



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 16 January 2025; 9:30am
Meeting Number: MIDAP/56
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/56 - 16 January 2025 - City of Perth](#)

PART A – INTRODUCTION

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

PART B – CITY OF PERTH

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations
- 5.1 Lot 20 (No.141) Wellington Street, East Perth - Convenience Store and Car Wash – DAP/22/02372

PART C – OTHER BUSINESS

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

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



ATTENDANCE

DAP Members

Clayton Higham (Presiding Member)
Francesca Lefante (Deputy Presiding Member)
Neema Premji (Specialist Member)
Cr Viktor Ko (Local Government DAP Member, City of Perth)
Cr Liam Gobbert (Local Government DAP Member, City of Perth)

Minute Secretary

Laura Simmons (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)



PART A – INTRODUCTION

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



PART B – CITY OF PERTH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

**5.1 Lot 20 (No.141) Wellington Street, East Perth - Convenience Store
and Car Wash – DAP/22/02372**



Part B – Item No. 5.1 - LOT 20 (NO. 141 WELLINGTON STREET EAST PERTH – CONVENIENCE STORE AND CAR WASH

State Administrative Tribunal Reconsideration – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Perth
Summary of Modifications:	• Redesign and relocation of the proposed control building to the northwest of the site • Relocation of the proposed drive through • Redesign and relocation of the proposed fuel bowser canopy • Relocation of the proposed car wash and vacuum area • Consolidation of proposed crossovers • Landscaping and screening additions • Submission of updated technical reports to support the proposed development
Applicant:	Nik Hidding, Hidding Urban Planning
Owner:	Perth OHP Pty Ltd
Value of Development:	\$3 million
Responsible Authority:	City of Perth
Authorising Officer:	Julia Kingsbury, Alliance Manager Development Approvals
LG Reference:	DAP-2022/5331
DAP File No:	DAP/22/02372
SAT File No (DR reference):	DR 044
Date of Decision under Review:	29 February 2024
Application for Review Lodgement Date:	4 April 2024
Attachment(s):	1. Location Plan 2. Perspectives 3. Development Plans 4. Landscape Plan 5. Operational Management Plan 6. Waste Management Plan 7. Environmental Noise Impact 8. Noise Management Plan 9. Transport Impact Statement 10. ESD Statement 11. Schedule of Submissions 12. Previous Determination Notice

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 044 of 2024, resolves to:

Reconsider its decision dated 29 February 2024 and **SET ASIDE the decision and approve** DAP Application reference DAP/22/02372 and the amended plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of Perth City Planning Scheme No. 2, subject to the following conditions:

Amended 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. The development is to be constructed with high quality and durable materials and finishes to a level of detailing that is consistent with the elevations and perspectives received on 16 December 2024, with final details of the design and a sample board of the proposed materials, colours and finishes being submitted for approval by the City prior to applying for a building permit.
3. Any proposed building plant and services including air-conditioning condensers, piping, ducting, water tanks, transformers, fire boosters and fire control rooms being located or screened so that they cannot be viewed from any location external to the building (including from above) and to minimise any visual and noise impact, with details of the location and screening of such plant and services being submitted for approval by the City prior to applying for a building permit.
4. A final detailed landscaping and reticulation plan is to be submitted for approval by the City prior to applying for a building permit, with the approved landscaping being installed prior to occupation of development and thereafter maintained to a high standard to the City's satisfaction.
5. The dimensions of all car parking bays, vehicle entrances, and circulation areas are to comply with Australian Standard AS2890.1, with a certificate of compliance by an architect or engineer being submitted for approval by the City prior to applying for a building permit.
6. A maximum of seven (7) commercial tenant bays and one (1) universal access bay being provided on site and not to being leased or otherwise reserved for use of the tenants or occupants of other buildings or sites to the satisfaction of the City.
7. One (1) bicycle parking bay being provided on-site, with details being submitted for approval by the City prior to applying for a building permit.
8. The development/use being operated in accordance with the approved Operational Management Plan dated October 2024, to the satisfaction of the City.

9. The approved Waste Management Plan prepared by Talis Consultants dated 15 October 2024, being implemented by the site proprietor/operator on an ongoing basis to the satisfaction of the City.
10. The development/use being operated in accordance with the recommendations and measures of the Environmental Noise Impact report prepared by Reverberate Consulting dated 17 October 2024 and the Noise Management Plan prepared by Peregrine Corporation dated October 2024, to the satisfaction of the City.
11. Suitable evidence being submitted to the City to confirm that sound attenuation-related materials have been selected and installed as per the acoustic consultant's recommendations in Appendix A of the Environmental Noise Impact report prepared by Reverberate Consulting dated 17 October 2024, prior to applying for a building permit.
12. Fuel deliveries to the site, being permitted from tankers no greater than 16.4 metres in length only, in accordance with the recommendations of the approved Revised Transport Impact Statement prepared by Transcore dated 15 October 2024, to the satisfaction of the City.
13. All awnings and other protrusions into the public realm are to meet a minimum clearance height of 2.75 metres above the adjoining existing footpath level and a minimum 0.6 metres distance from the kerb line, with final details being submitted for approval by the City prior to applying for a building permit.
14. The existing street tree located in the road verge on Hill Street is to be retained and protected from damage throughout any demolition and/or construction works with tree protection zones being established and maintained during the demolition and/or construction periods in accordance with the Australian Standard AS4970-2009 - Protection of Trees on Development Sites, to the satisfaction of the City, with the owner/applicant being liable for any damage or removal of the trees.
15. All redundant crossovers are to be removed and the verge and footpath/s being reinstated in accordance with the City's specifications and satisfaction and at the expense of the developer/landowner and all new proposed crossovers being located and constructed to the City's specification and satisfaction prior to occupation of the development, with any additional works external to the property boundaries of the site, including landscaping works, not being approved as part of this development and being subject to a separate application(s) for approval.
16. On-site stormwater disposal/management is to be to the City's specifications with details being submitted for approval by the City prior to applying for a building permit.
17. All signs are to be appropriately framed, with any wiring or ducting being concealed from view to the satisfaction of the City.
18. A low level of illumination is to be used and no part of the approved illuminated signs are to contain flashing, pulsating or flickering lights.

19. The 'pillar' and 'price board' signs are to only contain fuel pricing information and the business logo, with no other on-site advertising content or third-party advertising content permitted.
20. A Construction Management Plan, prepared according to the City's guidelines, is to be submitted for approval by the City prior to applying for a building permit.

Advice Notes

1. 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.
2. The City advises that the existing street trees will not be permitted to be pruned, relocated or removed to accommodate construction works at the site, with the amenity value of the trees to be included in any works bond associated with any building permit issued by the City.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Central City Area
Local Planning Scheme	City Planning Scheme No. 2
Local Planning Scheme Zone/Reserve	Residential / Commercial
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Convenience store – Contemplated 'C'
Lot Size:	2069m ²
Net Lettable Area (NLA):	240m ² (Control Building)
Number of Dwellings:	N/A
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Convenience store ('Mixed Commercial')
Proposed Net Lettable Area	240m ² (Control Building)
Proposed No. Storeys	1
Proposed No. Dwellings	Nil

Approval is sought for the construction of a convenience store and ancillary car wash at the subject site.

The convenience store is a single storey building situated in the northwest corner of the site, adjoining the intersection of Wellington Street and Hill Street. It is associated with the sale of petrol and convenience goods. Adjoining the main building to the east is a drive through service area. This drive through area is screened from Wellington Street with a screen wall.

To the south of the main building are six (6) petrol bowser with a canopy structure.

Seven (7) tenant parking bays are proposed and one (1) universally accessible parking bay. Two of the tenant parking bays have an associated EV charger.

In the southeast corner of the site an automatic car wash, vacuum area, refuse room and plant room are proposed.

There is a proposed pylon sign adjoining the main building, as a well as a smaller 'price board' in the southwest corner of the lot. Two wall signs are proposed on the main building. Minor signage is proposed on the bowser canopy and automatic car wash.

Background:History of Application

The subject site is 2,069m² and has frontages to Wellington Street and Hill Street. The site is currently vacant. In 2020, the City granted development approval for the demolition of the then existing service station and the remediation of the land. The land has not been occupied since the demolition was carried out.

An application for a proposed convenience store development was originally received by the City in November 2022. After six extension of time requests, the application was considered by the City of Perth Local Development Assessment Panel (LDAP) at its meeting on 17 October 2023, where a decision on the application was deferred to allow the applicant to address the recommended reasons for refusal.

The applicant did not submit any information in response to the deferral and subsequently, at the Metro Inner DAP meeting held on 29 February 2024, the Panel resolved to refuse the application. The application was refused for the following reasons:

- "1. pursuant to clause 67(2)(a), (m) and (n) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the Goderich Precinct Plan under City Planning Scheme No. 2, for the following reasons:

- a. *the proposed development is inconsistent with the objectives and intentions of City Planning Scheme No. 2.*
 - b. *the built form and site planning does not appropriately respond to the existing character of the locality.*
 - c. *the built form and site planning will adversely impact on the existing and future amenity of the locality.*
2. *pursuant to clause 67(2)(fa) of the Planning and Development (Local Planning Schemes) Regulations 2015, the proposed development is inconsistent with the objectives of the City of Perth Local Planning Strategy which identifies high density residential as the most appropriate future land use and urban form for the site.*
3. *pursuant to clause 67(2)(c) of the Planning and Development (Local Planning Schemes) Regulations 2015, the proposed development is inconsistent with the principles for good design as detailed in State Planning Policy 7.0 – Design of the Built Environment and the objectives of the Goderich Design Policy as the built form and site planning do not respond to its inner-city, predominantly residential location, is an inappropriate built form for its setting, has poor site legibility (especially for pedestrians) and lacks appropriate landscaping.*
4. *pursuant to clause 67(2)(g) of the Planning and Development (Local Planning Schemes) Regulations 2015, the proposed development is inconsistent with Local Planning Policy 4.6 – Signs as the proposal includes multiple digital signs, which are not permitted in the Landscaped Mixed Use area, and the signage proposed is excessive and will create adverse visual clutter.”*

Application to the State Administrative Tribunal

The applicant submitted an application for review to the State Administrative Tribunal on the 4 April 2024. On 2 October 2024, after a period of mediation that included the review of several sets of revised plans, the SAT issued orders inviting the DAP to reconsider its decision pursuant to section 31(1) of the SAT Act 2004 (WA), based on a revised proposal being submitted to the City.

Legislation and Policy:

Legislation

State Administrative Tribunal Act 2024 s. 31

Planning and Development Act 2005 s. 162

City Planning Scheme No. 2 (CPS2) clauses 6, 26, 27 and 33, and the Goderich Precinct (P14) Precinct Plan

Planning and Development (Local Planning Schemes) Regulations 2015 – Deemed Provisions for Local Planning Schemes clauses 60, 67 and 68.

Metropolitan Region Scheme

State Government Policies

State Planning Policy 7.0 – Design of the Built Environment

Perth Parking Policy 2014

Local Policies

Public Notification/Advertising Procedure (2.2)
 City Development Design Guidelines (4.1)
 Building Heights and Setbacks (4.4)
 Plot Ratio (4.5)
 Signs (4.6)
 Parking (5.1)
 Bicycle Parking and End of Journey Facilities (5.3)
 Goderich Design Policy (6.3)

Consultation:

Public Consultation

The revised proposal was advertised to the owners of the surrounding properties for a period of 21 days, closing on 14 November 2024.

Fourteen (14) submissions were received during the consultation process, including seven (7) pro forma responses. Of the submissions received, 13 were in objection and one (1) advised it had no objection to the proposal. A detailed summary of the submissions is included in Attachment 5 and are summarised in the table below:

Issue Raised	Officer comments
The potential for anti-social behaviour to occur at the site.	The safety of any land use largely comes down to operational measures. The applicant has provided an operational management plan in support of their application, which is discussed in further detail below.
Increase to traffic in the locality and the impact of the fuel deliveries on the local traffic network.	The applicant has provided a Transport Impact Statement. Traffic is discussed in further detail below.
The potential impact of noise on adjoining dwellings	The applicant has provided an Environmental Noise Impact report and a Noise Management Plan to demonstrate compliance with the Environmental Protection (Noise) Regulations 1997. Noise is discussed in further detail below.
The incompatibility of the proposed development with strategic goals related to sustainability.	While the land use is associated with non-sustainable forms of energy, the land use is nevertheless capable of approval under the Scheme. The applicant has provided an ESD statement in support of the application.
The incompatibility of the proposed development with the local character and context.	While there are residences adjoining 141 Wellington Street, there are non-residential land uses on Wellington Street and around the Wellington Street/Hill Street intersection, giving the locality a mixed use character. Context and character are discussed in further detail in the "land use" and "built form and character" sections below.

Design Review Panel Advice

The revised development was considered by the City of Perth Design Review Panel (DRP) at its meeting held on 14 November 2024, where the DRP resolved to advise that it:

1. *Generally SUPPORTS the revised proposal noting the following strengths of the revised design:*
 - a) *The significant improvement to site planning including the relocation of the control building built-form to both address, and situate itself on, the corner of Wellington and Hill Street.*
 - b) *The reduced extent and number of vehicular crossovers which minimizes the impact on the pedestrian environment of the public realm.*
 - c) *The introduction of outdoor seating, soft landscape and a shop window that addresses Wellington Street which provides streetscape interaction and passive surveillance over the public realm.*
 - d) *The introduction of a built-form buffer located between the car wash and the adjoining boundary to assist to mitigate any acoustic impact of the car wash operation.*
 - e) *The amendments to the design of the proposed control building including the introduction of face brick facade material and awnings on both street frontages.*
 - f) *The introduction of screening devices and landscaped elements to visually screen parts of the hardstand from view of the street.*
 - g) *The inclusion of an on-site EV charging station.*
2. *REQUESTS the proponent:*
 - a) *Review the design of the control building at the intersection of Wellington and Hill Street. The absence of any active interface at this corner is considered to be a missed opportunity and the proponent is strongly encouraged to consider the opportunity to provide an opening or additional fenestration to the façade in this location.*
 - b) *Review the dislocation of the proposed awnings, which accentuates the blank corner of the building. There is an opportunity to create greater visual continuity and weather protection at the intersection.*
 - c) *Provide details of the proposed ESD commitments for the development.*
 - d) *Review the proposed landscape species to minimise die-back risk.*

In response to the DRP comments, the applicant submitted amended development plans illustrating the inclusion of vertical landscaping and an awning for the corner elevation. An ESD statement was also provided. The following sections include details of the extent to which the revised development plans respond to the matters raised by the DRP.

Planning Assessment:

Land Use

The original application was refused for reasons relating to the proposed land use. These reasons primarily related to the potential adverse impact the development may have on adjoining residential developments and the determinantal impact that the proposed site planning and building form would have on the streetscape and broader amenity of the locality. The original application was unable to demonstrate how noise,

odour and safety could be managed, nor how the proposed built form would contribute to the locality or align with the City's future vision for the area.

The subject site is located in the Residential/Commercial use area of the Goderich Precinct (P14) of City Planning Scheme No. 2 (CPS2). The Goderich Precinct will be further developed as a residential neighbourhood accommodating a wide range of residential and employment opportunities serviced by activities which support these uses.

The Residential/Commercial use area currently sleeves Wellington Square to the south and east. Over time the Residential/Commercial area will accommodate a greater proportion of residential uses, strengthening the Precinct as a residential neighbourhood. Mixed residential and commercial developments are encouraged in these areas. Mixed use developments proposing the integration of, or close relationship between, workplace and residence will be favoured where residential amenity can be maintained.

The protection and enhancement of the amenity of existing and future residential development in and around the Precinct is important. Ensuring the compatibility of commercial and residential uses is therefore necessary and building design should avoid conflict between the two uses.

The site is also located within the future 'East Perth Neighbourhood' under the City's Local Planning Strategy. This Neighbourhood will improve the identity of East Perth through a defined town centre, community facilities, beautiful streets and an easily walkable neighbourhood that connects people to places. East Perth offers diverse housing options and is well placed to accommodate a larger resident population. The 'East Perth Neighbourhood' Map identifies the subject site as being high scale residential use (>16 Storeys) set within a landscaped setting.

A convenience store ('Mixed Commercial') is a contemplated ('C') use in the Residential/Commercial use area in the Goderich precinct under CPS2. The car wash is considered ancillary to the 'convenience store'. In considering the proposed use, the City has had due regard to the matters of cl 67(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, where considered relevant, including the consistency of the proposal with the aims and provisions of CPS2 and relevant Local and State Planning Policies, the compatibility of the development with its setting and the potential impacts on the amenity of the locality.

It is acknowledged that historically the site was occupied by a service station development and the proposed use provides a service and amenity that can be considered complimentary to the existing and desired residential population in the area and users of the broader city. While the Local Planning Strategy indicates that the future character of this area is likely to be a high-density residential character, the site immediately adjoins the future Central Perth Neighbourhood to the west and the proposed zoning of the broader East Perth Neighbourhood includes both Residential and Mixed Use zones. It is therefore recognised that this locality is likely to broadly remain mixed use. It is also recognised that a 'convenience store' land use will offer services and amenities that benefit local residents with cars and local residents who can reach the store of foot, consistent with the objectives and intentions of CPS2.

In response to the potential amenity impacts on adjoining residents, the applicant has addressed a number of concerns raised by the City in the original proposal, which have been detailed in the updated reports submitted with the revised proposal. The applicant

has provided an Operational Management Plan in support of their proposed land use, outlining matters such as the general operating hours, management of the drive through and car wash area, deliveries, and security and safety. Although the convenience store is intended to be a 24/7 operation, use of the car wash and vacuum area and fuel deliveries to the site will occur during restricted hours, namely between 7:00am (9:00am on Sunday) to 10:00pm for the car wash and 7:00am to 7:00pm, Monday to Saturday for fuel deliveries. In regard to security, the Plan states that the premises will be staffed at all times and have 24/7 CCTV and external lighting.

Maintaining amenity for adjoining residences remains an important consideration. Consideration of specific issues like noise and traffic is discussed in further detail later in this report; however the general concept a 'convenience store' adjacent to residential land uses was raised by several submitters as an objection. The pro-forma submissions received by the City specifically referenced the Environmental Protection Agency's "Guideline Statement No. 3: Separation Distances between Industrial and Sensitive Land Uses". The 2005 EPA Guideline provides advice and generic separation distances when considering new industrial land uses, where they may be located near sensitive land uses, to mitigate potential impacts relating to gaseous emissions, noise, dust, odour and risk. The Guidelines recommend a separation distance of 200m for 24/7 service stations from sensitive land uses. Noting that the guidelines have not been updated in 20 years, that the site was previously occupied by a service station (with presumably older technology) and the mixed use nature of the existing locality, the applicant has submitted a response to the advice of the Guideline and the City has considered each of the potential impacts noted above.

It is noted that there will be a requirement for the operator to obtain a Dangerous Goods Licence the City sought advice from the Department of Energy, Mines Industry and Safety (DEMIRS – Dangerous Goods and Safety Team) and Department of Fire and Emergency Services (DFES) in relation to the original proposal. DFES advised they had no objection to the proposal and DMIRS previously advised that separation distances to sensitive land uses of 4m from fuel dispensers and 2m from underground tanks is acceptable given the vapour recovery technology now adopted at such facilities.

The revised design and proposed operation of the facility, including the reduced size of the canopy and revised location (setback from the three storey boundary wall of the residential development to the south of the site), and the restricted hours of the ancillary facilities will assist to minimise any potential impacts relating to noise and light spill. Further details relating to the potential amenity concerns are discussed in further detail in this report.

On 30 April 2024, the City of Perth Council resolved to refer its draft Local Planning Scheme No. 3 to the Western Australian Planning Commission (WAPC) for consent to advertise. The City of Perth has yet to receive approval from the WAPC for this advertising. This draft version of Local Planning Scheme No. 3 is therefore not considered to be a "*planning instrument that the local government is considering adopting or approving*" as per the requirements of cl. 67(2)(b) of *Planning and Development (Local Planning Schemes) Regulations 2015* and as such has not been given due regard to under this provision. Noting the status of draft LPS3, it is, however considered worthy of consideration under cl. 67(2)(zb), being "*any other planning consideration the local government considers appropriate*". As such, the City has given draft LPS some regard in its assessment of the proposed development, however it has not given it the same degree of weight or significance as it would have if it was a planning instrument under (b) above.

The draft LPS3 Scheme Map proposes to zone 141 Wellington Street Residential R-AC0. The proposed land use would most suitably be determined to be a 'Service Station', which is defined under draft LPS3 as:

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

- (a) the retail sale of petroleum and energy products, motor vehicle accessories and goods of an incidental or convenience nature; and may include:*
- (b) the charging of vehicles; and/or*
- (c) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles."*

The draft zoning table proposes to designate a 'service station' as an 'X' use in the Residential zone. As discussed above, the existing character of the general locality includes a mix of residential and commercial uses, with an intensification of medium density residential development immediately to the east and south of the site and office land uses at 111 and 107 Wellington Street, and a shop at 81 Bennet Street. Therefore, even with a change to zoning, this character is unlikely to significantly change in the short-term. Properties to the northwest of 141 Wellington Street are proposed to remain zoned mixed-use and the land immediately to the west of 141 Wellington Street is proposed to remain reserved for hospital purposes (as proposed in the draft LPS3). In the context of this local character, the proposed use is considered to be compatible with existing and future character of the locality. The use would also provide services and amenities that support users of the City including the local residential population, providing both petrol and retail convenience goods.

Noting the above, the revised proposal is capable of approval under the current planning framework. The revised proposal, subject to relevant conditions, is considered to adequately address the original reasons for refusal relating to its use and can be supported.

Development Requirements

Building design in the Residential/Commercial area of the Goderich Precinct will focus on residential character. Contemporary, innovative designs will be encouraged; however, development is to be sympathetic to original inner city housing and commercial buildings. The re-use, conversion or extension to existing buildings is strongly encouraged. Along Wellington Street, Hill Street, Bennett Street and Hay Street, as well as Bishops Row, development will have a nil street setback. Elsewhere, development will be setback from the street. Development will be of a low scale along the street frontage with additional building height setback from all lot boundaries.

The proposal's compliance with the relevant development standards of CPS2 and the Goderich Design Policy is summarised below:

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	3:1 (6,207m ²)	0.16:1 (327m ²)	Complies
Maximum Street (Podium) Building Height:			

Wellington Street	21 metres	8.6m	Complies
Hill Street	14 metres	7.6m	Complies
Maximum Building Height:	No maximum	8.6m	Complies
Setbacks:			
<u>Wellington Street (north) -</u> Lower building level	Nil Permitted	Nil – 2.7m	Complies
<u>Hill Street (west) -</u> Lower building level	Nil Permitted	0.8m – 1.2m	Complies
<u>Side Setback - (south)</u> Control Building - Lower building level (with openings)	3m	32m	Complies
Auto Wash Structure – Lower building level (without openings)	Nil	Nil	Complies
<u>Side Setback - (east)</u> Control Building – Lower building level (with openings)	3m	22m	Complies
Auto Wash Structure - Lower building level (without openings)	Nil	Nil	Complies
Car Parking:	31 bays (maximum)	8 bays	Complies
Bicycle Parking:	1 bay	Nil	Variation

Building Design and Presentation to the Street

In considering the appropriateness of the proposed built form for the subject site, officers have assessed the proposal against State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) and the City's Goderich Design Policy.

SPP 7.0 and the Goderich Design Policy address design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes.

The original application was refused for reasons relating to the proposed built form and site planning as the proposed development was not considered to appropriately respond to the existing character of the locality. These reasons primarily related to the siting of the control building with a drive through facility proposed between the building and the footpath, the poor site legibility and amenity particularly for pedestrian users and the lack of appropriate landscaping.

The revised proposal relocates the drive through facility to enable the control building to be sited in the north-west corner of the site, where the design has been significantly modified to provide a shopfront including an entry and small outdoor dining area along Wellington Street.

The main building is compliant with the building height, setback and plot ratio requirements of CPS2 and the Goderich Design Policy. The revised siting of the building in the northwest corner of the site is a positive design outcome as it is more consistent with the setback of development in the locality and provides for a more legible and convenient entry for pedestrians accessing the development from the footpath. This design modification also increases opportunities for surveillance with the windows of the main building close to the street. It is also more consistent with the general built form of the locality, which predominantly features buildings with a nil to street boundaries. In this way, the siting more appropriately responds to the 'Context and character', 'Built form and scale', 'Eligibility' and 'Safety' principles of SPP 7.0.

The structures associated with the car wash, vacuum room and refuse area are also compliant with the setback requirements of the Goderich Design Policy. The siting of the refuse and plant room, directly to the south of the car wash, provides a buffer from the car wash to the adjoining dwellings to the south of the site. The vacuum area is similarly setback from the east and the south. The acoustic treatment of this area will be discussed in further detail below.

The screen wall proposed in front of the drive through area will assist to screen vehicles from view of Wellington Street. The finishes of the screen are however light on detail; it is important that the finishes are high quality given the scale and prominence of the screen. It would also be ideal if the screen could incorporate features with high amenity such as vertical landscaping or art. For these reasons, a condition that requires final details of the screen to be submitted to the City for approval would be appropriate.

In response to the Design Review Panel's comments, the applicant submitted an Environmentally Sustainable Design Measures Plan. The Plan details the proposed ESD measures that will be implemented on-site, including solar panels on the rooftop of the control building and the ability of the car wash to recycle wash water. There will be an electric charger available on-site, with the ability to add more as the demand

increases. This Plan is considered to appropriately address the request from the Design Review Panel to provide an ESD statement. It also responds to the 'Sustainability' principle of SPP 7.0. Sustainability was raised as an issue by some submitters who objected to the proposal, citing the impact of non-renewable energy resources. While sustainability is a consideration of the assessment of this application, a 'convenience store', which by definition can sell petroleum, is capable of being approved under CPS2; it would be inappropriate to treat it as an 'X' use on sustainability grounds.

The application includes a variation to the bicycle parking requirements of local planning policy 5.3 – *Bicycle Parking and End of Journey Facilities*, proposing zero bays in lieu of the one bay required by the policy. Given the small number of bays required by the policy, the ease of incorporating one on a lot of this size, and the potential for a bicycle bay to assist local users as well as staff of the business in accessing the site, it would be reasonable to condition any approval to require one bicycle parking bay to be provided.

Noise

The potential impact of noise from the proposed development was raised by submitters who objected to the proposal and is a valid consideration when considering any potential impacts of the proposed development on adjoining residences.

The applicant has provided an acoustic report in support of the development. The acoustic report, in conjunction with the development plans, indicates that the proposed boundary walls to be constructed around the southeast corner of the site will be acoustically absorptive walls. Furthermore, the awning above the car wash entry and the vacuum area will be covered by a noise attenuating awning, with the vacuum area having additional localised shielding.

In addition to the acoustic report, the applicant provided a Noise Management Plan that outlines the measures that will be undertaken by the operator to mitigate noise, as well as details of the materials that will be used to attenuate noise.

Given the above, the development is capable of complying with the *Environmental Protection (Noise) Regulations 1997* and as such can be supported. Suitable evidence is to be submitted with any application for a Building Permit to demonstrate that the recommendations of the acoustic report have been implemented to the City's satisfaction.

