



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 2 October 2025; 1:00pm
Meeting Number: MIDAP/99
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/99 - 2 October 2025 - City of Bayswater](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF BAYSWATER

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
- 3.1 Lots 130 – 131 (No.321) Guildford Road, Bayswater – Proposed Service Station, Car Wash and drive thru coffee (fast food)
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

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

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



DAP Members

Clayton Higham (Presiding Member)

Francesca Lefante (Deputy Presiding Member)

Andrew Howe

Cr Josh Eveson (Part B – City of Bayswater)

Cr Nat Latter (Part B – City of Bayswater)
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DAP Secretariat

Kristen Gray

Ashlee Kelly



PART A – INTRODUCTION

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PART B – CITY OF BAYSWATER

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lots 130 – 131 (No.321) Guildford Road, Bayswater – Proposed Service Station, Car Wash and drive thru coffee (fast food)

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

**Part B – Item 3.1 - Lots 130 – 131 (NO 321) GUILDFORD ROAD
BAYSWATER –PROPOSED SERVICE STATION, CAR WASH
AND DRIVE THRU COFFEE (FAST FOOD)**

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

DAP Name:	Metro Inner	
Local Government Area:	City of Bayswater	
Applicant:	Hidding Urban Planning	
Owner:	OTR 337 Pty Ltd	
Value of Development:	\$2.5 million <input type="checkbox"/> Mandatory (Regulation 5) <input checked="" type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Bayswater	
Authorising Officer:	Director Community Services	
LG Reference:	DA23-0365	
DAP File No:	DAP/23/02575	
Application Received Date:	23 October 2023	
Report Due Date:	Choose date	
Application Statutory Process Timeframe:	696 Days (90 Days with an agreed additional Extension of Time and Stop the Clock)	
Attachment(s):	<ol style="list-style-type: none"> 1. Applicants Planning Report (Submitted 23 October 2023) 2. Development Plans (Updated 17 June 2025) 3. Traffic Impact Assessment (Updated 17 June 2025) 4. Waste Management Plan Submitted 23 October 2023) 5. Design Review Panel Minutes 6. Main Roads Land Protection Plan No 1.2606/1 7. Environmental Noise Assessment (Submitted 23 October 2023) 	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

Refuse DAP Application reference DAP/23/02575 and accompanying plans received in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Bayswater Town Planning Scheme No. 24, for the following reasons:

Reasons

1. Pursuant to Clauses 67(2) (a) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development does not satisfy the objectives and provisions of the City of Bayswater Town Planning Scheme No 24, as:
 - i. The proposal is not consistent with Clause 1.6(b) (Scheme Objectives) which is to secure the amenity, health and convenience of the Scheme Area and the inhabitants thereof, and the application does not provide sufficient information to determine the acoustic and lighting impacts of the proposed uses to nearby residential properties.
 - ii. The proposal does not comply with the requirements of Table 2 relating to car parking provision, resulting in a parking shortfall and undue impacts in the locality.
 - iii. The development lacks adequate and context-sensitive building setbacks from the street, resulting in visual disruption of the streetscape and undermining the character of the surrounding area.
2. Pursuant to Clauses 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, as the built form and site planning does not respond to the character of the area, does not provide for activation and interaction with the public realm, and is an inappropriate built form for its setting, due to the height of fencing, and associated blank walls.
3. Pursuant to Clauses 67(2) (g) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development does not satisfy the requirements of the City of Bayswater Signage Policy and proposes a proliferation of signage that will detract from the local character and amenity of the area.
4. Pursuant to Clauses 67(2) (m) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development is incompatible with its setting including:
 - i. the compatibility of the development with the desired future character of its setting as a result of the inappropriate use of blank street facing walls and high fencing abutting residential properties.
 - ii. the relationship of the development to development on the adjoining residential lots and interfacing residential lots on Guildford Road because of the likely effect of the bulk, orientation and appearance of the development and noise and lighting impacts.

5. Pursuant to Clauses 67(2) (n) of the *Planning and Development (Local Planning Schemes) Regulations 2015* the proposed development will have amenity impacts including the following:
- environmental impacts of the development associated with noise, light, and odour;
 - the built form and site planning does not appropriately respond to the existing character of the locality and the adjoining and nearby residential properties.
6. Pursuant to Clauses 67(2) (t) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed development does not adequately demonstrate a level of traffic likely to be generated by the development which is acceptable in the context of the existing and future road system, due to the omission of:
- Details of a Road Safety Assessment Report addressing the applicable criteria within *Main Roads Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves*.
 - Electronic Signal Intersection Design and Research Aid (SIDRA) Intersection files.
 - Inadequate information in the updated TIA regarding the future road planning design of Guildford Road.
7. Pursuant to Clauses 67(r) and (x) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal has not adequately demonstrated the management of environmental and health impacts on the community as no updated Environmental Noise Assessment relating to the revised plans or Environmental Impact Assessment to consider the health implications of exposure to noise and emissions at sensitive land uses has been provided.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban, Primary Regional Roads
Local Planning Scheme	City of Bayswater Town Planning Scheme No. 24
Local Planning Scheme - Zone/Reserve	Service Station, Primary Regional Roads
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Service Station – “P” Convenience Store – “D” Fast Food Outlet – “D” Car Wash – “P”
Lot Size:	2805m ²
Existing Land Use:	Disused Service Station and Vacant Land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A

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

Proposal:

The proposal is for the construction of a service station with an associated convenience store, a fast-food facility with a drive through coffee outlet and car wash facility as outlined in the Applicants Planning Report (**Attachment 1**). The proposal also includes a future commercial development on the northern most section of the site. The specifics of the proposed development are detailed below:

- Service station with 3 fuel bowsers and six fuelling points and an associated canopy setback a minimum of 4m to Guildford Road.
- Control building with a floor area of 279m² containing a convenience store, store areas, and fast-food outlet; preparation and pick up areas.
- An external drive thru fast-food outlet with an associated order and pick up area with canopy coverings.
- An automated drive thru car wash facility with an area of 64m² and associated plant room.
- A future commercial building on the rear vacant part of the site with independent vehicle access to Kenilworth Street.
- The provision of new crossover to Kenilworth Street and Guildford Road to service the development and removal of an existing crossover to Guildford Road.
- Modification of the existing crossover to Kenilworth Street to service a future commercial development.
- A total of 16 car bays across the proposed and future development.
- Associated signage and on-site landscaping.

Proposed Land Use	Service Station Convenience Store Fast Food Outlet Car Wash
Proposed Net Lettable Area	668m ²
Proposed No. Storeys	One storey

Background:

The subject site is bound by Kenilworth Street to the west, Guildford Road to the south and existing residential development surrounding the development site, on the northern and eastern boundaries.

The development (service station, convenience store, fast food outlet, and automated car wash) is situated on the southeastern part of the site, which is currently developed with a non-operational service station. The future commercial development is positioned in the northwestern part of the site.

The subject site is zoned 'Service Station' under the City's Town Planning Scheme No, 24 (TPS 24). Development in the surrounding area is characterised by a range of

residential land uses and with some commercial developments facing Guildford Road including shops, offices, and restaurants. A small truncation portion, specifically within the southwestern corner of Lot 131 and southeastern corner of Lot 130 is reserved as Primary Regional Roads. The frontage of the lot to Guildford Road remains zoned as 'Service Station' and is not subject to a future road widening area.

Assessment and extension of time requests

Following receipt of the original application on 23 October 2023, the City undertook a detailed assessment, including a referral to Main Roads WA (MRWA). On 8 November 2023, the City requested further information (RFI) from the applicant, seeking additional information on technical reports and clarification on various elements of the plans.

The City was required to submit a Responsible Authority Report (RAR) by 12 January 2024. However, as the applicant had not responded to the City's original RFI or a separate RFI from MRWA dated 6 December 2023, the City requested a 90-day 'Stop the Clock' extension for the RAR to be submitted no later than 12 April 2024 and was accepted by Development Assessment Panel (DAPs).

A further extension for the RAR to 12 July 2024 was granted, to allow the applicant additional time to respond to the City and MRWA RFIs.

In early July 2024, the DAPS contacted the City regarding the RAR submission. The City advised that insufficient information had been received to prepare the report, prompting DAPS to approve a further Stop the Clock to 7 September 2024.

As the applicant still had not submitted the required information, DAPS extended the Stop the Clock to 6 November 2024. No additional information was received by the applicant.

In January 2025, the City initiated a meeting between the City, MRWA and the applicant to address the outstanding issues, particularly future planning for Guildford Road.

The meeting was held in March 2025 with representatives from the applicant, OTR, MRWA, and the City. Key outstanding items were identified, including final site planning, an updated Traffic Impact Assessment (TIA), and Environmental Acoustic Reports.

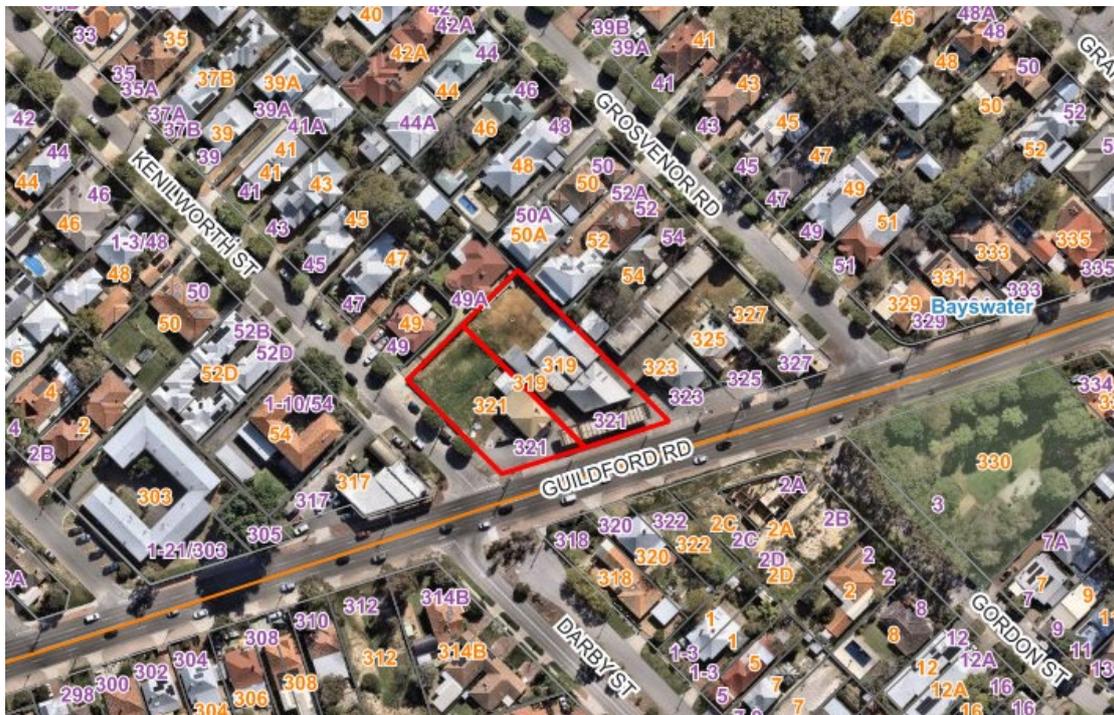
In May 2025, the applicant advised the City that the abovementioned information would be resubmitted, however this was not provided to the City had followed up with the applicant and, partial documentation from the applicant was provided to the City on 17 June 2025, which included revised architectural drawings, a Landscape Plan, Signage Plan, updated TIA (excluding SIDRA files), and a Waste Management Plan (**Attachment 2, 3 and 4**). The applicant noted that updated acoustic reports, civil designs, and rendered drawings were still in progress.

Noting the partial resubmission of information, on 20 June 2025, the City advised the applicant that the submission was incomplete and requested a confirmation date for the remaining items. On 4 August 2025, the City issued a final request for information to be provided within 21 days.

On 12 August 2025, the applicant provided written confirmation to submitting all outstanding information by the end of August 2025, however no further communication or information has been received.

Further to the above, a series of technical information is missing to support the City's assessment, including missing SIDRA files, an updated Environmental Acoustic Report, and rendered drawings.

Accordingly, the City has submitted the RAR based on the documentation available, despite its incomplete state. The revised plans and TIA were not referred to MRWA, as critical components were still outstanding. Additionally, public consultation could not proceed without the Environmental Acoustic Report and rendered drawings necessary to assess impacts on nearby residential properties.



Aerial Image of Subject Site

Legislation and Policy:

Legislation

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Metropolitan Region Scheme*
- *City of Bayswater Town Planning Scheme No. 24.*

State Government Policies

State Planning Policy 7.0 – Design of the Built Environment

Local Policies

Car Parking Dispensation Policy

Landscaping Policy
 Percent for Public Art Policy
 Signage Policy
 Sustainability in Design Policy
 Trees on private Land and Street Verges Policy

Consultation:

Public Consultation

The application has not been advertised for public consultation due to insufficient documentation that could provide the appropriate level of information to carry out public advertising including the following;

- An updated Environmental Acoustic Report.
- Environmental Impact Assessment.
- Details of the proposed future commercial land use contained on the same lot.
- Rendered drawings.

It was intended that public consultation in accordance with Clause 64 of the Deemed Provisions would have occurred if appropriate information was provided.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia

Main Roads WA (MRWA) were consulted as the subject site adjoins Guildford Road which is reserved as a Primary Regional Road. At the time of preparing the RAR, MRWA has advised that the proposed development cannot be supported in its current form because the proposal results in undue traffic amenity impacts. MRWA further advised that the proposal does not represent orderly and/or proper planning and conflicts with WAPC's *Development Control Policy 5.1 Regional Road (Vehicular access)*, with physical barriers and signage needed to restrict/limit vehicle movements.

It was also noted by MRWA that the applicant should reconsider a full redesign of the development, to demonstrate how vehicular access can safely be provided at this location. It was encouraged the applicant meet with MRWA and the City to discuss the proposal further.

MRWA's referral response dated 6 December 2023 requested additional information to address the following:

1. Amended Site Plan to reconfigure the proposed development to remove a proposed second access point onto Guildford Road and relocate the permitted one (1) point onto Guildford Road.
2. A Road Safety Assessment Report addressing the applicable criteria within *Main Roads Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves*.
3. Provide CAD drawings in a high-resolution format demonstrating the proposed vehicle types can enter and exit the site in a forward gear (swept path diagrams) and considers the future road planning design of Guildford Road.
4. A revised Transport Impact Assessment (TIA) prepared in accordance with WAPC *Transport Impact Assessment Guidelines* (August 2016) and electronic SIDRA Intersection files.

In March 2025, the City initiated a meeting with MRWA and the applicant to discuss the above-mentioned items, as well as future planning for Guildford Road and Kenilworth Street. In June 2025, the applicant submitted a revised TIA outlining access scenarios under current and future road conditions, including a right-turn option from Guildford Road that conflicts with MRWA's future planning. The applicant indicated civil drawings would follow, but these drawings, as well as the requested SIDRA files requested by MRWA in December 2023, were never provided. As a result, there is insufficient information to refer the application back to MRWA for further review.

Department of Health

The application was referred to the Department of Health (DOH) due to the nature of the development. The DOH made the following comments in relation to the proposal:

- The site has been used as a service station and mechanical workshop from prior to 2000, which is a potential contaminating land use as set out in the Department of Water and Environmental Regulations' (DWER) "Assessment and management of contaminated sites" (DWER Nov 2021) Appendix B. DOH recommend that advice be obtained from DWER regarding the potential for these historical activities to have contaminated on-site and off-site soils and/or groundwater.
- Reference is made to the Energy Policy Act (2005) guideline about "Separation Distances between Industrial and Sensitive Land Uses", that recommend a default separation/buffer distance of 200m be established around service station land uses where there may be significant noise, dust and odour impacts and risks arising. DOH recommend that the impacts and health risks are assessed prior to determining the suitability of this current redevelopment. This is to minimise the impacts and public health risks arising from the encroachment of incompatible land uses, including recently built sensitive land uses such as childcare facilities or schools.
- In relation to the management of wastewater, DOH has no objection to the proposal, subject to all new development proposals being connected to reticulated sewerage in accordance with the DOH's water legislation. The proponent should contact the Water Corporation in relation to the car wash proposal and the management of industrial wastewater.

The referral response from DOH was provided to the applicant, with the City advising these recommendations need to be addressed in conjunction with the City's RFI.

At the time of preparing this RAR, the applicant has not submitted any additional supporting information to demonstrate that the impacts of noise, dust and odour can be controlled to minimise the impacts and public health risks of the proposed land use. As a result, there is insufficient information to refer the application back to DOH for further review.

Department of Water and Environmental Regulation

Department of Water and Environmental Regulation (DWER) were consulted because of the previous use of the site for a service station. DWER assessed the proposal and advised that the Department had no objection or comments to provide on the proposal in relation to the contaminated sites referral trigger.

Design Review Panel Advice

The proposal was considered at one Design Review Panel (DRP) meeting on 27 October 2023. The proposal was also recommended for a second DRP review to confirm the Panel's suggested changes.

Minutes of the DRP Review are contained in **Attachment 6** and a summary of the conclusions and recommendations are detailed below:

The Panel suggests that there is significant opportunity for improvement in this proposal including;

- *Revising the site planning layout including built form and scale to better respond to the context and character of the surrounding area, and the history of the site.*
- *Re-positioning the control building closer to the street to introduce a higher quality urban design outcome with improved street frontage and uplift in pedestrian and community amenity.*
- *Continuing to explore the use of contextual materials and arrange them in a way to respond and interpret in a contemporary manner the rhythm and form of traditional shop front typology.*
- *Reconsidering all of the designed elements on site to be unified through a more cohesive design aesthetic.*
- *Increasing landscaping and the planting of (large) trees, reducing the number of crossovers, and reducing the dominance of hardstand associated with circulation and parking areas generally.*
- *The introduction of a comprehensive sustainability strategy.*
- *The Panel does not support this proposal and recommends a second DRP meeting.*

Having not received a complete set of details plans, including the civil drawings and rendered architectural drawings, the City has not elected to present this application to the DRP for a second review.

It should be noted that the City intended to send this item to Design Review for a second time if the requested information was provided for.

Planning Assessment:

The City has undertaken an assessment of the proposed development against the relevant provisions of the City's TPS24 and Local Planning Policies. Aspects on non-compliance and where discretion is sought are discussed in detail below.

Town Planning Scheme No. 24 Development Standards and Car Parking Dispensation Policy

The Development Standards Table contained in the table below identify the non-compliant development standards applicable to this Child Day Care Centre development.

Provision	Requirement	Proposal
Car Parking	<p>Convenience Store – 14.28 bays reduced to 10.71 bays (Car Parking Dispensation Policy) plus 6 bowser bays.</p> <p>Fast Food Outlets – 6 bays reduced to 4.5 bays (Car Parking Dispensation Policy)</p> <p>Total Required Bays = 22 bays</p>	<p>Six bowser bays</p> <p>Nine car bays (including two EV bays)</p> <p>Five drive thru bays (5.4m long)</p> <p>Total Provided Bays = 20 bays</p> <p>Two car bay shortfall / 9.4%</p>
Landscaping	<p>10% of lot area + 2m wide landscaping strip to street frontages.</p> <p>1 tree per 4 car bays</p> <p>Additional landscaping requirement of 1m² for every 10m² of parking bay area (82.5m²)</p>	<p>14.6% total landscaping over the whole lot including future commercial development.</p> <p>0.7m to 2m+ wide strip to all frontages (minor width variations adjacent to the Guildford Road entry and Kenilworth Street).</p> <p>No trees are provided to the parking bays with the exception of two trees abutting Bays One and Two within the future commercial development only,</p> <p>Additional 100m² + landscaping provided for parking areas (included in total overall landscaping percentage)</p>
Minimum Street Setback	<p>9m to Canopy Service Station</p> <p>13.5m to Convenience Store</p> <p>13m to Fast Food</p>	<p>5.1m canopy to Kenilworth Street</p> <p>4.1m to Guildford Road</p> <p>6.425m to Guildford Road from Convenience Store</p> <p>14.5m to Guildford Road</p>
Minimum Side Setback (north-eastern lot boundary)	Fast Food 3m	Fast Food 4.4m from canopy
Minimum Rear Setback	Future Commercial Building 0m	Future Commercial Building 3m
Signage:	Refer Signage Policy	Various Blade Wall, Wall, Canopy and Pylon Signs

In accordance with Clause 8.2 of TPS 24, if a development does not comply with a development standard prescribed by the Scheme, discretion to modify the development standard may be considered where Council is satisfied that:

- a) *approval of the proposed development would be consistent with the orderly and proper planning of the locality and the preservation of the amenities of the locality; and*

- b) *the non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.*

The key issues impacting on the proposal including the variations to the State Planning Policy 7.0, TPS 24 requirements, the non-compliance with the Local Planning Policy and outstanding information addressing how the development will respond to future road planning for Main Roads are addressed in the Officer Comment section below.

Officer Comments

State Planning Policy 7.0 – Design of the Built Environment

SPP 7.0 applies to all development in Western Australia. The purpose of SPP7.0 is to inform and guide landowners, proponents, designers, reviewers, and decision-makers to achieve good design outcomes in the built environment.

The City of Bayswater DRP advises on the design quality of proposals with reference to the design principles from SPP 7.0 (Context and Character; Landscape Quality; Built Form and Scale; Functionality and Build Quality; Sustainability; Amenity; Legibility; Safety; Community; and Aesthetics) and supporting State Planning Policies.

It is noted that the DRP has provided comments that are not in support of the proposed development with respect to the design quality which are outlined against the design principles and notes non-compliance as detailed in the table below.

The City's summary of the Design Review Panel comments and the developments non-compliance with SPP 7.0 is as follows:

Design Principle	DRP and Officer Comment
<p>Context and Character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</p>	<p>The surrounding area is defined by low to medium density housing with landscaped setbacks, while opposite commercial development provides activation with reduced setbacks and awnings. The proposed development undermines pedestrian amenity with multiple crossovers, large blank concrete walls, and a vehicle-dominated layout, which negatively impact Kenilworth Street's rhythm and adjoining residential properties. The DRP recommended referencing Maylands' heritage, particularly brickwork and timber, but revisions only introduced limited timber cladding and retained blank concrete walls. The convenience store was moved further from the street, reducing activation, and the large parking forecourt to the north is inconsistent with the local pattern of built form.</p>
<p>Landscape Quality</p>	<p>The original design offered limited landscaping and proposed removing verge</p>

<p>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</p>	<p>trees. Revisions retained verge trees and added more planting variety but still lack details on deep soil areas and stormwater management. Narrow landscape strips expose refuse and parking areas, showing poor integration between landscape and built form.</p>
<p>Built form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</p>	<p>The DRP supported placing the control building near the street to align with Guildford Road's shopfront typology. However, revisions moved the building further back, retained blank walls, and relied heavily on signage. Although the pylon sign was reduced to 6m, combined signage remains visually dominant and out of scale, undermining activation.</p>
<p>Functionality and build quality. Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</p>	<p>Noise and light spill issues to neighbours should be further explored. This has not occurred in the submission of revised plans.</p>
<p>Sustainability. Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</p>	<p>The proposal lacks a sustainability strategy and includes large unshaded hardstand areas, black walls, and no evidence of cool roof treatments. These choices increase heat island effects and fail to deliver positive environmental outcomes.</p>
<p>Amenity Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive, and healthy.</p>	<p>Potential noise issues and the proposed 3-metre-high wall abutting residential properties and the 4.95m high wall abutting the vacant land could result in poor outcomes for the neighbouring residential properties and have an adverse amenity impact on the neighbours and the locality.</p> <p>Concerns have previously been raised about the potential for light spill and associated amenity impacts to neighbouring residential properties.</p>
<p>Legibility Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</p>	<p>The consideration of signage within the design has been considered and the size of the pylon has been reduced to address DRP comments. The proliferation of street facing signage however impacts the legibility of the development and interface of the development with the street and neighbouring properties, particularly the use of illuminated signage.</p>
<p>Safety</p>	<p>The proposal has not adequately demonstrated safe passage for</p>

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	pedestrians or vehicles in a heavily dominated motor vehicle environment.
<p>Community Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</p>	<p>The 3m high blank boundary walls are not a good design outcome and consideration has not been given to how these walls can be designed to be acoustic and aesthetic and appropriate for the context.</p> <p>The proposed signage is considered too large and not appropriate to the site, development, or locality because of its size, proliferation, and illumination.</p>
<p>Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</p>	The detailed design of the control building should be further enhanced to respond and interpret, in a contemporary manner, the rhythm and form of the traditional shop front typology and extend the traditional shopfront design that prevails on street corners along Guildford Road and particularly street corner developments.

As mentioned previously, the application was intended to proceed to a second design review however, requested information remains outstanding and no further design review has since occurred.

Car Parking

The proposal, as assessed under TPS 24 requires 22 parking bays (not inclusive of the future parking requirements of the future commercial development). The application proposes the provision of nine dedicated parking bays with the provision of an additional six bays at the bowzers and five queuing bays associated with the fast-food outlet / coffee drive through areas. Whilst the future adjacent car park provides six bays, this has not been included in the car parking calculation for the fast-food outlet / service station as it remains unclear what the future use of the commercial building will be.

The applicants have provided justification that the total provision of parking on the development is appropriate to meet the demands of the proposed businesses occupying the site based on the reduction in demand for parking using the drive thru.

The City has raised concerns with the parking shortfall since the lodgement of the application and has requested further information of the fast-food outlet operations, associated floor area and staffing numbers, to understand the applicable parking requirements for the site. This request is based on other outlets providing a drive thru facility for food and coffee with in-house dining. The City has not received this additional information. Without this information, the City is unable to consider exercising its discretion to support parking shortfalls as the operation of the business remains unclear.

In considering the parking for the development, the City has applied the Car Parking Dispensation Policy which has reduced the parking requirements for the convenience

store and fast-food outlets. Additional variations to the TPS 24 parking requirements are not considered appropriate for this development, which will be heavily car dependent due to the nature of the activities on the site (i.e. car wash and service station).

As mentioned previously, it remains unclear if an overall parking shortfall of two car bays across the four land uses is acceptable as the requested further information from the City was never provided.

It is considered that applying discretion to the car parking requirements is not appropriate, where no on street parking is available on Kenilworth Street or Guildford Road and the applicant has not adequately addressed the unresolved traffic concerns highlighted by MRWA. Any parking shortfall that cannot be met on site or within the drive through areas and has the potential to result in queuing / vehicle stacking within the access ways, obstructing internal circulation within the site which could also restrict traffic movements to and from the site, resulting in upstream impacts on the local and regional road network. Based on the above discussion, the proposed car parking shortfall is not supported.

Street and Boundary Setback Variations

The proposal is seeking discretions to the development standard requirements of TPS 24 and proposed setback to Guildford Road ranging from 4.1m to 6.425m in lieu of the required setbacks of 13.5m. As highlighted by the DRP, it is highly desirable that the control building and associated convenience store have reduced and minimal street setbacks to provide street activation. In this regard, the City was open to applying discretion and consider a more site-responsive layout and building design.

The applicants have revised the plans to increase the setback of the convenience store from 1.35m to 6.425m to facilitate the removal of a crossover to Guildford Road and the drive thru driveway exit area in front of the convenience store. This has further impacted on the built form of the buildings, resulting in a less-active interface fronting Guildford Road.

The modifications to the building setbacks has also resulted in the development not reflecting the local context and commercial development pattern of corner sites on Guildford Road, where the building is positioned on the street boundary or close to the street boundary with interactive areas that provide for an extension of the public realm from the footpaths into the site, as can be evidenced at 277 to 281 Guildford Road, 293 Guildford Road, 317 Guildford Road and 445 Guildford Road.

Whilst the revised plans result in a proposed increased area of landscaping in the setback area, the revised design does not align with the DRP recommendations which encouraged the building to be located closer to the street.

Given the lack of street activation and the setback of the convenience store not reflecting the historical and local context along Guildford Road, the City does not support the proposed street setbacks.

Signage

The City's Signage Policy requires a signage strategy to be prepared when significant redevelopment of a site is proposed. A signage strategy has not been submitted with

the application. Revised plans submitted by the applicant do include signage elevations which highlights a proliferation of signage along the Guildford Road frontage associated with the service station canopy, convenience store and drive thru gantry and facing Kenilworth Street with anticipated signage for the car wash and future commercial development.

The façade to Guildford Road proposes four wall signs, a pylon sign and signage on the service station canopy all of which are illuminated except for the large artistic coffee cup design. The development is opposite and adjacent to residential properties, and the use of illuminated signage is not considered acceptable to interface with residential properties. Signage along Guildford Road in the locality is minimal and the proposed signage is considered excessive in the context of the locality.

No details of signage associated with the future commercial development on the rear vacant part of the site have been provided and without this and a formal signage strategy, it is not possible to assess the overall impacts of the signage to the streetscape and neighbouring properties.

In the absence of a detailed signage strategy and rendered architectural drawings that enable the signage to be considered against the materiality and design of the proposed buildings, the City cannot exercise its discretion in supporting variations to the Signage Policy requirements.

Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Development Control Policy 5.1 (DC 5.1) discourages direct access to regional roads and directs the WAPC to minimize new driveways and rationalize existing access, especially where alternative options exist. The current application proposes two access points from Kenilworth Street and aims to consolidate Guildford Road access into a single full-movement crossover.

As noted earlier, MRWA reviewed the initial plans and opposed the proposal, citing safety concerns and conflicts with DC 5.1. They stated the development does not represent orderly or proper planning and recommended physical barriers and signage to restrict vehicle movements.

The revised plans received in June 2025 reduce the access from Guildford Road to one singular crossover. The City believes that, given alternative access from Kenilworth Street, removing Guildford Road access entirely or designing the development to respond to the future road planning requirements of MRWA as outlined in the road upgrade plans (**Attachment 6**) will achieve the objectives of DC 5.1 by discouraging direct access to Guildford Road.

Traffic

MRWA has raised concerns about future road planning for Guildford Road, which proposes left-in access only from Kenilworth Street and a median strip from Kenilworth to Grafton Street. This design would prevent right turns into the site and restrict full access movements (**Attachment 6**).

The City separately advised the applicant of a concept proposal to install an entry statement at Kenilworth Street being a raised platform with line marking and coloured pavement, to signify a change in speed and environment, and marking entry to the local neighbourhood.

Following the meeting with the City and MRWA, the applicant submitted an updated Traffic Impact Assessment (TIA) on 17 June 2025 and indicated civil drawings would follow; however, these drawings have not been received. The TIA references the future Guildford Road 'road design' plans and presents three access scenarios, one of which conflicts with these plans.

Figure 20 and Figure 21 shows fuel tanker access from the east, using the westbound lane to reach Kenilworth Street. The TIA's fuel tanker tracking is based on a 16.9m vehicle, with no justification for using a smaller tanker and no vehicle tracking is provided for a standard 19m tanker.

Figure 22 of the TIA shows how alternative fuel tanker access would be provided to the site from the west in accordance with future road planning for Guildford Road and indicates a 16.9m tanker encroaching on the footpath and awning at 317 Guildford Road, without demonstrating impacts for a 19m tanker.

The City's engineers have advised that the TIA does not adequately address the access requirements for a standard 19-meter fuel tanker. This concern was also raised by MRWA during a meeting with the City, applicants, and MRWA in March 2025, where they discussed the proposal and future road planning. The City's engineers have further advised that the TIA does not include information on measures that will be put in place to ensure access to the site by compliant vehicles only. Additionally, it lacks details on operational controls to ensure safe and efficient fuel deliveries, particularly outside of peak traffic periods.

Without this clarification, there remains a risk of larger vehicles attempting access, which could cause network disruption and safety issues, particularly at the Guildford Road interface.

The applicant has not provided SIDRA files requested by MRWA in December 2023, and civil drawings remain outstanding. Until all requested information is submitted and reviewed, the revised TIA and development plans will not be referred to the City's traffic engineers or MRWA. Without their formal advice, support for the proposed access arrangements, including Guildford Road access, cannot be granted.

City of Bayswater Fencing and Floodlighting Local Law 2016

Dividing fences are regulated under the City of Bayswater Fencing and Floodlighting Local Laws 2016, which permit construction of fences between 1.8m and 2.1m in height with the consent of affected owners. Fences exceeding 2.1m require Development Approval.

The current application seeks to increase the height of the dividing fence along the north-eastern boundary to 3m, extending the full length of both boundaries.

An Environmental Noise Impact Report submitted with the original application indicated that the increased fence height was intended to mitigate noise impacts on adjoining residential properties (**Attachment 7**).

However, the amended plans—proposing fences above 1.8m and an internal boundary fence at the rear of the car wash—have not been supported by an updated Environmental Noise Impact Assessment. In the absence of this documentation, the City cannot reasonably proceed with public consultation, particularly with nearby residents who would be most affected.

The proposed fence height variation is not considered acceptable due to its detrimental impact on visual amenity, creating a sense of enclosure for adjoining residences and their outdoor living areas. Additionally, the increased height would negatively affect the Guildford Road streetscape, especially when viewed westbound.

Appropriateness of the Use

The retail sale of petrol and convenience goods is proposed to operate 24 hours a day, seven days per week. A service station is defined under the TPS24 as follows:

'means any land or buildings used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, minor mechanical repairs to motor vehicles but does not include a transport depot, panel beating, spray painting, major repairs or wrecking.'

