



**KINGSWAY, 67 (LOT 500) MADELEY,
KING DAVID BOULEVARD, 39 (LOT 501) MADELEY –
CHILD CARE CENTRE**

Form 1 – Responsible Authority Report
(Regulation 12)

| | | |
|--|---|--|
| DAP Name: | Metro Outer JDAP | |
| Local Government Area: | City of Wanneroo | |
| Applicant: | Reegan Cake, Dynamic Planning & Developments | |
| Owner: | Justin Sonia Pty Ltd | |
| Value of Development: | \$2.1 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6) | |
| Responsible Authority: | City of Wanneroo | |
| Authorising Officer: | Greg Bowering, Manager Approval Services | |
| LG Reference: | DA2022/988 | |
| DAP File No: | DAP/22/02308 | |
| Application Received Date: | 4 August 2022 (date JDAP was lodged) | |
| Report Due Date: | 2 December 2022 | |
| Application Statutory Process Timeframe: | 90 days with an additional 21 days agreed | |
| Attachment(s): | 1. Development Plans and Perspectives 2. Location Plan 3. Schedule of Submissions 4. Applicant's Response to Design Review Panel comments 5. Plans as Presented to Design Review Panel 6. Traffic Impact Statement 7. Environmental Acoustic Assessment | |
| Is the Responsible Authority Recommendation the same as the Officer Recommendation? | <input type="checkbox"/> Yes | Complete Responsible Authority Recommendation section |
| | <input checked="" type="checkbox"/> N/A | |
| | <input type="checkbox"/> No | Complete Responsible Authority and Officer Recommendation sections |



Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

1. **Approve** DAP Application reference DAP/22/02308 and the accompanying plans provided in **Attachment 1** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of four (Covid-19 extension) from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. The use of the premises is to be **Child Care Centre** as defined in the City of Wanneroo's District Planning Scheme No.2 as follows:

"Child Care Centre: *means premises used for the daily or occasional care of children in accordance with the Community Services (Child Care) Regulations 1988.*"

A change of use from that outlined above may require the approval of the City.

4. A maximum of **92 children** and **13 staff** are permitted on the premises at any one time.
5. The hours of operation of the Child Care Centre shall be between the hours of **6:30am and 6:30pm Monday to Friday (excluding public holidays)**.
6. The two (2) lots subject to this application (Lot 500 (67) Kingsway, Madeley and Lot 501 (39) King David Boulevard, Madeley) are to be amalgamated prior to commencement of the premises being used as a Child Care Centre. A copy of the Certificate of Title for the amalgamated land is to be submitted to the City prior to occupation.
7. The owner shall make an additional developer contribution payment towards the East Wanneroo Cell 6, which forms part of Adopted Structure Plan No.8 (ASP8), in accordance with the requirements of Part 10 of District Planning Scheme No 2.
8. A revised detailed landscaping plan is to be provided for the subject site and adjacent verges which includes additional landscaping within the verge considering sightlines, and an additional 5 trees to be planted on-site around the outdoor play area. The revised landscaping plan shall detail the plant species, densities, confirmation on mulch details, planting locations, and shade trees,



shall be lodged for approval by the City prior to lodging a building permit. Planting and installation shall be in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.

9. A revised site plan and elevations are to be provided demonstrating the relocation of the bin store to the western side of the site away from the adjoining residential property as generally annotated on the approved plans. The bin store shall be screened from the street and car parking areas with a minimum 1.8 metre high solid fence. The screening/fence shall be designed to match the materials and colours of the proposed fence along Sorvano Avenue, to the satisfaction of the City. The revised plans shall be provided to the City for approval prior to an application for a building permit being made.
10. All waste shall be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier.
11. The Child Care Centre is to comply with the recommendations in the Environmental Acoustic Assessment prepared by Herring Storer Acoustics dated 29 July 2022 at all times to the satisfaction of the City.
12. Written certification shall be provided from an acoustic consultant confirming all noise attenuation measures contained within the Environmental Noise Assessment are incorporated into the building design prior to the occupancy of the development.
13. A Parking Management Plan shall be submitted for approval to the City prior to an application for a building permit being made. The plan is to address how the Centre will adequately cater for the expected number of staff and customers on-site. The Parking Management Plan is include the following:
 - a. To help reduce noise emissions from car doors, there is to be no parking within Car Bay No.1 prior to 7:00am;
 - b. To avoid confusion of car parking allocation, each car bay shall be marked and clearly signposted as dedicated as either a staff bay or drop off/pick up bay; and
 - c. A sign is to be placed on-site to state that parking within the allocated drop off/pick up bays is limited to a maximum of 15 minutes.
14. Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and shall be drained, sealed and marked to the satisfaction of the City prior to the occupation of the development, and maintained thereafter to the satisfaction of the City.
15. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
16. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed shall be submitted for approval when application is made for a building licence and the system shall be installed during the construction of the development.



17. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on site.
18. All storage areas, external fixtures and building plant, including air conditioning units shall be located so as to minimise any visual and noise impact on surrounding landowners and screened from view from streets, public places and adjacent properties to the satisfaction of the City.
19. All signage is to be contained entirely within the allotment and kept in accordance with the City's Signs Local Planning Policy and/or Signs Local Law (1999) as amended from time to time.
20. The development shall be finished in accordance with the approved Schedule of Materials Selections (including materials, colour schemes and details) prior to the use or occupation of the development.
21. A construction management plan shall be submitted for approval to the City prior to an application for a building permit being made. The plan is to detail how construction of the development will be managed to minimise disruption to adjoining landowners. The plan will need to address the following:
 - a. The delivery times for materials and equipment to the site;
 - b. Storage of materials and the location and type of equipment on site;
 - c. Adequate measures to be implemented during construction to minimise any adverse impacts caused by sand drift and dust from the site;
 - d. Parking arrangements for contractors and sub-contractors;
 - e. Construction times;
 - f. Measures to minimise noise impacts on surrounding residents; and
 - g. Any other matter required by the City.

The construction management plan is to be submitted to and approved by the City prior to the commencement of any development.

Details: outline of development application

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme |
| Region Scheme - Zone/Reserve | Urban |
| Local Planning Scheme | District Planning Scheme No. 2 |
| Local Planning Scheme - Zone/Reserve | Urban Development |
| Structure Plan/Precinct Plan | East Wanneroo Cell 6 (ASP No.8) |
| Structure Plan/Precinct Plan - Land Use Designation | Residential |
| Use Class and permissibility: | Child Care Centre – Discretionary Use |
| Lot Size: | Lot 500 – 1,088sqm Lot 501 - 880sqm Total = 1,968sqm |
| Existing Land Use: | Vacant |
| State Heritage Register | No |
| Local Heritage | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List |



| | |
|-----------------------|---|
| | <input type="checkbox"/> Heritage Area |
| Design Review | <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other |
| Bushfire Prone Area | No |
| Swan River Trust Area | No |

Proposal:

The application proposes a Child Care Centre over two vacant lots. The Child Care Centre is comprised of the following:

- A single storey building and associated amenities proposed over two vacant lots;
- A maximum of 92 children and 13 staff are accommodated on-site at any one time;
- Operating hours between 6:30am to 6:30pm Monday to Friday (excluding public holidays);
- A total of 21 car parking bays, including one marked including one ACROD bay; and
- Associated landscaping, access and signage.

A Child Care Centre is a discretionary 'D' use within the Residential zone under the City of Wanneroo's District Planning Scheme No. 2.

The development plans and perspectives for consideration are included as **Attachment 1**.

Background:

The proposed development is located over two existing lots (subject site):

- Lot 500 (67) Kingsway, Madeley; and
- Lot 501 (39) King David Boulevard, Madeley

The above sites are zoned Urban Development under the City's District Planning Scheme No. 2 (DPS2) and Residential under the East Wanneroo Cell 6 Structure Plan (ASP 8). Both sites have a Residential Density Code of R40.

The site is bound by King David Boulevard to the north, Sovrano Avenue to the west, Kingsway to the south and two residential lots to the east. One residential lot to the east is occupied by a Single House, and the other is currently undeveloped and at the time of writing this report is not subject to a development application or building permit. There is an existing estate sign on the corner truncation of Kingsway and Sovrano Avenue that will remain as part of this proposal.

A subdivision application to amalgamate all two lots to facilitate the Child Care Centre development has yet to be submitted to the Western Australian Planning Commission (WAPC).

A Location Plan is included as **Attachment 2**.

Legislation and Policy:



Legislation

Metropolitan Region Scheme (MRS)
City of Wanneroo District Planning Scheme No. 2 (DPS 2)

State Government Policies

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)
WAPC Planning Bulletin 72/2009: Child Care Centre (Planning Bulletin 72/2009)
WAPC Transport Impact Assessment Guidelines Volume 4 Individual Developments

Structure Plans/Activity Centre Plans

ASP No.8 East Wanneroo Cell 6 (ASP 8)

Local Policies

Local Planning Policy 2.3: Child Care Centres (LPP 2.3)
Local Planning Policy 4.23: Design Review Panel (LPP 4.23)
Local Planning Policy 4.6: Advertising Signs (LPP 4.6)
Local Planning Policy 4.19 - Medium Density Housing (LPP 4.19)

Consultation:

Public Consultation

In addition to the minimum advertising period of 14 days required under Clause 64(4) of DPS 2 and the Deemed Provisions, the advertising period was extended by an additional two days to accommodate two public holidays. The application was therefore advertised for a period of 16 days commencing on 15 September 2022 and concluding 1 October 2022.

Advertising was undertaken by way of letters to surrounding landowners/occupiers within approximately 200 metres of the subject site, a sign erected on site, a notice placed in the local newspaper and all development plans and reports being made available on the City's website.

Following completion of the advertising period, a total of 45 submissions were received, 43 objecting to the proposal, and 2 in support. Two of the submissions received were in the form of a petition with a total of 78 signatories. Both petitions objected to the proposal however no specific comments were raised in either of the petitions.

The main concerns raised in the submissions are:

- Additional traffic congestion in the area, creating a safety risk to residents;
- Shortfall of parking bays;
- Over supply of existing Child Care Centres; and
- Noise impacting the amenity of nearby residents.

A summary of the submissions received and the City's response is included as **Attachment 3**.



Referrals/consultation with Government/Service Agencies

No referrals to external Agencies were required.

Design Review Panel Advice

The proposal was referred to a member of the City's Design Review Panel (DRP) for independent review. Whilst several strengths were identified, such as an opportunity to reduce interface with other residential lots as the site is located on a corner, the appropriateness of the single storey design and the internal layout appearing functional and accessible, the DRP member also identified a number of design opportunities. The complete list of comments received and the Applicant's response is included as **Attachment 4**. The initial development plans submitted for design review are included as **Attachment 5**.

Following the referral to the DRP member, the applicant submitted modified plans. After assessment of the application, the plans underwent further modifications. The design changes have been incorporated into the final set of plans that are the subject of this report (**refer Attachment 1**).

Overall, the City considers the modifications made by the applicant to be an acceptable response and suitably address the concerns raised by the DRP member.

Planning Assessment:

An assessment has been carried out against the provisions of DPS 2 and LPP 2.3. The following matters have been identified as key considerations for the determination of this application:

- DPS 2 considerations:
 - Compatibility with the Residential zone and locality;
 - Setbacks;
 - Landscaping;
 - Bin Store;
- LPP 2.3 considerations:
 - Parking;
 - Access;
- Other considerations:
 - Traffic impacts; and
 - Noise impacts.

DPS 2 Considerations

Compatibility with the Residential Zone and locality

A number of concerns were raised during the advertising period regarding the compatibility of the Child Care Centre within the residential locality. A Child Care Centre is a Discretionary (D) land use within the Residential zone and is therefore capable of consideration should it satisfy the planning framework, including the objectives of the Residential zone captured in Clause 3.4 of DPS 2.

The objectives of the Residential zone are:



- a) *Maintain the predominantly single residential character and amenity of the established residential areas;*
- b) *Provide the opportunity for grouped and multiple dwellings in selected locations so that there is a choice in the type of housing available within the City;*
- c) *Provide the opportunity for aged persons housing in most residential areas in recognition of an increasing percentage of aged residents within the City; and*
- d) *Provide for compatible urban support services.*

The proposal is for a single storey Child Care Centre with a residential appearance, consistent with the intended character and amenity of the future streetscape. The development complies with the Clause 4.7 of DPS 2 with the exception of a car parking shortfall, a reduced setback to the eastern boundary, and a reduced setback to the primary street. The car parking variation and setback variations are discussed in further detail below however, the proposal is considered to be consistent with objective a) of the Residential zone.

Objectives b) and c) relate to the provision of a diverse range of housing product within the Residential zone. The surrounding locality (excluding the Kingsway Regional Sporting Complex) is designated Residential under ASP 8 and therefore sufficient opportunities remain to deliver a mix of residential development within the surrounding area, which will not be undermined by the inclusion of a Child Care Centre in the proposed location.

The proposed Child Care Centre will also offer an urban support service that is considered to be compatible with the existing and proposed residential character of the area and will ensure a conveniently located service is provided for current and future residents. As such, the proposal is consistent with objective d) of the Residential zone.

In addition to the above, concerns were raised regarding the number of existing childcare centres within the surrounding area and how an oversupply may impact their functionality. The number of Child Care Centres within any given area is driven by market demand. There are no provisions within DPS 2, LPP 2.3, and WAPC Planning Bulletin 72/2009 which limit the number of Child Care Centres in the Residential zone.

Therefore, the Child Care Centre land use has been demonstrated as compatible with the objectives of the Residential zone.

Setbacks

| DPS 2 Provisions | Proposal |
|--|--|
| <u>Clause 4.7.3(a)</u> Where a non residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than 3 metres for buildings of one storey | The proposed building is setback 1.5 metres from the eastern side boundary |

The City supports the reduced setbacks detailed above for the following reasons outlined below.



- Whilst the proposal is commercial in nature, the built form has a residential scale and character. Consideration was given to the development against the Residential Design Codes (R-Codes) to provide a comparison for whether the development is appropriate under the R40 density code;
- The proposed eastern wall would comply with the deemed-to-comply setback provisions of Clause 5.1.3 of the R-Codes;
- The proposed wall is 35 metres long, 23 metres of the wall is adjacent to 69 Kingsway (the vacant block), and 12 metres is adjacent to 37 King David Boulevard;
 - Although the eastern wall primarily abuts a vacant block, the setback variation is considered to not impact the building bulk of future development on 69 Kingsway as the wall is compliant with the deemed-to-comply setback provisions of Clause 5.1.3 of the R-Codes despite not complying with the 3 metre setback requirement of DPS 2;
 - Although the wall abuts the backyard and a portion of the existing dwelling of 37 King David Boulevard, the proposed wall does not directly abut any major openings from any habitable rooms, and the wall is not considered to affect the amenity of the established backyard containing an existing tree, swimming pool and gazebo;
- The floor plan has been designed to have no major openings abutting the eastern boundary, minimising concerns regarding visual privacy;
- The City recommends the bin store area be relocated to the western side of the site so that it does not impact the adjoining neighbour. This is discussed later in the report;
- Provided that the bin store is relocated, the 1.5 metre side setback area accommodates service access only which means there will be minimum activity to the east of the building;
- The wall is neutral in colour and the materials of the wall are not considered to be visually obtrusive to the abutting lots; and
- There is no overshadowing of the residential properties east of the subject site.

Landscaping

| DPS 2 Provisions | Proposal |
|---|---|
| <u>Clause 4.7.4</u> First 3 metres of the street alignment to be used for access and landscaping. | Car parking bays located within 3m of King David Boulevard and Sovrano Avenue |
| <u>Clause 4.17.4</u> Designed to improve visual appeal of development from street. Use of endemic trees and shrubs are encouraged. | Additional planting and planting species are required. |

Clause 4.7.4 of DPS 2 requires the first three metres of a street alignment to be used for access and landscaping. The proposed carpark is located within the first three metres of the boundaries of King David Boulevard and Sovrano Avenue. This is supported for the following reasons:

- The proposal provides 31.7% soft landscaping on-site, being the outdoor play area, which greatly exceeds the minimum of 8% under DPS 2; and
- The landscaping plan in **Attachment 1** shows a significant amount of planting on-site immediately in front of the Child Care Centre along King David



Boulevard and Sovrano Avenue which softens the visual impact of the structures upon the street, and screens the car parking area.

Whilst the landscaping plan in **Attachment 1** incorporates landscaping within the verge, the City requires additional planting to be provided. The City recommends a condition be imposed requiring a revised detailed landscaping plan be provided which includes additional planting within the verge, an additional 5 trees to be planted on-site around the outdoor play area, and detail of the plant species.

Bin Store

Clause 4.7.4 of DPS 2 requires the bin store to be confined to a suitably enclosed area screened from its immediate surrounds and any adjacent streets by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. The bin store is to be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.

Despite the fact that the proposed bin store is screened by a 1.8 metre high dividing fence, the proposed location for the bin store as shown on the plans in **Attachment 1** is not considered to be suitable due to its close proximity to the adjoining residential property. The location of the bin store does not satisfy Clause 67 (n) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the proximity of the bin store to the neighbouring property's outdoor living area is considered to negatively impact their amenity such as odour and noise impacts.

It is recommended that a condition be imposed requiring the bin store be relocated to the western side of the site, as annotated on the plans in **Attachment 1**. The bin store needs to be screened by a wall not less than 1.8 metres in height. Therefore the fence proposed along Sorvano Avenue will need to be extended to the north to screen the bin store from the street. The screening for a bin store is to comprise a 1.8 metre high solid wall. The materials and colours match the proposed fence along Sorvano Avenue to ensure a consistent streetscape.

LPP 2.3 Considerations

Parking

A number of submissions raised concerns regarding the amount of on-site parking provided for parents/caregivers, and therefore heavy reliance on nearby public bays to offset the parking shortfall.

The application proposes 21 bays where a total of 27 bays are required. LPP 2.3 required a rate of 13 staff bays + 9 bays for more than 55 children + 1 bay per 8 children accommodated in excess of 54. This results in a total parking shortfall of six parking bays. The assessment of the proposed car parking shortfall has considered the following points:

- The applicant has provided the following justification for the car parking shortfall:

The Roads and Traffic Authority (RTA) 'Guide to Traffic Generating Developments' section on Child Care Centres which provides commentary on childcare centre mode share, parking utilisation and parking length of stay



based on surveys of actual parking activity undertaken in New South Wales. The RTA guide indicates the average recorded length of stay (dwell time) for all surveyed Child Care Centres is 6.8 minutes.

- The City has rounded the average dwell time up to 10 minutes. Based on an average dwell time of 10 minutes, each bay can accommodate 12 bays for pick-up and drop-off within the two hour period. Given that 11 bays are designated for pick-up and drop-off, the carpark can accommodate a maximum of 132 vehicles for pick-up and drop-off within the two hour peak period. The TIS notes a maximum of 74 vehicle movements within the two hour peak period. Based on the City's average dwell time prediction, the proposal provides a surplus of bays designated for pick-up and drop-off which satisfies the estimated parking demand for the proposed Child Care Centre using this methodology;
- The drop-off and pick-up periods are expected to be staggered over long periods (usually 7.00am – 9.30am and 2:30pm to 6:00pm). As there is no set starting time or finishing time, the drop-off/pick-up times will depend on family schedules/work arrangements and are not aligned to a specific time such as schools;
- Younger children or children new to the centre may only do part days resulting in midday drop-offs/pick-ups further spreading the activity throughout the day;
- The applicant has provided the following justification for the car parking shortfall:

Whilst it is acknowledged that the proposal anticipates a maximum of 13 staff members at any one time, while there are a total of 10 designated staff bays, it is understood that the staff will work in split shifts. The site will see less staff on-site during the during the pickup and drop off periods, and additional staff on-site for the primary care periods throughout the main part of the day. During primary care periods, the additional staff would utilise the vacant pick up and drop off bays and would vacate prior to the afternoon pick up peak period.

- The above justification is considered to be sufficient as it is expected that staff parking will be staggered as the staff employed at the Child Care Centre will not all work the same shifts;
- It is acknowledged that the Child Care Centre is in close proximity to residential development and there is an existing high frequency bus stop within 60 metres of the site (Route 450 to Warick Station); and
- The proposal provides good pedestrian connectivity through the inclusion of a zebra crossing within the carpark which connects to the external footpath network. This could assist in encouraging parents to walk to the Child Care Centre as an alternative mode of transport.

In addition to the above the City recommends a Parking Management Plan to be required a condition of approval. This will set out how the Centre will cater for the expected number of staff and parents on-site. The Parking Management Plan will need



to note that that there will be no parking within Car Bay No.1 prior to 7:00am in order to reduce noise impacts from car doors, as per the measures with the Environmental Acoustic Assessment. The Parking Management Plan is to also note that each car bay will be marked and clearly signposted as dedicated for either staff or customer drop-off/pick-up bay. A sign should also be placed on-site to state that parking within the allocated drop-off/pick-up bays is limited to a maximum of 15 minutes.

In light of the above, the shortfall of six parking bays is capable of support subject to the provision of a Parking Management Plan addressing these matters prior to an application for a building permit being made.

Access

Provision 5.1 of LPP 2.3 notes that Child Care Centres should ideally be located on Neighbourhood Connector Roads. Whilst the site abuts two Neighbourhood Connector Roads (Sovrano Avenue and Kingsway), vehicle access is via an Access Road in lieu of a Neighbourhood Connector Road. This is considered to represent a better outcome given that the site abuts two roundabouts, and there is an access restriction along the corner truncation and street boundary of Kingsway. The City's Traffic Services considers the location of the proposed access to be appropriate for the development.

Other Considerations

Traffic

A number of submissions raised concerns regarding congestion on the sounding road network and the safety of residents as a result of additional traffic movements generated by the development.

In support of the proposal, a Traffic Impact Statement (TIS) was submitted with the application which carried out an assessment in accordance with the WAPC Transport Impact Assessment Guidelines (2016). The TIS is included as **Attachment 6**. The TIS includes the following findings:

- The Child Care Centre is anticipated to generate 73 vehicle movements in the AM peak period (7:00am – 9:00am), and 74 vehicle movements in the PM peak period (3:30pm – 5:30pm), with a total of 376 vehicles trips generated per day; and
- Although there is a shortfall of 6 bays against the statutory requirements, the overall parking supply is considered sufficient and able to cater for anticipated demand, even when the centre operates at maximum capacity.

The City's Traffic Services have reviewed the TIS and have confirmed that the traffic analysis undertaken indicates that the anticipated net traffic increase as a result of the proposed development is not significant and is in accordance with WAPC Guidelines. Therefore the proposal will not have any significant impact on the surrounding road network.

The proposal is considered to meet the objectives of LPP2.3 as the Centre is located in an accessible and convenient location where it will not have a detrimental impact on the function and safety of the surrounding road network and is unlikely to result in a parking problem.



Noise Impacts

A number of concerns were raised during the advertising period regarding the noise generated from the premises and subsequent impact on the amenity of the surrounding residential properties.

In consideration of the noise impacts on existing residential properties, an Environmental Acoustic Assessment (EAA) was provided with the application. The EAA is included as **Attachment 7**. The EAA considers the proposed operating hours, number of children and the requirements of SPP 5.4 and concluded that the proposed development would comply with the *Environmental Protection (Noise) Regulations 1997* and SPP 5.4 subject to the following measures being implemented:

- The use of the Outdoor Play Area is not permitted prior to 7am;
- Fencing provided in accordance with the Environmental Noise Assessment; and
- The air conditioning condensing units to be located on the eastern section of the roof (above the foyer/reception) and installed with "Low Noise" night period modes and screened from the eastern properties. The proposed air conditioning design is to be reviewed/assessed to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*.

The City's Health Services has reviewed the EAA and have advised that it is acceptable subject to compliance with the recommendations outlined in the assessment. In light of the above, potential noise impacts associated with the proposed Child Care Centre can be sufficiently managed through compliance with the *Environmental Protection (Noise) Regulations 1997*. It is recommended that a condition be imposed requiring the recommendations in the Environmental Acoustic Assessment to be implemented and maintained to ensure ongoing compliance with the *Environmental Protection (Noise) Regulations 1997*. It is also recommended that a condition be imposed requiring written certification from an acoustic consultant to be provided prior to the occupancy of the development to confirm that all noise attenuation measures contained within the Environmental Noise Assessment are incorporated into the building design.

In consideration of the above, the City considers the concerns raised by submitters have been sufficiently addressed through the imposition of conditions.

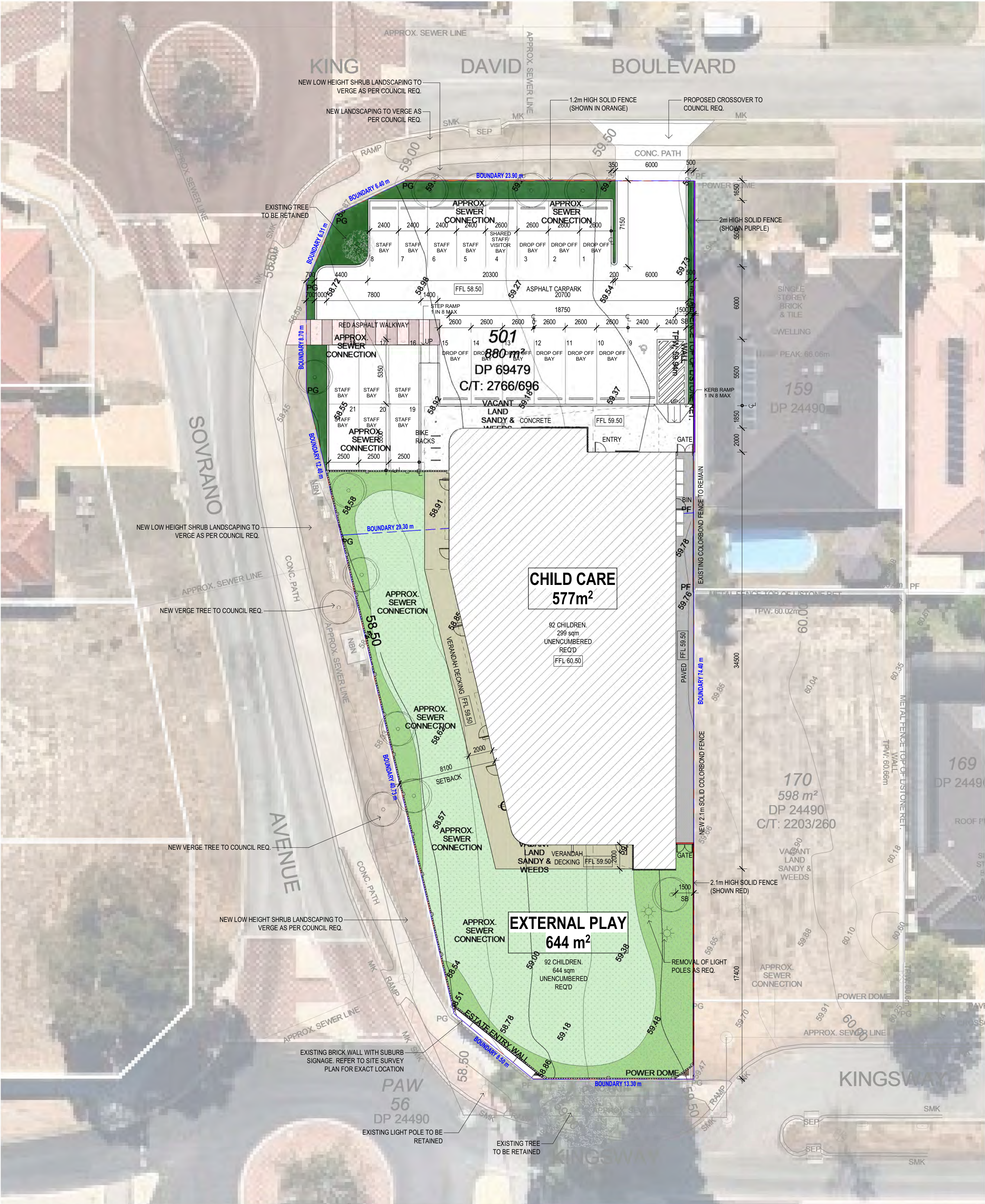
Conclusion:

The development application for a Child Care Centre at Lot 500 (67) Kingsway, Madeley and Lot 501 (39) King David Boulevard, Madeley has been assessed against the relevant legislation and planning requirements. The Child Care Centre is generally compliant with the relevant planning requirements and the applicant has made a range of modifications to address the Design Review Panel comments.

Whilst it is noted that a significant number of submitters identified traffic and parking related issues as a cause for objection, the TIS provided by the applicant demonstrates that the proposal is capable of operating safely without significantly impacting the operation of the existing road network. In addition, the car parking shortfall of 6 bays will not impact the traffic in the area as the drop-off/pick up parking and the staff parking at the Child Care Centre will be staggered.



The proposed Child Care Centre is a complementary land use to the existing residential suburb. The proposal integrates well in its residential context as it is in keeping with the character of the locality and is a compatible form of development in its residential setting. Given the above, the proposal is considered to satisfy the objectives of the Residential zone in Clause 3.4 of DPS 2, and the objectives of LPP 2.3. Therefore, it is recommended that the proposed development be approved, subject to conditions.



1 PROPOSED SITE PLAN
1 : 200

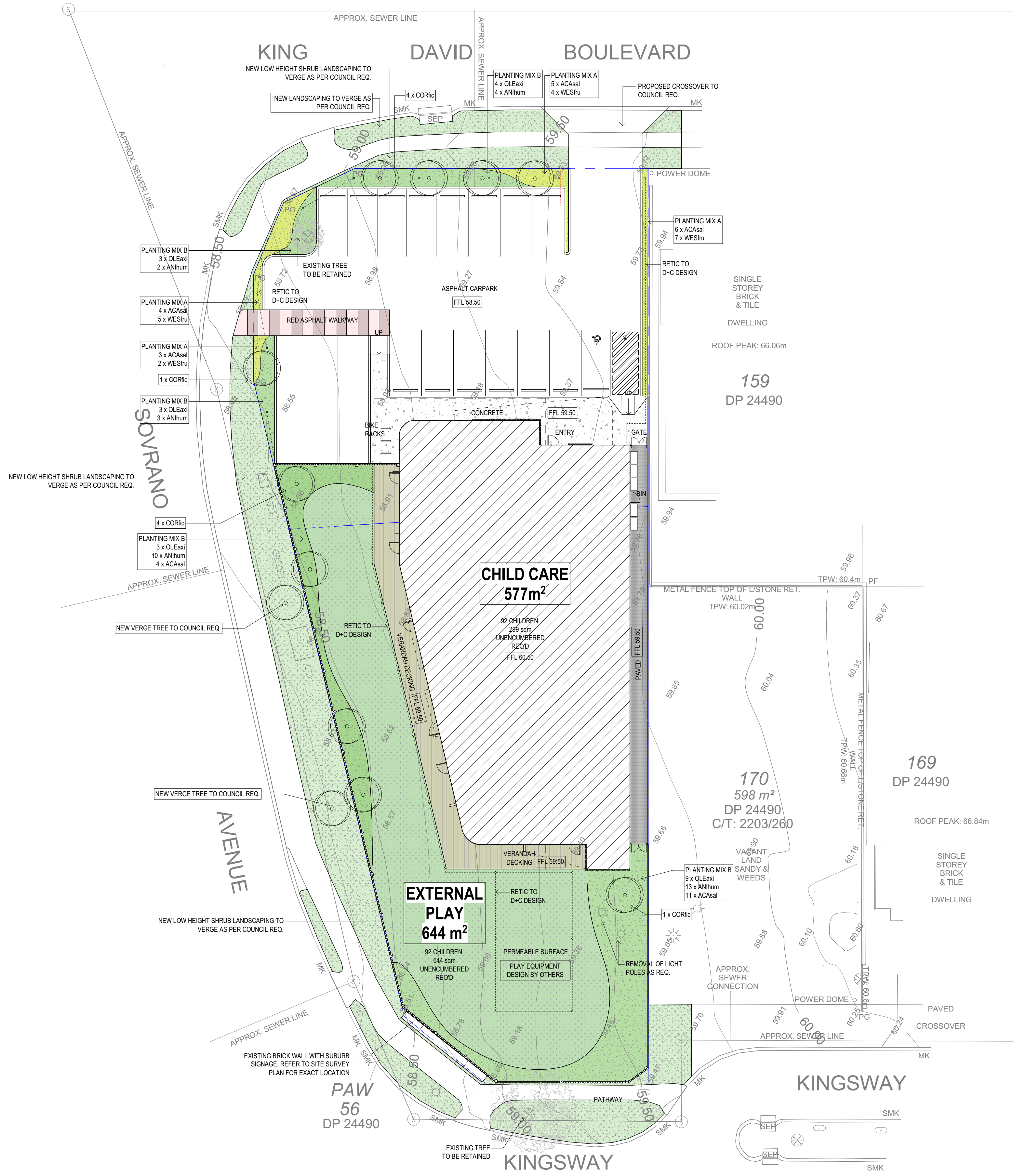
NOTE:
THIS FEASIBILITY STUDY IS SUBJECT TO THE FOLLOWING:
- FEATURE SITE SURVEY (TO BE CONFIRMED)
- PLANNING ADVICE (TO BE CONFIRMED)
- TRAFFIC ADVICE (TO BE CONFIRMED)
- SITE SERVICES, EASEMENTS, ETC TO BE CONFIRMED
- SETBACKS TO BOUNDARY TO BE CONFIRMED BY PLANNER

| OCCUPATION SCHEDULE - 92 CHILDREN | | | |
|---|-----------------|--------------|-------|
| AGE GROUP | NO. OF CHILDREN | NO. OF STAFF | RATIO |
| NURSERY - BIRTH TO 2 YRS | 12 CHILDREN | 3 STAFF | 1:4 |
| TODDLERS - 2-3 YRS | 20 CHILDREN | 4 STAFF | 1:5 |
| KINDY - 3-4 YRS | 30 CHILDREN | 3 STAFF | 1:10 |
| KINDY - 4-5 YRS | 30 CHILDREN | 3 STAFF | 1:10 |
| TOTAL | 92 CHILDREN | 13 STAFF | |
| CAR BAYS - 9 BAYS UP TO 54 PLACES + 1 PER 8 OVER = 14 CAR BAYS REQ'D CAR BAYS - 1 PER 1 STAFF = 13 CAR BAYS REQ'D CAR BAYS - 2 NEW VERGE CAR BAYS TOTAL CAR BAYS = 27 BAYS (23 BAYS PROVIDED, 4 BAY SHORTFALL) CHILDREN NUMBERS AND AREAS TO BE VERIFIED IN DESIGN LAYOUT COUNCIL DISCUSSIONS REQUIRED TO REVIEW PLANNING REQUIREMENTS | | | |

NOTE:
- PRELIMINARY PLAN ONLY
- SUBJECT TO PLANNING, TRAFFIC, ACOUSTIC, SURVEY AND SPECIALIST ASSESSMENT.
- LEVELS AND FUNCTIONALITY WITH SITE TOPOGRAPHY SUBJECT TO SURVEY
- CROSSOVERS TO BE ASSESSED
- LOCAL AUTHORITY: CITY OF WANNEROO


| SITE PLAN LEGEND | |
|------------------|---|
| | CONCRETE PAVING. REFER CIVIL ENGINEER'S DRAWINGS FOR CUTS / THICKNESS |
| | EXTERNAL PLAY |
| | FRONT LANDSCAPING AREA |
| | DECKING AREA |

| | | | | |
|-----------------|------------------------------------|-------------|----------------------------|----------------------|
| 8 | ISSUED FOR REVIEW | LD | DM | 27.10.2022 |
| 7 | ISSUED FOR REVIEW | LD | DM | 19.10.2022 |
| 6 | ISSUED FOR REVIEW | LD | DM | 17.10.2022 |
| 5 | ISSUED FOR REVIEW | LD | DM | 07.10.2022 |
| revision/ issue | description | drawn by | check by | date |
| project | LD | description | PROPOSED OVERALL SITE PLAN | |
| location | 39 KING DAVID BVD / 67 KINGSWAY RD | | checked | DM |
| | | scale | As indicated | date 27.10.2022 |
| | | project no | 62.22 | dwg no A001 rev 8 |




| PLANTING SCHEDULE | | | | |
|------------------------|----------------------------|--------------------|------------|-------|
| SYMBOL | SPECIES | COMMON NAME | QUANTITIES | SIZE |
| TREE: | | | | |
| CORfic | CORYMBIA FICIFOLIA | RED FLOWERING GUM | 10 | 100L |
| SHRUBS & GROUNDCOVERS: | | | | |
| OLEaxi | OLEARIA AXILLARIS | COASTAL DAISY BUSH | 22 | 140mm |
| WESfru | WESTRINGIA FRUTICOSA | GREY BOX | 18 | 140mm |
| ANlhum | ANIGOZANTHOS HUMILIS | CATS PAW | 32 | 140mm |
| ACAasal | ACACIA SALIGNA 'PROSTRATE' | N/A | 33 | 140mm |

PLANTING LEGEND:




OLEARIA AXILLARIS
(COASTAL DAISY BUSH)
OLEaxi

SHRUB SIZE: UP TO 1-2m HIGH




WESTRINGIA FRUTICOSA
(GREY BOX)
WESfru

SHRUB SIZE: UP TO 0.3-0.45m HIGH




ANIGOZANTHOS HUMILIS
(CATSPAW)
ANlhum

SHRUB SIZE: UP TO 0.1-1m HIGH



ACACIA SALIGNA
(PROSTRATE)
ACAasal


LOW GROUND COVER SIZE: UP TO 0.14-0m HIGH




CORYMBIA FICIFOLIA TREE
(RED FLOWERING GUM)
CORfic

LOW GROUND COVER SIZE: UP TO 3-5m HIGH


LEGEND:




PLANTING MIXTURE A
LOW GROUND COVER & LOW SHRUBS
WITH MULCH




PLANTING MIXTURE B
MEDIUM LARGE SHRUBS & LOW GROUND
COVER WITH MULCH



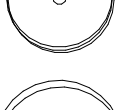
VERGE LANDSCAPING
TO COUNCIL REQ.



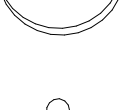
NEW TURF




EXISTING TREES TO BE RETAINED



NEW CORYMBIA FICIFOLIA TREE
(RED FLOWERING GUM)



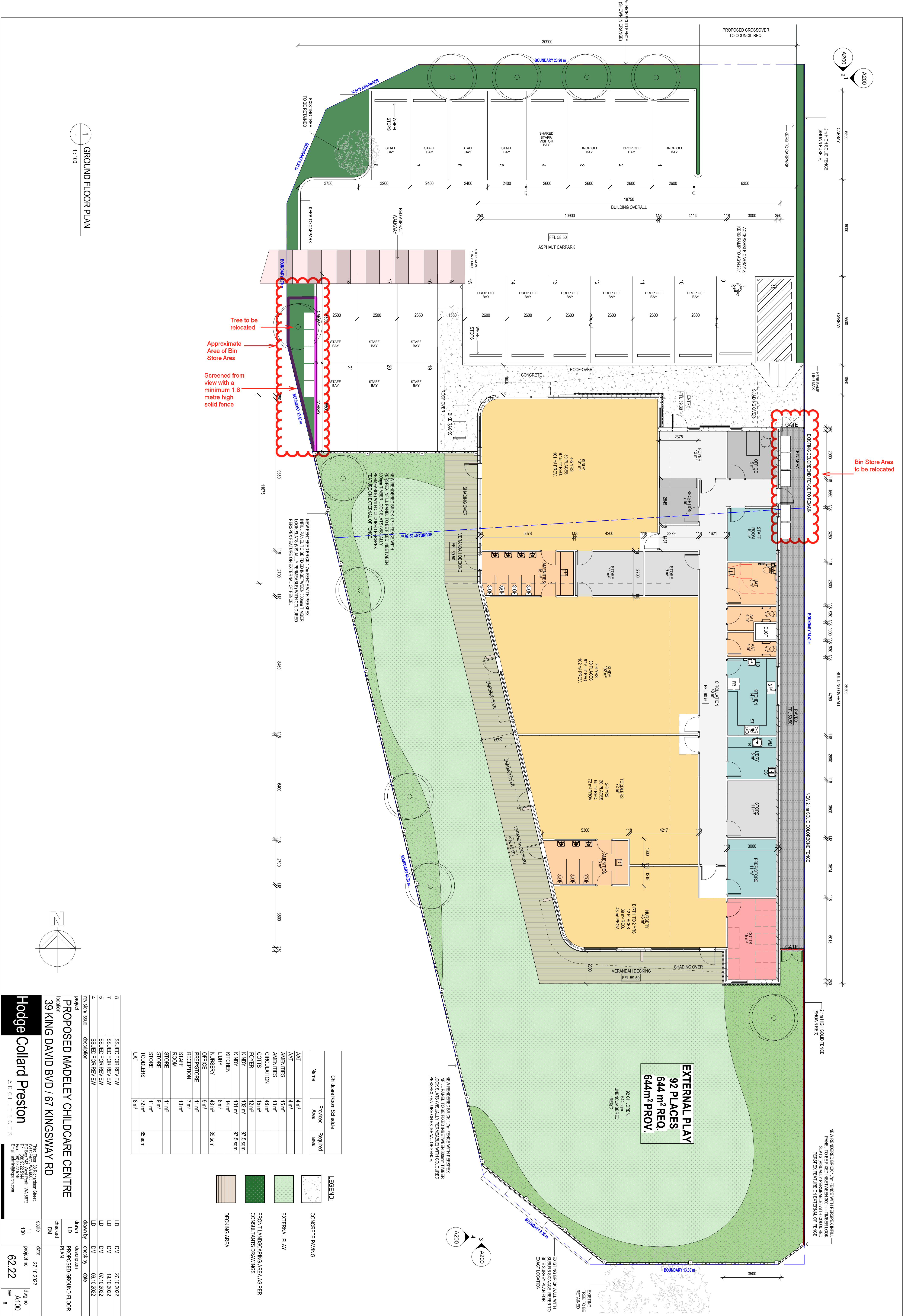
NEW VERGE TREE
(TO COUNCIL REQ.)

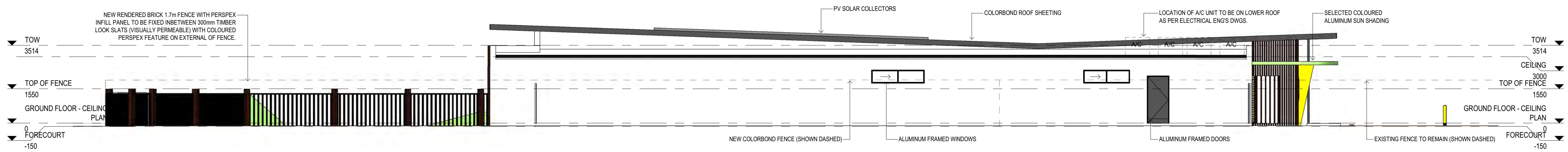


PROPOSED RETICULATION

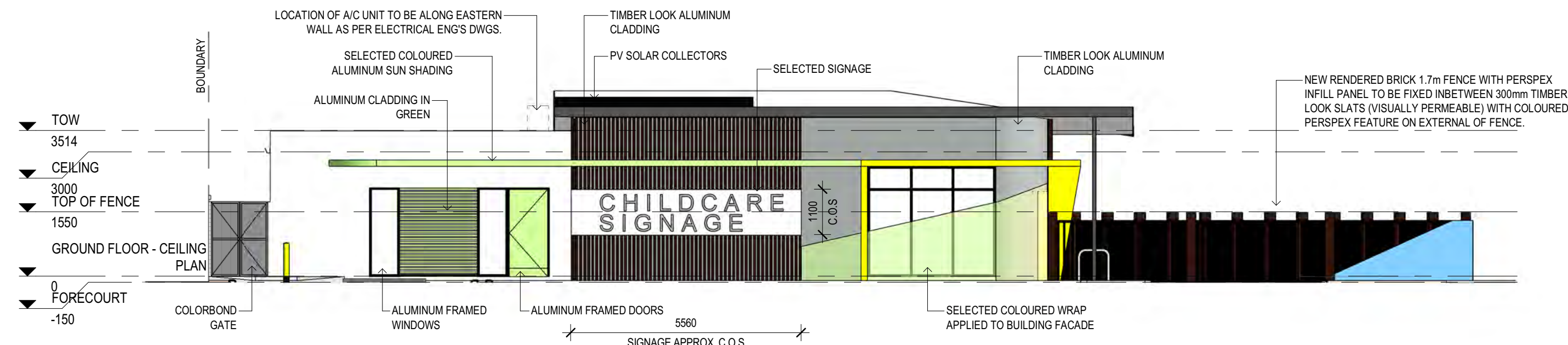
- NOTES:**
- 1. SOIL PREPARATION**
1.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
- 2. PLANTING**
2.1 REFER TO PLANTING LEGEND FOR SPECIES AND SIZES.
2.2 ALL SPECIES HAVE BEEN SELECTED IN ACCORDANCE TO CITY OF FREMANTLES LOCAL PLANNING POLICY & APACE SPECIES LIST.
2.3 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BEFORE DELIVERY AND INSTALLATION.
2.4 PLANTED AREAS SHALL BE MULCHED WITH ORGANIC WOOD CHIP MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
2.5 NEW TREE/S SHALL BE STAKED WITH 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE INSTALLED TO A MIN DEPTH OF 500mm. TREE/S SHALL BE SECURED TO POLES WITH RUBBER TIES AS REQ.
2.6 ALL PLANTING MIXES TO BE PLANTED @ 3M2
- 3. RETICULATION**
3.1 PLANTING TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
3.2 CONTROLLER LOCATED TO BE CONFIRMED.

| | | | | |
|-------------------------------------|---|-----------------|-------------|-------------------------|
| 8 | ISSUED FOR REVIEW | LD | DM | 27.10.2022 |
| 7 | ISSUED FOR REVIEW | LD | DM | 19.10.2022 |
| 6 | ISSUED FOR REVIEW | LD | DM | 17.10.2022 |
| 5 | ISSUED FOR REVIEW | LD | DM | 07.10.2022 |
| revision/ issue | description | drawn by | check by | date |
| project | PROPOSED MADELEY CHILDCARE CENTRE | drawn LD | description | PROPOSED LANDSCAPE PLAN |
| location | | checked DM | | |
| 39 KING DAVID BVD / 67 KINGSWAY RD | | | | |
| Hodge Collard Preston ARCHITECTS | Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5140 Email: admin@hpcarch.com | scale | date | 27.10.2022 |
| | | As indicated | project no | dwg no |
| | | 62.22 | A002 | |
| | | | rev | 8 |

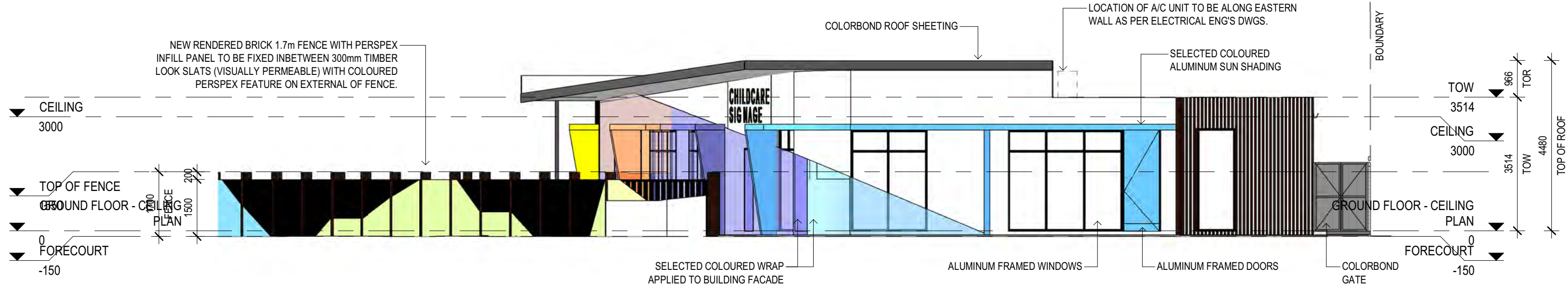




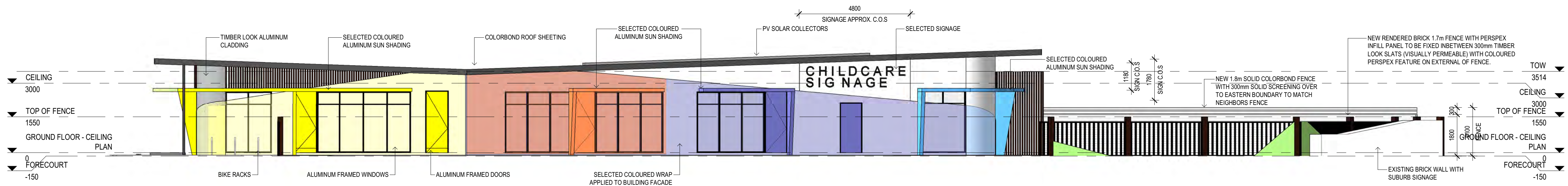
1 EAST ELEVATION
1:100



2 NORTH ELEVATION
1:100



3 SOUTH ELEVATION
1:100



4 WEST ELEVATION
1:100



FENCE - SIDE VIEW
SCALE: NTS



FRONT LANDSCAPING - FRONT CORNER VIEW
SCALE: NTS



FENCE - FRONT VIEW
SCALE: NTS



FENCE - BACK VIEW
SCALE: NTS

| | | | | |
|-----------------|-------------------|-------------|---------------------|------------|
| 9 | ISSUED FOR REVIEW | LD | DM | 02.11.2022 |
| 7 | ISSUED FOR REVIEW | LD | DM | 19.10.2022 |
| 6 | ISSUED FOR REVIEW | LD | DM | 17.10.2022 |
| 5 | ISSUED FOR REVIEW | LD | DM | 07.10.2022 |
| revision/ issue | description | drawn by | check by | date |
| project | LD | description | PROPOSED ELEVATIONS | |
| location | DM | checked | DM | |
| scale | 1:100 | date | 02.11.2022 | |
| project no | 62.22 | dwg no | A200 | |
| rev | 9 | | | |

Hodge Collard Preston

ARCHITECTS

Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5140
Email: admin@hpcparch.com



FRONT ENTRANCE



SIDE VIEW



OUTDOOR PLAY AREA



OUTDOOR PLAY AREA

| | | | | |
|------------------------------------|---------------------------------|--|----------|-------------|
| 3 | ISSUED FOR REVIEW | LD | DM | 25.08.2022 |
| 1 | ISSUED FOR DEVELOPMENT APPROVAL | LD | DM | 02.08.2022 |
| revision/ issue | description | drawn by | check by | date |
| project | LD | description | RENDERS | |
| location | DM | checked | DM | |
| 39 KING DAVID BVD / 67 KINGSWAY RD | | scale | date | 25.08.2022 |
| Hodge Collard Preston | | project no | 62.22 | dwg no A300 |
| ARCHITECTS | | Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5140 Email: admin@hpcparch.com | | rev 3 |



| | | | | |
|---|--|---|---|----------------------|
|  | <p>© Landgate WA, Neamaps, OpenStreetMaps contributors While every care is taken to ensure the accuracy of this product, City of Wanneroo and the Local/State/Federal Government departments and Non-Government organisations whom supply datasets, make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damage (including indirect or consequential damage) and costs which you might incur as a result of the product being inaccurate or incomplete in any way and for any reason. www.openstreetmap.org/copyright</p> |  |  Subject Site | Location Plan |
| | | | | Scale = 1:4000 |

ATTACHMENT 3

**CITY OF WANNEROO
DA2022/988 - JDAP - FORM 1 - CHILD CARE CENTRE DEVELOPMENT
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING**

(Advertising Closed 1 October 2022)

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|-----------|-------------------|---|---|----------------------------|
| 1. | | Traffic and Parking | | |
| 1.1 | 6 | Safety concerns about potential parking issues at drop off and pick up times especially as the site is situated off an already busy roundabout that is congested during peak hours. | <p>A Traffic Impact Statement (TIS) was provided with the application. The City's Traffic Services has reviewed the TIS and advised that the surrounding road networks are adequate to safely accommodate the predicted traffic volumes.</p> <p>The TIS demonstrates that the anticipated level of traffic generation will not have a material impact on the surrounding road network.</p> <p>See the body of the report for a full assessment.</p> | No modification required. |
| 1.2 | 23 | There is not enough space for up to 92 parents dropping off their children plus the 13 centre staff. The shortfall will mean cars will park in the neighbouring streets which are not designed for parked cars. It will also cause banking, traffic snarling and blockage along the abutting streets. | <p>See response to 1.1 above.</p> <p>The parking shortfall is addressed in the body of the report.</p> | No modification required. |
| 1.3 | 18 | The traffic generated by the Child Care Centre will considerably congestion in the area. The traffic in the area is already heavy with netball, sports, schools, other child care centres and the markets nearby. | See response to 1.1 above. | No modifications required. |
| 1.4 | 5 | The proposed childcare will increase risk | See response to 1.1 above. | No modifications |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|----------|-------------------|---|--|----------------------------|
| | | of accidents with more traffic. | Notwithstanding this, it is the responsibility of motorists to follow road rules and drive in accordance with the <i>Road Traffic Act 1974 and Road Traffic Code 2000</i> to ensure safe road practice. | required. |
| 1.5 | 1 | 21 bay car park may open up opportunity for car hoons to do burn outs during afterhours. This is evident already in the local parks across the road in the evenings. | Not a relevant planning consideration. Any instances of crime such as break-ins, motor vehicle thefts, hooning are matters that should be referred to the Police for investigation. | No modifications required. |
| 1.6 | 3 | There is a wall (Madeley sign) at the roundabout that prevents cars from seeing incoming traffic. With additional traffic during operating hours, the risk of accidents are higher. | The existing estate sign (or associated fencing) is considered to not impact the line of sight at the intersection of Sovrano Avenue | No modifications required. |
| 1.7 | 3 | The TIS does not consider traffic flows on Sovrano Ave as no traffic volumes were available. The traffic on Sovrano is constant, especially during the morning and early evening as people commute. | Traffic Services provided traffic data for Sorvano Avenue. The average number of weekday traffic north of Kingsway (through Sorvano Avenue) is 1085 and the average number of weekday traffic south of Kingsway (through Sorvano Avenue) is 1113. The City's Traffic Services has reviewed the TIS and advised that the surrounding road networks are adequate to safely accommodate the predicted traffic volumes. | No modifications required. |
| 1.8 | 2 | The lack of car bays indicates that the site is being over developed to maximise the number of children accommodated. | See response to 1.2 above. | No modifications required. |
| 1.9 | 2 | The Kingsway slip road adjacent the site will likely be a convenient area for drop off | There is no entry into the Centre from Kingsway, therefore if patrons parked along the street they would | No modifications required. |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|----------|-------------------|--|--|----------------------------|
| | | and pick up. | need to walk along the verge footpath and pedestrian footpath within the carpark to enter the Centre. | |
| 1.10 | 7 | The distance between the Kingsway/Sovrano round about and the Sovrano/King David Boulevard round about is too close and won't cope with the increase in traffic. | See response to 1.1 above. Notwithstanding this, the City will continue to monitor the performance of the intersection to ensure it operates as intended. | No modifications required. |
| 1.11 | 2 | The Kingsway Sporting Complex has ongoing parking issues when there are carnivals, the complex is regularly at capacity and vehicles parking along the side streets. The proposed carpark will likely be used on weekends as overflow from Kingsway Sporting complex | The Kingsway Sporting Complex is privately owners and not a public parking area. | No modifications required. |
| 1.12 | 2 | Zeus Ave will increase in traffic as people will use it as a means of cutting through the suburb to get to the child care centre as Zeus Ave does not have speed humps. | See response to 1.1 above. | No modifications required. |
| 1.13 | 2 | There is only 1 bus route on this section of Kingsway (Route 450). The suggestion of people arriving via bus is unlikely as the bus timetable is not frequent enough. They cannot rely on public transport being taken by staff to get to work as a given. | The location of the bus route and stop provides a viable option for use of public transport to and from the site. | No modifications required. |
| 1.14 | 1 | The child care centre down the road just had the driveway modified because of the dangers of having so many cars around drop off/pick up. | Noted. | No modifications required. |
| 1.15 | 3 | The Sovrano/Kingsway intersection is a recognised black spot | Traffic Services confirmed that the Kingsway, Bellerive Boulevard and Sovrano Avenue roundabout currently meets MRWA's blackspot criteria with 5 accidents | No modifications required. |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|----------|-------------------|---|---|----------------------------|
| | | | <p>between 2017 to 2021. Given its low ranking compared to other locations with higher incidences of crashes, the City is not able to consider making an application for Blackspot funding at this time. As such, Traffic Services considers the roundabout safe when following the road rules.</p> <p>Notwithstanding this, the City will continue to monitor the performance of the intersection to ensure it operates as intended.</p> | |
| 1.16 | 1 | Locals pass the property to walk to Kingsway Sporting complex for exercise in the morning and afternoon when parents will be dropping off/ picking up from the centre, making it more dangerous for pedestrians and difficult to cross roads. | See response to 1.1 above. | No modifications required. |
| 1.17 | 1 | The application notes that the drop off and pick up will be staggered, this is unlikely as most people work 9 to 5 so the majority of parents will be picking up and dropping off children around the same time. | Noted. | No modifications required. |
| 1.18 | 1 | As there will be continuous traffic during child care operating hours, I proposed to make entry and exit separately, to move smooth traffic during child care operating hours. | The one access point proposed is considered to be sufficient for the scale of the development. | No modifications required. |
| 1.19 | 2 | The additional nuisance generated by the development (i.e. increase in vehicular and pedestrian traffic, vehicle headlights shining into our property, strangers prying into our home, car doors opening and | See response to 1.1 above. | No modifications required. |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|-----------|-------------------|--|--|---|
| | | closing, and engines revving) were not something that was anticipated when deciding to buy land in this area | | |
| 2. | | Noise | | |
| 2.1 | 16 | Concerns about the noise that this proposal will make in the community given that it will operate from 12 hours a day Monday – Friday. The surrounding residents currently enjoy a peaceful and quiet street and this proposal will disrupt the enjoyment of their properties. | An Environmental Acoustic Assessment has been provided with the application, which concluded that the proposal could comply with the Environmental Protection (Noise) Regulations 1997 subject to implementing noise mitigation measures. It is recommended a condition should be imposed that requires recommendations outlined within the Environmental Acoustic Assessment to be implemented. | Recommend condition be imposed to implement the development in accordance with the Environmental Acoustic Assessment. |
| 2.2 | 1 | The design of the child care centre shows slated fencing (open) so noise will easily travel | See response to 2.1 above. | No modifications required. |
| 3. | | Amenity | | |
| 3.1 | 7 | There's a childcare centre already on Kingsway less than 500m away from where this is proposed | <p>The number of Child Care Centres within any given area is driven by market demand. There are no provisions within DPS 2, Agreed Structure Plan No. 8 (ASP 8) and LPP 2.3, which limit the number of Child Care Centres.</p> <p>A Child Care Centre is a 'D' (discretionary) use and is therefore capable of being considered within a Residential zone. It is not uncommon for Child Care Centres to be located within a Residential zone or in a reasonable proximity to each other.</p> | No modifications required. |
| 3.2 | 17 | There are multiple childcare centres nearby. Building another centre at the proposed site will put those day care centres already operating under unnecessary pressure. | See response to 3.1 above. | No modifications required. |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|----------|-------------------|--|--|----------------------------|
| 3.3 | 1 | The aesthetic of the project is not very appealing. Using bold colours and fencing the entire corner, is not contributing to the identity of the area. | The proposal was amended to address the comments made by the Design Review Panel member. Administration considers the design of the amended proposal to be an appropriate design response for the type of development. The proposal is finished to a high quality in terms of materials and colours. | No modifications required. |
| 3.4 | 3 | It's "Contemporary" design with particular reference to its skillion roof (flat) is out of character with the pitched roof designs of the vast majority of the surrounding streetscape and residential area. | See response to 3.3 above. | No modifications required. |
| 3.5 | 1 | The proposed facility is well designed and the design fits in well to the area and being single storey is not obtrusive to the neighbours but has enough architectural interest to be a really attractive building that will add to the amenity of the area. | Noted. | No modifications required. |
| 3.6 | 1 | The proposed childcare has a large area of open space and is a much better outcome than a multi story apartment building or a row of villas crammed onto the site with minimal courtyards and open space. | Noted. | No modifications required. |
| 3.7 | 1 | The proposed facility will provide much needed facilities to the area which is currently severely under serviced for childcare. | Noted. | No modifications required. |
| 3.8 | 1 | Unsuitable style building | See response to 3.3 above. | No modifications required. |
| 3.9 | 1 | Not aesthetically in keeping with suburb. | See response to 3.3 above. | No modifications |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|-----------|-------------------|--|---|---|
| | | Looks like a medical clinic. | | required. |
| 4. | | Miscellaneous | | |
| 4.1 | 1 | There is a node there where all copper/optic fibres is stationed. | According to the provided survey/site plan, the NBN connection is located within the verge of Sovarano Avenue. | No modifications required. |
| 4.2 | 2 | With the ongoing works to raise the building/carpark, there will be disruptions to people who work from home in the suburb. | All construction works are required to comply with the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i> . A condition will be imposed requiring a construction management plan to be provided and adhered to during construction (including but not limited to traffic management, parking of staff, storage locations) to reduce impacts to nearby residents during the construction period. | It is recommended a condition be imposed requiring a construction management plan be provided to the City prior to the granting of a building permit. |
| 4.3 | 2 | There will be an increase in air pollution. | There is no evidence to demonstrate that the proposal will increase air pollution in the area. | No modification required. |
| 4.4 | 4 | It will devalue our houses | Devaluation of property is not a relevant planning consideration. | No modifications required. |
| 4.5 | 1 | Weekends are already too crowded due to sports. Weekdays will become too busy with a childcare centre. | Noted | No modifications required. |
| 4.6 | 1 | There is not enough children to fill the centres currently, or the staff as we are in a staffing crisis. | Noted | No modifications required. |
| 4.7 | 1 | Risk of theft and break-ins as child care centres are often targeted | This is not a relevant planning consideration. Any instances of crime such as break-ins, motor vehicle thefts, hooning are matters that should be referred to the Police for investigation. | No modifications required. |
| 4.8 | 1 | The application suggests that the capacity of the childcare centre is likely to be at 85 to 90%. This is not the experience of our | Noted | No modifications required. |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|----------|-------------------|---|--|----------------------------|
| | | daughter when seeking childcare in the area i.e. had waiting lists. | | |
| 4.9 | 1 | Only a 1.5m landscaping strip has been provided from the carpark indicating that the childcare proposal is over developed. If 3.0m was promised as per Scheme requirements there would be a very large shortfall in car bays thus requiring a downsize if the proposed development. | The variation to Clause 4.7.3 of DPS2 is discussed in the body of the report | No modifications required. |
| 4.10 | 5 | The subject site was vigorously promoted by the subdivision developer and recent owner Mr Sam Trimboli as being zoned as Residential only and was and currently is the expectation of the land from the majority of the residents in proximity. | See response to 3.1 above. | No modifications required. |
| 4.11 | 4 | The land is suitable for one purpose only, which is residential homes of a size similar to that found nearby. | See response to 3.1 above. | No modifications required. |
| 4.12 | 1 | I don't see the need to turn a residential area into a business for a daycare we don't need. | See response to 3.1 above. | No modifications required. |
| 4.13 | 1 | If other suburbs have a shortfall of day care centres then the proposed child care centre should look at vacant land in those other suburbs. | See response to 3.1 above. Alternative locations is not a relevant Planning consideration. | No modifications required. |
| 4.14 | 1 | When I enquired about a basketball facility on Rufus Parkway, the original conservation status of the bushland was the basis for refusal. This same principal | Developing on land that is zoned Residential has different planning controls to developing on land that is zoned Conservation. | No modifications required. |

| Item No. | No. of Submitters | Summary of Submission | Administration Comment | Recommendation |
|----------|-------------------|--|---|----------------------------|
| | | around original land use should be applied to the childcare centre. | | |
| 4.15 | 1 | A high percentage of homes in the local area have older residents without children. | Noted. | No modifications required. |
| 4.16 | 2 | It is unfair to change the zoning when it was not zoned that way when the landowners initially bought/built | The zoning of the subject site is not proposed to be changed. | No modifications required. |
| 4.17 | 1 | This part of Madeley is typified by its green space and residential housing. This corner lot adds to the welcoming and open character of the neighbourhood. Further loss of green space here would be a desperate shame. This site is unsuitable for any kind of commercial development and to build a commercial building on this undeveloped site would change the face of the whole area. You will be well aware that across the road from this lot is another empty lot. If this large scale commercial development goes ahead here, then what next? | <p>The subject site is not designated as Public Open Space, nor is it reserved as Parks and Recreation under the MRS or DPS2.</p> <p>As this property is privately owned and Child Care Centres are a discretionary use within the Residential zone, the land use is capable of being considered on the property.</p> | No modifications required. |
| 4.18 | 1 | Madeley is a family suburb and childcare facilities are needed but this location is inappropriate | See response to 3.1 above. | No modifications required. |
| 4.19 | 1 | Building is a commercial property too big for the location. | Noted. | No modifications required. |

ATTACHMENT 4

Lot 500 (No. 67) Kingsway Road & Lot 501

(No. 39) King David Boulevard, Madeley

Proposed Child Care Centre – Response to DRP Comments

Project Ref: 1525
August 2022

| Item | City of Wanneroo DRP Comment | Response |
|------|--|--|
| 1 | The pedestrian entrance to the building is accessed through the carpark with no footpath from the streetscapes and therefore offers limited legibility from the streetscapes | <ul style="list-style-type: none"> A pedestrian path has been added to connect the building entry to the existing footpath network in the area. This pedestrian path will be shown as an alternative pavement treatment to improve the legibility for pedestrians. |
| 2 | The main pedestrian entry is also located in close proximity to the adjoining single residential property to the east. Given the site is a corner block with three street interfaces, it is encouraged that the main pedestrian entry is repositioned closer to Sovrano Ave and directly accessible from the streetscape | <ul style="list-style-type: none"> Whilst the pedestrian entry to the development has not been relocated, a connection to the adjoining streetscape has been provided through an additional formal pedestrian path through the car park. We also don't consider the currently proposed separation (more than 6m) to be of concern to the adjoining residential property as we have demonstrated compliance with the Environmental Protection (Noise) Regulations 1997 through the submitted acoustic report. This is assisted by the fact that parents attending the development are not likely to be arriving during noise sensitive periods (7am to 7pm). |
| 3 | The carpark has no turning bay meaning if the car bays are full, vehicles would need to reverse out of the carpark around a corner which is not recommended considering the land use involves parents with prams and small children | <ul style="list-style-type: none"> Advice from Cardno indicates that a turning bay is not required under AS2890.1 Clause 2.4.2(c) as the extent of public parking is only six 90-degree spaces in length which is the maximum permitted. At a child care centre, drivers are unlikely to reverse out of the site if all bays are full, they will generally wait for a bay to become available within the car park and there is plenty of room for this to occur within the car park area. Staff do not require a turning bay as the bays will be, for all intents and purposes, allocated to particular staff as part of the operational management plan. It is unlikely that employees will drive to work at the centre without being guaranteed a parking bay. An exit-only crossover from the car park to Sovrano Avenue has been considered and would be compliant with AS2890.1 Figure 3.1. However, it would be located close to the roundabout and drivers may have difficulty observing traffic in both directions when exiting the site. It would be difficult to confine movements to 'left out only' from such a crossover as there are residential crossovers on the western side of Sovrano Avenue that |

| | | |
|---|--|--|
| | | would be impacted by the installation of a median island. Overall, the current car park layout and crossover position provides the safest and most efficient layout. |
| 4 | An alternative floor / paving material should be considered to define a shared pedestrian movement zone in the carpark area | <ul style="list-style-type: none"> A pedestrian path has been provided within the existing car parking area to provide a connection to the existing footpath network in the area. Where this pedestrian path exists within the car park, it will be an alternative red asphalt to assist pedestrian movement within the car park. |
| 5 | Limited information has been provided in relation to the Environmentally Sensitive Design (ESD) initiatives incorporated into the proposal. The design report notes these will be considered at the Building Permit stage however it is encouraged that the applicant integrates ESD initiatives as part of the design of the building. This area requires significant further development to achieve support. Solar panels on the roof is an obvious starting point | <ul style="list-style-type: none"> Additional Environmentally Sustainable Design measures that have been added to the design include: <ul style="list-style-type: none"> The use of solar panels. Additional sun shading devices to windows and doors. Operable windows and doors for natural ventilation. |
| 6 | The outdoor play area interfaces with the vacant single residential property on the south east corner with no apparent mitigating strategies. Landscaping and trees could be used as a buffer on this interface | <ul style="list-style-type: none"> There will be acoustic fencing along the boundary with this residential property which will alleviate any noise impacts on the adjoining residential property. As the outdoor play area landscaping develops with a tenant, additional landscaping and screening can be added to further alleviate the impact on the adjoining property. With a primary street setback of 4m, there will only be a small portion of the dwelling indicated and any adjoining outdoor living areas are likely to be located toward the back of the lot. |

| | | |
|---|---|--|
| | | |
| 7 | <p>Limited large scale landscaping has been provided. The majority of the nominated soft landscaping is ground cover species. The applicant is encouraged to consider additional trees in the carpark and streetscape interface zones</p> | <ul style="list-style-type: none"> • Additional landscaping detail and trees have been added within the outdoor play area, however, this space will ultimately be designed by the childcare operator to ensure it is fit for purposes. • Verge landscaping has been expanded to also include some trees. It will be expected that further development of landscaping through a condition requiring an updated landscaping plan being provided can further develop the landscaping provision at the site. |
| 8 | <p>The proposal notes existing landscaping on the verge, however there is an opportunity for additional larger scale soft landscaping including trees</p> | |
| 9 | <p>I understand the outdoor play area landscaping is typically designed by the childcare operator</p> | |

| | | |
|----|--|---|
| | however as this is such an important element of the use of the building the applicant is encouraged to nominate grass, planting, tree and shade areas/levels that will be incorporated into the final design to give the City a level of confidence in terms of the delivered outcome | |
| 10 | The outdoor play area fencing along Sovrano Ave and Kingsway is significant in length but appears quite monotonous in terms of its appearance. Increased diversity of colour and materiality whilst still maintaining its visually permeable nature is encouraged | <ul style="list-style-type: none"> Fencing has been modified to break up the monotonous appearance and introduce a bit more colour into the design. |
| 11 | The proposed materiality generally is quite basic with large areas of flat render relying heavily on painted bright colours. I would encourage the applicant to consider increasing a diversity of high quality materiality and articulation on the external walls to generate greater visual interest. The building also requires materiality with a level of texture | <ul style="list-style-type: none"> Additional materiality has been added to the design, specifically: <ul style="list-style-type: none"> Coloured Perspex feature added to the boundary fencing. Timber look aluminium cladding added to the façade. Multicoloured eaves/awnings added to the development. |
| | No analysis of the surrounding built form character as well as materiality has been provided and the proposal doesn't appear to reference or respond to the local character of the area in any way. The applicant is encouraged to undertake a surrounding built form character analysis and use this to inform | <ul style="list-style-type: none"> The surrounding built form is predominantly single residential development with limited open space and a mixture of external finishes that include: <ul style="list-style-type: none"> Face brick; Render; Colourbond and tile roofs. As the proposed development is a commercial use, analysis of the surrounding area to inform the built form can be limited in its usefulness. Being a childcare use, there is a |

| | | |
|----|---|---|
| | the proposal in terms of its form, materiality and colours | <p>need/desire to use alternative colours that differ from the surrounding built form to build in an element of 'playfulness' and help to identify the centre within the neighbourhood.</p> <ul style="list-style-type: none"> • The surrounding built form has informed the bulk and scale of the centre with the proposed built form being single storey, consistent with many of the surrounding dwellings. Further, the extent of built form on the lot is not dissimilar and likely less than if residential development was to be contemplated. • The changes in the materiality in the development through the use of timber look cladding and rendered finish is inherently residential. |
| 12 | The main openings from the indoor play spaces to the outdoor play space face west but have inadequate passive shading devices. This is particularly poor from an ESD and user experience perspective but also presents an opportunity to create further articulation on the west facade of the building | <ul style="list-style-type: none"> • Passive shading devices have been added to the main openings to the outdoor play area. |
| 13 | The north elevation of the building which is the buildings main address has a large solid unarticulated wall requiring further materiality and articulation. This also seems like an obvious opportunity for north facing windows | <ul style="list-style-type: none"> • Additional articulation has been added to this façade with the introduction of: <ul style="list-style-type: none"> ○ Coloured aluminium cladding; ○ Timber look aluminium cladding; and ○ Coloured aluminium sun shading devices. |
| 14 | The location in proximity to the adjacent single residential property and size of the bin store area looks inadequate considering the size of the building and nominated occupant numbers | <ul style="list-style-type: none"> • The location of the chosen bin store is such that it will be an enclosed area, fully screened from the street and the adjoining neighbour. In implementing the development, the bin store will have access to a tap and drain in order to ensure bins are kept clean to reduce any odour impacts which can be enforced through a Waste Management Plan as a condition of approval. • Regarding the size of the bin store, the designated area has sufficient room to accommodate more bins than is necessary. Based on the applicable WALGA and City of Melbourne Waste Generation Rates, the childcare is likely to generate 350L per 100sqm floor area per week of general and recycle waste. Based on this a total of 2,019.5L of |

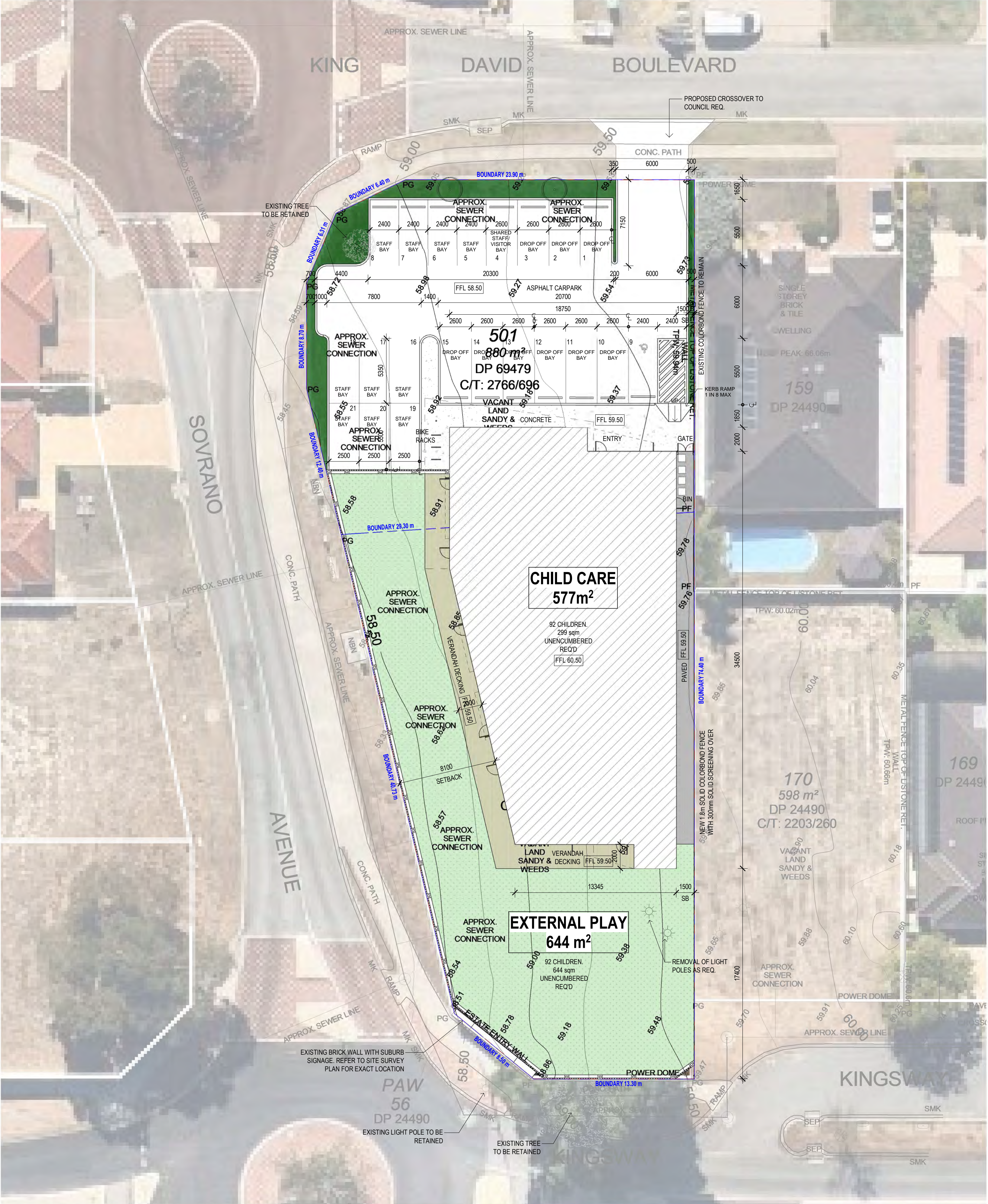
| | | |
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| | | general waste and 2,019.5L of recycle waste will be generated. This will require 3x 360L general waste bins and 3x 360L recycle waste bins on a twice a week collection. In applying the 0.885m x 0.6m footprint of a 360L bin there is more than sufficient room to accommodate the necessary 6 bins. |
| 15 | The location of the external AC units are not shown on the drawings | <ul style="list-style-type: none">• Indicative AC unit locations has been added to the plans. |



MADELEY CHILDCARE CENTRE

| SHEET LIST | |
|--------------|----------------------------|
| SHEET NUMBER | SHEET NAME |
| A000 | COVER PAGE |
| A001 | PROPOSED OVERALL SITE PLAN |
| A002 | PROPOSED LANDSCAPE PLAN |
| A100 | PROPOSED GROUND FLOOR PLAN |
| A200 | PROPOSED ELEVATIONS |
| A300 | RENDERS |

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| revision/ issue | description | drawn by | check by | date |
| project | LD | LD | DM | COVER PAGE |
| location | PROPOSED MADELEY CHILDCARE CENTRE 39 KING DAVID BVD / 67 KINGSWAY RD | | | |
| scale | date | 02.08.2022 | project no | dwg no |
| | | | 62.22 | A000 |
| Hodge Collard Preston | | ARCHITECTS | | |
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| | | 1 | | |



1 PROPOSED SITE PLAN
1 : 200

NOTE:
THIS FEASIBILITY STUDY IS SUBJECT TO THE FOLLOWING:
- FEATURE SITE SURVEY (TO BE CONFIRMED)
- PLANNING ADVICE (TO BE CONFIRMED)
- TRAFFIC ADVICE (TO BE CONFIRMED)
- SITE SERVICES, EASEMENTS, ETC TO BE CONFIRMED
- SETBACKS TO BOUNDARY TO BE CONFIRMED BY PLANNER

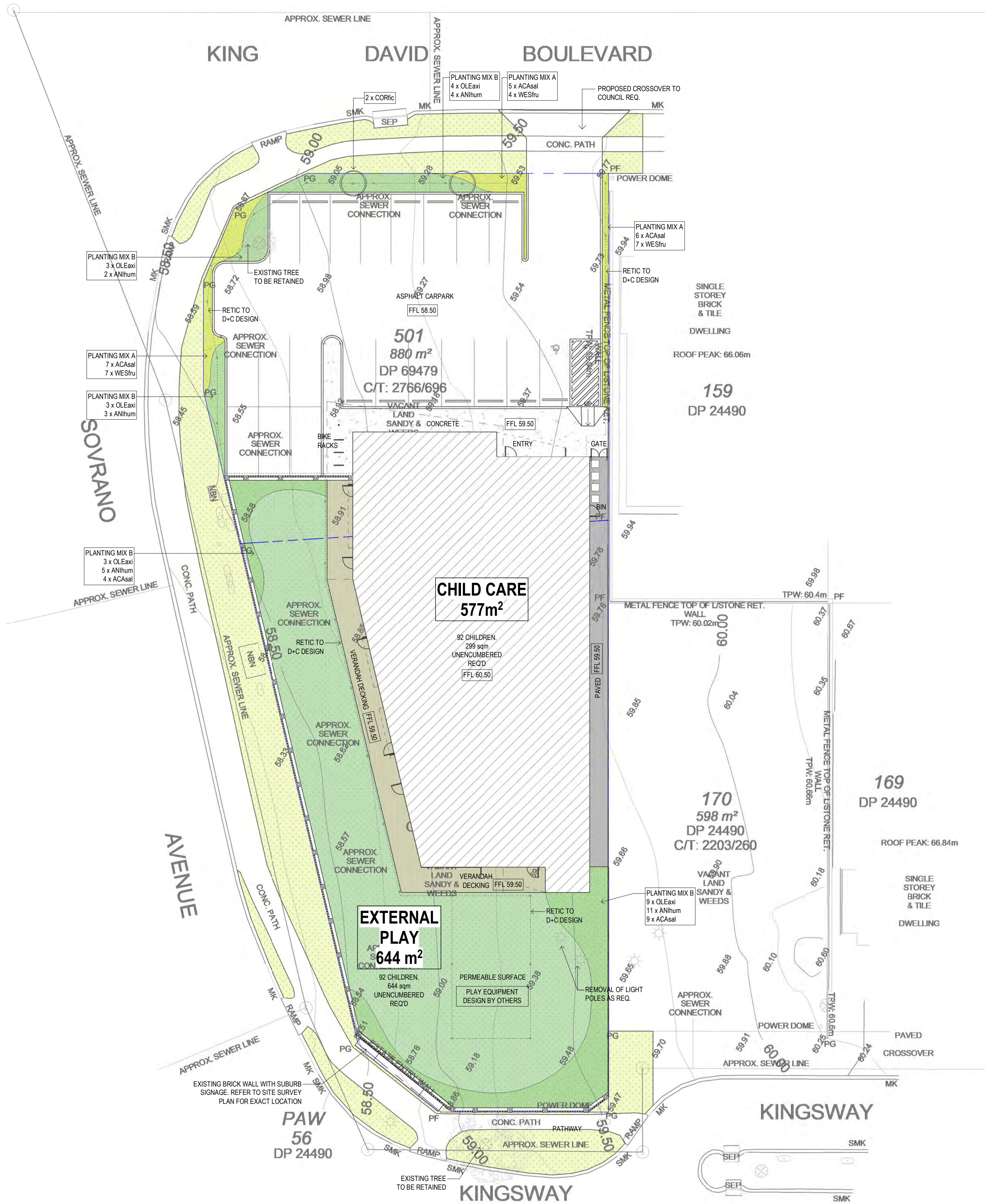
| OCCUPATION SCHEDULE - 92 CHILDREN | | | |
|--|-----------------|--------------|-------|
| AGE GROUP | NO. OF CHILDREN | NO. OF STAFF | RATIO |
| NURSERY - BIRTH TO 2 YRS | 12 CHILDREN | 3 STAFF | 1:4 |
| TODDLERS - 2-3 YRS | 20 CHILDREN | 4 STAFF | 1:5 |
| KINDY - 3-4 YRS | 30 CHILDREN | 3 STAFF | 1:10 |
| KINDY - 4-5 YRS | 30 CHILDREN | 3 STAFF | 1:10 |
| TOTAL | 92 CHILDREN | 13 STAFF | |
| CAR BAYS - 9 BAYS UP TO 54 PLACES + 1 PER 8 OVER = 14 CAR BAYS REQ'D CAR BAYS - 1 PER 1 STAFF = 13 CAR BAYS REQ'D TOTAL CAR BAYS = 27 BAYS (21 BAYS PROVIDED, 6 BAY SHORTFALL) | | | |
| CHILDREN NUMBERS AND AREAS TO BE VERIFIED IN DESIGN LAYOUT COUNCIL DISCUSSIONS REQUIRED TO REVIEW PLANNING REQUIREMENTS | | | |

NOTE:
- PRELIMINARY PLAN ONLY
- SUBJECT TO PLANNING, TRAFFIC, ACOUSTIC, SURVEY AND SPECIALIST ASSESSMENT.
- LEVELS AND FUNCTIONALITY WITH SITE TOPOGRAPHY SUBJECT TO SURVEY
- CROSSOVERS TO BE ASSESSED
- LOCAL AUTHORITY: CITY OF WANNEROO

| SITE PLAN LEGEND | |
|------------------|---|
| | CONCRETE PAVING. REFER CIVIL ENGINEER'S DRAWINGS FOR CUTS / THICKNESS |
| | EXTERNAL PLAY |
| | FRONT LANDSCAPING AREA |
| | DECKING AREA |


| | | | | |
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| location | checked | DM | | |
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| | | rev | 1 | |

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| PLANTING SCHEDULE | | | | |
|-----------------------------------|----------------------------|--------------------|------------|-------|
| SYMBOL | SPECIES | COMMON NAME | QUANTITIES | SIZE |
| TREE: | | | | |
| CORfic | CORYMBIA FICIFOLIA | RED FLOWERING GUM | 2 | 100L |
| SHRUBS & GROUNDCOVERS: | | | | |
| OLEaxi | OLEARIA AXILLARIS | COASTAL DAISY BUSH | 22 | 140mm |
| WESfru | WESTRINGIA FRUTICOSA | GREY BOX | 18 | 140mm |
| ANlhum | ANIGOZANTHOS HUMILIS | CATS PAW | 25 | 140mm |
| ACAAsal | ACACIA SALIGNA 'PROSTRATE' | N/A | 31 | 140mm |


PLANTING LEGEND:



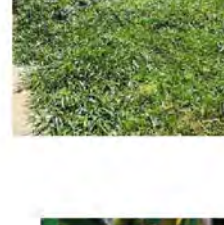
OLEARIA AXILLARIS
(COASTAL DAISY BUSH)
OLEaxi
SHRUB SIZE: UP TO 1-2m HIGH




WESTRINGIA FRUTICOSA
(GREY BOX)
WESfru
SHRUB SIZE: UP TO 0.3-0.45m HIGH



ANIGOZANTHOS HUMILIS
(CATSPAW)
ANlhum
SHRUB SIZE: UP TO 0.1-1m HIGH




ACACIA SALIGNA
(PROSTRATE)
ACAAsal
LOW GROUND COVER SIZE: UP TO 0.14-0m HIGH




CORYMBIA FICIFOLIA TREE
(RED FLOWERING GUM)
CORfic
LOW GROUND COVER SIZE: UP TO 3-5m HIGH

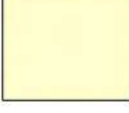
LEGEND:




PLANTING MIXTURE A
LOW GROUND COVER & LOW SHRUBS
WITH MULCH




PLANTING MIXTURE B
MEDIUM LARGE SHRUBS & LOW GROUND
COVER WITH MULCH




EXISTING LANDSCAPING




NEW TURF



EXISTING TREES TO BE RETAINED



NEW CORYMBIA FICIFOLIA TREE
(RED FLOWERING GUM)



PROPOSED RETICULATION

- NOTES:**
- SOIL PREPARATION**
1.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
 - PLANTING**
2.1 REFER TO PLANTING LEGEND FOR SPECIES AND SIZES.
2.2 ALL SPECIES HAVE BEEN SELECTED IN ACCORDANCE TO CITY OF FREMANTLES LOCAL PLANNING POLICY & APACE SPECIES LIST.
2.3 IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BEFORE DELIVERY AND INSTALLATION.
2.4 PLANTED AREAS SHALL BE MULCHED WITH ORGANIC WOOD CHIP MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
2.5 NEW TREE/S SHALL BE STAKED W/50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE INSTALLED TO A MIN DEPTH OF 500mm. TREE/S SHALL BE SECURED TO POLES W/IRUBBER TIES AS REQ.
2.6 ALL PLANTING MIXES TO BE PLANTED @ 3M2
 - RETICULATION**
3.1 PLANTING TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
3.2 CONTROLLER LOCATED TO BE CONFIRMED.

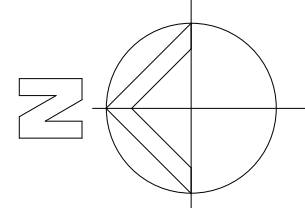
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| | | | dwg no | A002 |
| | | | rev | 1 |



| Childcare Room Schedule | | |
|-------------------------|---------------|---------------|
| Name | Provided Area | Required area |
| AAT | 4 m² | |
| AAT | 4 m² | |
| AMENITIES | 15 m² | |
| AMENITIES | 13 m² | |
| CIRCULATION | 47 m² | |
| COTTS | 15 m² | |
| FOYER | 12 m² | |
| KINDY | 102 m² | 97.5 sqm |
| KINDY | 101 m² | 97.5 sqm |
| KITCHEN | 14 m² | |
| L'DRY | 8 m² | |
| NURSERY | 43 m² | 39 sqm |
| OFFICE | 9 m² | |
| PREP/STORE | 11 m² | |
| RECEPTION | 8 m² | |
| STAFF ROOM | 10 m² | |
| STORE | 11 m² | |
| STORE | 9 m² | |
| STORE | 11 m² | |
| TODDLERS | 72 m² | 65 sqm |
| UAT | 8 m² | |

- LEGEND:
- CONCRETE PAVING
 - EXTERNAL PLAY
 - FRONT LANDSCAPING AREA AS PER CONSULTANTS DRAWINGS
 - DECKING AREA

1 GROUND FLOOR PLAN
1:100

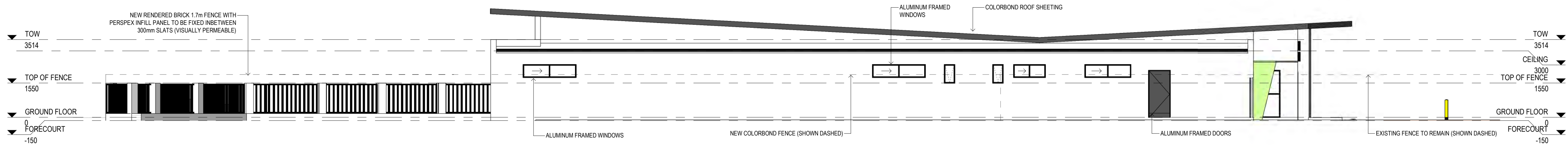


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| rev | 1 | | | |

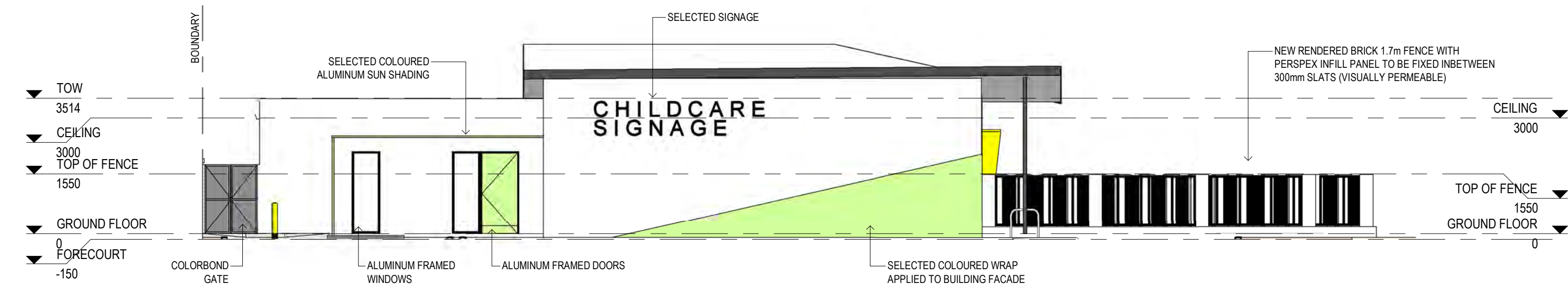
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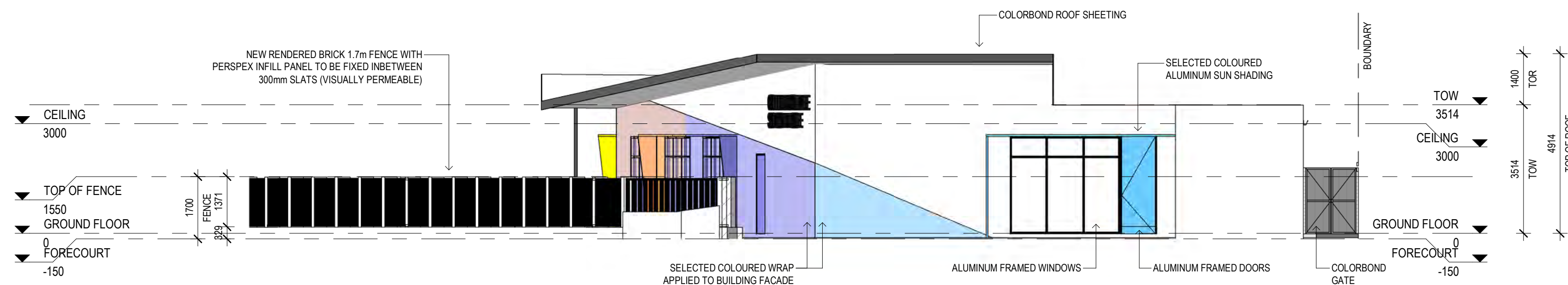
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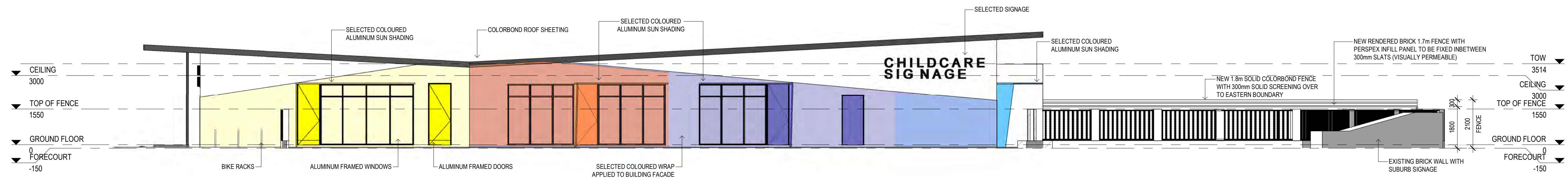
1 EAST ELEVATION
1:100



2 NORTH ELEVATION
1:100



3 SOUTH ELEVATION
1:100



4 WEST ELEVATION
1:100

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| location | PROPOSED MADELEY CHILDCARE CENTRE 39 KING DAVID BVD / 67 KINGSWAY RD | | | |
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FRONT ENTERANCE



OUTDOOR PLAY AREA



SIDE VIEW



ROOF VIEW

| | | | | |
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Transport Impact Statement

Proposed Child Care Centre - No. 39
King David Boulevard and No. 67
Kingsway, Madeley

CW1200368 / 304900763



Prepared for
Agem Commercial Pty Ltd

28 October 2022

 **Cardno**

now

 **Stantec**

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Document Information

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Approved By:

Ray Cook
Business Leader – Traffic and Transport Planning

Date Approved 28/10/2022

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|---------|-----------------|-------------------------|-------------|-------------|
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Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.