Traffic

Issues pertaining to traffic, including vehicle movement through the site and the effect of traffic on the wider traffic network were raised by submitters who objected to the proposal.

The application provided a Transport Impact Statement in support of the proposed development. The Statement covers trip generation, the impact on surrounding roads, and traffic management. In addition, the application proposes to consolidate the number of crossovers on-site, from four currently on-site down to two.

The Transport Impact Statement is considered to adequately demonstrate that the development will comply with the requirements for traffic and that the locality will not be adversely impacted by vehicle movement or traffic generation.

Signs

The original application was refused for reasons relating to excessive and inappropriately designed signage. The revised proposal includes the following signage:

- One pylon sign with pricing information, 2.1m x 5.75m, adjoining Wellington Street
- One price board, 1.4m x 2.6m, in the southwest corner of the lot
- One wall sign, 2.4m x 1.5m, on the northern elevation of the main building
- One wall sign 2.4m x 1.3m, on the western elevation of the main building
- One wall sign, 1.2m, x 1.2m on the western elevation of the bowser canopy
- One wall sign, 1.65m x 0.25m, above the car wash entry
- One wall sign, 3.1m x 0.6m, above the drive through entry.

The signage above the car wash and drive through entry are essentially internal to the site and will have little impact on the public realm.

The proposed wall signs on the control building are of a reasonable scale; they are each consistent with the 4m² maximum outlined in planning policy 4.6 – Signs. They are also restricted to one per elevation of the control building, again consistent with the Signs policy.

The pylon sign and price board are somewhat unique types of signage specially associated with this type of land use. The Signs policy in any case does not give recommended maximum heights for 'ground based signs'. Contextually, the proposed height of the pylon sign is appropriate, given that it does not exceed the height of the adjoining building. The proposed height of the pricing board may be taller than the types of 'ground based signs' generally considered under the Signs policy, but again, given the unique function of this sign in relation to the specific 'convenience store' land use, the sign is considered appropriate. The sign content for both the pylon sign and pricing board is appropriate if restricted to the fuel company logo and pricing information.

The revised proposal includes a more restrained signage strategy for the development. The proposed signage has been more appropriately integrated into the design of the building, noting its single storey scale, reducing the potential impacts of visual clutter resulting from excessive signage. As such, the revised proposal is considered to adequately respond to the original reasons for refusal relating to signage.

Conclusion:

The applicant has made a number of amendments to the proposal in order to address the reasons for refusal given on 29 February 2024, most significantly the revised siting of the control building. The revised position of the control building allows for greater access to the development for pedestrians, greater opportunities for surveillance and views from the building to the street, and greater interaction with the streetscape compared to the original design. Greater landscaping has also been incorporated, particularly around the interface with the street. The revisions to the siting and building design result in an outcome that is considered more appropriate for its city context.

The applicant has adequately demonstrated with supporting technical documents that the development complies with the relevant requirements for traffic management and acoustic attenuation. These measures, in addition to the operational matters outlined

in the Operational Management Plan, will adequately minimise conflict between the use and adjoining residential land uses.

While the City's future planning framework will seek a higher density of residential land uses in this area, the locality is anticipated to retain its mixed-use character. The revised design of the proposed convenience store is considered to be compatible with the existing and future character of the locality and will also benefit the locality by services to local residents and users of the City.

Given the above, it is considered that the revised proposal adequately responds to the original reasons for refusal relating to land use, site planning and design and signage and is recommended for approval subject to relevant conditions.



141 (LOT 20) WELLINGTON STREET, EAST PERTH



W E L L I N G T O N S T R E E T E N T R Y

N E W S E R V I C E S T A T I O N C O M P L E X

141 WELLINGTON STREET, PERTH WA



HILL STREET ENTRY

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA



PUBLIC ART WALL

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA



W E L L I N G T O N S T R E E T V I E W

N E W S E R V I C E S T A T I O N C O M P L E X

141 WELLINGTON STREET, PERTH WA



NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

04.12.24

JN1396.3 / sk01k

PLANNING APPLICATION

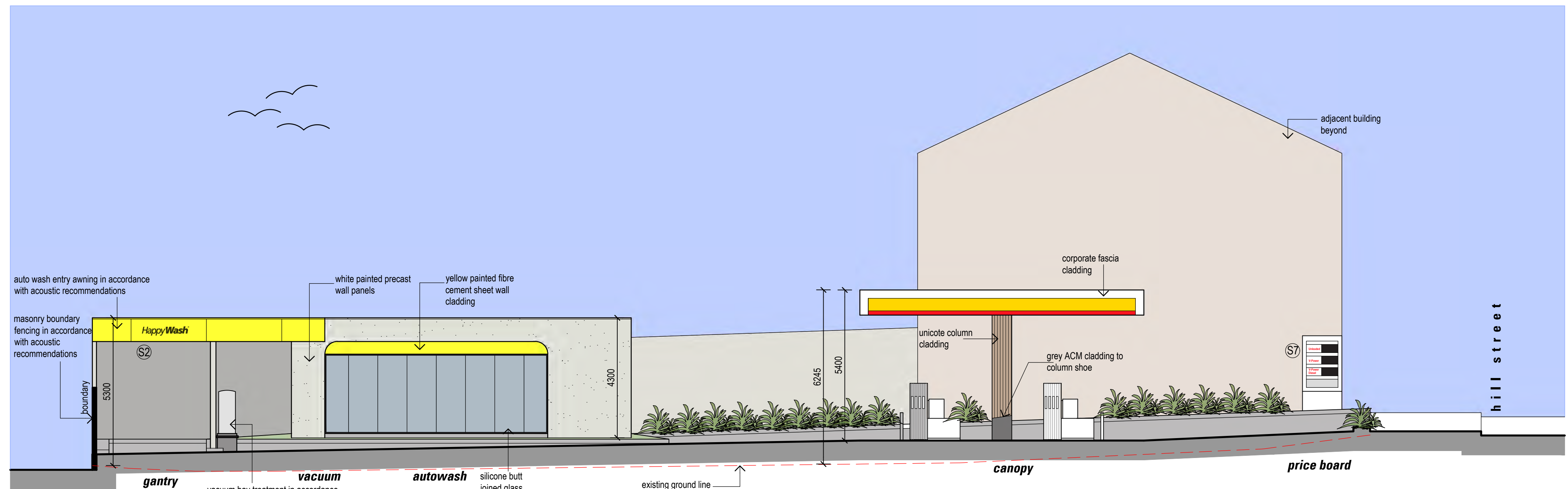
0 1 2 5 10 15m
Scale 1:200 at A1

ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



NORTH ELEVATION- WELLINGTON STREET
1:100 AT A1

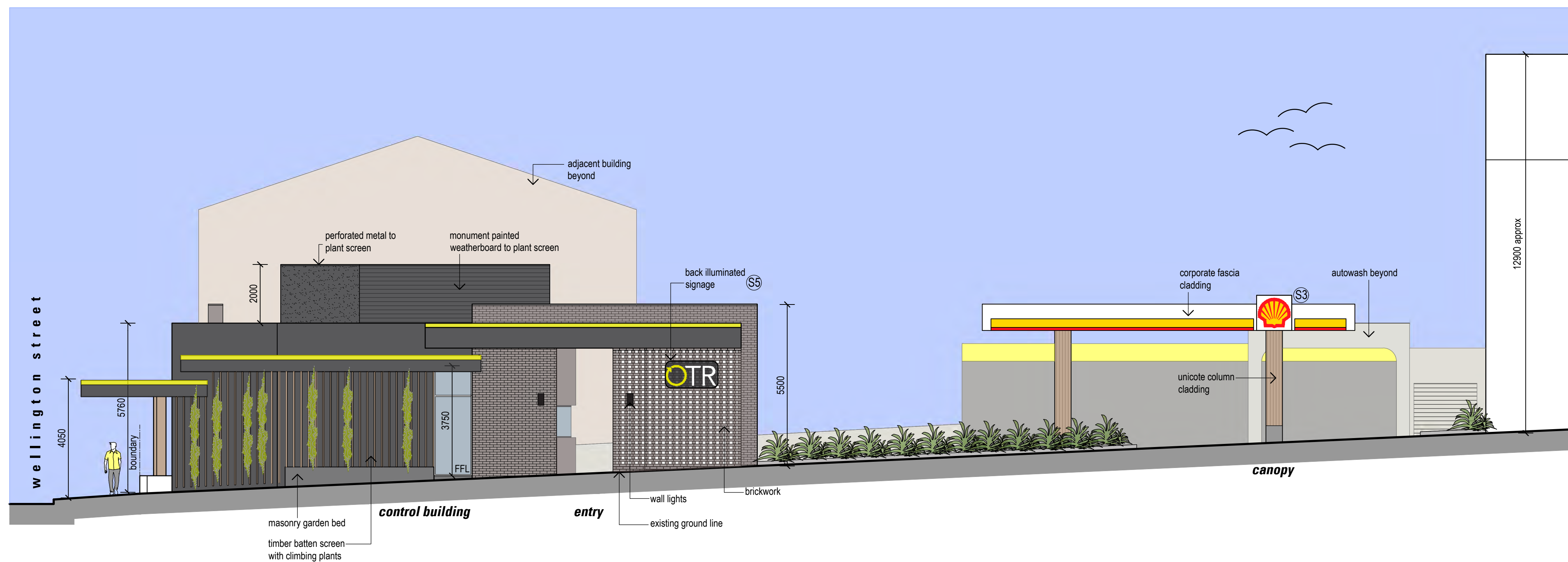


NORTH ELEVATION
1:100 AT A1

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

0 1 2 5 10m
Scale 1:100 at A1



WEST ELEVATION - HILL STREET
1:100 AT A1



SOUTH ELEVATION
1:100 AT A1

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

0 1 2 5 10
Scale 1:100 at A1



EAST ELEVATION - CANOPY
1:100 AT A1

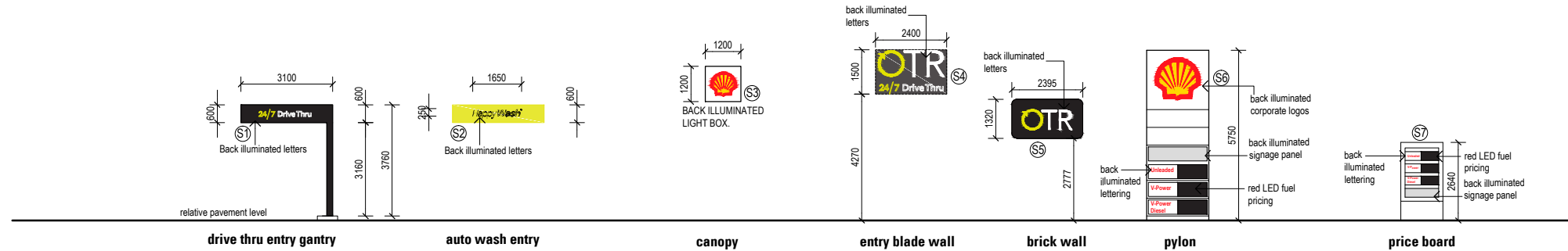


EAST ELEVATION - AUTOWASH
1:100 AT A1

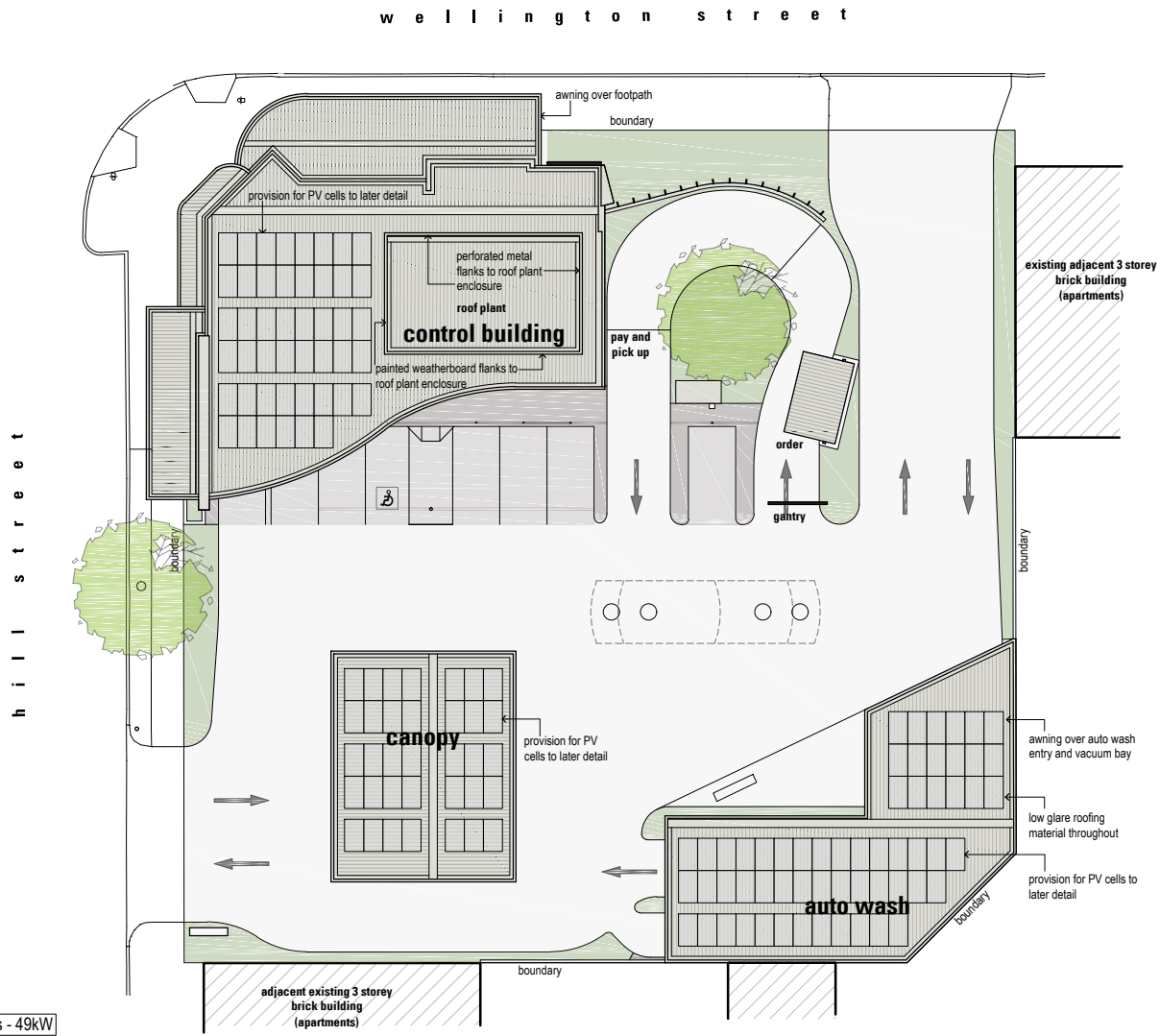
NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

0 1 2 5 10m
Scale 1:100 at A1



SIGNAGE ELEVATIONS 1:100 AT A1



ROOF PLAN
1:200 AT A1
total potential PV cell capacity across all rooftops - 49kW

COLOUR & FINISHES SCHEDULE

CONTROL BUILDING		
LOCATION	FINISHES	COLOUR
EXTERNAL WALLS	PRECAST PAINT FINISH	COLORBOND MONUMENT
	WEATHERBOARDS JAMES HARDIE PRIMELINE PAINTED	COLORBOND MONUMENT
	FIBRE CEMENT SHEET JAMES HARDIE EXOTEC	BLACK
	BRICKWORK LITTLEHAMPTON BRICKS 50MM SLIMS	80% MIDNIGHT AND 20% COACHHOUSE
WINDOWS	ALUMINIUM POWDERCOATED FRAMES	BLACK
	LOW E GLAZING	GLASS
ROOF SCREEN	COLORBOND CUSTOM ORB	COLORBOND MONUMENT
ROOF	INSULATED ROOFING PANELS	COLORBOND SURFMIST
FENCING		
	PAINTED MASONRY	WHITE

CANOPY		
LOCATION	FINISHES	COLOUR
FASCIAS	FIBRE CEMENT SHEET JAMES HARDIE EXOTEC	SHELL YELLOW SHELL RED WHITE
SOFFIT	STRAMIT MONOPANEL	COLORBOND DOVER WHITE
ROOF	COLORBOND	SURFMIST
COLUMNS	UNICOTE LUX	MAPLE
	ACM (NON PE CORE)	ANTHRACITE GREY

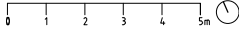
AUTOWASH AND PLANT		
LOCATION	FINISHES	COLOUR
WALLS	PRECAST PAINT FINISH MATCH COLORBOND COLOURS	WHITE
FASCIA	FIBRE CEMENT SHEET JAMES HARDIE EXOTEC	SOLVER LEMON CHROME
SOFFIT	COLORBOND SHEET CUSTOM ORB	SURFMIST
ROOF	COLORBOND KLIPLOK	SURFMIST

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencement of work. The Contractor is to notify the Superintendent of any discrepancies between the drawings or specifications. Drawings are not to be used for construction unless identified in the title block as 'for construction'. All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital set out and DWG files will be issued upon request. Copyright Oxygen Pty Ltd.

SCALE
1:100 (A1), 1:200 (A3)



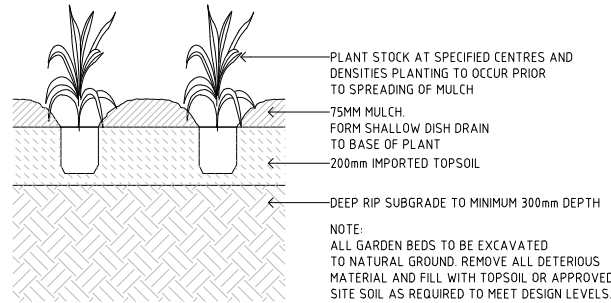
NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL BLENDED WITH 20% ORGANIC MIX. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED 'ORGANIC MIX'. PLACE PLANTS IN THE CENTER OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM DEPTH OF COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR.

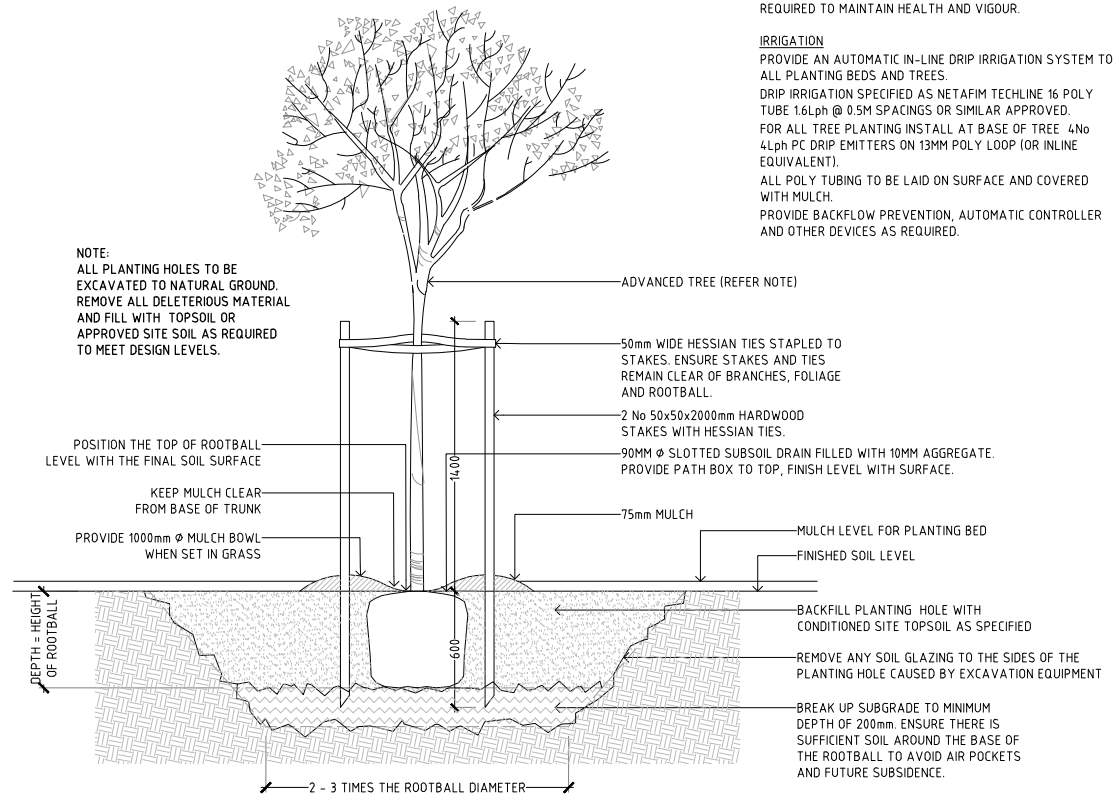
IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 16Lph @ 0.5M SPACINGS OR SIMILAR APPROVED.
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.



02 TYPICAL SHRUB PLANTING DETAIL

SCALE 1:10 @ A1

NOTE:
ALL PLANTING HOLES TO BE EXCAVATED TO NATURAL GROUND. REMOVE ALL DELETERIOUS MATERIAL AND FILL WITH TOPSOIL OR APPROVED SITE SOIL AS REQUIRED TO MEET DESIGN LEVELS.



01 TYPICAL TREE IN MULCH DETAIL

SCALE 1:20 @ A1

LEGEND

NEW

EXTENT OF WORKS

NEW TREE
REFER TO DETAIL 01

PLANTING
REFER TO DETAIL 02

TREE SCHEDULE

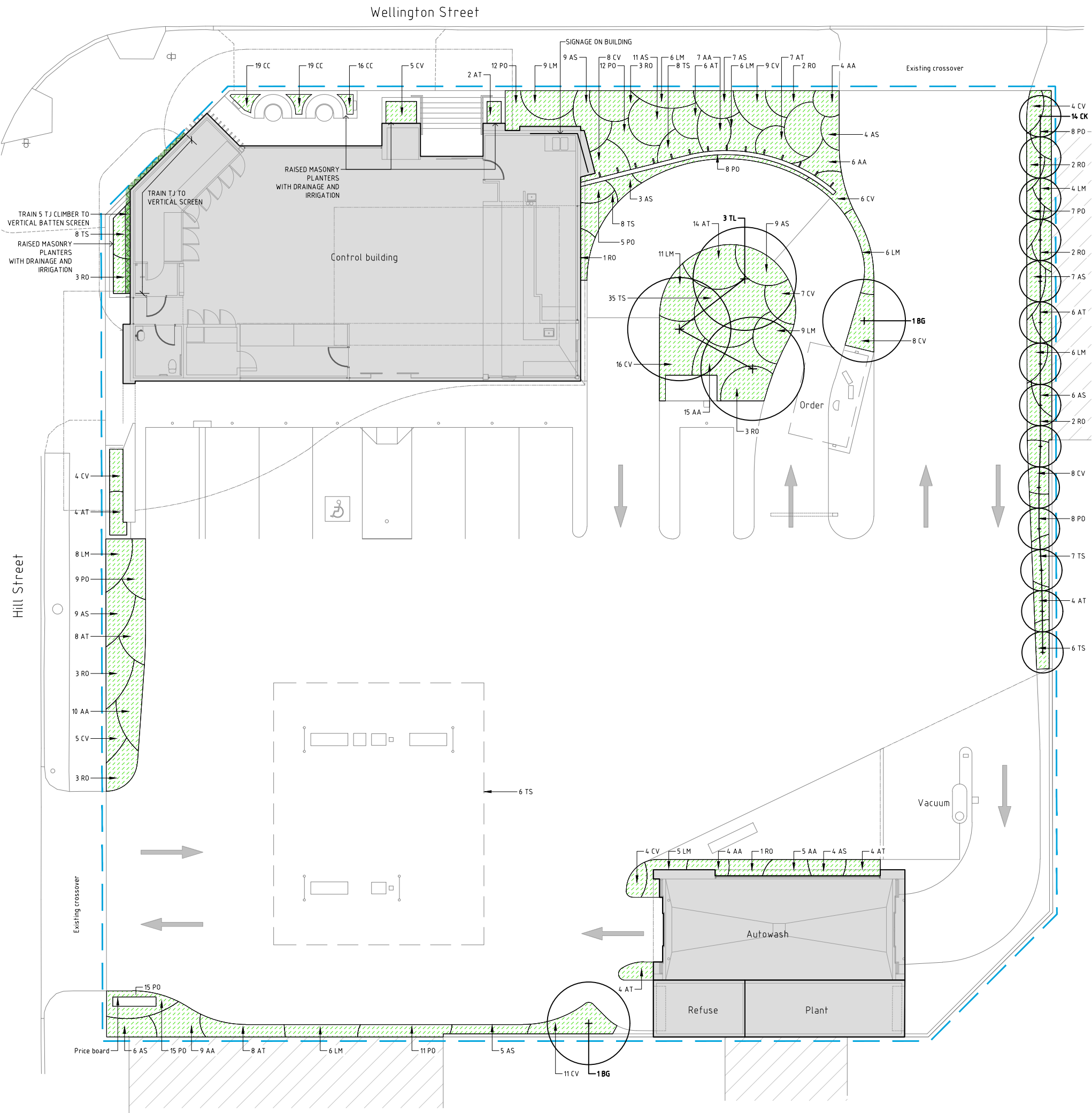
Key	Botanic Name	Pot	Qty.
BG	Banksia grandis	45 Litre	2
CK	Callistemon 'Kings Park Special'	300mm	14
TL	Tristaniaopsis laurina	45 Litre	3

PLANTING SCHEDULE

Key	Botanic Name	Spacing	Pot	Qty.
AA	Agave attenuata	3 / m ²	140mm	60
AS	Aloe vera	3 / m ²	140mm	86
AT	Anigozanthos flavidus 'Tango'	3 / m ²	140mm	67
CC	Chlorophytum comosum	5 / m ²	140mm	54
CV	Carpobrotus virescens	3 / m ²	140mm	95
LM	Liriope muscari	3 / m ²	140mm	76
PO	Patersonia occidentalis	4 / m ²	140mm	95
RO	Rosmarinus officinalis	1 / m ²	140mm	25
TS	Tradescantia spathacea	4 / m ²	140mm	78

CLIMBER SCHEDULE

Key	Botanic Name	Spacing	Pot	Qty.
TJ	Trachelospermum jasminoides	3 / m ²	140mm	5



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CLIENT
PEREGRINE CORPORATION

ARCHITECTS
ADS ARCHITECTS



PROJECT
WELLINGTON
EAST PERTH QTR

drawing title
LANDSCAPE PLAN

15.047.115

issue
DRAFT

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	05.10.22	DRAFT	BH	JH	
B	15.10.24	DRAFT	BH	JH	
C	18.12.24	DRAFT	YG		TW



OTR East Perth

Operational Management Plan

October 2024

OTR East Perth

Operational Management Plan

October 2024

This Operational Management Plan (**OMP**) relates to the proposed Convenience Store and Car Wash at 141 Wellington Street, East Perth, in the City of Perth (**subject land**).