It is noted that the definition does not include the use of 'Convenience Store' which is defined under the City's TPS 24 as follows:

'means premises –

- (a) Used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens, or newsagents; and*
- (b) Operated during hours which include, but may extend beyond, normal trading hours; and*
- (c) The floor area of which does not exceed 300m² net lettable area'*

A service station and car wash are Permitted 'P' uses in the Service Station zone, whilst the convenience store and fast-food outlet are Discretionary 'D' uses in the Service Station zone.

The proposed future commercial development on the rear vacant part of the site does not detail what the proposed commercial use will be. The City is therefore unable to assess and comment on the appropriateness of this use for the zoning, site and the locality without detailed plans that outline the proposed use and provide architectural drawings.

Whilst it is noted that provision of fast-food outlets on this site could complement the service station and convenience store, all these uses are characterised by vehicle access by virtue of the nature of the uses which is the key consideration. The City is not satisfied that the applicant has satisfactorily addressed concerns relating to car parking, access and traffic associated with the proposed uses and therefore the City does not support the exercising of discretion to permit these discretionary uses at this time.

Conclusion

While the site's Service Station zoning under TPS 24 recognises a fuel-based precinct on a prominent corner of Guildford Road and Kenilworth Street, the current proposal (plans dated 17 June 2025) is not capable of support. Key technical information remains outstanding—including SIDRA files, an updated Environmental Acoustic Report, civil drawings and rendered elevations—resulting in an incomplete application which cannot be referred back to MRWA and DOH, as well as precluding public consultation.

MRWA has advised the proposal, as designed, does not represent orderly or proper planning and conflicts with DC 5.1, with unresolved access, safety, and future road-planning interfaces. The development also fails to demonstrate compliance with SPP 7.0 design principles as outlined by the City's DRP, citing concerns with the context and character, built form and scale, landscape quality, sustainability, amenity, and legibility of the proposal.

The applicant has not provided sufficient information or justification to support discretions to the City's local planning framework including information regarding the parking shortfall, signage, and boundary fencing heights that would adversely affect residential and streetscape amenity.

While the application proposes a car wash and service station that are Permitted - 'P' and Discretionary - 'D' land uses under TPS 24, additional proposed land use being a 'convenience store' and fast food outlet and an unknown future commercial development on the vacant / rear part of the site, are discretionary or contemplated land uses, with the appropriateness of these uses requiring consideration against the local planning framework and surrounding context.

It is considered that there are several cumulative and fundamental issues, therefore the proposal cannot be recommended for approval.

For these reasons and noting the lack of progress by the applicant, it is recommended that the proposed development application be refused.

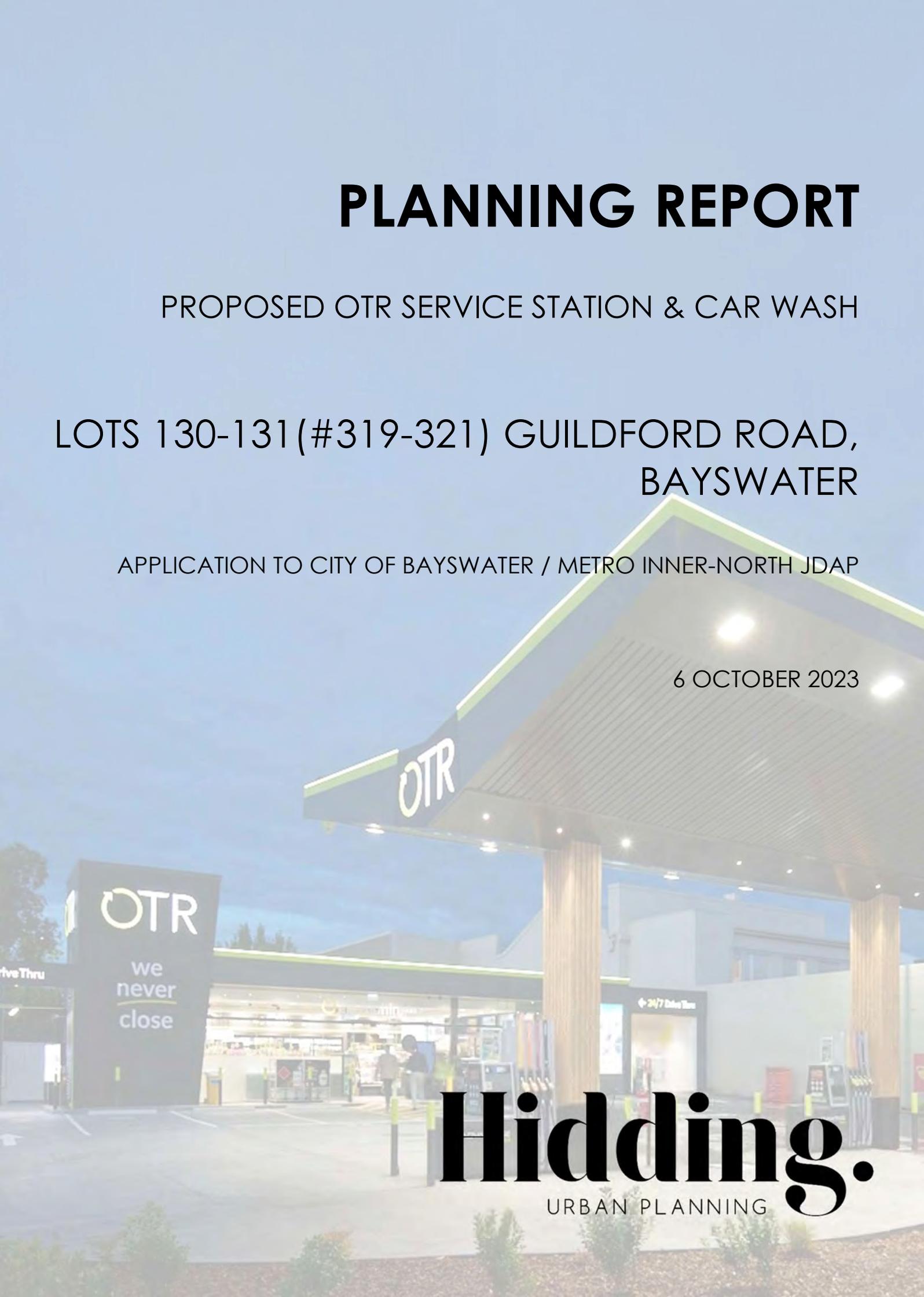
PLANNING REPORT

PROPOSED OTR SERVICE STATION & CAR WASH

LOTS 130-131 (#319-321) GUILDFORD ROAD,
BAYSWATER

APPLICATION TO CITY OF BAYSWATER / METRO INNER-NORTH JDAP

6 OCTOBER 2023



Hidding.
URBAN PLANNING

This Planning Report has been prepared by **Hidding Urban Planning** for the proposed
OTR Service Station & Car Wash Development at Lot 130-131 (#319-321)
Guildford Road, Bayswater

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ANNEXURES:

- Annexure 1:** Certificates of Title
 - Annexure 2:** Development Plans
 - Annexure 3:** Landscape Plan
 - Annexure 4:** Traffic Impact Assessment
 - Annexure 5:** Environmental Noise Assessment
 - Annexure 6:** Stormwater Drainage Plan
-

APPLICATION DETAILS

Table 1: Application Details

Property Location	Lot 130-131 (#319-321) Guildford Road, Bayswater
Applicant	Hidding Urban Planning
Landowner	OTR 337 Pty Ltd
Local Government	City of Bayswater
Determining Authority	Metro Inner-North Joint Development Assessment Panel (JDAP)
Metropolitan Region Scheme	Urban
City of Bayswater TPS24 Zoning	Service Station zone
Proposed Use Classes	Service Station ("P" use) Car Wash ("P" use)
Existing Use	Unused service station buildings and fuel canopy
Site Area (Lot 130 & Lot 131)	2805m ²
Estimated Construction Value	\$2.5 million

1.0 INTRODUCTION

This Planning Report has been prepared by Hidding Urban Planning on behalf of PC Infrastructure Pty Ltd as part of an Application for Development Approval for the development and use of Lot 130-131 (#319-321) Guildford Road, Bayswater (**Subject Land**) for a proposed new Service Station and Car Wash development.

This report provides a detailed Town Planning assessment of the proposed development against the relevant State and local Planning framework. The information contained in this report confirms that the proposed development/use is appropriate for the site and reflects the applicable planning framework.

1.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DETERMINATION

As the anticipated construction cost of the project is **\$2.5 million**, the Applicant has “opted in” to the Development Assessment Panel (**DAP**) process and therefore, this Development Application will be required to be determined by the Metro Inner-North Joint Development Assessment Panel (**JDAP**).

A City of Bayswater Application for Development Approval Form, MRS Form 1 and DAP Form 1 are provided with the application, all signed by the authorised persons of OTR 337 Pty Ltd, the company which owns the subject land.

2.0 SITE OVERVIEW

2.1 LEGAL DESCRIPTION OF LAND

This development application refers to Lot 130-131 (#319-321) Guildford Road, Bayswater. The legal description of the land is provided in **Table 2** below.

Table 2: Legal Description of Land

Lot	Plan	Vol/Folio	Area	Address	Proprietor
130	1469	904/123	1568m ²	319 Guildford Road, Bayswater	OTR 337 Pty Ltd
131	1469	923/162	1237m ²	321 Guildford Road, Bayswater	OTR 337 Pty Ltd

The Certificate of Titles for both lots are attached at **Annexure 1**.

2.2 SITE DETAILS

Lot 130 has a land area of 1568m² and Lot 131 has a land area of 1237m² (total 2809m²)

The subject land is located on the corner of Guildford Road and Kenilworth Street in Bayswater.

An existing house on Lot 130 and existing service station buildings and canopy on the adjacent Lot 131 will be demolished with both lots cleared to make way for the proposed development.

A 761m² portion of the subject land will be set aside for future development, and the proposed development as set out in this report will be developed on a development site of 2048m². Subdivision and amalgamation of the land will take place following development approval.

The development site is depicted in the Aerial Photo at **Figure 1**, below.



Figure 1: Aerial Photograph (PlanWA)

2.3 SITE PHOTOS

Photos of the development site are provided below.



Photo 1: Looking east at the development site, along Guildford Road, noting existing buildings and canopy.



Photo 2: Looking west from in front of the development site, along Guildford Road.



Photo 3: Looking south-east along Kenilworth Street toward Guildford Road, with development site on the left. Note verge parking by unknown persons.



Photo 4: Existing buildings and site conditions, taken from Kenilworth Street.



Photo 5: Existing buildings and site conditions, taken from Kenilworth Street.



Photo 6: Existing old buildings on site, taken from under the fuel canopy adjacent to Guildford Road.

3.0 THE PROPOSAL

Development approval is sought for a new OTR Service Station and Car Wash Development on the subject land.

The proposed development comprises a 4 bowser (8 fuelling point) service station with associated 282m² convenience store building, drive-thru coffee facility, 2 EV charging bays along with customer car parking. The proposed development also involves a drive thru automatic car wash.

Development Plans prepared by ADS Architects are included at **Annexure 2**.

The plans included at Annexure 2 include:

- Site Plan
- Elevations
- Signage Details

3.1 SUPPORTING PLANS & REPORTS

Consultant reports and other supporting information have been prepared to assist in the assessment of this application.

The reports and documentation which are provided in support of this application are detailed in **Table 3** below and are attached as **Annexures** to this Report.

Table 3: Supporting Plans & Reports

Consultant	Plan/Document	Annexure
ADS Architects	Development Plans	2
Oxigen	Landscaping Plan	3
i3 Consultants	Transport Impact Assessment	4
Reverberate Consulting	Environmental Noise Assessment	5
JCCE	Stormwater Drainage Plan	6

3.2 GENERAL DEVELOPMENT DETAILS

3.2.1 Landscaping & Fencing

The site has been proposed with a range of landscaping areas as shown on the plans, totalling an area of 160m² (or 7.81% of the development site area – which is 2048m²).

A formal Landscaping Plan has been prepared by Oxigen in support of this application and is included at **Annexure 3**.

The rear (north-western) internal boundary to the future vacant site will include a 3.00m high precast concrete boundary wall to assist with noise mitigation to the future development site.

The side (north-eastern) boundary will also include a 3.00m high precast concrete boundary wall for noise mitigation purposes.

3.2.2 Access & Movement

The site is proposed to be serviced with a full movement vehicular crossover from both Guildford Road and Kenilworth Street as shown on the Site Plan.

The development proposal entails the closure of an existing crossover from Kenilworth Street to be replaced with a new 7.825m wide crossover from Kenilworth Street at a position further away from the intersection. The development also entails the closure of an existing crossover from Guildford Road to be replaced with a new 8.395m wide crossover to Guildford Road at a position further away from the intersection. An existing crossover from Guildford Road at the eastern-most location of the site will be retained and utilised for the exit movements of the drive thru facility.

A Transport Impact Assessment (**Annexure 4**) has been prepared by i3 Consultants to address traffic and safety aspects of the proposed development. The design has demonstrated that access and traffic movements for both cars and a 17m fuel tanker can be accommodated on the site. The TIA provides swept paths for the key design vehicles and demonstrates acceptable movements across the site.

3.2.3 Car Parking

The site has been provided with 10 marked car parking bays (including one (1) accessible parking bay and one (1) loading bay). In addition, there are 8 fuel bowser parking bays located under the fuel canopy, two (2) EV charging bays and two (2) vacuum bays.

The development also provides a drive-thru service which reduces demand for customer car parking for those that want to order and collect coffee and other pre-packaged goods from the convenience store building.

3.2.4 Signage

The main sign proposed is the 9.00m high Monolith Sign adjacent to Guildford Road for the purpose of advertising the service station offerings, fuel pricing and the corporate signage for OTR.

The proposed development also includes signage on the building as described on the Elevation Plans and Signage Plan.

3.3 SERVICE STATION USE

3.3.1 Building & Design

The design of the Service Station facility is typically commercial in appearance and will adopt the corporate branding normally associated with OTR.

The building height is 7.05m to the top of the main building structure at the southern end of the building addressing Guildford Road, and for the balance of the building it is generally 4.95m in height.

The convenience store building is set back 1.35m from the Guildford Road boundary and 4.25m from the side boundary.

Extensive glazing is proposed along the main facade of the building, and feature brickwork and cladding panelling is also proposed as shown in the Elevations. A range of signage (some of which are illuminated) is proposed on the building. The shopfront of the building has a large awning extending out over the footpath area.

The facade fronting Guildford Road will have additional feature brickwork detail, cladding panelling, shopfront window and attractive signage.

The convenience store building will incorporate an internal sales area of 282m² GLA, which will include a point-of-sale and offer for sale of goods generally expected of an OTR facility, for the convenience of customers. The Service Station use will also offer a four-bowser fuel canopy with the capability to service eight (8) light vehicles simultaneously under the fuel canopy.

The Service Station is also supplemented with a drive-thru service for the purpose of buying coffee and pre-packaged goods.

The fuel canopy will also have the OTR branding and includes a butterfly design. The columns of the fuel canopy will be treated with a timber-look cladding.

The fuel canopy will be set back 4.84m from the Guildford Road street boundary and 3.18m from the Kenilworth Street boundary at its closest point.

3.3.2 Hours of Operation & Staff

The proposed Service Station is intended to be operated 24 hours a day, 7 days a week consistent with many service station and convenience store developments across Western Australia.

The proposed Service Station will normally have up to 3 staff on site at peak times; 1-2 at non-peak times; and 1 overnight. During the overnight hours, a single staff member will attend to all petrol and other internal sales.

3.3.3 Fuel Types, Dispensing & Fuel Delivery

The proposed Service Station will provide standard fuels (ULP, ULP95, ULP98, Diesel) under the fuel canopy. The dispensing arrangements are through standard bowsers drawing from underground storage tanks.

All fuel storage and delivery activities will be undertaken in a manner which complies with Australian Standard 1940 – *The Storage and Handling of Combustible Liquids*.

The largest service vehicle which is expected to use the site is a 17m fuel tanker for fuel deliveries. Fuel delivery will occur at a rate of two to three deliveries per week, as required.

The fuel will be stored in underground horizontal cylindrical tanks positioned in proximity to the fill point.

i3 Consultants has undertaken a fuel tanker turn path assessment and the TIA includes the turn paths for a 17m fuel tanker. The fuel tanker will enter the site from Kenilworth Street and exit the site to Guildford Road.

3.3.4 Environmental Considerations

The risk of contamination and pollution of the local environment is considered minimal. Service Station uses are highly regulated, and designers use industry best practices to minimise any fuel or other contaminant access to stormwater drains. Design, operational and management measures will include:

- The use of double-contained fuel storage tank systems with a leak monitoring space;
- Fuel tanks will be established in stable compacted soils;
- On-site retention and treatment of all stormwater using a SPEL Purceptor Stormwater Treatment and Hydrocarbon Capture system;
- Stage 1 Vapour Recovery Systems compliant with the *Protection of the Environment Operation (Clean Air) Regulation 2002* (NSW Guidance Document);
- Fuel spill kit compliant with the latest Australian Standards and Federal National Occupational Health and Safety Council (NOHSC Codes) or Practice that pertains to the handling, storage, clean-up and disposal of Dangerous Goods and Hazardous Substances: NOHSC: 2007(1994), 1005(1994), & 1015(2001) and AS/NZS 3816:1998, AS1940-2004, AS3780-1994, & AS2507-1998;
- Fuel distribution and leak detection infrastructure compliant with all the relevant Australian Standards, Regulations and Industry Best Practices;
- Site operators will be trained personnel to effectively handle incidents such as fuel and oil spills; and
- Equipment will be installed on site to use in the clean up of any fuel, oil or chemical spills.

3.3.5 Noise Management

Reverberate Consulting was engaged to prepare an Environmental Noise Assessment to assess noise associated with the proposed development (see **Annexure 5**).

The site is proposed to have a 3.00m high precast concrete boundary wall along the rear (north-western) boundary and 3.00m high precast concrete boundary wall along the side (north-eastern) boundary to assist with noise management.

The mechanical plant area on the roof of the control building will also be appropriately screened with a 2.10m high screen barrier as shown on the plans (exceeding the recommendation of a 1.80m high screen barrier in the noise management plan).

The car wash and vacuum facilities also have roof coverage to limit noise travel.

From the analysis undertaken, noise emissions from the proposed development (with management measures set out in the noise management plan) has been assessed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and no other major noise mitigation is required.

3.3.6 Stormwater Management

This application is supported by a Stormwater Drainage Plan prepared by JCCE and is included at **Annexure 6**.

3.4 CAR WASH USE

3.4.1 Building & Design

The proposed Car Wash facility comprises an enclosed Auto Wash building with drive thru queuing area which is also covered with permanent roof cover.

As part of the Car Wash use, there will be two (2) vacuum bays on the along the north-western boundary of the facility. The vacuum bays are also located under the permanent roof structure to provide cover from sun and inclement weather and to assist with noise mitigation.

The design of the Auto Wash includes a 5.15high building and will have large, glazed areas on the south-western and south-eastern facades. The covered queuing area of the auto wash facility will be built to 3.60m height.

The roof structure over the vacuum bays will be 3.50m in height.

3.4.2 Hours of Operation & Staff

The Motor Vehicle Wash facility will operate 24/7, and involves no staff on-site other than occasional maintenance.

3.4.3 Noise Management

The Environmental Noise Assessment sets out a range of noise-management measures for the auto wash and vacuum bay facilities (refer to Appendix A of the Environmental Noise Assessment at **Annexure 5**).

4.0 PLANNING ASSESSMENT

4.1 METROPOLITAN REGION SCHEME

The subject land is zoned “Urban” under the Metropolitan Region Scheme (MRS) with two small truncation portions of the land being reserved for “Primary Regional Roads”.

The subject land fronts Guildford Road which is a “Primary Regional Roads” reserve.

The zoning and extent of reservations are illustrated in MRS Map extract at **Figure 2** below.

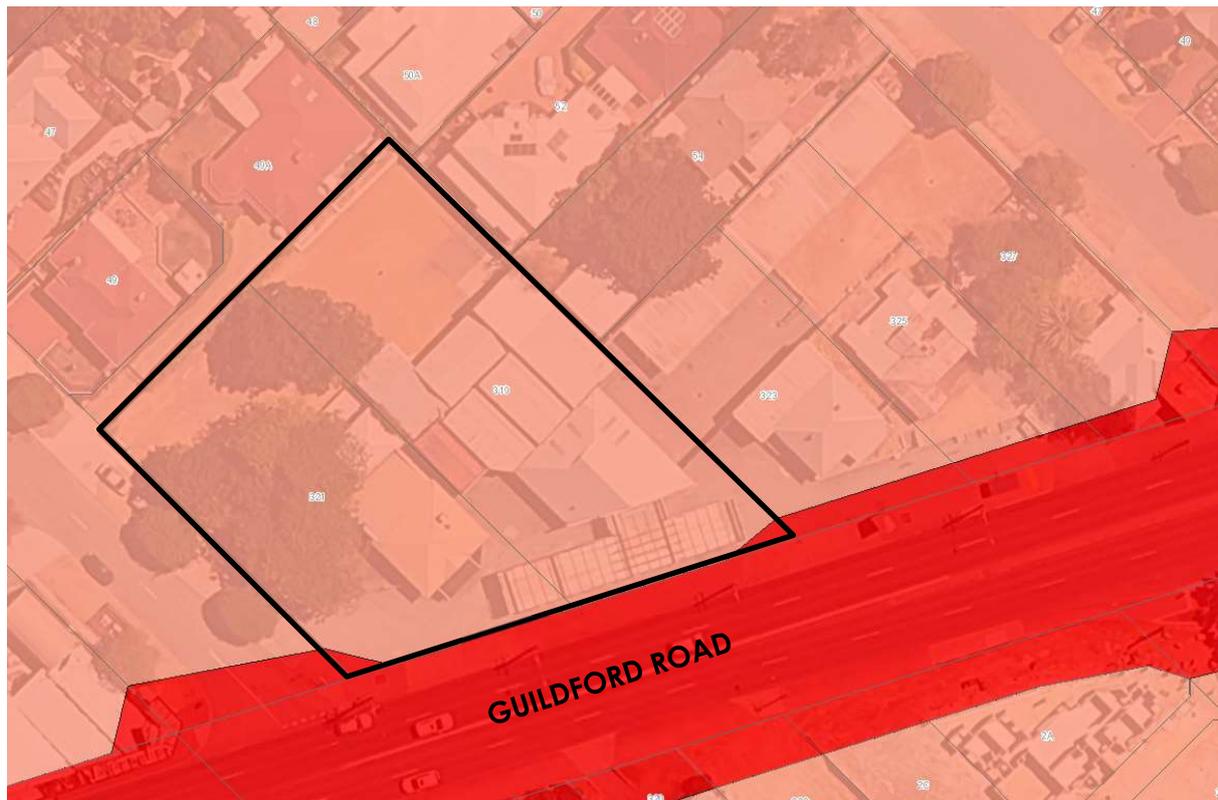


Figure 2: LPS24 Scheme Map Extract

No development occurs within the small, reserved portions of the land other than landscaping and the exit driveway associated with the drive thru facility of the Service Station. The small, reserved portions of the land are also illustrated on the Site Plan (**Annexure 2**).

4.2 CITY OF BAYSWATER LOCAL PLANNING SCHEME No. 24

4.2.1 Zoning & Land Use

The subject land is zoned “Service Station” under the City of Bayswater Local Planning Scheme No. 24 (**LPS24**) as shown in the Scheme Map extract at **Figure 3** below.

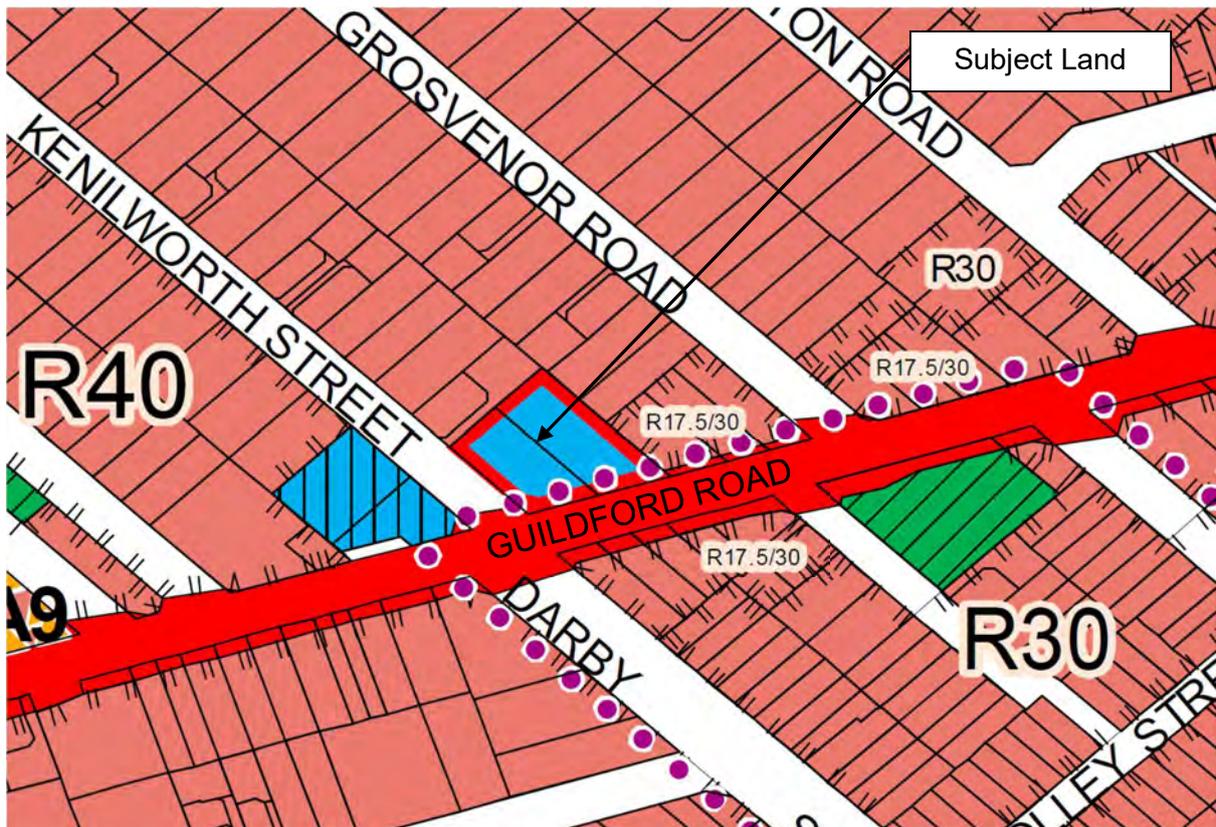


Figure 3: LPS24 Scheme Map Extract

The Interpretations set out in Appendix 1 of LPS24 sets out the following land use definitions:

Car Wash: *means the use of premises for the washing or cleaning of the external surfaces of motor vehicles by mechanical means.*

Service Station: *means any land or buildings used for the retail sale of petroleum products and motor vehicle accessories and for carrying out greasing, tyre repairs, minor mechanical repairs to motor vehicles but does not include a transport depot, panel beating, spray painting, major repairs or wrecking.*

Both the “Service Station” use and Car Wash use are “P” (Permitted) uses in the “Service Station” zone, and are therefore, capable of approval.

4.2.2 Development Standards of LPS24

The Development Standards Table contained in Table No. 2 of LPS24 identifies the development standards applicable to the various uses specified in the Table.

Clause 8.1.1 of LPS24 sets out that no person shall develop or use any land or building in any zone for any of the purposes in the Zoning Table unless such development is in conformity with the provisions of the Scheme and the standards set out in the Development Standards Table.

However, where a particular requirement is not readily determined from the Table, such requirement shall be determined by the decision-maker in accordance with Clause 8.2.1 of LPS24.

The relevant Development Standards of LPS24 are assessed in **Table 4** below.

It should be noted that there are no specific standards for a Car Wash use.

The only standards applicable to the proposed development are the Service Station standards.

Table 4: Development Standards of LPS24.

Development Standard	Comment	Complies?
<i>8.3.1.2 For the purpose of development within an Industrial or Commercial zone, no person shall construct a building of more than two storeys being 9.0 metres in wall height and no more than 12.0 metres in height from the ground level to the roof pitch, within the Scheme Area unless the Council considers the building will not negatively affect the amenity of the surrounding area.</i>	The proposed height of the building is 7.00m. The proposed pylon sign is 9.00m.	Yes
<i>Table No. 2 Standards: Service Station</i>		
<i>Minimum Lot Area 1500m²</i>	The area of the development site exceeds 1500m ² .	Yes
<i>Minimum Street Frontage 30m</i>	The street frontage of the development site is 56.56m and exceeds the minimum requirement.	Yes
<i>Minimum Street Setback 9m to Canopy</i>	The street setback to the canopy is 4.84m. The proposed setback is considered appropriate given the existing canopies on the land associated with the previous historic service station use was set back approximately 2.00m from the Guildford Road street boundary.	Variation
<i>Minimum Side Setback 3m</i>	The proposed side setback to the Service Station component of the development is 4.25m.	Yes
<i>Minimum Rear Setback 3m</i>	The development contains a vacant zone of land with a width of approximately 14m for future residential development, so it is considered that the rear setback is achieved.	Yes
<i>Minimum Parking Requirement 8 bays</i>	10 marked bays, plus two (2) EV charging bays, plus 8 bowser parking bays, plus reduction in demand for parking through the use of the drive thru.	Yes
<i>Maximum Site Coverage 30%</i>	The site coverage of the proposed structures on the development site amount to 20%.	Yes
<i>Maximum Plot Ratio 0.3</i>	The plot ratio is calculated to be 0.2.	Yes
<i>Minimum Landscaping 2m wide strip along street frontage</i>	The development site proposes a 2.68m wide landscaping zone along Guildford Road, widening out to approx 3.5m around the proposed pylon sign, and then	Yes

Development Standard	Comment	Complies?
	narrowing for the balance of Guildford Road near the convenience store building.	

The proposed development largely complies with the Development Standards of LPS24, save for the proposed setback to the fuel canopy which is 4.84m instead of the 9.00m required.

The decision-maker has discretion under Clause 8.2.1 to approve developments that depart from the Development Standards of LPS24. In this instance, it is considered appropriate to do so, given the existing development form on the land includes a canopy which has a setback of 2.00m to Guildford Road.

4.2.3 Matters to be Considered

Clause 67 - Part 2 - Schedule 2 (**Deemed Provisions**) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) outlines matters to be given due regard by local government when assessing development applications.

Table 5 below provides an assessment against matters relevant to this proposal.

Table 5: Matters to be Considered

Relevant Matters to be Considered	Comment
(a) <i>The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	<p>The proposed use and development is consistent with the aims and provisions of the City's LPS24 for the following reasons:</p> <ul style="list-style-type: none"> • The land is specifically zoned for the type of land use/development proposed (zoned "Service Station" in LPS24). • The proposal seeks approval for a land uses which are "P" (Permitted) in the "Service Station" zone. • The proposed development is in general compliance with the development requirements of LPS24. • The proposed development will improve the amenity of the site which currently comprises old, derelict buildings which are not being used.
(b) <i>The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	<p>This report demonstrates the proposed development is in general compliance with the local planning framework applicable to the subject site.</p>
(c) <i>Any approved State Planning Policy</i>	<p>This report demonstrates the proposed development is in compliance with the relevant State Planning Policies.</p>

Relevant Matters to be Considered	Comment
<i>(d) Any environmental protection policy approved under the Environmental Protection Act 1986 section 31 (d);</i>	Section 4.6 of this report provides an assessment against the EPA's <i>Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses</i> . The assessment demonstrates all potential impacts are capable of being managed.
<i>(e) Any policy of the Commission</i>	This matter is not relevant to this proposal.
<i>(f) Any policy of the State</i>	This matter is not relevant to this proposal.
<i>(fa) Any local planning strategy for this Scheme endorsed by the Commission.</i>	This matter is not relevant to this proposal.
<i>(g) Any local planning policy for the Scheme area;</i>	This report demonstrates that the proposed development is in general compliance with the local planning policies applicable to the subject site.
<i>(h) Any structure plan or local development plan that relates to the development.</i>	There are no structure plans or local development plans that relate to the site.
<i>(i) Any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015.</i>	This matter is not relevant to this proposal.
<i>(j) In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve.</i>	Only two small portions of the land are set aside as reservations under the Metropolitan Region Scheme, however no major development occurs within this area. Only landscaping and driveways are proposed. If the reservation areas are resumed in future, it will have little consequence to the proposed development.
<i>(k) The built heritage conservation of any place that is of cultural significance.</i>	This matter is not relevant to this proposal as the site is not on the Local Heritage Survey.
<i>(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located.</i>	This matter is not relevant to this proposal.
<i>(m) The compatibility of the development with its setting, including - (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	<p>The proposed development is entirely compatible with its setting for the following reasons:</p> <ul style="list-style-type: none"> • The proposed development is suitably located within a defined Service Station zone and will replace similar land uses that have operated on the site previously. • The proposal presents an attractive, high quality built form which enhances the appearance of the subject site. • The amenity of the subject site and surrounds will be improved through the redevelopment of the subject site. • The development is of a single storey nature that will not cause an impact on adjacent property in terms of height/scale/bulk. <p>Having regard to the above, the nature of the proposed development is entirely compatible with its setting.</p>

Relevant Matters to be Considered	Comment
<p>(n) <i>The amenity of the locality including the following –</i></p> <p>(i) <i>Environmental impacts of the development;</i></p> <p>(ii) <i>The character of the locality;</i></p> <p>(iii) <i>Social impact of the development;</i></p>	<p><u>Environmental Impacts:</u> The proposed development is not anticipated to result in any adverse environmental impacts.</p> <p><u>Character of the Locality:</u> The proposed development is consistent with the character of the area which has a mix of commercial and residential uses.</p> <p><u>Social Impacts:</u> The proposed development will not have any adverse social impacts on the surrounding locality, but will provide a positive social impact through the creation of jobs through construction and operation of the facility.</p>
<p>(o) <i>The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.</i></p>	<p>The development will contain and manage all stormwater.</p>
<p>(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</i></p>	<p>An adequate area of the land has been proposed for landscaping and a landscape plan (Annexure 3) has been prepared demonstrating the planting of trees and plants around the site.</p>
<p>(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence landslip, bush fire, soil erosion, land degradation or any other risk.</i></p>	<p>This application provides details pertaining to stormwater management and all other matters listed are not relevant to this proposal.</p>
<p>(r) <i>The suitability of the land for the development taking into account the possible risk to human health or safety.</i></p>	<p>The land is suitable for a service station use given its zoning and previous use.</p>
<p>(s) <i>The adequacy of –</i></p> <p>(i) <i>the proposed means of access to and egress from the site; and</i></p> <p>(ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i></p>	<p>As outlined in this Report and the supporting Transport Impact Assessment (TIA) prepared by i3 Consultants (Annexure 4), the proposed access arrangements to and from the site are satisfactory.</p> <p>The development has been appropriately designed, including appropriate arrangements for loading, unloading, manoeuvring and parking of vehicles.</p>
<p>(t) <i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i></p>	<p>The Transport Impact Assessment indicates that the proposed development will not have an unacceptable level of impact on the surrounding road network.</p>
<p>(u) <i>the availability and adequacy for the development of the following –</i></p> <p>(i) <i>public transport services;</i></p> <p>(ii) <i>public utility services;</i></p>	<p>The Transport Impact Assessment addresses these matters.</p>

Relevant Matters to be Considered	Comment
<p>(iii) storage, management and collection of waste;</p> <p>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p> <p>(v) access by older people and people with disability;</p>	
<p>(v) The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses.</p>	No loss of any community service or benefit is expected to occur as a result of the proposed development.
<p>(w) The history of the site where the development is to be located.</p>	No significant historical matter is relevant to this proposal other than the fact that the site has been used previously as a service station.
<p>(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.</p>	The proposed development should not impact on the community as a whole.
<p>(y) Any submissions received on the application.</p>	The City is able to advertise the application if it considers that to be a necessary requirement, and to assess any relevant submission made. As a "P" Permitted use, it is not mandatory to advertise the application.
<p>(za) The comments or submissions received from any authority consulted under clause 66.</p>	The City can refer the application to any authority it considers appropriate, and to assess any relevant submissions/comments made.
<p>(zb) Any other planning consideration the local government considers appropriate.</p>	The City can determine whether there are any other planning considerations that are relevant.

