

**PROPOSED SERVICE STATION (WITH DRIVE-THROUGH)
MOTOR VEHICLE WASH AND DOG WASH**

1 (LOT 395) PEONY BOULEVARD, YANCHEP

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Introduction

This report has been prepared in support of an Application for Development Approval for a service station (with drive-through), automatic and manual motor vehicle wash and dog wash at 1 (Lot 395) Peony Boulevard, Yanchep (subject site).

The subject site (Lot 395) and 2 (Lot 50) Peony Boulevard form the main part of the Yanchep District Centre. The District Centre is subject to the Lot 1 and Lot 102 Yanchep Beach Road, Yanchep, Agreed Structure Plan No. 40 (Note that the lot numbers references refer to historical lot numbers).

This report will address the relevant matters pertinent to the proposal, including:

- The site details.
- The planning framework.
- The proposed development;
- An assessment under the planning framework.
- Consideration of other factors including, but not limited to bushfire, acoustic, traffic etc.

Planning Approvals Required

The proposed development has a construction cost of \$3 million and the Applicant has elected for the application to be determined by the Metro Outer Joint Development Assessment Panel.

Subject Site

Site Location and Property Description

The subject site is Lot 395 (1) Peony Boulevard, Yanchep contained on Certificate of Title Volume 2784 Folio 192 on Deposited Plan 62808. The site has a total land area of 4.6485 hectares and street frontages to Marmion Avenue to the west, Peony Boulevard to the south and Kakadu Road to the east.

The lot is subject to a Notification by the Water Corporation noting that extension of water and sewer required for development of the lot and an electricity easement burden.

The development site is accessed from the wider lot and more specifically from a driveway from Marmion Avenue. The driveway from Marmion Avenue is a left-in only access and a single lane until the main shopping centre building where it becomes two ways.

Refer to Appendix A - Certificate of Title and Feature Survey.

Site Improvements

A Woolworths Supermarket, speciality shops and car parking are located on the central portion of the subject site. The portion of land to the north (the subject of this application) is vacant as is the land to the east of the shopping centre.

Heritage

The site is not listed as a heritage place under District Planning Scheme No.2 nor listed on the State Register of Heritage Places.

The site is not identified as an Aboriginal Cultural Heritage Site.

Bushfire Prone Area

The subject site is located within a bushfire prone area. A BAL Assessment and Bushfire Management Plan has been prepared and is contained in Appendix B.

Contamination

A search of the contaminated sites database does not identify the site as a contaminated site.

Site Context

Yanchep Central, being Lots 50 and 395, form part of the overall Yanchep District Centre with the recently completed shopping centre development at 2 Peony Boulevard to the south of Peony Boulevard. The existing Aldi Supermarket is located to the east of the subject site.

To the west of the site on the opposite side of Marmion Avenue are commercial uses with a liquor store and commercial tenancies fronting Marmion Avenue. Single residential dwellings are located on the western side of Marmion Avenue but are orientated away from Marmion Avenue and screened by mature vegetation.



Aerial photograph of Lot 395, the development site and surrounds

Planning Framework

Planning and Development (Local Planning Schemes) Regulations 2015 (Regs)

Clause 67 of Schedule 2 of the Planning Regulations outlines the matters to which the determining authority is to have due regard when considering an application for development approval.

Metropolitan Region Scheme (MRS)

The subject site is zoned 'Urban' under the Metropolitan Region Scheme. Marmion Avenue is reserved as an Other Regional Road.

SPP 3.7 Planning in Bushfire Prone Areas (SPP3.7)

SPP3.7 provides the basis for land use planning to address bushfire risk management in Western Australia. It is used to inform and guide decision-makers, referral agencies and landowners/ proponents to help achieve acceptable bushfire protection outcomes. Portions of the site are identified as bushfire prone.

SPP 4.2 Activity Centres for Perth and Peel (SPP4.2)

SPP4.2 identifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. Yanchep is identified as a District Centre.