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1 Introduction

1.1 Background

Cardno now Stantec was commissioned by Agem Commercial Pty Ltd ("the Client") to prepare a Transport Impact Statement (TIS) for a proposed Child Care Centre at No. 39 King David Boulevard and No. 67 Kingsway, Madeley.

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 in **Appendix A**.

1.2 Existing Site Context

The Site is located at No. 39 King David Boulevard and No. 67 Kingsway, Madeley. **Figure 1-1** shows an aerial image of the Site.

Figure 1-1 Aerial Image of Site



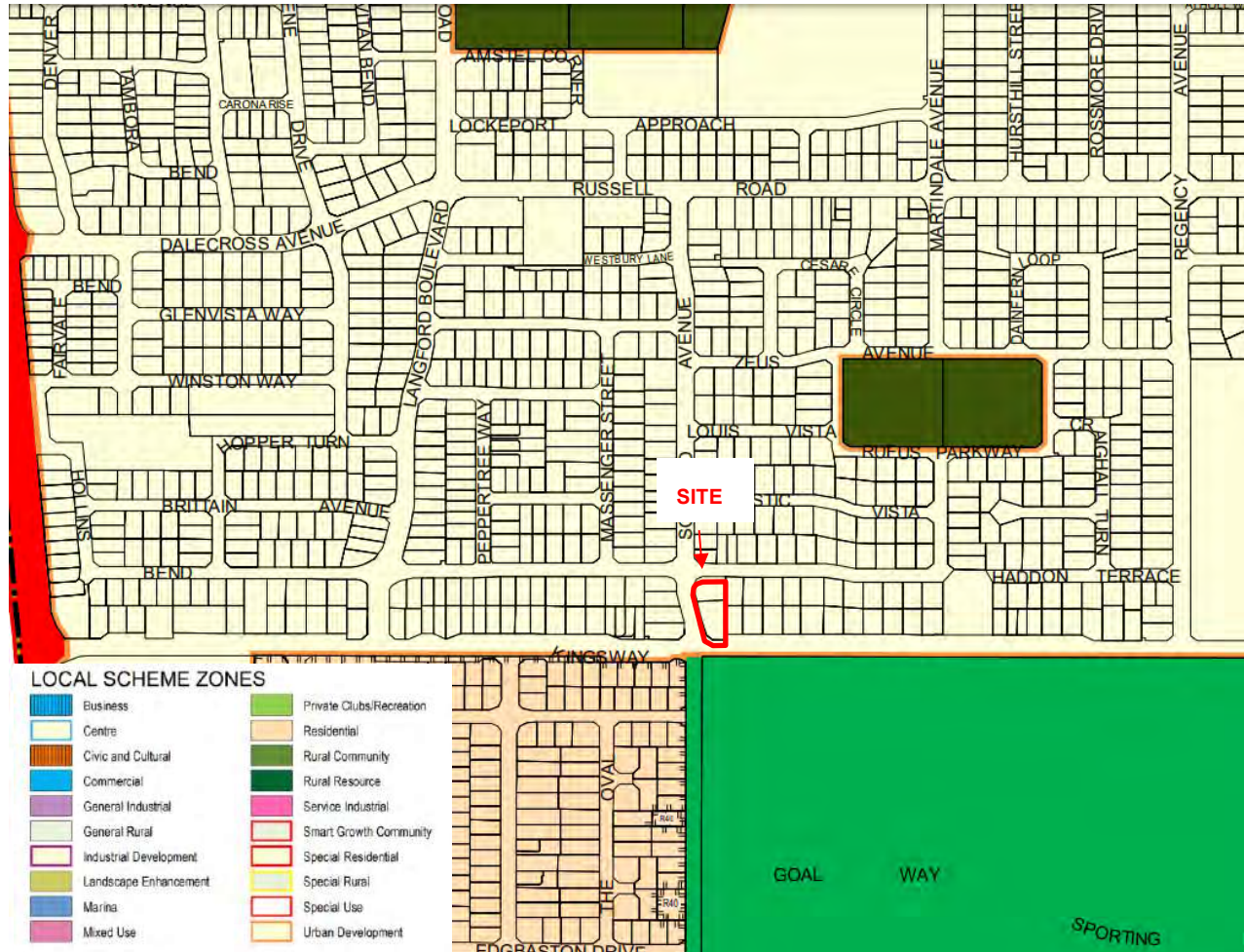
Source: Metromap (2022)

1.3 Surrounding Land Uses

Pursuant to the provision of the *City of Wanneroo District Planning Scheme No. 2 (DPS3)*, the Site is zoned “Urban Development” as shown in **Figure 1-2**.

The Site is primarily surrounded by other urban development, rural community and residential land uses.

Figure 1-2 City of Wanneroo Zoning



Source: City of Wanneroo

1.4 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.
- > **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 properties. They are managed by Local Government.
- > **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.

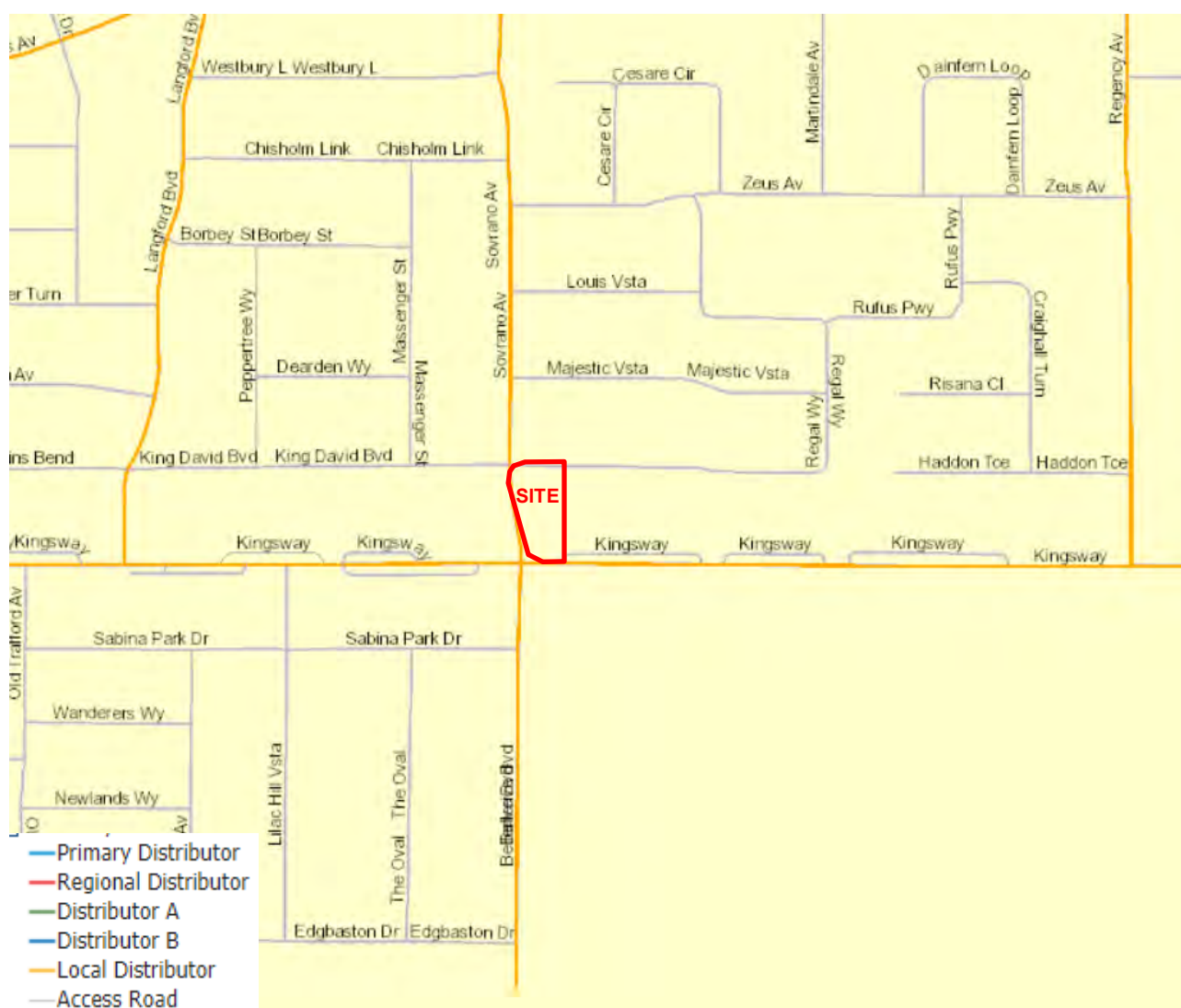
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the 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 King David Boulevard to the north, Sovrano Avenue to the west and Kingsway Road to the south. The surrounding road network is further described in **Table 1-1** shows the road hierarchy as per the Main Roads WA Road Information Mapping System and **Figure 1-3** shows the road hierarchy.

Table 1-1 Road Network Classification

| Street Names | Road Hierarchy | | | Road Network | | |
|----------------------|-------------------|------------------|--------------|------------------|-------------------|-------------|
| | Road Hierarchy | Jurisdiction | No. of Lanes | No. of Footpaths | Width (m) | Speed Limit |
| King David Boulevard | Access Road | Local Government | 2 | 2 | 6m | 50 km/h |
| Sovrano Avenue | Local Distributor | Local Government | 2 | 1 | 6m | 50 km/h |
| Kingsway Road | Local Distributor | Local Government | 2 | 1 | 7m (1m median) | 50 km/h |

Figure 1-3 Road Hierarchy



Source: Road Information Mapping System

1.5 Traffic Volumes

The most recent traffic volumes for the roads in the vicinity of the Site were obtained from the City of Wanneroo and summarised below in **Table 1-2**. No traffic volumes were available for Sovrano Avenue or King David Boulevard.

Table 1-2 Daily Traffic Volumes

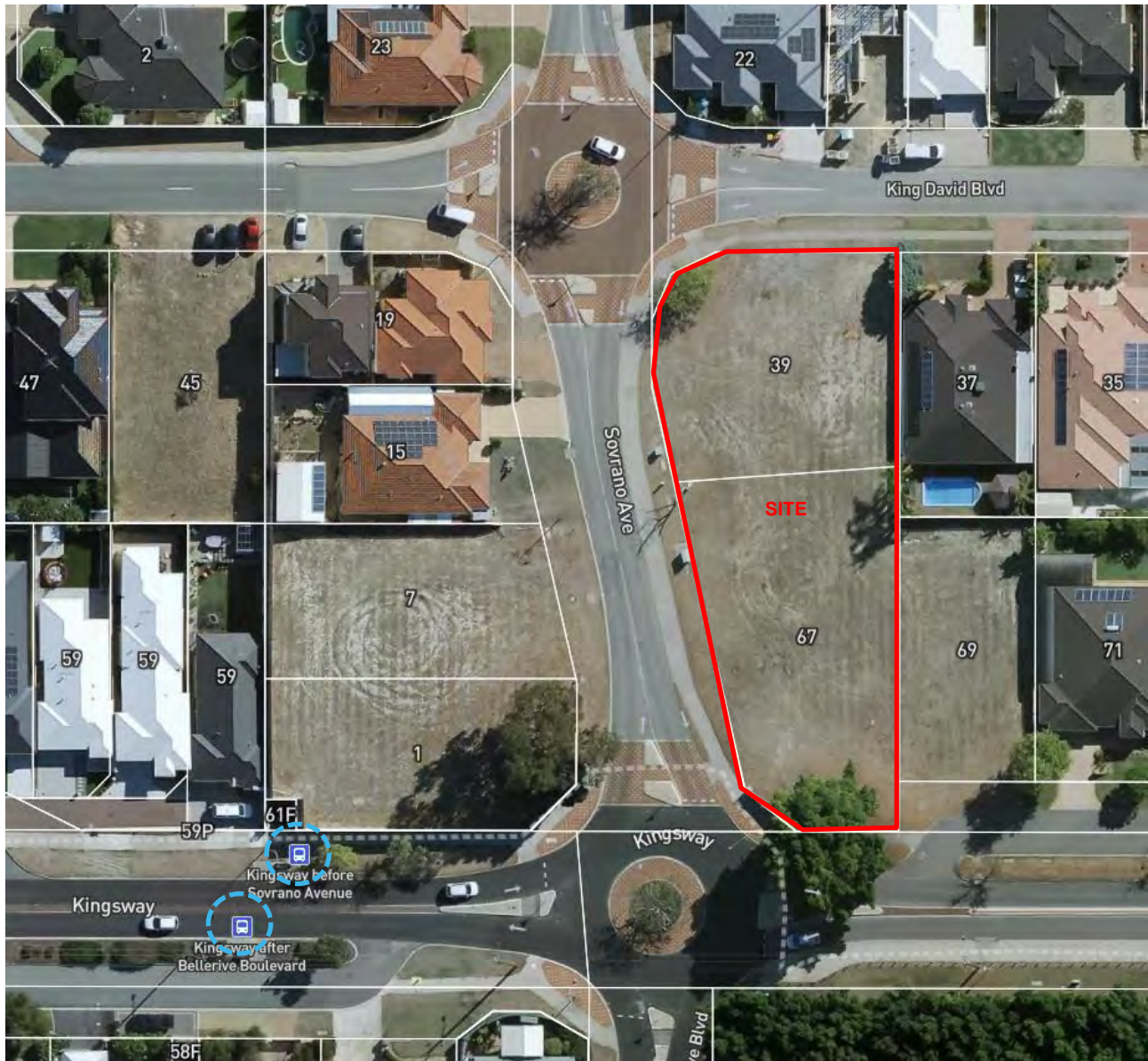
| Road Names | Year | Average Daily Traffic Volumes |
|------------|------|-------------------------------|
| Kingsway | 2021 | 8,970 |

2 Public Transport Facilities

2.1 Existing Public Transport Facilities

The nearest bus stops to the Site are located approximately 70m away as shown in **Figure 2-1**. Bus route 450 operates from these stops along Kingsway, as shown below in **Figure 2-2** and travels to Landsdale and Warwick Station.

Figure 2-1 Nearest Bus Stops



Source: Metromap (2022)

Figure 2-2 Existing Bus Routes



Source: Transperth Network Maps (2022)

Table 2-1 Public Transport Route and Frequency

| Bus Routes | Route Description | Frequencies | | |
|------------|------------------------------|-------------|------------|-----------------------------|
| | | Weekdays | Saturdays | Sundays and Public Holidays |
| 450 | Landsdale to Warwick Station | 20 minutes | 30 minutes | 60 minutes |

2.2 Future Public Transport Facilities

Cardno now Stantec contacted the Public Transport Authority and understand there are no proposed changes to the network in this area.

3 Pedestrian/Cycle Network Facilities

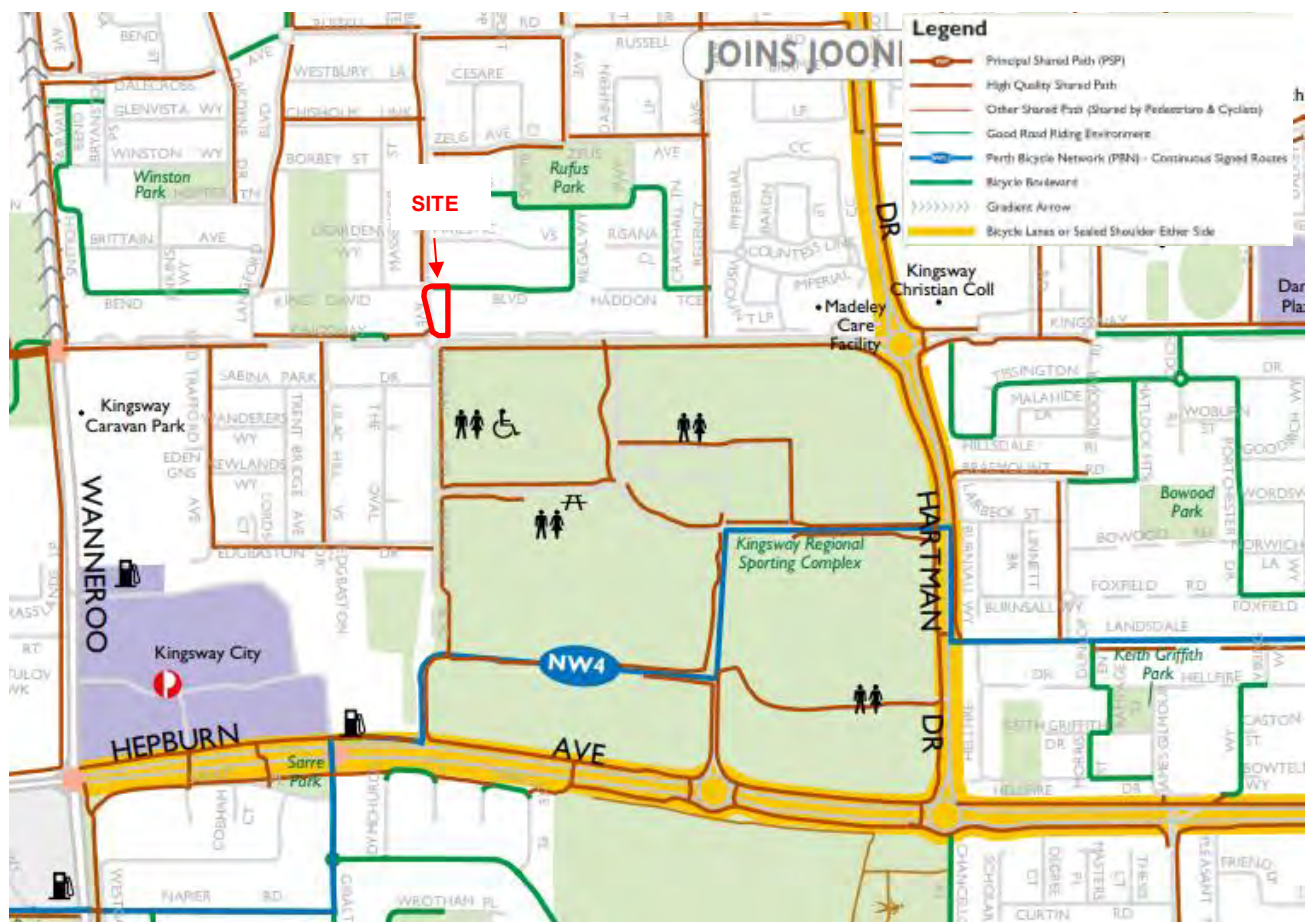
3.1 Existing Pedestrian/Cycle Network Facilities

A footpath is provided along Kingsway and Sovrano Avenue, whilst footpaths are provided on both sides of King David Boulevard.

“Good Road Riding Environments” run along portions of King David Boulevard, Regal Way, Louis Vista and Hollins Bend, as shown in **Figure 3-1**. Shared paths are provided along Kingsway, Regency Avenue, Sovrano Avenue, Wanneroo Road and Bellerive Boulevard. The Perth Bicycle Network stretches along Landsdale Road, Hartman Drive, through the Kingsway Regional Sporting Complex, Giralt Road and Napier Road.

Overall, the Site is surrounded by good pedestrian/cycle networks that facilitate reasonable walking and cycling access to the Site.

Figure 3-1 Existing Pedestrian and Cycling Network



Source: Department of Transport (2016)

3.2 Future Pedestrian/Cycle Network Facilities

Cardno now Stantec contacted the City of Wanneroo and understand there are no proposed changes to the network within the short term.

4 Proposed Development

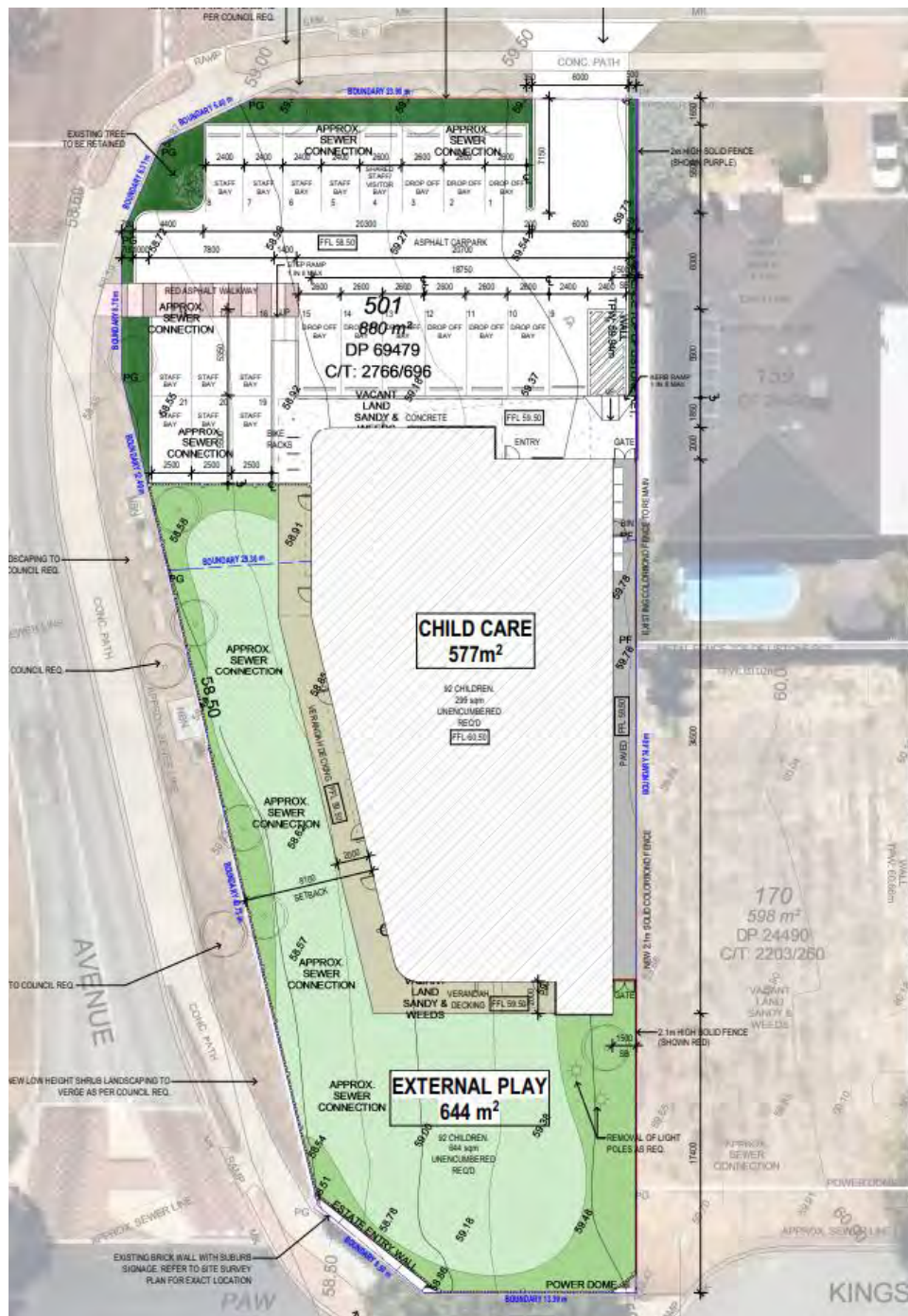
4.1 Proposed Development

The proposal is for a child care centre, comprising of the following site-specific design components:

- > 92 children;
- > 13 staff members; and
- > 21 car parking bays (including 1 ACROD bay).

The layout of the proposed childcare at the Site is shown below in **Figure 4-1**. Please note, larger versions are included in **Appendix B**.

Figure 4-1 Ground Floor Plan



Source: Hodge Collard Preston Architects (2022)

4.2 Access Arrangements

Vehicle access to/from the Site is proposed via a new 6m crossover on King David Boulevard.

4.3 Waste Collection

Waste collection is proposed to be on the verge area along King David Boulevard.

4.4 Operating Hours

The child care centre is proposed to operate during the following days and times:

- > Monday to Friday (6:30AM – 6:30PM).

4.5 Traffic Generation

Trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 10th Edition* were used to estimate the number of vehicle trips generated by the subject site. The trip generation rate, distribution and development trip generation for the proposed child care centre is summarised in **Table 4-1**, **Table 4-2** and **Table 4-3**.

The Child Care Centre operates between 6:30AM – 6:30PM. The trip rates below are typically for the peak period of the centre, these include:

- > AM peak hours of drop off – 7:00AM to 9:00AM; and
- > PM peak hours of pick up - 3:30PM to 5:30PM.

Table 4-1 Adopted Trip Generation Rates

| Land Use | ITE Code/Source | AM Peak | PM Peak | Daily |
|-------------------|-----------------|---------|---------|-------|
| Child Care Centre | ITE 565 | 0.79 | 0.81 | 4.09 |

Table 4-2 Trip Directionality Rates

| Land Use | ITE Code/Source | AM Peak | | PM Peak | | Daily | |
|-------------------|-----------------|---------|-----|---------|-----|-------|-----|
| | | In | Out | In | Out | In | Out |
| Child Care Centre | ITE 565 | 53% | 47% | 47% | 53% | 50% | 50% |

Table 4-3 Estimated Trip Generation

| Land Use | ITE Code/Source | AM Peak | | PM Peak | | Daily | |
|-------------------|-----------------|-----------|-----|-----------|-----|------------|-----|
| | | In | Out | In | Out | In | Out |
| Child Care Centre | ITE 565 | 39 | 34 | 35 | 39 | 188 | 188 |
| Total | | 73 | | 74 | | 376 | |

The estimated peak hour trip generation is 73 trips in the AM Peak Hour, 74 trips in the PM Peak Hour and 376 Daily trips. Based on the numbers above, this low volume of trip generation is anticipated to have no material impact on the surrounding road network.

5 Parking Supply

5.1 Parking Requirements

The Statutory parking requirements, in accordance with the *City of Wanneroo Local Planning Policy 2.3 – Child Care Centres* have been considered in the context of the proposed development and are summarised below in **Table 5-1**.

Table 5-1 Car Parking Provision and Requirements

| Proposed Land Use | Requirements | Yield | Parking Required | Parking Provided |
|-------------------|--|-------------|------------------|------------------|
| Child Care Centre | (55 or more children) 9 bays plus 1 per 8 children accommodated in excess of 54 | 92 Children | 14 bays | 21 bays |
| | 1 bay per staff member | 13 staff | 13 bays | |
| Total | | | 27 bays | 21 bays |
| Shortfall | | | | 6 bays |

It is anticipated that the Site will accommodate a maximum of 92 children and 13 staff members.

A total of 21 car parking bays are provided on Site, 10 of those bays will be allocated for staff only whilst the other 11 bays will be available for parents to use during drop-off/pick-up times. This represents a minor shortfall of 3 bays for pick up/drop off and 3 bays for staff. Operations at the site will be managed to minimise any potential impact of the parking shortfall against statutory requirements.

Due to the nature of a child care centre, the key parent pick-up/drop-off periods extend over 90-120 minutes, related to external factors such as school and work starting times. This means that parking demand is spread over a considerable period of time. With the large number of bays available for drop off/pick up, and the short duration of drop off/pick up activity (<5 minutes), it is unlikely that all bays would be occupied more than momentarily.

It is also unlikely that the proposed child care centre would operate at its theoretical maximum capacity at all times. The actual enrolment in similar facilities is approximately 85% of legal capacity, rarely reaching 90%

It should be noted that maximum staffing levels occur outside of pick-up/drop-off periods. As a contingency, should occasional staff demand exceed the allocation of the 11 staff bays, incidental parking within visitor bays can be permitted without impacting parent use of on-site parking. One bay has been designated on the plan as a shared staff / visitor bay for this purpose.

Overall, it is considered that the on-site visitor and staff parking bays are sufficient and are able to cater for any potential parent pick-up/drop-off, with the parking supply sufficient for the predicted peak demand, even when the centre operates at maximum capacity.

5.2 Staff Parking

A total of 10 allocated staff only bays have been provided on-site. Additional parking within drop off/pick up bays may be permitted outside of drop off/pick up periods as necessary.

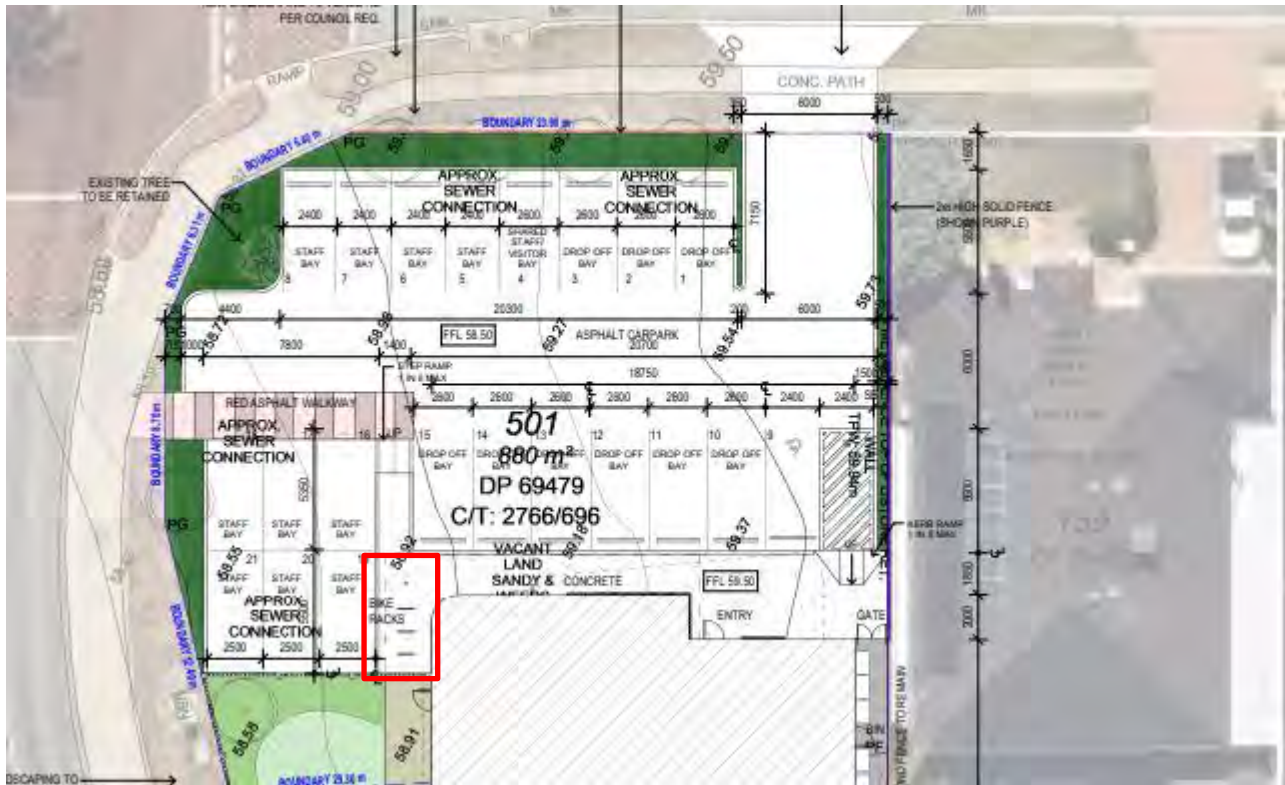
5.3 Parking Compliance with Australian Standards

A review of the proposed car park against AS2890.1:2004 requirements has been undertaken and no non-compliances have been identified.

5.4 Bicycle Parking Requirements

Under the *City of Wanneroo District Planning Scheme No. 2* and the *City of Wanneroo Local Planning Policy 2.3 – Child Care Centres*, no bicycle parking is required for a child care centre. However, 6 bicycle parking spaces have been provided near the front entrance of the Site along King David Boulevard, as shown in Figure 5-1

Figure 5-1 Bicycle parking Location



Source: Hodge Collard Preston Architects (2022)

6 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 discussions regarding pedestrian, cycle and public transport considerations.

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

The following conclusions are evident about the proposal:

- > The proposal is for a Child Care Centre at the Site;
- > The development is expected to have a total trip generation of approximately 73 vehicles in the AM peak hour, 74 vehicles in the PM peak hour and 376 vehicles daily. This level of traffic generation is anticipated to have no material impact on the surrounding road network;
- > The Site is located approximately 70m from bus stops that service routes 450;
- > 21 car parking bays are proposed on-site, comprised of 10 staff parking bays and 11 drop off/pick up bays; and
- > Although there is a shortfall of 6 bays against the statutory requirements, the overall parking supply is considered sufficient and able to cater for anticipated demand.

Overall the Site is anticipated to have no material impact on the surrounding road network and no material impact on residential amenity.

Proposed Child Care Centre - No. 39
King David Boulevard and No. 67
Kingsway, Madeley

APPENDIX

A

WAPC CHECKLIST



now



| Item | Status | Comments/Proposals |
|--|-----------------|--------------------|
| Proposed development | | |
| proposed land use | Section 4 | |
| existing land uses | Section 1 | |
| context with surrounds | Section 1 | |
| Vehicular access and parking | | |
| access arrangements | Section 4 | |
| public, private, disabled parking set down / pick up | N/A | |
| Service vehicles (non-residential) | | |
| access arrangements | N/A | |
| on/off-site loading facilities | N/A | |
| Service vehicles (residential) | | |
| Rubbish collection and emergency vehicle access | Section 4 | |
| Hours of operation (non-residential only) | | |
| | N/A | |
| Traffic volumes | | |
| daily or peak traffic volumes | Section 4 | |
| type of vehicles (e.g. cars, trucks) | N/A | |
| Traffic management on frontage streets | | |
| | N/A | |
| Public transport access | | |
| nearest bus/train routes | Section 2 | |
| nearest bus stops/train stations | Section 2 | |
| pedestrian/cycle links to bus stops/train station | Section 3 and 2 | |
| Pedestrian access/facilities | | |
| existing pedestrian facilities within the development (if any) | Section 3 | |
| proposed pedestrian facilities within development | Section 3 | |
| existing pedestrian facilities on surrounding roads | Section 3 | |
| proposals to improve pedestrian access | Section 3 | |
| Cycle access/facilities | | |
| existing cycle facilities within the development (if any) | Section 3 | |
| proposed cycle facilities within the development | Section 3 | |
| existing cycle facilities on surrounding roads | Section 3 | |
| proposals to improve cycle access | N/A | |
| Site specific issues | | |
| | N/A | |
| Safety issues | | |
| identify issues | Section 6 | |
| remedial measures | Section 6 | |

Proposed Child Care Centre - No. 39
King David Boulevard and No. 67
Kingsway, Madeley

APPENDIX

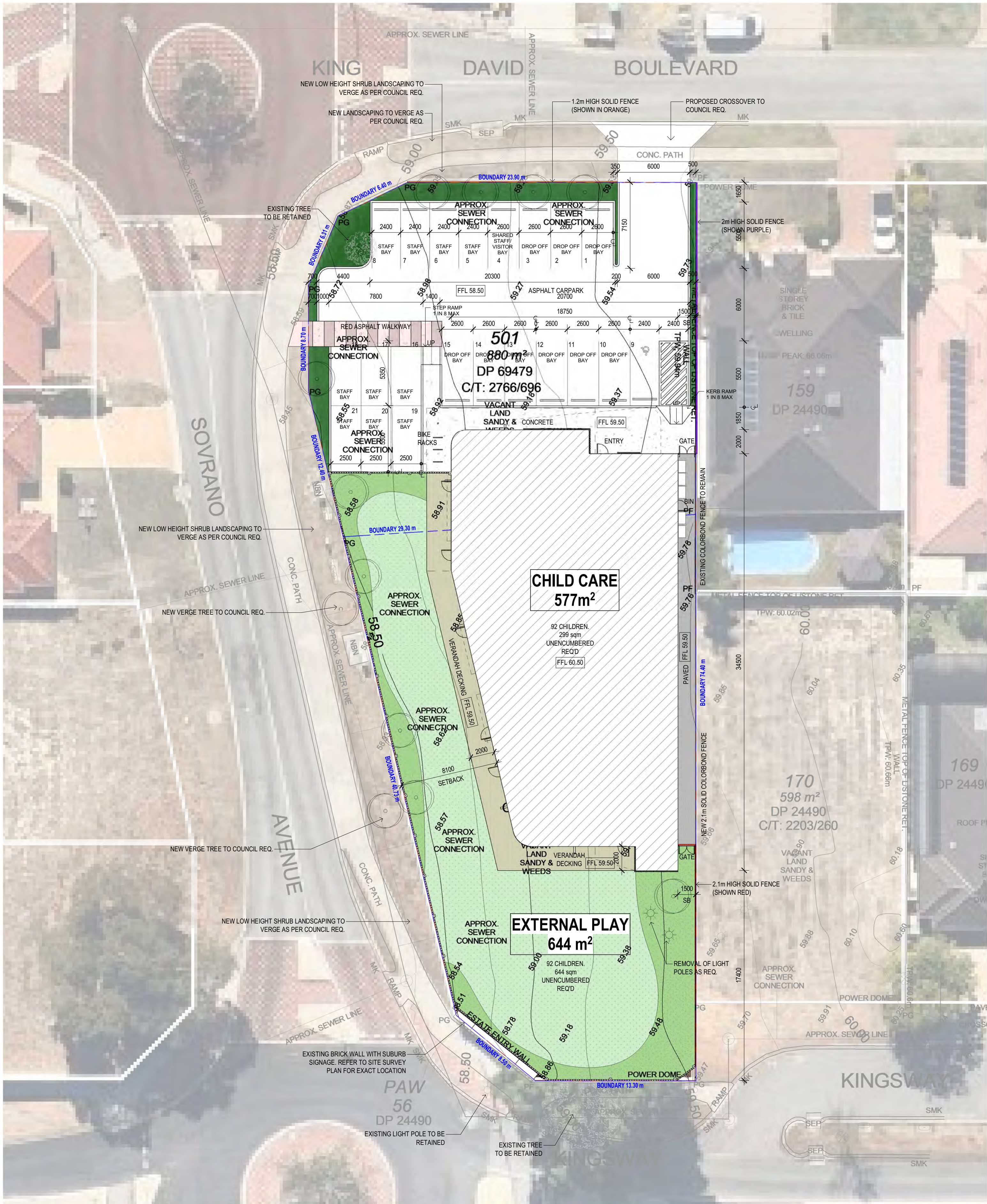
B

SITE PLAN



now





1 PROPOSED SITE PLAN
1 : 200

NOTE:
THIS FEASIBILITY STUDY IS SUBJECT TO THE FOLLOWING:
- FEATURE SITE SURVEY (TO BE CONFIRMED)
- PLANNING ADVICE (TO BE CONFIRMED)
- TRAFFIC ADVICE (TO BE CONFIRMED)
- SITE SERVICES, EASEMENTS, ETC TO BE CONFIRMED
- SETBACKS TO BOUNDARY TO BE CONFIRMED BY PLANNER

OCCUPATION SCHEDULE - 92 CHILDREN

| AGE GROUP | NO. OF CHILDREN | NO. OF STAFF | RATIO |
|--------------------------|-----------------|--------------|-------|
| NURSERY - BIRTH TO 2 YRS | 12 CHILDREN | 3 STAFF | 1:4 |
| TODDLERS - 2-3 YRS | 20 CHILDREN | 4 STAFF | 1:5 |
| KINDY - 3-4 YRS | 30 CHILDREN | 3 STAFF | 1:10 |
| KINDY - 4-5 YRS | 30 CHILDREN | 3 STAFF | 1:10 |
| TOTAL | 92 CHILDREN | 13 STAFF | |

CAR BAYS - 9 BAYS UP TO 54 PLACES + 1 PER 8 OVER = 14 CAR BAYS REQ'D
CAR BAYS - 1 PER 1 STAFF = 13 CAR BAYS REQ'D
CAR BAYS - 2 NEW VERGE CAR BAYS
TOTAL CAR BAYS = 27 BAYS (23 BAYS PROVIDED, 4 BAY SHORTFALL)
CHILDREN NUMBERS AND AREAS TO BE VERIFIED IN DESIGN LAYOUT
COUNCIL DISCUSSIONS REQUIRED TO REVIEW PLANNING REQUIREMENTS

NOTE:
- PRELIMINARY PLAN ONLY
- SUBJECT TO PLANNING, TRAFFIC, ACOUSTIC, SURVEY AND SPECIALIST ASSESSMENT.
- LEVELS AND FUNCTIONALITY WITH SITE TOPOGRAPHY SUBJECT TO SURVEY
- CROSSOVERS TO BE ASSESSED
- LOCAL AUTHORITY: CITY OF WANNEROO

SITE PLAN LEGEND

| | |
|--|---|
| | CONCRETE PAVING. REFER CIVIL ENGINEER'S DRAWINGS FOR CUTS / THICKNESS |
| | EXTERNAL PLAY |
| | FRONT LANDSCAPING AREA |
| | DECKING AREA |

| | | | | |
|-------------------------------------|-------------------|--------------|----------|----------------------------|
| 8 | ISSUED FOR REVIEW | LD | DM | 27.10.2022 |
| 7 | ISSUED FOR REVIEW | LD | DM | 19.10.2022 |
| 6 | ISSUED FOR REVIEW | LD | DM | 17.10.2022 |
| 5 | ISSUED FOR REVIEW | LD | DM | 07.10.2022 |
| revision/ issue | description | drawn by | check by | date |
| project | LD | description | LD | PROPOSED OVERALL SITE PLAN |
| location | DM | checked | DM | |
| 39 KING DAVID BVD / 67 KINGSWAY RD | | | | |
| Hodge Collard Preston ARCHITECTS | scale | As indicated | date | 27.10.2022 |
| | project no | 62.22 | dwg no | A001 |
| | rev | | rev | 8 |



**PROPOSED CHILD CARE CENTRE
39 KING DAVID BOULEVARD / 67 KINGSWAY
MADELEY**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JULY 2022

OUR REFERENCE: 29836-1-22226



DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED CHILD CARE CENTRE
MADELEY

Job No: 22226

Document Reference: 29836-2-22226

FOR

DYNAMIC PLANNING AND DEVELOPMENTS PTY LTD

| DOCUMENT INFORMATION | | | | |
|-----------------------|--|---|-----------|-----------------|
| Author: | Tim Reynolds | Checked By: | Paul Daly | |
| Date of Issue: | 29 July 2022 | | | |
| REVISION HISTORY | | | | |
| Revision | Description | Date | Author | Checked |
| 1 | Relocation of Condensing Units to Roof | 31/10/2022 | TR | N/A |
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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

CONTENTS

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| 2. | SUMMARY | 1 |
| 3. | CRITERIA | 2 |
| 4. | PROPOSAL | 4 |
| 5. | MODELLING | 5 |
| 6. | ASSESSMENT | 6 |
| 7. | CONCLUSION | 9 |

APPENDICIES

| | |
|---|-------|
| A | PLANS |
|---|-------|

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed day care centre to be located at 39 King David Boulevard / 67 Kingsway, Madeley.

The report considers noise received at the neighbouring premises from the proposed development for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This report considers noise emissions from:

- Children playing within the outside play areas of the centre; and
- Mechanical services.

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. However, as requested by council and for completeness, they have been included in the assessment, for information purposes only.

For information, a plan of the proposed development is attached in Appendix A.

2. SUMMARY

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level, with fencing as shown on Figure 5.1 in Section 5 – Modelling.

With the condensing units located on the eastern flat section of the roof (above the foyer / reception), the air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. Although, the assessment shows that noise received at the neighbouring residences would without mitigation, comply with the Regulatory requirements, it is also recommended that the condensing units be screened from the neighbouring premises and / or installed with night period 'low noise' modes.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would comply at all times, with the fencing, as shown on Figure 5.1 in Section 5 and parking to bay 1 is restricted to the day period only.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

- 1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.
- 2 Fencing to be as shown on Figure 5.1 in Section 5 - Modelling. Other fencing to be as indicated in the attached drawings. We note that for this development, colourbond is an acceptable fencing material.

- 3 As the air conditioning has not been design at this stage, it is recommended that the design be reviewed / assessed to ensure compliance with the Environmental Protection (Noise) Regulations 1997 are achieved.
- 4 It is recommended that the air conditioning condensing units to be located on the eastern flat section of the roof (above the foyer / reception). Although the assessment shows that noise received at the neighbouring residences would without mitigation, comply with the Regulatory requirements, it is recommended that the condensing units be screened from the neighbouring premises and / or be installed with night period 'low noise' modes.

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. For highly sensitive area of a noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other areas within a noise sensitive premises, the assigned noise levels are fixed throughout the day, as listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|---|--|---------------------|-----------------|-------------------|
| | | L _{A10} | L _{A1} | L _{Amax} |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 45 + IF | 55 + IF | 65 + IF |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 40 + IF | 50 + IF | 65 + IF |
| | 1900 - 2200 hours all days (Evening) | 40 + IF | 50 + IF | 55 + IF |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 35 + IF | 45 + IF | 55 + IF |
| Commercial Premises | All hours | 60 | 75 | 80 |

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

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 3 dB L_{Afast} or is more than 3 dB L_{Afast} 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 3 dB 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_{ASlow} 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 3.2 below.

| TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS | | |
|--|------------------------------------|---------------------------------------|
| Where tonality is present | Where modulation is present | Where impulsiveness is present |
| +5 dB(A) | +5 dB(A) | +10 dB(A) |

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

For this development, the closest existing neighbouring residences are located to the west and south, with future residence located to the north, west and south. It is noted that the premises to the east are commercial premises. An aerial showing the neighbouring premises are shown below on Figure 3.1.



FIGURE 3.1 – NEIGHBOURING LOTS

At the neighbouring residences within 100 metres of Kingsway Reserve (ie Residences to West, south west and east), with Kingsway being a secondary road and the Cricket club (with clubroom) being within the inner circle, the Influencing Factor for these neighbouring residences has been determined to be +4 dB. For the other residences (ie residences to the north and north west), the Influencing Factor would be +2 dB as they are still within 100 metres of Kingsway. Thus, the assigned noise levels would be as listed in Tables 3.3 and 3.4.

**TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL
RESIDENCES EAST, SOUTH WEST AND WEST**

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|---|---|---------------------|-----------------|-------------------|
| | | L _{A10} | L _{A1} | L _{Amax} |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 49 | 59 | 69 |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 44 | 54 | 69 |
| | 1900 - 2200 hours all days (Evening) | 44 | 54 | 59 |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 39 | 49 | 59 |

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

**TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL
RESIDENCES TO NORTH**

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|---|---|---------------------|-----------------|-------------------|
| | | L _{A10} | L _{A1} | L _{Amax} |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 47 | 57 | 67 |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 42 | 52 | 67 |
| | 1900 - 2200 hours all days (Evening) | 42 | 52 | 57 |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 379 | 47 | 57 |

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would be between 0630 and 1830 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for a maximum of 92 children: with the following breakdown:

| | | |
|----------|-------------|-----------|
| Nursery | 0 - 2 years | 12 places |
| Toddlers | 2 - 3 years | 20 places |
| Kindy | 3 - 4 years | 30 places |
| Kindy | 4 - 5 years | 30 places |

It is noted that although the proposed child care centre would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am.

5. MODELLING

To assess the noise received at the neighbouring premises from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DWER's weather conditions, which relate to worst case noise propagation, as stated in the Department of Environment Regulation "*Draft Guidance on Environmental Noise for Prescribed Premises*". These conditions include winds blowing from sources to the receiver(s).

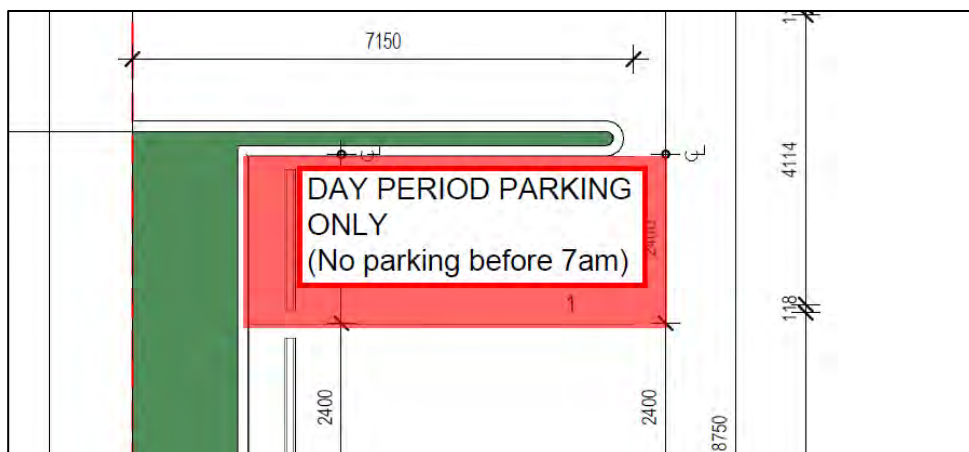
Calculations were based on the sound power levels used in the calculations are listed in Table 5.1.

TABLE 5.1 – SOUND POWER LEVELS

| Item | Sound Power Level, dB(A) |
|----------------------------------|--------------------------|
| Children Playing | 83 (per 10 children) |
| Car Moving in Car Park | 79 |
| Car Starting | 85 |
| Door Closing | 87 |
| Air conditioning condensing Unit | 4 @ 70 (Childcare) |

Notes:

- 1 Even though the noise emissions from children under the age of 2 years is relatively low compared to the other children, to be conservative, acoustic modelling of outdoor play noise was made, based on 90 children playing within the outdoor play areas at the one time, utilising 9 groups of 10 children, sound power levels distributed as plane sources.
- 2 The noise level for the air conditioning has been based on the sound power levels used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.
- 3 For this development, it is recommended that the air conditioning condensing units would be located along the western façade of the building, near the bike racks.
- 4 The noise modelling has been based on fencing, as shown on Figure 5.1.
- 5 For noise emissions from car doors to comply during the night period, as shown below, parking within car bay 1 is restricted to the day period only (ie no parking before 7am).



- 6 Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences. However, to simplify the assessment, only the noise level in the worst case location (ie highest noise level), have been listed.



FIGURE 5.1 – BOUNDARY FENCING

6. ASSESSMENT

The resultant noise levels at the neighbouring residence from children playing outdoors and the mechanical services are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics. Noise emissions from the mechanical services could be tonal and a +5 dB(A) penalty would be applicable, as shown in Table 6.1. Noise emissions from both outdoor play and the mechanical services needs to comply with the assigned L_{A10} noise levels.

**TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA
OUTDOOR PLAY AREAS AND MECHANICAL PLANT**

| Neighbouring Premises | Calculated Noise Level (dB(A)) | |
|-----------------------|--------------------------------|------------------|
| | Children Playing | Air Conditioning |
| North | 42 | 27 (32) |
| East | 49 | 34 (39) |
| South West | 44 | 19 (24) |
| West | 48 | 21 (26) |
| North West | 42 | 20 (25) |

() Includes +5 dB(A) penalty for tonality

With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{Amax} respectively, 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 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

**TABLE 6.2 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING**

| Neighbouring Premises | Calculated Noise Level (dB(A)) |
|-----------------------|--------------------------------|
| North | 44 |
| East | 45 |
| South West | 31 |
| West | 43 |
| North West | 39 |

**TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING**

| Neighbouring Premises | Calculated Noise Level (dB(A)) | | | |
|-----------------------|--------------------------------|--------------|--------------|--------------|
| | Car Starting | | Door Closing | |
| | Day Period | Night Period | Day Period | Night Period |
| North | 48 | 44 | 50 [60] | 46 [56] |
| East | 45 | 45 | 47 [57] | 47 [57] |
| South West | 35 | 35 | 36 [46] | 36 [46] |
| West | 47 | 47 | 48 [58] | 48 [58] |
| North West | 43 | 43 | 44 [54] | 44 [54] |

[] Includes +10 dB(A) penalty for impulsiveness.

Tables 6.4 to 6.10 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

**TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
OUTDOOR PLAY (DAY PERIOD)**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 42 | 47 | Complies |
| East | 49 | 49 | Complies |
| South West | 44 | 49 | Complies |
| West | 48 | 49 | Complies |
| North West | 42 | 47 | Complies |

**TABLE 6.6 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
AIR CONDITIONING**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 32 | 37 | Complies |
| East | 39 | 39 | Complies |
| South West | 24 | 39 | Complies |
| West | 26 | 39 | Complies |
| North West | 25 | 37 | Complies |

**TABLE 6.6 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR MOVEMENTS**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 44 | 47 | Complies |
| East | 45 | 49 | Complies |
| South West | 31 | 49 | Complies |
| West | 43 | 49 | Complies |
| North West | 39 | 47 | Complies |

**TABLE 6.7 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS
CAR STARTING**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 48 | 67 | Complies |
| East | 45 | 69 | Complies |
| South West | 35 | 69 | Complies |
| West | 47 | 69 | Complies |
| North West | 43 | 67 | Complies |

**TABLE 6.8 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR STARTING**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 46 | 57 | Complies |
| East | 45 | 59 | Complies |
| South West | 35 | 59 | Complies |
| West | 47 | 59 | Complies |
| North West | 43 | 57 | Complies |

**TABLE 6.9 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS
CAR DOOR**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 60 | 67 | Complies |
| East | 57 | 69 | Complies |
| South West | 46 | 69 | Complies |
| West | 58 | 69 | Complies |
| North West | 54 | 67 | Complies |

**TABLE 6.10 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR DOOR**

| Location | Assessable Noise Level dB(A) | Applicable Assigned Noise Level (dB(A)) | Exceedance to Assigned Noise Level |
|------------|------------------------------|---|------------------------------------|
| North | 56 | 57 | Complies |
| East | 57 | 59 | Complies |
| South West | 46 | 59 | Complies |
| West | 58 | 59 | Complies |
| North West | 54 | 57 | Complies |

7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply with day period assigned noise level, with fencing as shown on Figure 5.1 in Section 5 – Modelling.

With the condensing units located on the eastern flat section of the roof (above the foyer / reception), the air conditioning condensing units have also been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times. Although, the assessment shows that noise received at the neighbouring residences would without mitigation, comply with the Regulatory requirements, it is recommended that the condensing units be screened from the neighbouring premises and / or installed with night period 'low noise' modes.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would comply at all times, with the fencing, as shown on Figure 5.1 in Section 5 and parking to bay 1 is restricted to the day period only.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

- 1 Although the proposed facility would open before 7 am (ie during the night period), the outdoor play area would not be used until after 7am. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.
- 2 Fencing to be as shown on Figure 5.1 in Section 5 - Modelling. Other fencing to be as indicated in the attached drawings. We note that for this development, colourbond is an acceptable fencing material.
- 3 As the air conditioning has not been design at this stage, it is recommended that the design be reviewed / assessed to ensure compliance with the Environmental Protection (Noise) Regulations 1997 are achieved.
- 4 It is recommended that the air conditioning condensing units to be located on the eastern flat section of the roof (above the foyer / reception). Although the assessment shows that noise received at the neighbouring residences would without mitigation, comply with the Regulatory requirements, it is recommended that the condensing units be screened from the neighbouring premises and / or installed with night period 'low noise' modes.

Lot 9002 (formally Lot 801), 1780 Thomas Road, Oakford – Proposed Service Station, Rural Supplies Store and Veterinary Clinic

Form 1 – Responsible Authority Report (Regulation 12)

| | | |
|--|--|--|
| DAP Name: | Metro Outer Development Assessment Panel | |
| Local Government Area: | Shire of Serpentine Jarrahdale | |
| Applicant: | Planning Solutions | |
| Owner: | V and T Borrello | |
| Value of Development: | \$4 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6) | |
| Responsible Authority: | Shire of Serpentine Jarrahdale | |
| Authorising Officer: | Andrew Trosic | |
| LG Reference: | PA22/297 | |
| DAP File No: | DAP/22/02211 | |
| Application Received Date: | 4 April 2022 | |
| Report Due Date: | 9 December 2022 | |
| Application Statutory Process Timeframe: | 90 Days | |
| Attachment(s): | <ul style="list-style-type: none"> 1 Council Resolution 2 Minutes of MODAP Meeting 3 Amended Details 4 Summary of Submissions 5 Clause 67 Checklist 6. Plans for Determination | |
| Is the Responsible Authority Recommendation the same as the Officer Recommendation? | <input checked="" type="checkbox"/> Yes | Complete Responsible Authority Recommendation section |
| | <input type="checkbox"/> N/A | |
| | <input checked="" type="checkbox"/> No | Complete Responsible Authority and Officer Recommendation sections |

Responsible Authority Recommendation

That the metro Outer Joint Development Assessment panel resolves to:

- Approves** DAP Application reference DAP/22/02211 and accompanying plans (attachment 6) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, for a proposed service station, rural supplies store and veterinary clinic at Lot 9002, 1780 Thomas Road, Oakford subject to the following conditions

Conditions

1. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

| | |
|--------------------------|---|
| Plans and Specifications | P1 – P26 – received at the Shire Offices on 12 October 2022 P27 – Transport Impact Assessment dated October 2022 Environmental Acoustic Assessment dated September 2022 |
|--------------------------|---|

2. Prior to issue of a Building Permit an updated Bushfire Management Plan (BMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the BMP shall be fully implemented and maintained thereafter.
3. The vehicle parking areas, access ways and crossovers must:
 - i. be designed in accordance with the relevant Australian/New Zealand Standard;
 - ii. include a minimum of 144 car parking bays;
 - iii. include one loading bay with minimum dimensions of 3.5 metres by 11 metres;
 - iv. be constructed, asphalt or concrete sealed, kerbed, drained and marked.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a building permit. The works are to be completed prior to operation of the development, and maintained thereafter.

4. All delivery vehicles servicing the land must load and unload within the boundaries of the land.
5. A Lighting Plan is to be submitted to and approved by the Shire prior to the issue of a building permit. The Lighting Plan shall demonstrate the provision of lighting to all access ways, car parking areas, the exterior entrances to all buildings and the extent to which light from all external light sources is cast. The Lighting Plan must demonstrate lighting not causing an adverse amenity impact on the surrounding area. Once approved, lighting is to be installed and maintained in accordance with the Plan.
6. Prior to issue of a building permit, a Signage Strategy detailing location, size and height of signage for the whole development, including wall signs, window signs, under veranda signs and fascia signs, is to be prepared to the specifications and satisfaction of the Shire. The Signage Strategy must depict no more than one single pylon sign for the entire development.
7. No signs are permitted to be displayed in the current or future road reserves of either Thomas Road or Kargotich Road at any time.
8. Prior to issue of a Building Permit, a landscaping and revegetation plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. This is to demonstrate:
 - i. the landscaping of a 20m vegetation buffer along the Thomas Road and Kargotich Road frontages of the land;
 - ii. this buffer to comprise a sufficient density of advanced trees and medium shrubs, which reflect the rural character either side of Thomas Road and Kargotich Road;

- iii. both verges of Kargotich Road, from its intersection with Thomas Rd to the vehicle entry and exit point, being suitably landscaped.

Once approved, landscaping and revegetation must be fully installed prior to operation of the development, and thereafter maintained to the satisfaction of the Shire.

9. Plans submitted for a building permit are to demonstrate the use of external colours and materials which are predominantly dark neutral earth tones, found in the local landscape of the district.
10. No earthworks shall encroach onto either the current or future Kargotich Road or Thomas Road road reserves, except where required by specific conditions of this approval.
11. Prior to issue of a Building Permit, a Noise Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the plans are to be integrated in to the plans submitted for a Building Permit, with a suitably qualified acoustic consultant verifying the plans in this regard. Once approved, the Noise Management Plan shall be implemented and maintained thereafter to the satisfaction of the Shire.
12. Prior to issue of a Building Permit, the applicant shall submit and have approved plans depicting the proposed art piece consistent with Local Planning Policy 1.6. Upon approval of the plans, the art piece is to be installed and thereafter maintained to the satisfaction of the Shire.
13. Prior to issue of a Building Permit, a Stormwater Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The approved Stormwater Management Plan shall be implemented and thereafter maintained to the satisfaction of the Shire.
14. Prior to the occupation of the development, the land required for 'Road Widening' on development plan titled 'Proposed MRWA Flyover Development Locality Plan 'Dated 13 October 2022, Revision 8/RFH/Rev/13.10.2022 (attached), or as amended by the Department of Planning, Lands and Heritage, shall be set aside as a separate lot for acquisition pending future road widening requirements.
15. Prior to occupation of the development, the road geometry and associated infrastructure and services for the Stage One "T" Intersection with Deceleration & Bypass Lanes, shall be located and constructed in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached) , or as amended by Main Roads WA.
16. The developer is responsible for all costs involved in the design, construction and upgrade for the Stage One "T" Intersection with Deceleration & Bypass Lanes as shown on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached). This includes signing, road markings, street lighting, street furniture, full verge landscaping on both sides and relocation of infrastructure services (including electricity).
17. Prior to submission of a Building Permit, the applicant shall submit a preliminary intersection design (15% concept) for the Stage One "T" Intersection with Deceleration & Bypass Lanes in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached), to the satisfaction of the Shire of Serpentine Jarrahdale in liaison with Main Roads WA. The preliminary intersection design shall be in accordance with the

requirements of Main Roads and the relevant Austroads Guidelines demonstrating the following:

- i. an intersection treatment warrant analysis that identifies the appropriate intersection layout;
 - ii. there is sufficient area within the road reservation to facilitate the typical carriageway cross section inclusive of a right turn pocket with painted treatment (i.e. not isolated widening) servicing the proposed access to Lot 801; and
 - iii. facilitates future connectivity with the ultimate design for access as illustrated on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022.
18. All signs and sign structures are to be placed on private property and must not overhang or encroach upon the existing or future Primary Regional Road reserve.
19. At all times signage illumination must be low-level and not exceed 300cd/m² between sunrise and sunset. Signage must not flash, pulsate or chase during all hours.
20. Signage shall not contain fluorescent, reflective, or retro-reflective colours or materials.

ADVICE

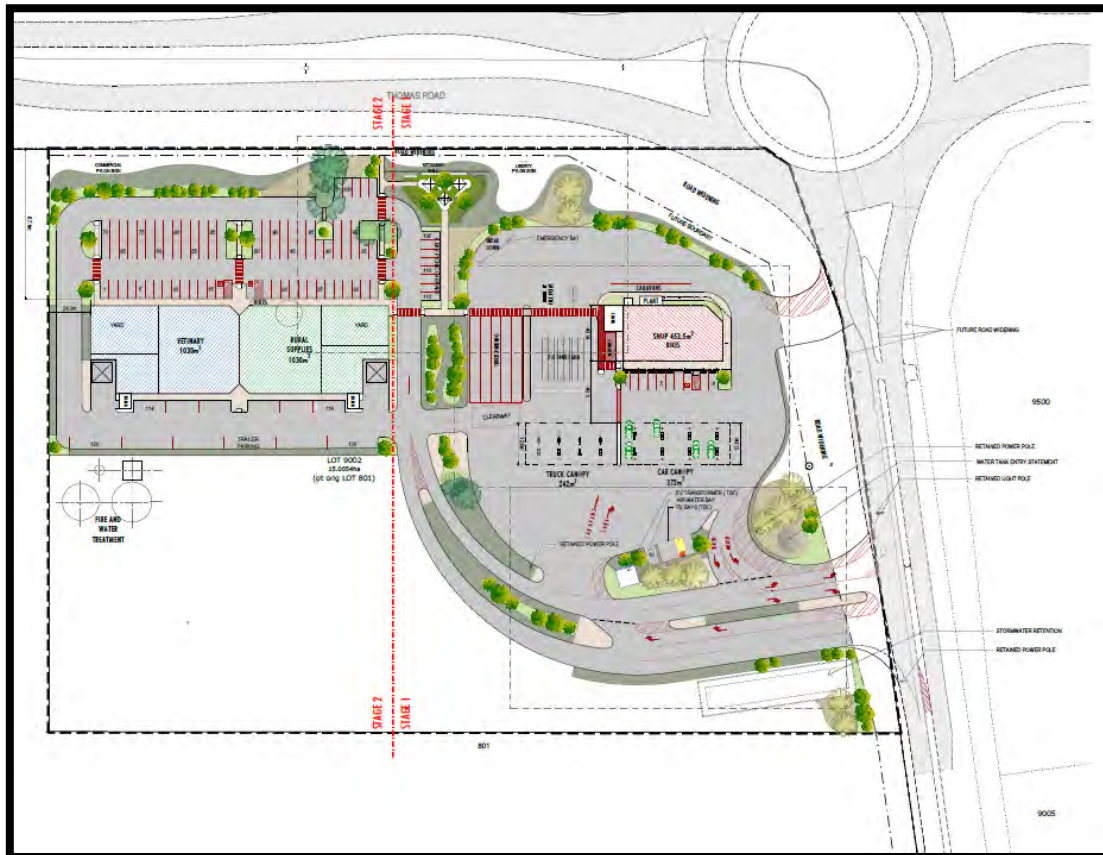
- 1) In reference to Condition o, the right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
- 2) In reference to Condition q:
 - i. Information on warrants spreadsheets can be found on the Main Roads website > Technical & Commercial > [mrwa-supplement-to-austroads-guide-to-road-design-part-4](#).
 - ii. The right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
 - iii. A copy of the Main Roads concept forwarded via email to the applicant on 31 October 2022 is attached. This information is provided for information purposes only and Main Roads assumes no liability for the information provided.
- 3) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.
- 4) Where a Planning Control Area (PCA) is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

Details: outline of development application

| | |
|---|---|
| Region Scheme | Metropolitan Region Scheme |
| Region Scheme - Zone/Reserve | Rural |
| Local Planning Scheme | Shire of Serpentine Jarrahdale Town Planning Scheme No.2 |
| Local Planning Scheme - Zone/Reserve | Rural |
| Structure Plan/Precinct Plan | N/A |
| Structure Plan/Precinct Plan - Land Use Designation | N/A |
| Use Class and permissibility: | Service Station (SA), Veterinary Clinic (AA) and Produce Store (AA) |
| Lot Size: | 15.53ha |
| Existing Land Use: | Vacant land |
| State Heritage Register | No |
| Local Heritage | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area |
| Design Review | <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other |
| Bushfire Prone Area | Yes |
| Swan River Trust Area | No |

Proposal:Initial Proposal

The initial application sought approval for a 'Service Station' (453m²), a 'Veterinary Clinic' (1,030m²) and a 'Rural Supplies Store' (1,030m²) providing general retail, construction services, agricultural retail, and equine services, as depicted below:



The 'Service Station' component would operate 24 hours a day, seven days a week and comprise of the following:

- Petrol canopies for cars and trucks;
- Retail Area;
- Dining Area;
- WC's, shower facilities and lounge;
- Food preparation and storage areas;
- BBQ and picnic area;
- 144 car parking bays including 6 trailer bays;
- 5 truck parking bays;
- Caravan parking;
- Four wall signs;
- One pylon sign; and
- Landscaping.

Access was proposed via one full movement crossover and one egress only crossover onto Kargotich Road with no access from Thomas Road.

Revised Proposal

Following the deferral, the application remains relatively similar however has been amended so as to relocate it a further 44m to the south, outside of the new land area requirement for the grade separated intersection. In doing so, other minor changes have been made to the proposal

which is depicted in the site plan below, also the applicant has summarised the changes in the following table:

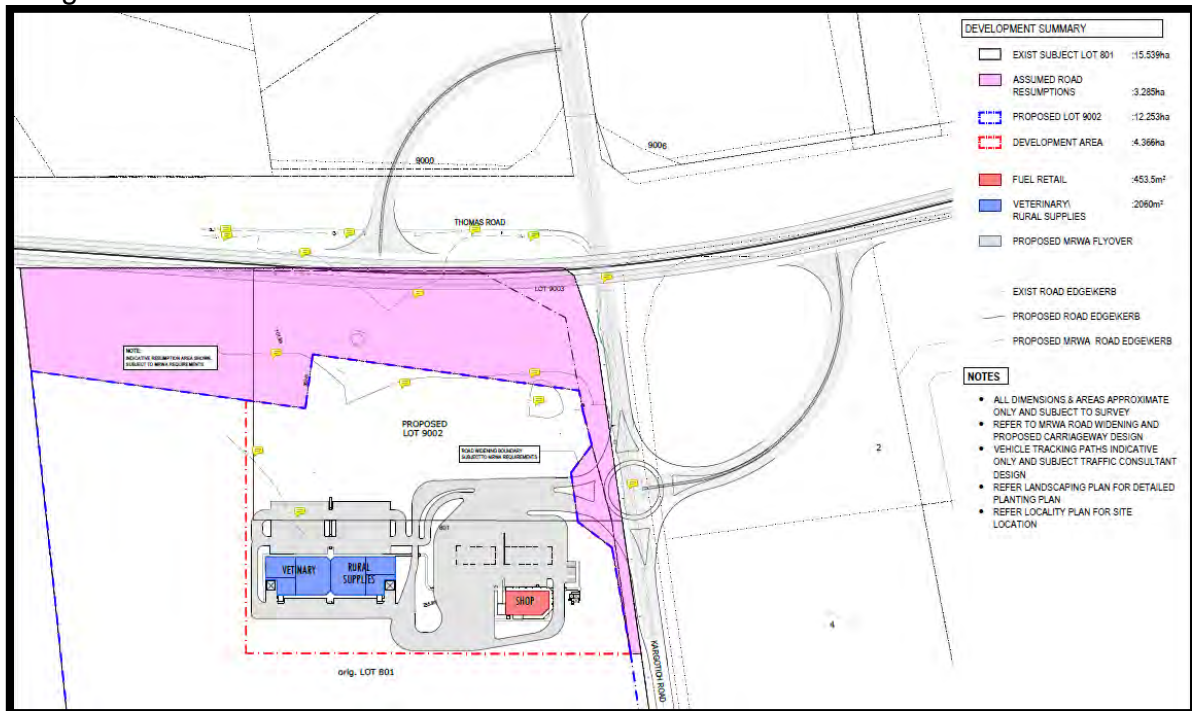


Table 1 – Comparison of deferred plans and revised plans (key development standards)

| Element | Previous plans | Proposed plans |
|--|---|---|
| Setbacks <i>(note, the setbacks have been measured to the boundary of the development area, not the current boundary of the lot)</i> | Front setback: 14.00m Rear setback: 14.00m Side setback: 16.40m | Setbacks have increased. |
| Signage | 2 x 7.6m pylon signs, one for both the road house and commercial tenancies, located adjacent to Thomas Road. | 2x 7.6m pylon signs adjacent Kargotich Road for both the road house and commercial tenancies. |
| Buildings and Land Uses | Development area: 3.614ha Fuel retail: 453.5m ² Veterinary / rural supplies: 2060m ² | Development area: 3.985ha Fuel retail: 453.5m ² Veterinary / rural supplies: 2060m ² |
| Car and Bicycle Parking | <ul style="list-style-type: none"> Fuel retail: <ul style="list-style-type: none"> 10 car parking bays 5 truck parking bays 1 air and water bay 2 EV charging bays 2 bicycle parking bays 2 caravan bays 1 emergency bay Veterinary and rural supplies: <ul style="list-style-type: none"> 126 car parking bays 2 bicycle parking bays Picnic area: <ul style="list-style-type: none"> 8 car parking bays | <ul style="list-style-type: none"> Fuel retail: <ul style="list-style-type: none"> 10 car parking bays 5 truck parking bays 1 air/water bay 3 EV charging bays 2 bicycle parking bays 1 emergency breakdown bay Veterinary and rural supplies: <ul style="list-style-type: none"> 120 car parking bays 2 bicycle parking bays Picnic area: <ul style="list-style-type: none"> 8 car parking bays 2 caravan parking bays |
| Landscaping | Retained trees: 11 New Coastal Blackbutt trees: 11 New Rock Sheoak trees: 85 | Retained trees: 10 New Coastal Blackbutt trees: 11 New Rock Sheoak trees: 89 |

As amended, the vehicle access proposes to accommodate vehicles to and from the grade separated interchange and connects the development with the proposed off ramp located on

Thomas Road, via a four-way roundabout. The information provided demonstrates that the roundabout and the development are capable of accommodating up to 27.5m B-Double trucks.

Prior to the construction of the grade separated intersection, the application proposes an interim access option reflecting the interim roundabout upgrade currently being built at the time of writing this report. This interim roundabout and proposed access option comprises of a single full movement crossover to Kargotich Road and has been designed to allow for a transition from this interim arrangement to the ultimate grade separated arrangement. These arrangements are discussed under the Traffic section of the report.

Background

The subject site is located to the south of Thomas Road and the west of Kargotich Road in Oakford. The current use of the subject land is rural in nature, historically being used for pastoral and grazing purposes. Lots south of Thomas Road are generally rural with rural residential development. Lots to the north of Thomas Road are also generally rural residential.



Figure 1: Location Plan

A similar development was approved by Council in 2013, however at this meeting a full suite of conditions were not imposed. The matter was presented to Council again in 2014 with a list of recommended conditions and the application was approved. It was never implemented.

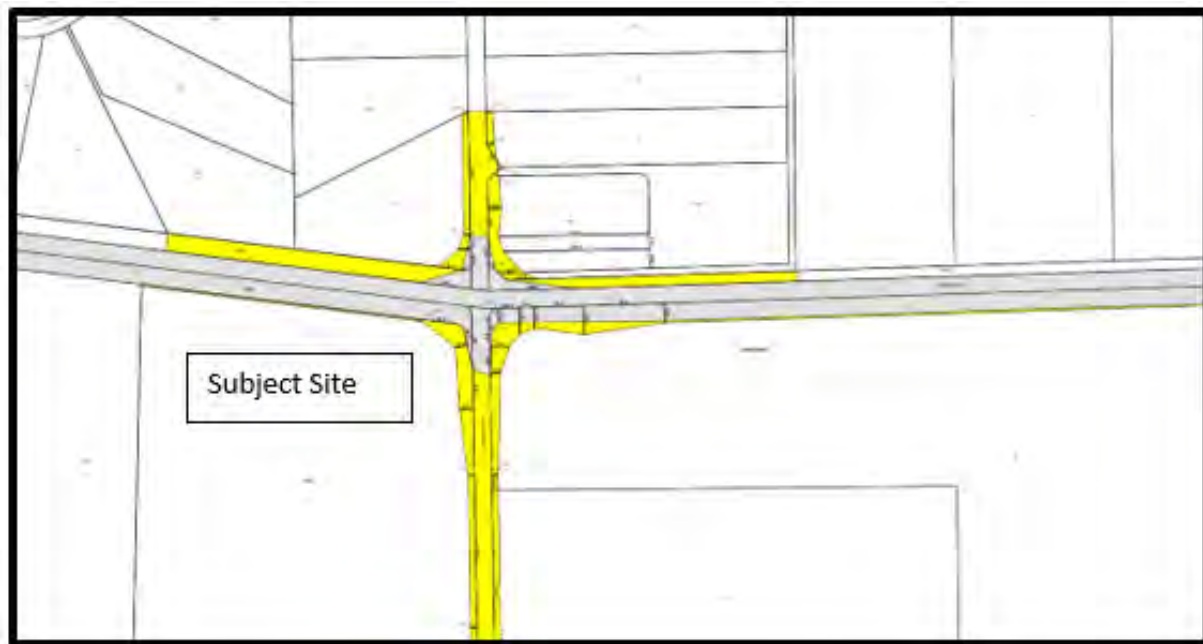
In 2015, an approval was granted by Council to extend the commencement timeframe of this development. Following consultation with Main Roads Western Australia (MRAW) in relation to the intersection upgrade at Kargotich Road/Thomas Road, the applicant amended the site layout which was approved by Council in 2018. This approval lapsed also, as it was not substantially commenced within the required two years.

An application was then made to extend its commencement timeframe for a further two years, and this was refused by Council on 23 June 2020 for its inconsistency with draft Local Planning Scheme No. 3 (LPS3) and the Local Planning Strategy (LPS). This was due to officers, having regard to the seriously entertained draft LPS3, and how this represented a change in respect of the planning framework pertaining to service station versus road house in the Rural zone.

The current proposal is a new application that has been amended following the decision to defer by the MODAP on 7 July 2022.

The Western Australian Planning Commission (WAPC) have placed a Planning Control Area (PCA) over land surrounding the intersection of Thomas Road and Kargotich Road. The purpose of this PCA is to protect a section of Thomas Road for future upgrades in line with its freight and regional road functions. This is an important consideration as part of the new proposed development.

The PCA area is shown in yellow below and discussed further later in the report.



More recently, as part of the Westport Project, plans have been released which seek to transform the Thomas Rd and Anketell Rd link as a freight standard freeway. A grade separated interchange will ultimately be created as part of that project, and also needs to be considered as part of this development application.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Environmental Protection (Noise) Regulations 1997;*

State Government Policies

- Draft South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 Million;
- State Planning Policy 2.5 – Rural Planning;
- State Planning Policy 3.7 – Planning in Bushfire Prone Areas
- Environmental Protection Authority Draft Environmental Assessment Guideline for Separation Distances Between Industrial and Sensitive Land Uses;

Structure Plans/Activity Centre Plans

N/A

Local Policies

- Shire of Serpentine Jarrahdale Town Planning Scheme No.2;
- Local Planning Strategy
- Draft Local Planning Scheme No.3
- Local Planning Policy 4.11 - Advertising
- Local Planning Policy 1.4 – Consultation for Planning Matters

Consultation:

Public Consultation

The application was initially advertised to landowners within a 500m radius of the site from 19 April 2022 to 10 May 2022, in accordance with Local Planning Policy 1.4 - Consultation for Planning Matters. During this period no submissions were received.

The revised proposal was advertised further for public comment from 14 October 2022 to 4 November 2022. During this period, one submission was received objecting to the proposal for the following reasons:

- Not enough parking space at vet or rural supplies;
- Needs a general store in this location for back-ups;
- Vet does not have enough open space to house animals;
- When travelling south on Kargotich Road it's difficult to turn east onto Thomas Road.

This submission, including response by the Applicant and comment by Officers, are contained within the attachments.

Referrals/consultation with Government/Service Agencies

Western Australian Planning Commission (WAPC)

Due to the location of the proposal and the access being located in a Planning Control Area the initial application was referred to the WAPC.

The DPLH commented that "In its current form, DPLH does not support the proposed application from a regional road planning perspective, as it does not make provision for the land required for the proposed freight corridor. The proposed access arrangements are also likely to need to be modified to the satisfaction of MRWA, reflecting the significance of the future freight corridor."

The revised plans were sent to the WAPC

'WAPC commented that "they are still waiting further information from MRWA regarding the access roundabout design and associated land requirements, which we understand to be imminent. Should MRWA be supportive of the proposed access arrangements, then it will be our expectation that the development plans appropriately reflect the requirements identified by MRWA."

As outlined in our correspondence to the JDAP in July 2022 and given the fundamental importance of access to the effective operation of the proposed development, it is the Department's view that the application relating to the component of the development proposed in PCA 161 should be determined by the WAPC prior to the JDAP determining application DAP/22/02211 for the component of the proposed development situated outside PCA 161."

Main Roads Western Australia (MRWA)

MRWA provided a submission initially objecting the proposal for the following reasons:

- The proposed development poses an unacceptable impact to future upgrades for the intersection of Thomas Road/Kargotich Road;
- The northernmost crossover would be located in the functional area of the future roundabout contrary to Main Roads Driveways Guidelines resulting in potential traffic safety impacts; and
- The subject site abuts Planning control Area 161 with the purpose of protecting land for future upgrades of Thomas Road to achieve its freight and regional road functions. Design work is currently underway for the ultimate intersection configuration which has identified that a grade separation interchange is likely which will result in the reconsideration of the land requirements. The ultimate configuration will impact on the future to develop the subject site.

The revised proposal was referred to MRWA who confirmed that they now have no objections subject to conditions.

A full copy of the submission with the applicant and Officer responses is contained within the attachments.

Design Review Panel Advice

N/A

Swan Valley Planning

N/A

Other Advice

N/A

Planning Assessment:

Land Use

In determining whether this application is capable of approval under TPS2 it is necessary to consider the appropriate land use classification with reference to the definitions provided for in Appendix 1 of TPS2.

Within the use classes defined in TPS2, the following use has been considered:
'Service Station':

"land and buildings used for the supply of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs and minor mechanical repairs and may include a cafeteria, restaurant or shop incidental to the primary use; but does not include transport depot, panel beating, spray painting, major repairs or wrecking."

The proposal would be used for the supply of petroleum products and it is reasonable to consider that motor vehicle accessories will also be sold within the retail component. The proposal also includes a dining area and shop and does not include any of the facilities listed above that are expressly excluded. The definition does require *"carrying out greasing, tyre repairs and minor mechanical repairs"*.

If the proposal was not considered a 'service station', it could possibly be considered a 'use not listed'. In considering this, it is noted that Clause 3.2.5 of TPS2 states that:

"If the use of land for a particular purpose is not specifically mentioned in the zoning table and cannot reasonably be determined as falling within the interpretation of one of the use categories the Council may:

- a) determine that the use is not consistent with the objectives and purpose of the particular zone and is therefore not permitted; or*
- b) determine that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the advertising procedures of Clause 64 of the Deemed Provisions in considering an application for planning consent."*

This clause requires that for a development to be classified as a 'use not listed' it should only be done so where the use *"cannot reasonably be determined as falling within the interpretation of one of the use categories"*.

In determining the most appropriate land use classification, officers consider that the retail and dining areas are 'incidental' and 'ancillary' to the primary use of petroleum sales and do not constitute an additional use of 'restaurant', 'shop' or 'fast food takeaway'. This appears to align with the SAT decision in West Coast Enterprises and Shire of Exmouth [2007] WASAT 316, where it was held that ancillary uses are those that *"grow out of or develop from the primary use"* and are intended to enhance it, such as *"the sale of convenience goods [which] has come to be accepted as being ancillary to a petrol station"*.

In this case, Officers therefore consider that the retail and dining areas are incidental to and part of the service station use and are expressly mentioned as being such in the definition. Given the layout of the proposal and the scale, particularly of the dining area, they are considered elements that are subservient to the primary use of petroleum sales that do not operate independently of each other as separate uses.

A 'Service Station' is an 'SA' use under TPS2, which means that *"Council may, at its discretion, permit the use after notice of the application has been given in accordance with Clause 64 of the deemed provisions"*.

With regard to the veterinary clinic and rural supplies store, the following definitions are considered appropriate:

'Veterinary Establishment':

land and buildings used for, or in connection with, the treatment of sick animals and includes accommodation of sick animals

'Produce Store':

land and buildings where in fodders, fertilisers and grain are displayed and offered for sale"

The veterinary clinic will provide animal health care which falls within the above definition of 'Veterinary Establishment' which is an 'AA' use, which means that *"Council may, at its discretion, permit the use."*

The rural supplies store will provide rural supplies which falls within the above definition of 'Produce Store' which is an 'AA' use, which means that *"Council may, at its discretion, permit the use"*.

Council is required to exercise its discretion to grant development approval in accordance with the Deemed Provisions. In considering if Council should exercise its discretion to approve the application, Council is required to consider Schedule 2, Part 9, Clause 67 of the Deemed

Provisions. An assessment has been undertaken in accordance with Clause 67 of the Deemed Provisions, the assessment can be viewed as part of the attachments.

Shire of Serpentine Jarrahdale Town Planning Scheme No.2 (TPS2)

Clause 5.10.1 of TPS2 states *“the purpose and intent of the Rural Zone is to allocate land to accommodate the full range of rural pursuits and associated activities conducted in the Scheme Area”*. TPS2 does not define a ‘rural pursuit’ however, the SAT defines a rural pursuit as something that is *‘relating to, or a characteristic of the country’*. Service stations, while not exclusive to rural areas, are found in such.

Draft Local Planning Scheme No.3 (LPS3) and Local Planning Strategy (LPS)

The site is proposed to remain zoned ‘Rural’ under LPS3. Under the approved LPS, it is identified as Rural. It is considered that LPS3, as a seriously entertained and certain planning document, will introduce a Rural zone for the land.

Under LPS3 the ‘Service Station’ land use under LPS3 is defined as:

“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.”*

Under LPS3 the land use of ‘Service Station’ is a prohibited land use in the ‘Rural’ zone under draft LPS3.

LPS3 has however introduced the use class of a ‘Road House’, which is defined as:

“premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services –

- (a) a full range of automotive repair services;*
- (b) wrecking, panel beating and spray painting services;*
- (c) transport depot facilities;*
- (d) short-term accommodation for guests;*
- (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies.”*

The freeway service centre is defined as:

“premises that has direct access to a freeway and which provides all the following services or facilities and may provide other associated facilities or services but does not provide bulk fuel services –

- (a) service station facilities;*

- (b) *emergency breakdown repair for vehicles;*
- (c) *charging points for electric vehicles;*
- (d) *facilities for cyclists;*
- (e) *restaurant, cafe or fast food services;*
- (f) *take-away food retailing;*
- (g) *public ablution facilities, including provision for disabled access and infant changing rooms;*
- (h) *parking for passenger and freight vehicles;*
- (i) *outdoor rest stop facilities such as picnic tables and shade areas.”*

‘Road House’ is an ‘A’ use in the ‘Rural’ zone under LPS3 and therefore is capable of approval subject to advertising. Based on its definition, for a development to be considered a ‘road house’, it must have direct access from a state road and provide all the services or facilities provided by a freeway service centre, as listed above.

There is no definition of state road, however MRWA define it as ‘*A road declared under the Main Roads Act 1930 to be a highway or a main road.*’ In the plan of the proposed crossover for both the interim and ultimate arrangement, it connects with area of land under the Planning Control Area 161, dedicated as such for road upgrades. It is therefore reasonable to accept that the section of Kargotich Road to which the crossover connects is a State road for the purposes of LPS3. Given there is no longer objection received from MRWA in relation to the access, it is considered that the proposal can meet the definition in this regard.

With regard to the services provided by the development, the proposal is considered to meet those services provided by a ‘Freeway Service Centre’ and capable of falling within the land use of ‘road house’. The veterinary clinic component and rural supplies store component are considered to fall within the land uses of ‘Veterinary Centre’ and ‘Trade Supplies’ respectively under draft LPS3. These land uses are both discretionary uses requiring advertising.

The objectives of the ‘Rural’ zone under LPS3 are:

- *“To provide for the maintenance or enhancement of specific local rural character.*
- *To protect and accommodate broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use.*
- *To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage.*
- *To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone.*
- *To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.”*

The objectives of rural land under the LPS are to provide for a full range of rural uses, tourism, rural enterprise and the preservation of the rural character. The LPS emphasises the importance

of protecting large rural lot sizes for agriculture. LPS3 also recognises the need for provision of non-rural land uses where they have a demonstrated benefit. As discussed, the existing road network is intended to be the east-west transport corridor for freight vehicles. It is considered that the proposed development is one that would service this transport corridor as well as providing petroleum and incidental products to the local community. In this instance the service station and incidental components is considered a non-rural use with a demonstrated benefit that can be undertaken alongside surrounding rural properties.

The veterinary clinic and rural supplies store area considered to support rural and agricultural activities, consistent with the LPS3 objectives.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)

SPP3.7 seeks to implement effective risk based planning and development to preserve life and reduce the impact of bushfires on property and infrastructure. As the site is designated as bushfire prone, a Bushfire Management Statement (BMS) has been submitted as part of the initial application.

The BMS has mapped and classified vegetation within 150m of the proposal and identified a Bushfire Attack Level (BAL) rating of BAL-12.5. The BMS also provides an assessment against the criteria in the *Guidelines for Planning in Bushfire Prone Areas* in relation to location, siting, vehicular access and water, as required under SPP3.7.

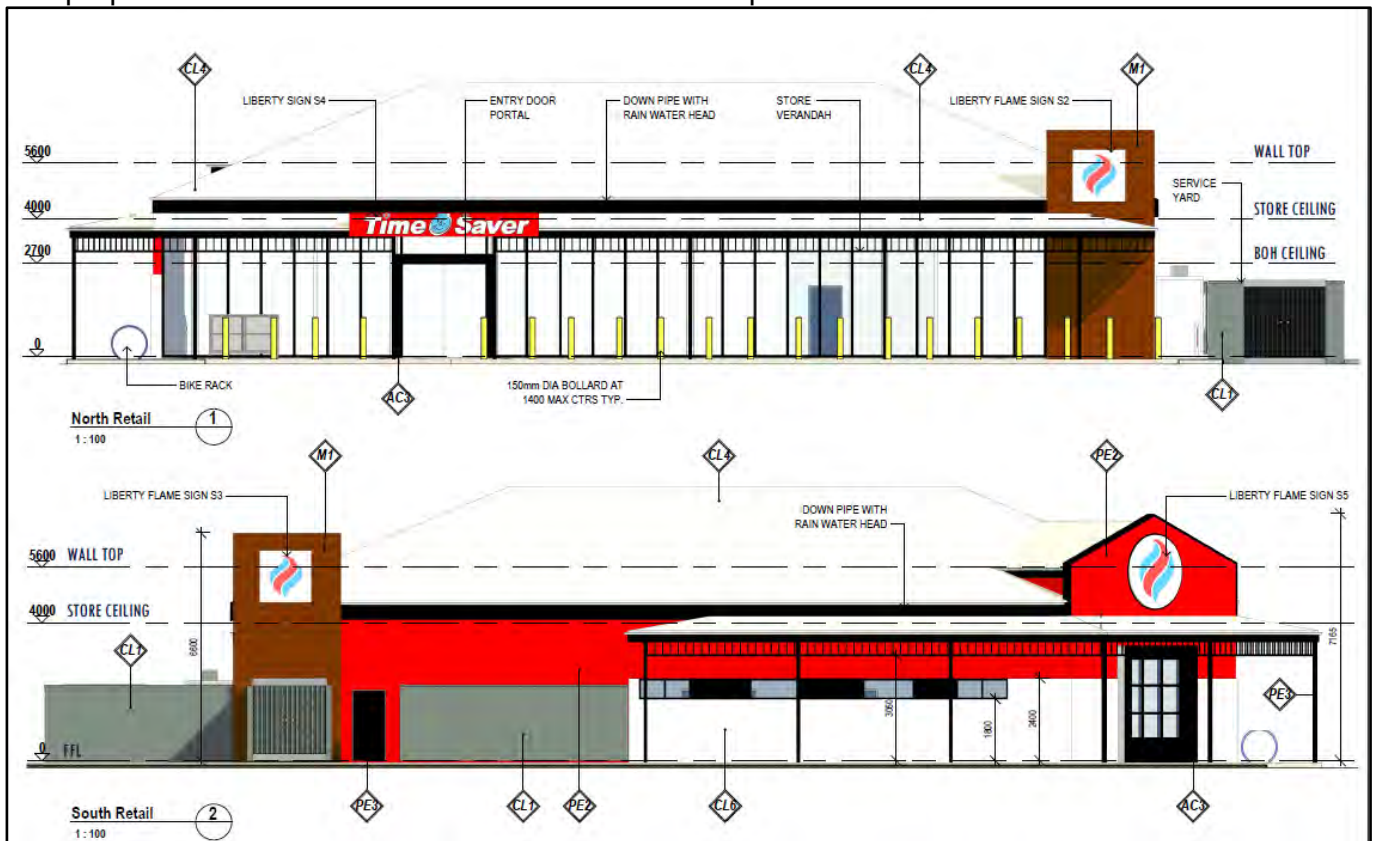
The BMS considers the bushfire risk manageable through the implementation of a number of measures outlined in the plan. These measures include the installation of a 10,000 litre water tank and driveway access; maintenance of an asset protection zone and compliance with firebreak notices. It is considered that the BMS satisfactorily demonstrates that bushfire risk can be managed, consistent with SPP3.7, however should the MODAP resolve to approve the application it is considered that a condition should be imposed requiring an updated BMS reflective of the relocated development.