Having regard to **Table 5** above, the proposal appropriately addresses the relevant matters to be given due regard as set out in the Deemed Provisions.

4.3 LOCAL PLANNING POLICIES

The City has a range of Local Planning Policies that apply to the proposed development. The various relevant provisions outlined in Local Planning Policies are considered in **Table 6** below.

Table 6: Local Planning Policy Requirements

Local Planning Policy	Provided	Complies?
Landscaping Policy		
<i>All development applications shall include a landscaping plan on lodgement to the City.</i>	A landscaping plan has been provided with this application.	✓

Local Planning Policy	Provided	Complies?
<i>Landscaping plans for development applications with an estimated development value of \$2 million or more shall be prepared by a suitably qualified landscape architect.</i>	The landscaping plan has been prepared by Oxigen - landscape architects.	✓
Percent for Public Art Policy		
Public Art to be provided consistent with 1% of the development cost for development with a construction value of \$1 million or greater.	A condition is to be applied to the development approval requiring the 1% public art contribution.	✓
Signage Policy		
<i>A Monolith Sign is to be:</i>		
<i>Located on a site with a minimum area of 2000m² and a lot frontage greater than 40m</i>	The area of the development site is 2809m ² and has a frontage of 56m.	✓
<i>Limited to one sign per lot frontage</i>	Only one monolith sign is proposed adjacent to Guildford Road, even though it would be possible to have an additional monolith sign adjacent to Kenilworth Street.	✓
<i>A maximum of 6m above ground level</i>	The proposed monolith sign will be 9.00m high.	Variation However, given there is only one monolith sign proposed instead of two possible monolith signs, the additional height for the single monolith sign is considered appropriate for its position along Guildford Road.
<i>A maximum of 2m in width</i>	The proposed monolith sign will be 2.14m wide.	Variation The minor variation is considered acceptable.
<i>A maximum of 0.5m in depth</i>	The proposed monolith sign should comply with the 0.50m depth.	✓
<i>Setback a minimum of 1m from the side and rear lot boundaries</i>	The proposed monolith sign will be set back 1m from the Guildford Street property boundary.	✓
<i>A maximum of 5m² in area per sign for each tenancy on the lot</i>	The proposed monolith sign is for the purpose of displaying fuel pricing, and relevant signage for the proposed OTR service station.	Variation The variation is considered acceptable given the type of monolith sign proposed.
<i>Prohibited in the Residential zone</i>	The proposed monolith sign is proposed in a Service Station zone.	✓
<i>First party advertising</i>	The proposed monolith sign is for first party advertising only.	✓

Local Planning Policy	Provided	Complies?
<i>Prohibited where there is an existing hoarding sign or pylon sign on the same lot.</i>	No other hoarding sign or pylon sign exists or is proposed on the same lot.	✓

4.6 STATE PLANNING POLICIES

4.6.1 WAPC SPP 7.0 – Design of the Built Environment

Table 7 below provides a response to the Design Principles of State Planning Policy 7.0 Design of the Built Environment (SPP7.0).

Table 7: Assessment of Design Principles of SPP7.0

SPP 7.0 Design Principles	Comment
<p>1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>The site along Guildford Road is within an environment typical of a main road.</p> <p>There are a range of development forms and uses occurring along Guildford Road, including for example:</p> <ul style="list-style-type: none"> - A small corner shop/café on the opposite corner of Guildford Road/Kenilworth Street which has development form up to the street boundary. - Opposite the site are some residential dwellings - To the east, on the opposite side of Guildford Road is Gordon Reserve. - Further to the west there is a two to three storey mixed use development at the corner of Charles Street <p>There is not a distinct characteristic of the local area other than some original dwellings mixed in with new grouped dwelling development occurring, together with both old and new commercial development/uses.</p>
<p>2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>An appropriate area of the land is proposed for landscaping.</p> <p>The landscaping areas provides opportunity for planting of trees and shrubs which is considered to be a positive aspect of the proposed development.</p> <p>A Landscaping Plan has been prepared in support of the application– refer Annexure 3.</p>
<p>3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<p>The built form, scale and height of the proposed development is appropriate to its setting and appropriate for the development type. The site is specifically zoned “Service Station” so the anticipated built form and scale is expected to be that of a service station and associated uses.</p>
<p>4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>	<p>The function of the development is aimed at providing user convenience and efficiency and is expected to deliver optimum benefit to the local community over the life-cycle of the development.</p>

SPP 7.0 Design Principles	Comment
<p>5. Sustainability</p> <p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<p>The building has a large awning over the shopfront window area to assist with shielding sun during summer months.</p> <p>The proposed building and fuel canopy is designed to support PV (Solar) Panels.</p> <p>The proposed development involves EV charging stations.</p>
<p>6. Amenity</p> <p><i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p>	<p>The development will improve the amenity of the site and the locality, as currently, the site presents poorly with old unused buildings. Good quality landscaping areas (including planting of trees) is also proposed to provide a healthy environment and improved amenity.</p> <p>The convenience store building is considered to be well-designed and will provide a local amenity to the area.</p> <p>The convenience store can be accessed from the Guildford Road footpath making it easy for pedestrians to access.</p> <p>The convenience function of the facility is considered to provide a new amenity to the locality.</p>
<p>7. Legibility</p> <p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p>The design of the facility provides for good legibility, with areas of manoeuvring space for vehicles.</p> <p>Pedestrians can easily walk from the existing footpath in Guildford Road to the convenience store shopfront.</p>
<p>8. Safety</p> <p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The building design maximises opportunities for casual surveillance over the forecourt area through large windows and the main entrance to the building. The car park and forecourt is in full view of the adjacent road ways, which optimises the safety and security of the facility.</p>
<p>9. Community</p> <p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>	<p>The development is specifically designed for convenience of the local community, enabling a venue which provides goods 24/7.</p> <p>It is a well-placed addition which will add to the diversity and choice of convenience stores / service stations in the locality, and puts less pressure on other facilities in the area.</p>
<p>10. Aesthetics</p> <p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The proposed development will include interesting building forms and will provide quality building materials and features.</p> <p>The quality landscaping design of the site also results in an attractive setting for the development.</p>

As a result, it is considered that the proposed development complies with the Design Principles of SPP7.0.

4.7 ENVIRONMENTAL PROTECTION AUTHORITY GUIDANCE STATEMENT NO. 3 – SEPARATION DISTANCES BETWEEN INDUSTRIAL & SENSITIVE LAND USES

The Environmental Protection Authority (EPA) Guidance Statement No. 3 – Separation Distances between Industrial and Sensitive Land Uses (**EPA Guidance Statement**) provides generic buffer distances intended to mitigate impacts of industrial developments on sensitive land uses.

With respect to fuel facilities that are intended for 24-hour operation, the EPA Guidance Statement identifies potential impacts as noise, odour/gaseous, risk and lighting and recommends a generic buffer distance of 200m. These recommended buffer distances are not absolute separation distances but are instead default provisions in the absence of site-specific technical assessment.

Table 8 below provides an assessment of the potential impacts from the operation of the proposed Service Station and provides justification to demonstrate the appropriateness of the development on the subject site.

Table 8: Mitigation of Potential Amenity or Environmental Impacts

Issue	Comment
Noise	<p>It is common for Service Stations to be located either opposite or directly adjoining residential properties. In this case, the site is specifically zoned "Service Station".</p> <p>Noise generated from a fuel facility is generally consistent with other similar commercial uses and can be managed and mitigated.</p> <p>A comprehensive Environmental Noise Assessment has been prepared to address noise issues. It has been concluded that the site will comply with the Environmental Protection (Noise) Regulations (refer Annexure 5).</p>
Risk	<p>As the proposed Service Station will provide for the retail sale of fuel, the operator must obtain a Dangerous Goods Storage and Handling Licence to store and sell fuel on the site. The Licence application is made post planning approval. The licencing process will assess risk issues.</p>
Odour / Gaseous	<p>The underground fuel storage tanks will be equipped with a vapour recovery system which ensures that all petrol vapours from the underground tanks are drawn back into the fuel tanker at the time of fuel delivery. This enables the returned vapours to be recondensed into liquid.</p> <p>The Dangerous Goods Licencing process also assesses the likely impact of vapours/odours. Accordingly, the assessment of odour/gaseous issues is appropriately addressed and managed through the Dangerous Goods Licencing process.</p>
Lighting	<p>Potential sources of light spill from the proposed development are primarily from the lighting of the fuel canopy, the retail building, and any external lights in the forecourt or perimeter of the development site.</p> <p>Lighting proposed within the fuel canopy will be inset and orientated internally to ensure light spill is contained within the site.</p> <p>Further, it is a requirement to comply generally with Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting, and the final design of lighting (and ultimate operation) will be regulated by AS4282.</p>

As demonstrated, the proposed Service Station component of the development has been appropriately designed and sited to mitigate any potential amenity and environmental impacts on existing nearby sensitive (residential) land uses. Accordingly, a lesser separation distance has been demonstrated to be acceptable.

5.0 CONCLUSION

This application seeks Development Approval for a proposed new OTR Service Station and Car Wash Development at Lots 130-131 (#319-321) Guildford Road, Bayswater

In summary, the proposed development warrants approval for the following reasons:

- The proposed development is generally compliant with the development standards and requirements of the City of Bayswater Local Planning Scheme No. 24 (LPS24) and associated Local Planning Policies.
- The land is zoned “Service Station” in LPS24 and is therefore, identified as a service station site.
- The proposed land uses of “Service Station” and “Car Wash” are both “P” Permitted land uses in the “Service Station” zone in LPS24, and are capable of approval.
- The proposed development is an appropriate use and development form in its location.
- The historic use of the site was a service station and associated vehicle servicing uses.
- The proposed development is supported by a range of expert technical reports/plans, demonstrating that all relevant technical issues have been considered and addressed.

Having regard to the above, the proposed development should be supported and approved.

For these reasons, and considering the assessment contained within this report, we respectfully request that the City of Bayswater have regard to the merits and broader benefits of the proposal when undertaking its assessment of the application, and to recommend approval to the Metro Inner-North JDAP, subject to reasonable conditions.

Hidding.

URBAN PLANNING

PO Box 920 Subiaco WA 6904
0424 651 513
hidding.com.au

ANNEXURES

ANNEXURE 1

CERTIFICATES OF TITLE

WESTERN



AUSTRALIA

TITLE NUMBER

Volume Folio

904 123

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 130 ON PLAN 1469

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

OTR 337 PTY LTD OF 270 THE PARADE KENSINGTON SA 5068

(T P459192) REGISTERED 22/2/2023

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. P611958 MORTGAGE TO CBA CORPORATE SERVICES (NSW) PTY LIMITED OF DARLING PARK TOWER 1 LEVEL 21 201 SUSSEX STREET SYDNEY NSW 2000 REGISTERED 3/7/2023.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 904-123 (130/P1469)
PREVIOUS TITLE: 161-82
PROPERTY STREET ADDRESS: 319 GUILDFORD RD, BAYSWATER.
LOCAL GOVERNMENT AUTHORITY: CITY OF BAYSWATER

WESTERN



AUSTRALIA

TITLE NUMBER

Volume Folio

923 162

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 131 ON PLAN 1469

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

OTR 337 PTY LTD OF 270 THE PARADE KENSINGTON SA 5068

(T P459192) REGISTERED 22/2/2023

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 923-162 (131/P1469)
PREVIOUS TITLE: 161-82
PROPERTY STREET ADDRESS: 321 GUILDFORD RD, BAYSWATER.
LOCAL GOVERNMENT AUTHORITY: CITY OF BAYSWATER

TRANSFER 1845 Vol. 161, Fol. 82.
 23768/1639/33 1925. 16093/51
 31489/65. 7214/37
 108/57



REGISTER BOOK.

Vol. 904 Fol. 123

WESTERN AUSTRALIA.

D. 78001

CT 0904 0123 F

Certificate of Title

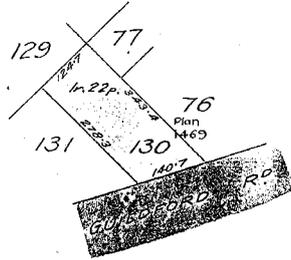


under "The Transfer of Land Act, 1893" (Sch. 5, 56 Vic., 14.)

Michael Roy McEvoy of Kirkham Hill Terrace
Maylands Cabinet Maker
 is now the sole proprietor
 of an estate in fee simple in possession subject to the easements and encumbrances notified hereunder in ALL
 that piece of land delineated and coloured green on the map hereon,
 containing one road and twenty two perches
 or thereabouts, being portion of Swan Location W and being Lot 130
on plan 1469



Scale 2 Chains to an Inch



Dated the fourth day of November One thousand nine hundred and thirty five.

W. H. H. H. H.
 Acting Registrar of Titles.

Transfer 632/1933 Transferred to Albert Ernest McDonough of Benari Road Bayswater Bootmaker. Registered
 7th November 1933 at 11.30 o'clock.

Transfer 3074/1937 Transferred to Godfrey Edward Stykes, Engineer and Emma Caroline Louise
Stykes Married Woman, both of 179 Guildford Road Bayswater, as joint tenants.
 Registered 27th April 1937 at 11.55 o'clock.

TRANSFER 7128/1951 to Stanley George
Elliott of 124 North Rowan,
Maylands Motor Mechanic
 Registered 8th May 1951 at 10.35 o'clock.
Attest

Transfer A 791728 to Pansy Rosemary
Elliott of 108 The Strand Bedford,
Widow. Registered 20th March, 1974
 at 1.04 o'clock.

Application A 798533. The correct name of the
 registered proprietor is Stanley George White
Nathaniel Elliott
 20th March, 1974

Transfer B 386758 to L.C.L. Nominees Pty. Ltd. of 314
Rothbury Road, Embleton. Registered 15th August 1972
 at 10.15 o'clock.

Application A 791727 On 31-12-1972 Stanley
George White Nathaniel Elliott and
and on 22-3-1913 Probate of his Will was
granted to Pansy Rosemary Elliott of 108 The
Strand Bedford, Widow, the executrix therein
named
 20th March, 1974

The correct address of the registered proprietors is now:
of 321 Guildford Road, Bayswater. By D380664. Dated 12th
day of December, 1986.

Superseded - Copy for Sketch Only

EASEMENTS AND ENCUMBRANCES REFERRED TO.

Caveat 19950. Lodged 13.12.1950 at 2.40.00

J. Johnson
ASSISTANT REGISTRAR OF TITLES

Collateral to
Instrument stamped *L1-10*
MORTGAGE 5573/1951 Stanley George
Elliott to The English Scottish and
Australian Bank Limited.
Registered 8th May 1951 at 10.35.00
M. Blackmore
Assistant Registrar of Titles

Mortgage E604481 to National Australia Bank Ltd. Registered
10th May, 1991 at 9.29 hrs.



CT 0904 0123 B



Re Mortgage 10983/1955 **SEVEN DAYS NOTICE SENT** on no action
11/11/88 *Ch. Caveat 811/1950* *sent 11/10/1955* *taken*

Caveat E995615. Lodged 23.9.1992 at 11.46 hrs.



WITHDRAWN

As to portion only.

DISCHARGE 7596/1955 of Mortgage 5573/1951
Registered 30th September 1955 at 12.20.00
J. Johnson
Assistant Registrar of Titles

As to portion only.

Caveat F155197. Lodged 5.4.93 at 10.38 hrs.



Collateral to
Instrument stamped *L1-10-0*
DISCHARGE 10983/1955 Stanley George
Elliott to The English Scottish and Australian
Bank Limited
Registered 30th September 1955 at 12.20.00
J. Johnson
Assistant Registrar of Titles

Withdrawal G68482 of Caveat E995615. Lodged 2.1.96 at 16.13 hrs.



As to portion only

Caveat G68483. Lodged 2.1.96 at 16.13 hrs.



Collateral to Mortgage stamped *L1/10/* Instrument stamped *L3/10/*
Mortgage *1144/1956* Stanley George Elliott to The
English Scottish and Australian Bank Limited
Registered 30th November 1956 at 9.45.00
J. Johnson
Assistant Registrar of Titles

As to portion only:

Caveat G663887 Lodged 15.12.1997 at 14.32 hrs.



Discharge A619385 of Mortgage 10983/1955 and
1144/1956. Registered 25 January
1973 at 9.08.00
J. Johnson
Assistant Registrar of Titles

Mortgage A 925292 to Australia and New Zealand
Banking Group Limited. Registered 18th February 1975
at 9.00.00
J. Johnson
Assistant Registrar of Titles

Discharge B247731 of Mortgage A925292
Registered 2nd June 1977 at 9.03.00
J. Johnson
Assistant Registrar of Titles

Mortgage B386759 to The National Bank of Australia
Limited. Registered 15th August 1977 at 10.15.00
J. Johnson
Assistant Registrar of Titles

Discharge B608241 of Mortgage B386759
Registered 24th October 1978 at 9.41.00
J. Johnson
Assistant Registrar of Titles

Mortgage B608245 to Procon Pty Ltd.
Registered 24th October 1978 at 9.41.00
J. Johnson
Assistant Registrar of Titles

Discharge C355659 of Mortgage B608245. Registered
12th May 1982 at 9.48.00
J. Johnson
Assistant Registrar of Titles

Mortgage C747801 to Michael Edward Wright, Peter Gilbert De
Conceicao Foss and Alfred John Mollor, all of care of
Stone James Stephen Jaques, Solicitors, Chambers,
Cathedral Square, Solicitors. Registered 10th April 1984
at 10.25.00
J. Johnson
Assistant Registrar of Titles

Discharge D369869 of Mortgage C747801. Registered
27th November, 1986 at 1.19.00
J. Johnson
Assistant Registrar of Titles

Mortgage D 380664 to Perth Building Society
Registered 12th December 1986 at 3.47.00
J. Johnson
Assistant Registrar of Titles

Discharge E979522 of Mortgage D380664. Registered
3rd September 1992 at 10.54 hrs.
J. Johnson
Assistant Registrar of Titles

CERTIFICATE OF TITLE

Registered Vol..... Fol.....

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ORIGINAL



REGISTER BOOK.

Vol. 923 Fol. 162.

D. 78001

WESTERN AUSTRALIA.

Certificate of Title

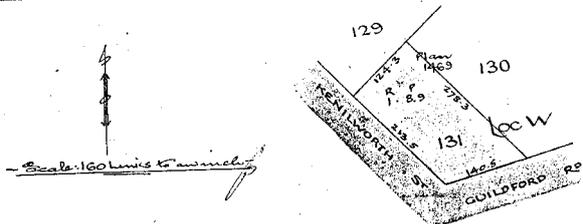
under "The Transfer of Land Act, 1893" (Soh. 5, 56 Vic., 14.)

CT 0923 0162 F



The War Service Homes Commissioner a body corporate by No. 43, "The War Service Homes Act, 1918-1919," of the Commonwealth of Australia, whose principal office is situated at 54 Market Street, Melbourne, in the State of Victoria, is now the sole proprietor.....

of an estate in fee simple in possession subject to the easements and encumbrances notified hereunder in ALL that..... piece of land delineated and coloured green..... on the map hereon, containing..... or thereabouts, being.....



Dated the twelfth day of May One thousand nine hundred and twenty-six.

Arthur Thomas
Acting Registrar of Titles.

Transfer 16205/1959 to Harry Clifford Head of 184 Guildford Road Bayswater Machinery Assembler. Registered 23rd October 1959 at 9.22 o'clock. ASSISTANT REGISTRAR OF TITLES

Transfer 16206/1959 to Stanley George Elliott of 108 The Strand Bedford Park Service Station Proprietor. Registered 23rd October 1959 at 9.22 o'clock. ASSISTANT REGISTRAR OF TITLES

Application A 798533. The correct name of the registered proprietor is Stanley George White Nathaniel Elliott.

20th March, 1974

Application A 791727 On 31-12-1971 Stanley George White Nathaniel Elliott died and on 22-3-1973 Probate of his Will was granted to Pansy Rosemary Elliott of 108 The Strand Bedford, Widow, the executrix therein named.

20th March, 1974

Transfer A 791728 to Pansy Rosemary Elliott of 108 The Strand Bedford, Widow Registered 20th March, 1974 at 1-04 o'clock.

Transfer B 386758 to L.C.K. Robinson Pty Ltd of 34 Rothbury Road, Embleton. Registered 15th August 1977 at 10.15 o'clock.

The correct address of the registered proprietors is now of 621 Guildford Road, Bayswater. By D380664. Dated 12th day of December, 1986.

For encumbrances and other matters affecting the land see back.

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EASEMENTS AND ENCUMBRANCES REFERRED TO.

Instrument stamped £3-17-6
Mortgage 12505/1959. Stanley George Elliott to Vacuum Oil Company Proprietary Limited
Registered 23rd October 1959 at 9.22 o.c.

DISCHARGED

ASSISTANT REGISTRAR OF TITLES

APPLICATION A 437008 The correct name of the above Discharge A 437009 of Mortgage 12505/1959.
mortgagee is now Mobil Oil Australia Limited. Registered 6th September 1971 at 2.55 o.c.
6th September 1971.

Mortgage B386759 to The National Bank of Australia Limited. Registered 15th August 1977 at 10.15 o.c.

DISCHARGED

Discharge B 68244 of Mortgage B386759 Registered 27th October 1978 at 9.41 a.c.

Mortgage B68245 to Troop Pty Ltd. Registered 27th October 1978 at 9.41 a.c.

DISCHARGED

Discharge C355659 of Mortgage D608245. Registered 12th May 1982 at 9.48 o.c.

Mortgage C747801 to Michael Edward Wright, Peter Gilbert Da Conceicao Foss and Alfred John Mellor, all of care of Stone James Stephen Jaques, Solicitors, Law Chambers, 111 Stirling Street, Perth, Solicitors. Registered 10th April 1984 at 10.25 o.c.

DISCHARGED

Discharge D369869 of Mortgage C747801. Registered 27th November, 1986 at 1.19 o.c.

Mortgage D380664 to Perth Building Society. Registered 12th December 1986 at 3.47 o.c.

DISCHARGED

Mortgage E604481 to National Australia Bank Ltd. Registered 10th May, 1991 at 9.29 hrs.

Discharge E979522 of Mortgage D380664. Registered 3rd September 1992 at 10.54 hrs.

Caveat E995615. Lodged 23.9.1992 at 11.46 hrs.

As to portion only. Withdrawal G68482 of Caveat E995615. Lodged 2.1.96 at 16.13 hrs.

WITHDRAWN

Caveat G68483. Lodged 2.1.96 at 16.13 hrs.

As to portion only: Caveat G663887 Lodged 15.12.1997 at 14.32 hrs.

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CT 0923 0162 B



CERTIFICATE OF TITLE

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ANNEXURE 2

DEVELOPMENT PLANS

ANNEXURE 3

LANDSCAPING PLAN

ANNEXURE 4

TRANSPORT IMPACT ASSESSMENT

ANNEXURE 5

ENVIRONMENTAL NOISE ASSESSMENT

ANNEXURE 6

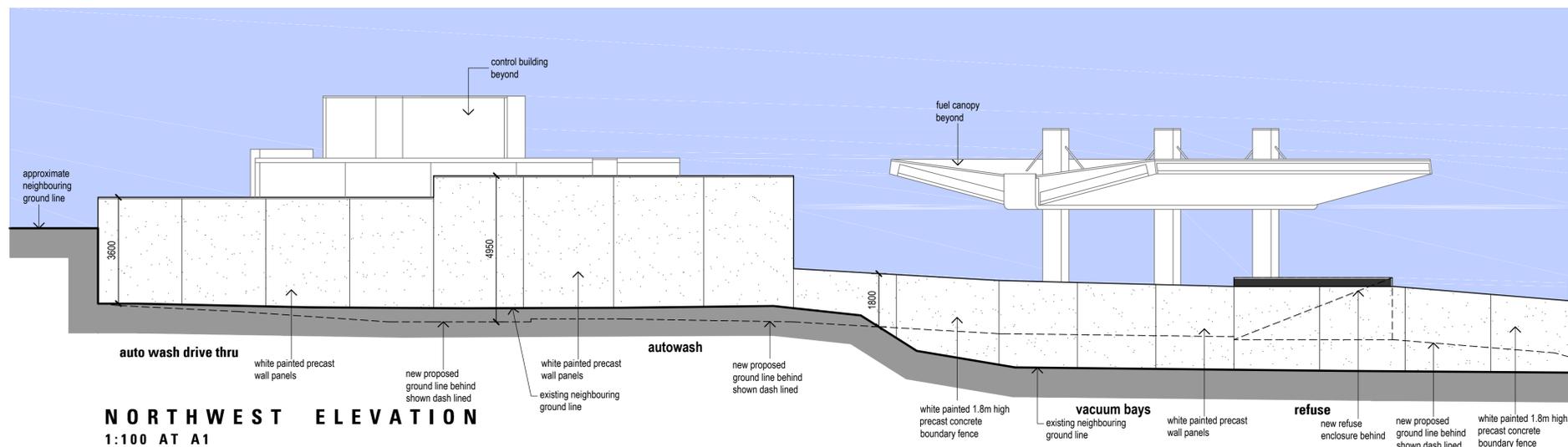
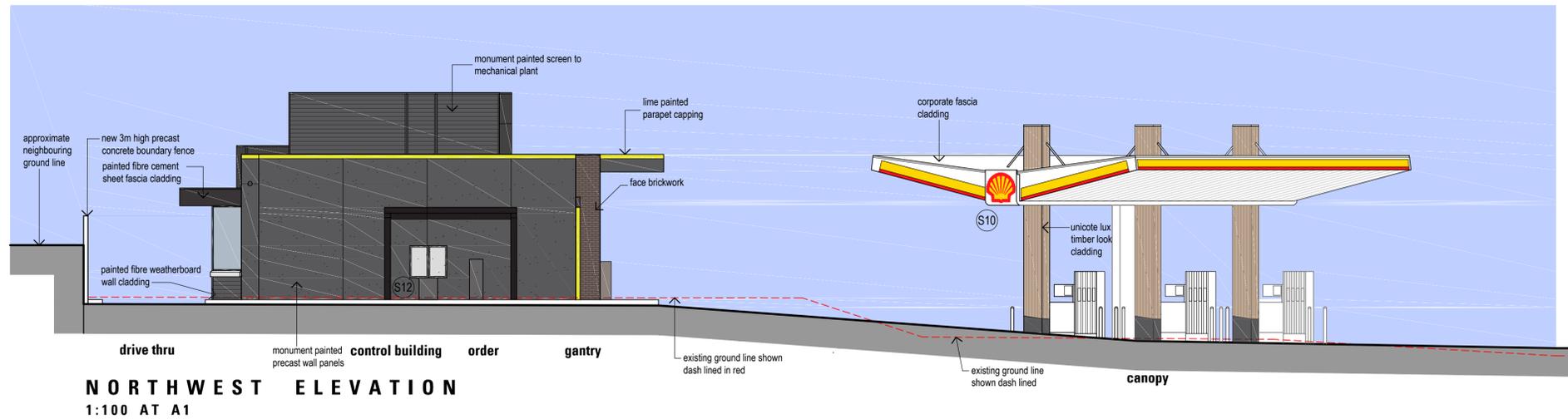
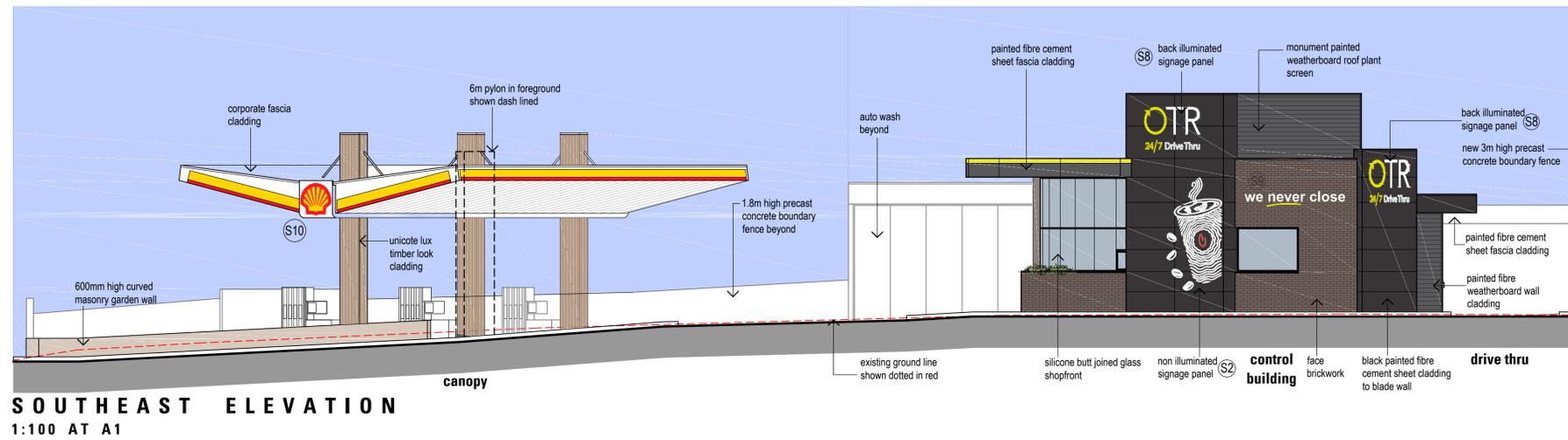
STORMWATER DRAINAGE PLAN



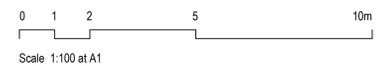
NEW SERVICE STATION COMPLEX

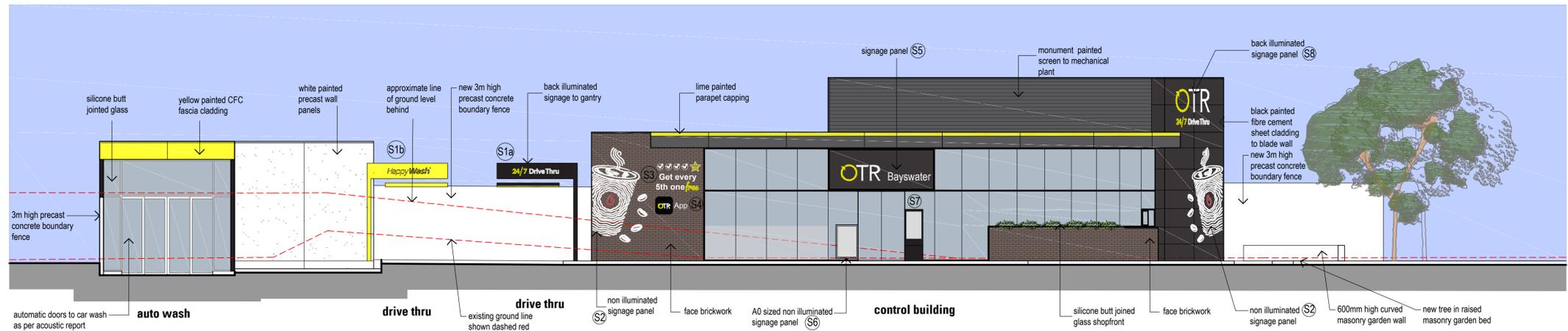
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA





NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA



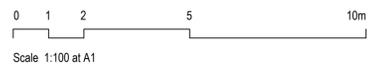


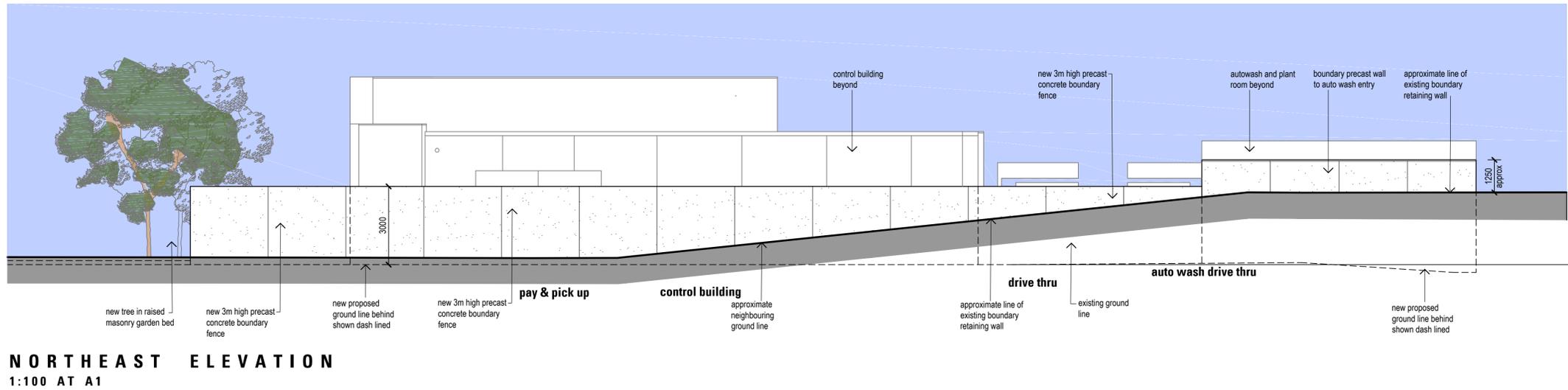
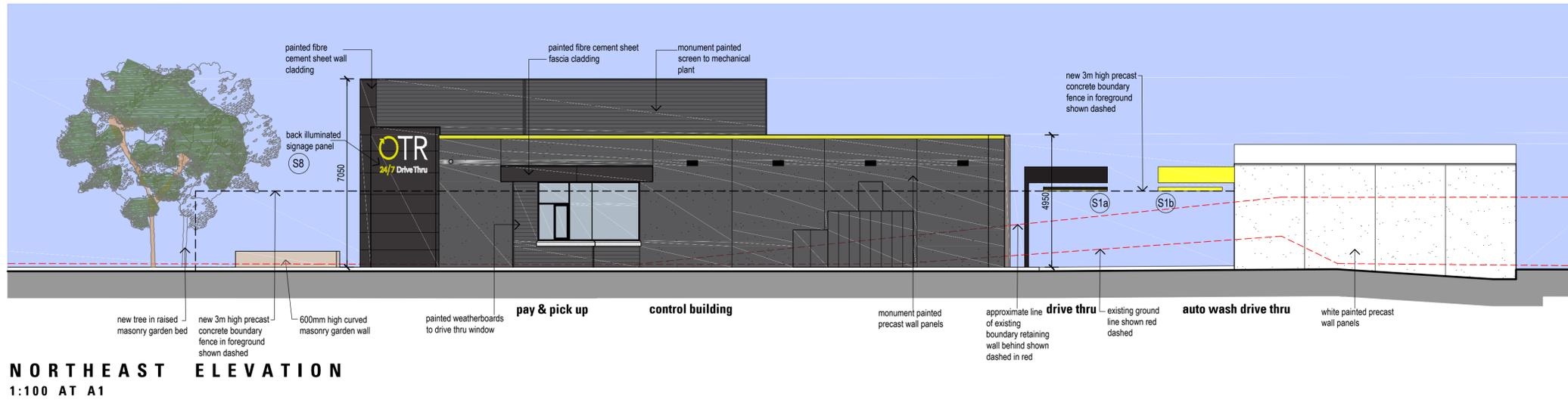
SOUTHWEST ELEVATION
1:100 AT A1



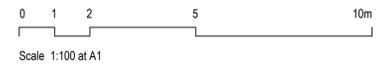
SOUTHEAST ELEVATION
1:100 AT A1

NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA





NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

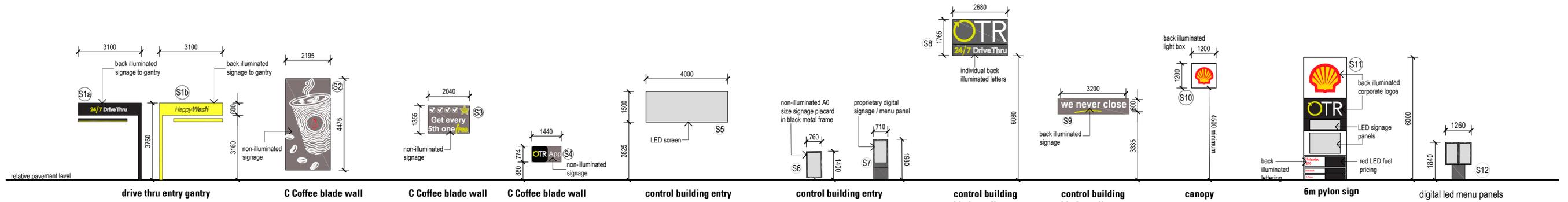


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PLANNING

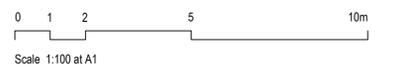
ADS Architects

93 Gilles Street Adelaide 5000 T:82232244



SIGNAGE ELEVATIONS 1:100 AT A1

NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, 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 verify 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.



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 IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST.

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 300MM AND PLACE 300MM IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST.

PLACE PLANTS IN THE CENTRE 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 FINE GREEN WASTE MULCH THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR.

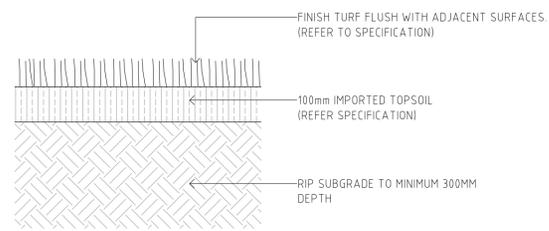
IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.

DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6lph @ 0.5M SPACINGS.

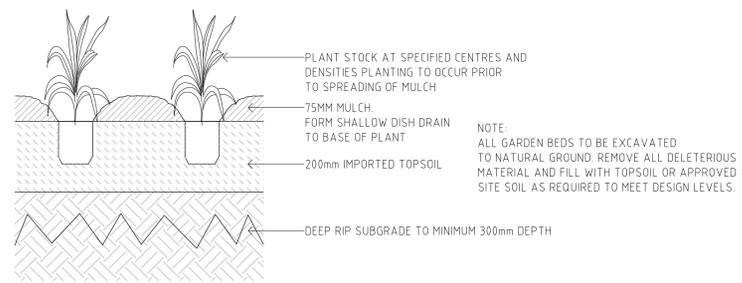
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT).

ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.

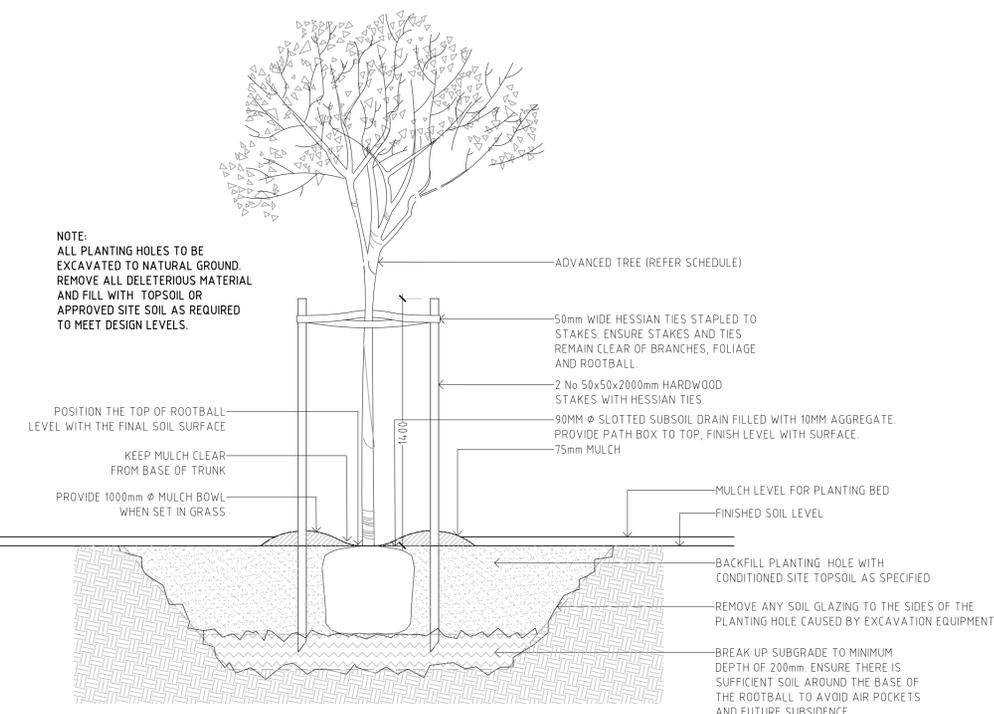
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.



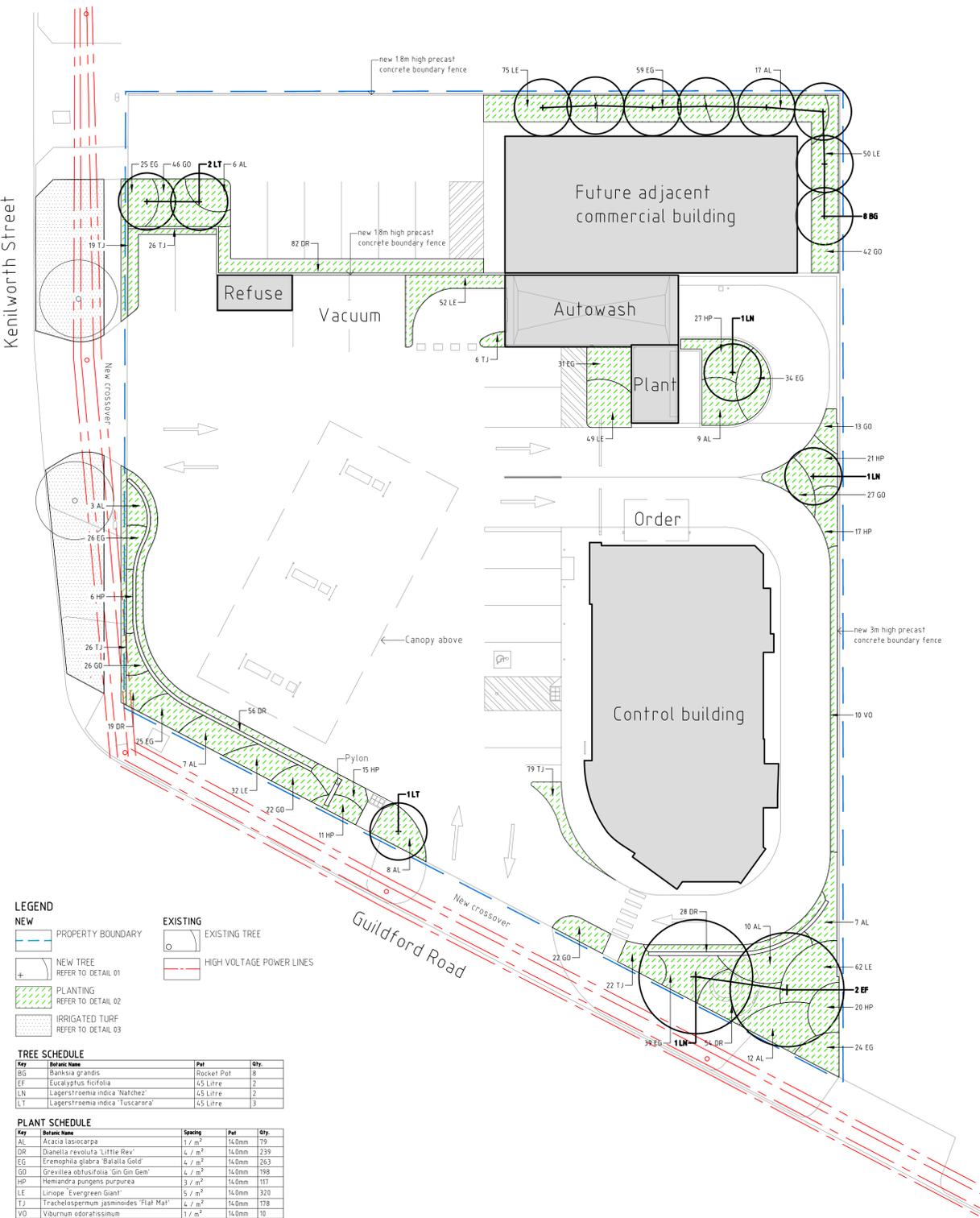
03 TYPICAL TURF DETAIL
SCALE 1:10 @ A1



02 TYPICAL SHRUB PLANTING DETAIL
SCALE 1:10 @ A1



01 TYPICAL TREE IN MULCH DETAIL
SCALE 1:20 @ A1



LEGEND

NEW

- PROPERTY BOUNDARY
- NEW TREE (REFER TO DETAIL 01)
- PLANTING (REFER TO DETAIL 02)
- IRRIGATED TURF (REFER TO DETAIL 03)

EXISTING

- EXISTING TREE
- HIGH VOLTAGE POWER LINES

TREE SCHEDULE

Key	Botanic Name	Qty	Qty
BG	Banksia grandis	Rocket Pot	8
EF	Eucalyptus ficifolia	45 Litre	2
LN	Lagerstroemia indica 'Natchez'	45 Litre	2
LT	Lagerstroemia indica 'Tuscarora'	45 Litre	3

PLANT SCHEDULE

Key	Botanic Name	Spacing	Qty
AL	Acacia lasiocarpa	1 / m ²	79
DR	Dianella revoluta 'Little Rev'	4 / m ²	239
EG	Eremophila glabra 'Ballala Gold'	4 / m ²	263
GO	Grevillea obtusifolia 'Gin Gin Gem'	4 / m ²	198
HP	Hemandra purpurea	2 / m ²	113
LE	Liriope 'Evergreen Giant'	5 / m ²	320
TJ	Trachelospermum jasminoides 'Flat Mat'	4 / m ²	178
VO	Viburnum odoratissimum	1 / m ²	10

oxygen

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CLIENT: PEREGRINE CORPORATION
ARCHITECTS: ADS ARCHITECTS

PROJECT: BAYSWATER OTR
drawing title: LANDSCAPE PLAN

15.04.7.106

ISSUE: DRAFT

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	26.07.22	DRAFT	EH	JH	
B	30.11.22	DRAFT	EH	JH	
C	16.12.22	DRAFT	EH	JH	
D	01.06.23	DRAFT	EH	JH	
E	07.09.23	DRAFT	EH	JH	
F	27.11.24	DRAFT	EH	JH	



PROPOSED OTR (SERVICE STATION, CAR WASH & DRIVE THRU RETAIL)

LOTS 130 & 131 (321) GUILDFORD ROAD, BAYSWATER

TRANSPORT IMPACT ASSESSMENT



Final 4

Prepared by i3 consultants WA for
PC Infrastructure Pty Ltd

Proposed OTR (Service Station, Car Wash & Drive Thru Retail) | Lots 130 & 131 (321) Guildford Road, Bayswater | Transport Impact Assessment

Prepared by

David Wilkins | Senior Traffic & Road Safety Engineer

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Description

A Traffic Impact Assessment report for a proposed On The Run (OTR) Service Station development on Lots 130 & 131 on the northeast corner of Guildford Rd and Kenilworth St in the City of Bayswater suburb of Bayswater.

It is proposed to develop a 3 bowser (6 fueling point) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 9 onsite parking bays, 2 vacuum cleaning bays, a loading bay and a 272 m2 control building on the development site.

Client

PC Infrastructure Pty Ltd

Project ID 31807

Version Final 4

Publication Date 6 May 2025

Pages 50

File Name 31807-TIA-F4.docx

This is not an approved document unless certified below.

About the Author

David Wilkins is an RTA NSW Certified Level 3 Lead Auditor (RSA-08-0178) and Main Roads Western Australia (MRWA) accredited Senior Road Safety Auditor (SRSA 0101). In addition to this, David is an MRWA accredited Crash Investigation Team Leader and Roadworks Traffic Manager (MRWA-RTM-10-RTM20). David has undertaken over 645 road safety audits in Australia since 2001 across the full range of stages from feasibility through to pre-opening, including roadworks, existing roads, schools, events & mine sites.

David specialises in undertaking and preparing traffic impact assessments in accordance with either the WAPC *Transport Impact Assessment Guidelines* or Austroads *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* (1). David has authored over 250 of these since 2001.

David is a past member of Engineers Australia and past committee member of Transport Australia society and is guided by its Charter and Code of Ethics which states that its members act in the interest of the community, ahead of sectional or personal interests towards a sustainable future.

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1 SUMMARY

The key components of a Transport Impact Assessment (*TIA*) for a development proposal are to:

- assess the proposed internal transport networks with respect to accessibility, circulation, and safety for all modes, that is, vehicles, public transport, pedestrians, and cyclists,
- assess the level of transport integration between the development proposal and the surrounding land uses,
- determine the impacts of the traffic generated by the development proposal on the surrounding land uses, and
- determine the impacts of the traffic generated by the development proposal on the surrounding transport networks.

This *TIA* has determined that the redeveloped site is forecast to generate up to an **additional** 35 trips during the morning peak hour and up to an **additional** 26 trips during the afternoon peak hour. This is based on pass-by trips of 70%. The forecast volumes of trips into and out of the site in the morning and afternoon peak hours are 116 and 87 respectively.

This *TIA* has identified that the proposed development will not result in an adverse impact on the road network. This is based on detailed modelling within SIDRA Intersection 10 as well as video surveys of the site and the Darby St/ Guildford Rd/ Kenilworth St intersection.



2 INTRODUCTION

This Transport Impact Assessment (*TIA*) report has been prepared in accordance with the WAPC publication *Transport Impact Assessment Guidelines* (2). These guidelines indicate that a *TIS* is required for a Service Station with 6 fuelling positions, as shown in Table 1 below.

LAND USE	MODERATE IMPACT	HIGH IMPACT
	Transport Impact Statement required	Transport Impact Assessment required
	10 – 100 vehicle trips in the peak hour	> 100 vehicle trips in the peak hour
Residential	10–100 dwellings	>100 dwellings
Schools	10–100 students	>100 students
Entertainment venues, restaurants, etc.	100–1000 persons (seats) OR 200–2000 m ² gross floor area	>1000 persons (seats) OR >2000 m ² gross floor area
Fast food restaurants	50–500 m ² gross floor area	>500 m ² gross floor area
Food retail /Shopping centres with a significant food retail content	100–1000 m ² gross floor area	>1000 m ² gross floor area
Non-food retail	250–2500 m ² gross floor area	>2500 m ² gross floor area
Offices	500–5000 m ² gross floor area	>5000 m ² gross floor area
Service Station	1–7 refuelling positions	>7 refuelling positions
Industrial/Warehouse	1000–10,000 m ² gross floor area	>10,000 m ² gross floor area
Other Uses	Discuss with approving authority	Discuss with approving authority

Table 1 – Level of assessment required (Source Table 1: WAPC Guidelines Vol 4)

The proposal is for a 3 bowser (6 fuelling point) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 9 onsite parking bays (including an accessible bay), a loading bay, 2 motorcycle bays, 2 vacuum cleaning bays and a 272 m² control building on the development site. An existing house on Lot 131 and existing service station buildings on the adjacent Lot 132 will be demolished, with both lots cleared for the redevelopment. A vacant 761 m² lot will remain at the rear.

Despite the WAPC guidelines indicating that only a *TIS* is required, a higher level *TIA* has been prepared to reflect the additional level of details requested by Main Roads WA due to a longer term proposal to upgrade Guildford Rd with modifications to the Kenilworth Intersection that will restrict this to left-in only as well as physically prevent right turns into the development site (refer **Section 6**).

An extract from the Design Drawing for the proposed development, showing the proposed development and existing layout of the roads, is provided as Figure 1 on the following page.



Figure 1 – Extract from Design Drawing the proposed layout with the existing road layout

The preparation of a TIA in accordance with the WAPC Guidelines is consistent with, and ensures compliance with, Clause 67(t) of the *Planning and Development (Local Planning Schemes) Regulations 2015* ⁽³⁾ which state “*due regard should be given to the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety*”.

The following sections have been prepared in a format that clearly identifies the items that are required to be assessed in a TIA and the responses and/ or assessments relative to these items.

Name of applicant and consultant.

PC Infrastructure Pty Ltd (**applicant**) and i3 consultants WA (**consultant**).

Development location and context.

Lots 130 & 131 (321) Guildford Road, Bayswater.

Located within a 'Service Station' zone on the northeast corner of Guildford Rd, a Primary Distributor (State) road and Kenilworth St, an Access (Local) road. The development site is opposite The Garden Café on the northwest corner, as shown in Photograph 1 below.



Photograph 1 – Looking west at subject site from the south side of Guildford Rd east of Kenilworth St*

The site is an 11-minute walk from Meltham train station at the northern end of Kenilworth St.

*Orange vehicle is the author's vehicle during the site visit and is not representative of on-site parking.



Brief description of development proposal.

The proposal is for a 3 bowser (6 fuelling point) service station with a drive-thru coffee & groceries facility, drive-thru automatic car wash, 9 onsite parking bays (including an accessible bay), a loading bay, 2 motorcycle bays, 2 vacuum cleaning bays and a 272 m² control building on the development site. An existing house on Lot 131 and existing service station buildings on the adjacent Lot 132 will be demolished, with both lots cleared for the redevelopment. A vacant 761 m² lot will remain at the rear.

An extract from the Design Drawing for the proposed development showing the layout is provided as Figure 1 on page 6.

Key issues

The identified transport issues are:

- the access off Kenilworth St has been located as far away from the Guildford Rd intersection as possible,
- Guildford Road is a State Road that comes under the care and control of Main Roads WA. It is a Category 3* 'Primary regional road' in the Metropolitan Region Scheme. (Category 3 road means that the subject regional road reservation is not accurately defined or is subject to review by the agency that is responsible for planning of the regional road). Main Roads WA has advised of a long term proposal to upgrade Guildford Rd with modifications to the Kenilworth Intersection that will restrict this to left-in only as well as physically prevent right turns into the development site – other than with a 'PCI Right-turn IN option'.
- The City of Bayswater has advised of a proposal to install a road hump in Kenilworth St just north of Guildford Rd.
- WAPC Development Control Policy 5.1 (1998) addresses matters relating to the control of development adjacent to regional roads. A draft version of the above Policy has been published as *DRAFT DC Policy 5.1: Regional roads (vehicular access)* ⁽⁴⁾.

Both lots are zoned 'Service Station' within the [City of Bayswater's Town Planning Scheme 24](#).

Background information

The **applicant** is very experienced with developing these types of service stations in South Australia, Northern Territory and Western Australia. The **consultant** has prepared TIA's for 10 similar types of developments in both WA and the NT and has undertaken video surveys of service stations with drive-thru retail facilities, as well as drive-thru coffee operations to inform decisions regarding the selection of appropriate trip generation rates and hourly profiles. The **consultant** undertook a video survey of the existing site and the Guildford Rd/ Kenilworth Ave intersection between 6.30 AM and 7.00 PM on 1st November 2022 to assist with determining existing traffic volumes, movements, and behaviours. A further site inspection was undertaken on 26 March 2025 to update this.

* Government Gazette No 27 Wednesday 18 March 1987.



Figure 2 – Development location and context

The three (3) external road layout scenarios, Existing, Main Roads WA widening and Main Roads WA widening with PCI Right-turn IN option, along with the associated access and egress routes for cars and the petrol tanker delivery vehicle are shown in Figure 3, Figure 4 and Figure 5 respectively on the following pages.

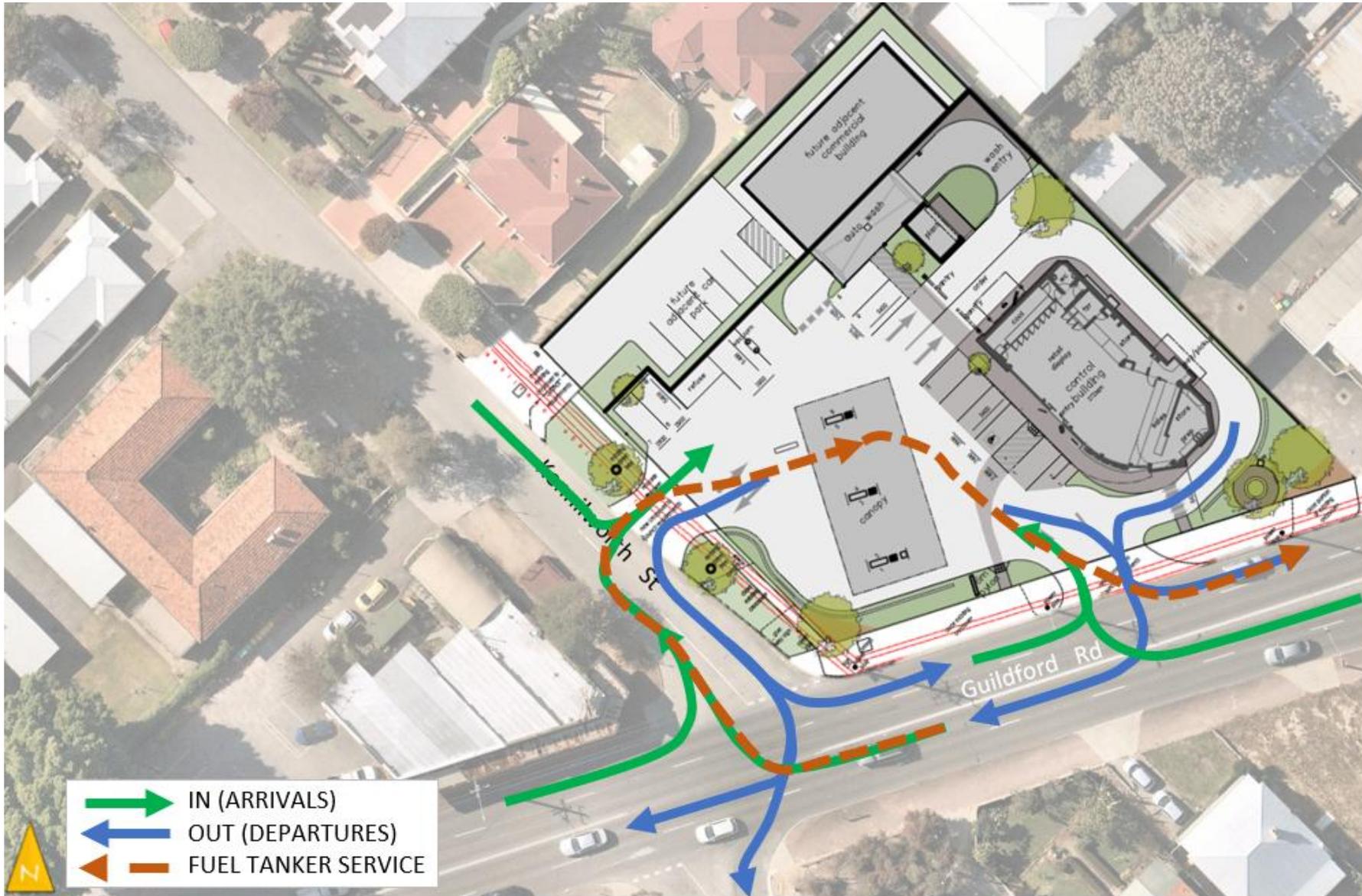


Figure 3 – Arrival & Departure Routes dictated by the proposed access driveways and restrictions with existing layout

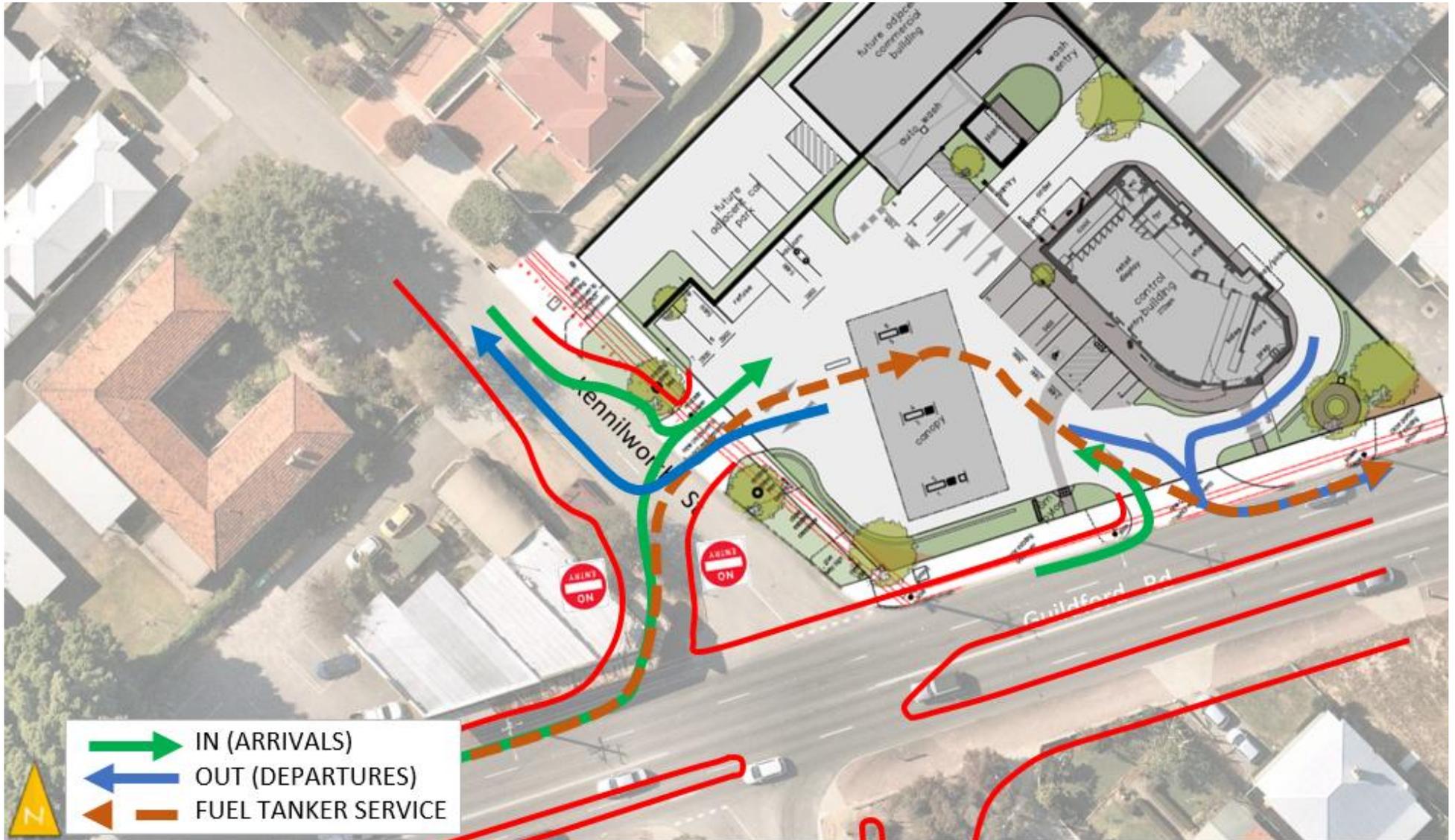


Figure 4 – Arrival & Departure Routes dictated by the proposed access driveways and restrictions with proposed Main Roads WA layout

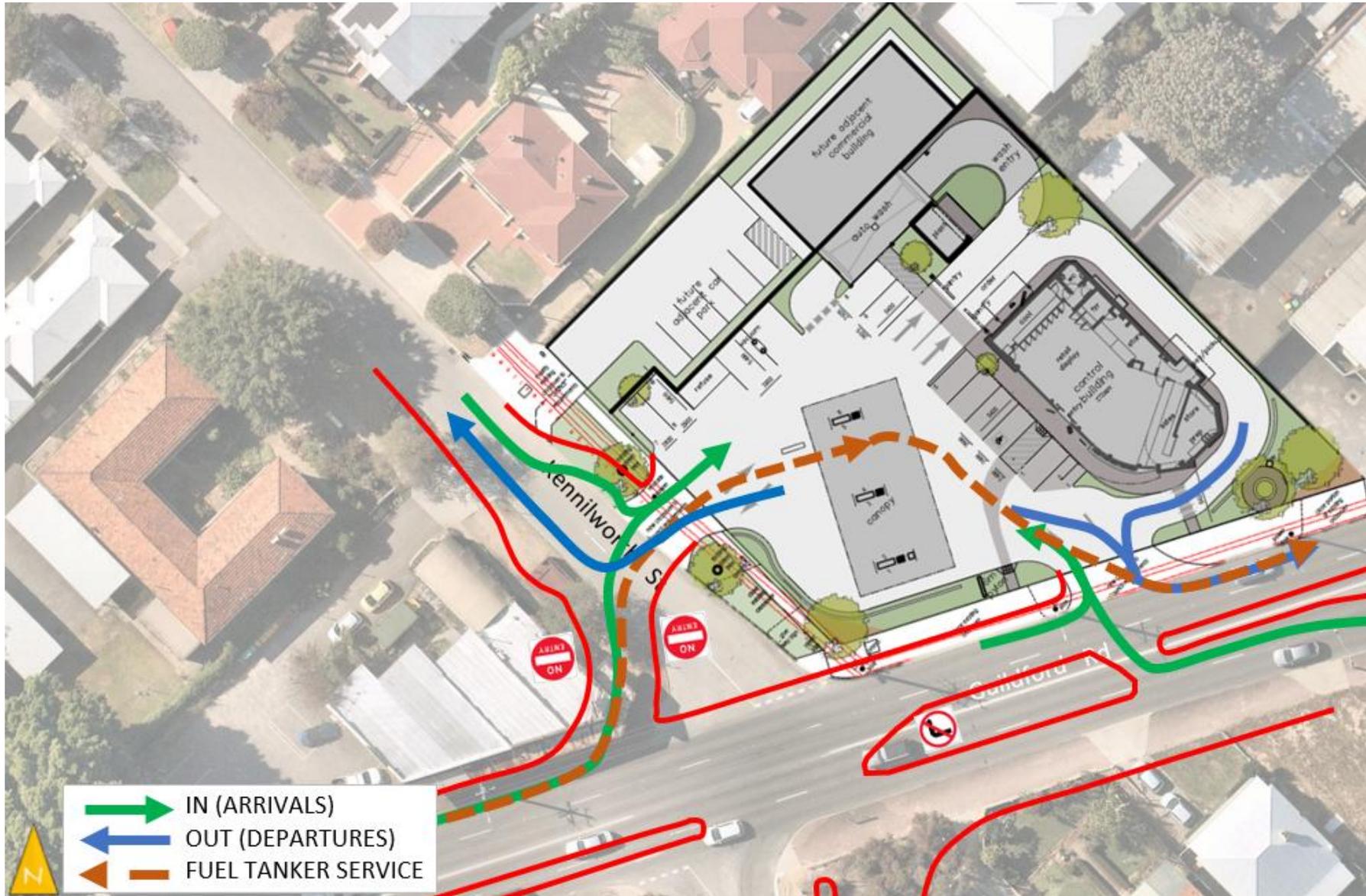


Figure 5 – Arrival & Departure Routes dictated by the proposed access driveways and restrictions with proposed Main Roads WA and PCI right turn in option

3 EXISTING SITUATION

Existing site uses.	Land area of approximately 2,810 m ² (Lot 321: 1,239 m ² Lot 130: 1,571 m ²) with an old dwelling on Lot 131 and a disused Service Station building, sheds, and storage area on Lot 130.
Existing parking and demand.	The dwelling appears to be occupied. Parking of a single car was observed to occur on the verge. The remaining buildings appeared to be vacant with no observed parking on the hardstand area between these and Guildford Rd.
Existing access arrangements	6 m wide two-way access driveway off Kenilworth St approximately 7 m north of Guildford Rd, 14 m wide access driveway off Guildford Rd approximately 9 m east of Kenilworth St and a 16 m wide access driveway off Guildford Rd centred on the eastern lot boundary to provide shared access with the adjacent Lot 3 (single dwelling).
Existing site traffic.	Observed to be limited to the dwelling. Assumed to generate 0-2 trips during the morning and afternoon peak hours.
Surrounding land uses.	Surrounding land use is predominantly residential with a Café on the southwest corner of Kenilworth St/ Guildford Rd.
Surrounding road network.	The closest roads to the site are Guildford Road (State Road: Primary Distributor), Kenilworth St (Local Road: Access Street) and Darby St (Local Road: Access Street). The road hierarchy in the vicinity of the development site is shown in Figure 7 on page 16.
Traffic management on frontage roads.	Guildford Road is a 4-lane kerbed and sealed single carriageway with 2 lanes in each direction. It has a posted speed limit of 60 km/h. Kenilworth St is a 2-lane kerbed and sealed single carriageway with 1 lane in each direction and a Give Way sign and holding line at its intersection with Guildford Road. It is subject to the default urban speed limit of 50 km/h. There are 'No Stopping Road or Verge' signs on the south side for the length of the subject site.
Traffic flows on surrounding roads.	Existing peak hour traffic volumes are shown in Figure 12 on page 27 (AM) and Figure 14 on page 28 (PM). This data is derived from video surveys undertaken by Main Roads WA in April 2023 and the author in November 2022.
Traffic flows at major and/ or impacted intersections.	Shown in the analysis of transport networks in Section 6 of this report.

