

PLANNING REPORT

PROPOSED SERVICE STATION & CAR WASH DEVELOPMENT

LOT 1001 (#11) GREENWICH PDE, NEERABUP

APPLICATION TO CITY OF WANNEROO / METRO OUTER JDAP

9 FEBRUARY 2023



Hidding.
URBAN PLANNING

This Planning Report has been prepared by **Hidding Urban Planning** for the proposed Service Station & Car Wash Development at Lot 1001 (#11) Greenwich Parade, Neerabup

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TABLE OF CONTENTS

APPLICATION DETAILS	1
1.0 INTRODUCTION	2
1.1 Development Assessment Panel (DAP) Determination	2
1.2 Pre-Application Discussions	2
2.0 SITE DETAILS	3
2.1 Legal Description of Land	3
2.2 Site Details	3
3.0 THE PROPOSAL	4
3.1 Supporting Plans & Reports	4
3.2 General Development Details	4
3.3 Service Station Details	6
3.4 Car Wash Details	8
3.5 Noise Management	9
4.0 PLANNING ASSESSMENT	10
4.1 Metropolitan Region Scheme	10
4.2 City of Wanneroo District Planning Scheme No. 2	10
4.3 Neerabup Industrial Area Local Structure Plan (ASP17)	17
4.4 Detailed Area Plan No. 3 (DAP3)	18
4.5 Local Planning Policies	19
4.6 State Planning Policies	20
4.7 EPA Guidance Statement No. 3 – Separation Distances Between Industrial & Sensitive Land Uses	22
5.0 CONCLUSION	24

ANNEXURES:

Annexure 1: Certificate of Title

Annexure 2: Development Plans

Annexure 3: Estate Architect Endorsement of Development

Annexure 4: Landscaping Plan

Annexure 5: Traffic Impact Assessment

Annexure 6: Civil Design

Annexure 7: Environmental Noise Assessment

Annexure 8: Bushfire Management Plan & Bushfire Risk Assessment Management Report

APPLICATION DETAILS

Table 1: Application Details

Property Location	Lot 1001 (#11) Greenwich Parade, Neerabup
Applicant	Hidding Urban Planning
Landowner	OTR 374 Pty Ltd
Local Government	City of Wanneroo
Determining Authority	Metro Outer Joint Development Assessment Panel (JDAP)
City of Wanneroo DPS2 Zoning	"Industrial Development"
Planning Framework	City of Wanneroo District Planning Scheme No. 2 Neerabup Industrial Area Local Structure Plan (ASP17) Detailed Area Plan No. 3 (DAP3) Local Planning Policy 2.9 'Service Stations & Roadhouses' Local Planning Policy 4.6 'Signs' State Planning Policy 7.0 'Design of the Built Environment'
Zoning	"Industrial Development" (DPS2) "Service Industrial" (ASP17)
Proposed Use Class	Service Station ("D" use) Car Wash ("P" use)
Existing Use	Vacant Land
Site Area	9811m ²
Estimated Construction Value	\$3,500,000

1.0 INTRODUCTION

This Planning Report has been prepared by **Hidding Urban Planning** on behalf of PC Infrastructure Pty Ltd as part of an Application for Development Approval for the development and use of Lot 1001 (#11) Greenwich Parade, Neerabup (**Subject Site**) for a proposed OTR Service Station and Car Wash Development.

This report provides a detailed Town Planning assessment of the proposed development against the relevant State and local Planning framework. The information contained in this report confirms that the proposed “Service Station” and “Car Wash” development is appropriate for the site and reflects the applicable planning framework.

1.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DETERMINATION

As the anticipated construction cost of the project is **\$3.5 million**, the Applicant has elected that this application be determined as an Optional Application for determination by the Metro Outer Joint Development Assessment Panel (**JDAP**).

Accordingly, please find **attached** our completed City of Wanneroo Application for Development Approval Form, MRS Form 1 and DAP Form 1, each signed and authorised by the landowner.

1.2 PRE-APPLICATION DISCUSSIONS

The proponent engaged with the DevelopmentWA Estate Architect (DnA Architects) in the development design of the project through multiple submissions on 24 May 2022, 22 July 2022, 9 August 2022 and 30 September 2022 as part of the Design Guidelines (DG) Stage 1 Pre-Development Approval requirement. The Estate Architect’s endorsement is included within this report.

A lodgement meeting has also been completed with the City of Wanneroo planning department. The City confirm that due to the Estate Architect endorsement, referral to the City’s Design Review Panel (DRP) will not be required.

2.0 SITE DETAILS

2.1 LEGAL DESCRIPTION OF LAND

This development application applies to Lot 1001 (#11) Greenwich Parade, Neerabup, the details of which are provided in **Table 2** below.

Table 2: Legal Description of Land

Lot	Deposited Plan	Vol/Folio	Area	Address	Proprietors
1001	61212	2988/955	9811m ²	11 Greenwich Parade, Neerabup	OTR 374 Pty Ltd

The Certificate of Title for the lot is attached at **Annexure 1**.

2.2 SITE DETAILS

The subject site has a total land area of 9811m² and is currently vacant land.

An Aerial Photograph of the subject site is included at **Figure 1**.



Figure 1: Aerial Photograph (City of Wanneroo)

3.0 THE PROPOSAL

The proposal is to develop an OTR Service Station & Car Wash development on the subject land.

Development Plans prepared by ADS Architects are included at **Annexure 2**.

The proponent engaged with the DevelopmentWA Estate Architect (DnA Architects) in the development design of the project through multiple submissions on 24 May 2022, 22 July 2022, 9 August 2022 and 30 September 2022 as part of the Design Guidelines (DG) Stage 1 Pre-Development Approval requirement.

The Estate Architect's endorsement is included at **Annexure 3**.

3.1 SUPPORTING PLANS & REPORTS

Consultant reports and other supporting information have been prepared to assist in the assessment of this application.

The reports and documentation which are provided in support of this application are detailed in **Table 3** below and are attached as **Annexures** to this Report.

Table 3: Supporting Plans & Reports

Consultant / Architect	Plan/Document	Annexure
ADS Architects	Development Plans & Feature Survey	2
DnA Architects	Estate Architect Endorsement	3
Oxygen	Landscaping Plan	4
i3 Consultants	Transport Impact Assessment	5
JCCE	Civil Design	6
Herring Storer Acoustics	Environmental Noise Assessment	7
Bushfire Prone Planning	Bushfire Management Plan & Bushfire Risk Assessment and Management Report	8

3.2 GENERAL DEVELOPMENT DETAILS

3.2.1 Landscaping & Feature Screens

The proposed landscaping of the site is intended to ensure that the entire development provides an attractive and high-quality presentation to external streets and site boundaries.