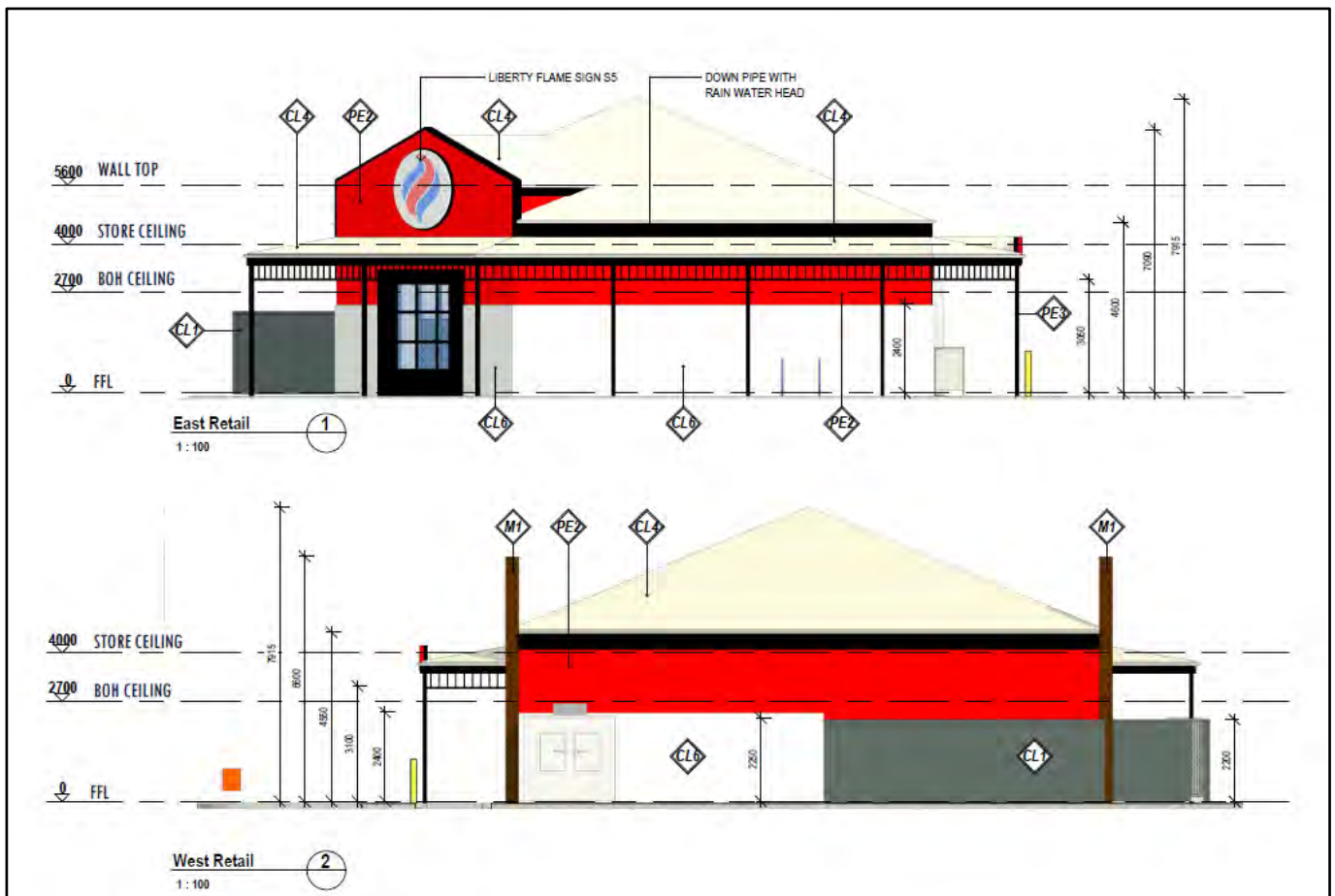
Form of Development and Amenity

The subject site is in a prominent location for traffic entering Byford from the west as well as increased freight traffic subsequent to Westport, as the Thomas Road and Anketell Road linkage progresses. Notwithstanding the future road upgrades, the present character of the locality is rural in nature with a mixture of open fields and tree lined verges. The form and appearance of the proposal should therefore reflect the rural character of the locality. The character of the locality is depicted in the image below as viewed on the approach to the intersection from the east.



The proposed elevations of the 'Service Station' are depicted below:





The building, as relocated, would be set back 42.3m from the existing eastern lot boundary (Kargotich Road) and approximately 126m from the existing northern lot boundary (Thomas Road). The design incorporates a hipped roof and verandah to reflect the form of a rural building. The building also features a brick feature wall, utilising materials consistent with the Shire's rural character.

The rural supplies store and veterinary clinic would be located to the west of the service station fronting Thomas Road. The building would be set back, as relocated, approximately 90m from the northern lot boundary with the parking bays and building entrance provided to the front. The building would be clad and have a colorbond roof. The entrance would be located centrally for both tenancies and have a pitched roof timber framed entrance way. The elevations include composite panel cladding framing the windows and composite timber cladding. There would be skylight windows adding an element of visual interest to the hipped roof. The elevations are depicted below:



It is considered that the form and design of this building is consistent with development expected in a rural area and generally reflects the rural character of the locality, with a degree of simple, symmetrical form.

Signage

The signage has not been amended as part of the relocation of the development except for the relocation of the pylon signs to alongside Kargotich Road instead of Thomas Road. Local Planning Policy 4.11 - Advertising (LPP4.11) sets out standards for different signage types. Table 1 of LPP4.11 sets out the permissibility of different sign types within particular zones. Both wall signs and pylon signs are not permitted in the 'Rural' zone under the LPP. These sign types would not typically be found within a 'Rural' zone and as such careful consideration is required to ensure they do not adversely impact on the rural character, notwithstanding the fact that the proposal is commercial in nature.

Table 2 of LPP4.11 sets out acceptable development standards for signage. The proposed signage is addressed against this criteria in the table below. The permissibility and variations to the LPP are discussed later in the report and are considered in relation to the objectives of the LPP.

| Sign Type | Policy Requirements | Proposal | |
|------------------------------|--|----------|--|
| 2x canopy signs S2 and S3 | <ul style="list-style-type: none"> Is a single faced sign. Must be compatible with the canopy and building on which it is displayed. Must not be illuminated unless the nature of the illumination and/or materials is such as to prevent combustion. | Y | |
| | | Y | |
| | | Y | |

| Sign Type | Policy Requirements | Proposal | |
|--|---|--|--|
| | <ul style="list-style-type: none"> • Must have a minimum clearance of 2.75m to any rigid part of the canopy, and 2.4m to any flexible part of the canopy, and a footpath pavement, where pedestrian access is to be maintained. | | |
| 4 x Liberty Wall signs (s2, S5 x2, s4) | <ul style="list-style-type: none"> • A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied. • The maximum single face area is 10m², and must not extend beyond 12.0m above the ground even if the wall is higher than this. <p>Must not project more than 300mm from the wall and/or fascia to which it is affixed.</p> <ul style="list-style-type: none"> • Must not project beyond the edges of a wall and/or fascia. | <p>Compliant</p> <p>Compliant</p> <p>S2 – 2.25m²</p> <p>S4 – 4.13m²</p> <p>S5 – 4.49m²</p> <p>Compliant</p> <p>Compliant except for Timesaver Sign (S4) which extends above the roofline</p> | |
| Pylon sign – | <ul style="list-style-type: none"> • The maximum sign face area is 10m² per face, for a maximum of two faces. • The maximum height above the ground is to be 6.5m or the height of a building in close proximity, whichever is the greater, but is not to exceed 10m. The height of a building is defined as the height of the uppermost part of the building above ground level. • Must be mounted as a free-standing structure. • Must not be located less than 1.5m from the front property boundary (including the primary and secondary street frontages of a corner lot), and must not project | <p>Veterinary Clinic and Rural Supplies 14.12m²</p> <p>Service Station pylon – 16.24m²</p> <p>Veterinary Clinic and Rural Supplies 7.05m</p> <p>Service Station – 7.2m</p> <p>Compliant</p> <p>Compliant</p> | |

| Sign Type | Policy Requirements | Proposal | |
|------------------------------------|--|--|--|
| | <p>beyond the alignment of any property boundary.</p> <ul style="list-style-type: none"> • Must not face adjoining premises unless the sign is a minimum of 3.0m from the property boundary of that premises, or unless the landowner of the adjoining premises consents to the sign being a lesser distance from the boundary. • Must not expose an unsightly back view of the sign to a road or other public place. Must not be located on a street frontage of a premises along which is located another pylon sign, billboard sign or pole sign. | <p>Compliant</p> <p>Compliant</p> | |
| Rural Supplies x2 Wall signs | <p>A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied.</p> <ul style="list-style-type: none"> • The maximum single face area is 10m² , and must not extend beyond 12.0m above the ground even if the wall is higher than this. • Must not project more than 300mm from the wall and/or fascia to which it is affixed. • Must not project beyond the edges of a wall and/or fascia. | <p>Y</p> <p>Branding – 3.75m² Deliveries – 2.92m² Y</p> <p>Y</p> | |
| Veterinary Clinic 2x wall signs | <p>A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied.</p> <ul style="list-style-type: none"> • The maximum single face area is 10m² , and must not extend beyond 12.0m above the ground even if the wall is higher than this. • Must not project more than 300mm from the wall and/or fascia to which it is affixed. • Must not project beyond the edges of a wall and/or fascia. | <p>Y</p> <p>Branding – 3.75m² Deliveries – 2.92m² Y</p> <p>Y</p> | |

Variations:

Pylon signs and wall signs are listed as not permitted within the 'Rural' zone. The wall signs are considered an appropriate sign type in this case given the commercial nature of the development and the fact they are generally compliant with the standards set out in the LPP.

LPP4.11 states that where acceptable standards cannot be met an assessment against the performance criteria outlined under Table 2 is required. The Table 2 criteria are addressed below in relation to the variations:

| Sign Type | Performance Criteria | Proposal |
|-------------|---|--|
| Pylon Signs | <p>Size Is in keeping with scale of the development or site on which it is proposed.</p> <p>Colour and Shape Is complementary to the development and surrounding landscape.</p> <p>Number There is not an excess of signage that detrimentally impacts on the visual amenity and character of the area.</p> <p>Location The location is sympathetic to the existing landscape /streetscape and does not impede on the function of the approved use for the site.</p> <p>Design The scale and form of the sign complements the building /development and does not obstruct key architectural features.</p> | <p>Given the height of the proposed rural supplies and vets building in close proximity is approximately 7m in height, it is considered that the scale of the pylon signs is relatively consistent with the scale of the development.</p> <p>The colour of the pylon signs is not considered particularly sympathetic to the surrounding rural landscape and having two pylon signs along the same street frontage is considered to adversely impact on the character of the locality and the streetscape.</p> <p>The design of the signs to not include any features consistent with the rural zone</p> |

The submitted plans include various other signs that are not shown on the site plan. Should Council or the MODAP support the application it is considered that a signage plan should be required by way of a condition to ensure details of all signage is provided and consistent with the rural character of the locality. As part of the signage plan, the condition should limit no more than one pylon sign is permitted for the whole development.

Noise

Given the relocation of the development, the applicant has provided an updated Environmental Acoustic Assessment. The proposal would operate 24 hours per day, seven days a week. Due to the existing traffic volumes on both Kargotich and Thomas Road, it is considered that the proposal would not adversely impact on adjoining landowners by way of traffic noise due to the additional traffic numbers provided within the Traffic Impact Assessment.

It is acknowledged that additional noise would be resultant from the operations of the facility. The EPA Guidelines require a separation distance of 100m between service stations and sensitive receptors. In this case, the proposal is compliant with this requirement.

The Acoustic Assessment details noise sources as Mechanical Services; Tyre Inflator beeper; Car and truck doors closing; and breakout noise from veterinary clinic. The closest sensitive receptors are detailed in the report as per the plan below:



The acoustic assessment uses a modelling programme to calculate noise levels from different sources to determine compliance. The tables below detail each noise source, the assigned level (acceptable level) and the level at each sensitive receptor as shown above.

**TABLE 6.2 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
MECHANICAL SERVICES**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L_{A10} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|-------------------------|--|---|
| Residences to North | 26 | Night Period | 41 | Complies |
| Residence to East | 28 | Night Period | 41 | Complies |

**TABLE 6.3 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS
REFRIGERATED TRUCKS**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{A1} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 34 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |
| Residence to East | 38 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |

**TABLE 6.5 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
CAR DOOR**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 42 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

**TABLE 6.7 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
TRUCK DOOR**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 48 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 52 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

**TABLE 6.9 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
DOG BARK**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 33 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

The results show that compliance with the noise levels is achieved.

Traffic and Access

Thomas Road is classified as a Primary Distributor and operates under the speed limit of 80km/h in the vicinity of the subject site. The speed limit is reduced to 70km/h to the east of the Kargotich Road intersection.

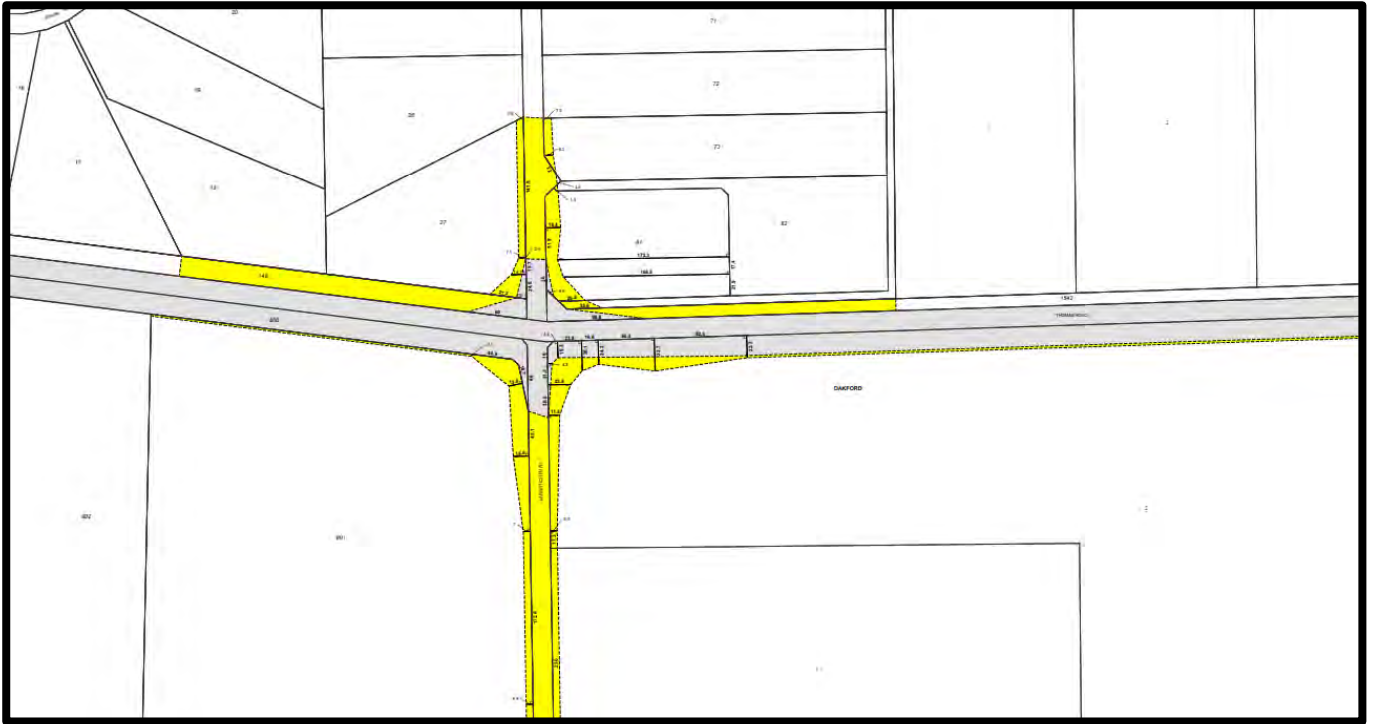
A revised Traffic Impact Assessment (TIA) has been submitted which details that Thomas Road (west of Kargotich Road) carried approximately 17,846 vehicles per day (vpd) on a regular weekday in 2019/20 with the morning peak between 7:00am and 8:00am being 1,525vph. The afternoon peak was recorded at 1,792vph between 4:00pm and 5:00pm.

Kargotich Road is classified as a Regional Distributor with a speed limit of 90km/hr in the vicinity reducing to an advisory (yellow sign) 40km/h on the approach to the Thomas Road intersection and increasing to 80km/h to the north of the intersection. Kargotich Road carried approximately 3,272vpd on a regular weekday in 2019/20 with the morning peak of 261vph between 7:00am and 8:00am and the afternoon peak of 349vph between 4:00pm and 5:00pm.

According to MRWA mapping, Thomas Road is a RAV 7 network which can accommodate vehicles up to 36.5m in length and Kargotich Road is a RAV 3 network which can accommodate vehicles up to 27.5m in length.

Road Upgrades:

Thomas Road is the subject of an 'under construction' safety project of MRWA which specific to this application includes the construction of a dual lane roundabout at the intersection of Thomas Road and Kargotich Road. This work is anticipated by MRWA to commence later this year. There is also Planning Control Area 161 (PCA 161) declared over the land shown in yellow on the plan below.



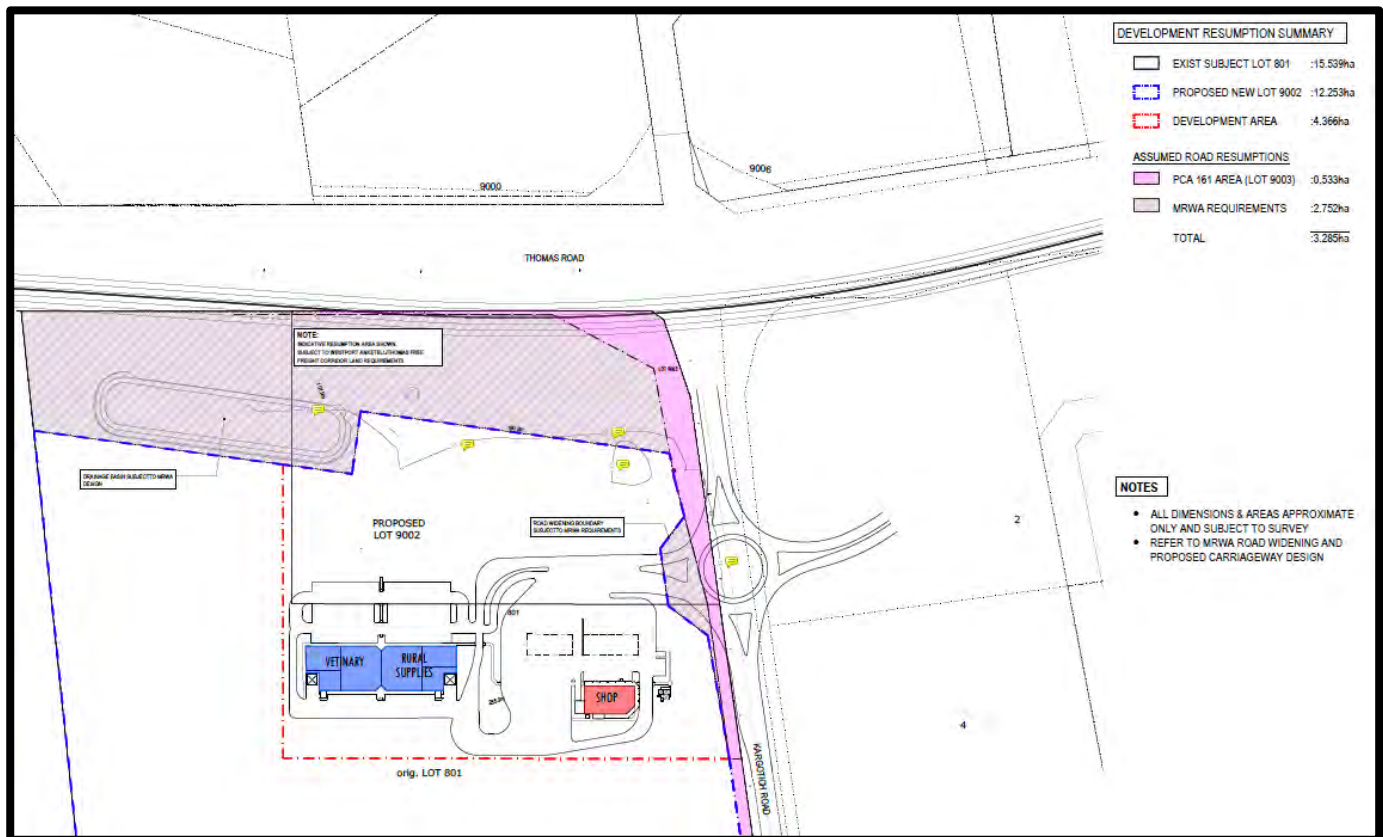
The purpose of this area is to protect land for future road upgrades to allow Thomas Road to achieve its freight and regional functions. The WAPC considers that the PCA is required to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved for Primary Regional Road under the MRS.

As part of the Westport Project which seeks to improve freight linkages from Kwinana, concept plans for the project have identified a grade separated interchange is the most likely intersection configuration that will be required at the intersection of Thomas Road and Kargotich Road. The concept of this is depicted below:



The grade separated intersection would allow uninterrupted flow of freight vehicles whilst maintaining local road connections supporting the growth of industry. This will require

reconsideration of the land requirements identified for the PCA. Whilst the revision of the PCA is not yet formalised, in consultation with the WAPC and MRWA the applicant has provided a plan depicting the assumed new land required in relation to the development as depicted below:

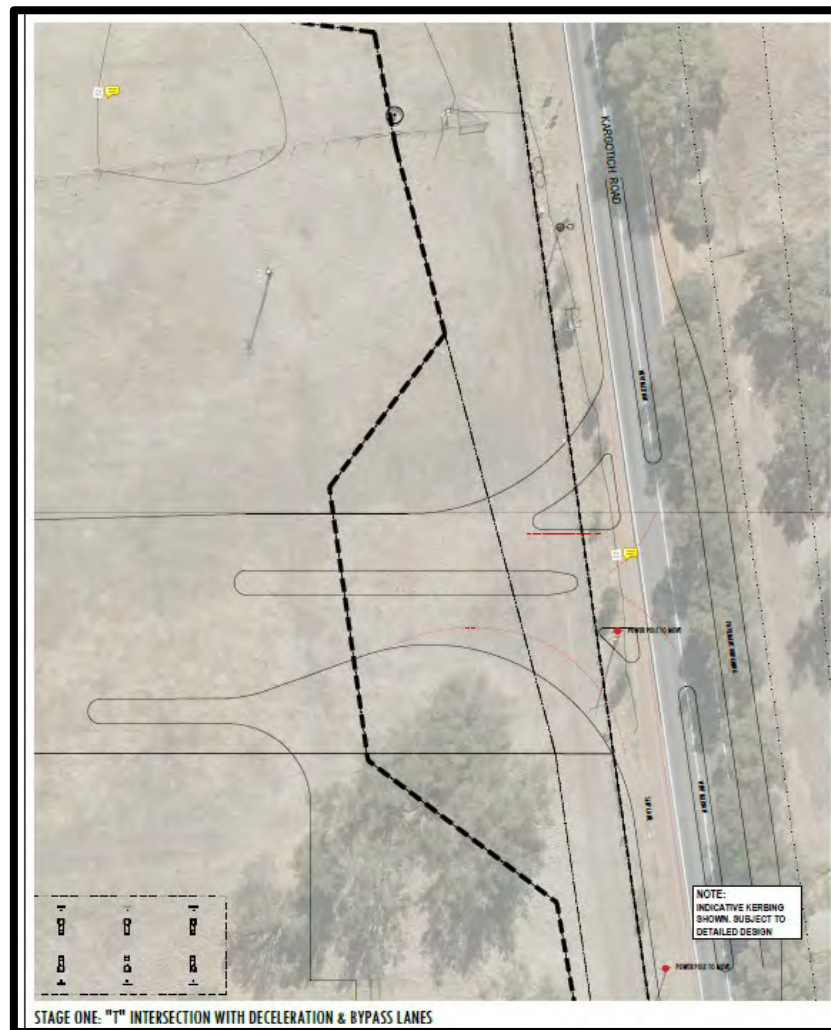


The future road upgrades were the main reason for the deferral of the application by the MODAP. The applicant has consulted with both the WAPC and MRWA and provided amended access arrangements for the proposed development accordingly.

As amended, the application proposes one full movement crossover on Kargotich Road with an ultimate arrangement taking into account the future grade separated intersection and an interim solution should the development be completed prior to the grade separated intersection.

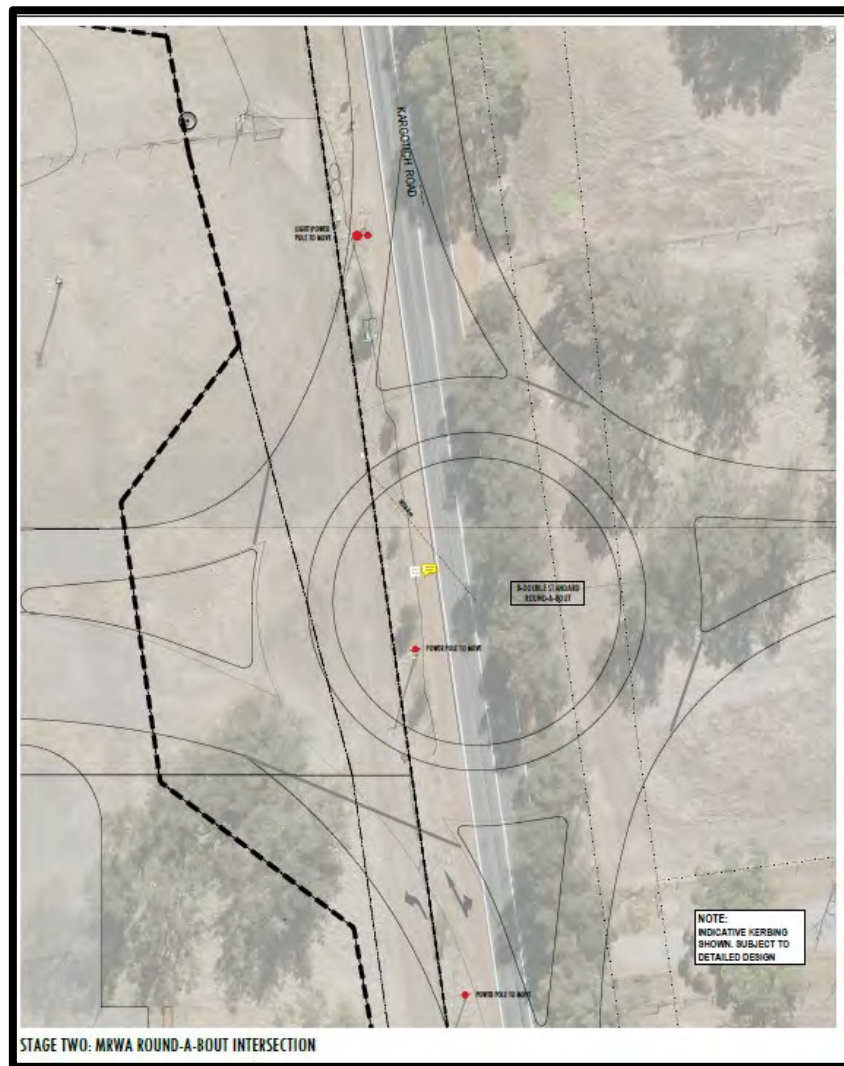
Interim Scenario:

The interim scenario is based around the roundabout being constructed at the intersection of Thomas Road and Kargotich Road and comprises of a 'T' intersection. As part of the upgrades of the roundabout intersection, approach and departure lanes on Thomas Road will be upgraded to two lanes and approach lanes northbound on Kargotich Road (south of the roundabout) will also be upgraded to two lanes. These upgrades will accommodate RAV vehicles for Thomas Road and Kargotich Road and as such allow for the fuel tankers and heavy vehicles associated with the 'service station'.



Ultimate Scenario:

Once the grade separated intersection is constructed, access to the site would be upgraded from a 'T' intersection to a roundabout with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp, as depicted below:



These proposed access arrangements are to the satisfaction of MRWA who has confirmed that the development can occur without compromising the current or future plans for the road network.

Traffic Impact

The TIA states that the traffic generated by the proposal combined with the peak road network traffic would result in the greatest demand on the road network during the typical weekday morning peak between 7:00am to 8:00am and an afternoon peak hour between 4:00pm and 5:00pm.

With regard to traffic impacts of the proposal, the TIA assumes that 80% of light vehicles for the service station are passing vehicles, 100% of heavy vehicles are passing vehicles and 100% of vehicles for the rural supplies and vets are non-passing vehicles. The TIA details the net additional traffic as shown in the table below.

Table 2. Estimated peak hour trips for the proposed development

| Land use | Passing Trade | Daily Trips | AM | | PM | | Non-passing Traffic | Daily Trips | AM | | PM | |
|----------------------------|---------------|-------------|------------|------------|------------|------------|---------------------|-------------|-----------|-----------|-----------|-----------|
| | | | IN | OUT | IN | OUT | | | IN | OUT | IN | OUT |
| Roadhouse (light vehicles) | 80% | 3394 | 103 | 103 | 118 | 118 | 20% | 848 | 26 | 26 | 30 | 29 |
| Roadhouse (heavy vehicles) | 100% | 660 | 26 | 26 | 26 | 26 | 0% | 0 | 0 | 0 | 0 | 0 |
| Rural Supplies - | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 151 | 7 | 7 | 10 | 10 |
| Veterinary | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 191 | 16 | 16 | 16 | 16 |
| Total | | 4054 | 129 | 129 | 144 | 144 | | 1190 | 49 | 49 | 55 | 55 |

To inform the TIA, a SIDRA analysis was undertaken for both post development (roundabout intersection) and post development (grade separation). The results show that the roundabout intersection would operate at good level of services during both typical AM and PM peak hours with the maximum of approximately a three vehicle queue in the eastbound direction of Thomas Road in AM peak hour and a four vehicle queue in the westbound direction of Thomas Road in PM peak hour. They also indicate that the crossover proposed would operate at a good level of service.

Once the grade separated intersection is constructed, access to the site would be upgraded from a T intersection to a roundabout with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp. The SIDRA analysis found that this roundabout intersection would operate satisfactorily and within capacity in the ultimate scenario.

Based on the information provided in the TIS, it is considered that the traffic operations of the proposed development are acceptable and can be satisfactorily be accommodated by the surrounding road network.

The TIA also includes turn path analysis for 27.5m trucks, 19m fuel tanker and 8.8m service delivery trucks which demonstrate satisfactory access, circulation and egress. It is anticipated that fuel delivery and waste collection will be undertaken outside of peak operating times.

Local Planning Policy 1.6 - Public Art (LPP1.6)

The objectives of LPP1.6 is to facilitate public art to enhance public enjoyment, engagement and understanding of places through the integration of public art. The policy sets out the requirements for physical and financial contributions for public art for any development valued at \$1 million or greater. A condition should be imposed requiring the applicant to contribute towards public art in accordance with the policy in the event of an approval.

Conclusion:

The application seeks approval for a 'service station', 'rural supplies store' and 'veterinary clinic' within the 'rural' zone. It is considered that the proposal is generally consistent with the

planning framework and given the imminent strategic intent for the function of the road network it is considered that the proposal would be appropriately located to service both freight and local traffic.

As amended, the proposal has adequately addressed the Officers previous concerns in relation to land use as the proposal can gain access from a state road. Furthermore, the proposal has demonstrated it can be accommodated with the existing and future road network. The proposal is therefore recommended for approval.

Alternatives

In accordance with clause 17(4) of the Regulations, the JDAP may determine an application by either approving the application (with or without conditions) or refusing the application.

Should the JDAP resolve to refuse the application, this determination needs to be made based on valid planning considerations as outlined under clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015 and as set out in the Development Assessment Panel Practice Notes: Making Good Planning Decisions.

Officer Recommendation

1. **Approves** DAP Application reference DAP/22/02211 and accompanying plans (attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, for a proposed service station, rural supplies store and veterinary clinic at Lot 9002, 1780 Thomas Road, Oakford subject to the following conditions

Conditions

1. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

| | |
|--------------------------|---|
| Plans and Specifications | P1 – P26 – received at the Shire Offices on 12 October 2022 P27 – Transport Impact Assessment dated October 2022 Environmental Acoustic Assessment dated September 2022 |
|--------------------------|---|

2. Prior to issue of a Building Permit an updated Bushfire Management Plan (BMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the BMP shall be fully implemented and maintained thereafter.
3. The vehicle parking areas, access ways and crossovers must:
 - i. be designed in accordance with the relevant Australian/New Zealand Standard;
 - ii. include a minimum of 144 car parking bays;
 - iii. include one loading bay with minimum dimensions of 3.5 metres by 11 metres;
 - iv. be constructed, asphalt or concrete sealed, kerbed, drained and marked.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a building permit. The works are to be completed prior to operation of the development, and maintained thereafter.

4. All delivery vehicles servicing the land must load and unload within the boundaries of the land.
5. A Lighting Plan is to be submitted to and approved by the Shire prior to the issue of a building permit. The Lighting Plan shall demonstrate the provision of lighting to all access ways, car parking areas, the exterior entrances to all buildings and the extent to which light from all external light sources is cast. The Lighting Plan must demonstrate lighting not causing an adverse amenity impact on the surrounding area. Once approved, lighting is to be installed and maintained in accordance with the Plan.
6. Prior to issue of a building permit, a Signage Strategy detailing location, size and height of signage for the whole development, including wall signs, window signs, under veranda signs and fascia signs, is to be prepared to the specifications and satisfaction of the Shire. The Signage Strategy must depict no more than one single pylon sign for the entire development.
7. No signs are permitted to be displayed in the current or future road reserves of either Thomas Road or Kargotich Road at any time.
8. Prior to issue of a Building Permit, a landscaping and revegetation plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. This is to demonstrate:
 - i. the landscaping of a 20m vegetation buffer along the Thomas Road and Kargotich Road frontages of the land;
 - ii. this buffer to comprise a sufficient density of advanced trees and medium shrubs, which reflect the rural character either side of Thomas Road and Kargotich Road;
 - iii. both verges of Kargotich Road, from its intersection with Thomas Rd to the vehicle entry and exit point, being suitably landscaped.

Once approved, landscaping and revegetation must be fully installed prior to operation of the development, and thereafter maintained to the satisfaction of the Shire.

9. Plans submitted for a building permit are to demonstrate the use of external colours and materials which are predominantly dark neutral earth tones, found in the local landscape of the district.
10. No earthworks shall encroach onto either the current or future Kargotich Road or Thomas Road road reserves, except where required by specific conditions of this approval.
11. Prior to issue of a Building Permit, a Noise Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the plans are to be integrated in to the plans submitted for a Building Permit, with a suitably qualified acoustic consultant verifying the plans in this regard. Once approved, the Noise Management Plan shall be implemented and maintained thereafter to the satisfaction of the Shire.
12. Prior to issue of a Building Permit, the applicant shall submit and have approved plans depicting the proposed art piece consistent with Local Planning Policy 1.6. Upon approval of the plans, the art piece is to be installed and thereafter maintained to the satisfaction of the Shire.
13. Prior to issue of a Building Permit, a Stormwater Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The approved Stormwater

Management Plan shall be implemented and thereafter maintained to the satisfaction of the Shire.

14. Prior to the occupation of the development, the land required for 'Road Widening' on development plan titled 'Proposed MRWA Flyover Development Locality Plan 'Dated 13 October 2022, Revision 8/RFH/Rev/13.10.2022 (attached), or as amended by the Department of Planning, Lands and Heritage, shall be set aside as a separate lot for acquisition pending future road widening requirements.
15. Prior to occupation of the development, the road geometry and associated infrastructure and services for the Stage One "T" Intersection with Deceleration & Bypass Lanes, shall be located and constructed in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached) , or as amended by Main Roads WA.
16. The developer is responsible for all costs involved in the design, construction and upgrade for the Stage One "T" Intersection with Deceleration & Bypass Lanes as shown on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached). This includes signing, road markings, street lighting, street furniture, full verge landscaping on both sides and relocation of infrastructure services (including electricity).
17. Prior to submission of a Building Permit, the applicant shall submit a preliminary intersection design (15% concept) for the Stage One "T" Intersection with Deceleration & Bypass Lanes in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached), to the satisfaction of the Shire of Serpentine Jarrahdale in liaison with Main Roads WA. The preliminary intersection design shall be in accordance with the requirements of Main Roads and the relevant Austroads Guidelines demonstrating the following:
 - i. an intersection treatment warrant analysis that identifies the appropriate intersection layout;
 - ii. there is sufficient area within the road reservation to facilitate the typical carriageway cross section inclusive of a right turn pocket with painted treatment (i.e. not isolated widening) servicing the proposed access to Lot 801; and
 - iii. facilitates future connectivity with the ultimate design for access as illustrated on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022.
18. All signs and sign structures are to be placed on private property and must not overhang or encroach upon the existing or future Primary Regional Road reserve.
19. At all times signage illumination must be low-level and not exceed 300cd/m2 between sunrise and sunset. Signage must not flash, pulsate or chase during all hours.
20. Signage shall not contain fluorescent, reflective, or retro-reflective colours or materials.

ADVICE

- 1) In reference to Condition o, the right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and*

Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).

- 2) In reference to Condition q:
 - i. Information on warrants spreadsheets can be found on the Main Roads website > Technical & Commercial > mrwa-supplement-to-austroads-guide-to-road- design-part-4.
 - ii. The right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
 - iii. A copy of the Main Roads concept forwarded via email to the applicant on 31 October 2022 is attached. This information is provided for information purposes only and Main Roads assumes no liability for the information provided.
- 3) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.
- 4) Where a Planning Control Area (PCA) is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

Councillor Dagostino declared a Proximity Interest in item 10.1.8 and left the Chambers at 8:53pm.

Councillor Duggin declared an Impartiality Interest in item 10.1.8.

| | |
|--|--|
| 10.1.8 - Proposed Service Station (with incidental components), Rural Supplies Store and Veterinary Clinic - Lot 9002, (formerly Lot 801), 1780 Thomas Road, Oakford (PA22/297) | |
| Responsible Officer: | Manager Statutory Planning and Compliance |
| Senior Officer: | Director Development Services |
| Disclosure of Officer's Interest: | No Officer involved in the preparation of this report has an interest to declare in accordance with the provisions of the <i>Local Government Act 1995</i> . |

Authority / Discretion

| | |
|----------------|--|
| Quasi-Judicial | When Council determines an application/matter that directly affect a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of quasi-judicial authority include local planning applications, building licences, applications for other permits/licences (e.g. under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal. |
|----------------|--|

| | |
|------------------------------------|--------------------|
| Proponent: | Planning Solutions |
| Owner: | V and T Borrello |
| Date of Receipt: | 4 April 2022 |
| Lot Area: | 15.53ha |
| Town Planning Scheme No 2 Zoning: | 'Rural' |
| Metropolitan Region Scheme Zoning: | 'Rural' |

Report Purpose

The purpose of this report is for Council to consider a Responsible Authority Report (RAR), as contained in **attachment 1**, prepared for a development application for a 'Service Station' (with incidental components), 'Rural Supplies Store' and 'Veterinary Clinic' at Lot 9002 (formally Lot 801), 1780 Thomas Road, Oakford.

The Metro Outer Joint Development Assessment Panel (MODAP) will replace Council as the decision-making authority for the application in accordance with the *Planning and Development (Development Assessment Panels) Regulations 2011*. The proposal is presented to Council as Officers do not have delegated authority to provide a RAR to the MODAP.

The item was presented to Council at its Ordinary Council Meeting of 22 June 2022, where Council resolved to recommend the MODAP refuse the application for reasons including:

- impact of the proposal on traffic safety;
- impact of the proposal on the future road network and;
- inconsistency of the proposal with draft Local Planning Scheme No.3;

The MODAP meeting was subsequently held on 7 July 2022 where the MODAP deferred the application *“For the applicant to review their plans in accordance with the recent MRWA proposal for grade separation of the intersection of Kargotich Road and Thomas Road, as part of the overall upgrade of the Anketell/Thomas key east-west freight route serving the planning new Westport outer harbour at Cockburn Sound, and further to seek WAPC assessment of their proposal, which is required as portion of their site falls within Planning Control Area (PCA) 161 established as part of the overall planning for the freight corridor. As consultation is required with government agencies, in addition to further assessment by the Shire of Serpentine Jarrahdale, an extended period has been allowed for this to occur”*.

Minutes of that meeting are contained within **attachment 2**.

As per the MODAP decision, the applicant has submitted amended details, as contained within **attachment 3**, for Council to consider and prepare the RAR. It is considered that this information satisfies the previous concerns, and as such the RAR recommends that MODAP approves the application subject to conditions.

Relevant Previous Decisions of Council

Ordinary Council Meeting - 20 June 2022 – OCM130/06/22 - COUNCIL DECISION / Officer Recommendation

That Council resolves the following Responsible Authority Report Recommendation:

- 1. That the Metro Outer Joint Development Assessment Panel REFUSES the application for the service station, rural supplies store and veterinary clinic as contained within attachment 2 for the following reasons:*
 - a. The land use of ‘service station’ is a prohibited use in the ‘Rural’ zone under draft Local Planning Scheme No. 3. It is contrary to the principles of orderly and proper planning to grant approval for a use which is imminently designated to become a prohibited use in the zone under the new Scheme.*
 - b. The land use of ‘service station’ is inconsistent with the objectives of the ‘Rural’ zone in draft Local Planning Scheme No. 3 and the Local Planning Strategy as it is an inappropriate non-rural use.*
 - c. The ‘service station’ by way of its design and external appearance would adversely impact on the rural character and amenity of the locality.*
 - d. The development, by way of its siting, would impact future road network projects, contrary to the principles of orderly and proper planning.*
 - e. The proposal, by way of the northernmost crossover, would adversely impact on traffic safety due to its location in the functional area of the proposed roundabout.*

Background

The subject site is located to the south of Thomas Road and the west of Kargotich Road in Oakford. The current use of the subject land is rural in nature, historically being used for pastoral and grazing purposes. Lots south of Thomas Road are generally rural with rural residential development. Lots to the north of Thomas Road are also generally rural residential.

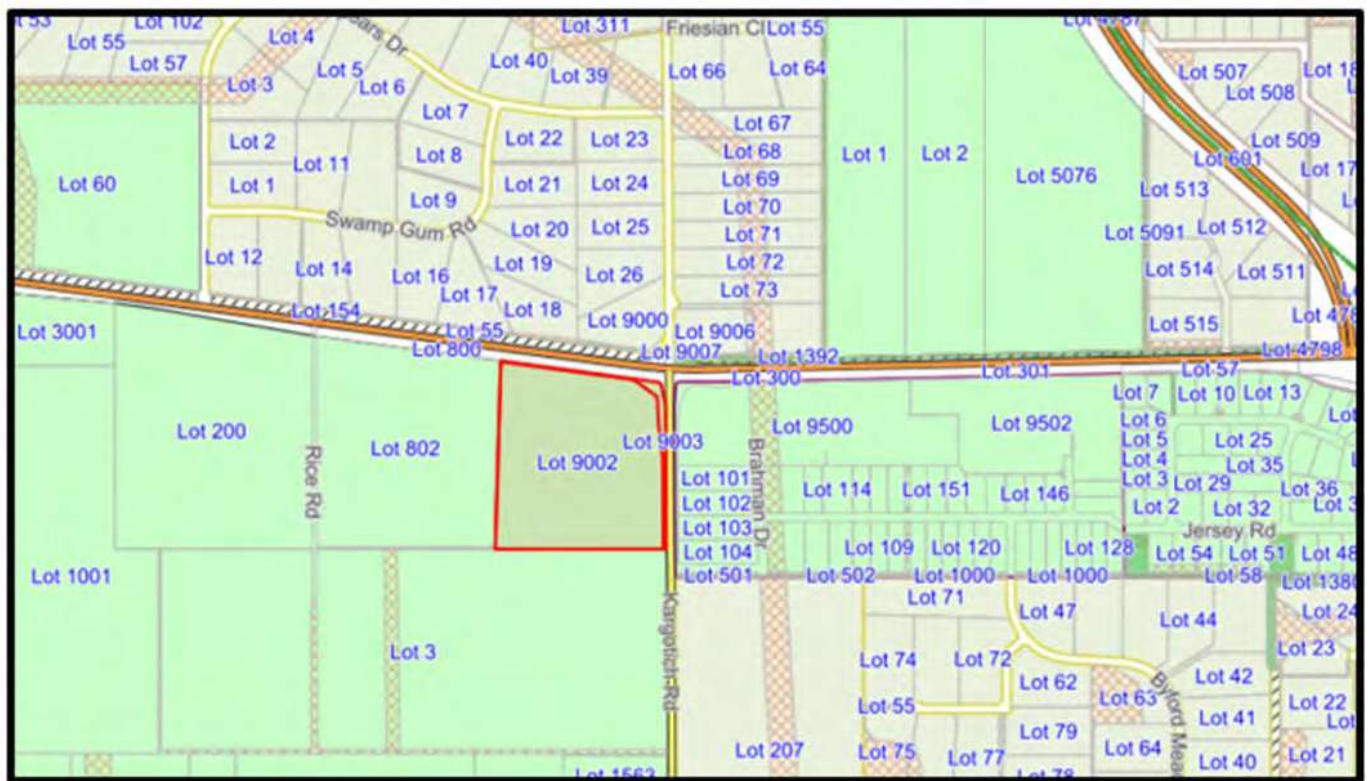


Figure 1: Location Plan

A similar development was approved by Council in 2013, however at this meeting a full suite of conditions were not imposed. The matter was presented to Council again in 2014 with a list of recommended conditions and the application was approved. It was never implemented.

In 2015, an approval was granted by Council to extend the commencement timeframe of this development. Following consultation with Main Roads Western Australia (MRAW) in relation to the intersection upgrade at Kargotich Road/Thomas Road, the applicant amended the site layout which was approved by Council in 2018. This approval lapsed also, as it was not substantially commenced within the required two years.

An application was then made to extend its commencement timeframe for a further two years, and this was refused by Council on 23 June 2020 for its inconsistency with draft Local Planning Scheme No. 3 (LPS3) and the Local Planning Strategy (LPS). This was due to Officers, having regard to the seriously entertained draft LPS3, and how this represented a change in respect of the planning framework pertaining to service station versus road house in the Rural zone.

The current proposal is a new application that has been amended following the decision to defer by the MODAP on 7 July 2022.

The Western Australian Planning Commission (WAPC) have placed a Planning Control Area (PCA) over land surrounding the intersection of Thomas Road and Kargotich Road. The purpose of this PCA is to protect a section of Thomas Road for future upgrades in line with its freight and regional road functions. This is an important consideration as part of the new proposed development.

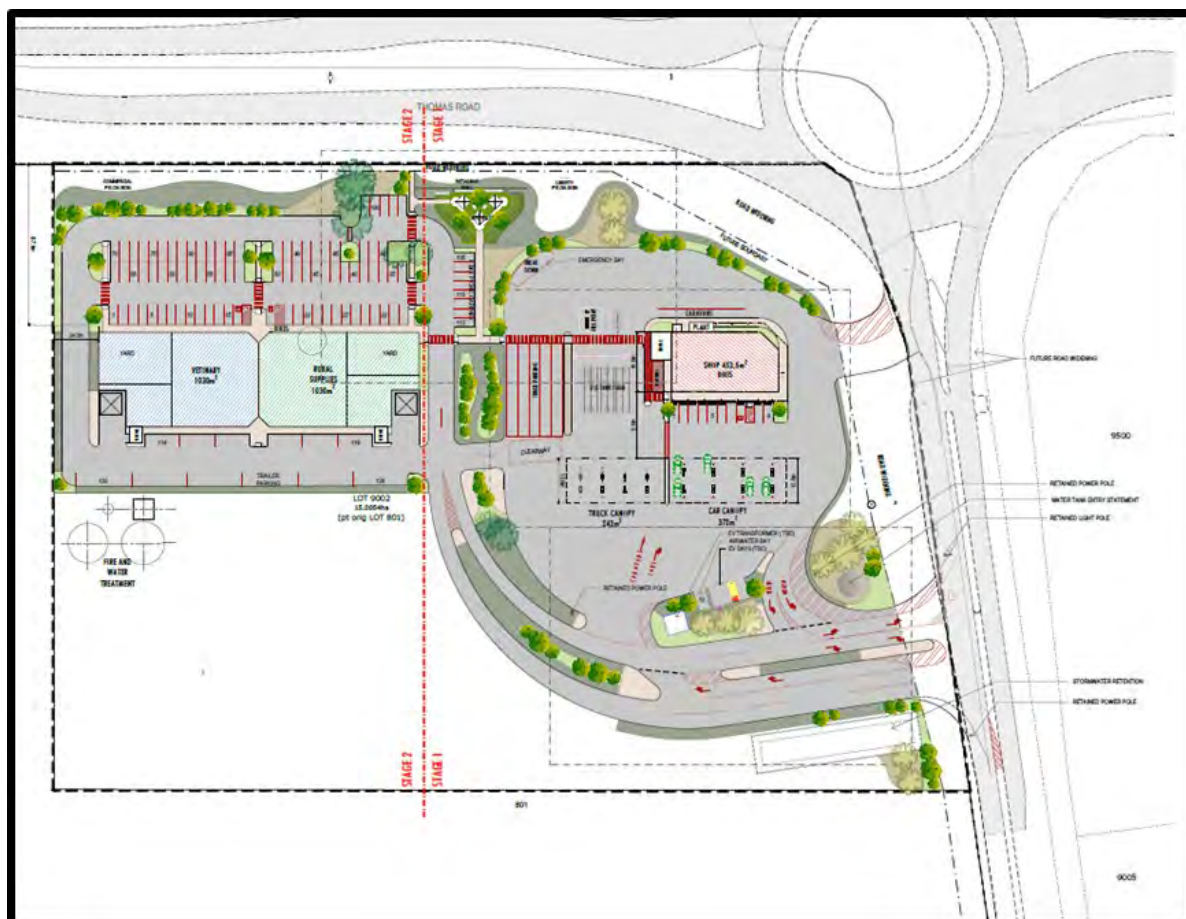
The PCA area is shown in yellow below and discussed further later in the report.



More recently, as part of the Westport Project, plans have been released which seek to transform the Thomas Rd and Anketell Rd link as a freight standard freeway. A grade separated interchange will ultimately be created as part of that project, and also needs to be considered as part of this development application.

Initial Proposal

The initial application sought approval for a 'Service Station' (453m²), a 'Veterinary Clinic' (1,030m²) and a 'Rural Supplies Store' (1,030m²) providing general retail, construction services, agricultural retail, and equine services, as depicted below:



The 'Service Station' component would operate 24 hours a day, seven days a week and comprise of the following:

- Petrol canopies for cars and trucks;
- Retail Area;
- Dining Area;
- WC's, shower facilities and lounge;
- Food preparation and storage areas;
- BBQ and picnic area;
- 144 car parking bays including 6 trailer bays;
- 5 truck parking bays;
- Caravan parking;
- Four wall signs;
- One pylon sign; and
- Landscaping.

Access was proposed via one full movement crossover and one egress only crossover onto Kargotich Road with no access from Thomas Road.

Revised Proposal

Following the deferral, the application remains relatively similar however has been amended so as to relocate it a further 44m to the south, outside of the new land area requirement for the grade separated intersection. In doing so, other minor changes have been made to the proposal which is depicted in the site plan below, also the applicant has summarised the changes in the following table:

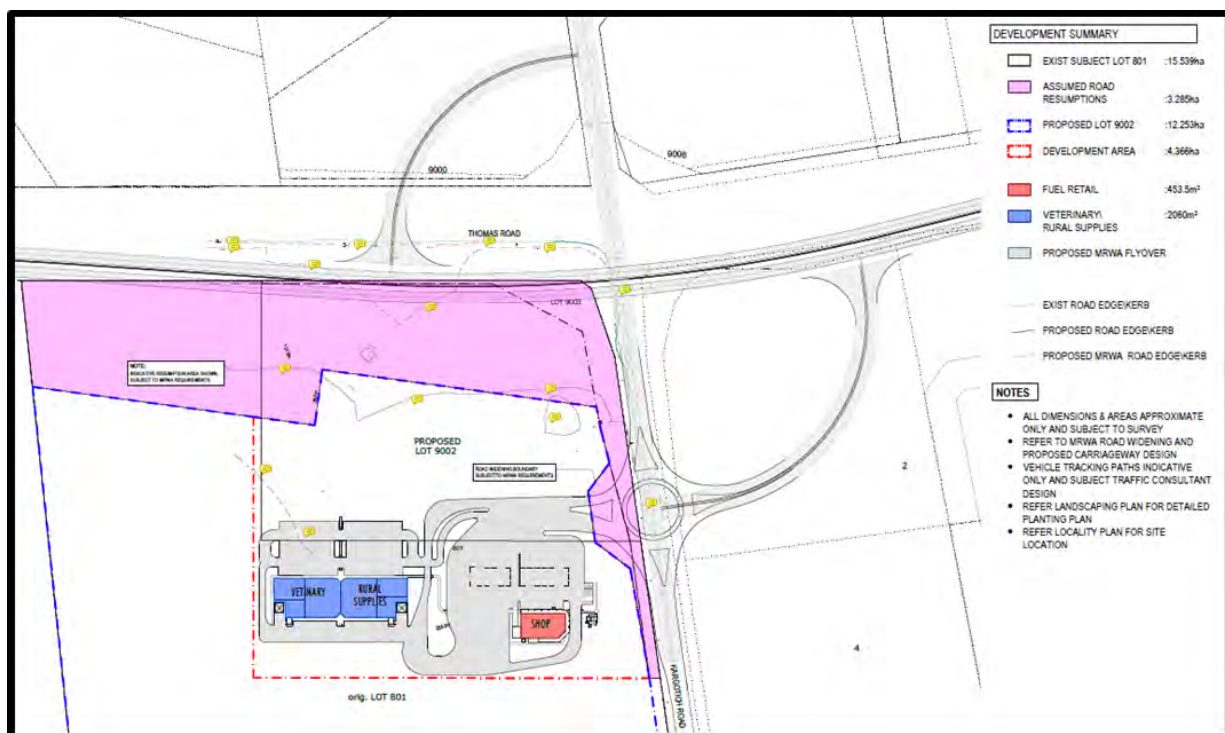


Table 1 – Comparison of deferred plans and revised plans (key development standards)

| Element | Previous plans | Proposed plans |
|---|---|---|
| Setbacks <i>(note, the setbacks have been measured to the boundary of the development area, not the current boundary of the lot)</i> | Front setback: 14.00m Rear setback: 14.00m Side setback: 16.40m | Setbacks have increased. |
| Signage | 2 x 7.6m pylon signs, one for both the road house and commercial tenancies, located adjacent to Thomas Road. | 2x 7.6m pylon signs adjacent Kargotich Road for both the road house and commercial tenancies. |
| Buildings and Land Uses | Development area: 3.614ha Fuel retail: 453.5m ² Veterinary / rural supplies: 2060m ² | Development area: 3.985ha Fuel retail: 453.5m ² Veterinary / rural supplies: 2060m ² |
| Car and Bicycle Parking | <ul style="list-style-type: none"> Fuel retail: <ul style="list-style-type: none"> 10 car parking bays 5 truck parking bays 1 air and water bay 2 EV charging bays 2 bicycle parking bays 2 caravan bays 1 emergency bay Veterinary and rural supplies: <ul style="list-style-type: none"> 126 car parking bays 2 bicycle parking bays Picnic area: <ul style="list-style-type: none"> 8 car parking bays | <ul style="list-style-type: none"> Fuel retail: <ul style="list-style-type: none"> 10 car parking bays 5 truck parking bays 1 air/water bay 3 EV charging bays 2 bicycle parking bays 1 emergency breakdown bay Veterinary and rural supplies: <ul style="list-style-type: none"> 120 car parking bays 2 bicycle parking bays Picnic area: <ul style="list-style-type: none"> 8 car parking bays 2 caravan parking bays |
| Landscaping | Retained trees: 11 New Coastal Blackbutt trees: 11 New Rock Sheoak trees: 85 | Retained trees: 10 New Coastal Blackbutt trees: 11 New Rock Sheoak trees: 89 |

As amended, the vehicle access proposes to accommodate vehicles to and from the grade separated interchange and connects the development with the proposed off ramp located on Thomas Road, via a four-way roundabout. The information provided demonstrates that the roundabout and the development are capable of accommodating up to 27.5m B-Double trucks.

Prior to the construction of the grade separated intersection, the application proposes an interim access option reflecting the interim roundabout upgrade currently being built at the time of writing this report. This interim roundabout and proposed access option comprises of a single full movement crossover to Kargotich Road and has been designed to allow for a transition from this interim arrangement to the ultimate grade separated arrangement. These arrangements are discussed under the Traffic section of the report.

Community / Stakeholder Consultation

The application was initially advertised to landowners within a 500m radius of the site from 19 April 2022 to 10 May 2022, in accordance with Local Planning Policy 1.4 - Consultation for Planning Matters. During this period no submissions were received.

The revised proposal was advertised further for public comment from 14 October 2022 to 4 November 2022. During this period, one submission was received objecting to the proposal for the following reasons:

- Not enough parking space at vet or rural supplies;
- Needs a general store in this location for back-ups;
- Vet does not have enough open space to house animals;
- When travelling south on Kargotich Road it's difficult to turn east onto Thomas Road.

This submission, including response by the Applicant and comment by Officers, are contained within **attachment 4**.

Western Australian Planning Commission (WAPC)

Due to the location of the proposal and the access being located in a Planning Control Area the initial application was referred to the WAPC.

The DPLH commented that *"In its current form, DPLH does not support the proposed application from a regional road planning perspective, as it does not make provision for the land required for the proposed freight corridor. The proposed access arrangements are also likely to need to be modified to the satisfaction of MRWA, reflecting the significance of the future freight corridor."*

The revised plans were sent to the WAPC

'WAPC commented that *"they are still waiting further information from MRWA regarding the access roundabout design and associated land requirements, which we understand to be imminent. Should MRWA be supportive of the proposed access arrangements, then it will be our expectation that the development plans appropriately reflect the requirements identified by MRWA."*

As outlined in our correspondence to the JDAP in July 2022 and given the fundamental importance of access to the effective operation of the proposed development, it is the Department's view that the application relating to the component of the development proposed in PCA 161 should be determined by the WAPC prior to the JDAP determining application DAP/22/02211 for the component of the proposed development situated outside PCA 161."

Main Roads Western Australia (MRWA)

MRWA provided a submission initially objecting the proposal for the following reasons:

- The proposed development poses an unacceptable impact to future upgrades for the intersection of Thomas Road/Kargotich Road;
- The northernmost crossover would be located in the functional area of the future roundabout contrary to Main Roads Driveways Guidelines resulting in potential traffic safety impacts; and
- The subject site abuts Planning control Area 161 with the purpose of protecting land for future upgrades of Thomas Road to achieve its freight and regional road functions. Design work is currently underway for the ultimate intersection configuration which has identified that a grade separation interchange is likely which will result in the reconsideration of the land requirements. The ultimate configuration will impact on the future to develop the subject site.

The revised proposal was referred to MRWA who confirmed that they now have no objections subject to conditions.

A full copy of the submission with the applicant and Officer responses is contained within **attachment 4**.

Statutory Environment

Legislation

- *Planning and Development Act 2005*

- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Environmental Protection (Noise) Regulations 1997*

State Government Policies

- South Metropolitan Peel Sub-Regional Framework Towards Perth and Peel 3.5 Million
- State Planning Policy 2.5 - Rural Planning
- State Planning Policy 3.7 - Planning in Bushfire Prone Areas
- Environmental Protection Authority Environmental Assessment Guideline for Separation Distances Between Industrial and Sensitive Land Uses

Local Planning Framework

- Shire of Serpentine Jarrahdale Town Planning Scheme No. 2
- Local Planning Strategy
- Draft Local Planning Scheme No. 3
- Local Planning Policy 4.11 - Advertising
- Local Planning Policy 1.4 - Consultation for Planning Matters

Planning Assessment

Land Use

In determining whether this application is capable of approval under TPS2 it is necessary to consider the appropriate land use classification with reference to the definitions provided for in Appendix 1 of TPS2.

Within the use classes defined in TPS2, the following use has been considered:

‘Service Station’:

“land and buildings used for the supply of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs and minor mechanical repairs and may include a cafeteria, restaurant or shop incidental to the primary use; but does not include transport depot, panel beating, spray painting, major repairs or wrecking.”

The proposal would be used for the supply of petroleum products and it is reasonable to consider that motor vehicle accessories will also be sold within the retail component. The proposal also includes a dining area and shop and does not include any of the facilities listed above that are expressly excluded. The definition does require *“carrying out greasing, tyre repairs and minor mechanical repairs”*.

If the proposal was not considered a ‘service station’, it could possibly be considered a ‘use not listed’. In considering this, it is noted that Clause 3.2.5 of TPS2 states that:

“If the use of land for a particular purpose is not specifically mentioned in the zoning table and cannot reasonably be determined as falling within the interpretation of one of the use categories the Council may:

- a) determine that the use is not consistent with the objectives and purpose of the particular zone and is therefore not permitted; or*

- b) *determine that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the advertising procedures of Clause 64 of the Deemed Provisions in considering an application for planning consent.*

This clause requires that for a development to be classified as a 'use not listed' it should only be done so where the use *"cannot reasonably be determined as falling within the interpretation of one of the use categories"*.

In determining the most appropriate land use classification, Officers consider that the retail and dining areas are 'incidental' and 'ancillary' to the primary use of petroleum sales and do not constitute an additional use of 'restaurant', 'shop' or 'fast food takeaway'. This appears to align with the SAT decision in West Coast Enterprises and Shire of Exmouth [2007] WASAT 316, where it was held that ancillary uses are those that *"grow out of or develop from the primary use"* and are intended to enhance it, such as *"the sale of convenience goods [which] has come to be accepted as being ancillary to a petrol station"*.

In this case, Officers therefore consider that the retail and dining areas are incidental to and part of the service station use and are expressly mentioned as being such in the definition. Given the layout of the proposal and the scale, particularly of the dining area, they are considered elements that are subservient to the primary use of petroleum sales that do not operate independently of each other as separate uses.

A 'Service Station' is an 'SA' use under TPS2, which means that *"Council may, at its discretion, permit the use after notice of the application has been given in accordance with Clause 64 of the deemed provisions"*.

With regard to the veterinary clinic and rural supplies store, the following definitions are considered appropriate:

'Veterinary Establishment':

land and buildings used for, or in connection with, the treatment of sick animals and includes accommodation of sick animals

'Produce Store':

land and buildings where in fodders, fertilisers and grain are displayed and offered for sale"

The veterinary clinic will provide animal health care which falls within the above definition of 'Veterinary Establishment' which is an 'AA' use, which means that *"Council may, at its discretion, permit the use."*

The rural supplies store will provide rural supplies which falls within the above definition of 'Produce Store' which is an 'AA' use, which means that *"Council may, at its discretion, permit the use"*.

Council is required to exercise its discretion to grant development approval in accordance with the Deemed Provisions. In considering if Council should exercise its discretion to approve the application, Council is required to consider Schedule 2, Part 9, Clause 67 of the Deemed Provisions. An assessment has been undertaken in accordance with Clause 67 of the Deemed Provisions, the assessment can be viewed as part of **attachment 5**.

Shire of Serpentine Jarrahdale Town Planning Scheme No. 2 (TPS2)

Clause 5.10.1 of TPS2 states *"the purpose and intent of the Rural Zone is to allocate land to accommodate the full range of rural pursuits and associated activities conducted in the Scheme Area"*. TPS2 does not define a 'rural pursuit' however, the SAT defines a rural pursuit as something that is *'relating to, or a characteristic of the country'*. Service stations, while not exclusive to rural areas, are found in such.

Draft Local Planning Scheme No.3 (LPS3) and Local Planning Strategy (LPS)

The site is proposed to remain zoned 'Rural' under LPS3. Under the approved LPS, it is identified as Rural. It is considered that LPS3, as a seriously entertained and certain planning document, will introduce a Rural zone for the land.

Under LPS3 the 'Service Station' land use under LPS3 is defined as:

"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."

Under LPS3 the land use of 'Service Station' is a prohibited land use in the 'Rural' zone under draft LPS3.

LPS3 has however introduced the use class of a 'Road House', which is defined as:

"premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services -

(a) a full range of automotive repair services;

(b) wrecking, panel beating and spray painting services;

(c) transport depot facilities;

(d) short-term accommodation for guests;

(e) facilities for being a muster point in response to accidents, natural disasters and other emergencies."

The freeway service centre is defined as:

"premises that has direct access to a freeway and which provides all the following services or facilities and may provide other associated facilities or services but does not provide bulk fuel services -

(a) service station facilities;

(b) emergency breakdown repair for vehicles;

(c) charging points for electric vehicles;

(d) facilities for cyclists;

(e) restaurant, cafe or fast food services;

(f) take-away food retailing;

(g) public ablution facilities, including provision for disabled access and infant changing rooms;

(h) parking for passenger and freight vehicles;

(i) outdoor rest stop facilities such as picnic tables and shade areas."

'Road House' is an 'A' use in the 'Rural' zone under LPS3 and therefore is capable of approval subject to advertising. Based on its definition, for a development to be considered a 'road house', it must have direct access from a state road and provide all the services or facilities provided by a freeway service centre, as listed above.

There is no definition of state road, however MRWA define it as 'A road declared under the Main Roads Act 1930 to be a highway or a main road.' In the plan of the proposed crossover for both the interim and ultimate arrangement, it connects with area of land under the Planning Control Area 161, dedicated as such for road upgrades. It is therefore reasonable to accept that the section of Kargotich Road to which the crossover connects is a State road for the purposes of LPS3. Given there is no longer objection received from MRWA in relation to the access, it is considered that the proposal can meet the definition in this regard.

With regard to the services provided by the development, the proposal is considered to meet those services provided by a 'Freeway Service Centre' and capable of falling within the land use of 'road house'. The veterinary clinic component and rural supplies store component are considered to fall within the land uses of 'Veterinary Centre' and 'Trade Supplies' respectively under draft LPS3. These land uses are both discretionary uses requiring advertising.

The objectives of the 'Rural' zone under LPS3 are:

- *"To provide for the maintenance or enhancement of specific local rural character.*
- *To protect and accommodate broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use.*
- *To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage.*
- *To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone.*
- *To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses."*

The objectives of rural land under the LPS are to provide for a full range of rural uses, tourism, rural enterprise and the preservation of the rural character. The LPS emphasises the importance of protecting large rural lot sizes for agriculture. LPS3 also recognises the need for provision of non-rural land uses where they have a demonstrated benefit. As discussed, the existing road network is intended to be the east-west transport corridor for freight vehicles. It is considered that the proposed development is one that would service this transport corridor as well as providing petroleum and incidental products to the local community. In this instance the service station and incidental components is considered a non-rural use with a demonstrated benefit that can be undertaken alongside surrounding rural properties.

The veterinary clinic and rural supplies store area considered to support rural and agricultural activities, consistent with the LPS3 objectives.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP3.7)

SPP3.7 seeks to implement effective risk based planning and development to preserve life and reduce the impact of bushfires on property and infrastructure. As the site is designated as bushfire prone, a Bushfire Management Statement (BMS) has been submitted as part of the initial application.

The BMS has mapped and classified vegetation within 150m of the proposal and identified a Bushfire Attack Level (BAL) rating of BAL-12.5. The BMS also provides an assessment against the criteria in the *Guidelines for Planning in Bushfire Prone Areas* in relation to location, siting, vehicular access and water, as required under SPP3.7.

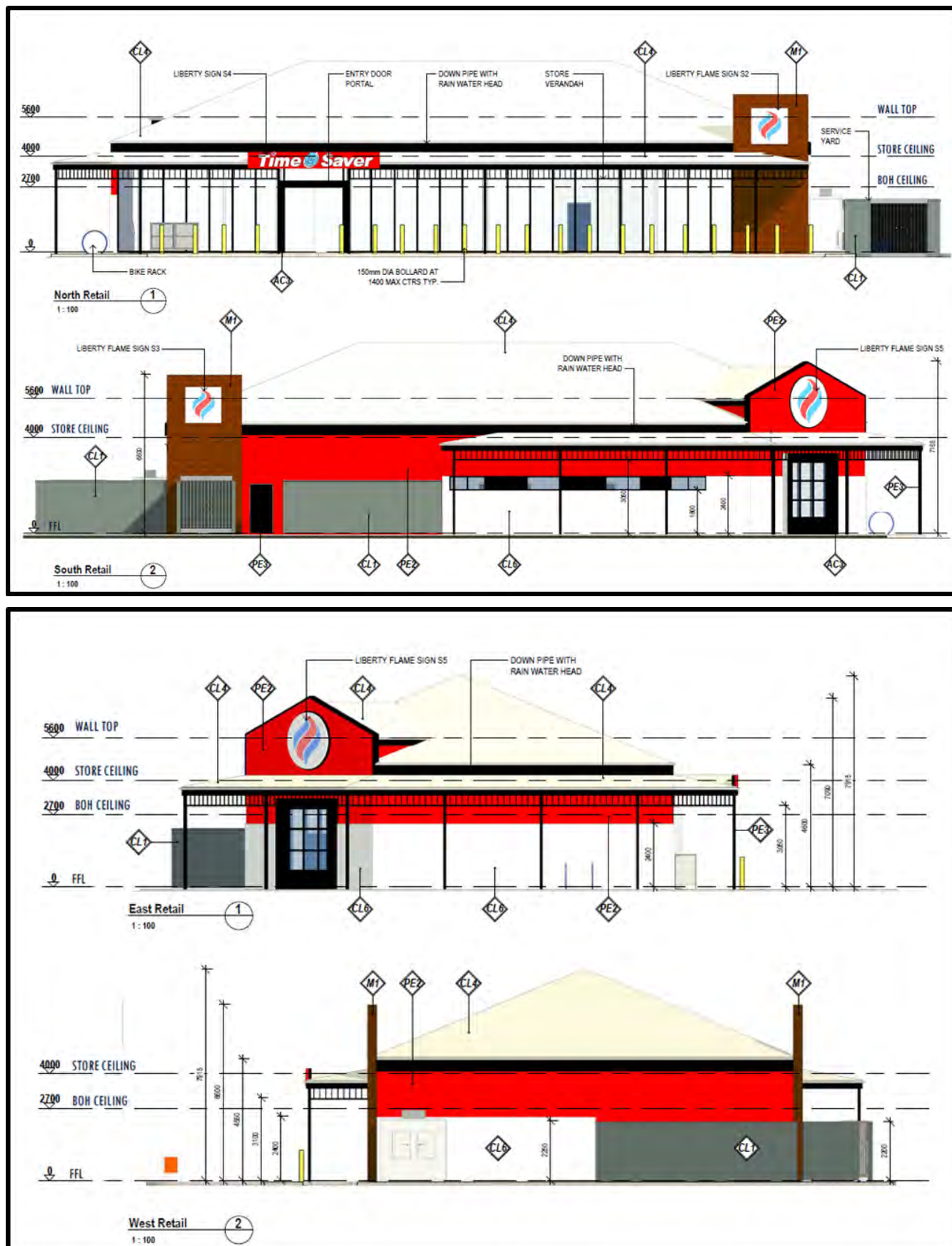
The BMS considers the bushfire risk manageable through the implementation of a number of measures outlined in the plan. These measures include the installation of a 10,000 litre water tank and driveway access; maintenance of an asset protection zone and compliance with firebreak notices. It is considered that the BMS satisfactorily demonstrates that bushfire risk can be managed, consistent with SPP3.7, however, should the MODAP resolve to approve the application it is considered that a condition should be imposed requiring an updated BMS reflective of the relocated development.

Form of Development and Amenity

The subject site is in a prominent location for traffic entering Byford from the west as well as increased freight traffic subsequent to Westport, as the Thomas Road and Anketell Road linkage progresses. Notwithstanding the future road upgrades, the present character of the locality is rural in nature with a mixture of open fields and tree lined verges. The form and appearance of the proposal should therefore reflect the rural character of the locality. The character of the locality is depicted in the image below as viewed on the approach to the intersection from the east.



The proposed elevations of the 'Service Station' are depicted below:



The building, as relocated, would be set back 42.3m from the existing eastern lot boundary (Kargotich Road) and approximately 126m from the existing northern lot boundary (Thomas Road). The design incorporates a hipped roof and verandah to reflect the form of a rural building. The

building also features a brick feature wall, utilising materials consistent with the Shire's rural character.

The rural supplies store and veterinary clinic would be located to the west of the service station fronting Thomas Road. The building would be set back, as relocated, approximately 90m from the northern lot boundary with the parking bays and building entrance provided to the front. The building would be clad and have a colorbond roof. The entrance would be located centrally for both tenancies and have a pitched roof timber framed entrance way. The elevations include composite panel cladding framing the windows and composite timber cladding. There would be skylight windows adding an element of visual interest to the hipped roof. The elevations are depicted below:



It is considered that the form and design of this building is consistent with development expected in a rural area and generally reflects the rural character of the locality, with a degree of simple, symmetrical form.

Signage

The signage has not been amended as part of the relocation of the development except for the relocation of the pylon signs to alongside Kargotich Road instead of Thomas Road. Local Planning Policy 4.11 - Advertising (LPP4.11) sets out standards for different signage types. Table 1 of LPP4.11 sets out the permissibility of different sign types within particular zones. Both wall signs and pylon signs are not permitted in the 'Rural' zone under the LPP. These sign types would not typically be found within a 'Rural' zone and as such careful consideration is required to ensure they do not adversely impact on the rural character, notwithstanding the fact that the proposal is commercial in nature.

Table 2 of LPP4.11 sets out acceptable development standards for signage. The proposed signage is addressed against this criteria in the table below. The permissibility and variations to the LPP are discussed later in the report and are considered in relation to the objectives of the LPP.

| Sign Type | Policy Requirements | Proposal |
|--|--|---|
| 2x canopy signs S2 and S3 | <ul style="list-style-type: none"> Is a single faced sign. Must be compatible with the canopy and building on which it is displayed. Must not be illuminated unless the nature of the illumination and/or materials is such as to prevent combustion. Must have a minimum clearance of 2.75m to any rigid part of the canopy, and 2.4m to any flexible part of the canopy, and a footpath pavement, where pedestrian access is to be maintained. | <p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p> |
| 4 x Liberty Wall signs (s2, S5 x2, s4) | <ul style="list-style-type: none"> A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied. The maximum single face area is 10m², and must not extend beyond 12.0m above the ground even if the wall is higher than this. Must not project more than 300mm from the wall and/or fascia to which it is affixed. Must not project beyond the edges of a wall and/or fascia. | <p>Compliant</p> <p>Compliant</p> <p>S2 – 2.25m²</p> <p>S4 – 4.13m²</p> <p>S5 – 4.49m²</p> <p>Compliant</p> <p>Compliant except for Timesaver Sign (S4) which extends above the roofline</p> |
| Pylon sign – | <ul style="list-style-type: none"> The maximum sign face area is 10m² per face, for a maximum of two faces. The maximum height above the ground is to be 6.5m or the height of a building in close proximity, whichever is the greater, but is not to exceed 10m. The height of a building is | <p>Veterinary Clinic and Rural Supplies 14.12m²</p> <p>Service Station pylon – 16.24m²</p> <p>Veterinary Clinic and Rural Supplies 7.05m</p> <p>Service Station – 7.2m</p> <p>Compliant</p> |

| Sign Type | Policy Requirements | Proposal |
|------------------------------------|--|---|
| | <p>defined as the height of the uppermost part of the building above ground level.</p> <ul style="list-style-type: none"> • Must be mounted as a free-standing structure. • Must not be located less than 1.5m from the front property boundary (including the primary and secondary street frontages of a corner lot), and must not project beyond the alignment of any property boundary. • Must not face adjoining premises unless the sign is a minimum of 3.0m from the property boundary of that premises, or unless the landowner of the adjoining premises consents to the sign being a lesser distance from the boundary. • Must not expose an unsightly back view of the sign to a road or other public place. Must not to be located on a street frontage of a premises along which is located another pylon sign, billboard sign or pole sign. | <p>Compliant</p> <p>Compliant</p> <p>Compliant</p> <p>Compliant</p> |
| Rural Supplies x2 Wall signs | <p>A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied.</p> <ul style="list-style-type: none"> • The maximum single face area is 10m², and must not extend beyond 12.0m above the ground even if the wall is higher than this. • Must not project more than 300mm from the wall and/or fascia to which it is affixed. • Must not project beyond the edges of a wall and/or fascia. | <p>Y</p> <p>Branding – 3.75m² Deliveries – 2.92m²</p> <p>Y</p> <p>Y</p> |
| Veterinary Clinic 2x wall signs | <p>A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied.</p> <ul style="list-style-type: none"> • The maximum single face area is 10m², and must not extend beyond 12.0m above the ground even if the wall is higher than this. • Must not project more than 300mm from the wall and/or fascia to which it is affixed. • Must not project beyond the edges of a wall and/or fascia. | <p>Y</p> <p>Branding – 3.75m² Deliveries – 2.92m²</p> <p>Y</p> <p>Y</p> |

Variations

Pylon signs and wall signs are listed as not permitted within the 'Rural' zone. The wall signs are considered an appropriate sign type in this case given the commercial nature of the development and the fact they are generally compliant with the standards set out in the LPP.

LPP4.11 states that where acceptable standards cannot be met an assessment against the performance criteria outlined under Table 2 is required. The Table 2 criteria are addressed below in relation to the variations:

| Sign Type | Performance Criteria | Proposal |
|-------------|---|---|
| Pylon Signs | <p>Size Is in keeping with scale of the development or site on which it is proposed.</p> <p>Colour and Shape Is complementary to the development and surrounding landscape.</p> <p>Number There is not an excess of signage that detrimentally impacts on the visual amenity and character of the area.</p> <p>Location The location is sympathetic to the existing landscape /streetscape and does not impede on the function of the approved use for the site.</p> <p>Design The scale and form of the sign complements the building /development and does not obstruct key architectural features.</p> | <p>Given the height of the proposed rural supplies and vet building in close proximity is approximately 7m, it is considered that the scale of the pylon signs is relatively consistent with the scale of the development.</p> <p>The colour of the pylon signs is not considered particularly sympathetic to the surrounding rural landscape and having two pylon signs along the same street frontage is considered to adversely impact on the character of the locality and the streetscape.</p> <p>The design of the signs do not include any features consistent with the rural zone</p> |

The submitted plans include various other signs that are not shown on the site plan. Should Council or the MODAP support the application it is considered that a signage plan should be required by way of a condition to ensure details of all signage is provided and consistent with the rural character of the locality. As part of the signage plan, the condition should limit no more than one pylon sign is permitted for the whole development.

Noise

Given the relocation of the development, the applicant has provided an updated Environmental Acoustic Assessment. The proposal would operate 24 hours per day, seven days a week. Due to the existing traffic volumes on both Kargotich and Thomas Road, it is considered that the proposal would not adversely impact on adjoining landowners by way of traffic noise due to the additional traffic numbers provided within the Traffic Impact Assessment.

It is acknowledged that additional noise would be resultant from the operations of the facility. The EPA Guidelines require a separation distance of 100m between service stations and sensitive receptors. In this case, the proposal is compliant with this requirement.

The Acoustic Assessment details noise sources as Mechanical Services; Tyre Inflator beeper; Car and truck doors closing; and breakout noise from veterinary clinic. The closest sensitive receptors are detailed in the report as per the plan below:



The acoustic assessment uses a modelling programme to calculate noise levels from different sources to determine compliance. The tables below detail each noise source, the assigned level (acceptable level) and the level at each sensitive receptor as shown above.

**TABLE 6.2 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
MECHANICAL SERVICES**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L_{A10} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|-------------------------|--|---|
| Residences to North | 26 | Night Period | 41 | Complies |
| Residence to East | 28 | Night Period | 41 | Complies |

**TABLE 6.3 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS
REFRIGERATED TRUCKS**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{A1} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 34 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |
| Residence to East | 38 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |

**TABLE 6.5 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
CAR DOOR**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 42 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

**TABLE 6.7 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
TRUCK DOOR**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 48 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 52 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

**TABLE 6.9 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
DOG BARK**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 33 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

The results show that compliance with the noise levels is achieved.

Traffic and Access

Thomas Road is classified as a Primary Distributor and operates under the speed limit of 80km/h in the vicinity of the subject site. The speed limit is reduced to 70km/h to the east of the Kargotich Road intersection.

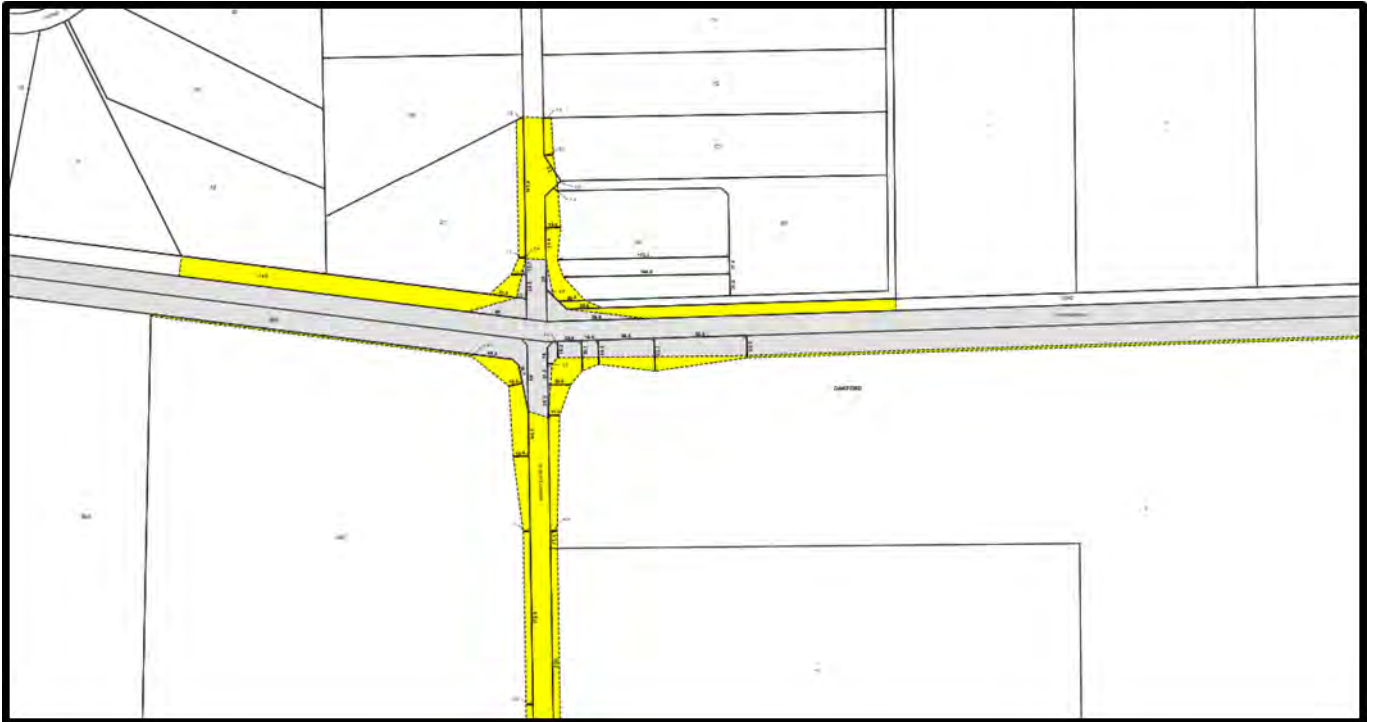
A revised Traffic Impact Assessment (TIA) has been submitted which details that Thomas Road (west of Kargotich Road) carried approximately 17,846 vehicles per day (vpd) on a regular weekday in 2019/20 with the morning peak between 7:00am and 8:00am being 1,525vph. The afternoon peak was recorded at 1,792vph between 4:00pm and 5:00pm.

Kargotich Road is classified as a Regional Distributor with a speed limit of 90km/hr in the vicinity reducing to an advisory (yellow sign) 40km/h on the approach to the Thomas Road intersection and increasing to 80km/h to the north of the intersection. Kargotich Road carried approximately 3,272vpd on a regular weekday in 2019/20 with the morning peak of 261vph between 7:00am and 8:00am and the afternoon peak of 349vph between 4:00pm and 5:00pm.

According to MRWA mapping, Thomas Road is a RAV 7 network which can accommodate vehicles up to 36.5m in length and Kargotich Road is a RAV 3 network which can accommodate vehicles up to 27.5m in length.

Road Upgrades:

Thomas Road is the subject of an 'under construction' safety project of MRWA which specific to this application includes the construction of a dual lane roundabout at the intersection of Thomas Road and Kargotich Road. This work is anticipated by MRWA to commence later this year. There is also Planning Control Area 161 (PCA 161) declared over the land shown in yellow on the plan below.

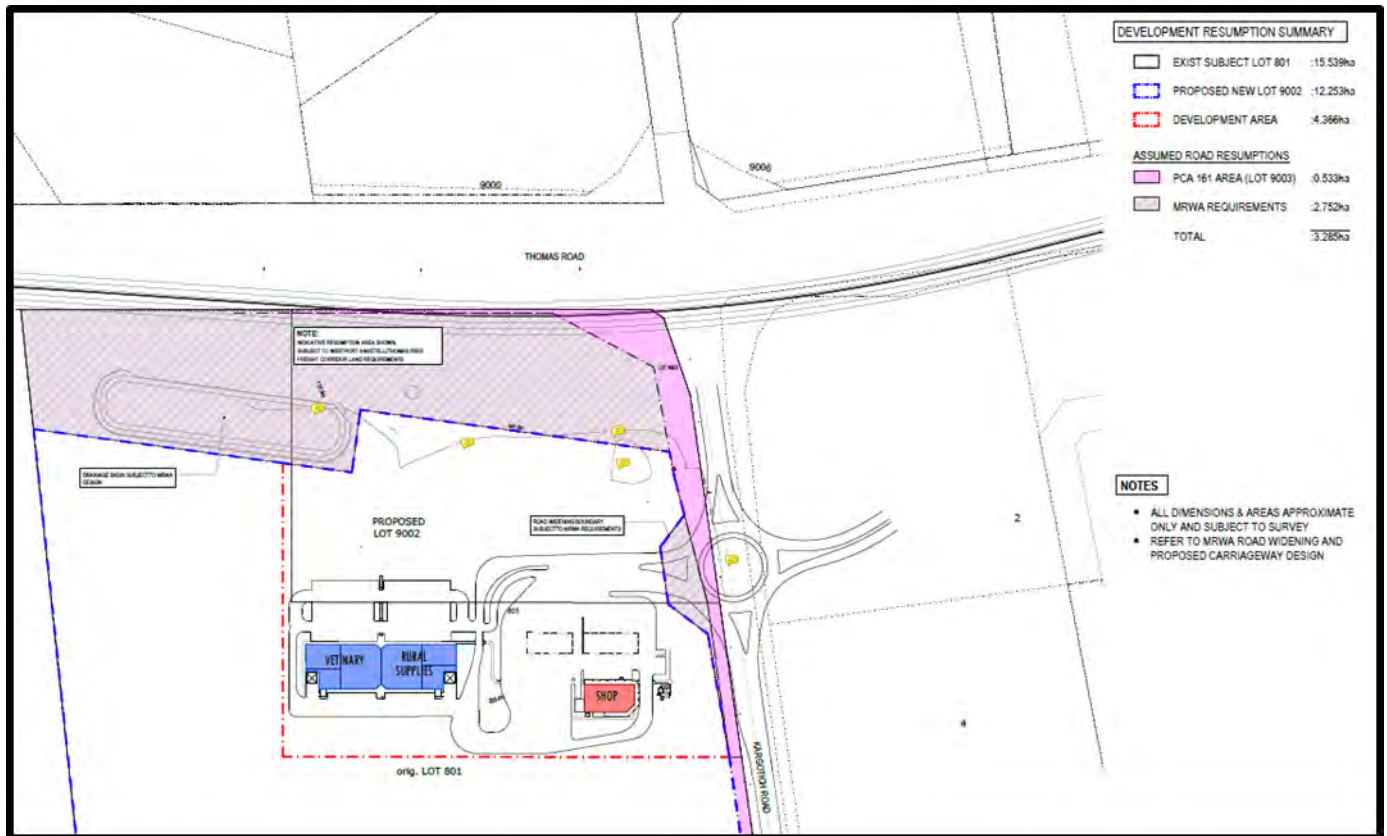


The purpose of this area is to protect land for future road upgrades to allow Thomas Road to achieve its freight and regional functions. The WAPC considers that the PCA is required to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved for Primary Regional Road under the MRS.

As part of the Westport Project which seeks to improve freight linkages from Kwinana, concept plans for the project have identified a grade separated interchange is the most likely intersection configuration that will be required at the intersection of Thomas Road and Kargotich Road. The concept of this is depicted below:



The grade separated intersection would allow uninterrupted flow of freight vehicles whilst maintaining local road connections supporting the growth of industry. This will require reconsideration of the land requirements identified for the PCA. Whilst the revision of the PCA is not yet formalised, in consultation with the WAPC and MRWA the applicant has provided a plan depicting the assumed new land required in relation to the development as depicted below:

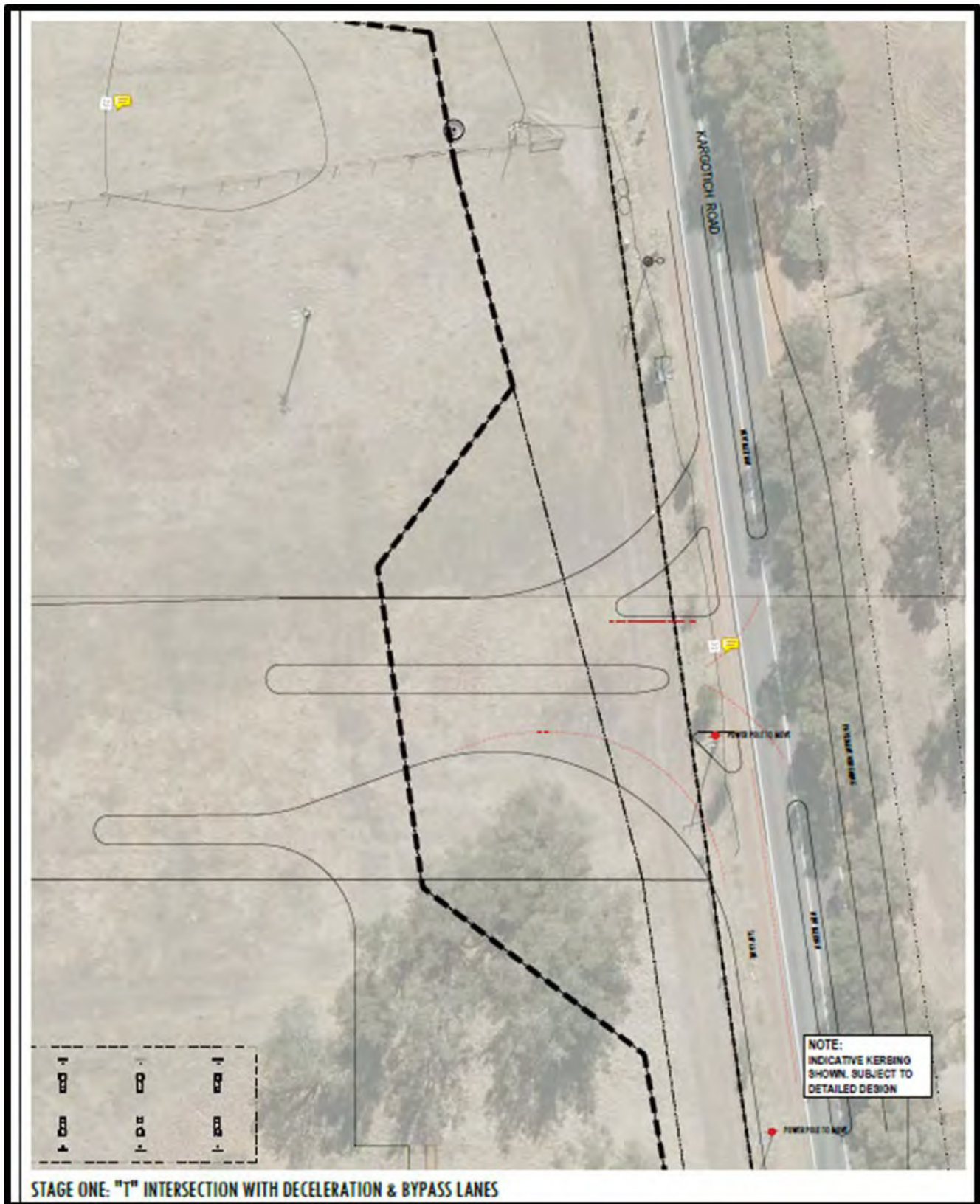


The future road upgrades were the main reason for the deferral of the application by the MODAP. The applicant has consulted with both the WAPC and MRWA and provided amended access arrangements for the proposed development accordingly.

