



Metro Outer Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 2 September 2021; 2:00pm
Meeting Number: MOJDAP/119
Meeting Venue: Via Zoom

Meeting rescheduled due to the agenda not being available for the full 7 days.

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Attendance

DAP Members

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

Item 8.1

Cr Suzanne Thompson (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Item 9.1

Cr Frank Cvitan (Local Government Member, City of Wanneroo)
Cr Vinh Nguyen (Local Government Member, City of Wanneroo)

Officers in attendance

Item 8.1

Mr Chris Leigh (City of Joondalup)
Mr Tim Thornton (City of Joondalup)

Item 9.1

Mr Greg Bowering (City of Wanneroo)
Mr Nick Bertone (City of Wanneroo)

Minute Secretary

Ms Megan Ventris (DAP Secretariat)
Ms Adele McMahon (DAP Secretariat)

Applicants and Submitters

Item 8.1

Mr Robert Walker (Planning Solutions)

Item 9.1

Mr Reece Hendy (Planning Solutions)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil.



3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).

5. Declarations of Due Consideration

The Presiding Member notes an addition to the agenda was published to include a missing plan now included as page 4 of 6 of attachment 2 for Item 8.1, received on 27 August 2021.

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil.

7. Deputations and Presentations

The City of Wanneroo may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 Lot 1 (941) Whitfords Avenue, Woodvale

Development Description:	Redevelopment of Existing Service Station and Fast Food Outlet Addition
Applicant:	Planning Solutions
Owner:	Bass Management Pty Ltd
Responsible Authority:	City of Joondalup
DAP File No:	DAP/21/02012

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

9.1 Lot 138 (7) Honeybee Parade, Banksia Grove

Development Description:	Modifications to Service Station and Showrooms (Pylon Sign)
Proposed Amendments:	Modifications to an existing Service Station Pylon Sign
Applicant:	Planning Solutions
Owner:	Accord Perth Eden Beach Pty Ltd
Responsible Authority:	City of Wanneroo
DAP File No:	DAP/19/01700



10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/19/01708 DR 138/2020	City of Kwinana	Lot 108 Kwinana Beach Road, Kwinana	Proposed Bulk Liquid Storage for GrainCorp Liquid Terminals	01/07/2020
DAP/01729 DR 176/2020	City of Kalamunda	Lot 130 (74) Warlingham Drive, Lesmurdie	Aged Residential Care Facility	28/8/2020
DAP/20/01764 DR 204/2020	City of Swan	Lot 780 (46) Gaston Road, Bullsbrook	Proposed Stock Feed Grain Mill	8/09/2020
DAP/20/01829 DR 001/2021	City of Swan	Lot 1 (42) Dale Road & Lot 4 (43) Yukich Close, Middle Swan	Aged care and community purpose	08/01/2021
DAP/21/01952 DR 096/2021	City of Rockingham	Lot 265 (40) Talisker Bend, Golden Bay	Mixed commercial development	14/05/2021

11. General Business

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

12. Meeting Closure

**WHITFORDS AVENUE, 941 (LOT 1) WOODVALE –
REDEVELOPMENT OF EXISTING SERVICE STATION AND
FAST FOOD OUTLET ADDITION**

**Form 1 – Responsible Authority Report
(Regulation 12)**

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Joondalup	
Applicant:	Planning Solutions	
Owner:	Bass Management Pty Ltd	
Value of Development:	\$3.1 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page Director Planning and Community Development	
LG Reference:	DA21/0592	
DAP File No:	DAP/21/02012	
Application Received Date:	1 June 2021	
Report Due Date:	25 August 2021	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Development Plans and Elevations 3. Landscaping Plan 4. Building Perspectives 5. Transport Impact Assessment 6. Summary of Submissions and Applicant Response 7. Referral Comments from Department of Planning, Lands and Heritage 8. Environmentally Sustainable Design Checklist 9. Applicant's design statement against State Planning Policy 7.0	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

1. **Approve** DAP Application reference DAP/21/02012 and accompanying plans (Attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Joondalup *Local Planning Scheme No.3*:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. This approval only relates to the service station, fast food outlet, signage and associated works as indicated on the approved plans. Development shall be undertaken in accordance with the approved plan(s), any other supporting information and conditions of approval. It does not relate to any other development on the lots.
4. A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall include details regarding mitigation measures to address impacts associated with construction works and shall be prepared to the specification and satisfaction of the City. The construction works shall be undertaken in accordance with the approved Construction Management Plan.
5. A schedule of colours and materials for all exterior parts to the development, including the transformer shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
6. The proposed 1.5 metre wide awning shall extend for the length of the Fast-food Outlet building along the eastern elevation. Details shall be submitted to and approved by the City prior to commencement of development. Development shall be in accordance with these approved details.
7. Any proposed building plant and equipment, including air conditioning units piping, ducting and water tanks shall be located to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.

8. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
9. The five proposed car parking bays located on the northern side of the site, adjacent the shared accessway, shall be for used for staff parking only, and shall be sign posted or marked accordingly.
10. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to the City for approval prior to the commencement of development.
11. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of both sites and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Include the required shade trees within new car parking areas;
 - Show spot levels and/or contours of the site;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Outline what works are required within the subject sites and adjacent verges to ensure compliance with AS3959;
 - Be based on Designing out Crime principles to the satisfaction of the City; and,
 - Show all irrigation design details.
12. Landscaping and reticulation within the subject site and the adjacent verge areas shall be established and thereafter maintained by and at the cost of, the landowner/applicant in accordance with the approved landscaping plans, Australian Standards (including AS3959) and best trade practice prior to the development first being occupied to the satisfaction of the City.
13. A Waste Management Plan shall be submitted to and approved by the City prior to the commencement of development. The waste management plan shall include the method of rubbish collection for the development and the management of potential litter from the fast food outlet. All waste management shall be in accordance with the approved Waste Management Plan.
14. A Lighting Plan shall be submitted to the City for approval prior to the commencement of construction. The Lighting Plan shall include details on how any lighting, including lighting associated with any signage, has been designed and managed to minimise the impact on any surrounding residential development. Lighting shall be maintained in accordance with the Lighting Plan to the satisfaction of the City.

15. Signage is to be established and thereafter maintained to a high standard to the satisfaction of the City and shall:
 - not include fluorescent, reflective or retro reflective colours; and,
 - use low illumination that does not flash, pulsate or chase.
16. All development shall be contained within the property boundaries.
17. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.

Advice Notes

1. The City of Joondalup *Local Planning Scheme No. 3* defines:
 - ‘Service station’ as:
“premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for:
 - (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience retail nature; and/or
 - (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.”
 - ‘Fast food outlet’ as:
“premises other than a lunch bar, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten:
 - (a) without further preparation; and
 - (b) primarily off the premises.
2. Any existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.
3. The applicant/owner is advised that verge treatments are required to comply with the City’s Street Verge Guidelines. A copy of the Guidelines can be obtained at <http://www.joondalup.wa.gov.au/Live/Streetscapes/StreetVergeGuidelines.aspx>.
4. In regard to condition 4, the construction management plan shall be prepared using the City’s Construction Management Plan template which can be provided upon request.
5. All lighting to the centre is to be designed to minimise light spillage onto the surrounding residential properties and be in accordance with the requirements of Australian Standard AS1158.
6. With regard to the landscaping plan required by condition 11, it is advised that a third shade tree is required adjacent to the eastern row of car parking bays.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Joondalup <i>Local Planning Scheme No. 3 (LPS3)</i>
Local Planning Scheme - Zone/Reserve	Commercial
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Service station – ‘D’ Fast food outlet – ‘P’
Lot Size:	3,626.63m ²
Existing Land Use:	Service station
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Service station Fast food outlet
Proposed Gross Leasable Area	625m ²
Proposed No. Storeys	One storey
Proposed No. Dwellings	N/A

The proposed development includes the following:

- Demolition of the existing BP service station and associated structures.
- A new 24/7 BP service station on the southern half of the site with a 265m² retail building and Wild Bean Café.
- A fuel canopy housing eight refuelling bays.
- A McDonalds restaurant comprising 360m² of gross leasable area, attached to the northern side of the service station.
- Associated McDonalds drive through facility, with dual lane access on the southern side of the service station.
- Associated signage for both tenancies including three free standing signs adjacent to Trappers Drive and Whitfords Avenue.

The development plans, landscaping plan, building perspectives are provided in Attachment 2 – 4.

Background:

The subject site is zoned 'Commercial' under the City's *Local Planning Scheme No. 3*, and is bound by Whitfords Avenue to the south, Trappers Drive to the east and existing commercial developments to the west and north. The site currently comprises a service station and disused car wash and service centre (Attachment 1 refers).

The site forms part of the Woodvale District Centre, which includes a shopping centre, office, fast food and medical uses. There are existing easements across the subject and adjoining sites to facilitate access between the sites.

A development approval has been issued for a three storey commercial development on the lot immediately to the north of the subject site. Whilst the adjoining landowner has not yet acted on this approval, it remains valid, and the applicant has therefore considered the impact of this development on the subject proposal (including traffic).

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*.
- *Metropolitan Region Scheme (MRS)*.
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*.
- *City of Joondalup Local Planning Scheme No. 3 (LPS3)*.

State Government Policies

- *State Planning Policy 7.0 Design of the Built Environment (SPP7)*.

Local Policies

- *Commercial Mixed Use and Service Commercial Zone Policy (Commercial LPP)*.
- *Advertisements Local Planning Policy (ALPP)*.
- *Planning Consultation Local Planning Policy*.

Consultation:

Public Consultation

The proposal was advertised for a period of 14 days, commencing on 15 July 2021, and concluding on 29 July 2021. Consultation was undertaken in the following manner:

- Letters were sent directly to 75 surrounding landowners and occupiers (including surrounding commercial properties).
- Development plans and information provided by the applicant were made available for public viewing on the City's website and at the City's administration building.

A total of 118 submissions were received, with 92 opposing the development, 21 in support of the development and five neutral. The concerns raised in the submissions and the City's responses are included in the table below. The applicant's response to submissions received during consultation is included in Attachment 6.

Issue Raised	Officer comments
<p>Antisocial behaviour A 24 hour McDonalds will introduce anti-social behaviour to the area.</p>	<p>Both the Fast-food Outlet and Service station are proposed to operate 24 hours per day, seven days per week, which will increase surveillance to the site through staff being present and the opportunity for patrons to attend the site at all times.</p> <p>The 24 hour operation of the proposed fast food outlet is also considered appropriate on the site in consideration of the underlying commercial zoning of the site, its location on the corner of Trappers Drive and Whitfords Avenue and that residential properties do not immediately front the site.</p>
<p>Traffic and access</p> <p>The development will result in traffic jams on Whitfords Avenue and Trappers Drive.</p> <p>Concerns regarding congestion in and out of the site onto Trappers Drive.</p> <p>Concerns regarding five car parking bays on the northern boundary of the site.</p>	<p>A Traffic Impact Assessment (TIA) has been prepared as part of the application. The City has assessed and supports the findings and conclusions of the TIA as outlined in the assessment section of this report.</p>
<p>Traffic impact assessment</p> <p>Concerns that traffic data was not undertaken during true peak periods and does not account for COVID-19 impacting on traffic.</p> <p>The TIA has not included the northern vehicle access on Trappers Drive.</p>	<p>The peak times assessed are in accordance with the WAPC Transport Assessment Guidelines which list peak times as weekdays between 7am-9am and 4pm-6pm.</p> <p>Customers visiting the development are unlikely to use the northern-most access point on Trappers Drive, and instead likely to utilise the vehicle access point adjacent to the site.</p>
<p>Littering</p> <p>Concerns that the development will increase rubbish and litter around the site.</p>	<p>Should the development be approved, it is recommended that a Waste Management Plan be required. This plan will address litter management from the fast food outlet.</p> <p>Additionally the applicant has advised that McDonalds have a standard practice to maintain daily litter patrols to ensure that that litter is mitigated.</p>
<p>Existing businesses</p>	<p>Economic competition between businesses is not a valid planning consideration.</p>

<p>The introduction of a McDonalds will impact on existing restaurants and take away outlets at the site.</p> <p>There are already six McDonalds restaurants within a 6km radius.</p>	<p>It is also noted that 'Fast Food Outlet' is a permitted ("P") land use in the Commercial zone.</p>
<p>Health</p> <p>McDonalds presents an unhealthy choice of fast food for the community.</p>	<p>The level of nutrition offered by a commercial business is not a valid planning consideration.</p> <p>It is also noted that 'Fast Food Outlet' is a permitted ("P") land use in the Commercial zone.</p>
<p>Opening hours</p> <p>The fast food outlet should have a closing time of 10pm.</p>	<p>It is noted that the existing service station on site currently operates on a 24 hour basis and the proposed service station is proposed to continue in this fashion.</p>
<p>Noise and air pollution</p> <p>A popular land use such as McDonalds will create noise disruption for nearby residents.</p> <p>Concerns regarding air pollution from the business including garbage trucks.</p>	<p>The development is located within a Commercial zone and is consistent with the uses permitted on this site. There is an obligation for the development to comply with the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p>Should the development be approved, it is recommended that a Waste Management Plan be required, which would include timings of garbage pickup.</p> <p>It is also note that the applicant has addressed potential odour emissions in Attachment 6.</p>
<p>Parking</p> <p>The shortfall in car parking will lead to customers parking in bays belonging to the shopping centre.</p> <p>The air and water bay, drive through waiting bay and ACROD bay should not be counted towards parking provided on-site.</p>	<p>The parking for the development is considered to be acceptable. This is discussed further in the assessment section of this report.</p>
<p>Pedestrian access</p> <p>No clear walkway through the development.</p>	<p>The development proposal includes a crosswalk linking the existing path network to the entry to the building.</p>
<p>Signage</p> <p>Too many signs are proposed in addition to those already existing.</p>	<p>The amount of signage proposed is considered to be acceptable for the nature of the business and given the site has two</p>

	street frontages. This is discussed further in the assessment section of this report.
<p>Landscaping</p> <p>Does the development meet shade canopy requirements?</p>	<p>The Commercial LPP requires shade trees on-site at a rate of one per four car parking bays proposed. Should the development be approved a condition is recommended that the required number of shade trees are provided in the car parking area.</p> <p>In addition to the above, three additional trees are also proposed outside of the car parking areas, elsewhere across the site.</p>

Comments received in support of the proposal noted the following:

- The development will result in an increase in jobs.
- The current site is underutilised and in need of a revamp.
- The site is a convenient location for a service station and McDonalds.

Referrals/consultation with Government/Service Agencies

The application was referred to the Department of Planning, Lands and Heritage (DPLH) for comment as the development abuts Whitfords Avenue, which is classified as an 'Other Regional Road'.

DPLH advised they have no objections to the development, with the following recommendations:

- Signs comply with City requirements and should not interfere with sight lines, distract drivers, or have the potential to become confused with traffic signals.
- A review of the trip generation rate based on the ITE Trip Generation Manual (10th Edition).

The City has assessed the application having regard to these recommendations.

Design Review Panel Advice

The proposal was referred to the Joondalup Design Reference Panel (JDRP) on 24 June 2021. The following table summarises comments made by the JDRP and the applicant's response:

JDRP comments	Summary of Applicant's response
It is requested that the verge area incorporate landscaping as part of a holistic landscaping approach. Lot boundaries are not a visible thing out on site, so the landscaping should respond to this appropriately and provide a high-quality contribution to the streetscape.	Amended plans have been provided to respond to this comment.
Only three trees are proposed across the site. Notwithstanding that the City's Local Planning Policy requires the provision of one shade tree per four parking bays, the	The City's Local Planning Policy requires the provision of one shade tree for every four bays. Based on the provision of 18 standard bays (including

number of trees across the site needs to be increased.	one ACROD Bay, and one air and water bay), five shade trees are required to be provided. An additional four trees have been provided, totalling seven shade trees across the site. The amount of shade trees exceeds the requirement by two trees, and it warrants approval accordingly.
Species proposed are large trees, Consideration should be given to smaller species.	An additional four shade trees have been provided of the same species. These are considered more functional and appropriate for their location in the proposed development.

The concerns raised by the JDRP are considered to have been satisfied through the provision of revised plans or additional information, as discussed in the Planning Assessment below.

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the City's *Local Planning Scheme No. 3* and State and local planning policies outlined in the Legislation and Policy Section of this report. The following matters have been identified as key considerations for the determination of this application:

Land use

Service Station is a 'D' (discretionary) use under LPS3 and requires the exercise of discretion in determining the appropriateness of the land use. The objectives of the 'Commercial' zone under LPS3 are:

- To provide a range of shops, offices, restaurants and other commercial outlets in defined townsite and activity centres.
- To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades or improve the existing streetscape.
- To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

A BP service station has been operating from the site since the 1990's and is considered an appropriate use within a district centre. The redevelopment of the service station will improve the existing streetscape, modernise the building design and provide new landscaping. The site is at the intersection of a district distributor road and local distributor road which make the location suitable to be accessed by passing traffic. The road network also maintains a buffer from the adjoining residential properties to the east and south. The Service Station land use is therefore considered appropriate, particularly as it is essentially a continuation of the existing, approved land use.

'Fast Food Outlet' is a 'P' land use under LPS3, meaning that it is permitted on the site. The number of existing McDonalds restaurants and competition with existing land uses was raised during community consultation. In accordance with clause 67(2)(v) of the

Regulations, commercial competition is not a valid planning consideration and therefore these factors cannot be considered in determining the application.

Building design

The City's Commercial LPP requires:

- A maximum building height of six metres. The development proposes 7.5 metres to the top of the Fast-food outlet blade wall.
- Maximum sill height of 0.7 metres above the finished floor level.
- Awning minimum height of three metres and minimum depth of 1.5 metres
- Buildings constructed of high quality materials.
- Concrete facades visible from the street to be painted and provided with an articulated or detailed finish.

In addition to the objectives of the Commercial zone under LPS3 (as outlined in the 'Land Use' section above), the relevant objectives of the Commercial LPP are:

- To facilitate the development or redevelopment of commercial centres that respond to the local context.
- To ensure the design and siting of commercial development provides a high standard of amenity, no blank facades visible from the street and activation of external areas.
- To encourage high quality, pedestrian friendly, street-orientated development that integrates with surrounding areas.
- To create vibrant mixed use commercial centres that are the focal point for the community by locating housing, employment and retail activities together.

The height of the development is generally consistent with the requirements of the Commercial LPP with the exception of a blade wall associated with the Fast-food outlet building which also includes signage. This section of the building is two metres wide and rather than appearing bulky or visually imposing, contrasts with the building to provide interest.

The proposed McDonalds building includes sill heights at 1.1 metres above the finished floor level to facilitate placement of the drive through windows, which is a standard design for McDonalds restaurants and is appropriate for the function it serves. It is also noted that these windows do not form the primary façade of the building, facing internal to the overall site and therefore do not impact on the view of the development from the streetscape.

While the awning proposed meets the required 1.5 metre depth and three metre height, there is a 12.3 metre long portion of the eastern elevation that does not include an awning, being between the McDonalds and BP buildings. The applicant's justification highlights that awnings are provided at the building entries and also along pedestrian linkages. However, given that the section with no awning relates to a footpath connecting the McDonalds and BP this is not considered to be appropriate. Should the application be approved a condition is recommended requiring the McDonalds awning extend for the length of the eastern elevation to provide roof cover to the footpath that links the two buildings.

Traffic

Road network capacity

The applicant provided a Transport Impact Assessment (TIA) to support the proposal (Attachment 5 refers). The TIA has been reviewed by the City and it is considered that the assumptions and content included in this document are acceptable.

The TIA outlines that the development during peak hours is predicted to generate 125 trips (AM) and 134 trips (PM). Some of this traffic will be passing trade, being vehicles that are already using Whitfords Avenue and/or Trappers Drive.

Accounting for this, the TIA indicates that the net increase in traffic on the surrounding road network will be 50 vehicles during AM peak hour and 52 vehicles during PM peak hour. The WAPC Transport Assessment Guidelines outline that developments which result in an increase in the overall traffic of less than 100 vehicles per hour onto any road lane, is unlikely to have a material impact on the surrounding road network. Therefore in accordance with the WAPC Transport Assessment Guidelines the development is not considered to have a material impact on the surrounding road network.

Traffic impacts to the site

The findings of the TIA indicate that the existing access points in and out of the site will have sufficient capacity to cater for the new development. SIDRA (signalised and unsignalized intersection design and research aid) modelling has also been used to assess intersection impacts and supports the proposition that there will not be a detrimental impact to any surrounding intersection or access points.

During consultation, concerns were raised regarding congestion at the right turn south-bound exit onto Trappers Drive from the subject site. The SIDRA analysis undertaken indicates that the delay at this exit, as a result of the development, will increase by an average of 1.3 seconds during peak periods which maintains a 'level of service A' at this intersection. This is the best possible level of service for an intersection identified under SIDRA modelling. A second exit point onto Trappers Drive from the shopping centre, further to the north of the subject site, was not assessed as part of the application as it is not expected that users of the subject site will utilise this exit point.

Given the above, it is not considered the development will have an adverse impact on the traffic of the surrounding road network.

Parking

The City's Commercial LPP requires a total of 30 car bays for the proposed development. The fast-food outlet requires a total of 16 bays and the Service Station requires 14 bays.

The development proposes a total of 19 bays, including 16 bays for general parking, an air and water bay, ACROD bay and drive through waiting bay.

Given the above the parking allocation can be broken down as follows:

- 5 bays for staff parking relating to the Fast-food Outlet;
- 11 bays for use by the general public;
- 1 ACROD bay;

- 1 air and water bay; and
- 1 drive through waiting bay.

In considering the parking shortfall it is expected that the predominate use of the service station will be refuelling, in which vehicles will not utilise the formal parking bays provided but be located within the eight refuelling areas. These eight parking areas do not count towards the parking calculation but are relevant in the acceptability of a shortfall. In these instances, it is unlikely that vehicles would refuel and then park in one of the designated parking bays.

As a result, it is expected that the 16 general parking bays and the ACROD bay will be utilised by customers of the fast food outlet and therefore there is sufficient car parking provided on-site. Of the general parking bays, five bays are directly accessed from the access point from Trappers Drive, which is a key entry to the subject site and adjoining commercial site. In order to minimise vehicle movements into the access way from these bays, it is considered appropriate to be for long term (ie. staff parking) only. As the fast-food outlet is expected to employ more than five people at any given time (particularly during peak periods) it is considered appropriate to restrict these bays to staff only.

Given the above, there is considered adequate parking provided on-site for the proposed uses.

Landscaping

The Commercial LPP requires a total of 8% of the site as landscaping and shade trees within new car parking areas at a rate of one tree per every four parking bays. The development proposes 11.3% of the site as landscaping. While four additional trees have been proposed, based on the 19 car bays proposed a total of five trees would be required to provide shade to the car bays.

The JDRP raised several points regarding the number of trees and species proposed. The applicant subsequently amended the plans to provide additional verge landscaping, and four additional shade trees on site. Although the applicant has included additional trees to address the JDRP's comments, only four trees provide shade to car bays. Should the application be approved a condition is recommended requiring an additional shade tree be provided to shade the bays adjacent to Trappers Drive.

Signage

The City's Advertisements LPP permits:

- Single tenancy freestanding signs to a height of six metres.
- A limit of one freestanding sign per lot frontage per lot.
- Freestanding signs are to be located a minimum of 15 metres from corner truncations.

The application proposes a total of three freestanding signs including an eight metre high BP sign and a six metre high McDonalds 'golden arches' sign on Whitfords Avenue, and a six metre high BP price board sign on Trappers Drive.

While the eight metre high BP sign on Whitfords Avenue exceeds the permitted height, it is noted that it is replacing the existing approved sign of the same height. The addition of the McDonalds sign is considered appropriate given it relates to a different tenancy and is a pole mounted sign that is considered to be minimal in its bulk.

Due to the site being a corner lot, and there being a considerable slope in topography along Trappers Drive it is considered that the second BP price board sign is necessary to provide fuel price exposure to traffic approaching from Trappers Drive.

With regard to the proximity of the signage to the corner intersection, it is noted that the eight metre high BP sign complies with the required 15 metre setback distance. The McDonalds sign is within four metres of the corner truncation, however due to being pole mounted, will not have any impact on sightlines required for safe navigation of the intersection. While the second BP sign on Trappers Drive is 10.3 metres from the corner truncation, this is considered appropriate as the signage is adjacent to traffic travelling north along Trappers Drive and therefore does not impact on sightlines for vehicles approaching the intersection of Whitfords Avenue and Trappers Drive.

DPLH commented that the signage should not interfere with sightlines, distract drivers or have the potential to be confused with traffic signals. As discussed above, the proposed signage is considered appropriate with regard to maintaining vehicle sightlines across the Whitfords Avenue / Trappers Drive intersection. The BP sign on Whitfords Avenue is replacing an existing sign of the same size and the McDonalds sign is a six metre tall pole mounted sign which is unlikely to be confused with traffic signals.

It is also recommended that should the application be approved, conditions are included that require signage to be of low illumination, not flash, pulsate or chase and not include fluorescent or reflective colours to further minimise potential distraction and general amenity impacts.

For the reasons outlined above the number and size of signage proposed is considered appropriate.

Conclusion:

As detailed above, the proposed development is considered to meet the intent, objectives and requirements of LPS3, as well as relevant State and local planning policies.

The redevelopment of the existing service station and addition of a fast food outlet will improve the appearance of the site by replacing a dated structure with modern buildings and new landscaping. As set out above, it is considered that the parking and existing access and road network is appropriate to support the addition of a fast food outlet.

As a result, it is recommended that the application be approved, subject to conditions.