A formal Landscaping Plan has been prepared by Oxygen in support of this application and is included at **Annexure 4**.

5.30m high feature screen walls with seating areas are proposed along the Greenwich Parade and Hemisphere Street boundaries as shown on the Site Plan.

3.2.2 Access & Movement

The proposed development entails a left-in only crossover from Flynn Drive and a left-in, right in and left-out crossover from Greenwich Parade.

A Transport Impact Assessment (**Annexure 5**) has been prepared by DVC to address the traffic movements associated with the proposed development. The design has demonstrated that access and traffic movements for both cars and heavy vehicles (i.e. fuel tankers) can be accommodated on the site. The TIA provides swept paths for the key design vehicles and demonstrates acceptable movements across the site.

3.2.3 Car Parking

The site has been provided with the following car parking facilities:

- 17 marked bays (including one (1) accessible parking bay) located in proximity to the convenience store building
- 8 fuel bowser parking positions located under the light vehicle fuel canopy
- 3 diesel bowser parking positions located under the diesel canopy
- 2 EV charging station bays
- 1 MRV parking bay
- 2 semi trailer parking bays
- 1 B-double parking bay
- 4 vacuum bays
- 2 drying bays
- A drive thru facility that can accommodate 7 cars in the drive thru queue lane.

The Drive Thru is primarily for ordering and collection of coffee and other pre-packaged goods from the convenience store building.

3.2.4 Signage

The proposed development involves three (3) 9.00m high pylon signs, with one located midway along Flynn Drive, one located at the corner of Greenwich Parade and Flynn Drive, and one located along Greenwich Parade, adjacent to the proposed crossover. The pylons are proposed for the purpose of displaying fuel pricing and relevant signage for the proposed uses.

Given the site has frontage to four different roads, three pylon signs for the development is considered appropriate.

A range of other signage on buildings and the fuel canopy is proposed as shown on the Elevations.

LED signage elements will be used to display text and images relating to goods and services provided on the site. There will be no third-party advertising displayed using the LED elements (or otherwise). LED elements will display static, but changeable, images, which will have a dwell time

of no less than 30 seconds per image and will change over rapidly, i.e. no more than 0.1 second. Luminance of the LED panels will be controlled in accordance with prevailing ambient light to avoid illumination or glare which may distract drivers or other road users, ranging from a maximum of 6,000 Cd/m² (maximum average) on a sunny day, to no more than 300 Cd/m² (maximum average) at night. These standards are in accordance with Main Roads WA (MRWA) advertising policy and are appropriate guidelines to follow.

The LED signage elements will allow the full range of goods and services offered at the site (including fuel sales and promotions, convenience retail including the retail drive-through, coffee and food offers) to be brought to the attention of customers in a contemporary, engaging way, reducing the need to seek approval for a larger number of static signage elements which would present the same information in a manner that might be more likely to contribute to visual clutter and over-proliferation of signage.

In relation to the Pylon Signs, these are double-sided signs that will display the same information on both faces. The bottom half (approximately) of the sign will display (in white changeable LED numerals) the current price of 5 grades of fuel. The LED signage panels above will display content of the kind referred to above, with dwell time, changeover time and luminance as described above.

3.2.5 Civil Design

This application is supported by a Civil Design prepared by JCCE and is included at **Annexure 6**.

3.3 PROPOSED SERVICE STATION DETAILS

3.3.1 Building & Design

The design of the Service Station development is typically commercial in appearance and will adopt the corporate branding normally associated with a OTR Convenience Store / Service Station.

The convenience store building includes design features such as the covered drive thru tunnel which has timber colonnade design which is also reflected in other buildings and structures on the development site, providing a cohesive, high-quality built form outcome. The building features brickwork and cladding materials together with a large, glazed shopfront area, resulting in a quality outcome.

The proposed convenience store building will be set back 7.733m from the Flynn Drive easement line Street boundary and 15.406m from Greenwich Parade.

The convenience store building is proposed at a height of 4.95m extending to 7.05m at the southern end closest to the intersection giving the building a larger presence to the streets. Extensive glazing is proposed along the main (western) facade of the building, and feature brickwork and cladding panelling is also proposed as shown in the Elevations. A range of signage (some of which are illuminated) is proposed on the building. The building also has a large awning

extending out over the footpath area in front of it. Large landscape and hardscape zones are proposed around the convenience store building.

The convenience store building will incorporate an internal sales area of 282m² GLA, which will include a point-of-sale and offer for sale of goods generally expected of an OTR facility, for the convenience of customers. The Service Station use will also include an four-bowser fuel canopy with the capability to service 8 light vehicles simultaneously. A drive-thru facility is also proposed around the rear and side of the convenience store building and involves separate order and pick-up locations.

The fuel canopy will also have the OTR branding and livery. The fuel canopy has a total height of 7.15m and features a butterfly design that is an OTR signature design feature. The fuel canopy has a 4.50m clearance. The columns of the fuel canopy will be treated with a timber-look cladding, as shown in the Elevations, and the timber-look cladding is also replicated across other buildings and structures on the site, for a cohesive design outcome. The fuel canopy will be linked to the convenience store building with a curved roof structure to provide cover from extreme weather conditions. The fuel canopy will be set back 6.00m from the Flynn Drive easement line.

The proposed diesel fuel canopy will be a flat roof structure.

The Service Station will also offer two (2) Electric Vehicle (EV) charging stations located to the north of the light vehicle fuel canopy.

3.3.2 Hours of Operation & Staff

The proposed Service Station is intended to be operated 24 hours a day, 7 days a week consistent with many service station and convenience store developments across Western Australia.

The proposed Service Station will normally have up to 3 staff on site at peak times; 1-2 at non-peak times; and 1 overnight. During the overnight hours, a single staff member will attend to all fuel and other internal sales.

3.3.3 Fuel Types, Dispensing & Fuel Delivery

The proposed Service Station will offer five (5) different fuel types (E10, ULP, ULP95, ULP98, Diesel) under the fuel canopy, and hi-flow diesel from the diesel canopy. The dispensing arrangements are through bowsers drawing from underground storage tanks.