For several decades a service station traded on the subject land under the Caltex brand. Operation of the Caltex service station ceased in 2021 and the subject land was subsequently cleared and remediated.

This OMP accompanies a planning application submitted to the City of Perth for consideration by the City and determination by the Metro Inner DAP to establish a convenience store and car wash on the subject land.

Implementation of the OMP will ensure that the proposed development is a safe, efficient and pleasant environment in which to work and visit, and that the amenity of neighbouring properties and the locality generally is preserved and maintained.

1. Subject land and context

The locality surrounding the subject land is inner-city in its streetscape and built form character, with a diverse range of land uses nearby. The subject land lies at the interface between residential land uses to the south and east; the open space and recreational facilities of Moort-ak Waadiny/Wellington Square to the north; and commercial and institutional facilities to the east, including those associated with Royal Perth Hospital.

The proposed Convenience Store (including a drive-through ordering and pick up facility) and Car Wash (including a vacuum cleaner in a dedicated vehicle bay) will develop land that is currently unimproved and unused to provide a modern, contemporary commercial and retail facility that will enhance the built form character of the locality.

The proposed development will serve residents of the locality and users of the nearby recreational and commercial facilities through the provision of day-to-day needs including groceries and convenience retail items, food and beverages, vehicle washing facilities and fuel.

2. Operational hours

- (a) The convenience store (including fuel and retail sales and the drive-through ordering and pick up facility) will operate on a 24 hour per day, 7 day per week basis.
- (b) The automated car wash facility and associated vacuum bay will operate between 7:00am and 10:00pm, Monday to Friday and Saturday, and 9:00am to 10:00pm, Sundays and public holidays.
- (c) Fuel deliveries will be received between 7:00am and 7:00pm, Monday to Friday and Saturday, with no fuel deliveries on Sundays and public holidays.
- (d) Deliveries other than fuel will be received at any time
- (e) Rubbish collection will occur between the hours of 7:00am and 7:00pm, Monday to Friday and Saturday, with no collection on Sundays and public holidays.

3. Staffing

- (a) The Convenience Store (including the drive-through) and Car Wash (including the vacuum equipment) will be operated as a single integrated facility. Each element

will be under the same ownership and operation; staff members will be trained and have responsibility for assisting customers in the use of all on-site facilities; and customer payments for all facilities will be accepted through any of the on-site payment points.

- (b) During daytime hours between 2 and 4 members of staff will be on duty at any time, based on expected or actual customer and transaction numbers. During overnight hours when a lower number of customers and transactions occurs, the site may be attended by a single staff member.

4. Management of car wash and vacuum equipment

- (a) Customers who wish to use the car wash have the following options:
 - (1) Purchase an activation code for the equipment at the sales counter in the control building.
 - (2) Purchase car wash services using the OTR app. to obtain an activation code without staff assistance.
- (b) In either case, car wash equipment will be activated and used by customers without the need for staff intervention, through entry of the purchased activation code at a key pad in the car wash entry lane. Vacuum equipment will be activated by customers inserting cash or using an EFT or credit card at the console on the vacuum equipment.
- (c) Customers' use of the drive-through car wash and the vacuum equipment will be guided by signs and instructions posted at visible and convenient places, assisting them in paying for the required service, securing items on the vehicle to prevent damage, activating the equipment and safely proceeding into and through the car wash.
- (d) In accordance with the separate Noise Management Plan prepared in relation to the development, the drive-through car wash will be fitted with automatic sliding glass doors both to entry and exit. The doors will close and seal gap-free automatically after a vehicle enters the drive-through and before the chosen cycle begins; the doors will open only after all car wash and drying operations have concluded.
- (e) In the case of an event requiring customer assistance (for example malfunction of equipment, damage to customer property) the staff member or members on duty in the control building will be responsible for logging the incident and reporting to the site operator's responsible staff member for further action and follow-up.
- (f) If an event or incident requires the drive-through car wash and/or the vacuum equipment to be shut down, customer access to the equipment will be deactivated by the responsible staff member on duty in the control building.
- (g) During times when the drive-through car wash and/or the vacuum equipment is not in use (as specified in item 2(b) of this OMP) or when for any other reason any item of equipment is unavailable for customer use, the equipment will not allow customers use, access or activate the affected equipment.

5. Management of drive-through

- (a) Customers who wish to use the drive-through have the following options:
 - (1) Using the OTR app before arriving at the site to order and pay for items from the in-store range of food, beverages and grocery items.
 - (2) Driving to the order point at the drive-through entry and choosing items from the displayed menu screens to place an order through the order intercom

equipment. In addition to items displayed on the menu screens, customers may request any item in the in-store food, beverage and grocery range.

- (b) In all cases customers who have placed a drive-through order will proceed to the pay and pick-up point to pay (if not already paid using the app) and pick up the goods ordered.
- (c) If there is any delay in delivering a customer's order at the pick-up point, staff may direct the drive-through customer to proceed to a vacant parking bay so that customers further back in the drive-through queue can be served.
- (d) The drive-through facility, including taking orders and payment, preparing orders and handing to customers at the pay and pick-up point will be operated by the staff member or members on duty in the control building from time to time. At times when a single staff member is on duty in the control building, use of a headset will allow orders to be taken from drive-through customers while the staff member also attends customers at the sales counter within the control building.
- (e) If at any time (for example during a period of repairs and maintenance) the drive-through facility is not operational, the menu screens will advise customers to continue through the drive-through to a vacant parking space, and to place or pick up orders by walking into the control building.

6. Deliveries

- (a) Fuel deliveries will be made using a fuel tanker of no more than 16.4 metres in length which will enter by approaching along Wellington Street from the east and turning left into the subject land.

While delivering fuel to the subject land, the fuel tanker will stand adjacent to fuel fill points along the northern side of the auto wash structure. On completion of fuel discharge, the fuel tanker will move in a forward direction to the Hill Street crossover to the subject land, and will exit by turning right to proceed in a northward direction along Hill Street, or turn right to return eastwards along Wellington Street.

- (b) Other deliveries, and waste collection, will be made by a service truck of no more than 8.8 metres in length, approaching from the east along Wellington Street and turning left into the subject land. The truck will position itself adjacent to the refuse storage enclosure (for collection of waste) or the southern entry of the control building (for non-fuel deliveries). On the completion of delivery or waste collection, the vehicle will move in a forward direction to the Hill Street crossover to the subject land, and will exit by turning right to proceed in a northward direction along Hill Street, or turn right to return eastwards along Wellington Street.

7. Waste management and collection

Waste generated during the operation of the proposed development will be dealt with in accordance with the separate Waste Management Plan prepared in relation to the site.

8. Management of traffic flow during deliveries and waste collection

During deliveries or waste collection, the operator of the proposed development and the operator of the delivery or collection vehicle will put up barriers or will otherwise take such measures as are necessary to minimise conflict between customer vehicles and the delivery or collection operations.

9. Noise management

Noise arising from the site will be dealt with in accordance with the separate Noise Management Plan prepared in relation to the site.

10. Security and safety

(a) Surveillance

Closed-circuit surveillance cameras will be placed in and around the premises at strategic locations, including within the building and refuelling areas. All cameras will be operated 24 hours a day and maintained in good working condition.

A sign will be placed at a prominent location advising that the premises are under 24-hour CCTV surveillance and that any anti-social behaviour will be reported to police.

Staff will undertake passive surveillance of all parts of the site while carrying out their duties.

External lighting will be provided around the site including building entrances, the fuel court and vehicle parking areas.

(b) Access control

The service station will include an intruder alarm and access control.

(c) Space/activity management

Clear and legible directional signage will be provided throughout the development to assist in "way finding" onto, over and off the site.

Landscaped areas, walls, parking areas and fencing will be maintained in good repair and condition.



Waste Management Plan

141 Wellington Street, East Perth

Prepared for Perth OHP Pty Ltd

15 October 2024

Project Number: WMP23004

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	15/10/2024	DP	AB	DP

Approval for Release

Name	Position	File Reference
Dilan Patel	Project Manager – Senior Waste Strategy Consultant	WMP23004-01_Waste Management Plan_1.0
Signature		

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Executive Summary

Perth OHP Pty Ltd is seeking development approval for the proposed OTR development located at 141 Wellington Street, East Perth (the Proposal).

To satisfy the conditions of the development application the City of Perth (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	5,250	1,100	Two	Three times each week	Private Contractor
Recycling	2,625	1,100	One	Three times each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Hill Street or Wellington Street.

The site operator will oversee the relevant aspects of waste management at the Proposal.

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Diagram 1: Bin Storage Area

Figures

Figure 1: Locality Plan

Figure 2: Site Plan

1 Introduction

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To satisfy the conditions of the development application the City of Perth (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by Wellington Street to the north, residential developments to the east and south and, Hill Street to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m²) of the control building at the Proposal – 250m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to City of Melbourne's *Guidelines for Waste Management Plans* (2021).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Melbourne Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Control Building	Convenience Store	300L/100m ² /day	150L/100m ² /day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the Proposal will generate 5,250L of refuse and 2,625L of recyclables each week.

Table 2-2: Estimated Waste Generation

Control Building	Area (m ²)	Waste Generation Rate (L/100m ² /day)	Waste Generation (L/week)
Refuse	250	300	5,250
Recycling	250	150	2,625
Total			7,875

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1 and Figure 2, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the control building for the source separation of refuse and recycling. Refuse bins will also be located at each of the fuel pumps and adjacent to the vacuum bay.

These internal bins will be collected by the staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required. This internal servicing method may be conducted at less busy trading times to mitigate disturbances to staff/cleaners/visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Height	1,060	1,200	1,390
Depth	730	770	1,090
Width	550	1,360	1,360

Reference: City of Perth Waste Guidelines for New Developments (Revision 5, June 2019)

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables three times each week.

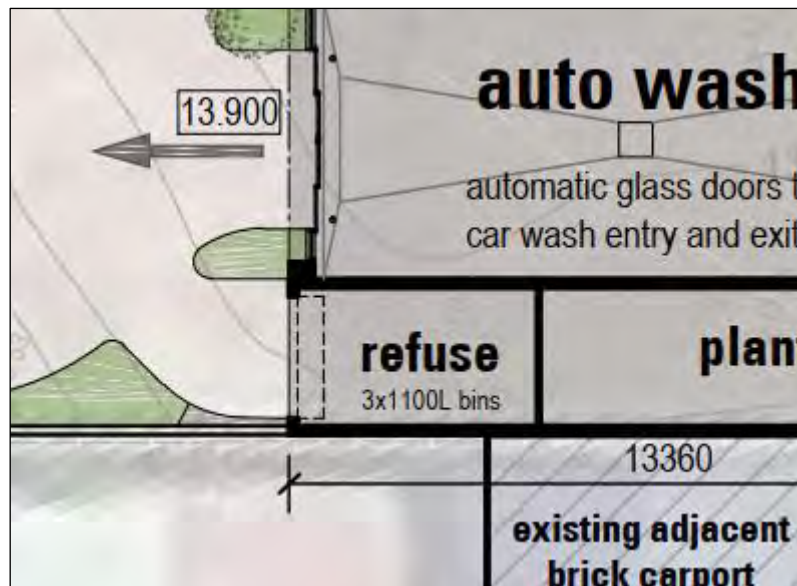
Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- Two 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	5,250	8	3	2
Recycling	2,625	4	2	1

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Sufficient space provided for bins and associated equipment to manage all waste and recyclables likely to be generated on the premises between collections and to allow enough room for the bins to sit next to each other;
- Capacity to hold a minimum of 24hrs worth of waste generation;
- Capacity to allow all bins to be easily moved and washed/cleaned;
- Adequate spacing between bins and walls (minimum 50mm);
- Mains water supply and sewer plumbed drainage outlets to allow for the washing of all room surfaces and for the cleaning of bins as required;
- Containing a smooth and impervious floor of not less than 75 millimetres in thickness;
- Smooth and impervious floor and walls to allow for washing of room surfaces;
- A minimum 1,100mm in width opening to allow easy removal and return of all bin sizes*;
- Access doors with ability to be able to be locked open; and
- Appropriate signage.

Bin numbers and storage space within the Bin Storage Area will be monitored by the site operator during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

A private waste collection contractor will service the Proposal and provide two 1,100L bins for refuse and one 1,100L bin for recyclables.

The private contractor will collect refuse and recyclables three times each week utilising a rear loader waste collection vehicle.

Bins will be serviced directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter the Proposal in forward gear via Hill Street or Wellington Street and pull up adjacent to the Bin Storage Area, refer Figure 2.

Private contractor's staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Hill Street or Wellington Street moving with traffic flow, refer Figure 2.

The City has an endorsed a Noise Management Plan (NMP) that allows areas of the City to be serviced by the City Waste and Cleaning Unit to operate outside the Environmental Protection (Noise) Regulations.

4.1 Bulk and Speciality Waste

Bulk and speciality waste materials will be removed from the Proposal as they are generated on an 'as required' basis, through the assistance of the site operator, who will liaise with staff and cleaners to assist with the removal of these wastes, as required.

5 Waste Management

The site operator will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and the Bin Storage Area, when required;
- Ferrying of bins to and from each of the fuel pumps and adjacent to the vacuum bay and the Bin Storage Area, as required;
- Ensure all staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- Two 1,100L refuse bins, collected three times each week; and
- One 1,100L recycling bin, collected three times each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Hill Street or Wellington Street.

The site operator will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

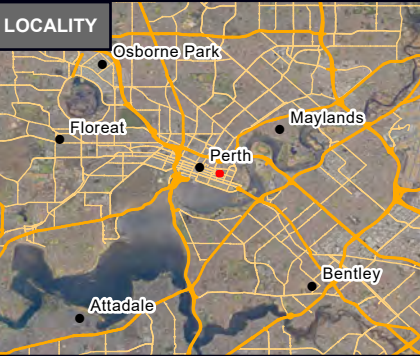
Figure 2: Site Plan



LEGEND

- Site Boundary
- Cadastre
 - Crown Allotment
 - Freehold
 - Road
 - Strata Plan or Lot
 - Reserve

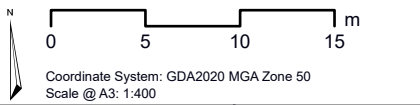
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LOCALITY

141 Wellington St
East Perth WA 6004

PC Infrastructure Pty Ltd



Prepared: T Baskerville	Date: 23/01/2023
Reviewed: A Brouwer	Revision: A
Project: WMP23004	



Figure 01

Data source: Roads, Cadastre • Landgate, 2022, Imagery: Nearmap, 2022.



NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA



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Proposed Convenience Store & Carwash
141 Wellington St,
Perth
Environmental Noise Impact

Reference: P191013RP2

Convenience Store & Carwash -
Environmental Noise Impact
Reference - P191013RP2

Document Information

Project	Proposed Convenience Store & Carwash – 141 Wellington St, Perth	
Client	Perth OHP Pty Ltd	
Report title	Environmental Noise Impact	
Project Number	P191013	
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Revision Table

Report revision	Date	Comments
0	9 May, 2022	Draft for client review
1	28 September 2022	Final
2	16 October 2024	Updated layout
3	17 October 2024	Terminology update

Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of the loudness of that sound.
Frequency (Hz)	The number of times a vibrating object oscillates (moves back and forth) in one second. Fast movements produce high frequency sound (high pitch/tone), but slow movements mean the frequency (pitch/tone) is low. 1 Hz is equal to 1 cycle per second.
L ₁₀	Noise level exceeded for 10 % of the measurement time. The L ₁₀ level represents the typical upper noise level and is often used to represent traffic or industrial noise emission.
L _{A10}	A-weighted L ₁₀
L _{A10,adj}	Adjusted L _{A10} . Adjustment based on obvious tonality, impulsive or Modulation characteristics in the audible noise at a receiver point. Based on the adjustment methodology in Environmental Protection (Noise) Regulations 1997 Regulation 9
L _{A1,adj}	Adjusted, A-weighted noise level exceeded for 1 % of the measurement time. The L _{A1, adj} level represents mostly short duration, high level sound events.
L _{Amax,adj}	Adjusted, A-weighted maximum instantaneous noise level.

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1.Introduction

Reverberate Consulting has been engaged by Perth OHP Pty Ltd to prepare a planning stage environmental noise impact assessment for the proposed Convenience Store and Carwash development at 141 Wellington St, Perth.

This report covers the main types of environmental noise emission from the site as part of the study:

- car park and customer vehicle activity
- delivery and supply trucks
- mechanical plant and equipment at the site
- vehicle wash plant & vacuum bay

The purpose of this report is to present the findings of potential noise emissions from the site.

This report is based on the following architectural drawings, dated 12/09/2024 by ADS Architects:

- JN1396.3 sk01 h
- JN1396.3 sk04 e
- JN1396.3 sk05 b
- JN1396.3 sk06 b

2.Site and Surrounds

The proposed convenience store and carwash is located on a parcel of land at 141 Wellington St, Perth, on the corner of Hill St, refer to the Site Plan Figure 1. The site is currently vacant, the previous Caltex service station having been demolished. As part of the operations, a convenience store, automated carwash, vacuum bay and drive-thru are proposed.

The activities at the site are proposed to operate during the hours shown in Table 1 below:

Table 1 – Proposed Operating Hours of Activities

Operation	Time of Day		
	Mon to Fri	Saturday	Sunday & public holiday
Convenience Store	24h	24h	24h
Automated carwash & vacuum bay	7am – 10pm	7am – 10pm	9am – 10pm
Fuel Deliveries	7 am – 7 pm	7 am – 7 pm	-
Drive thru	24h	24h	24h

The dominant noisy activity for the Convenience store & carwash is caused by truck and car movements. The principal sources generally are patron vehicles as well as the following truck movements:

- Fuel tanker deliveries. Maximum of 1 tanker per 24 hours, typically 2 to 3 tankers per week.
- Other truck deliveries of up to 3 deliveries per 24 hours. May include refrigerated truck delivery
- Garbage collection – a maximum of 1 per day, between 7am and 6pm

Other noise sources include the carwash operations, vacuum bay and drive thru.

The following roads are close to the site and adjoining neighbours:

Wellington St – 8,588 vpd (Av Mon – Fri) – DMR (18/19)
Hill St – 9,832 vpd (Av Mon – Fri) – DMR (20/21)
Adelaide Tce – 16,882 vpd (Av Mon – Fri) – DMR (18/19) – 350m away

The nearest noise-sensitive site are the immediate neighbours to the East and South as shown in the Site Plan in Figure 1.

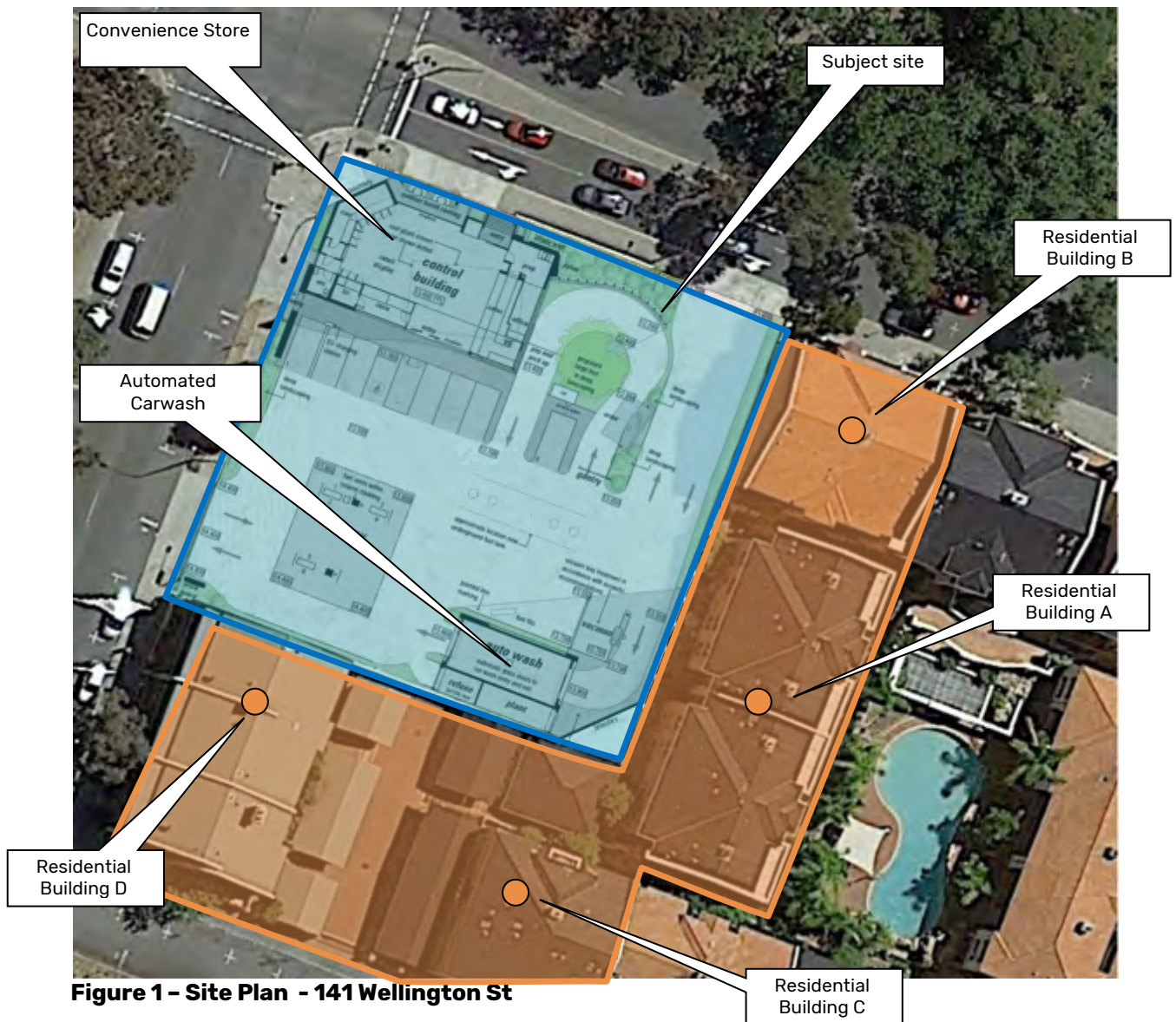


Figure 1 - Site Plan - 141 Wellington St

3.Noise Assessment Criteria

3.1 Environmental Protection Act

The Environmental Protection Act (1986) provides for the prevention, control and abatement of pollution and environmental harm. This Act limits environmental noise in Section 3 (3) as follows:

For the purposes of this Act, noise is taken to be unreasonable if –

- (a) it is emitted, or the equipment emitting it is used, in contravention of —
 - (i) this Act; or
 - (ii) any subsidiary legislation made under this Act; or
 - (iii) any requirement or permission (by whatever name called) made or given by or under this Act;*
- or*
- (b) having regard to the nature and duration of the noise emissions, the frequency of similar noise emissions from the same source (or a source under the control of the same person or persons) and the time of day at which the noise is emitted, the noise unreasonably interferes with the health, welfare, convenience, comfort or amenity of any person; or*
- (c) it is prescribed to be unreasonable for the purposes of this Act.*

Reverberate has used the above legislation to assess the noise impact from the site. More particularly, noises which have a distinct character, and are different to the ambient noise environment are assessed under the subsidiary legislation; the Environmental Protection (Noise) Regulations 1997. Such an assessment has been undertaken for noise sources such as vehicles starting, vehicle door closing, mechanical plant / air conditioning, reversing beepers, as well as carwash activities and plant.

Other types of noises from the site, such as that generated by vehicles driving, or manoeuvring in the carpark and drive way on site, have not been assessed under the Regulation. Reference is drawn to Section 3 (3) (b) of the Act which requires the assessment to have regard to the nature, duration and time of day of such noise emissions and the frequency of similar noise emissions from the same source. It is noted that the adjoining roads, Wellington St and Hill St, collectively already have 18,000+ vehicles per day travelling past this site, so the movement of vehicles on site, per se is not considered characteristically different to that already in the area.

3.2 Environmental Protection (Noise) Regulations 1997

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations and activities. The Regulations specify the maximum permissible noise levels (termed Assigned Levels) at noise sensitive premises, caused by excessive noise nearby, during various times of the day.

The Assigned Levels have been calculated for all properties using the method shown in Appendix B. The resultant Assigned Levels are presented for the adjoining neighbours, in Table 2 below.

Due to the proposed hours of operation, the night-time period is the critical assessment period with the most stringent noise criteria to meet.

Table 2 – Assigned Levels – Residential Buildings A - D

Receiving Premises	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises – Highly Sensitive	0700 to 1900 hours Monday to Saturday	55	65	75
	0900 to 1900 hours Sunday and public holidays	50	60	75
	1900 to 2200 hours all days	50	60	65
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	45	55	65

For clarity, these assigned levels apply outside, on neighbouring properties, at a minimum distance of 3m from significant reflecting surfaces.

Where noise-sensitive buildings face, or overlook the site, a modified Assigned Level applies inside these dwellings. The corresponding effective criterion outside the dwelling is the Assigned Level, tested against the forecast free-field noise level from the site, at openable windows and doors of the adjoining residences.

4. Noise Assessment

4.1 Noise Sources

Noise emission sources, buildings and ground contours were used to develop a 3-D SoundPLAN noise model. A schematic of this model is shown below in Figure 2. This figure shows general site details including the locations of modelled noise sources, noise barriers, and site & surrounding buildings.

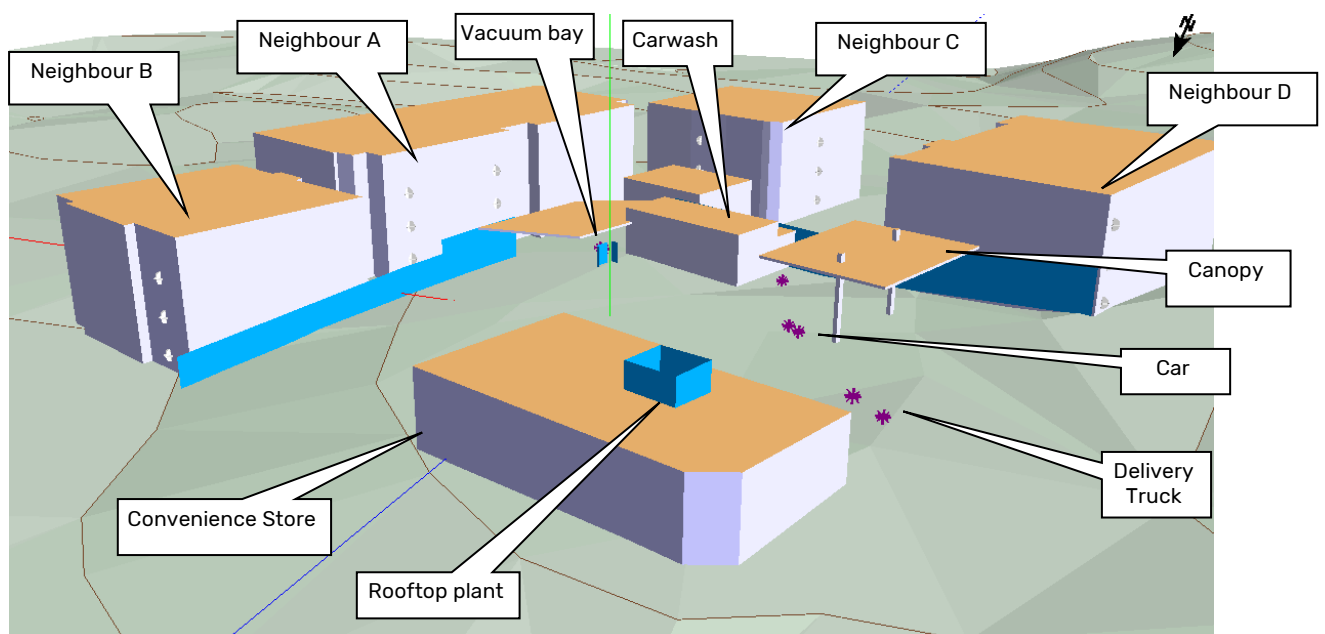


Figure 2 - 3-D SoundPLAN model of Convenience Store & carwash with Noise Sources

The noise emission levels for the project noise sources are summarised below in Table 3.