As amended, the application proposes one full movement crossover on Kargotich Road with an ultimate arrangement taking into account the future grade separated intersection and an interim solution should the development be completed prior to the grade separated intersection.

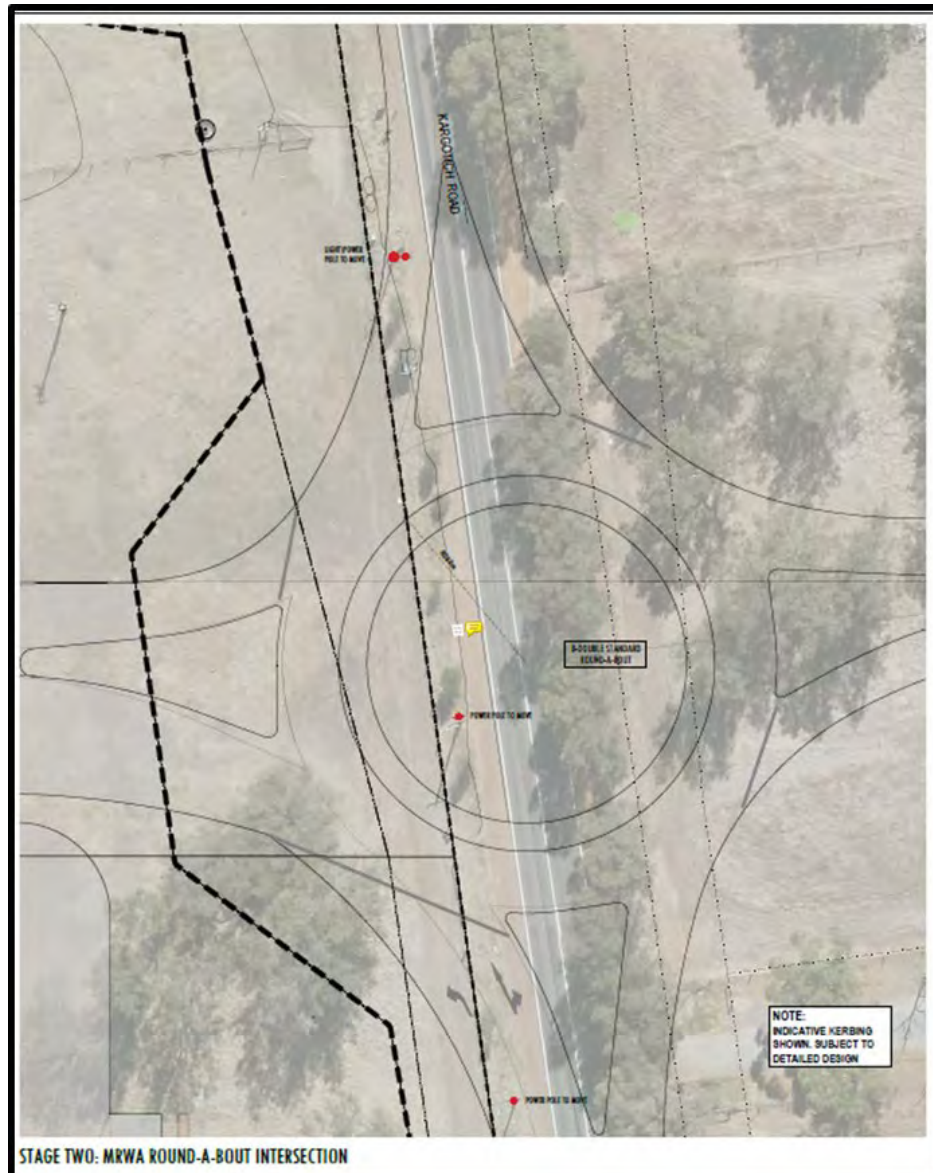
Interim Scenario:

The interim scenario is based around the roundabout being constructed at the intersection of Thomas Road and Kargotich Road and comprises of a 'T' intersection. As part of the upgrades of the roundabout intersection, approach and departure lanes on Thomas Road will be upgraded to two lanes and approach lanes northbound on Kargotich Road (south of the roundabout) will also be upgraded to two lanes. These upgrades will accommodate RAV vehicles for Thomas Road and Kargotich Road and as such allow for the fuel tankers and heavy vehicles associated with the 'service station'.



Ultimate Scenario:

Once the grade separated intersection is constructed, access to the site would be upgraded from a 'T' intersection to a roundabout with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp, as depicted below:



These proposed access arrangements are to the satisfaction of MRWA who has confirmed that the development can occur without compromising the current or future plans for the road network.

Traffic Impact

The TIA states that the traffic generated by the proposal combined with the peak road network traffic would result in the greatest demand on the road network during the typical weekday morning peak between 7:00am to 8:00am and an afternoon peak hour between 4:00pm and 5:00pm.

With regard to traffic impacts of the proposal, the TIA assumes that 80% of light vehicles for the service station are passing vehicles, 100% of heavy vehicles are passing vehicles and 100% of vehicles for the rural supplies and vets are non-passing vehicles. The TIA details the net additional traffic as shown in the table below.

Table 2. Estimated peak hour trips for the proposed development

| Land use | Passing Trade | Daily Trips | AM | | PM | | Non-passing Traffic | Daily Trips | AM | | PM | |
|----------------------------|---------------|-------------|------------|------------|------------|------------|---------------------|-------------|-----------|-----------|-----------|-----------|
| | | | IN | OUT | IN | OUT | | | IN | OUT | IN | OUT |
| Roadhouse (light vehicles) | 80% | 3394 | 103 | 103 | 118 | 118 | 20% | 848 | 26 | 26 | 30 | 29 |
| Roadhouse (heavy vehicles) | 100% | 660 | 26 | 26 | 26 | 26 | 0% | 0 | 0 | 0 | 0 | 0 |
| Rural Supplies - | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 151 | 7 | 7 | 10 | 10 |
| Veterinary | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 191 | 16 | 16 | 16 | 16 |
| Total | | 4054 | 129 | 129 | 144 | 144 | | 1190 | 49 | 49 | 55 | 55 |

To inform the TIA, a SIDRA analysis was undertaken for both post development (roundabout intersection) and post development (grade separation). The results show that the roundabout intersection would operate at good level of services during both typical AM and PM peak hours with the maximum of approximately a three vehicle queue in the eastbound direction of Thomas Road in AM peak hour and a four vehicle queue in the westbound direction of Thomas Road in PM peak hour. They also indicate that the crossover proposed would operate at a good level of service.

Once the grade separated intersection is constructed, access to the site would be upgraded from a T intersection to a roundabout with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp. The SIDRA analysis found that this roundabout intersection would operate satisfactorily and within capacity in the ultimate scenario.

Based on the information provided in the TIS, it is considered that the traffic operations of the proposed development are acceptable and can be satisfactorily be accommodated by the surrounding road network.

The TIA also includes turn path analysis for 27.5m trucks, 19m fuel tanker and 8.8m service delivery trucks which demonstrate satisfactory access, circulation and egress. It is anticipated that fuel delivery and waste collection will be undertaken outside of peak operating times.

Local Planning Policy 1.6 - Public Art (LPP1.6)

The objectives of LPP1.6 is to facilitate public art to enhance public enjoyment, engagement and understanding of places through the integration of public art. The policy sets out the requirements for physical and financial contributions for public art for any development valued at \$1 million or greater. A condition should be imposed requiring the applicant to contribute towards public art in accordance with the policy in the event of an approval.

Options and Implications

Option1

That Council RESOLVES the following Responsible Authority Recommendation:

1. That the Metro Outer Development Assessment Panel APPROVES the application for the service station, rural supplies store and veterinary clinic as contained within **attachment 6**, subject to the following conditions:

- a. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

| | |
|--------------------------|---|
| Plans and Specifications | P1 – P26 – received at the Shire Offices on 12 October 2022 P27 – Transport Impact Assessment dated October 2022 Environmental Acoustic Assessment dated September 2022 |
|--------------------------|---|

- b. Prior to issue of a Building Permit an updated Bushfire Management Plan (BMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the BMP shall be fully implemented and maintained thereafter.

- c. The vehicle parking areas, access ways and crossovers must:

- be designed in accordance with the relevant Australian/New Zealand Standard;
- include a minimum of 144 car parking bays;
- include one loading bay with minimum dimensions of 3.5 metres by 11 metres;
- be constructed, asphalt or concrete sealed, kerbed, drained and marked.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a building permit. The works are to be completed prior to operation of the development, and maintained thereafter.

- d. All delivery vehicles servicing the land must load and unload within the boundaries of the land.
- e. A Lighting Plan is to be submitted to and approved by the Shire prior to the issue of a building permit. The Lighting Plan shall demonstrate the provision of lighting to all access ways, car parking areas, the exterior entrances to all buildings and the extent to which light from all external light sources is cast. The Lighting Plan must demonstrate lighting not causing an adverse amenity impact on the surrounding area. Once approved, lighting is to be installed and maintained in accordance with the Plan.
- f. Prior to issue of a building permit, a Signage Strategy detailing location, size and height of signage for the whole development, including wall signs, window signs, under veranda signs and fascia signs, is to be prepared to the specifications and satisfaction of the Shire. The Signage Strategy must depict no more than one single pylon sign for the entire development.
- g. No signs are permitted to be displayed in the current or future road reserves of either Thomas Road or Kargotich Road at any time.
- h. Prior to issue of a Building Permit, a landscaping and revegetation plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. This is to demonstrate:
- the landscaping of a 20m vegetation buffer along the Thomas Road and Kargotich Road frontages of the land;

- ii. this buffer to comprise a sufficient density of advanced trees and medium shrubs, which reflect the rural character either side of Thomas Road and Kargotich Road;
- iii. both verges of Kargotich Road, from its intersection with Thomas Rd to the vehicle entry and exit point, being suitably landscaped.

Once approved, landscaping and revegetation must be fully installed prior to operation of the development, and thereafter maintained to the satisfaction of the Shire.

- i. Plans submitted for a building permit are to demonstrate the use of external colours and materials which are predominantly dark neutral earth tones, found in the local landscape of the district.
- j. No earthworks shall encroach onto either the current or future Kargotich Road or Thomas Road road reserves, except where required by specific conditions of this approval.
- k. Prior to issue of a Building Permit, a Noise Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the plans are to be integrated in to the plans submitted for a Building Permit, with a suitably qualified acoustic consultant verifying the plans in this regard. Once approved, the Noise Management Plan shall be implemented and maintained thereafter to the satisfaction of the Shire.
- l. Prior to issue of a Building Permit, the applicant shall submit and have approved plans depicting the proposed art piece consistent with Local Planning Policy 1.6. Upon approval of the plans, the art piece is to be installed and thereafter maintained to the satisfaction of the Shire.
- m. Prior to issue of a Building Permit, a Stormwater Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The approved Stormwater Management Plan shall be implemented and thereafter maintained to the satisfaction of the Shire.
- n. Prior to the occupation of the development, the land required for 'Road Widening' on development plan titled 'Proposed MRWA Flyover Development Locality Plan 'Dated 13 October 2022, Revision 8/RFH/Rev/13.10.2022 (attached), or as amended by the Department of Planning, Lands and Heritage, shall be set aside as a separate lot for acquisition pending future road widening requirements.
- o. Prior to occupation of the development, the road geometry and associated infrastructure and services for the Stage One "T" Intersection with Deceleration & Bypass Lanes, shall be located and constructed in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached) , or as amended by Main Roads WA.
- p. The developer is responsible for all costs involved in the design, construction and upgrade for the Stage One "T" Intersection with Deceleration & Bypass Lanes as shown on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached). This includes signing, road markings, street lighting, street furniture, full verge landscaping on both sides and relocation of infrastructure services (including electricity).
- q. Prior to submission of a Building Permit, the applicant shall submit a preliminary intersection design (15% concept) for the Stage One "T" Intersection with Deceleration & Bypass Lanes in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached), to the satisfaction of the Shire of Serpentine Jarrahdale in liaison with Main Roads

WA. The preliminary intersection design shall be in accordance with the requirements of Main Roads and the relevant Austroads Guidelines demonstrating the following:

- i. an intersection treatment warrant analysis that identifies the appropriate intersection layout;
 - ii. there is sufficient area within the road reservation to facilitate the typical carriageway cross section inclusive of a right turn pocket with painted treatment (i.e. not isolated widening) servicing the proposed access to Lot 801; and
 - iii. facilitates future connectivity with the ultimate design for access as illustrated on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022.
- r. All signs and sign structures are to be placed on private property and must not overhang or encroach upon the existing or future Primary Regional Road reserve.
- s. At all times signage illumination must be low-level and not exceed 300cd/m² between sunrise and sunset. Signage must not flash, pulsate or chase during all hours.
- t. Signage shall not contain fluorescent, reflective, or retro-reflective colours or materials.

ADVICE

- a) In reference to Condition o, the right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
- b) In reference to Condition q:
- i. Information on warrants spreadsheets can be found on the Main Roads website > Technical & Commercial > mrwa-supplement-to-austroads-guide-to-road-design-part-4.
 - ii. The right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
 - iii. A copy of the Main Roads concept forwarded via email to the applicant on 31 October 2022 is attached. This information is provided for information purposes only and Main Roads assumes no liability for the information provided.
- c) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.
- d) Where a Planning Control Area (PCA) is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

Option 2

That Council RESOLVES the following Responsible Authority Recommendation:

1. That the Metro Outer Joint Development Assessment Panel REFUSES the application for the service station, rural supplies store and veterinary clinic as contained within **attachment 6** for the following reasons:
 - a. The land use of 'service station' is a prohibited use in the 'Rural' zone under draft Local Planning Scheme No. 3. It is contrary to the principles of orderly and proper planning to grant approval for a use which is imminently designated to become a prohibited use in the zone under the new Scheme. There is inadequate justification to consider the use would be alternatively a road house.
 - b. The land use of 'service station' is inconsistent with the objectives of the 'Rural' zone in draft Local Planning Scheme No. 3 and the Local Planning Strategy as it is an inappropriate non-rural use.
 - c. The 'service station' by way of its design and external appearance would adversely impact on the rural character and amenity of the locality.
 - d. The development, by way of its siting, would impact future road network projects, which could have an adverse impact to the principles of orderly and proper planning.

Option 1 is recommended.

Conclusion

The application seeks approval for a 'service station', 'rural supplies store' and 'veterinary clinic' within the 'rural' zone. It is considered that the proposal is generally consistent with the planning framework and given the imminent strategic intent for the function of the road network it is considered that the proposal would be appropriately located to service both freight and local traffic.

As amended, the proposal has adequately addressed the Officers previous concerns in relation to land use as the proposal can gain access from a state road. Furthermore, the proposal has demonstrated it can be accommodated with the existing and future road network. The proposal is therefore recommended for approval.

Attachments (available under separate cover)

- **10.1.8 - attachment 1** - Responsible Authority Report (E22/13386)
- **10.1.8 - attachment 2** - Minutes of MODAP Meeting (IN22/14080)
- **10.1.8 - attachment 3** - Amended Details (E22/13340)
- **10.1.8 - attachment 4** - Summary of Submissions (E22/4754)
- **10.1.8 - attachment 5** - Clause 67 Checklist (E22/13381)
- **10.1.8 - attachment 6** - Plans for Determination (E22/13566)

Alignment with our Strategic Community Plan

| | |
|-----------------------|---|
| Outcome 2.1 | A diverse, well planned built environment |
| Strategy 2.1.1 | Actively engage in the development and promotion of an effective planning framework |

Financial Implications

Nil.

Risk Implications

Risk has been assessed on the Officer Options and Implications:

| Officer Option | Risk Description | Controls | Principal Consequence Category | Risk Assessment | | | Risk Mitigation Strategies (to further lower the risk rating if required) |
|----------------|---|--------------------|--------------------------------|-----------------|-------------|-------------|---|
| | | | | Likelihood | Consequence | Risk Rating | |
| 1 | This is considered the lowest risk option. | | | | | | |
| 2 | Council endorsing the RAR with a recommendation for refusal | Planning framework | Reputation | Possible | Moderate | MODERATE | A clear explanation for the decision. |

Voting Requirements: Simple Majority

OCM272/11/22

COUNCIL RESOLUTION / Officer Recommendation

Moved Cr Coales, seconded Cr Duggin

That Council RESOLVES the following Responsible Authority Recommendation:

1. That the Metro Outer Development Assessment Panel APPROVES the application for the service station, rural supplies store and veterinary clinic as contained within attachment 6, subject to the following conditions:

- The development is to be carried out in compliance with the plans and documentation listed below and endorsed with the Shire of Serpentine Jarrahdale stamp, except where amended by other conditions of this consent.

| | |
|--------------------------|--|
| Plans and Specifications | <p>P1 – P26 – received at the Shire Offices on 12 October 2022</p> <p>P27 – Transport Impact Assessment dated October 2022</p> <p>Environmental Acoustic Assessment dated September 2022</p> |
|--------------------------|--|

- Prior to issue of a Building Permit an updated Bushfire Management Plan (BMP) shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the BMP shall be fully implemented and maintained thereafter.

- The vehicle parking areas, access ways and crossovers must:

- be designed in accordance with the relevant Australian/New Zealand Standard;

- ii. include a minimum of 144 car parking bays;
- iii. include one loading bay with minimum dimensions of 3.5 metres by 11 metres;
- iv. be constructed, asphalt or concrete sealed, kerbed, drained and marked.

Plans depicting these works are to be submitted to and approved by the Shire prior to the issue of a building permit. The works are to be completed prior to operation of the development, and maintained thereafter.

- d. All delivery vehicles servicing the land must load and unload within the boundaries of the land.
- e. A Lighting Plan is to be submitted to and approved by the Shire prior to the issue of a building permit. The Lighting Plan shall demonstrate the provision of lighting to all access ways, car parking areas, the exterior entrances to all buildings and the extent to which light from all external light sources is cast. The Lighting Plan must demonstrate lighting not causing an adverse amenity impact on the surrounding area. Once approved, lighting is to be installed and maintained in accordance with the Plan.
- f. Prior to issue of a building permit, a Signage Strategy detailing location, size and height of signage for the whole development, including wall signs, window signs, under veranda signs and fascia signs, is to be prepared to the specifications and satisfaction of the Shire. The Signage Strategy must depict no more than one single pylon sign for the entire development.
- g. No signs are permitted to be displayed in the current or future road reserves of either Thomas Road or Kargotich Road at any time.
- h. Prior to issue of a Building Permit, a landscaping and revegetation plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. This is to demonstrate:
 - i. the landscaping of a 20m vegetation buffer along the Thomas Road and Kargotich Road frontages of the land;
 - ii. this buffer to comprise a sufficient density of advanced trees and medium shrubs, which reflect the rural character either side of Thomas Road and Kargotich Road;
 - iii. both verges of Kargotich Road, from its intersection with Thomas Rd to the vehicle entry and exit point, being suitably landscaped.

Once approved, landscaping and revegetation must be fully installed prior to operation of the development, and thereafter maintained to the satisfaction of the Shire.

- i. Plans submitted for a building permit are to demonstrate the use of external colours and materials which are predominantly dark neutral earth tones, found in the local landscape of the district.
- j. No earthworks shall encroach onto either the current or future Kargotich Road or Thomas Road road reserves, except where required by specific conditions of this approval.
- k. Prior to issue of a Building Permit, a Noise Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. Once approved, the plans are

to be integrated in to the plans submitted for a Building Permit, with a suitably qualified acoustic consultant verifying the plans in this regard. Once approved, the Noise Management Plan shall be implemented and maintained thereafter to the satisfaction of the Shire.

- l. Prior to issue of a Building Permit, the applicant shall submit and have approved plans depicting the proposed art piece consistent with Local Planning Policy 1.6. Upon approval of the plans, the art piece is to be installed and thereafter maintained to the satisfaction of the Shire.**
- m. Prior to issue of a Building Permit, a Stormwater Management Plan shall be submitted to and approved by the Shire of Serpentine Jarrahdale. The approved Stormwater Management Plan shall be implemented and thereafter maintained to the satisfaction of the Shire.**
- n. Prior to the occupation of the development, the land required for 'Road Widening' on development plan titled 'Proposed MRWA Flyover Development Locality Plan' Dated 13 October 2022, Revision 8/RFH/Rev/13.10.2022 (attached), or as amended by the Department of Planning, Lands and Heritage, shall be set aside as a separate lot for acquisition pending future road widening requirements.**
- o. Prior to occupation of the development, the road geometry and associated infrastructure and services for the Stage One "T" Intersection with Deceleration & Bypass Lanes, shall be located and constructed in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached) , or as amended by Main Roads WA.**
- p. The developer is responsible for all costs involved in the design, construction and upgrade for the Stage One "T" Intersection with Deceleration & Bypass Lanes as shown on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached). This includes signing, road markings, street lighting, street furniture, full verge landscaping on both sides and relocation of infrastructure services (including electricity).**
- q. Prior to submission of a Building Permit, the applicant shall submit a preliminary intersection design (15% concept) for the Stage One "T" Intersection with Deceleration & Bypass Lanes in general accordance with the development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022 (attached), to the satisfaction of the Shire of Serpentine Jarrahdale in liaison with Main Roads WA. The preliminary intersection design shall be in accordance with the requirements of Main Roads and the relevant Austroads Guidelines demonstrating the following:**

 - i. an intersection treatment warrant analysis that identifies the appropriate intersection layout;**
 - ii. there is sufficient area within the road reservation to facilitate the typical carriageway cross section inclusive of a right turn pocket with painted treatment (i.e. not isolated widening) servicing the proposed access to Lot 801; and**

iii. facilitates future connectivity with the ultimate design for access as illustrated on development plan titled 'Proposed MRWA Flyover Entry Intersection Treatments' Dated 13 October 2022, Revision 7/RFH/Rev/13.10.2022.

- r. All signs and sign structures are to be placed on private property and must not overhang or encroach upon the existing or future Primary Regional Road reserve.
- s. At all times signage illumination must be low-level and not exceed 300cd/m² between sunrise and sunset. Signage must not flash, pulsate or chase during all hours.
- t. Signage shall not contain fluorescent, reflective, or retro-reflective colours or materials.

ADVICE

- a) In reference to Condition o, the right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
- b) In reference to Condition q:
 - i. Information on warrants spreadsheets can be found on the Main Roads website > Technical & Commercial > mrwa-supplement-to-austroads-guide-to-road-design-part-4.
 - ii. The right turn pocket will need to be designed to comply with the requirements of *Austroads Guide to Road Design Part 4A – Unsignalized and Signalised Intersections, Section 5.2.2 - Determination of Deceleration Turning Lane Length*, and of sufficient length to accommodate the desired maximum vehicle length of 27.5 m (i.e. RAV 3).
 - iii. A copy of the Main Roads concept forwarded via email to the applicant on 31 October 2022 is attached. This information is provided for information purposes only and Main Roads assumes no liability for the information provided.
- c) The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.
- d) Where a Planning Control Area (PCA) is in place, approval for development is required from the Western Australian Planning Commission (WAPC), as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

CARRIED UNANIMOUSLY 8/0

Councillor Dagostino returned to the Chambers at 8:56pm.

Presiding Member, Councillor Rich advised Councillor Dagostino of the Council Resolution for item 10.1.8.



Metro Outer Joint Development Assessment Panel Minutes

Meeting Date and Time: Thursday, 7 July 2022; 9.30am
Meeting Number: MOJDAP/186
Meeting Venue: Electronic Means

This DAP meeting was conducted by electronic means (Zoom) open to the public rather than requiring attendance in person

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Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Ms Sheryl Chaffer (Deputy Presiding Member)
Mr Jason Hick (Third Specialist Member)

Item 8.1

Cr Carol Adams (Local Government Member, City of Kwinana)
Cr Sherilyn Wood (Local Government Member, City of Kwinana)

Item 8.2

Cr Lauren Strange (Local Government Member, Shire of Serpentine-Jarrahdale)
Cr Michelle Rich (Local Government Member, Shire of Serpentine-Jarrahdale)

Officers in attendance

Item 8.1

Mr Marius Le Grange (City of Kwinana)
Ms Asha Logan (City of Kwinana)

Item 8.2

Ms Heather O'Brien (Shire of Serpentine-Jarrahdale)
Mr Andrew Trosic (Shire of Serpentine-Jarrahdale)
Mr Ashwin Nair (Shire of Serpentine-Jarrahdale)
Mr Jason Carr (WAPC)

Minute Secretary

Mr Stephen Haimes (DAP Secretariat)
Ms Sarah-Rose Butler (DAP Secretariat)

Applicants and Submitters

Item 8.1

Mr Joe Germano (Germano Design Pty Ltd)
Mr Carlo Famiano (CF Town Planning & Development)

Item 8.2

Mr Behnam Bordbar (Transcore)
Mr Paul Kotsoglo (Planning Solutions)
Mr Robert Walker (Planning Solutions)
Matt Wilson (representing the property owner)

Members of the Public / Media

Nil.



1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 9:36am on 7 July 2022 and acknowledged the traditional owners and paid respect to Elders past and present of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2020 under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

1.1 Announcements by Presiding Member

The Presiding Member advised that in accordance with Section 5.16 of the DAP Standing Orders 2020 which states 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.', the meeting would not be recorded.

This meeting was convened via electronic means (Zoom). Members were reminded to announce their name and title prior to speaking.

2. Apologies

Cr Matthew Rowse (Local Government Member, City of Kwinana)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the [DAP website](#).

5. Declaration of Due Consideration

The Presiding Member noted that an addendum to the agenda was published to include details of a DAP direction for further information and responsible authority response in relation to Item 8.2, received on 5 July 2022.

All members declared that they had duly considered the documents.

6. Disclosure of Interests

In accordance with section 2.4.9 of the DAP Code of Conduct 2017, DAP Members, Cr Carol Adams and Cr Sherilyn Wood, declared that they participated in a prior Council meeting in relation to the application at item 8.1. However, under section 2.1.2 of the DAP Code of Conduct 2017, Cr Adams and Cr Wood acknowledged that they are not bound by any previous decision or resolution of the local government and undertakes to exercise independent judgment in relation to any DAP application before them, which will be considered on its planning merits.



In accordance with section 2.4.9 of the DAP Code of Conduct 2017, DAP Members, Cr Lauren Strange and Cr Michelle Rich, declared that they participated in a prior Council meeting in relation to the application at item 8.2. However, under section 2.1.2 of the DAP Code of Conduct 2017, Cr Strange and Cr Wood acknowledged that they are not bound by any previous decision or resolution of the local government and undertakes to exercise independent judgment in relation to any DAP application before them, which will be considered on its planning merits.

In accordance with section 6.2 and 6.3 of the DAP Standing Orders 2020, the Presiding Member determined that the members listed above, who have disclosed an Impartiality Interest, are permitted to participate in the discussion and voting on the item.

7. Deputations and Presentations

7.1 Mr Carlo Famiano (CF Town Planning & Development) addressed the DAP in support of the recommendation for the application at Item 8.1 and responded to questions from the panel.

7.2 The City of Kwinana officers addressed the DAP in relation to the application at Item 8.1 and responded to questions from the panel.

The presentations at Item 7.1 – 7.2 were heard prior to the application at Item 8.1.

7.3 Mr Behnam Bordbar (Transcore) addressed the DAP against the recommendation for the application at Item 8.2 and responded to questions from the panel.

7.4 Mr Paul Kotsoglo (Planning Solutions) addressed the DAP in relation to the application at Item 8.2 and responded to questions from the panel.

7.5 The Western Australian Planning Commission officer addressed the DAP in relation to the application at Item 8.2 and responded to questions from the panel.

7.6 The Shire of Serpentine-Jarrahdale officers addressed the DAP in relation to the application at Item 8.2 and responded to questions from the panel.

The presentations at Items 7.3 - 7.6 were heard prior to the application at Item 8.2.

PROCEDURAL MOTION

Moved by: Cr Michelle Rich

Seconded by: Cr Lauren Strange

That the meeting be adjourned for a period of 5 minutes to allow members to refer to Standing Orders for procedural motions.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

REASON: Clarification was needed regarding the validity of a proposed alternate motion flagged by a panel member.



The meeting was adjourned at 11:04am.
The meeting was reconvened at 11:08am.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 9001 (No. 548) Lyon Road, Wandi

| | |
|--------------------------|--|
| Development Description: | Proposed Child Care Centre |
| Applicant: | Germano Designs Pty Ltd |
| Owner: | Mr Annunziata Galati-Rando and Mr Santo Galati-Rando |
| Responsible Authority: | City of Kwinana |
| DAP File No: | DAP/22/02192 |

REPORT RECOMMENDATION

Moved by: Cr Carol Adams

Seconded by: Cr Sherilyn Wood

With the agreement of the mover and seconder, the following amendment was made to the report recommendation:

(i) *That Condition No. 6 be amended to read as follows:*

*Prior to the lodgement of a building permit application, detailed civil drawings for the crossovers, footpaths/shared paths, on site car park reversing bay and car parking embayment's, as ~~generally depicted on the approved plans~~, **marked in red on the approved ground floor plan PD05 (Rev 005)**, are to be submitted to the City of Kwinana for review and approval. Construction works in accordance with the approved civil drawings are to be completed prior to occupation of the development, at the landowner's cost to the satisfaction of the City of Kwinana.*

REASON: To ensure that suitable treatment is put in place for the reversing bay so that it cannot be used for car parking.

(ii) *That the preamble be amended to read as follows:*

Approve: DAP Application reference DAP/22/02192 and accompanying plans:

Drawing No: PD02 (Rev 005) - Existing Site Survey

Drawing No: PD03 (Rev 005) - Overall Site Plan

Drawing No: PD04 (Rev 005) - Site Plan

Drawing No: PD05 (Rev 005) - Ground Floor Plan **(as amended by notations in red by the City)**

Drawing No: PD06 (Rev 005) - First Floor Plan

Drawing No: PD07 (Rev 005) - Elevations

REASON: to ensure the correct plan is referenced in approval



That the Metro Outer JDAP resolves to:

Approve: DAP Application reference DAP/22/02192 and accompanying plans:

Drawing No: PD02 (Rev 005) - Existing Site Survey

Drawing No: PD03 (Rev 005) - Overall Site Plan

Drawing No: PD04 (Rev 005) - Site Plan

Drawing No: PD05 (Rev 005) - Ground Floor Plan (as amended by notations in red by the City)

Drawing No: PD06 (Rev 005) - First Floor Plan

Drawing No: PD07 (Rev 005) - Elevations

in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Kwinana Local Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. The requirements of the City of Kwinana Local Planning Policy No.5 - Development Contribution towards Public Art (LPP5) must be met through one of the following options:
 - a. Prior to the lodgement of a building permit application, the owner/applicant must submit a Public Art Report in accordance with LPP5 to the City of Kwinana for approval, which must detail the provision of Public Art on site to a minimum value as specified in LPP5. Prior to the use or occupation of the development, the approved Public Art must be installed on site to the satisfaction of the City of Kwinana; or
 - b. Prior to the commencement of works, the owner/applicant shall provide a financial contribution of a minimum value as specified in LPP5 to the City of Kwinana in lieu of installing Public Art on site to the satisfaction of the City of Kwinana.
4. Prior to commencement of development works, investigation for soil and groundwater contamination is to be carried out on the land to determine if remediation is required. If required, remediation, including validation of remediation, of any contamination identified shall be completed prior to completion of construction works to the satisfaction of the City of Kwinana, on advice from the Department of Water and Environmental Regulation, to ensure that the site is suitable for the proposed use.
5. Prior to the lodgement of a building permit application, a detailed Drainage and Stormwater Management Plan is required to be submitted to the City of Kwinana for approval. The detailed Drainage and Stormwater Management Plan shall demonstrate the on-site retention of stormwater drainage and be implemented to the satisfaction of the City of Kwinana.



6. Prior to the lodgement of a building permit application, detailed civil drawings for the crossovers, footpaths/shared paths, on site car park reversing bay and car parking embayments, as marked in red on the approved ground floor plan PD05 (Rev 005), are to be submitted to the City of Kwinana for review and approval. Construction works in accordance with the approved civil drawings are to be completed prior to occupation of the development, at the landowner's cost to the satisfaction of the City of Kwinana.
7. Prior to occupation of the development, vehicle parking bays are to be constructed in accordance with AS2890, clearly marked on the ground and drained to the satisfaction of the City of Kwinana.
8. Prior to the lodgement of a building permit, a detailed internal landscaping plan shall be provided and implemented to the satisfaction of the City of Kwinana.
9. The operation of the Childcare Centre is limited to a maximum of 99 children and 19 staff on site at any one time.
10. The development hereby approved shall be constructed in accordance with all relevant construction standards of AS3959:2009 – *Construction of buildings in bushfire-prone areas* (as amended) applicable to the assessed Bushfire Attack Level rating. Any building or design requirements are to be shown as part of the building permit application.
11. The Bushfire Emergency Evacuation Plan (BEEP) prepared by Smith Bushfire Consulting (dated 8 February 2022) must be implemented on site at all times, including annual review of the BEEP.
12. Operating hours for the Child Care Centre are limited to between 6:30am to 6:30pm, Monday to Friday.
13. The recommendations in the Environmental Acoustic Assessment prepared by Herring Storer Acoustics (Version 1, dated 8 October 2021) shall be implemented in the design, construction and ongoing operation of the development at all times, including but not limited to:
 - a. no outdoor children's play prior to 7am;
 - b. maximum 80 children outdoor play at any one time;
 - c. car parking restrictions prior to 7am;
 - d. fencing constructed and maintained to the minimum specifications; and,
 - e. the siting, screening and/or operation of mechanical plant to minimise off-site noise impacts;to the satisfaction of the City of Kwinana. Any building or design requirements are to be shown as part of the building permit application.
14. The submitted Waste Management Plan (WMP) prepared by CF Town Planning and Development (dated 8 November 2021) shall be implemented in the design, construction and ongoing operation of the development at all times, to the satisfaction of the City of Kwinana.
15. The applicant shall implement dust control measures for the duration of site works to the satisfaction of the City of Kwinana.



16. Prior to occupation of the development, the subject site is to be connected to a suitable water supply and sewerage service, to the satisfaction of the City of Kwinana in consultation with the Water Corporation.
17. All fencing within the street setback areas shall be visually permeable above 1.2 metres above natural ground level, measured from the street side of the fence as per Clause 5.2.4 of the Residential Design Codes, and maintained thereafter, to the satisfaction of the City of Kwinana.
18. Prior to occupation of the development, the landowner shall ensure that the market garden activities within the Urban zoned portion of the subject lot cease.

Advice Notes

1. In relation to the condition about soil investigation, and in accordance with regulation 31(1)(c) of the *Contaminated Sites Regulations 2006*, a mandatory auditor's report, prepared by an accredited contaminated sites auditor, will need to be submitted to the Department of Water and Environmental Regulation as evidence of compliance with Condition 3. A current list of accredited auditors is available from www.dwer.wa.gov.au.
2. Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a low to moderate risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works. <https://www.dwer.wa.gov.au/your-environment/acid-sulfate-soils/69-acidsulfatesoils-guidelines>
3. In relation to the requirement for a detailed Landscaping Plan, the applicant is advised that the Landscaping Plan should include:
 - i. the proposed species of plants to be used;
 - ii. the proposed densities of plants to be used;
 - iii. the anticipated height of each plant at maturity;
 - iv. the spacing of each species;
 - v. the location of existing vegetation; and,
 - vi. the proposed reticulation layout.
4. The applicant is advised that any future signage shall potentially require a development application where not otherwise exempt under the provisions of Local Planning Policy No. 9 – Advertising Signage and the City of Kwinana Local Planning Scheme No. 2
5. The applicant is advised to submit an application to the City of Kwinana for approval to construct or alter a food business, an application for registration of food business and an application for child care approval with associated fees and documents at the lodgement of building application.
6. The applicant is advised that the proposal is to comply with the *Food Act 2008*, *Food Regulations 2009*, *Education and Care Services National Law (WA) Act 2012*, *Education and Care Services National Regulations 2012*, *Health (Miscellaneous Provisions) Act 1911* and *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997*.



7. If an applicant or owner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.
8. The applicant is advised that this conditional development approval is not a building permit giving authority to commence construction. Prior to any building work commencing on site, a building permit must be issued and penalties apply for failing to adhere to this requirement.

The Report Recommendation was put and CARRIED UNANIMOUSLY.

REASON: As outlined in the Responsible Authority Report, the proposed Child Care Centre meets locational criteria and is assessed as satisfying local structure planning and related development requirements. Supporting technical reports addressing traffic and noise impacts and bushfire management requirements have been reviewed and accepted by City officers. Measures to mitigate against amenity impacts on existing and future nearby residents are adequately covered in the proposal as submitted, together with appropriate conditions. The proposal benefits from being integrated with approved residential subdivision immediately to the North.

Cr Carol Adams and Cr Sherilyn Wood (Local Government Members) left the panel at 9:57am.

Cr Lauren Strange and Cr Michelle Rich (Local Government Members) joined the panel at 9:57am.

8.2 Lot 9002 (formally Lot 801), 1780 Thomas Road, Oakford

| | |
|--------------------------|--|
| Development Description: | Proposed Service Station, Rural Supplies Store and Veterinary Clinic |
| Applicant: | Planning Solutions |
| Owner: | Ms Teresa Diana Borrello and Mr Vincenzo Borrello |
| Responsible Authority: | Shire of Serpentine-Jarrahdale |
| DAP File No: | DAP/22/02211 |

REPORT RECOMMENDATION

Moved by: Cr Michelle Rich

Seconded by: Cr Lauren Strange

It is recommended that the Metro Outer JDAP resolves to:

Refuse DAP Application reference DAP/22/02211 and accompanying plans (attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, for a proposed service station, rural supplies store and veterinary clinic at Lot 9002, 1780 Thomas Road, Oakford

Reasons for Officer Recommendation

1. The land use of 'service station' is a prohibited use in the 'Rural' zone under draft Local Planning Scheme No. 3. It is contrary to the principles of orderly and proper planning to grant approval for a use which is imminently designated to become a prohibited use in the zone under the new Scheme.



2. The land use of 'service station' is inconsistent with the objectives of the 'Rural' zone in draft Local Planning Scheme No. 3 and the Local Planning Strategy as it is an inappropriate non-rural use.
3. The 'service station' by way of its design and external appearance would adversely impact on the rural character and amenity of the locality.
4. The development, by way of its siting, would impact future road network projects, contrary to the principles or orderly and proper planning.
5. The proposal, by way of the northernmost crossover, would adversely impact on traffic safety due to its location in the functional area of the proposed roundabout.

The Report Recommendation was put and LOST (2/3).

For: Cr Michelle Rich
Cr Lauren Strange

Against: Mr Ian Birch
Ms Sheryl Chaffer
Mr Jason Hick

PROCEDURAL MOTION

Moved by: Mr Ian Birch

Seconded by: Ms Sheryl Chaffer

That the consideration of DAP Application DAP/22/02211 be deferred to a meeting on or before 16 December 2022, in accordance with section 5.10.1a of the DAP Standing Orders 2020, for the following reason:

For the applicant to review their plans in accordance with recent MRWA proposal for grade separation of the intersection of Kargotich Road and Thomas Road, as part of the overall upgrade of the Anketell/Thomas key east-west freight route serving the planned new Westport outer harbour at Cockburn Sound, and further to seek WAPC assessment of their proposal, which is required as portion of their site falls within Planning Control Area (PCA) 161 established as part of the overall planning for the freight corridor. As consultation is required with government agencies, in addition to further assessment by the Shire of Serpentine Jarrahdale, an extended period has been allowed for this to occur.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

REASON: In view of the major changes intended for the adjacent intersection and the impact that those changes will have on the subject site in terms of land take and access, the proposal as submitted cannot be properly assessed.

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.



10. State Administrative Tribunal Applications and Supreme Court Appeals

The Presiding Member noted the following SAT Applications -

| Current SAT Applications | | | | |
|----------------------------|-------------------|---|-----------------------------|-------------|
| File No. & SAT DR No. | LG Name | Property Location | Application Description | Date Lodged |
| DAP/18/01543 DR 75/2022 | City of Joondalup | Lot 649 (98) O'Mara Boulevard, Iluka | Commercial development | 02/05/2022 |
| DAP/21/2047 DR257/2021 | City of Swan | Lots 136 (26) & 3235 (34) Asturian Drive and Lots 137 (238) & 138 (230) Henley Street, Henley Brook | Proposed education facility | 03/12/2021 |

11. General Business

The Presiding Member announced that in accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 11:23am.

PS ref: 7241

12 October 2022

Chief Executive Officer
Shire of Serpentine Jarrahdale
6 Patterson Street
Mundijong WA 6123

Attention: Planning Services

Dear Sir/Madam,

**LOT 801 (1780) THOMAS ROAD, OAKFORD
AMENDED DEVELOPMENT APPLICATION - ROADHOUSE, RURAL SUPPLIES STORE AND VETERINARY CLINIC
RESPONSE TO REASONS FOR DEFERRAL AND AMENDED PLANS**

Planning Solutions acts on behalf of Vincenzo Borrello and Tessa Diana Borrello, the registered proprietors of the proposed development at Lot 801 (1780) Thomas Road, Oakford (**subject site**).

At its meeting of 7 July 2022 the Metro Outer Joint Development Assessment Panel (JDAP) the above application was considered. The JDAP resolved a procedural motion to defer the matter as follows:

"That the consideration of DAP Application DAP/22/02211 be deferred to a meeting on or before 16 December 2022, in accordance with section 5.10.1a of the DAP Standing Orders 2020, for the following reason:

For the applicant to review their plans in accordance with recent MRWA proposal for grade separation of the intersection of Kargotich Road and Thomas Road, as part of the overall upgrade of the Anketell/Thomas key east-west freight route serving the planned new Westport outer harbour at Cockburn Sound, and further to seek WAPC assessment of their proposal, which is required as portion of their site falls within Planning Control Area (PCA) 161 established as part of the overall planning for the freight corridor. As consultation is required with government agencies, in addition to further assessment by the Shire of Serpentine Jarrahdale, an extended period has been allowed for this to occur."

The reason given for the JDAP deferral was: *"In view of the major changes intended for the adjacent intersection and the impact that those changes will have on the subject site in terms of land take and access, the proposal as submitted cannot be properly assessed"*.

In accordance with the JDAP resolution we are pleased to provide the following response which addresses the matters raised by the JDAP. We have updated the development plans which are included as Appendix 1. We have updated the consultant inputs to reflect the amended development to accommodate the Planning Control Area and the grade separated interchange. We confirm the proposal is satisfactory from the required technical perspectives.

BACKGROUND

Previous Approvals

A total of three previous development approvals for similar proposals have been granted for the subject site since 2013, the details of which have been outlined below. Importantly, the latest approval lapsed (prior to Planning Solutions involvement) due to an oversight and the current application was lodged by Planning Solutions, not previously engaged on the project.

- **December 2013** – Initial development approval for a rural travel stop development on the subject site comprising a road house, rural supplies store and veterinary clinic. (a full suite of conditions was not imposed at this time).
- **May 2014** – Consideration of Conditions (conditions of development approval imposed).
- **March 2018** – Development approval was amended following consultation with Main Roads Western Australia (MRWA) in relation to the intersection upgrade for Thomas Road and Kargotich Road, which involved the construction of a 4-way roundabout. Substantial commencement of the proposed development relied on construction of the roundabout.

The construction of the roundabout has yet to occur, which largely accounts for why the previous approvals on the site have not yet been acted upon whilst covid impacted the progress of development due to interstate travel restrictions to/from the site.

Westport Upgrades

The initial development application considered by JDAP on 7 July 2022 was lodged on **31 March 2022**, which took into account the proposed MRWA roundabout upgrade to the intersection of Thomas Road and Kargotich Road, which is due to commence construction in the near future.

On **17 May 2022**, MRWA wrote to the Shire objecting to the development application. The MRWA response was only provided to the applicant on **23 May 2022**. Crucially, this was the first occasion MRWA had communicated with the applicant regarding the new grade-separated interchange planned as part of the State Government's Westport project. The interchange proposed extended further into the subject site than the previously proposed roundabout. Prior to this date, the applicant and consultant team had not been made aware of the detail of the expansion proposals.

Post-Lodgement Engagement

10 June 2022 – Meeting with DPLH and MRWA and Extension of Time Request

On 1 June 2022, following the applicant learning of MRWA's plans for the grade-separated intersection, the Department of Planning, Lands and Heritage (DPLH) contacted the applicant to request a meeting to discuss the proposed grade-separated intersection.

The meeting was convened by the DPLH and held on 10 June 2022, with representatives of the applicant and landowner, DPLH and MRWA in attendance.

In the meeting, it was agreed that the applicant would be able to shift the proposed development south by 44m, which is the distance necessary to move the development outside the new land area requirement for the grade-separated intersection without any opposition from the state government agencies. DPLH and MRWA indicated they would support the proposal provided the new crossover locations were shown to be safe and functional.

Following the meeting on 10 June 2022, the applicant sent a letter to the Shire of Serpentine Jarrahdale (Shire) requesting an extension of time to the RAR date to allow the applicant time to consider the impacts of the grade separated intersection upgrades on the proposed development. The request was refused by the Shire as the June Ordinary Council Meeting agenda had already been finalised.

7 July 2022 – Metro Outer Joint Development Assessment Panel No. 186

As the extension of time request was refused by the Shire, the proposed development was presented to the JDAP, with no additional time granted to address the implications the grade-separated intersection would have on the design of the proposed development.

At the JDAP meeting held on 7 July 2022, the JDAP resolved to defer the application as outlined above.

19 September 2022 - Meeting with DPLH and MRWA

Following the JDAP's deferral, further traffic modelling based on MRWA's projected traffic numbers for 2041 for the grade-separated interchange was undertaken. Three separate access design options for proposed development, one of which included a 4-way roundabout providing direct access into the site and the Thomas Road off-ramp associated with the grade-separate interchange were assessed. Concept plans were then prepared by the project designer, which shifted the design south, outside of the grade-separate interchange area and utilised the 4-way roundabout option designed by the traffic engineers engaged on this project.

On 19 September, the concept plans were presented to the DPLH and MRWA for review, seeking in-principle support for the design. DPLH and MRWA both confirmed in-principle support for the design, subject to detailed design assessment.

The outcomes of the meeting and feedback received from both DPLH and MRWA have been taken into account and accommodated in the amended development plans.

5 October 2022 - Meeting with the Shire of Serpentine Jarrahdale

Following receipt of in-principle support from DPLH and MRWA a meeting was held on 5 October between Planning Solutions and the Shire to address the outcomes of the meeting with DPLH and MRWA, the concept plans and lodgement requirements.

The Shire provided in-principle support for the amended access arrangements subject to addressing the necessary construction and design requirements due to the reconstruction of Kargotich Road from the south to Thomas Road to the north. The points raised in the meeting have been incorporated in the amended development plans.

AMENDED DEVELOPMENT PLANS

Following post-lodgement engagement, a full set of amended development plans were prepared, incorporating the 4-way roundabout access option which received in-principle support from the Shire, DPLH and MRWA (refer **Appendix 1**). The differences between the previous plans and proposed plans are summarised below.

General

The main change to the development plans consists of shifting the development further south along Kargotich Road, outside of the land required by MRWA for the future grade-separated interchange. Subsequently, other minor changes have occurred to the plans, which are summarised in **Table 1** below. The changes are considered minor and don't substantially alter the nature of the development or the land use.

Table 1 – Comparison of deferred plans and revised plans (key development standards)

| Element | Previous plans | Proposed plans |
|---|---|---|
| <i>Setbacks</i> (note, the setbacks have been measured to the boundary of the development area, not the current boundary of the lot) | Front setback: 14.00m Rear setback: 14.00m Side setback: 16.40m | Setbacks have increased. |
| <i>Signage</i> | 2 x 7.6m pylon signs, one for both the road house and commercial tenancies, located adjacent to Thomas Road. | 2x 7.6m pylon signs adjacent Kargotich Road for both the road house and commercial tenancies. |
| <i>Buildings and Land Uses</i> | Development area: 3.614ha Fuel retail: 453.5m ² Veterinary / rural supplies: 2060m ² | Development area: 3.985ha Fuel retail: 453.5m ² Veterinary / rural supplies: 2060m ² |
| <i>Car and Bicycle Parking</i> | <ul style="list-style-type: none"> Fuel retail: <ul style="list-style-type: none"> 10 car parking bays 5 truck parking bays 1 air and water bay 2 EV charging bays 2 bicycle parking bays 2 caravan bays 1 emergency bay Veterinary and rural supplies: <ul style="list-style-type: none"> 126 car parking bays 2 bicycle parking bays Picnic area: <ul style="list-style-type: none"> 8 car parking bays | <ul style="list-style-type: none"> Fuel retail: <ul style="list-style-type: none"> 10 car parking bays 5 truck parking bays 1 air/water bay 3 EV charging bays 2 bicycle parking bays 1 emergency breakdown bay Veterinary and rural supplies: <ul style="list-style-type: none"> 120 car parking bays 2 bicycle parking bays Picnic area: <ul style="list-style-type: none"> 8 car parking bays 2 caravan parking bays |
| <i>Landscaping</i> | Retained trees: 11 New Coastal Blackbutt trees: 11 New Rock Sheoak trees: 85 | Retained trees: 10 New Coastal Blackbutt trees: 11 New Rock Sheoak trees: 89 |

As detailed in **Table 1** above, the proposed amendments to the development are minor in nature. The main change is the shift in the development further south along Kargotich to accommodate the proposed grade-separated interchange by MRWA. The proposed method of access has also been modified, which is discussed in further detail below. Parking, landscaping, development areas and floor areas generally remain consistent with the design previously considered by the JDAP on 7 July.

Refer **Appendix 1** for a copy of the development plans.

Vehicle Access

Previously, vehicle access was proposed via two crossovers from Kargotich Road. The southern crossover provided ingress and egress to the subject site, whilst the northern crossover was egress only. This access accommodated the roundabout upgrades which MRWA is due to commence works on in the very near future.

Following assessment and modelling undertaken by the project traffic engineer, as well as engagement with MRWA, DPLH and the Shire, the proposed vehicle access now proposes to accommodate access to / from the grade-separated interchange. The shift of the development further south along Kargotich has provided an opportunity to connect the development with the proposed Thomas Road offramp as part of the grade-separated interchange design, via a 4-way roundabout.

The 4-way roundabout has been designed and assessed by the project traffic engineer, so as to fit within the land requirements of MRWA. The swept path analysis confirms vehicle movements associated with the roundabout accommodate up to 27.5m B-Double trucks. The swept paths also confirm manoeuvrability within the proposed development will be compliant with the relevant Australian Standards.

Refer to **Appendix 2** for the amended Transport Impact Statement (

Interim Access Design

An interim access option will be implemented, until the ultimate grade-separated interchange and proposed roundabout is constructed. The access option consists of a single full movement crossover to Kargotich Road. The crossover has been designed to ensure the transition from the single full movement crossover to the 4-way roundabout so as to be seamless once the interchange upgrades occur. The interim access option has been assessed by Transcore and provide appropriate access and egress.

Refer Appendix 1 for the proposed design of the interim access design and the 4-way roundabout.

RESPONSE TO JDAP DEFERRAL

The JDAP deferred the application to provide time for the applicant to consider impacts of the proposed grade-separated interchange on the proposed development, and for the DPLH to undertake further assessment of the application.

Following deferral by the JDAP, the project traffic engineer undertook traffic modelling based on MRWA's projected traffic numbers for 2041 associated with the grade-separated interchange. The traffic engineer created three separate access design options for proposed development, one of which included a 4-way roundabout providing direct access into the site and the Thomas Road off-ramp associated with the grade-separate interchange.

The specialist project traffic engineer determined the 4-way roundabout was the most efficient method of access for the proposed development, and provides satisfactory manoeuvrability for vehicles entering and exiting the site, whilst having minimal impact on the surrounding road network.

Concept plans prepared by the project designer to accommodate the widening of the land requirements for Westport and Thomas Road resulted in the development being moved south along Kargotich Road, outside of the grade-separate interchange area. The 4-way roundabout option accommodates the amended design. The fundamentals of proposed development remain generally consistent with the previous design, including the layout, landscaping, parking and floor areas.

The concept plans were presented to MRWA, DPLH and the Shire, each of which provided their in-principle support for the proposed access, subject to a more detailed assessment being undertaken. This is consistent with the planning and development process in similar circumstances.

The amended development plans provided in **Appendix 1** will not adversely impact on the grade-separated interchange proposed by MRWA. The proposed 4-way roundabout has received in-principle support from both DPLH and MRWA, which are responsible for ensuring developments along the Westport corridor do not adversely impact on the grade-separated interchange. The assessed swept paths of the roundabout and internal accessways of the development remain entirely functional.

We therefore respectfully request the JDAP to approve the proposed development accordingly.

KEY PLANNING FRAMEWORK CONSIDERATIONS

The consideration of land uses is particularly important for this application, in that the proposed development is capable of approval under both the existing Town Planning Scheme No. 2 (TPS2), as well as draft Local Planning Scheme No. 3 (LPS3). It's important to note the Shire's TPS2 remains the primary planning instrument for this application, and accordingly should receive the most weight when the JDAP considers the recommendation and makes its determination.

Shire of Serpentine Jarrahdale Town Planning Scheme No. 2

Zoning

The subject site is zoned 'Rural' under the Shire's TPS2. The objective of the 'Rural' zone under TPS2 is as follows:

"The purpose and intent of the Rural Zone is to allocate land to accommodate the full range of rural pursuits and associated activities conducted in the Scheme Area".

The proposed development is wholly consistent with the TPS2 objectives for the Rural zone. Specifically, it satisfies the zone objectives for the following reasons:

- a) The proposed development provides a range of rural related land uses which are complementary to each other and meet the needs of the locality of Oakford.
- b) The proposal provides convenient co-location efficiencies of rural related activities required in the Rural zone and in the district.
- c) The proposal provides a built form style that is sympathetic to the rural context. The development also seeks to reintroduce elements on the natural environment back onto the development site through extensive landscaping. The landscaping will be the subject of a condition to ensure it is consistent with the expectations for the site in its context.
- d) The service station also provides an opportunity for Trucks and Caravans travelling along Thomas Road to stop and rest.

It is considered the amended development continues to achieve the objectives of the Rural zone and warrants approval accordingly.

Land Use and Permissibility

Subsequent to the land use definitions outlined in TPS2, the uses of the proposed development remain to be appropriately classified as:

Service Station means land and buildings used for the supply of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs and minor mechanical repairs and may include a cafeteria, restaurant or shop incidental to the primary use; but does not include transport depot, panel beating, spray painting, major repairs or wrecking.

Produce Store means land and buildings wherein fodders, fertilisers and grain are displayed and offered for sale.

Veterinary Establishment means land and buildings used for, or in connection with, the treatment of sick animals and includes the accommodation of sick animals.

Table 1 – Zoning Table within TPS2 prescribes the permissibility of land uses within the Rural zone:

Service Station is listed as an 'SA' use within the rural zone meaning the Shire may, at its discretion, permit the use after the application has been advertised to the public.

Produce Store is listed as 'SA' use.

Veterinary Establishment is listed as 'AA' use within the rural zone meaning the Shire may, at its discretion, permit the use.

The proposed uses are capable of approval on the subject site, subject to the planning authority, which in this instance is the JDAP, exercising its discretion. It is important to note that the land-use is defined as a "Service Station" under TPS2 as there is no "road house" land use within TPS2. The proposed uses are consistent with the development plans previously considered by the JDAP on 7 July 2022 and those previously granted approval.

Shire of Serpentine Jarrahdale Draft Local Planning Scheme No. 3

The Shire of Serpentine-Jarrahdale is in the process of implementing draft Local Planning Scheme No. 3 (LPS3). Draft LPS3 has been advertised and is scheduled to be gazetted by the end of 2022. Draft LPS3 is a seriously entertained planning proposal and has been adequately considered in this development proposal. At the time of writing, there is not a set date for the gazettal of LPS3.

Zoning

The subject site is zoned 'Rural' under draft LPS3. The objectives of the Rural zone under LPS3 are as follows:

- a) *To provide for the maintenance or enhancement of specific local rural character.*
- b) *To protect and accommodate broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use.*
- c) *To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage.*
- d) *To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone.*
- e) *To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.*

The proposed development is wholly consistent with the LPS3 objectives for the Rural zone. Specifically, it satisfies the zone objectives for the same reasons that it satisfies the objectives of TPS2, refer above. Importantly, the subject site is at the interchange of a highway of state significance, and it is entirely appropriate to locate a facility which may be approved in the location proposed when it services the nearby and adjoining uses. The land to the south is used for a cheese factory and is owned by the proponent. It is therefore an appropriate location for the proposed development under the provisions of LPS3 and the applicable circumstances in terms of land use context.

Land Use and Permissibility

The uses proposed by this development application are best classified under LPS3 as:

road house means premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services –

- (a) a full range of automotive repair services;
- (b) wrecking, panel beating and spray-painting services;
- (c) transport depot facilities;
- (d) short-term accommodation for guests;
- (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies.

Trade Supplies means premises used to sell by wholesale or retail, or to hire, assemble or manufacture any materials, tools, equipment, machinery or other goods used for any of the following purposes including goods which may be assembled or manufactured off the premises -

- (a) automotive repairs and servicing;
- (b) building including repair and maintenance;
- (c) industry;
- (d) landscape gardening;
- (e) provision of medical services;
- (f) primary production;
- (g) use by government departments or agencies, including local government.

veterinary centre means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders.

freeway service centre means premises that has direct access to a freeway and which provides all of the following services or facilities and may provide other associated facilities or service but does not provide bulk fuel services -

- a) Service station facilities;
- b) Emergency breakdown repair for vehicles;
- c) Charging points for electric vehicles;
- d) Facilities for cyclists;
- e) Restaurant, café or fast food services;
- f) Takeaway food retailing;
- g) Public ablution facilities, including provision for disabled access and infant changing rooms;
- h) Parking for passenger and freight vehicles;
- i) Outdoor rest stop facilities such as picnic tables and shade areas.

The road house has been designed to ensure it provides the full range of services and facilities required by both the road house and freeway service centre definitions under LPS3.

During assessment of the previous application, the Shire issued a request for additional information from the applicant on 12 May 2022, requesting additional facilities be provided to ensure consistency with the road house and freeway service centre definitions under LPS3. The Shire requested the applicant amend the plans to provide the following:

- Emergency breakdown repair bay;
- Charging points for electric vehicles;
- Facilities for cyclists; and
- Amended design of retail building to reflect the rural character of the locality.

The plans were amended accordingly, and the applicant's response / amended plans were sent to the Shire on 27 May 2022. The amended plans provided in Appendix 1 continue to provide the services and facilities required by the road house and freeway service centre definitions under LPS3.

Table 1 – Zoning Table within draft LPS3 prescribes the permissibility of land uses within the Rural zone.

road house is listed as 'A' use within the rural zone meaning the Council may, at its discretion, permit the use after the application has been advertised to the public.

trade supplies is listed as 'A' use within the rural zone.

veterinary centre is listed as 'A' use within the rural zone.

The proposed uses are capable of approval on the subject site, subject to the Shire exercising discretion.

RESPONSE TO SHIRE'S REASONS FOR REFUSAL

The Shire previously recommended refusal of the proposed development in the previous Responsible Authority Report (RAR) provided to the JDAP. Table 2 below provides a direct response to the Shire's reasons for refusal.

Table 2 – Applicants response to Shire's reasons for refusal

| Shire's Reason | Applicants' comments |
|---|---|
| <i>The land use of 'service station' is a prohibited use in the 'Rural' zone under draft Local Planning Scheme No. 3. It is contrary to the principles of orderly and proper planning to grant approval for a use which is imminently designated to become a prohibited use in the zone under the new Scheme.</i> | <p>TPS2 is the primary planning instrument applicable to this application and should receive the most weight when the Shire makes its recommendation and the JDAP considers the matter. Under TPS2, 'service station' is a use capable of approval.</p> <p>Under LPS3, the Shire has incorrectly assessed the proposed road house as a service station and not taken in to account the detail of the proposal, or the applicable planning framework and the appropriate weight to be given to the development under the applicable framework. The design of the road house has been carefully considered to ensure all facilities and services required by the road house and freeway service centre are provided.</p> <p>Amendments to the plans were made through the RFI process to meet the requests of the Shire, which sought to ensure the proposed development met the definition of a "road house", as explained above.</p> <p>For these reasons the proposed development is completely consistent with the definition of a "road house" under draft LPS3 and is therefore capable of approval. Notwithstanding this, the development is also capable of approval under the primary planning instrument of TPS2.</p> |
| <i>The land use of 'service station' is inconsistent with the objectives of the 'Rural' zone in draft Local Planning Scheme No. 3 and the Local Planning Strategy as it is an inappropriate non-rural use.</i> | <p>As demonstrated above, the proposed development is most appropriately classified as a road house under draft LPS3. It's also important to note that various approvals for fundamentally the same development have previously been granted on the subject site. These approvals lapsed (prior to Planning Solutions involvement) as they relied on MRWA constructing the roundabout at the intersection of Thomas Road and Kargotich Road, the construction of which has been delayed substantially.</p> |
| <i>The 'service station' by way of its design and external appearance would adversely impact on the rural character and amenity of the locality.</i> | <p>This comment was provided to the applicant in the Shire's RFI prior to the JDAP meeting. Subsequently, the design of the road house was amended by the applicant to better reflect the rural character of the locality. Refer to Appendix 3 for a copy of the applicants prior RFI response.</p> |

| Shire's Reason | Applicants' comments |
|--|---|
| | In the Shire's previous RAR, their only critique of the amended design was the "surfmist coloured roof and choice of cladding is not consistent with the rural character of the locality". It was generally acknowledged by the Shire that the amended design was a significant improvement. It is not considered the Shire's disapproval of the colour of the roof, whilst it is generally consistent with the colour of the commercial building roof which received no objection, is substantial enough to warrant a reason for refusal. A condition of approval could be imposed to address this matter. |
| <i>The development, by way of its siting, would impact future road network projects, contrary to the principles of orderly and proper planning.</i> | <p>This comment has been addressed through the relocation of the proposed development further south along Kargotich Road. The proposed development seeks to accommodate all future road resumptions and network projects required by MRWA and DPLH.</p> <p>The amended plans and proposed access to the development were presented to MRWA, DPLH and Shire. Each authority provided their in-principle support for the proposed access arrangements, and confirmed they were generally satisfied the amended plans would not prejudice the future grade-separated interchange, subject to a more detailed design.</p> |
| <i>The proposal, by way of the northernmost crossover, would adversely impact on traffic safety due to its location in the functional area of the proposed roundabout.</i> | The proposed mode of access to the site has been amended to accommodate the future grade-separated interchange. The proposed access was designed and assessed by the project traffic engineer and is confirmed to be satisfactory from road safety perspective (|

CONCLUSION

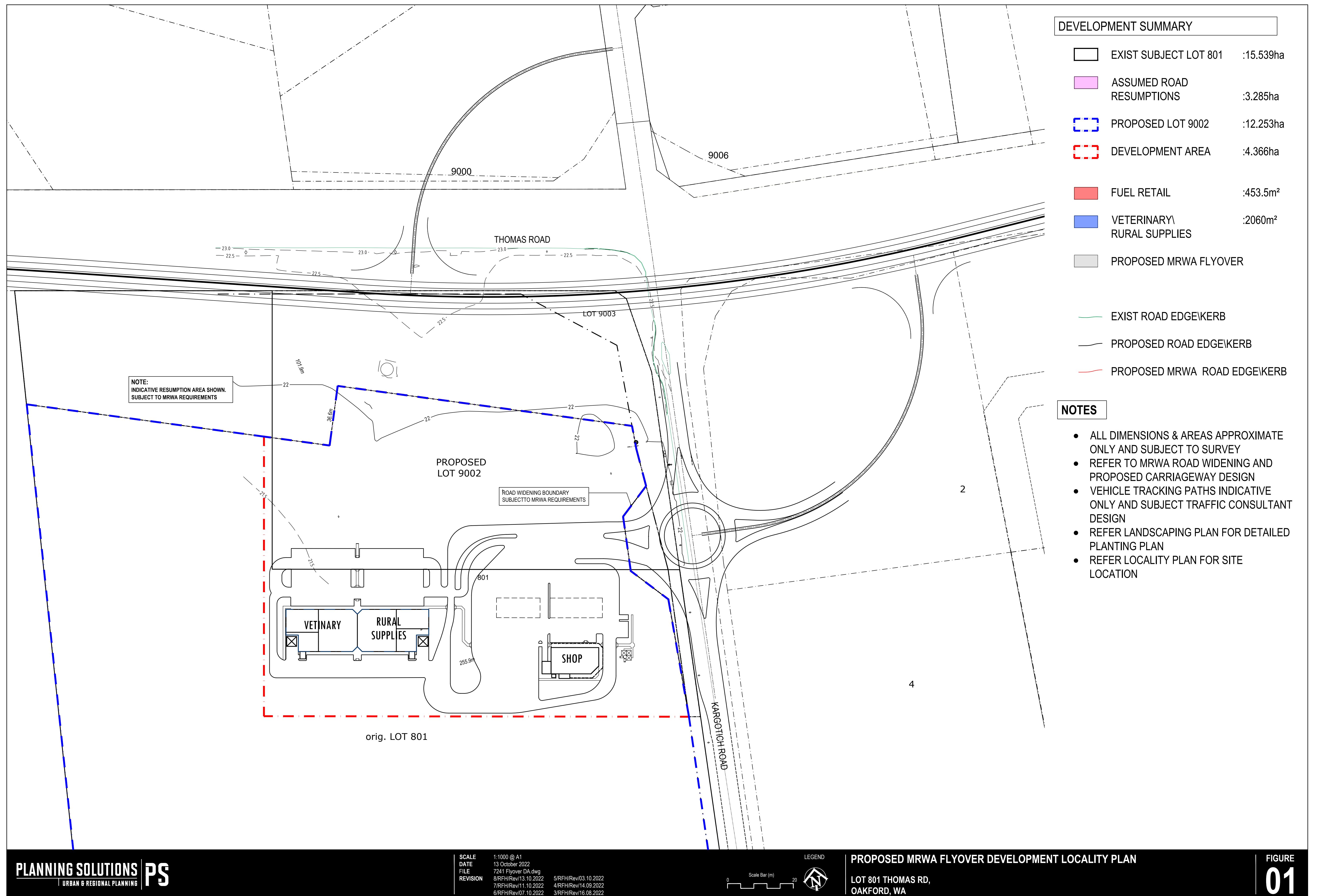
The amended development plans, co-consultant reporting, and responses contained within this letter adequately addresses the JDAP reason for deferral and the Shires reasons for refusal. We respectfully request the Shire to finalise its assessment with a favourable recommendation, and for the JDAP to approve the development accordingly.

Yours faithfully,



PAUL KOTSOGLO
MANAGING DIRECTOR

Appendix 1: Amended Development plans



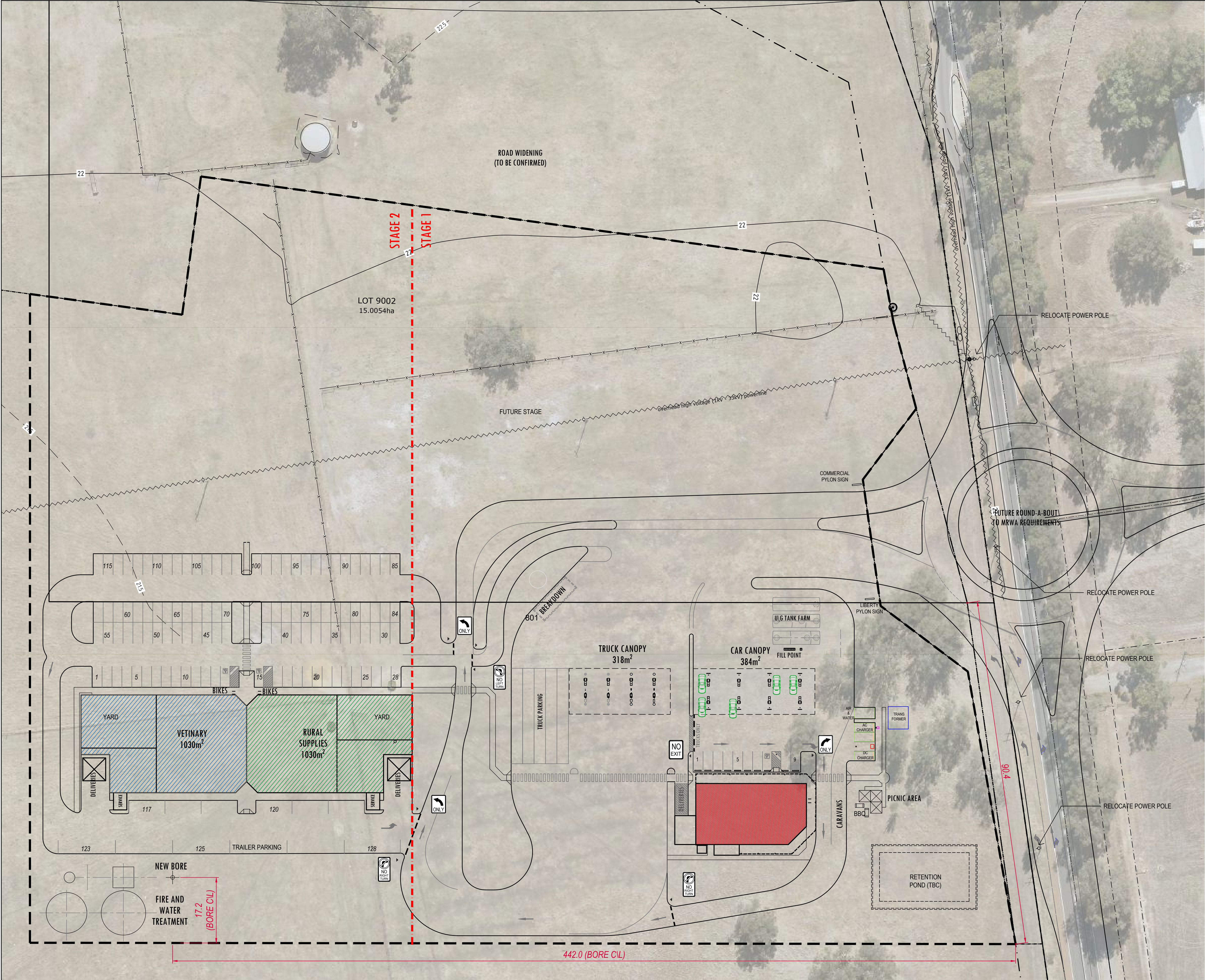


DEVELOPMENT SUMMARY

| | | |
|--|-------------------------------|-----------|
| | DEVELOPMENT AREA | :4.366ha |
| | LOT 801 AREA | :15.539ha |
| | LOT 9002 (NEW)AREA | :12.253ha |
| | ROAD WIDENING | :3.285ha |
| | LANDSCAPE (incl PATH) | :7180m² |
| | FUEL RETAIL | :453.5m² |
| | VETERINARY/ RURAL SUPPLIES | :2060m² |

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN
- VEHICLE TRACKING PATHS INDICATIVE ONLY AND SUBJECT TRAFFIC CONSULTANT DESIGN
- REFER LANDSCAPING PLAN FOR DETAILED PLANTING PLAN
- REFER LOCALITY PLAN FOR SITE LOCATION



LEGEND

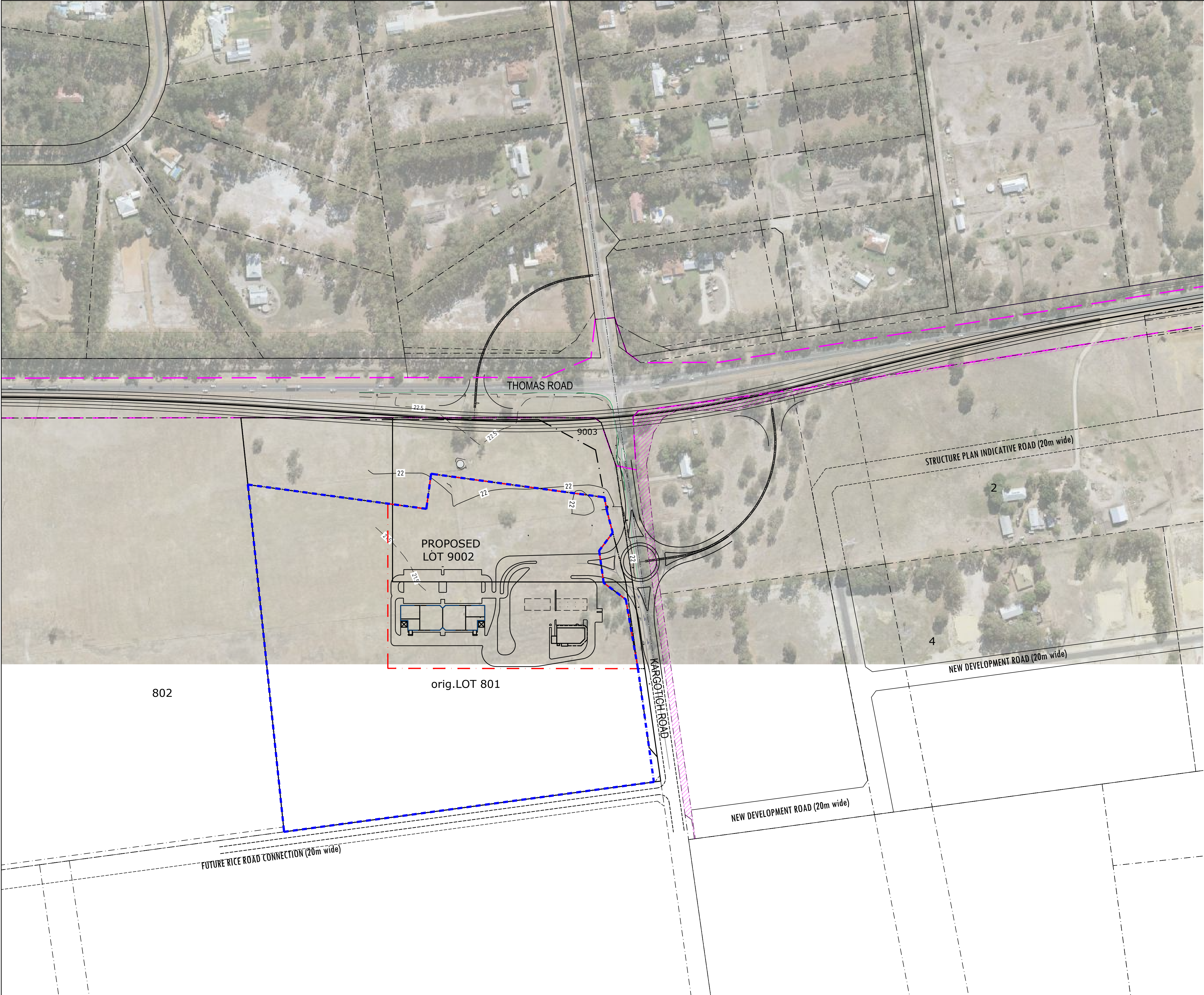
- RETAIL FUEL :453.5m²
- VETERINARY :1030m²
- RURAL SUPPLIES :1030m²
- PICNIC AREA :262m²
- BBQ \ PERGOLA
- STORMWATER RETENTION
- NEW TREE
- RETAINED TREE (TBC)

CARPARKING

- RETAIL : 10 CARBAYS
: 5 TRUCKBAYS
: 1 AIR/WATER
- VETERINARY & RURAL SUPPLIES : 120 CARBAYS
- PICNIC AREA : 8 CARBAYS
- BIKE RACKS : 2 RETAIL
: 2 VET/RURAL
- CARAVAN : 2 BAYS
- EV CHARGER : 3 BAYS

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN
- VEHICLE TRACKING PATHS INDICATIVE ONLY AND SUBJECT TO TRAFFIC CONSULTANT DESIGN
- REFER LANDSCAPING PLAN FOR DETAILED PLANTING PLAN
- REFER LOCALITY PLAN FOR SITE LOCATION
- EV CHARGING FACILITY SUBJECT TO DETAILED DESIGN AND ASSESMENT

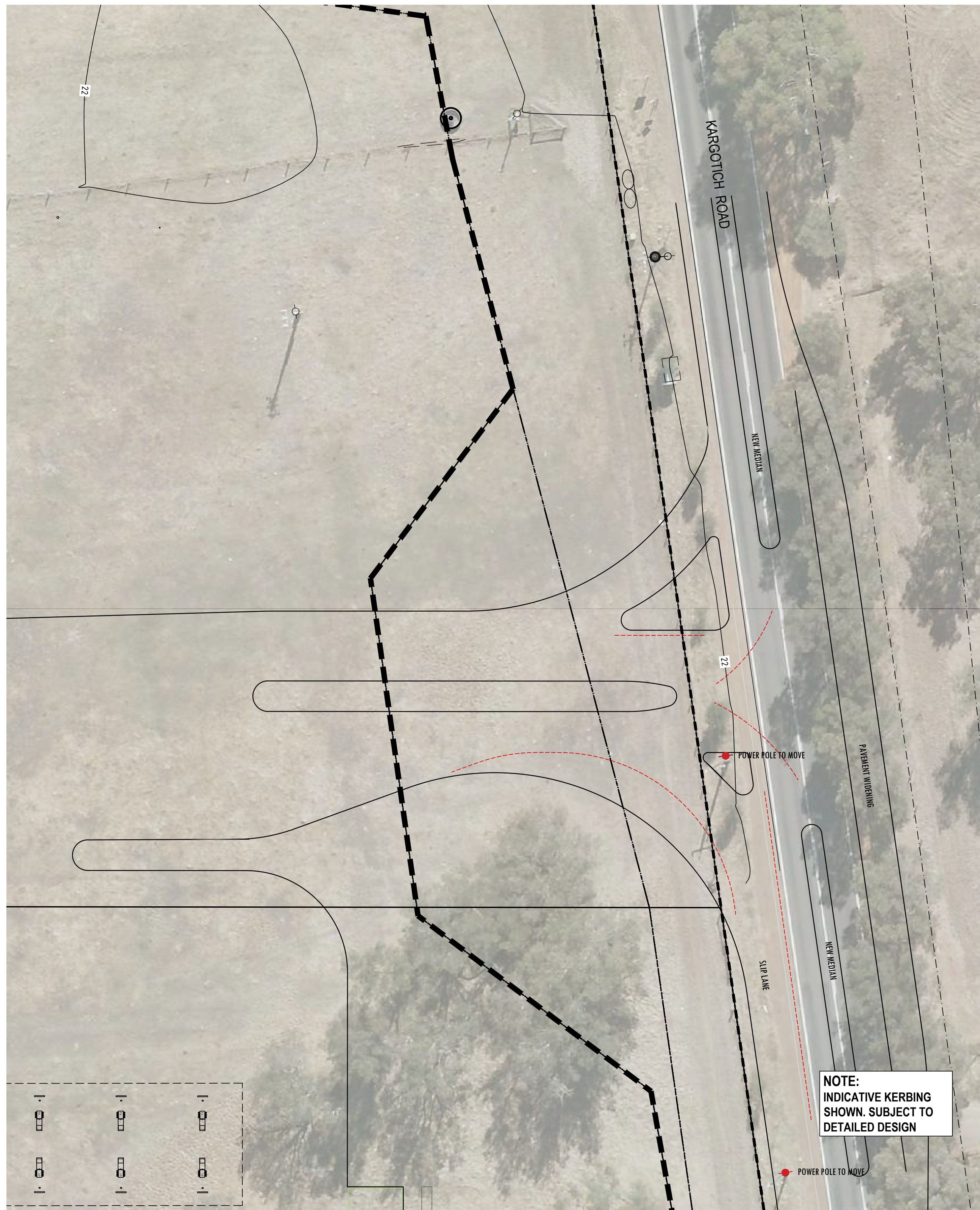


DEVELOPMENT SUMMARY

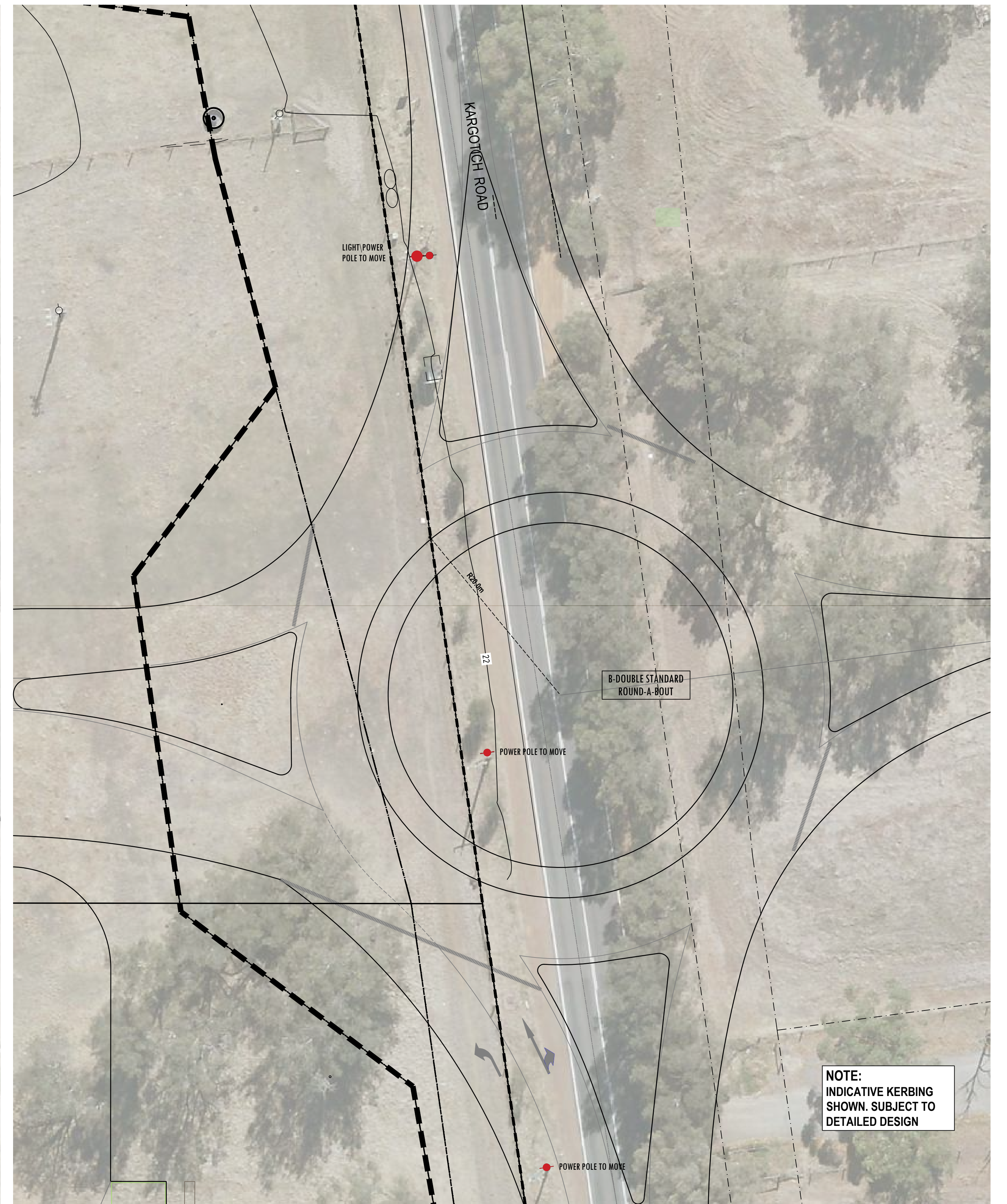
| | | |
|--|--------------------------------------|----------------------|
| | EXIST SUBJECT LOT 801 | :15.539ha |
| | ASSUMED ROAD RESUMPTIONS | :3.531ha |
| | ADJOINING ROAD RESUMPTIONS (CURRENT) | |
| | EXISTING PROPOSED MRWA ROAD WIDENING | |
| | PROPOSED NEW LOT 9002 | :12.253ha |
| | DEVELOPMENT AREA | :4.366ha |
| | FUEL RETAIL | :453.5m ² |
| | VETERINARY\ RURAL SUPPLIES | :2060m ² |
| | PROPOSED MRWA FLYOVER | |
| | EXIST ROAD EDGE\KERB | |
| | PROPOSED ROAD EDGE\KERB | |
| | PROPOSED MRWA ROAD EDGE\KERB | |

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN
- REFER TO LOT 2 THOMAS ROAD AND LOT 4 KARGOTICH ROAD STRUCTURE PLAN SPL-SPN2245 21396-05



STAGE ONE: "T" INTERSECTION WITH DECELERATION & BYPASS LANES



STAGE TWO: MRWA ROUND-A-BOUT INTERSECTION



PLANTING SCHEDULE

| TREE | | | | | | |
|------|-------------------------|--------------------------------|----------------|----------|----------|-----|
| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | LOC'N | No. |
| Euto | Eucalyptus totidiana | Coastal Blackbutt, Pricklybark | Height: 4-8m | 45 Litre | AS SHOWN | 11 |
| Alhu | Allocasuarina Hugeliana | Rock Sheoak | Height: 10-15m | 45 Litre | AS SHOWN | 89 |



FORMAL MIX - FRANGIBLE

| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | SPACIN G | % | No. |
|------|-------------------------|---------------------------|-----------|-----------|----------------------|------|-----|
| ANma | Anigozanthos manglesii | Red & Green Kangaroo Paw | 0.5 x 1.0 | TubeStock | 0.5 / m ² | 9.7 | 98 |
| BAda | Banksia dallanneyi | Couch HoneyPot | 0.3 High | TubeStock | 0.5 / m ² | 32.3 | 328 |
| BEsq | Beaufortia squarrosa | Sand Bottlebrush | 2.0 x 2.0 | TubeStock | 0.5 / m ² | 1.2 | 12 |
| Dire | Dianella revoluta | Flax Lily, Blueberry Lily | 1.0 x 2.0 | TubeStock | 0.5 / m ² | 2.4 | 25 |
| JAsa | Jacksonia sericea | Waldjumi | 0.4 x 0.4 | TubeStock | 0.5 / m ² | 30.2 | 307 |
| PAoc | Patersonia occidentalis | Purple Flag | 0.5 x 0.5 | TubeStock | 0.5 / m ² | 19.4 | 197 |
| MEtr | Melaleuca Trychophylla | Pretty Honey Myrtle | 1.0 x 1.0 | TubeStock | 0.5 / m ² | 4.8 | 49 |



GROUNDCOVER MIX

| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | SPACIN G | % | No. |
|------|---------------------------|-----------------------|-----------|-----------|----------------------|------|-----|
| BOer | Bossiaea eriocarpa | Common Brown Pea | 0.7 x 0.5 | TubeStock | 0.5 / m ² | 20.4 | 292 |
| BRib | Brachyscome ibertidifolia | Swan River Daisy | 0.4 x 0.4 | TubeStock | 0.5 / m ² | 31.3 | 447 |
| BUmu | Burchardia multiflora | Dwarf Burchardia | 0.1 x 2.0 | TubeStock | 0.5 / m ² | 2.5 | 36 |
| DAli | Dampiera trigona | Angled-Stem Dampiera | 0.6 x 1.5 | TubeStock | 0.5 / m ² | 6.7 | 95 |
| Dire | Dianella revoluta | Black-Anther Flax-ily | 0.7 x 2.0 | TubeStock | 0.5 / m ² | 3.6 | 51 |
| HEpu | Hemiantra pungens | Snakebush | 0.1 x 2.0 | TubeStock | 0.5 / m ² | 2.5 | 36 |
| JAsa | Jacksonia sericea | Waldjumi | 0.1 x 0.5 | TubeStock | 0.5 / m ² | 10 | 143 |
| KEpr | Kennedia prostrata | Running Postman | 0.1 x 2.0 | TubeStock | 0.5 / m ² | 2.5 | 36 |
| LOan | Lobelia anceps | Angled Lobelia | 0.7 x 0.5 | TubeStock | 0.5 / m ² | 20.4 | 292 |



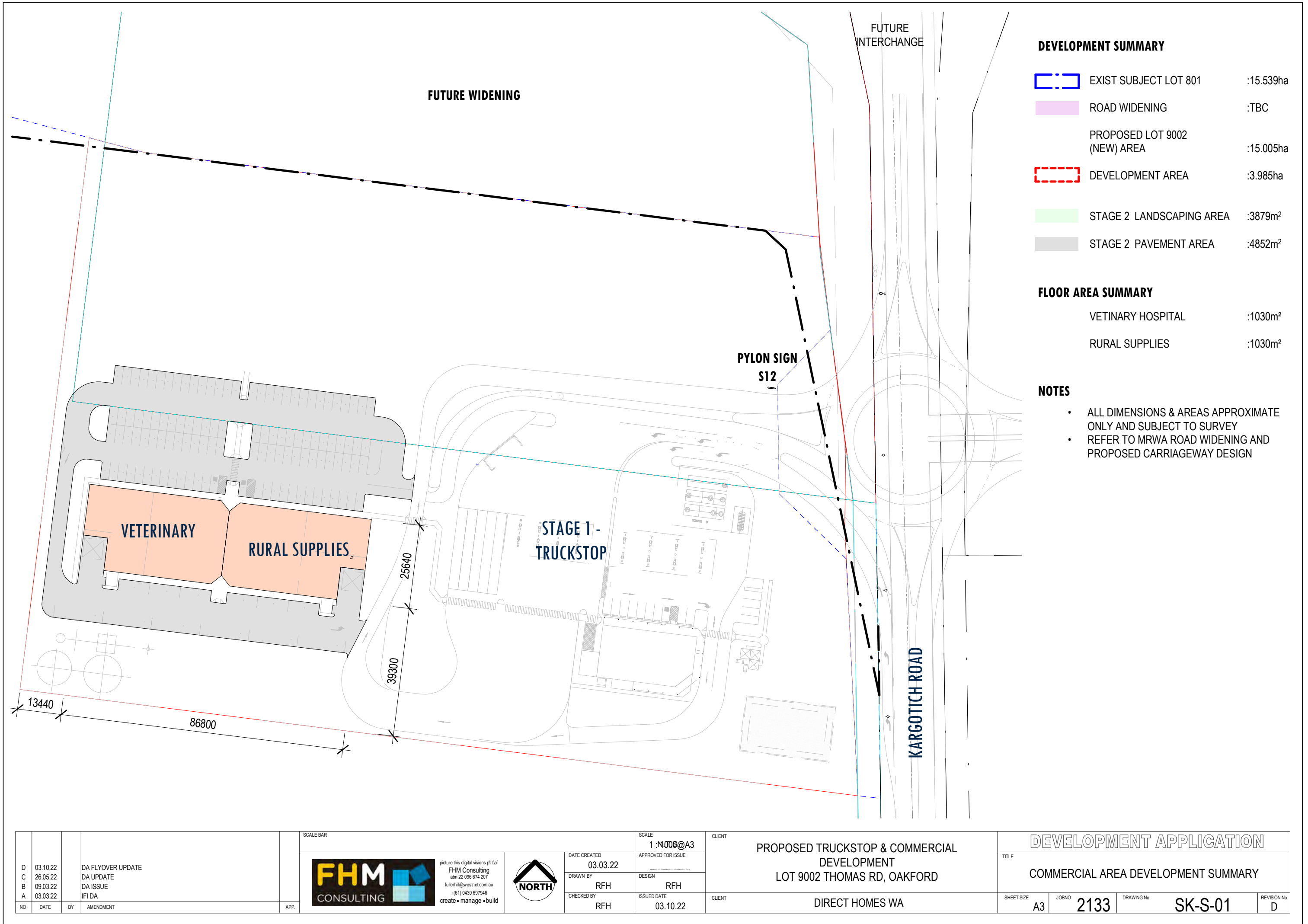
NATIVE MIX

| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | SPACIN G | % | No. |
|------|------------------------|----------------------|--------------|-----------|----------------------|------|-----|
| ACap | Acacia Applanata | Grass Wattle | 0.1-0.3 high | TubeStock | 0.5 / m ² | 39.7 | 302 |
| ACst | Acacia Stenoptera | Narrow Winged Wattle | 0.5 x 1.0 | TubeStock | 0.5 / m ² | 23.8 | 181 |
| GAca | Gastrolobium Capitatum | Bacon & Eggs | 0.5 x 1.0 | TubeStock | 0.5 / m ² | 23.8 | 181 |
| HAru | Hypocalymma Robustum | Swan River Myrtle | 1.5 x 1.5 | TubeStock | 0.5 / m ² | 6.8 | 52 |
| ACse | Acacia sessilis | | 2.0 x 2.0 | TubeStock | 0.5 / m ² | 3.0 | 23 |
| ALhu | Allocasuarina humilis | Dwarf Sheoak | 2.0 x 2.0 | TubeStock | 0.5 / m ² | 3.0 | 23 |



NOTES

- ALLOW TO CARRY OUT AUTOMATIC RETICULATION TO ALL LANDSCAPED AREAS. RETIC CONTROLLER TO BE FITTED WITH A RAIN SENSOR. DIVISION OF AREAS TO BE WATERED TO BE DETERMINED ON SITE BY RETICULATION CONTRACTOR.
- THE LOCATION AND TYPE OF SPRAY OUTLETS TO BE SELECTED BY THE RETICULATION CONTRACTOR TO AVOID WATER SPRAY ONTO FENCES, ROADS, CROSSOVERS, PATHS AND OTHER PAVED AREAS.
- ALL LANDSCAPING BEDS TO BE MULCHED TO A DEPTH OF 100mm WITH ORGANIC MULCH.
- PLANTING BEDS & LAWN AREAS SHALL HAVE A MINIMUM DEPTH OF 400mm OF CLEAN TOP SOIL. TOP SOIL TO BE OF SUITABLE HORTICULTURAL QUALITY, FREE OF ALL CONTAMINANTS SUCH AS LIMESTONE ROAD BASE MATERIAL, CEMENT, CONCRETE, ROCK AND BUILDERS RUBBLE.
- ALL PLANTS EXCEEDING 1000mm IN HEIGHT SHALL BE PROPERLY STAKED AND SECURED.
- ALL PLANTS SHALL BE FERTILIZED DURING PLANTING WITH A NATIVE FORMULATED, SLOW RELEASE, LOW PHOSPHOROUS FERTILIZER HAVING AN NPK RATIO OF 10:3:6.