Alternatives

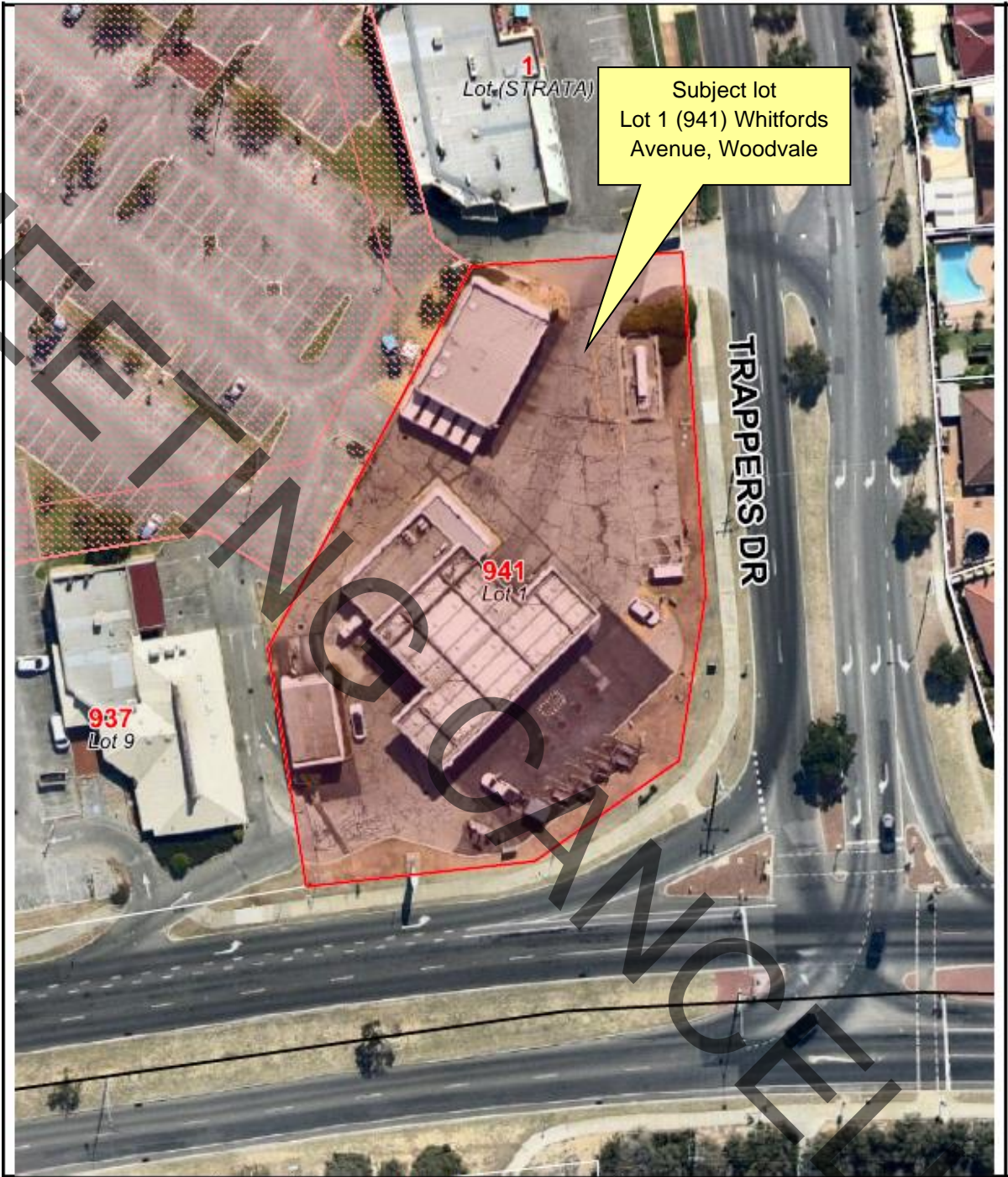
In accordance with clause 17(4) of the Regulations, the JDAP may determine an application by either approving the application (with or without conditions) or refusing the application.

In reference to the Responsible Authority Recommendation, the JDAP can amend or delete the conditions of approval recommended by the City and/or include additional conditions of approval should they be considered necessary to ensure the proposal complies with the relevant planning framework.

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

However, as outlined in the Planning Assessment and Officer's Comment sections above, the City considers that the development meets the relevant provisions and/or objectives of the applicable planning framework and the application is therefore recommended for approval.

If the applicant is aggrieved by the decision or any aspect of the decision, the applicant has a right of review in accordance with the *State Administrative Tribunal Act 2004* and the *Planning and Development Act 2005*.



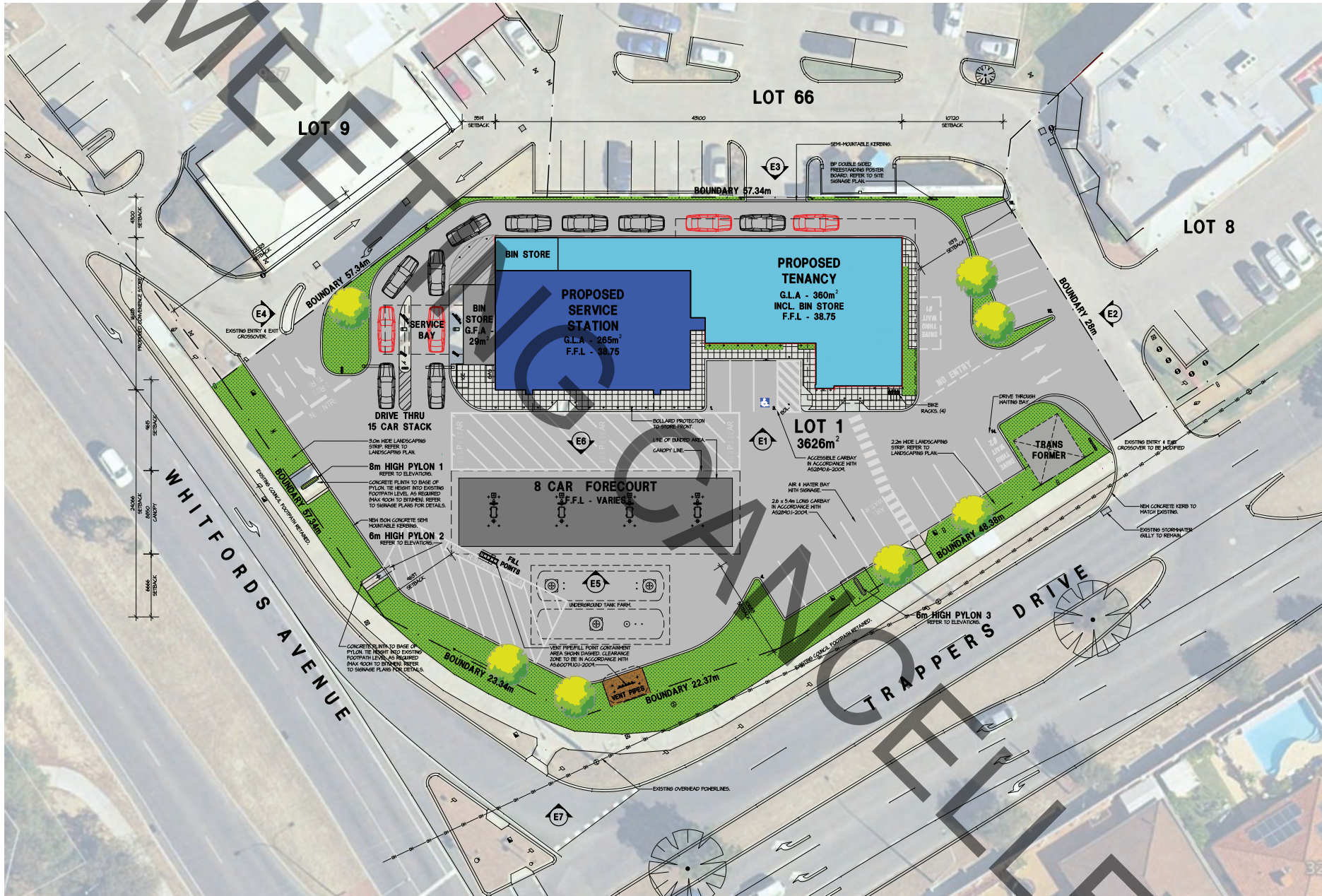
90 Boas Ave, Joondalup WA 6027
PO Box 21, Joondalup WA 6915
PH: 08 9400 4000
Fax: 08 9300 1383
Info@joondalup.wa.gov.au
www.joondalup.wa.gov.au



Scale(A4):1:700

Date: 16/06/2021

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DEVELOPMENT APPLICATION

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AS A TRUSTEE FOR
HINDLEY TRUST
ACN No. 088 989 904

NO.	DATE	REVISION	DRAWN	CHECK
A	04.02.21	DEVELOPMENT APPLICATION ISSUE	MDR	CPH
B	10.02.21	LANDSCAPING AND CAR BAYS ADDED	ALJ	CPH
C	08.04.21	AMENDED AS PER COMMENTS	JUR	CPH
D	16.04.21	TRANSFORMER ADDED	CPH	CPH
E	08.05.21	LANDSCAPING & VENT PIPES ALTERED	CPH	CPH
F	08.08.21	AIR AND WATER BAY ALTERED	CPH	CPH
G	12.08.21	AMENDED AS PER COMMENTS	CPH	CPH
H	17.06.21	AMENDED AS PER COMMENTS	CPH	CPH
I	13.07.21	AMENDED AS PER COMMENTS	CPH	CPH

PROPOSED SITE PLAN

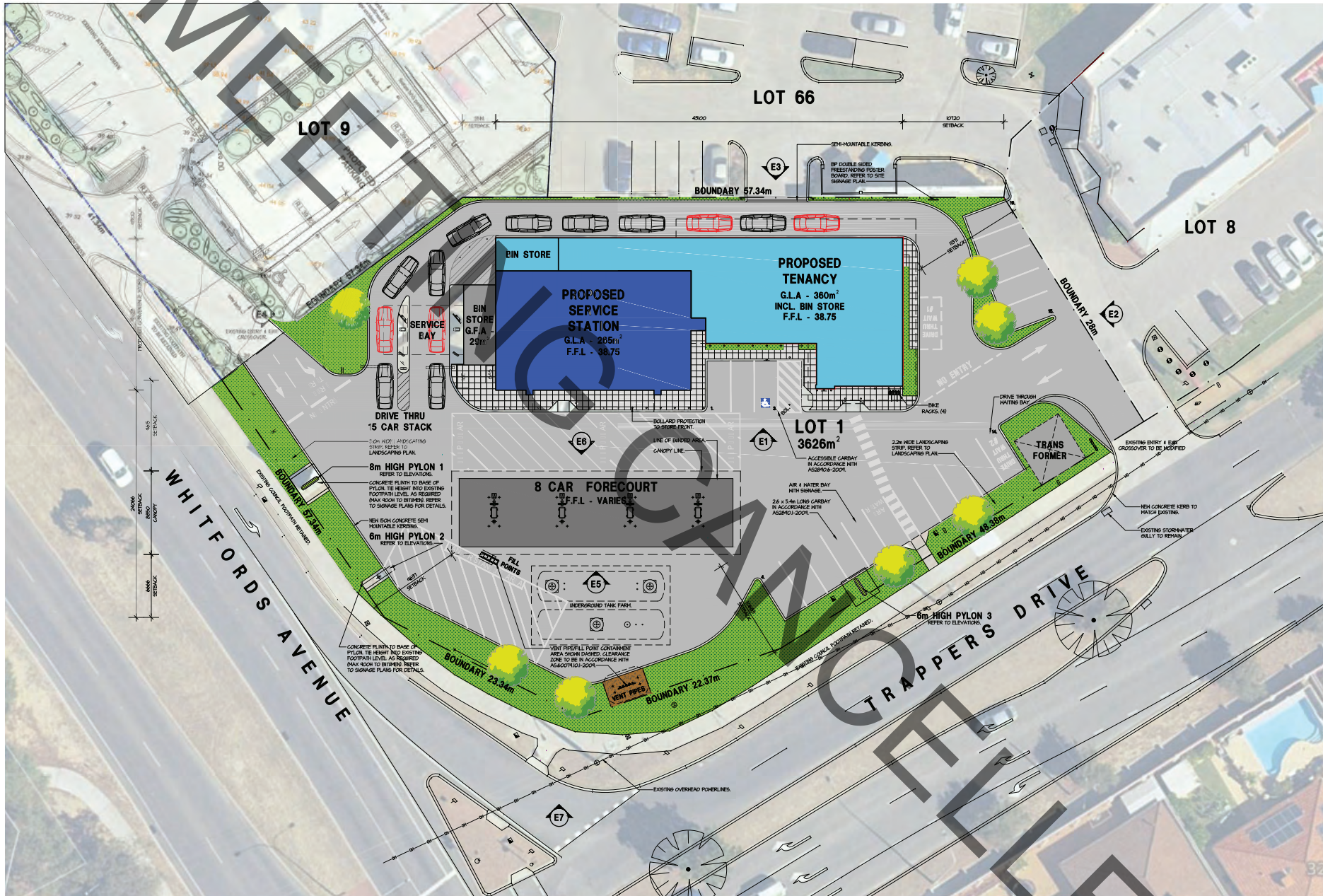
SCALE: 1:200

A1 SHEET



PROPOSED SERVICE STATION &
FAST FOOD OUTLET
No. 941 WHITFORDS AVE, WOODVALE
BP AUSTRALIA Pty Ltd

Date - 13.06.21
Design - CPH
Drawn - MDR
Checked - CPH
Scale - 1:200
Job No. 0889
Dwg No. DA03
Rev - 1



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 H H H D L E Y T R U S T
 ACN No. 088 989 904

NO: DATE: REVISION: DRAWN: CHECK:
 A 14.07.21 ISSUED AS PER COJ COMMENTS CPH CPH

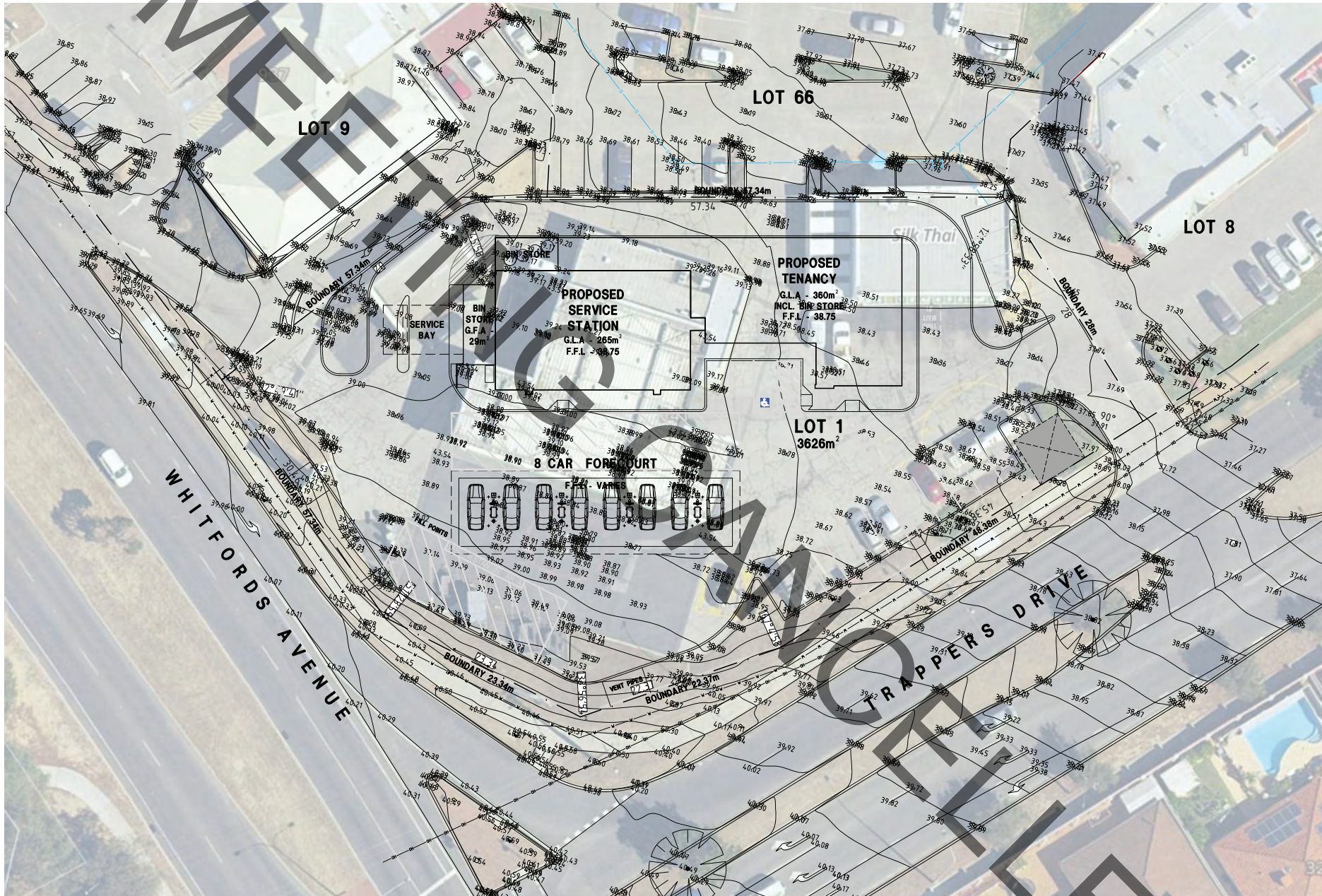
A1 SHEET

PROPOSED SITE PLAN WITH NEIGHBOURING DEVELOPMENT
 SCALE: 1:200



PROPOSED SERVICE STATION & FAST FOOD OUTLET
 No. 941 WHITFORDS AVE, WOODVALE
 BP AUSTRALIA Pty Ltd

Date - 12.06.21
 Design - CPH
 Drawn - MDS
 Checked - CPH
 Scale - 1:200
 Job No. - 0899
 Dwg - C01
 Rev - A



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ACN No. 088 989 904

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A	16.04.21	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
B	06.08.21	VENT PIPES ALTERED	CPH	CPH
C	06.08.21	AIR AND WATER BAY ALTERED	CPH	CPH
D	12.08.21	SITE PLAN UPDATED	CPH	CPH
E	24.08.21	SITE PLAN UPDATED	CPH	CPH
F	13.07.21	SITE PLAN UPDATED	CPH	CPH

A1 SHEET

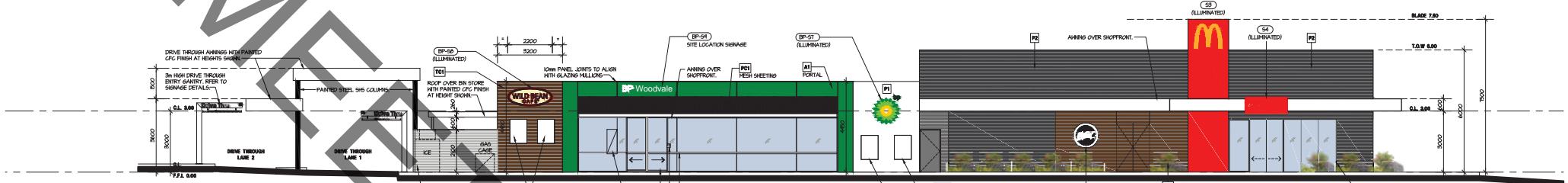
PROPOSED SITE SURVEY OVERLAY

SCALE: 1:200

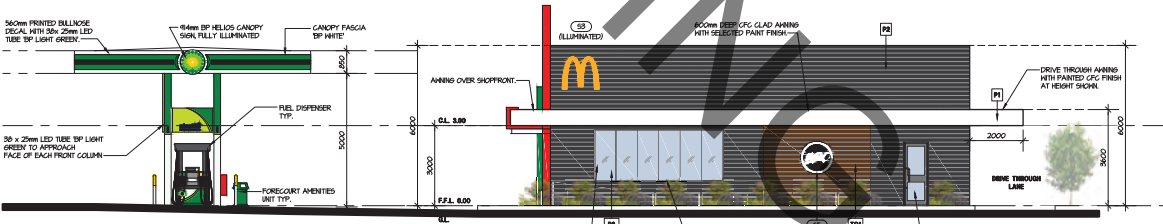


PROPOSED SERVICE STATION &
FAST FOOD OUTLET
No. 941 WHITFORDS AVE, WOODVALE
BP AUSTRALIA Pty Ltd

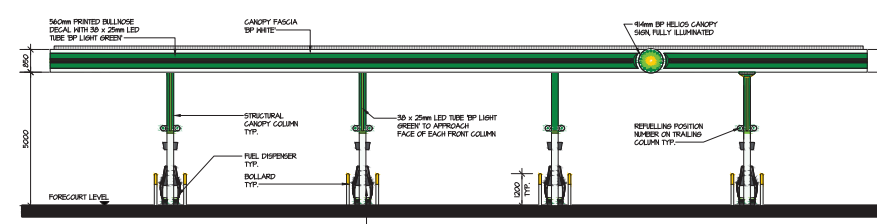
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Design - CPH
Drawn - MDS
Checked - CPH
Scale - 1:200
Job No. 0896
Dwg - DA04
Rev - F



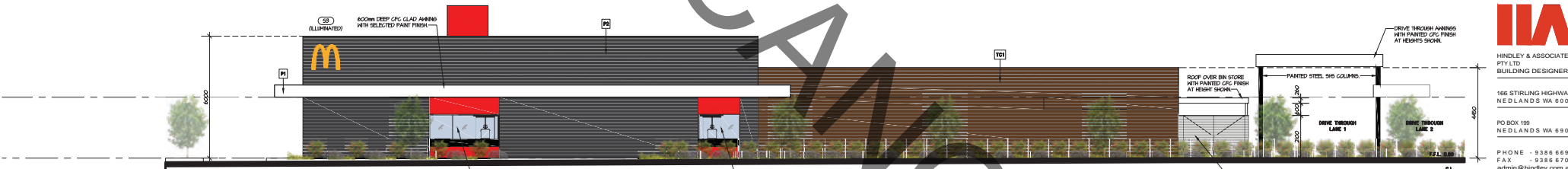
EAST ELEVATION 1
SCALE 1:100



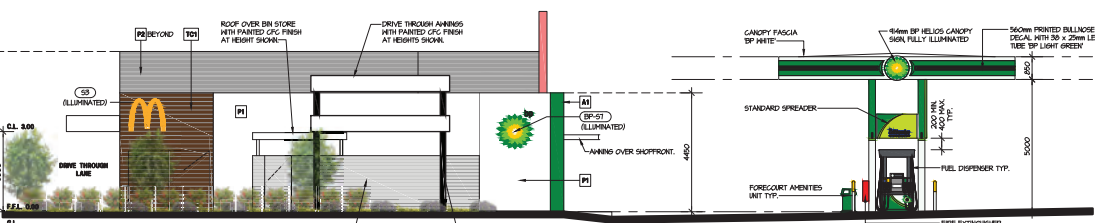
NORTH ELEVATION 2
SCALE 1:100



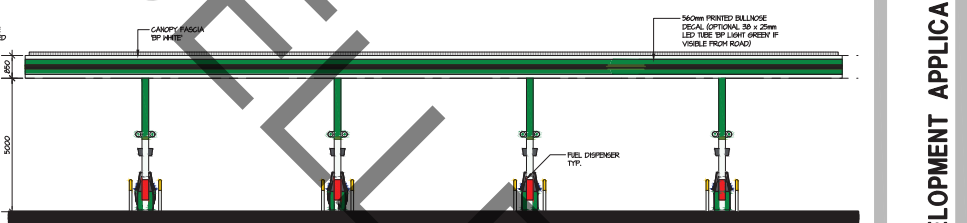
EAST ELEVATION 5
SCALE 1:100



WEST ELEVATION 3
SCALE 1:100



SOUTH ELEVATION 4
SCALE 1:100



WEST ELEVATION 6
SCALE 1:100

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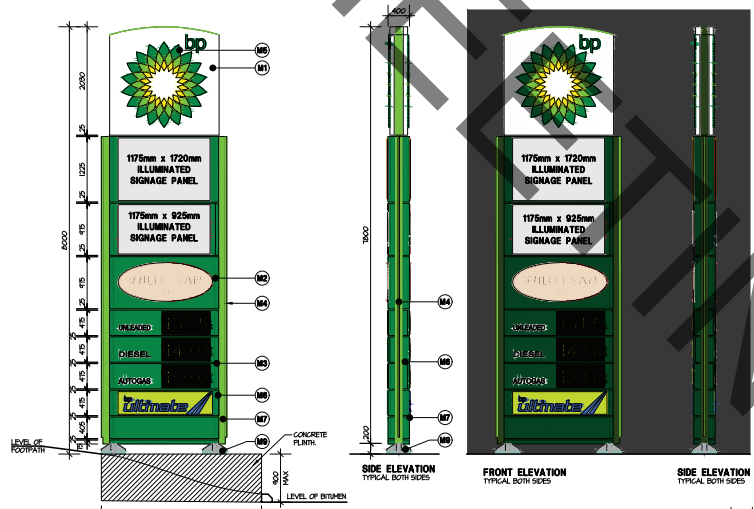
HINDLEY & ASSOCIATES P/L
AS T R U S T E E F O R
H I N D L E Y T R U S T
ACN No. 088 989 904

NO.	DATE	REVISION	DRAWN	CHECK
A	03.02.21	PRELIMINARY ISSUE	MDB	CPH
B	04.02.21	DEVELOPMENT APPLICATION ISSUE	MDB	CPH
C	22.03.21	McDONALD'S TENANCY	AJJ	CPH
D	08.04.21	AMENDED AS PER COMMENTS	JJR	CPH
E	12.05.21	AMENDED AS PER COMMENTS	MDB	CPH

A1 SHEET

PROPOSED SERVICE STATION & FAST FOOD OUTLET
No. 941 WHITFORDS AVE, WOODVALE
BP AUSTRALIA Pty Ltd

Date - 12.05.21
Design - CPH
Drawn - MDB
Checked - CPH
Scale - 1:100
Job No. -
Dwg - DA06
Rev - E



8M MONOLITH

NOTES

M1. Full Helios Logo decoration on top of BP Helios emblemment. Graphic does not overlap or obscure shell. Shell angle remains visible.

M2. Aluminium panels painted BP Helios Green, Paintwork 240C.

M3. Facials painted BP Light Green, Paintwork 240C.

M4. 30mm x 7mm BP Light Green LED Light Box for message panels have low power security lead sealed recessed. Applied to both sides of the LED and its length contained to message panels only. Applied to all mounted shell recessed recessing with a message panel on each.

