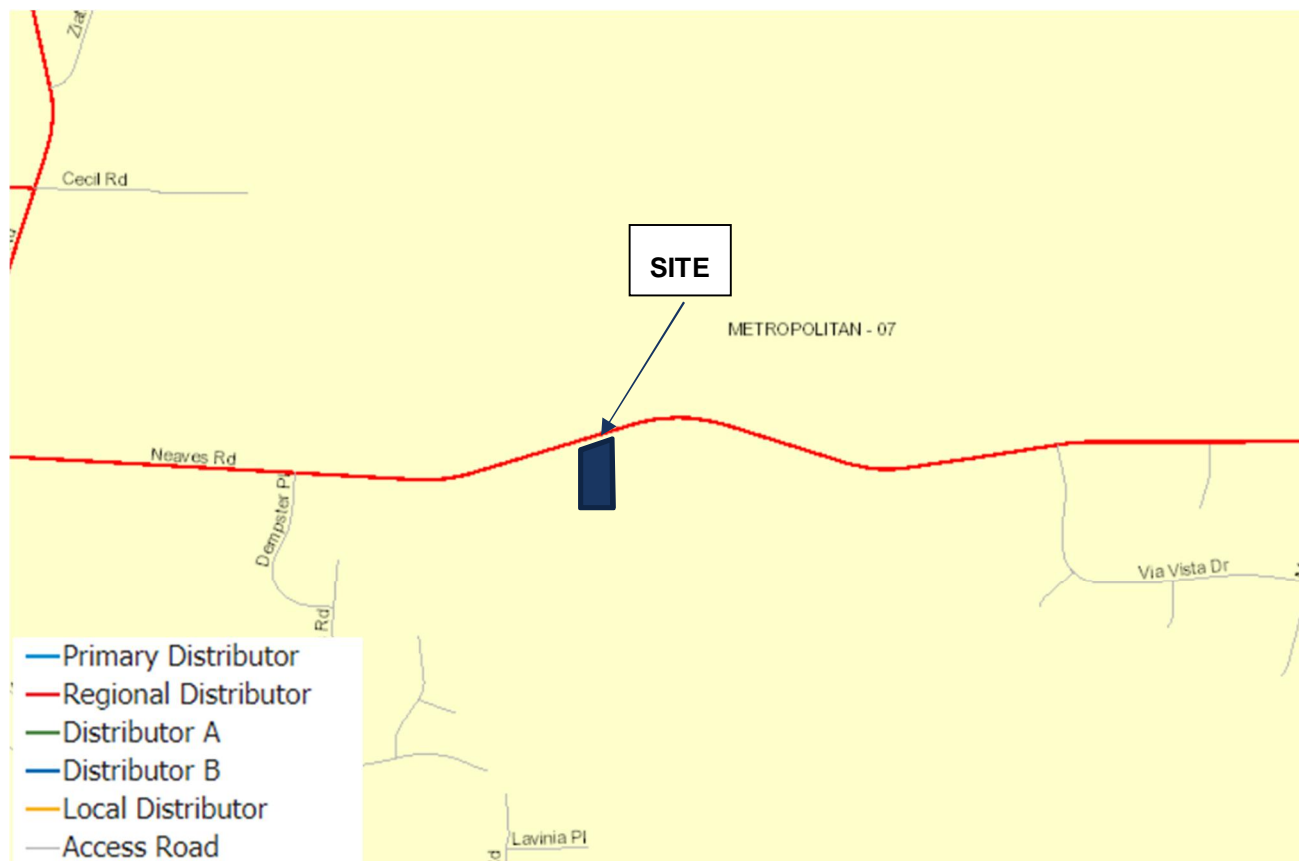
The Site is bounded by Neaves Road to the north. The road network is further described in **Table 2-1** and shows the hierarchy as per the Main Roads WA Road Information Mapping System, whilst **Figure 2-1** shows the road hierarchy.

Table 2-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Posted Speed
Neaves Road	Regional Distributor	Main Roads Western Australia	2	-	8m	90km/h



Figure 2-1 Road Hierarchy



Source: Road Information Mapping System

## 2.2 Existing Traffic Volumes

The most recent traffic volumes for the roads in the vicinity of the Site were obtained from the Main Roads Traffic Map and are summarised in **Table 2-2**.

Table 2-2 Daily Traffic Volumes

Street Names	Year	Average Weekday Daily Traffic Volume	HV%
Neaves Road (East of Dempster Place)	2019	5,878	21.1%
Neaves Road (East of Old Yanchep Road)	2017	7,326	19.9%

Source: Main Roads Traffic Map

## 2.3 Existing Public Transport Facilities

As the site is located in a rural area there is no provision of public transport in the vicinity of the Site.

## 2.4 Existing Pedestrian/Cycle Network Facilities

Currently, no pedestrian or cycling infrastructure is provided along Neaves Road.

## 2.5 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using the Main Roads WA Reporting Centre, as shown in **Table 2-3** and **Table 2-4**. The assessment covers all the recorded accidents for the 5-year period between 1 January 2016 to 31 December 2020.

Table 2-3 Total Crashes

TOTAL CRASHES						
Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	-	2	-	2
Head On	-	-	-	1	-	1
Non Collision	-	1	-	-	-	1
<b>Total</b>	-	<b>1</b>	-	<b>3</b>	-	<b>4</b>

Table 2-4 Midblock Crashes

MIDBLOCK CRASHES						
Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Neaves Rd	-	1	-	3	-	4
<b>Total</b>	-	<b>1</b>	-	<b>3</b>	-	<b>4</b>

**Figure 2-2** shows the crash locations and their intensity along Neaves Road.



Figure 2-2 Crash Locations



A summary of the crash data is as follows:

- > There were no fatal accidents recorded;
- > Only 1 accident recorded required medical attention; and
- > The midblock crashes that occurred within close proximity to the Site resulted in property damage.