Table 3 Summary of Maximum permissible Sound Power Levels

Noise Source	Sound Power Level (dB)			Sound Pressure level (dB) at 3m
	L _{A10}	L _{A1}	L _{Amax}	
Delivery Truck: refrigeration plant	-	-	96	76
Delivery Truck: park brake	-	-	74	54
Delivery Truck: engine start	-	-	91	71
Delivery Truck: door close	-	-	93	73
Delivery Truck: reversing beeper	-	-	95	75
Passenger Car: engine start	-	-	85	65
Passenger car: door close	-	-	84	64
Rooftop Airconditioning	80	82	82	60
Rooftop Refrigeration	80	82	82	60
Rooftop Exhaust fan	71	72	73	51
Air compressor (silenced)	-	71	72	51
Tyre Refill Beeper	-	-	88	68
Engine Idling (Drive thru)	-	83	84	63
Drive Thru Order Point	-	72	74	51
Auto Carwash - Blower	94	97	97	74
Car idling waiting for carwash	83	85	86	63
Vacuum cleaner	84	85	86	64
Tyre Refill Beeper	-	-	88	68

4.2 Noise Forecast and Impact

Computer noise modelling was used to forecast the noise impacts to locations around the site. The software used was SoundPLAN Version 8.2, with the ISO9613 algorithms selected. These algorithms have been used as they allow for the influence of wind, atmospheric stability, barriers, building shielding and ground absorption. It is appropriate for the current configuration of noise sources and for the nearest receiver locations.

The Input data used in modelling includes

- Meteorological Information;
- Topographical data;
- Buildings, barriers, fences, and other features which may shield noise
- Ground Absorption; and
- Source sound levels.

The following parameters were considered for noise modelling during the evening and night-time periods, i.e. between 7pm and 7am.

- Pasquil Stability Factor F
- Temperature 15 °C
- Wind Speed 3 m/s
- Wind Direction Worst case – i.e. all directions
- Relative Humidity 50%
- Ground Absorption 0.65 in grassed areas
- 0.10 for paved areas such as roads and carparks

Adjustments were applied for the forecast noise reaching receptor locations. Where evident at the receiving locations, the following adjustments were applied:

- +10 dB where the received noise was determined to have impulsive characteristics
- +5 dB where the received noise was determined to have tonal characteristics

The forecast free field noise levels at sensitive receivers are summarised below in Table 4 to Table 7. These forecasts are based on the maximum Sound Power Levels in Table 3 and the successful implementation of the Noise Management Plan in Appendix A. For clarity, only the highest noise levels have been presented, at the most-exposed floor level of each residential building.

The forecast noise levels at sensitive receivers are also shown in the noise contour plots in Figure 3 to Figure 5

The Tables show that the combined evening activity of the car vacuum bay, rooftop plant, carwash, and cars waiting at the carwash emit the highest noise levels compared to their respective Assigned levels. This scenario is conservative, and unlikely to be typically present on site. It has nevertheless been adopted as an upper bound of the noise emissions on site.

The maximum forecast evening $L_{A10,adj}$ noise levels in Table 5, at Building A was 50 dB and at Building D was 49 dB. These levels meet the 50 dB corresponding evening Assigned level and therefore acceptable.

The L_{A1} and L_{Amax} noise emissions were a minimum of 5 dB and 4 dB below their respective assigned levels. These noise emissions are also considered acceptable.

Table 4 Forecast Night-time L_{A10} noise emission (dB)

Noise Source	Receiver			
	Residential #A - East	Residential #B - NE	Residential #C - South	Residential #D SW
Rooftop Exhaust Fans*	23	14	24	18
Rooftop AC*	36	21	33	29
Rooftop refrig*	38	22	37	32
Total*	40	25	39	34
Assigned Level	45	45	45	45
Compliance	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

Table 5 Forecast Evening L_{A10} noise emission (dB)

Noise Source	Receiver			
	Residential #A - East	Residential #B - NE	Residential #C - South	Residential #D SW
Vacuum Bay*	49	44	38	49
Roof top AC*	36	21	33	29
rooftop exhaust fans*	23	14	24	18
Rooftop refrig*	38	22	37	32
Car wash noise*	42	40	37	40
Car Idling at carwash	47	45	35	38
TOTAL	50	46	43	49
Assigned Level	50	50	50	50
Compliance	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

Table 6 Forecast Night-time L_{A1} noise emission (dB)

Noise Source	Receiver			
	Residential #A - East	Residential #B - NE	Residential #C - South	Residential #D SW
Car idle Order pt	50	42	43	44
car idle pickup point	48	42	43	39
mech compressor*	50	42	33	34
Talking order Point	39	31	32	32
Talking Pickup point	37	30	32	28
Assigned Level	55	55	55	55
Compliance	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

Table 7 Forecast Night-time L_{Amax} noise emission (dB)

Noise Source	Receiver			
	Residential #A - East	Residential #B - NE	Residential #C - South	Residential #D SW
Car door close - bowser**	52	49	47	50
Car door close - vacuum**	61	54	55	49
Car leaving carwash	34	35	35	54
Car Start - bowser	47	44	41	46
Car Start -vacuum	57	50	51	43
Delivery reversing beeper*	59	57	57	58
Delivery Refrig on*	61	55	59	59
Tyre Beeper*	57	49	51	53
Assigned Level	65	65	65	65
Compliance	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

** Impulsive adjustment applied

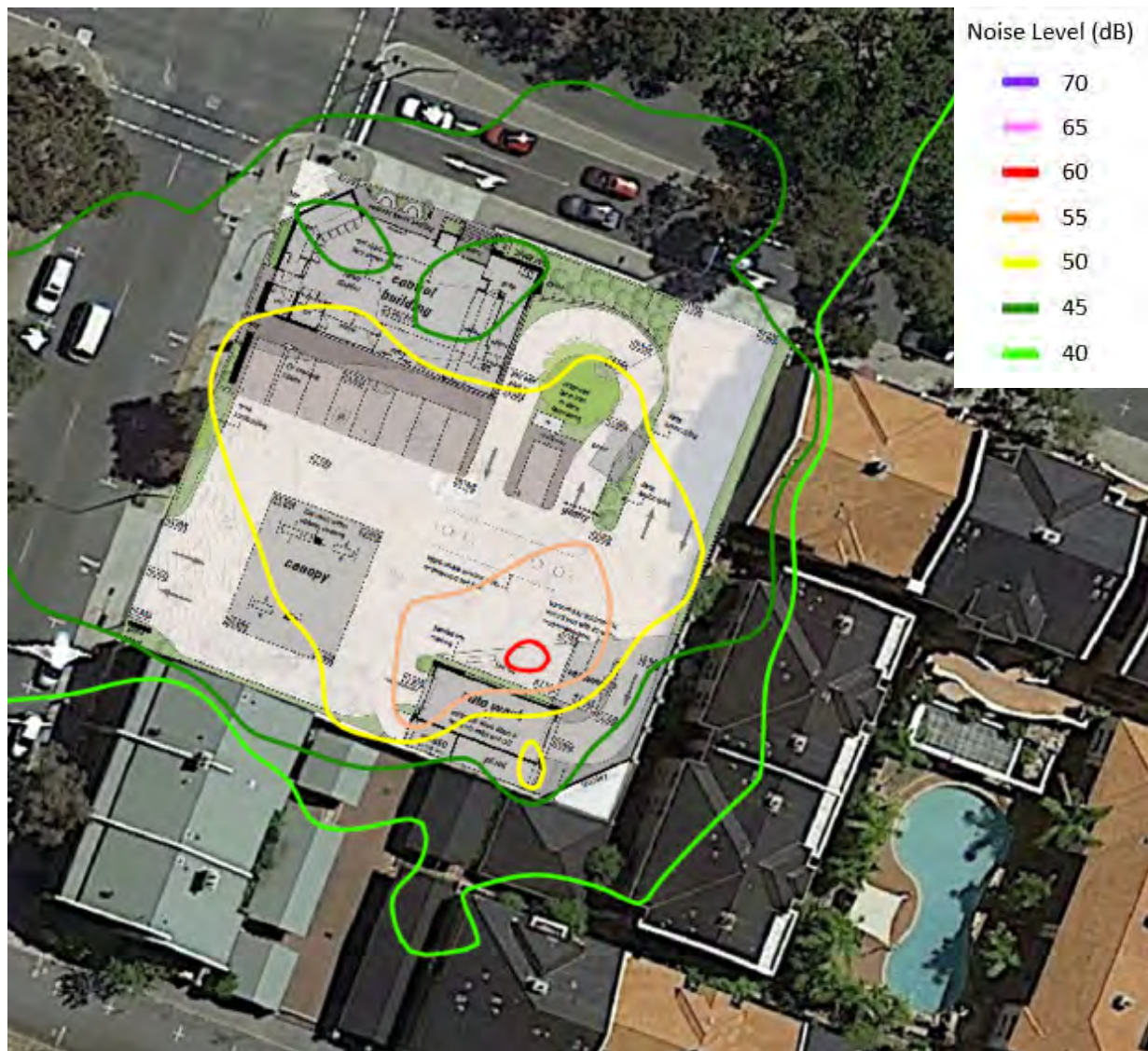


Figure 3 - Forecast L_{A10} Evening noise contours - 4.5m above ground level
(Assigned Level 50 dB)

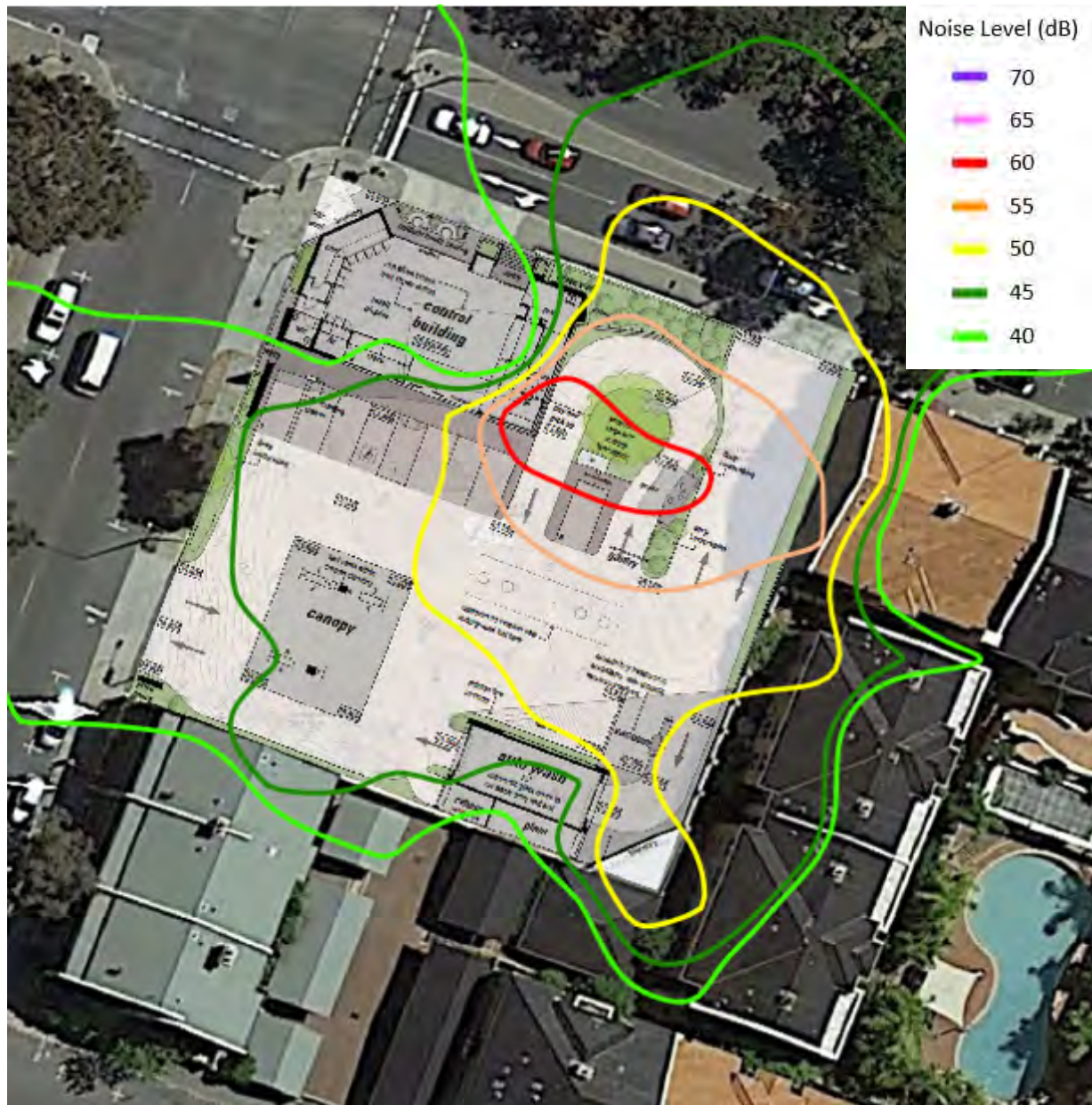


Figure 4 - Forecast L_{A1} night-time noise contours - 4.5m above ground level
(Assigned Level 55 dB)

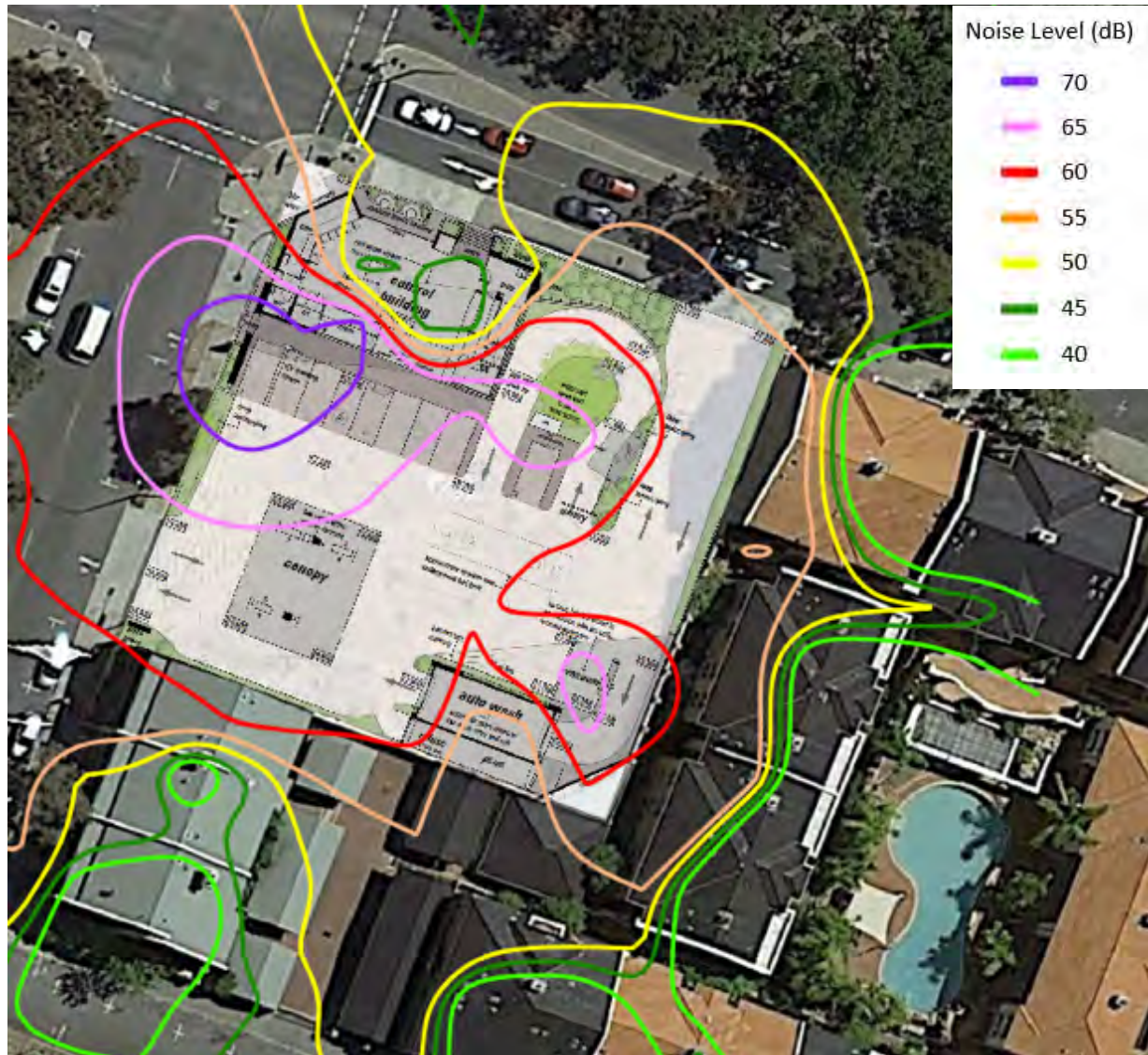


Figure 5 - Forecast L_{max} night-time noise contours - 4.5m above ground level
(Assigned Level 65 dB)

5. Conclusions

An assessment of environmental noise emission from the proposed Convenience Store, drive-thru, vacuum bay and Carwash facilities has been undertaken.

The forecast noise emission levels have been presented. The recommended treatments to control noise emissions are outlined in the Noise Management Plan (Appendix A) and these treatments have been shown to control environmental noise emission from the site so that compliance is achieved with the Environmental Protection Act (1986) and Environmental Protection (Noise) Regulations 1997.

On this basis the noise emissions from the site are considered acceptable and Unreasonable Noise, as defined in the Act is not expected from site.

Appendix A: Noise Management Plan

The elements outlined below are recommended as part of a comprehensive Noise Management Plan. They are recommended for compliance with the Environmental Protection Act 1986 and its subsidiary legislation; the Environmental Protection (Noise) Regulations 1997.

Noise Source or Activity	Requirement
General Deliveries	- General Deliveries and operation permitted during the operational hours shown in Table 1 - Reversing of trucks to be minimised to avoid the unnecessary activation of the reversing beeper. "Broad band", or "white noise" reversing beepers are preferred for all Delivery trucks at the site - Refrigeration plant on delivery truck to be turned off while vehicle is parked
Refuse Collection	- Refuse collection is to be carried out in the quietest reasonable and practicable manner; - Equipment used for refuse collection is the quietest reasonably available - Collection to occur between 7 am and 7 pm Mon-Saturday, unless the contractor has a Noise Management Plan approved by Council.
Fuel Tanker Deliveries	- Vehicle manoeuvring on site to be at a maximum of 5-8 km/h, and with low engine revs. "Broad band", or "white noise" reversing beepers are preferred for all tanker trucks - Reversing of trucks to be discouraged to avoid the unnecessary activation of the reversing beeper.
Barriers	- Barriers as shown in Appendix C are recommended for the development. - All barriers are to be built gap-free. - Barriers up to 1.8m high can be built from 0.42mm colorbond sheet steel, or other weather resistant, materials with a minimum mass of 8.5 kg/m2. - Barriers greater than 1.8m are to be a minimum 90mm thick masonry or other Rw45 constructions
Grilles, Storm water grates & other metal covers	To be installed so as to be tight fitting. Where this cannot be achieved, hard rubber or other durable materials are to be used for cushioning such grates/covers
Signage	To be installed in the carpark to remind patrons to keep noise to a minimum due to the proximity of neighbouring areas
Outdoor Speakers	No music to be played through any speaker on site. The use of the speaker is to be limited to emergency messaging and patron management only
Outdoor Building Services plant	- Air compressors to be located in a shielded location within the plantroom south of the carwash. Any air intake to be via a 300mm acoustic louvre on the eastern end of the plantroom - Rooftop Airconditioning plant is to be fitted with night-mode operation such that the noise output reduces by a minimum 5 dB for operation between 10pm and 7am Mon – Sat and between 10pm and 9am on Sunday and public holidays - Noise control for building services plant to be reviewed at the detailed design stage, after the selection of final mechanical plant, to ensure compliance with the acoustic requirements in this report

Noise Source or Activity	Requirement
Other Noisy Plant	• Beepers (for tyre air refill) and other alert devices on site shall be selected so as to minimise their noise emission and to orient away from the nearest neighbours. Noise emissions not to exceed the values outlined in Table 3
Carwash	• A water resistant acoustic lining, minimum NRC 0.95 is required on the ceiling and walls of the carwash bay, exposed to the carwash environment, minimum area 78m². • Proposed acoustic lining material to be a 50mm thick 32kg/m³ glass wool with 15 micron Mylar facing. Water & corrosion resistant perf metal facing, minimum 0.42mm thick, and with a minimum 11% open area. Perf metal facing to sit a minimum 50mm clear gap to insulation • Maximum opening to the Western end of the carwash to be 3.0 x 2.4m wide. • Maximum opening to the Eastern end of the carwash to be 2.4 x 2.4m wide. • Openings to be sealed during carwash with a minimum 10.38mm sliding glass door. Door to seal gap-free when closed using brush seals in contact around the full perimeter of the sliding doors • The Southern wall of the carwash to be concrete tilt slab a minimum rating of Rw 50. • Glazing permitted on the Eastern, western and northern walls of the carwash; to be a minimum Rw35 10.38mm laminated glazing • Roof/ceiling construction: 0.42mm colourbond roof, with either 9mm FC or 16mm fire-rated moisture resistant plaster. NRC 1.0, 100mm thick glasswool insulation in ceiling cavity. Ceiling cavity to be a minimum of 400mm
Overall	• Noise Emission from all sources not to exceed the levels in Table 3 of this report, for the treatments outlined in this Section to be sufficient • Noise Emission from all sources to meet the time limits outlined in Table 1 • In the event that quieter, or louder equipment is proposed for the site, a review of overall noise emission is required to determine the finalised noise control measures. For example, where equipment is provided which is a minimum of 3 dB quieter than that outlined in Table 3, revised noise controls and/or extended operation hours can be contemplated.
Vacuum Bay	• Walls around vacuum bay to be 3.6m high as shown in Appendix C • Weather proof acoustic lining, NRC 0.9 required on the full height of walls as shown in Appendix C. • Roof over vacuum bay to be min 0.42mm BMT sheet steel with 6mm FC fixed directly underneath. An acoustic lining blanket, NRC 1.0 to be laid over a perforated ceiling. Ceiling under the insulation to be perforated with a minimum 16% Open Area

Appendix B: Determination of Assigned Level

The Environmental Protection (Noise) Regulations 1997 (EPR) provide limits for acceptable noise from operations generating excessive noise. The Regulations specify the maximum permissible noise levels (termed assigned levels) at noise sensitive premises, caused by surrounding noises, during various times of the day. Time of day affects the assigned levels for noise-sensitive premises, as follows –

- Lowest levels at night (10 pm to 7 am any day, or to 9 am Sundays and Public Holidays);
- Higher levels during the evenings (7 pm to 10 pm) and on Sundays and Public Holidays (9 am to 10 pm); and
- Highest levels during the day (7 am to 7 pm Monday to Saturday).

The baseline assigned levels from the Regulations are shown below in Table 8.

Table 8 – Baseline Assigned Levels

Receiving Premises	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise Sensitive Premises – Highly Sensitive	0700 to 1900 hours Monday to Saturday	45+IF	55+IF	65+IF
	0900 to 1900 hours Sunday and public holidays	40+IF	50+IF	65+IF
	1900 to 2200 hours all days	40+IF	50+IF	55+IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35+IF	45+IF	55+IF
Noise Sensitive Premises – any area other than highly sensitive area	All hours	60	75	80
Commercial	All hours	60	75	80
Industrial	All hours	65	80	90

The Assigned Levels above are then increased using an Influencing Factor (IF) as defined in the Regulations. The Influencing Factor is greater than zero where there are significant areas of land uses, within 100 m and 450 m radii of the receptor, including:

- industrial land use zonings;
- commercial zonings; and
- the presence of roads carrying significant traffic.

The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centred on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have been assessed for the properties.

Example Influencing Factor calculations are shown below. These factors have been added to the baseline Assigned Levels to produce the Assigned Levels in Section 3.2 in the body of this report.

Property = #125 Wellington Street

Type of Land	450m Radius	100m radius	Total	
Industrial Land	0%	0%	0.0	dB
Commercial Land	48%	39%	4.3	dB
Transportation Factor			6	dB
TOTAL Influencing Factor			10	dB

Appendix C: Site Layout incl Barriers



OTR East Perth

Noise Management Plan

October 2024

OTR East Perth

Noise Management Plan

October 2024

This Noise Management Plan (**NMP**) relates to the proposed Convenience Store and Car Wash at 141 Wellington Street, East Perth, in the City of Perth (**subject land**).

For several decades a service station traded on the subject land under the Caltex brand. Operation of the Caltex service station ceased in 2021 and the subject land was subsequently cleared and remediated.

This NMP accompanies a planning application submitted to the City of Perth for consideration by the City and determination by the Metro Inner DAP to establish a convenience store and car wash on the subject land.

Implementation of the NMP will ensure that once operational, the proposed development will not materially or unreasonably have a detrimental effect on the amenity of neighbouring properties and the locality generally by reason of noise impacts, and in particular will comply with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997* made thereunder.

1. Subject land and context

The locality surrounding the subject land is inner-city in its streetscape and built form character, with a diverse range of land uses nearby. The subject land lies at the interface between residential land uses to the south and east; the open space and recreational facilities of Moort-ak Waadiny/Wellington Square to the north; and commercial and institutional facilities to the east, including those associated with Royal Perth Hospital.

2. Operating hours

In accordance with the findings and recommendations of the Environmental Noise Impact report (Reverberate, October 2024) that accompanies the planning application in respect of the proposed development:

- (a) The convenience store (including fuel and retail sales and the drive-through ordering and pick up facility) will operate on a 24 hour per day, 7 day per week basis.
- (b) The automated car wash facility and associated vacuum bay will operate between 7:00am and 10:00pm, Monday to Friday and Saturday, and 9:00am to 10:00pm, Sundays and public holidays.
- (c) Fuel deliveries will be received between 7:00am and 7:00pm, Monday to Friday and Saturday, with no fuel deliveries on Sundays and public holidays.
- (d) Deliveries other than fuel will be received at any time.
- (e) Rubbish collection will occur between the hours of 7:00am and 7:00pm, Monday to Friday and Saturday, with no collection on Sundays and public holidays.