Operation of surrounding intersections.

The existing (Apr 2023) operation of the Darby St/ Guildford Rd/ Kenilworth St intersection during the AM and PM peak hours is shown in the Level of Service Lane Diagrams from the SIDRA Intersection 10 traffic model prepared by the author, in Figure 6 below.

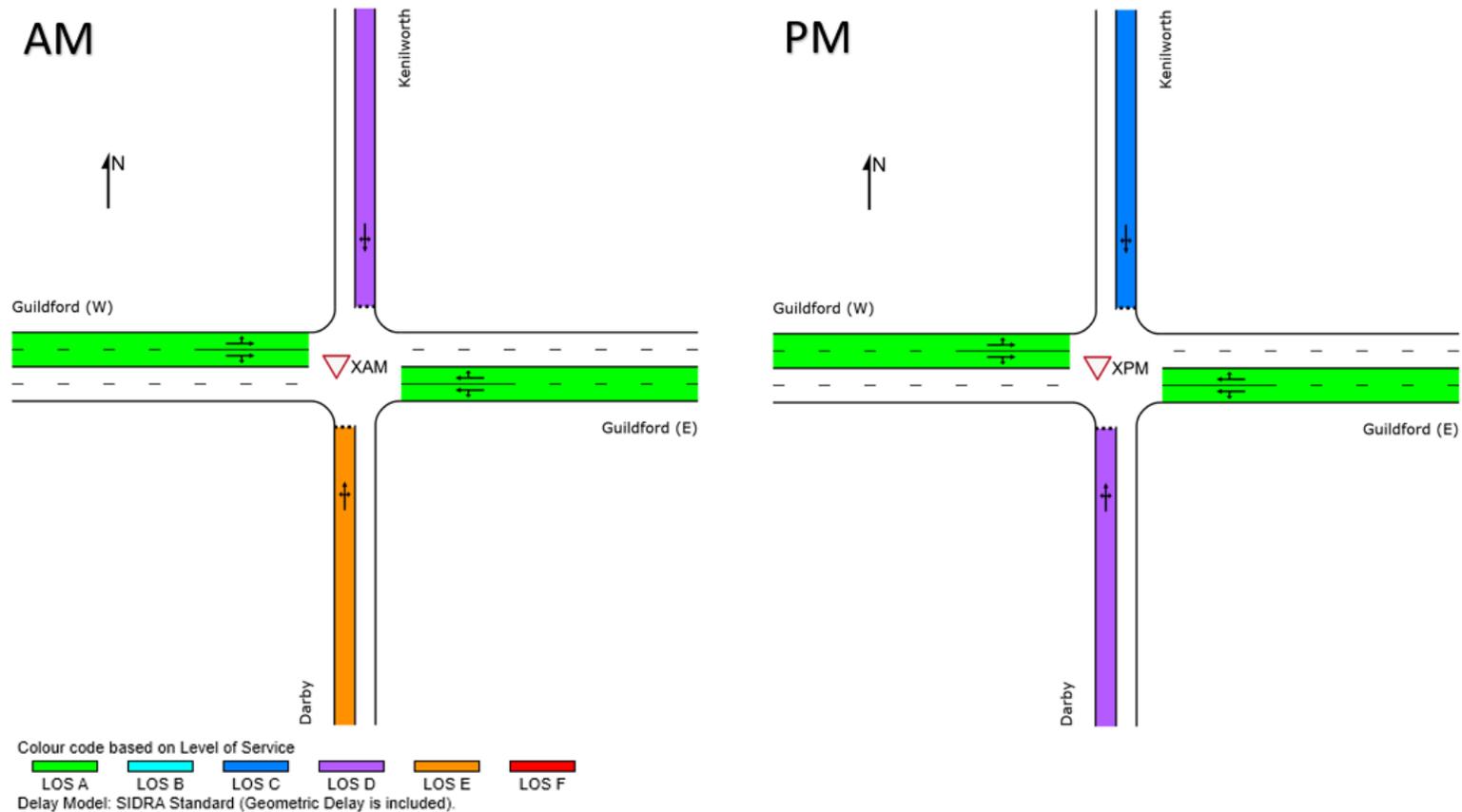


Figure 6 – Assessed existing Level of Service: Guildford Rd/ Kenilworth St (Apr 2023)

Peak hour traffic volumes into and out of Kenilworth St are relatively low, i.e., 29 vehicles, with most turning left into Guildford Rd. Volumes into and out of Darby St are much higher, i.e., 125 with approximately 50% turning right and 50% turning left. This results in up to 30 drivers turning right out of Darby St waiting approximately 2 minutes for a gap in traffic blocking drivers wishing to turn left, resulting in the LOS D performance shown in Figure 6 above.

Other performance criteria are shown in the analysis of transport networks in **Section 6** of this report.



**Existing pedestrian/
cycle networks.**

Existing bicycle networks are shown in Figure 8 on page 17. There are paths on both sides of Guildford Rd and Kenilworth St with an informal pedestrian crossing on Guildford Rd 76 m east of Kenilworth St (Median island with gap and grab rails and ramps on both sides).

Crash data.

There have not been any reported injury crashes at the Darby St/ Guildford Rd/ Kenilworth St intersection or any reported crashes at the existing access driveways to the subject site in the five-year period ending 31st December 2024.

There were two (2) property damage only crashes at the Guildford Rd/ Kenilworth intersection, 1 right angle and 1 rear-end crashes.

Two (2) injury (hospital) and six (6) property damage only crashes were reported at the Darby St/ Guildford Rd intersection.

A plot of all crashes in the vicinity of the subject site, is provided as Figure 9 on page 18.

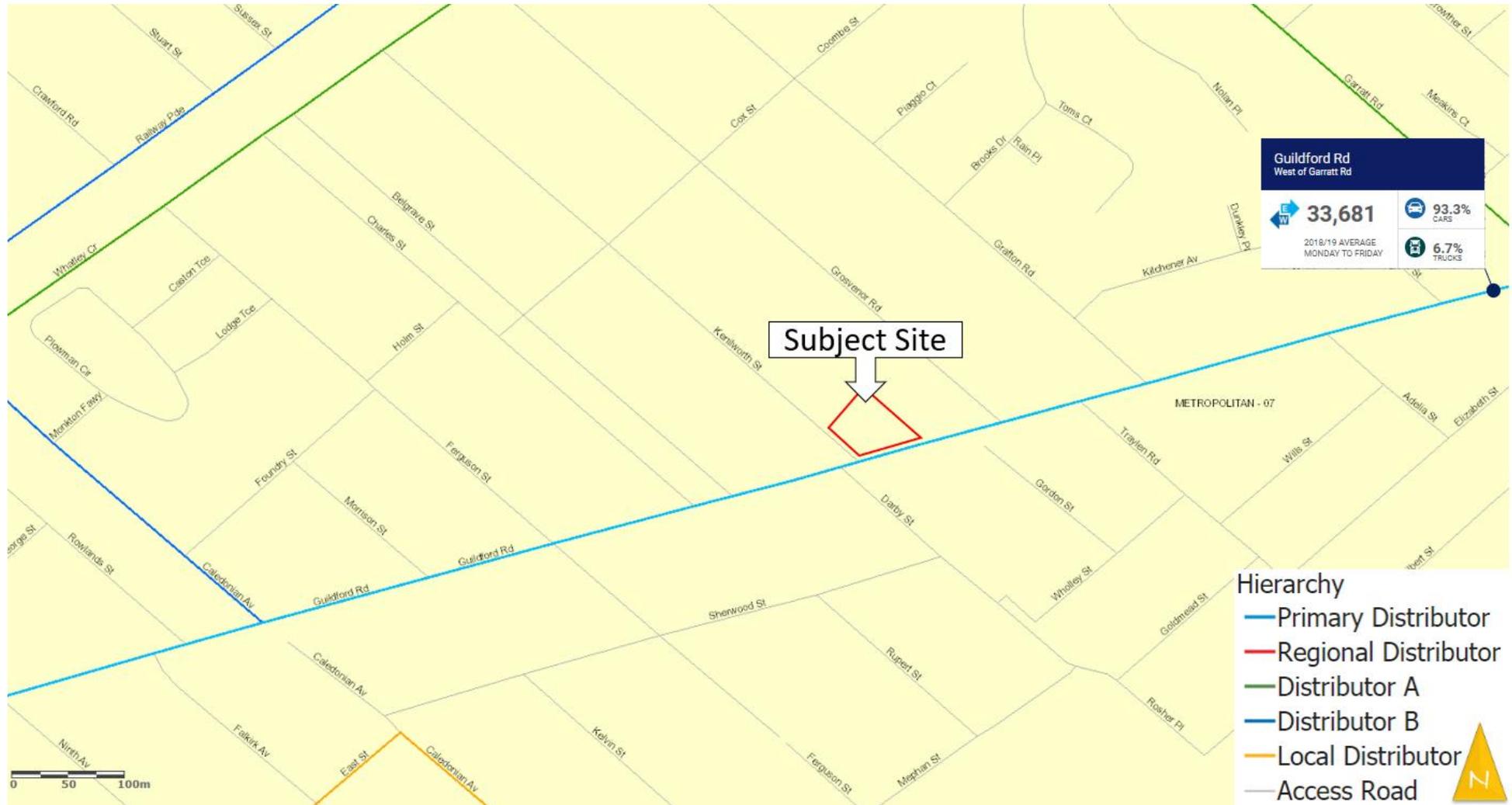


Figure 7 – Surrounding road network, hierarchy, and nearest available traffic data (Average Monday to Friday Daily Volumes and % Heavy Vehicles)



Figure 8 – Path, cycle path, cycle routes and bus routes map in vicinity of the subject site

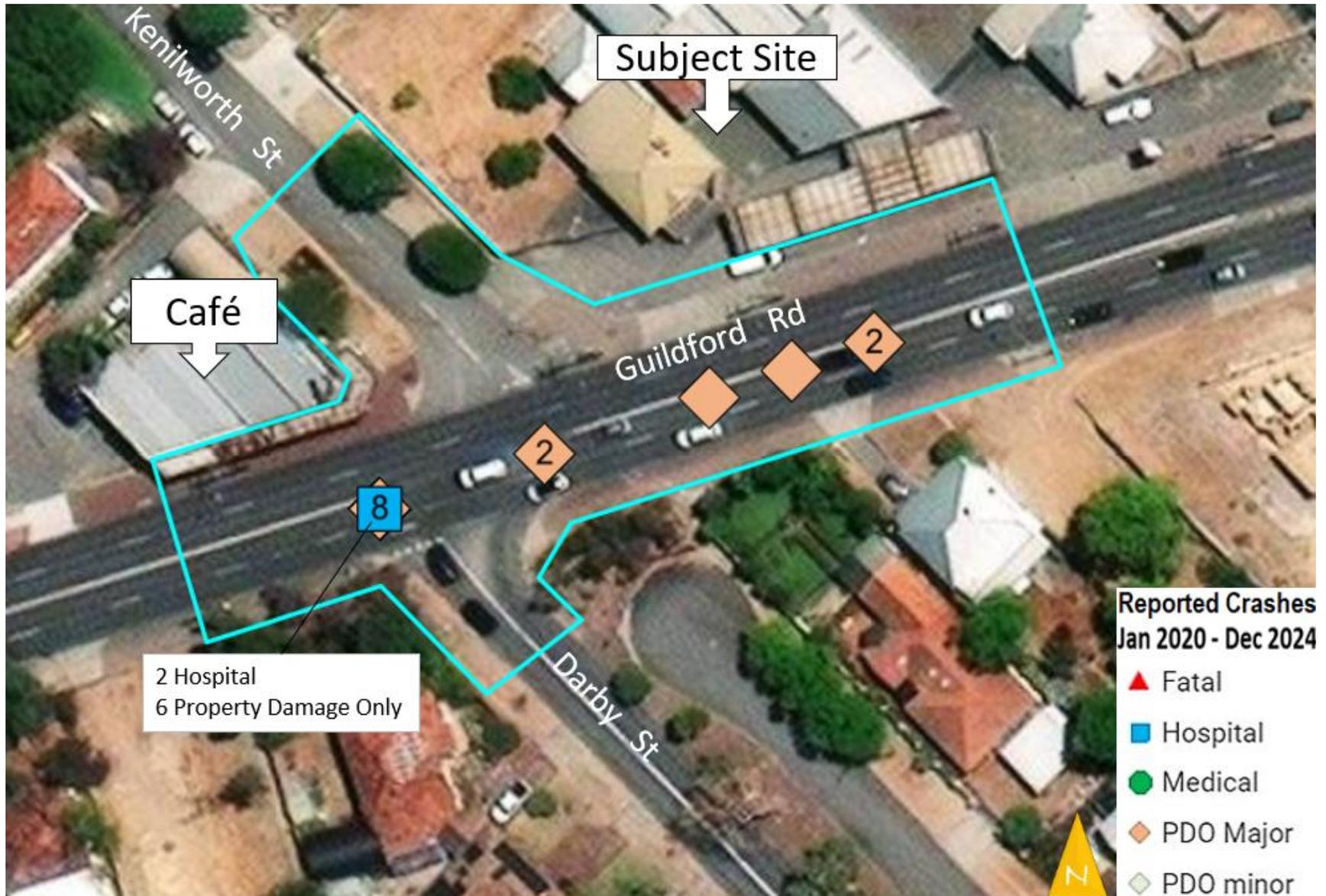


Figure 9 – All reported crashes in vicinity of the development site in the five-year period ending 31 December 2024



4 DEVELOPMENT PROPOSAL

Regional context.

Bayswater is located on the north-eastern side of the Swan River and is approximately seven kilometres from the Perth CBD. It is close to Maylands, Morley, and Embleton. Bayswater is a suburb in the City of Bayswater, which is colloquially known as the 'Garden City'. The inner metro suburb, which has a total land area of 10 square kilometres, began its major suburban development in the late 1880s.

Bayswater is a classic suburban environment close to urban conveniences. The Bayswater Train Station is a major feature of the suburb, which makes commuting around the Perth metro area very easy for locals. There are also plenty of schools within the area, and it is close to parks and other desirable amenities. The Morley Galleria, which is a major shopping centre, is a short drive away.

Guildford Road is a Primary Distributor road linking the inner-city suburb of Mount Lawley with Guildford in the north-east. The ten-kilometre-long road runs mostly parallel to the Swan River, on its northern side, and is part of State Route 51, which runs between Perth's CBD and Midvale. A plan to widen Guildford Road and its road reserve between East Pde and Tonkin Hwy through a planning scheme amendment were abandoned by the State Government in 2017 following opposition from local communities and a recommendation from the WAPC to peruse more modest improvements.

Proposed land uses.

The proposal is for a 3 bowser/ 6 fuelling point 'On the Run' (OTR) Service Station with an automatic drive-thru car wash, vacuum bays and a drive-thru food, drinks, grocery facility and 272 m² convenience store/ control building.

Table of land uses and quantities.

Land Use	Unit
Fuel Bowsers	3 bowsers
	6 filling points
Vacuum Cleaning	2 bays
Auto Wash	5 cars (1 wash, 4 queued)
Drive-Thru Retail	6 cars (1 service, 5 queued)
Control & Retail	1 272 m ²
Vacant Land	1 761 m ²
Parking	9 bays including 1 'disabled' and 2 EV + 2 M/C
Loading & Waste Collection	1 loading area

Table 2 – Proposed Land Uses



Access arrangements.	7.8 m wide two-way full access off Kenilworth St and an 8.4 m wide two-way access off Guildford Rd with an internal path to link the path and bus stops on Guildford Rd with the control building. Refer Figure 3, Figure 4 and Figure 5 on pages 10 to 12.
Parking provision.	9 parking bays, including 1 'disabled' plus 2 motorcycle bays, as shown in the Development Plan provided as Figure 1 on page 6. In addition to this, the site can accommodate 4 queued vehicles to the car wash and 5 queued vehicles to the drive-thru retail without impacting on internal movements and servicing.
End of trip facilities.	A bicycle parking rail is provided on right side of Control Building entrance next to the motorcycle bays.
Any specific issues.	<p>Guildford Road is a State Road that comes under the care and control of Main Roads WA. It is a Category 3 'Primary regional road' in the Metropolitan Region Scheme. (Category 3 road means that the subject regional road reservation is not accurately defined or is subject to review by the agency that is responsible for planning of the regional road). Main Roads WA has advised of a long term proposal to upgrade Guildford Rd with modifications to the Kenilworth Intersection that will restrict this to left-in only as well as physically prevent right turns into the development site – other than with a 'PCI Right-turn IN option'.</p> <p>The City of Bayswater has advised of a proposal to install a road hump in Kenilworth St just north of Guildford Rd.</p> <p>WAPC Development Control Policy 5.1 (1998) addresses matters relating to the control of development adjacent to regional roads. A draft version of the above Policy has been published as <i>DRAFT DC Policy 5.1: Regional roads (vehicular access)</i>.⁽⁴⁾</p>
Road network.	The road network, including classifications (hierarchy) and daily traffic volumes, is shown in Figure 7 on page 16.
Intersection layout and controls.	The layout of the Give-way controlled Darby St/ Guildford Rd/ Kenilworth St intersection is shown in photographs throughout this report.
Pedestrian/ cycle networks and crossing facilities.	There are no proposals or warrants to improve the existing pedestrian/ cycle networks or crossing facilities in the vicinity of the subject site, other than the wide median in Guildford Rd provided as part of the long term Main Roads WA project. The development includes an internal path linking the control building to the existing path and bus stops on Guildford Rd.
Public transport services.	There are bus stops on both sides of Guildford Rd within a 1-minute walk of the subject site. These two bus stops are served by Transperth High Frequency Buses 998 and 999 and regular Transperth Buses 48 and 55, with services throughout the day. (Refer Figure 8 on page 17). The nature of the proposed development, i.e., a Service Station, Car Wash and Drive-thru, suggests that public transport is only likely to be utilised by employees, not patrons.



5 INTEGRATION WITH SURROUNDING AREA

Surrounding major attractors/ generators.

Guildford Road, as a Primary Distributor road linking Perth CBD to Guildford, is the major attractor and generator of traffic past the site.

Committed developments and transport proposals.

Main Roads WA has advised of a long term proposal to upgrade Guildford Rd with modifications to the Kenilworth Intersection that will restrict this to left-in only as well as physically prevent right turns into the development site – other than with a ‘PCI Right-turn IN option’.

The City of Bayswater has advised of a proposal to install a road hump in Kenilworth St just north of Guildford Rd.

Proposed changes to land uses within 1.2 kms.

None identified.

Travel desire lines from development to these attractors/ generators.

Shown in Figure 3, Figure 4 and Figure 5 on pages 10 to 12.

Adequacy of existing transport networks.

The forecast increased volumes on the Give-way controlled Darby St/ Guildford Rd/ Kenilworth St intersection are minimal, i.e., between 0.3% and 0.5% of existing volumes. Refer **Section 6** for more details.

Deficiencies in existing transport networks.

The existing layout of Guildford Rd, with minimal lane widths of 3 m, lack of turning lanes at intersections with direct access to adjoining properties was identified as a ‘deficiency’ for this Primary Distributor Road prior to 2017, resulting in a proposal to widen the road reserve and undertake ‘improvements’ to the layout and intersections as a scheme amendment.

Remedial measures to address deficiencies.

Main Roads WA ‘Guildford Road M42 Carriageway Pattern Darby St to Leake St 3.25 SLK to 4.85 SLK Drawing 9321-118’. This drawing has been provided to the author and applicant in good faith to guide development and aid discussions and understanding by interested parties. It is not for general publication and hence has not been reproduced in this TIA report.

City of Baywater ‘Low Cost Urban Road Safety Program, Maylands Central Precinct, Site 17 – Kenilworth St & Guildford Rd Drawing Q27052022-4-017’ shows a proposal for a road hump in Kenilworth St located 14.10 m north of the Give Way holding line at Guildford Rd. This TIA assesses the proposed development with both of these remedial measures in place and has determined that it is compatible with these.



6 ANALYSIS OF TRANSPORT NETWORKS

Assessment years.

An assessment year has not been selected as there is no known date for the Main Roads WA widening project and no known modelling data for this. It is also noted that the widening project removes right turns into and out of the development site, hence the impact of increased traffic volumes on Guildford Rd will be less than that associated with right turn movements into and out of the site with existing volumes. The 'PCI Right-turn IN' option can be modelled and assessed when the likely date and traffic volumes for Guildford Rd widening project are known.

Time periods.

Peak traffic volumes are expected at the same time as the road network peak hours although there is also a mid-day peak associated with service stations (refer Figure 10 on page 26). A Main Roads WA video survey of the Caledonian Ave/ Guildford Rd STOP controlled T intersection indicates that the peak hours are 7.30 – 8.30 AM and 5.00 – 6.00 PM.

Development generated traffic.

An estimate of the hourly volumes of traffic by type, day and time of day has been undertaken using a combination of data from traffic surveys of similar land uses (i.e., the drive-thru retail facility on the corner of Great Eastern Hwy and Fauntleroy Ave) and published and accepted trip generation databases, as shown in Figure 10 on page 26. In summary this indicates forecast trips of up to 116 in the morning peak hour and up to 87 in the afternoon peak hour. It is estimated that up to 70% of these trips will be from pass-by traffic on Guildford Road and therefore the forecast additional trips are 35 in the morning peak hour and 26 in the afternoon peak hour.

Distribution & assignment of generated traffic.

The distribution (Arrival/ Departure volumes) and assignment of traffic to the road network has been undertaken by allocating 90% of generated traffic to the eastbound route on Guildford Rd and 10% to the westbound route, on the basis that the vast majority of drivers on main roads tend to use service stations on the left side of the road they are travelling on.

The existing observed delays for drivers turning right into or out of Kenilworth St and Darby St suggests that this would also discourage, but not prevent, use of the service station by westbound drivers on Guildford Rd, hence the 10% allocation for this.

The adopted Distribution (Arrival/ Departure split of 50%/ 50%) and Trip Assignment to the external road network, along with existing volumes, is shown in Figure 12 to Figure 15 on pages 27 to 28 for the mid-week AM and PM peak hours.



Parking supply and demand.

9 parking bays, including 1 bay designated for use by a person with a disability with an adjacent shared space, 2 motorcycle parking bays and a rail for the secure parking of up to 2 bicycles next to the Control Building entrance.

The indicated minimum parking bay requirement in the City of Bayswater Local Planning Scheme No 24 ⁽⁶⁾ is 8 bays for a service station and 6 bays per 100 m² for a Convenience Store. In this instance the demand for parking for the convenience store is less due to the provision of a drive-thru facility. The GFA of the control building is 272 m², suggesting a requirement for 16 bays. Assuming 20% of parking demand (based on the drive-thru facility) this results in a demand for 4 bays. On this basis, it has been assessed that parking provision of 9 bays for the site, as well as queueing space for 6 vehicles at the drive-thru retail and 5 vehicles at the drive thru car wash, clear of internal movement areas, is adequate for the demand, i.e., 9 + 6 + 5 = parking space for 20 cars provided.

Base and 'with development' traffic flows.

The assessed Base (2023) volumes and forecast OTR volumes through each intersection are shown in Figure 12 and Figure 13 on page 27 and Figure 14 and Figure 15 on page 28 for the mid-week AM and PM peak hours respectively.

Analysis of development accesses.

An assessment of the arrival and departure routes as well as the swept paths of the B99 Design Vehicle (largest car) and 16.9 m Semi-trailer Design Vehicle (Fuel Delivery Tanker) has been undertaken and are shown in Figure 19 to Figure 22 in **Appendix A**.

Impact on surrounding roads.

The *WAPC Guidelines* indicate that an intersection is generally considered to be materially affected if flows on any leg increase by more than 10% or any individual movement by more than 20%. Analysis of the forecast flow and movement increases has revealed that whilst the forecast increase for any one movement out of Kenilworth St at Guildford Rd is low, i.e., 0-1 vehicles, the existing low volumes results in a technical increase of 20% for the right turn movement out, as shown in Figure 13 on page 27 and Figure 15 on page 28.

Based on the above, the existing and forecast traffic volumes at the Guildford Rd/ Kenilworth/ Darby St intersection have been assessed in a SIDRA Intersection 10 traffic model. This has revealed that the forecast volumes will not have a noticeable impact on the performance of the intersection as the largest impact is an increase of 4.8 seconds in average delay, as shown in Table 3 on the following page.

It is noted that the Darby St approach to Guildford Rd currently performs with a Level of Service of F during the morning peak hour in the SIDRA Summary Reports. A review of the data indicates that this will continue to operate at this level with the proposed development, with the average delay increasing from 56.5 seconds for the right turn movement to 61.3 seconds. This will reduce to less than LoS F when Kenilworth St is cul-de-saced as part of the Main Roads WA widening project.



	Right out of Kenilworth St into Guildford Rd AM Peak Hour					Right out of Darby St into Guildford Rd AM Peak Hour			
	Deg. Satn (v/c)	Aver. Delay (s)	LoS	95% BoQ (m)		Deg. Satn (v/c)	Aver. Delay (s)	LoS	Ave BoQ (m)
Without Development	0.092	46.4	E	2.4	Without Development	0.410	56.5	F	11.0
With Development	0.173	49.4	E	4.9	With Development	0.436	61.3	F	11.7
Change	0.081	3.0	Same	2.5	Change	0.026	4.8	Same	0.7

	Right out of Kenilworth St into Guildford Rd PM Peak Hour					Right out of Darby St into Guildford Rd PM Peak Hour			
	Deg. Satn (v/c)	Aver. Delay (s)	LoS	Ave BoQ (m)		Deg. Satn (v/c)	Aver. Delay (s)	LoS	Ave BoQ (m)
Without Development	0.064	35.3	E	1.7	Without Development	0.311	39.5	E	9.1
With Development	0.112	36.1	E	3.3	With Development	0.339	40.9	E	10.0
Change	0.048	0.8	Same	1.6	Change	0.028	1.4	Same	0.9

Table 3 – Darby St/ Guildford Rd/ Kenilworth St intersection performance criteria assessment

Refer Table 4 on page 29 for Intersection Performance Criteria descriptions used in the SIDRA Intersection 10 modelling software.

Refer **Appendix B** for SIDRA Intersection 10 figures and data.

Refer previous comment (the Darby St/ Guildford Rd/ Kenilworth St intersection is the only impacted intersection).

The two lots are already zoned 'Service Station' and there was a service station previously located on one of the two lots. The traffic impacts on Guildford Rd is moderate due to 70% pass-by patronage, i.e., 35 additional trips in the morning peak hour and 26 in the afternoon peak hour. This is around 1 trip per 2 minutes and is defined as a 'moderate impact' by the WAPC.

Refer **Section 7**.

Refer **Section 4**.

There are paths on both sides of Guildford Rd and Kenilworth St with an informal pedestrian crossing of Guildford Rd 76 m east of Kenilworth St (Median island with gap and grab rails and ramps on both sides).

Not applicable.

Impact on intersections.

Impact on neighbouring areas.

Road Safety.

Public transport access.

Pedestrian & Cycle access/ amenity.

Traffic Management Plan.



Site specific issues.

Guildford Road is a Category 3 'Primary regional road' in the Metropolitan Region Scheme. WAPC Development Control Policy 5.1 (1998) addresses matters relating to the control of development adjacent to regional roads. A draft version of the above Policy has been published as *DRAFT DC Policy 5.1: Regional roads (vehicular access)*.⁽⁴⁾

Section 3.3.1 of the above DRAFT Policy states "*On regional roads not constructed or planned to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new driveways or increased use of existing accesses to these roads. Where alternative access is or could be made available from side or rear streets or from rights-of-way or laneways, no access shall be permitted to the regional road unless special circumstances apply.*"

Section 3.3.4 states "*The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres.*"

The proposed development currently has two access driveways off Guildford Rd for traffic entering and leaving in all directions. The proposed development reduces this to one access driveway. Assessment of the performance of the single access driveway off Guildford Rd with the forecast traffic volumes has been undertaken within the SIDRA 10 model. This indicates that it, and Guildford Rd, are expected to perform at a good level with spare capacity, as shown in Figure 17 and Figure 18 on pages 31 to 32.