## 3 Proposal

### 3.1 Proposal Overview

The Applicant is seeking to obtain planning approval for an operating caravan storage yard on-site, which can accommodate a maximum of 60 caravans.

### 3.2 Site Operation

The Caravan Storage Yard operates 6 days a week (Monday – Saturday: 8:00AM to 5:30PM).

Customers call to arrange a day and time to drop off their caravans at the rear of the Site and arrange with the owner on a day they propose to pick the caravan up.

The Client has advised that caravan collection primarily occurs during busy holiday periods, public holidays and school holidays. All caravans once parked are not moved by the owners of the Site.

### 3.3 Access Arrangements

The Site is currently accessed via an existing 5m crossover on Neaves Road, as shown in **Figure 3-1**. Full movement is allowed at this crossover.

Whilst there is evidence to suggest visitors arriving to the Site are undertaking a hook right turn manoeuvre to enter the Site, a swept path assessment (**Section 3.2**) has been conducted which suggests this movement is not necessary for safe access to the Site. The sightlines are also within the minimum standard requirements and are not considered to be an issue.

Figure 3-1 Access Arrangements



Source: Nearmaps (2021)

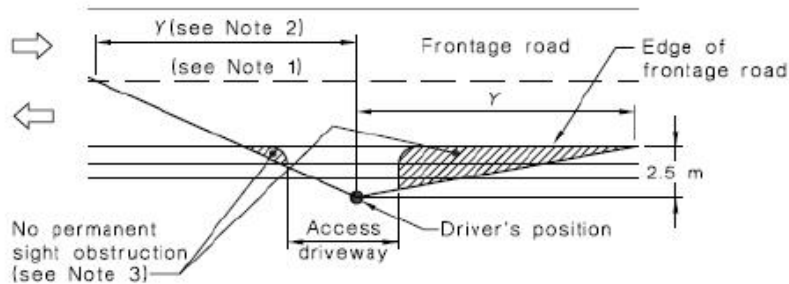


### 3.4 Sight lines

As shown in Table 3.2 of *Australian Standard AS2890.1:2004- Part 1: Off Street Car Parking*, refer to **Figure 3-2**, the sight distance requirement is 130m for a 90km/h frontage road. This distance ensures an adequate entering/exiting sight distance to traffic on the frontage road.

**Figure 3-3** and **Figure 3-4** illustrates that there are no visual obstructions within the critical sight triangle and therefore the required sight distance is achieved and should not form an impediment to approval.

Figure 3-2 Sight Distance Requirements at Access Driveways



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 <sup>nd</sup> and 3 <sup>rd</sup> columns
100	139	160	
110	153	190	

Source: AS2890.1:2004

Figure 3-3 Existing Crossover Location

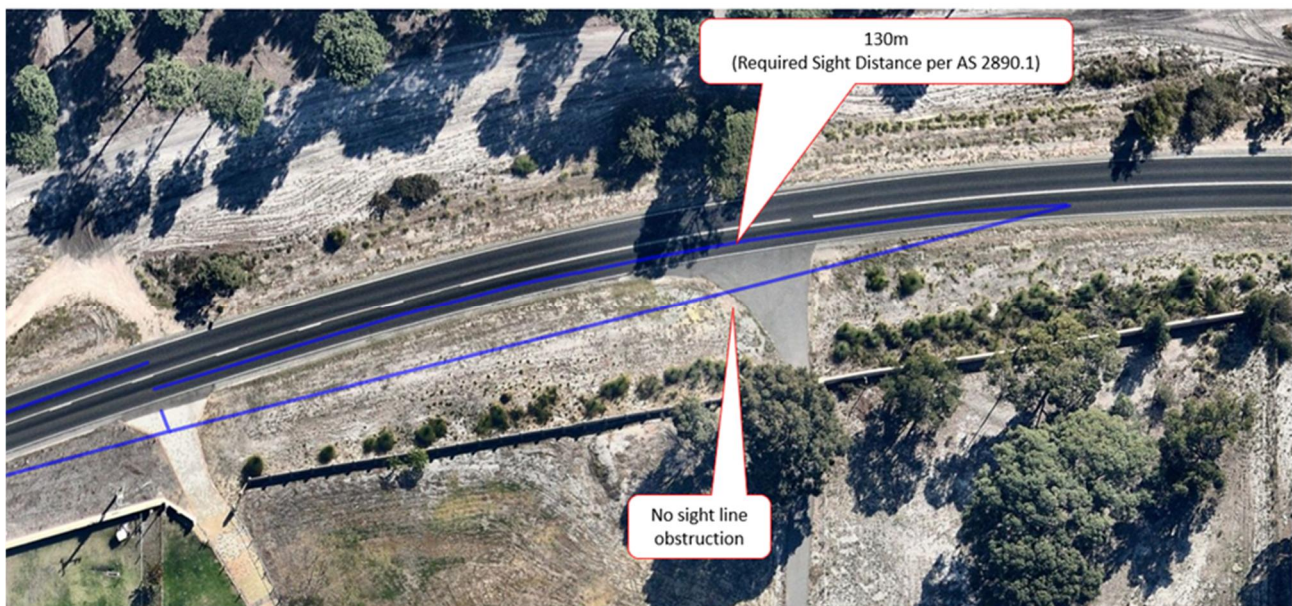




Figure 3-4 Existing Crossover Location



### 3.5 Swept Paths

A swept path was conducted using a car with a caravan attached, as shown in **Figure 3-5** to **Figure 3-8**. Vehicles are able to enter and exit the site appropriately.