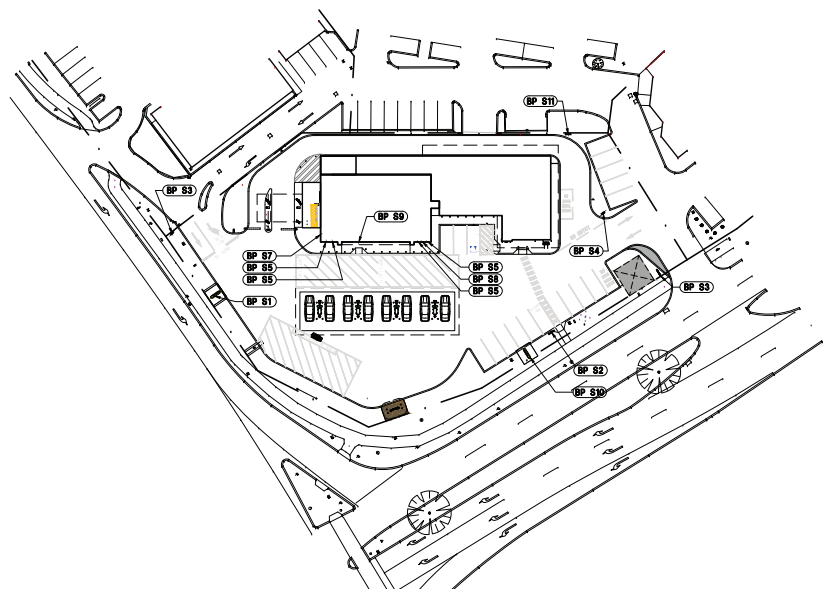
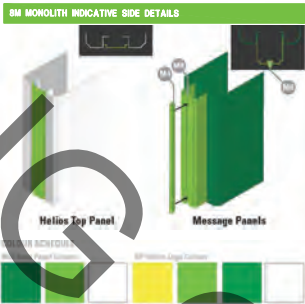
M5. BP Helios and 2000mm Top Panel. Refer to Helios drawing: AU_MH_0011, MH1_HeliosDetail.

M6. 30mm x 30mm chamfer edge detail on all panels.

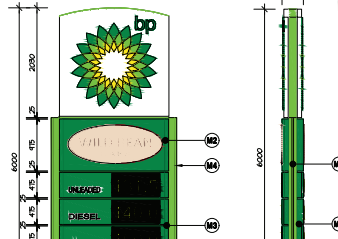
M7. Extended edge iron detail for the LED. Terminating at the base of the BP Helios top panel. Standard surrounding edge recessed around Helios top panel. Both elements painted to match Paintwork 240C.

M8. Recessed section to conceal LED lines low beam.

M9. LED not air galvanized and require its protection. A chemical hole should be made through the centre of each hole to allow water clearance within over the LED structure.



SIGNAGE KEY PLAN
SCALE 1:500



BP 81 Freestanding 600mm Entry Sign
Facial to approach elevation
Scale 1:20

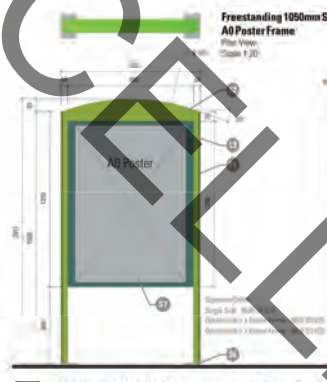
BP 82 Freestanding 600mm Exit Sign
Facial to approach elevation
Scale 1:20

BP 83 WILD BEAN LOGO SIGN
NOT TO SCALE

BP 87 WALL MOUNTED HELIOS
NOT TO SCALE

NO.	DATE	REVISION	DRAWN	CHECK
A	06.11.20	PRELIMINARY ISSUE	MDB	CPH
B	04.02.21	DEVELOPMENT APPLICATION ISSUE	MDB	CPH
C	08.04.21	AMENDED AS PER COMMENTS	JUR	CPH
D	16.04.21	DEVELOPMENT APPLICATION ISSUE	CPH	CPH
E	08.05.21	AIR AND WATER BAY ALTERED	CPH	CPH
F	12.05.21	AMENDED AS PER COMMENTS	MDB	CPH
G	24.05.21	SITE LAYOUT UPDATED	CPH	CPH
H	13.07.21	SITE LAYOUT UPDATED	CPH	CPH

SITE SIGNAGE PLAN I
SCALE: AS SHOWN



1000MM SECONDARY SIGNS

NOTES

S1. Ground/combined attached aluminium sign and leg profile. Painted to match BP Light Green Paintwork 240C. 180 (240) BP angle. Note the top angle on all secondary sign legs is at the same angle (20°).

S2. Modular curved top cap. Fabricated from aluminium and painted to match BP Light Green Paintwork 240C. 180 (240) BP angle. Fixed to sign with concealed bungs.

S3. Modular sign message panel. Fabricated from aluminium and painted to match BP Light Green Paintwork 240C. 180 (240) BP angle. Fixed to sign with concealed bungs.

S4. Vinyl arrow/traffic sign. Arrows to legs provided. Note: Vinyl traffic signs on all bases, symbols and arrows use the same for a given size.

S5. Message text white vinyl. Typeface Univers 55 Roman.

S6. Steel bracing plate. Galvalume finish.

S7. Sign frame to fit sign and overall dimensions not to exceed 1200mm x 2000mm. Painted to match BP Helios Green Paintwork 240C. 180 (240) angle.

S8. Standard vinyl paper graphics to match BP Light Green Paintwork 240C.

S9. Custom graphics to be printed on self heat cut film reflective material complying with AS/NZS 1906:1 (2007) Class IV.

BP 84 Freestanding 1000mm Sign AD Poster Frame
Constant approach elevation
Scale 1:20

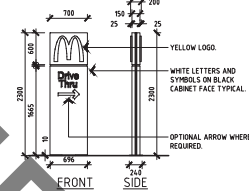
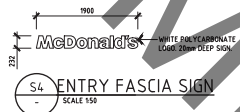
BP 85 Freestanding 1000mm Sign AD Poster Frame
Scale elevation
Scale 1:20

PROPOSED SERVICE STATION & FAST FOOD OUTLET
No. 941 WHITFORDS AVE, WOODVALE
BP AUSTRALIA Pty Ltd

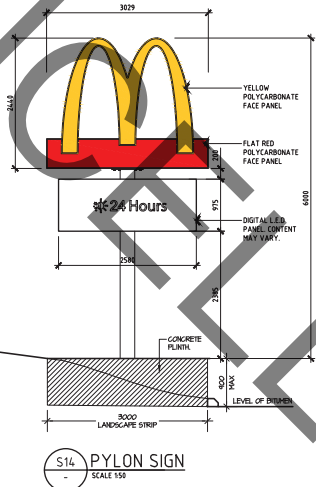
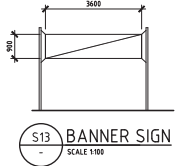
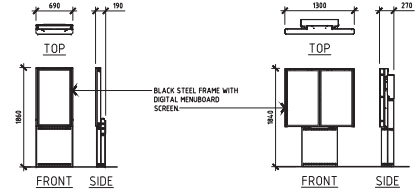
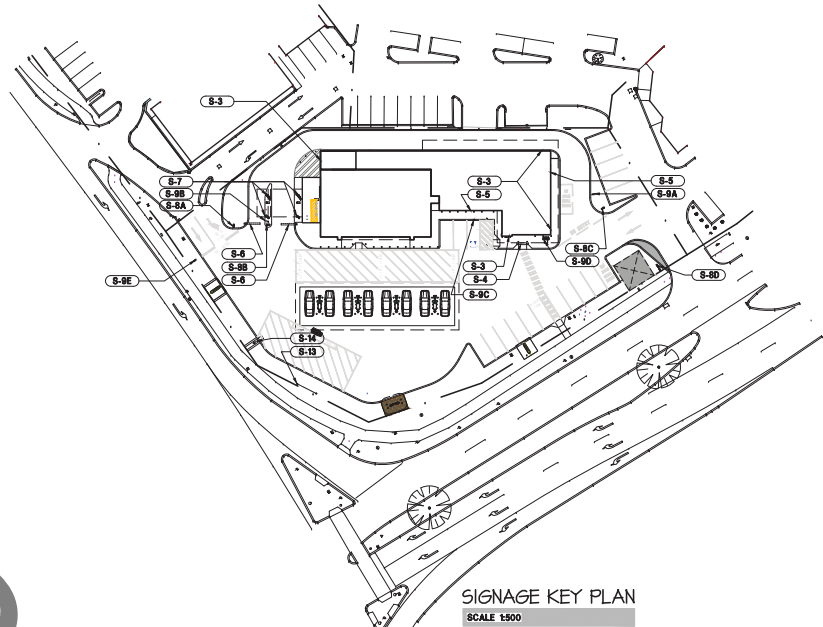
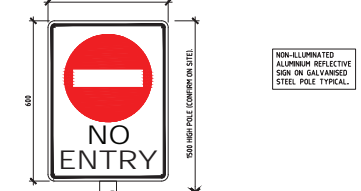
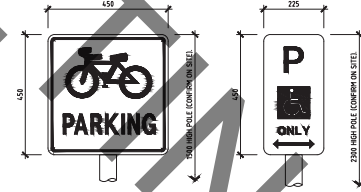
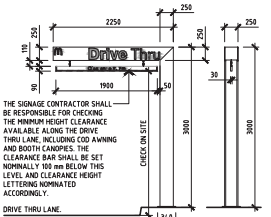
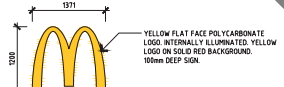
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DEVELOPMENT APPLICATION

Date - 12.05.21
Design - CPH
Drawn - MDB
Checked - CPH
Scale - AS SHOWN
Job No. 0456
Dwg - DA08
Rev - G



ALTERNATIVE WORDING
 S8A "DRIVE THRU" WITH ARROW (SINGLE SIDED)
 S8B "ANY LANE, ANY TIME" (SINGLE SIDED)
 S8C "THANK YOU / NO ENTRY" (DOUBLE SIDED)
 S8D "WELCOME / WELCOME" WITH ARROW (DOUBLE SIDED)
 NOTE: FABRICATED ALUMINUM CABINET FACES SHALL WITH MET SPRAY FINISH. FLAT BAR ALUMINUM EDGE-BANDING WITH MET SPRAY FINISH. LOGO, LETTERS AND SYMBOLS SHALL BE HIGH THROUGH ACRYLIC TYPE. LETTERS AND SYMBOLS SHALL BE INTERNALLY ILLUMINATED BY 240 VOLT FLUORESCENT TUBING.



TAG	DESCRIPTION
S3	WALL / BLADE SIGN 1.3m X 1.2m "M" LOGO
S4	ENTRY FASCIA SIGN 1.9m X 0.23m WORKING "McDONALD'S"
S5	WALL BUTTON SIGN 1.2m WORKING "McCAFE"
S6	HEIGHT CLEARANCE GANTRY
S7	DIGITAL PRESSURE MENUBOARDS
S8A	DIRECTIONAL SIGN 0.1 X 2.3m HIGH
S8B	SINGLE SIDED DOUBLE SIDED WORKING VARIES. REFER TO DETAIL.
S8C	S8D
S8E	S8F
S8G	S8H
S8I	S8J
S8K	S8L
S8M	S8N
S8O	S8P
S8Q	S8R
S8S	S8T
S8U	S8V
S8W	S8X
S8Y	S8Z

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 H I N D L E Y T R U S T
 ACN No. 088 989 904

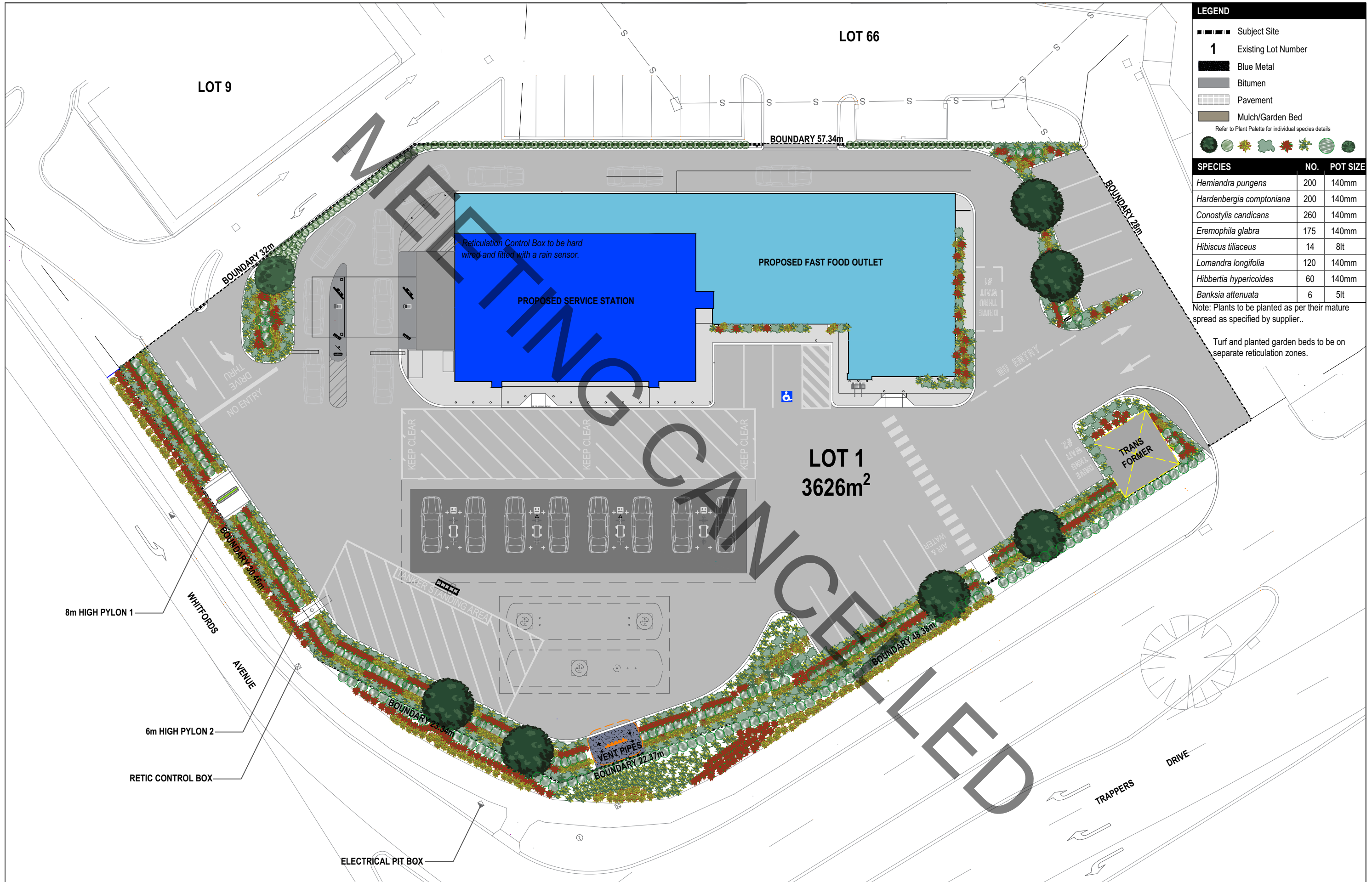
NO: DATE: REVISION: DRAWN: CHECK:
 A 15.04.21 DEVELOPMENT APPLICATION ISSUE OPH OPH
 B 24.08.21 SITE LAYOUT UPDATED OPH OPH
 C 13.07.21 SITE LAYOUT UPDATED OPH OPH

SITE SIGNAGE PLAN 2
 SCALE: AS SHOWN

PROPOSED SERVICE STATION & FAST FOOD OUTLET
 No. 941 WHITFORDS AVE, WOODVALE
 BP AUSTRALIA Pty Ltd

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DEVELOPMENT APPLICATION
 Date - 04.02.21
 Design - OPH
 Drawn - JJR
 Checked - OPH
 Scale - AS SHOWN
 Job No. 0888
 Dwg - DA09
 Rev - C



LEGEND

- ▬ Subject Site
- 1 Existing Lot Number
- Blue Metal
- Bitumen
- ▨ Pavement
- Mulch/Garden Bed
- Refer to Plant Palette for individual species details

SPECIES	NO.	POT SIZE
<i>Hemiandra pungens</i>	200	140mm
<i>Hardenbergia comptoniana</i>	200	140mm
<i>Conostylis candicans</i>	260	140mm
<i>Eremophila glabra</i>	175	140mm
<i>Hibiscus tiliaceus</i>	14	8lt
<i>Lomandra longifolia</i>	120	140mm
<i>Hibbertia hypericoides</i>	60	140mm
<i>Banksia attenuata</i>	6	5lt

Note: Plants to be planted as per their mature spread as specified by supplier..

Turf and planted garden beds to be on separate reticulation zones.



WHITFORDS AVENUE PERSPECTIVE
NOT TO SCALE



TRAPPERS DRIVE PERSPECTIVE
NOT TO SCALE



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A1 SHEET

PROPOSED SERVICE STATION &
FAST FOOD OUTLET
No. 941 WHITFORDS AVE, WOODVALE
BP AUSTRALIA Pty Ltd

Date	-	11.08.21
Design	-	CPH
Drawn	-	CPH
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Scale	-	N.T.S.
Job No.	-	0000
Dwg.	-	DA11
Rev.	-	A



BP Woodvale

**Lot 1, No.941 Whitfords Avenue,
Woodvale**

Revised Transport Impact Assessment

**PREPARED FOR:
BP Australia Pty Ltd**

August 2021

Document history and status

Author	Revision	Approved by	Date approved	Revision type
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Author: S Maharjan

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Client: BP Australia Pty Ltd

Project: BP Woodvale

Document revision: r01d

Project number: t20.276

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METTING CANCELLED

1.0 Introduction

This Revised Transport Impact Assessment has been prepared by Transcore on behalf of BP Australia Pty Ltd for the proposed BP service station and a fast-food outlet with drive through facility at No.941 Whitfords Avenue, Woodvale.

This revised TIA is prepared to reflect the latest development plan and address the issues raised by the City.

The site is currently occupied by an existing BP service station and a non-operational workshop and is located at the north west corner of the intersection of Whitfords Avenue/ Trappers Drive as illustrated in **Figure 1**. The proposal entails the redevelopment of the existing BP service station and incorporation of an integrated fast-food outlet with drive through facility.

The subject site is classified as an urban zone in the Metropolitan Region Scheme (MRS) as indicated in **Figure 2**. Whitfords Avenue is classified as Other Regional Roads (Blue Road) in the MRS.

Key considerations that will be addressed in this report include the traffic generation of the proposed development, capacity of the signalised intersection of Whitfords Avenue/ Trappers Drive and the existing full movement crossover on Trappers Drive and fuel tanker and service vehicle entry, egress and circulation.



Figure 1: Location of the subject site

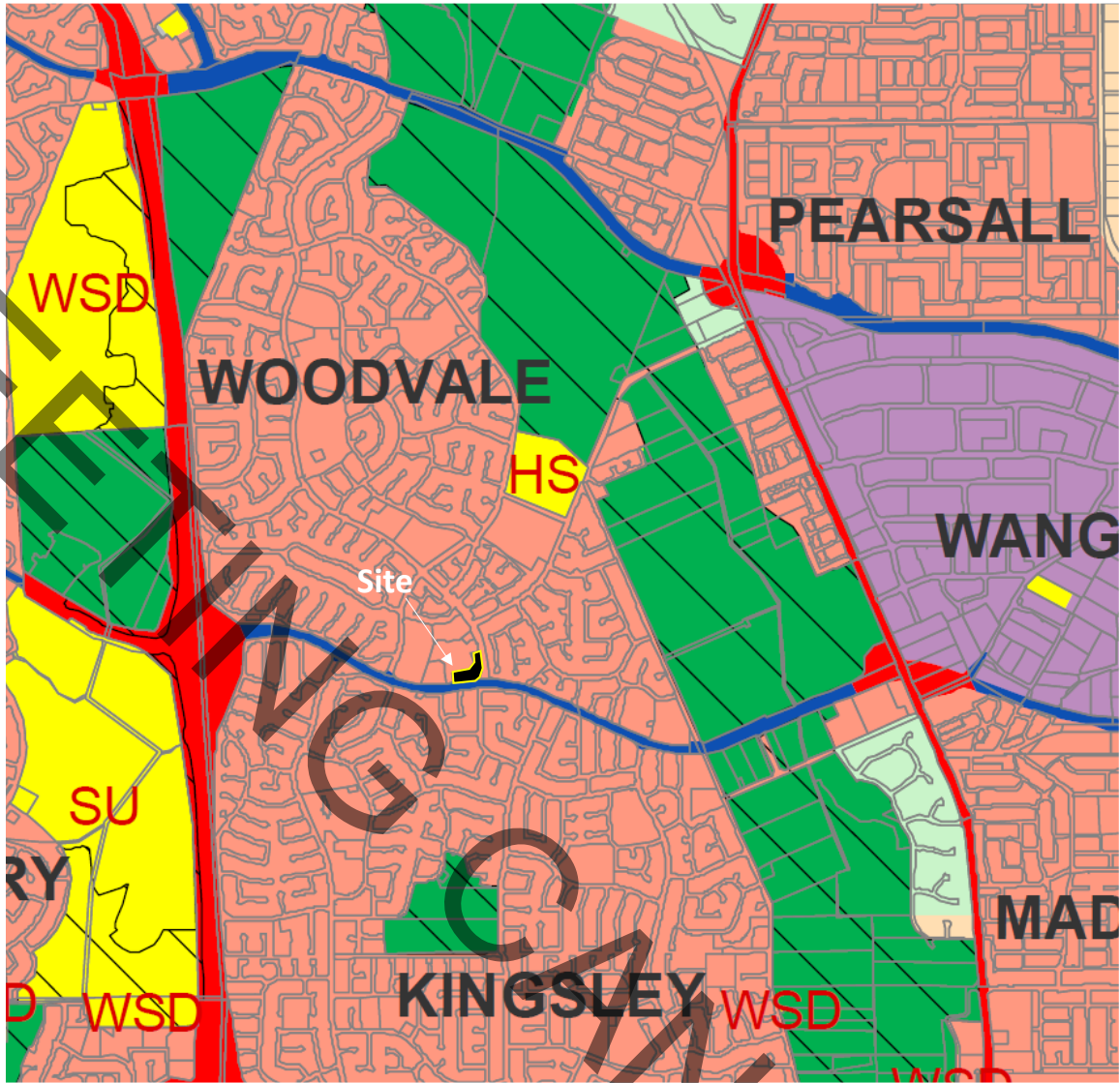


Figure 2: MRS map

2.0 Existing Situation

2.1 Existing Site Use, Access and Parking

As detailed in **Figure 3**, the subject site is currently occupied by a BP service station and a workshop.



Figure 3: Existing site

2.2 Existing Site Traffic Generation

The existing traffic generation of the site was established through the traffic count surveys undertaken by Transcore on 22 October 2020. Accordingly, the existing trip generation of the site was established to be about 105vph during the AM and PM road network peak hours.

2.3 Surrounding Road Network and Traffic Management on Frontage Roads

The road hierarchy of the surrounding roads in accordance with Main Roads WA Functional Road Hierarchy map is illustrated in **Figure 4**. As evident Trappers Drive is classified as a Local Distributor and Whitfords Avenue is classified as Distributor A Road in the Main Roads WA *Functional Road Hierarchy*. Whitfords Avenue is classified as Other Regional Roads (Blue Road) in the MRS.

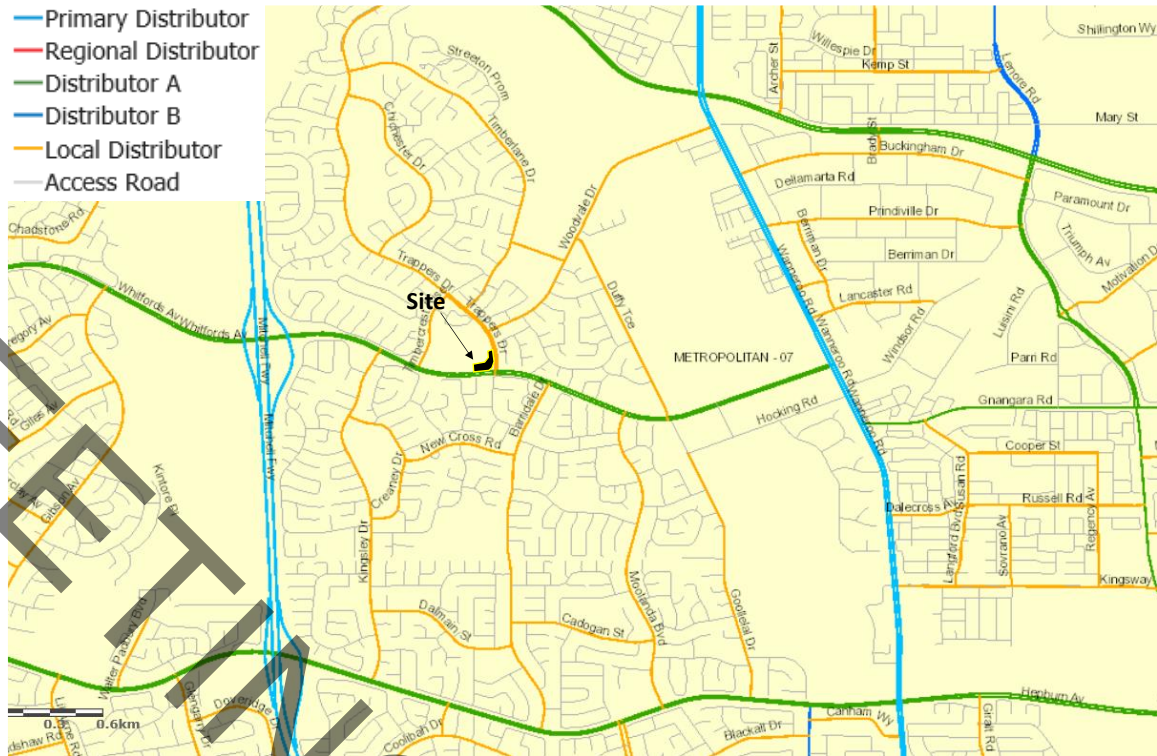


Figure 4: Existing road hierarchy

Trappers Drive

As shown in **Figure 5**, Trappers Drive is constructed as a dual divided carriageway standard with a wide solid median and pedestrian path on the west side of the road in the vicinity of the subject site. Trappers Drive operates under the default, built up area speed limit of 50km/h.