3. Acoustic mitigation requirements

The following requirements are specified in the Environmental Noise Impact report (Reverberate, October 2024). Each of these requirements will be implemented in the design, construction and operation of the proposed development:

Noise Source or Activity	Requirement
General Deliveries	- General Deliveries and operation permitted during the operational hours shown in Table 1 - Reversing of trucks to be minimised to avoid the unnecessary activation of the reversing beeper. "Broad band", or "white noise" reversing beepers are preferred for all Delivery trucks at the site - Refrigeration plant on delivery truck to be turned off while vehicle is parked
Refuse Collection	- Refuse collection is to be carried out in the quietest reasonable and practicable manner; - Equipment used for refuse collection is the quietest reasonably available - Collection to occur between 7 am and 7 pm Mon-Saturday, unless the contractor has a Noise Management Plan approved by Council.
Fuel Tanker Deliveries	- Vehicle manoeuvring on site to be at a maximum of 5-8 km/h, and with low engine revs. "Broad band", or "white noise" reversing beepers are preferred for all tanker trucks - Reversing of trucks to be discouraged to avoid the unnecessary activation of the reversing beeper.
Barriers	- Barriers as shown in Figure 1 are recommended for the development. - All barriers are to be built gap-free. - Barriers up to 1.8m high can be built from 0.42mm colorbond sheet steel, or other weather resistant, materials with a minimum mass of 8.5 kg/m². - Barriers greater than 1.8m are to be a minimum 90mm thick masonry or other Rw45 constructions
Grilles, Storm water grates & other metal covers	To be installed so as to be tight fitting. Where this cannot be achieved, hard rubber or other durable materials are to be used for cushioning such grates/covers
Signage	To be installed in the carpark to remind patrons to keep noise to a minimum due to the proximity of neighbouring areas
Outdoor Speakers	No music to be played through any speaker on site. The use of the speaker is to be limited to emergency messaging and patron management only

Noise Source or Activity	Requirement
Outdoor Building Services plant	- Air compressors to be located in a shielded location within the plantroom south of the carwash. Any air intake to be via a 300mm acoustic louvre on the eastern end of the plantroom - Rooftop Airconditioning plant is to be fitted with night-mode operation such that the noise output reduces by a minimum 5 dB for operation between 10pm and 7am Mon – Sat and between 10pm and 9am on Sunday and public holidays - Noise control for building services plant to be reviewed at the detailed design stage, after the selection of final mechanical plant, to ensure compliance with the acoustic requirements in this report
Other Noisy Plant	Beepers (for tyre air refill) and other alert devices on site shall be selected so as to minimise their noise emission and to orient away from the nearest neighbours. Noise emissions not to exceed the values outlined in Table 2
Carwash	- A water resistant acoustic lining, minimum NRC 0.95 is required on the ceiling and walls of the carwash bay, exposed to the carwash environment, minimum area 78m². - Proposed acoustic lining material to be a 50mm thick 32kg/m³ glass wool with 15 micron Mylar facing. Water & corrosion resistant perf metal facing, minimum 0.42mm thick, and with a minimum 11% open area. Perf metal facing to sit a minimum 50mm clear gap to insulation - Maximum opening to the Western end of the carwash to be 3.0 x 2.4m wide. - Maximum opening to the Eastern end of the carwash to be 2.4 x 2.4m wide. - Openings to be sealed during carwash with a minimum 10.38mm sliding glass door. Door to seal gap-free when closed using brush seals in contact around the full perimeter of the sliding doors - The Southern wall of the carwash to be concrete tilt slab a minimum rating of Rw 50. - Glazing permitted on the Eastern, western and northern walls of the carwash; to be a minimum Rw35 10.38mm laminated glazing - Roof/ceiling construction: 0.42mm colourbond roof, with either 9mm FC or 16mm fire-rated moisture resistant plaster. NRC 1.0, 100mm thick glasswool insulation in ceiling cavity. Ceiling cavity to be a minimum of 400mm
Overall	- Noise Emission from all sources not to exceed the levels in Table 2 of this report, for the treatments outlined in this Section to be sufficient - Noise Emission from all sources to meet the time limits outlined in Table 1 - In the event that quieter, or louder equipment is proposed for the site, a review of overall noise emission is required to determine the finalised noise control measures. For example, where equipment is provided which is a minimum of 3 dB quieter than that outlined in Table 2, revised noise controls and/or extended operation hours can be contemplated.
Vacuum Bay	- Walls around vacuum bay to be 3.6m high as shown in Figure 1 - Weather proof acoustic lining, NRC 0.9 required on the full height of walls as shown in Figure 1. Roof over vacuum bay to be min 0.42mm BMT sheet steel with 6mm FC fixed directly underneath. An acoustic lining blanket, NRC 1.0 to be laid over a perforated ceiling. Ceiling under the insulation to be perforated with a minimum 16% Open Area

4. Implementation of acoustic requirements

The requirements specified in the Environmental Noise Impact report (Reverberate, October 2024) and reproduced in item 3 of this NMP will be implemented as follows:

Built form measures

Built form measures will be shown in the detailed construction and engineering drawings which are prepared for tender, building certification and construction of the proposed development. This includes:

- (a) Barriers will be provided as shown in Figure 1 of the Environmental Noise Impact report (Reverberate, October 2024).
- (b) All barriers will be built gap-free.
- (c) Barriers up to 1.8m. high will be built from 0.42mm colorbond sheet steel, or other weather resistant materials with a minimum mass of 8.5kg/m².
- (d) Barriers greater than 1.8m are to be minimum 90mm thick masonry or other Rw45 construction.
- (e) Grilles, storm water grates and other metal coverings will be installed so as to be tight-fitting. Where this cannot be achieved, hard rubber or other durable materials are to be used for cushioning such grates/covers.

Specifically in relation to the car wash:

- (f) A water resistant acoustic lining, minimum NRC 0.95, is required on the ceiling and walls of the carwash bay, exposed to the car wash environment, minimum area 78m².
- (g) Proposed acoustic lining material to be a 50mm thick 32kg/m³ glass wool with 15 micron Mylar facing. Water and corrosion resistant perforated metal facing, minimum 0.42mm thick, and with a minimum 11% open area. Perforated metal facing to sit a minimum 50mm clear gap to insulation.
- (h) Maximum opening to the Western end of the carwash to be 3.0 x 2.4m wide.
- (i) Maximum opening to the Eastern end of the carwash to be 2.4m x 2.4m wide.
- (j) Automatic closing and opening sliding glass doors to car wash entry and exit openings with minimum thickness 10.38mm. Brush seals in contact around the full perimeter of sliding doors to be provided to seal gap-free when doors are closed.
- (k) Southern wall of carwash to be concrete tilt slab at minimum rating of Rw50.
- (l) Glazing permitted on the eastern, western and northern walls of the car wash, to be a minimum Rw35 10.38mm laminated glazing.
- (m) Roof/ceiling construction: 0.42mm colourbond roof, with either 9mm FC or 16mm fire-rated moisture resistant plaster. NRC 1.0, 100mm thick glasswool insulation in ceiling cavity. Ceiling cavity to be a minimum of 400mm.

Specifically in relation to the vacuum bay:

- (n) Walls around the vacuum bay to be 3.6m. high as shown in Figure 1 of the Environmental Noise Impact (Reverberate, October 2024).
- (o) Weather proof acoustic lining NRC 0.0 required on the full height of the walls as shown in Figure 1 of the Environmental Noise Impact report (Reverberate, October 2024).
- (p) Roof over vacuum bay to be minimum 0.42mm BMT sheet steel with 6mm FC fixed directly underneath. An acoustic lining blanket, NRC 1.0 to be laid over a perforated ceiling. Ceiling under the insulation to be perforated with a minimum 16% open area.

Plant and equipment selection and installation

- (a) Air compressors are to be located in a shielded location within the plantroom south of

the car wash. Any air intake is to be via a 300mm acoustic louvre on the eastern end of the plantroom.

- (b) Rooftop airconditioning plant is to be fitted with night-mode operation such that the noise output reduces by a minimum 5dB for operation between 10pm and 7am Monday to Saturday and between 10pm and 9am on Sunday and public holidays.
- (c) Noise control for building services plant is to be reviewed at the detailed design stage, after the selection of final mechanical plant, to ensure compliance with the acoustic requirements of the Environmental Noise Impact report (Reverberate, October 2024).
- (d) Beepers (for tyre air refill) and other alert devices on site shall be selected so as to minimise their noise emission and to orient away from the nearest neighbours. Noise emissions are not to exceed the values outlined in Table 2 of the Environmental Noise Impact report (Reverberate, October 2024).
- (e) If quieter, or louder, equipment is proposed for the site, the operator will commission a review of overall noise emissions to determine the necessary noise control measures.

Deliveries and collections

On every engagement of a supplier or carrier to undertake General Deliveries, Fuel Tanker Deliveries or Refuse Collection at the subject land, the manager of the site or other responsible person will communicate to the relevant supplier or carrier the following requirements:

General Deliveries

- (a) General deliveries (deliveries other than fuel) will be received at the subject land at any time, subject to compliance with the following requirements.
- (b) Reversing of trucks to be minimised to avoid the unnecessary activation of the reversing beeper.
- (c) "Broad band" or "white noise" reversing beepers are preferred for all delivery trucks to the site.
- (d) Refrigeration plant on delivery truck to be turned off while vehicle is parked.

Fuel Tanker Deliveries

- (a) Fuel tanker deliveries will be received at the subject land between the hours of 7:00am and 7:00pm, Monday to Friday and on Saturday, with no fuel tanker deliveries on any Sunday or public holiday.
- (b) Fuel tanker vehicles will manoeuvre on site at a maximum of 5-8 km/h, and with low engine revs.
- (c) "Broad band" or "white noise" reversing beepers are preferred for all tanker trucks.
- (d) Reversing of trucks to be discouraged to avoid the unnecessary activation of the reversing beeper.

Refuse Collection

- (a) Refuse collection is to be carried out in the quietest reasonable and practicable manner.
- (b) Equipment used for refuse collection is to be the quietest reasonably available.
- (c) Collection is to occur between 7am and 7pm, Monday to Saturday, unless the contractor has a Noise Management Plan approved by Council.

Operational measures

At all times the operator of the development will ensure that the subject land and facilities

thereon are operated in compliance with the recommendations of the Environmental Noise Impact report (Reverberate, October 2024), including by:

- (a) Installing signage at appropriate locations in the car park to remind patrons to keep noise to a minimum due to the proximity of neighbouring areas.
- (b) ensuring that no music is played through any external speaker on site, nor any internal speaker such that the music is audible from beyond the boundaries of the site. The use of any external speaker is to be limited to emergency messaging and patron management only.
- (c) ensuring that sliding glass doors to car wash entry and exit seal automatically before the commencement of each car wash cycle and open automatically at the conclusion of any cycle or in case of emergency.
- (d) ensuring that noise emission from all sources does not exceed the levels in Table 2 of the Environmental Noise Impact report (Reverberate, October 2024), for the treatments outlined in this Noise Management Plan to be sufficient.
- (e) Ensuring that noise emissions from all sources meet the time limits outlined in Table 1 of the Environmental Noise Impact report (Reverberate, October 2024).



Engineering a better future for over 20 years!

141 Wellington Street, Perth

Proposed Service Station Redevelopment

Revised Transport Impact Statement

PREPARED FOR:
Perth OHP Pty Ltd

October 2024

Document history and status

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1 Introduction and Background

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Perth OHP with regards to the proposed service station located at 141 Wellington Street, East Perth, in the City of Perth.

Transcore originally prepared a TIS in March 2022. The proposed development was refused by the Metro-Inner Development Assessment Panel at its meeting on 29 February 2024. Subsequently, the proponent has commenced review proceedings in the State Administrative Tribunal (SAT).

Following discussions between the Applicant's legal representative and officers from the Department of Planning, Lands and Heritage (the Respondent), the parties agreed and sought orders from the SAT for the applicant to provide the Respondent with revised plans and supporting information for the proposed development ahead of the SAT Mediation.

Transcore prepared a technical note in June 2024 to review the revised development plan with respect to the proposed access/egress system, traffic circulation and turn paths of service vehicles and fuel tankers and to address the specific traffic-related matters raised in the Responsible Authority Report (RAR) prepared by the City of Perth in 2023, including:

- ✚ The implications of the planned conversion of Hill Street to a two-way street, which could affect the egress of fuel tankers from the site; and,
- ✚ The number of crossovers proposed for the site, particularly the two-way crossover on Hill Street.

This Revised TIS has been prepared to reflect the latest development plan and document the results of the updated traffic modelling and analysis. It also incorporates relevant information from the technical note issued in June 2024 and addresses the specific traffic-related matters raised in the RAR.

The subject site is bounded by Wellington Street to the north, Hill Street to the west, residential development to the south and east as shown in **Figure 1**. The subject site is located at the south east corner of the signalised intersection of Wellington Street and Hill Street. It is currently vacant but previously was operating by a Caltex service station with an associated convenience store as shown in **Figure 2**.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed redevelopment and the access and egress system.



Figure 1: Location of the subject site



Figure 2: Subject site before demolition

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A *Transport Impact Statement* is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”.

Section 6.1 of Transcore’s report provides details of the estimated trip generation for the proposed redevelopment. Accordingly, as the total peak hour vehicular trips is estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

¹ Between 10 and 100 vehicular trips per hour

2 Development Proposal

The proposal is for a new service station with a drive through coffee facility and an auto wash. The revised development comprises of:

- ✚ Light vehicle canopy with 6 fuelling positions (3 bowsers) for light vehicles;
- ✚ A convenience store building with a drive through coffee facility;
- ✚ An auto car wash; and,
- ✚ 7 car parking bays inclusive of one ACROD bay.

Appendix A shows the proposed revised development plan. The key changes made to the revised development plan include:

- ✚ The drive-through facility has been relocated internally, removing it from the prominent Hill Street corner of the site and crossover.
- ✚ The refuelling canopy has been relocated closer to Hill Street, providing easier access for fuel customers and removing the conflict with inbound cars wash patrons.
- ✚ The auto wash facility has been relocated further east along the southern boundary, and now includes a plant room and enclosed refuse store. The relocation reduces traffic conflicts between service station and car wash traffic.
- ✚ The crossovers to Wellington Street have been consolidated into a single crossover at the eastern-most location of the site, improving the pedestrian amenity and internal circulation.

Overall, the revised plan has addressed the previous issues identified in the 2023 RAR through a series of design modifications that improve the functional aspects of the development. The revised plan has resulted in a better traffic circulation and has reduced traffic conflict between service station and car wash traffic at Hill Street crossover. Further the drive through facility has been relocated which will be almost masked by landscaping.

The drive through facility will provide customers access to goods for sale in the convenience store without the need to leave their vehicle. Typically, customers will purchase items such as coffee, juice and other drinks, pies, sandwiches, salads and other convenience retail. The drive-through facility will not operate as a fast-food drive-through and will not provide branded fast-food items such as KFC, McDonalds or Hungry Jacks.

As part of this redevelopment, it is proposed to retain the existing southern Hill Street crossover and eastern Wellington Street crossover but the existing northern Hill Street crossover and western Wellington Street crossover will be closed. Accordingly, the subject site crossovers will be rationalised as part of the proposed redevelopment.

Deliveries and waste collections will be accommodated within the development site. Waste collection will be managed by a private contractor using a medium rigid vehicle. The waste collection truck will drive to the refuse area which would be located at the south of the site (near the car wash drive through exit point).

Fuel tankers and service vehicles are proposed to enter the site via existing Wellington Street crossover and exit via existing Hill Street crossover. Turn path analysis has been undertaken to review the movements of fuel tanker which are presented in **Appendix B** of this report.

Pedestrian will access the proposed redevelopment via pedestrian paths which are in place on Wellington Street and Hill Street fronting the subject site.

3 Vehicle Access and Parking

3.1 Existing Access

The existing crossovers of the subject site are shown in **Figure 3**. Currently, there are four crossovers serving the subject site. Crossover 1 and 2 are left in/ left out crossovers on Wellington Street and crossovers 3 and 4 are full movement crossovers on Hill Street.



Figure 3: Existing crossovers

3.2 Proposed Access

It is proposed to retain the existing southern Hill Street crossover (crossover 4) and eastern Wellington Street crossover (crossover 1) and the existing northern Hill Street crossover (crossover 3) and western Wellington Street crossover (crossover 2) will be removed.

The proposed access/egress system for the redevelopment is shown in **Figure 4**.

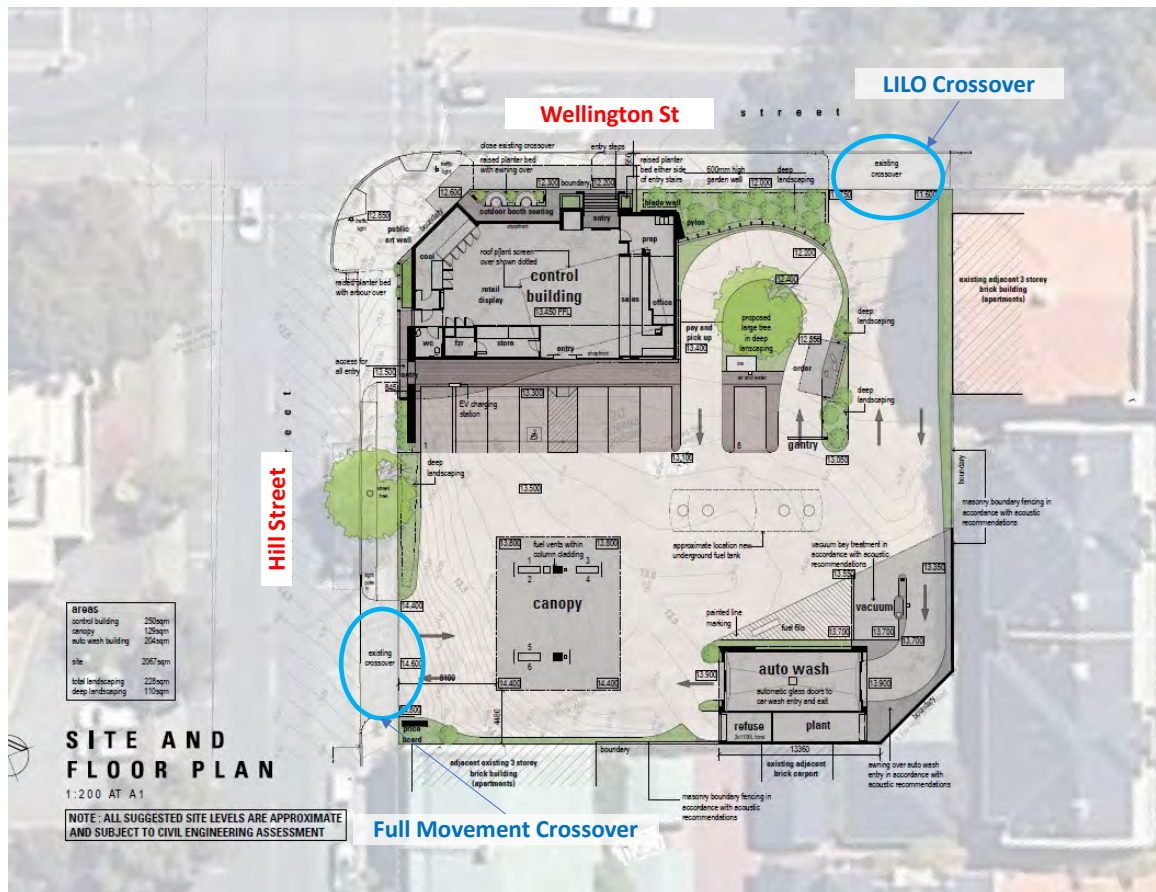


Figure 4: Proposed redevelopment crossovers

3.3 Parking

The proposed redevelopment entails the parking provision of 7 on-site car parking bays (inclusive of one ACROD bay).

It is considered that the proposed parking is adequate to meet the parking demand of the proposed redevelopment.

4 Provision for Service Vehicles

For fuel deliveries, a smaller fuel tanker of up to 16.4m in length is proposed to be used. The turn path analysis shows this smaller tanker would be able to enter the site via the Wellington Street crossover in a compliant manner in accordance with Traffic Code 2000 and exit the site via the Hill Street crossover, in forward gear.

Additionally, an 8.8m service truck is proposed to be used for servicing the development. The service vehicle would enter via the Wellington Street crossover, reverse to the bin store area adjacent to the car wash, and then exit the site via the Hill Street crossover in forward gear.

The turn path analysis for the fuel tanker and service vehicle demonstrates that the fuel tanker can access, manoeuvre within, and exit the site in a safe and efficient manner using the proposed crossover locations on Wellington Street and Hill Street.

Turn path analysis are also undertaken for B99 passenger cars using the car wash and the drive through facility. The turn path analysis confirms satisfactory traffic movements of B99 passenger cars.

The results of the turn path analysis are provided in **Appendix B**.

5 Hours of Operation

The service station, including fuel and convenience retail sales and the drive-through facility are proposed to operate on a 24/7 basis.

The drive-through auto-wash facility and associated plant will operate from 7:00am until 10:00pm daily, excluding Sundays and public holidays on which it will operate from 9:00am until 10:00pm.

6 Daily Traffic Volumes and Vehicle Types

6.1 Existing Traffic Counts

The existing daily traffic counts obtained from Main Roads WA are presented in **Figure 5**.

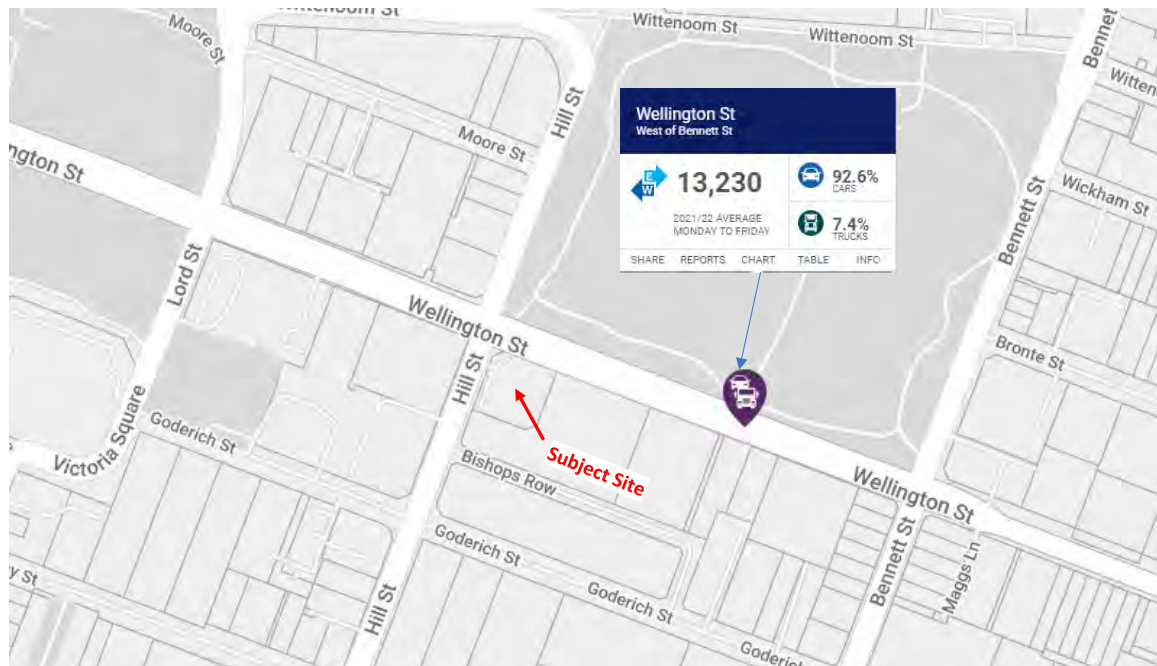


Figure 6: Existing daily traffic counts (Source: Main Roads WA)

6.2 Proposed Development Trip Generation

Transcore originally used ITE trip rates for establishing the trip generation of the proposed service station, however, based on the feedback received from a number of Western Australia service station operators that the trip rates published in the Institute of Transportation Engineers 11th Edition Trip Generation Guidelines (a US trip generation source) significantly overestimate the actual patronage numbers, Transcore organised and undertook extensive traffic surveys at various service stations throughout metropolitan Perth during 2022.

As part of this survey, a total of 15 service stations were surveyed, in order to establish more accurate local traffic generation rates for this type of land use in Western Australia. All of the sites selected entailed different operators in order to ensure robust data with a high level of confidence. The surveys were undertaken on Mondays, Tuesdays and Wednesdays in order to include trade activity during the discounted fuel days as well and to ensure a conservative approach.

The following sites were surveyed for the purpose of the study:

- 7-Eleven, 194 Great Eastern Hwy, Ascot WA
- Ampol, 204 Great Eastern Hwy, Ascot WA
- BP, 1 Canham Way, Greenwood WA
- BP, 88 Gilbertson Road, Kardinya WA
- BP, 848 Canning Hwy, Applecross WA
- Coles Express, 73A Frobisher Street, Osborne Park WA
- Puma, 58 Montana Crescent, Alkimos WA
- Ampol 3, Morwell Street, Yanchep WA
- Liberty, 2341 Albany Highway, Gosnells WA
- 7-Eleven, 931 Wanneroo Road, Wanneroo WA
- 7-Eleven, 13 Lakes Road, Greenfield WA
- Shell, 582 Stirling Highway, Mosman WA
- Puma, Cnr Johnson Street & Helena Street, Guildford WA
- United, 2 Feilman Drive, Leda WA
- United, 101 Terrier Place, Southern River WA

Accordingly, the trip rates which established from Transcore's surveys were used to estimate traffic generation for the service station components of the proposed development as following:

- Weekday daily: 162.20vpd per filling point;
- Weekday AM peak hour: 9.49vph per filling point; and,
- Weekday PM peak hour: 11.27vph per filling point.

The trip generation of the proposed service station is estimated to be:

- Weekday daily: 976 vpd;
- Weekday AM peak hour: 57 vph; and,
- Weekday PM peak hour: 67 vph.

Drive Through Facility

This service station entails a drive-through facility for the convenience store/control building. This drive-through facility is proposed to provide additional convenience to customers of the convenience store. No traffic generation rates are available for such drive-through facility.

For the purpose of this project, Transcore has identified and undertaken a manual traffic survey at a similar service station with a drive-through facility in Halls Head on Thursday 2nd September 2021 between 8:00AM to 9:00AM. The surveyed drive-through facility closes at 2pm every day. This is because the drive-through sales do not have enough demand during the afternoon. The surveyed results are shown in **Table 1**.

Table 1. Morning peak hour surveyed results at the Halls Head service station with a drive-through facility

Time	Movement	Drive-Thru	Service Station	Total
8:00AM – 9:00AM	Entry	31	22	53
	Exit	55		55
Total (inbound and outbound)				108

For the purpose of this project, Transcore also sourced additional information for OTR service stations with drive-through facilities in South Australia. The surveyed results with respective locations are provided in **Table 2**.