All fuel storage and delivery activities will be undertaken in a manner which complies with Australian Standard 1940 – *The Storage and Handling of Combustible Liquids*.

The Service Station will be serviced with 19m fuel tankers for fuel deliveries. Fuel delivery will occur at a rate of two to three deliveries per week, as required.

The fuel will be stored in underground horizontal cylindrical tanks positioned in proximity to the fill point.

3.3.4 Environmental Considerations

The risk of contamination and pollution of the local environment is considered minimal. Service Station uses are highly regulated, and designers use industry best practices to minimise any fuel or other contaminant access to stormwater drains. Design, operational and management measures will include:

- The use of double-contained fuel storage tank systems with a leak monitoring space;
- Fuel tanks will be established in stable compacted soils;
- On-site retention and treatment of all stormwater using a SPEL Purceptor Stormwater Treatment and Hydrocarbon Capture system;
- Stage 1 Vapour Recovery Systems compliant with the *Protection of the Environment Operation (Clean Air) Regulation 2002* (NSW Guidance Document);
- Fuel spill kit compliant with the latest Australian Standards and Federal National Occupational Health and Safety Council (NOHSC Codes) or Practice that pertains to the handling, storage, clean-up and disposal of Dangerous Goods and Hazardous Substances: NOHSC: 2007(1994), 1005(1994), & 1015(2001) and AS/NZS 3816:1998, AS1940-2004, AS3780-1994, & AS2507-1998;
- Fuel distribution and leak detection infrastructure compliant with all the relevant Australian Standards, Regulations and Industry Best Practices;
- Site operators will be trained personnel to effectively handle incidents such as fuel and oil spills; and
- Equipment will be installed on site to use in the clean up of any fuel, oil or chemical spills.

3.4 CAR WASH USE

3.4.1 Building & Design

The proposed Car Wash facility will include an Auto Wash building with queuing area and four (4) undercover manual washing bays which has a roof design which features a butterfly design similar to the Service Station fuel canopy. The Auto Wash building has an interesting design fronting Flynn Drive that has an angled shape with timber look columns and glazed windows.

As part of the Car Wash use, there will be four (4) vacuum bays and two (2) drying bays located on the northern side of the wash facility. The vacuum bays are intended to have a covered structure installed over the bays, to provide cover from sun and inclement weather. The vacuum bays will also have a feature screen behind, in a similar design to the other timber-look screens and features throughout the development.

The manual washing bay structure will be 4.784m high and the auto wash building will be 5.00m high fronting Flynn Drive, extending up to 6.650m high.

The Car Wash facility has a minimum set back of 6.00m to the Flynn Drive easement line.

The design of the Car Wash facility enables plenty of queuing area around the rear of the facility for both the auto wash and manual washing bays.

3.4.2 Hours of Operation & Staff

The Car Wash facility will operate 24/7 and involves no staff on-site other than occasional maintenance.

3.5 NOISE MANAGEMENT

Herring Storer Acoustics was engaged to prepare an Environmental Noise Assessment for the proposed development (see **Annexure 7**).

From the analysis undertaken, noise emissions from the proposed development (with management measures set out in a noise management plan) have been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and no other major noise mitigation is required.

4.0 PLANNING ASSESSMENT

4.1 METROPOLITAN REGION SCHEME

The subject land is zoned “Industrial” in the Metropolitan Region Scheme (**MRS**). The land fronts Flynn Drive which is reserved under the MRS as an Other Regional Road (refer Figure 4 below).

4.2 CITY OF WANNEROO DISTRICT PLANNING SCHEME NO. 2

4.2.1 Zoning

The subject land is zoned “Industrial Development” in the City of Wanneroo District Planning Scheme No. 2 (**DPS 2**). Refer to **Figure 2** for an extract of the DPS 2 Scheme Map.

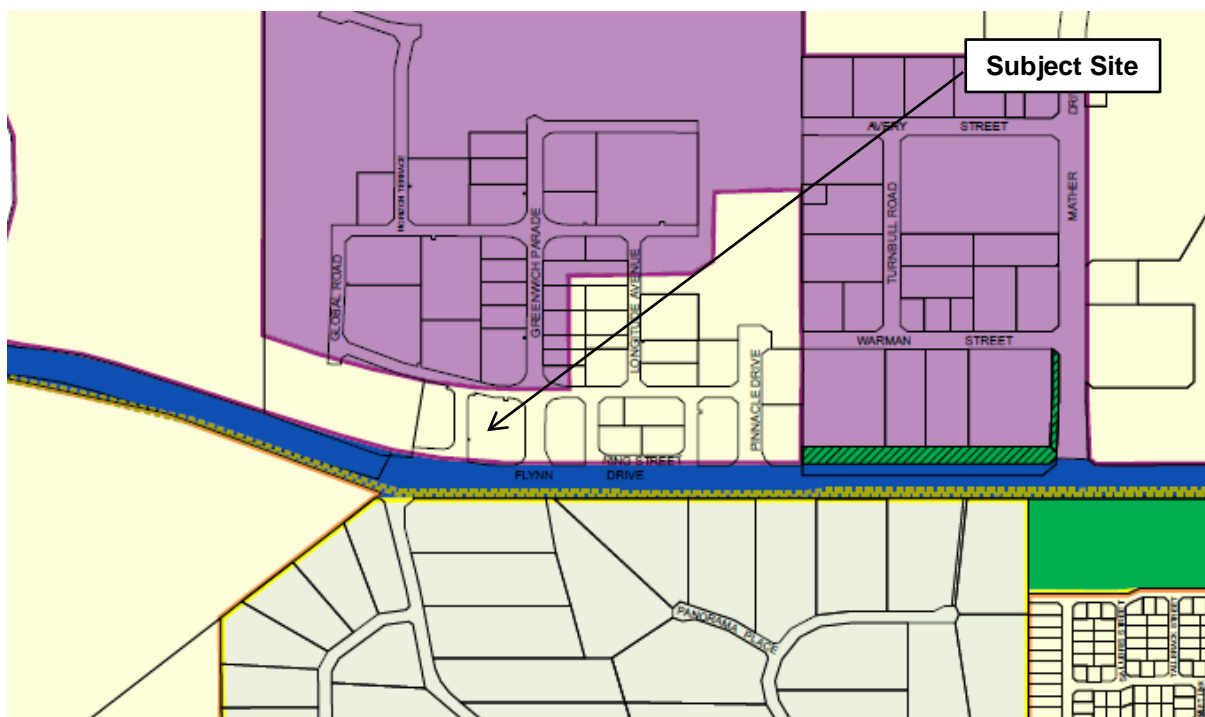


Figure 2: DPS 2 Scheme Map Extract

The purpose of the “Industrial Development” zone from DPS2 is to, “*provide for the orderly planning of larger areas of land proposed for industrial use in an integrated manner within a regional context whilst retaining flexibility to review planning with changing circumstances.*”