SPP 7.0 Design of the Built Environment (SPP7.0)

SPP7.0 identifies the principles to address design quality and built form outcomes. The principles include: Context and character, Landscape quality, Built form and scale, Functionality and build quality, Sustainability, Amenity, Legibility, Safety, Community and Aesthetics.

City of Wanneroo District Planning Scheme No. 2 (DPS2)

Under District Planning Scheme No.2 the site is zoned Urban Development. Agreed Structure Plan 40 (ASP40) has been prepared for the area. It is noted that the Yanchep District Centre is not identified in Schedule 7.

Agreed Structure Plan No. 40 (ASP40)

ASP40 provides a zoning of Commercial with a residential density of R80/100. ASP40 allocates a retail net lettable area of 11,000m², with any additional retail net lettable area for this District Centre being justified in the context of overall retail modelling for the District and an amendment to the Structure Plan.

Local Planning Policies

The following Local Planning Policies are applicable to the consideration of the development application:

- LPP 2.9 – Service Stations and Road Houses.
- LPP 3.8 – Marmion Avenue Arterial Road Access.
- LPP 4.6 – Advertising Signs.

Proposed Development

The proposed development involves single storey buildings over the development site including:

- A 72m² automatic car wash located along the Marmion Avenue frontage (plus plant) and a two station dog wash facility.
- The service station located centrally on the site which includes the main building (282m²) with drive-through facility, fuel canopy with 8 bowsers (provision of future EV) and bin store. The drive-through facility will be used for coffee etc.
- The eastern manual car wash which includes 4 wash bays and 4 vacuum bays.
- 12 car parking bays plus 1 disabled bay.
- Two 9 metre high pylon signs and other signage.

The proposed development includes retaining along the northern side of the buildings to address the change in levels from north down to south.

Access to the development site is from the left-in access from Marmion Avenue which is proposed to be changed to left-in and left-out at Marmion Avenue and also a change to the driveway to two way traffic between Marmion Avenue and the Shopping Centre.

The service station will operate 24 hours and day 7 days a week.

The Development Plans are contained in Appendix C.

Planning Assessment

Metropolitan Region Scheme (MRS)

The Urban zoning is appropriate for the proposed use.

The proposed development includes a left-out access to Marmion Avenue which is reserved as an Other Regional Road. We understand that Marmion Avenue is under the control of Main Roads. The Transport Impact Assessment contained within Appendix D discusses the left-out access.

We note that the City's Local Planning Policy 3.8 Marmion Avenue Arterial Road Access policy identifies the access as a left-in left-out access.

SPP 3.7 Planning in Bushfire Prone Areas

A BAL assessment and bushfire management plan are contained in Appendix B.

SPP 4.2 Activity Centre for Perth and Peel

A service station and motor vehicle wash are Category B uses under SPP4.2 and therefore not considered major development and only triggers the policy requirements when preparing new or amendments to planning instruments (not development applications). We note that a fast food outlet is included in Category A, however, the proposed drive-through represents an incidental use of the service station, has a very minor floor area and there are no seating areas for guests and therefore we do not consider it appropriate to require assessment under SPP4.2 given that it is not a stand alone fast food outlet and is incidental to the main service station use.

SPP 7.0 - Design of the Built Environment (SPP7.0)

The following provides an assessment of the proposed development against the principles of SPP7.0.

Design Principle	Comments
1. Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place	<ul style="list-style-type: none">• The proposed development is appropriately located away from the Peony Boulevard 'Main Street' and provides services appropriate for a District Centre.• The built form is single storey which is the predominant scale of built form in the area.
2. Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	<ul style="list-style-type: none">• The development includes significant landscaped area and a detailed landscape plan will be prepared as a condition of approval. It is noted that the northern portion of the site will retain the remnant vegetation.