Figure 3-5 Swept Path – RIGHT IN





Figure 3-6 Swept Path - LEFT IN





Figure 3-7 Swept Path – LEFT OUT



Figure 3-8 Swept Path – RIGHT OUT



### 3.6 Traffic Generation

As this development comprises of a readily available daily schedule, a first principles approach has been undertaken to determine the Sites trip generation.

Information on the anticipated vehicle movements for the development was provided by the Client and summarised as follows:

- > 3 vehicles (caravans) per day being dropped off; and
- > 3 vehicles (caravans) per day being picked up.
- > The site does not have employees that commute and therefore no employee trips to and from the Site.

For the purpose of a robust assessment, a “worst-case” scenario approach has been considered where all caravan drop-offs and pick-ups occur on the same day. Accordingly, the total trip generation of the site is 12 vehicles per day consisting of 6 inbound and 6 outbound movements.

This is a very low trip generation and therefore the site is anticipated to have no material impact on the surrounding road network. It is also important to note that the Site is already in operation and the above trip generation already exists in the road network.



## 4 Parking Supply

The Site can accommodate a maximum of 60 caravans and sufficient caravan parking space is provided at the rear of the existing property as shown in **Figure 4-1**. As there are no staff that commute to the Site, no staff parking is required. Visitors to the Site can park on the hardstand/driveway space available on-site or on the open area adjacent to the driveway.

Figure 4-1 Existing Caravan Parking Area





## 5 Summary

---

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussion regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following are conclusions about the proposed development:

- > This TIS has been prepared to assist in obtaining planning approval for the existing Caravan Storage Yard located on the Site;
- > The Site can accommodate a maximum of 60 caravans;
- > Customers pick-up/drop-off caravans to the Site upon an agreed timeframe with the owners;

The daily trip generation of the Site is low and does not have any impact on the surrounding road network. It is also important to note that the Site is already in operation and the traffic generated by the Site is already on the road network.

Caravan Storage Yard – No. 252  
Neaves Road, Mariginiup

## APPENDIX

# A

## WAPC CHECKLIST

Item	Status	Comments/Proposals
<b>Development</b>		
Development land use	Section 3	
existing land uses	Section 1	
context with surrounds	Section 1	
<b>Vehicular access and parking</b>		
access arrangements	Section 3	
public, private, disabled parking set down / pick up	Section 3	
<b>Service vehicles (non-residential)</b>		
access arrangements	N/A	
on/off-site loading facilities	N/A	
<b>Service vehicles (residential)</b>		
Rubbish collection and emergency vehicle access	N/A	
<b>Hours of operation (non-residential only)</b>		
<b>Traffic volumes</b>		
daily or peak traffic volumes	N/A	
type of vehicles (e.g. cars, trucks)	N/A	
<b>Traffic management on frontage streets</b>		
<b>Public transport access</b>		
nearest bus/train routes	N/A	
nearest bus stops/train stations	N/A	
pedestrian/cycle links to bus stops/train station	Section 2	
<b>Pedestrian access/facilities</b>		
existing pedestrian facilities within the development (if any)	Section 2	
proposed pedestrian facilities within development	N/A	
existing pedestrian facilities on surrounding roads	N/A	
proposals to improve pedestrian access	NA	
<b>Cycle access/facilities</b>		
existing cycle facilities within the development (if any)	Section 2	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	N/A	
proposals to improve cycle access	N/A	
<b>Site specific issues</b>	N/A	
<b>Safety issues</b>		
identify issues	N/A	
remedial measures	N/A	

## About Cardno

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

## Contact

11 Harvest Terrace  
West Perth WA 6005  
PO Box 447

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Fax +61 8 9486 8664

Web Address  
[www.cardno.com](http://www.cardno.com)



# Appendix C

## Environmental Noise Impact Assessment

## **PERTH CARAVAN STORAGE**

### **ENVIRONMENTAL NOISE IMPACT ASSESSMENT**

**252 NEAVES ROAD  
MARIGUNIUP**

## **ACOUSTIC REPORT**

**MAY 2021**

**OUR REFERENCE: 27808-4-21224**

DOCUMENT CONTROL PAGE

**ACOUSTIC CONSULTANCY SERVICES**  
**PERTH CARAVAN STORAGE**  
**MARIGUNIUP**

Job No: 21224

Document Reference : 27208-4-21224

FOR

**PERTH CARAVAN STORAGE**

DOCUMENT INFORMATION				
Author:	George Watts		Checked By: Tim Reynolds	
Date of Issue :	25 May 2021			
REVISION HISTORY				
Revision	Description	Date	Author	
1	Revision following feedback from Element	27/5/2021	GW	
2	Revision following feedback from Element	28/5/2021	GW	
2	Revision following feedback from Element	31/5/2021	GW	
DOCUMENT DISTRIBUTION				
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1	1	Attn : Roslyn Leitch Email: <a href="mailto:leitch2@iinet.net.au">leitch2@iinet.net.au</a>		✓
1	2	Attn : Roslyn Leitch Email: <a href="mailto:leitch2@iinet.net.au">leitch2@iinet.net.au</a>		✓
1	3	Attn : Roslyn Leitch Email: <a href="mailto:leitch2@iinet.net.au">leitch2@iinet.net.au</a>		✓
1	4	Attn : Roslyn Leitch Email: <a href="mailto:leitch2@iinet.net.au">leitch2@iinet.net.au</a>		✓

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4.	MEASUREMENTS	3
5.	ASSESSMENT	4



## 1. INTRODUCTION

Herring Storer Acoustics were commissioned by to undertake an assessment of the noise impact assessment associated with the Perth Caravan Storage facility at 252 Neaves Road, Mariguniup.

It is understood that this work has been requested to be undertaken to accompany a retrospective development approval for the facility at 252 Neaves Road, Mariguniup.