The objectives of the “Industrial Development” zone are to:

- (a) *designate land for future industrial development;*
- (b) *provide for the orderly and comprehensive planning and development of large areas of industrial land for industrial and employment purposes;*

- (c) *enable planning to be flexible and responsive to changing circumstances throughout the developmental stages of the area.*

4.2.2 Land Use

Land uses for the “Industrial Development” zone are not included in Table 1 (Clause 3.2) of DPS2. Clause 3.2.3 of DPS2 states that if the zoning table does not identify any permissible uses for land in a zone, the local government may have due regard to a structure plan and local development plan that applies to the site.

Clause 3.15.4 of DPS2 states that, *“The permissibility of uses in the Industrial Development Zone subject to Clause 27 of the Deemed Provisions shall be determined with regard to the provisions of the relevant Structure Plan.”*

The Structure Plan that applies to the site zones the land as “Service Industrial” (refer section 4.3 of this report).

A “Car Wash” use is defined in Schedule 1 of DPS2 as:

“Means any land or buildings used for mechanical vehicle washing. Such uses may or may not be associated with a service station and may include such other uses considered by local government to be ancillary to the predominant use of the land.”

A “Service Station” use is defined in DPS2 as:

“means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –

- (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or*
- (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.”*

Accordingly, the defined use classes of “Car Wash” and “Service Station” are appropriate for the development/uses proposed.

A “Car Wash” use is a “P” Permitted use in the “Service Industrial” zone. A “Service Station” use is a “D” Discretionary use in the “Service Industrial” zone. Both uses are, therefore, capable of approval.

4.2.3 Development Standards

Part IV of DPS2 sets out a range of General Development Requirements.

The relevant standards are considered below in **Table 4**.

Table 4: Assessment of DPS2 Development Standards

Development Standard	Proposed Development
<p>Clause 4.7</p> <p>Setbacks for Non-Residential Dev't</p> <p><i>Street Boundary – 6 metres</i></p> <p><i>Side and Rear Boundaries – Nil</i></p> <p><i>Secondary Streets – 3 metres</i></p> <p><i>Portion of lot within 3 metres from street alignment to be used for landscaping and access only</i></p>	<p>Clause 4.7</p> <p>Setbacks for Non-Residential Dev't</p> <p>Street Boundary – 6 metres from easement line</p> <p>Side and Rear Boundaries – n/a</p> <p>Secondary Streets – >3 metres</p> <p>Portion of lot within 3 metres is used for landscaping and access.</p>
<p>Clause 4.8</p> <p>Building Facades for Non-Res Dev't</p> <p><i>Façade to be high standard of architectural design.</i></p> <p><i>Integrated Signage</i></p>	<p>Clause 4.8</p> <p>Building Facades for Non-Res Dev't</p> <p>Proposed facades are to high standard of architectural design endorsed by the Estate Architect.</p> <p>Signage is integrated into buildings, except the pylon signs which are required to be provided to display fuel pricing.</p>
<p>Clause 4.9</p> <p>Traffic Entrances</p> <p><i>Limit access and egress in the interests of traffic safety.</i></p>	<p>Clause 4.9</p> <p>Traffic Entrances</p> <p>Proposed development includes a consolidated access point from Greenwich Parade midway along the site frontage consistent with the local planning requirements for the land.</p> <p>A left-in crossover from Flynn Drive is also proposed.</p>
<p>Clause 4.12</p> <p>Service Areas and Access</p> <p><i>Provision should be made for service access to the rear of commercial uses for loading and unloading goods.</i></p>	<p>Clause 4.12</p> <p>Service Areas and Access</p> <p>The proposed development provides for a loading/unloading bay at the rear of the car wash facility.</p> <p>Fuel deliveries will be made near the heavy vehicle refuelling area.</p>
<p>Clause 4.14</p> <p>Car Parking Standards</p> <p><i>Car parking numbers should be provided in accordance with Table 2 of DPS 2.</i></p>	<p>Clause 4.14</p> <p>Car Parking Standards</p> <p>Car parking has been provided in accordance with DPS 2. Refer to Section 4.24 of this Report.</p>
<p>Clause 4.17</p> <p>Landscaping Requirements</p> <p><i>A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping. In addition, the verge area of the lot shall be landscaped and maintained.</i></p>	<p>Clause 4.17</p> <p>Landscaping Requirements</p> <p>The proposed development provides for 9.66% of the development site for the purposes of landscaping (738.11m² landscaping proposed on a development site area of 7637m² (excluding the future development site area)).</p> <p>A Landscaping Plan has been prepared for this application. The landscaping proposal has also</p>

Development Standard	Proposed Development
	been endorsed by the Estate Architect. The stage 2 future development site may involve additional landscaping areas.

The proposed development generally complies with the Development Standards of DPS2.

4.2.4 Car Parking

Car parking is required to be provided in accordance with Table 2 'Car Parking Standards' of DPS 2.

The site has been provided with the following car parking facilities:

- 17 marked bays (including one (1) accessible parking bay) located in proximity to the convenience store building
- 8 fuel bowser parking positions located under the light vehicle fuel canopy
- 3 diesel bowser parking positions located under the diesel canopy
- 2 EV charging station bays
- 1 MRV parking bay
- 2 semi trailer parking bays
- 1 B-double parking bay
- 4 vacuum bays
- 2 drying bays
- A drive thru facility that can accommodate 7 cars in the drive thru queue lane.

The car parking calculation is demonstrated below at **Table 5**.

Table 5: Car Parking Requirements of DPS 2

Use Class	DPS2 Requirement	Required	Provided
Service Station	7 bays per 100m ² NLA Up to 50% of bays may be located in refuelling positions	19.74 (20)	17 marked bays 2 EV bays 8 refuelling positions 3 diesel positions 4 truck bays
Car Wash	Nil if incidental to other development on the same site otherwise 1	0	
Total		20	34

The proposed development is required under DPS 2 to provide a total of 20 car parking bays. The proposed development exceeds the overall requirement by providing a total of 34 car parking bays in various arrangements and formats as described in Table 5 above.