DEVELOPMENT SUMMARY

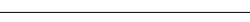
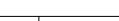
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| | EXIST SUBJECT LOT 801 | :15.539ha |
| | ROAD WIDENING | :TBC |
| | PROPOSED LOT 9002 (NEW) AREA | :15.005ha |
| | DEVELOPMENT AREA | :3.985ha |
| | STAGE 2 LANDSCAPING AREA | :3879m ² |
| | STAGE 2 PAVEMENT AREA | :4852m ² |

FLOOR AREA SUMMARY

| | |
|-------------------|---------------------|
| VETINARY HOSPITAL | :1030m ² |
| RURAL SUPPLIES | :1030m ² |

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN

| | | | | | | | | | | | | | | | | | |
|------------------|----------|----|--------------------|------|-----------|---|---|---|--------------|-------------------------------------|--------|---|-------------------------|-------------|--------------|----|------|
| D C B A | 03.10.22 | BY | DA FLYOVER UPDATE | APP. | SCALE BAR |  | picture this digital visions p/l t/a FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (0)439 697946 create • manage • build |  | DATE CREATED | SCALE | CLIENT | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | | |
| | 03.03.22 | | 1 : 1000 @ A3 | | | | | | TITLE | COMMERCIAL AREA DEVELOPMENT SUMMARY | | | | | | | |
| | DRAWN BY | | APPROVED FOR ISSUE | | | | | | SHEET SIZE | | | | JOBNO | DRAWING No. | REVISION No. | | |
| | RFH | | RFH | | | | | | | | | | | | | A3 | 2133 |
| NO | DATE | | AMENDMENT | | | | | | CHECKED BY | ISSUED DATE | | DIRECT HOMES WA | | | | | |
| | | | | | | | | | RFH | 03.10.22 | | | | | | | |



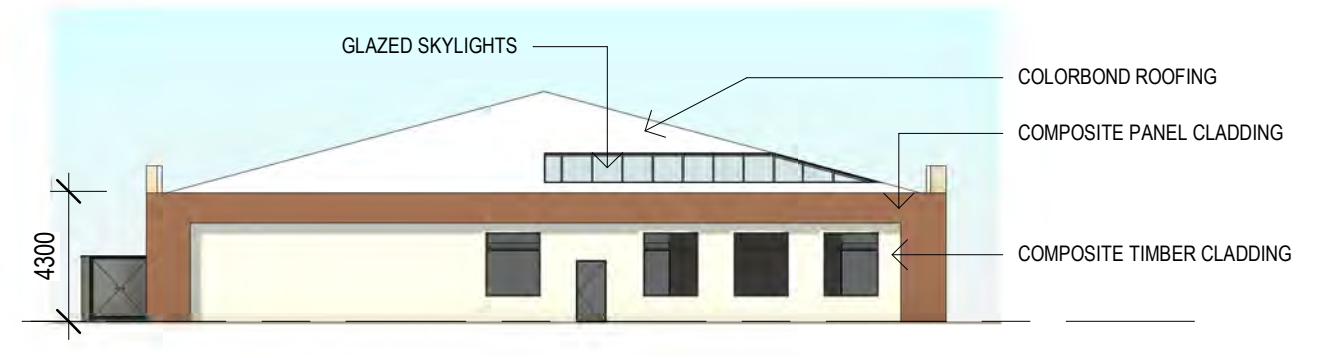
North
1 : 250




South
1 : 250



West
1 : 250



East
1 : 250

| | | | | | | | | | | | | | |
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| D C B A | 03.10.22 | | DA FLYOVER UPDATE | APP. |  <div>picture this digital visions p/l l'a" FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build</div> | DATE CREATED 03/02/22 | SCALE 1 : 250@A3 | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | | |
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| | 09.03.22 | | DA ISSUE | | | CHECKED BY RFH | DESIGN RFH | SHEET SIZE A3 | | | | | |
| | 03.03.22 | | IFI DA | | | | ISSUED DATE 03.10.22 | CLIENT DIRECT HOMES WA | JOBNO 2133 | DRAWING No. SK-S-03 | REVISION No. D | | |
| NO | DATE | BY | AMENDMENT | | | | | | | | | | |




FRONT

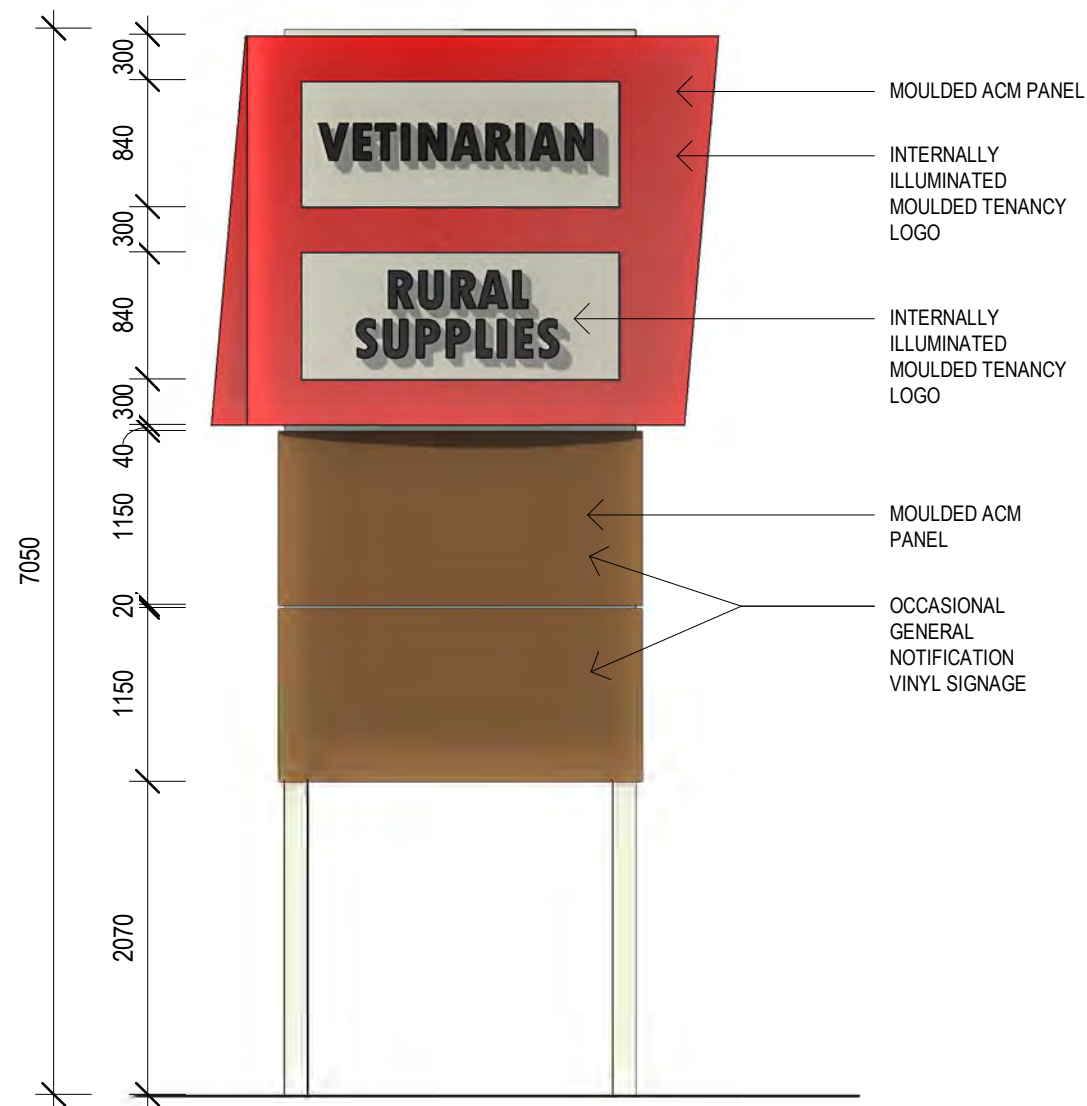
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REAR

2

| | | | | | | | | | | | | | | |
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| | 26.05.22 | | DA UPDATE | |  | picture this digital visions p/l l'a FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build | DATE CREATED | APPROVED FOR ISSUE | | | TITLE | PERSPECTIVES | | |
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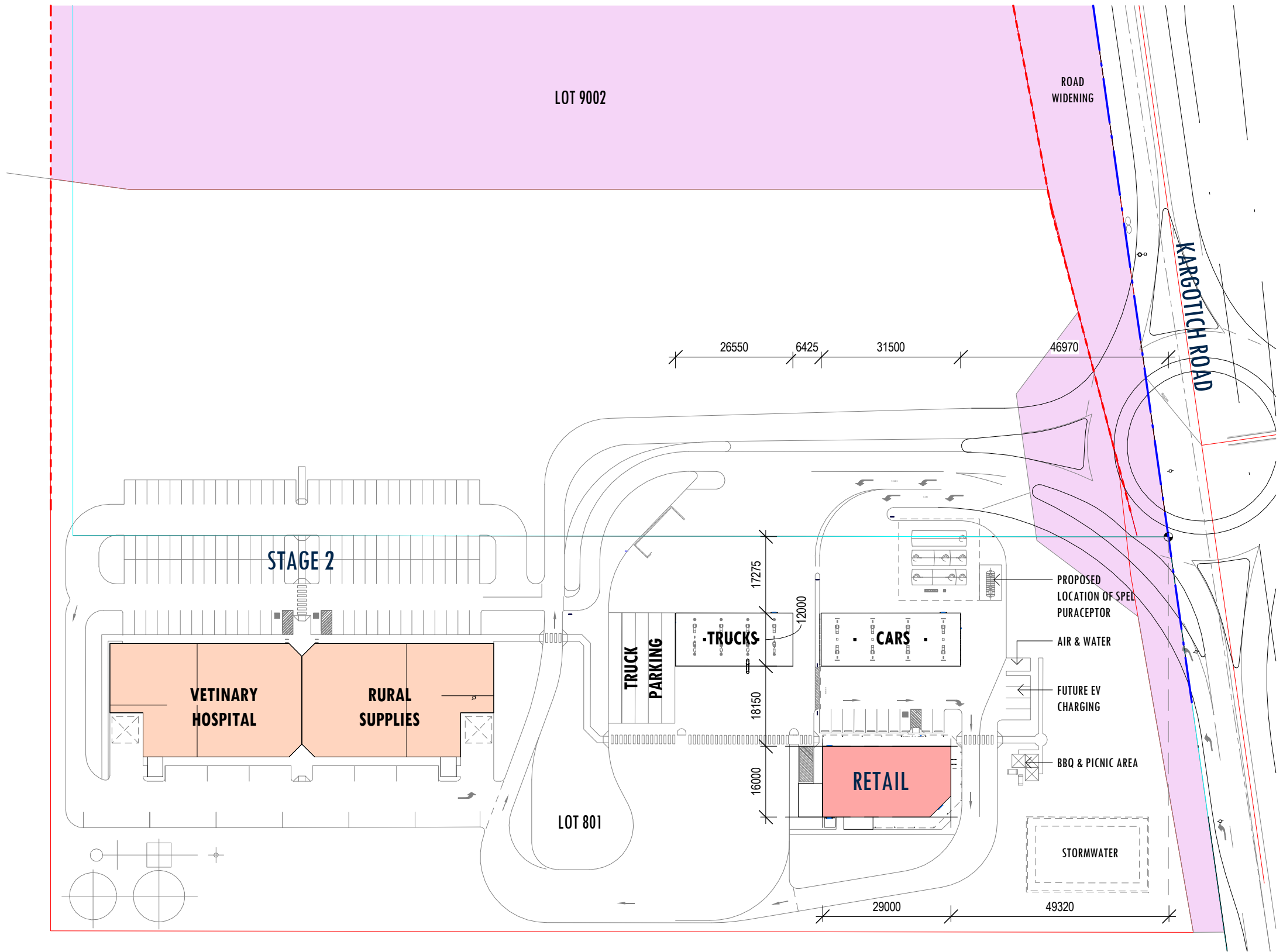
SIGN ELEVATION 1
1 : 50

NOTE

CONCEPT ONLY. SUBJECT TO DETAIL DESIGN AND
FEEDBACK FROM STAKEHOLDERS



| | | | | | | | | | | | | | |
|------------------|--|----|-----------|-----------|--|--------------------------|-------------------------|---|--|--------------------------------|---------------|------------------------|-------------------|
| | | | | SCALE BAR | | SCALE As indicated@A3 | | CLIENT | | DEVELOPMENT APPLICATION | | | |
| D C B A | 03.10.22 26.05.22 09.03.22 03.03.22 | BY | AMENDMENT | APP. |  picture this digital visions pty ltd FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au (61) 0439 697946 create • manage • build | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | | TITLE CONCEPT TENANCY PYLON | | | |
| | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | |
| NO | DATE | BY | AMENDMENT | APP. | | CHECKED BY RFH | ISSUED DATE 03.10.22 | CLIENT DIRECT HOMES WA | | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-S-05 | REVISION No. D |



DEVELOPMENT SUMMARY



| | | |
|--|------------------------------|---------------------|
| | EXIST SUBJECT LOT 801 | :15.539ha |
| | ROAD WIDENING | :3.551ha |
| | PROPOSED LOT 9002 (NEW) AREA | :15.005ha |
| | DEVELOPMENT AREA | :3.985ha |
| | STAGE 1 LANDSCAPING AREA | :3301m ² |
| | STAGE 1 PAVEMENT AREA | :9674m ² |

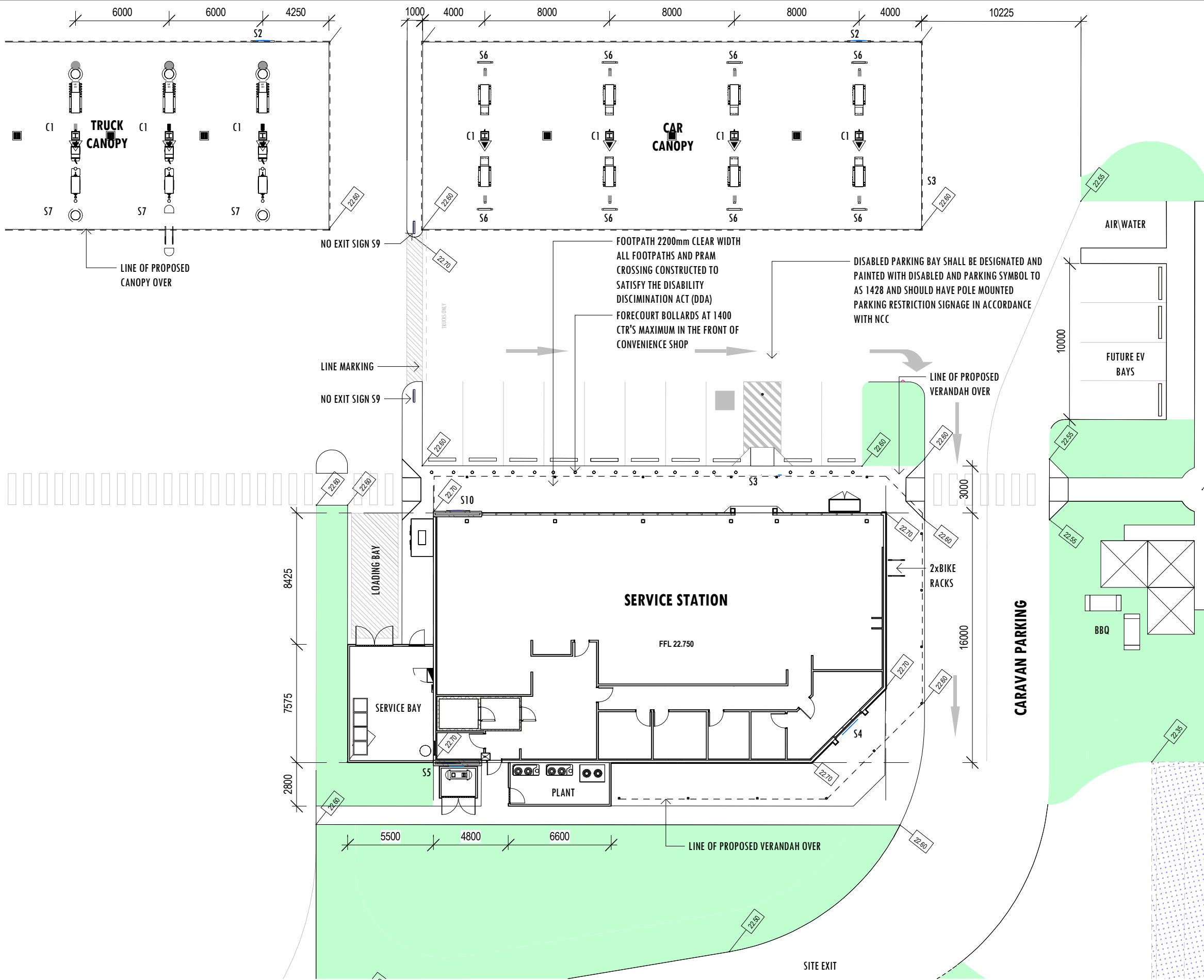
FLOOR AREA SUMMARY

| | |
|--------------------------|----------------------|
| FUEL RETAIL | :453.5m ² |
| FUTURE COMMERCIAL CENTRE | :2060m ² |

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN

| | | | | | | | | | | | | | | |
|------------------|----------|----|-------------------|------|--|--|---|--------------|--------------------|---|-------------------------|-------|-------------|--------------|
| D C B A | 03.10.22 | | DA FLYOVER UPDATE | APP. | SCALE BAR | | | SCALE | CLIENT | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | 26.05.22 | | DA UPDATE | |  | picture this digital visions p/l tra FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build |  | DATE CREATED | APPROVED FOR ISSUE | | TITLE | | | |
| | 10.03.22 | | DA ISSUE | | | | | | | | | | | |
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| | | | | | | | | RFH | 03.10.22 | DIRECT HOMES WA | A3 | 2133 | SK-A-01 | D |



GENERAL NOTES STAGE 1

ALL GLAZING IN ACCORDANCE WITH AS1288-2006 & AS2047-1999

ACCESS FOR PEOPLE WITH DISABILITIES WILL BE PROVIDED IN ACCORDANCE WITH CLAUSE D3.3 OF THE NCC AND AS1428.4

BOLLARDS MUST BE A MINIMUM OF 1.3 METRE HIGH AND HAVE REFLECTIVE MARKERS ON THE TOP OF THE BOLLARD.

WHEEL STOPS MUST BE INSTALLED IN ACCORDANCE WITH AS2890.1

ALL CROSSINGS TO BE CONSTRUCTED TO COUNCIL COMMERCIAL STANDARD AND ALIGNED WITH INTERNAL DRIVEWAY SUBJECT TO ROAD RESERVE PERMIT

FUEL SYSTEM TO INCLUDE

- DOUBLE WALLED FIBREGLASS TANKS
- ATG SYSTEM
- DOUBLE WALLED FUEL LINES
- PRESSURE LEAK DETECTION SYSTEM TO AS 4897-2008 'THE DESIGN, INSTALLATION AND OPERATION OF UNDERGROUND PETROLEUM PETROLEUM STORAGE SYSTEM'
- STAGE 1 & 2 VAPOUR RECOVERY

SPEL UNIT TO BE A 'SPEL PURACEPTOR CLASS 1 FULL RETENTION SEPARATOR' REFER TO CIVIL DRAWINGS FOR SPEL AND DETAENTION SIZES

WASTE WATER COLLECTED IN THE SPEL PURACEPTOR WILL BE REMOVED BY AN EPA LICENSED WASTE TRANSPORTER TO LICENSED WATER DEPOT AUTHORIZED TO RECEIVE SUCH WASTE

AREA SCHEDULE STAGE 1

| | |
|------------------|---------------------|
| OVERALL SITE: | 3.985 ha |
| STAGE 1 AREA: | 1.659 ha |
| SHOP: | 453.5m ² |
| SERVICE YARD: | 40m ² |
| PETROL CANOPY: | 396m ² |
| TRUCK CANOPY: | 319m ² |
| LANDSCAPING: | 3301m ² |
| HARD PAVED AREA: | 9654m ² |

CAR PARKING SCHEDULE STAGE 1

| | |
|-----------|--------|
| CARPARK | 9 BAYS |
| DISABLED | 1 |
| AIRIWATER | 1 |
| TOTAL | 11 |

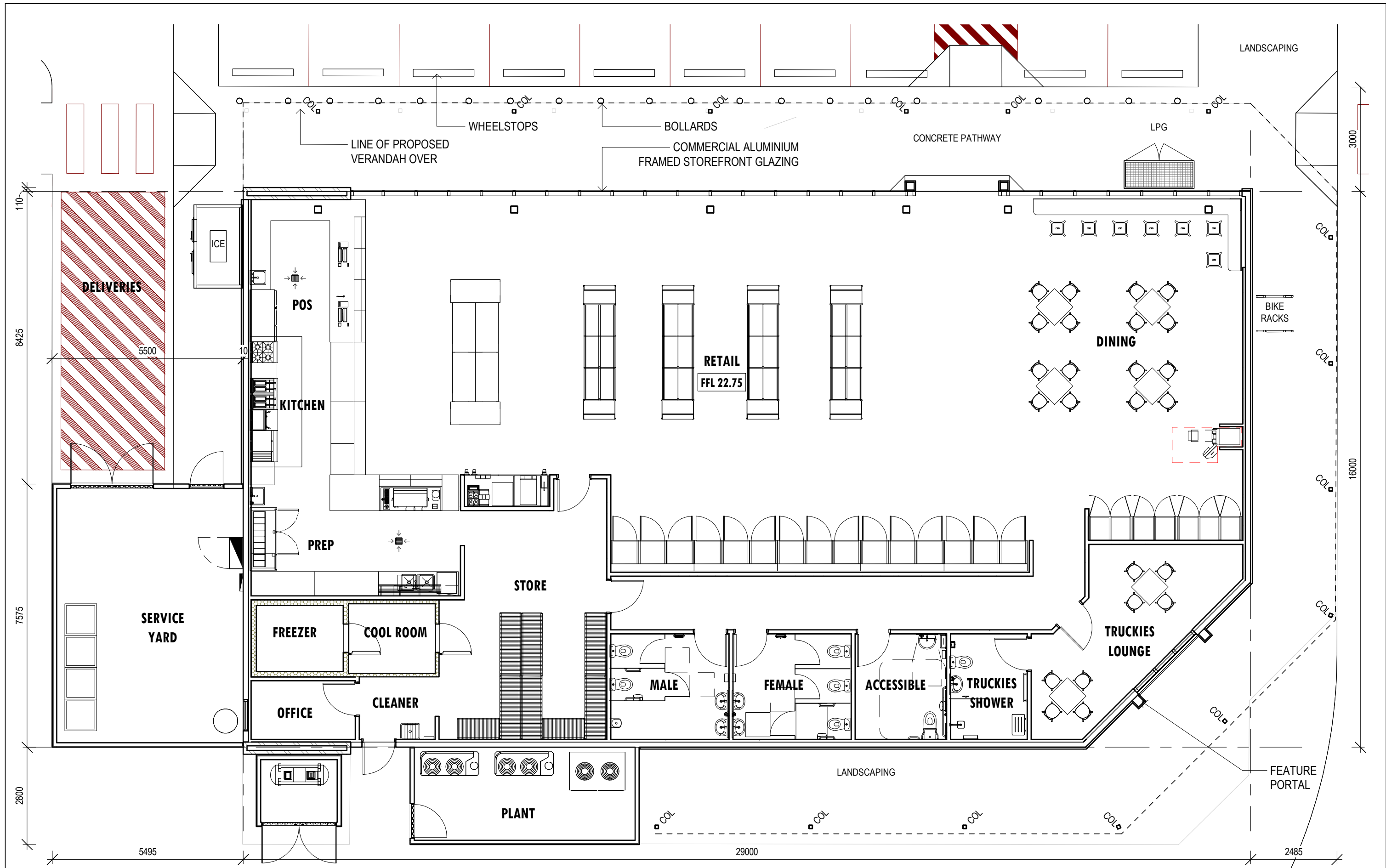
LEGEND

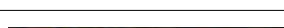
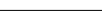
- DENOTES INDICATIVE LANDSCAPING
- DENOTES LINE MARKING
- C1 DENOTES STEEL CANOPY COLUMN
- B DENOTES 150 STEEL BOLLARD
- KB DENOTES CONCRETE KERB

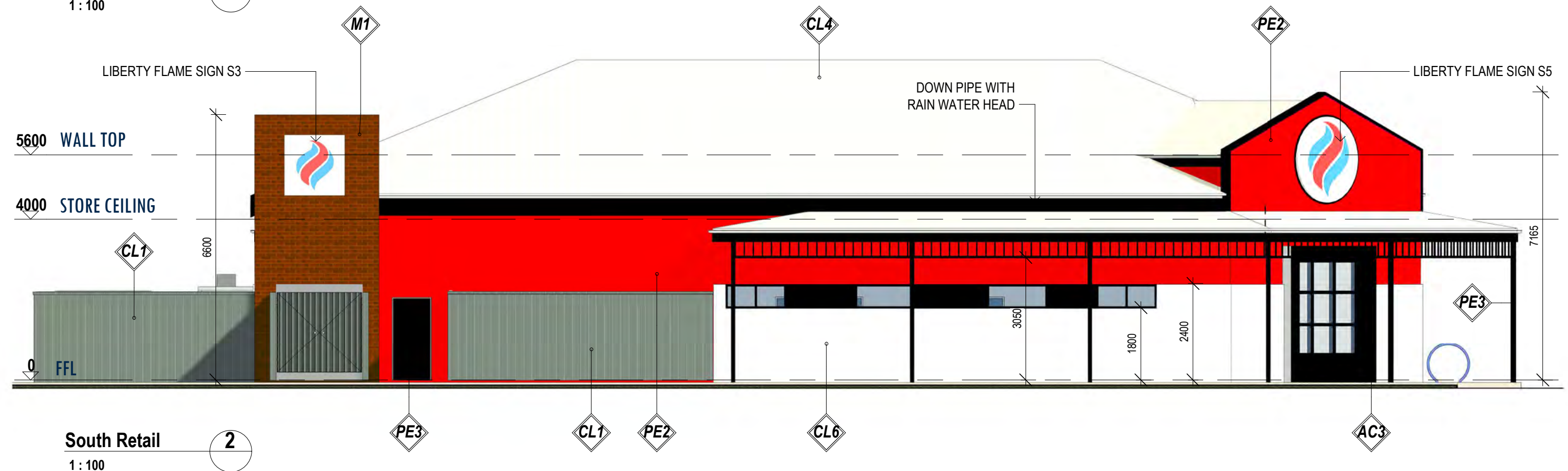
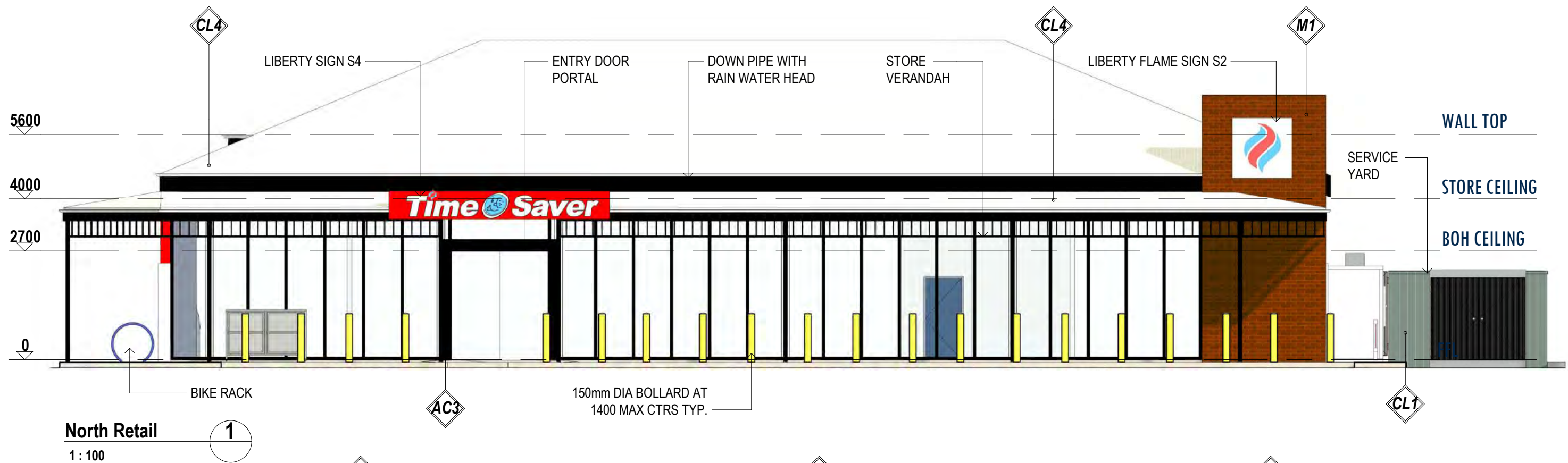
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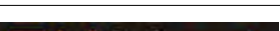
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- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN

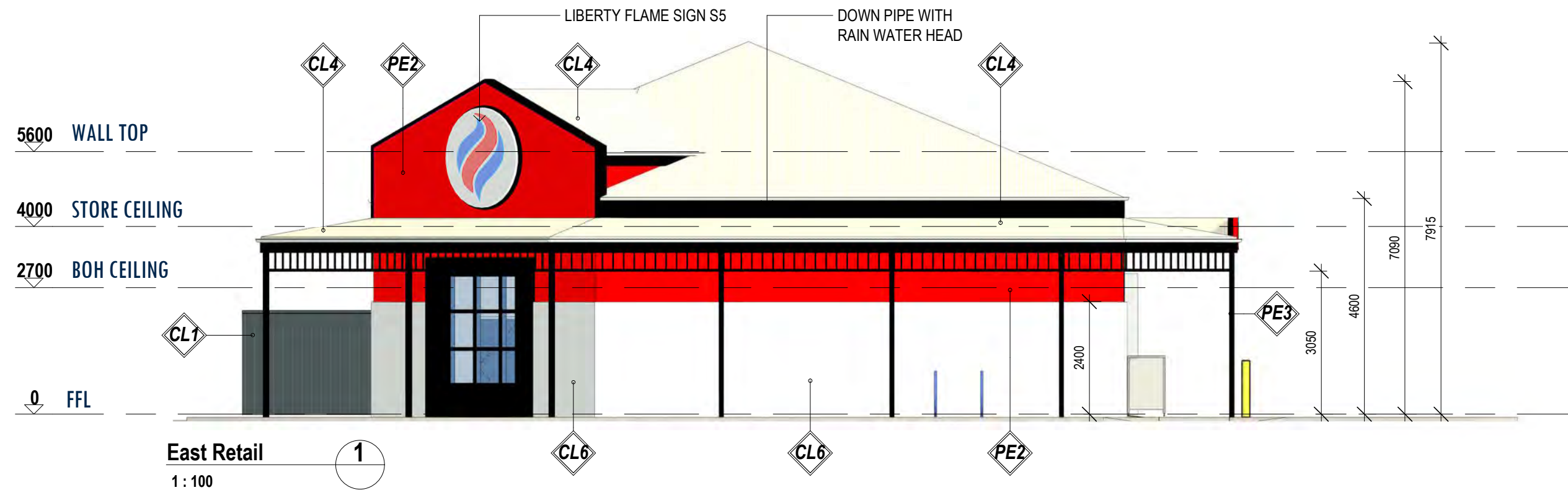
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| <div><div>NO</div><div>DATE</div><div>BY</div><div>AMENDMENT</div></div> <div><div>D</div><div>03.10.22</div><div></div><div>DA FLYOVER UPDATE</div></div> <div><div>C</div><div>26.05.22</div><div></div><div>DA UPDATE</div></div> <div><div>B</div><div>10.03.22</div><div></div><div>DA ISSUE</div></div> <div><div>A</div><div>03.03.22</div><div></div><div>IFI DA</div></div> | | | | <div>SCALE BAR</div> <div></div> <div>picture this digital visions pl! fia FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au (61) 0439 697946 create • manage • build</div> | | <div>SCALE</div> <div>As indicated@A3</div> <div>DATE CREATED</div> <div>03.03.22</div> <div>DRAWN BY</div> <div>RFH</div> <div>CHECKED BY</div> <div>RFH</div> | <div>APPROVED FOR ISSUE</div> <div>DESIGN</div> <div>ISSUED DATE</div> <div>03.10.22</div> | <div>CLIENT</div> <div>PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD</div> <div>CLIENT</div> <div>DIRECT HOMES WA</div> | <div>DEVELOPMENT APPLICATION</div> <div>TITLE</div> <div>RETAIL SITE PLAN</div> <div>SHEET SIZE</div> <div>A3</div> <div>JOBNO</div> <div>2133</div> <div>DRAWING No.</div> <div>SK-A-02</div> <div>REVISION No.</div> <div>D</div> |
|--|--|--|--|---|--|---|--|---|---|



| | | | | | | | | | | | | | |
|------------------|----------|-------------------|-----------|---|--------------------------|-------------------------|--------------------------|---------------------------|--|-------------------------|------------------------|-------------------|--|
| D C B A | 03.10.22 | DA FLYOVER UPDATE | APP. | SCALE BAR | | | SCALE 1 : 100@A3 | | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | 26.05.22 | DA UPDATE | |  <div>picture this digital visions p/l f/a FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au (61) 0439 697946 create • manage • build</div>  | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | LIBERTY RETAIL FLOORPLAN | | | | | | |
| | 10.03.22 | DA ISSUE | | | DRAWN BY RFH | DESIGN RFH | | | | | | | |
| | 03.03.22 | IFI DA | | | CHECKED BY RFH | ISSUED DATE 03.10.22 | | | | | | | |
| NO | DATE | BY | AMENDMENT | | | | | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-A-03 | REVISION No. D | |



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| | 26.05.22 | | |  <div>picture this digital visions pty ltd FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (6) 0439 697946 create • manage • build</div> | | | APPROVED FOR ISSUE | | | TITLE RETAIL ELEVATIONS SHT1 | | | |
| | 10.03.22 | | | | | | DATE CREATED 03.03.22 | | | | | | |
| | 03.03.22 | | | | | | DRAWN BY RFH | | | | | | DESIGN RFH |
| NO | DATE | BY | AMENDMENT | | | | CHECKED BY RFH | ISSUED DATE 03.10.22 | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-A-04 | REVISION No. D |



| | | | | | | | | | | | | | | |
|------------------|--|--|-----------|---|--|--|--|--------------------------|--|---|-------------------------------------|---------------|------------------------|-------------------|
| D C B A | 03.10.22 26.05.22 10.03.22 03.03.22 | DA FLYOVER UPDATE DA UPDATE DA ISSUE IFI DA | APP. | SCALE BAR | | | | SCALE 1 : 100@A3 | | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | | | | <div><div><div>FHM</div><div>CONSULTING</div></div><div><div>picture this digital visions p/l fa'</div><div>FHM Consulting</div><div>abn 22 096 674 207</div><div>fullerhill@westnet.com.au</div><div>+(61) 0439 697946</div><div>create • manage • build</div></div></div> | | | | APPROVED FOR ISSUE | | | TITLE RETAIL ELEVATIONS SHT2 | | | |
| | | | | | | | | DATE CREATED 03.03.22 | | | | | | |
| | | | | | | | | DRAWN BY RFH | | | | | | |
| NO | DATE | BY | AMENDMENT | | | | | ISSUED DATE 03.10.22 | | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-A-05 | REVISION No. D |




RETAIL NE 1

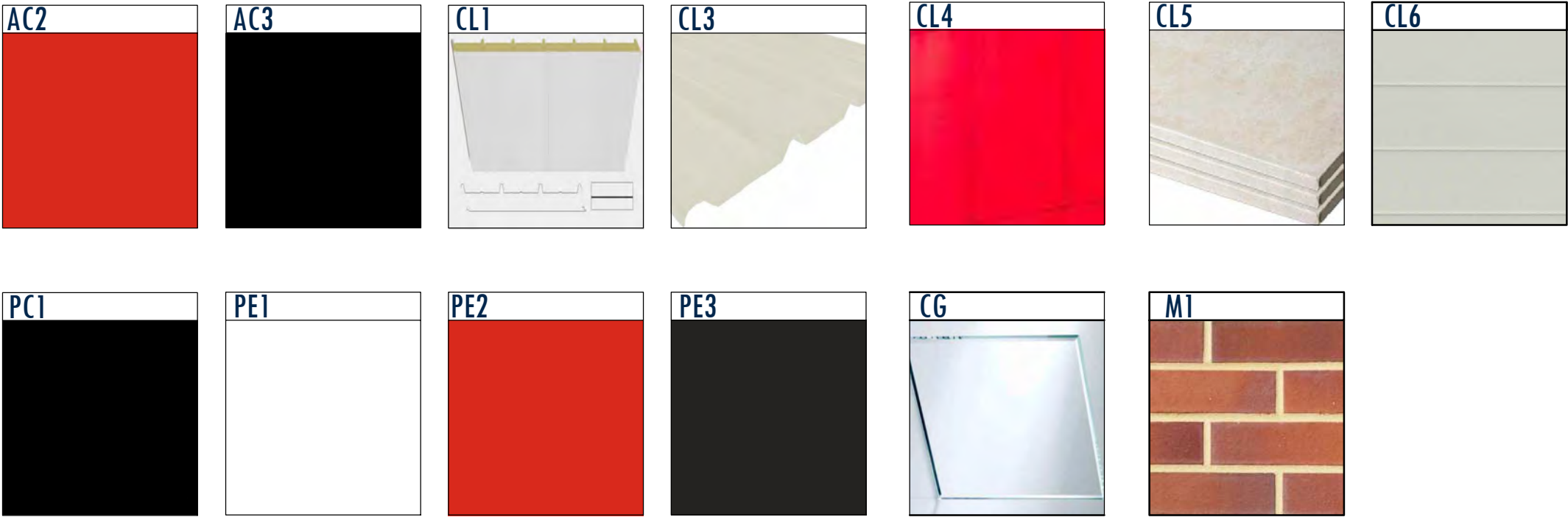


CAR EXIT 2




RETAIL NW 3

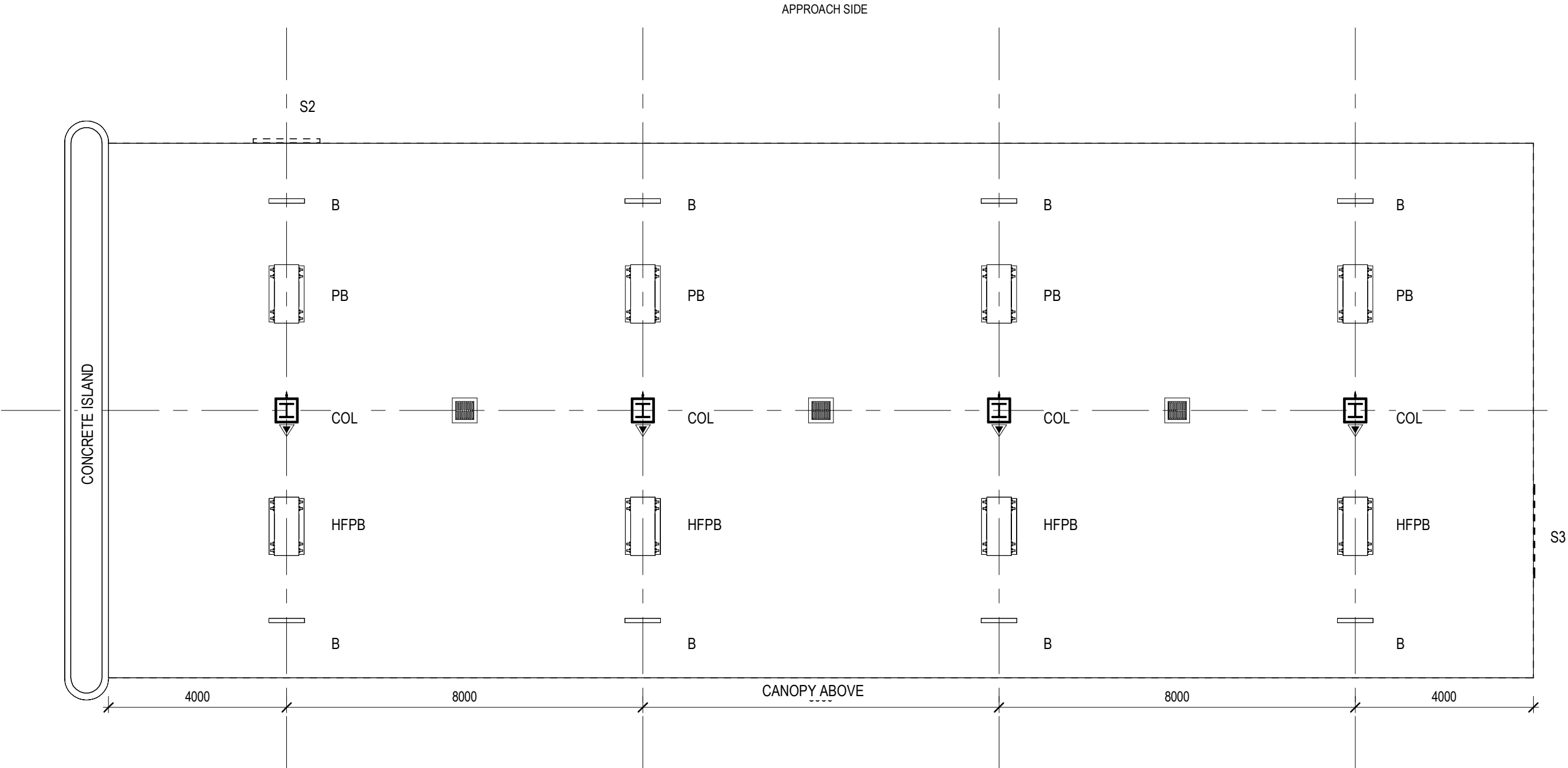
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| D C B A | 03.10.22 26.05.22 10.03.22 03.03.22 | BY | AMENDMENT | APP. |  | picture this digital visions p/l l/a FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (6) 0439 697946 create • manage • build | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | TITLE | | | |
| | | | | | | | | | | RETAIL PERSPECTIVES | | | |
| | | | | | | | | | | SHEET SIZE | JOBNO | DRAWING No. | REVISION No. |
| | | | | | | | | | | A3 | 2133 | SK-A-06 | D |

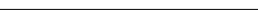


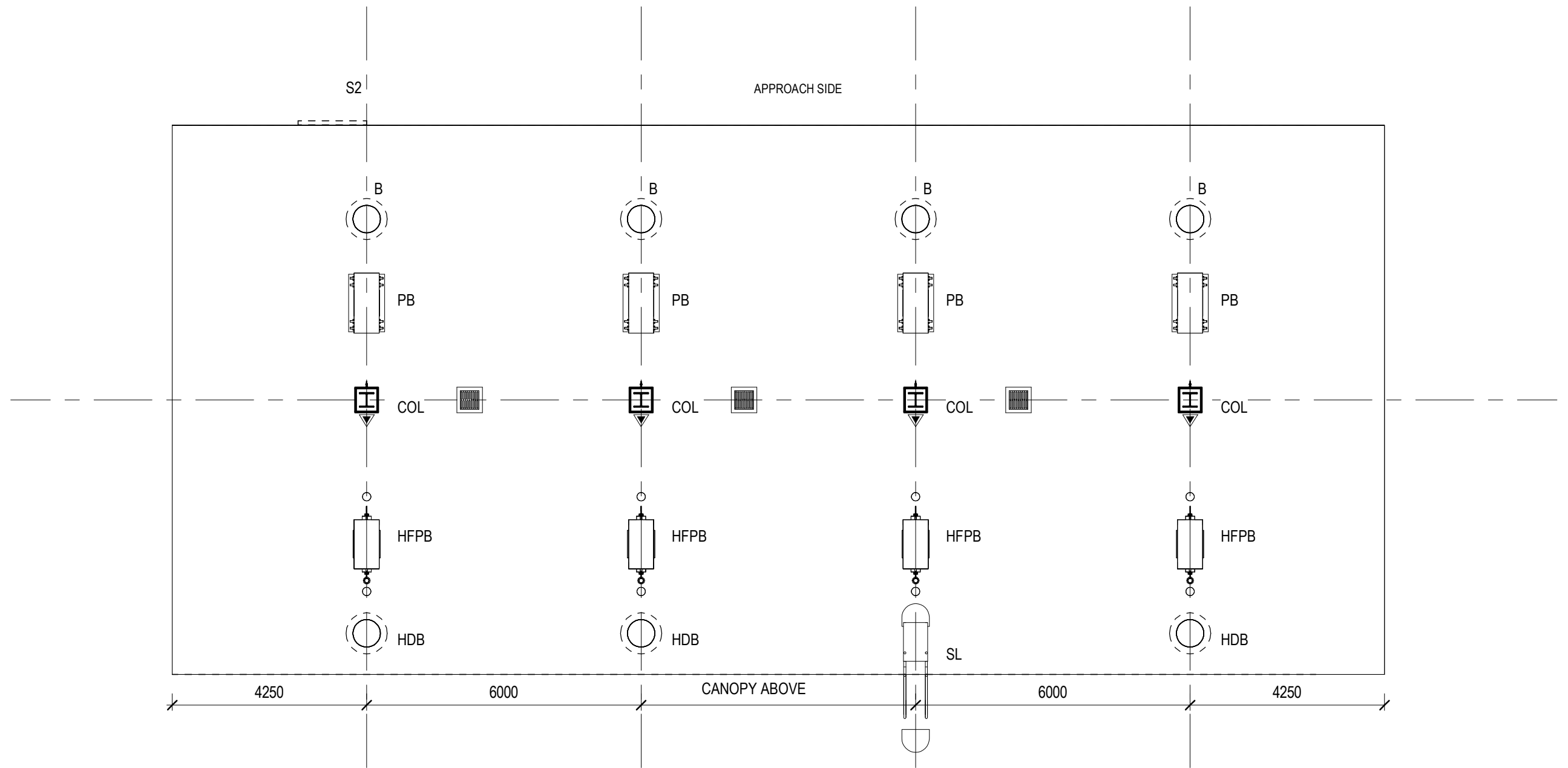
| EXTERNAL FINISHES SCHEDULE | | | | | | | |
|----------------------------|---------------------------------|--|-------------|--|-------------|-------------------------------------|---------------------------------------|
| ID | FINISH / MATERIAL | BRAND / COLOUR / CODE | SUPPLIED BY | MANUFACTURER / SUPPLIER | DIMENSIONS | APPLICATION LOCATION | Comments |
| AC2 | ACM PANEL RED | NON-COMBUSTIBLE PMS 485; CMYK C0, M95,Y100,K0 | BUILDER | AODELI, www.aodeli.com.au | N / A | BUILDING AWNING, SIGNAGE | TO AS 1530.1, AS 1530.3 |
| AC3 | ACM PANEL BLACK | NON-COMBUSTIBLE PANTONE BLACK; SATIN BLACK | BUILDER | AODELI, www.aodeli.com.au | N/A | SHOP ABOVE WINDOWS | TO AS 1530.1, AS 1530.3 |
| CL1 | ROOF CLADDING | BONDOR SANDWICH PANELS,METECNOSPAN PIR ROOFING, SURFMIST COLOUR, MICRO V FINISH (PAINT UNDERSIDE DULUX 'DOMINO' PN2B9 SEE NOTE 1) | BUILDER | BONDOR, www. bondor.com.au | N / A | SHOP ROOF | 100 THICK |
| CL3 | CLADDING | LYSAGHT TRIMDEK COLOUR- MONUMENT | BUILDER | BUILDER TO SOURCE | N / A | SERVICES AND BINS YARD | |
| CL4 | FC CLADDING | FC CLADDING ON 35mm TOP HATS, EXPRESS JOINT PAINT FINISH HAYMES PAINT- GERANIUM- SC056E EXOTEC | BUILDER | BUILDER TO SOURCE | 1200 x 1200 | EXTERNAL WALL | |
| CL5 | CLADDING | CEMENT SHEET PAINT FINISH GERANIUM SC 056E COLOUR | BUILDER | BUILDER TO SOURCE | N/A | SHOP AWNING SOFFIT | |
| CL6 | FC CLADDING | FC CLADDING ON 35mm TOP HATS, EXPRESS JOINT PAINT FINISH DULUX PAINT-SURFMIST HARDIES STRIA 405mm | BUILDER | BUILDER TO SOURCE | 1200 x 1200 | EXTERNAL WALL | |
| PC1 | POWDER COATING BLACK | DULUX DURALLOY BLACK SATIN 27219268 | BUILDER | DULUX, www.dulux.com.au | N / A | SHOPFRONT CURTAIN FRAMING | |
| PE1 | PAINT WITH ANTI GRAFFITI SHIELD | DULUX VIVID WHITE SW1G1 SATIN SEMI GLOSS WITH DULUX SURFACESHIELDS | BUILDER | DULUX, www.dulux.com.au | N / A | EXTERNAL PRECAST PANELS / BLOCKWORK | |
| PE2 | PAINT WITH ANTI GRAFFITI SHIELD | HAYMES WASH & WEAR LOW SHEEN GERANIUM- SC 056E | BUILDER | HAYMES www.haymespaint.com.au | N / A | EXTERNAL PRECAST PANELS / BLOCKWORK | |
| PE3 | PAINT WITH ANTI GRAFFITI SHIELD | DULUX BLACK SATIN SEMI GLOSS WITH DULUX SURFACESHIELDS | BUILDER | DULUX, www.dulux.com.au | N / A | EXTERNAL PRECAST PANELS / BLOCKWORK | |
| CG | CLEAR GLASS | | BUILDER | BUILDER TO SOURCE | N / A | RETIAL FRONTAGE | TO ALL AUST SAFETY, ENERGY, DDA STD'S |
| M1 | MASONRY BRICK WORK | MIDLAND BRICK BURNISHED RED | BUILDER | MIDLAND BRICK, www.midlandbrick.com.au | N / A | CORNER TOWERS | REF ENGINEERS STRUCT DETAILS |



NOTE 1. ALL EXPOSED STEEL BEAMS, BRACING, PIPEWORK, AIR CONDITIONS ETC. IN RETAIL AREA RO BE PAINTED 'DULUX - DOMINO (PN2B9)' LOW SHEEN ON PAINT PRIMER

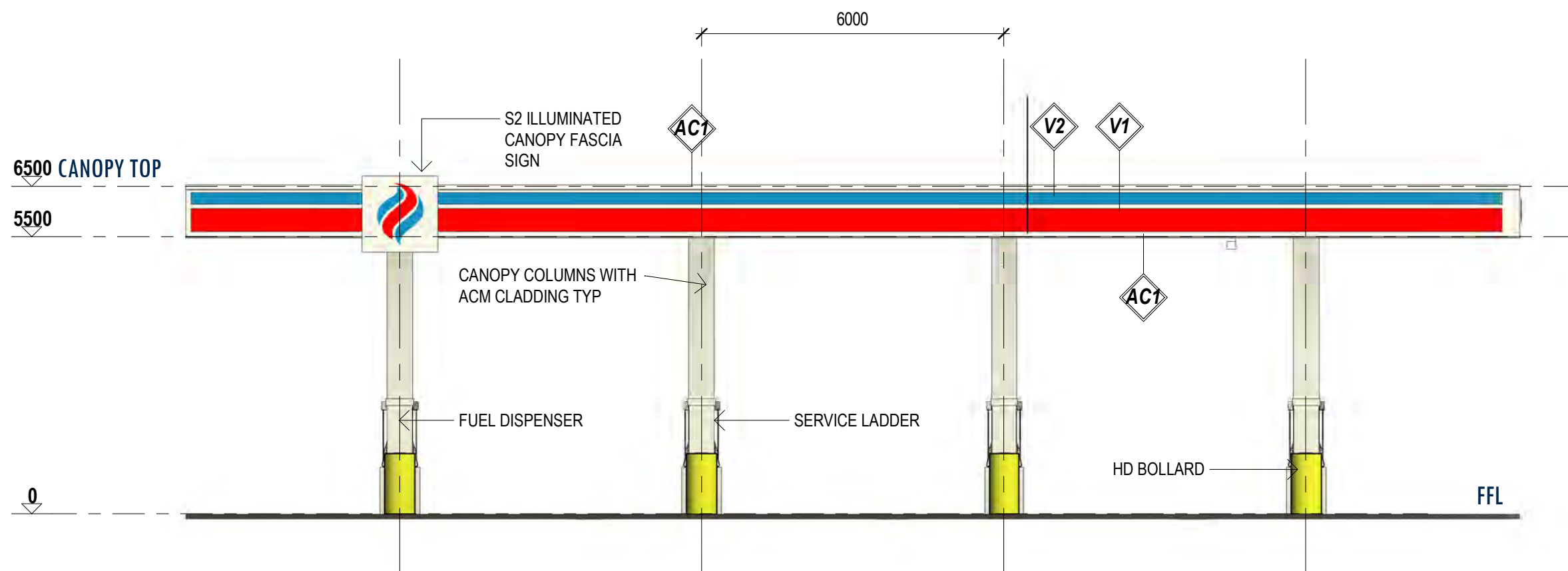
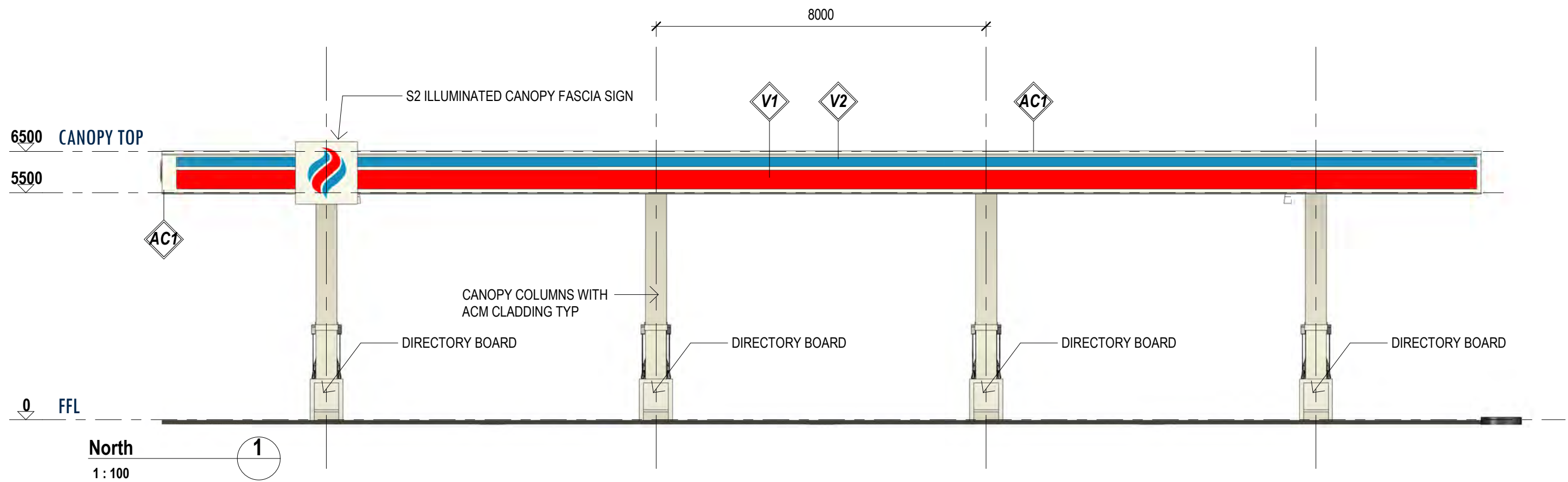
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| D | 03.10.22 | | DA FLYOVER UPDATE | |  <div>picture this digital visions pl lfa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (6) 0439 697946 create • manage • build</div> | | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | | | | TITLE RETAIL FINISHES | | | |
| C | 26.05.22 | | DA UPDATE | | | | DRAWN BY RFH | DESIGN RFH | | | | | | | |
| B | 10.03.22 | | DA ISSUE | | | | CHECKED BY RFH | ISSUED DATE 03.10.22 | | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-A-07 | REVISION No. D | |
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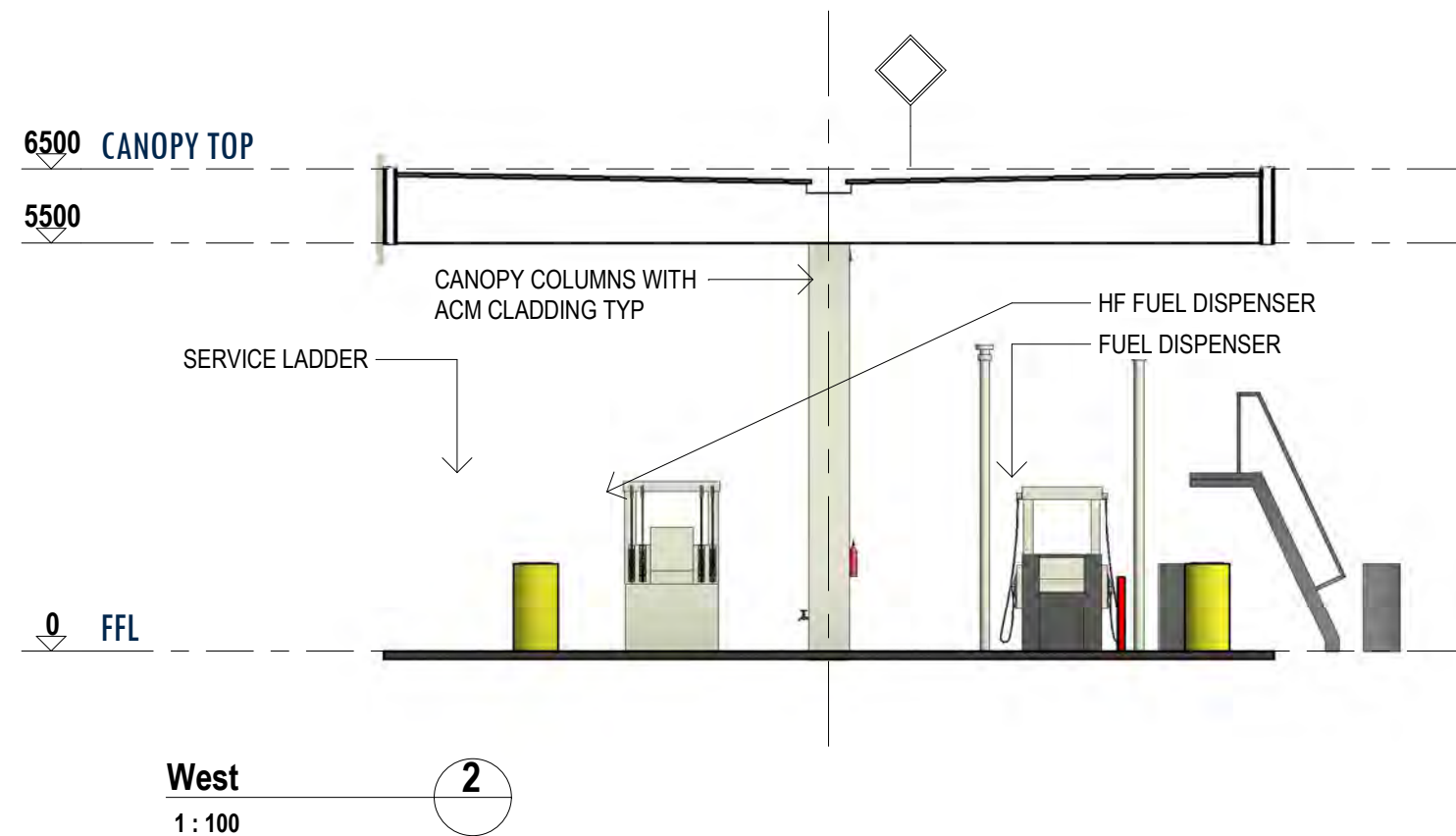
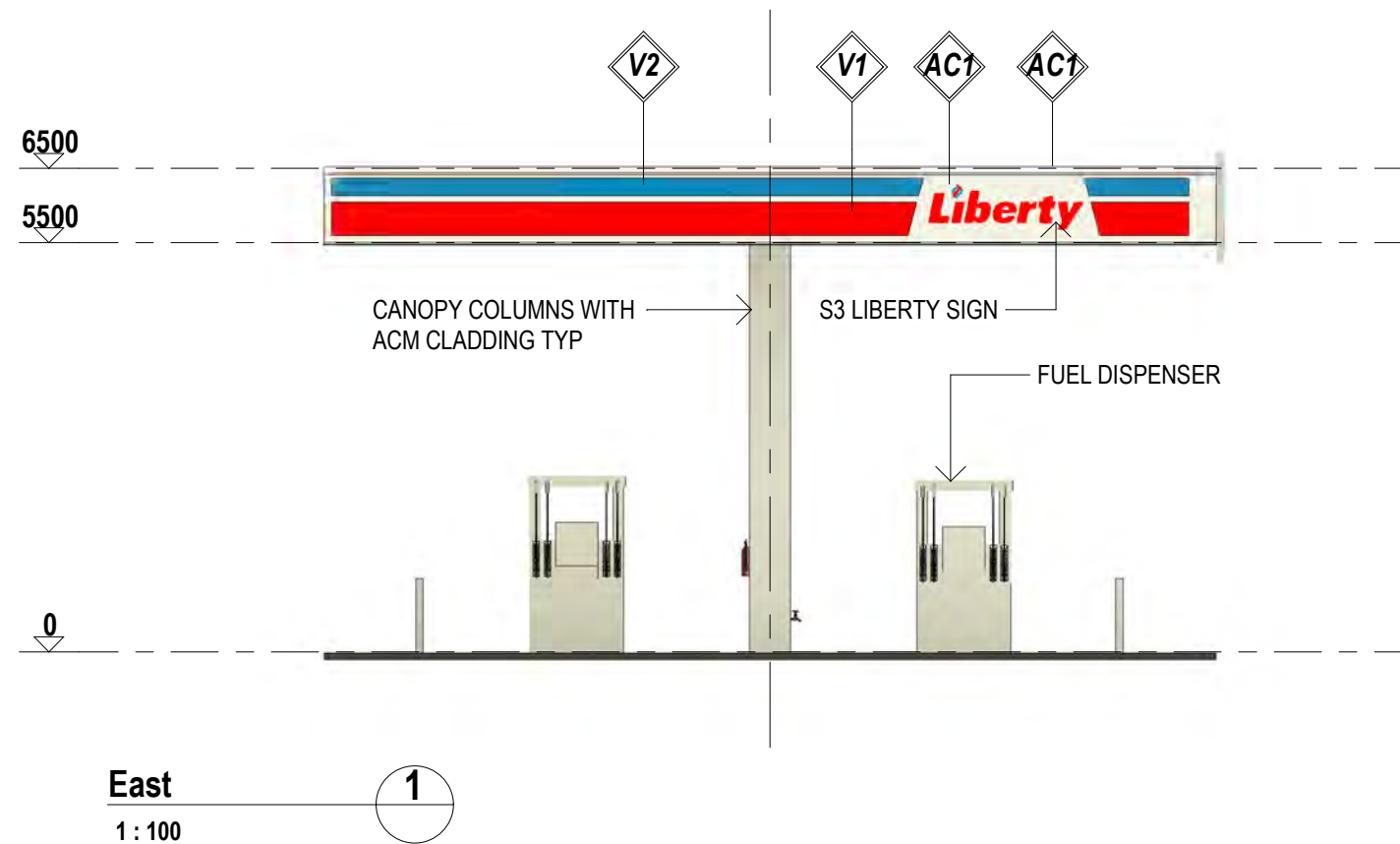
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| | | | | | | DRAWN BY RFH | | DESIGN - | | | | | | | | | |
| | | | | | | CHECKED BY - | | ISSUED DATE 03.03.22 | | CLIENT | | DIRECT HOMES WA | | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-C-01 | REVISION No. C |



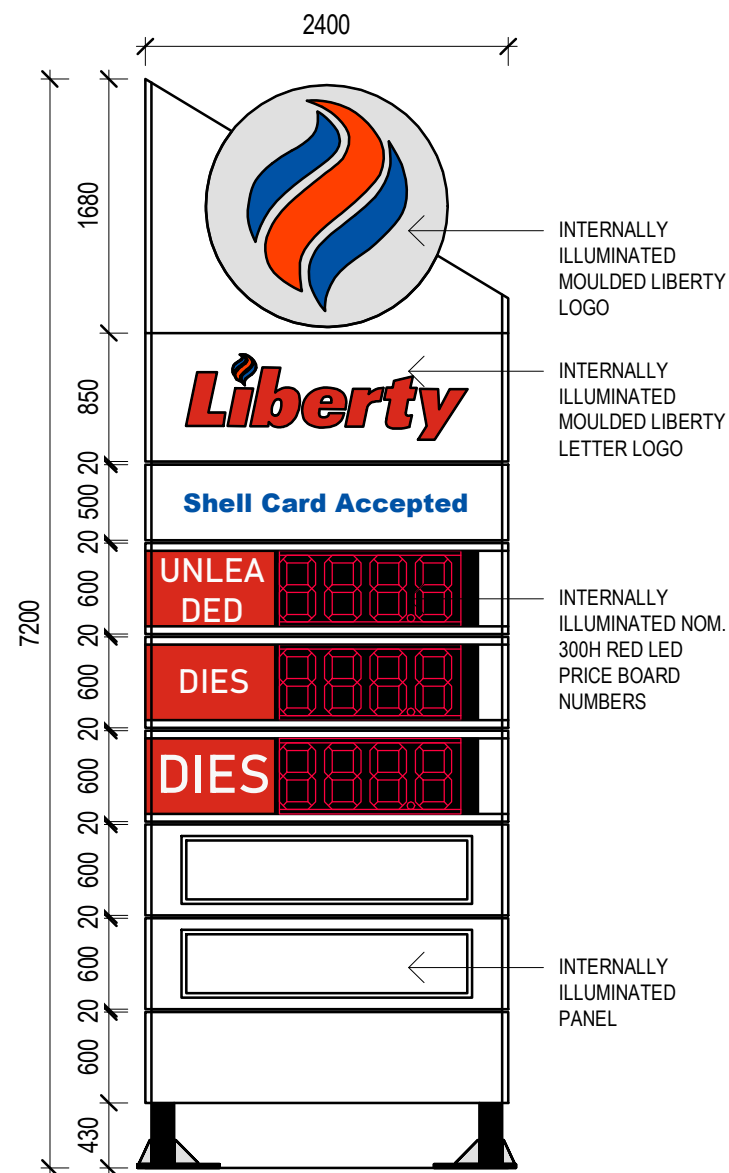
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| | 26.05.22 | | |  <div>picture this digital visions p/l t/a FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build</div>  | | DATE CREATED 03.03.22 | | APPROVED FOR ISSUE | | TITLE CANOPY FLOOR PLAN -TRUCK | | | |
| | 03.03.22 | | | | | DRAWN BY RFH | | DESIGN - | | | | | |
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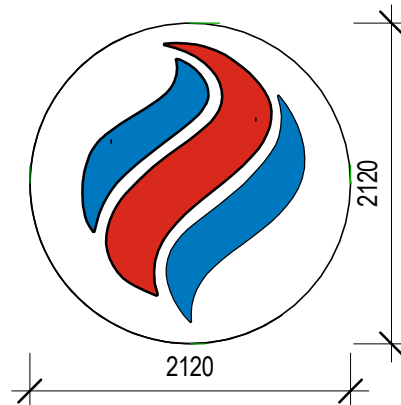
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| | 26.05.22 | DA UPDATE | | | | 03.03.22 | 1 : 100@A3 | | | TITLE | | | |
| | 03.03.22 | IFI | | | | DRAWN BY | APPROVED FOR ISSUE | | | CANOPY ELEVATION SHT1 | | | |
| | | | | | | RFH | - | | | | | | |
| NO | DATE | BY | AMENDMENT | | | CHECKED BY | ISSUED DATE | CLIENT | | SHEET SIZE | JOBNO | DRAWING No. | REVISION No. |
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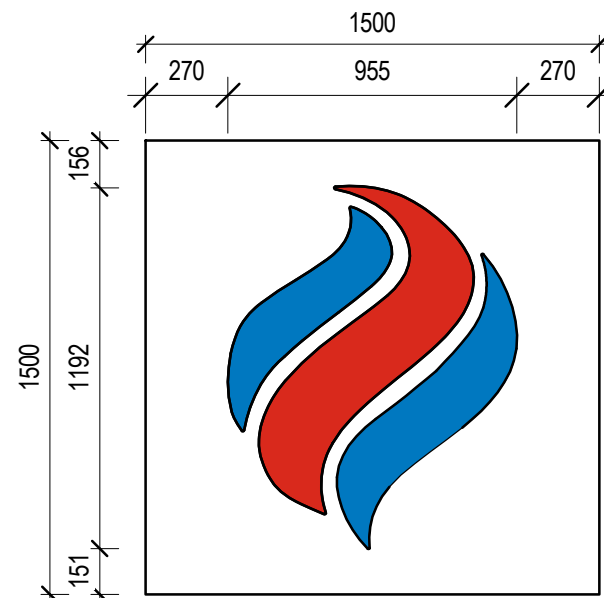
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| C B A | 03.10.22 | DA FLYOVER UPDATE | SCALE BAR | <p>picture this digital visions p/l l/a</p> <p>FHM Consulting</p> <p>abn 22 096 674 207</p> <p>fullerhill@westnet.com.au</p> <p>+(61) 0439 697946</p> <p>create • manage • build</p> | DATE CREATED | 03.03.22 | DRAWN BY | RFH | CHECKED BY | - | SCALE | 1 : 100@A3 | APPROVED FOR ISSUE | CLIENT | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | 26.05.22 | DA UPDATE | | | | | | | | | | | | | | TITLE | | | |
| | 03.03.22 | IFI | | | | | | | | | | | | | | CANOPY ELEVATION SHT3 | | | |
| | DATE | BY | AMENDMENT | | | | | | | | | | | | | SHEET SIZE | JOBNO | DRAWING No. | REVISION No. |
| NO | | | | APP. | | | | | | | | | | | | A3 | 2133 | SK-C-04 | C |
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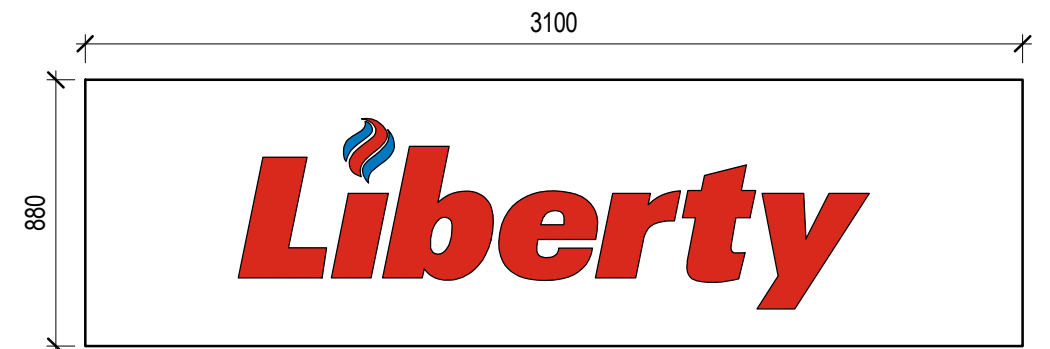
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SIGN 5 **5**
1 : 50



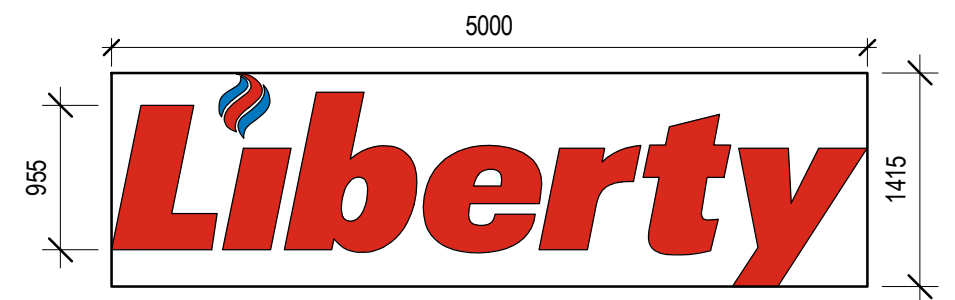
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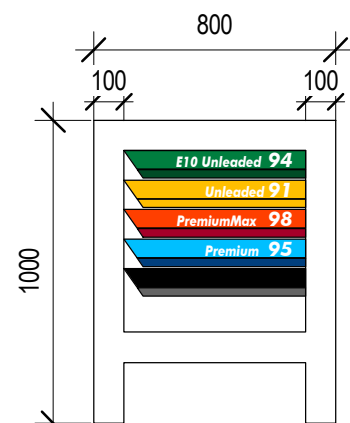
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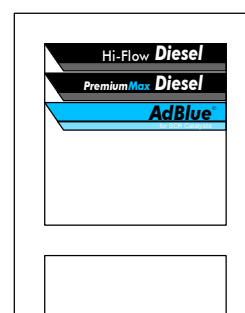
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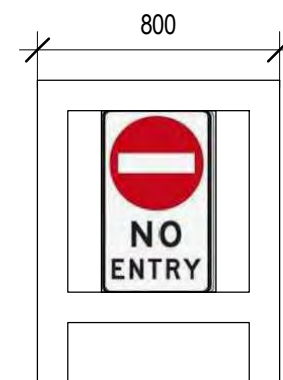
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SIGN 7 **7**
1 : 25

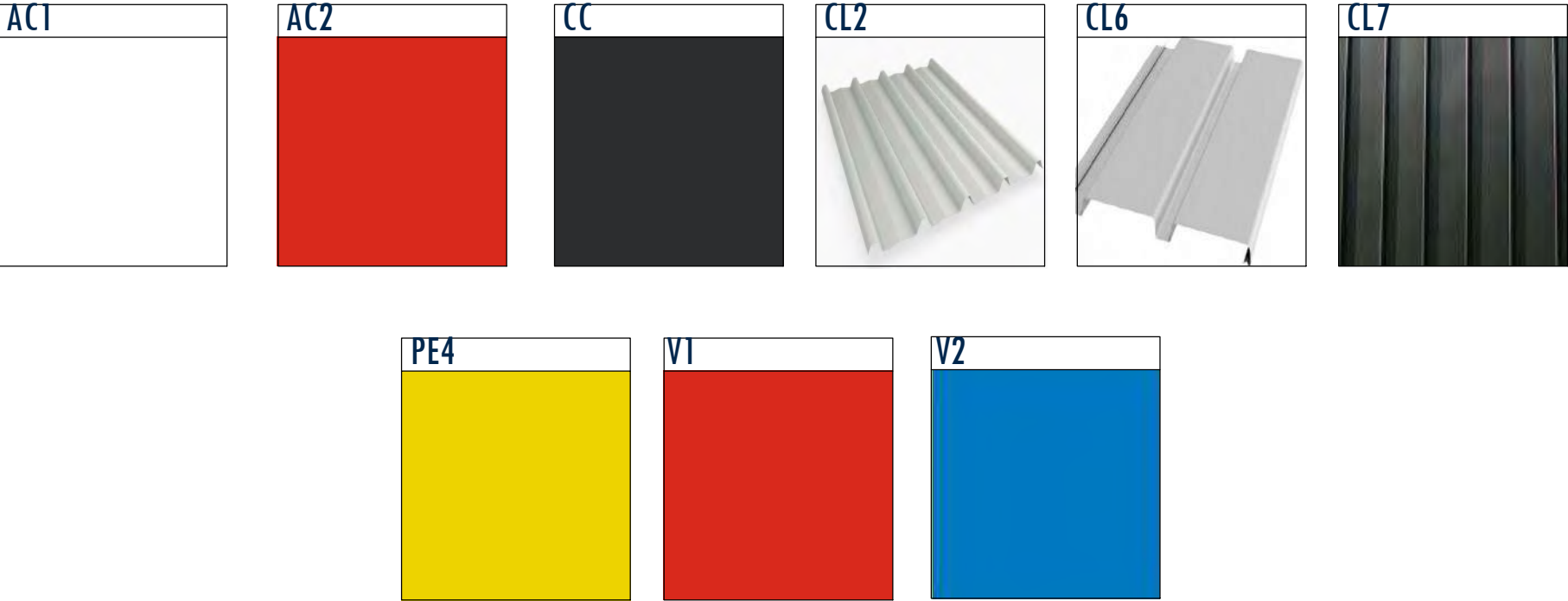


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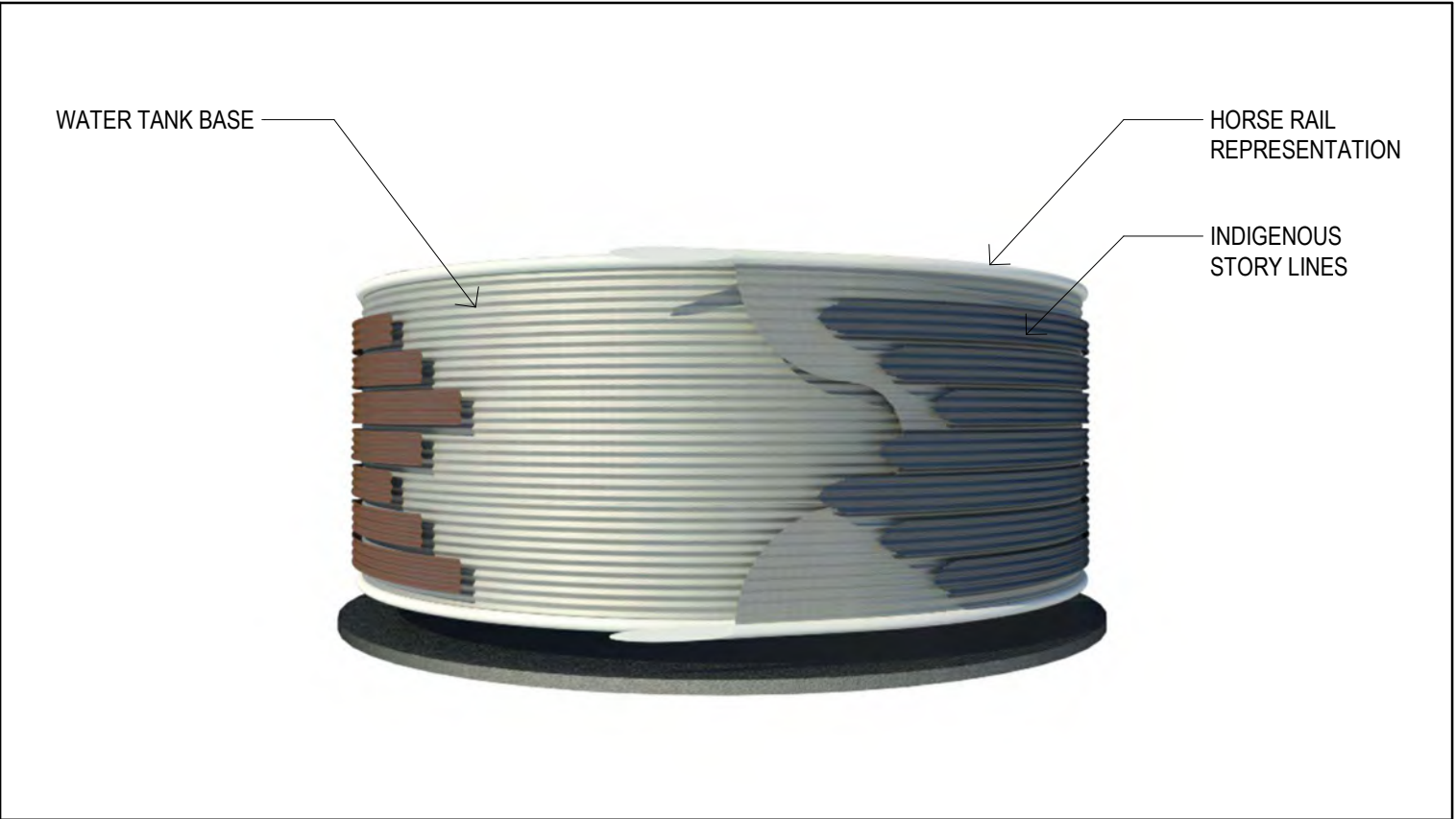
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| C B A | 03.10.22 26.05.22 03.03.22 | DA FLYOVER UPDATE DA UPDATE IFI | BY | AMENDMENT | APP. | SCALE BAR | | SCALE | | CLIENT | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | | | | | |
| | | | | | |  | picture this digital visions p/l fa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (0) 439 697946 create • manage • build | DATE CREATED | | | | APPROVED FOR ISSUE | | TITLE | SIGNAGE DETAILS | SHEET SIZE | JOBNO | DRAWING No. | REVISION No. |
| | | | | | | | | 03.03.22 | | | | As indicated@A3 | | | | | | | |
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| NO | DATE | BY | AMENDMENT | APP. | | FHM CONSULTING | | DATE CREATED | ISSUED DATE | CLIENT | DIRECT HOMES WA | A3 | 2133 | SK-C-05 | C | | | | |



| EXTERNAL FINISHES SCHEDULE | | | | | | | |
|----------------------------|----------------------|---|-------------|--|----------------------|--|------------------------------------|
| ID | FINISH / MATERIAL | BRAND / COLOUR / CODE | SUPPLIED BY | MANUFACTURER / SUPPLIER | DIMENSIONS | APPLICATION LOCATION | Comments |
| AC1 | ACM PANEL WHITE | NON-COMBUSTIBLE PANEL, TRAFFIC WHITE (GLOSS); CMYK C0-M0-Y0-K0; | BUILDER | AODELI, www.aodeli.com.au | N / A | FUEL CANOPY, MID SIGNAGE, | TO AS 1530.1, AS 1530.3 |
| AC2 | ACM PANEL RED | NON-COMBUSTIBLE PANEL,DEEP RED, PMS 485; CMYK C0, M95,Y100,K0 | BUILDER | AODELI, www.aodeli.com.au | N / A | DIESEL FUEL CANOPY, SHOP AWNING | TO AS 1530.1, AS 1530.3 |
| CC | CONCRETE COATING | NUTECH PETROL RESISTANT PAVECOAT PR210 BLACK COLOURED WITH NUTEC ANTI-SLIP ADDITIVE | BUILDER | NUTECH PAINT, www.nutechpaints.com.au | N / A | PARKING LOTS, PUMPS AREA AS PER DRAWINGS | HAND STIPPLE ROUGH NON SLIP FINISH |
| CL2 | ROOF CLADING | LYSAGHT TRIMDEK 0.48 BMT COLOUR SURFMIST | BUILDER | LYSAGHT, www.lysaght.com | N / A | CANOPIES ROOF | MIN 2 DEG SLOPE |
| CL6 | SOFFIT LINING | 0.55mm BMT STRAMIT PREMIER 300 COLOURBOND CLADDING COLOUR SURFMIST | BUILDER | STRAMIT, www.stramit.com.au | 300mm WIDTH COVERING | UNDER CAR CANOPY SOFFIT LINING | |
| CL7 | SOFFIT LINING | 0.55mm BMT STRAMIT PREMIER 300 COLOURBOND CLADDING COLOUR NIGHT SKY | BUILDER | STRAMIT, www.stramit.com.au | N / A | UNDER TRUCK CANOPY SOFFIT LINING | |
| PE4 | PAINT | SAFETY YELLOW #EED202 Hex Color Code RGB 238,210,0 EXTERNAL GLOSS PAINT | BUILDER | BUILDER TO SOURCE | N / A | FORECOURT LINE MARKING CONCRETE BOLLARDS | |
| V1 | VINYL STRIPE\ or ACM | RED CMYK 0, 95,100,0 OPAQUE VINYL AVERY 850 TOMATO RED, TRANSLUCENT VINYL AVERY TRANSLUCENT 5520 RUBY RED LIBERTY | | LIBERTY | N / A | FUEL CANOPY, MID SIGNAGE | |
| V2 | VINYL STRIPE\ or ACM | BLUE CMYK 99,50,0,0 OPAQUIE VUNYL AVERY 841 SCUBA BLUE, TRANSLUCENT VINYL AVERY TRANSLUCENT 5550 ISLAND BLUE | LIBERTY | LIBERTY | N / A | FUEL CANOPY, MID SIGNAGE | |

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| C B A | 03.10.22 26.05.22 03.03.22 | DA FLYOVER UPDATE DA UPDATE IFI | APP. | SCALE BAR | | | SCALE 1 : 1@A3 | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | | | |  <div>picture this digital visions pll lfa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build</div> | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | TITLE CANOPY FINISHES | | | | | |
| | | | | | | DRAWN BY RFH | | | | | | |
| | | | | | | CHECKED BY - | | | ISSUED DATE 03.03.22 | | | |
| NO | DATE | BY | AMENDMENT | CLIENT DIRECT HOMES WA | | | | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-C-06 | REVISION No. C | |



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| NO | DATE | BY | AMENDMENT | | | | CHECKED BY - | ISSUED DATE 03.03.22 | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-C-07 | REVISION No. C | | | |

Deemed Provisions – CI 67 Matters to be considered by local Government

Land Use:

| a) The aims and provisions of this Scheme and any other local planning scheme operating within the area | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | |
|---|--|---------------------------------------|--|----------|---------------|---------------|---------------|-----------------|--|--------|-------------------------------------|--------------------------|---------------------------|---------|----------|------|-----------------------------------|---------|--|-------|--|-----|-----|
| <p>Comment: <u>Land Use</u> In relation to land use under TPS 2, refer to Council report and RAR for the item.</p> <p><u>Objective</u> Clause 5.10.1 of TPS2 states <i>“the purpose and intent of the Rural Zone is to allocate land to accommodate the full range of rural pursuits and associated activities conducted in the Scheme Area”</i>. TPS2 does not define a ‘rural pursuit’ however, the SAT defines a rural pursuit as something that is <i>‘relating to, or a characteristic of the country’</i>. Service stations, while not exclusive to rural areas, are found in such.</p> <p><u>Car Parking:</u> Table V – Car Parking of TPS2 provides minimum standards for car parking bays dependant on land use which have been calculated in the table below. It is worth noting that there are no standards for a ‘Produce Store’ however the standard for ‘Shop’ has been used as a guide to determine whether adequate parking has been provided.</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>TPS2 standard</th> <th>Bays Required</th> <th>Bays proposed</th> </tr> </thead> <tbody> <tr> <td>Service Station</td> <td>1.5 spaces per service bay plus 1 space per employee</td> <td>4 bays</td> <td>10 bays plus 8 bays for picnic area</td> </tr> <tr> <td>Veterinary Establishment</td> <td>6 spaces per practitioner</td> <td>60 bays</td> <td>120 bays</td> </tr> <tr> <td>Shop</td> <td>1 bay per 15m² of GLA</td> <td>68 bays</td> <td></td> </tr> <tr> <td>Total</td> <td></td> <td>132</td> <td>138</td> </tr> </tbody> </table> <p>The table shows that adequate parking has been provided and the minimum standards have been met with 6 surplus bays.</p> | | | | Land Use | TPS2 standard | Bays Required | Bays proposed | Service Station | 1.5 spaces per service bay plus 1 space per employee | 4 bays | 10 bays plus 8 bays for picnic area | Veterinary Establishment | 6 spaces per practitioner | 60 bays | 120 bays | Shop | 1 bay per 15m ² of GLA | 68 bays | | Total | | 132 | 138 |
| Land Use | TPS2 standard | Bays Required | Bays proposed | | | | | | | | | | | | | | | | | | | | |
| Service Station | 1.5 spaces per service bay plus 1 space per employee | 4 bays | 10 bays plus 8 bays for picnic area | | | | | | | | | | | | | | | | | | | | |
| Veterinary Establishment | 6 spaces per practitioner | 60 bays | 120 bays | | | | | | | | | | | | | | | | | | | | |
| Shop | 1 bay per 15m ² of GLA | 68 bays | | | | | | | | | | | | | | | | | | | | | |
| Total | | 132 | 138 | | | | | | | | | | | | | | | | | | | | |

| | | | |
|--|---|---------------------------------------|--|
| b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> or any other proposed planning instrument that the local government is seriously considering adopting or approving | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| <p>Comment: The site is proposed to remain zoned ‘Rural’ under LPS3. Under the approved LPS, it is identified as Rural. It is considered that LPS3, as a seriously entertained and certain planning document, will introduce a Rural zone for the land.</p> <p>Under LPS3 the ‘Service Station’ land use under LPS3 is defined as: <i>“premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for -</i> (a) <i>the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or</i> (b) <i>the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.”</i></p> <p>Under LPS3 the land use of ‘Service Station’ is a <u>prohibited</u> land use in the ‘Rural’ zone under draft LPS3.</p> | | | |

LPS3 has however introduced the use class of a 'Road House', which is defined as:

"premises that has direct access to a State road other than a freeway and which provides the services or facilities provided by a freeway service centre and may provide any of the following facilities or services -

- (a) a full range of automotive repair services;*
- (b) wrecking, panel beating and spray painting services;*
- (c) transport depot facilities;*
- (d) short-term accommodation for guests;*
- (e) facilities for being a muster point in response to accidents, natural disasters and other emergencies."*

The freeway service centre is defined as:

"premises that has direct access to a freeway and which provides all the following services or facilities and may provide other associated facilities or services but does not provide bulk fuel services -

- (a) service station facilities;*
- (b) emergency breakdown repair for vehicles;*
- (c) charging points for electric vehicles;*
- (d) facilities for cyclists;*
- (e) restaurant, cafe or fast food services;*
- (f) take-away food retailing;*
- (g) public ablution facilities, including provision for disabled access and infant changing rooms;*
- (h) parking for passenger and freight vehicles;*
- (i) outdoor rest stop facilities such as picnic tables and shade areas."*

'Road House' is an 'A' use in the 'Rural' zone under LPS3 and therefore is capable of approval subject to advertising. Based on its definition, for a development to be considered a 'road house', it must have direct access from a state road and provide all the services or facilities provided by a freeway service centre, as listed above.

There is no definition of state road, however MRWA define it as 'A road declared under the Main Roads Act 1930 to be a highway or a main road.' In the plan of the proposed crossover for both the interim and ultimate arrangement, it connects with area of land under the Planning Control Area 161, dedicated as such for road upgrades. It is therefore reasonable to accept that the section of Kargotich Road to which the crossover connects is a State road for the purposes of LPS3. Given there is no longer objection received from MRWA in relation to the access, it is considered that the proposal can meet the definition in this regard.

With regard to the services provided by the development, the proposal is considered to meet those services provided by a 'Freeway Service Centre' and capable of falling within the land use of 'road house'. The veterinary clinic component and rural supplies store component are considered to fall within the land uses of 'Veterinary Centre' and 'Trade Supplies' respectively under draft LPS3. These land uses are both discretionary uses requiring advertising.