## 2. SUMMARY

Noise level emissions associated with car/caravan movements within the caravan storage facility have been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* – namely, the Assigned Noise Levels – at all relevant times.

## 3. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. In this instance, the neighbouring premises are residential, hence, the Assigned Noise Levels are as specified below in Table 1.

**TABLE 1 - ASSIGNED OUTDOOR NOISE LEVEL**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L <sub>A10</sub>	L <sub>A1</sub>	L <sub>Amax</sub>
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: L<sub>A10</sub> is the noise level exceeded for 10% of the time.  
L<sub>A1</sub> is the noise level exceeded for 1% of the time.  
L<sub>Amax</sub> is the maximum noise level.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

**“impulsiveness”** means a variation in the emission of a noise where the difference between  $L_{Apeak}$  and  $L_{Amax\ Slow}$  is more than 15 dB when determined for a single representative event;

**“modulation”** means a variation in the emission of noise that –

- (a) is more than 3dB  $L_{A\ Fast}$  or is more than 3 dB  $L_{A\ Fast}$  in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

**“tonality”** means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3dB when the sound pressure levels are determined as  $L_{Aeq,T}$  levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as  $L_{A\ Slow}$  levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 2 below.

**TABLE 2 - ADJUSTMENTS TO MEASURED LEVELS**

Where <b>tonality</b> is present	Where <b>modulation</b> is present	Where <b>impulsiveness</b> is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

The nearest premises to the facility that have been considered in our assessment are as shown in Figure 1.



**FIGURE 1 – AERIAL OF FACILITY AND NEIGHBOURING RESIDENCES**

The influencing factor at the residential premises has been determined to be 0 dB.

Based on the above influencing factor, the assigned outdoor noise levels are listed in Table 3.

**TABLE 3 – ASSIGNED OUTDOOR NOISE LEVEL AT NEAREST NOISE SENSITIVE PREMISE**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L <sub>A</sub> 10	L <sub>A</sub> 1	L <sub>A</sub> max
Noise sensitive premises	0700 - 1900 hours Monday to Saturday	45	55	65
	0900 - 1900 hours Sunday and Public Holidays	40	50	65
	1900 - 2200 hours all days	40	50	55
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35	45	55

#### 4. MEASUREMENTS

Noise level measurements that are understood to be typical of movements within the caravan storage area were recorded on 20<sup>th</sup> May 2021 at approximately 3:30pm.

Noise levels were recorded at the boundary of both R1 and R2 whilst simulating typical car/caravan movements within the storage yard area.

Due to the time which noise emissions are present in a representative time period, the noise level impact associated with the caravan storage area is considered to most appropriately assessed against the  $L_{A1}$  parameter – i.e. noise level emissions are present for less than 10% of a representative time period, which given the infrequent use of the facility in any day, has been set at a 4 hour period.

The results of the noise level measurements, and the calculated noise levels at the adjacent noise sensitive premises, are listed below in Table 4.

**TABLE 4 – MEASURED/CALCULATED NOISE LEVELS – CAR/CARAVAN MOVEMENTS**

Location	Measured Noise Level, $L_{A1}$ dB
R1	40
R2	50

## 5. ASSESSMENT

Based on the definitions of tonality, noise emissions from car movements, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 5.

**TABLE 5 – ASSESSMENT OF NOISE LEVEL EMISSIONS**

Location	Assessable Noise Level, $L_{A1}$ dB(A)	Applicable Times of Day	Applicable $L_{A10}$ Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	40	Day Period	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening Period	50	Complies
		Night Period	45	N/A
R2	50	Day Period	55	Complies
		Sunday / Public Holiday Day Period	50	Complies
		Evening Period	50	Complies
		Night Period	45	N/A

As can be seen from the above tabulation, noise level emissions associated with use of the caravan storage yard, complies with the applicable assigned noise levels at all times, with the exception of the “night period” which extends from 10pm to 7am Monday to Saturday, and 9am on Sundays and Public Holidays.

As it is understood that the caravan storage area does not operate during this time period, noise level emissions are considered to be compliant with the Environmental Protection (Noise) Regulations 1997 at all relevant times.

# Appendix D

## Letters of support

**City of Wanneroo**

23 Dundobar Road, Wanneroo WA 6065  
Locked Bag 1, Wanneroo WA 6946

T 9405 5000 F 9405 5499

E enquiries@wanneroo.wa.gov.au  
wanneroo.wa.gov.au

Please encourage adjoining property owners to complete this form and sign the development plans if your proposed residential addition includes a variation to the Residential Design Codes (such as a reduced boundary setback or extended length etc.) When determining the Development Application the City will take into account the comments of adjoining owners. The City is not obliged to support the views of adjoining owners.

**If you would like advice on what is considered to be a variation to the Residential Design Codes, please do not hesitate to contact the City's Planning Services team on 9405 5000.**

**ADJOINING PROPERTY OWNER DETAILS**

Name/s: <b>MAUREE G. DUFFY</b>		
Lot No: <b>SECOND HOUSE</b>	Street No: <b>258</b>	Street Name: <b>NEAVES RD</b>
Suburb: <b>MARIGINIUP</b>		Postcode: <b>6078</b>

**LOCATION OF PROPOSED DEVELOPMENT**

Proposed Development: <b>Operation of a Storage Yard</b>		
Lot No: <b>108</b>	Street No: <b>252</b>	Street Name: <b>Neaves Road</b>
Suburb: <b>Mariginiup</b>		Postcode: <b>6078</b>

**DETAILS OF VARIATION TO WHICH COUNCIL DISCRETION IS REQUIRED & COMMENT SOUGHT**

All variations are to be highlighted on the attached plans and referenced below.

