



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 3 July 2025; 9:30am
Meeting Number: MODAP/87
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/87 – 3 July 2025 – City of Wanneroo](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF WANNEROO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 2 (125) Butler Boulevard, Butler – Proposed Service Station and Motor Vehicle Wash – DAP/25/02801
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



ATTENDANCE	
<i>Specialist DAP Members</i>	<i>DAP Secretariat</i>
Eugene Koltasz (Presiding Member)	Claire Ortlepp
Karen Hyde (Deputy Presiding Member)	Ashlee Kelly
Heidi Herget	
<i>Part B – City of Wanneroo</i>	
Cr Jacqui Huntley (Local Government DAP Member, City of Wanneroo)	
Cr Sonet Coetzee (Local Government DAP Member, City of Wanneroo)	



PART A – INTRODUCTION

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- 2. Apologies**
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PART B – CITY OF WANNEROO

1. Declarations of Due Consideration

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3. Form 1 DAP Applications

- 3.1 Lot 2 (125) Butler Boulevard, Butler – Proposed Service Station and
Motor Vehicle Wash – DAP/25/02801

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

**Part B – Item 3.1 – Lot 2 (125) Butler Boulevard, Butler –
Proposed Service Station and Motor Vehicle Wash**

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Apex Planning
Owner:	W Carwash Pty Ltd Lonian Holdings Pty Ltd Hawk Property Holdings Pty Ltd
Value of Development:	\$2.1 million
Responsible Authority:	City of Wanneroo
Authorising Officer:	Nick De Vecchis
LG Reference:	DA2024/1685
DAP File No:	DAP/24/02801
Application Received Date:	22 November 2024
Report Due Date:	20 June 2025
Application Statutory Process Timeframe:	90 Days (Plus a 120 Day Agreed Extension of Time)
Attachment(s):	1. Development Plans 2. Location Plan 3. Deposited Plan 4. Summary of Submissions 5. Traffic Impact Assessment 6. Applicants Legal Advice 7. Relocation of Pylon Sign 8. Landscaping Plan 9. Acoustic Report 10. Alternative Recommendation

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02801 and accompanying plans 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. The use of the approved **Service Station and Motor Vehicle Wash** must conform to the District Planning Scheme No. 2 definition which states:

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

—

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

***“Motor Vehicle Wash:** means premises primarily used to wash motor vehicles.”*

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

2. Arrangements being made between the landowners of Lot 4 and Lot 2 Butler Boulevard for the necessary works on Lot 4 to facilitate access onto Lot 2 prior to the lodgement of a building permit, to the satisfaction of the City.
3. The approval relates to development on Lot 2 only, development on any other lot is excluded from this approval.
4. The proposed pylon signs are to be reduced to be no higher than 6m above the natural ground level.
5. The location of the pylon sign abutting Butler Boulevard is to be relocated as per **Attachment 7** to the satisfaction of the City.
6. The applicant/owner must ensure that all illuminated signage must have any boxing or casing in which it is enclosed constructed of incombustible materials, must not comprise of flashing, pulsating, chasing or running lights and must not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.
7. All signage is to be contained entirely within the lot.
8. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.

9. Wheel stops must be provided in accordance with AS 2890 where the parking bays abuts a concrete path.
10. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
11. Staff car parking spaces, as shown on the approved plans, must be marked and clearly signposted as dedicated for staff use only, to the satisfaction of the City.
12. Prior to the lodgement of a building permit, a detailed schedule of external finishes (including materials, colour schemes and details) must be submitted and approved by the City. The development must be finished in accordance with the approved schedule.
13. Planting and installation must 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.
14. 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 must be submitted and approved prior to a building permit being issued. The system must be installed during the construction of the development.
15. The development is to comply with the recommendations and assumptions of the Acoustic Report (Ref 34107-2-25041) prepared by Herring Storer Acoustics dated February 2025. Recommended works must be completed prior to the commencement of the use.
16. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.
17. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must 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.
18. All waste must be stored within the designated bin enclosure and collected from the site by a private contractor at the cost of the owner/occupier. Bin servicing must occur between 7.00am and 7.00pm Monday to Saturday only.
19. The movement of trucks for delivery purposes must occur between 7am and 7pm, Monday to Saturday only.
20. Any graffiti applied to the external surfaces of the building must be removed to the satisfaction of the City of Wanneroo.
21. A Construction Management Plan must be submitted for approval when an application is made for a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:

- a) The delivery of and delivery times for materials and equipment to the site;
- b) Storage of materials and the location and types of equipment on site;
- c) Parking arrangements for contractors and sub-contractors;
- d) The impact on traffic movement;
- e) Construction times;
- f) The relocation of public footpaths;
- g) Measures to minimise impacts of noise and sand drift and dust from the site;
- h) Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable;
- i) The relocation/disruption of any public transport infrastructure; and
- j) 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. Construction is to be implemented in accordance with the approved construction management plan.

Details:

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	City of Wanneroo's District Planning Scheme No. 2
Local Planning Scheme Zone	Urban Development
Structure Plan	Butler District Centre Activity Centre Structure Plan No. 27
Structure Plan Land Use Designation	Precinct A & B
Use Class & Permissibility	Service Station – 'A' Use Motor Vehicle Wash – 'D' Use
Lot Size	4,125m ²
Existing Land Use	Vacant
State Heritage Register	No
Local Heritage	N/A
Design Review	N/A
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application is proposing a 24-hour Service Station and Motor Vehicle Wash that is comprised of the following:

- A fuel canopy which accommodates 10 fuel bowsers;
- Convenience store/control building with a gross floor area of 150m²;
- Three automatic vehicle wash stations;
- Six vacuum stations;
- Two dog wash stations;
- Associated signage and parking; and
- Two additional crossovers into the existing internal service road of Lot 4 (No. 161) Butler Boulevard, Butler.

A development plan is included in **Attachment 1**.

Background:

Site Context

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS), 'Urban Development' under the City's District Planning Scheme No. 2 (DPS 2) and 'Precinct A' and 'Precinct B' under the *Butler District Centre Activity Centre Structure Plan No. 87* (ACSP 87). It is noted that the access leg to the south is the only portion of the lot which is located within 'Precinct B' and the built form of the proposed land uses are located in their entirety within 'Precinct A'.

'Precinct A' is indicated as a Commercial hub which is intended for function as the main street centre, maximising activity around the Butler train station.

The subject site is currently vacant, with an existing Shopping Centre on the lots bounding the site to the north and east, and a Liquor Store - Large on the adjoining lot to the west.

A location plan is included as **Attachment 2**.

Access

The subject site has limited physical access to a public road, via an access leg which connects the site with Butler Boulevard to the south. There is potential access to public road via an internal road which runs north of the subject lot which forms part of the adjoining Lot 4 (161) Butler Boulevard. This internal road has an access easement over it (**Attachment 3**) which is to the benefit of the City of Wanneroo and the public at large and a right of carriageway, to the benefit of the subject lot.

The proposed development includes access via the internal road, which has been discussed in further detail within the 'Planning Assessment' section.

Legislation and Policy:

Legislation

District Planning Scheme No. 2

State Government Policies

State Planning Policy 4.2 – Activity Centres (SPP 4.2)

Structure Plans/Activity Centre Plans

Butler District Centre Activity Centre Structure Plan No. 87
Agreed Structure Plan No. 27 – Butler-Ridgewood (ASP 27)

Local Policies

Local Planning Policy 2.9 – Service Station and Roadhouses (LPP 2.9)
Local Planning Policy 4.6 – Signs (LPP 4.6)

Consultation:

Public Consultation

The application was advertised in accordance with the requirements of the Deemed Provisions, with the advertising commencing 28 November 2024 and concluding 13 December 2024.

Advertising was undertaken by way of notice in the local newspaper and in writing to 535 nearby landowners/occupiers within 200 metres of the proposed development. The development plans and all supporting documentation were also published on the City's website and a sign was installed on site.

A total of four submission were received as part of the advertising, all of which were objections. Concerns were raised regarding:

- The proposed land uses and their proximity to other Service Stations and Motor Vehicle Washes; and
- Increased traffic volumes.

A summary of the submissions received, with responses provided by the City is included in **Attachment 4**. The main issues raised, along with those identified by the City during the assessment process will be discussed in further detail in the 'Planning Assessment' section below.

Referrals/Consultation with Government/Service Agencies

No referrals/consultations with Government Agencies were required as part of this application.

Design Review Panel Advice

Not applicable

Planning Assessment:

The proposal has been assessed against the relevant requirements of the Scheme, State and Local Planning Policies and ACSP 87 as outlined within the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application:

- Zoning and Land Use Permissibility;
- Traffic, Access and Parking;
- Built Form;
- Signage
- Landscaping;
- Amenity Impacts

Zoning and Land Use Permissibility

Submissions were received regarding the compatibility and need for the proposed uses, noting that there are multiple within the vicinity of the proposal.

The subject site is identified as Precinct A within ACSP 87, and as such the proposed land uses have the following permissibility:

- Service Station – ‘A’ use; and
- Motor Vehicle Wash – ‘D’ use.

Precinct A is intended to be the Main Street Centre Core, maximising activity and intensity adjoining Butler Rail Station. This is intended to be facilitated through encouraging a mix of intensive uses which generate activity outside core business hours, such as speciality stores and supermarkets and facilitate a combination of public and private realm spaces for community meeting, pedestrian activity and traffic flows. The proposed uses facilitate business outside of core hours, given they are proposed to operate 24 hours a day. Whilst the proposed uses do not provide for retail or encourage community meetings and pedestrian activity, they considered complementary support services and are appropriate to be located within a commercial hub.

Service Station

The proposed Service Station is an ‘A’ use within the Precinct A, as such it is capable of approval subject to advertising and the decision maker exercising its discretion. To consider the suitability of the proposed Service Station the land use has been assessed against LPP 2.9.

The purpose of LPP 2.9 is to ensure that Service Stations are appropriately located, developed to a high architectural standard, don’t unduly impact the surrounding road network and are appropriately separated from any nearby sensitive land uses. The proposed Service Station is considered to satisfy the objectives of LPP 2.9 with regard to the following:

- The design of the proposed Service Station has an appropriate standard of architectural features and has minimised the inclusion of blank walls. The design includes large window openings and incorporates portions of cladding and texture groove panelling on the eastern façade;
- The location and amount of signage has regard and is generally consistent with the City’s Local Planning Policy 4.6: Signs; and
- The Service Station is appropriately separated from any sensitive uses to mitigate any potential impacts of noise, light, fumes and visual amenity. The nearest residential premises is approximately 100 metres from the Service Station, on the western side of Camborne Parkway.

The Service Station is considered to be compatible with the surrounding context of the area.

Motor Vehicle Wash

The proposed Motor Vehicle Wash is a Discretionary land use in Precinct A and therefore capable of consideration.

There are no local planning policies applicable to the Motor Vehicle Wash as such the use is required to be assessed against DPS 2 Schedule 6 provisions, with which it generally complies. In addition, the proposed use is located away from Residential uses, with the closest residential development approximately 100 metres away.

The Motor Vehicle Wash is therefore considered compatible with its location.

Dog Wash

The dog wash is considered incidental to the associated use of a Motor Vehicle Wash due to the uses being generally comparable, with the dog wash as a complimentary use and minor in scale. As such the Dog Wash is considered compatible and appropriate with its location.

The proposed land uses are therefore considered to be capable of approval within the Precinct A.

Access, Traffic and Parking

Access

As previously discussed, site has limited physical access in the form of an access leg, which connects the site to Butler Boulevard to the south. The proposed development also includes two points of access via the internal road located on the adjoining site to the north. This is required to allow for truck manoeuvrability, as demonstrated in the swept paths provided within the Traffic Impact Assessment (TIA), prepared by Transcore (**Attachment 5**). The City's Traffic team have reviewed the TIA and have indicated that given the swept paths do not demonstrate truck access via Butler Boulevard, they cannot confirm whether the required truck manoeuvrability can be achieved via the existing access point.

The easements over Lot 4 are only for the purposes of passing over the land, however, the proposal includes works to modify the existing footpath, light poles and removal of car parking bays within the adjoining lot to facilitate the new points of access. Given works are required on the adjoining lot to facilitate access to the development, it is the City's view that this would constitute development and therefore require consent from the owner of Lot 4 in accordance with Clause 62 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The City requested the required consent; however, this has not been provided as part of the proposal. The applicant has provided legal advice that the development does not constitute works (**Attachment 6**). Notwithstanding this, the City has liaised with its legal team and are of the view that the works to facilitate access meets the definition of 'development' and requires consent from the landowner.

The City is of the view that while the subject site has physical access from the access leg that connects it to Butler Boulevard, the proposed access to the north is required for the lot to appropriately function for the required truck manoeuvrability. It is recommended that a condition be imposed requiring access arrangements be entered into to facilitate access over Lot 4 to the subject site. The portion of Lot 4 required for

access will require development approval and be constructed prior to the issuance of a building permit, to the satisfaction of the City.

Traffic

A number of submissions were received which states that the development would cause further congestion of the local road network.

A TIA was submitted in support of the application which outlines the current and future traffic volumes on the surrounding road network (**Attachment 4**). The TIA estimates a peak hourly generation of 235 vehicles per hour (total of inbound and outbound traffic), with the peak AM hours between 8:00am-9:00am and the peak PM hours between 4:00pm-5:00pm. The TIA further outlines that up to 47% of the vehicle movements would be pass-by trips, and therefore already utilising the road network. The TIA has been reviewed by the City's Traffic Services, who have indicated that it is acceptable, and the proposal would not pose operating concerns on the surrounding road network.

Parking

The proposed uses require the following parking as per the DPS 2 requirements:

Land Use	DPS 2 Parking Provision	Parking Details
Service Station	5 bays per service bay plus 7:100m ² non-service bay net lettable area. Up to 50% of non-service bays may be located in refuelling positions.	11 bays (with up to 5 allowed within fuel refuelling bays)
Motor Vehicle Wash	1	1
Total Bays Required		12 bays (with up to 5 in the refuelling bays)
Total Bays Provided		19 bays: • 14 parking bays; and • 5 bays within refuelling bowsters.

Based on the above, the parking provided for the uses are compliant with the requirements set out within DPS 2.

Built Form

The development has been assessed against the relevant provisions of DPS 2. The proposed built form is compliant with the setback requirements, as detailed below:

DPS2 Setback Requirements	Proposal
Butler Boulevard (Primary Street Setback): 6 metres	58m
Clayton Street (Internal Service Road): Nil	Nil

The setbacks are consistent with the requirements of DPS 2, noting that the lot is a battleaxe lot as such any built form is located significantly behind the street setback. The adjoining Clayton Street forms part of private lot, with an access easement, as such the built form allows for a nil setback and is consistent with the built form to the north of the internal service road.

Based on the above, it is considered that the built form responds to the requirements of DPS 2 and as such is acceptable.

Signage

The proposal has been considered against the provisions set out within the City's *Local Planning Policy 4.6 – Advertising Signs* as the proposal includes both wall and pylon signs throughout the subject lot. The intent of the Local Planning Policy is to ensure a high-quality standard of design in outdoor advertising, whilst reducing and minimising potential clutter, as to preserve visual quality and character of localities and transport corridors.

All proposed wall signs are considered to be appropriate in their distribution in the context of the site, with all content relating to the operation and branding of the proposal. The LPP 4.6 imposes the following provisions for pylon signs.

LPP 4.6 Provision	Proposal
Not exceed 6 metres in height by 2.5 metres in width.	Pylon sign 1: 6.9m high x 1.8m wide Pylon sign 2: 6.9m high x 2.5m wide
Be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage.	The sign abutting Butler Boulevard is located on the primary street boundary. In addition, it has a nil setback to the side boundary and is located 0.8 metres from the adjoining lots existing pylon sign.
Be located centrally within the lot and no closer than 3 metres to a side boundary.	

The City is not supportive of the pylon signs being over the permitted 6 metre height limit for the following reasons:

- The pylon signs will be clearly visible from the street and passing vehicles. As such, the proposed additional height is considered to be over development and likely to negatively impact on the amenity of the area by way of visual prominence.
- The signs are not advertising multiple tenancies, as such there is no need for additional height to be required.
- There is proposed signage and corporate branding on the buildings, and the applicant is proposing two pylon signs on the site. It is considered that the collective number of signs will contribute towards the advertising and visibility on site and as such there is not nexus to vary the height.

The pylon sign abutting Butler Boulevard is heavily constrained due to the irregular shape of the subject lot and the narrow street frontage. The applicant has advised that it is a requirement for the owner to provide a pylon sign presenting fuel prices to the public road. Notwithstanding this, the City is not supportive of the pylon sign being located with a nil setback to the street or being in close proximity to the existing Shopping Centre pylon sign, as this may obstruct visibility from the public realm. Despite this, the City acknowledges that the substantial site constraints, particularly in relation to the primary street frontage and the operational necessity to present fuel prices.

In light of the above, it is recommended that a condition be imposed for the pylon signs to be reduced to 6 metres and the primary street setback of the pylon sign abutting Butler Boulevard be increased from 0 metres to 4.77 metres to ensure this as far back from the primary street as possible and limits the potential for blocking the existing pylon sign (see **Attachment 7**).

Landscaping

A minimum of 8% landscaping is required to be consistent with DPS 2, of which the proposal is meeting, with 9% landscaping across the site as demonstrated in the landscaping plan (**Attachment 8**). The proposal is therefore consistent with the requirements of DPS 2, and the landscaping is supported subject to a condition being applied for the implementation of the proposed landscaping in accordance with the provided plans prior to the commencement of use.

Amenity Impacts

Odour/Gas

The proponent will be required to obtain a Dangerous Goods Site Licence from the Department of Mines, Industry Regulations and Safety (DMIRS) to store and sell fuel from the subject site. The following considerations are assessed as part of issuing the licence:

- Spill or leak containment;
- Segregation of dangerous goods;
- Control of ignition sources in hazardous areas;
- Control of hazardous substances that include any gas, vapour, mist, fume or dust;
- Design, construction, maintenance, and location of storage or handling systems, including location and separation distances so that as far as reasonably practicable they can be operated with minimal risk to people, property and the environment; and
- Underground storage or handling systems for petroleum products designed, installed, operated and maintained so that they do not leak.

The applicant has advised that the proposal will include a 'Stage 1' Vapour Recovery System (VR1), which captures vapours during the refuelling of underground fuel storage tanks by fuel tankers, which draws vapours directly into the tanker for offsite removal which will be utilised to control any odour and/or vapours from the site.

Further, the City notes that the proponent is required to obtain a 'Dangerous Goods Site License' from the Department of Energy, Mines, Industry Regulation and Safety (DEMIRS) prior to occupation of the development to store and sell fuel from the site. The issuing of this license requires the operator to complete a risk assessment which addresses spill or leak containment; segregation of dangerous goods, control of hazardous substances; and design, construction, maintenance and location of underground storage or handling systems to reduce the risk of leaks and ensure operation poses minimal risk to people, property and the environment. As part of this licensing process, the operator must confirm that any odours and/or vapours emitted from the development do not impact sensitive land uses beyond the site boundaries. Noting the above, the City considers that the concerns regarding the safety risk of the development and the impact of odours and/or vapours will be sufficiently managed through the strict requirements imposed on the operator as part of this licensing process.

Noise

An acoustic report, prepared by Herring Storer Acoustics, has been submitted in support of the application which outlines the projected noise output from the proposed use (**Attachment 9**). The acoustic report outlines that through the implementation of the recommended of the report, the noise received as the closest neighbouring properties will comply with the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations).

The City has reviewed the acoustic report and subject to the report's recommendations being actioned, it will satisfy the Noise Regulations.

Conclusion:

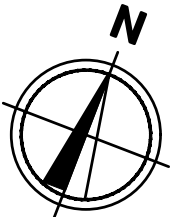
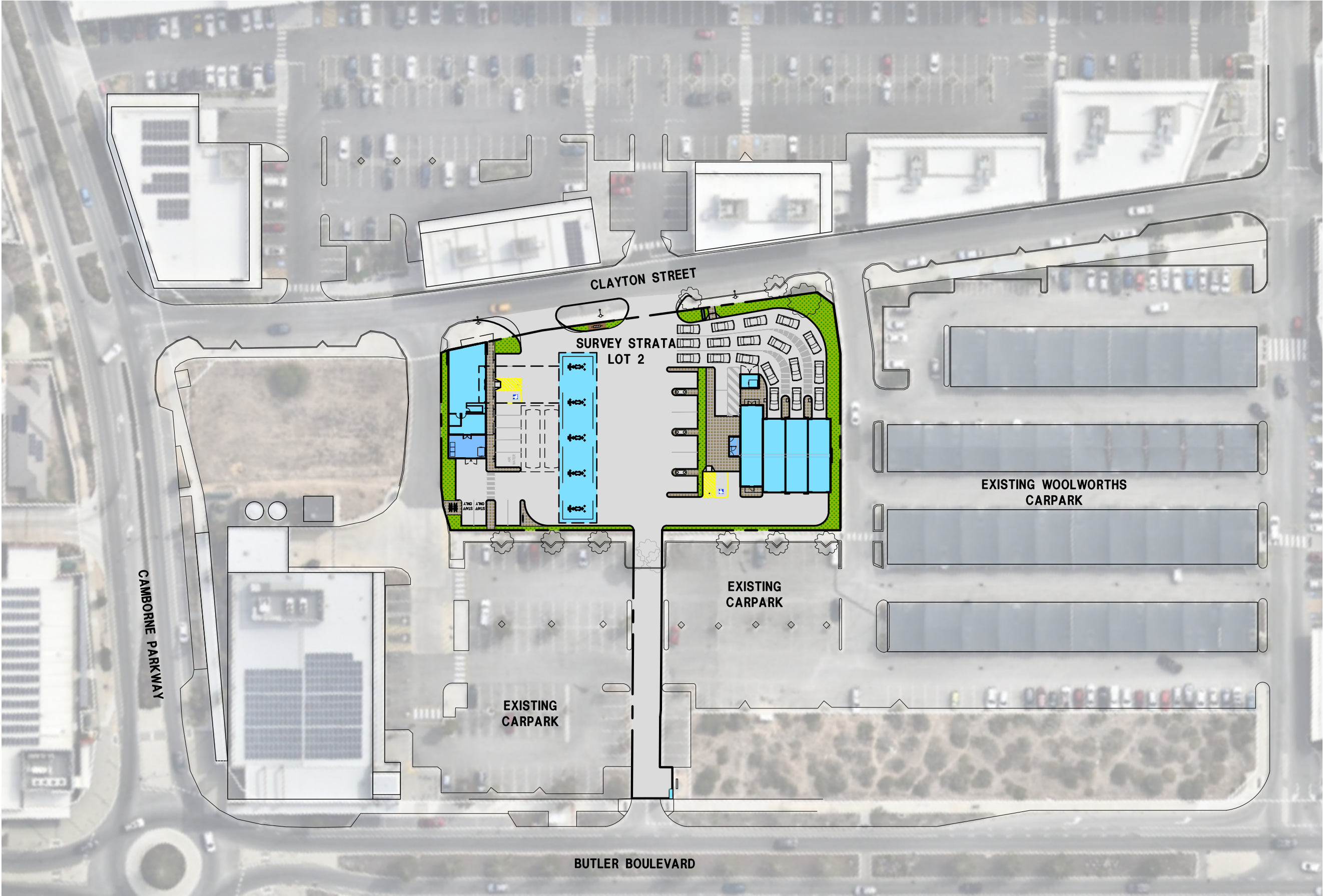
The development application for a Service Station and Motor Vehicle Wash at Lot 2 (125) Butler Boulevard, Butler has been assessed against the relevant framework. The proposed land uses are capable of approval on the subject lot, in accordance with the requirements of DPS 2 and the application has been advertised in accordance with the Deemed Provisions.