Design Principle	Comments
<p>3. Built form and scale</p> <p>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</p>	<ul style="list-style-type: none"> The built form is single storey which is the predominant scale of built form in the area. The layout of the buildings internalises the service areas.
<p>4. Functionality and build quality</p> <p>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.</p>	<ul style="list-style-type: none"> The design is functional to both the intent of the District Centre and its intended visitors. The layout is clear in terms of access to the site and locations of building entries. Servicing has been appropriately considered through access, screening and service provision.
<p>5. Sustainability</p> <p>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes</p>	<ul style="list-style-type: none"> The proposed development is located within the District Centre providing multiple uses for each trip to the centre.
<p>6. Amenity</p> <p>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</p>	<ul style="list-style-type: none"> The proposed development does not impact the amenity of the locality given the location away from the Main Street and separation to residential areas by Marmion Avenue. Additionally opposite the site on Marmion Avenue are commercial uses and residential dwellings orientated away from Marmion Avenue.
<p>7. Legibility</p> <p>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around</p>	<ul style="list-style-type: none"> The development provides a clear understanding of the land uses. The scale of the built form is consistent with the vision for the area. The entrances to the buildings are clearly defined.
<p>8. Safety</p> <p>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</p>	<ul style="list-style-type: none"> The development adds to the mix of uses providing activity and passive surveillance 24 hours a day.

Design Principle	Comments
<p>9. Community</p> <p>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.</p>	<ul style="list-style-type: none"> The development provides additional services for the residents within the area. In a survey undertaken by the landowners, residents of the area requested that car wash facilities would be of great value to the centre and surrounding area.
<p>10. Aesthetics</p> <p>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</p>	<ul style="list-style-type: none"> The building aesthetics includes a range of materials such as glazing, face brickwork, painted precast panels etc. The built form is articulated with the various aspects of the development having different scale and form.

Land Use (DPS2)

The proposed development includes:

- A service station, which is a 'A' use.
- Motor vehicle wash which is a 'D' use.
- Dog wash, which is not defined, however, given that the main use is service station and the dog wash only provides 2 stations, it is considered that this is an incidental land use.
- Fast food drive-through - we note that this is incidental to the service station and is proposed for items such as coffee and is not a stand along fast food outlet. The floor area allocated to the fast food operation is a minor component of the service station and there is no internal or external seating areas. The drive-through element could either be consider incidental to the service station or if considered a fast food outlet a 'D' land use.

The proposed land uses are entirely appropriate for a District Centre, with the proposed vehicle and dog wash providing additional services to the Yanchep community. We note that there are a number of service stations within the locality, however, the number of similar services is not a valid planning consideration and the proposed use provides additional competition to the benefit of consumers.

Setbacks (DPS2)

Schedule 6 of DPS2 identifies that commercial buildings shall be setback 6 metres from the street boundary, nil to side and rear boundaries and 3 metres to secondary streets. We note that the lot has its primary street to Peony Boulevard.

The proposed development provides the automatic car wash on the boundary to Marmion Avenue. The balance of the development is well setback from Marmion Avenue. We consider the reduced setback appropriate as it is a single storey building, has a glass facade and represents a small portion of the overall property boundary with the balance landscaped. Additionally the verge adjacent to the building will also be landscaped.

Building Facades (DPS2)

Schedule 6 of DPS2 requires facades to be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of Council would not adversely impact on the amenity or streetscape of the area.

The proposed facades include glazing, painted precast panels and CFC cladding. The design represents the corporate identity of the tenant.

Traffic Entrances/Visual Truncations

The proposed development includes additional internal access points from the internal driveway and a left-out to Marmion Avenue. These matters have been addressed in the Transport Impact Assessment. The left-out is consistent with the City's Local Planning Policy.

Service Areas and Access

Waste will be collected from the refuse enclosure. A Waste Management Plan is contained in Appendix F.

Car Parking

The following table identifies the proposed land uses and car parking requirement.