**An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third party caravans on the site. No plans are required at the scheme amendment stage of the development process.**

**OWNERS COMMENTS**

I/we have reviewed the attached plans/drawings and OBJECT DO NOT OBJECT (please circle relevant option) for the following reasons:

**I DO NOT OBJECT TO STORAGE YARD ON 252 NEAVES RD  
MARIGINIUP 6078  
IT DOESN'T CAUSE A PROBLEM TO ME**

Signed: <b>MG Duffy</b>	Date: <b>25/4/21</b>	Phone: <b>0439933885</b>
Printed Name: <b>MAUREE GERALDINE DUFFY</b>		
Signed: <b>MG Duffy</b>	Date: <b>25/4/21</b>	Phone:
Printed Name:		

**All owners of the neighbouring property must sign this form AND all the attached plans and drawings.  
Please include this completed form with your Development Application to the City.**



City of Wanneroo  
23 Dundobar Road, Wanneroo WA 6065  
Locked Bag 1, Wanneroo WA 6946

T 9405 5000 F 9405 5499  
E enquiries@wanneroo.wa.gov.au  
wanneroo.wa.gov.au

Please encourage adjoining property owners to complete this form and sign the development plans if your proposed residential addition includes a variation to the Residential Design Codes (such as a reduced boundary setback or extended length etc.) When determining the Development Application the City will take into account the comments of adjoining owners. The City is not obliged to support the views of adjoining owners.

**If you would like advice on what is considered to be a variation to the Residential Design Codes, please do not hesitate to contact the City's Planning Services team on 9405 5000.**

#### ADJOINING PROPERTY OWNER DETAILS

Name/s: <u>Darren Dully</u>		
Lot No: <u>206</u>	Street No:	Street Name: <u>NEAVES rd</u>
Suburb: <u>Mariginiup</u>		Postcode <u>6078</u>

#### LOCATION OF PROPOSED DEVELOPMENT

Proposed Development: <u>Operation of a storage yard</u>		
Lot No: <u>108</u>	Street No: <u>252</u>	Street Name: <u>Neaves Rd</u>
Suburb: <u>Mariginiup</u>		Postcode <u>6078</u>

#### DETAILS OF VARIATION TO WHICH COUNCIL DISCRETION IS REQUIRED & COMMENT SOUGHT

All variations are to be highlighted on the attached plans and referenced below.

To submit a scheme amendment or similar in order to seek approval from the council, too continue storing caravans at the back of the property at 252 Neaves Rd, Mariginiup.

#### OWNERS COMMENTS

I/We have reviewed the attached plans/drawings and OBJECT/ DO NOT OBJECT (please circle relevant option) for the following reasons:

The Caravans being there is of no concern to my family.

Signed: <u>DDully</u>	Date: <u>17.7.21</u>	Phone: <u>0407557511</u>
Printed Name:		
Signed:	Date:	Phone:
Printed Name:		

**All owners of the neighbouring property must sign this form AND all the attached plans and drawings. Please include this completed form with your Development Application to the City.**


**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s:</b> <i>Michael and Kay Wass</i>	
<b>Address:</b> <i>22 Winceville Ter, Connelly WA 6027</i>	
<b>Comment:</b> We/I, as customer of the unauthorised caravan storage business <b>SUPPORT</b> / DO NOT SUPPORT (please circle) the storage yard for the following reasons:	
<b>Signed:</b>  <i>KH Wass</i>	<b>Date:</b> <i>21 May 2021</i>



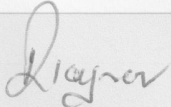
**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s:</b>	
<b>Address:</b>	
<b>Comment:</b> We/I, as customer of the unauthorised caravan storage business <b>SUPPORT /</b> <b>DO NOT SUPPORT</b> (please circle) the storage yard for the following reasons:  I NEED THE STORAGE YARD FOR MY CARAVAN. I HAVE NO AREA AT MY RESIDENTIAL ADDRESS & ARE UNABLE TO PARK ON THE VERGE	
<b>Signed:</b> 	<b>Date:</b> 23 MAY 2021.


**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s:</b> Paul & Clare Jeffs	
<b>Address:</b>	
<b>Comment:</b> We/I, as customer of the unauthorised caravan storage business <b>(SUPPORT)</b> / <del>DO NOT SUPPORT</del> (please circle) the storage yard for the following reasons:	
<ul style="list-style-type: none"><li>• Location</li><li>• Ease of Access</li><li>• Proximity</li></ul>	
<b>Signed:</b>  CJ Jeffs	<b>Date:</b> 30/05/2021

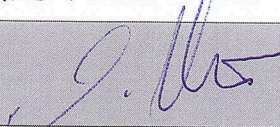
**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s:</b> Cornelia and Urs Mader	
<b>Address:</b>	
<b>Comment:</b> We/I, as customer of the unauthorised caravan storage business <u>SUPPORT</u> / DO NOT SUPPORT (please circle) the storage yard for the following reasons: As far as we know, this business has been there for 20 years or so, why would you punish the new owners? This business has no impact on the environment, unlike the Sandmine which was approved by the council.	
<b>Signed:</b> 	<b>Date:</b> 24/5/21



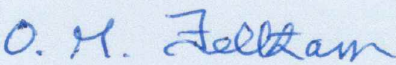

**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108  
(NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No. 2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s:</b> Olivia & Graham FELTHAM	
<b>Address:</b> 3 McKinlay Avenue, Padbury 6025	
<b>Comment:</b>  We, as customers of the unauthorised caravan storage business, <b>SUPPORT</b> the storage yard for the following reasons:  This secure caravan storage facility is one of the very few available in the northern suburbs. Hence its high demand.  This is an innocuous business with absolutely no harmful impact on the environment. It is a strict condition that no caravan maintenance is permitted on site. It is purely for caravan storage.  To deny the continuation of this facility would leave caravan owners in the northern suburbs, little choice other than to park illegally on their verge or have no option other than to sell their vans, ending years of fun and adventure. All to no avail.  With the entire country trying to get back on its feet after the Covid pandemic, we should be wholeheartedly encouraging such ventures.	
<b>Signed:</b> 	<b>Date:</b> 29/5/21
<b>Signed:</b> 	<b>Date:</b> 29/5/2021