The proposal is generally aligned with the objectives and complies with the relevant provisions of the applicable legislation, as detailed in this report. Notwithstanding the above, in its current form, the proposal has physical access however does not adequately demonstrate sufficient vehicle manoeuvrability. The subject site does have legal access by way of an access easement, therefore allowing the proposed development to be considered and approved subject to the access issues being sufficiently addressed as discussed in the background and planning report sections of this report.

It is therefore recommended that the application be approved, subject to conditions addressing the issues raised within this report.

Alternatives

Whilst the City recommends this application be approved, should the JDAP resolve to refuse the application, an alternate recommendation is provided in in **Attachment 10**.



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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DEVELOPMENT APPLICATION

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NO.	DATE:	REVISION:	DRAWN:	CHECK:
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	04.07.24	LAYOUT UPDATED	MDB	SJH
C	23.01.25	BIKE RACK / PYLON SIGNAGE UPDATED	MDB	SJH

A3 SHEET

SITE LOCATION PLAN

NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	23.01.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0859
Dwg	-	DA01
Rev	-	C

LEGEND

- LANDSCAPING AREA 459m²
REFER TO LANDSCAPING PLAN.
- SELECTED PAVING.

CLAYTON STREET

PROPOSED CROSSOVER
BDY: 58.77m

6m HIGH x 2.5m WIDE
CARWASH PYLON SIGNAGE.

TANKER
REFUELING
POINT.

PROPOSED
CROSSOVER

BDY: 20.32m

SERVICE
STATION

G.F.A 150m²
F.F.L: 44.00

INTERNAL LAYOUT TO
TENANT REQUIREMENTS.

SERVICE

DDA
TOILET

BACK OF
HOUSE

BIN
STORE

PARKING

5400x2600
BAYS

FUEL
CANOPY

10 BAYS
F.F.L: 44.10

AIR/WATER
BAY

UNDERGROUND FUEL
TANK FARM.

BIKE RACKS.

STAFF
ONLY

STAFF
ONLY

FUEL
VENTS

SURVEY
STRATA
LOT 2
4125m²

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

BIN
STORE

RESERVED
SERVICE
BAYS

DOG
WASH

PLANT
ROOM

CAR
WASH

G.F.A
307m²
F.F.L:
44.00

AUTO

AUTO

AUTO

E10

BDY: 28.46m

BDY: 3.9m

BDY: 5.2m

E7

E6

E9

E5

E4

E11

E1

E2

BDY: 57.54m

E3

E8

EXISTING
CAR BAYS

BDY: 56.70m

BDY: 156.06m

BDY: 82.43m

BDY: 6.57m

BDY: 8.57m

E12

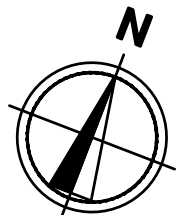
EXISTING WOOLWORTHS
PYLON SIGNAGE.

6.9m HIGH x 1.8m WIDE SERVICE
STATION PYLON SIGNAGE.

BUTLER BOULEVARD

SITE PLAN

SCALE 1:250



HINDLEY & ASSOCIATES
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DEVELOPMENT APPLICATION

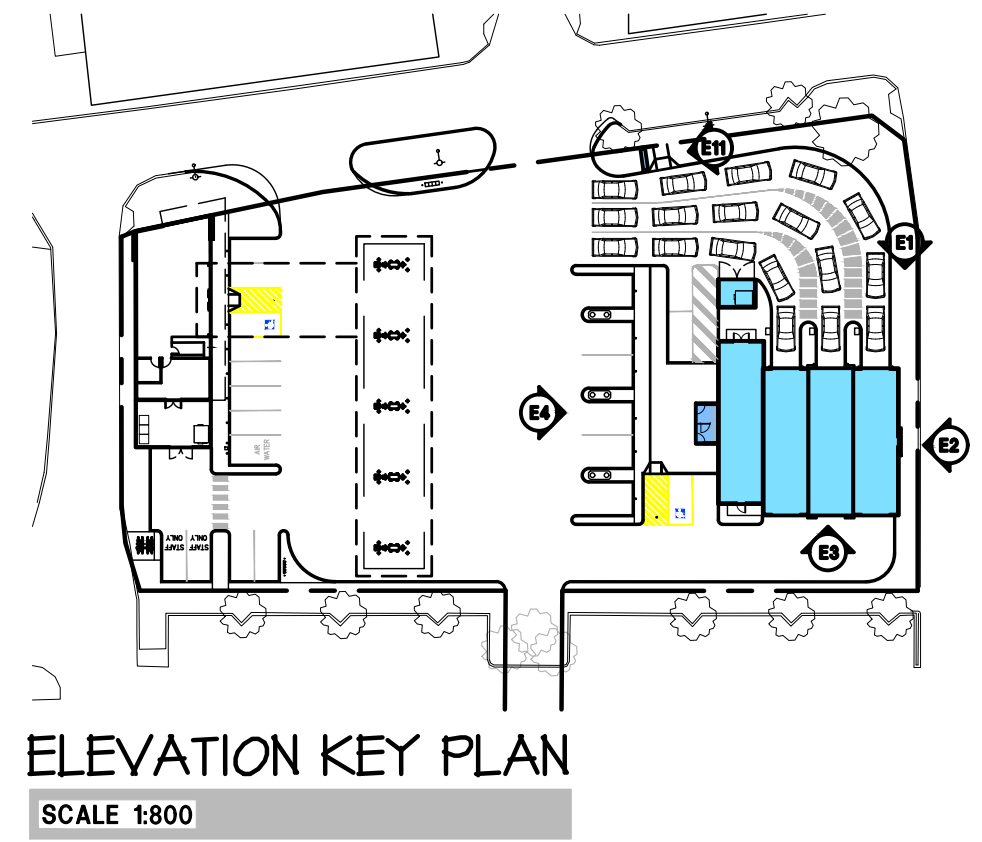
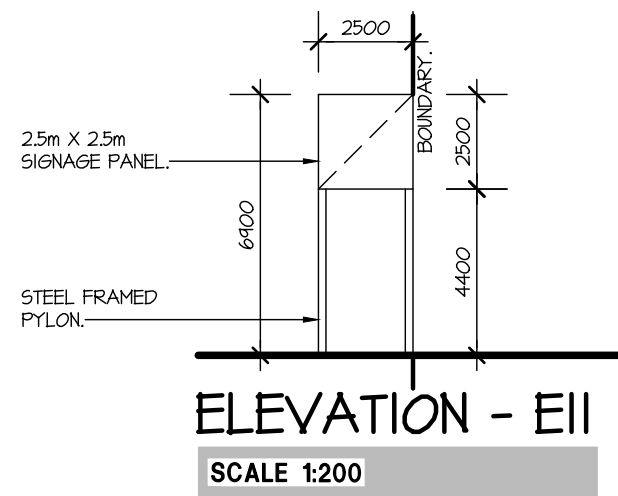
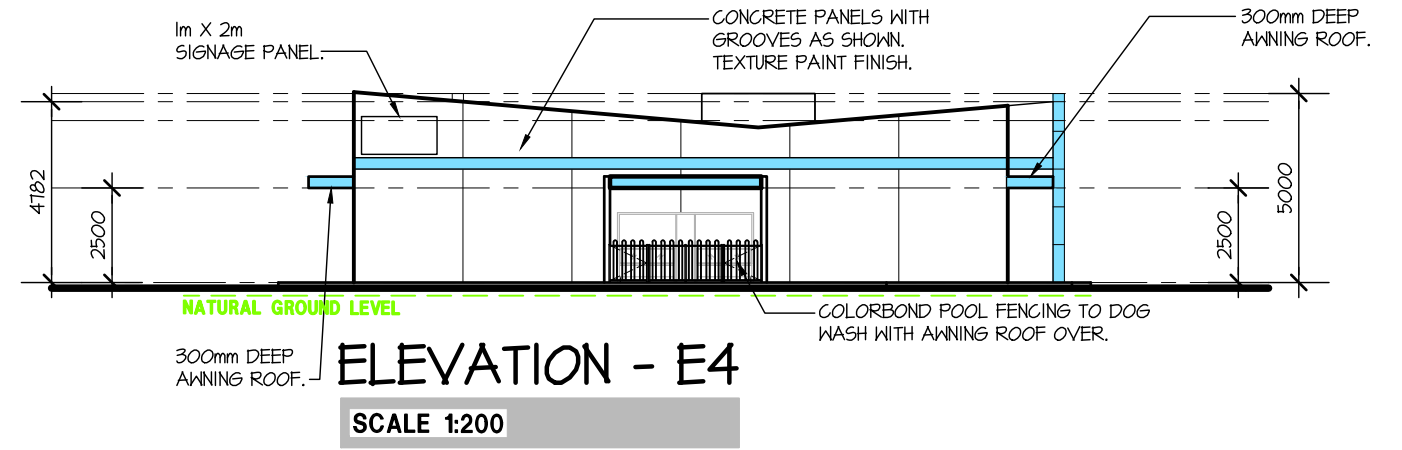
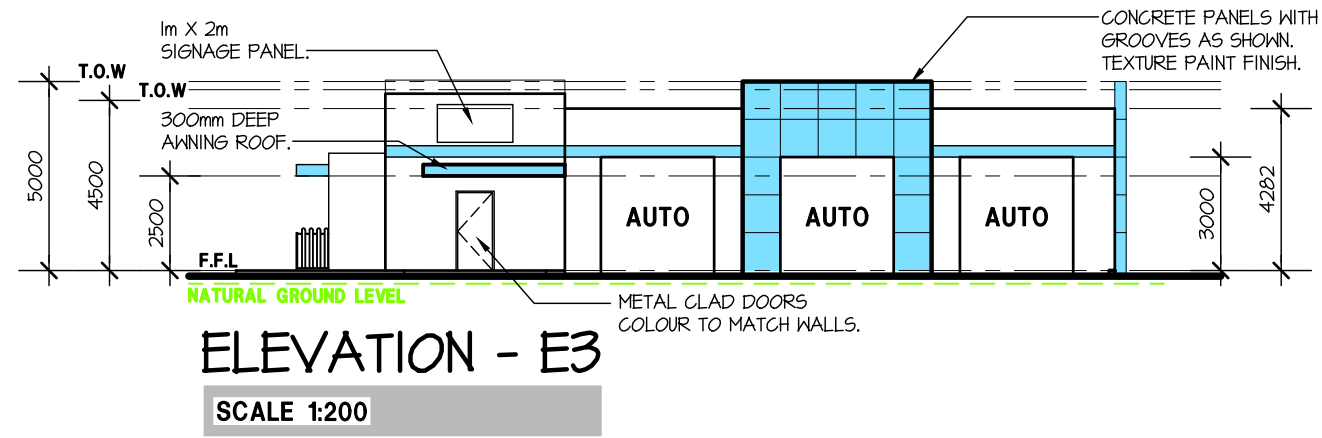
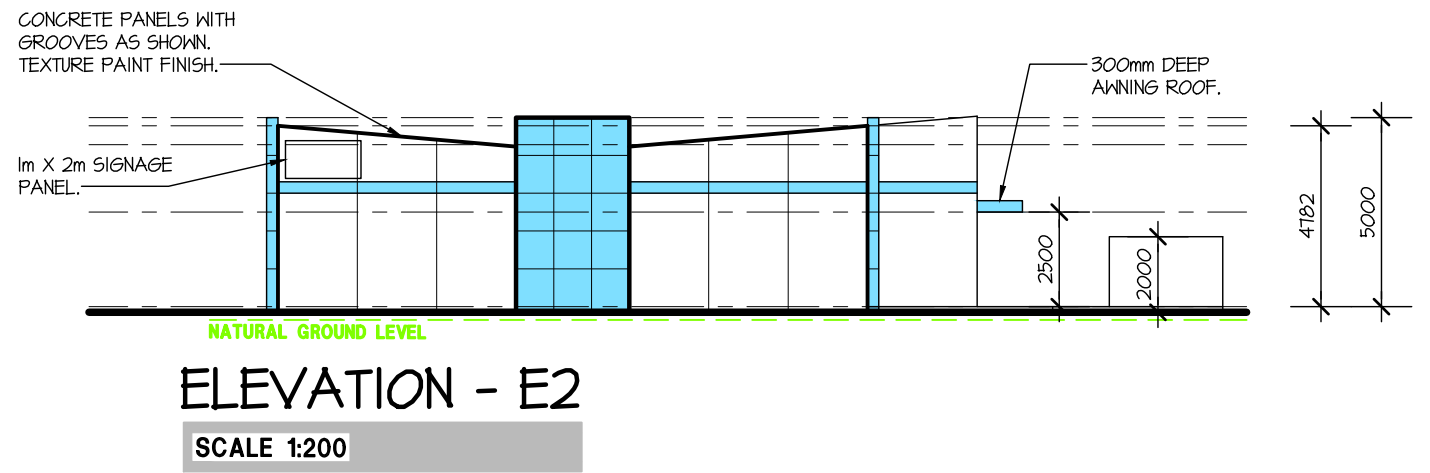
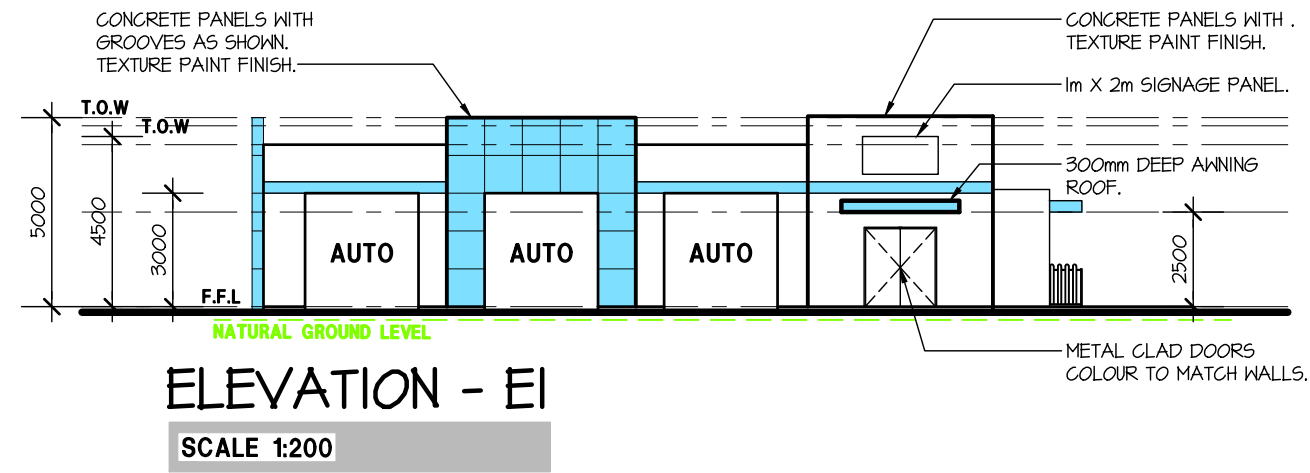
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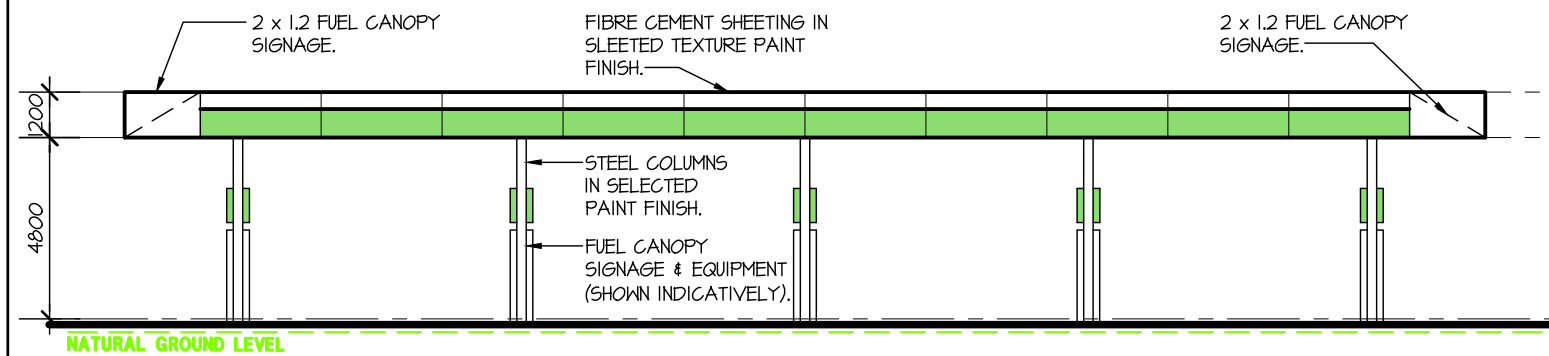
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B	04.07.24	LAYOUT UPDATED	MDB	SJH
C	23.01.25	BIKE RACK / PYLON SIGNAGE UPDATED	MDB	SJH
D	13.03.25	PYLON LOCATION UPDATED	MDB	SJH
E	03.04.25	EXISTING & PROPOSED PYLON SIGNAGE UPDATED	MDB	SJH

A3 SHEET

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

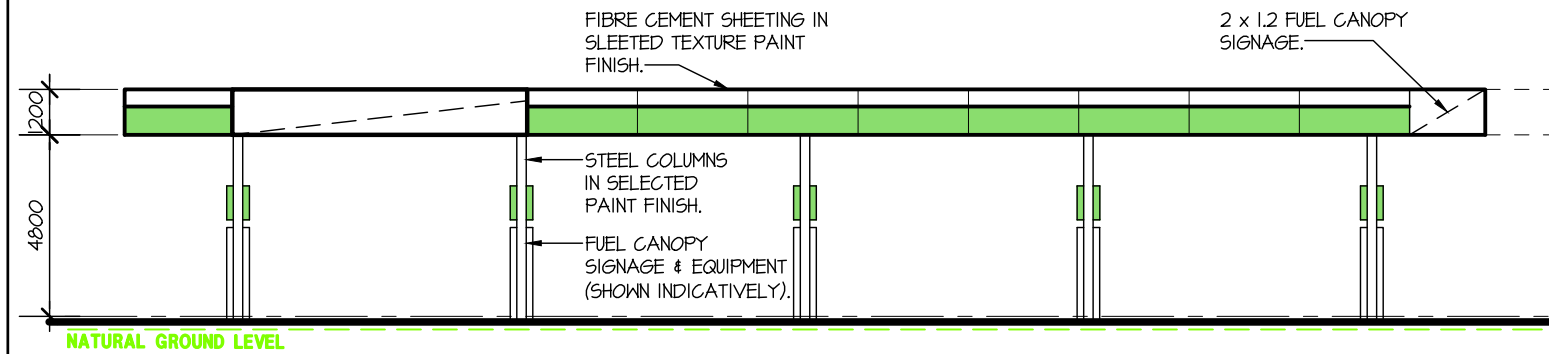
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Design - SJH
Drawn - MDB
Checked - SJH
Scale - 1:250
Job No. 0859
Dwg - DA02
Rev - E





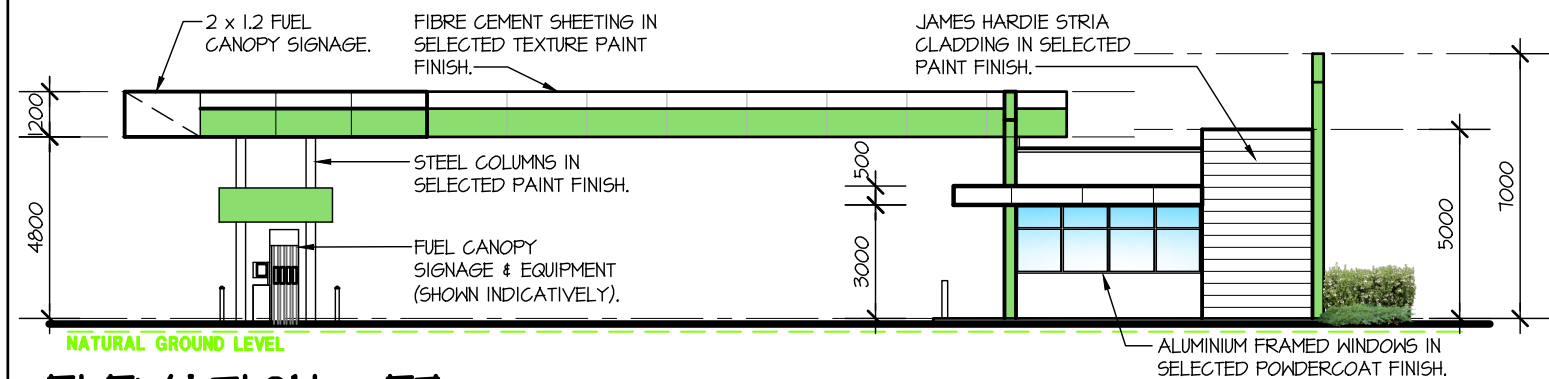
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SCALE 1:200



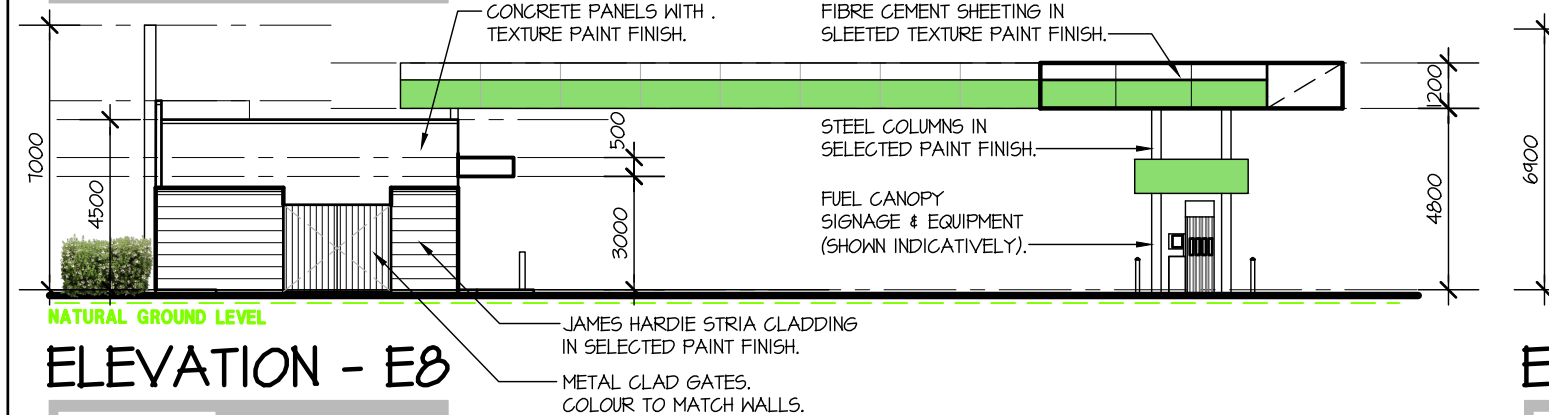
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SCALE 1:200