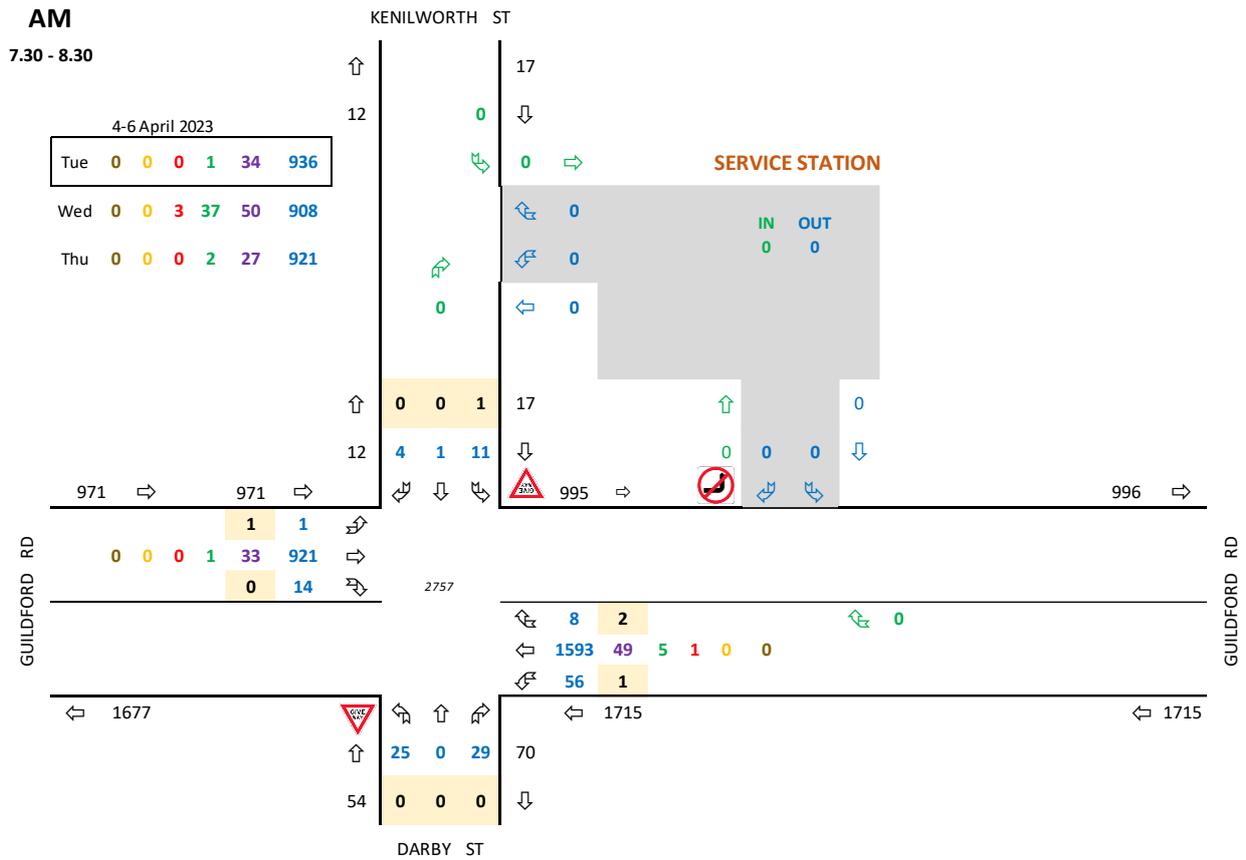


Figure 12 – Existing Volumes: AM Peak Hour (0730-0830)

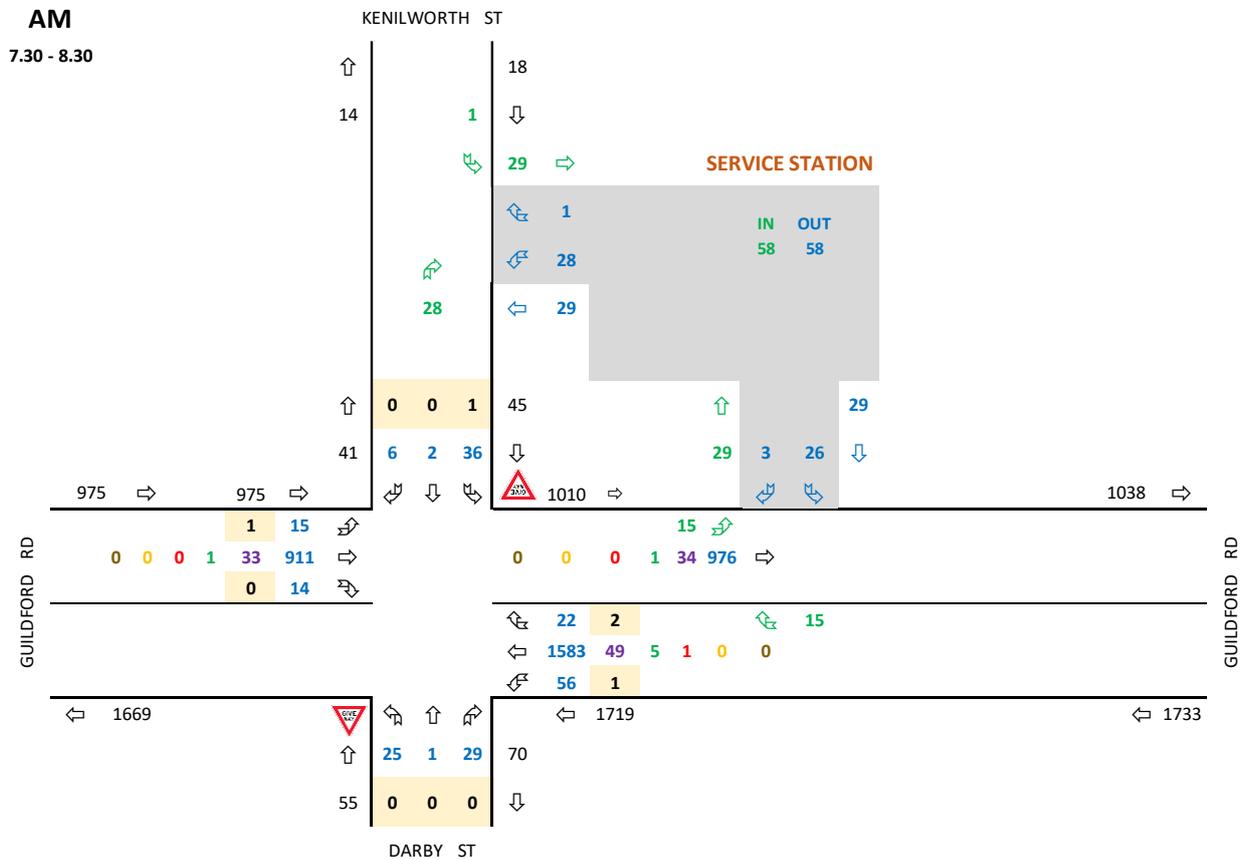


Figure 13 – Forecast trip generation, distribution, and assignment: AM Peak Hour (0730-0830)

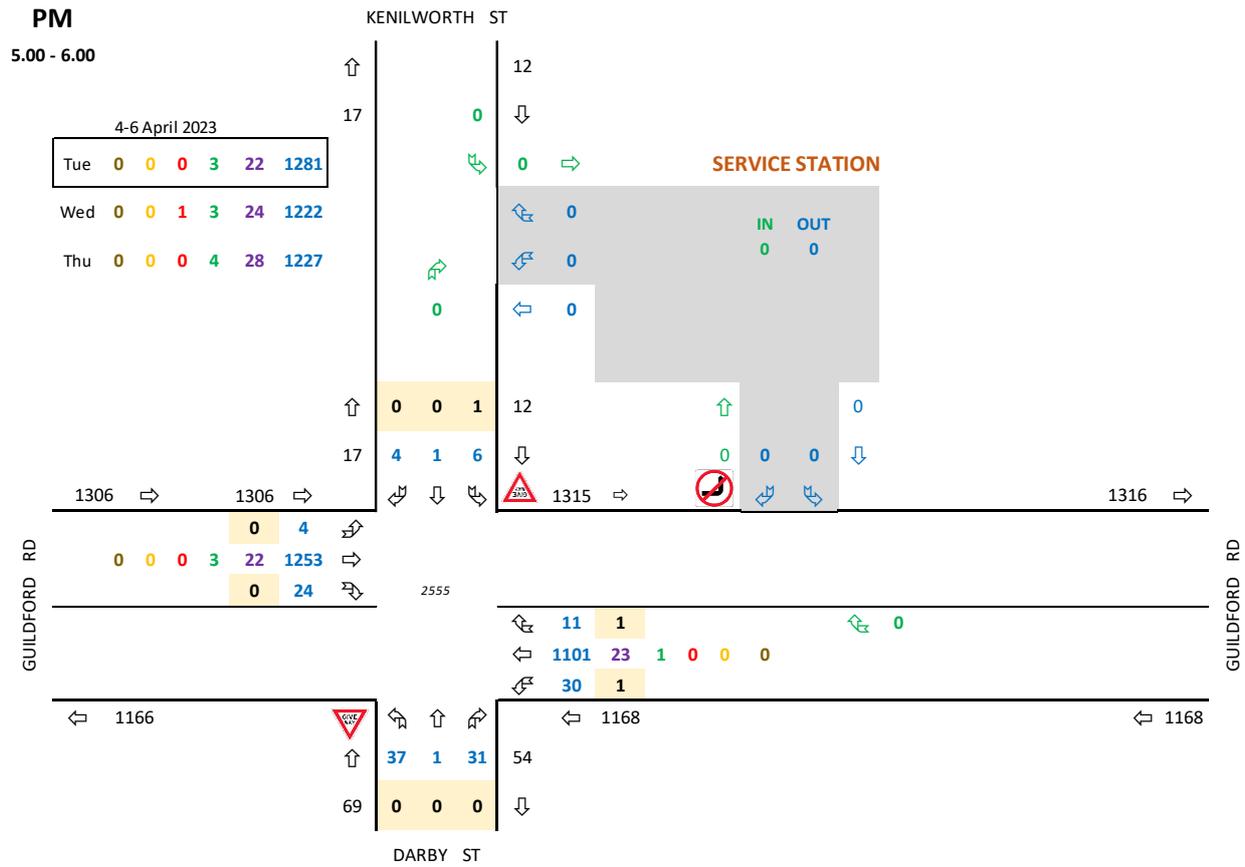


Figure 14 – Existing Volumes: PM Peak Hour (1700-1800)

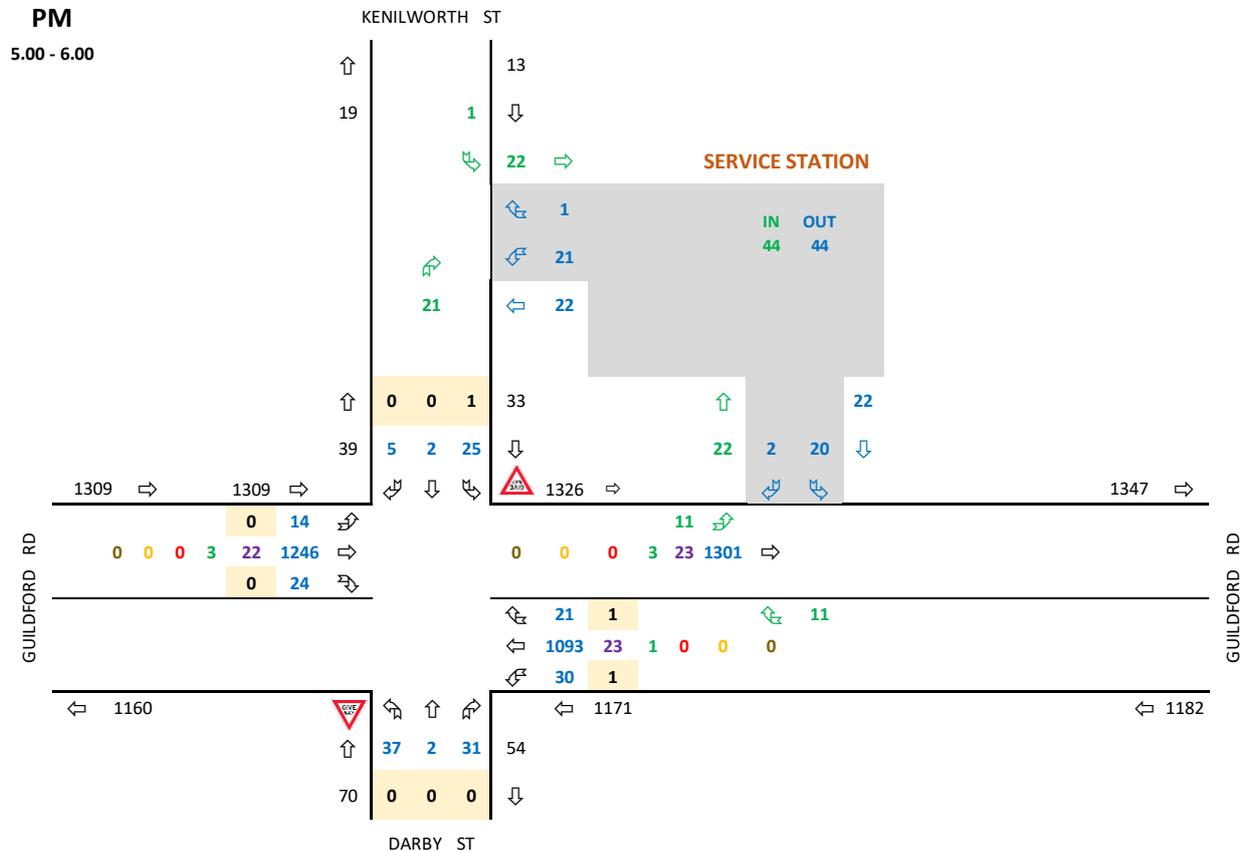


Figure 15 – Forecast trip generation, distribution, and assignment: PM Peak Hour (1700-1800)



Degree of Saturation (DoS) Volume/ Capacity Ratio (v/c)	LoS	Average Delay per vehicle (d) in seconds				v/c Range	Performance Comments
		Unsignalised intersections	Roundabouts	Signalised intersections	All (RTA)		
< 0.6	A	$d \leq 10$	$d \leq 10$	$d \leq 10$	$d \leq 14.5$	≤ 0.44	Good operation and plenty of spare capacity <i>Stable free flow conditions where drivers are able to select desired speeds and to easily manoeuvre within the traffic stream.</i>
	B	$10 < d \leq 15$	$10 < d \leq 20$	$10 < d \leq 20$	$14.5 < d \leq 28.5$		
	C	$15 < d \leq 25$	$20 < d \leq 35$	$20 < d \leq 35$	$28.5 < d \leq 42.5$	0.45 - 0.64	Acceptable delays and spare capacity <i>Stable flow but most drivers are restricted to some extent in their ability to select their desired speed and to manoeuvre within the traffic stream.</i>
0.6 - 0.7							Acceptable delays (Expected typical peak hour conditions) <i>Close to the limit of stable flow. All drivers are restricted in their ability to select their desired speed and to manoeuvre within the traffic stream. Small increases in traffic flow may cause operational problems.</i>
0.7 - 0.8	D	$25 < d \leq 35$	$35 < d \leq 50$	$35 < d \leq 55$	$42.5 < d \leq 56.5$	0.65 - 0.84	
0.8 - 0.9							
0.9 - 1.0	E	$35 < d \leq 50$	$50 < d \leq 70$	$55 < d \leq 80$	$56.5 < d \leq 70.5$	0.85 - 1.04	Near capacity and sensitive to disturbances in flows <i>Traffic volumes are close to capacity and there is virtually no freedom to select desired speeds. Flow is unstable and minor disturbances within the traffic stream will cause breakdown leading to long queues and delays.</i>
> 1.0	F	$50 < d$	$70 < d$	$80 < d$	$70.5 < d$	> 1.25	At Capacity - Requires other control mode and/ or additional lanes <i>In the zone of forced flow where the amount of traffic approaching the point under consideration exceeds that which can pass. Flow breakdown occurs and extensive queues and delays result.</i>

Table 4 – SIDRA 9.1 Intersection performance criteria and descriptions



Figure 16 – Forecast LoS Performance Darby St/ Guildford Rd/ Kenilworth St during the road network AM and PM Peak Hours before and after development

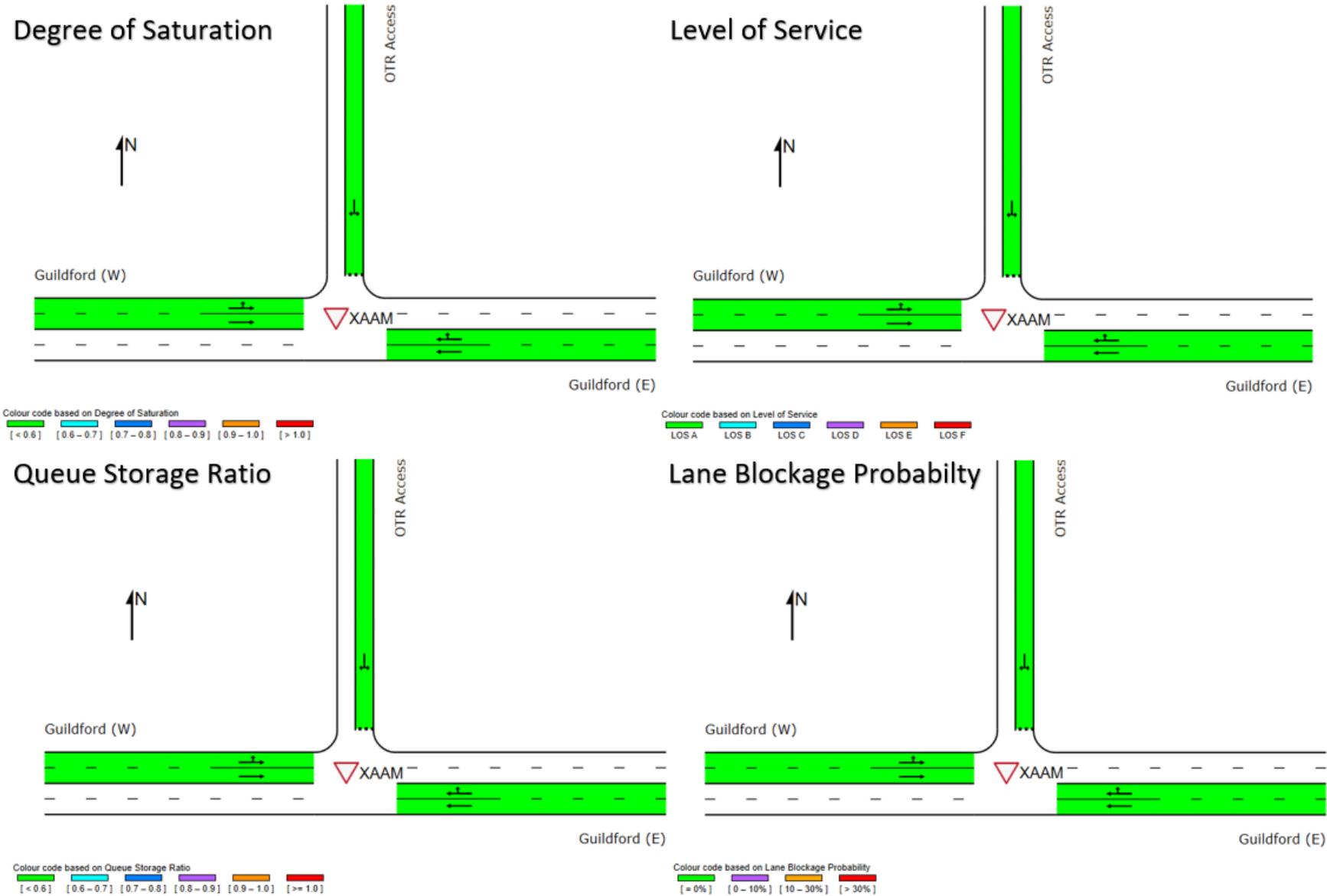


Figure 17 – Forecast Performance of OTR Access off Guildford Road during the road network AM Peak Hour

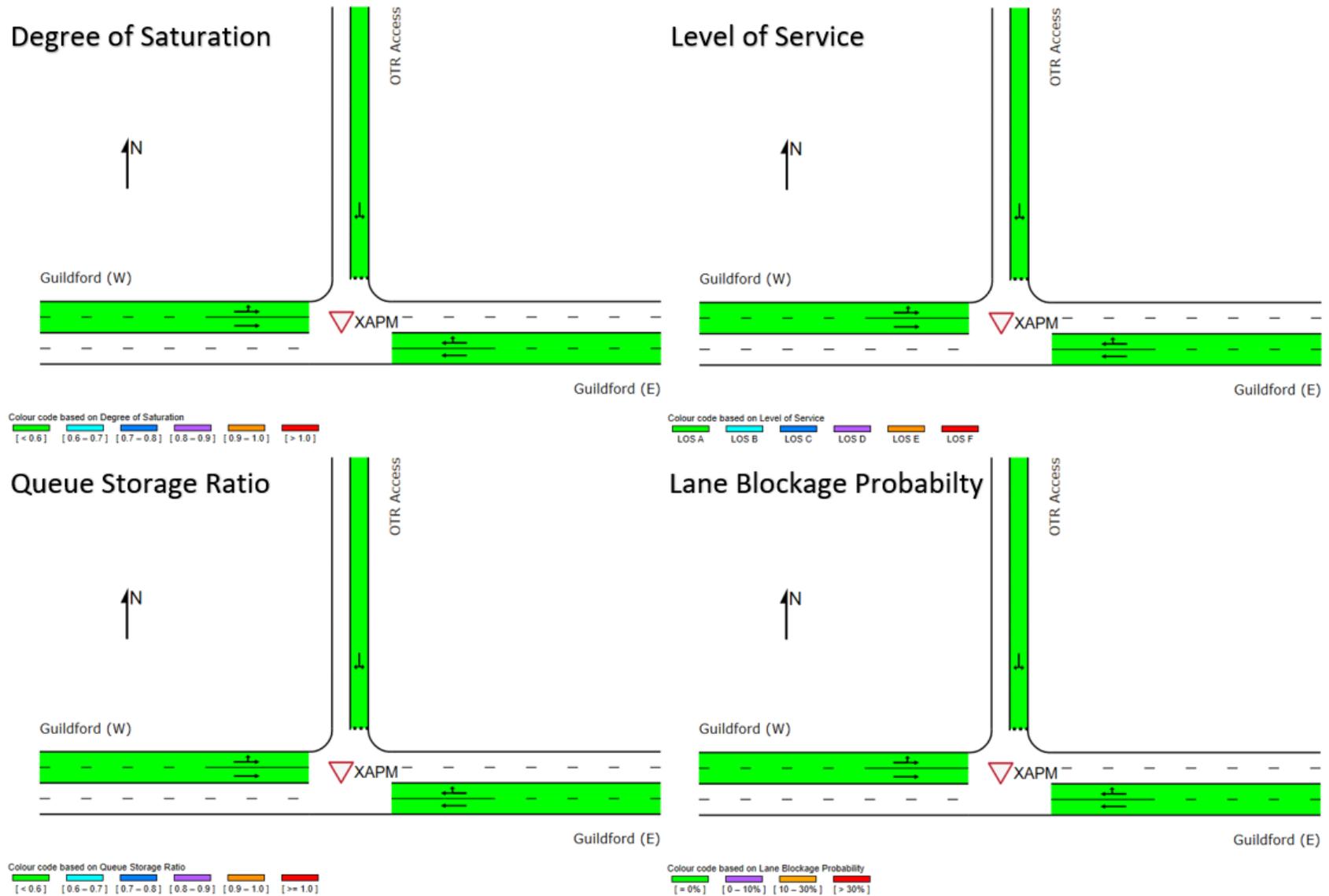


Figure 18 – Forecast Performance of OTR Access off Guildford Road during the road network PM Peak Hour

7 SAFETY

As indicated in **Section 3**, there have not been any reported injury crashes at the Darby St/ Guildford Rd/ Kenilworth St intersection or any reported crashes at the existing access driveways to the subject site in the five-year period ending 31st December 2024.

The required sight distance at the access driveway on Guildford Road is a minimum of 83 m, based on its 60 km/h speed limit and Figure 3.3 (Sight Distance Requirements at Access Driveway Exits) of AS 2890.2 (7).

An assessment of the available sight lines at the proposed access driveway locations on Guildford Road on site has indicated that they exceed 300 m in each direction, as shown in the following examples.



Photograph 2 – Looking right from OTR Access location at a height of 1.15 m 3 m back from the kerb



Photograph 3 – Looking left from OTR Access location at a height of 1.15 m



8 CONCLUSIONS

Key component	Assessment
The proposed internal transport networks with respect to accessibility, circulation, and safety for all modes, i.e., vehicles, public transport, pedestrians, and cyclists,	All assessed as suitable.
The level of transport integration between the development proposal and the surrounding land uses,	Assessed as appropriate.
The impacts of the traffic generated by the development proposal on the surrounding land uses, and	The vast majority of generated trips will be to and from Guildford Rd, a Primary Distributor Rd with negligible additional trips on neighbouring local roads.
The impacts of the traffic generated by the development proposal on the surrounding transport networks.	Assessed as 'Moderate', i.e., forecast additional trips are 35 in the morning peak hour and 26 in the afternoon peak hour, i.e., less than 1 trip per minute.



References

1. **Austroads.** *Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments.* Austroads. Sydney, NSW : Austroads Ltd, April 2020. p. 113, Guide to Traffic Management. ISBN 978-1-925854-86-2.
2. **Western Australian Planning Commission.** *Transport Impact Assessment Guidelines.* Department of Planning, Government of Western Australia. Perth, Western Australia : Western Australian Planning Commission, August 2016. p. 182, Revised August 2016. The current version of the TIA guidelines (August 2016) has been endorsed by the WAPC.
3. **Government of Western Australia.** *Planning and Development (Local Planning Schemes) Regulations 2015.* Perth : Government of Western Australia, As at 01 Jul 2016. p. 205. Version 00-d0-02.
4. **Western Australian Planning Commission.** *Development Control Policy 5.1 | Regional Roads (Vehicular Access).* Perth WA : Western Australian Planning Commission, June 1998. WAPC DC 5.1.
5. **Engineers Australia.** Metropolitan Region Scheme Major Amendment 1310/41 Guildford Road. [ed.] Susan Kreemer Pickford and Brendan Marsh. *Guildford Road, East Parade to Tonkin Highway.* West Perth, WA, Australia : s.n., 16 March 2017. p. 2.
6. **City of Bayswater.** *Local Planning Scheme No 24.* Bayswater : City of Bayswater, May 2022. p. 188. Updated to include AMD 88 GG 20/05/2022.
7. **Standards Australia.** *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities.* Second. Sydney : Standards Australia International, 2002. p. 49. Vol. 2. ISBN 0 7337 4870 8.
8. **Roads and Traffic Authority NSW.** *Guide to Traffic Generating Developments.* Transport Planning Section. Sydney : Roads and Traffic Authority NSW, October 2002. p. 174. Version 2.2. ISBN 0 7305 9080 1.



APPENDIX A SWEEP PATH ASSESSMENTS

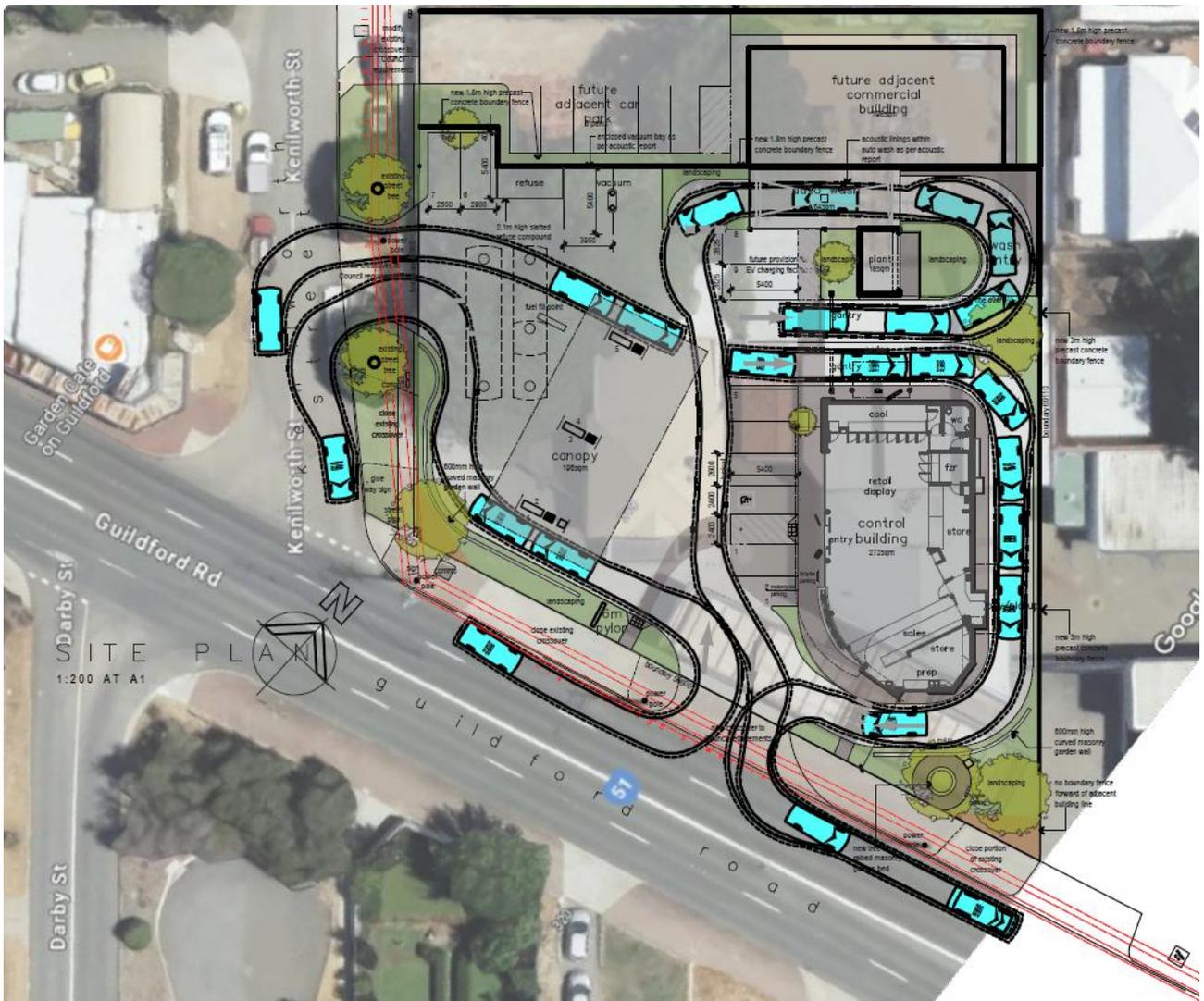


Figure 19 – Swept path assessment of B99 Design Car with existing layout

Note: background aerial shows parked cars on the left (west) side of Kenilworth Rd that would restrict the assessed movement. The latest site inspection on 26 March 2025 revealed that [No Stopping] ROAD OR VERGE signs have been installed at this location to keep this area of the road clear of parked vehicles.

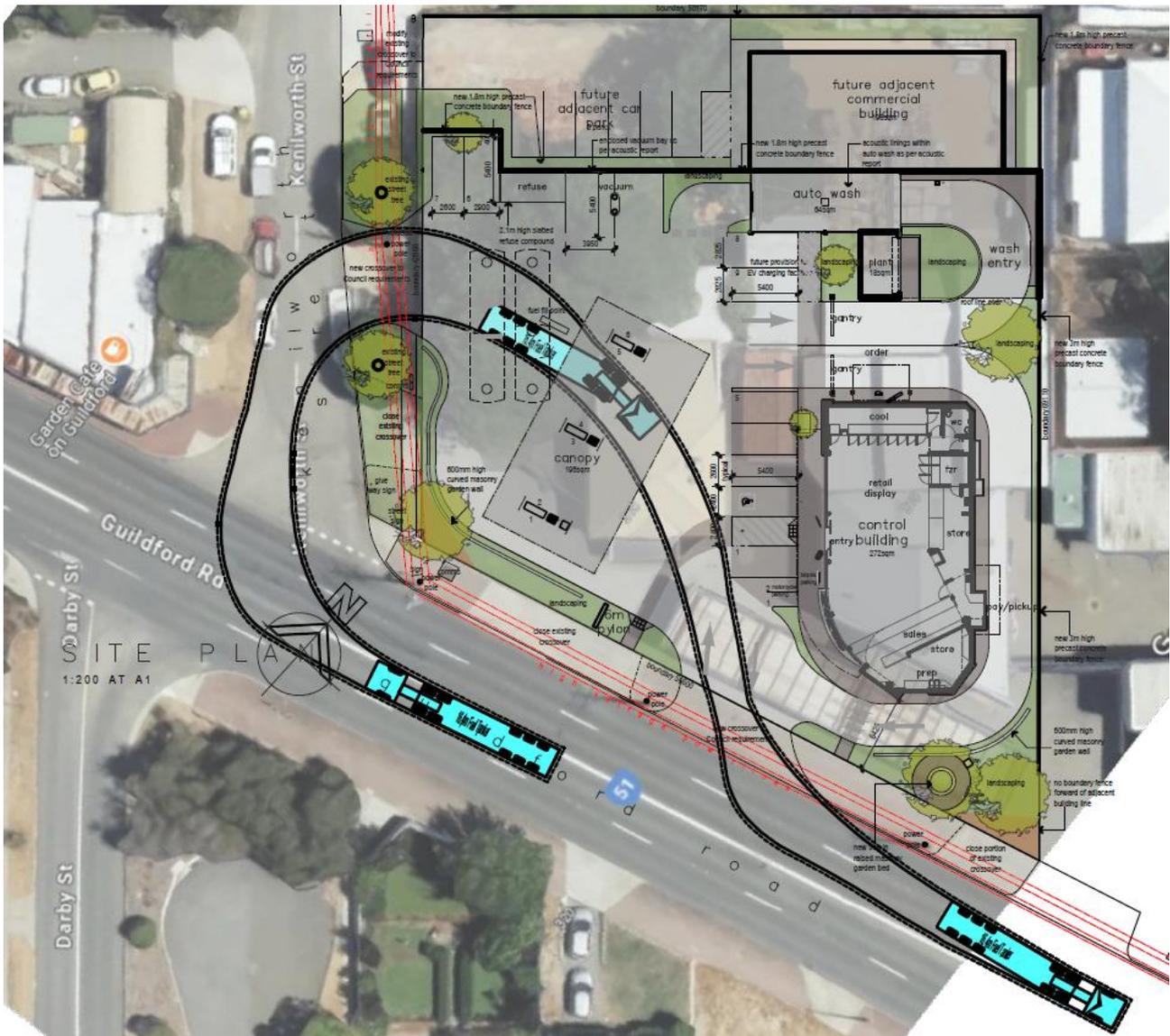


Figure 20 – Swept path assessment 16.9 m Fuel Tanker with existing layout

Note: background aerial shows parked cars on the left (west) side of Kenilworth Rd that would restrict the assessed movement. The latest site inspection on 26 March 2025 revealed that [No Stopping] ROAD OR VERGE signs have been installed at this location to keep this area of the road clear of parked vehicles.