The intersection of Trappers Drive/ Whitfords Avenue is operating as a signalised T-intersection with turn lanes on Whitfords Avenue.



Figure 5: Trappers Drive adjacent to the subject site (looking south)

Whitfords Avenue

As shown in **Figure 6**, Whitfords Avenue is constructed as a dual divided carriageway with on road cycle lanes and shared paths on both sides of the road. It operates under the sign posted speed limit of 70km/h.



Figure 6: Whitfords Avenue adjacent to the subject site (looking east)

2.4 Existing Traffic Volumes on Roads and Major Intersections

Review of the historical traffic counts on Whitfords Avenue (refer **Figure 7**) indicates that the traffic volumes were reduced slightly in 2020 since 2018. The 2020 traffic counts were for the pre COVID period. Therefore, no significant traffic growth would be expected on this section of Whitfords Avenue in the future.

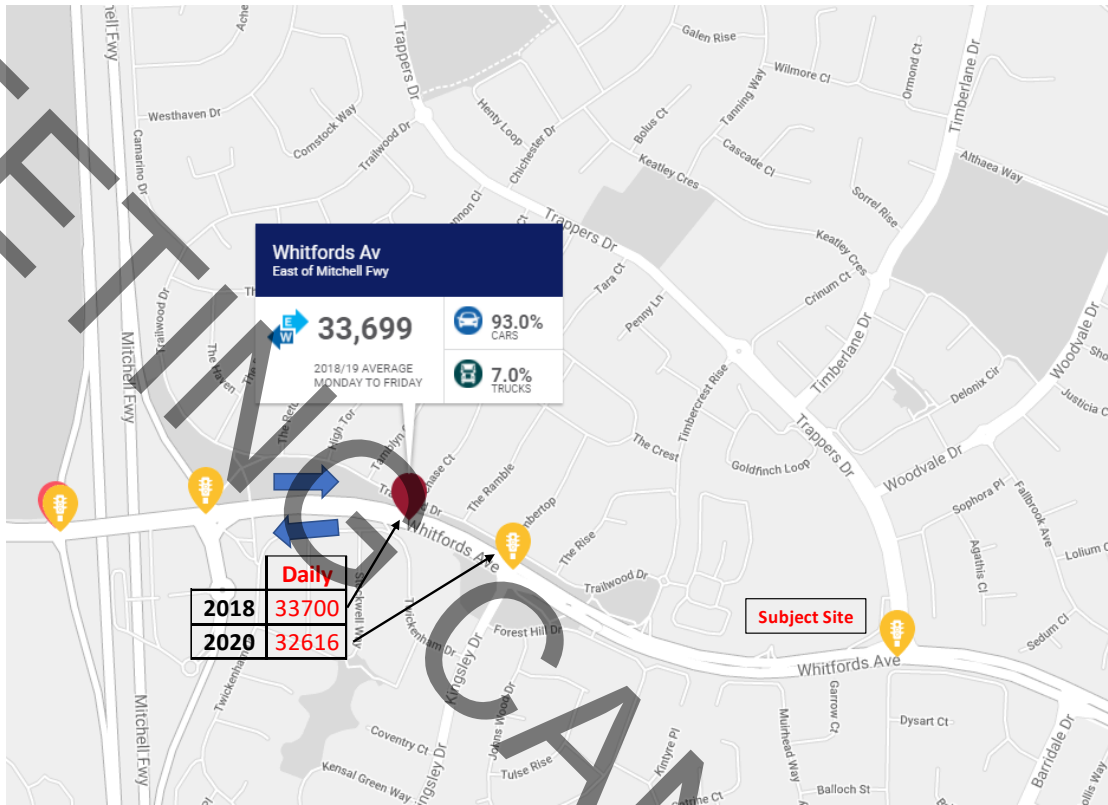


Figure 7: Review of the historical traffic counts

Transcore undertook a manual traffic count survey at the existing development crossovers on 22nd October 2020, between 8:00AM to 9:00AM and 3:00PM to 4:00PM. **Figure 8** illustrates the existing AM and PM peak hour traffic volumes. The existing traffic volumes at the signalised intersection of Whitfords Avenue/ Trappers Drive were sourced from the SCATS data. The turn movements at the signalised intersection which were not captured by SCATS were also surveyed by Transcore.

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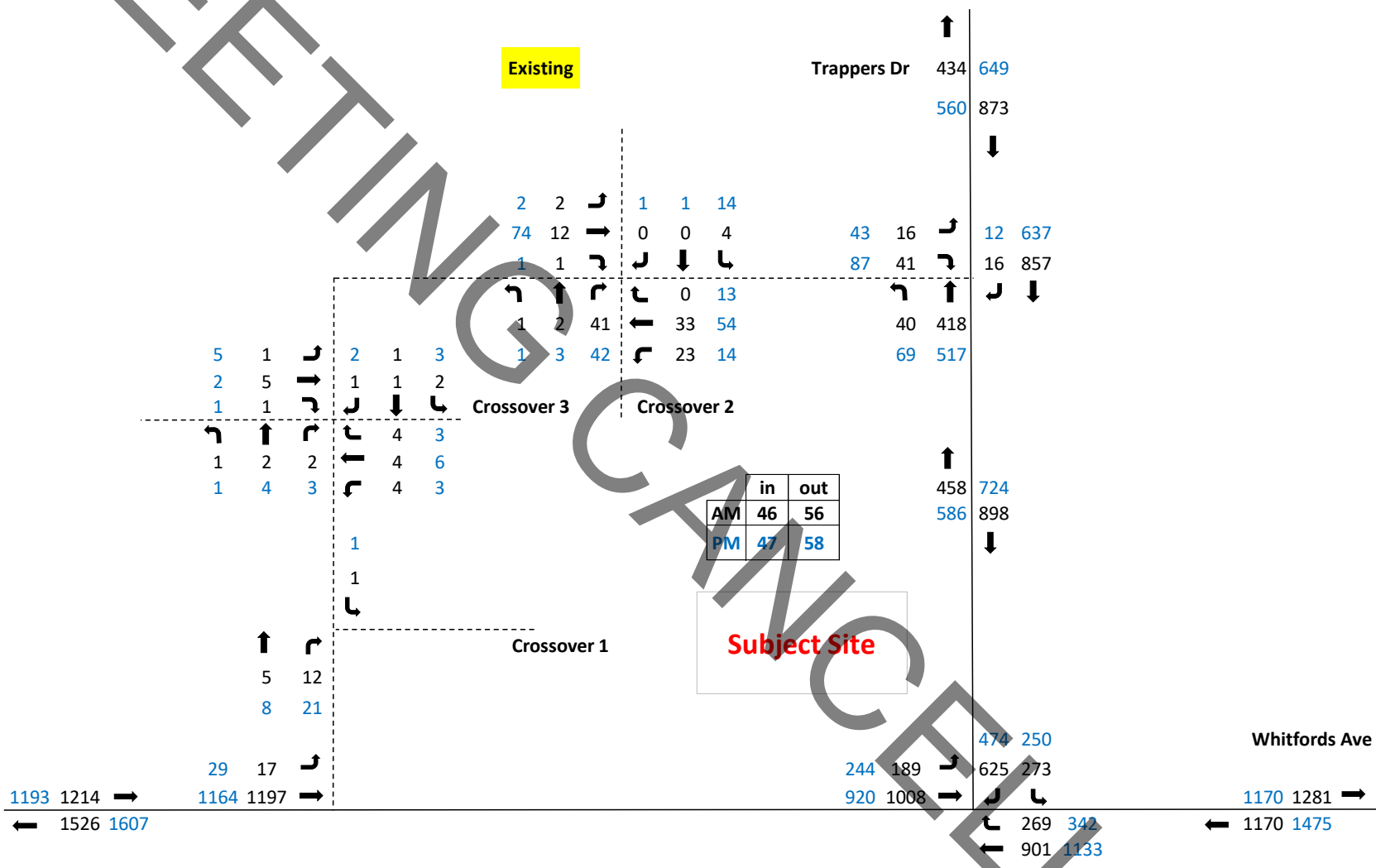


Figure 8: Existing traffic counts

2.5 Public Transport Access

The site enjoys excellent connectivity to public transport from Trappers Drive and Whitfords Avenue. Nearby public transport services are shown in **Figure 9**. The subject site has direct access to the bus routes 465,466 and 467 traversing along Trappers Drive with a bus stop located in close proximity of the site. Bus routes 355,374,376,466,477,465,466,467 and 468 traverse along Whitfords Avenue with the nearest bus stop located adjacent to the site as shown in **Figure 9**. These bus routes provide an opportunity to transfer to other connecting bus and rail services.

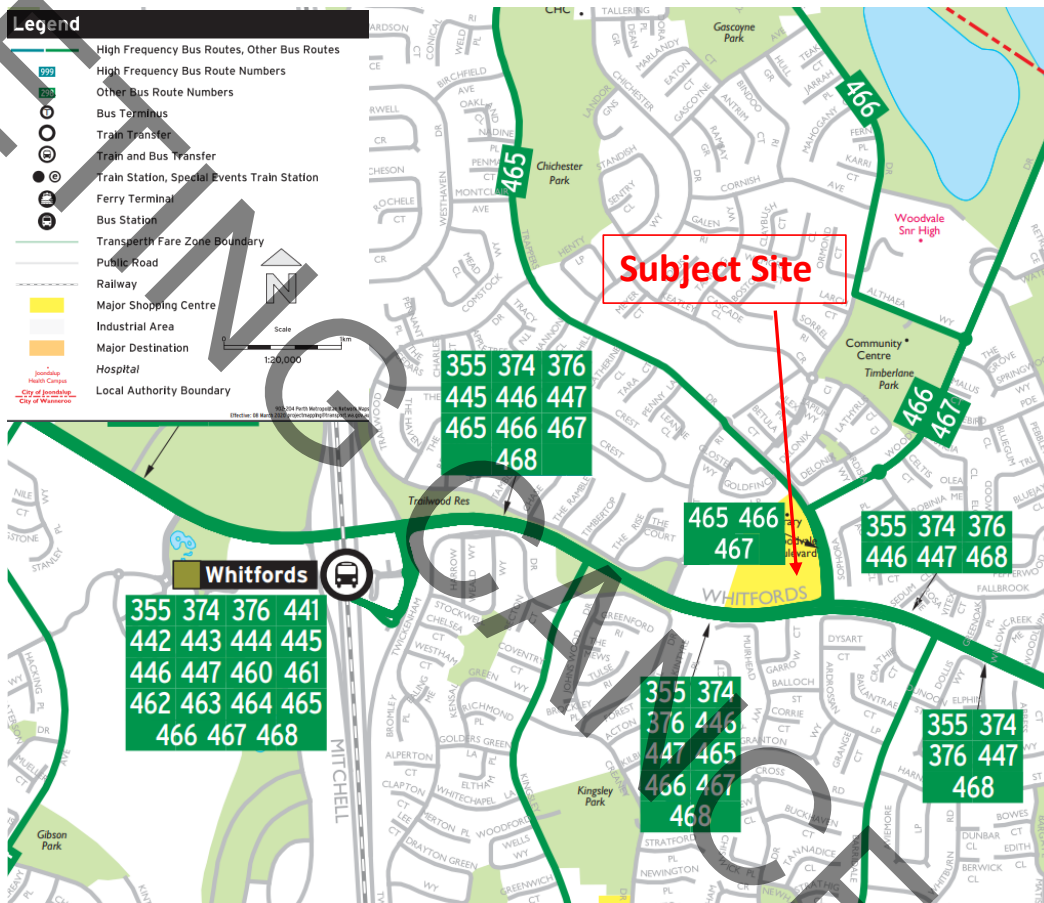


Figure 9: Existing bus routes

2.6 Pedestrian and Cyclist Facilities

The Perth Bicycle Network Map which indicates cyclist connectivity to the subject site is shown in **Figure 10**. High Quality Shared paths are currently in place on both sides of Whitfords Avenue. Trappers Drive to the east of the subject site is classified as good road riding environment.

Pedestrian will have direct access to the proposed development via the existing external footpath network along the surrounding roads.

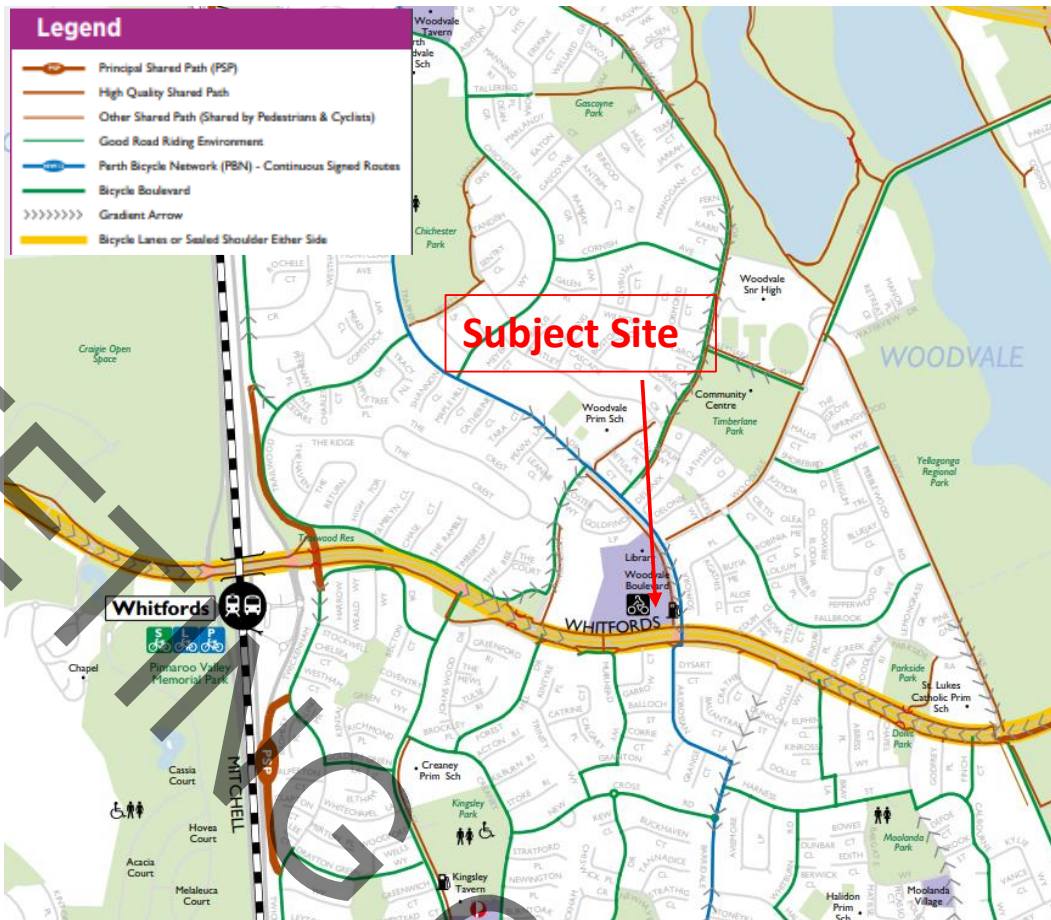


Figure 10: Bike map (source: Department of Transport)

2.7 Crash Data

Information available on the Main Roads WA website indicates that the signalised intersection of Whitford Avenue / Trappers Drive recorded a total of 26 road crashes with no casualty during the last five-year period ending in December 2019 as illustrated in Table 1.

Table 1. Crash Statistics for the Whitford Avenue / Trappers Drive

Intersection				Total Crashes	Casualty
Whitford Avenue / Trappers Road				26	0
Rear End	Right turn thru	Pedestrian	Daylight	PDO Major	Dry
16	6	0	23	17	13

3.0 Development Proposal

3.1 Proposed Site Use

The proposed development comprises:

- Light vehicle canopy with 8 fuel points for light vehicles;
- Associated convenience store building; and,
- Fast food outlet with drive through facility.

Figure 11 shows the proposed development plan which is also included in Appendix A.

The proposed development would not change the location, layout or operations of the existing crossovers serving the existing BP. The Trappers Drive crossover is proposed to include a mountable area to better facilitate the movement of fuel tankers.

Two bin store areas are provided to the west side of the convenience store and fast-food outlet buildings. The service vehicles entry, egress and circulation are discussed further in Section 8.0 of this report.

Pedestrian access to the site will be facilitated from the existing footpaths on the abutting roads.

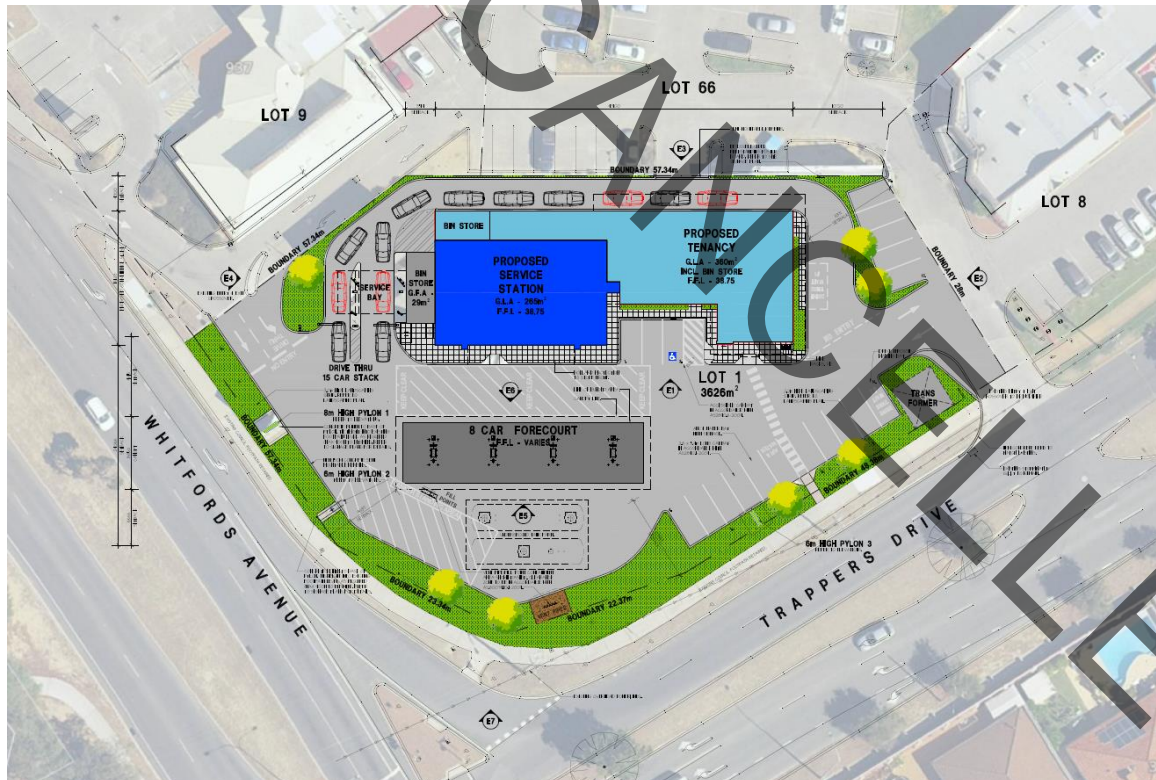


Figure 11: Development plan

Section 5.8.1 of RTA Traffic Generating Developments document deals with the parking requirements for the drive-in and take-away food outlets. With respect to the drive through facilities this section states that:

An exclusive area for queuing of cars for a drive through is required (queue length of 5 to 12 cars measured from pick up point). There should also be a minimum of four car spaces for cars queued from the ordering point.

The proposed fast-food outlet provides a drive through facility with two Customer Order Booths (COB). The fast-food outlet provides for 13 car stacking capacity with 4 car spaces available from the ordering points (2 on each side). Two waiting bays are also proposed within the site. Accordingly, the proposed drive through facility for the proposed fast-food outlet meets the RTA drive through requirements.

3.2 Proposed Access for all Modes

The main access and egress to the subject site is currently provided via the existing left in only crossover on Whitfords Avenue and the existing full movement crossover on Trappers Drive. As part of the proposed redevelopment, the Trappers Drive crossover will be modified/improved to include a mountable area to better facilitate the movement of fuel tankers

4.0 Changes to Surrounding Transport Networks

There are no significant changes to the surrounding road network as part of the proposed development. As part of the proposal, the layout of Trappers Drive crossover is improved to better facilitate fuel tankers movements.

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5.0 Integration with Surrounding Area

The proposal entails the redevelopment of the existing BP facility and comprises a new improved BP service station and a fast-food outlet with drive through facility which are in line with the existing and future surrounding land uses in the area.

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6.0 Traffic Assessment

6.1 Assessment Years and Time Periods

The assessment year that has been adopted for this analysis is the post-development scenario (2021) scenario. No analysis for the 2031 Scenario was undertaken as the review of the historical traffic counts does not show traffic increase on the surrounding roads and no significant traffic growth is anticipated in the future particularly considering the economic conditions due to COVID 19 situation.

The proposed development is expected to generate highest traffic movements during the weekday peak hour periods of the adjacent road network.

6.2 Development Generation and Distribution

6.2.1 Existing development generation

The existing traffic generation of the site was established through traffic count surveys undertaken by Transcore at 22 October 2020. Accordingly, the existing trip generation of the site was established to be approximately 105vph during the AM and 105vph during PM road network peak hours.

6.2.2 Proposed Development Traffic Generation

The traffic volumes that would be generated by the proposed development have been estimated using trip generation rates derived from:

- ITE Trip Generation Manual 10th Edition; and,
- RTA NSW – Guide to Traffic Generating Developments.

The trip rates which were used to estimate the proposed development traffic generation are shown in **Table 2**. This table also summarises the trip generation of the proposed development.

As detailed in **Table 2** and **Table 3**, the net traffic increase due to the development is about 125vph in AM and 134vph in PM. However, some of this traffic is related to the passing trips which are travelling on the surrounding roads.

For this development 60% and 50% passing trade is assumed (in accordance with ITE Trip Generation Manual 10th Edition) for the proposed service station and fast-food outlet respectively.

The net addition of traffic when accounting for passing trade is **+50vph (AM peak hour) and +52vph (PM peak hour)** on the surrounding road network.

The directional split of inbound and outbound trips for the proposed development is estimated to be about 50/50 for inbound/outbound trips during the peak hours.

Two traffic distributions have been modelled for the weekday AM and PM peak hours:

- ✚ Passing trade traffic as detailed in **Figure 12**.
- ✚ Non-passing trade traffic as detailed in **Figure 13**.

The total proposed development traffic is detailed in **Figure 14**. The development traffic distribution modelled in this report has been evaluated by considering the catchment area of the proposed development, existing traffic patterns and the identified key traffic routes.