Having considered the range of car parking options across the site and the total number of bays provided, the car parking provision complies with the requirements of DPS 2.

4.2.5 Matters to be Considered

Clause 67 - Part 2 - Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) outlines matters to be given due regard by local government when assessing development applications.

Table 6 below provides an assessment against matters relevant to this proposal.

Table 6: Matters to be Considered

Relevant Matters to be Considered	Comment
(a) <i>The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The proposed development is consistent with the aims and provisions of the City's DPS2 for the following reasons: <ul style="list-style-type: none"> • The proposal seeks approval for land uses which are capable of approval and are appropriate for the site/location. • The proposal is generally compliant with the development standards of DPS2.
(b) <i>The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	This matter is not relevant to this proposal as there is no proposed local planning scheme or amendment to the scheme that has been advertised.
(c) <i>Any approved State Planning Policy</i>	This report demonstrates the proposed development complies with the relevant State Planning Policies.
(d) <i>Any environmental protection policy approved under the Environmental Protection Act 1986 section 31 (d);</i>	This matter is not relevant to this proposal.
(e) <i>Any policy of the Commission</i>	This matter is not relevant to this proposal.
(f) <i>Any policy of the State</i>	This is addressed further in this report.
(g) <i>Any local planning policy for the Scheme area;</i>	This report demonstrates the proposed development is in general compliance with the local planning policies applicable to the subject site.
(h) <i>Any structure plan or local development plan that relates to the development.</i>	The proposed development gives consideration to the provisions of ASP17 and DAP No. 3 – refer Section 4.3 and 4.4 of this report.
(i) <i>Any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015.</i>	This matter is not relevant to this proposal.
(j) <i>In the case of land reserved under this Scheme, the objectives for the reserve</i>	This matter is not relevant to this proposal as the subject land is not reserved under the Scheme.

Relevant Matters to be Considered	Comment
<i>and the additional and permitted uses identified in this Scheme for the reserve.</i>	
(k) <i>The built heritage conservation of any place that is of cultural significance.</i>	This matter is not relevant to this proposal.
(l) <i>The effect of the proposal on the cultural heritage significance of the area in which the development is located.</i>	This matter is not relevant to this proposal.
<p>(m) <i>The compatibility of the development with its setting, including -</i></p> <p>(i) <i>the compatibility of the development with the desired future character of its setting; and</i></p> <p>(ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i></p>	<p>The proposed development is entirely compatible with its setting for the following reasons:</p> <ul style="list-style-type: none"> • The proposed development is suitably located within a growing service industrial area. • The proposal is compatible with nearby existing developments. • The scale of the development does not impact any adjacent properties. <p>Having regard to the above, the nature of the proposed development is entirely compatible with its surroundings.</p>
<p>(n) <i>The amenity of the locality including the following –</i></p> <p>(i) <i>Environmental impacts of the development;</i></p> <p>(ii) <i>The character of the locality;</i></p> <p>(iii) <i>Social impact of the development;</i></p>	<p><u>Environmental Impacts:</u></p> <p>The proposed development is not anticipated to result in any adverse environmental impacts.</p> <p><u>Character of the Locality:</u></p> <p>The proposed development is consistent with the character of the area.</p> <p><u>Social Impacts:</u></p> <p>The proposed development will not have any adverse social impacts on the surrounding locality, but will provide a positive social impact through the creation of jobs through construction and operation of the facility. It will also provide a facility that will be used by workers and customers in the area.</p>
(o) <i>The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.</i>	This matter is not relevant to this proposal.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</i>	Areas of landscaping have been provided on the site in accordance with the requirements of DPS2. A Landscape Plan has been provided with this Application.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence landslip, bush fire, soil erosion, land degradation or any other risk.</i>	The application is supported with a bushfire management plan and civil design.

Relevant Matters to be Considered	Comment
(r) <i>The suitability of the land for the development taking into account the possible risk to human health or safety.</i>	This matter is not relevant to this proposal.
(s) <i>The adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	As outlined in this Report and the supporting Transport Impact Assessment the proposed access arrangements to and from the site are satisfactory and appropriate. The development has been appropriately designed, including appropriate arrangements for loading, unloading, manoeuvring and parking of light and heavy vehicles.
(t) <i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The Transport Impact Assessment indicates that the proposed development will not have an unacceptable level of impact on the surrounding road network.
(u) <i>the availability and adequacy for the development of the following –</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The Transport Impact Assessment addresses these matters.
(v) <i>The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses.</i>	No loss of any community service or benefit is expected to occur as a result of the proposed development. The proposal responds to a growing need in the area.
(w) <i>The history of the site where the development is to be located.</i>	No significant historical matter is relevant to this proposal.
(x) <i>The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.</i>	The proposed development is unlikely to have a detrimental impact on the community.
(y) <i>Any submissions received on the application.</i>	The City is able to advertise the application for public submissions although both uses do not need to be advertised, as they are not “A” uses.
(za) <i>The comments or submissions received from any authority consulted under clause 66.</i>	The City can refer the application to any authority it considers appropriate, and to assess any relevant submissions/comments made.
(zb) <i>Any other planning consideration the local government considers appropriate.</i>	The City can determine whether there are any other planning considerations that are relevant.

Having regard to **Table 6** above, the proposal appropriately addresses the relevant matters to be considered as set out in the Deemed Provisions.

4.3 NEERABUP INDUSTRIAL AREA LOCAL STRUCTURE PLAN

The land is subject to the Neerabup Industrial Area Local Structure Plan (Agreed Structure Plan No. 17 (**ASP17**)).

ASP17 provides the statutory framework for planning with the Neerabup Industrial Area.

The land is designated as “Service Industrial” zone under ASP17 (refer to **Figure 3** below).