Table 2. Traffic survey results at the service stations with drive-through facilities in South Australia

Location	Daily	Peak Periods	
		AM peak	PM peak
OTR Croydon Park	NA	4	NA
OTR Para Hills	170	17	NA
OTR Trinity Gardens	126	NA	8
OTR Marion South	80	6	NA
Average	125 vehicles/ 250vpd (inbound + outbound)	9 vehicles/ 18vph (inbound + outbound)	8 vehicles/ 16vph (inbound + outbound)

Review of the Halls Head and South Australian surveys, results in the following daily and peak hour trip rates:

- Weekday AM peak hour: 30 vehicles equivalent to 15 in and 15 out trips;
- Weekday PM peak hour: 16 vehicles equivalent to 8 in and 8 out trips; and,
- Weekday: 250 vehicles equivalent to 125 in and 125 out trips.

Review of ITE 11 trip rates for similar land uses (stand-alone Coffee shop with drive through (#938)) would provide almost similar results for the AM and PM peak hours. However, the above trip rates are more conservative and accurate and therefore were used for the purpose of this study.

6.2.1 Proposed car wash traffic generation

The traffic volume likely to be generated by the proposed car wash has been estimated based on projected customer numbers and number of staff and the information available in Transcore's database for similar land use.

Accordingly, the trip generation of the proposed auto car wash is estimated as below:

Auto Car Wash

- Weekday AM peak hour: 6 trips per hour;
- Weekday PM peak hour: 6 trips per hour; and,
- Weekday: 68 trips per day.

Total trip generation

It is anticipated that the trip generation of the proposed drive through and the auto wash facilities will be largely linked to the service station traffic. Conservatively, a 20% cross trade is assumed for the proposed redevelopment land uses. According to the *ITE Trip Generation Handbook (3rd Edition)* about 60% of the remainder trips would be pass-by trips associated with the proposed service station.

The traffic generation of the proposed redevelopment (including the 20% cross trade) is shown in **Table 3**. Accordingly, it is estimated that the proposed redevelopment would generate approximately **1,230** daily trips (inbound and outbound) with **86vph** and **85vph** (inbound and outbound) during the weekday road network AM and PM peak hours respectively.

Table 3: Estimated redevelopment traffic generation

Land Use	Qty	Daily Rate	AM Rate	PM Rate	Cross Trade	Daily Trips	AM Trips	PM Trips
Service Station + Convenience Store	6	162.60	9.49	11.27	0.00	976	57	68
Car Wash	1	68.00	6.00	6.00	0.20	54	5	5
Coffee drive thru facility	1	250.00	30.00	16.00	0.20	200	24	13
Total						1230	86	85

6.2.2 Traffic Impact Comparison

Assuming the same trip rates for the original service station on site with 8 fill points results in the following tips:

- Weekday daily: 1301 vpd;
- Weekday AM peak hour: 76 vph; and,
- Weekday PM peak hour: 90 vph.

In comparison to old service station, the net traffic change as a result of the proposed redevelopment is expected to be approximately **-71** daily trips with **+10vph** and **-5vph** for morning AM peak and afternoon PM peak hours respectively as illustrated in **Table 4**. This level of traffic impact will have insignificant impact on the traffic operations of the surrounding road network and intersections.

Table 4: Comparison table

	Existing (original) service station	Proposed Redevelopment	Net Increase/Decrease
Weekday Daily	1301	1230	- 71
Weekday AM Peak Hour	76	86	+10
Weekday PM Peak Hour	90	85	- 5

6.3 Impact on Surrounding Roads

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

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

It is clear that the traffic increase from the proposed development would be significantly less than the critical threshold (100vph per lane). Therefore, the impact on the surrounding road network does not warrant any further assessment.

7 Traffic Management on the Frontage Streets

Wellington Street, in the vicinity of the subject site is constructed as four-lane divided road with central median as shown in **Figure 7** and **Figure 8**. It features pedestrian paths on both sides of the road.

Wellington Street operates under a default built up speed limit of 50km/h in this vicinity and is classified as a *Distributor A* road in the Main Roads WA *Functional Road Hierarchy*.



Figure 7: Westbound view along Wellington Street



Figure 8: Eastbound view along Wellington Street

According to Main Roads WA traffic counts, Wellington Street (west of Bennett Street) carried an average weekday traffic flow of 13,230 vpd in 2021/22 with 7.4% of heavy vehicles.

Hill Street, in the vicinity of subject site is a one-way single un-divided carriageway with pedestrian paths on both sides of the road in the immediate vicinity of the subject site as shown in **Figure 9** and **Figure 10**.

Hill Street is classified as a *Distributor B* road in Main Roads WA Metropolitan Functional Road Hierarchy and operates under the speed limit of 50km/h.



Figure 9: Northbound view along Hill Street



Figure 10: Southbound view along Hill Street

8 Public Transport Access

Public transport services within the vicinity of the subject site are shown in **Figure 11**. The subject site is situated within a well-established retail and commercial area which is served by high frequency bus and rail services.

The bus services that operate along Wellington Street adjacent to subject site are 220 and 960. Bus route 220 runs between Perth Busport to Armadale Station and bus route 960 operates from Alexander Drive to Curtin University Bus Station. The subject site is also located within the Free Transit Zone that allows free Transperth bus travel including Yellow CAT bus service. The nearest bus stop is located approximately 70.0m north west of the subject site.



Figure 11: Public transport services (Transperth Maps)

9 Pedestrian and Cycle Access

The existing cyclist connectivity to the subject site is illustrated in the Perth Bicycle Network Map shown in **Figure 12**. A Principal Shared Path (PSP) is provided along the railway line to the north of the site and Goderich Street to the south of the subject site is classified as good road riding environment.

The subject site features good accessibility to the surrounding pedestrian path network.

Pedestrians access to the subject site is available via the existing external footpath network running along Wellington Street and Hill Street abutting the subject site.

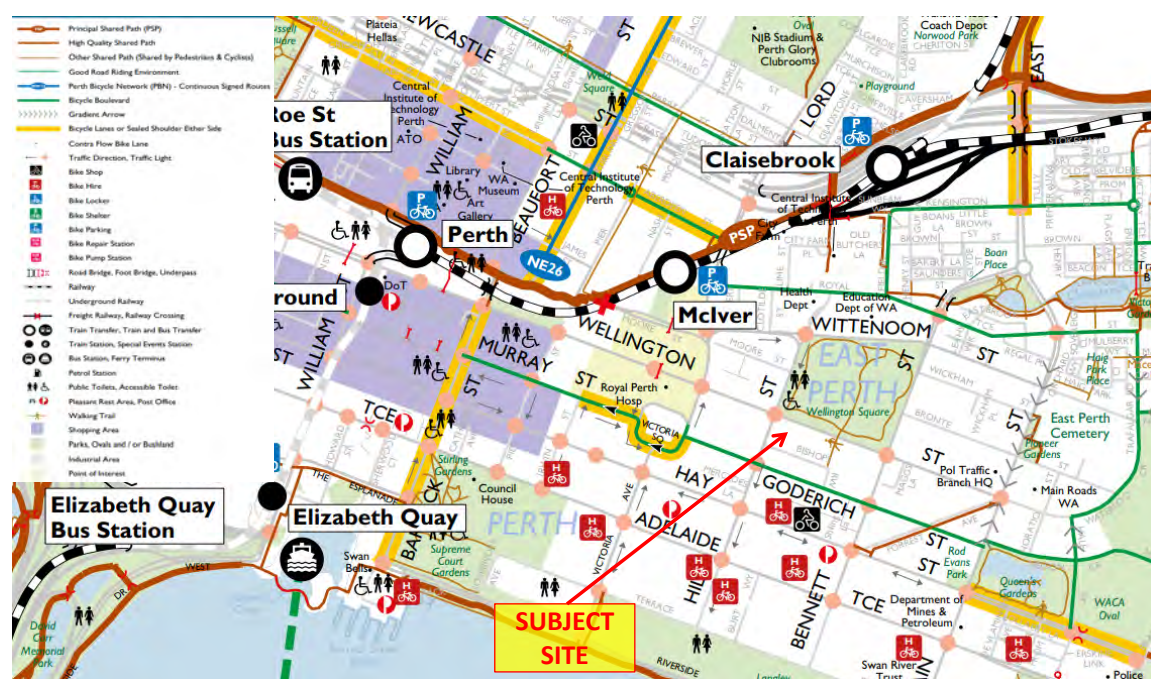


Figure 12: Pedestrian paths in the vicinity of the subject site

10 Site Specific Issues

The Respondent raised a concern regarding the planned conversion of Hill Street to a two-way street, which could affect the egress of fuel tankers from the site. Transcore has obtained a PDF and DWG files for the concept plan for the conversion which is provided in **Appendix C** and an extract is provided in **Figure 13** in relation to the subject site.

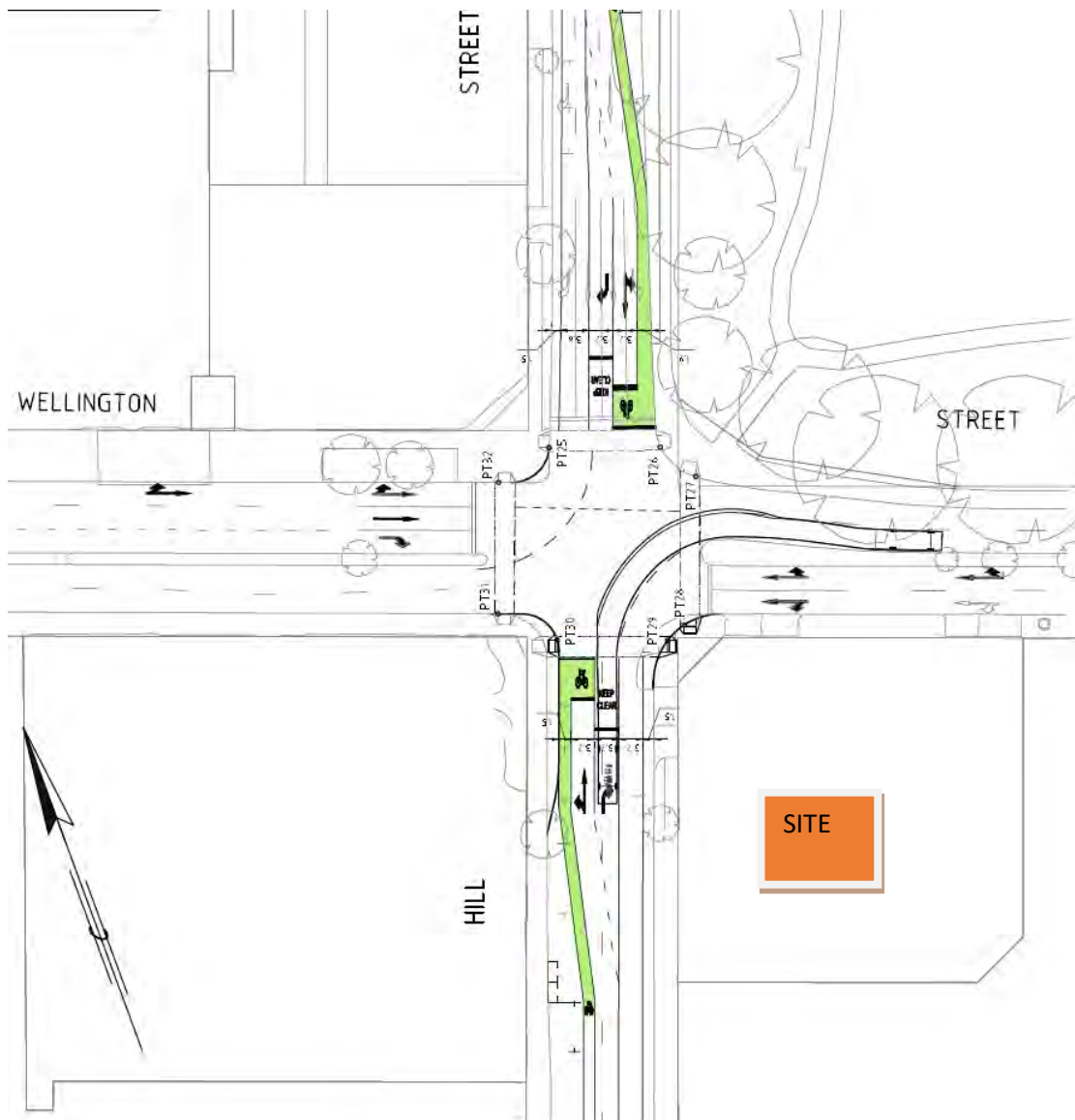


Figure 13: Extract of the Respondent plan for Hill Street two-way study

The proposal would result in one traffic lane heading south on Hill Street in front of the subject site. The turn path analysis undertaken for the 16.4m fuel tanker indicated

that the tanker could exit the site onto Hill Street in forward gear and travel north to turn either right or go straight through at the traffic signals (please refer **Appendix B**).

It should be noted that the conversion of Hill Street to two-way is still in the planning stage and would require modifications to the existing signalised intersection at Hill Street/Wellington Street, which requires approval from Main Roads WA. It is the Applicant's understanding that the proposed Hill Street conversion is a medium to long-term plan and is not expected to happen in the near future.

The Respondent also raised a concern regarding the number of crossovers proposed for the site, particularly the two-way crossover on Hill Street and potential for conflict at the Hill Street crossover and around the site.

The revised development plan rationalises the number of existing crossovers on Hill Street and Wellington Street, reducing them from two down to just one crossover on each Street frontage. In particular the proposal removes the crossovers which are located adjacent to the traffic signal. This situation results in significant improvements in traffic operations and safety.

The revised development plan provides much better wayfinding within the site to access the fuel bowzers, the drive through and the car wash. This improvement in wayfinding in turn results in reduced traffic conflicts at crossovers and within the site. It should be noted that car washes are often co-located with service stations and the fluid nature of traffic is such that patrons once entering the site can observe how to access various facilities and most patrons in this locality will be repeat clients who will be familiar with site layout.

It should also be noted that the peak operating periods of the service station and car wash facility do not coincide. This is because the peak operating times for the service station is weekday AM and PM peak periods and for the car wash is after hours in the evenings and weekends.

11 Safety Issues

No safety issues have been identified within the scope of this assessment for the proposed development.

12 Conclusions

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of Perth OHP with regards to the proposed service station located at 141 Wellington Street, East Perth, in the City of Perth.

The proposal is for a new service station with an auto wash and drive through coffee facility. The subject site was previously occupied by a service station which has now been demolished. The Revised TIS addresses the specific traffic-related matters raised in the Responsible Authority Report (RAR) prepared by the City of Perth in 2023.

The revised development plan rationalises the number of existing crossovers on Hill Street and Wellington Street, reducing them from two down to just one crossover on each Street frontages. The revised development plan provides much better wayfinding within the site to access the fuel bowzers, the drive through and the car wash. This improvement in wayfinding in turn results in reduced traffic conflicts at crossovers and within the site.

The traffic analysis undertaken in this report shows that the net traffic change, a result of the proposed redevelopment will be low and as such would not have a significant impact on the surrounding road network.

The site features excellent connectivity with the existing cyclist/pedestrian and public transport network.

As demonstrated by turn path analysis the fuel tanker can enter the site from Wellington Road and exit onto Hill Street in a satisfactory manner now and when Hill Street is converted to two-way operations.

In conclusion the findings of this Transport Impact Statement are supportive of the proposed redevelopment.

Appendix A

PROPOSED REDEVELOPMENT PLAN



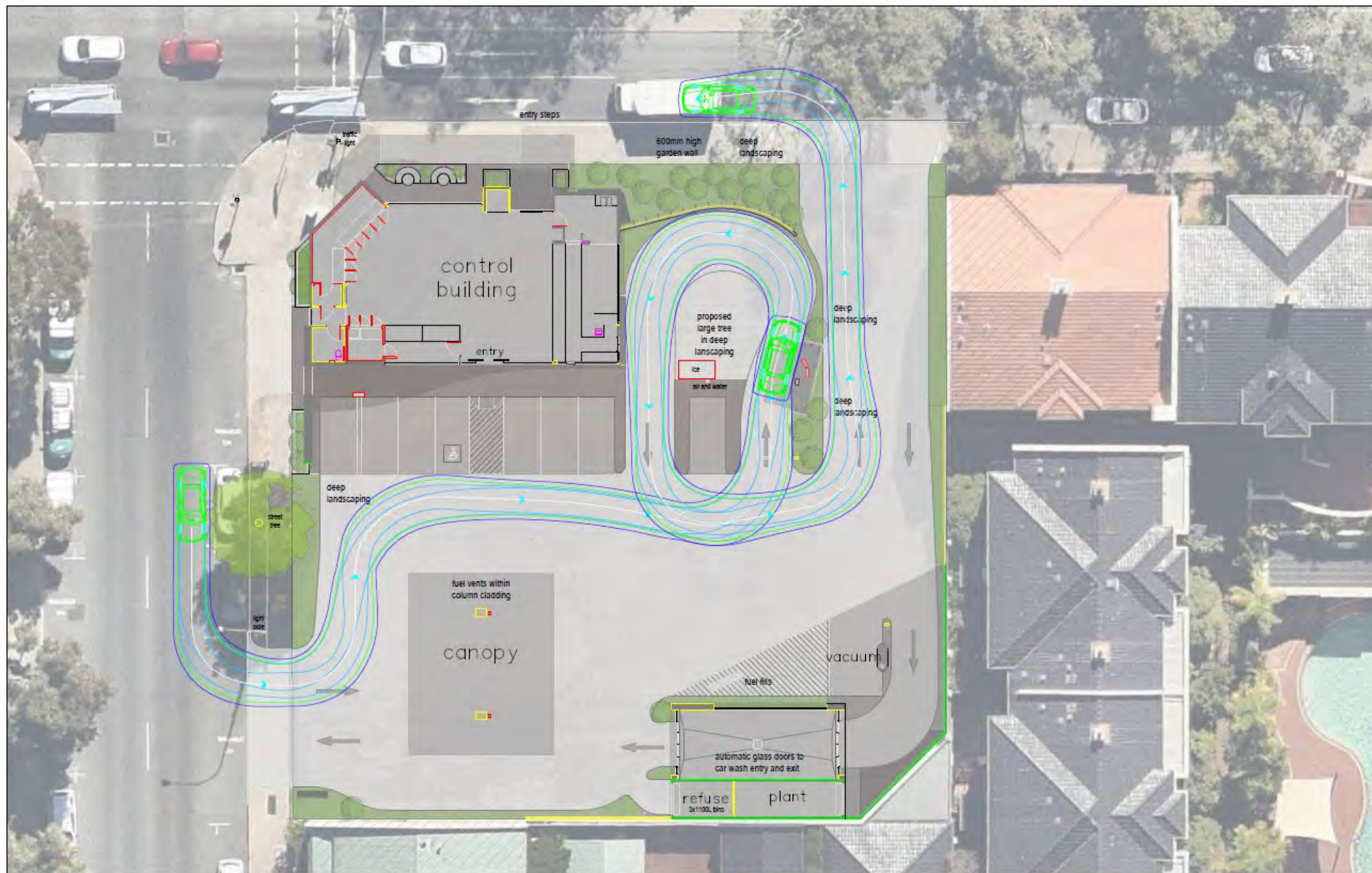
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Appendix B

TURN PATH ANALYSIS



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141 Wellington St, East Perth

B99 Passenger Car

Drive Through Circulation

LEGEND

Vehicle Body

Wheel Path

300mm Clearance



t20.183.sk07a

16/10/2024

Scale: 1:250 @ A3





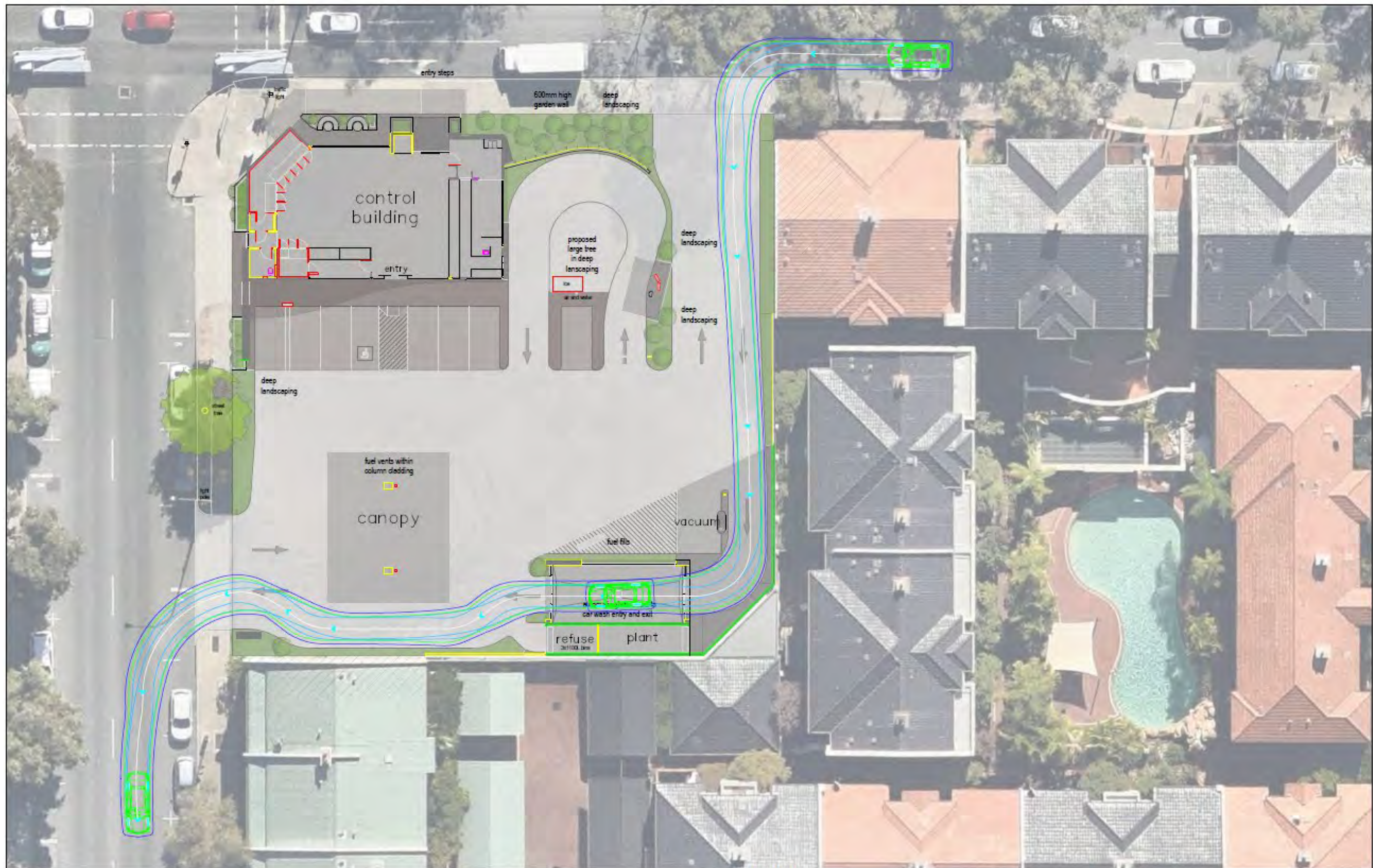
141 Wellington St, East Perth
B99 Passenger Car
Drive Through Circulation

LEGEND
Vehicle Body
Wheel Path
300mm Clearance



t20.183.sk07b
16/10/2024
Scale: 1:250 @ A3





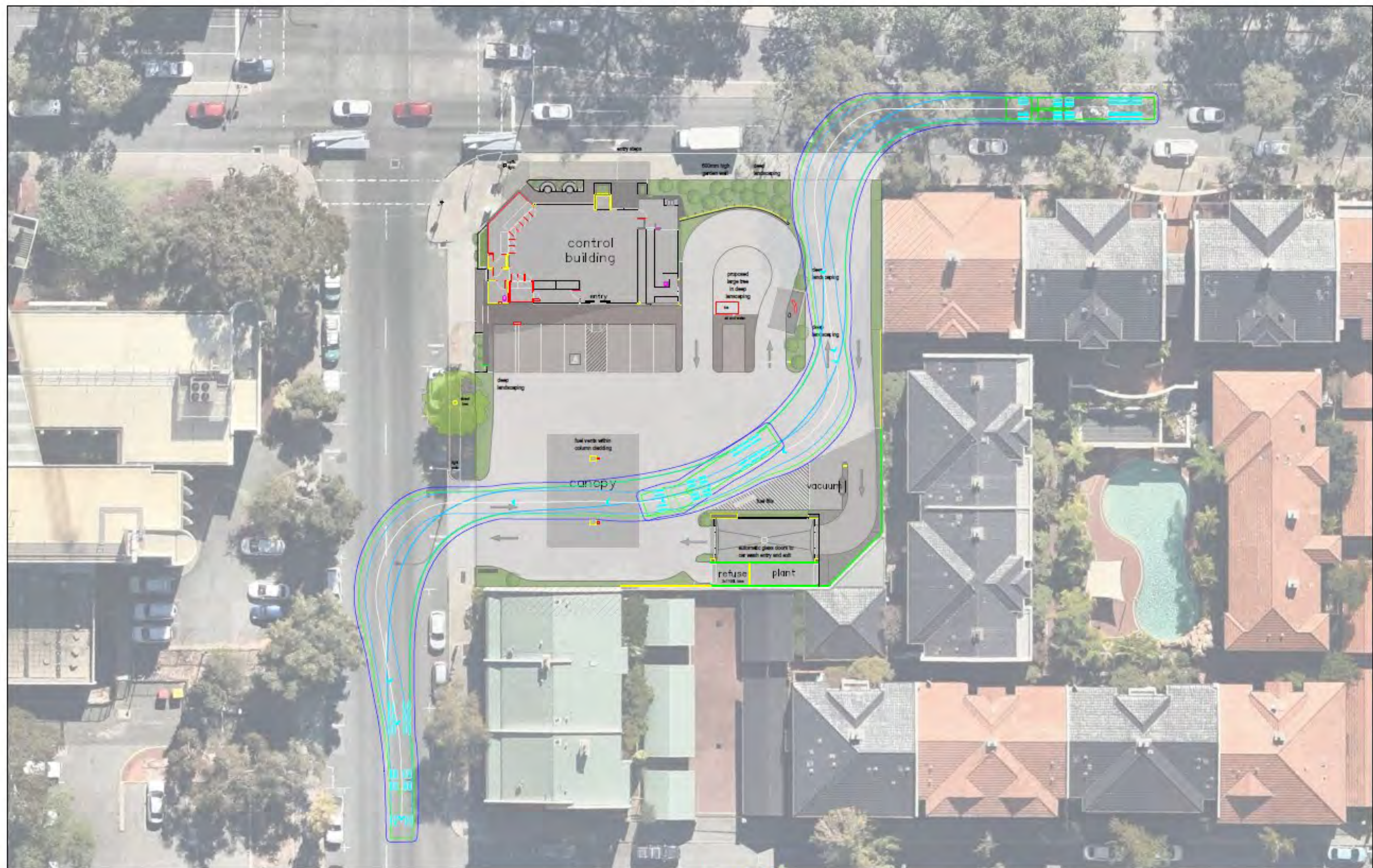
141 Wellington St, East Perth
 B99 Passenger Car
 Auto Carwash Entry and Exit