The objectives of the 'Rural' zone under LPS3 are:

- *"To provide for the maintenance or enhancement of specific local rural character.*
- *To protect and accommodate broad acre agricultural activities such as cropping and grazing and intensive uses such as horticulture as primary uses, with other rural pursuits and rural industries as secondary uses in circumstances where they demonstrate compatibility with the primary use.*
- *To maintain and enhance the environmental qualities of the landscape, vegetation, soils and water bodies including groundwater, to protect sensitive areas especially the natural valley and watercourse systems from damage.*
- *To provide for the operation and development of existing, future and potential rural land uses by limiting the introduction of sensitive land uses in the Rural zone.*

- *To provide for a range of non-rural land uses where they have demonstrated benefit and are compatible with surrounding rural uses.”*

The objectives of rural land under the LPS are to provide for a full range of rural uses, tourism, rural enterprise and the preservation of the rural character. The LPS emphasises the importance of protecting large rural lot sizes for agriculture. LPS3 also recognises the need for provision of non-rural land uses where they have a demonstrated benefit. As discussed, the existing road network is intended to be the east-west transport corridor for freight vehicles. It is considered that the proposed development is one that would service this transport corridor as well as providing petroleum and incidental products to the local community. In this instance the service station and incidental components is considered a non-rural use with a demonstrated benefit that can be undertaken alongside surrounding rural properties.

The veterinary clinic and rural supplies store area considered to support rural and agricultural activities, consistent with the LPS3 objectives.

| | | | |
|---------------------------------------|---|---------------------------------------|--|
| c) any approved State planning policy | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
|---------------------------------------|---|---------------------------------------|--|

Comment:

SPP3.7 seeks to implement effective risk based planning and development to preserve life and reduce the impact of bushfires on property and infrastructure. As the site is designated as bushfire prone, a Bushfire Management Statement (BMS) has been submitted as part of the initial application. The BMS has mapped and classified vegetation within 150m of the proposal and identified a Bushfire Attack Level (BAL) rating of BAL-12.5. The BMS also provides an assessment against the criteria in the *Guidelines for Planning in Bushfire Prone Areas* in relation to location, siting, vehicular access and water, as required under SPP3.7.

The BMS considers the bushfire risk manageable through the implementation of a number of measures outlined in the plan. These measures include the installation of a 10,000 litre water tank and driveway access; maintenance of an asset protection zone and compliance with firebreak notices. It is considered that the BMS satisfactorily demonstrates that bushfire risk can be managed, consistent with SPP3.7, however should the MODAP resolve to approve the application it is considered that a condition should be imposed requiring an updated BMS reflective of the relocated development.

| | | | |
|--|--|--|--|
| d) any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d) | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
|--|--|--|--|

Comment:

| | | | |
|---------------------------------|--|--|--|
| e) any policy of the Commission | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
|---------------------------------|--|--|--|

Comment:

| | | | |
|----------------------------|--|--|--|
| f) any policy of the State | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
|----------------------------|--|--|--|

Comment:

| | | | |
|--|------------|-----------|------------|
| g) any local planning policy for the Scheme area | YES | NO | N/A |
|--|------------|-----------|------------|

| | | | |
|---|-------------------------------------|--------------------------|--------------------------|
| | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Comment: LPP4.11 – Advertising – the proposal is generally consistent with the standards however having 2 pylon signs is considered to impact on the streetscape and rural character of the area. The report recommends that a signage strategy is provided should the MODAP approve the application. The objectives of LPP1.6 is to facilitate public art to enhance public enjoyment, engagement and understanding of places through the integration of public art. The policy sets out the requirements for physical and financial contributions for public art for any development valued at \$1 million or greater. A condition should be imposed requiring the applicant to contribute towards public art in accordance with the policy in the event of an approval. | | | |

| | | | |
|---|--|--|--|
| h) any structure plan, activity centre plan or local development plan that relates to the development | YES <input type="checkbox"/> | NO <input checked="" type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|--|--|---------------------------------------|---|
| i) any report of the review of the local planning scheme that has been published under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| Comment: <ul style="list-style-type: none"> | | | |

| | | | |
|---|--|---------------------------------------|---|
| j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| Comment: | | | |

Development:

| | | | |
|--|--|---------------------------------------|---|
| k) the built heritage conservation of any place that is of cultural significance | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| Comment: | | | |

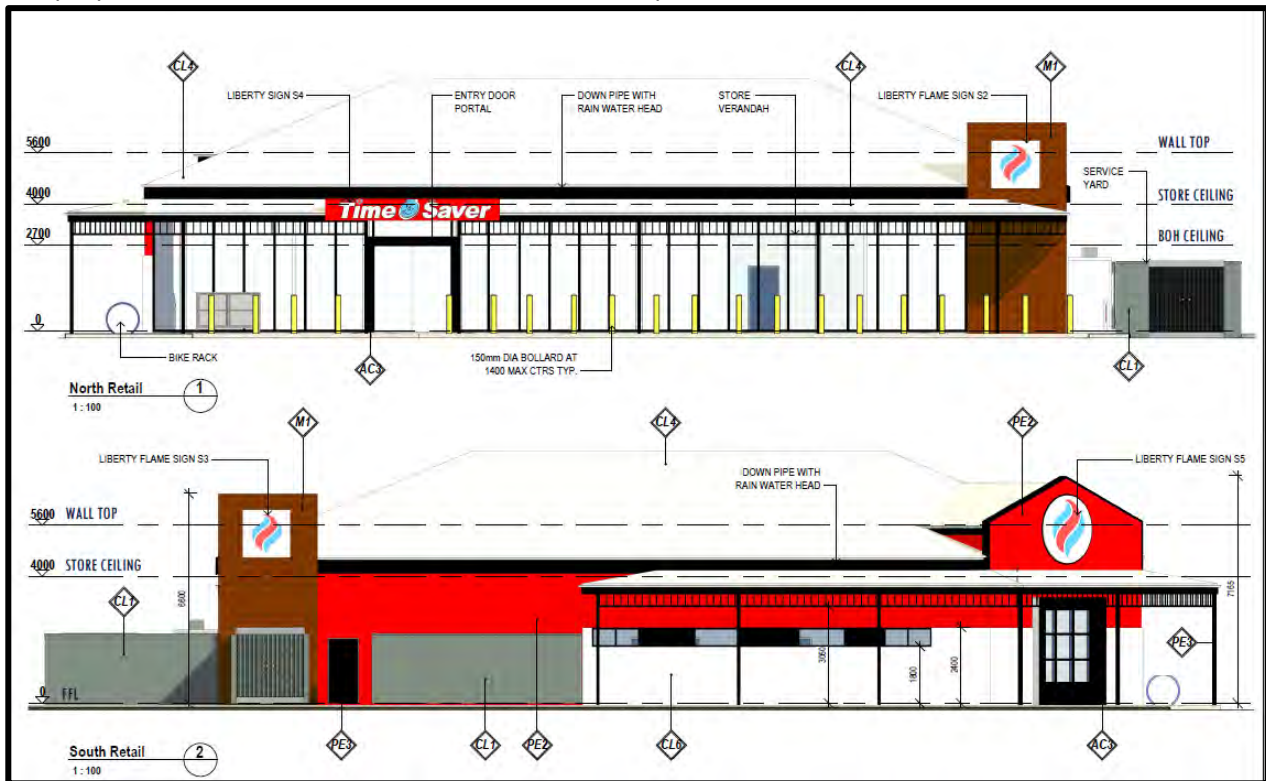
| | | | |
|---|--|---------------------------------------|---|
| l) the effect of the proposal on the cultural heritage significance of the area in which the development is located | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> |
| Comment: | | | |

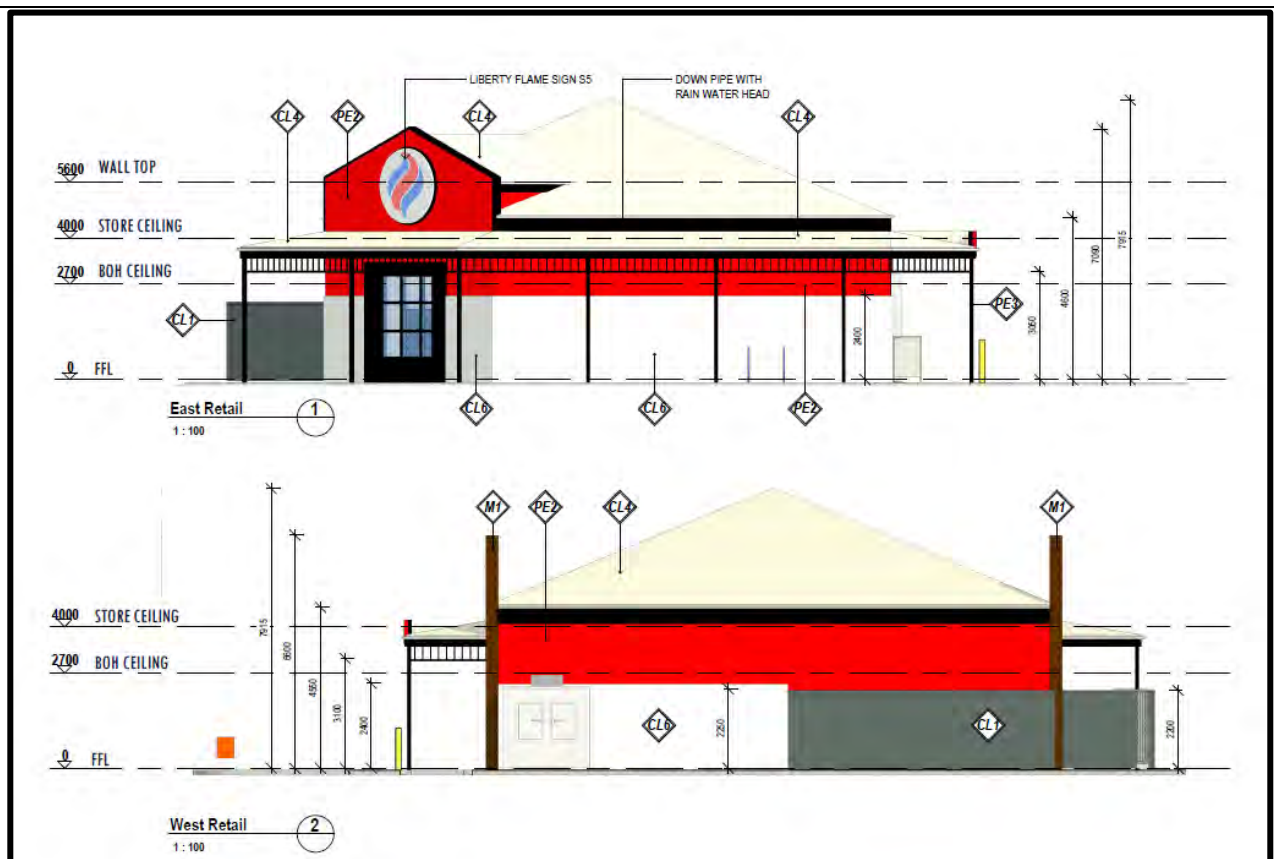
| | | | |
|---|---|---------------------------------------|--|
| m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: The subject site is in a prominent location for traffic entering Byford from the west as well as increased freight traffic subsequent to Westport, as the Thomas Road and Anketell Road linkage progresses. Notwithstanding the future road upgrades, the present character of the locality is rural in | | | |

nature with a mixture of open fields and tree lined verges. The form and appearance of the proposal should therefore reflect the rural character of the locality. The character of the locality is depicted in the image below as viewed on the approach to the intersection from the east.



The proposed elevations of the 'Service Station' are depicted below:

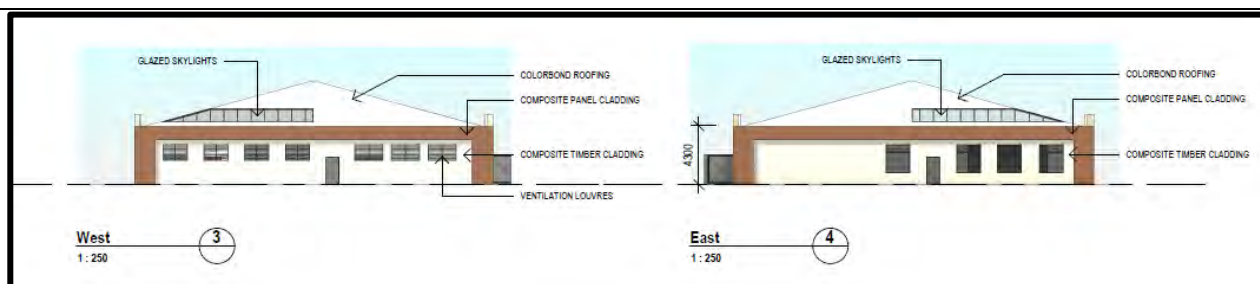




The building, as relocated, would be set back 42.3m from the existing eastern lot boundary (Kargotich Road) and approximately 126m from the existing northern lot boundary (Thomas Road). The design incorporates a hipped roof and verandah to reflect the form of a rural building. The building also features a brick feature wall, utilising materials consistent with the Shire's rural character.

The rural supplies store and veterinary clinic would be located to the west of the service station fronting Thomas Road. The building would be set back, as relocated, approximately 90m from the northern lot boundary with the parking bays and building entrance provided to the front. The building would be cladded and have a colorbond roof. The entrance would be located centrally for both tenancies and have a pitched roof timber framed entrance way. The elevations include composite panel cladding framing the windows and composite timber cladding. There would be skylight windows adding an element of visual interest to the hipped roof. The elevations are depicted below:





It is considered that the form and design of this building is consistent with development expected in a rural area and generally reflects the rural character of the locality, with a degree of simple, symmetrical form.

Signage

The signage has not been amended as part of the relocation of the development except for the relocation of the pylon signs to alongside Kargotich Road instead of Thomas Road. Local Planning Policy 4.11 - Advertising (LPP4.11) sets out standards for different signage types. Table 1 of LPP4.11 sets out the permissibility of different sign types within particular zones. Both wall signs and pylon signs are not permitted in the 'Rural' zone under the LPP. These sign types would not typically be found within a 'Rural' zone and as such careful consideration is required to ensure they do not adversely impact on the rural character, notwithstanding the fact that the proposal is commercial in nature.

Table 2 of LPP4.11 sets out acceptable development standards for signage. The proposed signage is addressed against this criteria in the table below. The permissibility and variations to the LPP are discussed later in the report and are considered in relation to the objectives of the LPP.

| Sign Type | Policy Requirements | Proposal |
|--|--|---|
| 2x canopy signs S2 and S3 | <ul style="list-style-type: none"> Is a single faced sign. Must be compatible with the canopy and building on which it is displayed. Must not be illuminated unless the nature of the illumination and/or materials is such as to prevent combustion. Must have a minimum clearance of 2.75m to any rigid part of the canopy, and 2.4m to any flexible part of the canopy, and a footpath pavement, where pedestrian access is to be maintained. | Y Y Y Y |
| 4 x Liberty Wall signs (s2, S5 x2, s4) | <ul style="list-style-type: none"> A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied. The maximum single face area is 10m², and must not extend beyond 12.0m above the ground even if the wall is higher than this. Must not project more than 300mm from the wall and/or fascia to which it is affixed. Must not project beyond the edges of a wall and/or fascia. | Compliant Compliant S2 – 2.25m ² S4 – 4.13m ² S5 – 4.49m ² Compliant Compliant except for Timesaver Sign (S4) which extends above the roofline |
| Pylon sign – | <ul style="list-style-type: none"> The maximum sign face area is 10m² per face, for a maximum of two faces. | Veterinary Clinic and Supplies 14.12m ² |

| | | | |
|---------------------------------|--|--|--|
| | <ul style="list-style-type: none"> The maximum height above the ground is to be 6.5m or the height of a building in close proximity, whichever is the greater, but is not to exceed 10m. The height of a building is defined as the height of the uppermost part of the building above ground level. Must be mounted as a free-standing structure. Must not be located less than 1.5m from the front property boundary (including the primary and secondary street frontages of a corner lot), and must not project beyond the alignment of any property boundary. Must not face adjoining premises unless the sign is a minimum of 3.0m from the property boundary of that premises, or unless the landowner of the adjoining premises consents to the sign being a lesser distance from the boundary. Must not expose an unsightly back view of the sign to a road or other public place. Must not to be located on a street frontage of a premises along which is located another pylon sign, billboard sign or pole sign. | Service Station pylon – 16.24m ² Veterinary Clinic and Rural Supplies 7.05m Service Station – 7.2m Compliant Compliant Compliant Compliant Compliant | |
| Rural Supplies x2 Wall signs | A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied. <ul style="list-style-type: none"> The maximum single face area is 10m² , and must not extend beyond 12.0m above the ground even if the wall is higher than this. Must not project more than 300mm from the wall and/or fascia to which it is affixed. Must not project beyond the edges of a wall and/or fascia. | Y Branding – 3.75m ² Deliveries – 2.92m ² Y Y | |
| Veterinary Clinic 2x wall signs | A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied. <ul style="list-style-type: none"> The maximum single face area is 10m² , and must not extend beyond 12.0m above the ground even if the wall is higher than this. Must not project more than 300mm from the wall and/or fascia to which it is affixed. Must not project beyond the edges of a wall and/or fascia. | Y Branding – 3.75m ² Deliveries – 2.92m ² Y Y | |
| <u>Variations</u> | | | |

Pylon signs and wall signs are listed as not permitted within the 'Rural' zone. The wall signs are considered an appropriate sign type in this case given the commercial nature of the development and the fact they are generally compliant with the standards set out in the LPP.

LPP4.11 states that where acceptable standards cannot be met an assessment against the performance criteria outlined under Table 2 is required. The Table 2 criteria are addressed below in relation to the variations:

| Sign Type | Performance Criteria | Proposal |
|-------------|---|---|
| Pylon Signs | <p>Size Is in keeping with scale of the development or site on which it is proposed.</p> <p>Colour and Shape Is complementary to the development and surrounding landscape.</p> <p>Number There is not an excess of signage that detrimentally impacts on the visual amenity and character of the area.</p> <p>Location The location is sympathetic to the existing landscape /streetscape and does not impede on the function of the approved use for the site.</p> <p>Design The scale and form of the sign complements the building /development and does not obstruct key architectural features.</p> | <p>Given the height of the proposed rural supplies and vet building in close proximity is approximately 7m, it is considered that the scale of the pylon signs is relatively consistent with the scale of the development.</p> <p>The colour of the pylon signs is not considered particularly sympathetic to the surrounding rural landscape and having two pylon signs along the same street frontage is considered to adversely impact on the character of the locality and the streetscape.</p> <p>The design of the signs do not include any features consistent with the rural zone</p> |

The submitted plans include various other signs that are not shown on the site plan. Should Council or the MODAP support the application it is considered that a signage plan should be required by way of a condition to ensure details of all signage is provided and consistent with the rural character of the locality. As part of the signage plan, the condition should limit no more than one pylon sign is permitted for the whole development.

| | | | |
|--|-------------------------------------|--------------------------|--------------------------|
| n) the amenity of the locality including the following – | YES | NO | N/A |
| I. Environmental impacts of the development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| II. The character of the locality | | | |
| III. Social impacts of the development | | | |

Comment:

Given the relocation of the development, the applicant has provided an updated Environmental Acoustic Assessment. The proposal would operate 24 hours per day, seven days a week. Due to the existing traffic volumes on both Kargotich and Thomas Road, it is considered that the proposal would not adversely impact on adjoining landowners by way of traffic noise due to the additional traffic numbers provided within the Traffic Impact Assessment.

It is acknowledged that additional noise would be resultant from the operations of the facility. The EPA Guidelines require a separation distance of 100m between service stations and sensitive receptors. In this case, the proposal is compliant with this requirement.

The Acoustic Assessment details noise sources as Mechanical Services; Tyre Inflator beeper; Car and truck doors closing; and breakout noise from veterinary clinic. The closest sensitive receptors are detailed in the report as per the plan below:



The acoustic assessment uses a modelling programme to calculate noise levels from different sources to determine compliance. The tables below detail each noise source, the assigned level (acceptable level) and the level at each sensitive receptor as shown above.

**TABLE 6.2 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
MECHANICAL SERVICES**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L_{A10} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|-------------------------|--|---|
| Residences to North | 26 | Night Period | 41 | Complies |
| Residence to East | 28 | Night Period | 41 | Complies |

**TABLE 6.3 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS
REFRIGERATED TRUCKS**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{A1} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 34 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |
| Residence to East | 38 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |

**TABLE 6.5 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
CAR DOOR**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 42 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

**TABLE 6.7 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
TRUCK DOOR**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 48 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 52 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

**TABLE 6.9 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
DOG BARK**

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 33 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

The results show that compliance with the noise levels is achieved.

o) 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

YES
☒

NO
☐

N/A
☐

Comment:

p) 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

YES
☒

NO
☐

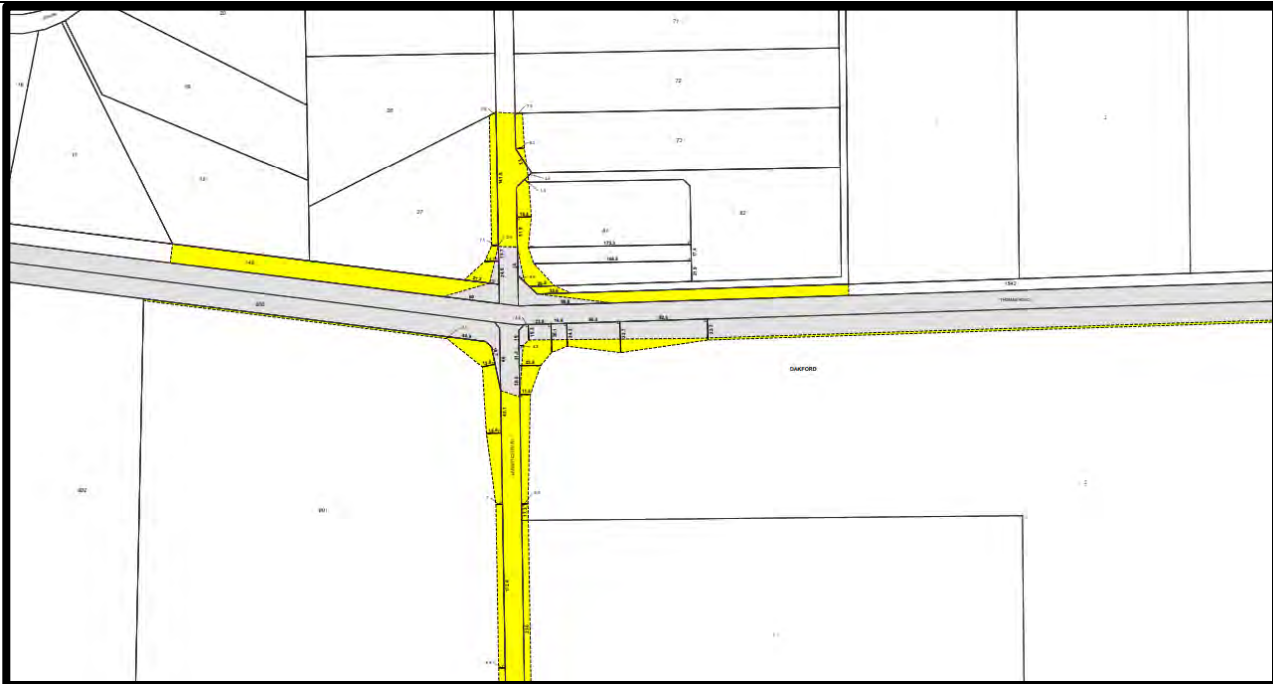
N/A
☐

Comment:

| | | | |
|--|---|---------------------------------------|--|
| q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|--|---|---------------------------------------|--|
| r) the suitability of the land for the development taking into account the possible risk to human health or safety | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|--|---|---------------------------------------|--|
| s) the adequacy of – I. The proposed means of access to and egress from the site; and II. Arrangements for the loading, unloading, manoeuvring and parking of vehicles | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| <p>Comment: Thomas Road is classified as a Primary Distributor and operates under the speed limit of 80km/h in the vicinity of the subject site. The speed limit is reduced to 70km/h to the east of the Kargotich Road intersection.</p> <p>A revised Traffic Impact Assessment (TIA) has been submitted which details that Thomas Road (west of Kargotich Road) carried approximately 17,846 vehicles per day (vpd) on a regular weekday in 2019/20 with the morning peak between 7:00am and 8:00am being 1,525vph. The afternoon peak was recorded at 1,792vph between 4:00pm and 5:00pm.</p> <p>Kargotich Road is classified as a Regional Distributor with a speed limit of 90km/hr in the vicinity reducing to an advisory (yellow sign) 40km/h on the approach to the Thomas Road intersection and increasing to 80km/h to the north of the intersection. Kargotich Road carried approximately 3,272vpd on a regular weekday in 2019/20 with the morning peak of 261vph between 7:00am and 8:00am and the afternoon peak of 349vph between 4:00pm and 5:00pm.</p> <p>According to MRWA mapping, Thomas Road is a RAV 7 network which can accommodate vehicles up to 36.5m in length and Kargotich Road is a RAV 3 network which can accommodate vehicles up to 27.5m in length.</p> <p><i>Road Upgrades:</i></p> <p>Thomas Road is the subject of an 'under construction' safety project of MRWA which specific to this application includes the construction of a dual lane roundabout at the intersection of Thomas Road and Kargotich Road. This work is anticipated by MRWA to commence later this year. There is also Planning Control Area 161 (PCA 161) declared over the land shown in yellow on the plan below.</p> | | | |

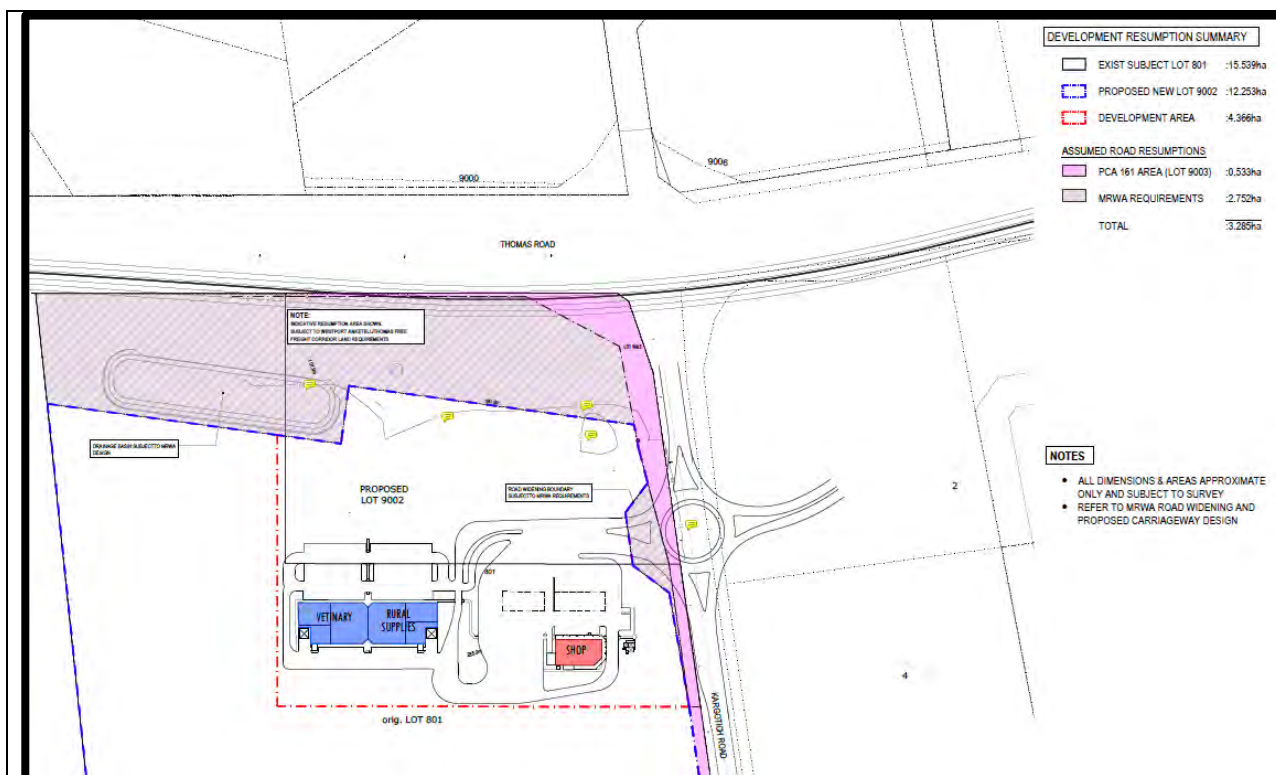


The purpose of this area is to protect land for future road upgrades to allow Thomas Road to achieve its freight and regional functions. The WAPC considers that the PCA is required to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved for Primary Regional Road under the MRS.

As part of the Westport Project which seeks to improve freight linkages from Kwinana, concept plans for the project have identified a grade separated interchange is the most likely intersection configuration that will be required at the intersection of Thomas Road and Kargotich Road. The concept of this is depicted below:



The grade separated intersection would allow uninterrupted flow of freight vehicles whilst maintaining local road connections supporting the growth of industry. This will require reconsideration of the land requirements identified for the PCA. Whilst the revision of the PCA is not yet formalised, in consultation with the WAPC and MRWA the applicant has provided a plan depicting the assumed new land required in relation to the development as depicted below:

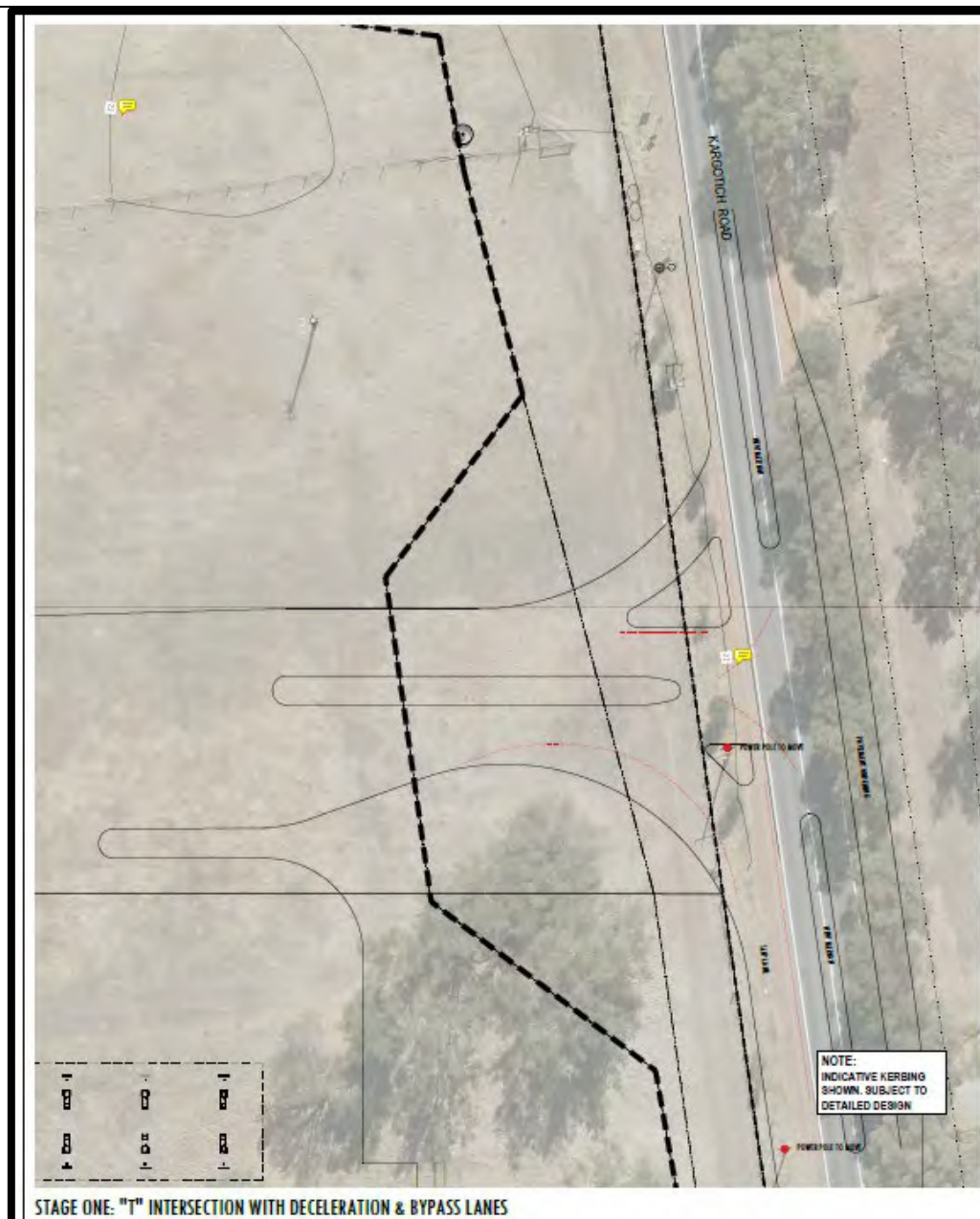


The future road upgrades were the main reason for the deferral of the application by the MODAP. The applicant has consulted with both the WAPC and MRWA and provided amended access arrangements for the proposed development accordingly.

As amended, the application proposes one full movement crossover on Kargotich Road with an ultimate arrangement taking into account the future grade separated intersection and an interim solution should the development be completed prior to the grade separated intersection.

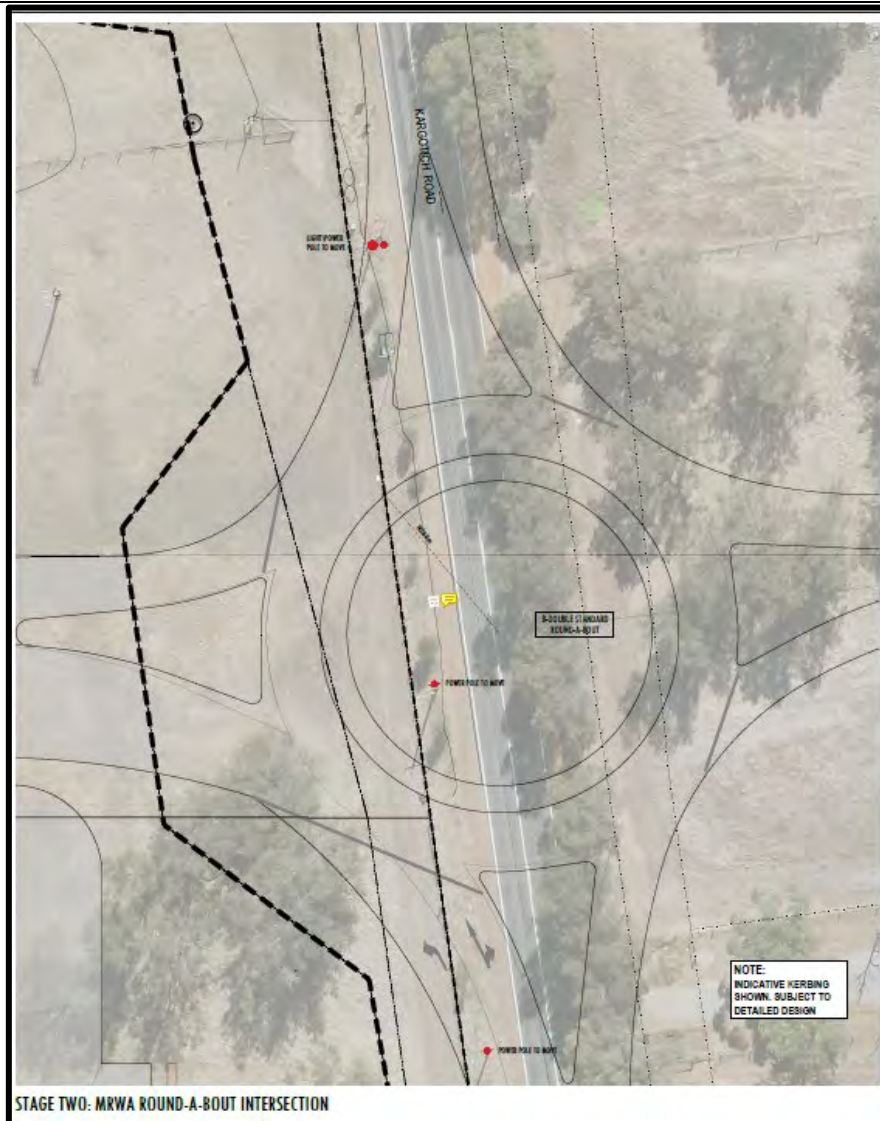
Interim Scenario:

The interim scenario is based around the roundabout being constructed at the intersection of Thomas Road and Kargotich Road and comprises of a 'T' intersection. As part of the upgrades of the roundabout intersection, approach and departure lanes on Thomas Road will be upgraded to two lanes and approach lanes northbound on Kargotich Road (south of the roundabout) will also be upgraded to two lanes. These upgrades will accommodate RAV vehicles for Thomas Road and Kargotich Road and as such allow for the fuel tankers and heavy vehicles associated with the 'service station'.



Ultimate Scenario:

Once the grade separated intersection is constructed, access to the site would be upgraded from a 'T' intersection to a roundabout with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp, as depicted below:



These proposed access arrangements are to the satisfaction of MRWA who has confirmed that the development can occur without compromising the current or future plans for the road network.

Traffic Impact

The TIA states that the traffic generated by the proposal combined with the peak road network traffic would result in the greatest demand on the road network during the typical weekday morning peak between 7:00am to 8:00am and an afternoon peak hour between 4:00pm and 5:00pm.

With regard to traffic impacts of the proposal, the TIA assumes that 80% of light vehicles for the service station are passing vehicles, 100% of heavy vehicles are passing vehicles and 100% of vehicles for the rural supplies and vets are non-passing vehicles. The TIA details the net additional traffic as shown in the table below.

Table 2. Estimated peak hour trips for the proposed development

| Land use | Passing Trade | Daily Trips | AM | | PM | | Non-passing Traffic | Daily Trips | AM | | PM | |
|----------------------------|---------------|-------------|------------|------------|------------|------------|---------------------|-------------|-----------|-----------|-----------|-----------|
| | | | IN | OUT | IN | OUT | | | IN | OUT | IN | OUT |
| Roadhouse (light vehicles) | 80% | 3394 | 103 | 103 | 118 | 118 | 20% | 848 | 26 | 26 | 30 | 29 |
| Roadhouse (heavy vehicles) | 100% | 660 | 26 | 26 | 26 | 26 | 0% | 0 | 0 | 0 | 0 | 0 |
| Rural Supplies - | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 151 | 7 | 7 | 10 | 10 |
| Veterinary | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 191 | 16 | 16 | 16 | 16 |
| Total | | 4054 | 129 | 129 | 144 | 144 | | 1190 | 49 | 49 | 55 | 55 |

To inform the TIA, a SIDRA analysis was undertaken for both post development (roundabout intersection) and post development (grade separation). The results show that the roundabout intersection would operate at good level of services during both typical AM and PM peak hours with the maximum of approximately a three vehicle queue in the eastbound direction of Thomas Road in AM peak hour and a four vehicle queue in the westbound direction of Thomas Road in PM peak hour. They also indicate that the crossover proposed would operate at a good level of service.

Once the grade separated intersection is constructed, access to the site would be upgraded from a T intersection to a roundabout with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp. The SIDRA analysis found that this roundabout intersection would operate satisfactorily and within capacity in the ultimate scenario.

Based on the information provided in the TIS, it is considered that the traffic operations of the proposed development are acceptable and can be satisfactorily be accommodated by the surrounding road network. The TIA also includes turn path analysis for 27.5m trucks, 19m fuel tanker and 8.8m service delivery trucks which demonstrate satisfactory access, circulation and egress. It is anticipated that fuel delivery and waste collection will be undertaken outside of peak operating times.

t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity off the road system in the locality and the probable effect on traffic flow and safety

YES
☒

NO
☐

N/A
☐

Comment: Traffic Impact

With regard to traffic impacts of the proposal, the TIA assumes that 80% of light vehicles for the service station are passing vehicles, 100% of heavy vehicles are passing vehicles and 100% of vehicles for the rural supplies and vets are non-passing vehicles. The TIA details the net additional traffic as shown in the table below:

Table 2. Estimated peak hour trips for the proposed development

| Land use | Passing Trade | Daily Trips | AM | | PM | | Non-passing Traffic | Daily Trips | AM | | PM | |
|----------------------------|---------------|-------------|------------|------------|------------|------------|---------------------|-------------|-----------|-----------|-----------|-----------|
| | | | IN | OUT | IN | OUT | | | IN | OUT | IN | OUT |
| Roadhouse (light vehicles) | 80% | 3394 | 103 | 103 | 118 | 118 | 20% | 848 | 26 | 26 | 30 | 29 |
| Roadhouse (heavy vehicles) | 100% | 660 | 26 | 26 | 26 | 26 | 0% | 0 | 0 | 0 | 0 | 0 |
| Rural Supplies - | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 151 | 7 | 7 | 10 | 10 |
| Veterinary | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 191 | 16 | 16 | 16 | 16 |
| Total | | 4054 | 129 | 129 | 144 | 144 | | 1190 | 49 | 49 | 55 | 55 |

To inform the TIA, a SIDRA analysis was undertaken for both post development (2022) and 10 years post development (2032). Post development the roundabout intersection would operate at good Level of Services during both typical AM and PM peak hours with the maximum of approximately a 3 vehicle queue in the eastbound direction of Thomas Road in AM peak hour and 4 a vehicle queue in the westbound direction of Thomas Road in PM peak hour.

The TIA considers that 10 years post development the intersection would still operate at good Level of Services during both typical AM and PM peak hours. The maximum queues reported are approximately 4 vehicles in the eastbound direction of Thomas Road in AM peak hour and 7 vehicles in the westbound direction of Thomas Road in PM peak hour.

Based on the information provided in the TIS, it is considered that the traffic operations of the proposed development are acceptable and can be satisfactorily be accommodated by the surrounding road network.

The TIA also includes turn path analysis for 27.5m trucks, 19m fuel tanker and 8.8m service delivery trucks which demonstrate satisfactory access, circulation and egress. It is anticipated that fuel delivery and waste collection will be undertaken outside of peak operating times.

The TIA reports that both crossovers would operate at a good level of service however reports that that 95% queue on Kargotich Road northbound in PM peak hour is 31.1m which will extend past the left turn exit only crossover (crossover 2) on Kargotich Road. Further, it should be noted that 95% of time during the PM peak hour, the queue would be less than that reported in SIDRA and therefore the reported queue length would only occur during 5% of this peak hour which is equivalent to 3 minutes only. The reported average queue length (50% of the peak hour time) on this approach is 12.5m which does not extend to crossover 2. Officers have already raised concerns in relation to this northernmost crossover and proximity to the roundabout and consider that the queueing of traffic passed the crossover increases the potential safety impact of the proposal.

| | | | |
|---|-------------------------------------|--------------------------|--------------------------|
| u) the availability and adequacy for the development of the following – | YES | NO | N/A |
| I. Public transport services | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| II. Public utility services | | | |
| III. Storage, management and collection of waste | | | |

| | | | |
|---|--|--|--|
| IV. Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities) | | | |
| V. Access by older people and people with disability | | | |
| Comment: | | | |

| | | | |
|--|---|---------------------------------------|--|
| v) 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 | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

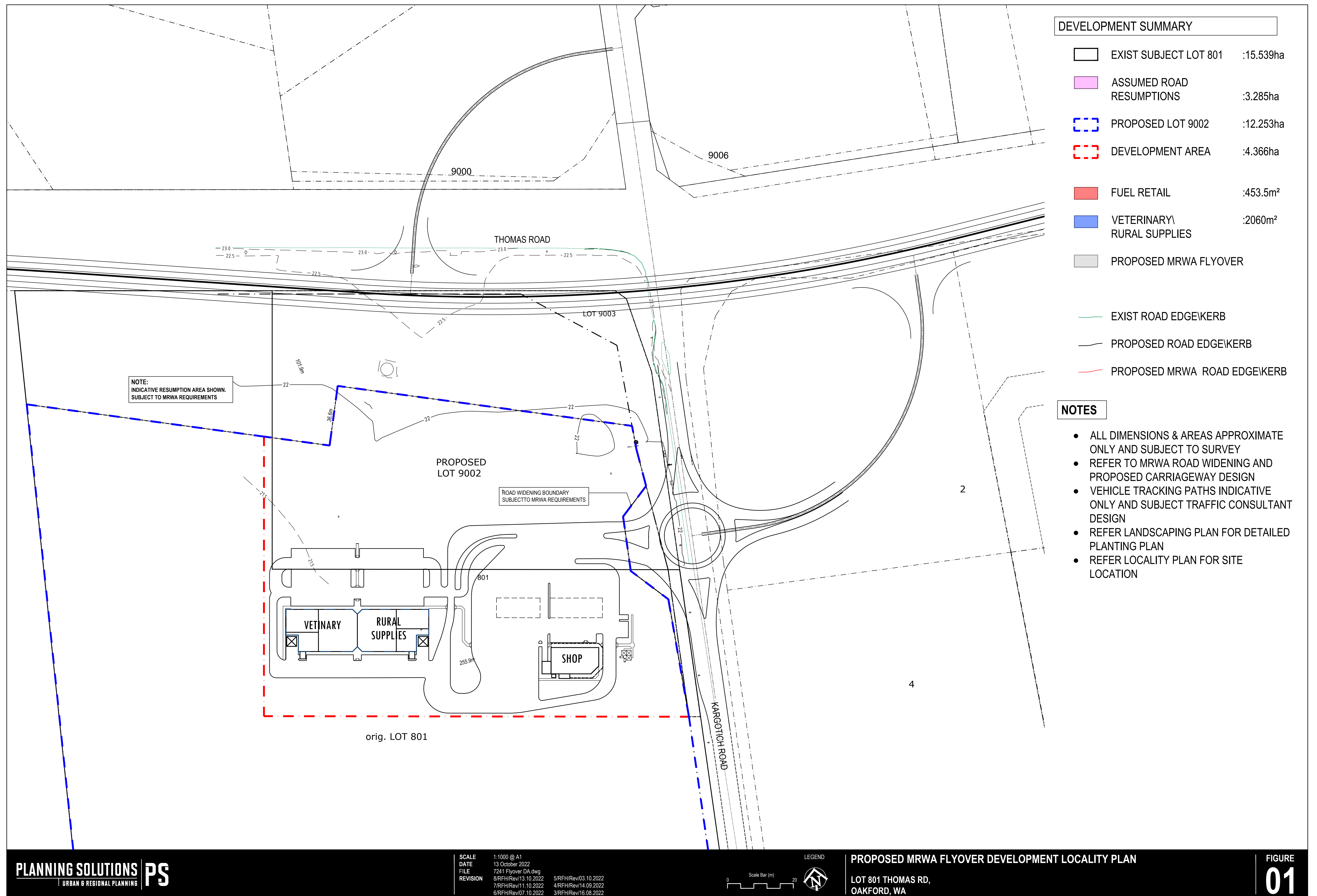
| | | | |
|---|---|---------------------------------------|--|
| w) the history of the site where the development is to be located | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|--|---|---------------------------------------|--|
| x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|--|---|---------------------------------------|--|
| y) any submissions received on the application | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|---|---|---------------------------------------|--|
| Za) the comments or submissions received from any authority consulted under clause 66 | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |

| | | | |
|---|---|---------------------------------------|--|
| Zb) any other planning consideration the local government considers appropriate | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> |
| Comment: | | | |



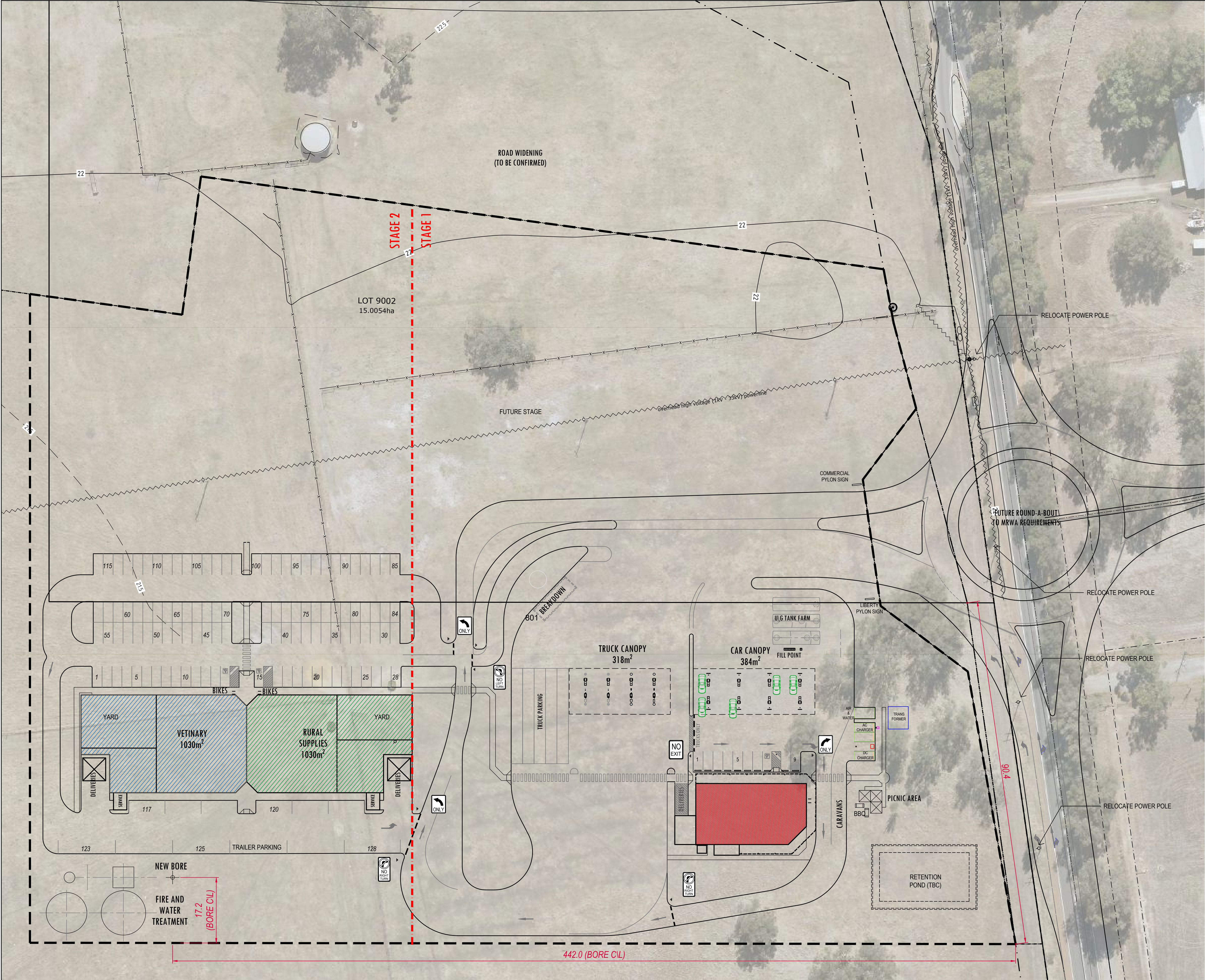


DEVELOPMENT SUMMARY

| | | |
|--|-------------------------------|-----------|
| | DEVELOPMENT AREA | :4.366ha |
| | LOT 801 AREA | :15.539ha |
| | LOT 9002 (NEW)AREA | :12.253ha |
| | ROAD WIDENING | :3.285ha |
| | LANDSCAPE (incl PATH) | :7180m² |
| | FUEL RETAIL | :453.5m² |
| | VETERINARY/ RURAL SUPPLIES | :2060m² |

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN
- VEHICLE TRACKING PATHS INDICATIVE ONLY AND SUBJECT TRAFFIC CONSULTANT DESIGN
- REFER LANDSCAPING PLAN FOR DETAILED PLANTING PLAN
- REFER LOCALITY PLAN FOR SITE LOCATION



LEGEND

- RETAIL FUEL

:453.5m²
- VETERINARY

:1030m²
- RURAL SUPPLIES

:1030m²
- PICNIC AREA

:262m²
- BBQ \ PERGOLA
- STORMWATER RETENTION
- NEW TREE
- RETAINED TREE (TBC)

CARPARKING

- RETAIL

: 10 CARBAYS

: 5 TRUCKBAYS

: 1 AIRWATER
- VETERINARY & RURAL SUPPLIES

: 120 CARBAYS
- PICNIC AREA

: 8 CARBAYS
- BIKE RACKS

: 2 RETAIL

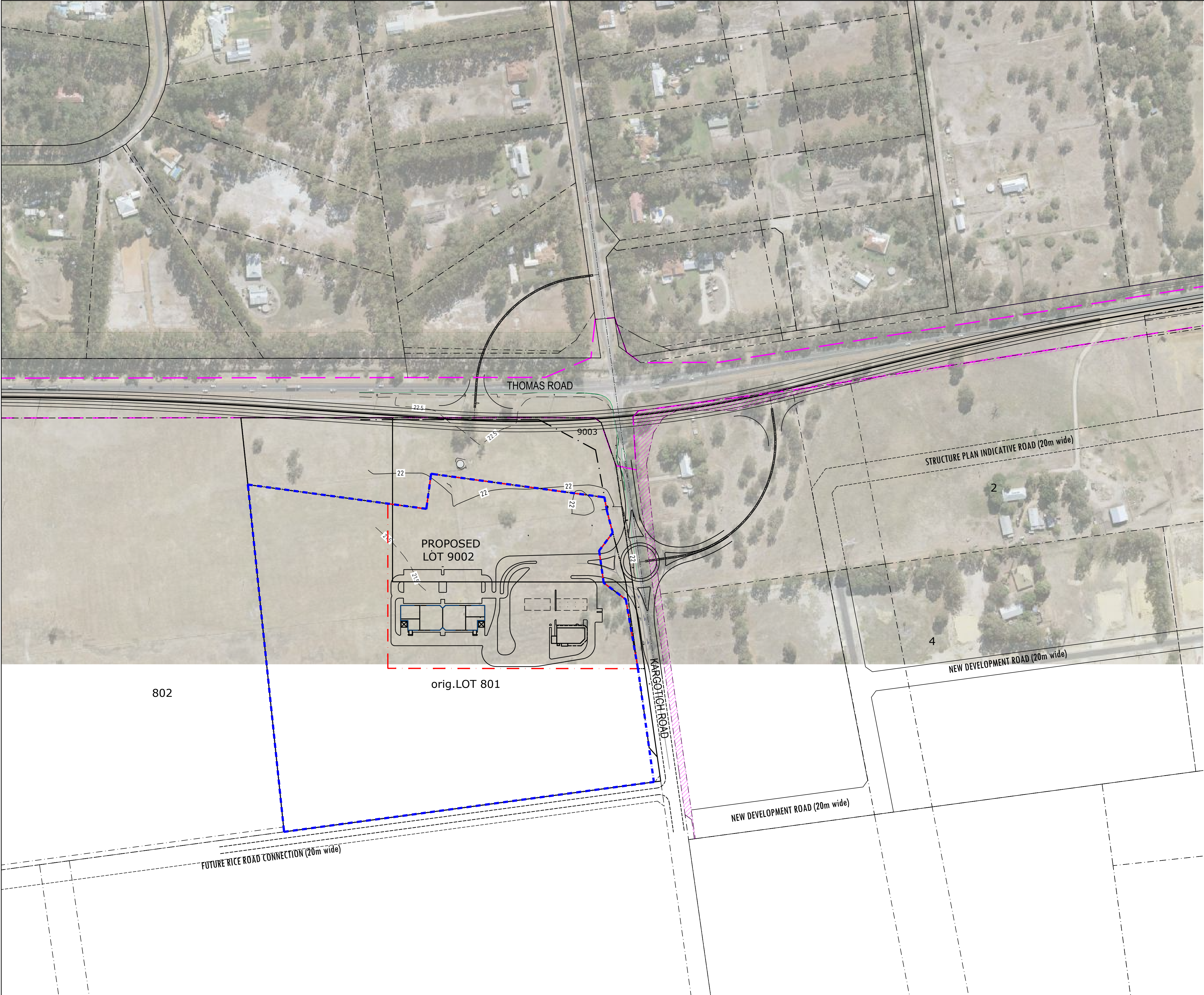
: 2 VET\RURAL
- CARAVAN

: 2 BAYS
- EV CHARGER

: 3 BAYS

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
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- VEHICLE TRACKING PATHS INDICATIVE ONLY AND SUBJECT TRAFFIC CONSULTANT DESIGN
- REFER LANDSCAPING PLAN FOR DETAILED PLANTING PLAN
- REFER LOCALITY PLAN FOR SITE LOCATION
- EV CHARGING FACILITY SUBJECT TO DETAILED DESIGN AND ASSESMENT

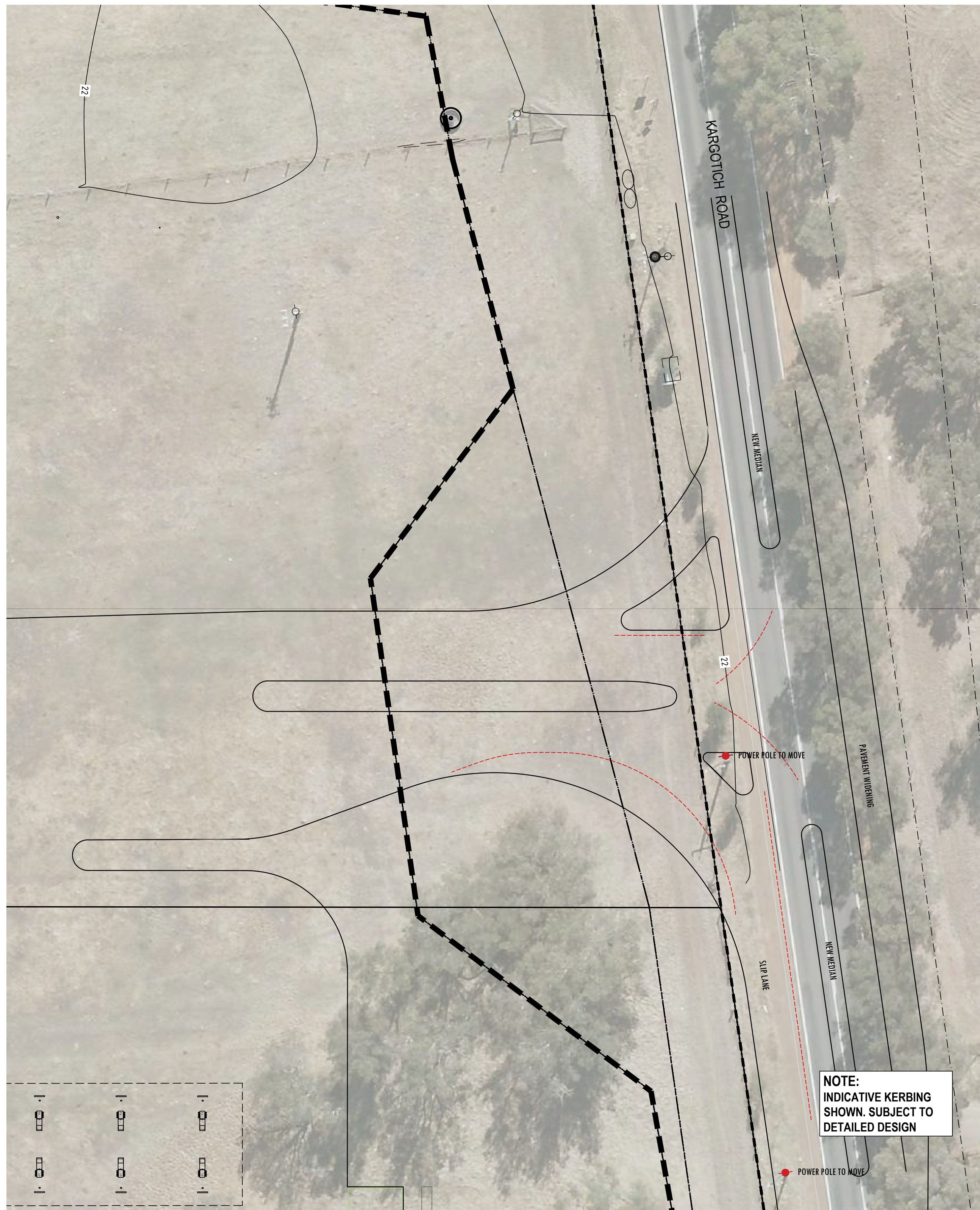


DEVELOPMENT SUMMARY

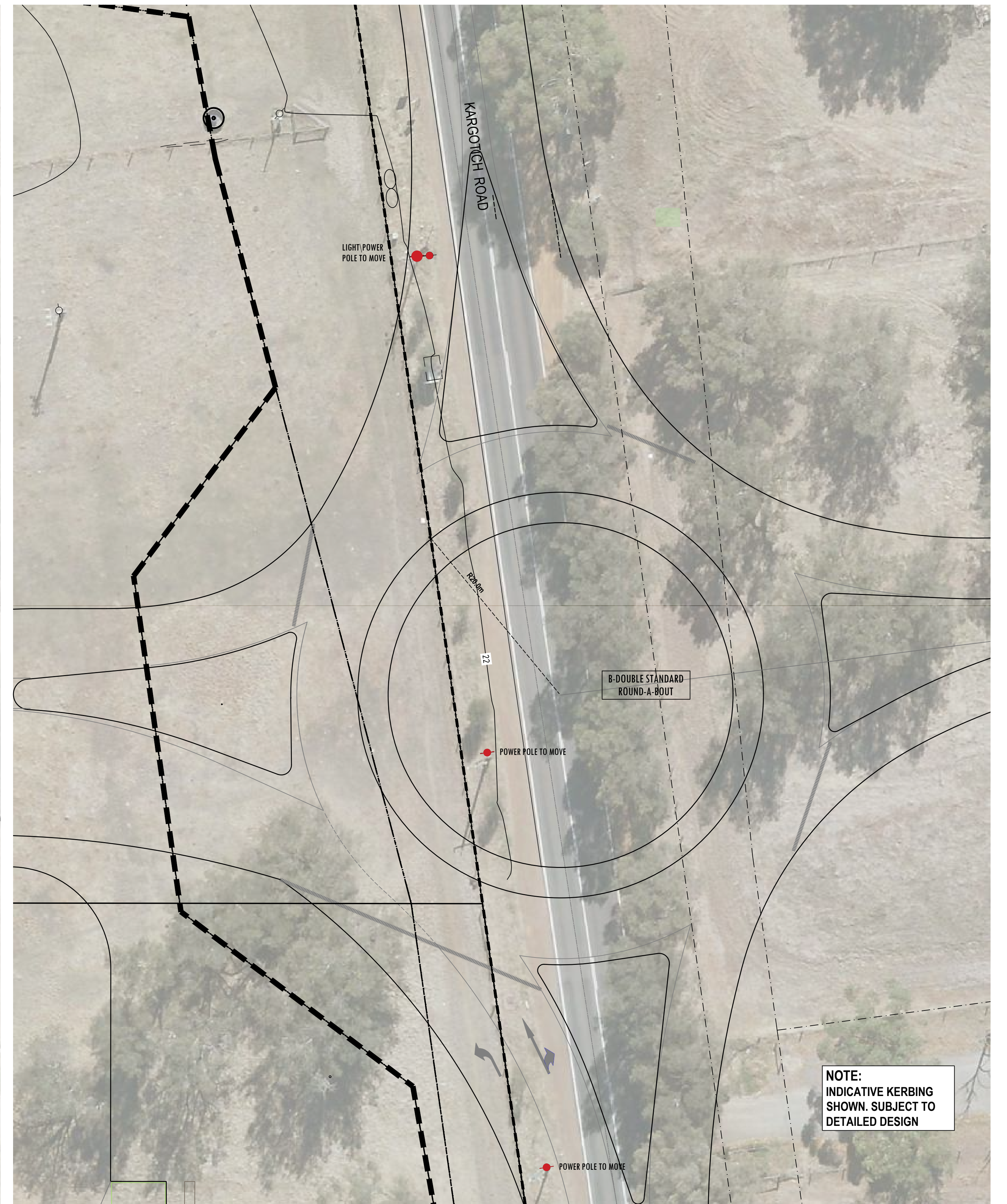
| | | |
|--|--------------------------------------|----------------------|
| | EXIST SUBJECT LOT 801 | :15.539ha |
| | ASSUMED ROAD RESUMPTIONS | :3.531ha |
| | ADJOINING ROAD RESUMPTIONS (CURRENT) | |
| | EXISTING PROPOSED MRWA ROAD WIDENING | |
| | PROPOSED NEW LOT 9002 | :12.253ha |
| | DEVELOPMENT AREA | :4.366ha |
| | FUEL RETAIL | :453.5m ² |
| | VETERINARY\ RURAL SUPPLIES | :2060m ² |
| | PROPOSED MRWA FLYOVER | |
| | EXIST ROAD EDGE\KERB | |
| | PROPOSED ROAD EDGE\KERB | |
| | PROPOSED MRWA ROAD EDGE\KERB | |

NOTES

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- REFER TO LOT 2 THOMAS ROAD AND LOT 4 KARGOTICH ROAD STRUCTURE PLAN SPL-SPN2245 21396-05



STAGE ONE: "T" INTERSECTION WITH DECELERATION & BYPASS LANES



STAGE TWO: MRWA ROUND-A-BOUT INTERSECTION



PLANTING SCHEDULE

| TREE | | | | | | |
|------|-------------------------|--------------------------------|----------------|----------|----------|-----|
| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | LOC'N | No. |
| Euto | Eucalyptus totidiana | Coastal Blackbutt, Pricklybark | Height: 4-8m | 45 Litre | AS SHOWN | 11 |
| Alhu | Allocasuarina Hugeliana | Rock Sheoak | Height: 10-15m | 45 Litre | AS SHOWN | 89 |



FORMAL MIX - FRANGIBLE

| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | SPACIN G | % | No. |
|------|-------------------------|---------------------------|-----------|-----------|----------------------|------|-----|
| ANma | Anigozanthos manglesii | Red & Green Kangaroo Paw | 0.5 x 1.0 | TubeStock | 0.5 / m ² | 9.7 | 98 |
| BAda | Banksia dallanneyi | Couch HoneyPot | 0.3 High | TubeStock | 0.5 / m ² | 32.3 | 328 |
| BEsq | Beaufortia squarrosa | Sand Bottlebrush | 2.0 x 2.0 | TubeStock | 0.5 / m ² | 1.2 | 12 |
| Dire | Dianella revoluta | Flax Lily, Blueberry Lily | 1.0 x 2.0 | TubeStock | 0.5 / m ² | 2.4 | 25 |
| JAsa | Jacksonia sericea | Waldjumi | 0.4 x 0.4 | TubeStock | 0.5 / m ² | 30.2 | 307 |
| PAoc | Patersonia occidentalis | Purple Flag | 0.5 x 0.5 | TubeStock | 0.5 / m ² | 19.4 | 197 |
| MEtr | Melaleuca Trychophylla | Pretty Honey Myrtle | 1.0 x 1.0 | TubeStock | 0.5 / m ² | 4.8 | 49 |



GROUNDCOVER MIX

| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | SPACIN G | % | No. |
|------|-------------------------|-----------------------|-----------|-----------|----------------------|------|-----|
| BOer | Bossiaea eriocarpa | Common Brown Pea | 0.7 x 0.5 | TubeStock | 0.5 / m ² | 20.4 | 292 |
| BRib | Brachyscome ibertifolia | Swan River Daisy | 0.4 x 0.4 | TubeStock | 0.5 / m ² | 31.3 | 447 |
| BUmu | Burchardia multiflora | Dwarf Burchardia | 0.1 x 2.0 | TubeStock | 0.5 / m ² | 2.5 | 36 |
| DAli | Dampiera trigona | Angled-Stem Dampiera | 0.6 x 1.5 | TubeStock | 0.5 / m ² | 6.7 | 95 |
| Dire | Dianella revoluta | Black-Anther Flax-ily | 0.7 x 2.0 | TubeStock | 0.5 / m ² | 3.6 | 51 |
| HEpu | Hemiantra pungens | Snakebush | 0.1 x 2.0 | TubeStock | 0.5 / m ² | 2.5 | 36 |
| JAsa | Jacksonia sericea | Waldjumi | 0.1 x 0.5 | TubeStock | 0.5 / m ² | 10 | 143 |
| KEpr | Kennedia prostrata | Running Postman | 0.1 x 2.0 | TubeStock | 0.5 / m ² | 2.5 | 36 |
| LOan | Lobelia anceps | Angled Lobelia | 0.7 x 0.5 | TubeStock | 0.5 / m ² | 20.4 | 292 |



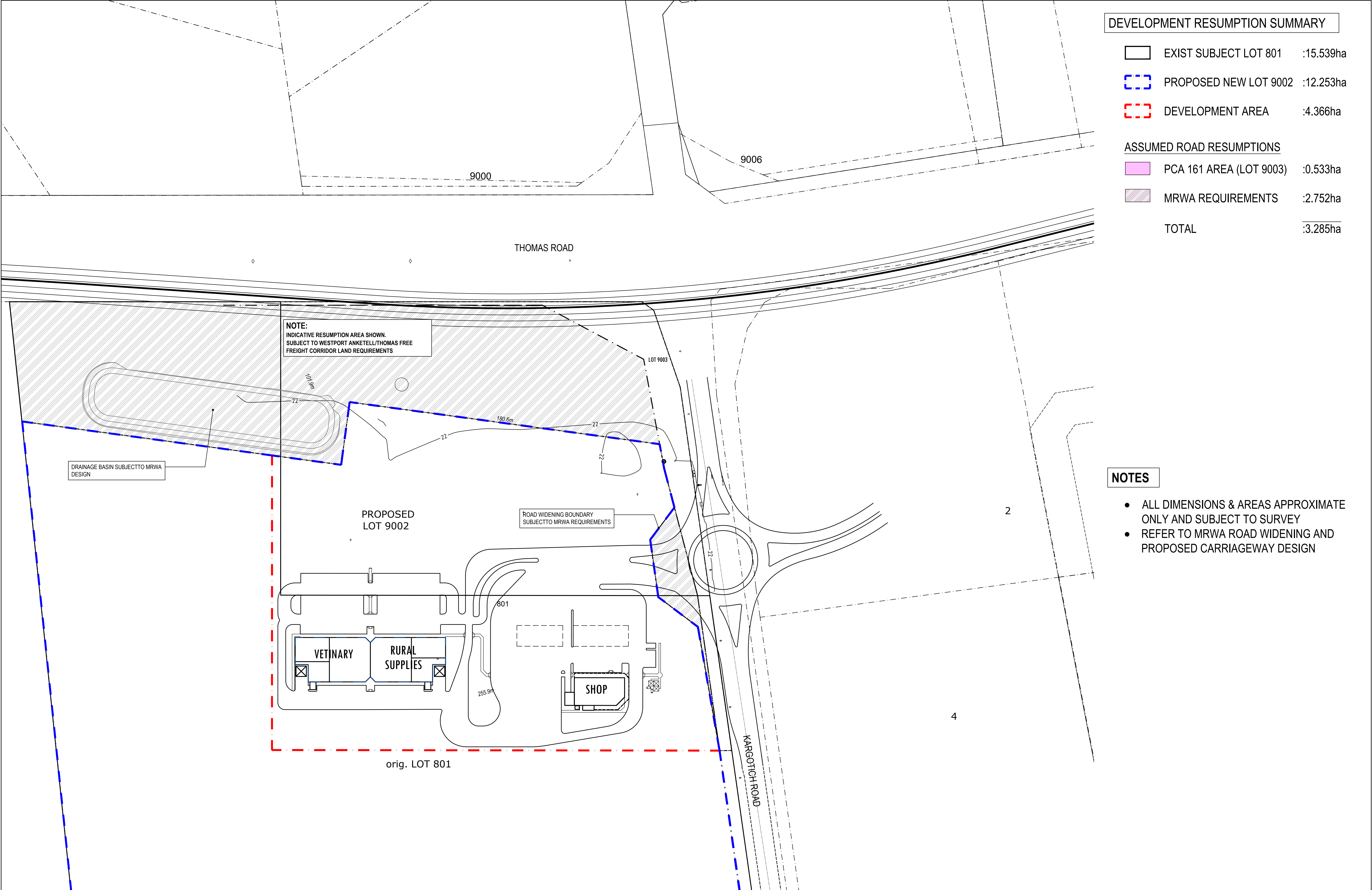
NATIVE MIX

| KEY | BOTANIC NAME | COMMON NAME | SIZE | POT | SPACIN G | % | No. |
|------|------------------------|----------------------|--------------|-----------|----------------------|------|-----|
| ACap | Acacia Applanata | Grass Wattle | 0.1-0.3 high | TubeStock | 0.5 / m ² | 39.7 | 302 |
| ACst | Acacia Stenoptera | Narrow Winged Wattle | 0.5 x 1.0 | TubeStock | 0.5 / m ² | 23.8 | 181 |
| GAcA | Gastrolobium Capitatum | Bacon & Eggs | 0.5 x 1.0 | TubeStock | 0.5 / m ² | 23.8 | 181 |
| HAru | Hypocalymma Robustum | Swan River Myrtle | 1.5 x 1.5 | TubeStock | 0.5 / m ² | 6.8 | 52 |
| ACse | Acacia sessilis | | 2.0 x 2.0 | TubeStock | 0.5 / m ² | 3.0 | 23 |
| ALhu | Allocasuarina humilis | Dwarf Sheoak | 2.0 x 2.0 | TubeStock | 0.5 / m ² | 3.0 | 23 |



NOTES

- ALLOW TO CARRY OUT AUTOMATIC RETICULATION TO ALL LANDSCAPED AREAS. RETIC CONTROLLER TO BE FITTED WITH A RAIN SENSOR. DIVISION OF AREAS TO BE WATERED TO BE DETERMINED ON SITE BY RETICULATION CONTRACTOR.
- THE LOCATION AND TYPE OF SPRAY OUTLETS TO BE SELECTED BY THE RETICULATION CONTRACTOR TO AVOID WATER SPRAY ONTO FENCES, ROADS, CROSSOVERS, PATHS AND OTHER PAVED AREAS.
- ALL LANDSCAPING BEDS TO BE MULCHED TO A DEPTH OF 100mm WITH ORGANIC MULCH.
- PLANTING BEDS & LAWN AREAS SHALL HAVE A MINIMUM DEPTH OF 400mm OF CLEAN TOP SOIL. TOP SOIL TO BE OF SUITABLE HORTICULTURAL QUALITY, FREE OF ALL CONTAMINANTS SUCH AS LIMESTONE ROAD BASE MATERIAL, CEMENT, CONCRETE, ROCK AND BUILDERS RUBBLE.
- ALL PLANTS EXCEEDING 1000mm IN HEIGHT SHALL BE PROPERLY STAKED AND SECURED.
- ALL PLANTS SHALL BE FERTILIZED DURING PLANTING WITH A NATIVE FORMULATED, SLOW RELEASE, LOW PHOSPHOROUS FERTILIZER HAVING AN NPK RATIO OF 10:3:6.



DEVELOPMENT RESUMPTION SUMMARY

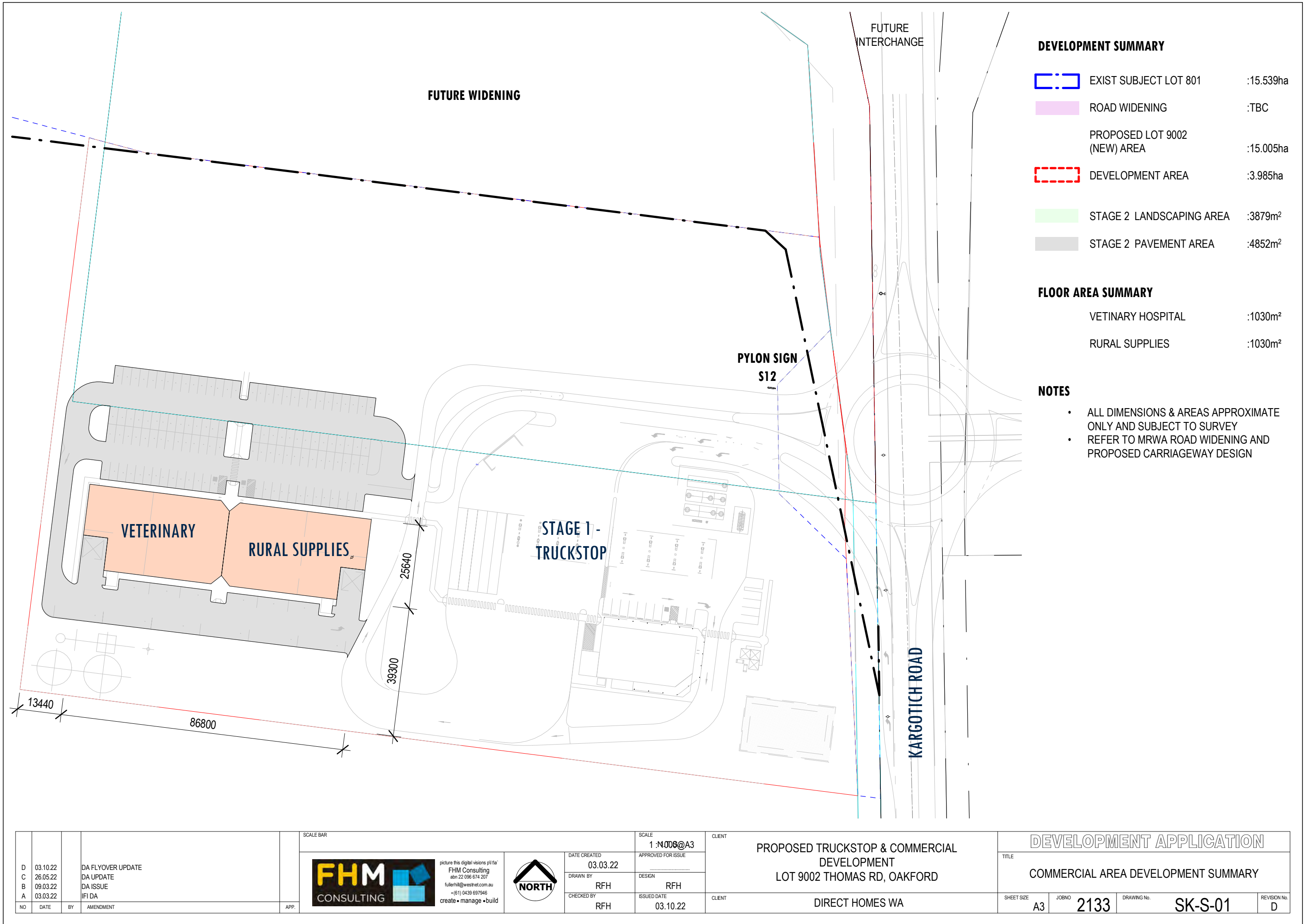
| | | |
|--|-----------------------|-----------|
| | EXIST SUBJECT LOT 801 | :15.539ha |
| | PROPOSED NEW LOT 9002 | :12.253ha |
| | DEVELOPMENT AREA | :4.366ha |

ASSUMED ROAD RESUMPTIONS

| | | |
|--|-------------------------|----------|
| | PCA 161 AREA (LOT 9003) | :0.533ha |
| | MRWA REQUIREMENTS | :2.752ha |
| | TOTAL | :3.285ha |

NOTES

- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN



DEVELOPMENT SUMMARY

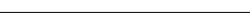
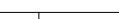
| | | |
|--|------------------------------|---------------------|
| | EXIST SUBJECT LOT 801 | :15.539ha |
| | ROAD WIDENING | :TBC |
| | PROPOSED LOT 9002 (NEW) AREA | :15.005ha |
| | DEVELOPMENT AREA | :3.985ha |
| | STAGE 2 LANDSCAPING AREA | :3879m ² |
| | STAGE 2 PAVEMENT AREA | :4852m ² |

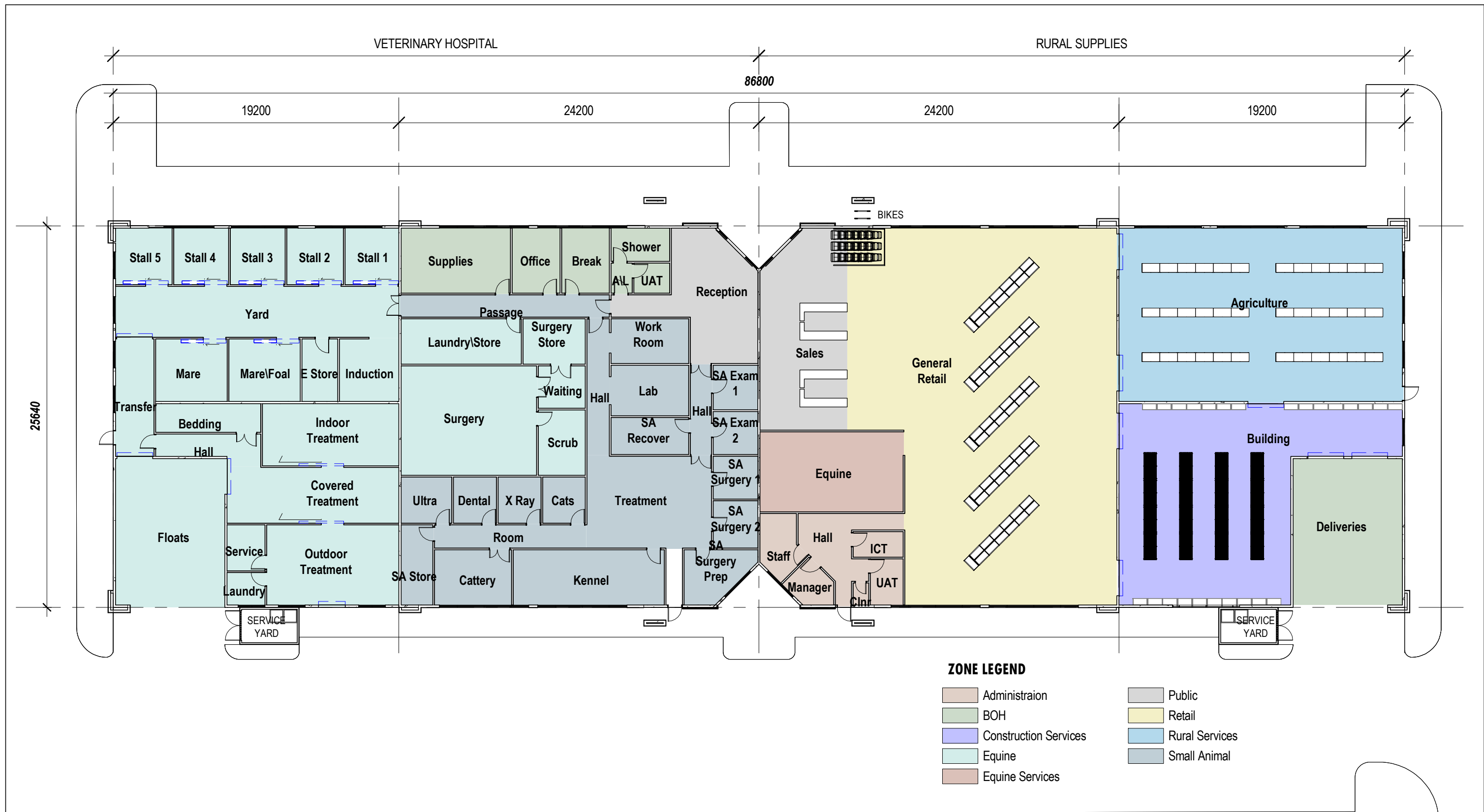
FLOOR AREA SUMMARY



| | |
|-------------------|---------------------|
| VETINARY HOSPITAL | :1030m ² |
| RURAL SUPPLIES | :1030m ² |

NOTES

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| | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|---|--|--|--|---|--|---|--|---------------------------|--|--------------------|--|--|--|------------------------|--|-------------------|--|
| | | | | SCALE BAR | | | | SCALE 1:1000 @ A3 | | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | | DEVELOPMENT APPLICATION | | | | | | | | | |
| | | | |  | | picture this digital visions p/l lta FHM Consulting abr 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build | |  | | | | DATE CREATED 03.03.22 | | APPROVED FOR ISSUE | | TITLE COMMERCIAL AREA DEVELOPMENT SUMMARY | | | | | |
| | | | | | | | | DRAWN BY RFH | | DESIGN RFH | | | | | | | | | | | |
| | | | | | | | | CHECKED BY RFH | | ISSUED DATE 03.10.22 | | CLIENT DIRECT HOMES WA | | SHEET SIZE A3 | | JOBNO 2133 | | DRAWING No. SK-S-01 | | REVISION No. D | |



| | | | | | | | | | | | | | | | |
|----|----------|----|-------------------|------|--|---|--------------------------|-------------------------|---|-----------------|-------------------------|------------------|---------------|------------------------|-------------------|
| | | | | | SCALE BAR | | SCALE 1 : 250@A3 | | CLIENT | | DEVELOPMENT APPLICATION | | | | |
| D | 03.10.22 | | DA FLYOVER UPDATE | |  <div>picture this digital visions p/l fa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (0) 439 697946 create • manage • build</div> |  | DATE CREATED 03/02/22 | APPROVED FOR ISSUE | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | | COMMERCIAL FLOOR PLAN | | | | |
| C | 26.05.22 | | DA UPDATE | | | | DRAWN BY RFH | DESIGN RFH | | | | | | | |
| B | 09.03.22 | | DA ISSUE | | | | CHECKED BY RFH | ISSUED DATE 03.10.22 | | | | | | | |
| A | 03.03.22 | | IFI DA | | | | | | | | | | | | |
| NO | DATE | BY | AMENDMENT | APP. | | | | | CLIENT | DIRECT HOMES WA | | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-S-02 | REVISION No. D |



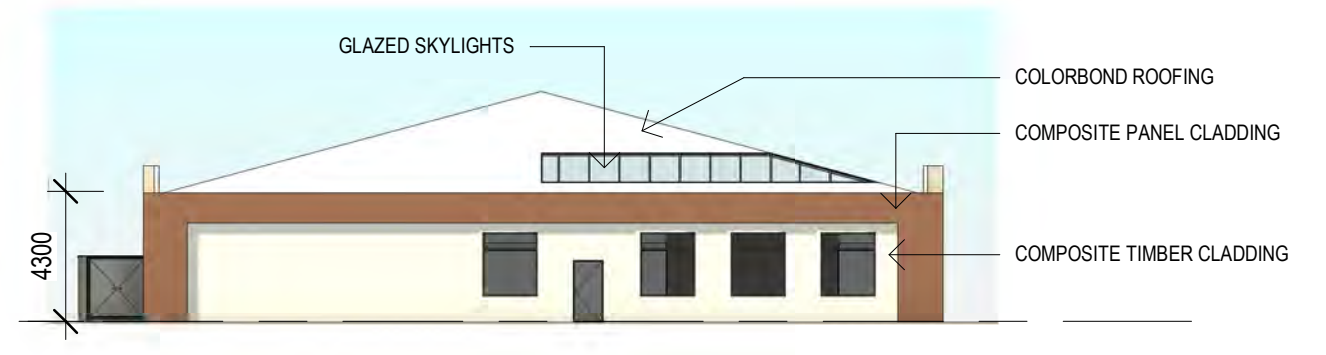
North
1 : 250




South
1 : 250



West
1 : 250



East
1 : 250

| | | | | | | | | | | | | |
|------------------|----------|--|-------------------|------|--|--------------------------|-------------------------|---|------------------------------------|---------------|------------------------|-------------------|
| D C B A | 03.10.22 | | DA FLYOVER UPDATE | APP. |  <div>picture this digital visions p/l l'a" FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (0) 439 697946 create • manage • build</div> | DATE CREATED 03/02/22 | SCALE 1 : 250@A3 | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | 26.05.22 | | DA UPDATE | | | DRAWN BY RFH | APPROVED FOR ISSUE | | TITLE COMMERCIAL ELEVATIONS | | | |
| | 09.03.22 | | DA ISSUE | | | CHECKED BY RFH | DESIGN RFH | | SHEET SIZE A3 | | | |
| | 03.03.22 | | IFI DA | | | | ISSUED DATE 03.10.22 | | CLIENT DIRECT HOMES WA | JOBNO 2133 | DRAWING No. SK-S-03 | REVISION No. D |



FRONT

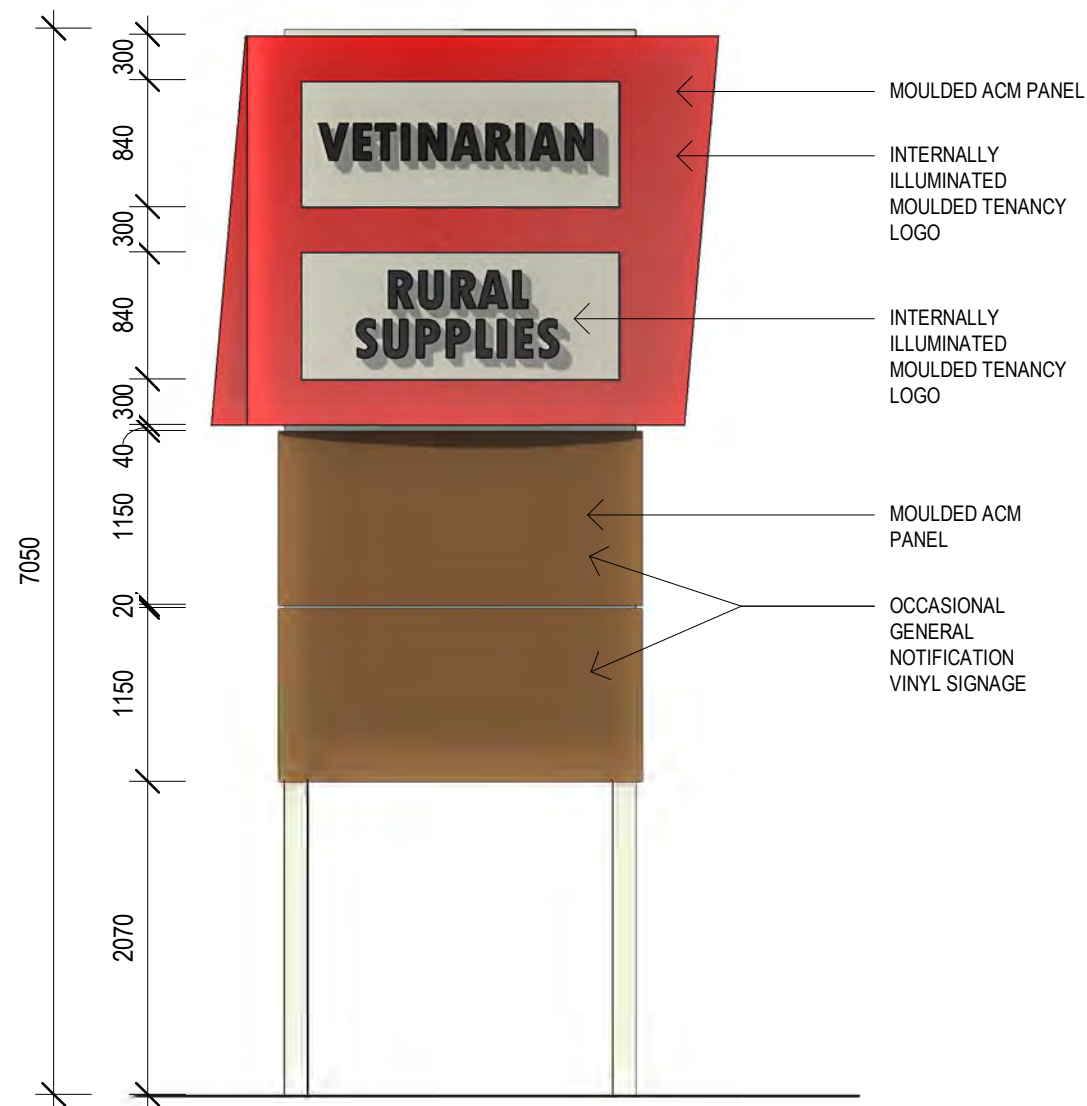
1



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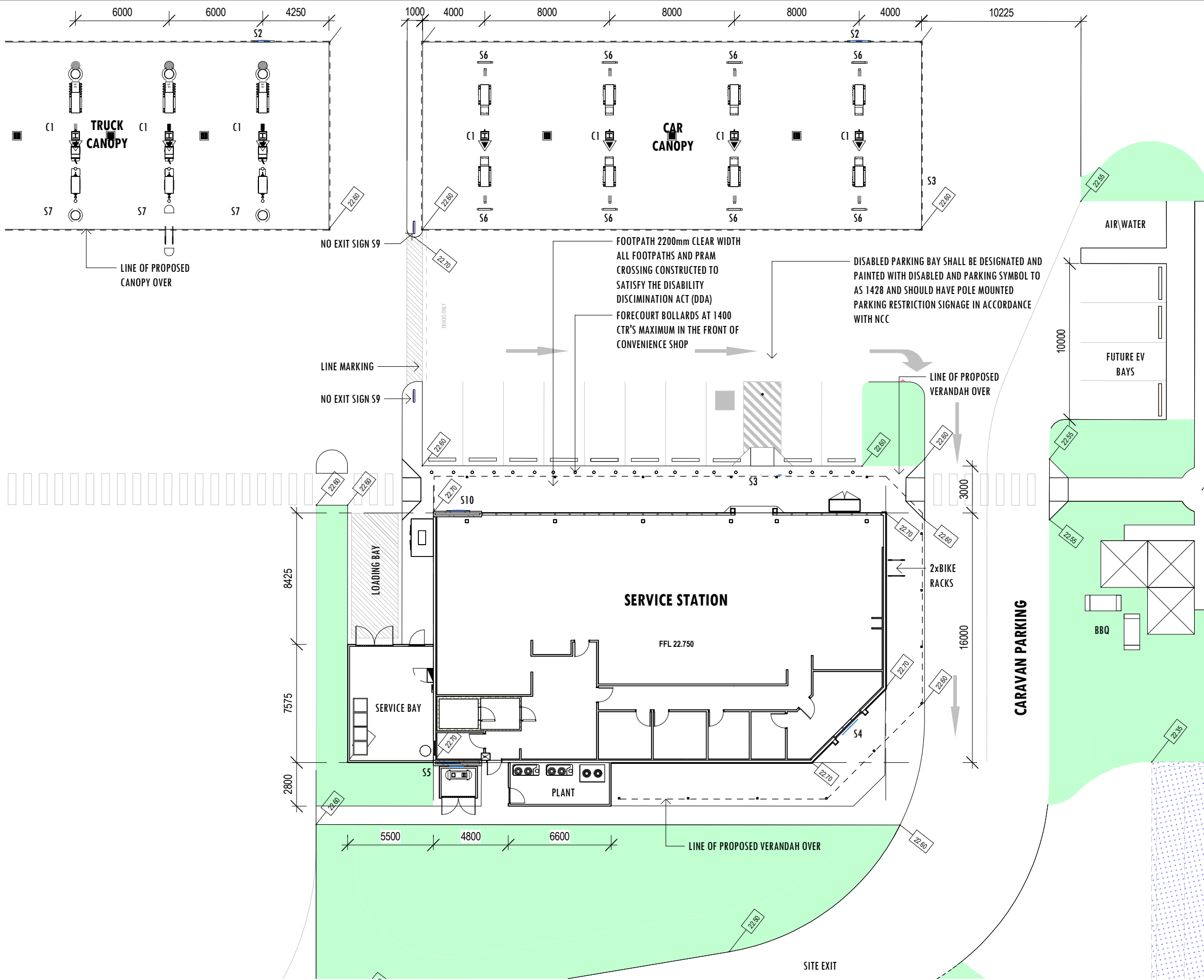
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GENERAL NOTES STAGE 1

ALL GLAZING IN ACCORDANCE WITH AS1288-2006 & AS2047-1999

ACCESS FOR PEOPLE WITH DISABILITIES WILL BE PROVIDED IN ACCORDANCE WITH CLAUSE D3.3 OF THE NCC AND AS1428.4

BOLLARDS MUST BE A MINIMUM OF 1.3 METRE HIGH AND HAVE REFLECTIVE MARKERS ON THE TOP OF THE BOLLARD.