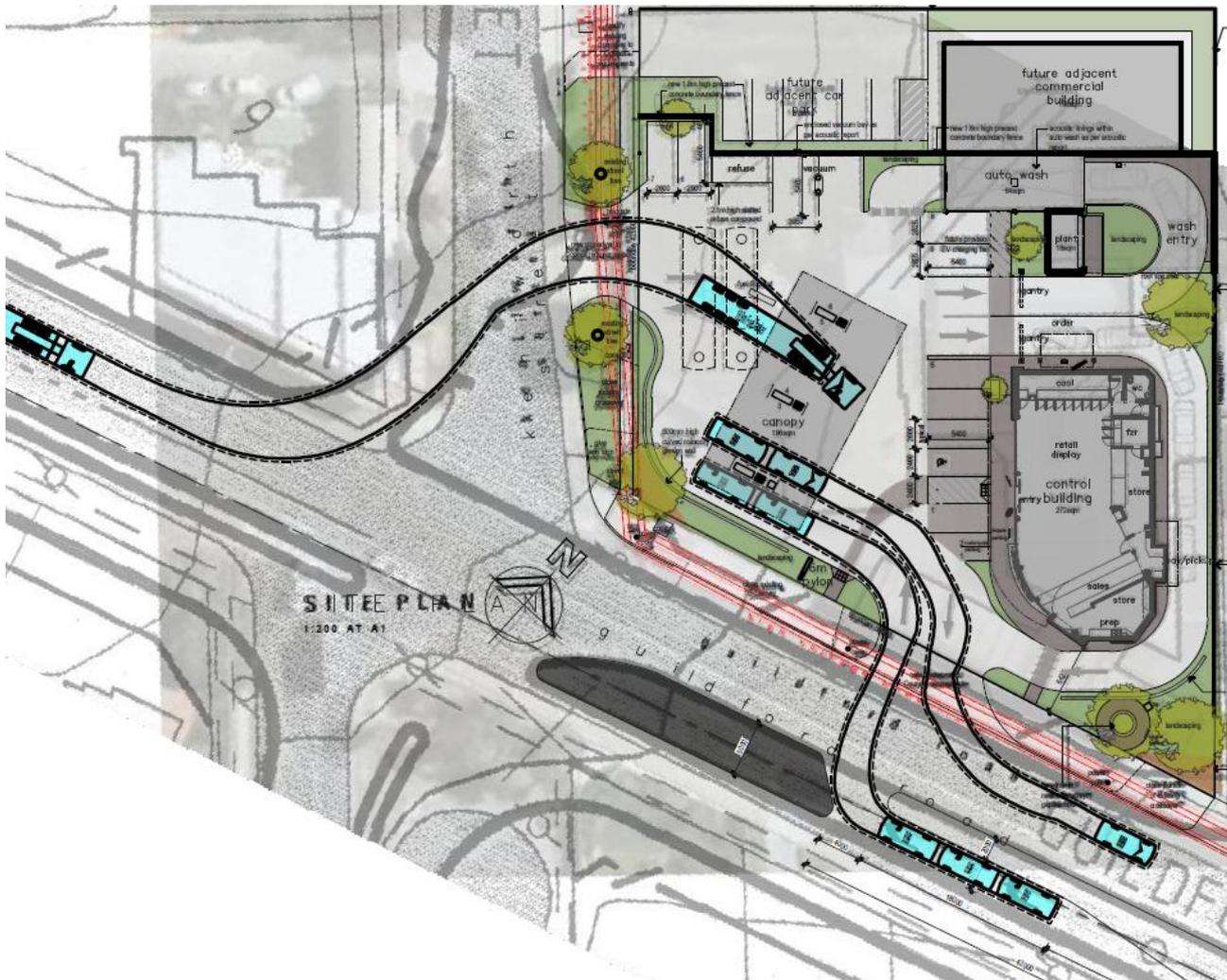


Figure 22 – Swept path assessment of B99 Design Cars with ‘PCI Right turn IN’ option and 16.9 m Fuel Tanker accessing site via proposed Kenilworth cul-de-sac as part of the Mian Roads WA widening project



APPENDIX B SIDRA INTERSECTION 10 DATA

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

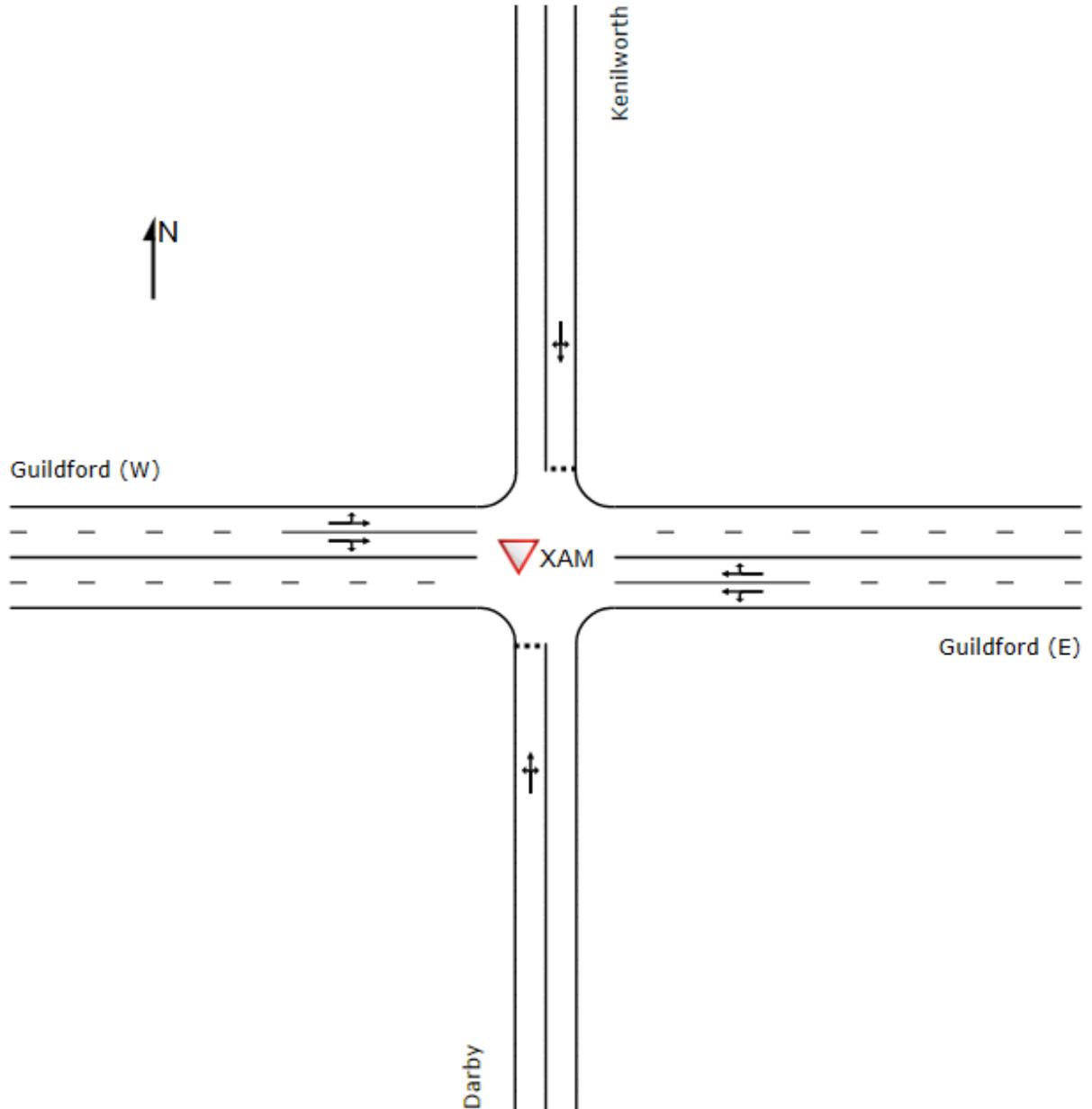


Figure 23 – SIDRA Intersection 10 model layout: Darby St/ Guildford Rd/ Kenilworth St

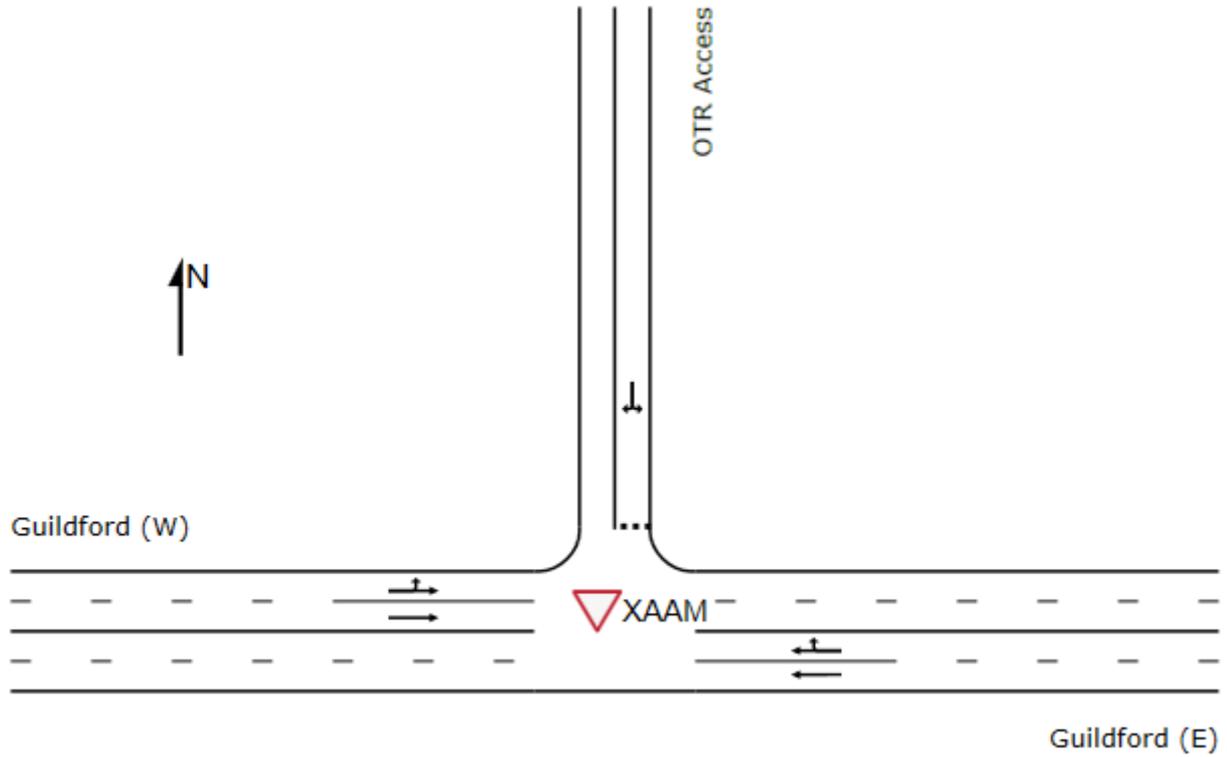


Figure 24 – SIDRA Intersection 10 model layout: Access 1/ Guildford Rd



EXISTING PEAK HOURS WITHOUT DEVELOPMENT

MOVEMENT SUMMARY

Site: [XAM] Guildford Rd/ Kenilworth St Existing AM (Existing (2023))
 Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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 Site Category: Existing Design
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Arrival Flows				Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[Total HV]		[Total HV]					[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Darby															
SL	L2	All MCs	26	0.0	26	0.0	0.410	18.6	LOS C	1.6	11.0	0.92	1.04	1.16	30.9
ST	T1	All MCs	1	0.0	1	0.0	0.410	140.6	LOS F	1.6	11.0	0.92	1.04	1.16	22.5
SR	R2	All MCs	31	0.0	31	0.0	0.410	56.5	LOS F	1.6	11.0	0.92	1.04	1.16	30.8
Approach			58	0.0	58	0.0	0.410	40.8	LOS E	1.6	11.0	0.92	1.04	1.16	30.7
East: Guildford (E)															
EL	L2	All MCs	60	1.8	60	1.8	0.495	6.5	LOS A	0.0	0.0	0.00	0.05	0.00	62.5
WT	T1	All MCs	1735	3.3	1735	3.3	0.495	0.4	LOS A	0.6	4.3	0.02	0.05	0.03	68.4
ER	R2	All MCs	11	20.0	11	20.0	0.495	18.0	LOS C	0.6	4.3	0.04	0.06	0.05	48.2
Approach			1805	3.4	1805	3.4	0.495	0.7	NA	0.6	4.3	0.02	0.05	0.02	68.2
North: Kenilworth															
NL	L2	All MCs	13	8.3	13	8.3	0.092	8.9	LOS A	0.3	2.4	0.94	0.78	0.94	40.3
NT	T1	All MCs	1	0.0	1	0.0	0.092	132.9	LOS F	0.3	2.4	0.94	0.78	0.94	29.3
NR	R2	All MCs	4	0.0	4	0.0	0.092	46.4	LOS E	0.3	2.4	0.94	0.78	0.94	40.4
Approach			18	5.9	18	5.9	0.092	25.0	LOS D	0.3	2.4	0.94	0.78	0.94	39.9
West: Guildford (W)															
WL	L2	All MCs	2	50.0	2	50.0	0.314	6.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.4
WT	T1	All MCs	1006	3.7	1006	3.7	0.314	2.3	LOS A	1.7	12.5	0.09	0.10	0.09	58.0
WR	R2	All MCs	15	0.0	15	0.0	0.314	31.2	LOS D	1.7	12.5	0.21	0.23	0.21	50.2
Approach			1023	3.7	1023	3.7	0.314	2.7	NA	1.7	12.5	0.09	0.10	0.09	57.9
All Vehicles			2904	3.4	2904	3.4	0.495	2.4	NA	1.7	12.5	0.07	0.09	0.08	63.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).



MOVEMENT SUMMARY

▽ Site: [XPM] Guildford Rd/ Kenilworth St Existing PM (Existing (2023))
 Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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 Site Category: Existing Design
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Arrival Flows				Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Darby															
SL	L2	All MCs	39	0.0	39	0.0	0.311	11.3	LOS B	1.3	9.1	0.90	0.93	1.08	37.4
ST	T1	All MCs	1	0.0	1	0.0	0.311	94.5	LOS F	1.3	9.1	0.90	0.93	1.08	29.1
SR	R2	All MCs	33	0.0	33	0.0	0.311	39.5	LOS E	1.3	9.1	0.90	0.93	1.08	37.3
Approach			73	0.0	73	0.0	0.311	25.2	LOS D	1.3	9.1	0.90	0.93	1.08	37.3
East: Guildford (E)															
EL	L2	All MCs	33	3.2	33	3.2	0.346	6.5	LOS A	0.0	0.0	0.00	0.04	0.00	62.9
WT	T1	All MCs	1184	2.1	1184	2.1	0.346	0.8	LOS A	0.7	5.1	0.04	0.07	0.04	68.3
ER	R2	All MCs	13	8.3	13	8.3	0.346	21.6	LOS C	0.7	5.1	0.09	0.11	0.09	47.6
Approach			1229	2.2	1229	2.2	0.346	1.1	NA	0.7	5.1	0.04	0.07	0.04	67.9
North: Kenilworth															
NL	L2	All MCs	7	14.3	7	14.3	0.064	10.6	LOS B	0.2	1.7	0.87	0.84	0.87	40.2
NT	T1	All MCs	1	0.0	1	0.0	0.064	84.6	LOS F	0.2	1.7	0.87	0.84	0.87	29.3
NR	R2	All MCs	4	0.0	4	0.0	0.064	35.3	LOS E	0.2	1.7	0.87	0.84	0.87	40.4
Approach			13	8.3	13	8.3	0.064	25.0	LOS C	0.2	1.7	0.87	0.84	0.87	39.7
West: Guildford (W)															
WL	L2	All MCs	5	20.0	5	20.0	0.392	5.9	LOS A	0.0	0.0	0.00	0.00	0.00	53.5
WT	T1	All MCs	1345	2.0	1345	2.0	0.392	0.8	LOS A	1.0	6.9	0.06	0.07	0.06	59.1
WR	R2	All MCs	25	0.0	25	0.0	0.392	16.2	LOS C	1.0	6.9	0.13	0.15	0.13	54.3
Approach			1376	2.0	1376	2.0	0.392	1.1	NA	1.0	6.9	0.06	0.07	0.06	59.1
All Vehicles			2691	2.1	2691	2.1	0.392	1.9	NA	1.3	9.1	0.08	0.10	0.08	62.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).



EXISTING PEAK HOURS WITH DEVELOPMENT

MOVEMENT SUMMARY

▽ Site: [XDAM] Guildford Rd/ Kenilworth St Exist+Dev AM (2023 +Development)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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 Site Category: Proposed Design 1
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Arrival Flows				Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist] m				
South: Darby															
SL	L2	All MCs	26	0.0	26	0.0	0.436	20.7	LOS C	1.7	11.7	0.93	1.05	1.19	29.7
ST	T1	All MCs	1	0.0	1	0.0	0.436	146.7	LOS F	1.7	11.7	0.93	1.05	1.19	21.3
SR	R2	All MCs	31	0.0	31	0.0	0.436	61.3	LOS F	1.7	11.7	0.93	1.05	1.19	9.9
Approach			58	0.0	58	0.0	0.436	44.4	LOS E	1.7	11.7	0.93	1.05	1.19	21.6
East: Guildford (E)															
EL	L2	All MCs	60	1.8	60	1.8	0.520	2.9	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
WT	T1	All MCs	1724	3.4	1724	3.4	0.520	0.6	LOS A	1.4	10.2	0.04	0.07	0.06	67.3
ER	R2	All MCs	25	8.3	25	8.3	0.520	13.5	LOS B	1.4	10.2	0.08	0.10	0.13	30.2
Approach			1809	3.4	1809	3.4	0.520	0.9	NA	1.4	10.2	0.04	0.07	0.06	66.5
North: Kenilworth															
NL	L2	All MCs	39	2.7	39	2.7	0.173	8.7	LOS A	0.7	4.9	0.95	0.75	0.95	27.8
NT	T1	All MCs	2	0.0	2	0.0	0.173	143.9	LOS F	0.7	4.9	0.95	0.75	0.95	32.2
NR	R2	All MCs	6	0.0	6	0.0	0.173	49.4	LOS E	0.7	4.9	0.95	0.75	0.95	42.8
Approach			47	2.2	47	2.2	0.173	20.1	LOS C	0.7	4.9	0.95	0.75	0.95	31.3
West: Guildford (W)															
WL	L2	All MCs	17	6.2	17	6.2	0.316	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	55.9
WT	T1	All MCs	995	3.6	995	3.6	0.316	2.4	LOS A	1.8	13.1	0.09	0.11	0.09	56.0
WR	R2	All MCs	15	0.0	15	0.0	0.316	31.9	LOS D	1.8	13.1	0.21	0.23	0.21	49.9
Approach			1026	3.6	1026	3.6	0.316	2.9	NA	1.8	13.1	0.09	0.11	0.09	55.9
All Vehicles			2941	3.4	2941	3.4	0.520	2.8	NA	1.8	13.1	0.09	0.11	0.11	60.0



MOVEMENT SUMMARY

▽ Site: [XDPM] Guildford Rd/ Kenilworth St Exist+Dev PM (2023 +Development)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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Site Category: Proposed Design 1

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Arrival Flows				Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[Total HV]		[Total HV]					[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
South: Darby															
SL	L2	All MCs	39	0.0	39	0.0	0.339	12.6	LOS B	1.4	10.0	0.91	0.96	1.11	36.3
ST	T1	All MCs	2	0.0	2	0.0	0.339	95.3	LOS F	1.4	10.0	0.91	0.96	1.11	27.9
SR	R2	All MCs	33	0.0	33	0.0	0.339	40.9	LOS E	1.4	10.0	0.91	0.96	1.11	14.3
Approach			74	0.0	74	0.0	0.339	27.5	LOS D	1.4	10.0	0.91	0.96	1.11	29.7
East: Guildford (E)															
EL	L2	All MCs	33	3.2	33	3.2	0.374	2.9	LOS A	0.0	0.0	0.00	0.03	0.00	47.0
WT	T1	All MCs	1176	2.1	1176	2.1	0.374	1.0	LOS A	1.1	7.7	0.07	0.10	0.07	66.6
ER	R2	All MCs	23	4.5	23	4.5	0.374	17.5	LOS C	1.1	7.7	0.16	0.18	0.16	29.2
Approach			1232	2.2	1232	2.2	0.374	1.4	NA	1.1	7.7	0.07	0.10	0.07	65.6
North: Kenilworth															
NL	L2	All MCs	27	3.8	27	3.8	0.112	10.0	LOS B	0.5	3.3	0.88	0.80	0.88	28.8
NT	T1	All MCs	2	0.0	2	0.0	0.112	87.2	LOS F	0.5	3.3	0.88	0.80	0.88	33.3
NR	R2	All MCs	5	0.0	5	0.0	0.112	36.1	LOS E	0.5	3.3	0.88	0.80	0.88	43.7
Approach			35	3.0	35	3.0	0.112	18.7	LOS C	0.5	3.3	0.88	0.80	0.88	32.7
West: Guildford (W)															
WL	L2	All MCs	15	0.0	15	0.0	0.392	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.0
WT	T1	All MCs	1338	2.0	1338	2.0	0.392	0.8	LOS A	1.0	7.1	0.06	0.08	0.06	58.4
WR	R2	All MCs	25	0.0	25	0.0	0.392	16.5	LOS C	1.0	7.1	0.14	0.16	0.14	54.2
Approach			1378	1.9	1378	1.9	0.392	1.1	NA	1.0	7.1	0.06	0.08	0.06	58.3
All Vehicles			2718	2.0	2718	2.0	0.392	2.2	NA	1.4	10.0	0.10	0.12	0.10	59.7



MOVEMENT SUMMARY

Site: [XAAM] OTR-Access Exist+Dev AM (2023+Development)
 Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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Site Category: Proposed Design 1

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Arrival Flows				Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[Total HV]		[Total HV]					[Veh. veh]	[Dist] m				
			veh/h	%	veh/h	%	v/c	sec							
East: Guildford (E)															
WT	T1	All MCs	1813	3.4	1813	3.4	0.502	0.4	LOS A	0.8	5.8	0.03	0.04	0.04	64.6
ER	R2	All MCs	16	0.0	16	0.0	0.502	14.4	LOS B	0.8	5.8	0.05	0.07	0.07	48.8
Approach			1828	3.3	1828	3.3	0.502	0.5	NA	0.8	5.8	0.03	0.04	0.04	64.4
North: OTR Access															
NL	L2	All MCs	27	0.0	27	0.0	0.044	5.1	LOS A	0.2	1.6	0.72	0.59	0.72	24.2
NR	R2	All MCs	3	0.0	3	0.0	0.044	29.8	LOS D	0.2	1.6	0.72	0.59	0.72	15.6
Approach			31	0.0	31	0.0	0.044	7.6	LOS A	0.2	1.6	0.72	0.59	0.72	23.5
West: Guildford (W)															
WL	L2	All MCs	16	0.0	16	0.0	0.289	2.9	LOS A	0.0	0.0	0.00	0.02	0.00	19.2
WT	T1	All MCs	1065	3.6	1065	3.6	0.289	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.5
Approach			1081	3.5	1081	3.5	0.289	0.0	NA	0.0	0.0	0.00	0.01	0.00	58.7
All Vehicles			2940	3.4	2940	3.4	0.502	0.4	NA	0.8	5.8	0.02	0.03	0.03	61.2



MOVEMENT SUMMARY

▽ Site: [XAPM] OTR-Access Exist+Dev PM (2023+Development)
 Output produced by SIDRA INTERSECTION Version: 10.0.5.217

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Site Category: Proposed Design 1

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Arrival Flows				Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
			[Total HV]		[Total HV]					[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				
East: Guildford (E)															
WT	T1	All MCs	1235	2.2	1235	2.2	0.346	0.5	LOS A	0.6	4.3	0.04	0.05	0.04	62.7
ER	R2	All MCs	12	0.0	12	0.0	0.346	18.7	LOS C	0.6	4.3	0.08	0.09	0.08	46.0
Approach			1246	2.2	1246	2.2	0.346	0.7	NA	0.6	4.3	0.04	0.05	0.04	62.5
North: OTR Access															
NL	L2	All MCs	21	0.0	21	0.0	0.031	6.3	LOS A	0.2	1.2	0.73	0.63	0.73	24.3
NR	R2	All MCs	2	0.0	2	0.0	0.031	20.0	LOS C	0.2	1.2	0.73	0.63	0.73	15.7
Approach			23	0.0	23	0.0	0.031	7.5	LOS A	0.2	1.2	0.73	0.63	0.73	23.7
West: Guildford (W)															
WL	L2	All MCs	12	0.0	12	0.0	0.373	2.9	LOS A	0.0	0.0	0.00	0.01	0.00	19.3
WT	T1	All MCs	1398	2.0	1398	2.0	0.373	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1409	2.0	1409	2.0	0.373	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.1
All Vehicles			2679	2.1	2679	2.1	0.373	0.4	NA	0.6	4.3	0.02	0.03	0.02	59.9



APPENDIX C WAPC TRANSPORT IMPACT ASSESSMENT CHECKLIST

(Checklist for a transport impact assessment of a planning scheme, structure plan or activity centre plan)

- Tick the ‘provided’ column for items for which information is provided.
- Enter N/A in the ‘provided’ column if the item is not appropriate and enter the reason in the Comments/ Proposals column.
- Provide brief comments on any relevant issues.
- Provide brief description of any proposed transport improvements, for example, new bus routes or new traffic signals or extending existing footpath to the site.

ITEM	PROVIDED	COMMENTS/ PROPOSALS
Summary	✓	Section 1: Page 4.
Introduction/Background	✓	Section 2: Page 5.
name of applicant and consultant	✓	Page 7.
development location and context	✓	Page 7.
brief description of development proposal	✓	Page 8.
key issues	✓	Page 8.
background information	✓	Page 8.
Existing situation	✓	Section 3: Page 13.
existing site uses (if any)	✓	Page 13.
existing parking and demand (if appropriate)	✓	Page 13.
existing access arrangements	✓	Page 13.
existing site traffic	✓	Page 13.
surrounding land uses	✓	Page 13.
surrounding road network	✓	Page 13 and Figure 7 on page 16.
traffic management on frontage roads	✓	Page 13.
traffic flows on surrounding roads (usually AM and PM peak hours)	✓	Page 13, Figure 12 on page 27 (AM) and Figure 14 on Page 28 (PM).
traffic flows at major intersections (usually AM and PM peak hours)	✓	As per above and in Section 6.
operation of surrounding intersections	✓	Page 14 and Figure 6 on page 14.
existing pedestrian/cycle networks	✓	Page 15 and Figure 8 on page 17.
existing public transport services surrounding the development	✓	Page 20 and Figure 8 on page 17.
crash data	✓	Page 15 and Figure 9 on page 18.



ITEM	PROVIDED	COMMENTS/ PROPOSALS
Development proposal	✓	Section 4: Page 19.
regional context	✓	Page 19.
proposed land uses	✓	Page 19.
table of land uses and quantities	✓	Table 2, page 19.
access arrangements	✓	Page 20 and Figure 3, Figure 4 and Figure 5 on pages 10 to 12.
parking provision	✓	Page 20.
end of trip facilities	✓	Page 20.
any specific issues	✓	Page 20.
road network	✓	Page 20 and Figure 7 on page 16.
intersection layouts and controls	✓	Page 20.
pedestrian/cycle networks and crossing facilities	✓	Page 20 and Figure 8 on page 17.
public transport services	✓	Page 20 and Figure 8 on page 17.
Integration with surrounding area	✓	Section 5: Page 21.
surrounding major attractors/ generators	✓	Page 21.
committed developments and transport proposals	✓	Page 21.
proposed changes to land uses within 1200 metres	✓	NA (Page 21).
travel desire lines from development to these attractors/ generators	✓	Figure 3, Figure 4 and Figure 5 on pages 10 to 12.
adequacy of existing transport networks	✓	Page 21 and Section 6.
deficiencies in existing transport networks	✓	Page 21.
remedial measures to address deficiencies	✓	Page 21 (Main Roads WA and City of Bayswater proposals).
Analysis of transport networks	✓	Section 6: Page 22.
assessment years	✓	Page 22.
time periods	✓	Page 22.
development generated traffic	✓	Page 22.
distribution of generated traffic	✓	Page 22 and Figure 12 to Figure 15 on pages 27 to 28.
parking supply and demand	✓	Page 23.
base and 'with development' traffic flows	✓	Page 23, Figure 12 and Figure 13 on page 27 and Figure 14 and Figure 15 on page 28.
analysis of development accesses	✓	Page 23 and Figure 19 to Figure 22 in Appendix A.



ITEM	PROVIDED	COMMENTS/ PROPOSALS
impact on surrounding roads	✓	Page 23, Figure 13 on page 27, Figure 15 on page 28 and Table 3 on page 19.
impact on intersections	✓	Pages 23 to 24, Figure 13 on page 27, Figure 15 on page 28, Table 3 on page 19 and Table 3 on page 24.
impact on neighbouring areas	✓	Page 24.
road safety	✓	Refer Section 7.
public transport access	✓	Refer Section 4.
pedestrian access/amenity	✓	Page 24.
cycle access/amenity	✓	Page 24.
analysis of pedestrian/cycle networks	✓	Pages 15, 20 and 24 and Figure 8 on page 17.
safe walk/cycle to school (for residential and school site developments only)	✗	Not applicable.
traffic management plan (where appropriate)	✗	Not applicable.
Conclusions	✓	Section 8: Page 34.

Proponent’s name

Company PC Infrastructure Pty Ltd **Date**

Transport assessor’s name David Wilkins

Company i3 consultants WA **Date** 6 May 2025



Waste Management Plan

321 Guildford Road, Bayswater

Prepared for PC Infrastructure Pty Ltd

4 December 2024

Project Number: WMP24133

DOCUMENT CONTROL					
Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	4/12/2024	SC	DP	DP
Approval for Release					
Name	Position	File Reference			
Dilan Patel	Project Manager – Senior Waste Strategy Consultant	WMP24133-01_Waste Management Plan_1.0			
Signature					
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Executive Summary

PC Infrastructure Pty Ltd is seeking development approval for the proposed new service station complex located at 321 (Lot 130) Guildford Road, Bayswater (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (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	5,712	1,100L	2	Three times each week	Private Contractor
Recycling	2,856	1,100L	1	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 Kenilworth Street or Guildford Road.

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

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Figure 2: Site Plan

1 Introduction

PC Infrastructure Pty Ltd is seeking development approval for the proposed new service station complex located at 321 (Lot 130) Guildford Road, Bayswater (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (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 residential developments to the north and to the east, Guildford Road to the south and Kenilworth 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 – 272m².

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 5,712L of refuse and 2,856L 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	272	300	5,712
Recycling	272	150	2,856
Total			8,568

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 bays.

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
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

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:

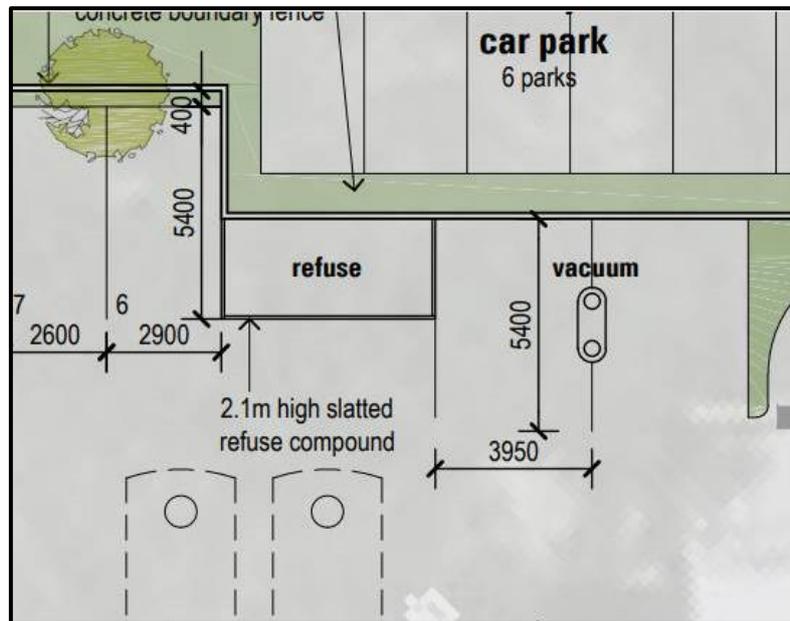
- Two 1,100L refuse bins; and
- One 1,100L recycling bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	5,712	8	3	2
Recycling	2,856	4	2	1

The size and location of the Bin Storage Area is shown in Diagram 1 below and Figure 2.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

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

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

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 Kenilworth Street or Guildford Road 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 Kenilworth Street or Guildford Road moving with traffic flow, refer Figure 2.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

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 Kenilworth Street or Guildford Road.