Table 2: Weekday morning peak and afternoon peak hour trip generation for the proposed development

Land use	Quantity	Daily Rate	Weekd-AM Peak	Weekd-PM Peak	Cross Trade	Daily Trips	Weekd-AM trips	Weekd-PM trips	AM		PM	
									IN	OUT	IN	OUT
Service Station	8	205.36	12.47	13.99	0.00	1643	100	112	50	50	56	56
Fast food outlet with drive through	360	6.35	0.351	0.351	0.00	2286	126	126	63	63	63	63
Total traffic						3929	226	238	113	113	119	119
Existing traffic						NA	101	104	46	56	47	58
Net increase						0	125	134	67	57	72	62

Table 3: Passing trade and primary trips components of the trip generation

		Passing Trade Component			
		AM		PM	
Passing Trade	Daily Trips	IN	OUT	IN	OUT
	60%	986	30	30	34
50%	1143	32	32	32	32
	2129	62	62	66	66
Net increase		37	37	40	41

		Primary Trips Component			
		AM		PM	
Primary Trips	Daily Trips	IN	OUT	IN	OUT
		657	20	20	22
	1143	31	31	31	31
	1800	51	51	53	53
Net increase		30	20	32	20

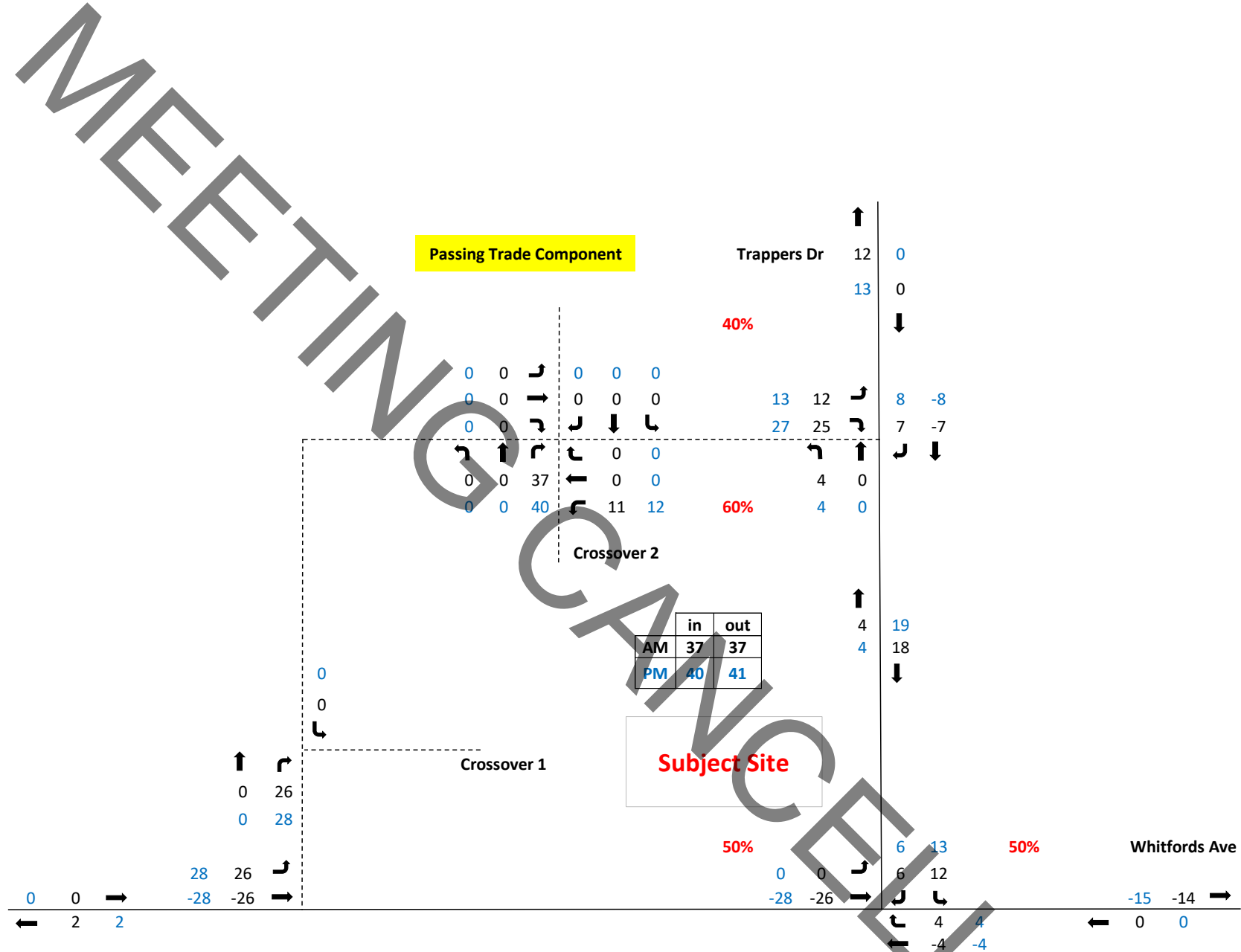


Figure 12: Passing trade component - weekday AM & PM peak hour traffic for the proposed development

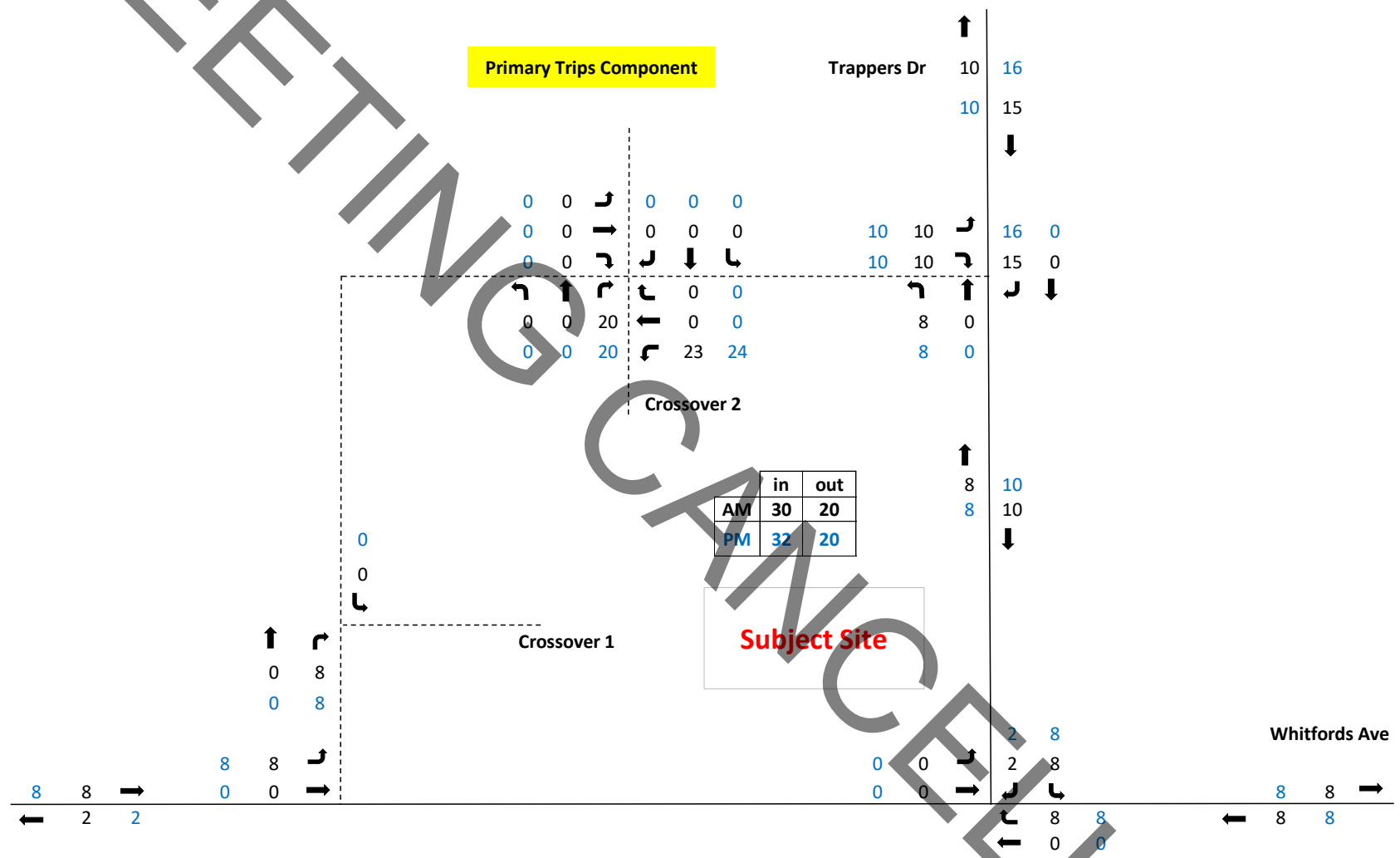


Figure 13: Additional (non-passing trade) component - weekday AM & PM peak hour traffic for the proposed development

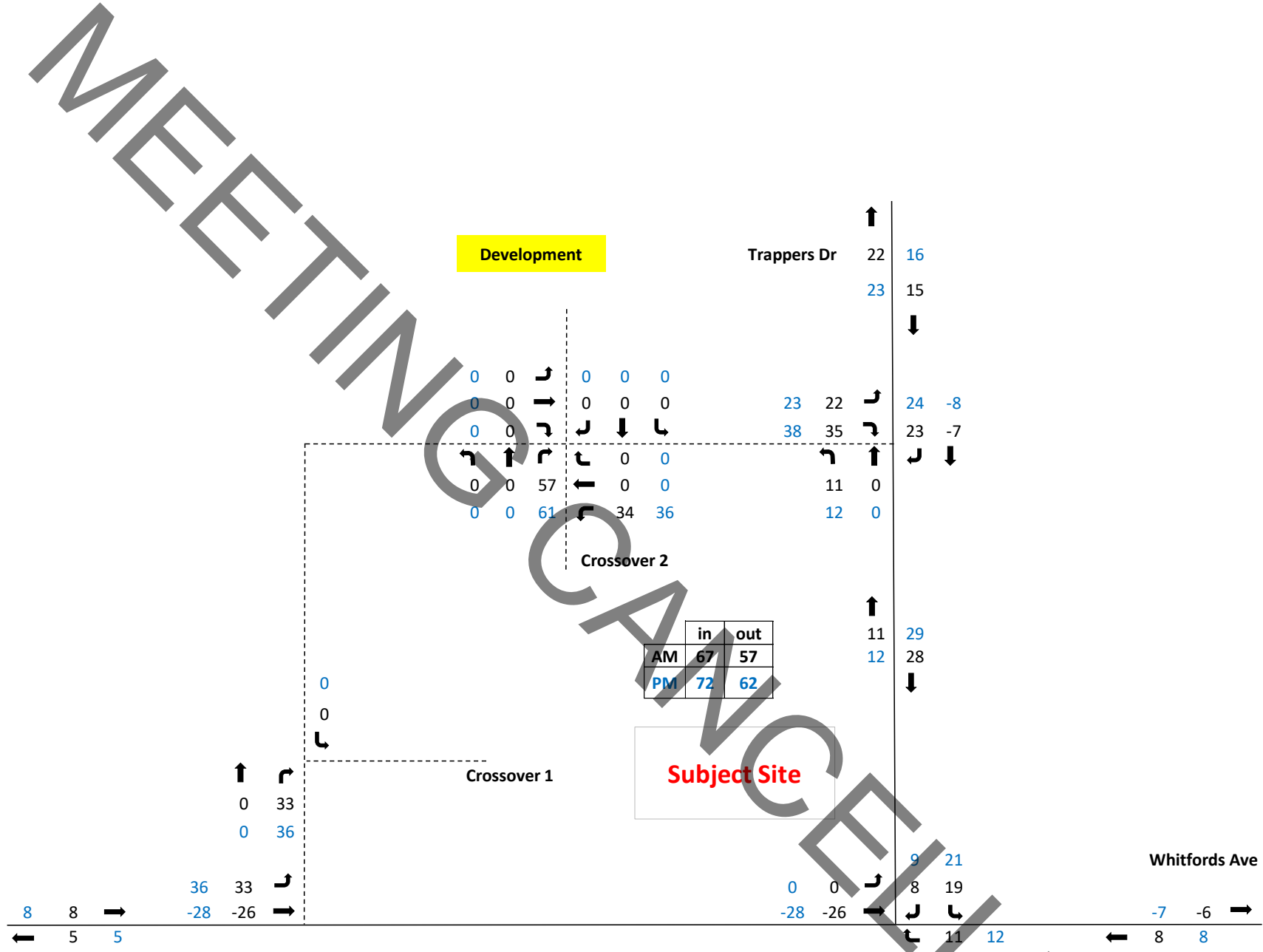


Figure 14: Total peak hour traffic generated by the proposed development – Weekday AM and PM peak hours

6.3 Traffic Flows

The combined base and development traffic volumes for the post-development scenario are presented in **Figure 15**.

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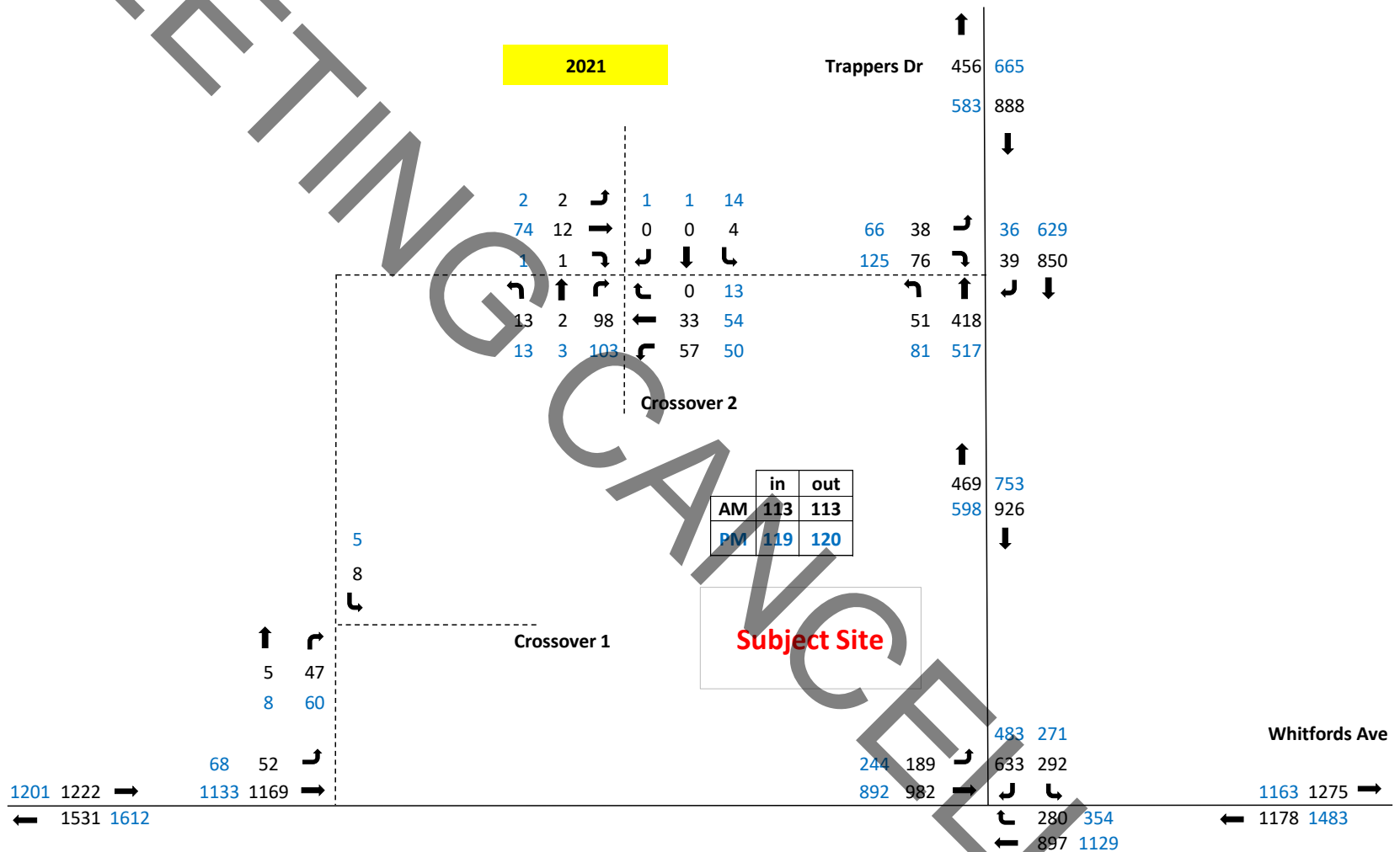


Figure 15: Post-development traffic flows– Weekday AM and PM peak hours

6.4 Analysis of Intersections and Development Accesses

The operation of the signalised intersection of Whitfords Avenue/ Trappers Drive and the existing full movement crossover on Trappers Drive was analysed for the post-development scenario for the weekday AM and PM peak hours.

Due to the limitation of the SIDRA 08 a SIDRA Network model could not be developed for the intersection and the crossover, because the crossover is operating as a two-stage movement for the right turn movement out of the crossover and SIDRA 08 cannot link a two-stage crossover with an intersection. The modelled network geometry of the intersection and the crossover is shown in **Figure 16**.

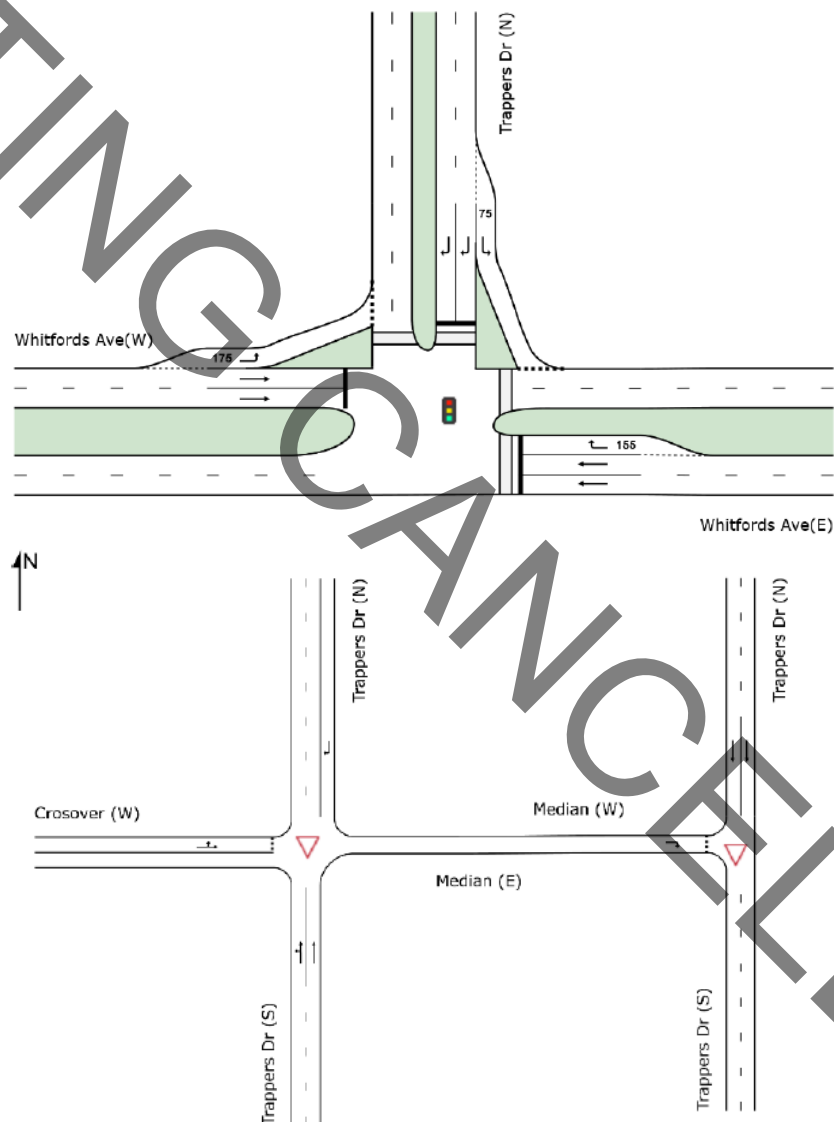


Figure 16: The modelled network geometry of the intersection and the crossover in SIDRA

Capacity analysis was undertaken using the SIDRA computer software package. 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 (DoS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- ✚ **Level of Service (LoS):** 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 results of the SIDRA analysis are attached in **Appendix B** and briefly discussed in the following paragraphs.

Signalised Intersection of Whitfords Avenue/ Trappers Drive

The SIDRA analysis results and site observations indicate that the intersection of Whitfords Avenue/ Trappers Drive presently operates satisfactorily with good level of service and with moderate queues and delays during both weekday peak hours.

The addition of the redevelopment traffic to the intersection resulted in negligible increases in overall queues and delays. No significant change in overall LoS for the intersection is reported in the post-development stage. **Table 4** summarises the SIDRA results for the critical movements of the signalised intersection (being right turn in and out of Trappers Drive) for existing and 2021 scenarios.

Table 4: SIDRA results for the critical right turn movements at the signalised intersection

	Movement	Existing			2021		
		LoS	DoS	Queue (m)	LoS	DoS	Queue (m)
AM	RT (IN)	D	0.90	97	E	0.94	110
	RT (OUT)	D	0.90	114	D	0.92	119
PM	RT (IN)	D	0.80	119	D	0.84	128
	RT (OUT)	D	0.84	88	D	0.85	91

Existing Crossover on Trappers Drive

The SIDRA analysis results indicate that the existing crossover on Trappers Drive will operate at an overall LoS A for post-development scenario.

6.5 Impact on Surrounding Roads

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

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent 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 per cent of capacity. Therefore, any section of road where the structure plan traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed redevelopment will not increase traffic flows anywhere near the quoted WAPC threshold to warrant further detailed analysis. As detailed in **Section 7**, the proposed redevelopment will not increase traffic on any lanes on the surrounding road network by more than 100 vph therefore the impact on the surrounding road network is insignificant.

6.6 Impact on Neighbouring Areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the road network has been designed to accommodate this type of development traffic.

6.7 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 will not increase traffic volumes on surrounding roads anywhere near this level.

7.0 Parking

The proposed redevelopment provides 20 car parking spaces (inclusive of one ACROD bay and one air & water bay and two drive through waiting bays). The proposal also entails 13 stacking spaces for the drive through facility and eight spaces under the fuel canopy.

It is considered that the proposed parking provision is sufficient to accommodate the needs of the proposed redevelopment.

8.0 Provision for Heavy Vehicles

The largest fuel tanker and a service vehicle which is expected to use the subject site is a 19m fuel tanker and 12.5m service truck.

19m fuel tanker

Turn path analysis has been undertaken for a 19m fuel tanker to enter the site from Whitfords Avenue left in only crossover, access the refuelling point and exit onto Trappers Drive in forward gear. This is the path taken for tankers at present.

12.5m service truck

Similarly, turn path analysis for 12.5m service truck has been undertaken showing the truck would enter the site via Whitfords Avenue left in only crossover, reverse into the loading bay and then exit onto Trappers Drive in forward gear. The service vehicles attend the site outside the peak periods where patronage to the site is low. It should be noted that one of the Customer Order Booths would be closed off for a short period of time to accommodate the service vehicle.

Turn path analysis undertaken for fuel tanker and service vehicles confirm satisfactory access, egress and circulation. The turn path analysis plans are included in **Appendix C**. This Appendix also shows satisfactory turning movement of a B85 passenger car turning into the drive through lane.

9.0 Conclusions

This Revised Transport Impact Assessment (TIA) is prepared by Transcore on behalf of BP Australia Pty Ltd for the proposed BP service station and fast-food outlet with drive through facility at No.941 Whitfords Avenue, Woodvale. The site is currently occupied by a BP facility and a non-operational workshop. The proposal entails the redevelopment of the existing BP service station and incorporation of an integrated fast-food outlet with drive through facility.

The existing traffic generation of the site was established to be about 105vph during the AM and PM road network peak hours through the traffic count survey undertaken by Transcore on 22 October 2020.

The main access and egress to the subject site is currently provided via the existing left in only crossover on Whitfords Avenue and the existing full movement crossover on Trappers Drive. As the part of the proposed redevelopment, the Trappers Drive crossover will be modified/improved to include a mountable area to better facilitate the movement of fuel tankers

Fuel tanker and service trucks are proposed to access the subject site via the existing left in only crossover on Whitfords Avenue and exit via the existing full movement crossover on Trappers Drive, as per existing arrangements.

The proposed car parking is considered to satisfactory meet the needs of the proposed development.

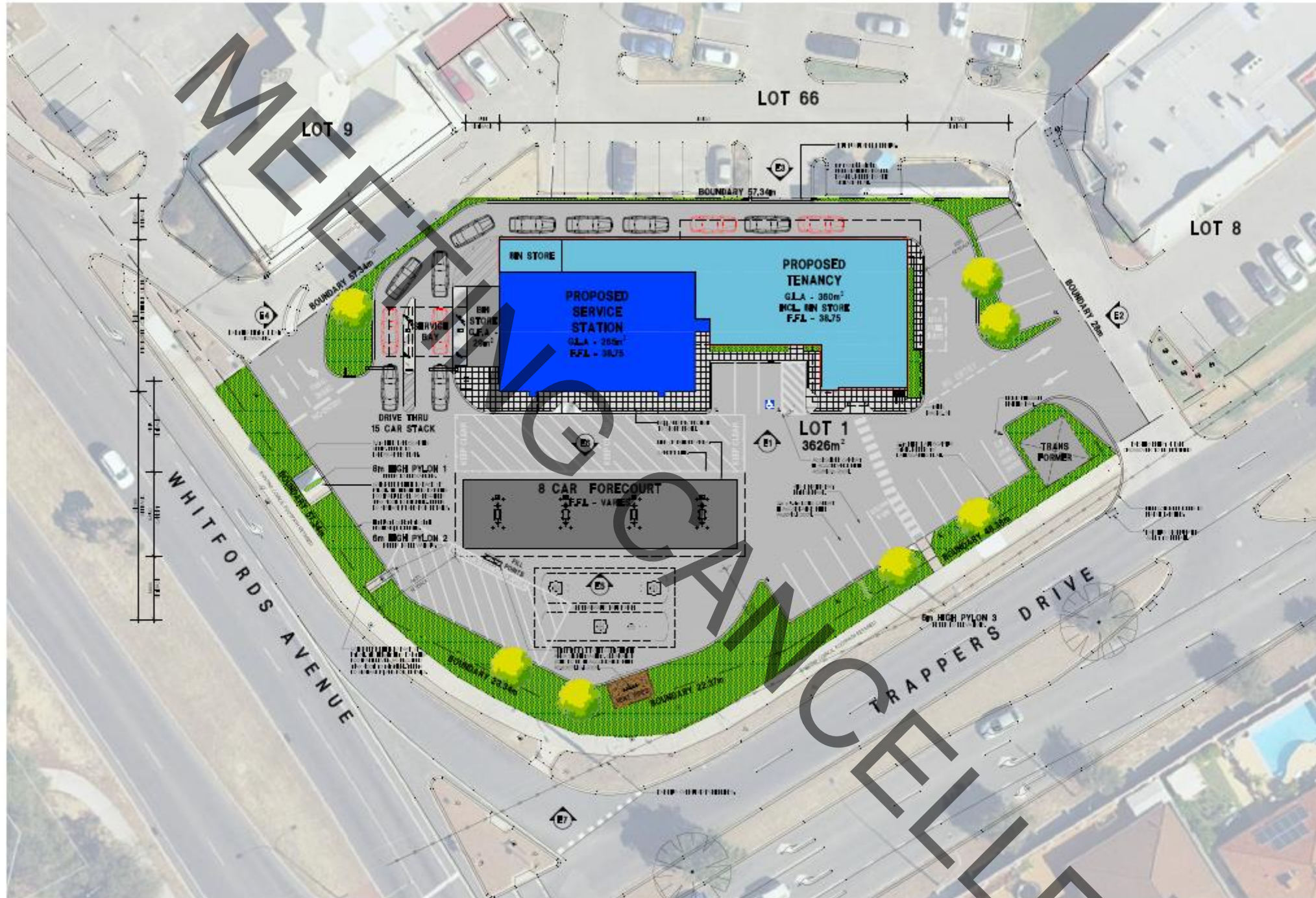
The net additional traffic as a result of the proposed redevelopment on the surrounding road network is not significant and would have insignificant impact on the abutting road network.

The operation of the signalised intersection of Whitfords Avenue/ Trappers Drive and the existing full movement crossover on Trappers Drive was analysed for existing and post-development scenarios for the weekday AM and PM peak hours. The analysis result indicates satisfactory traffic operations of the intersections and the crossover after redevelopment of the site.