**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

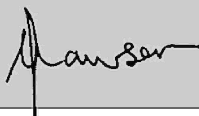
An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

**Name/s:** Gavin Lawson

**Address:**

**Comment:** We/I, as customer of the unauthorised caravan storage business **SUPPORT /**  
DO NOT SUPPORT (please circle) the storage yard for the following reasons:

**Signed:**



**Date:**

27/05/2021

**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s: Mark &amp; Gaye Broadhurst</b>	
<b>Address:</b>	
<b>Comment:</b> We/I, as customer of the unauthorised caravan storage business SUPPORT the storage yard for the following reasons: We travelled to WA for work opportunities and eventually purchased a property. We needed storage for our caravan and found it extremely difficult to find any with space. The service provided is needed; Ros and Jeremy are great people who offer simple caravan storage with security and peace of mind for us that our caravan is secure. When we have attended the yard on several occasions, there has been no other traffic, so no other noise.	
<b>Signed:</b>	<b>Date: 24.05.2021</b>



**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

**Name/s:** Geoff and Susan Roberts

**Address:** Unit 6 18 Odo Street, North Beach WA 6020

**Comment:** We ~~are~~ as customers of the unauthorised caravan storage business **SUPPORT / DO NOT SUPPORT** (please circle) the storage yard for the following reasons:

As recent retirees and unable to travel in the immediate future due to Covid we decided to purchase a van and travel across WA. As we live in a unit in North Beach storing the van at our residence was out of the question as was of course, parking it on the verge or roadside.

We spent a great deal of time looking for a secure site where we could store our newly purchased van and whilst there are a number of standard albeit high costs "garage type" storage facilities (ie National Storage) these are not suitable for larger vans.

Given the growth in van sales there is a very evident and significant shortage of storage facilities for caravans.

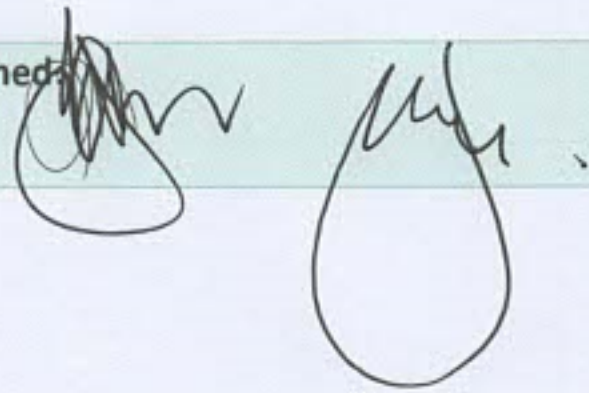
Perth Caravan Storage offered a convenient, secure reasonably priced option.

We have been extremely happy with the service provided by Perth Caravan Storage and should they be unable to offer this service we will need to again start the search for a storage facility or unfortunately, sell our van.

From a broader societal perspective, there is a real drive for retirees to take up smaller residences consistent with development infill strategies, to lower environmental impact and to free up larger homes for families. Unfortunately these smaller residences offer very limited storage. There is also an obvious increase in West Australians travelling within WA which has driven up exponentially the number of van sales – many of which are looking for a storage facility.

It would make sense for councils to recognise the community value of these caravan storage facilities and streamline the approval process.

**Signed:**



**Date:** 22<sup>nd</sup> May 2021

**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:** \_\_\_\_\_

An amendment to District Planning Scheme No.2 is sought to permit an additional use of 'Storage Yard' on the above site. A 'Storage Yard' is currently not permitted on the site. The scheme amendment will be followed by a development application to facilitate the continued storage of third-party caravans on the site. No plans are required at the scheme amendment stage of the development process.

<b>Name/s:</b> ROBERT MCKIE	
<b>Address:</b>	
<b>Comment:</b> We/I, as customer of the unauthorised caravan storage business <u>SUPPORT</u> / DO NOT SUPPORT (please circle) the storage yard for the following reasons:	
<b>Signed:</b> R M McKie	<b>Date:</b> 26/05/2021



**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

**Existing Development:** Caravan Storage Yard

**Details:**

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Name/s: <i>BARRIE HACKER</i>	
Address: <i>23 RALPH RD SORRENTO WA 6050</i>	
Comment: We/I, as customer of the unauthorised caravan storage business <b>SUPPORT /</b> DO NOT SUPPORT (please circle) the storage yard for the following reasons: <i>MANY CARAVAN OWNERS INCLUDING ME, DO NOT HAVE THE SPACE AT HOME TO STORE THEIR VAN, IT IS IMPORTANT THAT FACILITIES SUCH AS THESE ARE AVAILABLE. AS FAR AS I AM AWARE THE</i>	
Signed:	Date:

*STORAGE OF CARAVANS ON THIS SITE WOULD NOT INCONVENIENCE ANY NEIGHBOURING PROPERTIES.*

*THEREFORE I SUPPORT THIS APPLICATION.*

*W. Hacker*

*26/5/21*



**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

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<b>Name/s:</b> Warren & Sonya Fontaine	
<b>Address:</b> 4 Mostyn Place Broome 6725	
<b>Comment:</b> We, as customer of the unauthorised caravan storage business <b>SUPPORT /</b> <del>DO NOT SUPPORT</del> (please circle) the storage yard for the following reasons: It gives us ease of mind to know that our caravan is safe while we are working away from Perth.	
<b>Signed:</b> S. Fontaine	<b>Date:</b> 24/05/21