LEGEND
 Vehicle Body
 Wheel Path
 300mm Clearance



t20.183.sk08a
 16/10/2024
 Scale: 1:300 @ A3





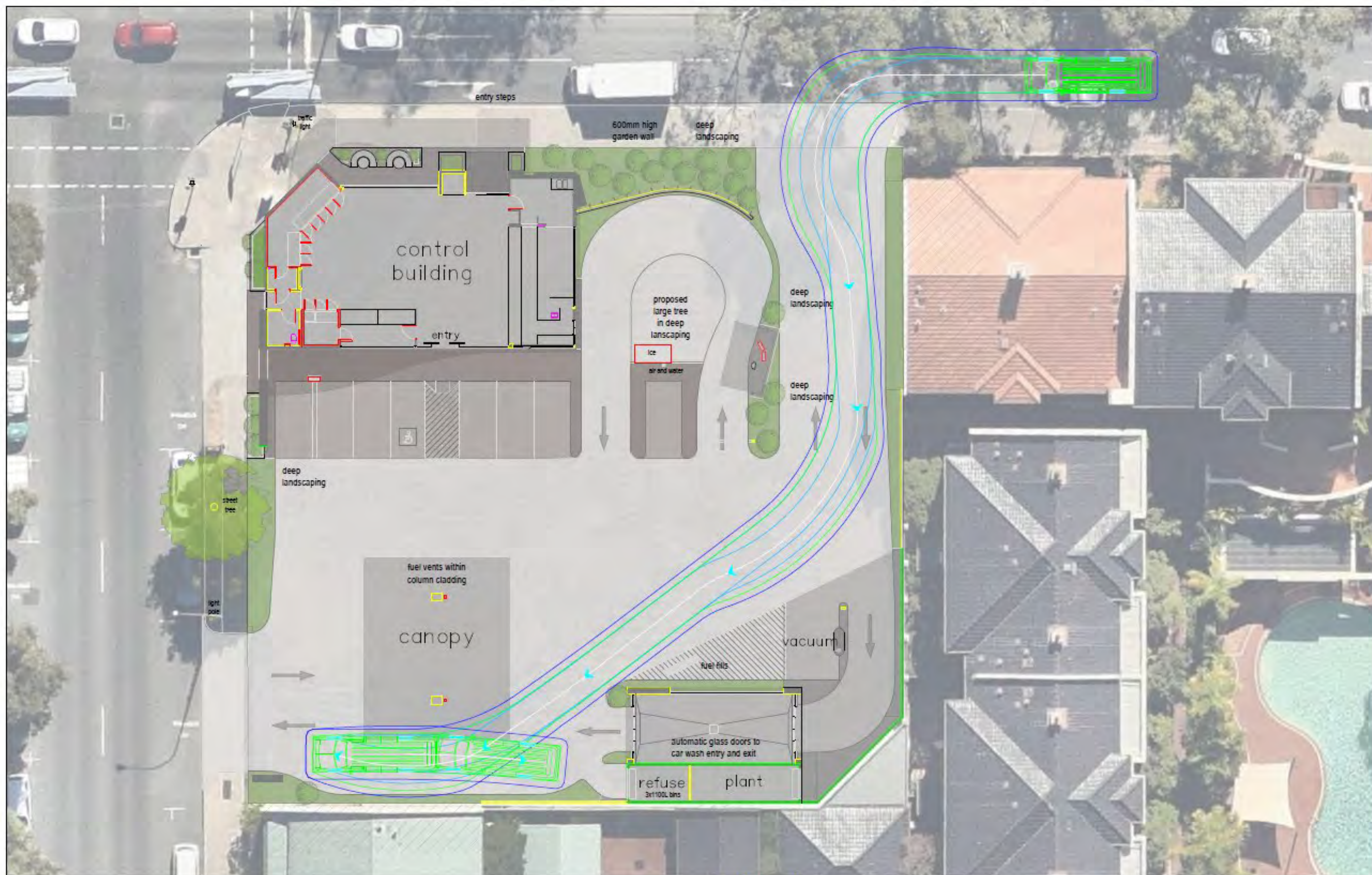
141 Wellington St, East Perth
 16.4 Fuel Tanker
 Fuel Tanker Entry and Exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



t20.183.sk09a
 16/10/2024
 Scale: 1:400 @ A3





141 Wellington St, East Perth

8.8m Service Vehicle

Refuse Area Access

LEGEND

Vehicle Body

Wheel Path

500mm Clearance



t20.183.sk10a

16/10/2024

Scale: 1:250 @ A3





141 Wellington St, East Perth

8.8m Service Vehicle

Refuse Area Egress

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

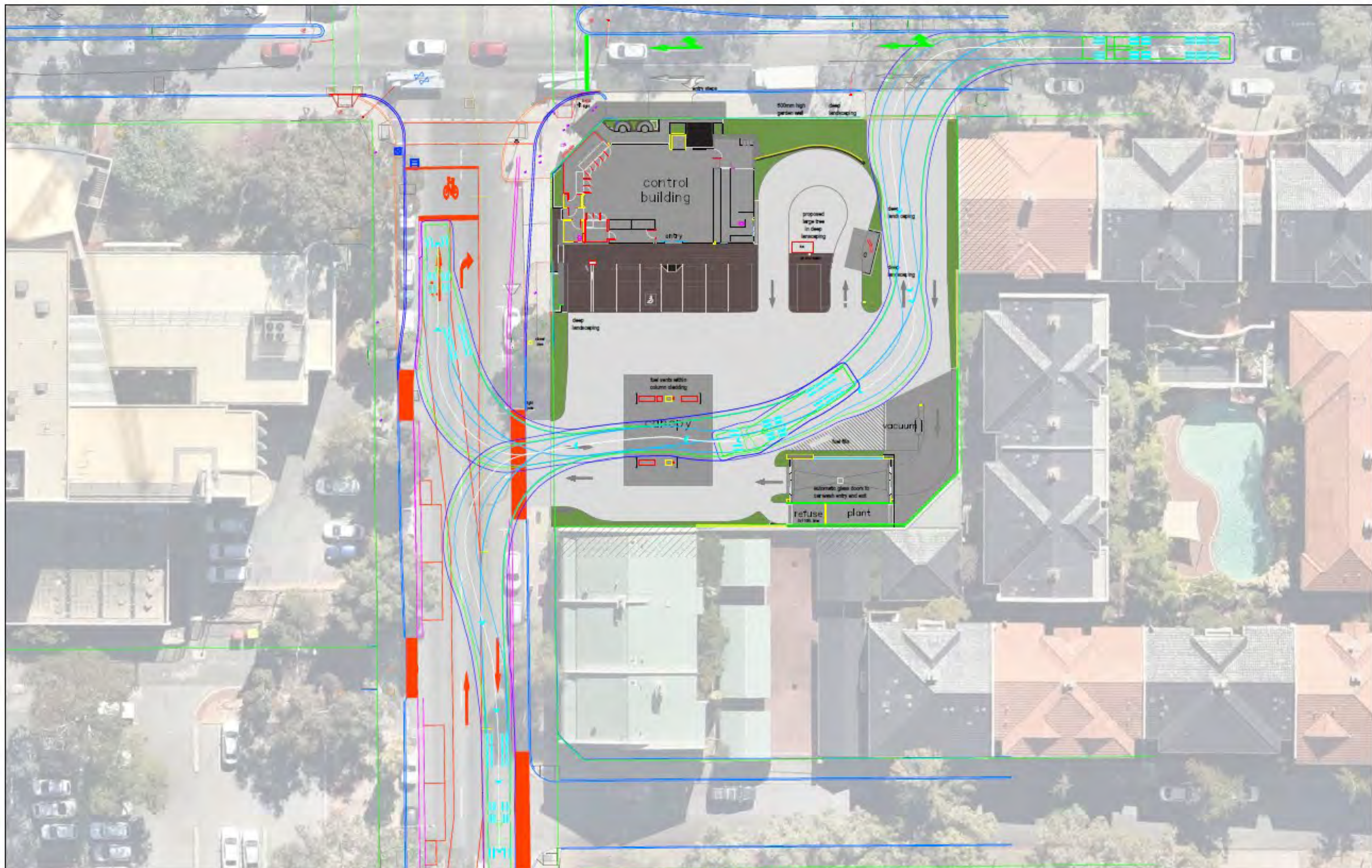


t20.183.sk11a

16/10/2024

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141 Wellington St, East Perth
16.4 Fuel Tanker
Fuel Tanker Entry & Exit

LEGEND
Vehicle Body
Wheel Path
500mm Clearance



t20.183.sk26a

18/10/2024

Scale: 1:400 @ A3

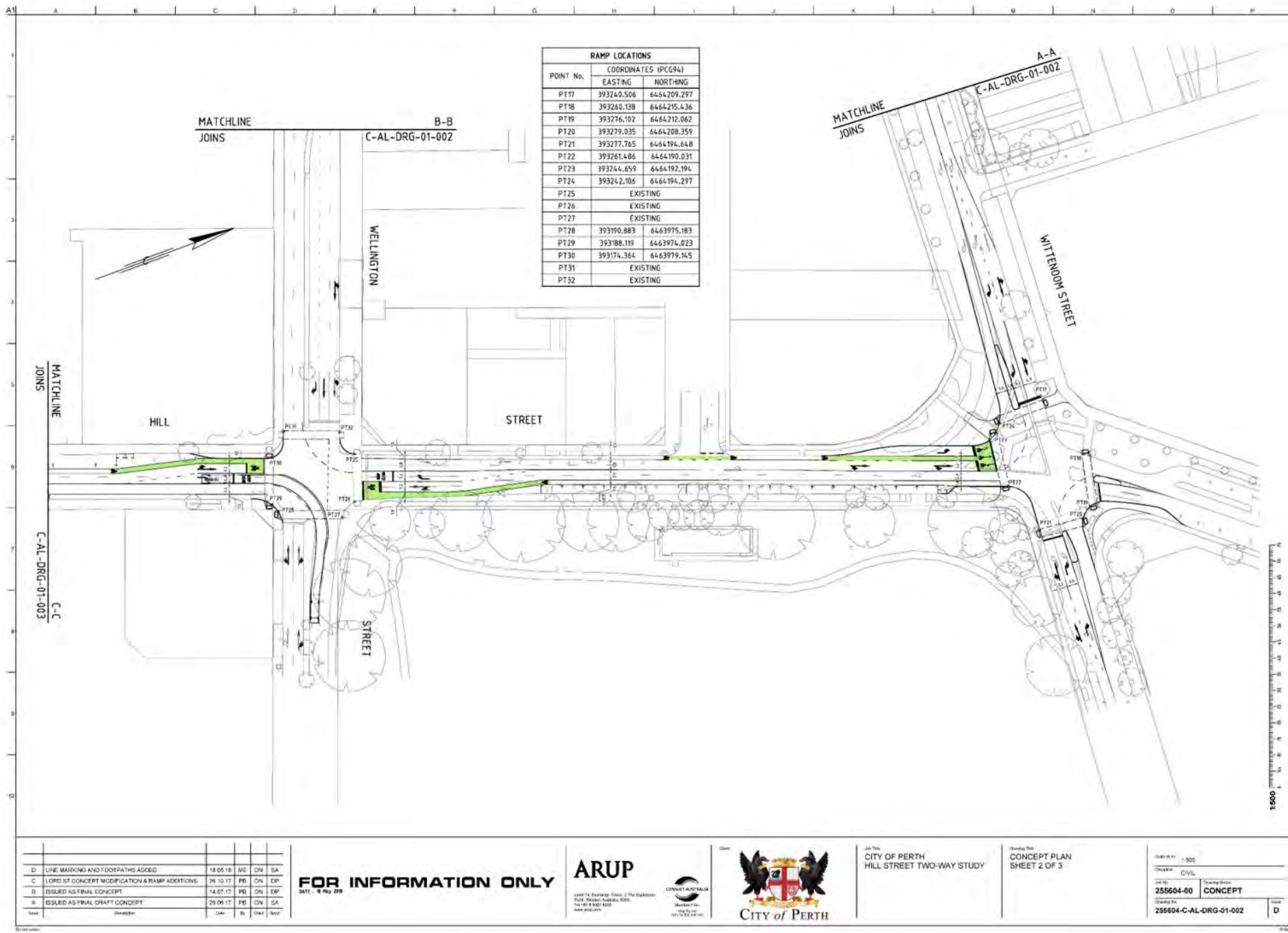


Appendix C

HILL STREET TWO-WAY CONCEPT



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D	LINE MARKING AND FOOTPATHS ADDED	18.05.18	ME	DN	SA
C	LORD ST CONCEPT MODIFICATION & RAMP ADDITIONS	26.10.17	PE	DN	DP
B	ISSUED AS FINAL CONCEPT	14.07.17	PE	DN	DP
A	ISSUED AS FINAL DRAFT CONCEPT	20.06.17	PE	DN	SA
Issue	Description	Date	By	Check	Sign

FOR INFORMATION ONLY
DATE: 18 May 2018

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CITY OF PERTH

Job Title
**CITY OF PERTH
HILL STREET TWO-WAY STUDY**

Drawing Title
**CONCEPT PLAN
SHEET 2 OF 3**

Scale
1:500

Discipline
CIVIL

Job No.
255604-00

Drawing No.
255604-C-AL-DRG-01-002

Drawing Status
CONCEPT

Issue
D



OTR East Perth

Environmentally Sustainable Design (ESD) Measures Plan

December 2024

OTR East Perth

Environmentally Sustainable Design (ESD) Measures Plan

December 2024

This ESD Measures Plan relates to the proposed Convenience Store and Car Wash at 141 Wellington Street, East Perth, in the City of Perth (**subject land**).

For several decades a service station traded on the subject land under the Caltex brand. Operation of the Caltex service station ceased in 2021 and the subject land was subsequently cleared and remediated.

This ESD Measures Plan accompanies a planning application submitted to the City of Perth for consideration by the City and determination by the Metro Inner DAP to establish a convenience store and car wash on the subject land.

Implementation of the ESD Measures Plan will ensure that the environmental impact of the proposed development is minimised as far as possible and that once operational, the proposed development will have a sustainable impact within the locality as well as on the wider environment.

1. Subject land and context

The locality surrounding the subject land is inner-city in its streetscape and built form character, with a diverse range of land uses nearby. The subject land lies at the interface between residential land uses to the south and east; the open space and recreational facilities of Moort-ak Waadiny/Wellington Square to the north; and commercial and institutional facilities to the west, including those associated with Royal Perth Hospital.

The proposed Convenience Store (including a drive-through ordering and pick up facility) and Car Wash (including a vacuum cleaner in a dedicated vehicle bay) will develop land that is currently unimproved and unused to provide a modern, contemporary commercial and retail facility that will enhance the built form character of the locality.

The proposed development will serve residents of the locality and users of the nearby recreational and commercial facilities through the provision of day-to-day needs including groceries and convenience retail items, food and beverages, vehicle washing facilities and fuel.

2. ESD Measures

The following ESD measures are integral parts of the design of the proposed development or, where not reflected in drawings submitted for planning approval, will be implemented as part of the detailed design, construction and operation of the proposed development:

- (a) The proposed development will support solar photovoltaic (PV) panels. Indicatively, 144 panels will be placed on proposed structures, as follows:
 - Control building (convenience store) rooftop – 50 panels
 - Fuel canopy rooftop – 35 panels
 - Drive-through car wash rooftop – 59 panels.

Indicatively, this will result in an estimated system capacity of 49 kW, to be used in meeting or contributing to the electricity requirements of the proposed development, and/or to meet the needs of the electricity grid.

- (b) The proposed development incorporates an electric vehicle (EV) charging station, with the ability for two vehicles to charge concurrently.

- (c) As and when electric vehicle uptake increases over time, the design and construction of the proposed development will allow the owner and operator of the site to decide to remove one or more liquid fuel filling positions and replace them with EV charging positions.
- (d) The proposed automatic drive-through car wash will include the potential to recycle wash water.
- (e) Rooftop run-off from the proposed structures will be collected in the 10,000 litre underground rainwater storage tank and will be used to supplement the mains water supply to for car washing, toilet flushing and/or landscape irrigation.
- (f) All shopfronts to customer areas will be shaded from solar heat gain. The control building (convenience store) will be well insulated. These measures will allow the need for air conditioning, and the associated use of energy, to be reduced.
- (g) Extensive areas of landscaping, including deep soil landscaping, which are proposed for the site will allow for vegetation of significant scale to be established and maintained, contributing to alleviation of urban heat sink effects and providing an aesthetically pleasing environment for customers, staff and passersby.
- (h) The use of recycled road base will be investigated and, if suitable, will be applied during construction of the proposed development.
- (i) The layout of the site, including the provision of suitable open areas around the control building (convenience store), will allow for pedestrian movement as well as concurrent informal parking and movement of bicycles and micro-mobility modes of transport, encouraging and accommodating customers who wish to use a mode other than private vehicle to visit the site.

3. Review of ESD Measures

Subject to compliance with the terms of any planning approval issued for the proposed development, and with any mandatory design or operational requirements, the operator will periodically review the operation of the proposed development.

The purpose of the review will be to consider revised or additional measures to minimise, as far as possible, the ongoing environmental impact of the proposed development and to improve the sustainability of its operations on the locality and on the wider environment.

Schedule of Submissions Received

Proposed Mixed Use Development

No.	Respondent	Respondent's Comments
1	Wellington Street, East Perth	1. The most noise intensive aspects of the proposed operation (entry/exit, drive through loop, car wash vacuum, compressor, and plant rooms) back directly onto the residential units at 125 Wellington Street. The acoustic mitigations highlighted in the noise mitigation plan (including the air intake placement, which will be generate considerable noise) are woefully insufficient. An Australian Accoustical Society study listed dB levels at car wash entry/exit points as reaching up to 108 dB. 85 db and higher being considered harmful to human health. 2. The previous petrol station, though doing nothing in terms of context and street walling on Wellington Street, was preferable as the control building provided a partial buffer between the fuel services area and the adjacent residential buildings. 3. The planned petrol station (as well as the previous version) is completely out of context with the surrounding streetscape and park, with the proposed control building blocking views from Wellington Street into the service area, providing hidden nooks which could invite anti-social and criminal behaviour, which is an ongoing issue in this neighbourhood. 4. Concerns regarding fumes and volatile organic compounds- the placement of the control building and the landscaping essentially traps the petrol services area inside an 'L' formed by neighbouring residential units. In addition to the obvious human health risks, odour will be a considerable issue as well- bedrooms on the west side of 125 Wellington Street will be completely unusable unless the windows are kept permanently closed and the air conditioning running.

		A high traffic inner city petrol station seems completely incompatible with the City of Perth's sustainability vision.
2	Bronte Street, East Perth	It would be highly inappropriate and wreckless for the City of Perth to approve a convenience store facility at this location again. The proposed site is located directly opposite the entrance to Wellington Square and the new common ground facility. When the previous owner Caltex was operating here there was a very serious problem with antisocial behavior at the premises. There were nightly gatherings at the entrance to the park where people would drink alcohol and go back and forth to the station to buy food and cigarettes, this caused a lot of trouble in this area. I personally witnessed more than 10 fights by intoxicated individuals at the Caltex facility and one serious case of violence to women which I reported to police at the time. Due to the ongoing threats to staff and customers the problem eventually got so serious that Caltex decided to restrict entrance to the store and only operated a small hatch for customers. Please see historical police reports for confirmation of this. Given the efforts City of Perth have put in to improving this area and making it safer for the public, I think it would be a huge backwards step to approve another facility at this location especially with a newly built playground and the common ground homeless facility directly across the street
3	North Perth	We are very concerned with the traffic along Wellington Street between Hill and Bennett Streets, with the very popular children's playground adjacent. We have already witnessed an accident because of impatient drivers getting through the lights at Hill Street. To put a deli/Convenience store on that corner will surely put the lives of children at risk, when they try to cross Wellington St. From the playground, well before the lights at Hill St. Although it would be very convenient for me and my wife to have a deli, up the road, we are totally against the proposal.
4	Wellington Street, East Perth	I am writing to submit my comments regarding the new application for a convenience store, petrol station, and car wash at 141 Wellington Street, East Perth. I appreciate the opportunity to express my concerns, particularly since this application seeks to establish the same type of

		infrastructure — specifically a convenience store, petrol station, and car wash — that was previously rejected by the City of Perth under application DA-2022/5331. Despite being a new application, it is critical to emphasize that the fundamental nature of the proposed development remains unchanged and continues to raise significant concerns: 1. Reiteration of Previous Concerns: In November 2023, the City of Perth previously deferred an earlier separate application (DAP/22/02372) due to substantial concerns about its inconsistency with City Planning Scheme No. 2 and the negative impact it would have on the existing community vibe. This new application (DA-2022/5331) does not alter the core concerns that led to the prior rejection, including its misalignment with the objectives of promoting high-density residential development in the area. 1. Impact on Wellington Square as a Community Hub: The City of Perth’s \$17.5 million investment in the revitalization of Wellington Square aimed to establish it as a community -oriented hub. A convenience store, petrol station, and car wash would detract from this vision, generating increased noise and traffic that conflict with the desired atmosphere of a family-friendly area. 2. Concerns Regarding 24/7 Operations: The proposal for a 24/7 operational model raises significant concerns over traffic and noise. I am particularly worried about the impact on the adjacent residential complex at 125 Wellington Street, where I own an apartment. The constant activity associated with a 24/7 facility will disrupt the peace of the neighbourhood and compromise the living conditions of residents in nearby properties. 3.
--	--	---

		Built Form and Design: The design and layout of the proposed development do not respect the character of the surrounding residential area. The same concerns regarding poor alignment with good design principles and contextual appropriateness from the previous application remain pertinent. 4. Signage and Visual Clutter: The proposal includes multiple digital signs that would contribute to visual clutter, contradictory to Local Planning Policy 4.6. Such excessive signage is incompatible with creating an inviting and aesthetically pleasing community space. In conclusion, I strongly oppose this new application, as it seeks to establish the same infrastructure that was denied previously. The potential for increased traffic and noise from 24/7 operations, along with other concerns, should compel the City of Perth to reevaluate this proposal rigorously.
5	Wellington Street, East Perth	• The buffer between the proposed convenience store and adjoining is less than the 200m recommended by the EPA Guidance Statement No. 3 for 24/7 service stations • The use will have a negative impact on residential amenity, due to flood lighting impact, noise, truck movement, odours, and anti-social behaviour. • Inappropriate for vehicle movements for fuel tankers servicing the site • Potential for vehicle stacking on Wellington Street and Hill Street • 'Service Station' is an 'X' use in the Residential Zone in the draft Local Planning Scheme No. 3 • The proposed land use is inconsistent with the local character and context. • The proposal is inconsistent with the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 Cl.67, including: - o Inconsistent with the Local Planning Strategy; - o Inconsistent with the Local Planning Scheme; - o Inconsistent with the desired future character of the development's setting; - o The negative effect of the of the height, bulk, scale, orientation and appearance of the development;

		- o Inappropriate means of access and egress to the site; - o Inappropriate amount of traffic likely to be generated; - o Inappropriate access for pedestrians and cyclists - o Negative impact on the community as a whole • The proposal is inconsistent with Local Planning Policy 3.5 – Non-Residential Uses in or Adjacent to Residential Areas • The proposal is inconsistent with Local Planning Policy 6.3 – Goderich Design Policy • The proposal is inconsistent with SPP 7.0 • The proposal is inconsistent with the Department of Transport – Perth Greater CBD Transport Plan • The proposal is inconsistent with the City of Perth Strategic Community Plan • The proposal is inconsistent with the City of Perth Transport Strategy 2017 • The history of the site is not a valid reason for approval of the proposed use.
6	Wellington Street, East Perth	I am concerned about how this petrol station will make noise, affect traffic, create smells and decrease the amenity of my home. There isn't much space, I'm concerned about delivery truck, car horns, beeping and what happens if there is an accident or a fire? Is it ok to have a petrol station this close to apartments? It feels wasteful to use the land for such a concrete and car purpose, when across the road a 17 storey building of homes is going up. Is there not something better that can be done here?
7	Murray Street, East Perth	Pro-forma comments as per Submission 5
8	Wellington Street, East Perth	Pro-forma comments as per Submission 5
9	Wellington Street, East Perth	Pro-forma comments as per Submission 5
10	Swan Street, Osbourne Park	Pro-forma comments as per Submission 5
11	Coode Street, Bayswater	Pro-forma comments as per Submission 5, with the following additional comments: Further to what is mentioned in the attached document, I would like to add one more grounds for this objection:

		State Planning Policy 7.0 Design Principle 5 is "Sustainability". It states that any new development must optimize sustainability and have a positive outcome for the environment. The burning of fossil fuels by its very nature un-sustainable. Additional to this, the absolutely devastating impact humans have had on the environment (a large contributor of which is petrol powered vehicles) is only going to be contributed to by the business model of this development. I believe this and the points laid out in the attached document is more than enough justification to object to this development, particularly in a city so desperately in need of housing.
12	Vancouver Drive, Canning Vale	Pro-forma comments as per Submission 5
13	Department of Fire & Emergency Services (156 Wellington Street, East Perth)	No objection
14	Wellington Street, East Perth	Having experienced the noise and chemical pollution during the life of the former petrol station, we would object to any petrol dispensing facility and in particular auto car wash. We don't mind apartment building with convenience store on the ground floor or retail shops. If the 'convenience store' include sale of petrol, then we would strongly object against it because being so close to the site boundary, the noise and chemical pollution are harmful to our health. Further, some residents here work in hospitality and hospitals so they work on roster and sleeps during the day. During the life of the former petrol station, I don't open the sliding door or windows, otherwise my whole unit would smell of petrol. I think there's only one café on Wellington Street in East Perth, we could do with another café or restaurant, food court, retail shops, offices or any other industry.



LG Ref: DAP-2022/5331
DAP Ref: DAP/22/02372
Enquiries: (08) 6551 9919

Nik Hidding
Hidding Urban Planning
PO Box 920
SUBIACO WA 6904

Dear Nik

METRO INNER DAP - CITY OF PERTH - DAP APPLICATION - DAP-2022/5331 - DETERMINATION

Property Location:	Lot 20 (No.141) Wellington Street, East Perth
Application Details:	Proposed Convenience Store

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Perth on 15 November 2022 for the above-mentioned development.

This application was considered by the Metro Inner DAP at its meeting held on 29 February 2024, where in accordance with the provisions of the City of Perth City Planning Scheme No.2, it was resolved to **refuse** the application as per the attached notice of determination.

Please 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 reasons for refusal, please contact Michael Croke on behalf of the City of Perth on 08 9461 3184.