WHEEL STOPS MUST BE INSTALLED IN ACCORDANCE WITH AS2890.1

ALL CROSSINGS TO BE CONSTRUCTED TO COUNCIL COMMERCIAL STANDARD AND ALIGNED WITH INTERNAL DRIVEWAY SUBJECT TO ROAD RESERVE PERMIT

FUEL SYSTEM TO INCLUDE

- DOUBLE WALLED FIBREGLASS TANKS
- ATG SYSTEM
- DOUBLE WALLED FUEL LINES
- PRESSURE LEAK DETECTION SYSTEM TO AS 4897-2008 'THE DESIGN, INSTALLATION AND OPERATION OF UNDERGROUND PETROLEUM PETROLEUM STORAGE SYSTEM'
- STAGE 1 & 2 VAPOUR RECOVERY

SPEL UNIT TO BE A 'SPEL PURACEPTOR CLASS 1 FULL RETENTION SEPARATOR' REFER TO CIVIL DRAWINGS FOR SPEL AND DETAENTION SIZES

WASTE WATER COLLECTED IN THE SPEL PURACEPTOR WILL BE REMOVED BY AN EPA LICENSED WASTE TRANSPORTER TO LICENSED WATER DEPOT AUTHORIZED TO RECEIVE SUCH WASTE

AREA SCHEDULE STAGE 1

OVERALL SITE: 3.985 ha

STAGE 1 AREA: 1.659 ha

SHOP: 453.5m²
SERVICE YARD: 40m²
PETROL CANOPY: 396m²
TRUCK CANOPY: 319m²

LANDSCAPING: 3301m²
HARD PAVED AREA: 9654m²

CAR PARKING SCHEDULE STAGE 1

CARPARK 9 BAYS
DISABLED 1
AIRIWATER 1
TOTAL 11

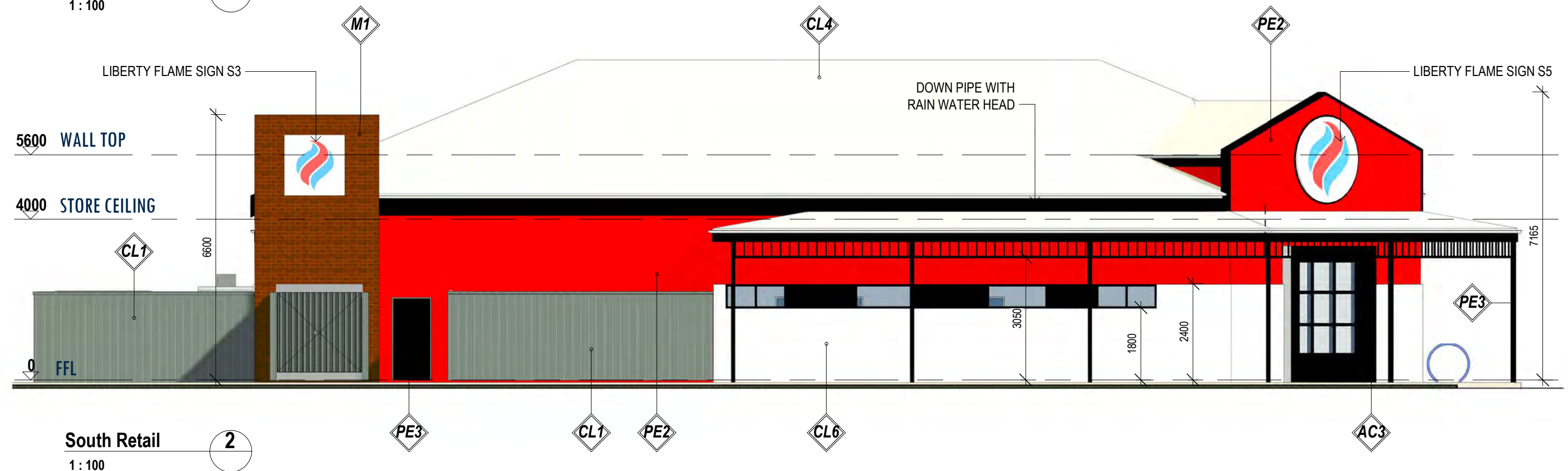
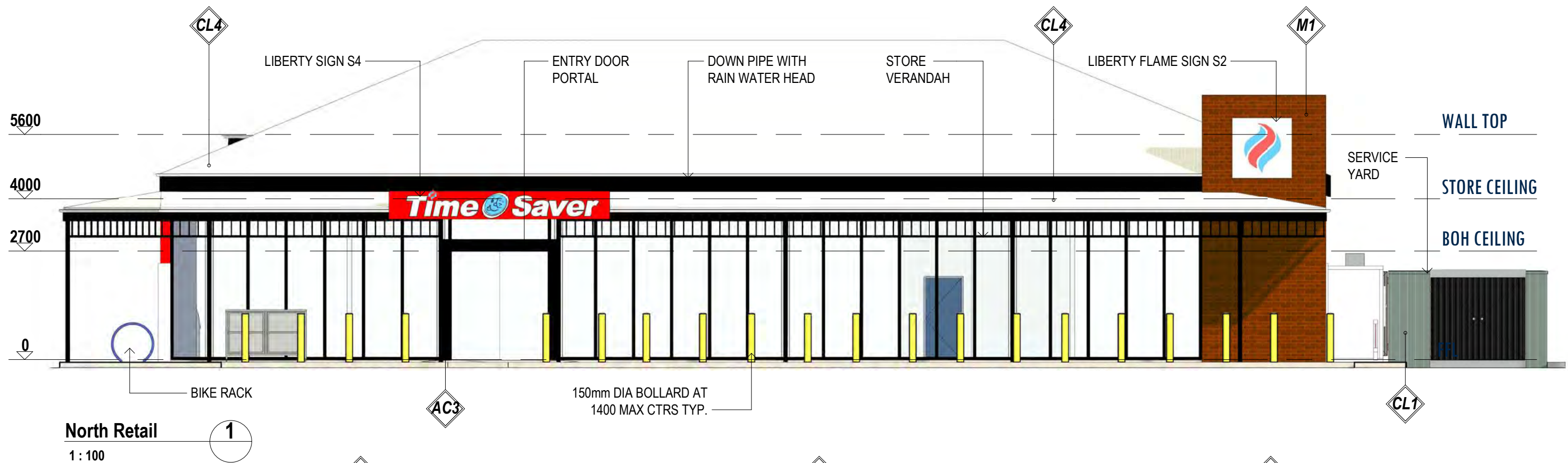
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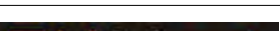
- DENOTES INDICATIVE LANDSCAPING
- DENOTES LINE MARKING
- C1 DENOTES STEEL CANOPY COLUMN
- B DENOTES 150 STEEL BOLLARD
- KB DENOTES CONCRETE KERB

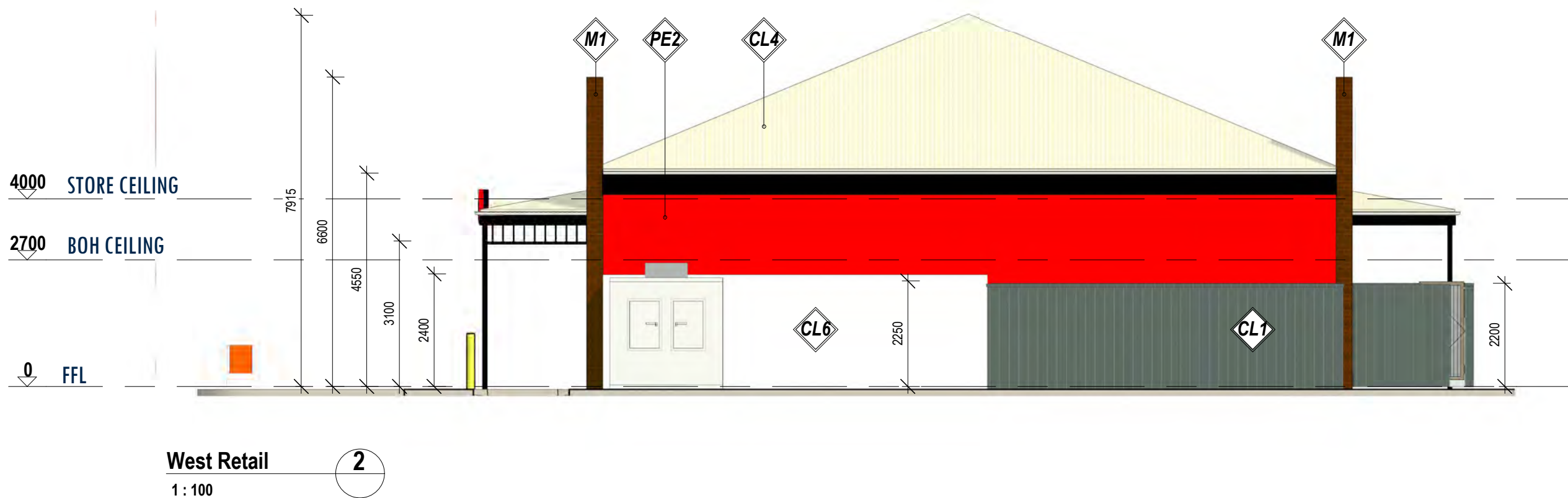
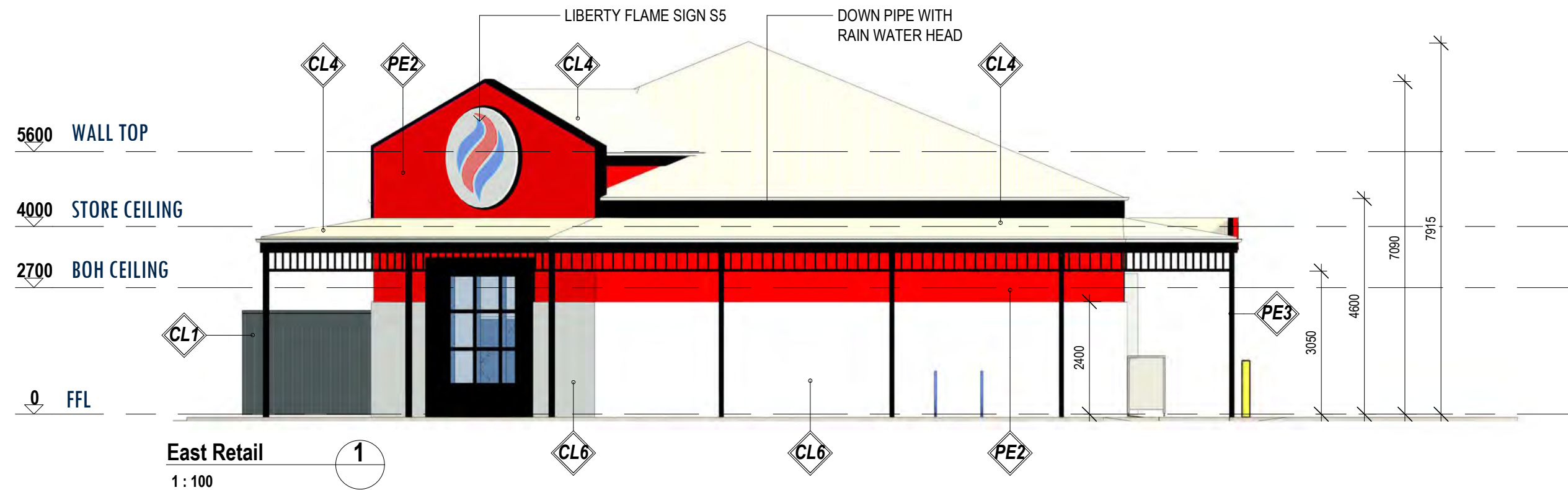
NOTES


- ALL DIMENSIONS & AREAS APPROXIMATE ONLY AND SUBJECT TO SURVEY
- REFER TO MRWA ROAD WIDENING AND PROPOSED CARRIAGEWAY DESIGN

| | | | | | | | | | | | | | | | |
|------------------|----------|-------------------|-----------|-----------|--|---|--|--------------|-----------------|--------|--|-------------------------|---------|--------------|------|
| D C B A | 03.10.22 | DA FLYOVER UPDATE | APP. | SCALE BAR | | picture this digital visions pl! fia FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (6) 0439 697946 create • manage • build | | SCALE | As indicated@A3 | CLIENT | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | 26.05.22 | DA UPDATE | | | | | | DATE CREATED | 03.03.22 | | | TITLE | | | |
| | 10.03.22 | DA ISSUE | | | | | | DRAWN BY | RFH | | | RETAIL SITE PLAN | | | |
| | 03.03.22 | IFI DA | | | | | | CHECKED BY | RFH | | | SHEET SIZE | A3 | JOBNO | 2133 |
| NO | DATE | BY | AMENDMENT | | | | | ISSUED DATE | 03.10.22 | CLIENT | DIRECT HOMES WA | DRAWING No. | SK-A-02 | REVISION No. | D |



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| D C B A | 03.10.22 | DA FLYOVER UPDATE DA UPDATE DA ISSUE IFI DA | APP. | SCALE BAR | | | SCALE 1 : 100@A3 | | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| |  <div>picture this digital visions pty ltd FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build</div> | | | APPROVED FOR ISSUE | | TITLE RETAIL ELEVATIONS SHT1 | | | | | | | |
| | | | | DATE CREATED 03.03.22 | | | | | | | | | |
| | | | | DRAWN BY RFH | | | | | | DESIGN RFH | | | |
| NO | DATE | BY | AMENDMENT | | | | ISSUED DATE 03.10.22 | | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-A-04 | REVISION No. D |



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| | | | |  picture this digital visions p/l fa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build | | DATE CREATED 03.03.22 | | | APPROVED FOR ISSUE | | TITLE RETAIL ELEVATIONS SHT2 | |
| | | | | | | DRAWN BY RFH | | | DESIGN RFH | | | |
| | | | | | | CHECKED BY RFH | | | ISSUED DATE 03.10.22 | | CLIENT DIRECT HOMES WA | |
| NO | DATE | BY | AMENDMENT | | | | | CLIENT | JOBNO | DRAWING No. | REVISION No. | |
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RETAIL NE 1

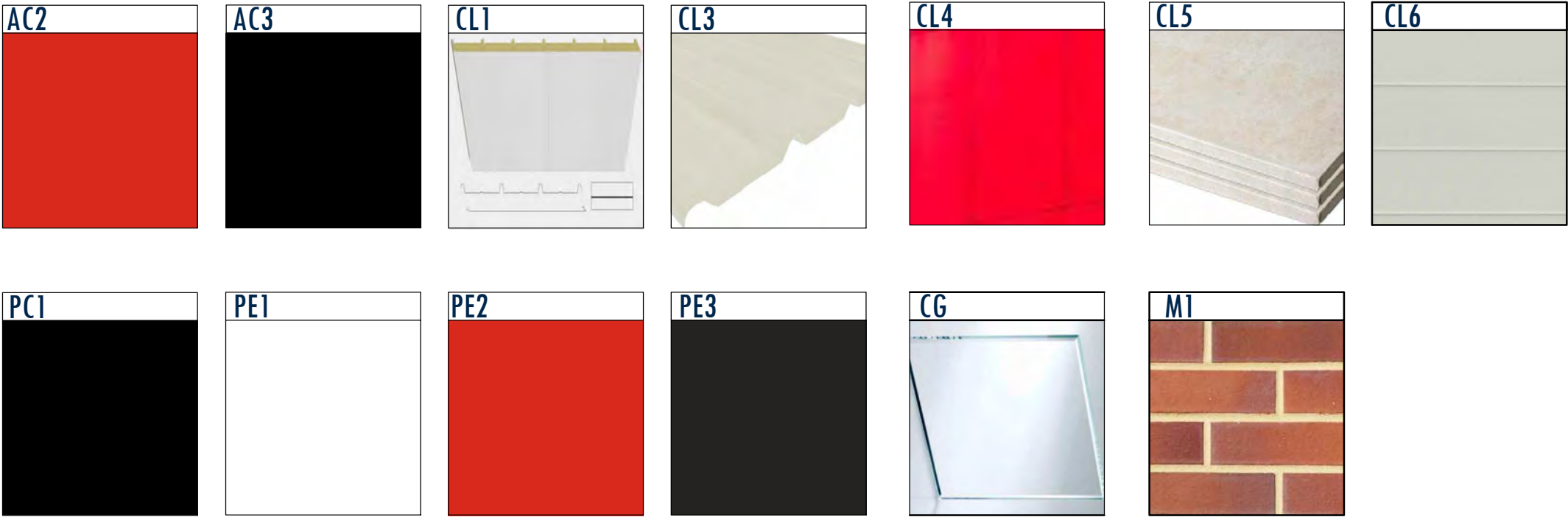


CAR EXIT 2




RETAIL NW 3

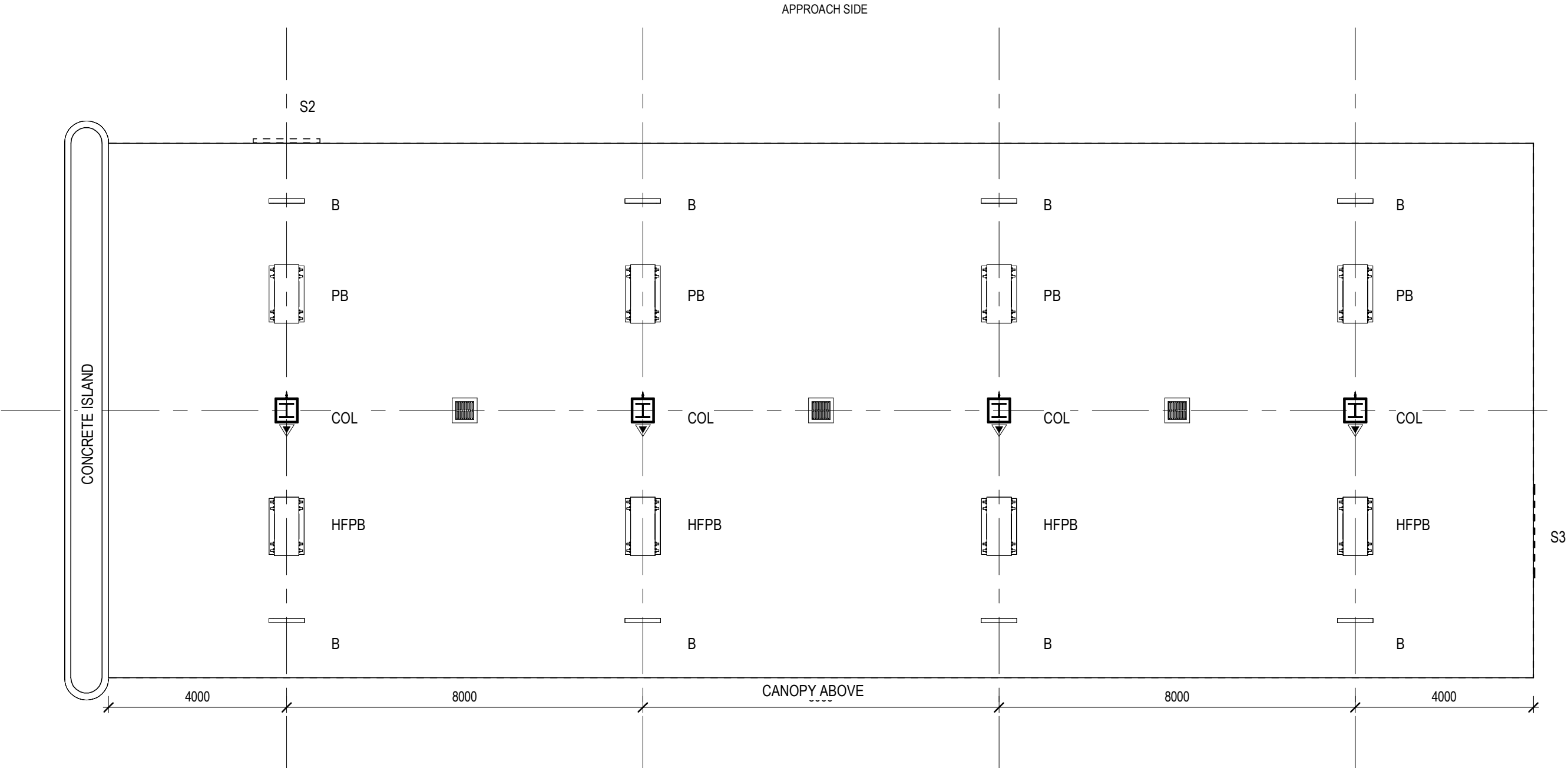
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| D C B A | 03.10.22 26.05.22 10.03.22 03.03.22 | BY | AMENDMENT | APP. |  | picture this digital visions p/l l/a FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au (61) 0439 697946 create • manage • build | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | TITLE | | | |
| | | | | | | | | | | RETAIL PERSPECTIVES | | | |
| | | | | | | | | | | SHEET SIZE | JOBNO | DRAWING No. | REVISION No. |
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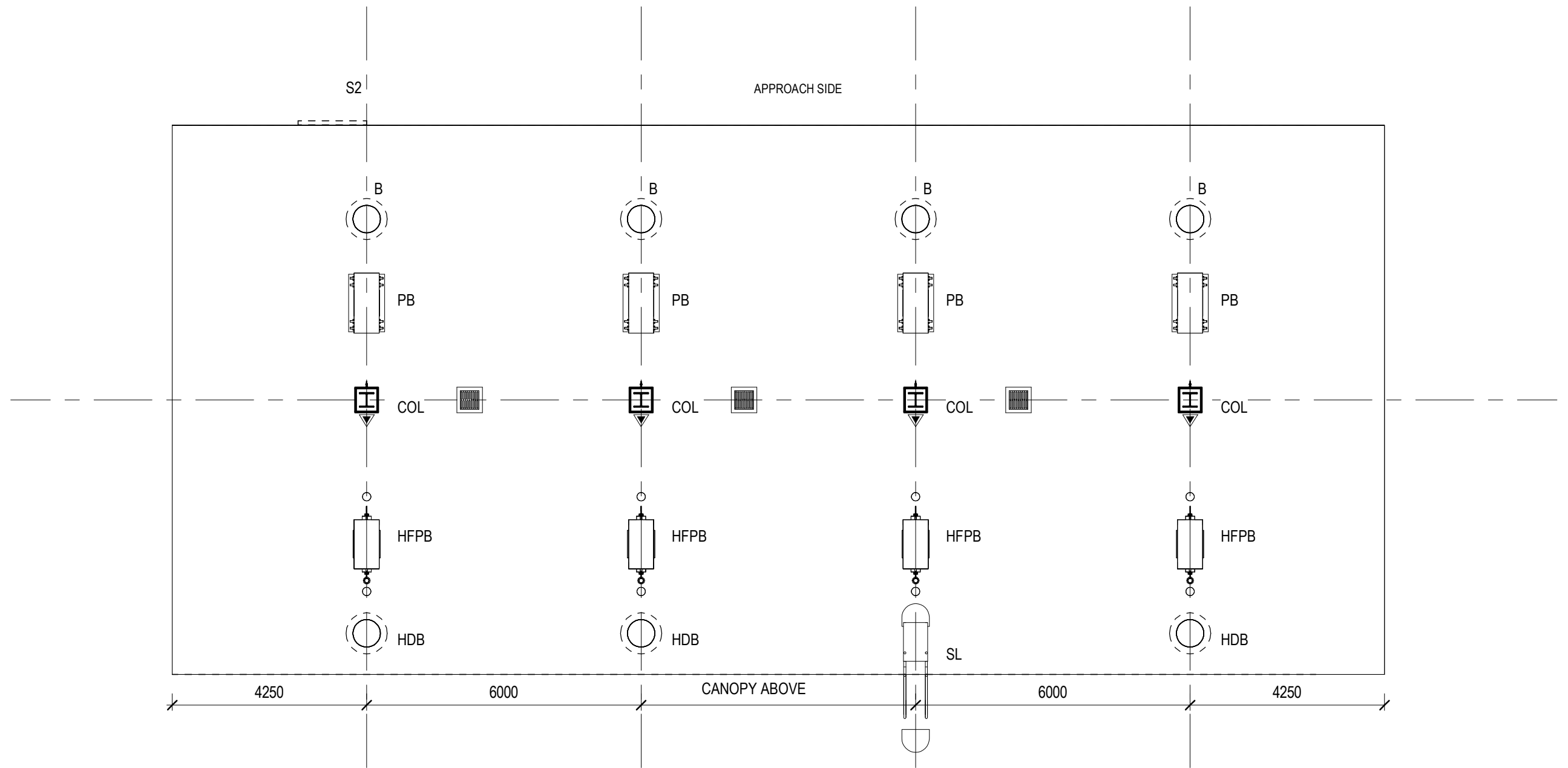
| EXTERNAL FINISHES SCHEDULE | | | | | | | |
|----------------------------|---------------------------------|--|-------------|--|-------------|-------------------------------------|---------------------------------------|
| ID | FINISH / MATERIAL | BRAND / COLOUR / CODE | SUPPLIED BY | MANUFACTURER / SUPPLIER | DIMENSIONS | APPLICATION LOCATION | Comments |
| AC2 | ACM PANEL RED | NON-COMBUSTIBLE PMS 485; CMYK C0, M95,Y100,K0 | BUILDER | AODELI, www.aodeli.com.au | N / A | BUILDING AWNING, SIGNAGE | TO AS 1530.1, AS 1530.3 |
| AC3 | ACM PANEL BLACK | NON-COMBUSTIBLE PANTONE BLACK; SATIN BLACK | BUILDER | AODELI, www.aodeli.com.au | N/A | SHOP ABOVE WINDOWS | TO AS 1530.1, AS 1530.3 |
| CL1 | ROOF CLADDING | BONDOR SANDWICH PANELS,METECNOSPAN PIR ROOFING, SURFMIST COLOUR, MICRO V FINISH (PAINT UNDERSIDE DULUX 'DOMINO' PN2B9 SEE NOTE 1) | BUILDER | BONDOR, www. bondor.com.au | N / A | SHOP ROOF | 100 THICK |
| CL3 | CLADDING | LYSAGHT TRIMDEK COLOUR- MONUMENT | BUILDER | BUILDER TO SOURCE | N / A | SERVICES AND BINS YARD | |
| CL4 | FC CLADDING | FC CLADDING ON 35mm TOP HATS, EXPRESS JOINT PAINT FINISH HAYMES PAINT- GERANIUM- SC056E EXOTEC | BUILDER | BUILDER TO SOURCE | 1200 x 1200 | EXTERNAL WALL | |
| CL5 | CLADDING | CEMENT SHEET PAINT FINISH GERANIUM SC 056E COLOUR | BUILDER | BUILDER TO SOURCE | N/A | SHOP AWNING SOFFIT | |
| CL6 | FC CLADDING | FC CLADDING ON 35mm TOP HATS, EXPRESS JOINT PAINT FINISH DULUX PAINT-SURFMIST HARDIES STRIA 405mm | BUILDER | BUILDER TO SOURCE | 1200 x 1200 | EXTERNAL WALL | |
| PC1 | POWDER COATING BLACK | DULUX DURALLOY BLACK SATIN 27219268 | BUILDER | DULUX, www.dulux.com.au | N / A | SHOPFRONT CURTAIN FRAMING | |
| PE1 | PAINT WITH ANTI GRAFFITI SHIELD | DULUX VIVID WHITE SW1G1 SATIN SEMI GLOSS WITH DULUX SURFACESHIELDS | BUILDER | DULUX, www.dulux.com.au | N / A | EXTERNAL PRECAST PANELS / BLOCKWORK | |
| PE2 | PAINT WITH ANTI GRAFFITI SHIELD | HAYMES WASH & WEAR LOW SHEEN GERANIUM- SC 056E | BUILDER | HAYMES www.haymespaint.com.au | N / A | EXTERNAL PRECAST PANELS / BLOCKWORK | |
| PE3 | PAINT WITH ANTI GRAFFITI SHIELD | DULUX BLACK SATIN SEMI GLOSS WITH DULUX SURFACESHIELDS | BUILDER | DULUX, www.dulux.com.au | N / A | EXTERNAL PRECAST PANELS / BLOCKWORK | |
| CG | CLEAR GLASS | | BUILDER | BUILDER TO SOURCE | N / A | RETIAL FRONTAGE | TO ALL AUST SAFETY, ENERGY, DDA STD'S |
| M1 | MASONRY BRICK WORK | MIDLAND BRICK BURNISHED RED | BUILDER | MIDLAND BRICK, www.midlandbrick.com.au | N / A | CORNER TOWERS | REF ENGINEERS STRUCT DETAILS |



NOTE 1. ALL EXPOSED STEEL BEAMS, BRACING, PIPEWORK, AIR CONDITIONS ETC. IN RETAIL AREA RO BE PAINTED 'DULUX - DOMINO (PN2B9)' LOW SHEEN ON PAINT PRIMER

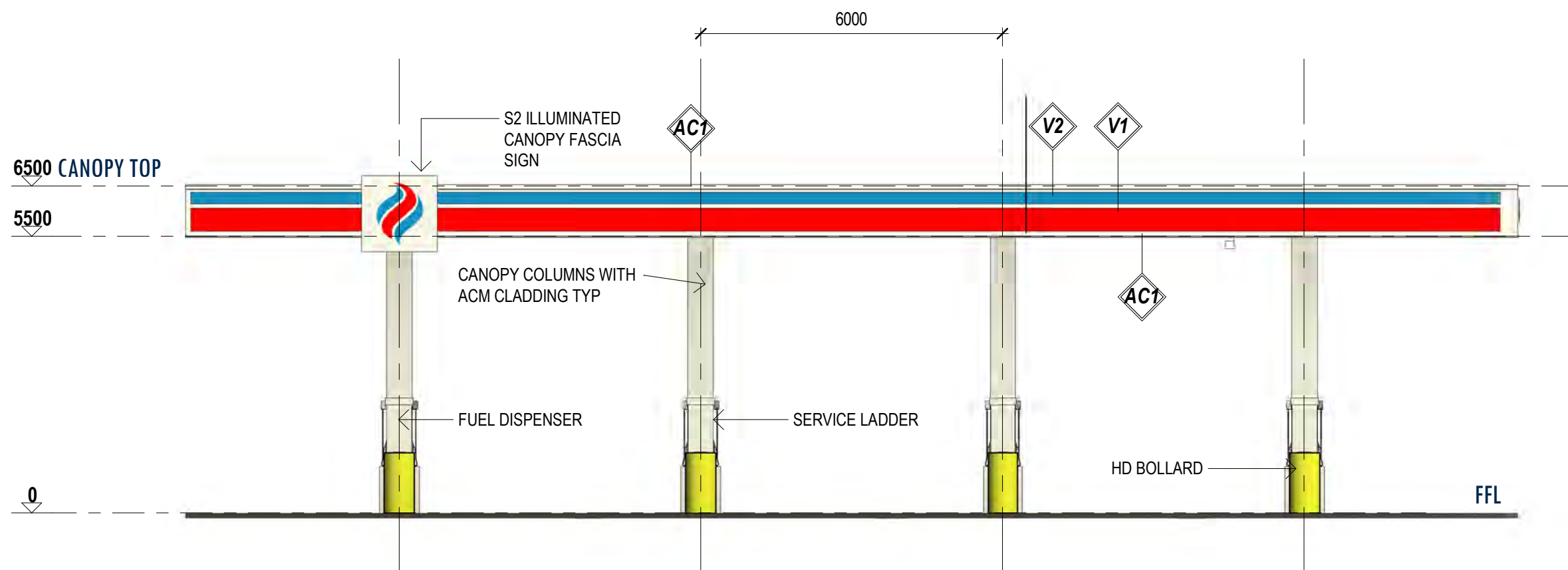
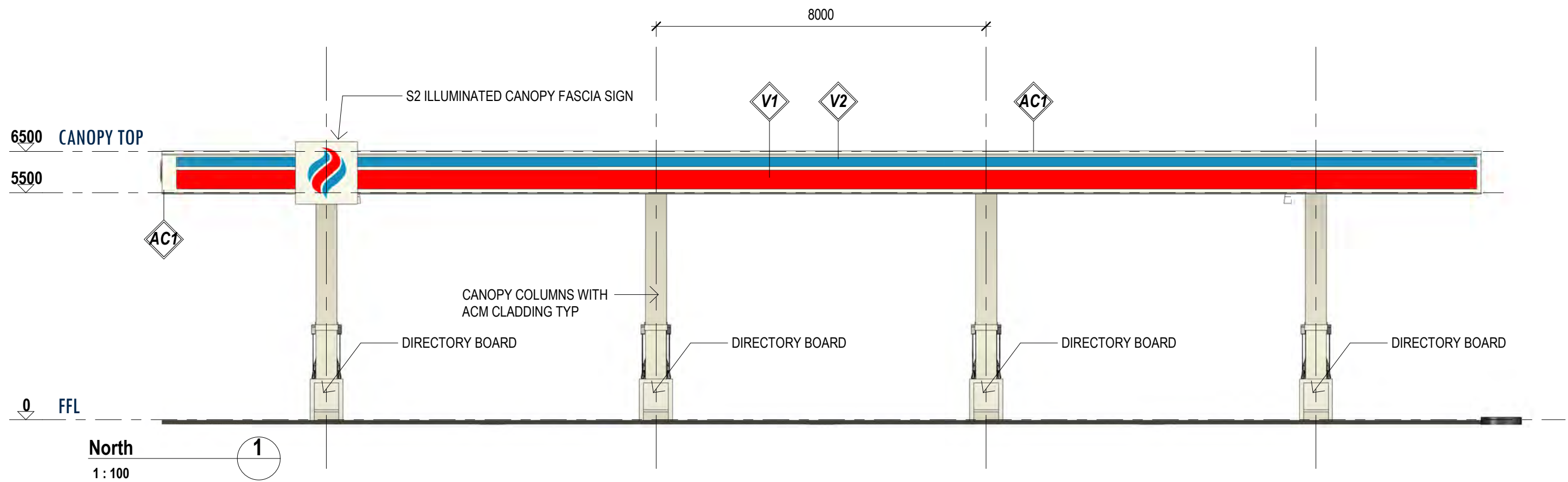
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| | | | | | | SCALE BAR | | SCALE 1 : 1@A3 | | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| D | 03.10.22 | | DA FLYOVER UPDATE | | |  <div>picture this digital visions pl lfa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (61) 0439 697946 create • manage • build</div> | | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | | TITLE RETAIL FINISHES | | | |
| C | 26.05.22 | | DA UPDATE | | | | DRAWN BY RFH | DESIGN RFH | | | | | | |
| B | 10.03.22 | | DA ISSUE | | | | CHECKED BY RFH | ISSUED DATE 03.10.22 | CLIENT DIRECT HOMES WA | | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-A-07 | REVISION No. D |
| A | 03.03.22 | | IFI DA | | | | | | | | | | | |
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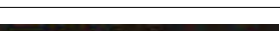


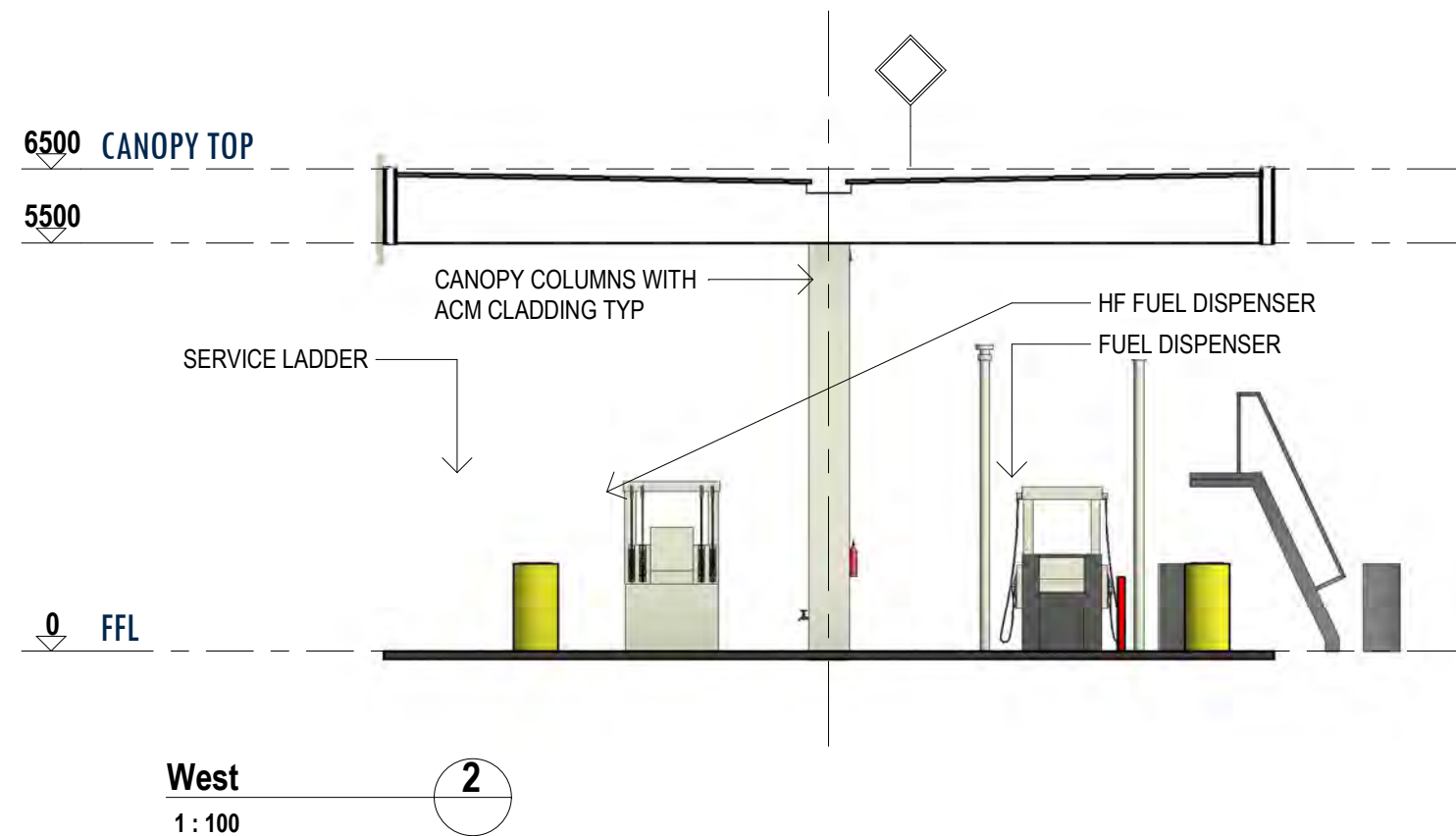
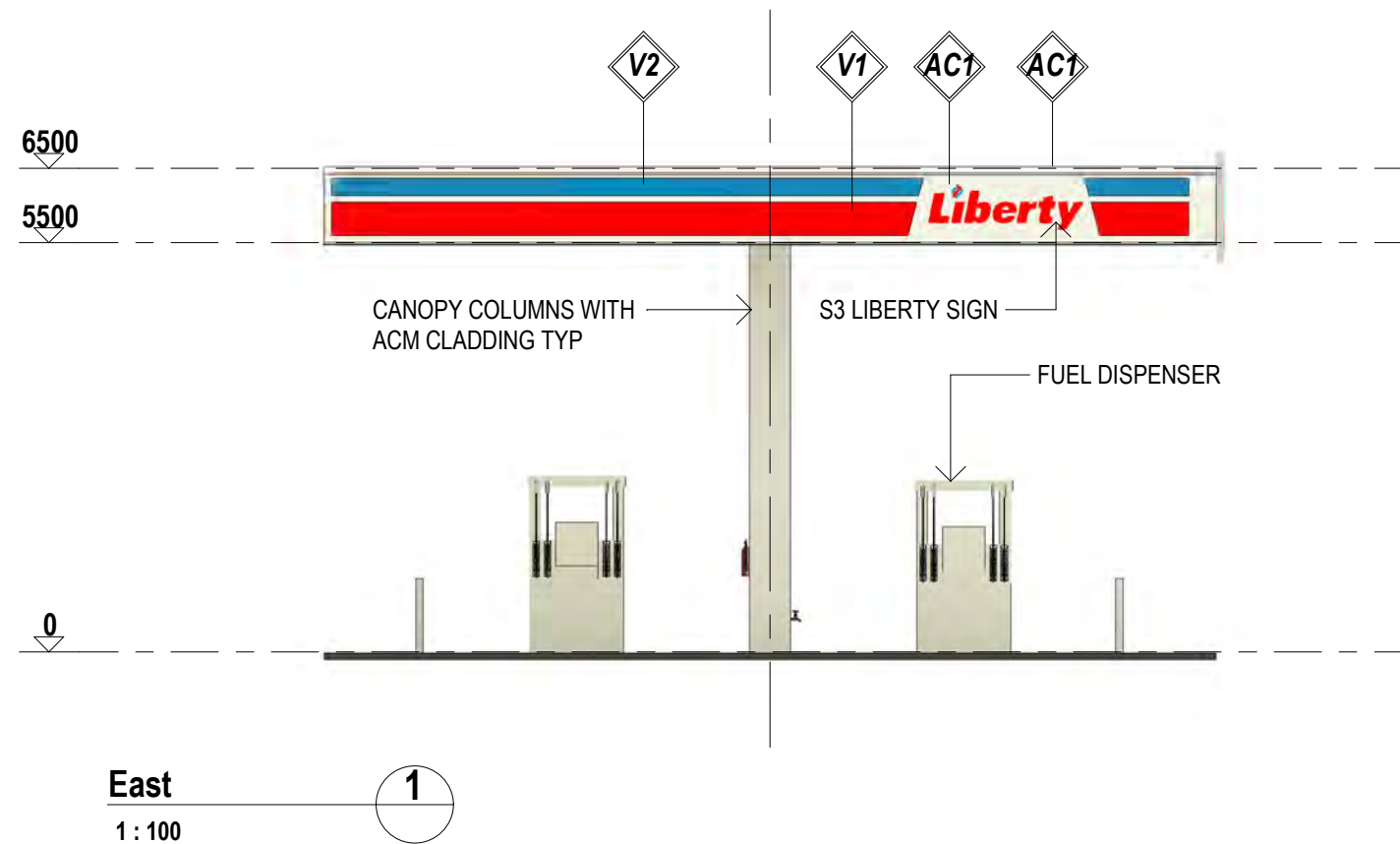
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| | 26.05.22 | | |  <div>picture this digital visions p/l FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (6) 0439 697946 create • manage • build</div> | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | DESIGN - | | | TITLE CANOPY FLOOR PLAN - CAR | | | |
| | 03.03.22 | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| NO | DATE | BY | AMENDMENT | | CHECKED BY - | ISSUED DATE 03.03.22 | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-C-01 | REVISION No. C | | |



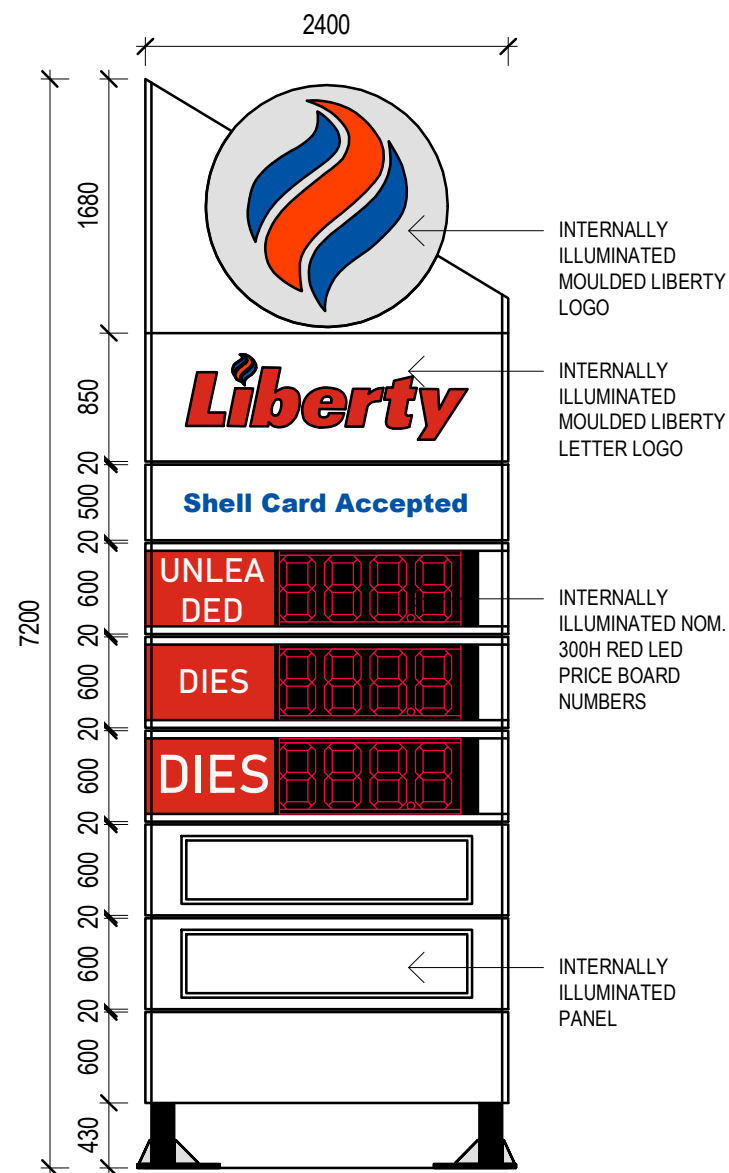
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| | 26.05.22 | | |  <div>picture this digital visions pl lfa FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au + (61) 0439 697946 create • manage • build</div>  | | DATE CREATED 03.03.22 | | TITLE CANOPY FLOOR PLAN -TRUCK | | | | | |
| | 03.03.22 | | | | | DRAWN BY RFH | | | | | | | |
| | | | | | | CHECKED BY - | | | | | | | |
| NO | DATE | BY | AMENDMENT | | | | | ISSUED DATE 03.03.22 | CLIENT DIRECT HOMES WA | SHEET SIZE A3 | JOBNO 2133 | DRAWING No. SK-C-02 | REVISION No. C |



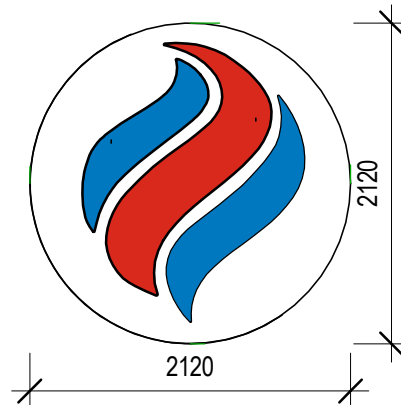
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| | 26.05.22 | | |  <div>picture this digital visions p/l fa' FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (0) 439 697946 create • manage • build</div> | DATE CREATED 03.03.22 | APPROVED FOR ISSUE | TITLE CANOPY ELEVATON SHT1 | | | | | |
| | 03.03.22 | | | | DRAWN BY RFH | DESIGN - | | | | | | |
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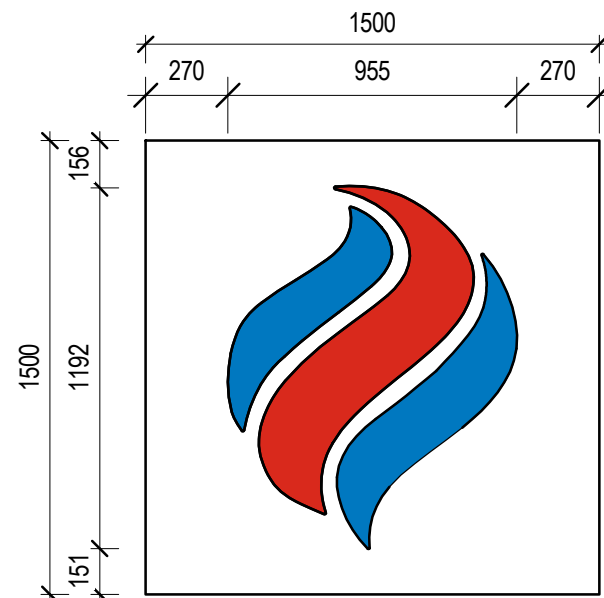
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| C B A | 03.10.22 | DA FLYOVER UPDATE | SCALE BAR | <p>picture this digital visions pti fia</p> <p>FHM Consulting</p> <p>abn 22 096 674 207</p> <p>fullerhill@westnet.com.au</p> <p>+(61) 0439 697946</p> <p>create • manage • build</p> | DATE CREATED | 03.03.22 | DRAWN BY | RFH | CHECKED BY | - | SCALE | 1 : 100@A3 | APPROVED FOR ISSUE | CLIENT | PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
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| | 03.03.22 | IFI | | | | | | | | | | | | | | CANOPY ELEVATION SHT3 | | | |
| | DATE | BY | AMENDMENT | | | | | | | | | | | | | SHEET SIZE | JOBNO | DRAWING No. | REVISION No. |
| NO | | | | APP. | | | | | | | | | | | | A3 | 2133 | SK-C-04 | C |



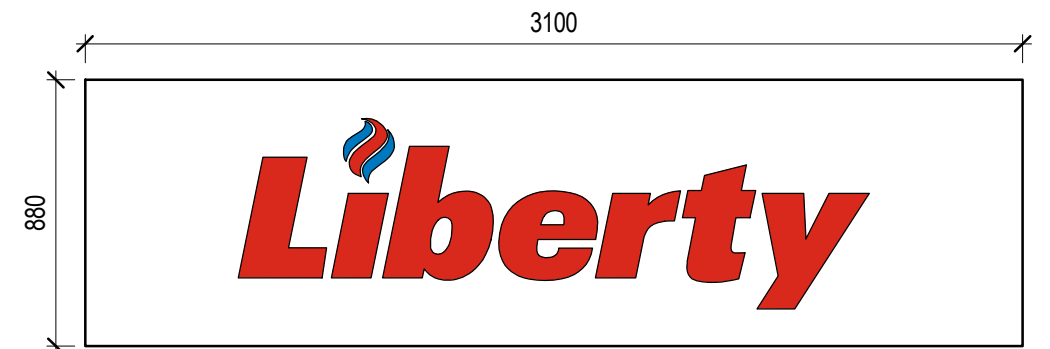
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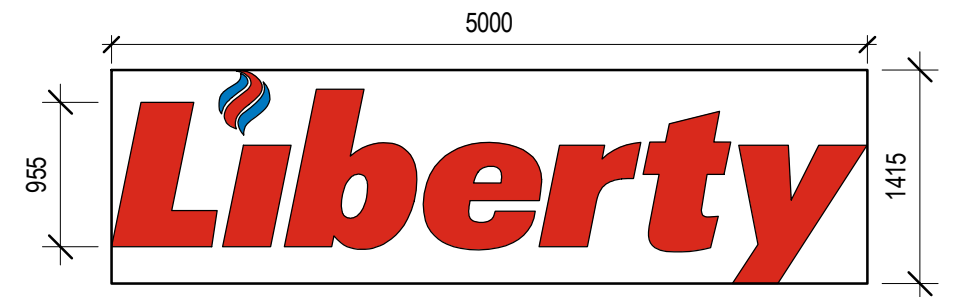
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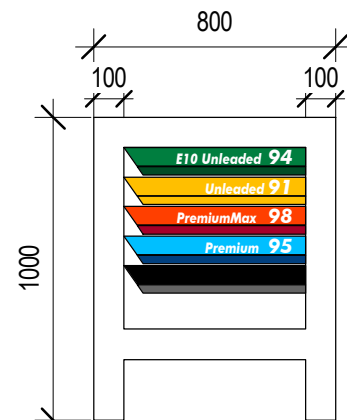
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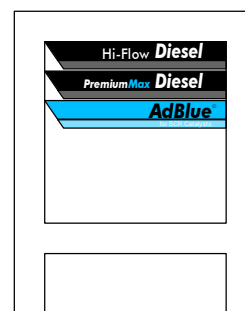
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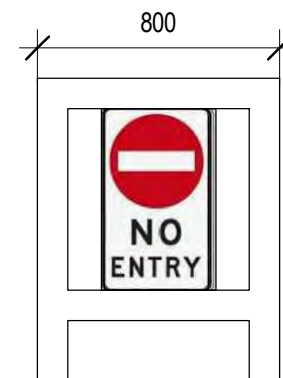
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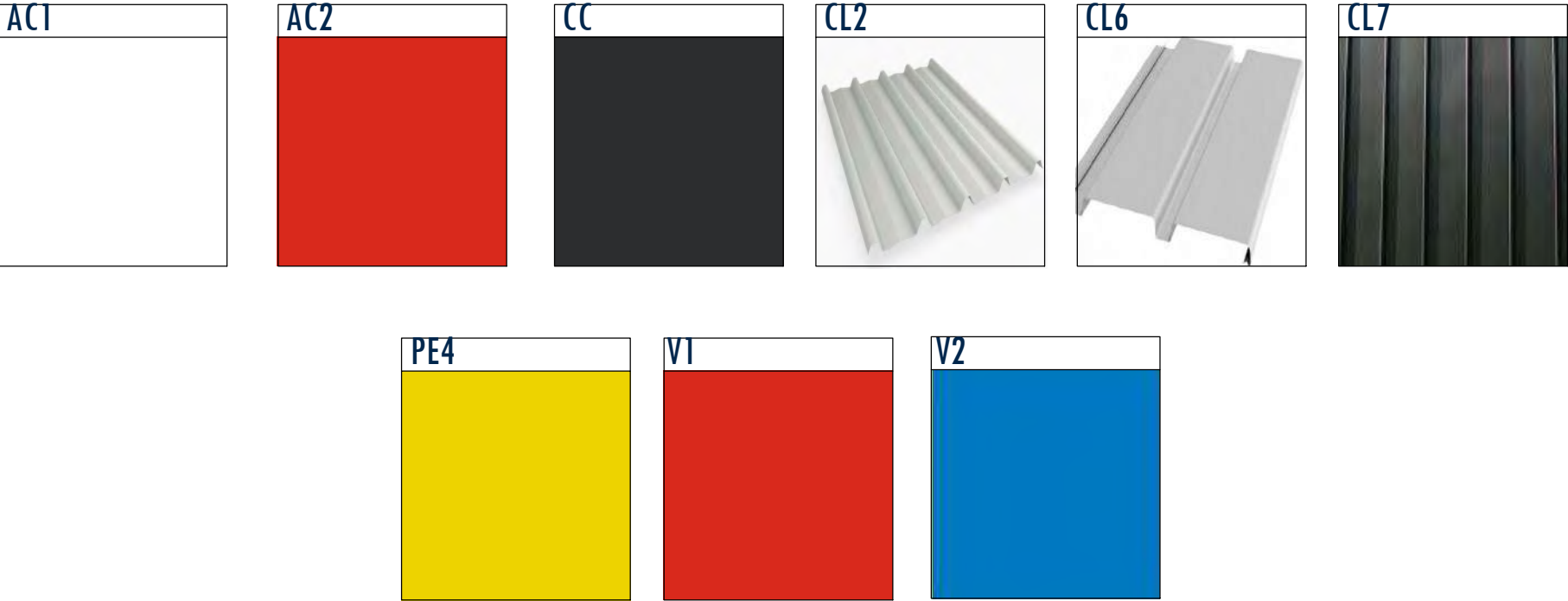


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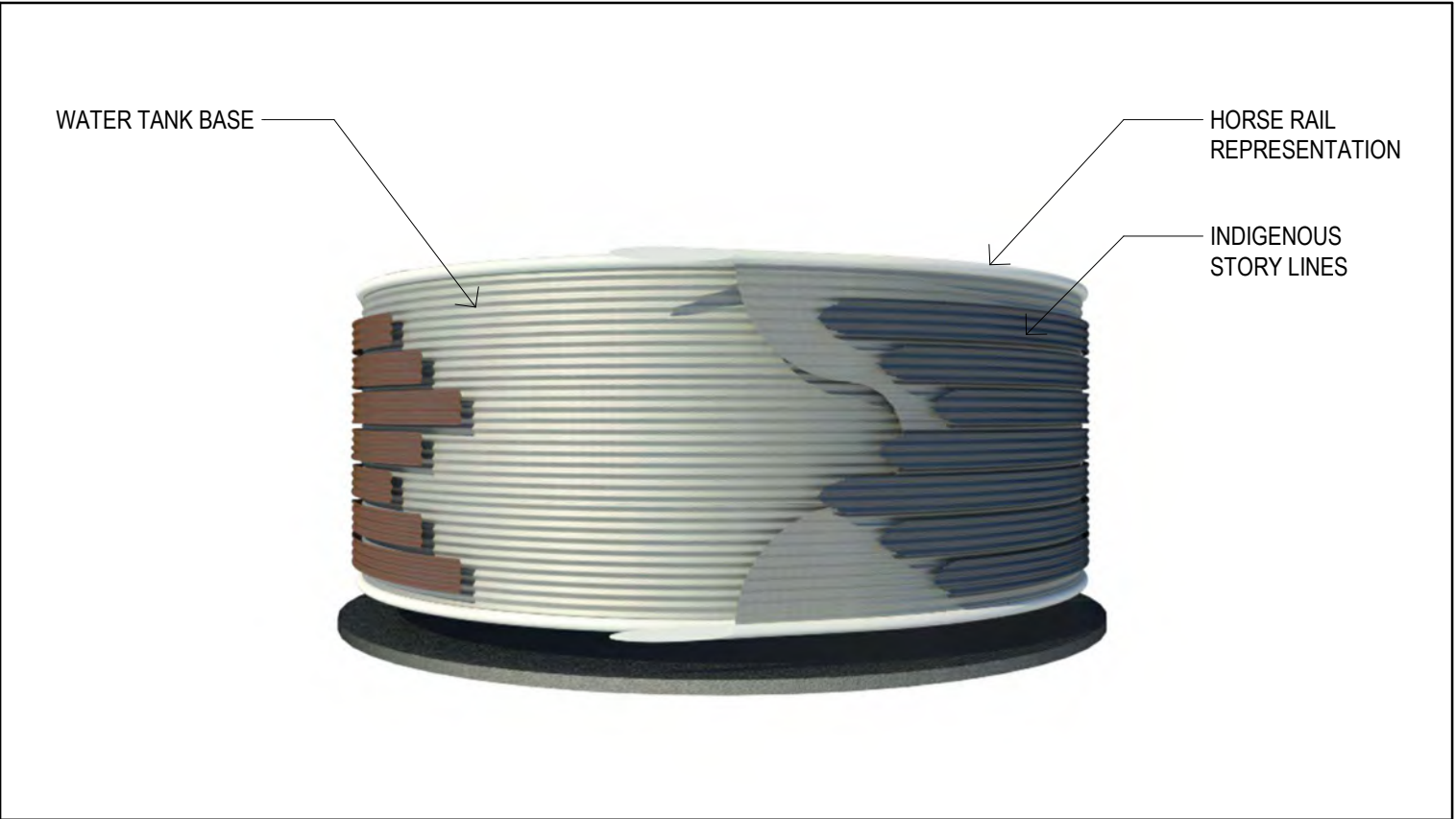
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| C B A | | | | DA FLYOVER UPDATE DA UPDATE IFI | | | | SCALE BAR | | | | FHM CONSULTING | | | | picture this digital visions p/l FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au (61) 0439 697946 create • manage • build | | | | DATE CREATED 03.03.22 | | | | DRAWN BY RFH | | | | CHECKED BY - | | | | ISSUED DATE 03.03.22 | | | | SCALE As indicated@A3 | | | | APPROVED FOR ISSUE | | | | DESIGN - | | | | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | | | | CLIENT DIRECT HOMES WA | | | | DEVELOPMENT APPLICATION | | | | TITLE SIGNAGE DETAILS | | | | SHEET SIZE A3 | | | | JOBNO 2133 | | | | DRAWING No. SK-C-05 | | | | REVISION No. C | | | |
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| EXTERNAL FINISHES SCHEDULE | | | | | | | |
|----------------------------|----------------------|---|-------------|--|----------------------|--|------------------------------------|
| ID | FINISH / MATERIAL | BRAND / COLOUR / CODE | SUPPLIED BY | MANUFACTURER / SUPPLIER | DIMENSIONS | APPLICATION LOCATION | Comments |
| AC1 | ACM PANEL WHITE | NON-COMBUSTIBLE PANEL, TRAFFIC WHITE (GLOSS); CMYK C0-M0-Y0-K0; | BUILDER | AODELI, www.aodeli.com.au | N / A | FUEL CANOPY, MID SIGNAGE, | TO AS 1530.1, AS 1530.3 |
| AC2 | ACM PANEL RED | NON-COMBUSTIBLE PANEL,DEEP RED, PMS 485; CMYK C0, M95,Y100,K0 | BUILDER | AODELI, www.aodeli.com.au | N / A | DIESEL FUEL CANOPY, SHOP AWNING | TO AS 1530.1, AS 1530.3 |
| CC | CONCRETE COATING | NUTECH PETROL RESISTANT PAVECOAT PR210 BLACK COLOURED WITH NUTEC ANTI-SLIP ADDITIVE | BUILDER | NUTECH PAINT, www.nutechpaints.com.au | N / A | PARKING LOTS, PUMPS AREA AS PER DRAWINGS | HAND STIPPLE ROUGH NON SLIP FINISH |
| CL2 | ROOF CLADING | LYSAGHT TRIMDEK 0.48 BMT COLOUR SURFMIST | BUILDER | LYSAGHT, www.lysaght.com | N / A | CANOPIES ROOF | MIN 2 DEG SLOPE |
| CL6 | SOFFIT LINING | 0.55mm BMT STRAMIT PREMIER 300 COLOURBOND CLADDING COLOUR SURFMIST | BUILDER | STRAMIT, www.stramit.com.au | 300mm WIDTH COVERING | UNDER CAR CANOPY SOFFIT LINING | |
| CL7 | SOFFIT LINING | 0.55mm BMT STRAMIT PREMIER 300 COLOURBOND CLADDING COLOUR NIGHT SKY | BUILDER | STRAMIT, www.stramit.com.au | N / A | UNDER TRUCK CANOPY SOFFIT LINING | |
| PE4 | PAINT | SAFETY YELLOW #EED202 Hex Color Code RGB 238,210,0 EXTERNAL GLOSS PAINT | BUILDER | BUILDER TO SOURCE | N / A | FORECOURT LINE MARKING CONCRETE BOLLARDS | |
| V1 | VINYL STRIPE\ or ACM | RED CMYK 0, 95,100,0 OPAQUE VINYL AVERY 850 TOMATO RED, TRANSLUCENT VINYL AVERY TRANSLUCENT 5520 RUBY RED LIBERTY | | LIBERTY | N / A | FUEL CANOPY, MID SIGNAGE | |
| V2 | VINYL STRIPE\ or ACM | BLUE CMYK 99,50,0,0 OPAQUIE VUNYL AVERY 841 SCUBA BLUE, TRANSLUCENT VINYL AVERY TRANSLUCENT 5550 ISLAND BLUE | LIBERTY | LIBERTY | N / A | FUEL CANOPY, MID SIGNAGE | |

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| C B A | 03.10.22 26.05.22 03.03.22 | DA FLYOVER UPDATE DA UPDATE IFI | APP. | SCALE BAR | | SCALE 1 : 1@A3 | CLIENT PROPOSED TRUCKSTOP & COMMERCIAL DEVELOPMENT LOT 9002 THOMAS RD, OAKFORD | DEVELOPMENT APPLICATION | | | |
| | | | |  <div>picture this digital visions pl l'ia FHM Consulting abn 22 096 674 207 fullerhill@westnet.com.au +61 (61) 0439 697946 create • manage • build</div> | | DATE CREATED 03.03.22 | | TITLE CANOPY FINISHES | | | |
| | | | | | | DRAWN BY RFH | DESIGN - | | | | |
| | | | | | | | | CHECKED BY - | ISSUED DATE 03.03.22 | CLIENT DIRECT HOMES WA | SHEET SIZE A3 |



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Proposed Roadhouse, Rural Supplies & Veterinary Development

Lot 801 Thomas Road, Oakford

Revised Transport Impact Assessment

PREPARED FOR:
V and T Borello

October 2022

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1 Summary

This revised Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of V and T Borello. The subject of this report is the proposed roadhouse, rural supplies store and veterinary development to be located at Lot 801 Thomas Road, Oakford in the Shire of Serpentine-Jarrahdale.

Transcore originally prepared a TIA in March 2022 for the development application. The original TIA was based on a roundabout at the intersection of Thomas Road and Kargotich Road. Following submission of the DA and referral to Main Roads WA, this agency advised that the ultimate configuration of this intersection will be an interchange. Accordingly, revised development plans were prepared, allowing for the future land requirements of the interchange, and the access/egress to the development was revised through liaison with Main Roads WA.

The subject site is located at the southwest corner of Thomas Road and Kargotich Road intersection. The subject site is currently a vacant land and the access to the proposed development will be provided by one full movement crossover on Kargotich Road. The crossover in the interim scenario will be in the form of a simple T-intersection. Ultimately with the proposed interchange, a roundabout intersection on Kargotich Road will connect to Thomas Road westbound off and on-ramps with the fourth leg of the roundabout facilitating access/egress for the development.

In accordance with the WAPC document *“Transport Impact Assessment Guidelines, Volume 4 – Individual Developments (2016)”*, a Transport Impact Assessment is required for developments that generate more than 100 vehicle per hour. Accordingly, a *Transport Impact Assessment* is warranted in this case.

The proposed development layout has been assessed with respect to the movements of the permitted heavy vehicles on Kargotich Road, fuel tanker and service vehicles. An assessment of swept path confirms the proposed access and egress arrangements, as well as the layout of site facilities are safe. Vehicle circulation throughout the site is also confirmed to be efficient.

The aim of this Transport Impact Assessment is to assess the traffic impact of the development proposal by estimating the traffic which will be generated by the development and establishing the resultant traffic pattern on the surrounding road network.

The traffic modelling and analysis undertaken in this report demonstrate satisfactory traffic operation for the proposed development crossover and the proposed roundabout intersection for post development scenarios.

2 Introduction

This revised Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of V and T Borello with regards to the proposed roadhouse, rural supplies store and veterinary development to be located at Lot 801 Thomas Road, Oakford in the Shire of Serpentine-Jarrahdale.

Transcore originally prepared a TIA in March 2022 for the development application. The original TIA was based on a roundabout at the intersection of Thomas Road and Kargotich Road. Following submission of the DA and referral to Main Roads WA, this agency advised that the ultimate configuration of this intersection will be an interchange. Accordingly, revised development plans were prepared, allowing for the future land requirements of the interchange, and the access/egress to the development was revised through liaison with Main Roads WA and DPLH.

The subject site is located at the southwestern corner of the Thomas Road and Kargotich Road intersection. As shown in **Figure 1**, the subject site is bound by Thomas Road to the north, Kargotich Road to the east and vacant lands to the south and west.

Figure 2 shows the location of the subject site within the zones and reservations of the Metropolitan Region Scheme (MRS). As evident, Thomas Road in the vicinity of the subject site is classified as Primary Regional Road (Red Road) in the MRS. The surrounding road network is currently covered by a Planning Control Area (PCA) as shown in **Figure 3**. A new PCA for the proposed interchange is being developed.

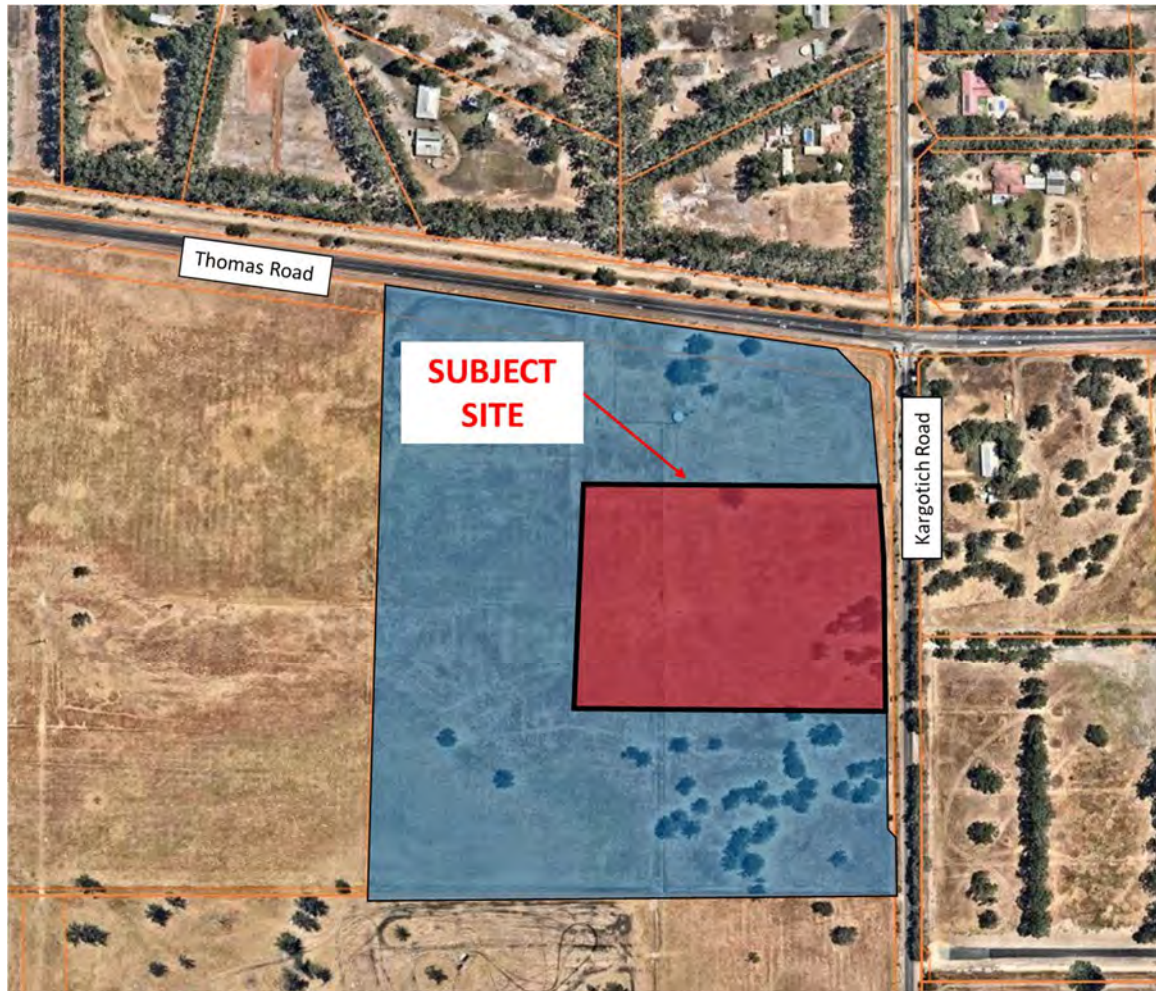


Figure 1: Location of the subject site

The subject site is a vacant land and vehicle accesses to the proposed development will be provided by one full movement crossover on Kargotich Road. The crossover in the interim scenario will be in the form of a simple T-intersection. Ultimately with the proposed interchange, a roundabout intersection on Kargotich Road will connect to Thomas Road westbound off and on-ramps with the fourth leg of the roundabout facilitating access/egress for the development.

This TIA will estimate the trip generation and distribution of the proposed development and will assess the impact of the proposed development traffic on the surrounding roads.

The key issues that will be addressed in this report include the traffic generation of the proposed development, establishing the resultant traffic pattern on the surrounding road network and capacity analysis of the proposed development's crossovers and the proposed roundabout intersection of Thomas Road and Kargotich Road.

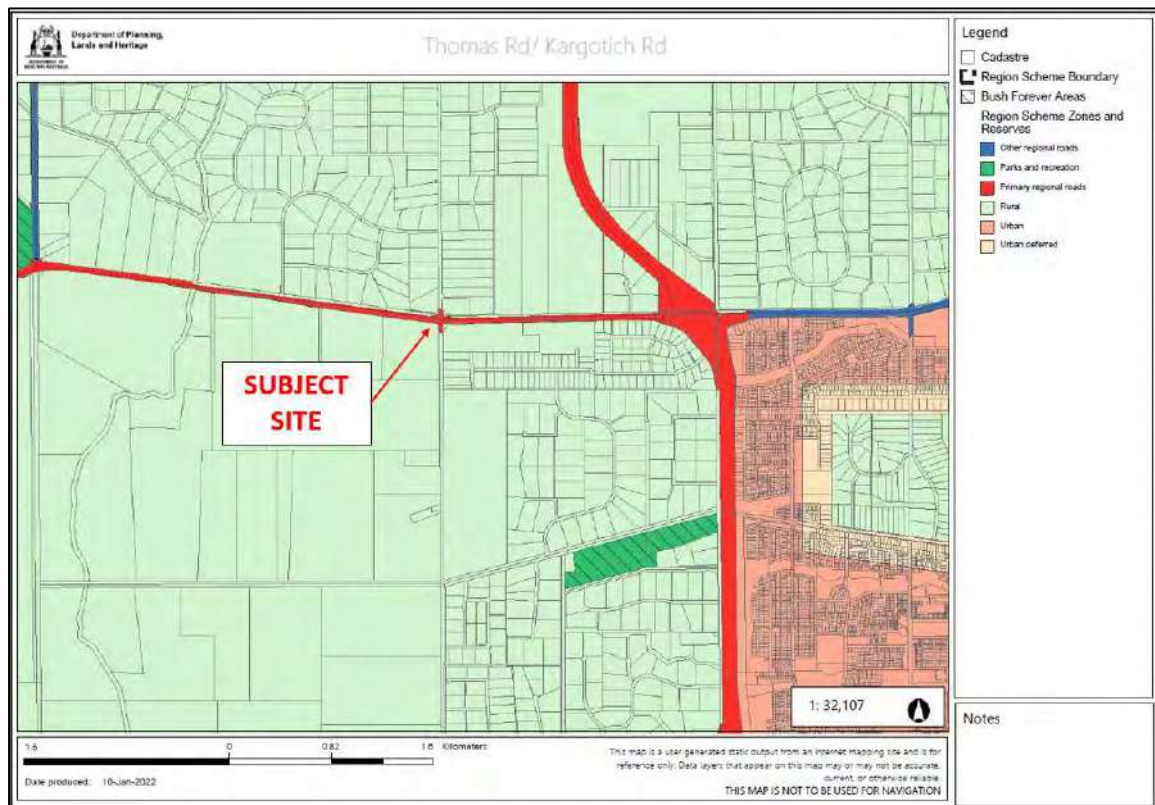


Figure 2. Location of the subject site with respect to the MRS zones and reservations

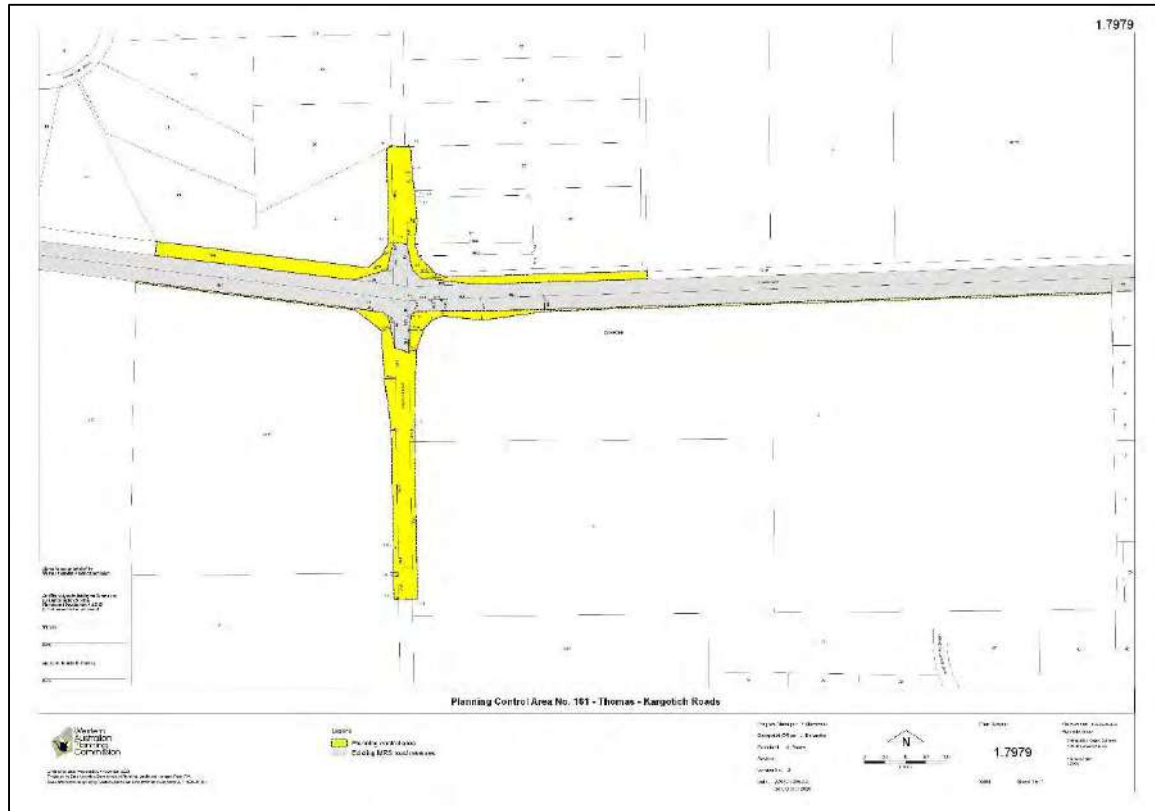


Figure 3. Planning Control Area – Thomas Road and Kargotich Road

3 Existing Situation

3.1 Existing Road Network

The subject site entails two road frontages: Thomas Road to the north and Kargotich Road to the east.

Thomas Road in the immediate vicinity of the subject site is constructed as single-carriageway two-lane road with sealed shoulders. There are no formal pedestrian paths on either side of the road. Refer to **Figure 4** for more details. Thomas Road is classified as a *Primary Distributor* in the Main Roads WA Metropolitan Functional Road Hierarchy and operates under the sign posted speed limit of 80km/h in the vicinity of the subject site. The speed limit is reduced to 70km/h to the east of Kargotich Road intersection.

A copy of the future road upgrades plan for this vicinity is shown in **Figure 10** which shows the proposed roundabout intersection of Thomas Road and Kargotich Road.

According to the latest traffic data available from Main Roads WA, Thomas Road (west of Kargotich Road) carried approximately 17,846vpd on a regular weekday in 2019/20. The morning peak of 1,525vph was recorded at this location between 7:00-8:00AM while the afternoon peak of 1,792vph was recorded between 4:00-5:00PM.



Figure 4. Westbound view along Thomas Road

Kargotich Road in the vicinity of the subject site is constructed as a single carriageway, two-lane road with no pedestrian footpaths on either side of the road. Refer to **Figure 5** for more details.

Kargotich Road is classified as *Regional Distributor* in the Main Roads WA Metropolitan Functional Road Hierarchy and operates under the sign posted speed limit of 90km/h in the vicinity of the subject site. The speed limit reduces to 40km/h on approaches to Thomas Road intersection and increases to 80km/h to the north of Thomas Road intersection.

According to the latest traffic data available from Main Roads WA, Kargotich Road (south of Orton Road) carried approximately 3,272vpd on a regular weekday in 2019/20. The morning peak of 261vph was recorded at this location between 7:00-8:00AM while the afternoon peak of 349vph was recorded between 4:00-5:00PM.

Kargotich Road currently forms a priority controlled four-way intersection with Thomas Road, but is proposed to be upgraded to a roundabout during late 2021/2022 financial year.



Figure 5. Southbound view along Kargotich Road

3.2 Existing Traffic Volumes on Roads

Transcore undertook manual traffic counts for the turn movements at the intersection of Thomas Road and Kargotich Road on 1st December, 2021 between 7:00AM to 8:00AM and 4:00PM to 5:00PM. The existing peak hour turn counts at the intersection are shown in **Figure 6**.

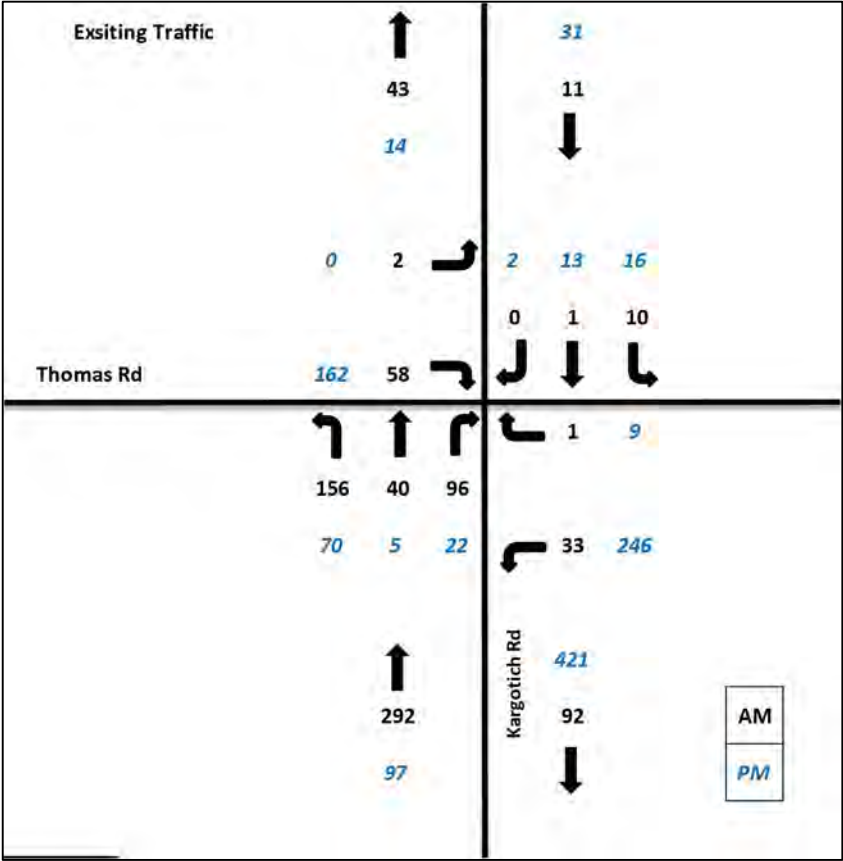


Figure 6. Existing peak hour traffic counts at Thomas Road/ Kargotich Road intersection

3.3 Heavy Vehicles

According to Main Roads WA Restricted Access Vehicles (RAV) network mapping, Thomas Road is classified as RAV Network 7 which can accommodate heavy vehicles up to 36.5m in length and Kargotich Road is classified as RAV 3 which can accommodate heavy vehicles up to 27.5m in length with the appropriate RAV permit.

Heavy vehicles access, egress and circulation are discussed further in **Section 9** of this report.

3.4 Public Transport Access

There are no public transport services available in the subject locality at present. There are insignificant residential density and other land uses in this locality at present to generate the necessary demand for such services. **Figure 7** shows the nearest available services to the subject site.

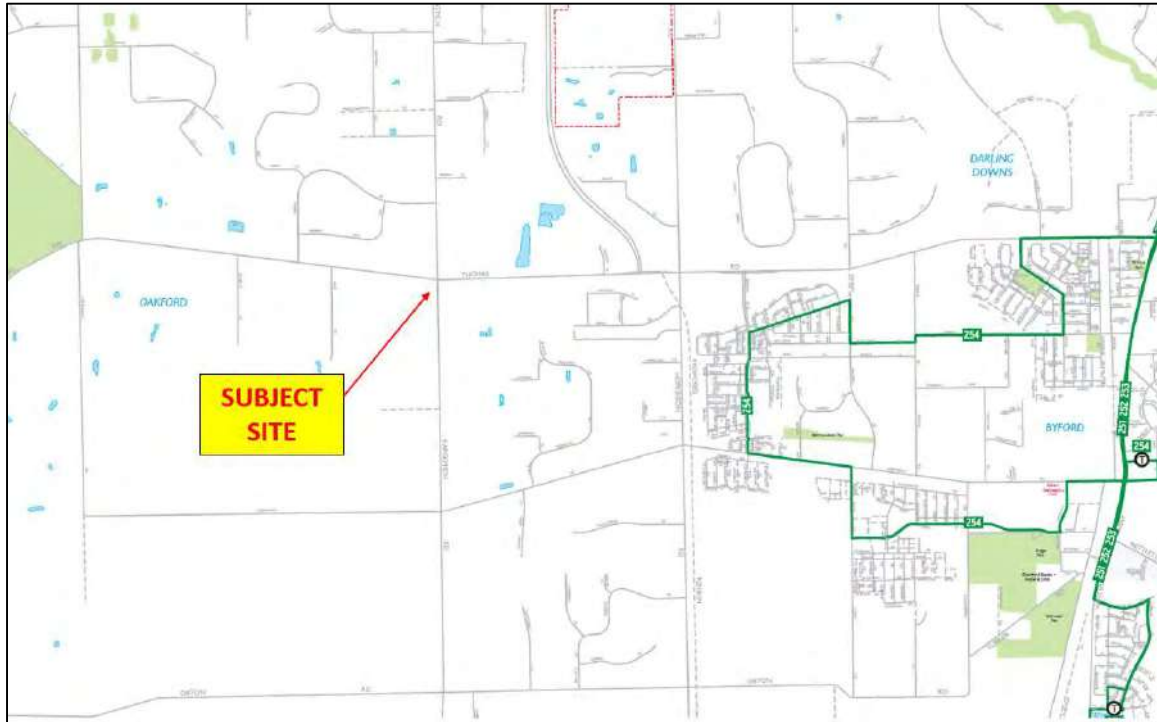


Figure 7. Existing bus routes (source: Transperth)

3.5 Pedestrian and Cyclist Facilities

Due to the proposed type of land use and the location of the subject site, pedestrian and cyclist attraction to the site is expected to be minimal at best. Inherently, there are no existing pedestrian facilities available in this locality. The existing sealed shoulder on Thomas Road provides for potential cycling activity; however, due to the existing traffic mix and speed, significant cycling activity is unlikely to be experienced.

According to the current Department of Transport Bike Maps, Thomas Road in the vicinity of the subject site and Kargotich Road (north of Thomas Road) are classified as sealed shoulder either side and good road riding environment.

Figure 8 shows the existing cyclist connectivity to the subject site.



Figure 8. Bike map (source: Department of Transport)

3.6 Crash Data

Information available on the Main Roads WA website provides crash statistics for Thomas Road and Kargotich Road intersection during the five-year period ending December 2021.

The crash records indicate that Thomas Road/ Kargotich Road intersection recorded a total of 18 intersection crashes with 11 crashes classified as property damage only (PDO), 4 crashes requiring medical treatment and 3 crashes requiring hospital treatment in the last five-year period. More details on the crash records are provided in **Table 1**.

Table 1. Crash history for the Thomas Road/ Kargotich Road intersection

| "4-way" Intersection (Priority controlled) | | | | | Total Crashes | Casualty |
|--|----------|------------|-------------|---------------|---------------|----------|
| Thomas Road/ Kargotich Road | | | | | 18 | |
| Right Turn Thru | Rear End | Hit Object | Right Angle | Non-Collision | Wet | Night |
| 3 | 1 | 0 | 13 | 1 | 2 | 4 |

With the proposed roundabout intersection, crash statistics and severity at this intersection are expected to improve.

4 Development Proposal

4.1 Proposed Site Use

According to the proposed development plan in **Appendix A** of this report, the proposal includes:

- ✚ A roadhouse with a total of 8 bowzers/16 fuel-filling positions for light vehicles and 4 bowzers positions for heavy vehicles;
- ✚ A designated fill point location for fuel tanker;
- ✚ A designated service area for roadhouse;
- ✚ A designated parking location for caravans;
- ✚ A rural supplies store;
- ✚ A veterinary;
- ✚ A total of 10 car parking bays including one ACROD bay for roadhouse;
- ✚ A total of 5 parking bays for truck parking; and,
- ✚ A total of 104 parking bays including 2 ACROD bays and 12 trailer parking bays for rural supplies store and veterinary.

It is Transcore's understanding that adequate parking is proposed on site to satisfy the parking requirements for the proposed development.

The layout of the proposed development is shown in the site plan included in **Appendix A**.

4.2 Proposed Access for all Modes

As part of the development, it is proposed to provide one full movement crossover on Kargotich Road to serve the proposed development. In the interim scenario and with a roundabout at the intersection of Thomas Road and Kargotich Road, the development crossover will be in the form of a simple T-intersection on Kargotich Road. In the ultimate scenario and when Thomas Road/Kargotich Road intersection is upgrade to an interchange, the development crossover will form the western leg of a four-way roundabout intersection with Kargotich Road and Thomas Road westbound on and off ramp. The development crossover for the ultimate scenario is shown in **Figure 9**.

The access system proposed for the development has been developed through liaison with Main Roads WA and DPLH.

The concept shown in Figure 9 represents the ultimate access/egress scenario with the four-way roundabout and the left turn lane into the development from south, as requested by Main Roads WA.

Heavy vehicles access, egress and circulation are discussed further in **Section 9** of this report.