Land Use	Requirement	Area (m ²)	No. Required
Service station	7 per 100m ² of which 50% can be located in fuel positions.	282	20 bays of which 10 can be located in fuel positions. Therefore 10 bays.
Car wash	Nil if incidental to other uses otherwise 1.	N/A	1
Dog wash	Not specified	2 wash points	It would be appropriate to include 1 bay.
Fast food outlet	1 per 4 guests seated indoor and outdoor. 7 per 100m ² of which 50% can be located in drive through	No seats and car parking included in service station.	0
Required			12

The proposed development provides 12 bays plus 1 disabled bay, 16 fuelling positions, up to 7 within the drive-through, several within the automated car wash drive-through and 4 within the manual car wash, 4 waiting outside the manual car wash and 4 vacuum bays. The proposed car parking exceeds the requirements of the scheme and is appropriate for the proposed development.

Bicycle Parking

Given the type of development proposed we do not consider that bicycle parking is required, however, visitor bicycle parking can be located in public areas on the site.

Landscaping

DPS2 requires a minimum of 8% of the area of a development site to be landscaped, the road verge adjacent to the lot to be landscaped and one tree for every four car parking bays.

In considering the landscaping in relation to this development site, we have assumed the development site area of 5655m² being the area of the proposed development. The landscaping is 2205m² being 39% of the site area. We note that the car parking is adjacent to buildings and therefore trees cannot be located for the car parking bays, however, the significant landscaping on site compensates for this provision. The landscaping along the northern boundary will retain the current vegetation that exists on site subject, which is an extension of the vegetation to the north of the site.

A detailed landscape plan will be prepared as a condition of any approval and will incorporate the same landscape theme as the rest of the district centre.

Agreed Structure Plan No. 40

The zoning identified is Commercial and as discussed above, the proposed uses are appropriate for a commercial zone within a district centre. ASP40 allocates a retail NLA of 11,000m². The proposed service station adds 282m² of retail area which is considered minor in the context of the whole District Centre.

We also note that the structure plan identifies the left-in left-out at the driveway.

Local Planning Policies

LPP 2.9 – Service Stations and Road Houses

The policy provides for consideration of the amenity of adjoining and nearby sensitive land uses.

The development site is located on the northern portion of the site separated from the shopping centre building by the existing at-grade car parking. The site is also located to the rear of the shopping centre adjacent the service area with the main entry to the shopping centre from near Peony Boulevard.

To the north of the site, the proposed development is separated from the Yanchep Sports Club by remnant vegetation. Additionally, the proposed development will be at a lower level from the adjoining site given the retaining required to address the change in levels from the south up to the north of the site.

To the west of the site is Marmion Avenue which is constructed as a dual divided carriageway road with two lanes in each direction. This section of Marmion Avenue has a posted speed limit of 60km/h. To the west of

Marmion Avenue are commercial uses with a liquor store and commercial tenancies fronting Marmion Avenue at the intersection of Village Row. Single residential dwellings are located on the western side of Marmion Avenue but are orientated away from Marmion Avenue and screened by mature vegetation.

Given the above context, the location of the site on a major road and the proposed design of the development, the proposed service station will not cause undue conflict through the generation of traffic, demand for parking or impact the amenity of the locality.

The proposed design includes a range of materials and articulation of the built form. The built form to Marmion Avenue includes glazing to the facade.

LPP 3.8 – Marmion Avenue Arterial Road Access

The Local Planning Policy identifies the access from Marmion Avenue as a left-in and left-out access. The access is currently a left-in access and it is proposed to change the access to left-in and left-out which is consistent with the Policy and also consistent with Agreed Structure Plan No. 40.

LPP 4.6 – Advertising Signs

The proposed signage relates to the service station, drive-through and motor vehicle car wash. The proposed site signage can be characterized into the following types of signs, being:

- Walls Signs
- Pylon Signs
- Signs not defined – signage on drive-through barriers.

The advertisements:

- Do not contain any offensive material.
- Are not fixed to a boundary wall or fence.
- Do not extend beyond the boundary of the lot on which they are situated.
- All the signs relate to the tenancies on the site.
- The signs have been integrated with the design of the building and in most cases represent the corporate signage of the tenancies.