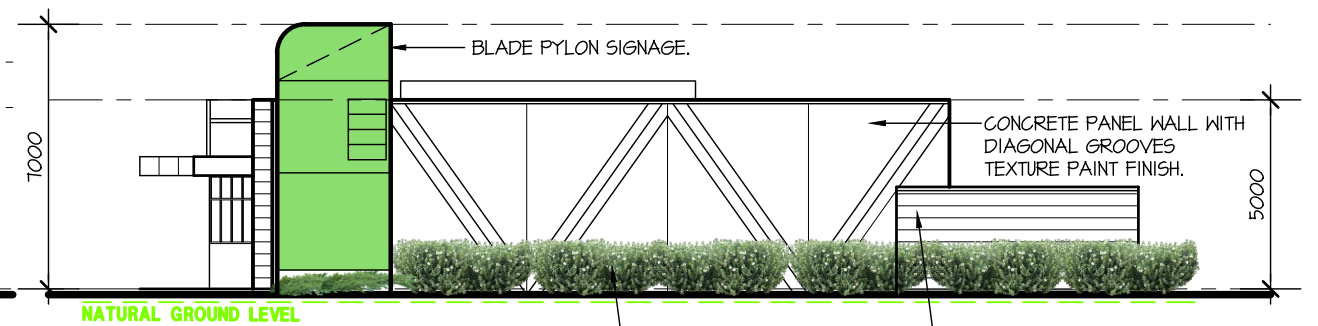
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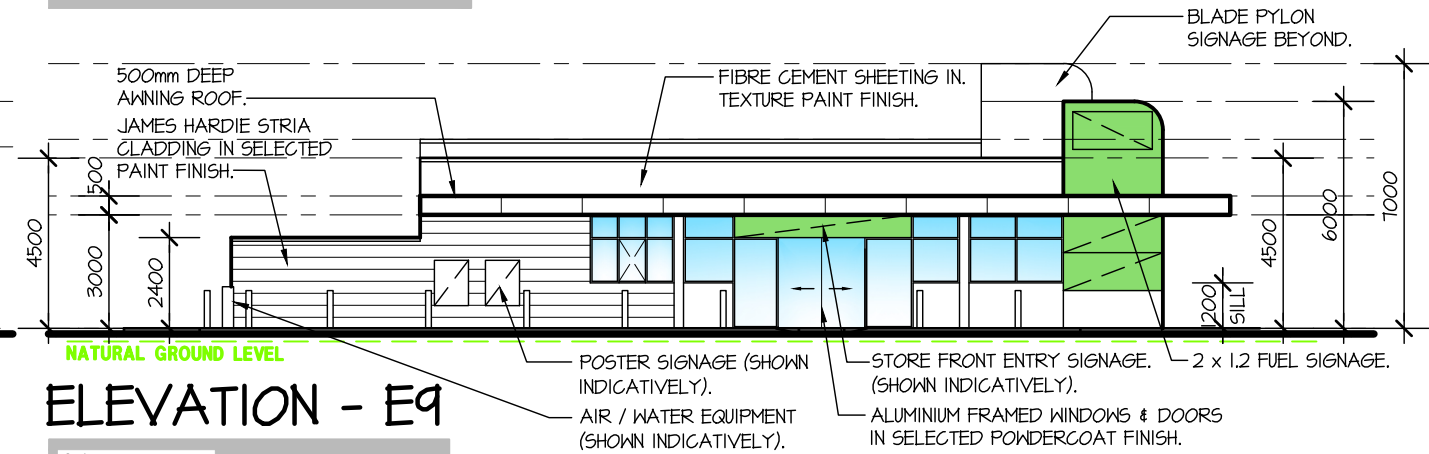
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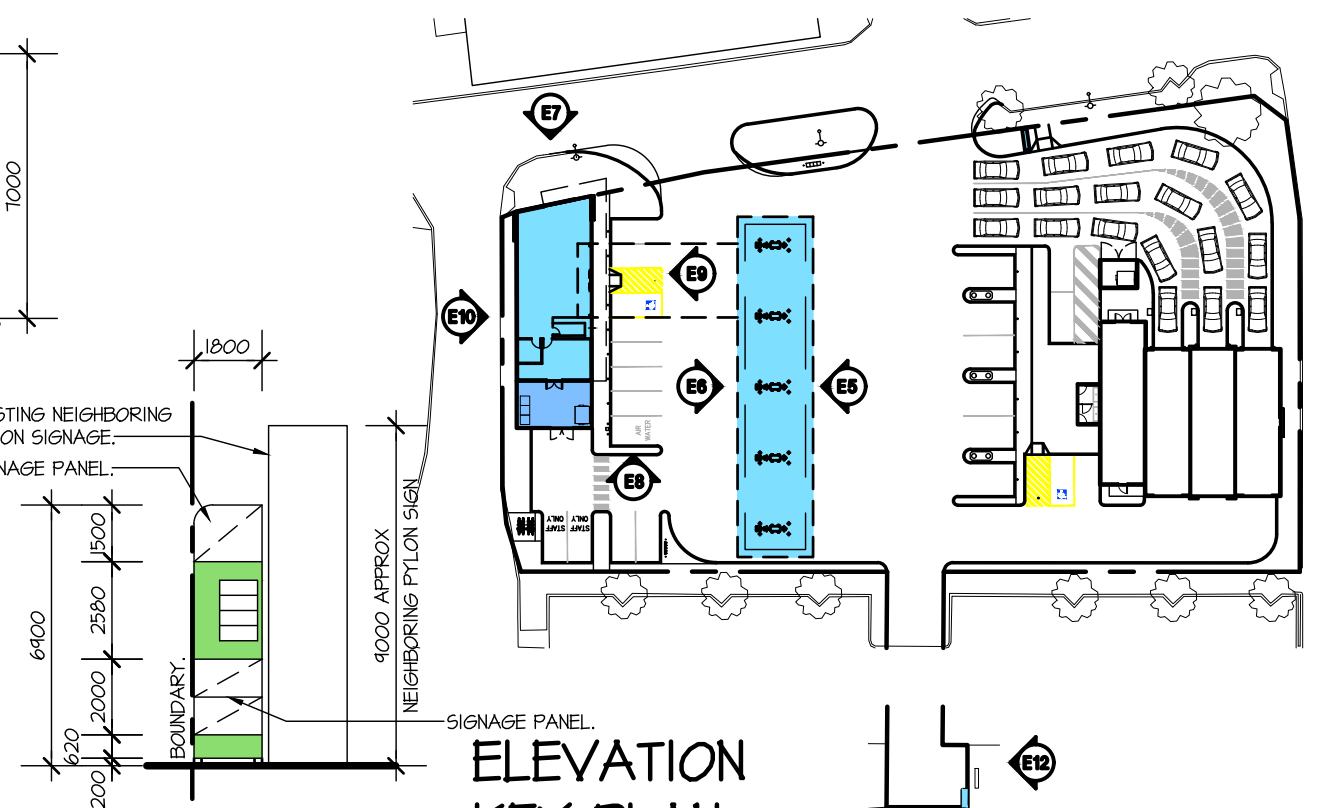
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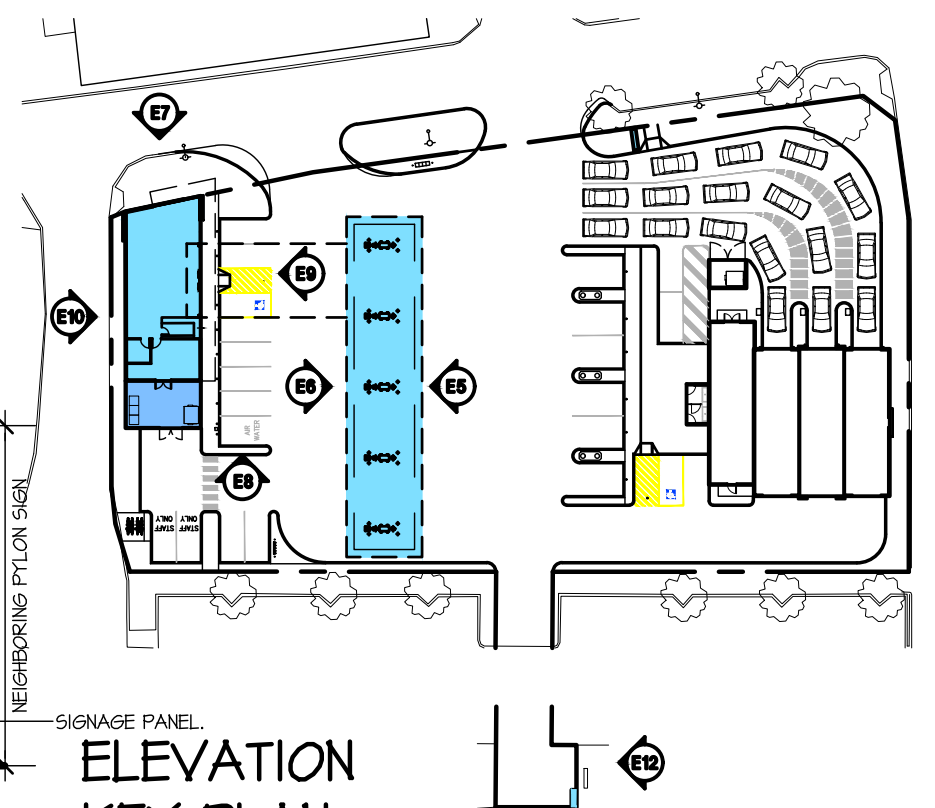
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SCALE 1:200



ELEVATION - E12

SCALE 1:200



ELEVATION KEY PLAN

SCALE 1:800

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B	04.07.24	LAYOUT UPDATED	MDB	SJH
C	23.01.25	PYLON SIGNAGE UPDATED	MDB	SJH
D	13.03.25	PYLON SIGNAGE UPDATED	MDB	SJH
E	27.03.25	PYLON SIGNAGE UPDATED	MDB	SJH

A3 SHEET

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date - 27.03.25
Design - SJH
Drawn - MDB
Checked - SJH
Scale - AS SHOWN
Job No. 0859
Dwg - DA04
Rev - E

HA
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BUILDING DESIGNERS
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DEVELOPMENT APPLICATION



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A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MOB	SJH

A3 SHEET

PERSPECTIVES

NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd



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DEVELOPMENT APPLICATION

Date - 02.05.25
Design - SJH
Drawn - MOB
Checked - SJH
Scale - AS SHOWN
Job No. 0859
Dwg - DA05
Rev - A



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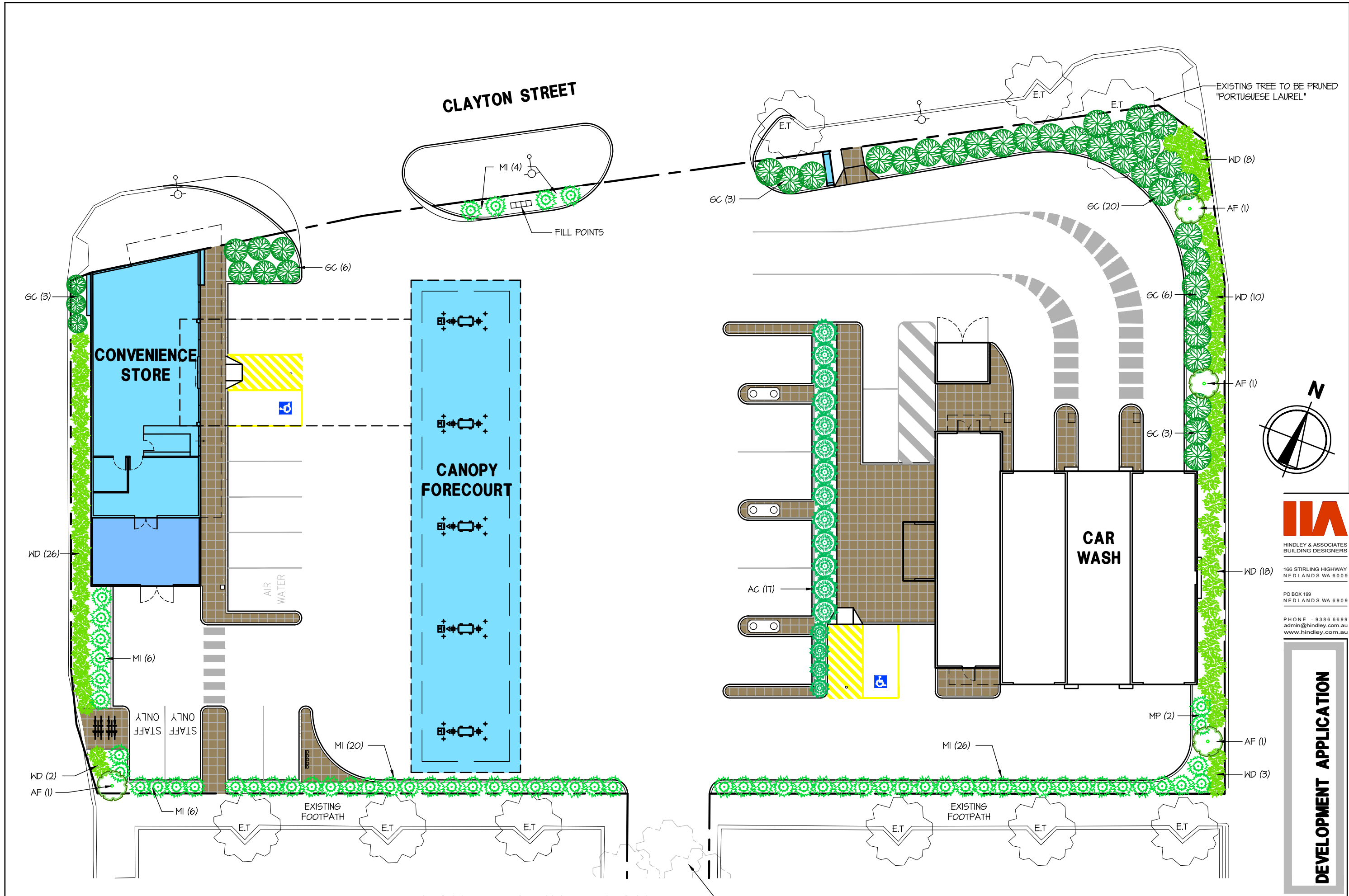
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A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH

A3 SHEET

PERSPECTIVES
NOT TO SCALE

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date - 02.05.25
Design - SJH
Drawn - MDB
Checked - SJH
Scale - AS SHOWN
Job No. 0859
Dwg - DA06
Rev - A



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A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB SJH
B	23.01.25	LANDSCAPING UPDATED	MDB SJH

LANDSCAPING PLAN

SCALE 1:250

A3 SHEET

EXISTING TREES TO BE REMOVED FOR CONNECTING TO EXISTING CARPARK.

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	23.01.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0859
Dwg	-	LS01
Rev	-	B

DEVELOPMENT APPLICATION

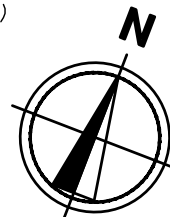


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PLANT SCHEDULE				
SYMBOL	BOTANIC NAME	MATURE HEIGHT X WIDTH	MINIMUM INSTALLATION POT SIZE	NUMBER
	WESTRINGIA DAMPIERI	1.5m X 1.5m	13cm	67
	MYOPORIUM INSULARE	10cm X 1m	13cm	64
	APTENIA CORDIFOLIA	10cm X 1.5m	13cm	17
	GREVILLEA CRITHMIFOLIA	10cm X 2m	13cm	41
	AGONIS FLEXUOSA	8m X 6m	75L	4

SHRUB VARIETIES



WESTRINGIA DAMPIERI

TREE VARIETIES



AGONIS FLEXUOSA

GROUND COVER VARIETIES



MYOPORIUM PARVIFOLIUM



APTENIA CORDIFOLIA



GREVILLEA CRITHMIFOLIA

LEGEND

EXISTING TREES (E.T)

SELECTED MULCH UNDER PLANTING AS PER NOTES.

SELECTED PAVED FOOTPATH.

EXISTING LIGHT POLE.

PLANTING NOTES / SPECIFICATIONS

I. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY & DOMUS NURSERY. SPECIES & POT SIZES INDICATED ARE SUBJECT TO AVAILABILITY AT TIME OF PLANTING.

2. ALL PLANTING AREA ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE AND THE INSTRUCTIONS BELOW.

A. PREPARATION OF SOIL IN GARDEN BED AREAS

I. REMOVE ALL TRACES OF BUILDERS MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEIOUS MATERIAL.

II. REMOVE ALL WEEDS IN GARDEN BEDS AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURERS SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.

III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.

IV. UNDERTAKE SOIL IMPROVEMENT SUITABLE FOR NATIVE PLANTS.

B. MULCH

I. AFTER PLANTING, APPLY CHUNKY (20-25mm) PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 75mm (MAXIMUM 100mm) TO ALL PLANTING BEDS KEEPING MULCH CLEAR OF PLANT STEMS.

IRRIGATION SPECIFICATIONS

I. ALL GARDEN BEDS TO BE IRRIGATED. WATER SUPPLY TO SCHEME WATER

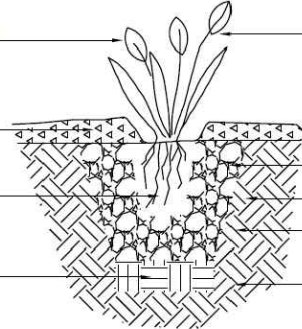
2. IRRIGATION LAYOUT BY OTHERS.

See Plant Schedule for minimum plant sizes required at planting.

Specified mulch to be spread to a depth of 75mm - create water retention area around plant.

Carefully tease out root ball prior to planting.

Cultivate native soil to a depth of 150mm under plant hole.



All shrubs and ground covers are to be healthy, well grown specimens, free of pests and diseases and not pot-bound.

150mm depth topsoil

Dig hole twice as wide and deep as root ball

Cultivate subgrade - break up sides and base of hole

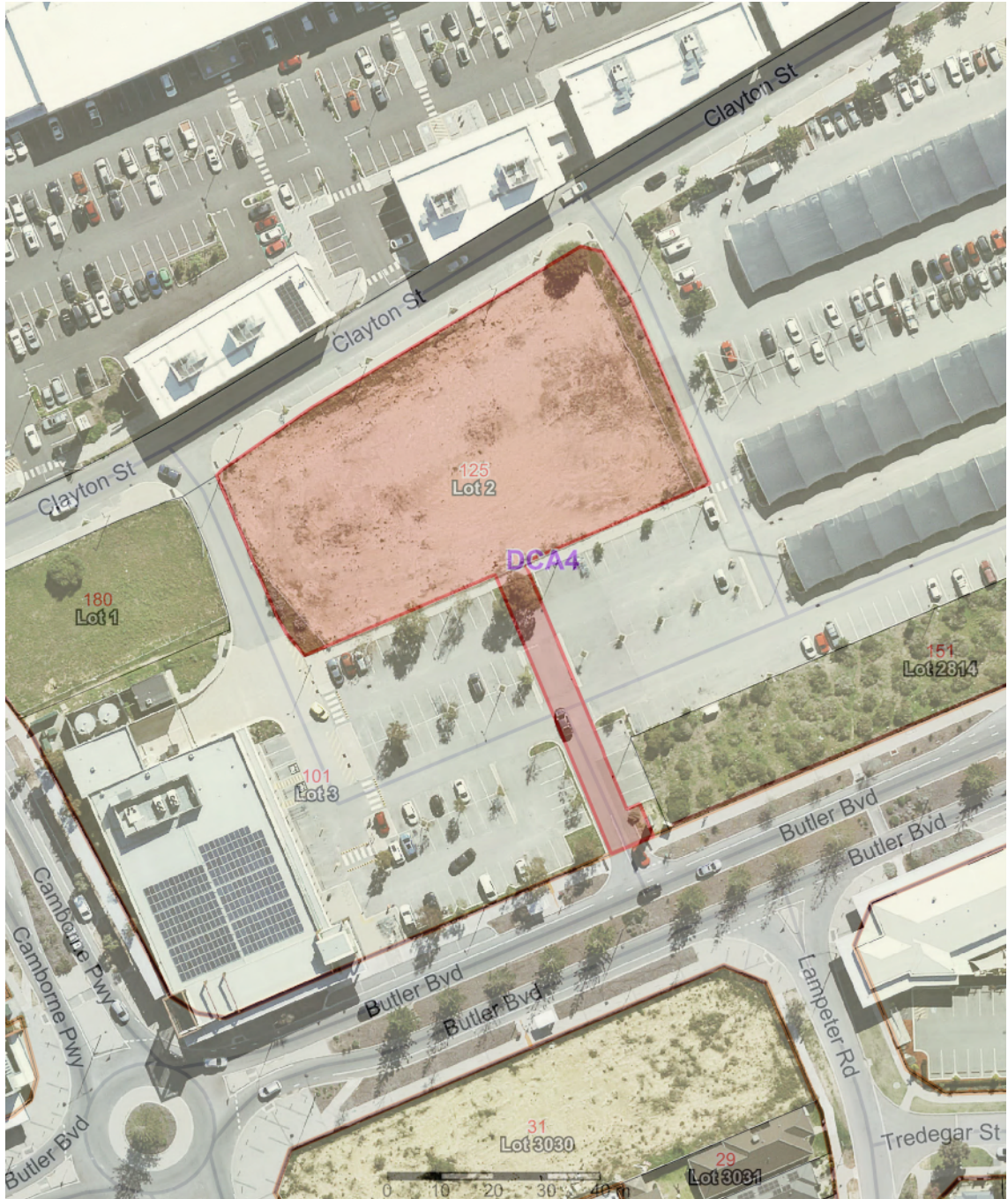
Native soil

SHRUB PLANTING DETAIL

NOT TO SCALE

LANDSCAPING SCHEDULE / NOTES

SCALE 1:250



Attachment 2 - Location Plan

Date: 9/06/2025

Printed by McQuillan, Rhiannon



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Scale = 1:1250



Plan Information

Tenure Type	Freehold
Plan Type	Deposited Plan
Plan Purpose	Subdivision

Plan Heading

Lots 4, 100, Easements and Covenant

Locality & Local Government

Locality	Butler
Local Government	City of Wanneroo

Department of Planning, Lands and Heritage

File Number	
-------------	--

Examination

Examined	Date
----------	------

Planning Approval

Planning Authority	Western Australian Planning Commission
Reference	160620

In Order For Dealings

Subject To	
------------	--

Plan Approved

For Inspector of Plans and Surveys	Date
------------------------------------	------

Inspector of Plans and Surveys / Authorised Land Officer

Date

Survey Details

Field Records	140690
Declared as Special Survey Area	Yes

Survey Method Regulatory Statement

Survey carried out under Reg. 26A Special Survey Area Guidelines. See survey sheet(s) to determine the true final position and type of all survey marks placed for this plan.