Yours sincerely,

DAP executive director

7 March 2024

Encl. DAP Determination Notice
Refused Plans

Cc: Michael Croke
City of Perth

Planning and Development Act 2005

City of Perth City Planning Scheme No.2

Metro Inner Development Assessment Panel

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

Property Location: Lot 20 (No.141) Wellington Street, East Perth

Application Details: Proposed Convenience Store

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **refused** on 29 February 2024, subject to the following:

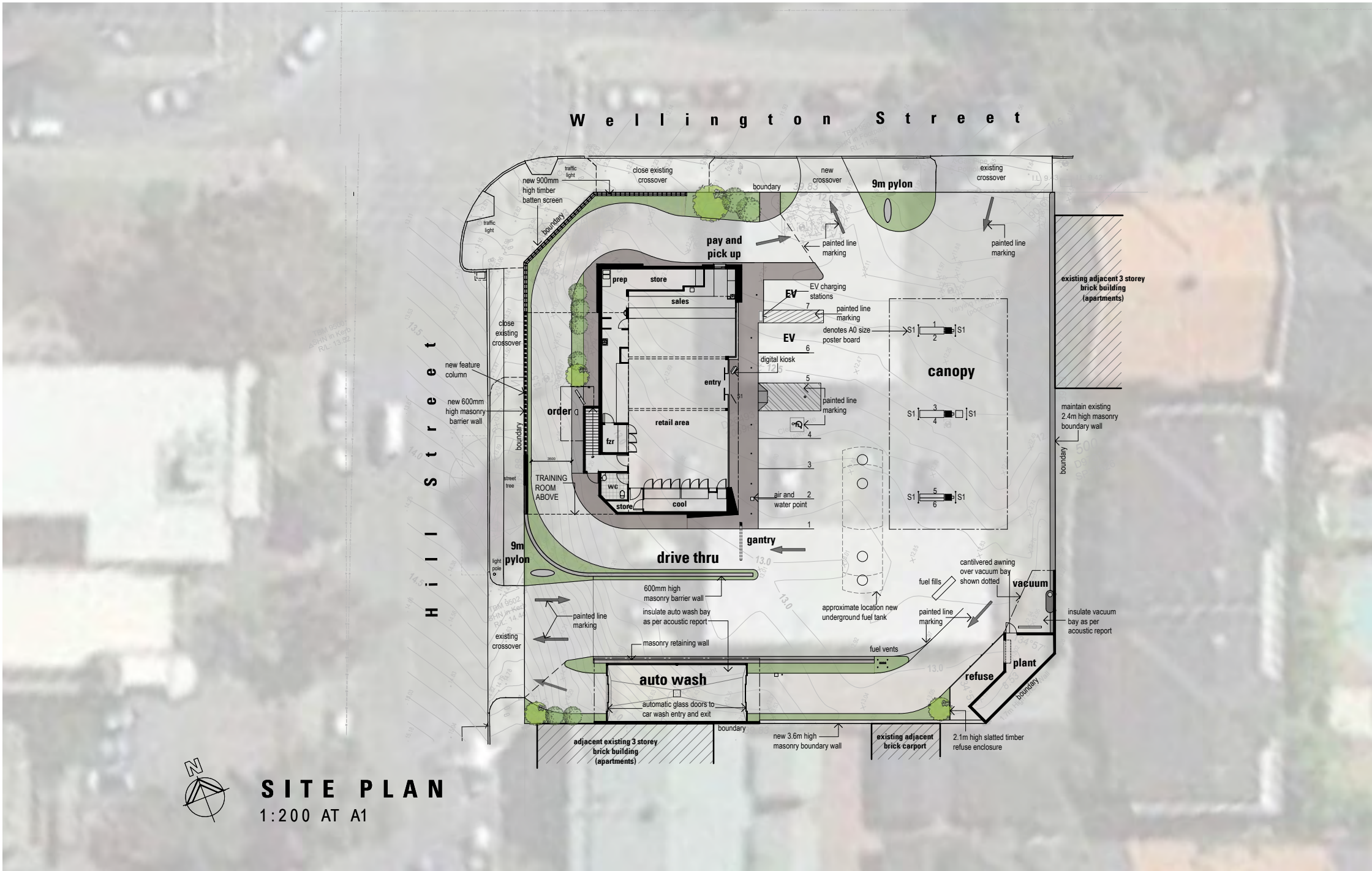
That the City of Perth Local Development Assessment Panel resolves to:

Refuse DAP Application reference DAP/22/02372 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 City Planning Scheme No. 2, for the following reasons:

Reasons:

1. pursuant to clause 67(2)(a), (m) and (n) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Goderich Precinct Plan under *City Planning Scheme No. 2*, for the following reasons:
 - a. the proposed development is inconsistent with the objectives and intentions of *City Planning Scheme No. 2*.
 - b. the built form and site planning does not appropriately respond to the existing character of the locality.
 - c. the built form and site planning will adversely impact on the existing and future amenity of the locality.
2. pursuant to clause 67(2)(fa) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development is inconsistent with the objectives of the *City of Perth Local Planning Strategy* which identifies high density residential as the most appropriate future land use and urban form for the site.
3. pursuant to clause 67(2)(c) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development is inconsistent with the principles for good design as detailed in *State Planning Policy 7.0 – Design of the Built Environment* and the objectives of the Goderich Design Policy as the built form and site planning do not respond to its inner-city, predominantly residential location, is an inappropriate built form for its setting, has poor site legibility (especially for pedestrians) and lacks appropriate landscaping.

4. pursuant to clause 67(2)(g) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development is inconsistent with *Local Planning Policy 4.6 – Signs* as the proposal includes multiple digital signs, which are not permitted in the Landscaped Mixed Use area, and the signage proposed is excessive and will create adverse visual clutter.



SITE PLAN

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

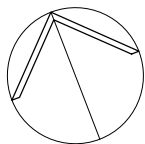
PLANNING APPLICATION

DEVELOPMENT
ASSESSMENT PANEL

REFUSED

29-Feb-2024

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Scale 1:200 at A1



17.03.23
JN1396 / sk07g

SITE PLAN

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

PLANNING APPLICATION

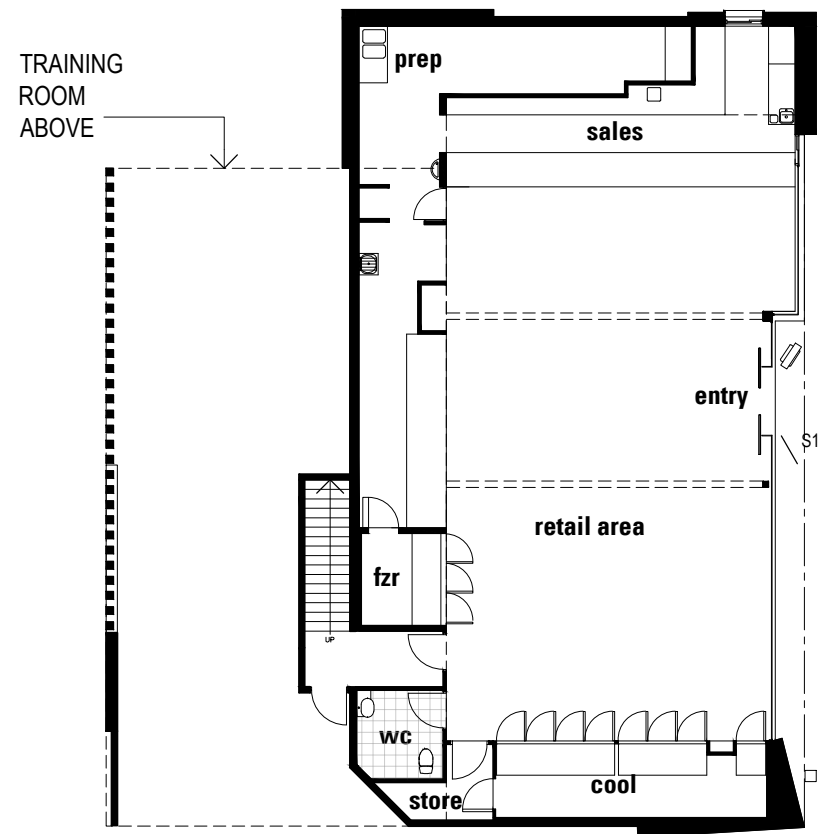
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ASSESSMENT PANEL

REFUSED
29-Feb-2024

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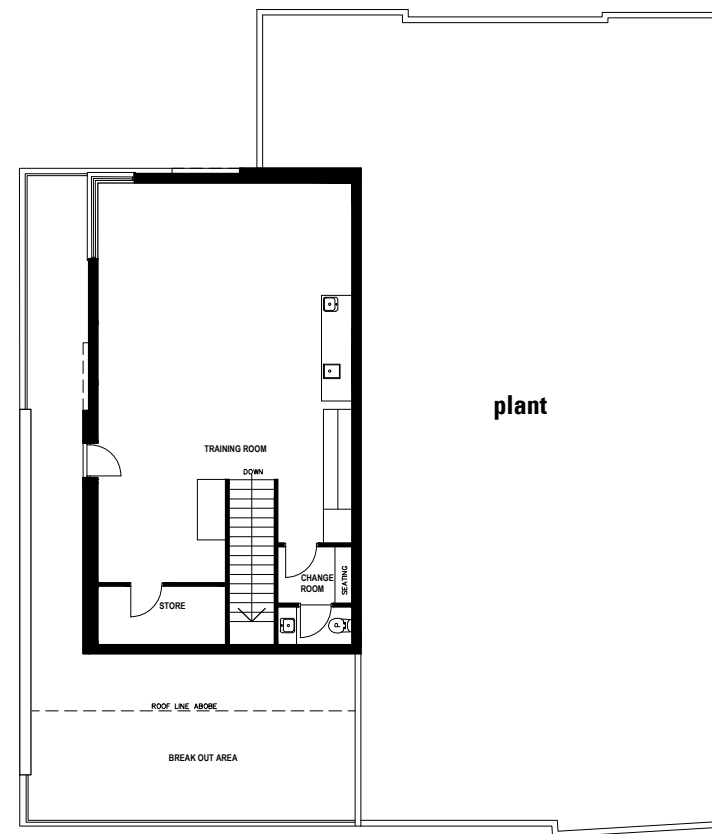
ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



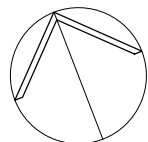
GROUND FLOOR PLAN

1:100 AT A1



MEZZANINE PLAN

1:100 AT A1



SITE PLAN

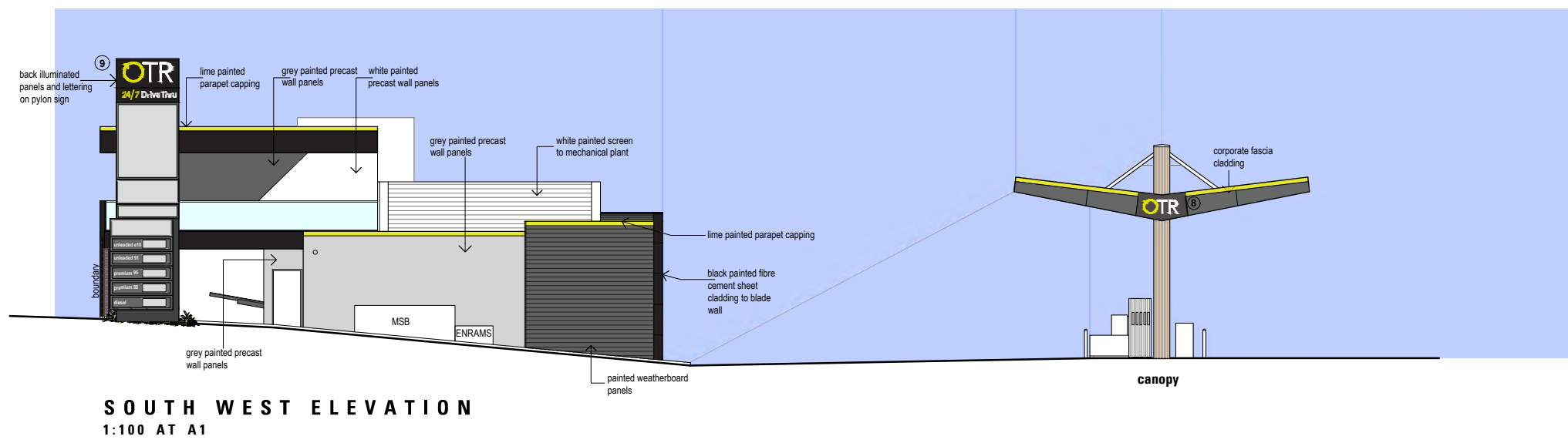
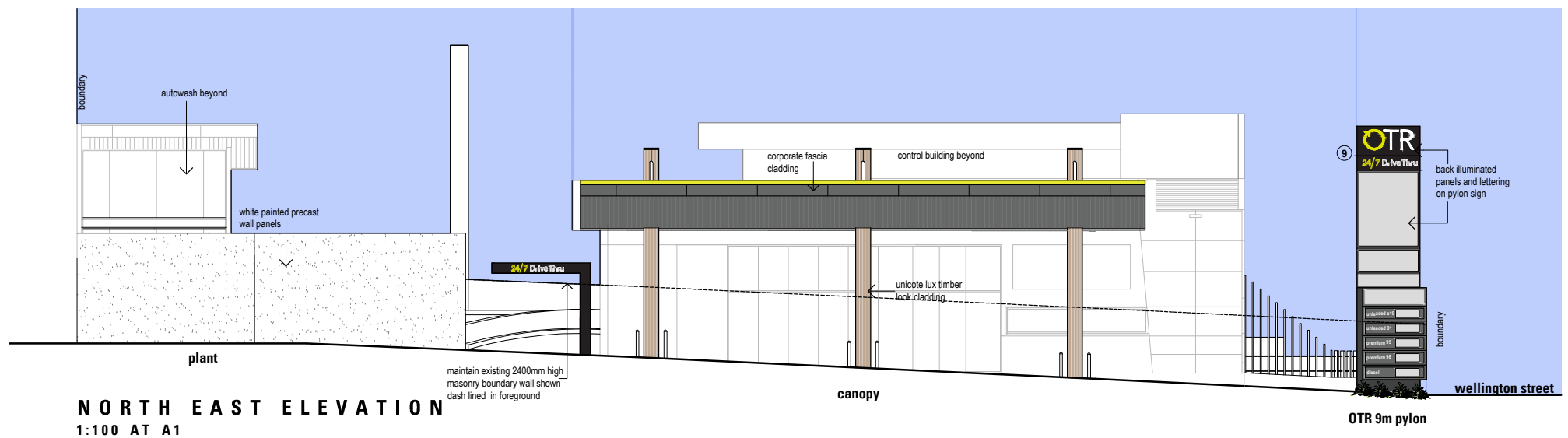
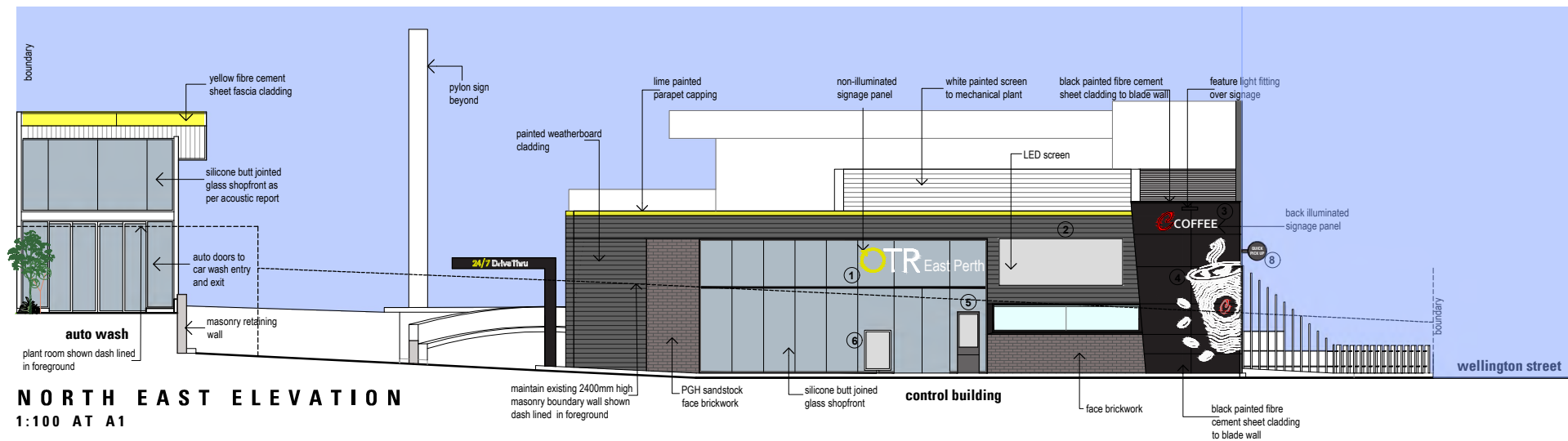
NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

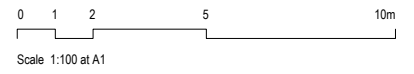
PLANNING APPLICATION

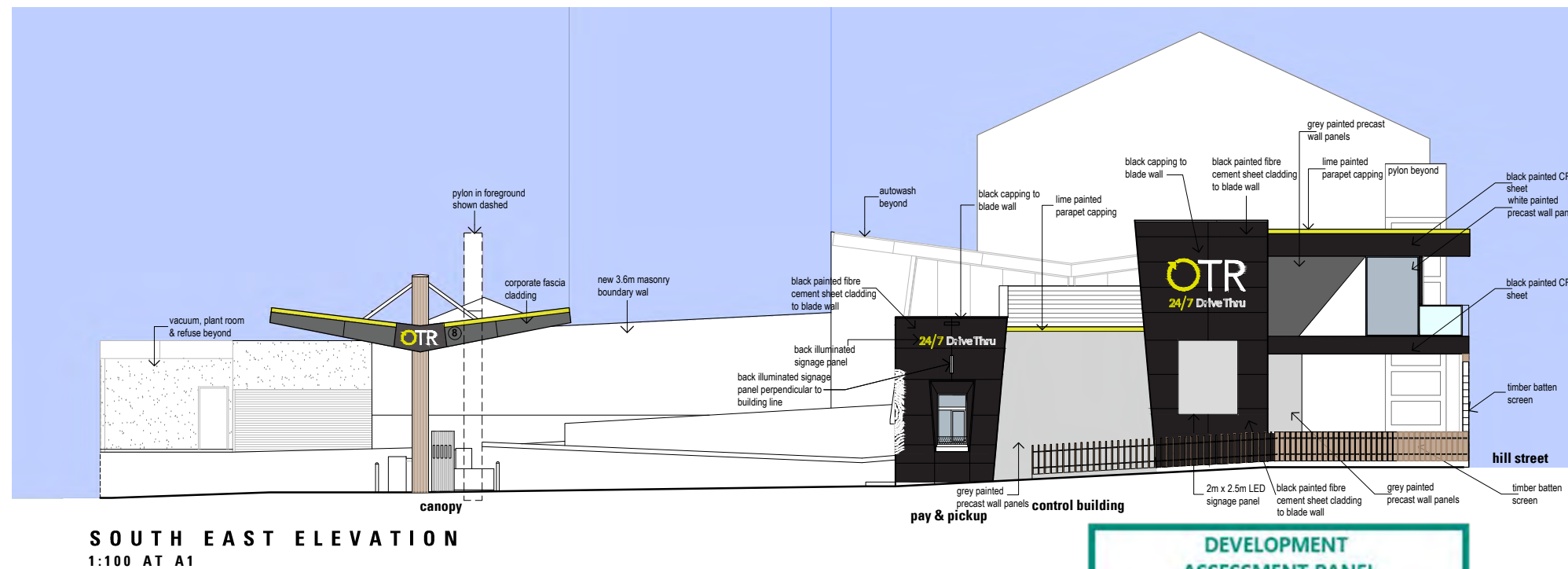
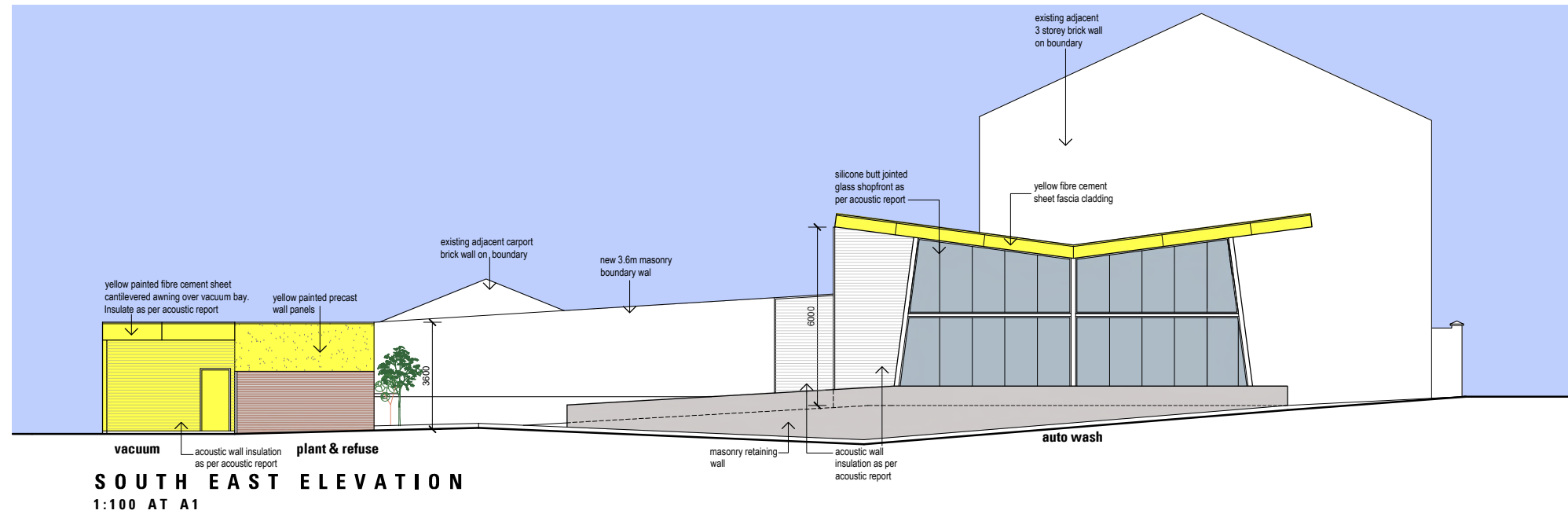
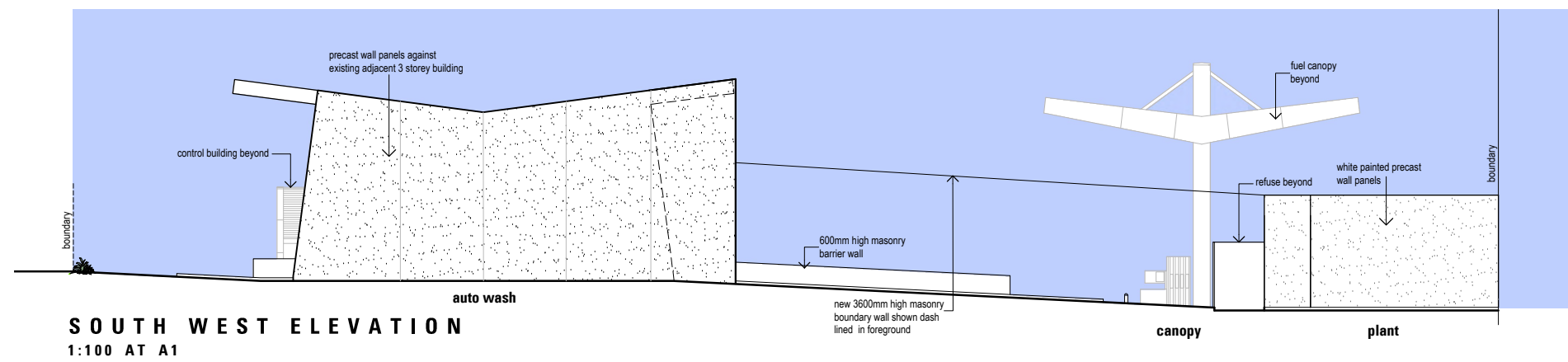


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ELEVATIONS
NEW SERVICE STATION COMPLEX
141 WELLINGTON STREET, PERTH WA



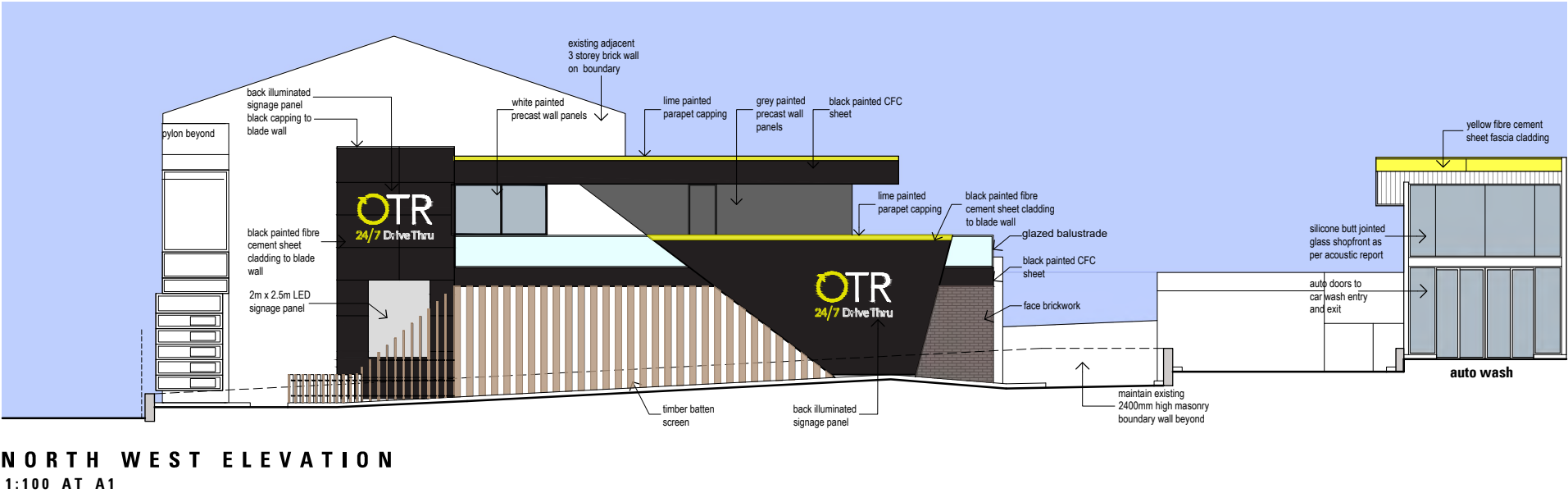


NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA



0 1 2 5 10m
Scale 1:100 at A1



ELEVATION

NEW SERVICE STATION COMPLEX

141 WELLINGTON STREET, PERTH WA

DEVELOPMENT
ASSESSMENT PANEL

REFUSED

29-Feb-2024

0 1 2 5 10m
Scale 1:100 at A1



PART C – OTHER BUSINESS

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