The proposed signage includes a number of walls signs related to the service station and motor vehicle wash, with each directly related to the proposed tenancies.

The wall sign provisions require that the signs be limited to a maximum of one sign per tenancy, per street frontage, not extend laterally beyond either end of the wall or protrude above the top of the wall, not exceed 25 percent in aggregate area on any one wall to a maximum of 8 square metres and be integrated with the building design.

The wall signs do not extend beyond the walls or top of walls and have been integrated in the building design, however, exceed the number of signs on the walls.

The proposed wall signs reflect the expectation of signage for a service station and are very common to the tenancies proposed, which is based on the tenancy's corporate identity.

In considering the Policy objectives:

- The proposed signage is consistent with the expectation of a service station and motor vehicle wash.
- The signage is directly related to the tenancies and is not misleading or dangerous to vehicular or pedestrian traffic.
- The proposed signage is consistent with the expectation of the tenancies and based on the corporate signage. The signage is not superfluous or unnecessary.
- The signage does not result in visual clutter and was considered as part of the design of the development.

Based on the above, we consider that the wall signs meet the objectives.

There are several pylon signs which are generally small and are internally located, being S5 and S6. These signs form a function to identify information at the entrance to the service station building, are internal to the site and will generally not be visible from external to the site. It is considered that these signs meet the objectives of the policy.

There are 2 pylon signs located along Marmion Avenue which are 9 metres in height and provide signage for the service station, fuel price detail and details of the other uses on site being the car wash. We are seeking discretion with respect to the height based on the following:

- While the site includes a number of Pylon Signs, the signs are provided for a legitimate purpose to identify the main entrance to the site and fuel information.
- The location of the pylon signs means that no pylon signs are located along the Peony Boulevard 'main street' which is a positive outcome for the centre.
- The signage represents only a very small portion of the street frontages.
- There are no residential dwellings fronting the site from the western side of Marmion Avenue.
- The pylon signs include multiple uses located on site.

We consider that the signage is consistent with the expectation of a service station, does not result in visual clutter and was considered as part of the design of the development.

There are a number of signs which are not clearly defined including the signage over the drive-through. The signage is directly related to the tenancies and is not misleading or dangerous to vehicular or pedestrian traffic. The proposed signage is consistent with the expectation of the corporate signage for the tenancies.

Planning and Development (LPS) Regs 2015

In assessing this application due regard has been given to:

- (a) The aims and provisions of the DPS2.
- (b) The requirements of orderly and proper planning.
- (c) The relevant approved State planning policies.
- (g) The relevant local planning policies.
- (h) ASP 40.
- (m) The compatibility of the development with its setting, including with the desired future character of its setting and 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.
- (n) The amenity of the locality including the character of the locality; social impacts of the development.
- (p) Landscaping provisions.
- (q) Bushfire considerations.
- (r) The suitability of the land for the development.
- (s) Traffic and servicing impacts.
- (t) Traffic generation.
- (u) Storage, management and collection of waste; access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); access by older people and people with disability.
- (w) The history of the site where the development is to be located.
- (x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.

The assessment concludes that the development has been well located and has had due regard to the relevant planning considerations.

Conclusion

This application seeks approval for a service station (with drive-through), automatic and manual motor vehicle wash and dog wash at 1 (Lot 395) Peony Boulevard, Yanchep.

The proposed development is generally consistent with the planning framework and is seeking discretion with respect to Marmion Avenue setback and signage which have been addressed in this report and which are appropriate for both the site and locality.

The built form is entirely consistent with the locality and DPS2 and the land uses provide additional services to the Yanchep community.

We are seeking the City of Wanneroo's support of the proposed development and the approval of the Metro Outer Joint Development Assessment Panel.

Appendix A

Certificate of Title and Feature Survey

Appendix B

BAL Assessment and BMP

Appendix C

Development Plans

Appendix D

Transport Impact Assessment

Appendix E

Infrastructure Services Report

Appendix F

Waste Management Plan