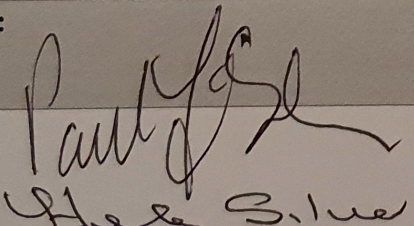
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<b>Name/s:</b> Paul and Helen SILVER	
<b>Address:</b> 16/38 Kings Park Road West Perth WA 6005	
<b>Comment:</b> We, as customer of the unauthorised caravan storage business <b>SUPPORT</b> , <del>DO NOT SUPPORT</del> (please circle) the storage yard for the following reasons: The storage yard provides an essential service for caravan/RV owners that have no other means of storage. It also brings business to the many service industries in the Shire of Waneroo. In the past three months we have spent in excess of \$2000.00 at North Coast Auto and Marine Electrics, not to mention some hundreds of dollars in fuel. The 'Storage Yard' adds significantly to the range of services in the area.	
<b>Signed:</b>  Paul Silver	<b>Date:</b> 23/5/2021  23/5/2021



**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

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**Name/s:** Lesley & Mark Gregory

**Address:**

**Comment:** We/I, as customer of the unauthorised caravan storage business SUPPORT / DO NOT SUPPORT (please circle) the storage yard for the following reasons:  
Lack of storage for caravans in the northern suburbs. I regularly see on social media requests for suggestions where to store their caravan.

**Signed:**

sgregory

**Date:**

24/5/21



**CUSTOMER OF UNAUTHORISED DEVELOPMENT – (STORAGE YARD) – LOT 108 (NO. 252) NEAVES ROAD, MARIGINIUP**

**Location of Development:** Lot 108 (No. 252) Neaves Road, Mariginiup

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**Name/s:**

**Address:**

**Comment:** We/I, as customer of the unauthorised caravan storage business, **SUPPORT** / DO NOT SUPPORT (please circle) the storage yard for the following reasons:

This yard meets my needs. The owners are extremely helpful & customer focused. ~~This is~~ When I pick up my motorhome I support many businesses in the local area. This wouldn't happen if it was stored elsewhere. I trust they'll be able to continue in business.

**Signed:**

**Date:**

*Mand*

22/5/2021



# element.

the art and science of place

Level 18, 191 St Georges Tce, Perth WA 6000  
T. (08) 9289 8300 – E. [hello@elementwa.com.au](mailto:hello@elementwa.com.au)  
[elementwa.com.au](http://elementwa.com.au)