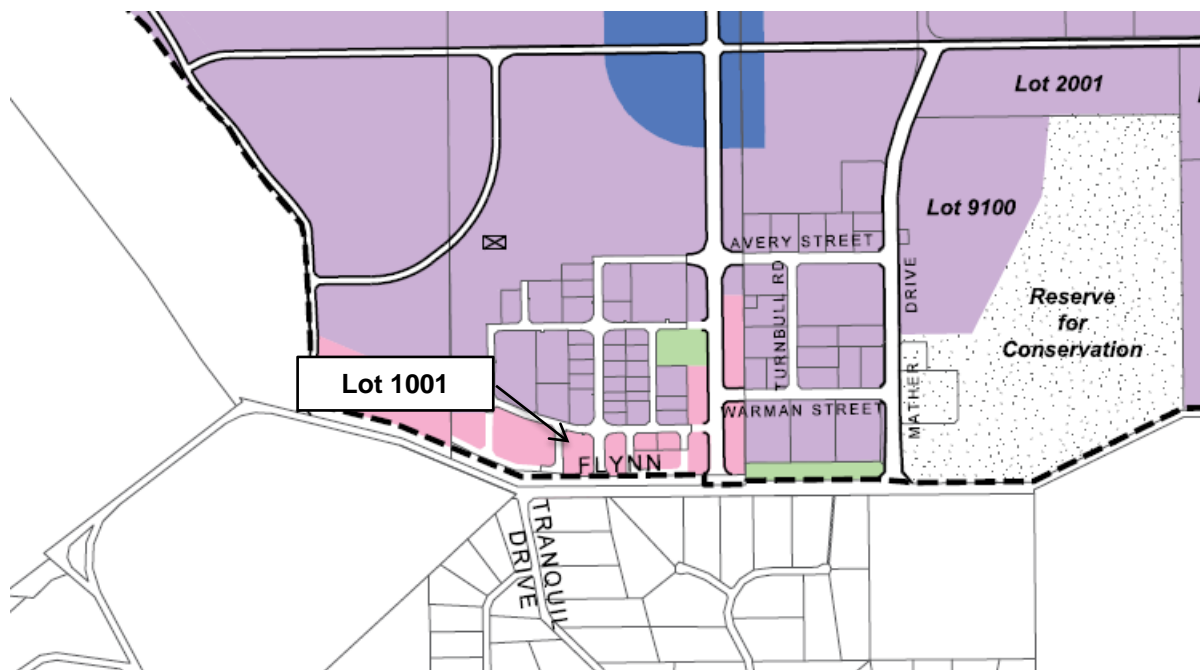


Figure 3: ASP17 Structure Plan Map Extract

ASP17 describes that the permissibility of uses and development shall be in accordance with the “Service Industrial” zone under DPS2.

A “Service Station” use is a “D” Discretionary use in the “Service Industrial” zone under DPS2 and capable of approval. A “Car Wash” use is a “P” Permitted use in the “Service Industrial” zone.

Clause 16 of ASP17 applies to land within Meridian Park. All of the provisions of Clause 16 of ASP17 are generally complied with.

Specially, Clause 16.10 of ASP17 requires all applications for planning approval within Meridian Park Industrial Estate to have an endorsement of the ‘Estate Architect’. The Proponent has received the endorsement of DnA Architects, the Estate Architect of the Meridian Park Industrial Estate, which is included within this report (Annexure 3).

Specifically, the objectives of the NIA Service Industrial Zone set out in ASP17 are to:

- a. *encourage high quality service, business and commercial activity at the entrance to the NIA to take advantage of greater exposure generated by the industrial park and passing trade at these locations; and*

- b. *enable the seamless transition of uses extending into the General Industrial Area*

The objectives of the Service Industrial zone under DPS2 are to:

- a. *accommodate a range of light industries, showrooms and warehouses, entertainment and recreational activities, and complementary business services which, by their nature, would not detrimentally affect the amenity of surrounding areas; and*
- b. *ensure that development within this zone creates an attractive façade to the street for the visual amenity of surrounding areas.*

The proposed development is consistent with both sets of objectives for the “Service Industrial” zone.

4.4 DETAILED AREA PLAN NO. 3

The land is subject to Detailed Area Plan No. 3 (**DAP3**) under ASP17, which was prepared in 2010. Refer to **Figure 4** for an extract of DAP3 relative to the subject site.

DAP3 details specific guidelines for the subject site and is to be read in conjunction with the Meridian Park Design Guidelines that outline performance standards, environmental sensitive design initiatives and general guidelines.

The provisions of DAP3 are not binding on a decision-maker due to the operation of Clause 56(1) and Clause 67(h) of the Deemed Provisions.

DAP3 sets out a range of design requirements including:

- Building envelope;
- Priority building zones
- Priority facades;
- Landmark entry screens;
- Permitted vehicle access locations;
- Priority parking zones;
- Vehicular access restriction areas; and
- Landscaped zones.

The proposed development does not necessarily meet the building design requirements of DAP3, however many of the intentions of DAP3 are satisfied general building locations, setbacks, priority facades, vehicle access locations, landscape zones and parking areas.

The development has also been endorsed by the Estate Architect and therefore, it is considered appropriate to depart from the provisions of DAP3.