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

Appendix A

PROPOSED DEVELOPMENT PLAN



IA
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DEVELOPMENT APPLICATION

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REV	DATE	REVISION	DRAWN	CHECK
A	04/03/21	DEVELOPMENT APPLICATION ISSUE	MHR	CPH
B	05/03/21	LANDSCAPE AND CAR BAYS AMEND	AJJ	CPH
C	08/04/21	AMENDED AS PER COMMENTS	AJJ	CPH
D	16/04/21	TRANSPORT AMEND	CPH	CPH
E	08/05/21	LANDSCAPE & VERT PILES ALTERED	CPH	CPH
F	08/05/21	AS AND WATER BAY ALTERED	CPH	CPH
G	10/06/21	AMENDED AS PER COMMENTS	CPH	CPH
H	17/06/21	AMENDED AS PER COMMENTS	CPH	CPH
I	18/07/21	AMENDED AS PER COMMENTS	CPH	CPH

PROPOSED SITE PLAN
 SCALE 1:200

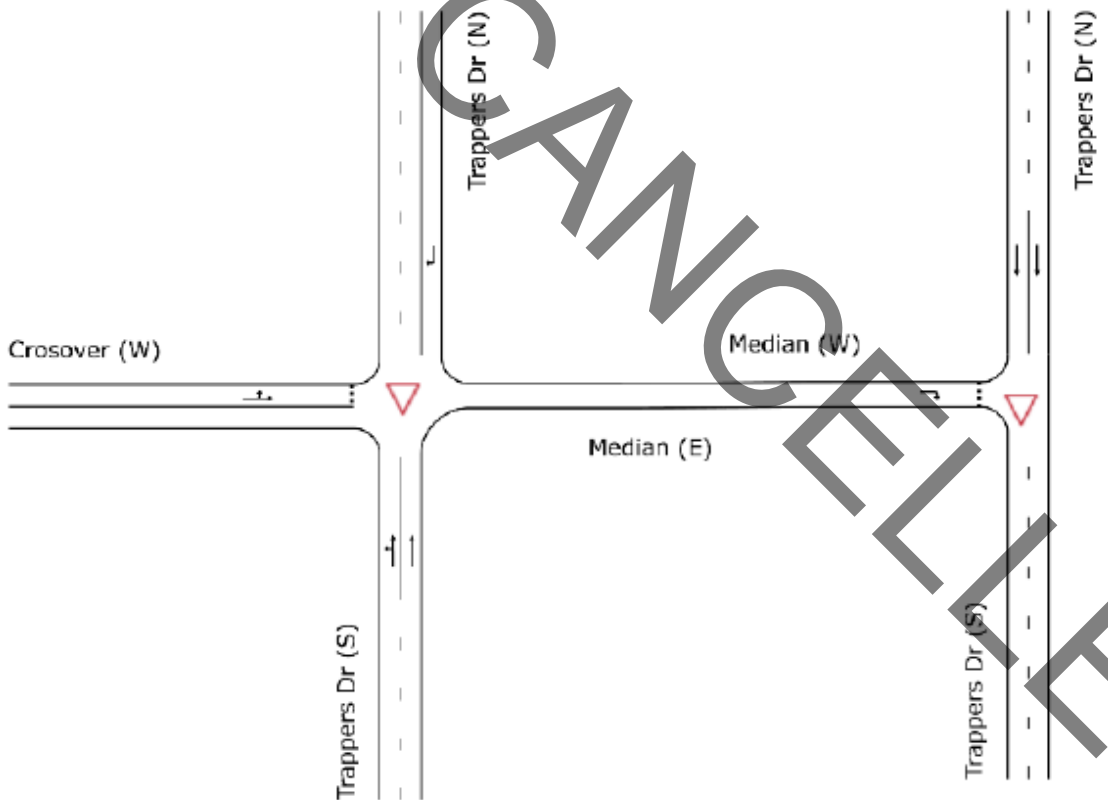
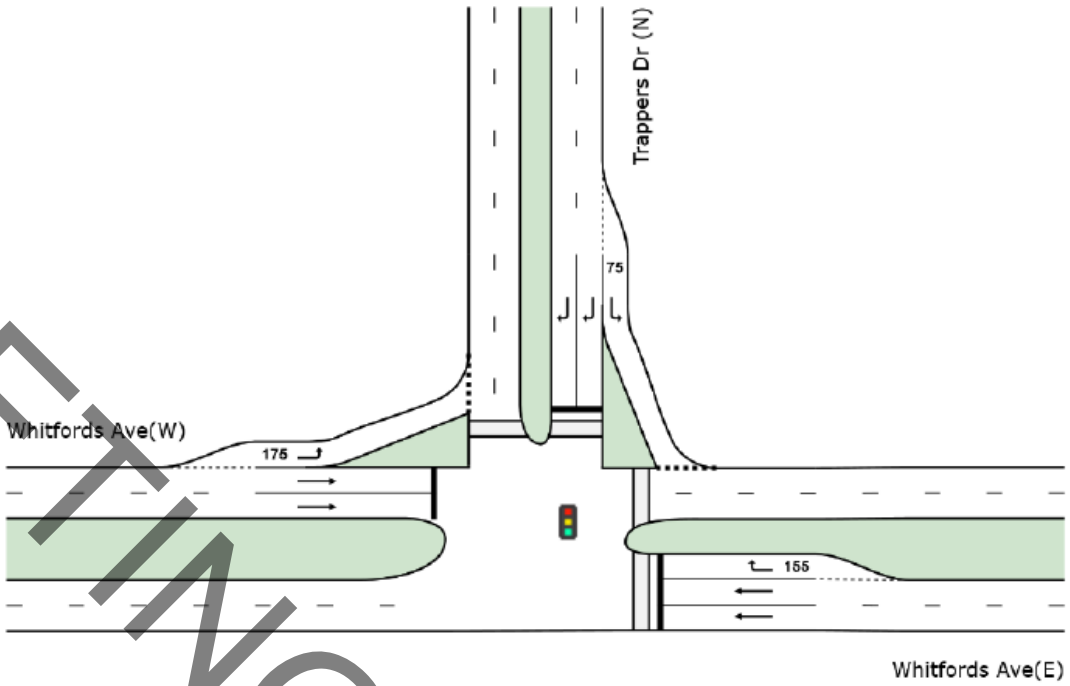


PROPOSED SERVICE STATION & FAST FOOD OUTLET
 No. 941 WHITFORDS AVE, WOODVALE
 BP AUSTRALIA Pty Ltd

Date: 18/07/21
 Design: CPH
 Check: MHR
 Drawn: CPH
 Issue: 3/200
 Job No: 0808
 Draw: DA03
 Rev:

Appendix B

SIDRA OUTPUTS



MOVEMENT SUMMARY

 Site: [Whitfords Ave - Trappers Dr - Existing - AM]

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Whitfords Ave(E)													
5	T1	948	6.9	0.426	7.6	LOS A	8.4	66.9	0.56	0.49	0.56	53.8	
6	R2	283	6.0	0.900	49.9	LOS D	12.1	96.8	1.00	1.04	1.53	18.7	
Approach		1232	6.7	0.900	17.3	LOS B	12.1	96.8	0.66	0.62	0.78	40.0	
North: Trappers Dr (N)													
7	L2	287	6.0	0.302	11.3	LOS B	4.7	37.5	0.56	0.68	0.56	37.7	
9	R2	658	6.0	0.906	48.0	LOS D	14.3	114.3	1.00	1.11	1.52	15.7	
Approach		945	6.0	0.906	36.9	LOS D	14.3	114.3	0.87	0.98	1.23	19.8	
West: Whitfords Ave(W)													
10	L2	199	6.0	0.167	9.6	LOS A	2.0	15.8	0.37	0.66	0.37	38.4	
11	T1	1081	9.6	0.876	34.0	LOS C	21.4	173.9	1.00	1.07	1.31	29.8	
Approach		1260	9.0	0.876	30.2	LOS C	21.4	173.9	0.90	1.00	1.16	30.5	
All Vehicles		3437	7.4	0.906	27.4	LOS C	21.4	173.9	0.81	0.86	1.04	29.9	

MOVEMENT SUMMARY

 Site: [Trappers Dr & Crossover - Stage 1 - Existing - AM]

 Network: N101 [Existing - AM]

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total veh/h	Flows HV %	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Trappers Dr (S)														
4	L2	42	2.0	42	2.0	0.135	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	26.1
5	T1	440	6.0	440	6.0	0.135	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	48.4
Approach		482	5.7	482	5.7	0.135	0.4	NA	0.0	0.0	0.00	0.05	0.00	46.1
North: Trappers Dr (N)														
12	R2	17	2.0	17	2.0	0.020	6.9	LOS A	0.1	0.6	0.48	0.62	0.48	23.2
Approach		17	2.0	17	2.0	0.020	6.9	NA	0.1	0.6	0.48	0.62	0.48	23.2
West: Crossover (W)														
1	L2	17	2.0	17	2.0	0.079	0.7	LOS A	0.3	2.4	0.47	0.36	0.47	21.6
2	T1	43	2.0	43	2.0	0.079	3.8	LOS A	0.3	2.4	0.47	0.36	0.47	12.2
Approach		60	2.0	60	2.0	0.079	3.0	LOS A	0.3	2.4	0.47	0.36	0.47	18.5
All Vehicles		559	5.1	559	5.1	0.135	0.9	NA	0.3	2.4	0.06	0.10	0.06	42.6

MOVEMENT SUMMARY

Site: [Trappers Dr & Crossover - Stage 2 - Existing - AM]

Network: N101 [Existing - AM]

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
North: Trappers Dr (N)														
11	T1	902	6.0	902	6.0	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		902	6.0	902	6.0	0.252	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Median (W)														
3	R2	43	2.0	43	2.0	0.073	5.1	LOS A	0.2	1.7	0.60	0.70	0.60	9.8
Approach		43	2.0	43	2.0	0.073	5.1	LOS A	0.2	1.7	0.60	0.70	0.60	9.8
All Vehicles		945	5.8	945	5.8	0.252	0.2	NA	0.2	1.7	0.03	0.03	0.03	48.3

MOVEMENT SUMMARY

Site: [Whitfords Ave - Trappers Dr - Existing - PM]

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %				Vehicles	Distance m					
East: Whitfords Ave(E)													
5	T1	1193	6.9	0.487	6.7	LOS A	11.2	88.6	0.52	0.47	0.52	55.2	
6	R2	360	6.0	0.809	41.9	LOS D	14.9	119.2	1.00	0.93	1.18	21.0	
Approach		1553	6.7	0.809	14.9	LOS B	14.9	119.2	0.63	0.58	0.68	42.5	
North: Trappers Dr (N)													
7	L2	263	6.0	0.263	11.0	LOS B	4.5	36.1	0.51	0.66	0.51	38.1	
9	R2	499	6.0	0.841	46.9	LOS D	11.0	87.9	1.00	0.99	1.32	15.9	
Approach		762	6.0	0.841	34.5	LOS C	11.0	87.9	0.83	0.88	1.04	20.7	
West: Whitfords Ave(W)													
10	L2	257	6.0	0.228	10.8	LOS B	3.4	27.3	0.42	0.69	0.42	36.9	
11	T1	968	9.6	0.812	31.2	LOS C	19.4	157.9	0.98	0.95	1.12	31.3	
Approach		1225	8.8	0.812	26.9	LOS C	19.4	157.9	0.86	0.89	0.97	32.0	
All Vehicles		3540	7.3	0.841	23.3	LOS C	19.4	157.9	0.75	0.75	0.86	32.9	

MOVEMENT SUMMARY

Site: [Trappers Dr & Crossover - Stage 1 - Existing - PM]

Network: N101 [Existing - PM]

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
South: Trappers Dr (S)														
4	L2	73	2.0	73	2.0	0.172	4.6	LOSA	0.0	0.0	0.00	0.13	0.00	25.6
5	T1	544	6.0	544	6.0	0.172	0.0	LOSA	0.0	0.0	0.00	0.06	0.00	48.0
Approach		617	5.5	617	5.5	0.172	0.5	NA	0.0	0.0	0.00	0.06	0.00	44.9
North: Trappers Dr (N)														
12	R2	13	2.0	13	2.0	0.018	7.9	LOSA	0.1	0.5	0.54	0.67	0.54	21.8
Approach		13	2.0	13	2.0	0.018	7.9	NA	0.1	0.5	0.54	0.67	0.54	21.8
West: Crossover (W)														
1	L2	45	2.0	45	2.0	0.205	0.9	LOSA	0.9	6.5	0.54	0.48	0.54	20.0
2	T1	92	2.0	92	2.0	0.205	5.8	LOSA	0.9	6.5	0.54	0.48	0.54	10.6
Approach		137	2.0	137	2.0	0.205	4.2	LOSA	0.9	6.5	0.54	0.48	0.54	15.2
All Vehicles		766	4.8	766	4.8	0.205	1.3	NA	0.9	6.5	0.10	0.15	0.10	39.4

MOVEMENT SUMMARY

Site: [Trappers Dr & Crossover - Stage 2 - Existing - PM]

Network: N101 [Existing - PM]

Site Category: (None)

Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
North: Trappers Dr (N)														
11	T1	671	6.0	671	6.0	0.187	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	50.0
Approach		671	6.0	671	6.0	0.187	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Median (W)														
3	R2	92	2.0	92	2.0	0.119	3.6	LOSA	0.4	2.9	0.50	0.60	0.50	11.6
Approach		92	2.0	92	2.0	0.119	3.6	LOSA	0.4	2.9	0.50	0.60	0.50	11.6
All Vehicles		762	5.5	762	5.5	0.187	0.4	NA	0.4	2.9	0.06	0.07	0.06	46.4

MOVEMENT SUMMARY

 Site: [Whitfords Ave - Trappers Dr - 2021 - AM]

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Total veh/h	Flows HV %	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Whitfords Ave(E)													
5	T1	944	6.9	0.424	7.6	LOS A	8.4	66.5	0.56	0.49	0.56	53.8	
6	R2	295	6.0	0.936	56.8	LOS E	13.7	109.8	1.00	1.10	1.69	17.0	
Approach		1239	6.7	0.936	19.3	LOS B	13.7	109.8	0.66	0.64	0.83	38.1	
North: Trappers Dr (N)													
7	L2	307	6.0	0.321	11.3	LOS B	5.0	40.2	0.56	0.68	0.56	37.7	
9	R2	666	6.0	0.917	50.1	LOS D	14.9	119.0	1.00	1.13	1.57	15.2	
Approach		974	6.0	0.917	37.9	LOS D	14.9	119.0	0.86	0.99	1.25	19.5	
West: Whitfords Ave(W)													
10	L2	199	6.0	0.168	9.7	LOS A	2.0	16.1	0.37	0.66	0.37	38.3	
11	T1	1035	9.6	0.854	31.4	LOS C	19.9	161.8	0.99	1.03	1.25	31.1	
Approach		1234	9.0	0.854	27.9	LOS C	19.9	161.8	0.89	0.97	1.11	31.8	
All Vehicles		3446	7.3	0.936	27.6	LOS C	19.9	161.8	0.80	0.86	1.05	29.7	

MOVEMENT SUMMARY

 Site: [Trappers Dr & Crossover - Stage 1 - 2021 - AM]

 Network: N101 [2021 - AM]

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total veh/h	Flows HV %	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: Trappers Dr (S)														
4	L2	54	2.0	54	2.0	0.138	4.6	LOS A	0.0	0.0	0.00	0.12	0.00	25.8
5	T1	440	6.0	440	6.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	48.1
Approach		494	5.6	494	5.6	0.138	0.5	NA	0.0	0.0	0.00	0.06	0.00	45.2
North: Trappers Dr (N)														
12	R2	40	2.0	40	2.0	0.048	7.1	LOS A	0.2	1.4	0.49	0.66	0.49	23.0
Approach		40	2.0	40	2.0	0.048	7.1	NA	0.2	1.4	0.49	0.66	0.49	23.0
West: Crossover (W)														
1	L2	39	2.0	39	2.0	0.156	0.7	LOS A	0.7	4.9	0.47	0.39	0.47	21.3
2	T1	79	2.0	79	2.0	0.156	4.4	LOS A	0.7	4.9	0.47	0.39	0.47	11.9
Approach		118	2.0	118	2.0	0.156	3.2	LOS A	0.7	4.9	0.47	0.39	0.47	16.6
All Vehicles		652	4.7	652	4.7	0.156	1.4	NA	0.7	4.9	0.12	0.16	0.12	39.0

MOVEMENT SUMMARY

Site: [Trappers Dr & Crossover - Stage 2 - 2021 - AM]

Network: N101 [2021 - AM]

Site Category: (None)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
North: Trappers Dr (N)														
11	T1	895	6.0	895	6.0	0.250	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		895	6.0	895	6.0	0.250	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Median (W)														
3	R2	79	2.0	79	2.0	0.133	5.3	LOS A	0.4	3.2	0.62	0.71	0.62	9.7
Approach		79	2.0	79	2.0	0.133	5.3	LOS A	0.4	3.2	0.62	0.71	0.62	9.7
All Vehicles		974	5.7	974	5.7	0.250	0.4	NA	0.4	3.2	0.05	0.06	0.05	47.0

MOVEMENT SUMMARY

Site: [Whitfords Ave - Trappers Dr - 2021 - PM]

Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Phase Times)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %				Vehicles	Distance m				
East: Whitfords Ave(E)														
5	T1	1188	6.9	0.485	6.7	LOS A	11.1	88.1	0.52	0.47	0.52	55.3		
6	R2	373	6.0	0.838	44.1	LOS D	16.0	128.2	1.00	0.95	1.24	20.3		
Approach		1561	6.7	0.838	15.6	LOS B	16.0	128.2	0.64	0.58	0.69	41.6		
North: Trappers Dr (N)														
7	L2	284	6.0	0.283	10.7	LOS B	4.9	38.9	0.51	0.67	0.51	38.4		
9	R2	507	6.0	0.855	48.0	LOS D	11.4	90.9	1.00	1.01	1.36	15.7		
Approach		792	6.0	0.855	34.6	LOS C	11.4	90.9	0.83	0.89	1.05	20.7		
West: Whitfords Ave(W)														
10	L2	257	6.0	0.229	11.1	LOS B	3.5	28.2	0.43	0.69	0.43	36.5		
11	T1	940	9.6	0.788	29.6	LOS C	18.2	148.0	0.97	0.92	1.08	32.2		
Approach		1197	8.8	0.788	25.6	LOS C	18.2	148.0	0.85	0.87	0.94	32.8		
All Vehicles		3549	7.3	0.855	23.2	LOS C	18.2	148.0	0.75	0.75	0.86	32.8		

MOVEMENT SUMMARY

Site: [Trappers Dr & Crossover - Stage 1 - 2021 - PM]

Network: N101 [2021 - PM]

Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total HV %	HV %				Vehicles	Distance m				
South: Trappers Dr (S)														
4	L2	85	2.0	85	2.0	0.176	4.6	LOS A	0.0	0.0	0.00	0.15	0.00	25.4
5	T1	544	6.0	544	6.0	0.176	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	47.7
Approach		629	5.5	629	5.5	0.176	0.6	NA	0.0	0.0	0.00	0.07	0.00	44.2
North: Trappers Dr (N)														
12	R2	37	2.0	37	2.0	0.053	8.1	LOS A	0.2	1.5	0.55	0.72	0.55	21.5
Approach		37	2.0	37	2.0	0.053	8.1	NA	0.2	1.5	0.55	0.72	0.55	21.5
West: Crossover (W)														
1	L2	68	2.0	68	2.0	0.304	1.3	LOS A	1.5	11.1	0.56	0.56	0.63	19.1
2	T1	129	2.0	129	2.0	0.304	7.1	LOS A	1.5	11.1	0.56	0.56	0.63	9.6
Approach		198	2.0	198	2.0	0.304	5.1	LOS A	1.5	11.1	0.56	0.56	0.63	14.3
All Vehicles		864	4.5	864	4.5	0.304	2.0	NA	1.5	11.1	0.15	0.21	0.17	36.1

MOVEMENT SUMMARY

Site: [Trappers Dr & Crossover - Stage 2 - 2021 - PM]

Network: N101 [2021 - PM]

Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total HV %	HV %				Vehicles	Distance m				
North: Trappers Dr (N)														
11	T1	662	6.0	662	6.0	0.185	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		662	6.0	662	6.0	0.185	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
West: Median (W)														
3	R2	129	2.0	129	2.0	0.166	3.7	LOS A	0.6	4.2	0.51	0.62	0.51	11.5
Approach		129	2.0	129	2.0	0.166	3.7	LOS A	0.6	4.2	0.51	0.62	0.51	11.5
All Vehicles		792	5.3	792	5.3	0.185	0.6	NA	0.6	4.2	0.08	0.10	0.08	45.0




Appendix C

TURN PATH ANALYSIS



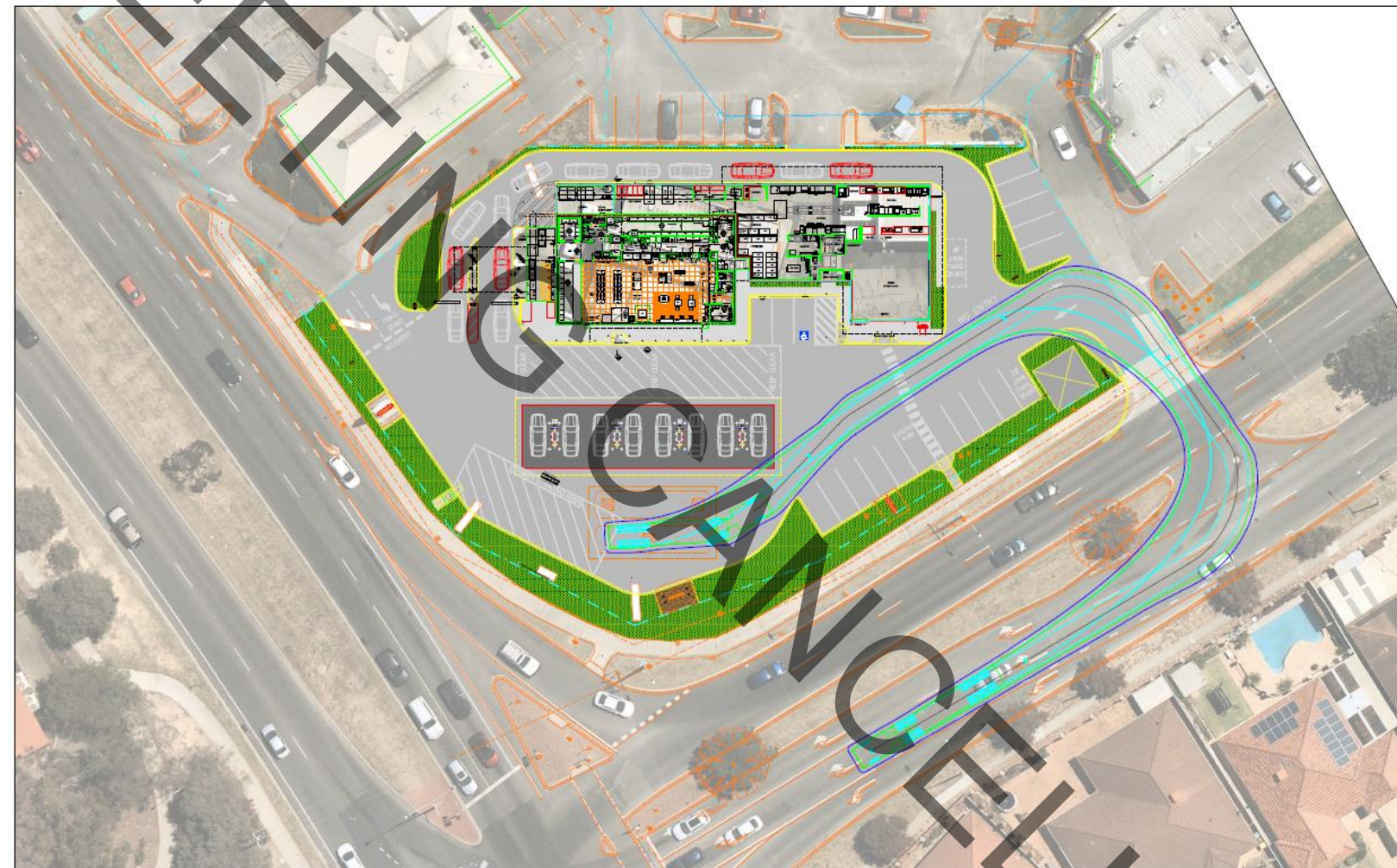
BP Woodvale
 Main Roads WA: 19m (15m R) & Austroads 2013: 19m Semi-Trailer
 Fuel Tanker Entry

LEGEND

Vehicle Body	
Wheel Path	
500mm Clearance	

t20.276.sk01c
 25/08/2021
 Scale: 1:400 @ A3





BP Woodvale
 Austroads 2013: 19m Semi-Trailer
 Fuel Tanker Exit

LEGEND
 Vehicle Body █
 Wheel Path █
 500mm Clearance █

t20.276.sk02c
 25/08/2021
 Scale: 1:400 @ A3





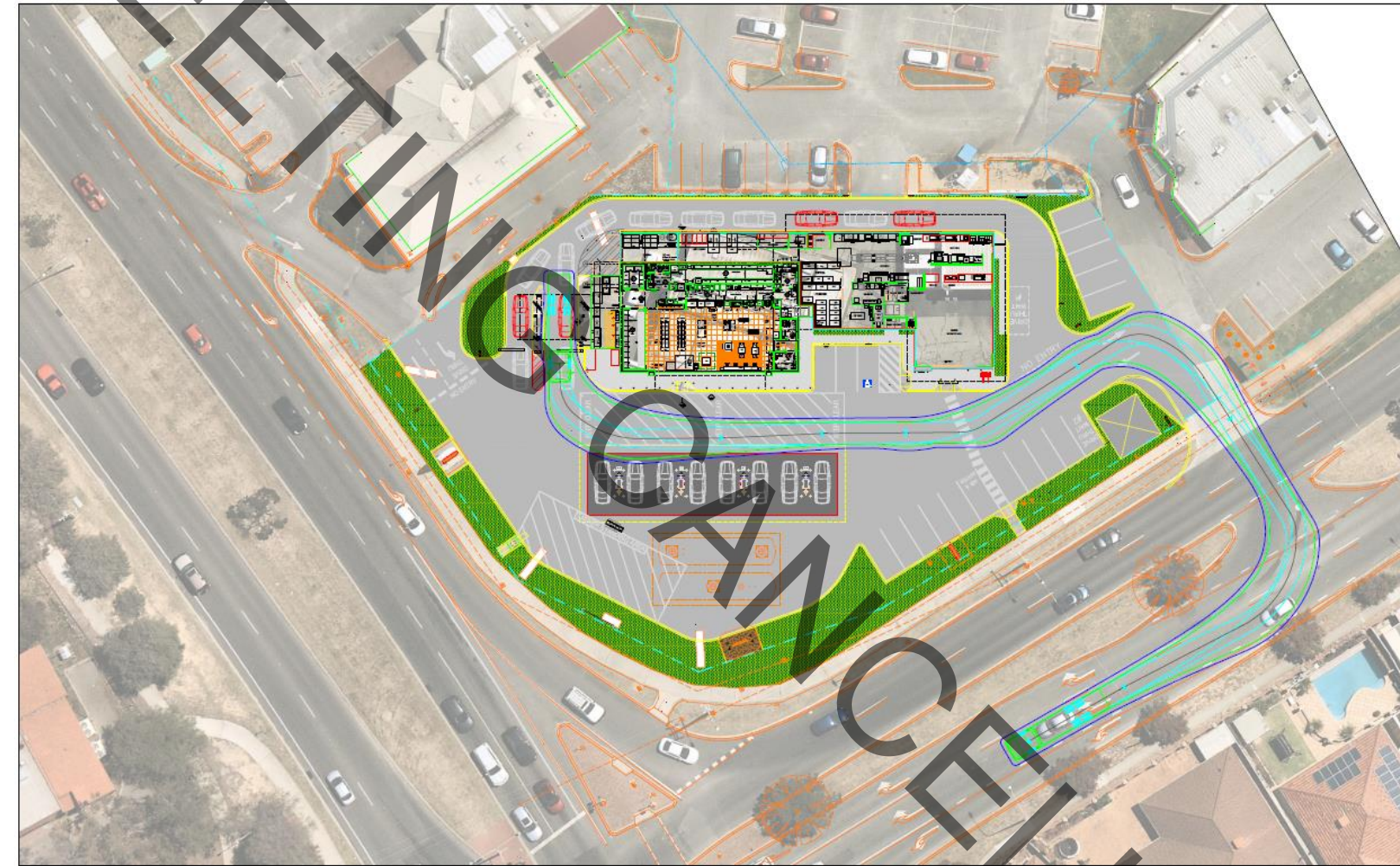
BP Woodvale
 Austroads 2013: 12.5m SU Truck
 Service Truck Entry