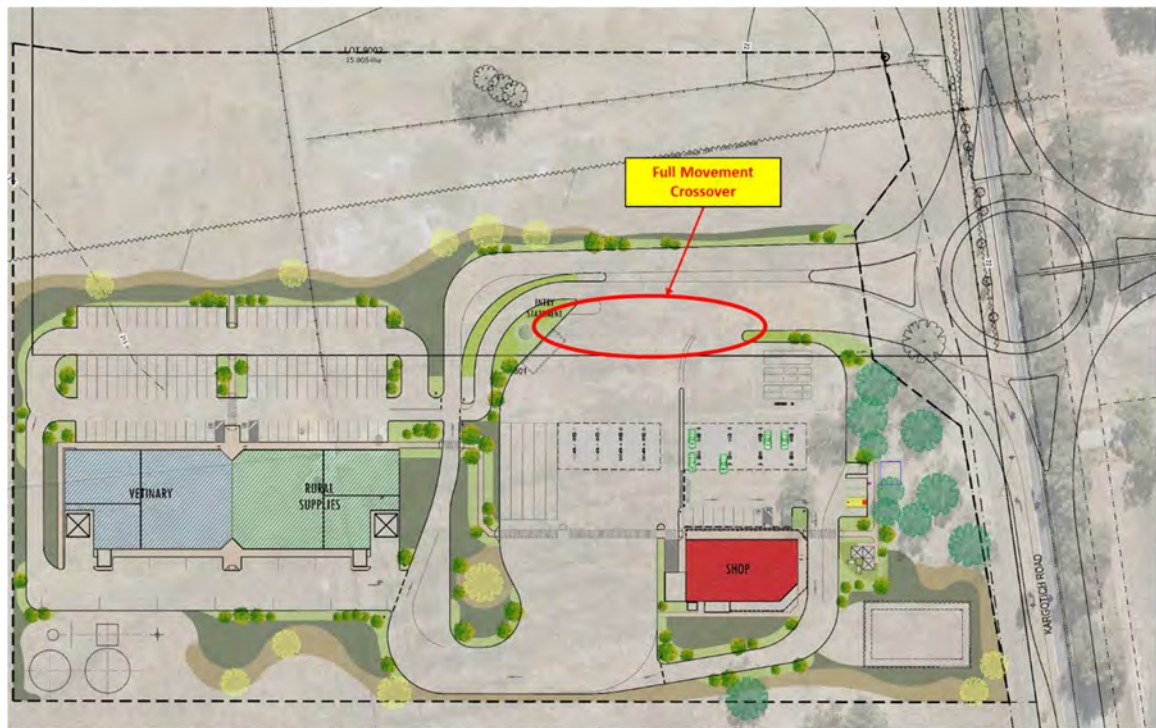


Figure 9. Proposed ultimate access/egress arrangement

As discussed in **Section 1** and **3.1** of this report, the existing four-way priority-controlled intersection of Thomas Road and Kargotich Road intersection will imminently be upgraded as a roundabout intersection. Based on the information provided by Main Roads WA, it is understood that the intersection will be ultimately upgraded to an interchange.

t20.345.rb.r01b.docx | Proposed Roadhouse, Rural Supplies and Veterinary Development



Figure 11. Proposed interchange in the vicinity of the subject site

Detail of this roundabout intersection upgrades are as follows:

- ✚ Approach lanes and departure lanes on Thomas Road will be upgraded to two lanes each; and,
- ✚ Approach lanes on northbound direction of Kargotich Road (south of the roundabout intersection) will also be upgraded to two approach lanes.

The proposed upgrade at the roundabout intersection of Thomas Road and Kargotich Road will accommodate appropriate RAV vehicles for Thomas Road and Kargotich Road. As a result, the service vehicle, fuel tankers and heavy vehicles associated with the proposed development can traverse through this roundabout intersection satisfactorily.

6 Integration with Surrounding Area

The proposed development integrates well with the surrounding area as it provides for vital services.

7 Traffic Assessment

7.1 Assessment Period

Due to the nature of the proposed development, it is expected to experience a distinct peak activity period during typical weekday morning and afternoon peak road network periods.

It is therefore anticipated that the combination of the traffic expected to be generated by the proposed development and the peak road network traffic are likely to result in the greatest demand on the road network during the typical weekday morning peak hour between 7:00-8:00AM and afternoon peak hour between 4:00-5:00PM. As such, trip generation is estimated, and traffic analysis is undertaken for these periods.

For the purpose of this assessment, the post development/interim scenario represents the timeframe immediately after the development is constructed and the ultimate scenario represents the timeframe when the interchange is in place. Traffic projections for the ultimate scenario (year 2041) were supplied by Main Roads WA.

7.1.1 Existing Traffic Generation

The subject site is presently vacant and does not generate any traffic.

7.1.2 Proposed Development Traffic Generation

Traffic generation rates for the proposed development has been estimated using the trip generation rates derived from the *Institute of Transportation Engineers (ITE) – Trip Generation Manual 11th Edition* (ITE).

The trip rates which were used to estimate the traffic generation for the proposed development are as follows:

Roadhouse (Light Vehicles)

The trip rates which were used to estimate the traffic generation for the proposed roadhouse are as follows:

Gasoline/ Service Station with Convenience Store (945) – Regular Fuelling Points

- ✚ Weekday daily: 265.12 trips per fuelling point;
- ✚ Weekday AM peak hour: 16.06 trips per fuelling point; and,
- ✚ Weekday PM peak hour: 18.42 trips per fuelling point.

Accordingly, it is estimated that the traffic generations for the proposed development are:

- ✚ Weekday daily: $265.12 \times 16 = 4,242\text{vpd}$;

- ✚ Weekday AM peak hour: $16.06 \times 16 = 257\text{vph}$;
- ✚ Weekday PM peak hour: $18.42 \times 16 = 295\text{vph}$.

Roadhouse (Heavy Vehicles)

The proposed development also proposes four bowzers under heavy vehicle canopy. For a robust assessment, it is assumed that the heavy vehicle traffic generation of the roadhouse would be equivalent to 10% of heavy vehicles on Thomas Road. The latest available traffic information obtained on Main Roads WA website provides that Thomas Road (west of Kargotich Road) carries 259 heavy vehicles during AM peak hour, 262 heavy vehicles during PM peak hour and 3,298 daily heavy vehicles. Therefore, the traffic generation for the proposed high flow bowzers under heavy vehicles canopy are:

- ✚ Weekday daily: $(3,298 \times 10\%) \times 2 = 660\text{vpd}$;
- ✚ Weekday AM: $(259 \times 10\%) \times 2 = 52\text{vph}$; and,
- ✚ Weekday PM: $(262 \times 10\%) \times 2 = 52\text{vph}$.

Rural Supplies

The trip rates which were used to estimate the traffic generation for the proposed rural supplies store are as follows:

Building Materials and Lumber Store (812)

- ✚ Weekday daily: $17.05 \text{ trips per } 1000 \text{ Sq. Ft. GFA} / 0.929 = 18.35\text{vph} / 100\text{m}^2 \text{ GFA}$;
- ✚ Weekday AM peak hour: $1.59 \text{ trips per } 1000 \text{ Sq. Ft. GFA} / 0.929 = 1.71\text{vph} / 100\text{m}^2 \text{ GFA}$; and,
- ✚ Weekday PM peak hour: $2.25 \text{ trips per } 1000 \text{ Sq. Ft. GFA} / 0.929 = 2.42\text{vph} / 100\text{m}^2 \text{ GFA}$.

Accordingly, it is estimated that the traffic generations for the rural supplies store are:

- ✚ Weekday daily: $18.35 \times (1030/100) = 189\text{vpd}$;
- ✚ Weekday AM peak hour: $1.71 \times (1030/100) = 18\text{vph}$; and,
- ✚ Weekday PM peak hour: $2.42 \times (1030/100) = 25\text{vph}$.

For this proposed development, 20% cross trade is also assumed for rural supplies store and roadhouse (20% of rural supplies store customers buy fuel as well or visit the convenience store).

Therefore, the traffic generation for the rural supplies store with 20% cross trade are:

- ✚ Weekday daily: $189 \times 0.8 = 151\text{vpd}$;
- ✚ Weekday AM peak hour: $18 \times 0.8 = 14\text{vph}$; and,
- ✚ Weekday PM peak hour: $25 \times 0.8 = 20\text{vph}$.

Veterinary

The trip rates which were used to estimate the traffic generation for the proposed veterinary are as follows:

Animal Hospital/Veterinary Clinic (640)

- ✚ Weekday daily: $21.5 \text{ trips per } 1000 \text{ Sq. Ft. GFA} / 0.929 = 23.14\text{vph} / 100\text{m}^2 \text{ GFA}$;
- ✚ Weekday AM peak hour: $3.64 \text{ trips per } 1000 \text{ Sq. Ft. GFA} / 0.929 = 3.92\text{vph} / 100\text{m}^2 \text{ GFA}$; and,
- ✚ Weekday PM peak hour: $3.53 \text{ trips per } 1000 \text{ Sq. Ft. GFA} / 0.929 = 3.8\text{vph} / 100\text{m}^2 \text{ GFA}$.

Accordingly, it is estimated that the traffic generations for the rural supplies store are:

- ✚ Weekday daily: $23.14 \times (1030/100) = 238\text{vpd}$;
- ✚ Weekday AM peak hour: $3.92 \times (1030/100) = 40\text{vph}$; and,
- ✚ Weekday PM peak hour: $3.8 \times (1030/100) = 39\text{vph}$.

For this proposed development, 20% cross trade is also assumed for veterinary and roadhouse (20% of veterinary customers buy fuel as well or visit the convenience store).

Therefore, the traffic generation for the veterinary with 20% cross trade are:

- ✚ Weekday daily: $238 \times 0.8 = 190\text{vpd}$;
- ✚ Weekday AM peak hour: $40 \times 0.8 = 32\text{vph}$; and,
- ✚ Weekday PM peak hour: $39 \times 0.8 = 31\text{vph}$.

Accordingly, it is estimated that the proposed development would generate approximately **5,243** vehicular trips per typical weekday, with about **355** trips and **398** trips during the typical weekday AM and PM peak hours respectively. These totals include both inbound and outbound vehicle movements.

Trips associated with the proposed roadhouse includes a large portion of passing-trades trips (i.e., trips already on the road network and not specifically generated by the proposed development). Passing trade of 80% for light vehicles was assumed due to it being located in a low-density area adjacent to Thomas Road and passing trade of 100% for heavy vehicles was assumed for the traffic analysis of the proposed development. However, 100% non-passing trades are assumed for rural supplies store and veterinary to estimate the traffic generation of the proposed development.

Therefore, the net additional traffic when accounting for passing trade is +1,190vpd (daily), +97vph (AM peak hour) and +110vph (PM peak hour) on the surrounding road network as shown in

Table 2.

Table 2. Estimated peak hour trips for the proposed development

| Land use | Passing Trade | Daily Trips | AM | | PM | | Non-passing Traffic | Daily Trips | AM | | PM | |
|----------------------------|---------------|-------------|------------|------------|------------|------------|---------------------|-------------|-----------|-----------|-----------|-----------|
| | | | IN | OUT | IN | OUT | | | IN | OUT | IN | OUT |
| Roadhouse (light vehicles) | 80% | 3394 | 103 | 103 | 118 | 118 | 20% | 848 | 26 | 26 | 30 | 29 |
| Roadhouse (heavy vehicles) | 100% | 660 | 26 | 26 | 26 | 26 | 0% | 0 | 0 | 0 | 0 | 0 |
| Rural Supplies - | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 151 | 7 | 7 | 10 | 10 |
| Veterinary | 0% | 0 | 0 | 0 | 0 | 0 | 100% | 191 | 16 | 16 | 16 | 16 |
| Total | | 4054 | 129 | 129 | 144 | 144 | | 1190 | 49 | 49 | 55 | 55 |

The directional split of inbound/outbound trips for the proposed development is assumed to be about 50/50 for inbound/outbound trips during the peak hours.

7.2 Traffic Flows

The existing traffic flows used as the base for traffic assessment are presented in **Figure 12** which is the outcome of the traffic survey undertaken by Transcore on 1st December, 2021 and the weekday traffic volumes of Thomas Road sourced from the latest Main Roads WA traffic data.

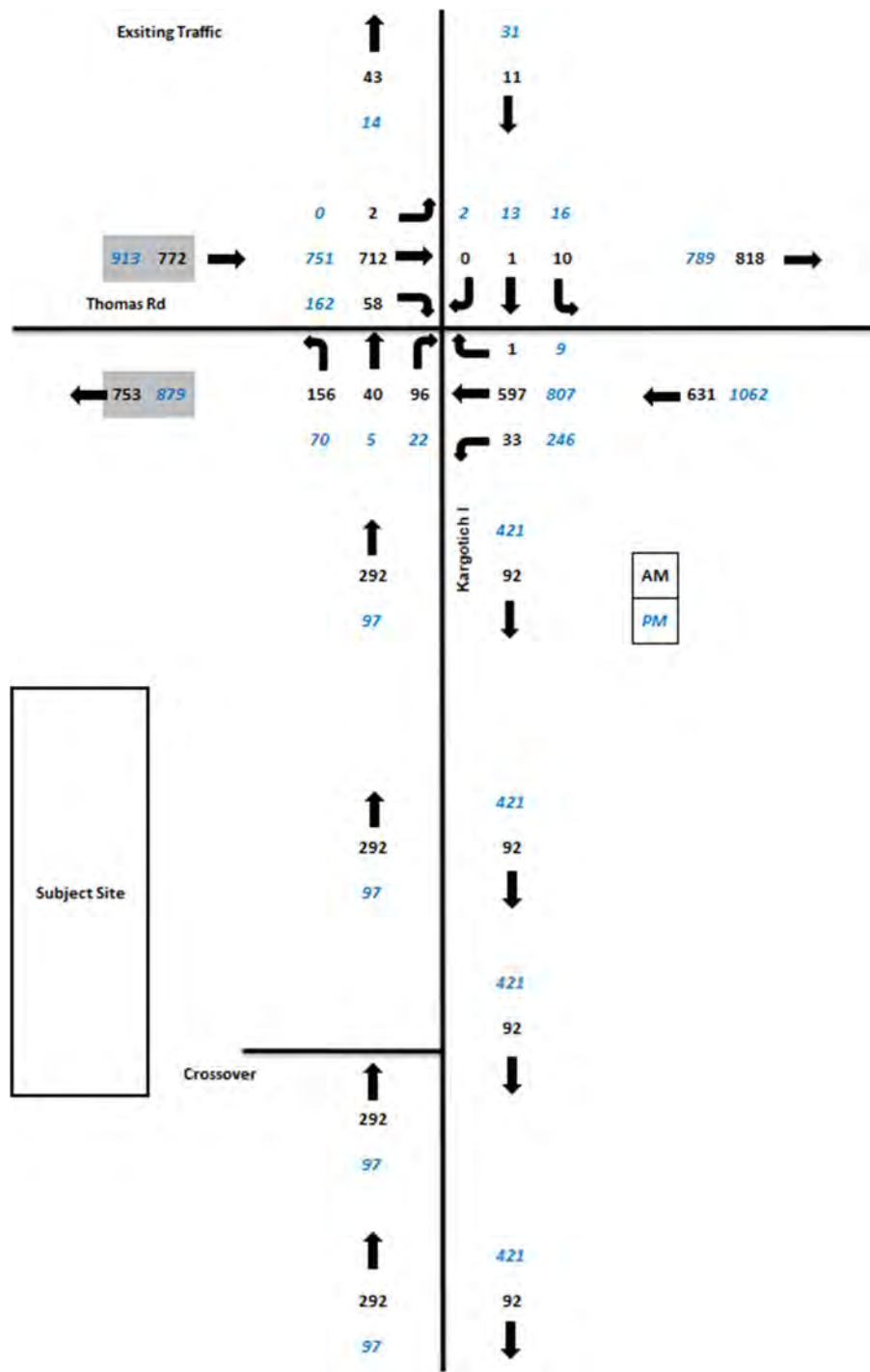


Figure 12. Existing traffic flows at the intersection of Thomas Road/Kargotich Road – Weekday AM & PM peak hours (survey results and Main Roads WA traffic data)

The combined base and development traffic volumes for the post development scenario is presented in **Figure 13**.

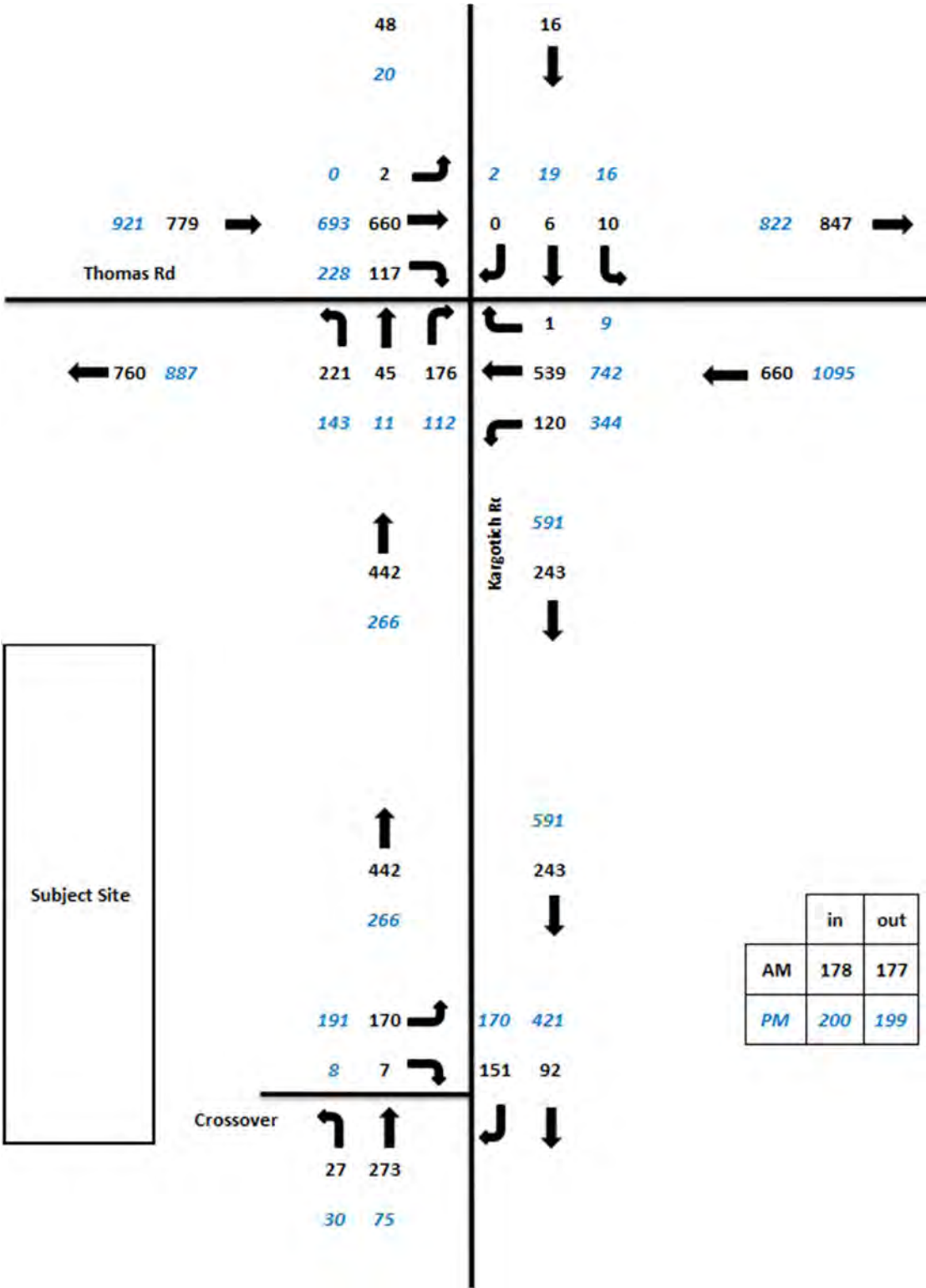


Figure 13. Post development traffic flows – Weekday AM and PM peak hours

The total ultimate post development traffic volumes are presented in **Figure 14**.

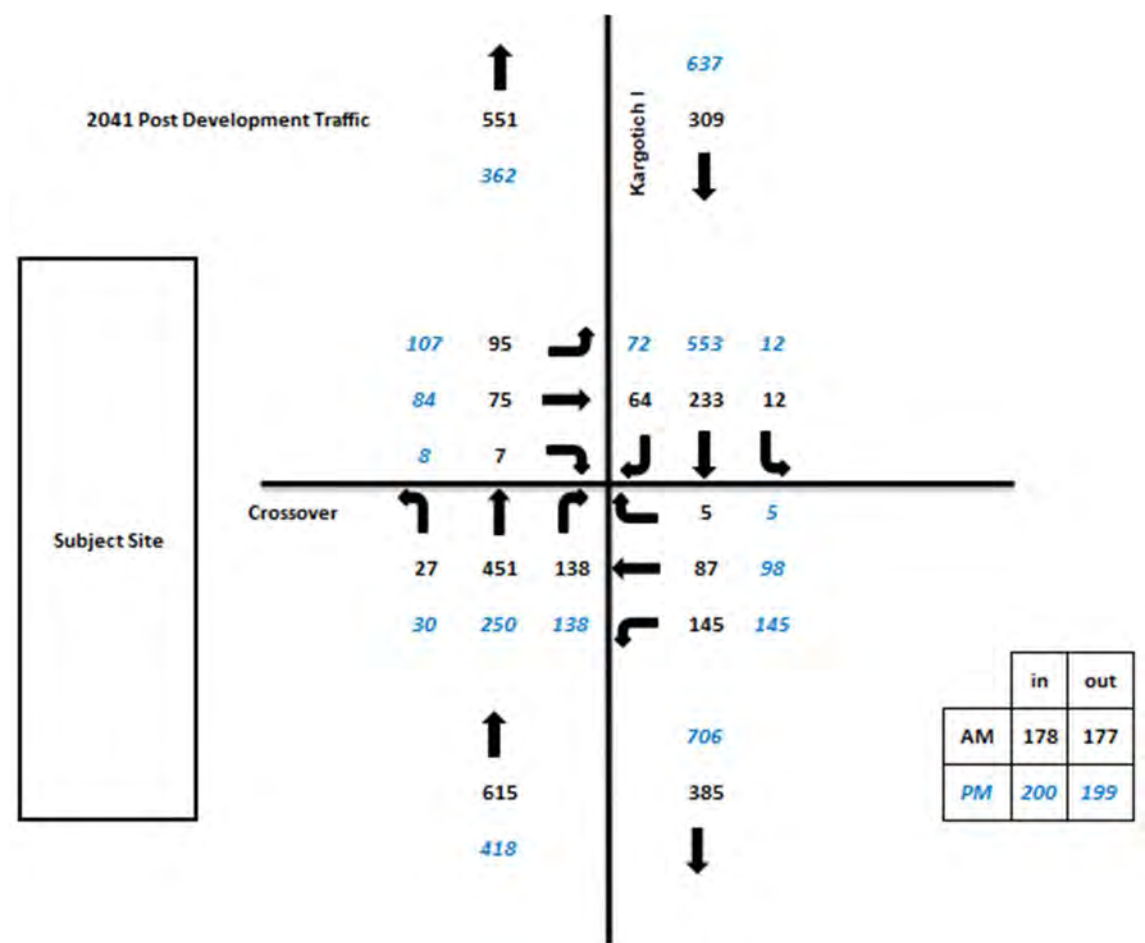


Figure 14. Ultimate post development traffic flows – Weekday AM and PM peak hours

7.3 Analysis of Local Intersection & Development's Crossovers

SIDRA 9.0 intersection analysis was undertaken for the subject site crossovers on Kargotich Road and the proposed roundabout intersection of Thomas Road/ Kargotich Road in order to assess their operations in the post development/interim scenario for weekday AM and PM peak hours. For the purpose of this assessment, relevant heavy vehicle settings and parameters were updated in accordance with Main Roads WA's latest requirements.

As advised by Main Roads WA, it is understood that the construction of the roundabout intersection is planned to commence in the late 2021/22 financial year. Therefore, SIDRA analysis for the existing layout of Thomas Road/ Kargotich Road intersection was not undertaken. For post development/interim scenario, the roundabout intersection was used.

For the ultimate scenario, the four-way roundabout intersection on Kargotich Road/Thomas Road westbound on and off ramp and development access point was assessed.

The SIDRA package is a commonly used intersection-modelling tool by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These items are defined as follows:

- ✚ **Degree of Saturation:** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- ✚ **Level of Service:** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e., free flow) and Level of Service F the worst (i.e., forced or breakdown flow).
- ✚ **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- ✚ **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The layout of the modelled network for the post development scenarios is illustrated in **Figure 15**.

The results of the SIDRA analysis for proposed development crossover) on Kargotich Road and proposed roundabout intersection of Thomas Road/ Kargotich for post-development/interim scenario and ultimate scenario during AM and PM peak traffic periods are reported in **Appendix C** and discussed in the following paragraphs.

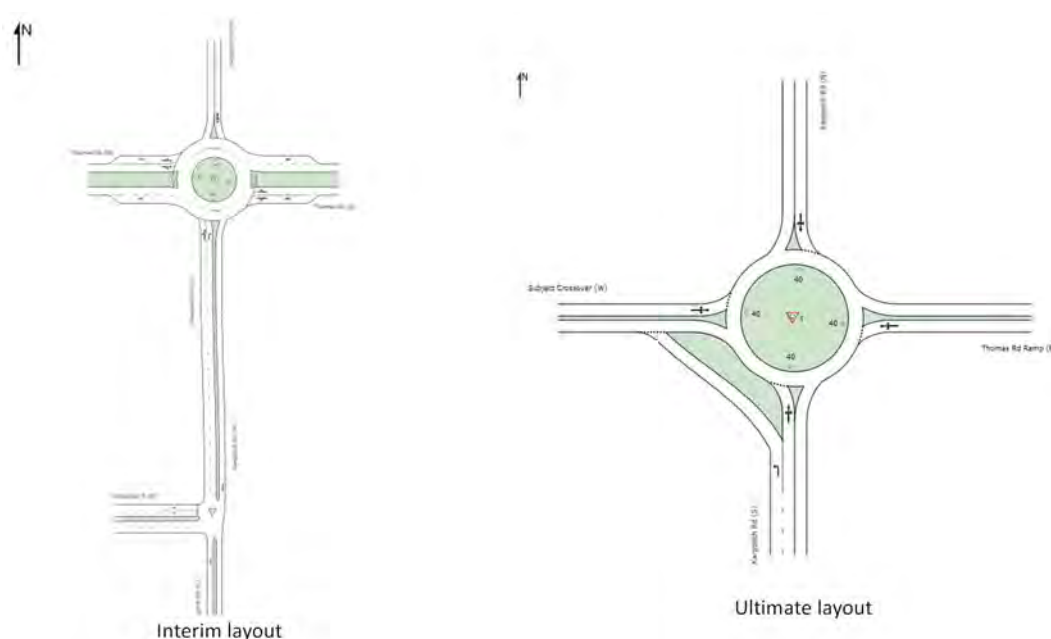


Figure 15. SIDRA layout – Network model for post development scenarios

Roundabout Intersection of Thomas Road and Kargotich Road – Post development scenario

SIDRA results for post development scenario indicate that this roundabout intersection would operate at good Level of Services (LoS) A and B during both typical AM and PM peak hours with the maximum of approximately 3 vehicles queue back in the eastbound direction of Thomas Road in AM peak hour and 4 vehicles queue back in the westbound direction of Thomas Road in PM peak hour.

Kargotich Road – full movement crossover – Post development scenario

The SIDRA results for the full movement crossover on Kargotich Road indicate that this crossover would operate with good Level of Service (LoS) A during both typical AM and PM peak periods in the post development scenario.

Kargotich Road/Thomas Road on/off ramp/development crossover roundabout – Ultimate scenario

Ultimately and when the interchange is constructed at Kargotich Road/ Thomas Road, this crossover would be upgraded to a roundabout intersection at this location with the fourth leg of the roundabout being the Thomas Road westbound on and off ramp. SIDRA results indicated that the proposed roundabout intersection at this location would operate satisfactorily and within capacity in the ultimate scenario.

Therefore, it is considered that the traffic operations of the proposed development are acceptable and can be satisfactorily accommodated by the surrounding road network.

7.4 Impact on Neighbouring Areas

The traffic generated by the proposed development will have an insignificant impact on the surrounding areas.

7.5 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level.

8 Parking

According to the development plan provided in **Appendix A**, the proposed development provides 10 parking bays including one ACROD bay, 5 truck parking bays for roadhouse and 105 parking bays including 2 ACROD bays and 6 trailer parking bays for rural supplies store and veterinary within the subject site.

It is Transcore's understanding that sufficient parking is provided to address the parking demand of the proposed development.

9 Provision of Heavy Vehicles

As part of the development, it is proposed to provide one full movement crossover on Kargotich Road to serve the proposed development. In the interim scenario and with a roundabout at the intersection of Thomas Road and Kargotich Road, the development crossover will be in the form of a simple T-intersection on Kargotich Road. In the ultimate scenario and when Thomas Road/Kargotich Road intersection is upgraded to an interchange, the development crossover will form the western leg of a four-way roundabout intersection with Kargotich Road and Thomas Road westbound on and off ramp.

The largest heavy vehicles which are expected to access the subject site are 27.5m trucks (RAV 3 on Kargotich Road) for high flow diesel bowsters and 19m fuel tanker for fuel deliveries. These vehicles would enter the site via the crossover on Kargotich Road and exit via the same crossover on Kargotich Road in forward gear. Heavy vehicles accessing the high flow diesel bowsters will also use the crossover on Kargotich Road.

The service yard for roadhouse is located on the western side of the convenience store building. The service yard for rural supplies store is located at the southeast corner of its building and the service yard for veterinary is located at the southwest corner of its building. Waste collection and delivery trucks would enter the site via the full movement crossover on Kargotich Road, reverse into the service yards for waste collections and exit the site via the same crossover in forward gear.

It is anticipated that fuel delivery and waste collection activity will be undertaken outside the peak operating hours of the proposed development. Turn path analysis undertaken for 27.5m trucks, 19m fuel tanker and 8.8m service and delivery trucks confirm satisfactory access, circulation and egress.

Turn path analysis plans are presented in **Appendix B**.

10 Public Transport Access

The existing public transport services in the area are described in **Section 3.4** of this report.

11 Pedestrian and Cyclist Access

Pedestrian and cyclist's facilities are described in **Section 3.5** of this report.

12 Conclusions

This revised Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of V and T Borello. The subject of this report is the proposed roadhouse with heavy and light vehicle canopies, rural supplies store and veterinary development to be located at Lot 801 Thomas Road, Oakford in the Shire of Serpentine-Jarrahdale. The subject site is located at the southwestern corner of the Thomas Road and Kargotich Road intersection.

The existing four-way priority-controlled intersection of Thomas Road and Kargotich Road will imminently be upgraded to four-way roundabout intersection, and it is also understood that the intersection will be ultimately upgraded to an interchange.

The subject site is currently a vacant land and the accesses to the proposed development will be provided by one full movement crossover on Kargotich Road.

The crossover in the interim scenario will be in the form of a simple T-intersection. Ultimately with the proposed interchange, a roundabout intersection on Kargotich Road will connect to Thomas Road westbound off and on-ramps with the fourth leg of the roundabout facilitating access/egress for the development.

It is Transcore's understanding that sufficient parking is provided to address the parking demands for the proposed development.

The swept path assessment undertaken confirms the proposed access and egress arrangements, as well as the layout of site facilities are satisfactory. Vehicle circulation throughout the site is also confirmed to be efficient.

The traffic assessment and traffic modelling undertaken assumes the roundabout intersection for the post development/interim scenario and interchange for the ultimate scenario.

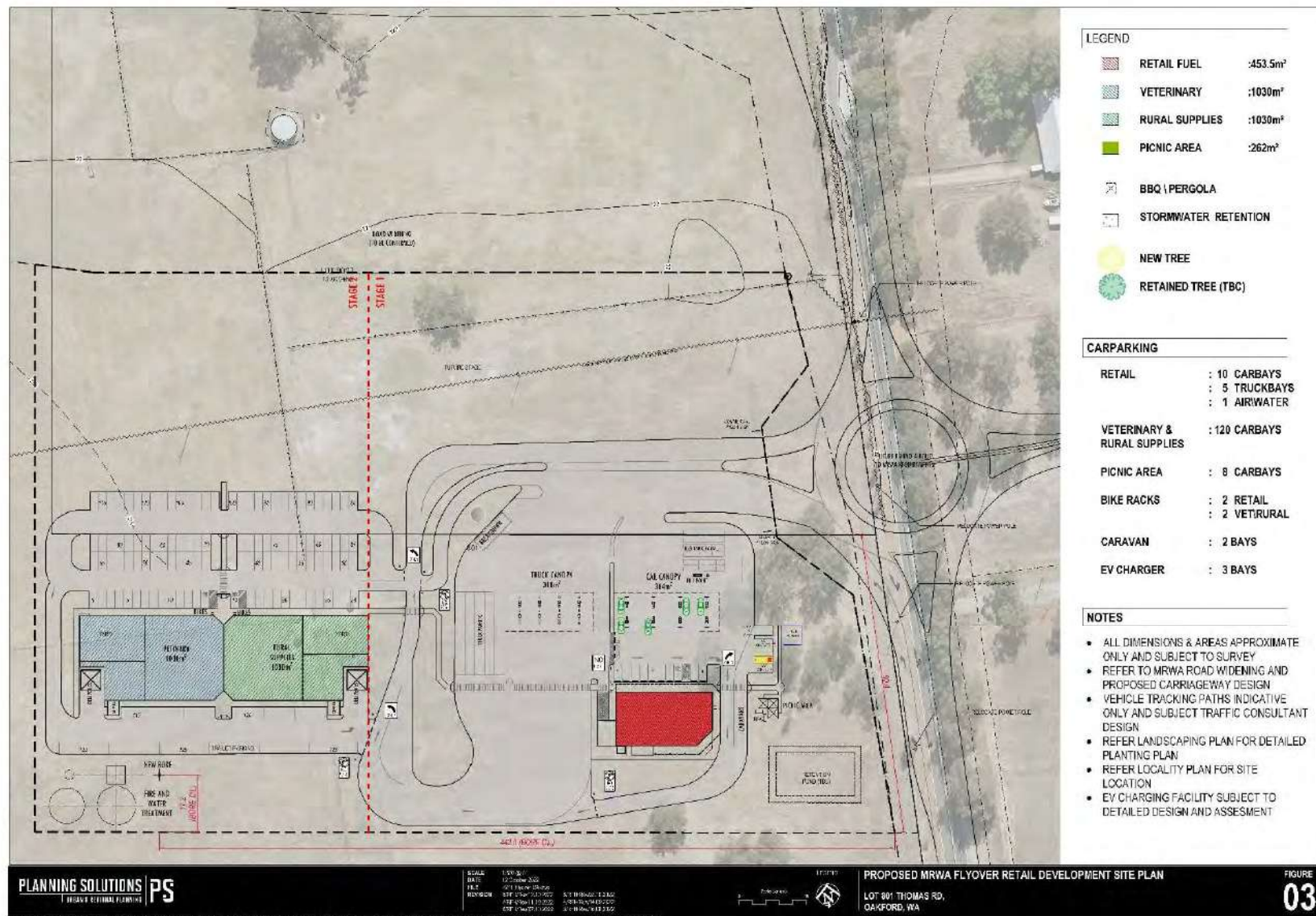
Traffic modelling and analysis undertaken for post development/interim scenario and ultimate scenario demonstrate that the subject site access/egress system would operate satisfactorily with acceptable queues and delays for both post development scenarios.

Accordingly, it is concluded that the development traffic will not have a significant impact on the operations of the surrounding roads and intersection.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

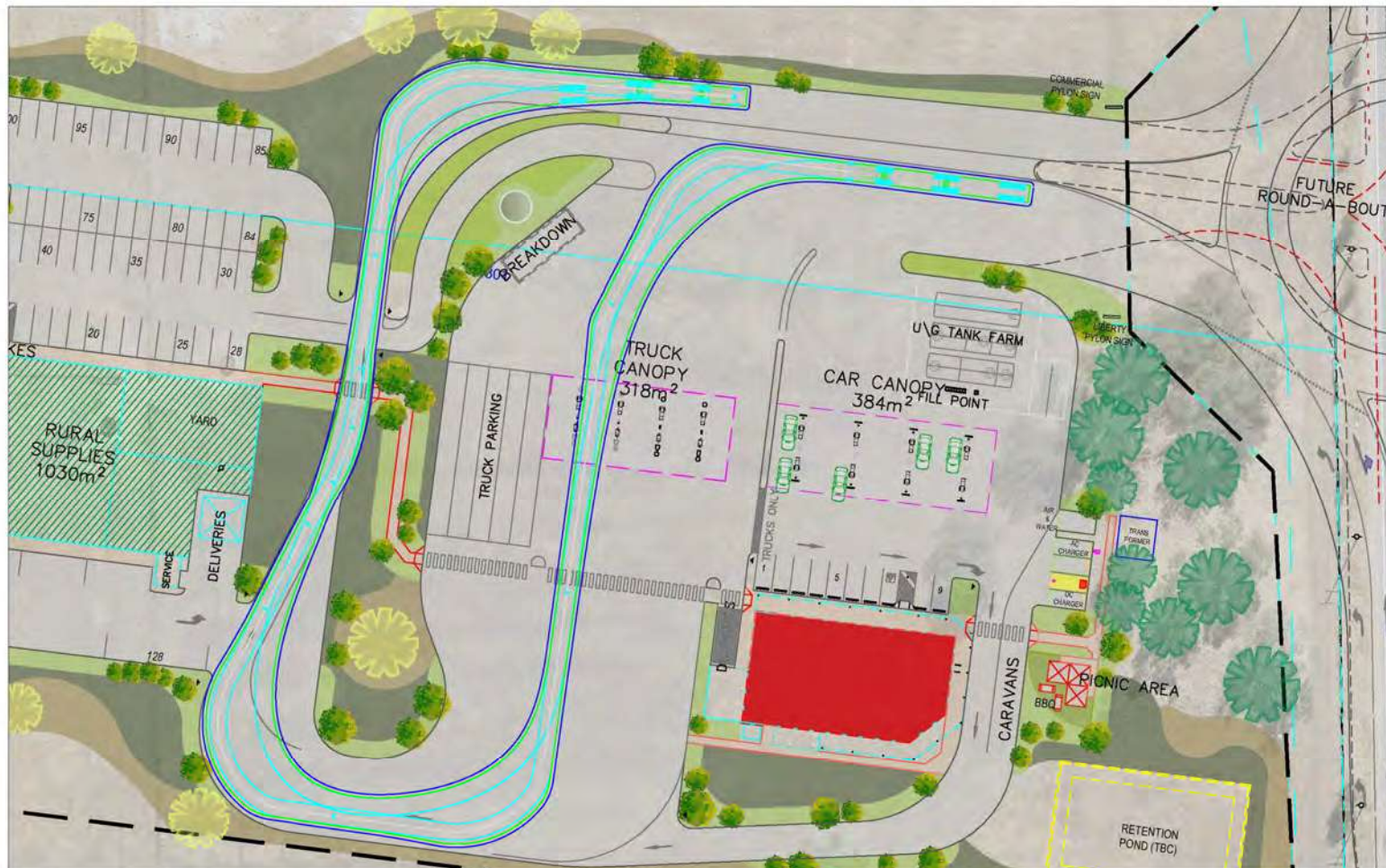
Appendix A

PROPOSED DEVELOPMENT PLAN



Appendix B

Turn Path Plans



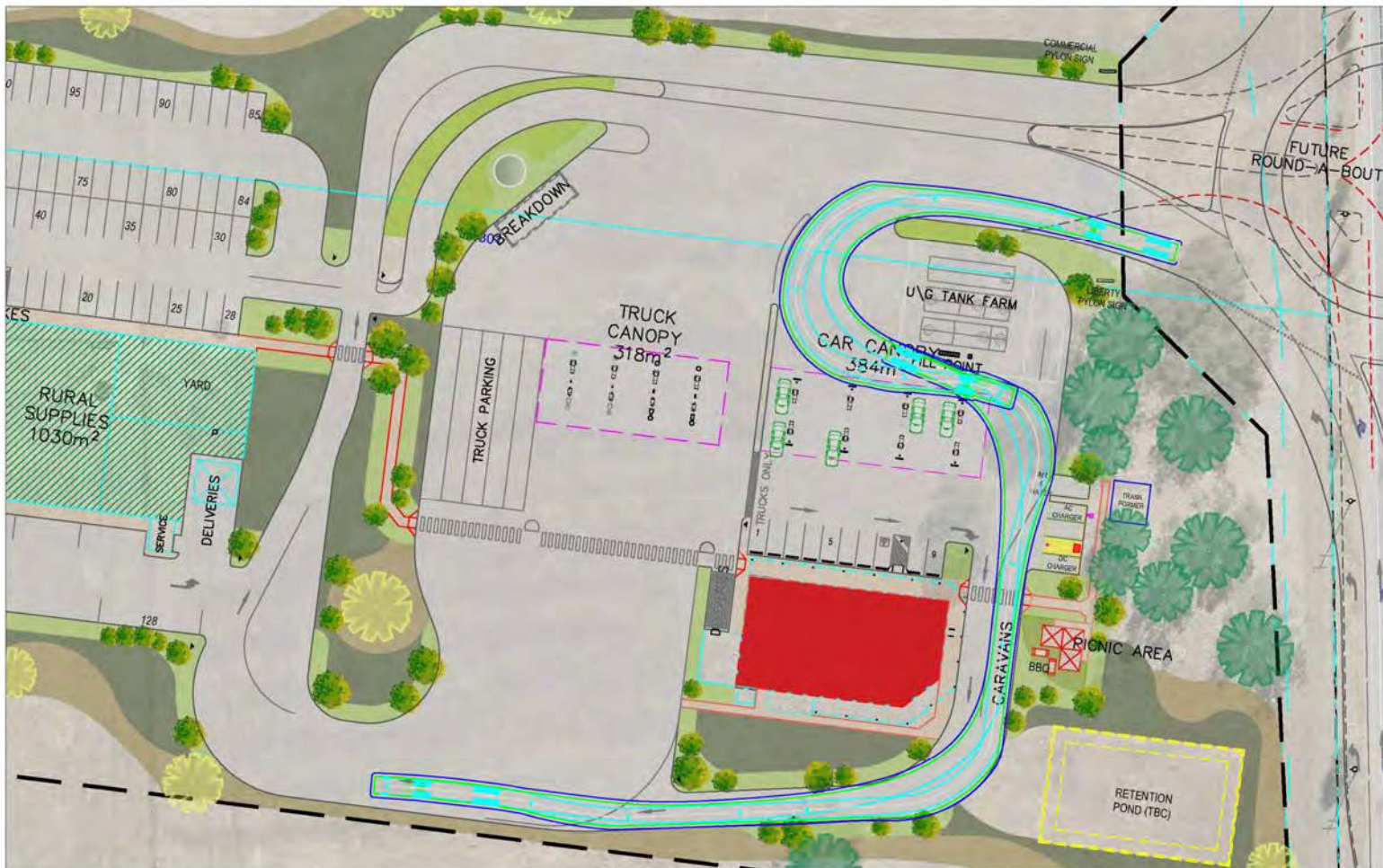
Lot 801 Thomas Road, Oakford
 27.5m B-Double Truck
 B-Double trucks circulations

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.345.sk17b
 12/10/2022
 Scale: 1:500 @ A3





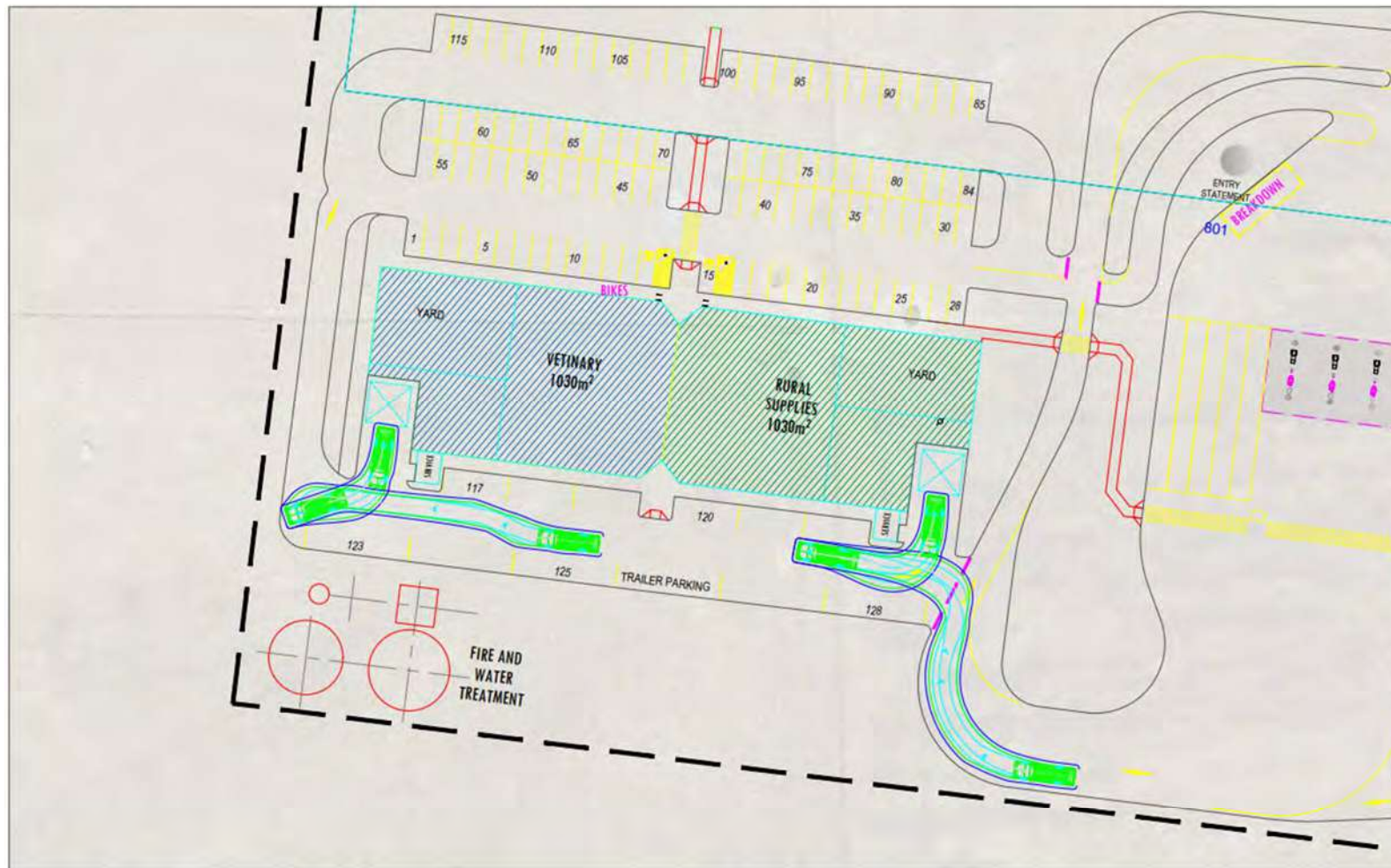
Lot 801 Thomas Road, Oakford
 Austroads: 19m Fuel-Tanker
 Fuel tanker circulations

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.345.sk22b
 12/10/2022
 Scale: 1:500 @ A3





Lot 801 Thomas Road, Oakford
 Austroads 2013: 8.8m Service Vehicle
 Service vehicle entry to veterinary and rural supplies

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.345.sk23a
 04/10/2022
 Scale: 1:500 @ A3





Lot 801 Thomas Road, Oakford
 Austroads 2013: 8.8m Service Vehicle
 Service vehicle exit from veterinary and rural supplies

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.345.sk24b
 11/10/2022
 Scale: 1:500 @ A3



Appendix C

SIDRA Results
Post Development/Interim and Ultimate Scenarios



**Table 3. SIDRA results for the future roundabout intersection of Thomas Road/
Kargotich Road – Post development scenario weekday AM peak hour**

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | DEMAND FLOWS | | ARRIVAL FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total veh/h | HV % | v/c | sec | | [Veh. veh | Dist] m | | | | km/h |
| South: Kargotich Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 233 | 14.4 | 233 | 14.4 | 0.298 | 6.2 | LOS A | 1.6 | 15.2 | 0.63 | 0.72 | 0.63 | 54.9 |
| 2 | T1 | 47 | 0.0 | 47 | 0.0 | 0.298 | 5.0 | LOS A | 1.6 | 15.2 | 0.63 | 0.72 | 0.63 | 67.0 |
| 3 | R2 | 185 | 14.8 | 185 | 14.8 | 0.256 | 11.4 | LOS B | 1.3 | 12.4 | 0.62 | 0.85 | 0.62 | 47.1 |
| Approach | | 465 | 13.1 | 465 | 13.1 | 0.298 | 8.2 | LOS A | 1.6 | 15.2 | 0.63 | 0.77 | 0.63 | 52.2 |
| East: Thomas Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 126 | 24.1 | 126 | 24.1 | 0.154 | 6.0 | LOS A | 0.6 | 6.5 | 0.29 | 0.55 | 0.29 | 57.0 |
| 5 | T1 | 567 | 19.7 | 567 | 19.7 | 0.384 | 5.5 | LOS A | 2.0 | 18.9 | 0.31 | 0.46 | 0.31 | 59.5 |
| 6 | R2 | 1 | 0.0 | 1 | 0.0 | 0.384 | 10.9 | LOS B | 2.0 | 18.9 | 0.31 | 0.46 | 0.31 | 65.2 |
| Approach | | 695 | 20.4 | 695 | 20.4 | 0.384 | 5.6 | LOS A | 2.0 | 18.9 | 0.31 | 0.48 | 0.31 | 59.3 |
| North: Kargotich Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 11 | 0.0 | 11 | 0.0 | 0.024 | 10.3 | LOS B | 0.1 | 0.8 | 0.62 | 0.70 | 0.62 | 62.0 |
| 8 | T1 | 6 | 0.0 | 6 | 0.0 | 0.024 | 8.9 | LOS A | 0.1 | 0.8 | 0.62 | 0.70 | 0.62 | 57.5 |
| 9 | R2 | 1 | 0.0 | 1 | 0.0 | 0.024 | 14.8 | LOS B | 0.1 | 0.8 | 0.62 | 0.70 | 0.62 | 66.3 |
| Approach | | 18 | 0.0 | 18 | 0.0 | 0.024 | 10.1 | LOS B | 0.1 | 0.8 | 0.62 | 0.70 | 0.62 | 61.2 |
| West: Thomas Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 2 | 0.0 | 2 | 0.0 | 0.226 | 6.4 | LOS A | 1.0 | 9.2 | 0.39 | 0.55 | 0.39 | 65.2 |
| 11 | T1 | 695 | 14.5 | 695 | 14.5 | 0.438 | 7.6 | LOS A | 2.6 | 24.8 | 0.43 | 0.57 | 0.43 | 59.8 |
| 12 | R2 | 123 | 26.5 | 123 | 26.5 | 0.438 | 13.3 | LOS B | 2.6 | 24.8 | 0.45 | 0.58 | 0.45 | 57.8 |
| Approach | | 820 | 16.3 | 820 | 16.3 | 0.438 | 8.5 | LOS A | 2.6 | 24.8 | 0.43 | 0.57 | 0.43 | 59.6 |
| All Vehicles | | 1998 | 16.8 | 1998 | 16.8 | 0.438 | 7.4 | LOS A | 2.6 | 24.8 | 0.44 | 0.59 | 0.44 | 58.2 |

**Table 4. SIDRA results for the future roundabout intersection of Thomas Road/
Kargotich Road – Post development scenario weekday PM peak hour**

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------|--------------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | DEMAND FLOWS | | ARRIVAL FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total HV] veh/h | % | v/c | sec | | [Veh. veh | Dist] m | | | | km/h |
| South: Kargotich Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 151 | 22.7 | 151 | 22.7 | 0.261 | 9.9 | LOS A | 1.6 | 17.7 | 0.81 | 0.85 | 0.81 | 47.5 |
| 2 | T1 | 12 | 0.0 | 12 | 0.0 | 0.261 | 7.1 | LOS A | 1.6 | 17.7 | 0.81 | 0.85 | 0.81 | 61.2 |
| 3 | R2 | 118 | 24.3 | 118 | 24.3 | 0.251 | 14.8 | LOS B | 1.4 | 15.9 | 0.79 | 0.93 | 0.79 | 40.8 |
| Approach | | 280 | 22.4 | 280 | 22.4 | 0.261 | 11.9 | LOS B | 1.6 | 17.7 | 0.80 | 0.88 | 0.80 | 44.7 |
| East: Thomas Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 362 | 8.0 | 362 | 8.0 | 0.328 | 6.0 | LOS A | 1.6 | 13.1 | 0.41 | 0.61 | 0.41 | 56.2 |
| 5 | T1 | 781 | 17.4 | 781 | 17.4 | 0.573 | 6.1 | LOS A | 3.8 | 34.1 | 0.51 | 0.53 | 0.51 | 58.9 |
| 6 | R2 | 9 | 0.0 | 9 | 0.0 | 0.573 | 11.5 | LOS B | 3.8 | 34.1 | 0.51 | 0.53 | 0.51 | 63.7 |
| Approach | | 1153 | 14.3 | 1153 | 14.3 | 0.573 | 6.1 | LOS A | 3.8 | 34.1 | 0.48 | 0.55 | 0.48 | 58.4 |
| North: Kargotich Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 17 | 6.3 | 17 | 6.3 | 0.054 | 10.7 | LOS B | 0.2 | 1.8 | 0.64 | 0.75 | 0.64 | 59.6 |
| 8 | T1 | 20 | 0.0 | 20 | 0.0 | 0.054 | 9.2 | LOS A | 0.2 | 1.8 | 0.64 | 0.75 | 0.64 | 56.9 |
| 9 | R2 | 2 | 0.0 | 2 | 0.0 | 0.054 | 15.1 | LOS B | 0.2 | 1.8 | 0.64 | 0.75 | 0.64 | 65.8 |
| Approach | | 39 | 2.7 | 39 | 2.7 | 0.054 | 10.2 | LOS B | 0.2 | 1.8 | 0.64 | 0.75 | 0.64 | 59.0 |
| West: Thomas Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 1 | 0.0 | 1 | 0.0 | 0.244 | 6.1 | LOS A | 1.2 | 10.0 | 0.33 | 0.52 | 0.33 | 65.6 |
| 11 | T1 | 729 | 12.6 | 729 | 12.6 | 0.473 | 7.2 | LOS A | 3.1 | 27.4 | 0.37 | 0.56 | 0.37 | 60.3 |
| 12 | R2 | 240 | 12.8 | 240 | 12.8 | 0.473 | 12.5 | LOS B | 3.1 | 27.4 | 0.39 | 0.58 | 0.39 | 57.3 |
| Approach | | 971 | 12.6 | 971 | 12.6 | 0.473 | 8.5 | LOS A | 3.1 | 27.4 | 0.37 | 0.56 | 0.37 | 59.9 |
| All Vehicles | | 2442 | 14.4 | 2442 | 14.4 | 0.573 | 7.8 | LOS A | 3.8 | 34.1 | 0.48 | 0.60 | 0.48 | 57.7 |

**Table 5. SIDRA results for full movement crossover – Post development scenario
weekday AM peak hour**

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------|------------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | DEMAND FLOWS | | ARRIVAL FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total HV veh/h | % | | | | [Veh. veh | Dist] m | | | | |
| South: Kargotich Rd (S) | | | | | | | | | | | | | | |
| 10 | L2 | 28 | 30.0 | 28 | 30.0 | 0.167 | 5.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 42.2 |
| 11 | T1 | 287 | 2.0 | 287 | 2.0 | 0.167 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 84.1 |
| Approach | | 316 | 4.5 | 316 | 4.5 | 0.167 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 0.00 | 73.9 |
| North: Kargotich Rd (N) | | | | | | | | | | | | | | |
| 5 | T1 | 97 | 10.0 | 97 | 10.0 | 0.250 | 2.3 | LOS A | 1.4 | 15.1 | 0.52 | 0.43 | 0.52 | 54.2 |
| 6 | R2 | 159 | 30.0 | 159 | 30.0 | 0.250 | 7.4 | LOS A | 1.4 | 15.1 | 0.52 | 0.43 | 0.52 | 27.3 |
| Approach | | 256 | 22.4 | 256 | 22.4 | 0.250 | 5.5 | NA | 1.4 | 15.1 | 0.52 | 0.43 | 0.52 | 34.3 |
| West: Crossover 1 (W) | | | | | | | | | | | | | | |
| 7 | L2 | 179 | 0.0 | 179 | 0.0 | 0.142 | 1.1 | LOS A | 0.6 | 4.4 | 0.38 | 0.26 | 0.38 | 18.3 |
| 9 | R2 | 7 | 0.0 | 7 | 0.0 | 0.010 | 2.7 | LOS A | 0.0 | 0.2 | 0.47 | 0.35 | 0.47 | 25.1 |
| Approach | | 186 | 0.0 | 186 | 0.0 | 0.142 | 1.1 | LOS A | 0.6 | 4.4 | 0.38 | 0.26 | 0.38 | 18.7 |
| All Vehicles | | 758 | 9.5 | 758 | 9.5 | 0.250 | 2.3 | NA | 1.4 | 15.1 | 0.27 | 0.23 | 0.27 | 36.6 |

**Table 6. SIDRA results for full movement crossover– Post development scenario
weekday PM peak hour**

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|---------------|------|------------------|------|-----------|-------------|------------------|-------------------|----------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | DEMAND FLOWS | | ARRIVAL FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h | HV % | [Total HV veh/h | % | v/c | sec | | [Veh. veh | Dist] m | | | | km/h |
| South: Kargotich Rd (S) | | | | | | | | | | | | | | |
| 10 | L2 | 32 | 30.0 | 32 | 30.0 | 0.066 | 5.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 40.2 |
| 11 | T1 | 79 | 6.2 | 79 | 6.2 | 0.066 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 72.3 |
| Approach | | 111 | 13.0 | 111 | 13.0 | 0.066 | 1.4 | NA | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 55.0 |
| North: Kargotich Rd (N) | | | | | | | | | | | | | | |
| 5 | T1 | 443 | 2.8 | 443 | 2.8 | 0.425 | 0.5 | LOS A | 2.3 | 21.0 | 0.26 | 0.17 | 0.26 | 73.3 |
| 6 | R2 | 179 | 30.0 | 179 | 30.0 | 0.425 | 5.9 | LOS A | 2.3 | 21.0 | 0.26 | 0.17 | 0.26 | 32.1 |
| Approach | | 622 | 10.6 | 622 | 10.6 | 0.425 | 2.1 | NA | 2.3 | 21.0 | 0.26 | 0.17 | 0.26 | 54.9 |
| West: Crossover 1 (W) | | | | | | | | | | | | | | |
| 7 | L2 | 201 | 0.0 | 201 | 0.0 | 0.132 | 0.3 | LOS A | 0.6 | 4.2 | 0.18 | 0.06 | 0.18 | 19.1 |
| 9 | R2 | 8 | 0.0 | 8 | 0.0 | 0.016 | 4.4 | LOS A | 0.0 | 0.3 | 0.58 | 0.51 | 0.58 | 23.6 |
| Approach | | 209 | 0.0 | 209 | 0.0 | 0.132 | 0.4 | LOS A | 0.6 | 4.2 | 0.20 | 0.08 | 0.20 | 19.4 |
| All Vehicles | | 942 | 8.5 | 942 | 8.5 | 0.425 | 1.6 | NA | 2.3 | 21.0 | 0.21 | 0.15 | 0.21 | 44.4 |

Table 7. SIDRA results for the ultimate post development scenario – Weekday AM peak hour

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|--|------|---|------|----------------------|------------------------|------------------|---|------|-----------|---------------------|------------------|-------------------------|
| Mov ID | Turn | INPUT VOLUMES [Total HV] veh/h % | | DEMAND FLOWS [Total HV] veh/h % | | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [Veh. Dist] veh m | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Kargotich Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 27 | 30.0 | 28 | 30.0 | 0.024 | 7.6 | LOS A | 0.1 | 1.3 | 0.29 | 0.57 | 0.29 | 27.6 |
| 2 | T1 | 451 | 14.8 | 475 | 14.8 | 0.433 | 4.5 | LOS A | 2.9 | 28.8 | 0.40 | 0.55 | 0.40 | 50.8 |
| 3 | R2 | 138 | 14.4 | 145 | 14.4 | 0.433 | 16.4 | LOS B | 2.9 | 28.8 | 0.40 | 0.55 | 0.40 | 25.3 |
| Approach | | 616 | 15.4 | 648 | 15.4 | 0.433 | 7.3 | LOS A | 2.9 | 28.8 | 0.39 | 0.55 | 0.39 | 41.7 |
| East: Thomas Rd Ramp (E) | | | | | | | | | | | | | | |
| 4 | L2 | 145 | 24.1 | 153 | 24.1 | 0.240 | 1.9 | LOS A | 1.3 | 12.8 | 0.51 | 0.37 | 0.51 | 23.1 |
| 5 | T1 | 87 | 0.0 | 92 | 0.0 | 0.240 | 1.3 | LOS A | 1.3 | 12.8 | 0.51 | 0.37 | 0.51 | 19.3 |
| 6 | R2 | 5 | 0.0 | 5 | 0.0 | 0.240 | 1.3 | LOS A | 1.3 | 12.8 | 0.51 | 0.37 | 0.51 | 32.1 |
| Approach | | 237 | 14.7 | 249 | 14.7 | 0.240 | 1.7 | LOS A | 1.3 | 12.8 | 0.51 | 0.37 | 0.51 | 21.9 |
| North: Kargotich Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 12 | 30.0 | 13 | 30.0 | 0.275 | 9.4 | LOS A | 1.5 | 12.7 | 0.45 | 0.59 | 0.45 | 31.0 |
| 8 | T1 | 233 | 10.0 | 245 | 10.0 | 0.275 | 5.2 | LOS A | 1.5 | 12.7 | 0.45 | 0.59 | 0.45 | 49.7 |
| 9 | R2 | 64 | 0.0 | 67 | 0.0 | 0.275 | 16.7 | LOS B | 1.5 | 12.7 | 0.45 | 0.59 | 0.45 | 38.0 |
| Approach | | 309 | 8.7 | 325 | 8.7 | 0.275 | 7.7 | LOS A | 1.5 | 12.7 | 0.45 | 0.59 | 0.45 | 45.8 |
| West: Subject Crossover (W) | | | | | | | | | | | | | | |
| 10 | L2 | 95 | 0.0 | 100 | 0.0 | 0.237 | 3.5 | LOS A | 1.5 | 13.4 | 0.73 | 0.64 | 0.73 | 35.5 |
| 11 | T1 | 75 | 31.3 | 79 | 31.3 | 0.237 | 4.9 | LOS A | 1.5 | 13.4 | 0.73 | 0.64 | 0.73 | 18.7 |
| 12 | R2 | 7 | 0.0 | 7 | 0.0 | 0.237 | 3.5 | LOS A | 1.5 | 13.4 | 0.73 | 0.64 | 0.73 | 25.5 |
| Approach | | 177 | 13.3 | 186 | 13.3 | 0.237 | 4.1 | LOS A | 1.5 | 13.4 | 0.73 | 0.64 | 0.73 | 26.3 |
| All Vehicles | | 1339 | 13.4 | 1409 | 13.4 | 0.433 | 6.0 | LOS A | 2.9 | 28.8 | 0.47 | 0.54 | 0.47 | 35.4 |

Table 8. SIDRA results for the ultimate post development scenario – Weekday PM peak period

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|-----------------|----------|-----------------|----------|-----------|-------------|------------------|-------------------|-------------|-----------|---------------------|------------------|-------------|
| Mov ID | Turn | INPUT VOLUMES | | DEMAND FLOWS | | Deg. Satn | Aver. Delay | Level of Service | 95% BACK OF QUEUE | | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed |
| | | [Total veh/h] | [HV %] | [Total veh/h] | [HV %] | | | | [Veh. veh] | [Dist. m] | | | | |
| South: Kargotich Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 30 | 30.0 | 32 | 30.0 | 0.353 | 8.3 | LOS A | 2.2 | 19.8 | 0.42 | 0.61 | 0.42 | 29.1 |
| 2 | T1 | 250 | 0.0 | 263 | 0.0 | 0.353 | 4.5 | LOS A | 2.2 | 19.8 | 0.42 | 0.61 | 0.42 | 53.3 |
| 3 | R2 | 138 | 22.7 | 145 | 22.7 | 0.353 | 16.8 | LOS B | 2.2 | 19.8 | 0.42 | 0.61 | 0.42 | 25.0 |
| Approach | | 418 | 9.6 | 440 | 9.6 | 0.353 | 8.8 | LOS A | 2.2 | 19.8 | 0.42 | 0.61 | 0.42 | 38.7 |
| East: Thomas Rd Ramp (E) | | | | | | | | | | | | | | |
| 4 | L2 | 145 | 8.0 | 153 | 8.0 | 0.298 | 3.6 | LOS A | 2.0 | 16.2 | 0.76 | 0.66 | 0.76 | 23.1 |
| 5 | T1 | 98 | 0.0 | 103 | 0.0 | 0.298 | 3.3 | LOS A | 2.0 | 16.2 | 0.76 | 0.66 | 0.76 | 18.9 |
| 6 | R2 | 5 | 0.0 | 5 | 0.0 | 0.298 | 3.3 | LOS A | 2.0 | 16.2 | 0.76 | 0.66 | 0.76 | 31.4 |
| Approach | | 248 | 4.7 | 261 | 4.7 | 0.298 | 3.5 | LOS A | 2.0 | 16.2 | 0.76 | 0.66 | 0.76 | 21.5 |
| North: Kargotich Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 12 | 30.0 | 13 | 30.0 | 0.537 | 10.3 | LOS B | 3.9 | 30.0 | 0.58 | 0.58 | 0.58 | 31.0 |
| 8 | T1 | 553 | 2.8 | 582 | 2.8 | 0.537 | 5.5 | LOS A | 3.9 | 30.0 | 0.58 | 0.58 | 0.58 | 50.3 |
| 9 | R2 | 72 | 0.0 | 76 | 0.0 | 0.537 | 17.3 | LOS B | 3.9 | 30.0 | 0.58 | 0.58 | 0.58 | 38.1 |
| Approach | | 637 | 3.0 | 671 | 3.0 | 0.537 | 7.0 | LOS A | 3.9 | 30.0 | 0.58 | 0.58 | 0.58 | 48.1 |
| West: Subject Crossover (W) | | | | | | | | | | | | | | |
| 10 | L2 | 107 | 0.0 | 113 | 0.0 | 0.212 | 1.8 | LOS A | 1.2 | 10.8 | 0.56 | 0.44 | 0.56 | 37.1 |
| 11 | T1 | 84 | 28.8 | 88 | 28.8 | 0.212 | 2.6 | LOS A | 1.2 | 10.8 | 0.56 | 0.44 | 0.56 | 19.3 |
| 12 | R2 | 8 | 0.0 | 8 | 0.0 | 0.212 | 1.8 | LOS A | 1.2 | 10.8 | 0.56 | 0.44 | 0.56 | 26.9 |
| Approach | | 199 | 12.2 | 209 | 12.2 | 0.212 | 2.1 | LOS A | 1.2 | 10.8 | 0.56 | 0.44 | 0.56 | 27.3 |
| All Vehicles | | 1502 | 6.3 | 1581 | 6.3 | 0.537 | 6.3 | LOS A | 3.9 | 30.0 | 0.56 | 0.58 | 0.56 | 36.3 |



PROPOSED COMMERCIAL DEVELOPMENT

**LOT 801 (#1780) THOMAS ROAD
OAKFORD**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

SEPTEMBER 2022

OUR REFERENCE: 30099-1-21438-02



DOCUMENT CONTROL PAGE

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PROPOSED RETAIL DEVELOPMENT, OAKFORD

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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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1. INTRODUCTION

Herring Storer Acoustics were commissioned by Direct Homes WA to undertake an acoustic assessment of noise emissions associated with the proposed service commercial development to be located at Lot 801 (# 1780) Thomas Road, Oakford.

This report assesses noise emissions from the premises with regards to compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. It is understood that the development consists of a Roadhouse, therefore, noise sources considered as part of this assessment include:

- Mechanical Services.
- Tyre Inflator beeper.
- Car and truck doors closing; and
- Breakout noise from veterinary clinic.

We note that from recent information received from the DWER, the bitumised area would be considered as a road, thus noise relating to the “propulsion and braking” of motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources, as listed below, are rarely critical in the determination of compliance.

Additionally, although not required for compliance, we comment / provide an assessment for:

- Refrigerated vehicles visiting site to purchase fuel; and
- Refrigerated delivery trucks.

Note: We understand that the bulk storage tanks are gravity feed. Thus, there is no noise associated with the activity and an assessment is not required.

For reference, the plans of the proposed development are attached in Appendix A.

2. SUMMARY

As the Roadhouse would be open 24 hours per day, noise received at the neighbouring noise (highly) sensitive premises from the development needs to comply with the appropriate assigned noise levels for the night period.

From the analysis undertaken, noise emissions from the proposed development has been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, at all times.

3. CRITERIA

The allowable noise level for noise sensitive premises in the vicinity of the proposed Facility site is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 and 8 stipulate maximum allowable external noise levels or assigned noise levels that can be received at a premise from another premises. For residential premises, this noise level is 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. The base noise levels for residential premises and the assigned noise levels for industrial premises are listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|--|--|---------------------|-----------------|-------------------|
| | | L _{A10} | L _{A1} | L _{Amax} |
| Noise sensitive premises: highly sensitive area | 0700 - 1900 hours Monday to Saturday (Day) | 45 + IF | 55 + IF | 65 + IF |
| | 0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day) | 40 + IF | 50 + IF | 65 + IF |
| | 1900 - 2200 hours all days (Evening) | 40 + IF | 50 + IF | 55 + IF |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night) | 35 + IF | 45 + IF | 55 + IF |

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

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 3 dB L_{AFast} or is more than 3 dB L_{AFast} 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 3 dB 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_{ASlow} 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 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

| Where tonality is present | Where modulation is present | Where impulsiveness is present |
|----------------------------------|------------------------------------|---------------------------------------|
| +5 dB(A) | +5 dB(A) | +10 dB(A) |

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

For this development, the closest residential premises of concern are located, as shown on Figure 3.1 below.



FIGURE 3.1 – NEIGHBOURING RESIDENCE TO DEVELOPMENT AREA

NOTE: See drawings attached in Appendix A, for extent of Lot 9002.

At the above neighbouring residences, noting that based on the traffic counts listed in the Mainroads traffic map (<https://trafficmap.mainroads.wa.gov.au/map>), Thomas Road is a major road, the Influencing Factor has been determined to be +6 dB. Thus, the assigned noise levels for these residences are as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

| Premises Receiving Noise | Time of Day | Assigned Level (dB) | | |
|---|--|---------------------|------------------|--------------------|
| | | L _A 10 | L _A 1 | L _A max |
| Noise sensitive premises: Highly sensitive area | 0700 - 1900 hours Monday to Saturday | 51 | 61 | 71 |
| | 0900 - 1900 hours Sunday and Public Holidays | 46 | 56 | 71 |
| | 1900 - 2200 hours all days | 46 | 56 | 61 |
| | 2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays | 41 | 51 | 61 |

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

With regards to noise emissions from refrigerated vehicles visiting the site, we note that the following 2 cases that need to be considered:

- 1 the visiting of refrigerated vehicles for the purposes of refuelling; and
- 2 deliveries to the Roadhouse.

With regards to case 1, being the refrigerated vehicles visiting the site to refuel, as anyone can access the site and the operators of the premises have no control on who can enter the Roadhouse to purchase fuel or other items, in these instances the premises would for the purposes of assessing noise, be designated as public places. Regulation 6 of the *Environmental Protection (Noise) Regulations 1997* relates to noise emissions from public places and under this Regulation, "*the person who is causing or permitting that noise to be emitted is to be treated as the occupier...*". Therefore, noise emissions from each individual truck using the Roadhouse to purchase fuel or other items, needs to comply with the assigned noise levels.

However, for case 2, where there is some degree of control, noise from delivery trucks would need to comply with the Regulatory requirements.

4. MODELLING

Modelling of the noise propagation from the proposed development was carried out using an environmental noise modelling computer program, "SoundPlan". Calculations were carried out using the EPA worst case weather conditions as stated in the Environmental Protection Authority's "*Draft Guidance for Assessment of Environmental Factors No.8 - Environmental Noise*".

Noise emissions from the development, include:

- Mechanical services.
- Tyre inflator beep indicator.
- Doors closing for both cars and trucks; and
- Refrigerated trucks.
- Break out noise from the veterinary.

The calculations were based on the sound power levels listed in Table 4.1.

TABLE 4.1 – GENERAL SOUND POWER LEVELS

| Item of Equipment | Sound Power Level, (dB(A)) |
|-----------------------------------|----------------------------|
| Car Door | 87 |
| Truck Door | 95 |
| Tyre Inflator Beeper | 88 |
| Refrigerated trucks | 89 |
| Air Conditioning Condensing Units | 6 at 71 |
| Dog Bark | 100 |

The above noise sources need to comply with the following assigned noise levels:

- | | | |
|-------------------|---|--|
| L _{A10} | - | Mechanical services. |
| L _{A1} | - | Refrigerated trucks, |
| L _{AMax} | - | Tyre inflator beeper; car and truck doors closing; and dog bark. |

With regards to noise emissions, the following are noted:

- 1 Noise associated with the mechanical services does not take into account any diversity of operation. Such diversity would occur during the night period. Thus, this is a conservative assessment. At this stage of the project, the mechanical service has not been design. Therefore, the noise sources have been based on designs used for the same or similar tenancies.
- 2 It has been assumed that the mechanical services would be located on the roofs of the development.
- 3 We note that the refrigeration units would be power take-off units (PTU's), which run off the vehicle engine. Thus, the refrigeration units do not operate when the vehicle engine is turned off (ie during refuelling or delivery). The noise emission from these units would be considered under the L_{A1} criteria. Even so, noise emission from refrigerated truck would be considered the worst case scenario.
- 4 With regards to dog barking, it has been assumed that depending on the nature of the veterinary clinic, animals may be kept overnight. Thus, an assessment of a dog bark from a medium to large size dog (Labrador) breaking out of the clinic has been undertaken.

5. RESULTS

Calculations were undertaken to all the residences noted on Figure 3.1. However, to simplify the assessment, only the noise received at the worst case location has been listed in Table 5.1.

TABLE 5.1 – WORST CASE CALCULATED NOISE LEVELS

| Item | Calculated Noise Levels (dB(A)) | | | | |
|---------------------|---------------------------------|---------------------|----------|------------|----------|
| | Mechanical services | Refrigerated Trucks | Car Door | Truck Door | Dog Bark |
| Residences to North | 21 | 34 | 28 | 38 | 23 |
| Residence to East | 23 | 38 | 32 | 42 | 28 |

Noise emissions from the noise sources would need to comply with the following criteria:

- L_{A10} - Mechanical service.
- L_{A1} - Refrigerated trucks.
- L_{Amax} - Tyre inflator beeper; car and truck doors closing; and dog bark.

6. ASSESSMENT

The following provided the acoustic assessment for the noise sources requiring compliance, as listed in Table 5.1.

6.1 L_{A10} NOISE EMISSION – MECHANICAL SERVICES

Noise emissions from the mechanical services would be steady state and would operate for the majority of time. Hence noise received from the mechanical services needs to comply with the assigned L_{A10} noise level.

Given the resultant noise level at the residences and likely background noise level associated noise from vehicles travelling along Thomas Road, we believe that it is unlikely that noise received at the neighbouring residences would be tonal. However, to be conservative, a +5 dB(A) penalty has been applied to the calculated noise level associated with the combined noise from the mechanical services and voices. Table 6.1 lists the characteristics that should be included in the assessable noise level.

TABLE 6.1 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)

| MECHANICAL SERVICES | | | | | |
|---------------------|-------------------------------|--|------------|---------------|-------------------------------|
| Location | Calculated Noise Level, dB(A) | Applicable Adjustments to Measured Noise Levels, dB(A) | | | Assessable Noise Level, dB(A) |
| | | Where Noise Emission is NOT music | | | |
| | | Tonality | Modulation | Impulsiveness | |
| Residences to North | 21 | +5 | - | - | 26 |
| Residence to East | 23 | +5 | - | - | 28 |

Table 6.2 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the mechanical services.

TABLE 6.2 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS

| MECHANICAL SERVICES | | | | |
|----------------------------|--------------------------------------|--------------------------------|--|--|
| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L_{A10} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
| Residences to North | 26 | Night Period | 41 | Complies |
| Residence to East | 28 | Night Period | 41 | Complies |

6.2 L_{A1} NOISE EMISSION – REFRIGERATED TRUCKS

Noise emissions from refrigerated trucks needs to comply with the assigned L_{A1} noise level. As the critical period for compliance for this source is the night period, this scenario includes noise emissions from the sources associated with L_{A1} noise levels. However, under the Regulations, each of these sources needs to be considered individually, it is the highest calculated noise levels used for assessment, rather than the cumulative overall noise levels.

Based on the definitions of tonality, noise emissions from car movements, being an L_{A1} and present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable.

Table 6.3 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with refrigerated trucks.

TABLE 6.3 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS

| REFRIGERATED TRUCKS | | | | |
|----------------------------|--------------------------------------|------------------------------------|---|--|
| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L_{A1} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
| Residences to North | 34 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |
| Residence to East | 38 | Day Period | 61 | Complies |
| | | Sunday / Public Holiday Day Period | 56 | Complies |
| | | Evening Period | 56 | Complies |
| | | Night Period | 51 | Complies |

6.3 L_{AMAX} NOISE EMISSION – CAR DOOR

Noise emissions from a car door closing on site need to comply with the assigned L_{AMax} noise level. As the critical period for compliance for this source is the night period, this scenario includes noise emissions from the sources associated with L_{AMax} noise levels. However, under the Regulations, each of these sources needs to be considered individually, it is the highest calculated noise levels used for assessment, rather than the cumulative overall noise levels.

Noise associated with the closing of a car door could be impulsive and to be conservative, a +10 dB(A) penalty for impulsiveness would be applied.

Table 6.4 list the characteristics that should be included and the assessable noise levels and the assessable noise level for car doors closing.

TABLE 6.4 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{AMAX} NOISE LEVELS, dB(A)
CAR DOOR

| Locations | Calculated Noise Level, dB(A) | Applicable Adjustments to Measured Noise Levels, dB(A) | | | Assessable Noise Level, dB(A) |
|---------------------|-------------------------------|--|------------|---------------|-------------------------------|
| | | Where Noise Emission is NOT music | | | |
| | | Tonality | Modulation | Impulsiveness | |
| Residences to North | 28 | - | - | +10 | 38 |
| Residence to East | 32 | - | - | +10 | 42 |

Table 6.5 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the car doors closing.

TABLE 6.5 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
CAR DOOR

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L _{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 42 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

6.4 L_{AMAX} NOISE EMISSION – TRUCK DOOR

Noise emissions from a truck door closing on site need to comply with the assigned L_{AMax} noise level. As the critical period for compliance for this source is the night period, this scenario includes noise emissions from the sources associated with L_{AMax} noise levels. However, under the Regulations, each of these sources needs to be considered individually, it is the highest calculated noise levels used for assessment, rather than the cumulative overall noise levels.

Noise associated with the closing of a truck door could be impulsive and to be conservative, a +10 dB(A) penalty for impulsiveness would be applied.

Table 6.6 list the characteristics that should be included and the assessable noise levels and the assessable noise level for truck doors closing.

TABLE 6.6 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{AMAX} NOISE LEVELS, dB(A)
TRUCK DOOR

| Locations | Calculated Noise Level, dB(A) | Applicable Adjustments to Measured Noise Levels, dB(A) | | | Assessable Noise Level, dB(A) |
|---------------------|-------------------------------|--|------------|---------------|-------------------------------|
| | | Where Noise Emission is NOT music | | | |
| | | Tonality | Modulation | Impulsiveness | |
| Residences to North | 38 | - | - | +10 | 48 |
| Residence to East | 42 | - | - | +10 | 52 |

Table 6.7 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the truck doors closing.

TABLE 6.7 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
TRUCK DOOR

| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned L_{AMax} Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|---|---|
| Residences to North | 48 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 52 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

6.5 L_{AMAX} NOISE EMISSION – DOG BARK

Noise emissions from a dog barking needs to comply with the assigned L_{AMax} noise level. As the critical period for compliance for this source is the night period, this scenario includes noise emissions from the sources associated with L_{AMax} noise levels. However, under the Regulations, each of these sources needs to be considered individually, it is the highest calculated noise levels used for assessment, rather than the cumulative overall noise levels.

Although, unlikely given the distance to the neighbouring residences and the background noise associated with the likely traffic noise in the area, noise associated with within the clinic could be impulsive. Thus, to be conservative, the +10 dB(A) penalty for impulsiveness have been applied.

Table 6.8 list the characteristics that should be included and the assessable noise levels and the assessable noise level for dog barks.

TABLE 6.8 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{AMAX} NOISE LEVELS, dB(A)
DOG BARK

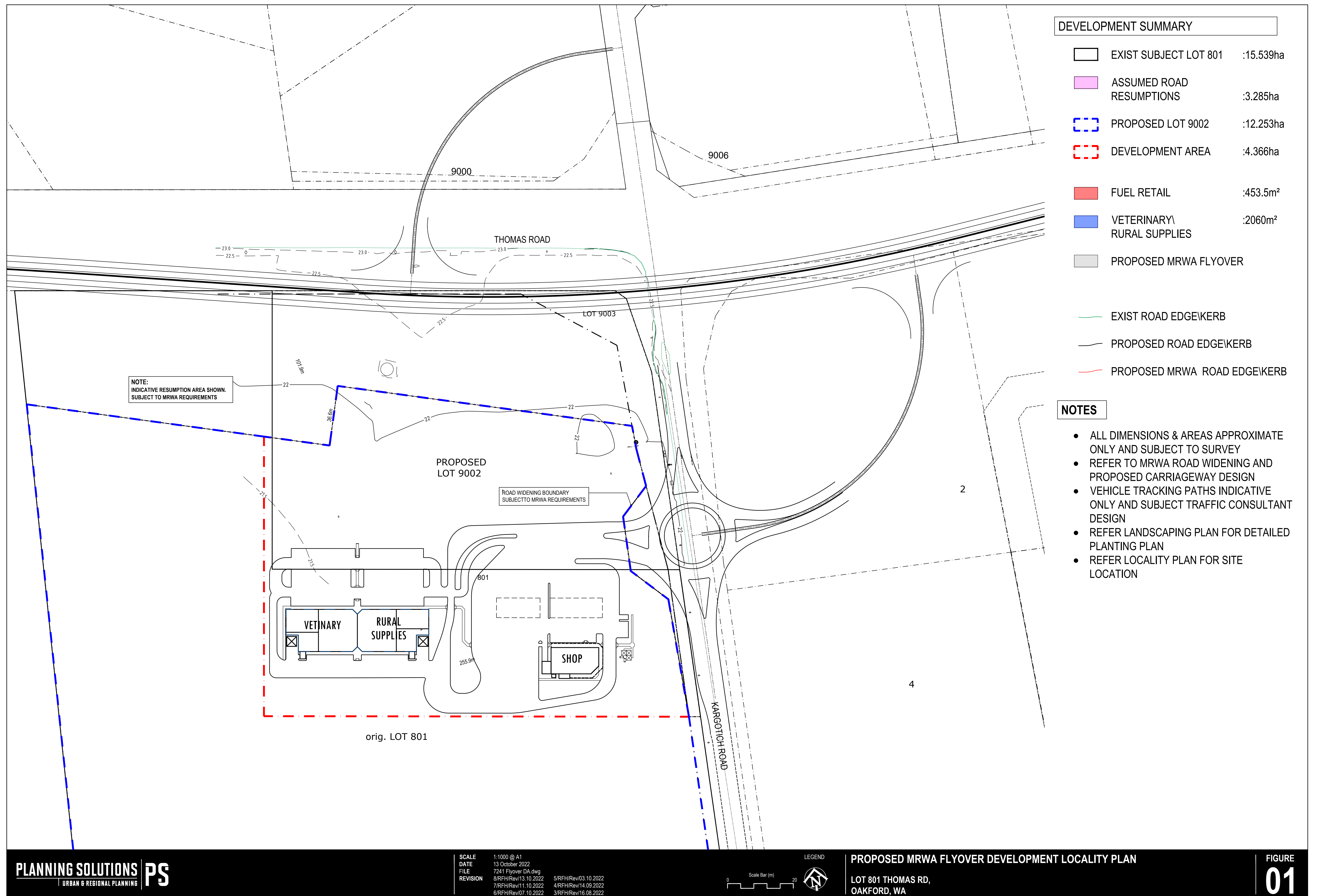
| Locations | Calculated Noise Level, dB(A) | Applicable Adjustments to Measured Noise Levels, dB(A) | | | Assessable Noise Level, dB(A) |
|---------------------|-------------------------------|--|------------|---------------|-------------------------------|
| | | Where Noise Emission is NOT music | | | |
| | | Tonality | Modulation | Impulsiveness | |
| Residences to North | 23 | - | - | +10 | 33 |
| Residence to East | 28 | - | - | +10 | 38 |

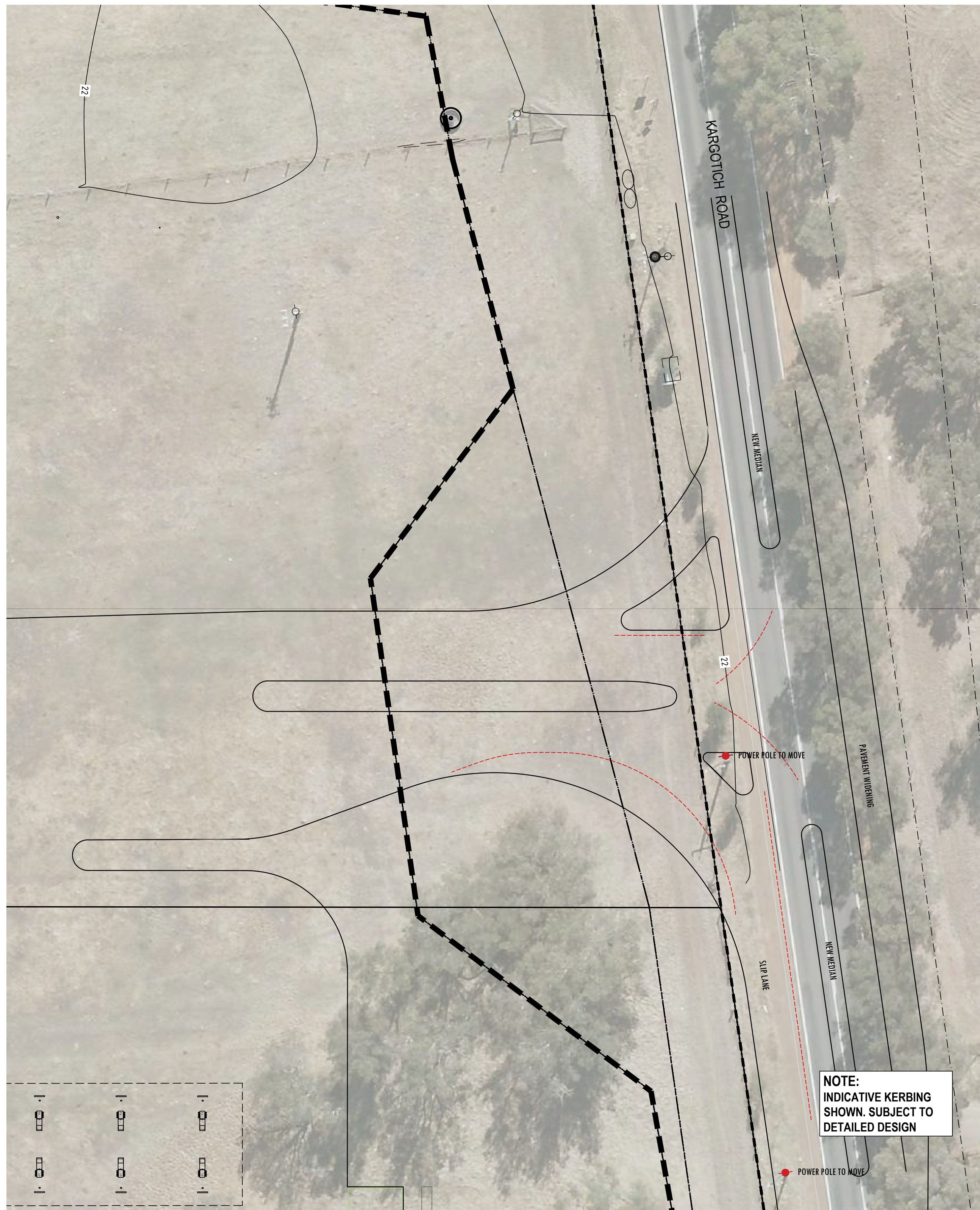
Table 6.9 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the truck doors closing.

**TABLE 6.9 – ASSESSMENT OF $L_{A\text{MAX}}$ NOISE LEVEL EMISSIONS
DOG BARK**

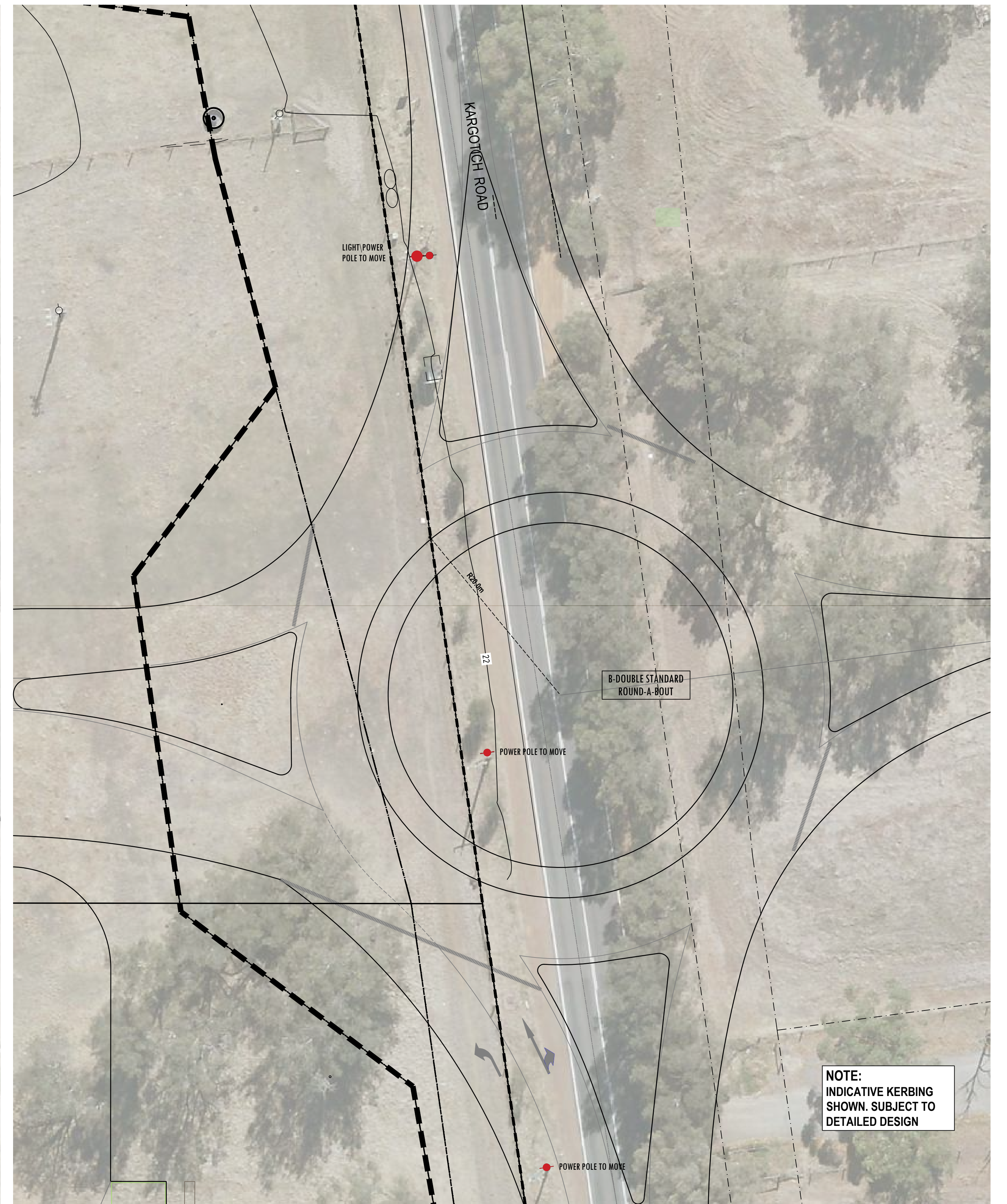
| Location | Assessable Noise Level, dB(A) | Applicable Times of Day | Applicable Assigned $L_{A\text{Max}}$ Noise Level (dB) | Exceedance to Assigned Noise Level (dB) |
|---------------------|-------------------------------|------------------------------------|--|---|
| Residences to North | 33 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |
| Residence to East | 38 | Day Period | 71 | Complies |
| | | Sunday / Public Holiday Day Period | 71 | Complies |
| | | Evening Period | 61 | Complies |
| | | Night Period | 61 | Complies |

From the above assessments, it can be seen that noise received at the neighbouring residences, even using a conservative analysis, complies with the requirements of the *Environmental Protection (Noise) Regulations 1997*.





STAGE ONE: "T" INTERSECTION WITH DECELERATION & BYPASS LANES



STAGE TWO: MRWA ROUND-A-BOUT INTERSECTION