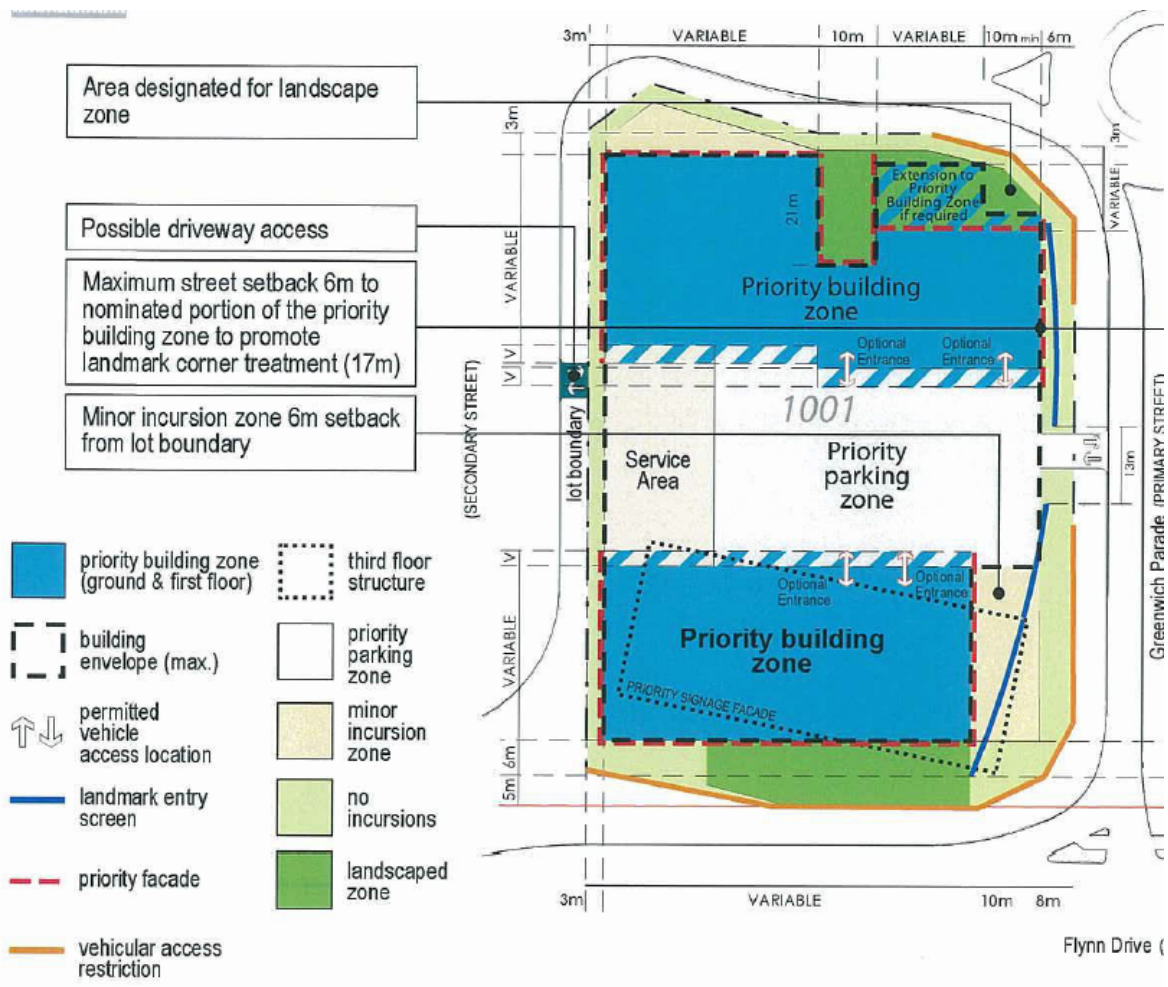


Figure 4: Detailed Area Plan No. 3 extract identifying Lot 1001

4.5 LOCAL PLANNING POLICIES

4.5.1 Local Planning Policy 2.9 – Service Stations and Roadhouses

The City's Local Planning Policy 2.9 'Service Stations and Roadhouses' (LPP2.9) has been prepared to provide guidance on the development of Service Stations and applies to the proposed development.

The proposed development has been designed with regard to the provisions of LPP2.9, with respect to architectural design requirements, canopy structure requirements, façade treatments, articulation, colour/material requirements and landscaping.

4.5.2 Local Planning Policy 4.6 - Signs

The City's Local Planning Policy 4.6 'Signs' (LPP4.6) provides guidance on the design and placement of common forms of advertising signs within the City of Wanneroo.

The proposed development involves three (3) Pylon Signs and a range of Wall Signs on buildings.

The proposed 9.00m high pylon signs exceed the 6.00m height limit (maximum 8.00m for multiple tenancy signs) outlined in LPP4.6, however, they are considered appropriate in the circumstances. It is noted that the recently approved service station at Pinnacle Drive in Neerabup was approved with an 8.00m high pylon sign. LPP4.6 permits one pylon sign per street frontage, so as the site has four road frontages, the three (3) pylon signs are capable of approval.

The proposed wall signs are considered appropriate for the development in terms of their number and size.

4.6 STATE PLANNING POLICIES

4.6.1 WAPC SPP 7.0 – Design of the Built Environment

Table 7 below provides a response to the Design Principles of State Planning Policy 7.0 Design of the Built Environment (**SPP7.0**).

Table 7: Assessment of Design Principles of SPP7.0

SPP 7.0 Design Principles	Comment
<p>1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>The proposed development/use is consistent with the existing service industrial context.</p> <p>The development of the site will improve the amenity of the locality, by incorporating well-designed built form (together with landscaped setting).</p> <p>The proposed development has been well-designed and has been endorsed by the Estate Architect.</p>
<p>2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>The proposed development provides a large area of the site area as landscaping (9.66% of site area) which exceeds the City's requirements under DPS2.</p> <p>The landscaping areas provides opportunity for planting of trees and shrubs which is considered to be a positive aspect of the proposed development.</p> <p>It is considered that the proposed landscaping regime provides both a good quantity and high quality.</p> <p>Landscape treatment to the streets is more visible and thus an important aspect to consider – and in response, the planting and landscaping areas have been focussed in these areas, so that the development presents with a foreground of landscaped areas.</p> <p>The width of landscaped bed sizes are good, enabling consolidated plantings to occur as well as the establishment of trees.</p> <p>A Landscaping Plan has been prepared in support of the application.</p>
<p>3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between</i></p>	<p>The built form is a function of the proposed uses and involves buildings, canopy structures, queuing areas and accessways.</p> <p>The built form, scale and height of the proposed development is appropriate to this setting and appropriate for the development type.</p>

SPP 7.0 Design Principles	Comment
<i>existing built form and the intended future character of the local area.</i>	<p>The built form includes a range of building materials and feature treatments which provide a high quality outcome.</p> <p>The built form has been supported by the Estate Architect.</p>
<p>4. Functionality and build quality</p> <p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>	<p>The development has been designed to be highly functional, with a range of car-based uses such as a convenience store, fuel sales, EV charging, car washing and vacuum facilities.</p> <p>The design of the development is aimed at providing user efficiency.</p>
<p>5. Sustainability</p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>The proposed building and fuel canopy is designed to support PV (Solar) Panels, and the development also provides EV charging stations. Hardstand areas will be constructed using recycled asphalt (RAP) where possible.</p> <p>The site provides for the opportunity for large trees to be planted, to provide shade.</p>
<p>6. Amenity</p> <p><i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>	<p>The development improves the amenity of the locality and provides an environment that is universally accessible. Good quality landscaping areas (including planting of trees) is also proposed to provide a healthy environment and improved amenity.</p> <p>The convenience function of the service station itself is considered to provide a new amenity to the locality.</p>
<p>7. Legibility</p> <p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p>The proposed access arrangements, including proposed crossovers from Flynn Street and Greenwich Parade provide for easily legible entry and exit. Similarly, access to the drive through and the car wash area is easily identifiable.</p>
<p>8. Safety</p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The building design maximises opportunities for casual surveillance over the forecourt area through large windows and the main entrance to the building.</p> <p>Assessment has been completed for bushfire risk to ensure compliance with standards.</p>
<p>9. Community</p> <p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>	<p>The development is specifically designed for convenience of the local community, enabling a venue which provides goods and services 24/7 and responds to a growing need in the area.</p> <p>It is a well-placed addition which will add to the diversity and choice of convenience stores / service stations in the locality, and puts less pressure on other facilities in the area.</p>
<p>10. Aesthetics</p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The proposed building has been architecturally designed with a range of materials and colours and includes feature treatments and screens.</p> <p>The quality landscaping design of the site also results in an attractive setting for the development.</p>

As a result, it is considered that the proposed development complies with the Design Principles of SPP7.0.