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.276.sk03c
 25/08/2021
 Scale: 1:400 @ A3





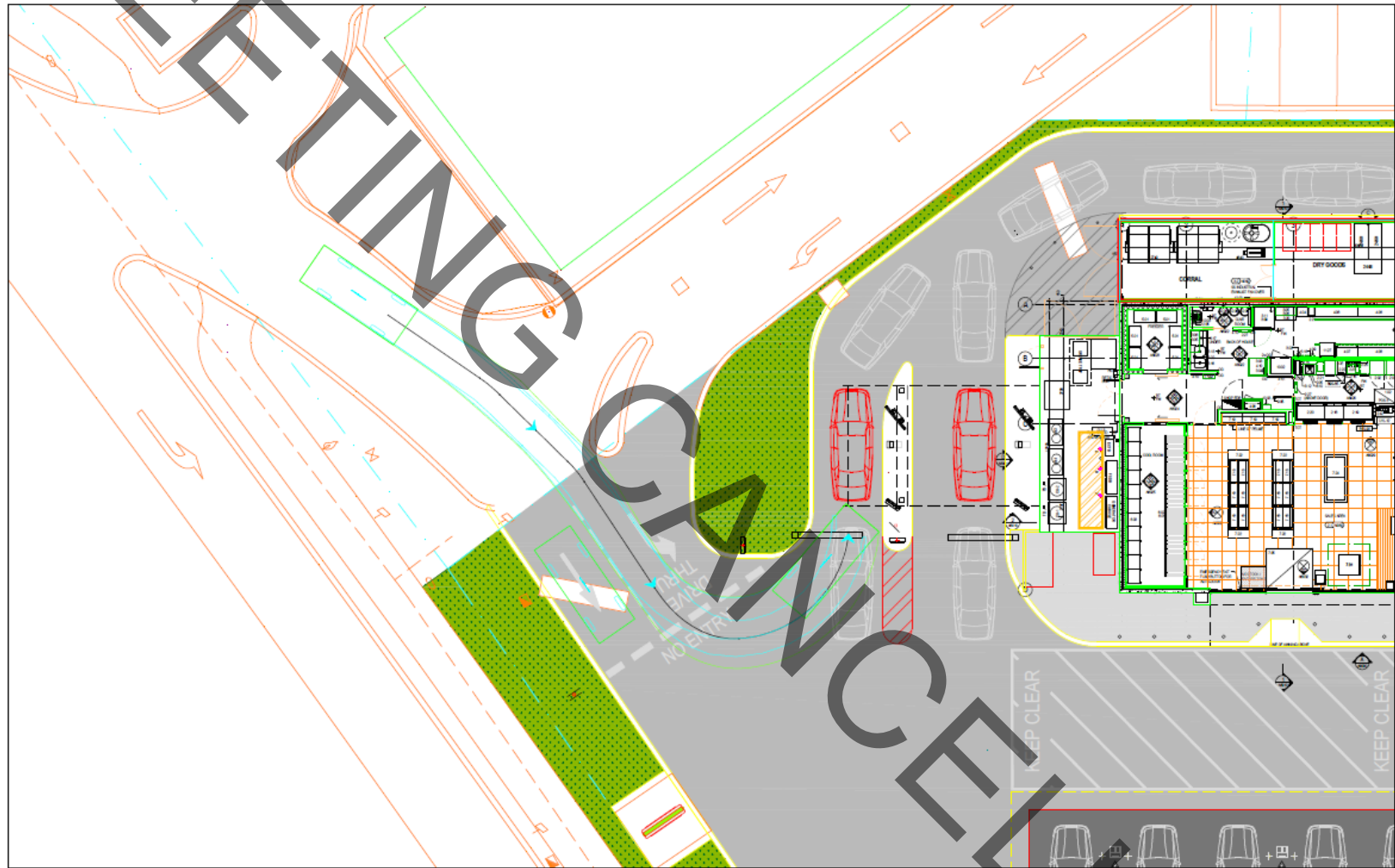
BP Woodvale
Austroads 2013: 12.5m SU Truck
Service Truck Exit

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t20.276.sk04c
25/08/2021
Scale: 1:400 @ A3





BP Woodvale
 B85 Passenger Vehicle
 Passenger Vehicle Circulation

LEGEND
 Vehicle Body
 Wheel Path



t20.276.sk07a
 15/07/2021
 Scale: 1:150 @ A3



PS Ref: 6829
City Ref: DA21/0592

17 August 2021

City of Joondalup
PO Box 21
Joondalup WA 6919

Attention: Tim Thornton, Senior Urban Planner

Dear Tim,

**LOT 1 (941) WHITFORDS AVENUE, WOODVALE
PROPOSED SERVICE STATION REDEVELOPMENT
RESPONSE TO SCHEDULE OF SUBMISSIONS**

Planning Solutions acts on behalf of BP Australia Pty Ltd, the proponent of the proposed BP service station redevelopment and proposed fast-food outlet at Lot 1 (941) Whitfords Avenue, Woodvale (**subject site**).

This letter provides a response to the submissions received by the City following advertising of the proposed development.

Table 1: Response to schedule of submissions

	Issue	SUBMISSION SUMMARY	APPLICANTS RESPONSE
1	Antisocial behaviour	<p>Unsafe environment in the evening and early morning associated with the McDonalds being 24 hour. Being close to a train station and bus stops it will be a haven for antisocial behaviour.</p> <p>It is well-established 24-hour franchises attract areas for people to congregate for:</p> <ul style="list-style-type: none">• Purposes of anti-social driving/hooning• Anti-social behaviour• Drug dealing• Vandalism <p>Add the schools in the surrounding areas meeting at McDonald's once school finishes and you've got a hot spot for trouble (go and check out Ellenbrook McDonald's after school - they have security guards!)</p>	<p>This submission is unsupported by any evidence and we strongly reject the notion that there is any well-established consensus linking 24-hour fast-food outlets with anti-social behaviour.</p> <p>To the contrary, the presence of a 24/7 fast-food outlet and a 24/7 service station will increase passive surveillance within the area, meaning more people will be using the space at all times of the day and night, which is strongly associated with a <u>reduction</u> in anti-social activity.</p> <p>Notwithstanding the above, the potential for anti-social behaviour is detrimental to the interests of McDonalds, and for this reason, as a matter of general practice, the following measures will be put in place:</p> <ul style="list-style-type: none">• The use of CCTV will enhance surveillance of the subject site and surrounding public realm during all hours.

	Issue	SUBMISSION SUMMARY	APPLICANTS RESPONSE
			<ul style="list-style-type: none"> • Training for all managers and crew in how to handle difficult customers and all store employees must undertake "Security, Crime and Violence Incidents" training. • A 24/7 manned hotline called the "Mac Hotline" to report any security incidents in stores. <p>Any claims of increases crime and anti-social behaviour are speculative and generalized, and should not be consider relevant in determining a planning application without testable expert evidence.</p>
2	Traffic and access	<p><u>Access & egress</u> The development will increase traffic jams on both Whitfords Avenue and Trappers Drive. The northern entry/exit point onto Trappers Drive can become very congested if someone is waiting to turn south on Trappers during peak times. Therefore, shoppers often use the southern BP entry/exit point if they are turning north on Trappers, so this entry/exit is quite busy already. Both entrances to the shopping complex on Trappers need to be improved, with turning lanes and dedicated left/right lanes out of the complex, to minimise traffic impact.</p> <p>There needs a better traffic plan such as only turn left out of car parks for Trappers and a new exit for Whitfords Ave at the West end of the BP Complex.</p> <p><u>Congestion on-site</u> Traffic from the west heading to the fuel bowsers (nearer to Whitfords Avenue than the petrol pumps) will be moving in the opposite direction to the traffic entering from the east and heading to McDonalds drive through which will cause congestion on-site.</p> <p>The drive-through exit should be positioned to Whitfords Avenue, NOT Trappers Drive as this is a key pedestrian route and already a very busy intersection.</p> <p>In regard to where the drive-through will be can it be taken into consideration how busy it will be so it can be designed to go around the buildings do that there isn't a repeat of what happens at Lansdale McDonalds at 6pm on a Friday night? (people blocking off access to enter and leave the car park because cars lining up in the drive through have blocked the road).</p> <p><u>Conflict with intersection</u> Another issue is the colour of the lighting on this corner. When travelling west on Whitford Avenue (towards the freeway/ station), the green lights from BP and the red lights from Red Rooster, blend in with the red/green of the traffic</p>	<p>All relevant traffic matters have been addressed in the Traffic Impact Statement (TIS), prepared by Transcore and in further responses to requests for information received from the City.</p> <p>As demonstrated in the TIS, the proposed development will have a low volume of additional traffic, which can be accommodated within the existing road network. The vehicle access to the site is supported by the City and DPLH.</p> <p>In the TIS, an analysis was undertaken on the surrounding roads and major intersections. It was concluded that the traffic counts have not increased but decreased in recent years. Furthermore, the net additional traffic as a result of the proposed redevelopment on the surrounding road network was considered to not be significant and would have insignificant impact on the abutting road network.</p> <p>Disagree. There are no reasonable grounds for taking the view that the signage and lighting of the proposed development would be confused with the traffic lights.</p>

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		lights. No doubt the yellow of McDonalds will blend with the amber lights.	
		<p><u>Impact on wildlife</u> We have lost lots of kangaroos lately because of them getting out/over the fences, and more traffic will increase the risk of more kangaroos and other wildlife deaths.</p>	This is not valid planning consideration.
3	Traffic impact assessment	<p>The figures stated in the Transport Impact Assessment (page 6) does not accurately reflect the actual traffic generation. The data from 2020 does not take into consideration the impacts of covid 19, which would see a decline in traffic counts. It also worth noting that the data was collected over two 1hr periods, 0800 - 0900 & 1500 - 1600. Woodvale is 18km from the CBD so true peak times are earlier in the AM and later in the PM. The study should have included a weekend when there is more shopping traffic.</p> <p>The traffic report supplied with the application has not assessed the effect on the northern exit. If you haven't assessed the north exit how also will you know the effect on the traffic coming out of this exit, by the increased traffic from the southern exit.</p>	<p>The trip generation of the proposed service station is derived from ITE Trip Generation Manual 10th Edition, which is a document listed in the WAPC guidelines.</p> <p>We consider that an appropriate level of traffic reporting has been provided in support of the application.</p>
4	Littering	<p>Will increase litter making the area untidy with rubbish, papers and other debris. Yellagonga regional Park will surely see an increase in rubbish.</p>	This is not a valid planning consideration— however we note that it is McDonald's standard practice to maintain daily litter patrols to ensure that the surrounding area is kept clear of waste.
5	Positives	<p>The old carwash is an eyesore, a McDonalds would be extremely handy and overall bring more people to the area.</p> <p>This would be a great as I wouldn't have to travel so far to get to McDonalds.</p> <p>Although this development is simply an upgraded petrol station and an addition of a new fast-food outlet, it will bring much needed vibrancy, activity, energy, and an increased city vibe to an otherwise generic, ordinary suburb.</p> <p>More jobs for kids in the area, especially for local students at Woodvale Secondary College.</p> <p>The site is underutilised and is in desperate need of an overall revamp. A local economic stimulus will result owing to the construction undertaken at the site and in the retail/service jobs that will be offered when the site becomes operational. Multiple fast-food restaurants currently exist throughout the shopping precinct and the site is already accustomed to heavy vehicle movement owing to the current petrol station operation.</p> <p>This BP service station is my closest outlet for fuel and eliminates the need for unnecessary</p>	Noted, and agreed. The proposed development represents an investment in the subject site that will result in a high level of amenity and improve the built form presentation to this corner.

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		<p>detours to Edgewater. The addition of McDonald's will add convenience and more option to Woodvale residents and be mutually beneficial for surrounding businesses.</p> <p>Excellent redevelopment proposal. The workshop attached to the service station is redundant and serves no purpose. More fast food is required within this complex.</p> <p>It is a great location for parents to get easy food for children, as McDonald's is quite far away from Woodvale.</p>	
6	Existing businesses	<p>Instead of McDonalds, consider Hungry Jacks – something that is not in Kingsway shopping centre or the local Woodvale/Kingsley shopping centres.</p> <p>There is already red rooster, dominos, subway, Chinese, Thai, Indian, fish and chips and bump in burger which should have preference over a fast-food outlet.</p> <p>A local or healthier alternative should be given preference over a McDonalds.</p>	<p>The proposal seeks approval for a use which is capable of approval and entirely suitable for the subject site. The perceived supply or need for a type of use or food options is not a relevant planning consideration.</p>
7	Health	<p>A McDonalds should not be located in close proximity to a high school. It's this impressionable age that will be easily swayed to make convenient and unhealthy choices.</p> <p>There is already 2 McDonalds within a 3.5km radius of this proposed one, do we need a third? The WA government is trying to push for a healthier population yet plan to fuel us with more McDonalds, especially when there are already 2 more within a 10km radius. I understand the need to supply jobs in this difficult climate but there are plenty of other healthy or otherwise sustainable options to put in the place of the fast-food giant.</p> <p>I support this development however I think the community needs something much healthy like Zambreros.</p>	<p>It is noted that this submission supports a fast-food outlet on this site and but queries whether a McDonalds is the most suitable operator. Respectfully, as stated in the response to submission no. 6, this is not a relevant planning consideration.</p>
8	Opening Hours	<p>There shouldn't be a 24-hour fast-food outlet in a suburban environment, there is another fast-food outlet on the site which is closed by 10pm. If this outlet is to go ahead, I would hope there is a closing time similar to this.</p> <p>If the hours of opening times were altered, say 0600hrs to 2200hrs that might be acceptable.</p>	<p>The proposed 24 hours of operation are an appropriate and expected operation for a Fast Food / Take Away land use.</p> <p>There is an established night-time trade within the surrounding commercial area, including the approved BP service station which operates 24 hours a day, 7 days a week located at the subject site. The proposed McDonalds restaurant will provide an expansion of commercial offerings to the developing locality and passing trade, throughout all hours of the day.</p>

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			Extensive technical reporting has also been prepared in support of the proposed development, demonstrating the proposed 24-hour operations are capable at the subject site without causing any undue impact upon the surrounding locality.
9	Noise & air pollution	<p>I value the tranquillity of Woodvale and anything that's open 24/7, especially something as popular as McDonalds will increase traffic and therefore noise pollution and air pollution. The hours of operation of the fast-food outlet, will see an increase in activity between 11-6, and create undue noise disruption to those residents adjoining Trappers Drive.</p> <p>To state that a 24-hour McDonald's won't create any additional noise above and beyond the existing 24 hour petrol station is a nonsense. The late-night visitation rates for McDonald's, in particular on weekends will be significant. Page 16 (Table 2) of the traffic report indicates that the net increase for trip generation from adding a McDonalds is on average 100% (101 to 226/104 to 238)</p>	<p>Upon meeting with the City of Joondalup it was confirmed an Environmental Noise Assessment would not be required to support the development application due to the site already accommodating a 24/7 service station, and the layout of the site being generally consistent with the existing layout.</p> <p>As demonstrated in the TIS, the proposed development will be within the required road noise level as the proposed development will not increase traffic volumes on surrounding roads.</p> <p>Additionally, the design of McDonalds restaurants and the equipment utilised will ensure that any odour emissions comply with all statutory requirements, and will not affect the amenity of the area.</p>
10	Existing McDonalds	<p>There are already 6 McDonalds restaurants operating 24/7 out of a total of 8 within approximately 6 kms range of Woodvale:</p> <ul style="list-style-type: none"> • Beldon • Madeley • Whitfords • Wanneroo • Joondalup • Duncraig • Warwick • Girrawheen 	Refer to the responses to submissions no. 6 & 7 above.
11	Odours	<p>Smell from the broilers and deep fryer equipment.</p> <p>The continual disturbance of delivery trucks/Garbage trucks and people coming and going 24hours a day 7 days a week is not acceptable when so close to quiet residential homes.</p>	Refer to the detailed responses to submissions no. 8 and 9.
12	Parking	<p>The number of parking bays directly associated with this development is insufficient and will lead to people parking in shopping centre bays.</p> <p>20 Parking Bays - 1 for ACROD, 1 for Air and Water and 1 for Waiting Bay leaves 17. 1 Waiting bay will not be enough for a 15-car drive through. They will use at least two. Now we have 16 Parking spaces for the business which will have 20 staff without taking into account customers in a 50-person dining room. This lack of bays will mean overflow into nearby</p>	Whilst it is understood that there is a 14-bay shortfall for 'standard car bays', excluding the refueling bays and drive through bays, the majority of customers to McDonald's will utilise the drive through lane, significantly reducing the demand for standard car bays on the site. This is also the case with the service station, in which most of the customers will utilise the refueling bays, further reducing the demand for standard parking bays on site. Taking into account the above, the 43 proposed bays (including the 16 standard bays) are considered appropriate for the proposed

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		<p>businesses already struggling with parking space.</p> <p>The 24/7 hours nature of the business will need to provide safe and secure parking for the staff that work overnight. This is unacceptable and will set a precedent. There is only one ACROD bay, there is a requirement for one disabled parking bay per business, there are 2 businesses/2 leasee's. The applicant is claiming that the waiting bays and the air/water bays are parking spaces, this is also not acceptable, as neither space would be able to use as a lock and leave car bay.</p> <p>The shopping centre site was subject to a deed for parking and previous additions/redevelopment proposals have been subjected to the requirement to provide additional parking as part of their works. As the previous proposals have set a precedent it is considered that this development should also provide additional parking in line with the previous development approvals.</p>	<p>development and will adequately provide for the anticipated demand on site.</p>
13	Pedestrian access	<p>There is no clear walkway through the service station/McDonalds proposed development which means people (particularly children/teens) will be walking through an already busy area which will see increased vehicle movement.</p> <p>The plan needs to be updated to include sufficient SAFE pedestrian access. This is close to a high school and as such will attract the students as both customers and employees. The current layout does not provide sufficient safe access around the development for pedestrians as parking and driveways must be crossed.</p> <p>Pedestrian access and egress to the shopping centre is poor, with only one steeply sloping footpath. Pedestrians have to share the other exits and entrances with vehicles.</p>	<p>Disagree. A clearly identified walkway has been provided with painted walkways linking the development to the existing footpath and pedestrian network.</p>
14	Signage	<p>There are already too many signs advertising the various businesses on this site, which will be exacerbated by this development.</p> <p>The signage design is unacceptable, as only 1 per frontage is allowed to a maximum of 6m, the proponent is seeking 3 signs, with one at 8m, which will be visually disruptive.</p>	<p>The variations to the Advertisements Policy have been appropriately justified in the DA report provided.</p>
15	Landscaping	<p>Does the proposed development contribute to the City of Joondalup's policy to increase the green canopy?</p>	<p>Yes. The proposed development includes seven shade trees—being four more trees than the City's policy requires.</p>
16	Road network	<p>The increased congestion at the exit points on to Trappers and the number of users crossing to</p>	<p>Refer to the detailed response to submission no. 2 above.</p>

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	<p>get back on to Whitfords Avenue is an issue in fact this whole area entering / exiting the shopping centre, the library, Woodvale Drive etc needs a rethink to make it safe/accessible/uncongested. To suggest that this development won't substantially increase traffic to this corner is not true.</p>	
	<p>There needs to be an approved Activity Centre plan in place for this site.</p>	<p>The proposed development is capable of approval in the absence of an approved Activity Centre Plan.</p>
	<p>A roundabout in Trappers Drive would be a wonderful addition.</p>	<p>This is not a relevant planning consideration.</p>
	<p>The whole shopping centre is serviced by 3 in/out driveways all of which are void of direct access to car bays. This proposal has 5 car bays directly accessed from this thoroughfare, in a hazardous location, adjacent to an ill-defined 4-way traffic intersection. There are 2 problems here which are:</p> <ul style="list-style-type: none"> a) the parking bays being accessed directly from the thoroughfare b) the ill-defined 4-way intersection which does not provide a direct route for the through traffic to the greater shopping centre car park. Clarity of vehicle movements will be required at this location. 	<p>Parking and access matters have all been considered in detail in the traffic reporting provided. Refer detailed response to submission no. 2.</p>



Department of Planning,
Lands and Heritage

City of Joondalup
PO Box 21
JOONDALUP WA 6919

Your Ref: DAP/21/02012

Our ref: 808/02/34/0003P

Enquiries: Simon Luscombe (6551 9307)

14 June 2021

Attention: Tim Thornton

Dear Tim,

Re: Lot 1 (941) Whitfords Avenue, Woodvale

Further to your correspondence of 11 June 2021, in accordance with the WAPC's Instrument of Delegation (DEL 2017/02) dated 30 May 2017, the following comments are provided. This proposal seeks approval for the redevelopment of an existing service station to be integrated with a drive-through fast food outlet.

Land Requirements

The site abuts Whitfords Avenue, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 1 (control of access) per Plan Number SP 694/4. The site is not affected by the ORR reservation for Whitfords Avenue.

Transport Impact Assessment (TIA)

The above report by Transcore dated April 2021, states that 8 fuel points are to be provided for passenger vehicles. The development does not seek to change the location, layout and operations of existing crossovers. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new access points to regional roads.

A stacking capacity of 13 vehicles has been provided on site. Manual traffic counts show that the current development generates 105 vehicles per hour. The TIA estimates that the development will generate 119 and 129 trips on the surrounding road network during AM and PM peak hour periods respectively (48 AM and 50 PM trips when passing trade discount is applied). SIDRA intersection analysis shows generally satisfactory performance for existing crossovers. Swept path for 19.0 metre fuel tankers show wheel travel over painted lines within the site.

Recommendation

The Department of Planning, Lands and Heritage has no objection to the proposal on ORR planning grounds and provides the following recommendations:

- It is recommended that the type of sign, size, content and location comply with all relevant by-laws and planning schemes made by Council. The signage should not interfere with sight

lines, distract drivers, or have the potential to become confused with traffic signals. This reflects the Commission's advertising on Reserved Land Policy D.C 5.4, paragraph 3.3.1;

- ITE Trip Generation Manual (10th Edition) outlines the following guidance per land use: Service Station - 14.1 trips per fuelling point x 8 = 112.8 per hour. Fast food restaurant with drive-through window: 360m² = 126.5 trips = 239.3 per hour. 50% passing trade discount = approximately 120 peak hour trips, slightly higher than outlined within the TIA report.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact me on 6551 9307 or via email (simon.luscombe@dplh.wa.gov.au).

Regards,



Simon Luscombe
Principal Planning Officer
Strategy and Engagement



Land Requirement Plan No. 1.3449

Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: www.yourhome.gov.au, and *Energy Smart Homes* at: www.clean.energy.wa.gov.au.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- existing vegetation; and/or
 - natural landforms and topography
- N/A

Does your development include:

- northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- passive shading of glass
- sufficient thermal mass in building materials for storing heat
- insulation and draught sealing
- floor plan zoning based on water and heating needs and the supply of hot water; and/or
- advanced glazing solutions

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- water reuse system(s) (e.g. greywater reuse system); and/or
- rainwater tank(s)

Do you intend to incorporate into your development:

- water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- recycled materials (e.g. recycled timber, recycled metal, etc)
- rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- recyclable materials (e.g. timber, glass, cork, etc)
- natural/living materials such as roof gardens and "green" or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- low-VOC products (e.g. paints, adhesives, carpet, etc)

'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- Yes
- No

If yes, please indicate which tool was used and what rating your building will achieve:

If yes, please attach appropriate documentation to demonstrate this assessment.

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

Specific sustainability strategies will be confirmed at detailed design stage.

Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:


The proposed development is a service station, and many of the sustainable design components will be confirmed at the detailed design stage.

Stormwater runoff in the forecourt area will be treated through the use of a stormwater treatment system. This is detailed further in section 3.5 of the development application report.

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: Robert Walker Contact Number: 9227 7970

Applicant's Signature:  Date Submitted: 26/05/2021

Accepting Officer's Signature: _____

Checklist Issued: March 2011

4 Statutory Planning Framework

4.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (**MRS**) and fronts Whitfords Avenue, which is reserved as 'Other Regional Roads' under the MRS. The proposed development is compliant with the provisions of the MRS and may be approved accordingly.