Survey Method and Plan Content Variations

Approved Variation Type	Reference
-------------------------	-----------

Survey Certificate - Regulation 54

I, **Stuart G. THOMSON** hereby certify that this plan is accurate and is a correct representation of the -

(a) survey; and

(b) calculations from measurements recorded in the field records, undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

FINAL

Licensed Surveyor	Date
-------------------	------

Survey Organisation

Name	MNG MCMULLEN NOLAN GROUP
Address	PO Box 3526, SUCCESS W.A. 6964
Phone	6436 1599
Fax	6436 1500
Email	info @ mngsurvey.com.au
Reference	102159dp-002h

NOTE 'Y' - The dimensions and position of this Easement are based on accurate surveyed alignments

Amendments

Version	Lodgement Type	Amendment Description	Authorised By	Date
2	Replacement	Amend to be 2 lots	Stuart G. THOMSON	13/04/2023

Former Tenure

New Lot / Land	Parent Plan Number	Parent Lot Number	Title Reference	Subject Land Description
100	DP 406016	PT LOT 2815	2969-56	
4	DP 406016	PT LOT 2815	2969-56	
	DP 406016	LOT 2811	2969-52	

Former Tenure Interests and Notifications

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
33b	EASEMENT (Sewerage)	SEC 167 OF THE P & D ACT REG 33 (b)	DP406016	LOT 4	WATER CORPORATION	
C	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	DP406016	LOTS 4 & 100	LOT 4 MARKED X AND LOTS 2812, 2813 & 2814 ON DP406016	SEE NOTE 'Y'
D	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	DP406016	LOT 4	LOT 100, LOT 4 MARKED P LOTS 2812, 2813 & 2814 ON DP406016	SEE NOTE 'Y'
Z	EASEMENT (Public Access)	SEC 195 & 196 OF THE L.A.A.	DOC 0182285	LOTS 4 & 100	CITY OF WANNEROO AND THE PUBLIC AT LARGE	SEE NOTE 'Y'
W	EASEMENT (DRAINAGE)	SEC 136C OF THE T.L.A.	DP406016 & DOC 0182284	LOT 4	LOT 100 AND LOT 4 MARKED V	

New Interests

Subject	Purpose	Statutory Reference	Origin	Land Burdened	Benefit To	Comments
F	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	THIS PLAN	LOT 4	LOT 100	
G	RIGHT OF CARRIAGE WAY	SEC 136C OF THE T.L.A.	THIS PLAN	LOT 100	LOT 4	
A B	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOT 100	CITY OF WANNEROO	RESTRICTION OF ACCESS No road vehicle access to and from Butler Boulevard and to and from Camborne Parkway

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

MNG

MCMULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

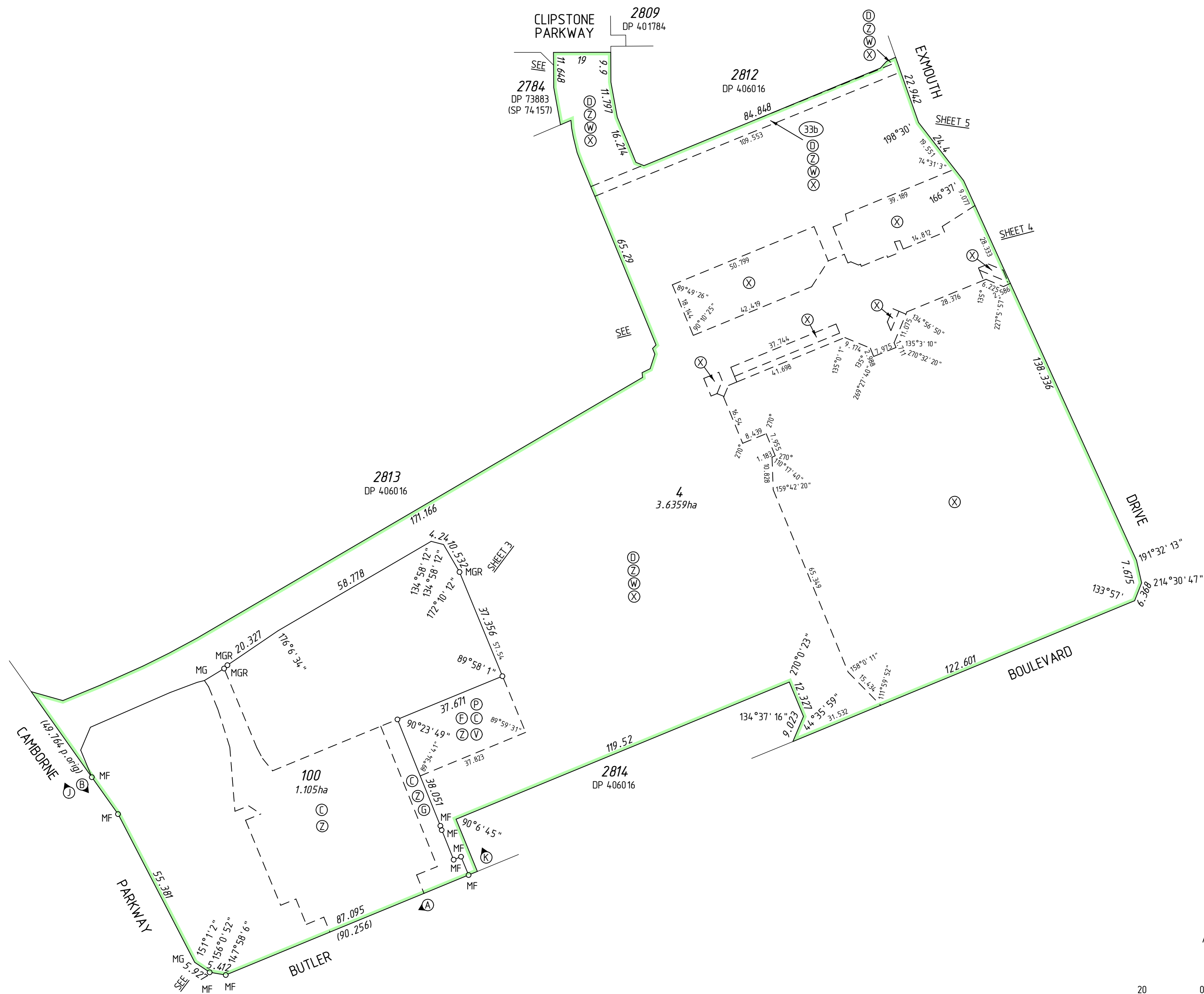
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ADDITIONAL SHEETS
SURVEY SHEET

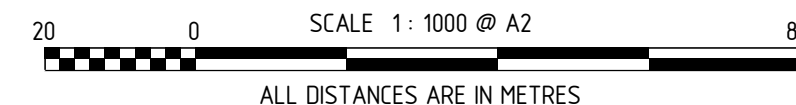
SHEET 1 OF 5 SHEETS

VERSION NUMBER 2

DEPOSITED PLAN
419857



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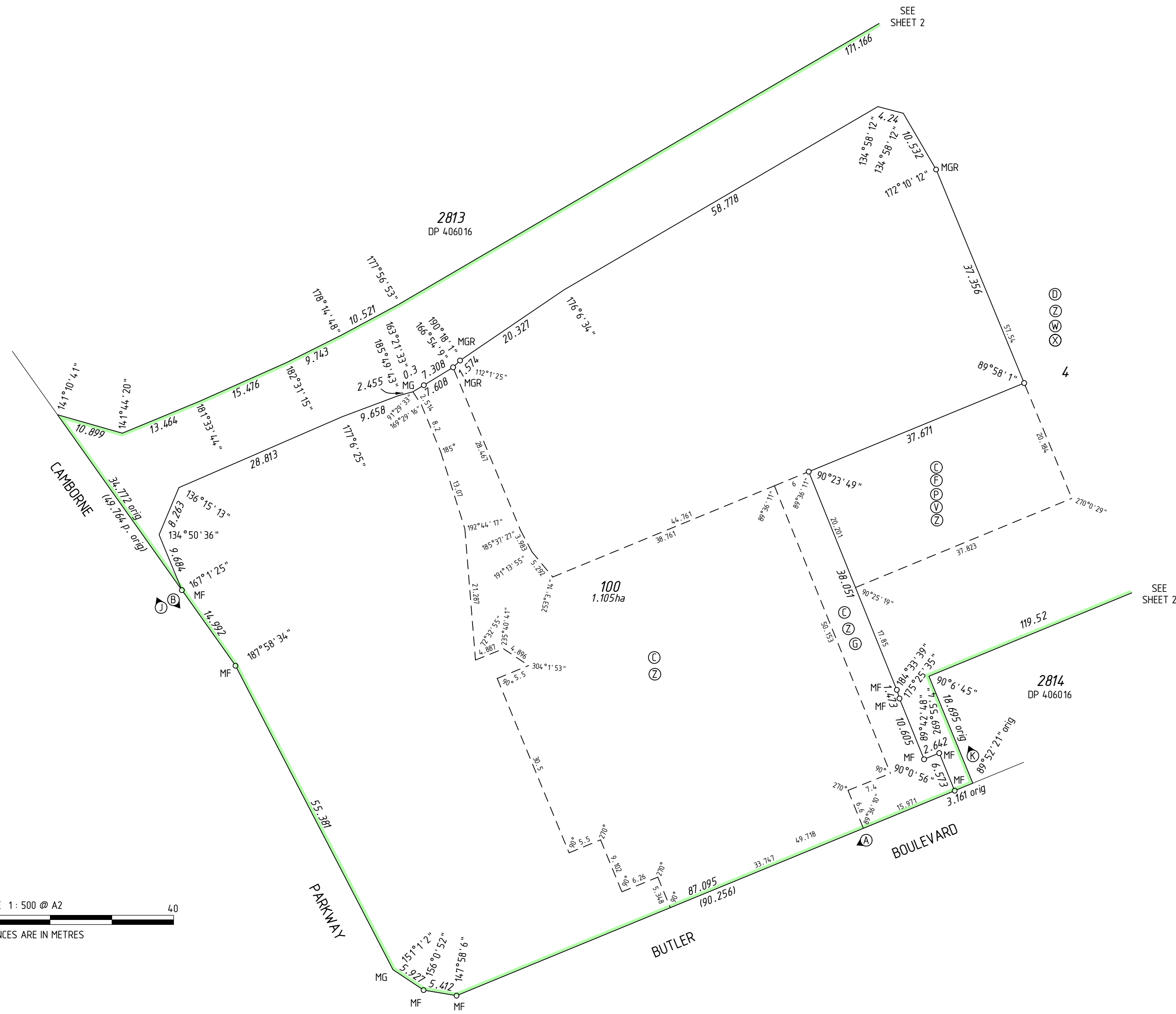
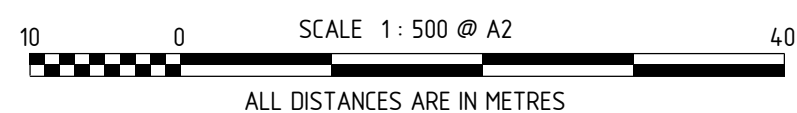
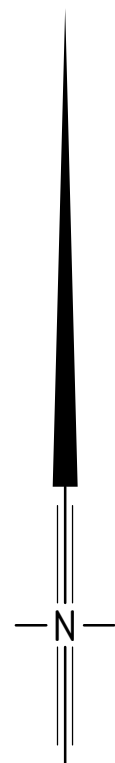
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PO Box 5526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

ADDITIONAL SHEETS
SURVEY SHEET

SHEET 2 OF 5 SHEETS

VERSION NUMBER 2

DEPOSITED PLAN
419857



MNG Ref : 102159dp-002h - DP4 19857#01.CSD

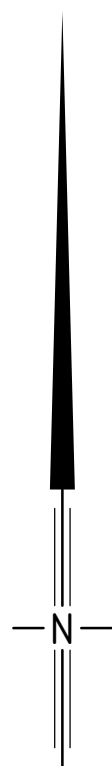
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ADDITIONAL SHEETS
SURVEY SHEET

SHEET 3 OF 5 SHEETS

VERSION NUMBER 2

DEPOSITED PLAN
419857



MNG Ref : 102159dp-002h - DP4 19857#01.CSD

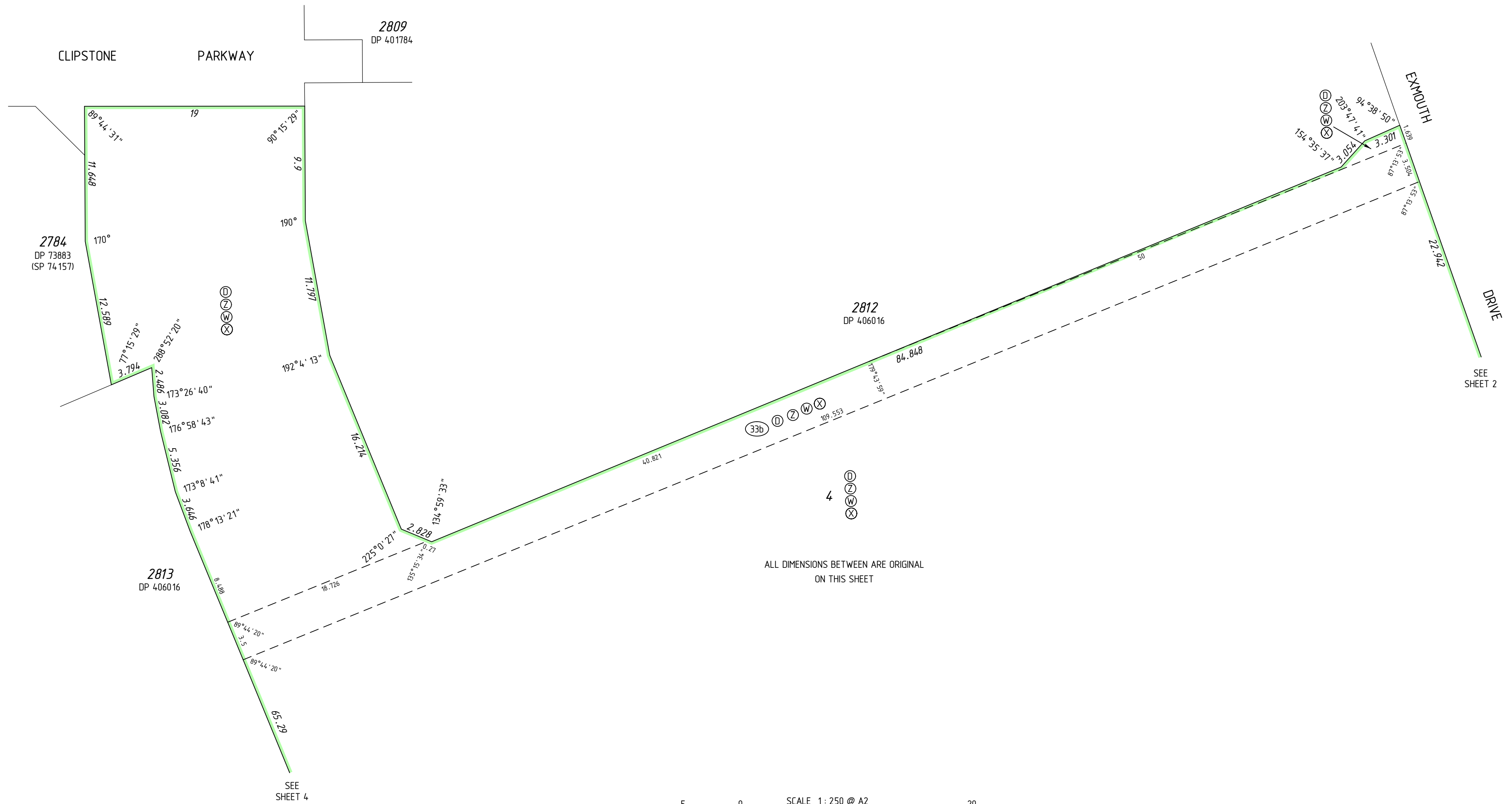
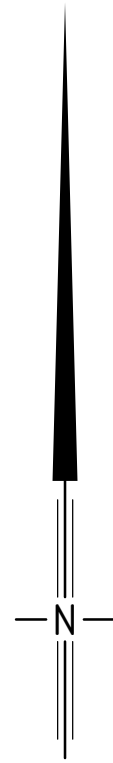
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ADDITIONAL SHEETS
SURVEY SHEET

SHEET
4 OF 5

VERSION NUMBER
2

DEPOSITED PLAN
419857



THIS SURVEY SHEET WILL BE
REPLACED BY THE SURVEY DATA

Schedule of Submissions – 125 Butler Boulevard, Butler – Service Station and Motor Vehicle Wash

Total Support	0
Total Objection	4
Total Comments	0
Total Submissions	0

No.	Position	Figure	Summary of Submissions	Administrations Comments	Recommendation
1	Object	1.1	Butler Blvd has not been constructed to accommodate the increased flow of traffic from the freeway at present without having larger numbers of vehicles in this specific area as it is only one lane in each direction and congestion is already a problem. Transperth buses cause even more congestion as there are no facilities for them to stop out of the traffic flow, or sufficient room for vehicles to pass when they stop to deliver or uptake passengers.	The Traffic Impact Assessment (TIA) provided and has been reviewed by the City's Traffic team. The Traffic team are satisfied with the findings of the TIA, and the ability for the road network to accommodate the additional traffic flow.	No changes required.
		1.2	There is a variety of fuel outlets in close proximity already giving local residents multiple choices and competitive pricing.	DPS 2 does not restrict the number of Service Stations or Fast Food Outlets within a certain locality and the development is driven by market demand. A Service Station is an 'A' use and a Fast Food Outlet is a 'D' use in a Commercial zone therefore it is capable of being considered within the proposed location.	No changes required.
		1.3	The private roadways to the shopping centre are width restricted, not built to handle such large vehicles as tankers and are not lane marked which has already caused numerous collisions of vehicles.	See comments ref 1.1. In addition, it is noted that swept paths have been provided within the TIA demonstrating the ability for a 17.25m Fuel Tanker to manoeuvre the internal road.	No changes required.

		1.4	Motorists exiting onto Cambourne Pkwy can only travel in one direction which will cause more congestion and incidents at the nearby roundabout. Until the current traffic facilities are improved we wish our objection to this proposal be acted upon.	See comments ref 1.1	No changes required.
2	Object	2.1	There are already too many service stations in a 1-3km radius especially as people are moving to electric/hybrid vehicles.	See comments ref 1.2	No changes required.
3	Object	3.1	We already have sufficient service stations and car washes, we don't need anymore, especially not a 24/7 car wash!	See comments ref 1.2	No changes required.
4	Object	4.1	I am writing to formally object to the proposed development of a service station and motor vehicle wash at 125 Butler Boulevard. The primary concern is the impact on road safety. Butler Boulevard is already an extremely busy thoroughfare, and the addition of a service station and car wash will inevitably increase traffic congestion. This could lead to a higher likelihood of unsafe driver-pedestrian and driver-driver interactions, further compromising the safety of the community.	See comments ref 1.1	No changes required.
		4.2	Furthermore, the industrial area located nearby offers a much more appropriate site for such services. Situating the proposed facilities in the industrial zone would alleviate safety risks while still providing convenient access for motorists.	See comments ref 1.2	No changes required.



Engineering a better future for over 20 years!

Proposed Commercial Development, 125 Butler Boulevard, Butler

Transport Impact Assessment

PREPARED FOR:
West Construction

July 2024

Document history and status

Author	Revision	Approved by	Date approved	Revision type
R White	r01	B Bordbar	28/06/2024	
R White	r01a	B Bordbar	2/07/2024	Minor revision

File name: t23275-rw-r01a.docx

Author: Robin White

Project manager: Behnam Bordbar

Client: West Construction

Project: 101 Butler Boulevard, Butler

Document revision: r01a

Project number: t23.275

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1 Introduction

This Transport Impact Assessment (TIA) has been prepared for West Construction in relation to a proposed commercial development including a service station and car wash at 125 Butler Boulevard, Butler, in the City of Wanneroo.

The subject site is located on the southern side of Clayton Street, with an access leg extending south to Butler Boulevard, as shown in **Figure 1**.



Figure 1: Site location

2 Proposed Development

The overall layout of the proposed development is shown on the proposed site plan in **Figure 2** and **Appendix A**.

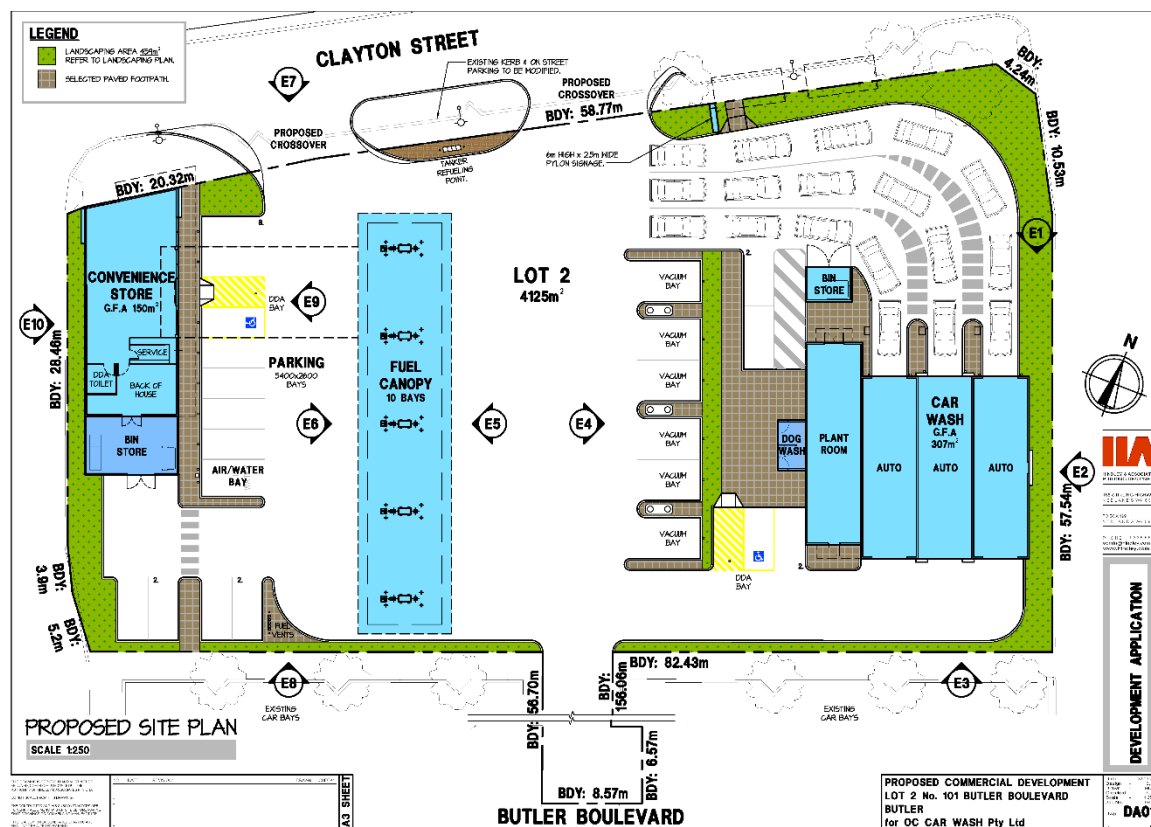


Figure 2: Proposed Development

The proposed development includes:

- Service station (10 vehicle fuelling positions);
- Car wash with three auto car wash tunnels and six vacuum bays;
- Dog wash (2 bays);
- 12 car parking bays at the service station (inclusive of one disabled bay); and
- 4 car parking bays at the car wash / dog wash (inclusive of one disabled bay).