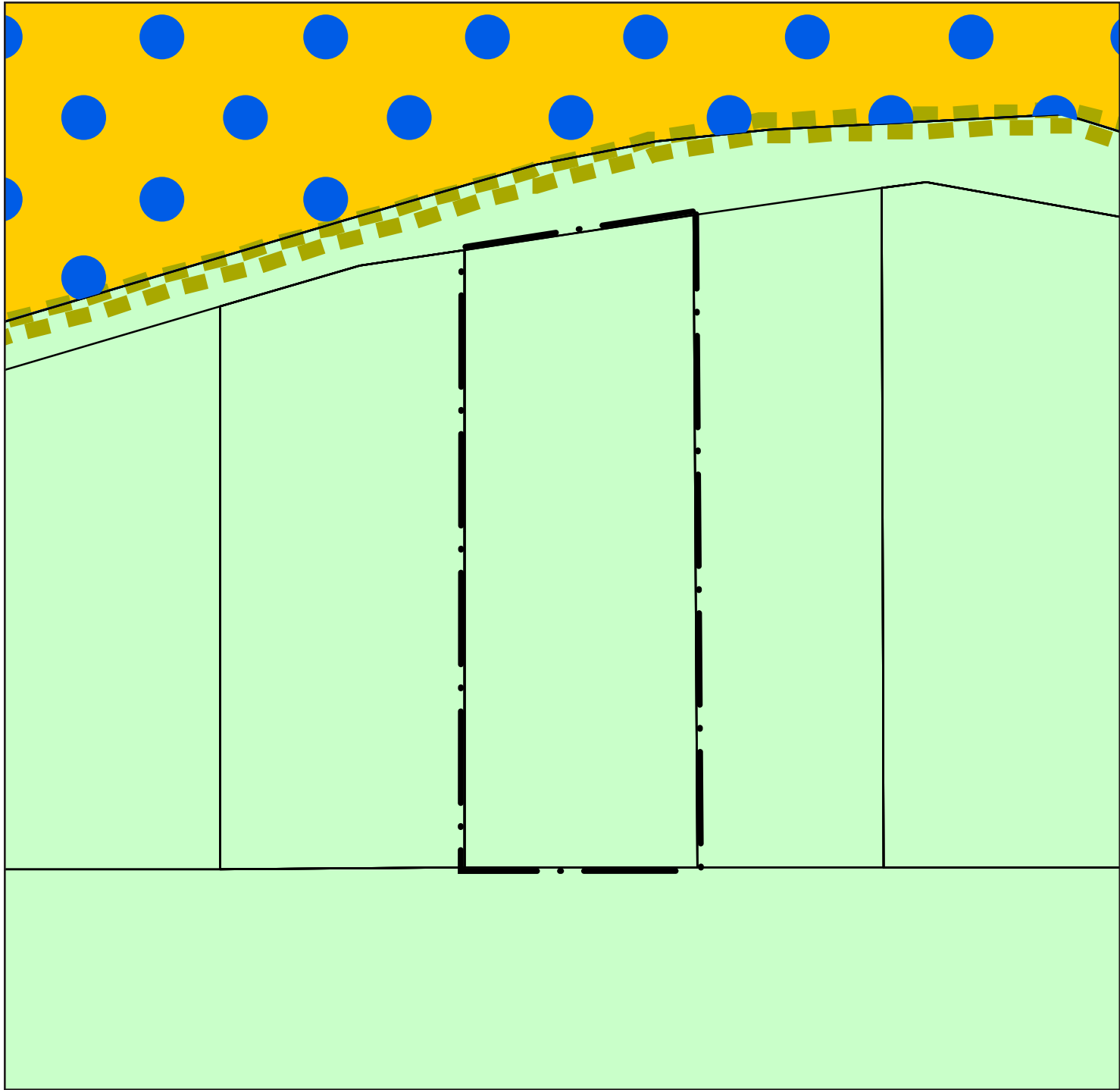
## PLANNING AND DEVELOPMENT ACT 2005

## CITY OF WANNEROO

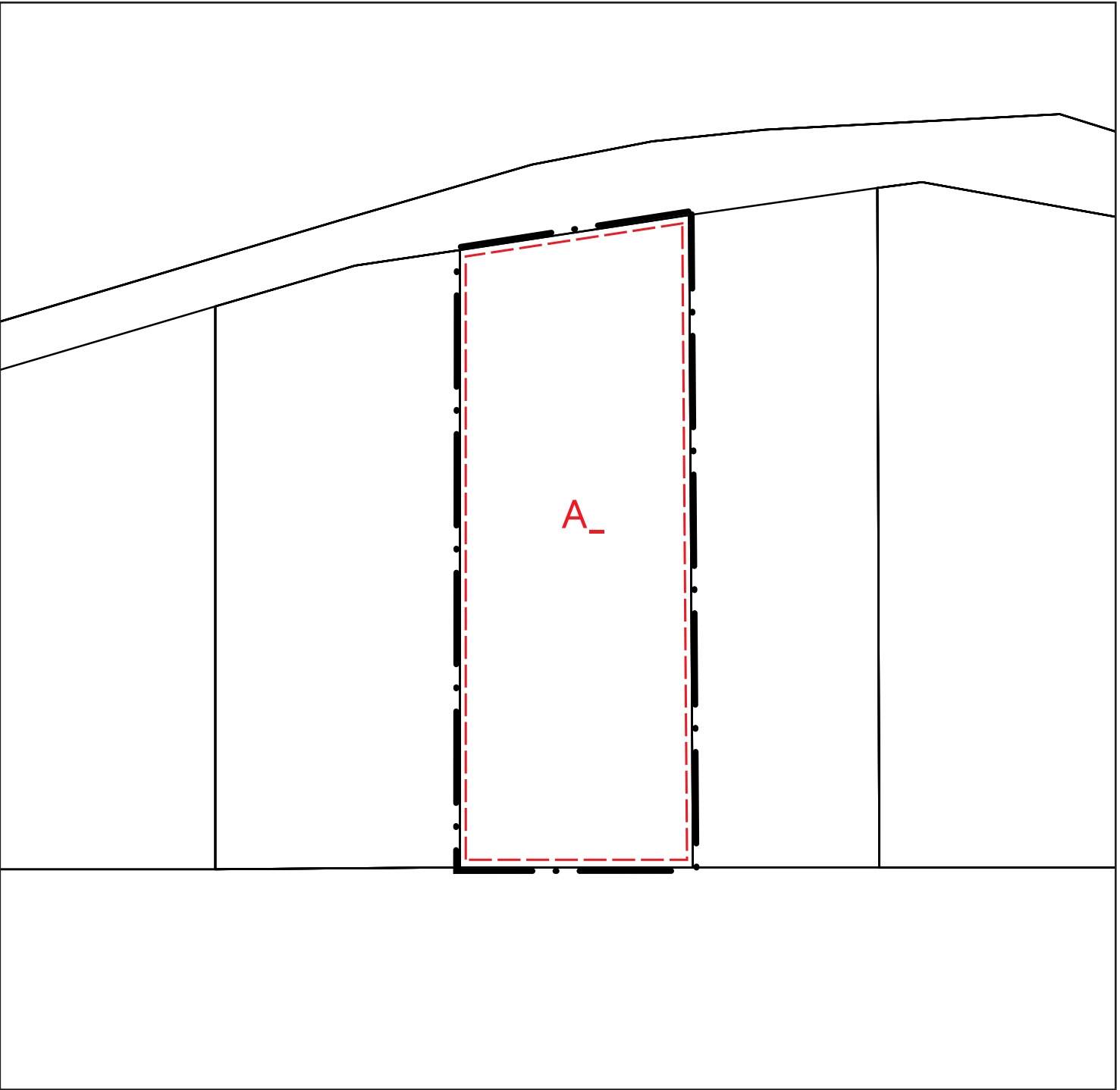
## DISTRICT PLANNING SCHEME NO. 2 - AMENDMENT NO. 198

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 Car Park at Lot 108 (252) Neaves Road, Mariginiup 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)
A45	1-45	252 Neaves Road, Mariginiup	Lot 108 on Deposited Plan 93314	Car Park (D)  <u>Condition</u>  To expire within three (3) years of the date the subject land is gazetted 'Urban' under the Metropolitan Region Scheme.




Existing Zoning




Proposed Zoning


**LEGEND**

**MRS RESERVES**


 State Forests


 Parks and Recreation


**LOCAL SCHEME ZONES**

 General Rural

**OTHER**

 Locality Boundary

 A\_ Additional Use

 Scheme Amendment Boundary



### **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 seventh day of September 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 seventh day of September 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 ..... ,  
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 .....