4.2 State Planning Policies

4.2.1 State Planning Policy 7.0 Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) addresses the importance of design quality, and sets out principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7.0 establishes a set of ten (10) 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. An assessment of the proposed development against the Design Principles of SPP7.0 has been undertaken in **Table 2** below.

Table 2 – SPP7.0 Design Principles Statement.

Design Principle	Proposed Development Response
<p>1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>The subject site is located at the south-eastern fringe of an established commercial precinct, being the Woodvale Boulevard Shopping Centre area. The design of the facilities responds to its context as follows:</p> <ul style="list-style-type: none"> • Appropriate setback distances with nearby commercial tenancies. • Built form orientation which properly addresses the corner frontage of Whitfords Avenue and Trappers Drive. • Built form façade treatments and landscaping which are of a commercial nature and befitting the commercial area.
<p>2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>The development proposes 411m² or 11.3% of landscaping. The landscaping comprises of native species, selected to be appropriate for the locality. The proposed landscaping will comprise of the following species:</p> <ul style="list-style-type: none"> • Morning Iris; • Bush Inferno; • Kalbarri Carpet; • Cotton Heads; • Little Gem; • Nyalla; and • Gold Velvet. <p>The proposed development will also incorporate 5 shade trees along the landscaping strips around the subject site.</p>
<p>3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<p>The built form reflects the prevailing commercial character of the area and adequately responds to the corner frontage of Whitfords Avenue and Trappers Drive.</p> <p>The service station and fast-food outlet redevelopment responds to the City's design guidelines for commercial areas and is consistent with the built form standards and scale contemplated by the planning framework.</p>

Design Principle	Proposed Development Response
<p>4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i></p>	<ul style="list-style-type: none"> • The facility encourages a one-way flow of vehicular traffic for patrons. • The proposed crossovers will contain line markings and directional signage to appropriately delineate traffic flows, ensuring a coordinated circulation system. • The TIA and swept paths prepared by Transcore demonstrates the safe and efficient movement of service and fuel tanker vehicles.
<p>5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>The refuelling forecourt captures hydrocarbons through the use of an underground stormwater treatment system.</p> <p>In addition to the above, the proposed development will also deliver social and economic benefits (through employment opportunities and an active space) and positive economic outcomes (by providing important fuel and convenience retailing to support the surrounding businesses).</p> <p>The proposed development also provides sufficient amount of landscaping, and a significant amount of shade trees along the landscaping strips of the subject site.</p>
<p>6. Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>	<p>The proposed facilities will provide essential fuel and convenience retail / food offerings to vehicles travelling along Whitfords Avenue / Trappers Drive, and workers in the surrounding area.</p> <p>The design and configuration of the proposed development will create a comfortable environment for all users and users of neighbouring facilities.</p>
<p>7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p>The proposed development is easy to navigate by intended patrons. The existing crossovers from Whitfords Avenue and Trappers Drive Way will contain line markings and directional signage to appropriately delineate traffic flow, ensuring a coordinated circulation system which is discernible by drivers, and allows functional movements through the facility.</p>
<p>8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The proposed service station and fast-food outlet will be designed to meet all relevant industry standards. The facility will operate 24/7 and monitored by CCTV cameras.</p>
<p>9. Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>	<p>The proposed facilities will provide essential fuel and convenience retail / food offerings to vehicles travelling along Whitfords Avenue and Trappers Drive, and workers in the surrounding area.</p> <p>The McDonald's restaurant includes a state-of-the-art play space, providing a comfortable environment for families with children.</p>
<p>10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The location of the BP service station retail building and McDonald's restaurant addresses the site's corner to the Whitfords Avenue and Trappers Drive intersection. The building's facades include external treatments, colours and signage.</p> <p>The service station building and McDonald's restaurant building presents shopfront glazing to both Whitfords Avenue and Trappers Drive, with all elevations providing a mix of treatments, colours and signage.</p>

Having regard to the above, the proposed is consistent with the ten principles of SPP7.0.



HONEYBEE PARADE, 7 (LOT 138) BANKSIA GROVE – MODIFICATIONS TO SERVICE STATION AND SHOWROOMS (PYLON SIGN)

Form 2 – Responsible Authority Report (Regulation 17)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Wanneroo	
Proposed Amendments:	Modifications to an existing Service Station Pylon Sign	
Applicant:	Planning Solutions	
Owner:	Accord Perth Eden Beach Pty Ltd	
Value of Amendment:	\$0	
Responsible Authority:	City of Wanneroo	
Authorising Officer:	Greg Bowering, Manager Approval Services	
LG Reference:	DA2021/1111	
DAP File No:	DAP/19/01700	
Date of Original DAP decision:	22 April 2020	
Application Received Date:	29 June 2021	
Application Statutory Process Timeframe:	60 Days	
Attachments:	1. Location Plan 2. Development Plans, Elevations and Perspectives 3. Previous Determination Notice	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority
	<input checked="" type="checkbox"/> N/A	Recommendation section
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

- Accept** that the DAP Application reference DAP/19/01700 as detailed on the DAP Form 2 dated 29 June 2021 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
- Refuse** DAP Application reference DAP/19/01700 and accompanying plans accompanying plans provided in **Attachment 2** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 68 of the City of Wanneroo District Planning Scheme No. 2, for the proposed modification to the approved Service Station and Showrooms at Lot 138 (7) Honeybee Parade, Banksia Grove for the following reasons:



Reason

1. The proposed signage is inconsistent with the objectives of the City's Local Planning Policy 4.6 – Signage, by way of height, prominence and scale, thereby negatively impacting on the amenity of the area.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	District Planning Scheme No. 2
Local Planning Scheme Zone	Urban Development
Structure Plan	Agreed Structure Plan No. 21a Banksia Grove Agreed Structure Plan No. 65 Banksia Grove District Centre
Lot Size:	8,750m ²
Existing Land Use:	Service Station and Showrooms
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Lot Size:	8,750m ²
Existing Land Use:	Vacant land
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The proposal seeks to modify an existing approval granted by the JDAP on 22 April 2020 for a Service Station and Showrooms. The subject application seeks to modify the height of the existing Service Station pylon sign from six metres to 10.15 metres.

Background:

The subject site is bounded by Pinjar Road to the west, residential development to the north, Honeybee Parade to the east and Public Recreation & Drainage land to the south. The site was previously addressed as Lot 9195 (171K) Joseph Banks Boulevard, Banksia Grove, prior to the creation of Honeybee Parade. Currently, the site has been fully developed as per DAP/19/01700, with the exception of the eight metre high multi-tenancy sign (showrooms pylon).

A location plan of the subject site is included as **Attachment 1**. Plans of the proposed development are included as **Attachment 2**.



Legislation and Policy:

Legislation

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

State Government Policies

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2)

Structure Plans/Activity Centre Plans

Agreed Structure Plan No. 21a Banksia Grove (ASP 21a)
Agreed Structure Plan No. 65 Banksia Grove District Centre (ASP 65)

Local Policies

Local Planning Policy 4.6: Signs (LPP 4.6)

Consultation:

Public Consultation

Further public consultation was not undertaken as the proposed amendment is not in accordance with the City’s LPP 4.6, and was previously advertised as part of the original application.

Referrals/consultation with Government/Service Agencies

No referrals were required as part of this application.

Design Review Panel Advice

This application was not referred to the City’s Design Review Panel as the proposal does not impact or modify the design of the buildings. The Design Review Panel did not provide any advice in relation to signage.

Planning Assessment:

Local Planning Scheme

The modifications made to the plans do not introduce any further variations to DPS 2, ASP 21a or ASP 65.

Local Planning Policy 4.6: Signs

Item	Proposal	Compliance
Pylon Signs Should be a maximum 6m in height, located centrally within the lot	A maximum height of 10.15 metres	This variation is not supported and is discussed in further detail below.



and be no closer than 3m to a side boundary.		
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Pylon Sign

LPP 4.6 requires pylon signs to be a maximum of six metres in height (eight metres for multi-tenancy signs), setback three metres from a lot boundary and located centrally within the lot. The application relates to a single tenancy pylon sign with a proposed maximum height of 10.15 metres.

The applicant has provided the following justification in support of the 10.15 metre high pylon sign:

- The proposed signage is located on the primary frontage of the lot and functions as a point of identification for the subject site. The single pylon sign is required to provide sufficient exposure to the curving Pinjar Road upon east and west approach, which is setback over 20 metres from the road reserve;
- The scale and height of the proposed pylon sign is considered necessary to give drivers sufficient warning that the development is approaching;
- The service station forms part of a developing commercial and retail locality which comprises a range of complementary commercial and industrial activities. Signage is an essential component which characterises the commercial and retail locality of the locality;
- Larger pylon signs have previously been supported by the City; and
- The larger sign incorporates various panels which contain important information relating to the price of fuels and other products offers by the facility. This minimises potential clutter through the site and a proliferation of signage elsewhere at the subject site.

The City does not support the height of the pylon sign at 10.15 metres for the following reasons:

- The proposed 10.15 metre high pylon sign which is an additional 4.15 metres higher than what is permitted under LPP 4.6, is considered excessive and likely to negatively impact on the amenity of the area by way of height and prominence, particularly given its proximity to residential land. It is inconsistent with the planned streetscape outcomes for the area;
- The pylon sign would be higher than the existing approved eight metre high multi-tenancy sign, the showrooms, and the Service Station building and canopy. This is considered excessive with no objective basis provided by the applicant to support the need for such a sign;
- The existing Service Station building and awning are visually prominent on the site as viewed from Pinjar Road. There is significant signage and corporate branding on the Service Station building and canopy which substantially contribute towards advertising the use of the site. The increased height is considered superfluous to the realistic need of the use to convey the brand, fuel price and services information;
- Pinjar Road is intended to be upgraded to a four lane dual carriageway which would reduce the distance between the constructed road and the subject site, which will increase the visibility of the Service Station building, awning and signage;



- The portion of the land in which the pylon sign is located is approximately one metre higher than the level of the road, which further increases the visibility for approaching vehicles;
- The City has consistently applied the standards in LPP 4.6 and has recently completed a review of this policy. No changes have been made to these standards in this review; and
- All recent JDAP and City decisions have consistently required a six metre pylon or eight metre multi-tenancy pylon for Service Stations across the City and no objective evidence or justification against the provisions of LPP 4.6 and DPS 2 has been provided that demonstrates the need for additional height. Whereas the height proposed directly impacts the objectives of LPP 4.6 and DPS2 as set out above.

In consideration of the above points, the proposed modifications to the Service Station pylon sign are not supported.

Conclusion:

The proposed modifications to the existing Service Station pylon sign on Lot 138 (7) Honeybee Parade, Banksia Grove has been assessed against the relevant legislation and planning requirements. The City is of the view that the proposed increased height of the existing Service Station pylon sign from six metres to 10.15 metres is inconsistent with the objectives of LPP 4.6 by way of height, prominence and scale, and is likely to negatively impact on the amenity of the area. The existing development on site is clearly visible and any increased height is considered unnecessary to provide the necessary information to passing motorists. Therefore, the proposed modification is not supported.

Alternatives

Should the JDAP be of the view to approve the development application on the basis that sufficient regard has been given to LPP 4.6 and forms the view that the proposal will not be contrary to the principles of orderly and proper planning, the City recommends without prejudice that the conditions of approval be applied as set out in **Attachment 3**.



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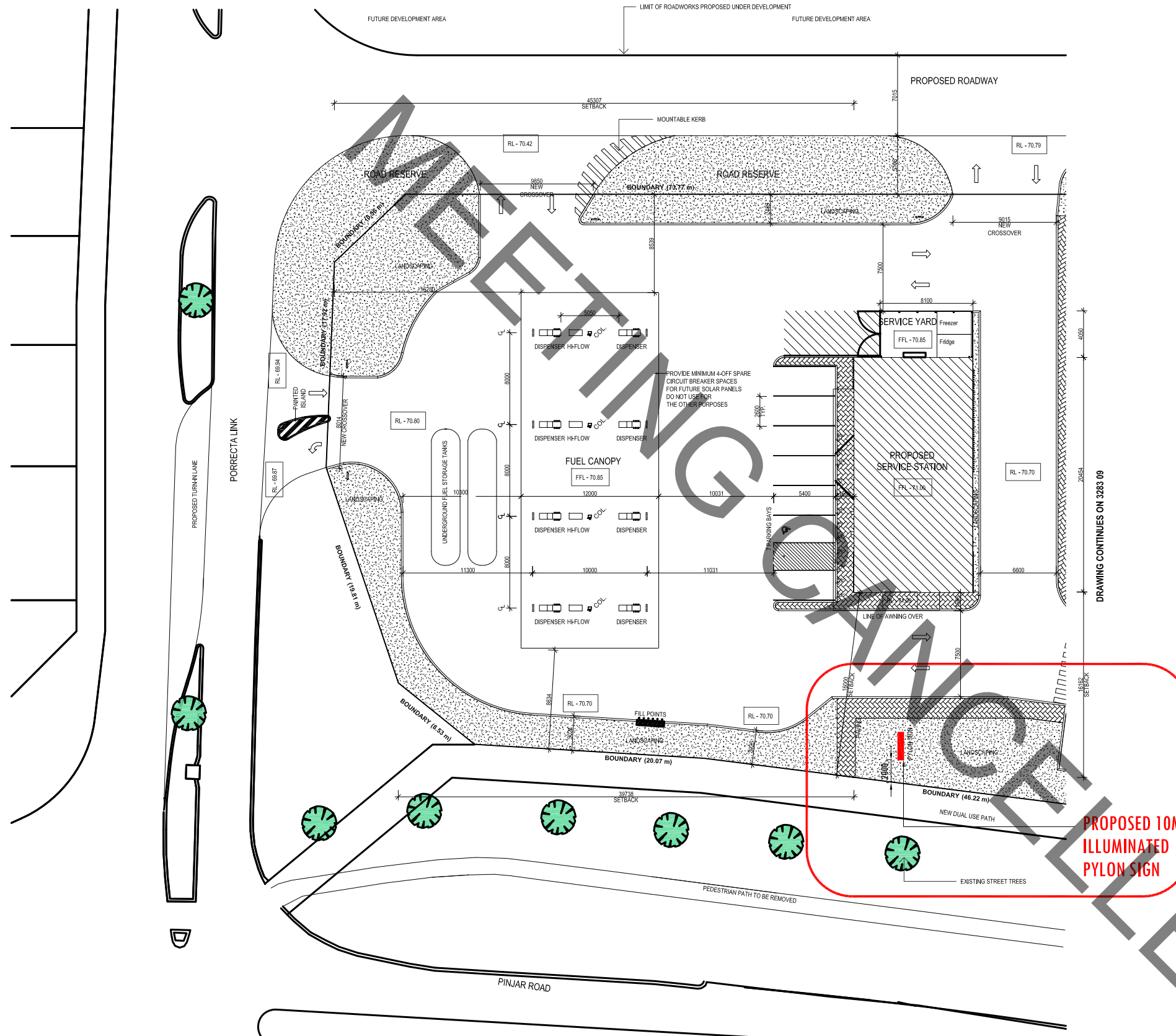
LOCATION PLAN

Date: 30/07/2021

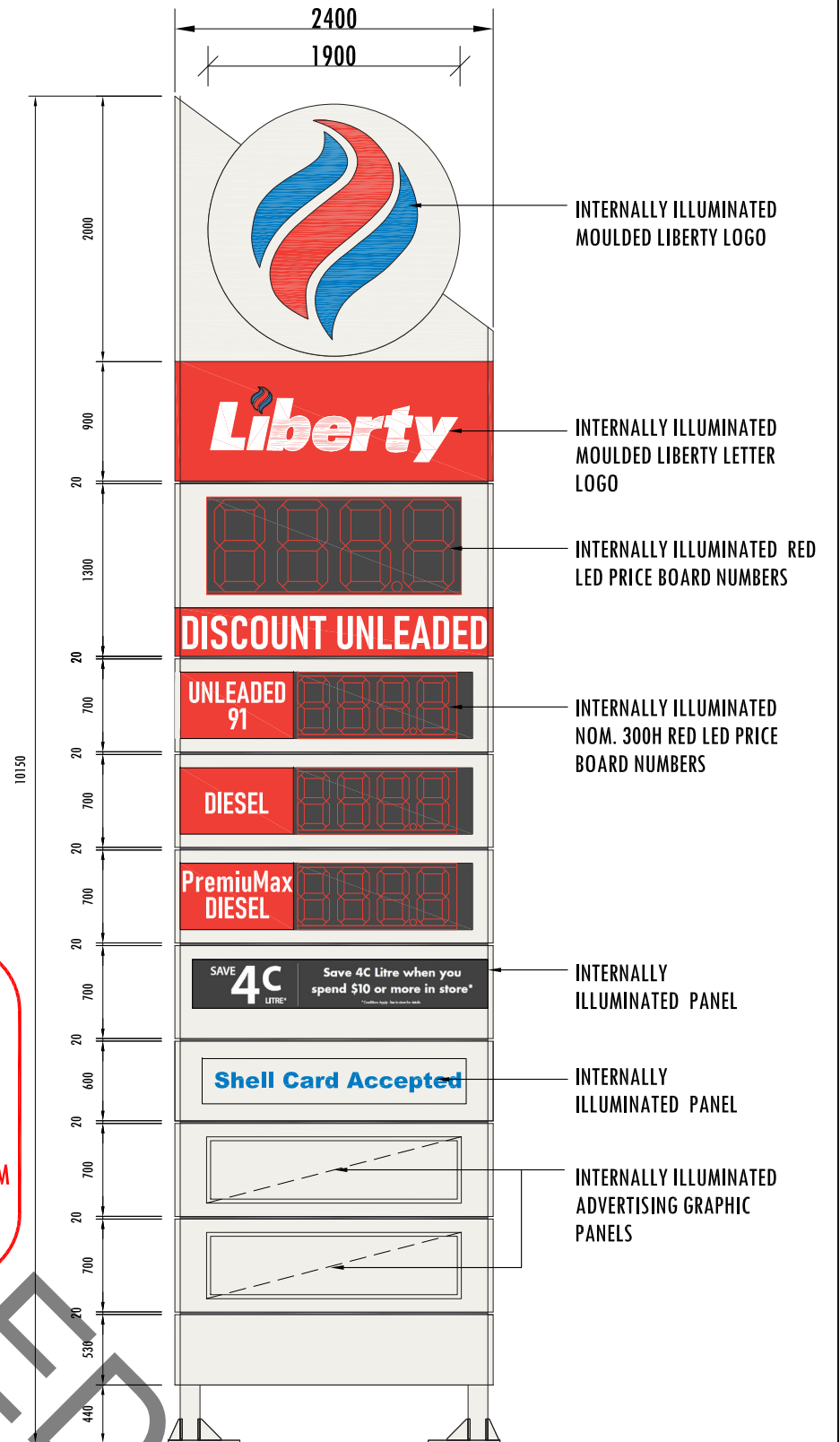
Printed by Bertone, Nick

Scale = 1:3000





SITE PLAN
SCALE 1:400



10m PYLON SIGN DETAILS
SCALE 1:50

REV	BY	AMENDMENT	DATE
A	MK	ISSUED FOR PLANING APPROVAL	19/04/2021

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DRAWN: NARA	CHECKED: MK	APPROVED: RP
SCALE: AS SHOWN	DATE: 19/04/2021	
PROJECT ADDRESS: PROPOSED LOT 9190, PINJAR ROAD, BANKSIA GROVE		

DRAWING NAME: PROPOSED NEW 10m PYLON SIGN	
DRAWING No: A100	REVISION No: A

LIBERTY CONVENIENCE PTY LTD
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DRAWING PATH:
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LG Ref: DA2019/1384
DAP Ref: DAP/19/01700
Enquiries: (08) 6551 9919

Mr Oliver Basson
Planning Solutions
GPO Box 2709
Cloisters Square PO
WA 6850

Dear Mr Basson

METRO NORTH-WEST JDAP - CITY OF WANNEROO - DAP APPLICATION - DA2019/1384 - DETERMINATION

Property Location:	171K (Lot 9195) Joseph Banks Boulevard, Banksia Grove
Application Details:	Development of Service Station

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Wanneroo on 21 November 2019 for the above-mentioned development.

This application was considered by the Metro North-West JDAP at its meeting held on 17 April 2020, where in accordance with the provisions of the City of Wanneroo District Planning Scheme No.2, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Nick Bertone on behalf of the City of Wanneroo on 94055473.

Yours sincerely,

DAP Secretariat

22 April 2020

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Nick Bertone
City of Wanneroo



Planning and Development Act 2005

City of Wanneroo City of Wanneroo District Planning Scheme No.2

Metro North-West Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: 171K (Lot 9195) Joseph Banks Boulevard, Banksia Grove
Application Details: Development of Service Station

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 17 April 2020, subject to the following:

Approve DAP Application reference DAP/19/01700 and accompanying plans (included in **Attachment 3**) 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, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. The use of the development subject to this approval is to be "Service Station" and "Showroom" as defined in the City of Wanneroo's District Planning Scheme No. 2.

"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; or
- (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.

"Showroom: means premises wherein goods are displayed and may be offered for sale or hire excluding the sale of foodstuffs, liquor or beverages, items of clothing or apparel (except as hereinafter stipulated in this definition) or personal adornment, magazines, books, newspapers or paper products, and medicinal or pharmaceutical products unless assembled or manufactured on the premises. The term includes the sale of secondhand clothing or apparel by welfare and charitable agencies with the approval of Council."

A change of use from those outlined above may require development approval.



4. An amended Landscaping Plan must be submitted and approved to the satisfaction of the City prior to commencement of works. Planting and installation shall be in accordance with the Site and Landscaping Plan for the site and adjoining verge areas and completed prior to occupation of the development, to the satisfaction of the City. Thereafter, all landscaping, including that of the adjoining verge areas is to be undertaken by the applicant, to the satisfaction of the City.
5. Operating hours of the Service Station shall be 24 hours per day, seven days per week.
6. The development is to comply at all times with the recommendations outlined in the Lloyd George Environmental Noise Assessment dated November 2019, including the following:
 - a) The applicant is to engage a suitably qualified and recognised acoustical consultant to verify building and mechanical noise mitigation measures during the design and construction of development;
 - b) All deliveries to the site shall only be between 7:00am to 7:00pm Monday to Saturday and 9:00am to 7:00pm on Sundays and Public Holidays, with the exception of refuelling by refuelling tankers.
7. Amended plans are to be submitted the City prior to commencement of construction works to re-align the Service Station shop to have a minimum 16 metre setback from the front lot boundary, and to incorporate vehicular connectivity between the Service Station and Showroom in accordance with the provisions of ASP 65.
8. The Service Station and Showrooms shall not commence operation until the proposed roadway as indicated on the plans has been constructed to the satisfaction of the City.
9. A finalised Mural design for the north-east Showroom wall is to be submitted to the City prior to occupation. The Mural shall be completed within six months of the commencement of the approved uses, to the satisfaction of the City.
10. Prior to the commencement of development, a detailed schedule of external finishes (including materials, colour schemes and details) shall be submitted and approved by the City. The development shall be finished in accordance with the approved schedule prior to the use or occupation of the development.
11. Lighting shall be installed to pathways and car parking areas, be designed in accordance with the Australian Standards for the *Control of Obtrusive Effects of Outdoor Lighting* (AS4282) and shall be internally directed to not overspill into nearby lots. All floodlights shall be oriented and hooded to eliminate disturbance to occupants on the surrounding properties.
12. All illuminated signage shall have any boxing or casing in which it is enclosed constructed of incombustible materials, shall not comprise of flashing, pulsating, chasing or running lights and shall not have such intensity as to cause annoyance to the public or illuminate beyond the extent of the lot boundaries.
13. Stormwater and any other water run-off from buildings or paved areas shall be collected and retained on-site.



14. Parking areas, driveways and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS2890), and shall be drained, sealed and marked.
15. Detailed civil engineering drawings and specifications for works within the public road reserve (earthworks, parking, roads and drainage) shall be lodged for approval to the City prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.
16. No parking bays shall be obstructed in any way or used for the purposes of storage.
17. Storage areas, plant and equipment shall be screened from view from streets, public places and adjacent properties.
18. The proposed bin areas are to be enclosed and screened from their immediate surrounds and any adjacent public street or road by a wall not less than 1.8m high constructed in brick, masonry or other approved material.
19. All refuse shall be stored within the designated bin stores and shall be collected from the site by a private contractor at the cost of the applicant/owner. Waste collection shall only occur between 7.00am and 7.00pm Monday – Saturday.
20. The applicant shall undertake adequate measures to minimise any impacts of dust and sand drift from the site to the satisfaction of the City.
21. A construction management plan being submitted detailing how the construction of the development will be managed in order to limit the impact on the users of the surrounding area. The plan will need to ensure that:
 - a) Adequate space is provided within the development site for the parking of construction vehicles and for the storage of building materials so as to minimise the need to utilise the surrounding road network;
 - b) Adequate provision is made for the parking of workers' vehicles;
 - c) Pedestrian and vehicular access around the site is maintained;
 - d) The delivery of goods and materials does not adversely impact on the amenity of the surrounding properties; and
 - e) The hours of construction are limited to ensure that there is no adverse impact on the amenity of the surrounding properties.

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

22. Any graffiti applied to the external surfaces of the building shall be removed within seven days of it being applied, to the satisfaction of the City.



Advice Notes

1. This is a development approval only and is issued under the City of Wanneroo's District Planning Scheme No. 2 and the Western Australian Planning Commission's Metropolitan Region Scheme. It is the proponent's responsibility to comply with all other applicable legislation, including the Australian Standards and the *Environmental Protection (Noise) Regulations 1997*, and obtain all required approvals, licences and permits prior to commencement of this development.
2. In regards to the dust and sand drift condition, adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Water and Environmental Regulation's 'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities'.
3. With regards to any management plans to be submitted to the City as required in any of the conditions set out within this development approval, these are to be submitted to the assessing officer or in their absence addressed to Planning Approvals. An assessment of the acceptability of these plans by the City will not be undertaken if these plans are submitted within a building permit application.
4. With regards to stormwater retention, an onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed shall be submitted for approval when application is made for a building licence and the system shall be installed during the construction of the development.
5. With regards to stormwater retention, a Geo-technical Report shall be lodged for approval to the City prior to commencement of construction works demonstrating the infiltration rate of 5m/day. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.