The proposed development will have two driveway crossovers on Clayton Street on the northern side of the site, as well as access through to Butler Boulevard south of the site.

The southern access leg is already constructed from Butler Boulevard to approximately 8m south of the subject site and functions as the circulation roadway for adjacent car parks, as seen in **Figure 1**.

The two new driveway crossovers proposed on Clayton Street will both serve two-way traffic flow in and out of the proposed development.

- The eastern driveway will be the main entry to the fuel canopy and will also be the main entry and exit for the car wash / dog wash facility.
- The western driveway will be the main exit from the fuel canopy but will also provide entry and exit for vehicles specifically visiting the convenience store component of the service station, including delivery and waste collection vehicles for the service station.
- Fuel tankers delivering fuel will enter from Clayton Street via the western driveway, park adjacent to the fill point between the two driveways, then exit via the eastern driveway to Clayton Street.
- The southern access leg will be able to be used by vehicles entering to the fuel canopy and by vehicles travelling to and from the car wash and dog wash.

Turn path analysis has been undertaken which demonstrates satisfactory movement within the site for the fuel tanker and service vehicles. The fuel tankers servicing this site will be restricted to 17.25m length. The turn path analysis is provided in **Appendix B**.

3 Existing Situation

3.1 Existing Land Use

As shown in **Figure 3**, the subject site is located within the existing Butler activity centrewest of Butler rail station.



Figure 3: Existing land uses

Butler Central Shopping Mall is located to the east, with the shopping centre car park immediately to the east and southeast of the subject site. Dan Murhy's liquor store and associated car park are located southwest of the subject site. On the northern side of Clayton Street opposite the subject site is a large format retail development.

3.2 Existing Road Network

Butler Boulevard is classified as a District Distributor A in the Main Roads WA functional road hierarchy. In the vicinity of the subject site it is constructed as two-lanes divided (i.e. one traffic lane each way with a 5.5m central median) and on-road bicycle lanes. The default built up area speed limit of 50km/h applies.

Camborne Parkway is classified as a Local Distributor in the Main Roads WA functional road hierarchy. It is also constructed as two-lanes divided (one traffic lane

each way with a 5.2m central median) and on-road bicycle lanes. The default built up area speed limit of 50km/h applies.

The Butler Blvd / Camborne Pkwy intersection is constructed as a 4-way single-lane roundabout.

Clayton Street is constructed as a 7m wide single carriageway with one traffic lane each way. It has a 1.8m footpath and parallel parking bays along the southern side.

The Camborne Pkwy / Clayton St intersection is constructed as a full-movement T-intersection with a right turn lane constructed in the median of Camborne Parkway, as shown in **Figure 4**.



Figure 4: Camborne Pkwy / Clayton St intersection

3.3 Existing Traffic Volume on Roads

A June 2022 traffic count by the City of Wanneroo indicates Camborne Parkway (south of Manfield Avenue) carried average weekday traffic flows of 5,858 vehicles per day (vpd). Peak hour traffic flows were as follows:

- Weekday 8-9 AM peak hour: 539vph
- Weekday 4-5 PM peak hour: 580vph
- Saturday 12-1 PM peak hour: 480vph

Manual turn traffic counts were also undertaken by Transcore in March 2024 during those peak periods at the Camborne Pkwy / Clayton St intersection. The results of those peak hour traffic counts are shown in **Figure 5**. Note that the turn movements are as counted in March 2024 and the through movements on Camborne Parkway are based on the June 2022 traffic count.

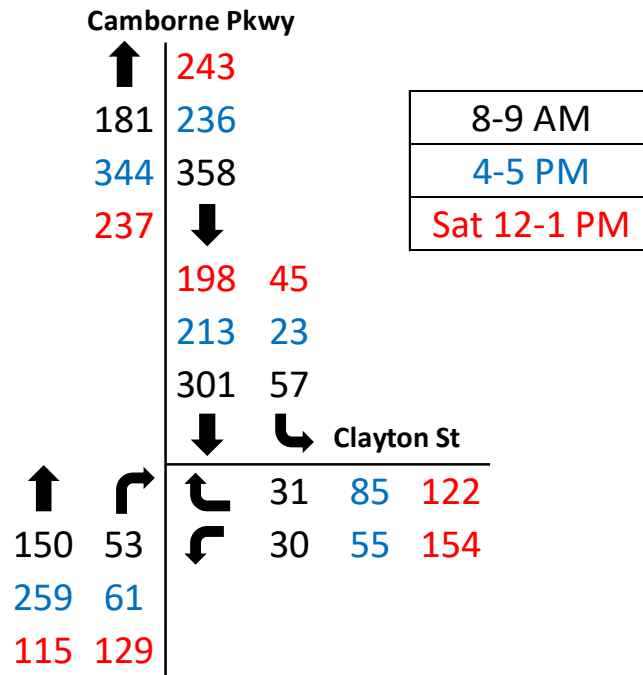


Figure 5: Existing peak hour traffic counts

3.4 Crash Records

Information available on the Main Roads WA website indicates the following crashes were recorded at the two intersections on Camborne Parkway in the vicinity of the subject site during the five-year period ending December 2023.

- Butler Blvd / Camborne Pkwy roundabout:
 - 11 crashes total
 - 2 injury requiring medical treatment, 3 PDO major and 6 PDO minor
 - 6 right angle, 2 rear end, 1 hit pedestrian (at 4-way intersection prior to construction of roundabout), 1 hit object (power pole) and 1 unknown crash type
- Camborne Pkwy / Clayton St T-intersection:
 - 1 crash total
 - 1 PDO major (PDO = property damage only)
 - 1 right turn / thru crash

3.5 Public Transport Access

The Yanchep Rail Extension is scheduled to open on 15 July 2024, extending the existing Joondalup Line northwards from Butler Station to Yanchep Station. Existing bus routes will change when this rail extension opens as shown in **Figure 6**.

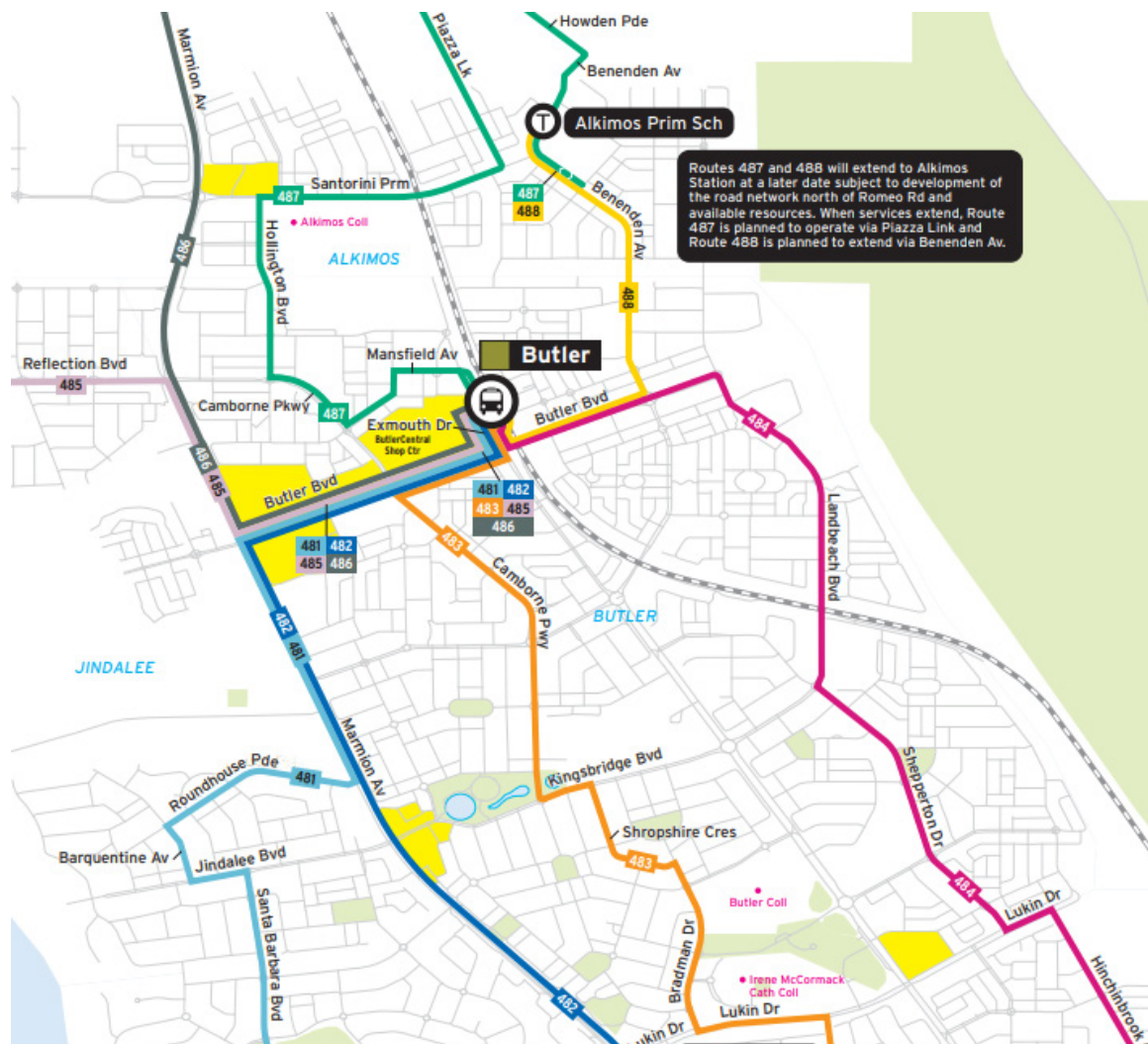


Figure 6: Bus routes at Butler Station with Yanchep Rail Extension

3.6 Pedestrian and Cyclist Facilities

Existing pedestrian and cycling facilities in the vicinity of the subject site include:

- Principal Shared Path along the western side of the railway line
- On-road cycle lanes on Butler Boulevard, Camborne Parkway, Exmouth Drive
- Shared paths on Butler Boulevard, Camborne Parkway, Exmouth Drive
- Footpath on the southern side of Clayton Street.

The surrounding road network of Butler and other nearby suburbs has been developed in accordance with WAPC *Liveable Neighbourhoods* guidelines including provision of a comprehensive path network on almost all roads and on-road cycle lanes on Neighbourhood Connector A roads and all Integrator Arterial roads.

3.7 Changes to Surrounding Transport Networks

The transport network around the subject site in the suburb of Butler is now largely complete since completion of the Mitchell Freeway extension to Romeo Road in 2023, which included construction of the Butler Boulevard interchange on Mitchell Freeway.

As noted in section 3.5, the Yanchep Rail Extension is scheduled to open on 15 July 2024, extending the existing Joondalup Line northwards from Butler Station to Yanchep Station. Existing bus routes will change when this rail extension opens as shown in **Figure 6**.

4 Integration with Surrounding Area

The proposed commercial development is consistent with other car-based commercial land uses and adjacent car parks surrounding the subject site within this part of the Butler activity centre, as can be seen in **Figure 3**.

5 Traffic Assessment

5.1 Assessment Period

Due to the nature of the proposed development, it is expected that peak activity periods of the proposed development will be strongly correlated with peak periods of traffic flow on the surrounding road network. Accordingly, traffic assessment has been undertaken for the road network weekday AM and PM peak hours (8-9AM and 4-5PM) and Saturday peak hour (12-1PM).

For the purpose of this TIA, it is assumed that the proposed development would be completed in 2025. WAPC Transport Impact Assessment Guidelines indicate that traffic assessment should be undertaken for the year of opening and 10 years after the opening. In this instance the traffic analysis has only been undertaken for the year 2035 as there is no value in assessing 2025 too because it would just be the same road network and access arrangements with less traffic on it.

5.2 Trip Generation

Service station

Trip generation for the service station has been calculated using trip rates published in the ITE Trip Generation Manual (11th Edition) - Land Use 945: Convenience store/gas station.

Accordingly, the trip rates which were used to estimate traffic generation for this component of the proposed development are as follows:

- Weekday AM peak hour of adjacent street traffic: 16.06vph per vehicle fueling position;
- Weekday PM peak hour of adjacent street traffic: 18.42vph per vehicle fueling position; and
- Saturday peak hour: 17.01vph per vehicle fueling position.

Car wash

Traffic generation for the proposed car wash has been estimated based on the anticipated capacity of the facility. It is understood that this type of automated car wash facility in Australia typically takes around 6 to 10 minutes per vehicle, so peak hour trip rates of 16vph per lane have been used (i.e. 8 in / 8 out, which equates to 7.5 minutes per vehicle).

Dog wash

It is conservatively assumed than one customer could use each dog wash bay every 20 minutes, which means up to three customers per hour per dog wash bay. Accordingly, trip rates of 6vph per dog wash bay have been used.

Other assumptions related to traffic generation are as follows:

- Directional splits of 50% in / 50% out assumed for all these land uses as they are all dominated by customer arrival / departure. This is consistent with directional splits for convenience store / gas station in the ITE Trip Generation Manual (11th Edition).
- Pass-by rates were sourced from the ITE Trip Generation Handbook (3rd Edition): Service Station with Convenience Market (#945): 62% for AM and 56% for PM (average of 60% was used for all peak hours).
- Conservatively, 0% pass-by rate was assumed for the car wash and dog wash land uses as no published data was available.

Table 1 summarises the trip generation of the proposed development and the proportions of primary trips and pass-by trips.

Table 1: Trip generation of the proposed land uses

Land use	Quantity	Units	Weekday AM peak	Weekday PM peak	Sat peak	AM peak in %	PM peak in %	Sat peak in %
Conv. Store with fuel sale	10	fuel positions	16.06	18.42	17.01	50%	50%	50%
Auto car wash	3	lanes	16	16	16	50%	50%	50%
Dog wash	2	bays	6	6	6	50%	50%	50%

Total trips to/from site (with internal cross trade)										
Land use	Cross Trade	Weekday	Weekday	Sat peak	AM		PM		Sat peak	
		AM (vph)	PM (vph)	(vph)	IN	OUT	IN	OUT	IN	OUT
Conv. Store with fuel sale		161	184	170	80	80	92	92	85	85
Auto car wash	20%	38	38	38	19	19	19	19	19	19
Dog wash	0%	12	12	12	6	6	6	6	6	6
TOTAL TRAFFIC		211	235	221	106	106	117	117	110	110

Land use	Passing trade	Passing Trade Component						Primary Trips Component					
		AM		PM		Sat peak		AM		PM		Sat peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Conv. Store with fuel sale	60%	48	48	55	55	51	51	32	32	37	37	34	34
Auto car wash		0	0	0	0	0	0	19	19	19	19	19	19
Dog wash		0	0	0	0	0	0	6	6	6	6	6	6
TOTAL TRAFFIC		48	48	55	55	51	51	57	57	62	62	59	59

Accordingly, it is estimated that the proposed development would generate traffic flows of approximately 211vph, 235vph and 221vph (total of inbound and outbound trips) during the weekday AM and PM and Saturday peak periods. Note that approximately 45% to 47% of these vehicle movements would be pass-by trips already on the adjacent road network and not new traffic on the surrounding road network, so the net increase in traffic flows will be approximately 114vph (AM peak), 124vph (PM peak) and 118vph (Saturday peak).

5.3 Trip Distribution

The distribution of trips that will be attracted to the subject site has been estimated based on available access routes between the subject site and surrounding residential areas.

The anticipated distribution of primary trips to and from the subject site for each land use is summarised in **Table 2**. The difference between them is due to internal traffic circulation from east to west through the fuel canopy which means the southern driveway will generally not be used by vehicles exiting after refueling.

Table 2: Traffic distribution (primary trips)

Approach / departure route	Conv. Store w/fuel sale		Car wash & dog wash	
	Approach	Departure	Approach	Departure
Camborne Pkwy north	30%	30%	30%	30%
Camborne Pkwy south	25%	50%	25%	40%
Clayton St east	20%	20%	20%	10%
Southern driveway	25%	0%	25%	20%

Pass-by trips have been assigned from Camborne Parkway. Some pass-by trips may enter via the southern driveway but assigning them via right turn in from Camborne Parkway provides a more robust test of intersection capacity at the Camborne Pkwy / Clayton St intersection.

5.4 Traffic Flows with Proposed Development

The resultant peak period traffic flows of traffic to and from the subject site are illustrated in **Figure 7**.

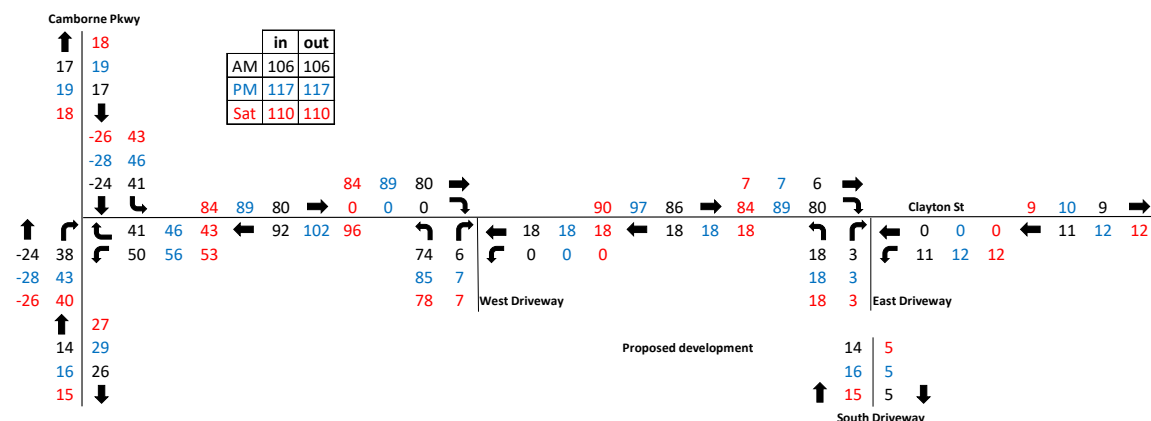
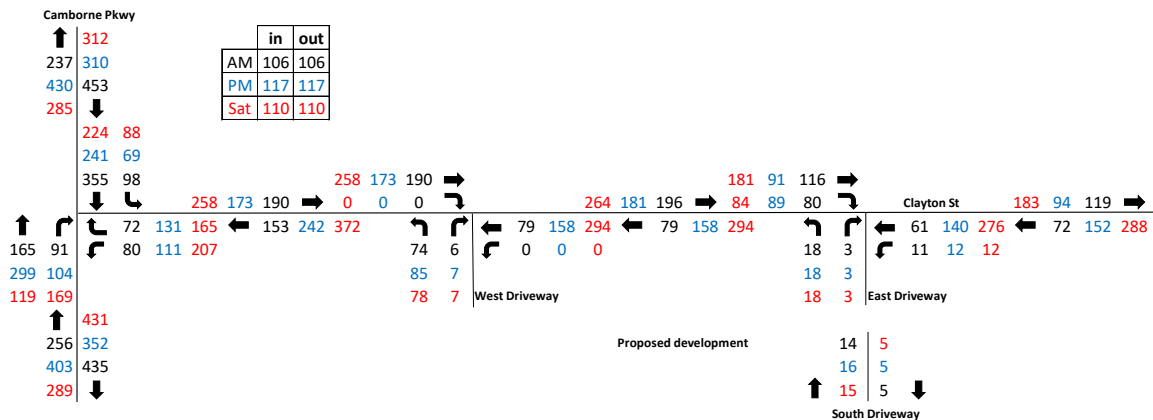


Figure 7: Traffic flows generated by the proposed development

Future total traffic flows on this road network in 2035 are illustrated in **Figure 8**. This includes traffic growth on Camborne Parkway based on a typical traffic growth rate of 2% per year.



5.5 Intersection Analysis

The Camborne Pkwy / Clayton St intersection and the two proposed driveways on Clayton Street have been analysed for the projected 2035 AM, PM and Saturday peak hours traffic flows shown in **Figure 8**.

SIDRA is an intersection modelling tool commonly used 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 characteristics 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 infrequent 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 SIDRA analysis has been undertaken in accordance with current MRWA operational modelling guidelines including separate input of different classes of heavy vehicles and the parameters specified by MRWA for those vehicle classes.

The results of the SIDRA analysis are summarised in **Appendix C**.

The SIDRA results in Tables C1a, C1b and C1c indicate that the existing Camborne Pkwy / Clayton St T-intersection would operate at a degree of saturation ranging from 0.262 to 0.478 in the three 2035 peak periods analysed. All movements would operate at level of service A except the right turn out from Clayton Street, which would be at level of service B. These results indicate the intersection will continue to operate satisfactorily with minimal queues and delays.

The SIDRA results in Tables C2a, C2b and C2c indicate that the proposed western driveway on Clayton Street would operate at a degree of saturation ranging from 0.096 to 0.162 in the three 2035 peak periods analysed. All movements would operate at level of service A with minimal queues and delays.

The SIDRA results in Tables C3a, C3b and C3c indicate that the proposed eastern driveway on Clayton Street would operate at a degree of saturation ranging from 0.113 to 0.168 in the three 2035 peak periods analysed. All movements would operate at level of service A with minimal queues and delays.

5.6 Impact on Surrounding Roads and Neighbouring Areas

The WAPC Transport Impact Assessment Guidelines (2016) provides the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

As can be seen in **Figure 7**, the proposed development will not increase traffic on any lanes on the surrounding road network by more than 100vph (except 102vph westbound on the westernmost section of Clayton Street in the PM peak hour, which is already addressed in this analysis). Therefore, the proposed development will not increase traffic flows at or above the quoted WAPC threshold on the surrounding roads to warrant further detailed analysis.

5.7 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development traffic will be very much less than half of the future total traffic on adjacent roads so it will not represent a sufficient proportion of total traffic volumes to account for a perceptible increase in noise on the surrounding roads.

5.8 Road Safety

No particular road safety issues have been identified in relation to the proposed development.

6 Parking

The site plan at **Appendix A** shows that the proposed development includes:

- 12 car parking bays at the service station (inclusive of one disabled bay) and 10 vehicle fuelling positions under the fuel canopy; and
- 4 car parking bays at the car wash / dog wash (inclusive of one disabled bay) and 6 vacuum bays, with space for up to 18 cars in the car wash queuing lanes.