4.6.2 WAPC SPP 3.7 - Planning in Bushfire Prone Areas

The WAPC State Planning Policy 3.7 (**SPP 3.7**) – Planning in Bushfire Prone Areas states that planning proposals within bushfire prone areas are to be accompanied by a bushfire assessment relevant to the nature and scale of the development.

The subject site is within a bushfire prone area (refer **Figure 5** below) and a Service Station is classified as a High-Risk land use. As such, a Bushfire Management Plan (**BMP**) and Bushfire Risk Assessment & Management Report (**BRAM**) has been prepared in support of the proposal - refer **Annexure 8**.

Referral of the application to the Department of Fire and Emergency Services (**DFES**) is required for comment.



Figure 5: Extract from Map of Bushfire Prone Areas

4.7 ENVIRONMENTAL PROTECTION AUTHORITY GUIDANCE STATEMENT NO. 3 – SEPARATION DISTANCES BETWEEN INDUSTRIAL & SENSITIVE LAND USES

The Environmental Protection Authority (**EPA**) Guidance Statement No. 3 – Separation Distances between Industrial and Sensitive Land Uses (**EPA Guidance Statement**) provides generic buffer distances intended to mitigate impacts of industrial developments on sensitive land uses.

With respect to fuel facilities that are intended for 24-hour operation, the EPA Guidance Statement identifies potential impacts as gaseous, noise, odour and risk, and recommends a generic buffer distance of 200m to sensitive land uses. These recommended buffer distances are not absolute

separation distances but are instead default provisions in the absence of site-specific technical assessment.

Rural Residential areas exist to the south, on the opposite side of Flynn Drive.

Table 8 below provides an assessment of the potential impacts from the operation of the proposed Service Station and provides justification to demonstrate the appropriateness of the development on the subject site.

Table 8: Mitigation of Potential Amenity or Environmental Impacts

Issue	Comment
Noise	<p>It is common for Service Stations to be located either opposite or directly adjoining residential properties.</p> <p>Transmission of noise in these circumstances is not an issue, and noise generated from a fuel facility is generally consistent with other similar commercial uses.</p> <p>No dense urban residential areas exist within 200m of the subject land.</p> <p>A comprehensive Environmental Noise Assessment has been prepared to address noise issues, and it has been concluded that the site will comply with the Environmental Protection (Noise) Regulations (refer Annexure 7).</p>
Risk	<p>As the proposed Service Station provides for the retail sale of fuel, the operator must obtain a Dangerous Goods Storage and Handling Licence to store and sell fuel on the site. The Licence application is made post planning approval.</p> <p>Accordingly, Risk can be appropriately managed through the Dangerous Goods Storage and Handling licence requirements.</p>
Odour / Gaseous	<p>The underground fuel storage tanks will be equipped with a vapour recovery system which ensures that all petrol vapours from the underground tanks are drawn back into the fuel tanker at the time of fuel delivery. This enables the returned vapours to be recondensed into liquid.</p> <p>The Dangerous Goods Licencing process also assesses the likely impact of vapours/odours. Accordingly, the assessment of odour/gaseous issues is appropriately addressed and managed through the Dangerous Goods Licencing process.</p>
Lighting	<p>Potential sources of light spill from the proposed development are primarily from the lighting of the fuel canopy, the retail building, and any external lights in the forecourt or perimeter of the development site.</p> <p>Lighting proposed within the fuel canopy are inset and orientated internally to ensure light spill is contained within the site.</p> <p>It is not anticipated that light sources from the proposed development will affect any rural residential dwellings which are located over 100m away and not directly facing the proposed development. Rural residential dwellings to the south are also located amongst heavily vegetated areas, also reducing the impact of any light sources.</p> <p>Further, it is a requirement to comply generally with Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting, and the final design of lighting (and ultimate operation) will be regulated by AS4282.</p>

As demonstrated in the Table 8 above, the proposed Service Station development has been appropriately designed and sited to mitigate any potential amenity and environmental impacts on nearby sensitive (rural residential) land uses. Accordingly, a lesser separation distance has been demonstrated to be acceptable.

5.0 CONCLUSION

This application seeks Development Approval for a proposed new OTR Service Station and Car Wash Development at Lot 1001 (#11) Greenwich Parade, Neerabup.

In summary, the proposed development warrants approval for the following reasons:

- The proposed “Service Station” and “Car Wash” is compliant with the development standards and requirements of the City of Wanneroo District Planning Scheme No. 2;
- The proposed uses are capable of approval in the “Industrial Development” zone and appropriate for the site and location;
- The proposed development will provide increased services to the Neerabup locality;
- The proposed development provides for new development of the vacant site;
- The proposed development has been endorsed by the Estate Architect;
- The proposed development is supported by a range of expert technical reports and plans (including traffic, acoustic, bushfire, landscape and civil design), demonstrating that all relevant technical issues have been considered and addressed.

Having regard to the above, the proposed Service Station and Car Wash Development should be supported and approved.

For these reasons, and considering the assessment contained within this report, we respectfully request that the City of Wanneroo have regard to the merits and broader benefits of the proposal when undertaking its assessment of the application, and to recommend approval to the Metro Outer JDAP, subject to reasonable conditions.

Hidding.

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ANNEXURES

ANNEXURE 1

CERTIFICATE OF TITLE

ANNEXURE 2

DEVELOPMENT PLANS

ANNEXURE 3

ESTATE ARCHITECT ENDORSEMENT

ANNEXURE 4

LANDSCAPING PLAN

ANNEXURE 5

TRANSPORT IMPACT ASSESSMENT

ANNEXURE 6

CIVIL DESIGN

ANNEXURE 7

ENVIRONMENTAL NOISE ASSESSMENT

ANNEXURE 8

BUSHFIRE MANAGEMENT PLAN &
BUSHFIRE RISK ASSESSMENT
MANAGEMENT REPORT