7 Public Transport Access

The existing bus services in this area have been noted in Section 3.5 of this report and will provide a satisfactory level of public transport accessibility to the site.

8 Pedestrian and Cyclist Access

The existing pedestrian and cyclist facilities in this area have been noted in Section 3.6 of this report.

9 Conclusions

This Transport Impact Assessment relates to a proposed commercial development including a service station and car wash at 125 Butler Boulevard, Butler, in the City of Wanneroo.

The subject site is located on the southern side of Clayton Street, with an access leg extending south to Butler Boulevard. In addition to that left in / left out driveway access from Butler Boulevard, the proposed development will primarily be accessed via two proposed driveway crossovers onto Clayton Street.

It is estimated that the proposed development would generate traffic flows of approximately 211vph, 235vph and 221vph (total of inbound and outbound trips) during the weekday AM and PM and Saturday peak periods, although almost half of these vehicle movements would be pass-by trips already on the adjacent road network and not new traffic on the surrounding road network. The net increase in traffic flows will be approximately 114vph (AM peak), 124vph (PM peak) and 118vph (Saturday peak).

Intersection capacity analysis confirms that the existing Camborne Parkway / Clayton St intersection and proposed driveways on Clayton Street will all have sufficient capacity to accommodate these traffic flows and will operate satisfactorily with minimal queues and delays.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

PROPOSED DEVELOPMENT PLANS



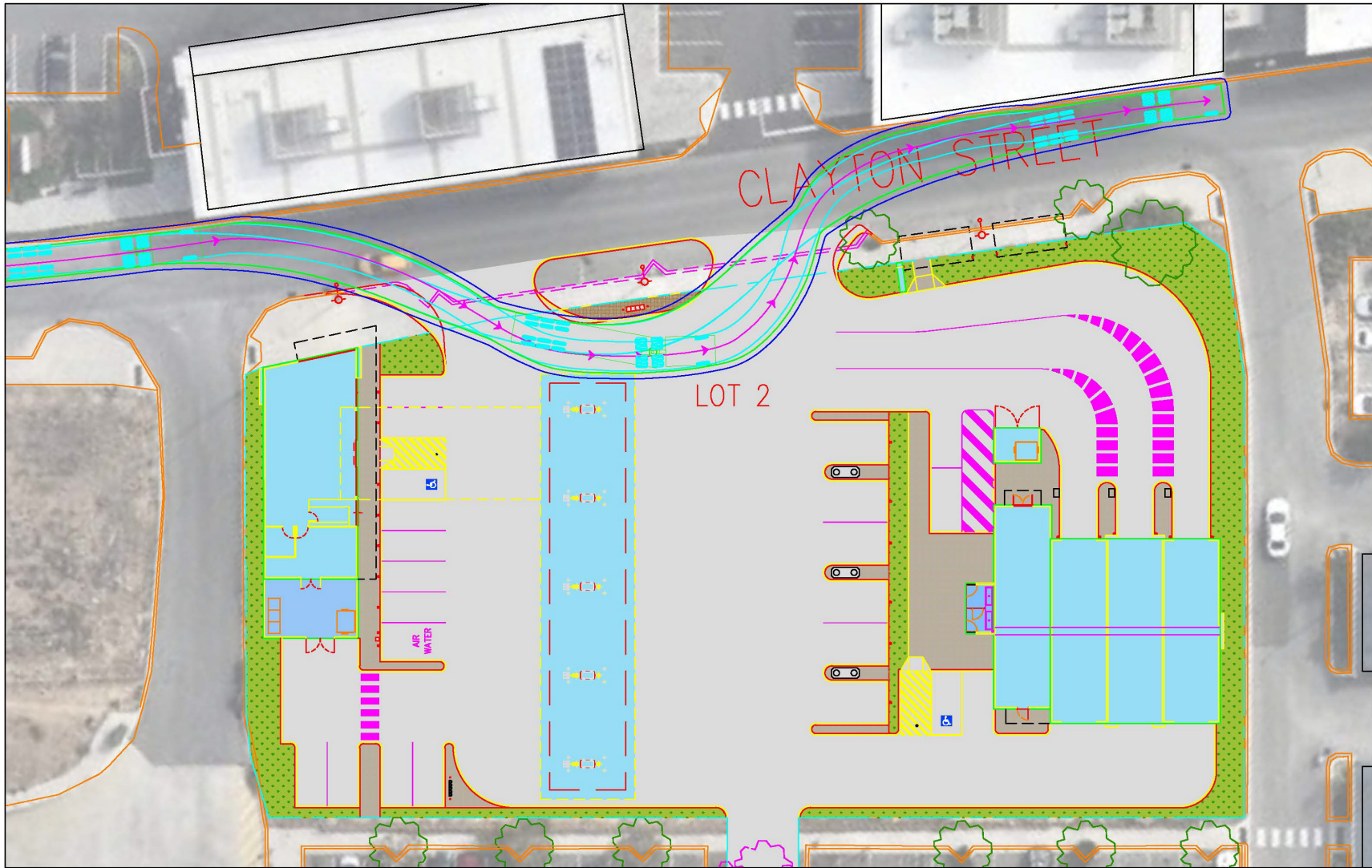
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Appendix B

TURN PATH ANALYSIS



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101 Butler Boulevard, Butler
 17.25m Fuel Tanker
 Fuel Tanker entry and exit

t23275-rw-r01a.docx | 125 Butler Boulevard, Butler

LEGEND

Vehicle Body
 Wheel Path
 500mm Clearance

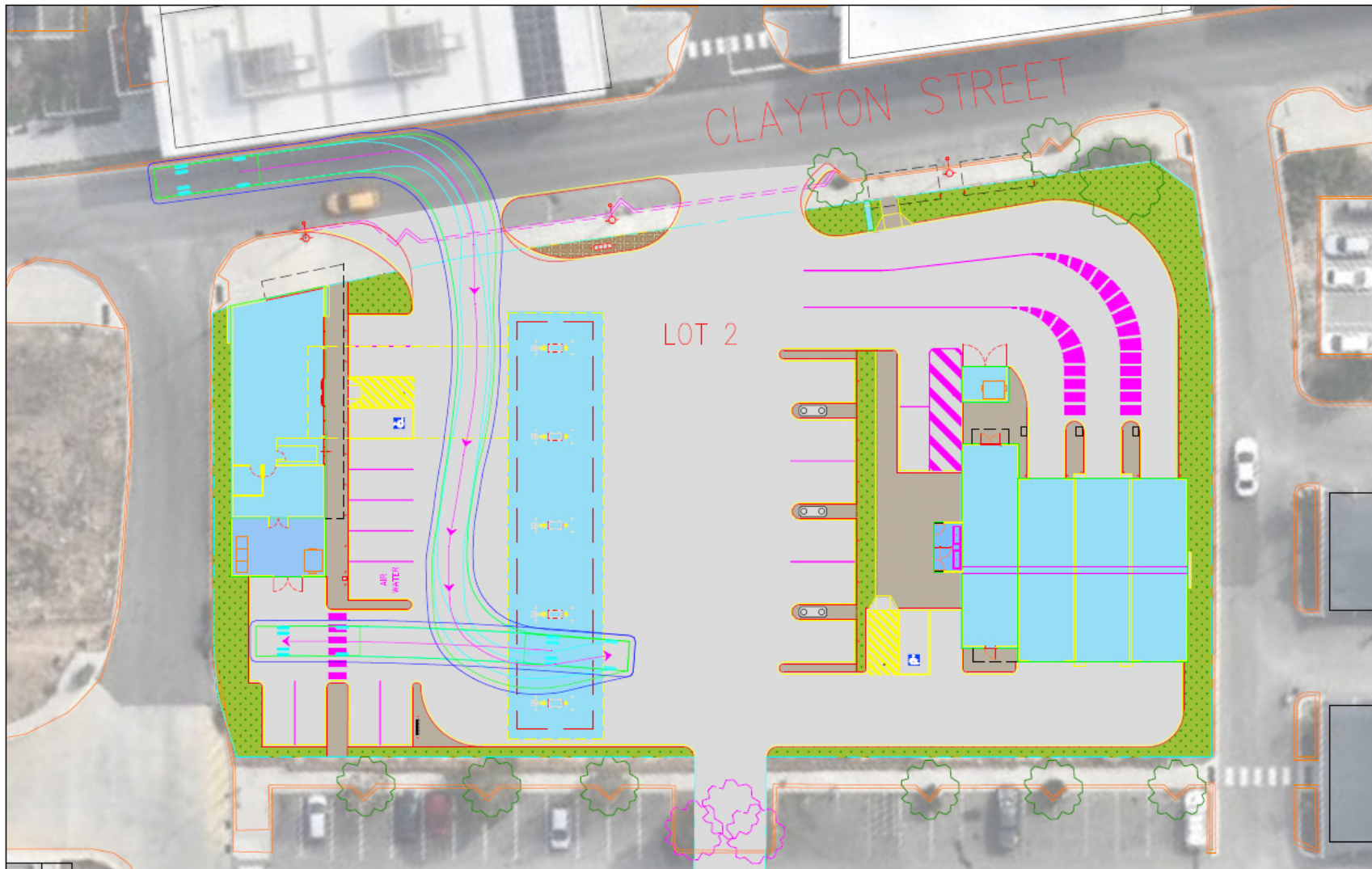


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02/07/2024

Scale: 1:500 @ A3





101 Butler Boulevard, Butler
8.8m MRV
Service vehicle entry (Service Station)

t23275-rw-r01a.docx | 125 Butler Boulevard, Butler

LEGEND

Vehicle Body
Wheel Path
500mm Clearance

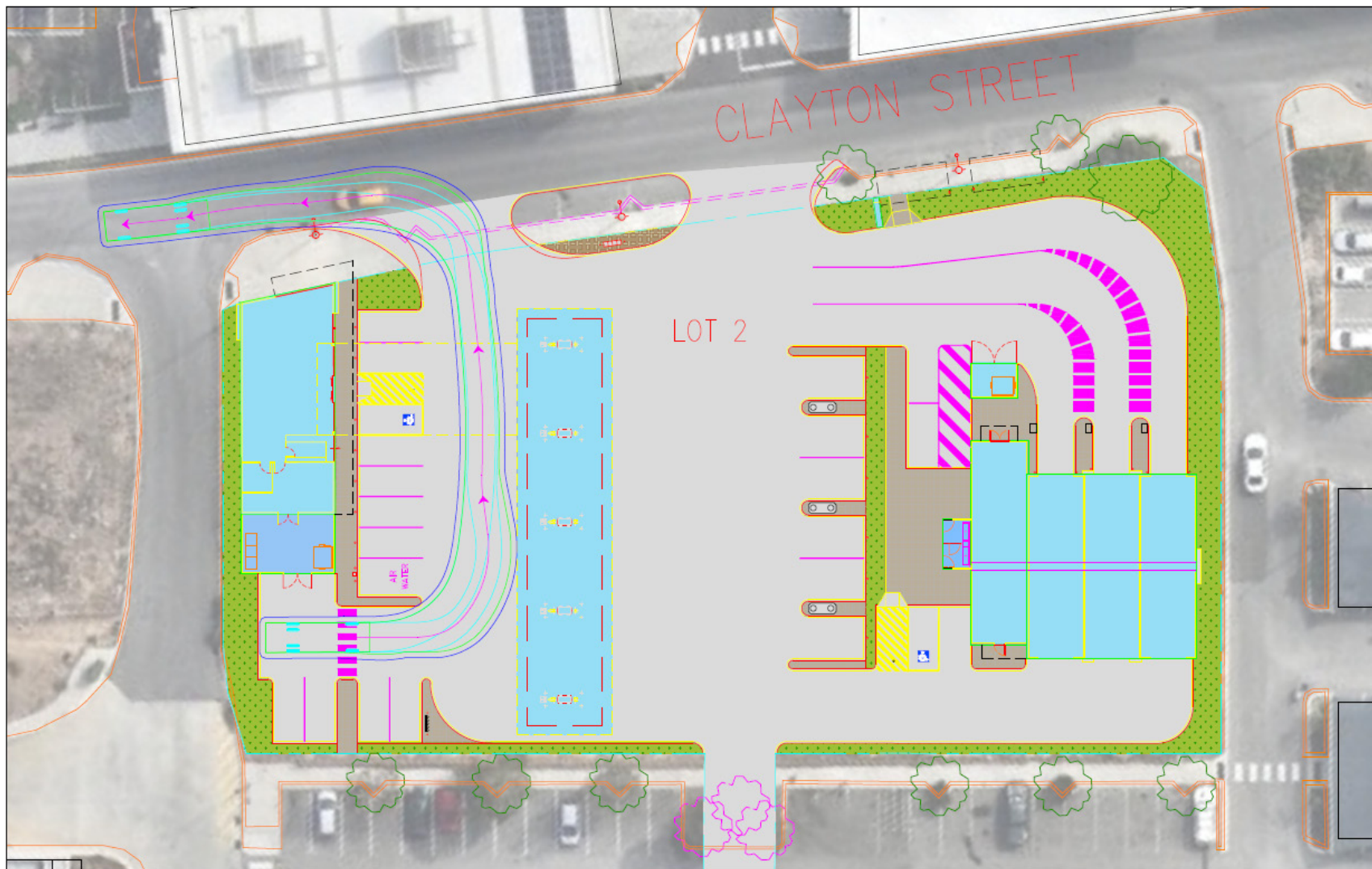


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18/06/2024

Scale: 1:300 @ A3





101 Butler Boulevard, Butler
 8.8m MRV
 Service vehicle exit (Service Station)

t23275-rw-r01a.docx | 125 Butler Boulevard, Butler

LEGEND

Vehicle Body
 Wheel Path
 500mm Clearance

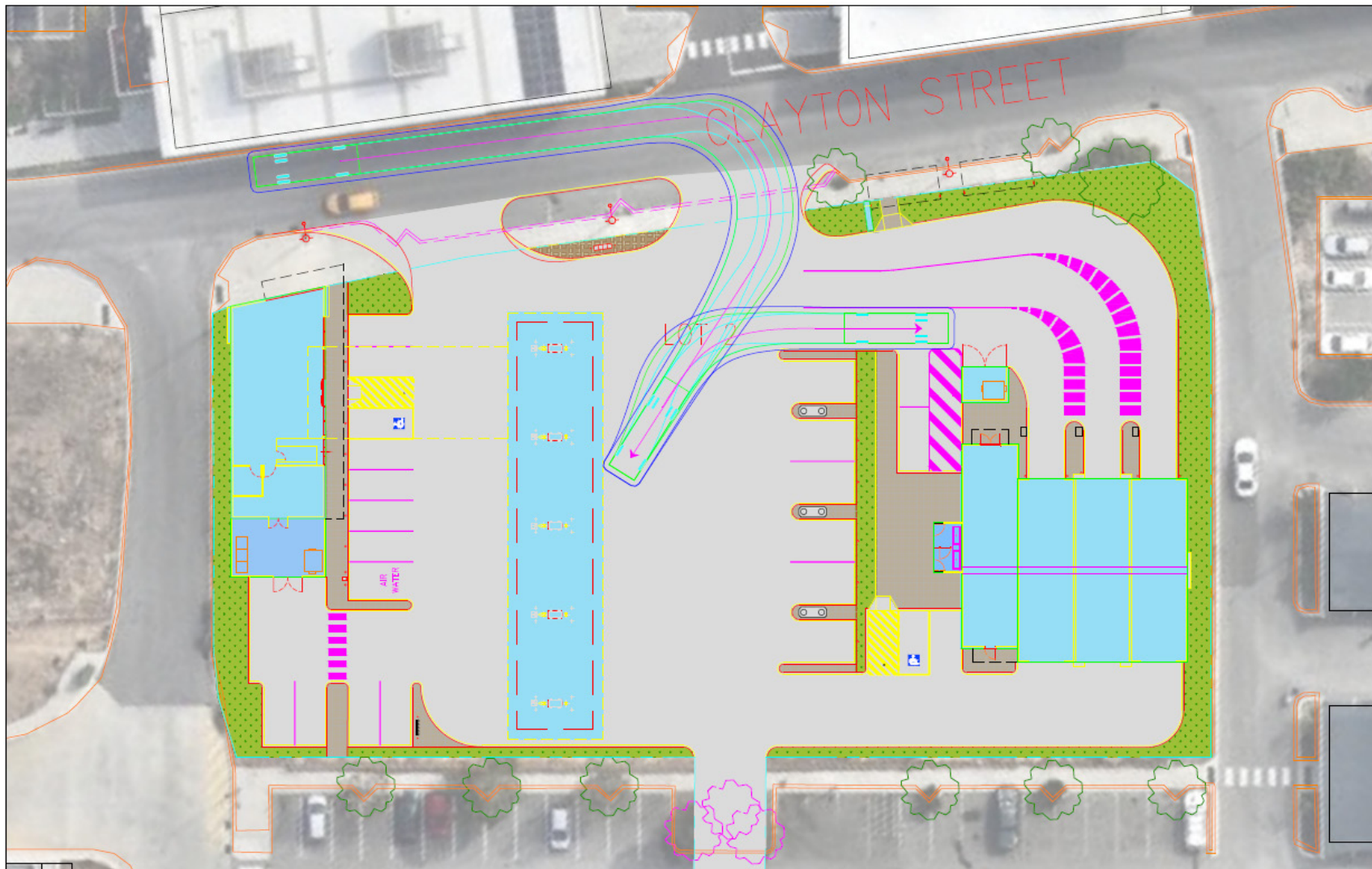


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18/06/2024

Scale: 1:300 @ A3





101 Butler Boulevard, Butler
 8.8m MRV
 Service vehicle entry (Car Wash)

t23275-rw-r01a.docx | 125 Butler Boulevard, Butler

LEGEND

Vehicle Body
 Wheel Path
 500mm Clearance

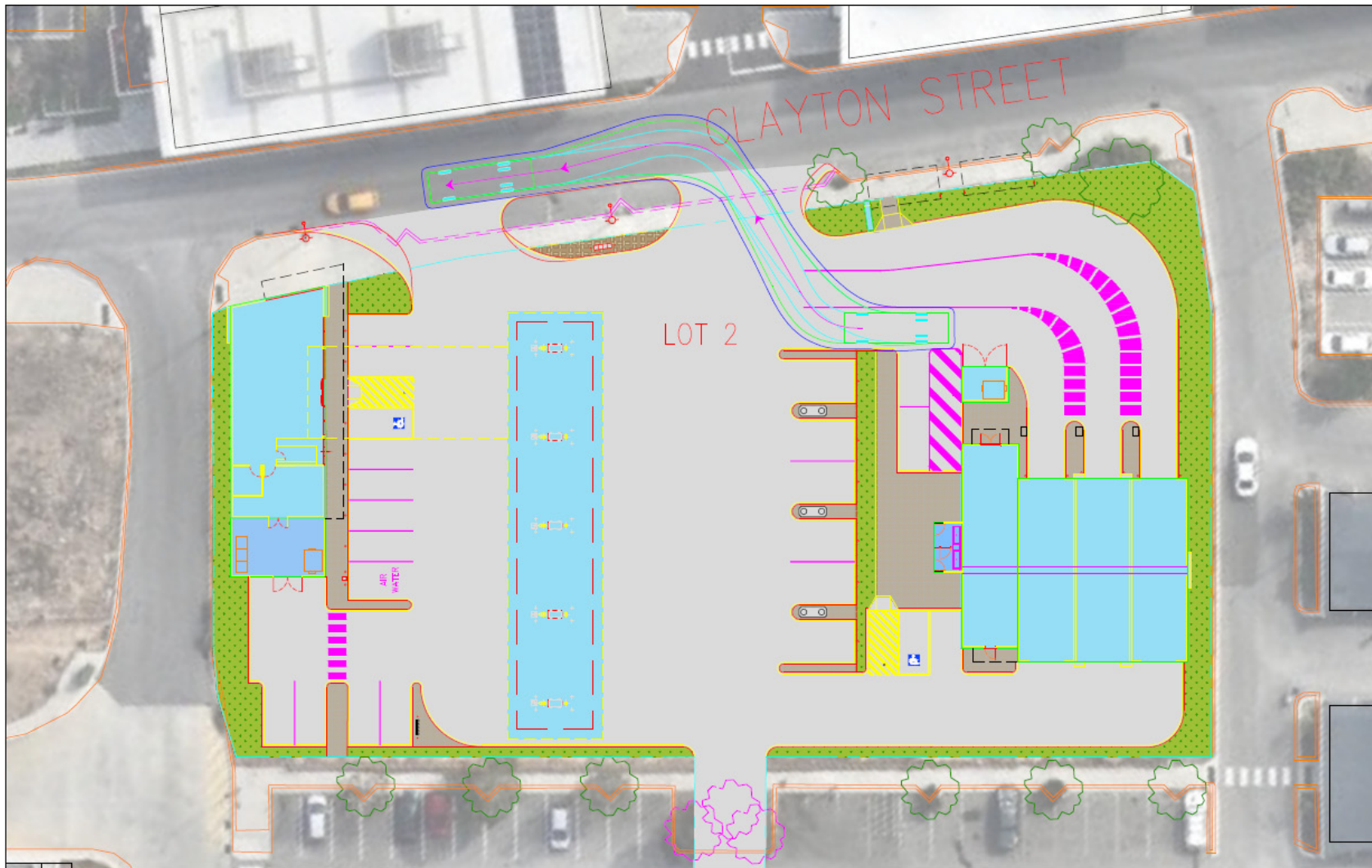


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18/06/2024

Scale: 1:300 @ A3





101 Butler Boulevard, Butler
8.8m MRV
Service vehicle exit (Car Wash)

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t23.275.sk11
18/06/2024
Scale: 1:300 @ A3



Appendix C

SIDRA INTERSECTION ANALYSIS



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Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

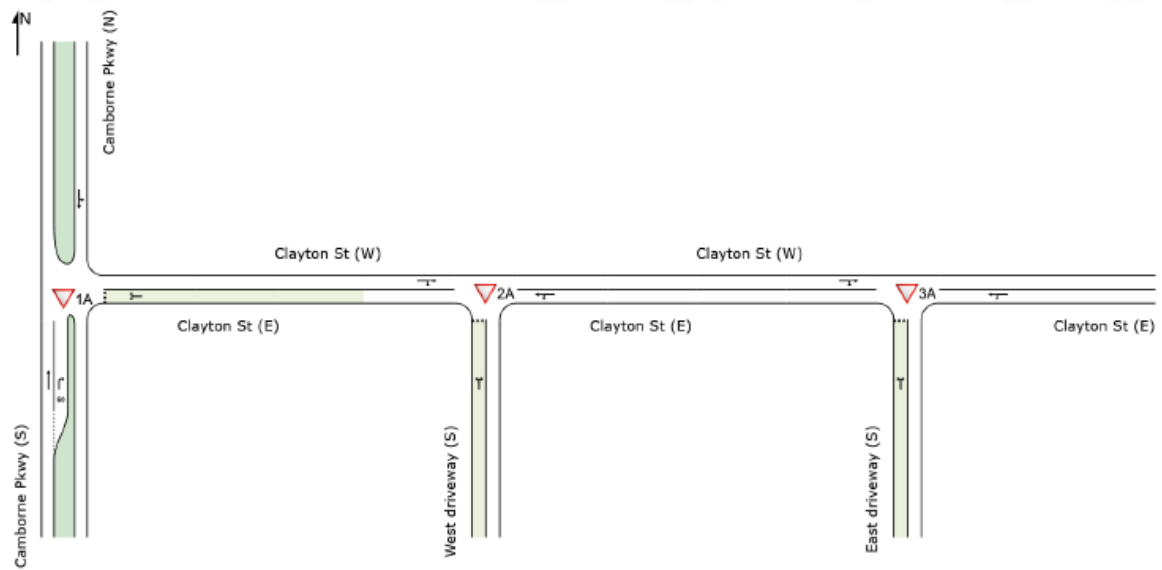


Figure C1. Future intersections layout analysed in SIDRA Network

**Table C1a. SIDRA results – Camborne Pkwy / Clayton St T-intersection – 2035
weekday AM peak hour with proposed development**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
South: Camborne Pkwy (S)															
11	T1	All MCs	174	5.9	174	5.9	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
12	R2	All MCs	96	3.0	96	3.0	0.090	6.6	LOS A	0.4	2.9	0.51	0.67	0.51	27.5
Approach			269	4.9	269	4.9	0.095	2.4	NA	0.4	2.9	0.18	0.24	0.18	42.8
East: Clayton St (E)															
1	L2	All MCs	84	3.0	84	3.0	0.239	6.2	LOS A	1.0	7.3	0.59	0.74	0.60	28.2
3	R2	All MCs	76	3.0	76	3.0	0.239	11.8	LOS B	1.0	7.3	0.59	0.74	0.60	29.7
Approach			160	3.0	160	3.0	0.239	8.9	LOS A	1.0	7.3	0.59	0.74	0.60	28.9
North: Camborne Pkwy (N)															
3	L2	All MCs	103	3.0	103	3.0	0.262	4.6	LOS A	0.0	0.0	0.00	0.12	0.00	45.4
4	T1	All MCs	374	5.9	374	5.9	0.262	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	47.1
Approach			477	5.3	477	5.3	0.262	1.0	NA	0.0	0.0	0.00	0.12	0.00	46.9
All Vehicles			906	4.8	906	4.8	0.262	2.8	NA	1.0	7.3	0.16	0.26	0.16	41.3

**Table C1b. SIDRA results – Camborne Pkwy / Clayton St T-intersection – 2035
weekday PM peak hour with proposed development**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
South: Camborne Pkwy (S)															
11	T1	All MCs	315	5.9	315	5.9	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
12	R2	All MCs	109	3.0	109	3.0	0.086	5.8	LOS A	0.4	2.9	0.42	0.60	0.42	28.4
Approach			424	5.2	424	5.2	0.172	1.5	NA	0.4	2.9	0.11	0.16	0.11	45.2
East: Clayton St (E)															
1	L2	All MCs	117	3.0	117	3.0	0.391	6.7	LOS A	2.2	16.9	0.64	0.80	0.83	26.4
3	R2	All MCs	138	3.0	138	3.0	0.391	13.8	LOS B	2.2	16.9	0.64	0.80	0.83	28.0
Approach			255	3.0	255	3.0	0.391	10.6	LOS B	2.2	16.9	0.64	0.80	0.83	27.3
North: Camborne Pkwy (N)															
3	L2	All MCs	73	3.0	73	3.0	0.179	4.6	LOS A	0.0	0.0	0.00	0.12	0.00	45.3
4	T1	All MCs	254	5.9	254	5.9	0.179	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	47.1
Approach			326	5.3	326	5.3	0.179	1.0	NA	0.0	0.0	0.00	0.12	0.00	46.8
All Vehicles			1005	4.6	1005	4.6	0.391	3.6	NA	2.2	16.9	0.21	0.31	0.26	39.2

**Table C1c. SIDRA results – Camborne Pkwy / Clayton St T-intersection – 2035
Saturday peak hour with proposed development**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Camborne Pkwy (S)															
11	T1	All MCs	125	5.9	125	5.9	0.069	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
12	R2	All MCs	178	3.0	178	3.0	0.139	5.9	LOS A	0.6	4.8	0.43	0.62	0.43	28.3
Approach			303	4.2	303	4.2	0.139	3.5	NA	0.6	4.8	0.25	0.36	0.25	38.3
East: Clayton St (E)															
1	L2	All MCs	218	3.0	218	3.0	0.478	7.0	LOS A	3.5	26.8	0.61	0.79	0.85	27.4
3	R2	All MCs	174	3.0	174	3.0	0.478	12.7	LOS B	3.5	26.8	0.61	0.79	0.85	29.0
Approach			392	3.0	392	3.0	0.478	9.5	LOS A	3.5	26.8	0.61	0.79	0.85	28.2
North: Camborne Pkwy (N)															
3	L2	All MCs	93	3.0	93	3.0	0.181	4.6	LOS A	0.0	0.0	0.00	0.15	0.00	44.2
4	T1	All MCs	236	5.9	236	5.9	0.181	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	46.4
Approach			328	5.1	328	5.1	0.181	1.3	NA	0.0	0.0	0.00	0.15	0.00	46.0
All Vehicles			1023	4.0	1023	4.0	0.478	5.1	NA	3.5	26.8	0.31	0.46	0.40	35.2

**Table C2a. SIDRA results – Clayton St / western driveway – 2035 weekday AM
peak hour with proposed development**

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: West driveway (S)															
1	L2	All MCs	78	3.0	78	3.0	0.058	3.7	LOS A	0.2	1.8	0.18	0.49	0.18	24.9
3	R2	All MCs	6	3.0	6	3.0	0.058	4.5	LOS A	0.2	1.8	0.18	0.49	0.18	24.9
Approach			84	3.0	84	3.0	0.058	3.7	LOS A	0.2	1.8	0.18	0.49	0.18	24.9
East: Clayton St (E)															
3	L2	All MCs	1	3.0	1	3.0	0.044	3.0	LOS A	0.0	0.0	0.00	0.01	0.00	38.1
4	T1	All MCs	83	3.0	83	3.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.4
Approach			84	3.0	84	3.0	0.044	0.0	NA	0.0	0.0	0.00	0.01	0.00	49.0
West: Clayton St (W)															
11	T1	All MCs	200	3.0	200	3.0	0.105	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	49.7
12	R2	All MCs	1	3.0	1	3.0	0.105	4.6	LOS A	0.0	0.1	0.00	0.00	0.00	40.9
Approach			201	3.0	201	3.0	0.105	0.0	NA	0.0	0.1	0.00	0.00	0.00	49.7
All Vehicles			369	3.0	369	3.0	0.105	0.9	NA	0.2	1.8	0.04	0.11	0.04	42.2

Table C2b. SIDRA results – Clayton St / western driveway – 2035 weekday PM peak hour with proposed development

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
South: West driveway (S)															
1	L2	All MCs	89	3.0	89	3.0	0.072	4.0	LOS A	0.3	2.2	0.27	0.52	0.27	24.0
3	R2	All MCs	7	3.0	7	3.0	0.072	4.9	LOS A	0.3	2.2	0.27	0.52	0.27	24.0
Approach			97	3.0	97	3.0	0.072	4.0	LOS A	0.3	2.2	0.27	0.52	0.27	24.0
East: Clayton St (E)															
3	L2	All MCs	1	3.0	1	3.0	0.088	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
4	T1	All MCs	166	3.0	166	3.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.6
Approach			167	3.0	167	3.0	0.088	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.5
West: Clayton St (W)															
11	T1	All MCs	182	3.0	182	3.0	0.096	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	49.7
12	R2	All MCs	1	3.0	1	3.0	0.096	4.6	LOS A	0.0	0.1	0.00	0.00	0.00	40.8
Approach			183	3.0	183	3.0	0.096	0.0	NA	0.0	0.1	0.00	0.00	0.00	49.6
All Vehicles			447	3.0	447	3.0	0.096	0.9	NA	0.3	2.2	0.06	0.11	0.06	41.4

Table C2c. SIDRA results – Clayton St / western driveway – 2035 Saturday peak hour with proposed development

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
South: West driveway (S)															
1	L2	All MCs	82	3.0	82	3.0	0.079	4.5	LOSA	0.3	2.3	0.39	0.58	0.39	22.9
3	R2	All MCs	7	3.0	7	3.0	0.079	6.3	LOSA	0.3	2.3	0.39	0.58	0.39	22.9
Approach			89	3.0	89	3.0	0.079	4.7	LOSA	0.3	2.3	0.39	0.58	0.39	22.9
East: Clayton St (E)															
3	L2	All MCs	1	3.0	1	3.0	0.162	3.0	LOSA	0.0	0.0	0.00	0.00	0.00	38.2
4	T1	All MCs	309	3.0	309	3.0	0.162	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	49.8
Approach			311	3.0	311	3.0	0.162	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.7
West: Clayton St (W)															
11	T1	All MCs	272	3.0	272	3.0	0.143	0.0	LOSA	0.0	0.1	0.00	0.00	0.00	49.7
12	R2	All MCs	1	3.0	1	3.0	0.143	4.7	LOSA	0.0	0.1	0.00	0.00	0.00	40.9
Approach			273	3.0	273	3.0	0.143	0.0	NA	0.0	0.1	0.00	0.00	0.00	49.7
All Vehicles			673	3.0	673	3.0	0.162	0.6	NA	0.3	2.3	0.05	0.08	0.05	43.7

Table C3a. SIDRA results – Clayton St / eastern driveway – 2035 weekday AM peak hour with proposed development

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist]				km/h
			veh/h		veh/h						m				
South: East driveway (S)															
1	L2	All MCs	19	3.0	19	3.0	0.016	3.6	LOS A	0.1	0.4	0.16	0.48	0.16	25.1
3	R2	All MCs	3	3.0	3	3.0	0.016	4.4	LOS A	0.1	0.4	0.16	0.48	0.16	33.8
Approach			22	3.0	22	3.0	0.016	3.7	LOS A	0.1	0.4	0.16	0.48	0.16	27.7
East: Clayton St (E)															
3	L2	All MCs	12	3.0	12	3.0	0.040	4.6	LOS A	0.0	0.0	0.00	0.08	0.00	42.0
4	T1	All MCs	64	3.0	64	3.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	46.8
Approach			76	3.0	76	3.0	0.040	0.7	NA	0.0	0.0	0.00	0.08	0.00	45.8
West: Clayton St (W)															
11	T1	All MCs	122	3.0	122	3.0	0.116	0.2	LOS A	0.5	3.5	0.14	0.24	0.14	44.5
12	R2	All MCs	84	3.0	84	3.0	0.116	3.1	LOS A	0.5	3.5	0.14	0.24	0.14	30.9
Approach			206	3.0	206	3.0	0.116	1.4	NA	0.5	3.5	0.14	0.24	0.14	40.1
All Vehicles			304	3.0	304	3.0	0.116	1.4	NA	0.5	3.5	0.11	0.22	0.11	40.8

Table C3b. SIDRA results – Clayton St / eastern driveway – 2035 weekday PM peak hour with proposed development

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist]				km/h
South: East driveway (S)															
1	L2	All MCs	19	3.0	19	3.0	0.017	3.9	LOS A	0.1	0.5	0.25	0.50	0.25	24.2
3	R2	All MCs	3	3.0	3	3.0	0.017	4.7	LOS A	0.1	0.5	0.25	0.50	0.25	33.2
Approach			22	3.0	22	3.0	0.017	4.0	LOS A	0.1	0.5	0.25	0.50	0.25	26.8
East: Clayton St (E)															
3	L2	All MCs	13	3.0	13	3.0	0.084	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	42.9
4	T1	All MCs	147	3.0	147	3.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	48.3
Approach			160	3.0	160	3.0	0.084	0.4	NA	0.0	0.0	0.00	0.04	0.00	47.7
West: Clayton St (W)															
11	T1	All MCs	96	3.0	96	3.0	0.113	0.4	LOS A	0.5	3.8	0.25	0.32	0.25	42.9
12	R2	All MCs	94	3.0	94	3.0	0.113	3.4	LOS A	0.5	3.8	0.25	0.32	0.25	29.3
Approach			189	3.0	189	3.0	0.113	1.9	NA	0.5	3.8	0.25	0.32	0.25	37.4
All Vehicles			372	3.0	372	3.0	0.113	1.4	NA	0.5	3.8	0.14	0.21	0.14	41.1

Table C3c. SIDRA results – Clayton St / eastern driveway – 2035 Saturday peak hour with proposed development

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	Dist] m				km/h
South: East driveway (S)															
1	L2	All MCs	19	3.0	19	3.0	0.020	4.4	LOS A	0.1	0.5	0.37	0.54	0.37	23.1
3	R2	All MCs	3	3.0	3	3.0	0.020	6.0	LOS A	0.1	0.5	0.37	0.54	0.37	32.6
Approach			22	3.0	22	3.0	0.020	4.6	LOS A	0.1	0.5	0.37	0.54	0.37	25.8
East: Clayton St (E)															
3	L2	All MCs	13	3.0	13	3.0	0.159	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	43.4
4	T1	All MCs	291	3.0	291	3.0	0.159	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.0
Approach			303	3.0	303	3.0	0.159	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.7
West: Clayton St (W)															
11	T1	All MCs	191	3.0	191	3.0	0.168	0.6	LOS A	0.7	5.0	0.28	0.31	0.28	43.8
12	R2	All MCs	88	3.0	88	3.0	0.168	4.1	LOS A	0.7	5.0	0.28	0.31	0.28	30.2
Approach			279	3.0	279	3.0	0.168	1.7	NA	0.7	5.0	0.28	0.31	0.28	40.6
All Vehicles			604	3.0	604	3.0	0.168	1.1	NA	0.7	5.0	0.14	0.18	0.14	43.8

APPENDIX 4

STORMWATER PLAN

Forrest Centre
Level 18/221 St Georges Terrace
Perth WA 6000

PO Box 7318
Cloisters Square PO
Perth WA 6850

Mobile: 0400 024 062
Telephone: (08) 9218 7700
Email: Michael@hotchkinconsulting.com.au
Web: www.hotchkinconsulting.com.au



OUR REF: MCH:MHC0008

9 June 2025

Ms Rhiannon McQuillan
Acting Co-ordinator
Planning Services, Approval Services
City of Wanneroo
Locked Bag 1
WANNEROO WA 6946

By email: Rhiannon.McQuillan@wanneroo.wa.gov.au

Dear Ms McQuillan

**125 BUTLER BOULEVARD, BUTLER –
JDAP SERVICE STATION AND MOTOR VEHICLE WASH**

As you may be aware, I have acted for the applicant for development approval at the above site, and refer to your email to my client's planner, Mr Stagno, dated 29 May 2025, in which you advise that the construction of a crossover between my client's lot and Clayton Street constitute "works" requiring the consent of the landowner. My client requested the consent of Charter Hall last year, but their lawyers responded on 2 October 2024 and 24 January 2025 with a proposed consent subject to numerous conditions, to which my client responded. However, despite numerous attempts to follow up Charter Hall and its lawyers, (on 4 occasions in February and another 4 or 5 occasions in March) we have not been able to elicit any further response.

I understand that the conclusion you communicated is based on legal advice, although I do not know what the reasoning was to arrive at that conclusion. I do not share that view (that landowner consent is still required), and will explain my view in more detail below. I have previously written to you last year about my view, but consider that it may be helpful if I supplemented it with a more detailed explanation of my reasoning, in the hope that the application can proceed to be assessed on its merits.

Clause 62(2) of the Deemed Provisions provides that, "for the purposes of sub-clause (1)(b), a person or body may sign an application for development approval as the owner of freehold land if the person or body is one of the following ... (d) an agent of a person referred to in paragraph (a)" (the registered proprietor).

Clause 2 of the Easement dated 26 February 2019 (182285E), **attached** ("Easement") confers upon the City two types of easement. In (a), it is a public access easement "for all purposes and either with or without vehicles over, along and across (emphasis added) the Easement Area. The easement

in (b) extends to empowering the City to authorise anyone “to go, pass and repass and to park vehicles, but not permanently or indefinitely, in bays marked for that purpose, over, along and across (emphasis) the Easement Area”.

It can be seen from that text that the purpose of the Easement was to facilitate access not only along Clayton Street by vehicles, but across Clayton Street from adjoining lots. To do so conveniently and safely, it follows that it would be necessary for any owner of an adjoining lot to construct a crossover into Clayton Street in order to access Clayton Street. The City was authorised by the Easement to permit that to happen.

Clause 3.4 of the Easement obliges the registered proprietor “at the request of the [City] to do all such lawful assurances and things for more perfectly assuring the grant set out herein as the [City] reasonably requires”. Further, clause 6.2 of the Easement obliges the parties to the Easement “to sign, execute and complete all further assurances and documents and to do all things reasonably required to complete the matters set out in, or contemplated by, this document”.

In my view, the clauses from the Easement I have cited above operate to confer absolute authority upon the City as the agent of the registered proprietor of Clayton Street to sign the application form as if it was the “owner”, for the purpose of the Deemed Provisions. It cannot be supposed that, despite the scope of that authority, the City is unable to assess access and parking arrangements in its discretion as and when it thinks fit, in any application for development approval that calls for access onto Clayton Street, simply because Charter Hall does not express any further consent. Asking rhetorically, having conferred such rights on the City why would Charter Hall need to bother further about the issue of vehicles needing to access Clayton Street from adjoining lots?

If that purpose can be frustrated by the registered proprietor of Clayton Street simply failing to respond to a request that it sign the application form, the obvious purpose of the Easement is thereby undermined. That is, contrary to the conferral of authority to provide access and parking along Clayton Street and across it, so that owners and their visitors and invitees can access a lot adjoining Clayton Street, the City cannot exercise that authority if the registered proprietor simply fails to do anything when asked to do so. In my view, the Easements are drafted to contain obligations and right to avoid such an outcome.

On that basis, my view is that the City is an “agent” for the purposes of clause 62(2)(d) of the Deemed Provisions, of the registered proprietor of Clayton Street, for the particular purpose of consenting to an application for development approval that may require some facilitative works on Clayton Street in order to construct a crossover as part of the development, and to remove a car bay. They are ancillary “works” to “the development”, not “the development” for which development approval is sought. As the City has that authority, it may consent to the application, and enable the application to be assessed by the JDAP on its merits. It is not necessary, in my view, to trouble Charter Hall about something which is within the authority it has already conferred upon the City.

It should be stressed that it does not mean the City has carte blanche to undertake whatever development it wants to undertake on Clayton Street. The scope of the authority only relates to what is necessary to facilitate access and parking along and across Clayton Street. Therefore, the limited purpose of constructing crossovers and line-marking car bays is “contemplated” by the Easement in consequence of the scope of that authority, within the meaning of that expression in clause 6.2 of the Easement.

9 June 2025

I would be grateful if you would provide a copy of this letter to your legal team, or alternatively simply attach a copy of this letter, along with my previous letter, as part of your referral to the JDAP for its assessment on the merits of my client's application, and invite them to contact me if they have any doubt about the correctness of my view.

Yours sincerely

MICHAEL HOTCHKIN CONSULTING



Michael Hotchkin
Director

LEGEND

- LANDSCAPING AREA 459m²
REFER TO LANDSCAPING PLAN.
- SELECTED PAVING.

CLAYTON STREET

PROPOSED CROSSOVER
BDY: 58.77m

6m HIGH x 2.5m WIDE
CARWASH PYLON SIGNAGE.

TANKER
REFUELING
POINT.

SURVEY
STRATA
LOT 2
4125m²

SERVICE
STATION
G.F.A 150m²
F.F.L: 44.00

INTERNAL LAYOUT TO
TENANT REQUIREMENTS.

SERVICE

DDA
TOILET

BACK OF
HOUSE

BIN
STORE

PARKING
5400x2600
BAYS

DDA
BAY

AIR/WATER
BAY

UNDERGROUND FUEL
TANK FARM.

BIKE RACKS.

STAFF
ONLY

2. STAFF
ONLY

FUEL
VENTS

FUEL
CANOPY
10 BAYS
F.F.L: 44.10

BIN
STORE

RESERVED
SERVICE
BAYS

DOG
WASH

PLANT
ROOM

CAR
WASH
G.F.A
307m²
F.F.L:
44.00

AUTO

AUTO

AUTO

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

DDA
BAY

EXISTING ISLAND REMOVED FOR
ACCESS FROM BUTLER BOULEVARD
THROUGH EXISTING CARPARK.

BDY: 82.43m

BDY: 156.06m

BDY: 6.57m

BDY: 8.57m

BUTLER BOULEVARD

EXISTING WOOLWORTHS
PYLON SIGNAGE.
6.9m HIGH x 1.8m WIDE SERVICE
STATION PYLON SIGNAGE.

Pylon sign to be
relocated as per
recommended
Condition 4

BDY: 28.46m

BDY: 3.9m

BDY: 5.2m

BDY: 20.32m

BDY: 56.70m

BDY: 4.24m

BDY: 10.53m

BDY: 57.54m

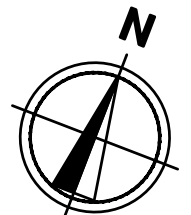
SITE PLAN

SCALE 1:250

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NO.	DATE	REVISION	DRAWN	CHECK
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	04.07.24	LAYOUT UPDATED	MDB	SJH
C	23.01.25	BIKE RACK / PYLON SIGNAGE UPDATED	MDB	SJH
D	13.03.25	PYLON LOCATION UPDATED	MDB	SJH
E	03.04.25	EXISTING & PROPOSED PYLON SIGNAGE UPDATED	MDB	SJH

A3 SHEET



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6909

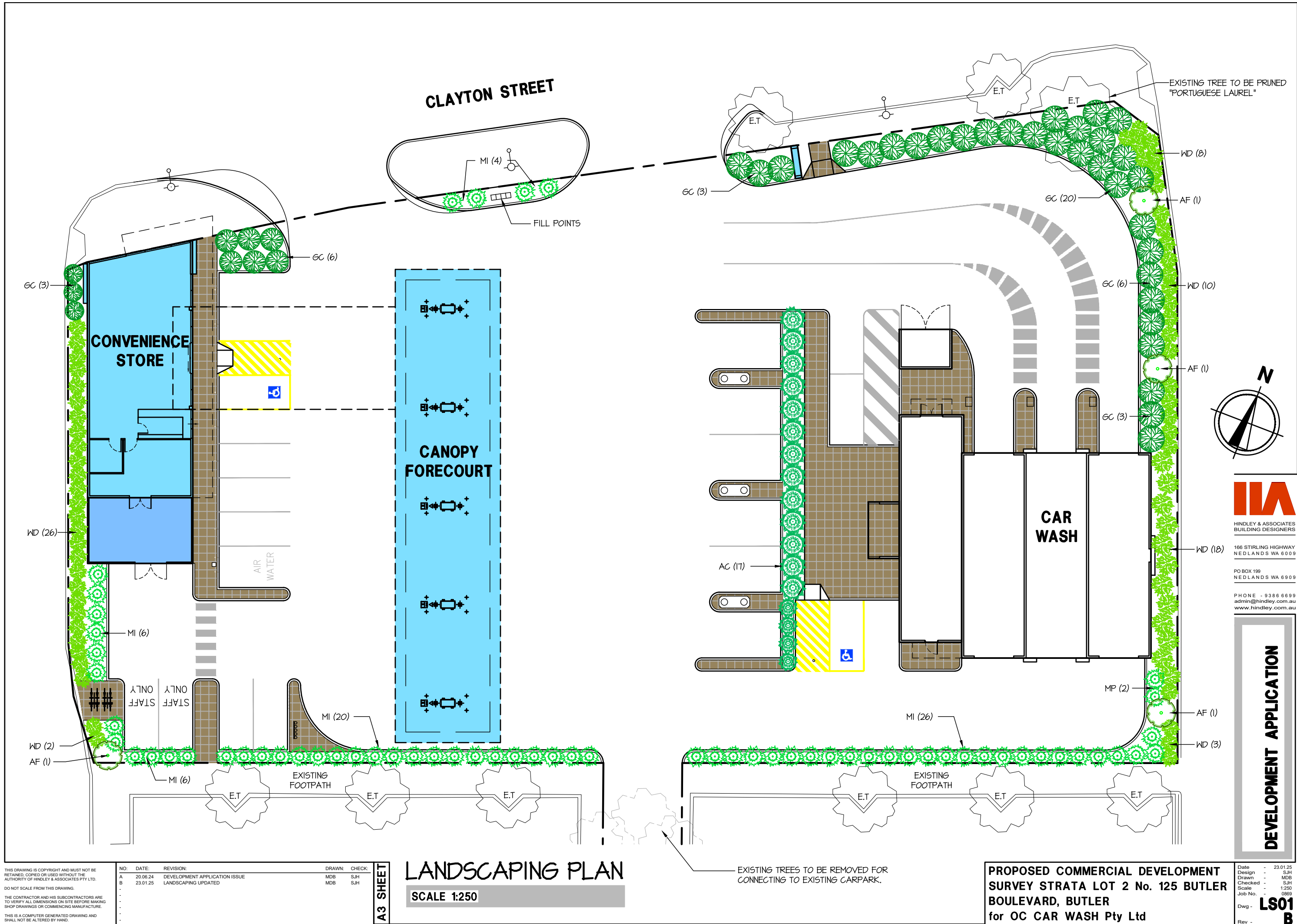
PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
admin@hindley.com.au
www.hindley.com.au

DEVELOPMENT APPLICATION

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date - 03.04.25
Design - SJH
Drawn - MDB
Checked - SJH
Scale - 1:250
Job No. 0859
Dwg - DA02
Rev - E



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NO.	DATE:	REVISION:	DRAWN:	CHECK:
A	20.06.24	DEVELOPMENT APPLICATION ISSUE	MDB	SJH
B	23.01.25	LANDSCAPING UPDATED	MDB	SJH

A3 SHEET

LANDSCAPING PLAN

SCALE 1:250

EXISTING TREES TO BE REMOVED FOR
CONNECTING TO EXISTING CARPARK.

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date	-	23.01.25
Design	-	SJH
Drawn	-	MDB
Checked	-	SJH
Scale	-	1:250
Job No.	-	0859
Dwg	-	LS01
Rev	-	B

PLANT SCHEDULE				
SYMBOL	BOTANIC NAME	MATURE HEIGHT X WIDTH	MINIMUM INSTALLATION POT SIZE	NUMBER
	WESTRINGIA DAMPIERI	1.5m X 1.5m	13cm	67
	MYOPORIUM INSULARE	10cm X 1m	13cm	64
	APTENIA CORDIFOLIA	10cm X 1.5m	13cm	17
	GREVILLA CRITHMIFOLIA	10cm X 2m	13cm	41
	AGONIS FLEXUOSA	8m X 6m	75L	4

SHRUB VARIETIES



WESTRINGIA DAMPIERI

TREE VARIETIES



AGONIS FLEXUOSA

GROUND COVER VARIETIES



MYOPORIUM PARVIFOLIUM



APTENIA CORDIFOLIA



GREVILLEA CRITHMIFOLIA

LEGEND



EXISTING TREES (E.T)



SELECTED MULCH UNDER PLANTING AS PER NOTES.



SELECTED PAVED FOOTPATH.



EXISTING LIGHT POLE.

PLANTING NOTES / SPECIFICATIONS

I. SPECIFIED PLANT SPECIES HAVE BEEN SOURCED FROM BENARA NURSERY & DOMUS NURSERY. SPECIES & POT SIZES INDICATED ARE SUBJECT TO AVAILABILITY AT TIME OF PLANTING.

2. ALL PLANTING AREA ARE TO BE PREPARED AND PLANTED IN ACCORDANCE WITH INDUSTRY BEST PRACTICE AND THE INSTRUCTIONS BELOW.

A. PREPARATION OF SOIL IN GARDEN BED AREAS

I. REMOVE ALL TRACES OF BUILDERS MATERIAL FROM PLANTING AREAS INCLUDING RUBBLE, SAND, MORTAR AND ALL OTHER EXTRANEIOUS MATERIAL.

II. REMOVE ALL WEEDS IN GARDEN BEDS AREAS BY SPRAYING WEEDS WITH A STANDARD INDUSTRY HERBICIDE FOLLOWING MANUFACTURERS SPECIFICATIONS AND LEAVE FOR RECOMMENDED TIME.

III. REMOVE DEAD PLANT MATTER AFTER TIME SPECIFIED ON HERBICIDE PRODUCT.

IV. UNDERTAKE SOIL IMPROVEMENT SUITABLE FOR NATIVE PLANTS.

B. MULCH

I. AFTER PLANTING, APPLY CHUNKY (20-25mm) PINE BARK WOOD CHIPS TO A MINIMUM DEPTH OF 75mm (MAXIMUM 100mm) TO ALL PLANTING BEDS KEEPING MULCH CLEAR OF PLANT STEMS.

IRRIGATION SPECIFICATIONS

I. ALL GARDEN BEDS TO BE IRRIGATED. WATER SUPPLY TO SCHEME WATER

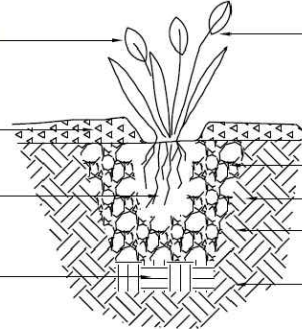
2. IRRIGATION LAYOUT BY OTHERS.

See Plant Schedule for minimum plant sizes required at planting.

Specified mulch to be spread to a depth of 75mm - create water retention area around plant.

Carefully tease out root ball prior to planting.

Cultivate native soil to a depth of 150mm under plant hole.



All shrubs and ground covers are to be healthy, well grown specimens, free of pests and diseases and not pot-bound.

150mm depth topsoil

Dig hole twice as wide and deep as root ball

Cultivate subgrade - break up sides and base of hole

Native soil

SHRUB PLANTING DETAIL

NOT TO SCALE

LANDSCAPING SCHEDULE / NOTES

SCALE 1:250

**PROPOSED COMMERCIAL DEVELOPMENT
LOT 2 (NO 125) BUTLER BOULEVARD
BUTLER**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

FEBRUARY 2025

OUR REFERENCE: 34107-2-25041

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED COMMERCIAL DEVELOPMENT
BUTLER

Job No: 25041

Document Reference: 34107-2-25041

FOR

APEX PLANNING

DOCUMENT INFORMATION				
Author:	Tim Reynolds		Checked By:	George Watts
Date of Issue:	7 February 2025			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Clarification	12/02/2025	TR	N/A
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1	2	APEX Planning Attn: Alessandro Stagno Email: alessandro@apexplanning.com.au		✓

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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APPENDICIES

A SITE PLAN

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed development for a carwash and service station to be located at Lot 2, (No 125) Butler Boulevard, Butler.

This report assesses noise emissions from the premises with regards to compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

For reference, the site plan for the proposed development is attached in Appendix A.

2. SUMMARY

It is understood that both the carwash and service station would be open 24 hours per day, 7 days per week.

From the analysis undertaken, noise emissions from the development (ie both carwash and services station) has been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times, with the inclusion of the following noise mitigation :

- The auto washes to be installed with exit doors to limit the noise to that as listed in Table 4.1; below.
- The number of vacuum units to be limited to 3 during the night period.

Note : Noise associated with the service station would comply with the Regulatory requirements at all times without the need for any noise mitigations.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The allowable noise level for noise sensitive premises in the vicinity of the proposed development 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 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 shown on Figure 3.1 below. Each individual premises has been considered in our assessment, however, to simplify reporting, only the highest noise level for each scenario considered has been reported.

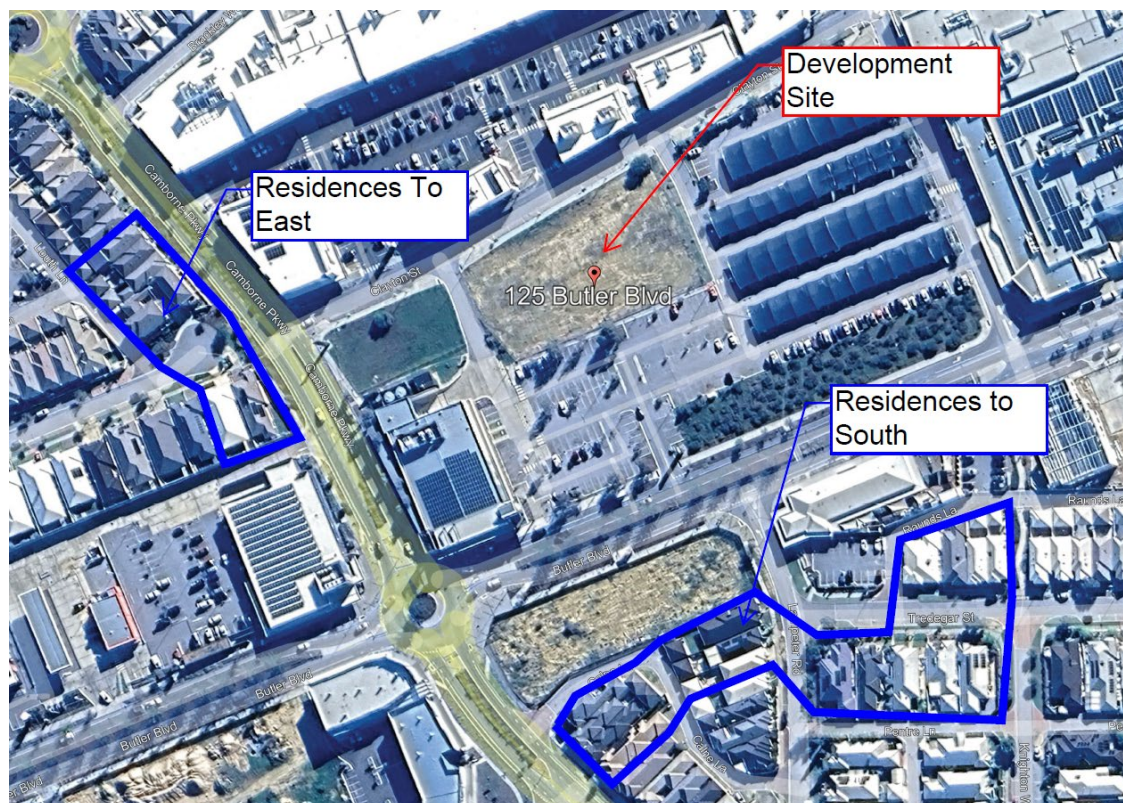


FIGURE 3.1 – AREA AROUND PROPOSED DEVELOPMENT

Given the commercial premises in the area and that Camborne Parkway is a secondary road within the inner circle, the influencing factor at the nearest residential locations to the south and west have been determined to be +6 dB and +5 dB respectively. Thus, the above, the assigned noise levels are as listed in Tables 3.3 and 3.4.

**TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL
RESIDENCES TO WEST**

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.

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

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	50	60	70
	0900 - 1900 hours Sunday and Public Holidays	45	55	70
	1900 - 2200 hours all days	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	40	50	60

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. 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 Guideline on Environmental Noise for Prescribed Premises".

Noise modelling was undertaken for the car wash and vacuum bays, assuming the following activities are taking place:

DAY, EVENING and SUNDAY / PUBLIC HOLIDAY DAY PERIOD

- All 6 vacuum units in operations: and
- 3 carwashes in use.

NIGHT PERIOD

- 3 vacuum units in operations; and
- 3 carwashes in use.

Additionally, noise modelling was also undertaken for :

- Car door closing;
- Refuelling truck;
- Mechanical services;
- Tyre air inflator beeper;
- Deliveries trucks; and
- Dog barking at the dog wash.

We understand that both the carwash and service station would be open 24 hours per day, 7 days per week. Given the possible usage, noise emissions from the car wash, vacuum units and mechanical services need to comply with the assigned L_{A10} noise level.

With regards to delivery trucks, we note the with regards to refrigerated trucks, we understand that as the truck make a round of deliveries, the delivery trucks need to run the refrigeration. Under these circumstances, noise received at the neighbouring residences from delivery trucks would need to comply with the assigned L_{A10} noise level. Noise received at the neighbouring residences to the south from a delivery truck would comply with the assigned L_{A10} assigned noise level at all times.

Finally, noise emission from dogs barking within the dog wash, the Tyre inflator beeper and car doors closing need to comply with the assigned $L_{A_{Max}}$ noise level.

Noise emissions associated with the development, as used in the noise model are listed in Table 4.1.

TABLE 4.1 – SUMMARY OF NOISE EMISSIONS FROM OPERATIONS

Item of Equipment	Sound Power Level, (dB(A))
Vacuum Unit	80
Auto carwash	
With Doors	80
No Door	91
Car Door closing	84
Refuelling truck	93
Service Station Air Conditioning Condensing Units	2 at 67
Trye Inflator	88
Delivery Truck	84

With regards to noise emissions from the car wash, the critical period for compliance would be during the day on a Sunday or Public holiday, when all equipment could be in use. To comply during these periods, the following noise mitigation is required :

- The auto washes to be installed with exit doors to limit the noise to that as listed in Table 4.1; and
- The number of vacuum units in use at any one time during the night period be limited to 3.

5. PREDICTED NOISE EMISSIONS

Calculations were undertaken to all the residences noted on Figure 3.1. The resultant noise levels are listed in Table 5.1.

NOTE: Noise levels were calculated at all adjacent noise sensitive premises, however, for simplicity of reporting, only the highest noise levels have been included below.

TABLE 5.1 – CALCULATED NOISE LEVELS

Item	Residences (dB(A))	
	South	West
Carwash		
Day Period	37	37
Night Period	35	35
Car Door	36	38
Refuelling Truck	43	44
Mechanical Services (Services Station)	19	24
Tyre Inflator	36	40
Delivery Truck	34	27
Dog Bark	47	47

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 EMISSIONS

Noise emissions from the car wash equipment, delivery truck and mechanical services would be steady state and would operate for more than 10% of the time. Hence noise received from these items need to comply with the assigned L_{A10} noise level. Thus, noise received at the neighbouring residences would be assessed under the assigned L_{A10} noise Level:

Given the resultant noise level at the neighbouring residences and likely background noise level in the area, we believe that noise emissions from the development are unlikely to be tonal. However, to be conservative a +5 dB(A) penalty has been applied to the calculated noise level associated with these noise sources. Tables 6.1 and 6.4 list the characteristics that should be included in the assessable noise level for the various times of day.

TABLE 6.1 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)
CAR WASH – DAY, EVENING and SUNDAY / PUBLIC HOLIDAY DAY PERIODS

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	
South	37	+5	-	-	42
West	37	+5	-	-	42

TABLE 6.2 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)
CAR WASH - NIGHT PERIOD

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	
South	35	+5	-	-	40
West	35	+5	-	-	40

TABLE 6.3 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)
DELIVERIES

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	
South	34	+5	-	-	39
West	27	+5	-	-	32

TABLE 6.4– 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	
South	19	+5	-	-	24
West	24	+5	-	-	29

Tables 6.4 to 6.6 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the car wash equipment and the mechanical services.

TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
CAR WASH

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
South	42	Day Period	50	Complies
		Sunday Day Period	45	Complies
		Evenings	45	Complies
	40	Night	40	Complies
West	42	Day Period	51	Complies
		Sunday Day Period	46	Complies
		Evenings	46	Complies
	40	Night	41	Complies

**TABLE 6.5 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
DELIVERIES**

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
South	39	Day Period	50	Complies
		Sunday Day Period	45	Complies
		Evenings	45	Complies
		Night	40	Complies
West	32	Day Period	51	Complies
		Sunday Day Period	46	Complies
		Evenings	46	Complies
		Night	41	Complies

**TABLE 6.6 – 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)
South	24	Day Period	50	Complies
		Sunday Day Period	45	Complies
		Evenings	45	Complies
		Night	40	Complies
West	29	Day Period	51	Complies
		Sunday Day Period	46	Complies
		Evenings	46	Complies
		Night	41	Complies

6.2 L_{A1} NOISE EMISSIONS

Noise emissions from the refuelling truck would be assessed under the assigned L_{A1} noise level.

Based on the definitions of tonality, noise emissions from the refuelling truck, being an L_{A1} , being present for less than 10% of the time, would not be considered tonal. Table 6.7 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the refuelling truck.

**TABLE 6.7 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
REFUELLINGTRUCK**

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
South	43	Day Period	60	Complies
		Sunday Day Period	55	Complies
		Evenings	55	Complies
		Night	50	Complies
West	44	Day Period	61	Complies
		Sunday Day Period	56	Complies
		Evenings	56	Complies
		Night	51	Complies

6.3 L_{MAX} NOISE EMISSIONS

Noise emissions from car doors closing, dog barking and the air tyre inflator alarm would be assessed under the assigned L_{AMax} noise level.

Based on the definitions of tonality, noise emissions from these sources, being an L_{AMax} respectively, being present for less than 10% of the time, would not be considered tonal. However, noise emissions from sources could be impulsive, hence the +10dB penalty has been included in the assessment. We also note that the tyre air inflator alarm could be tonal under the +8 dB average as defined in the Regulations. Tables 6.8 to 6.10 lists the characteristics that should be included in the assessable noise level for car doors closing, dog barking and the air tyre inflator alarm.

TABLE 6.8 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)
CAR DOOR

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	
South	36	-	-	+10	46
West	38	-	-	+10	48

TABLE 6.9 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)
DOG BARK

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	
South	47	-	-	+10	57
West	47	-	-	+10	57

TABLE 6.10 – APPLICABLE ADJUSTMENTS AND ASSESSABLE L_{A10} NOISE LEVELS, dB(A)
AIR TYRE INFLATOR ALARM

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	
South	36	+5	-	+10	51
West	40	+5	-	+10	55

Tables 6.11 to 6.13 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated for the scenarios associated with the above noise sources.

TABLE 6.11 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
CAR DOOR

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
South	46	Day Period	70	Complies
		Sunday Day Period	70	Complies
		Evenings	60	Complies
		Night	60	Complies
West	48	Day Period	71	Complies
		Sunday Day Period	71	Complies
		Evenings	61	Complies
		Night	61	Complies

**TABLE 6.12 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
DOG BARK**

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
South	57	Day Period	70	Complies
		Sunday Day Period	70	Complies
		Evenings	60	Complies
		Night	60	Complies
West	57	Day Period	71	Complies
		Sunday Day Period	71	Complies
		Evenings	61	Complies
		Night	61	Complies

**TABLE 6.12 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS
AIR TYRE INFLATOR ALARM**

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
South	51	Day Period	70	Complies
		Sunday Day Period	70	Complies
		Evenings	60	Complies
		Night	60	Complies
West	55	Day Period	71	Complies
		Sunday Day Period	71	Complies
		Evenings	61	Complies
		Night	61	Complies

7. CONCLUSION

From the above assessments, the noise received at the neighbouring residences complies with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times with the noise mitigation incorporated into the design of the development, as outlined below :

- The auto wash be installed with exit doors to limit the noise to that as listed in Table 4.1; and
- The number of vacuum units to be limited to 3 during the night period.

APPENDIX A

SITE PLAN

LEGEND

- LANDSCAPING AREA 459m²
REFER TO LANDSCAPING PLAN.
- SELECTED PAVING.

CLAYTON STREET

EXISTING KERB & ON STREET
PARKING TO BE MODIFIED.

PROPOSED
CROSSOVER
BDY: 58.77m

6m HIGH x 2.5m WIDE
CARWASH PYLON SIGNAGE.

TANKER
REFUELING
POINT.

PROPOSED
CROSSOVER

BDY: 20.32m

**SERVICE
STATION**

G.F.A 150m²

F.F.L: 44.00

INTERNAL LAYOUT TO
TENANT REQUIREMENTS.

SERVICE

DDA
TOILET

BACK OF
HOUSE

**BIN
STORE**

PARKING

5400x2600
BAYS

DDA
BAY

**AIR/WATER
BAY**

UNDERGROUND FUEL
TANK FARM.

**FUEL
CANOPY**

10 BAYS

F.F.L: 44.10

**SURVEY
STRATA
LOT 2**
4125m²

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

VACUUM
BAY

RESERVED
SERVICE
BAYS

**BIN
STORE**

**DOG
WASH**

**PLANT
ROOM**

**CAR
WASH**

G.F.A
307m²

F.F.L:
44.00

AUTO

AUTO

AUTO

BDY: 10.53m

BDY: 4.24m



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

166 STIRLING HIGHWAY

NEDLANDS WA 6009

PO BOX 199

NEDLANDS WA 6909

PHONE - 9386 6699

admin@hindley.com.au

www.hindley.com.au

DEVELOPMENT APPLICATION

E10

BDY: 28.46m

BDY: 3.9m

BDY: 5.2m

SITE PLAN

SCALE 1:250

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SHALL NOT BE ALTERED BY HAND.

NO: DATE: REVISION:
A 20.06.24 DEVELOPMENT APPLICATION ISSUE
B 04.07.24 LAYOUT UPDATED

DRAWN: CHECK:
MDB SJH
MDB SJH

A3 SHEET

6.9m HIGH x 2.2m WIDE SERVICE
STATION PYLON SIGNAGE.

BDY: 56.70m

BDY: 156.06m

BDY: 82.43m

BDY: 8.57m

BDY: 6.57m

BUTLER BOULEVARD

PROPOSED COMMERCIAL DEVELOPMENT
SURVEY STRATA LOT 2 No. 125 BUTLER
BOULEVARD, BUTLER
for OC CAR WASH Pty Ltd

Date - 04.07.24
Design - SJH
Drawn - MDB
Checked - SJH
Scale - 1:250
Job No. 0859
Dwg - DA02
Rev - B

Alternate Recommendation

That the Metro Outer DAP resolves to:

Refuse DAP Application reference DAP/24/02801 and accompanying plans 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's District Planning Scheme No. 2, for the following reasons:

Reasons

1. The proposal does not demonstrate that access and manoeuvrability can be appropriately achieved by the required service vehicles via the access leg to Butler Boulevard. This is contrary to Clause 67(2)(s) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, given there is adequate access can not be demonstrated.



PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**