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
- Cadastrate**
- Freehold
- Road
- Strata Plan or Lot
- Easement

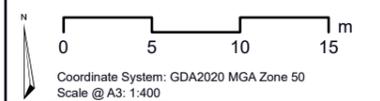
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LOCALITY

321 Guildford Road
Bayswater WA 6053

PC Infrastructure Pty Ltd



Prepared: E Jackson	Date: 27/11/2024
Reviewed: S Crowley	Revision: A
Project: WMP24133	



Figure 01

Data source: Roads, Cadastre - Landgate, 2024. Imagery: Nearmap, 2024.



areas	
service station complex	
site	2138sqm
control building	272sqm
canopy	196sqm
auto wash	64sqm
plant	18sqm
wash entry	120sqm
vacuum	41sqm
landscaping	308sqm
pavement	1119sqm
future development	
site	636sqm
future building	198sqm
landscaping	109sqm
pavement	329sqm

SITE PLAN
1:200 AT A1



NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA





Assets | Engineering | Environment | Noise | Spatial | Waste

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DR1 – Design review report and recommendations (Part 2/3)

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	City of Bayswater	
Item	Proposed Service Station, Convenience Store, Car Wash and Drive-Through Coffee Facility – 321 Guildford Road, Bayswater (corner of Kenilworth Street)	
Date	27 October 2023	
Time	2.00 pm	
Location	City of Bayswater	
Panel members	Philip Gresley Brett Wood-Gush Simon Venturi Patrick Miller	Chair
Local government officers	Bianca Sandri Helen Smith Courtney Wynn Gemma Basley Bianca Sandri	Director Community Services Manager Development & Place Coordinator Statutory Planning Statutory Planner
Proponent/s	Nik Hidding Andrew Casper Robert King	Hidding Urban Planning Peregrine Corporation ADS Architects
Observer/s	Nil	
Conflicts of Interest	Nil	
Briefings		
Development assessment overview	Gemma Basley	Statutory Planner
Technical issues	Gemma Basley	Statutory Planner
Design review		
Proposed development	<p>Proposed Service Station, Convenience Store, Car Wash and Drive-Through Coffee Facility – 321 Guildford Road, Bayswater (corner of Kenilworth Street).</p> <p>The development involves the demolition of an existing service station building and canopy and proposes a redevelopment of portion of the site with a new service station canopy, control building (convenience store and drive through coffee) and a stand-alone car wash and vacuum bays.</p> <p>The development proposes the removal of one verge tree to Kenilworth Street in order to reposition a crossover to Kenilworth and proposes two modified crossovers to Guildford Road.</p> <p>The development is proposed to be serviced by a total of 19 car bays (including parking, bowser, EV and vacuum bays) and proposes small car bays to accommodate truck manoeuvring and the placement of parking bays adjacent to the entrance.</p> <p>The development is proposing a reduced landscaping provision and is proposing setback variations to Kenilworth and to Guildford Road.</p>	
Property address	Lots 130-131, 321 Guildford Road, Bayswater	
Background	The site is zoned for Service Station and has historically been utilised for a Service Station, which ceased operations some years ago.	
Proposal	The proposed development will be located on the existing service station site and will	

	entail a full redevelopment of the site and excision of a portion of land for a future freehold lot (butting 49-49A Kenilworth Street).	
Applicant/representative address to the design review panel	Nik Hidding Andrew Casper Robert King	Hidding Urban Planning Peregrine Corporation ADS Architects
Key issues/recommendations	<p>This is the first DRP review of this proposal.</p> <p>The Panel suggests that there is significant opportunity for improvement in this proposal including;</p> <ul style="list-style-type: none"> • Revising the site planning layout including built form and scale to better respond to the context and character of the surrounding area, and the history of the site. • Re-positioning the control building closer to the street to introduce a higher quality urban design outcome with improved street frontage and uplift in pedestrian and community amenity. • Continuing to explore the use of contextual materials and arrange them in a way to respond and interpret in a contemporary manner the rhythm and form of traditional shop front typology. • Reconsidering all of the designed elements on site to be unified through a more cohesive design aesthetic. • Increasing landscaping and the planting of (large) trees, reducing the number of crossovers, and reducing the dominance of hardstand associated with circulation and parking areas generally. • The introduction of a comprehensive sustainability strategy. <p>The Panel does not support this proposal and recommends a second DRP meeting.</p>	
Chair signature		

DR1 – Design review report and recommendations (Part 2/3)

Design quality evaluation	
	<i>Supported</i>
	<i>Pending further attention</i>
	<i>Not supported</i>
	<i>Yet to be addressed</i>
Principle 1 - Context and character	<p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <ul style="list-style-type: none"> • A limited amount of site and context analysis has been provided to the Panel. The proponent should undertake a more detailed study. • Notwithstanding the proposed use, the development layout is not ideal for this location and results in impacted footpaths, reduced pedestrian amenity and a vehicular dominated site with poor streetscape outcomes. • The Panel recognises the opportunity to use historical elements from the existing historic service station to assist in capturing the existing context. • An improved development of the materiality is recommended to respond to the local sense of place. The panel recommends referring to the character of Maylands, which does exist and which is important to the local community and which could be reflected with increased use of brick or timber and increased landscaping. The Panel noted the importance of brick and the history of Maylands, which is home to the former Maylands brick works. • The proposed three-metre-high blank walls on the rear and eastern boundary are concerning and are not considered to tie in with the local context. • The walls will also impact the streetscape rhythm as viewed along Kenilworth Street and will introduce a 3m high intrusion into a well-established residential street and its associated setback. • The proponent should consider how the now vacant land to the north will best respond to the proposal if an alternate use is proposed.
Principle 2 - Landscape quality	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <ul style="list-style-type: none"> • Landscaping is considered to be insufficient in terms of its contribution to the development and the streetscape.. • The Panel recommends consolidating vehicular movements, conducting a hardscape usage survey (including a swept path analysis) to increase the amount of landscaping to the site which will soften the development and introduce landscaping in the street setback areas, commensurate with the local context. • The Panel does not support the removal of the verge tree, as proposed. • The Panel encourages an increased variety of trees and trees that will grow to larger heights. The minimum number of trees required under the City's policy should be the minimum, including the requirements for 1 tree per 4 car parking bays. The recent removal of all of the existing trees off the site is unfortunate and has reduced the canopy cover over the site significantly. Large trees should be proposed throughout the site to rebuild tree canopy coverage wherever possible and to mitigate the heat island effect which will be a significant problem on this site with the excessive paved areas with no shading. • These types of uses are harsh environment for landscaping, so species selection and bed widths are critical for plant survival. Species need to be robust. • Details of deep soil areas and stormwater management / treatment strategies will assist the Panel and the City. • The panel refers to the service station development on Guildford Road and/ First Avenue and provides the landscaping area and pedestrian footpath as a good example the applicants could refer to.
Principle 3 - Built form and scale	<p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p> <ul style="list-style-type: none"> • The position of the canopy and setback to the street is not ideal and appears to be causing the

	<p>increased areas of hardstand for circulation and access points.</p> <ul style="list-style-type: none"> • The positioning of the Control building close to the street is a favoured outcome and brings the development to the street, appropriate to its setting on Guildford Road and for a convenience store / corner store use. The Panel suggests this could be further enhanced by referencing the typical shopfront typology along Guildford Road and extending the canopy along Guildford road, rethinking the relationship of patron access, visibility from the street and generally providing a better experience for non-vehicle vehicle-based patrons. • There was a suggestion from the Panel around exploring locating the control building to the intersection corner of the site to enhance the urban frame and to increase pedestrian amenity generally. • The Panel wonders if there is opportunity to better connect the canopy with the control building. • Large blank expanses of walls are not a good design outcome. Use section drawings in the development of revised neighbouring walls to help design and describe their impact to the immediate context. • The large size of the pylon size is considered to be out of scale with the development itself and the setting.
<p>Principle 4 - Functionality and build quality</p>	<p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>
	<ul style="list-style-type: none"> • The three crossovers proposed are problematic and impact the functioning of the site by increasing traffic circulation around the site. The design of the crossovers is also a concern to the Panel functionally and from a safety perspective, especially accessing in and out onto Guildford Road. • The Panel asked whether there is specific provision for service vehicle standing (eg: deliveries to the kiosk). • Further consideration to be given to how pedestrians and other uses move around the site successfully. • The wide footpath around the control building is supported and will contribute to the development, especially with the connection to the footpath on Guildford Road, however there is some concern about the location and size of retail display items and these should be shown on the plans. • Noise and light spill issues to neighbours should be further explored. • There is a lack of clarity with pedestrian connections within the site. These should be enhanced and perhaps shown to increase functionality and safety. <p><i>Two queries considered after the DRP meeting for consideration:</i></p> <ul style="list-style-type: none"> • <i>There is limited toilet provision, and it is queried whether there is a NCC requirement for a separate staff toilet.</i> • <i>It was queried whether the refuse area was large enough.</i>
<p>Principle 5 - Sustainability</p>	<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>
	<ul style="list-style-type: none"> • A detailed sustainability strategy should be developed with commitments made for the full range of energy and water saving opportunities and designing for wellbeing. • Consider no gas / all (renewable) electric energy strategy for the site. • It is likely that this development will have a limited lifespan with the future reduction in fossil fuel usage and advent of electric car usage. A longer-term masterplan including a plan for adaptive reuse (charging station?) or plan for disassembly should be developed. This should positively impact the design outcomes. • The use of black colours is not generally considered a positive ESD outcome and any initiatives that are proposed to offset the colours or introduce ESD would be helpful. • If PV's are proposed, details and commitments on size and capacity of would be helpful. • There are opportunities to demonstrate leadership with more water sensitive urban design, stormwater treatment through landscape, and treatment / recycling of water from the carwash outlet to be explored. • Recycling should be incorporated into the refuse area. • Consider 'green' concrete/asphalt for what is a large hardstand area, along with other ESD appropriate materials. • Reduce the level of unshaded hardstand to reduce heat island effect. • Shade direct western sun with appropriate external shading devices.

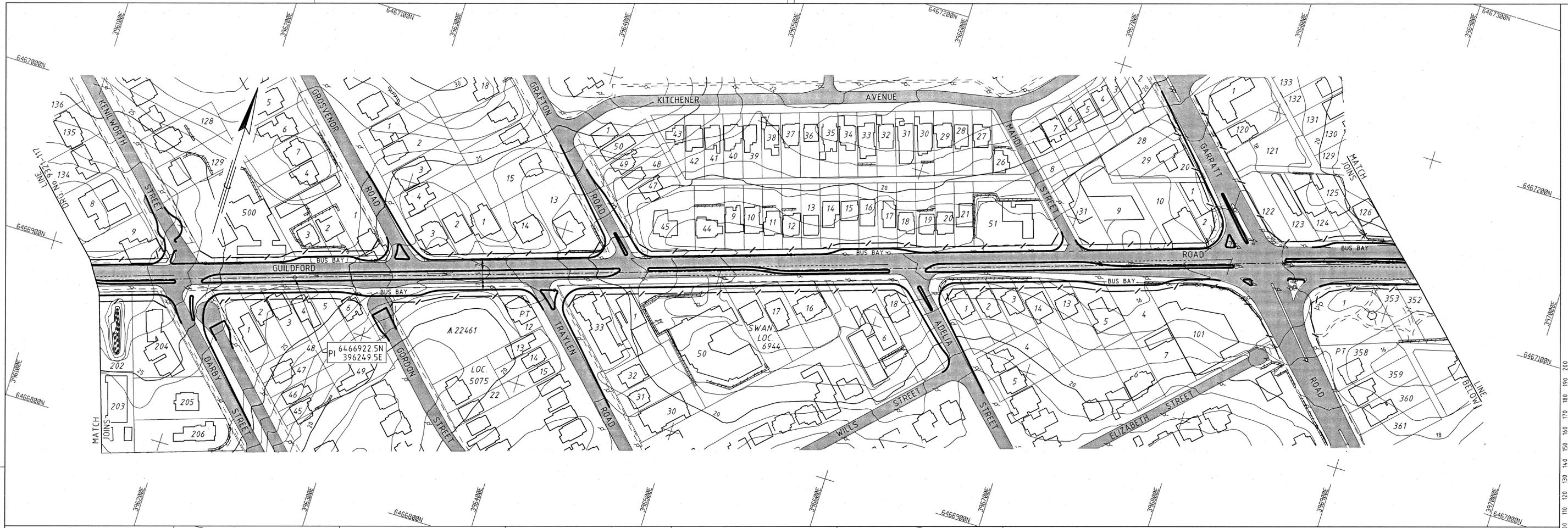
Principle 6 - Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		<ul style="list-style-type: none"> • The wide footpath around the control building is supported and will contribute to the development, especially with the connection to the footpath on Guildford Road, however there is some concern about the location and size of retail display items and these should be shown on the plans. • The proposed number of crossovers is not considered to be contributing to the amenity of the development or the locality. The Panel suggests reducing to 2 crossovers may assist in obtaining support. • Potential noise issues and the proposed 3-metre-high wall is could result in poor outcomes for the neighbouring residential properties and have an adverse amenity impact on the neighbours and the locality. • Concerns about the potential for light spill and associated amenity impacts to neighbouring residential properties. • Consider the provision of an appealing external rest area.
Principle 7 - Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		<ul style="list-style-type: none"> • The number of crossovers detracts from the site's legibility. • The consideration of signage within the design at this stage is recognised and appreciated. There is however opportunity to enhance the consolidated design approach, and reduce the amount of signage whilst retaining the level of brand awareness. • Footpath treatments should continue across the cross over to enhance pedestrian legibility. • The pedestrian pathway from the control building to the canopy could be improved for legibility and safety.
Principle 8 – Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		<ul style="list-style-type: none"> • Consideration of safety appears to be aimed towards vehicles more than people. Pedestrians are an essential consideration noting that drivers and passengers who leave their vehicles become pedestrians. • Concerns about safety within the parking circulation areas die to the number of access points and number of different users. Consider marking 'keep-clear' zones to ensure waiting vehicles don't block movement on site. • The crossover that is angled to Guildford Road seems dangerous and is a safety concern • The design and size of some parking bays seem to be unsafe, in particular the most southern car bay adjacent the angled canopy.
Principle 9 - Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		<ul style="list-style-type: none"> • The convenience store use is appropriate to the site and brings this use / "corner shop" back into the local community and provides a community service in doing so. • The 3m high blank boundary walls are not a good design outcome and consideration to be given to how these walls van be designed to be acoustic and aesthetic and appropriate for the context. • The proposed signage is considered too large and no appropriate to the site, development or locality because if its size. • The Panel encourages consideration to public art and how this could contribute to the community and creating a sense of place.
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		<ul style="list-style-type: none"> • The Panel suggests that a more cohesive and unified design approach be sought across all elements on the site. This includes the consolidation of a material palette driven by a local contextual analysis. The provisional of a design rationale would be appropriate. • The detailed design of the control building should be further enhanced to respond and interpret, in a contemporary manner, the rhythm and form of the traditional shop front typology. • Consider textured treatments to blank concrete walls.

- Increase and improve landscaping to play a larger role in the appearance of the proposal.
- The panel encourages the design to continue to integrate the signage into the architectural design.

DR1- Design review report summary Part 3/3

Design Review Progress

	<i>Supported</i>		
	<i>Pending further attention</i>		
	<i>Not supported</i>		
	<i>Yet to be addressed</i>		
	DR1 (27 October 23)	DR2 (insert date)	DR3 (insert date)
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			



Disclaimer:
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 Please note the design may be subject to change without notice and Main Roads assumes no liability for the use of the information provided.

PRELIMINARY PLAN ONLY SUBJECT TO ALTERATION

DETAILS SHOWN ON THIS PLAN ARE PRELIMINARY ONLY. STAGE CONSTRUCTION AND ULTIMATE DEVELOPMENT MAY DIFFER FROM DETAILS SHOWN.

FOR PROPOSED FRONTAGE ACCESS POLICY SEE B.S.D. PLAN M.R. DRG. No. 9021-25 & 26.

LEGEND

DENOTES EXISTING BITUMEN

NOTE

1. FOR LAND PROTECTION PLAN SEE DRG. No. 9021-18, 19.
2. DATE OF PHOTOGRAPHY NOV/89
3. FOR CONCEPT PLAN SEE DRG No. 9421-49
4. REGRADING OF DRIVEWAYS AND ACCOMMODATION WORKS WITHIN ADJOINING PROPERTIES, SUBJECT TO DETAIL DESIGN
5. BUS EMBAYMENT LOCATIONS AGREED TO BY TRANSPERTH - REFER TO M.R. FILE No. 28/141-V2
6. FOR SERVICES INFORMATION SEE B.S.D. PLAN M.R. DRG. No. 9421-131
7. THIS PLAN HAS BEEN DEVELOPED IN CONFORMANCE WITH THE CONSULTANTS PLANS M.R. 9021-25 & 26

AMENDMENTS		ORIGINAL DRAWING SIZE		IN THE ABSENCE OF THE APPROVED SIGNATURE THIS DRAWING SHALL BE TREATED AS PRELIMINARY			
No.	Description	Size	Grid	Names Printed in Full	Date	Signatures	Date
		B1	A.G.D. 84	DESIGNED R FORKNALL	NOV'93	AUTHORIZED <i>M. Mitchell</i>	6/94
			90/2207	DRAWN A BONNER/P JONGELING	DEC'93	RECOMMENDED <i>A. F. White</i>	6/94
			29 JUL 1994	CHECKED W NEAME	MAR'94	APPROVED <i>[Signature]</i>	6/94
				EXAMINED <i>[Signature]</i>			

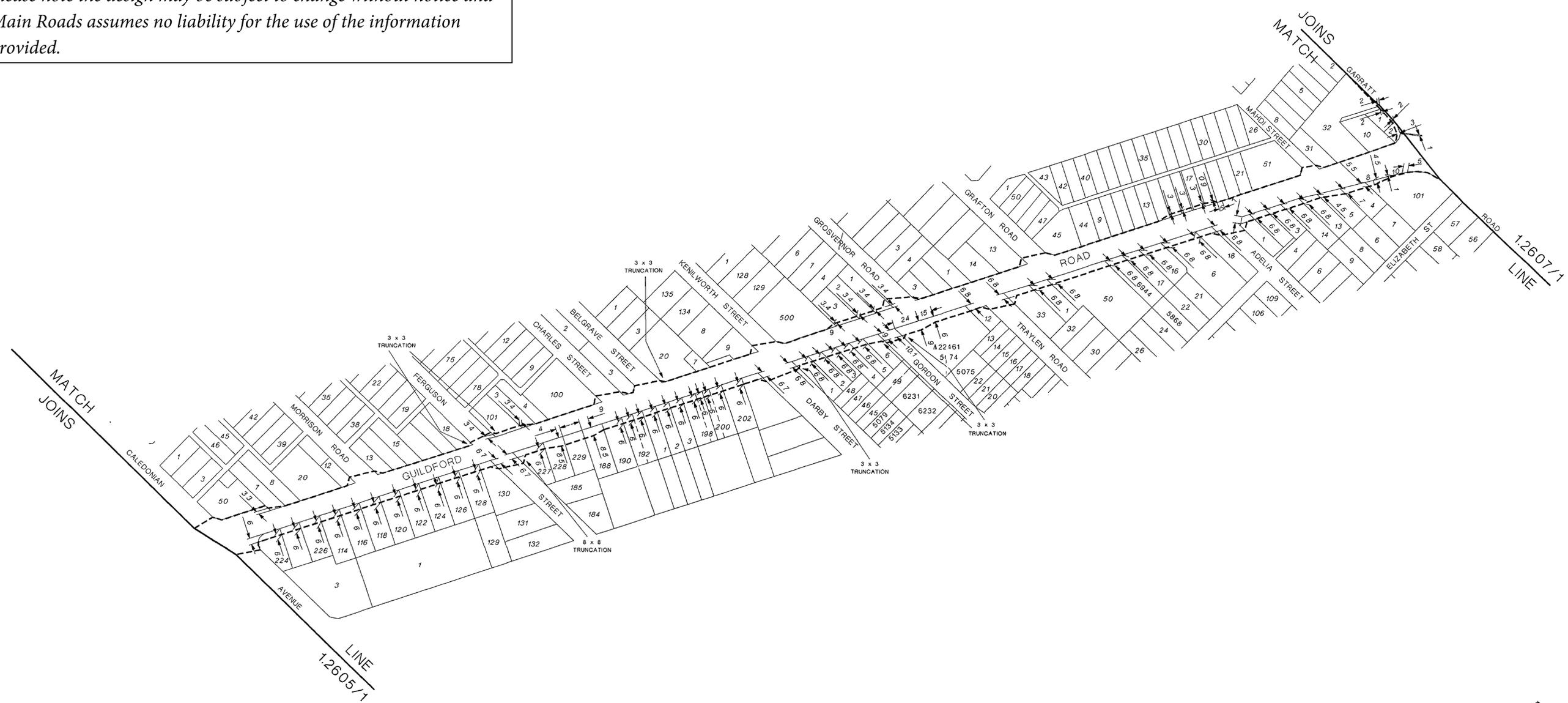
**GUILDFORD ROAD M42
 CARRIAGEWAY PATTERN
 DARBY STREET TO LEAKE STREET
 3.25 SLK TO 4.85 SLK**



STATUTORY PLANNING BRANCH
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PRELIMINARY PLAN ONLY SUBJECT TO ALTERATION



LEGEND
 PROPOSED RESERVATION BOUNDARY - - - - -
 NOTE DIMENSIONS SUBJECT TO SURVEY

METROPOLITAN PLANNING COUNCIL
 This is to certify that PLAN No. 1.2606/1
 was APPROVED by RESOLUTION of THE COUNCIL at its 95th meeting held on 4 / 5 / 94 Minute No. 95.10.2
 Signed *J. Williams*
 Authorised Officer
 EFFECTIVE 21 / 10 / 1994

STANDARD TRUNCATION

 NOTE ALL TRUNCATIONS ARE STANDARD UNLESS OTHERWISE SHOWN DIMENSIONS SUBJECT TO SURVEY



SUPERSEDES PLAN 1.2606



GUILDFORD ROAD - CALEDONIAN AVENUE TO GARRATT ROAD IMPORTANT REGIONAL ROAD - PROPOSED LAND REQUIREMENT

AUTHORISED B. HUGHES...
 DRAFTSPERSON L.P. CLIFFORD
 EXAMINED J. L. ...
 REVISED ...
 DATE MPC/1205 4/5/94

NORTH

 SCALE 1:2000

PLAN No
 1.2606/1

FILE REF . 839/2/1/19
 PLAN REF PTH 15 27, 16 27, 16 28, MRWA 9021-17-1, 18-1, 19-1, MRS 1 25000 SH1 16 12604/1, 1.2606/1, 2 0678/2
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 DPUD

Proposed OTR Service Station
319 Guildford Rd, Bayswater
Environmental Noise Impact

Document Information

Project	Proposed Service Station – 319 Guildford Road, Bayswater	
Client	OTR	
Report title	Environmental Noise Impact	
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Reviewer	James Leader	

Revision Table

Report revision	Date	Comments
0	31 May 2023	Draft for client review
1	7 August 2023	Updated layout

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 PCI Infrastructure Pty Ltd to prepare a planning stage environmental noise impact assessment for the proposed Service Station development at 319 Guildford Road, Bayswater.

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 and vacuum areas

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

2. Site and Surrounds

The proposed Service Station is located on a parcel of land on the corner of Guildford Road and Kenilworth St, Bayswater, refer to the Site Plan Figure 1. The site is to have a convenience store building on the eastern end of the site, the associated fuel/bowser operations being under a central fuel canopy. Additionally, an automated carwash is to be located on the northern corner of the site, with a vacuum bay adjacent on the north western boundary. The remainder of the subject site is to be partitioned, with the northern portion (Northern Res A) to be developed as a single-storey residential dwelling.

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, Manual Carwash, & Vacuum bay	7 am – 10 pm	7 am – 10 pm	9 am – 10 pm
Fuel Deliveries	7 am – 7 pm	7 am – 7 pm	-
Other Deliveries	24h	24h	24h

The dominant noisy activity for the Convenience store 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 and vacuum bays.

Guildford Road has been measured by the DMR (2018/2019) to have a total of 33,681 vehicles per day (Average Mon – Fri). On this basis it has been classified as a major road for this assessment.

The nearest noise-sensitive site are the surrounding neighbours as shown in the Site Plan in Figure 1 below. Of these residences 50A Grosvenor Rd, 52A Grosvenor Rd, and 54 Kenilworth St are all two storey. The other most-affected residences are single storey.



Figure 1 - Site Plan

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 vehicle starting, tanker exhaust brakes, 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 road, Guildford Road already has 30,000+ vehicles per day, 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 nearby noise, 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 a representative premises below in Table 2.

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

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	52	62	72
	0900 to 1900 hours Sunday and public holidays	47	57	72
	1900 to 2200 hours all days	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	42	52	62

The Assigned Levels above have been applied against the environmental noise emission from the sources outlined in Table 3 below.

4.Noise Assessment

4.1 Noise Sources

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

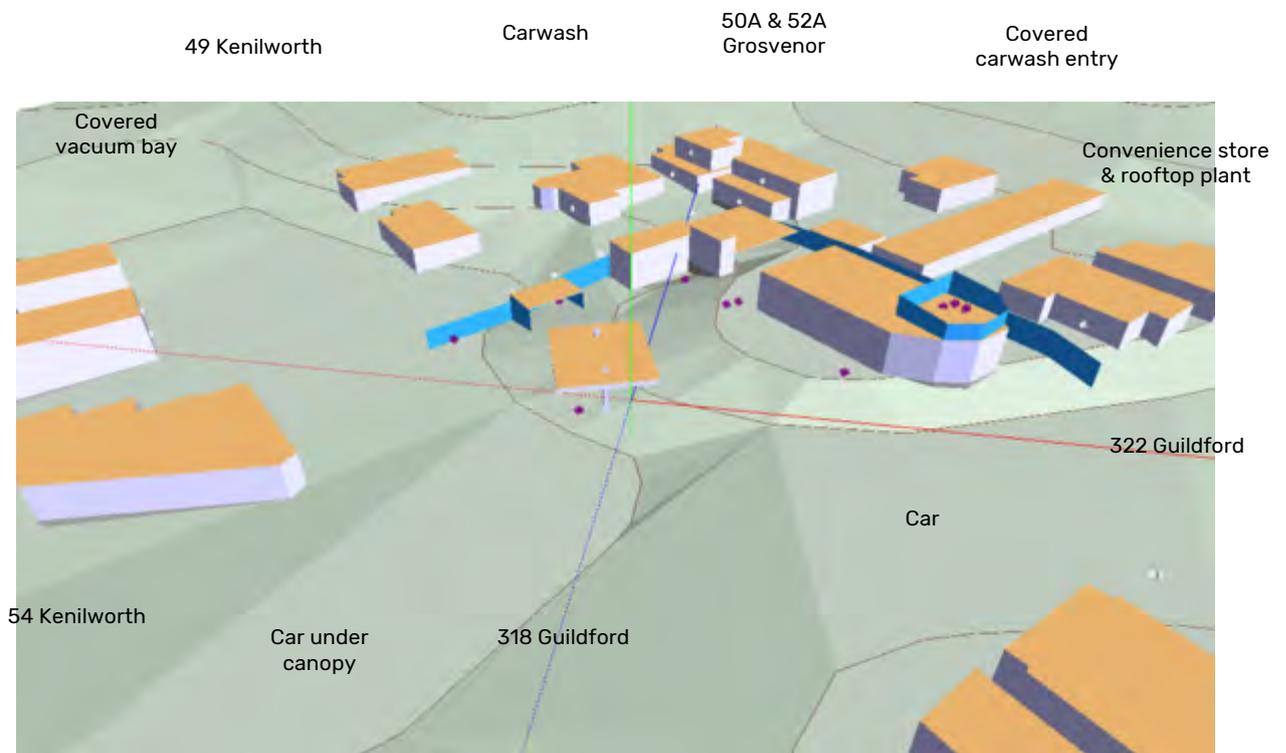


Figure 2 - 3-D SoundPLAN model of Convenience Store Site with Noise Sources

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

Table 3 Summary of Sound Power Levels

Summary of Sound Power Levels (dB)			
Noise Source	L _{A10}	L _{A1}	L _{Amax}
Delivery Truck: refrigeration plant	-	95	96
Delivery Truck: park brake	-	-	74
Delivery Truck: reversing beeper	-	-	95
Passenger Car: engine start	-	-	85
Passenger car: door close	-	-	84
Rooftop AC outdoor units* (each of two)	79	-	-
Rooftop Refrigeration outdoor unit x 1	80	-	-
Tyre Refill Beeper	-	-	88
Rooftop Exhaust fans (each of two)	66	-	-
Person Talking	-	72	74
Engine Idling (Drive thru)	-	83	84
Talking - amplified (Drive Thru)	-	72	74
Tyre air compressor (silenced)	-	71	72
Vacuum cleaner (each of two)	81	-	-
Auto Carwash - Blower	94	97	97
Car idling waiting for carwash	83	-	-

Note * night-mode is to be a minimum 5 dB quieter

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 used in modelling for night-time operations i.e. between 6am 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 noise levels at sensitive receivers are summarised in Table 4 to Table 7 below. 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.

The forecast noise levels at sensitive receivers are also shown in the noise contour plots in Figure 3 to Figure 6

The tables show that the following emitted noises are the highest noise levels compared to their respective assigned level criteria:

- the delivery truck refrigeration unit
L_{A1} emission = 52dB @ 318 Guildford, assigned level = 52 dB, Table 6.
- the total L_{A10} evening noise emission
L_{A10} noise emission = 47 dB @ the northern adjoining vacant residential land, assigned level = 47 dB, Table 5.

These levels, as well as the other emissions of all tabulated sources comply with the Noise Regulations and on that basis are therefore considered acceptable.

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

Noise Source	Receiver									
	Northern Res	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
	Grnd Fl	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
Rooftop AC*	28	31	33	28	32	32	34	36	24	29
rooftop fans*	15	16	20	18	23	24	24	28	13	14
Rooftop refrig*	30	32	34	31	35	35	37	39	26	29
Overall*	30	32	34	31	35	35	37	39	26	29
Assigned Level	42	42	42	42	42	42	42	42	42	42
Compliance	Achieved									

Note * Tonality adjustment applied

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

Noise Source	Receiver									
	Northern Res Grnd FI	50A Grosvenor 1st FI	52A Grosvenor 1st FI	314 Guildford Grnd FI	318 Guildford Grnd FI	320 Guildford Grnd FI	322 Guildford Grnd FI	323 Guildford Grnd FI	49A Kenilworth Grnd FI	54 Kenilworth 1st FI
Car A idling @ carwash	25	24	26	28	22	19	18	28	20	16
Car B idling @ carwash	30	25	30	31	20	20	20	32	25	17
Car wash blower*	41	28	32	33	33	31	28	26	29	29
Vacuum bay* E	43	24	31	39	39	37	33	22	30	24
Vacuum bay* W	44	24	31	35	39	37	33	24	30	24
Mechanical Plant*	35	37	39	36	40	40	42	44	31	34
Overall*	47	37	39	39	42	40	42	44	33	34
Assigned Level	47	47	47	47	47	47	47	47	47	47
Compliance	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

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

Noise Source	Receiver									
	Northern Res Grnd Fl	50A Grosvenor 1st Fl	52A Grosvenor 1st Fl	314 Guildford Grnd Fl	318 Guildford Grnd Fl	320 Guildford Grnd Fl	322 Guildford Grnd Fl	323 Guildford Grnd Fl	49A Kenilworth Grnd Fl	54 Kenilworth 1st Fl
Tyre air compressor*	22	20	24	24	17	15	13	25	16	21
Car idling order point	36	35	38	33	32	29	22	34	29	35
Car idling pickup point	27	33	38	16	37	41	46	40	23	16
Talking order point	23	25	29	21	18	10	11	21	19	25
Talking pickup point	16	25	29	3	25	30	31	33	13	6
Assigned Level	52	52	52	52	52	52	52	52	52	52
Compliance	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved	Achieved

Note * Tonality adjustment applied

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

Noise Source	Receiver									
	Northern Res A	50A Grosvenor	52A Grosvenor	314 Guildford	318 Guildford	320 Guildford	322 Guildford	323 Guildford	49A Kenilworth	54 Kenilworth
	Grnd Fl	1st Fl	1st Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	Grnd Fl	1st Fl
Car 1 door**	41	32	31	49	52	54	55	33	39	48
Car 10 door**	52	36	40	49	47	46	41	33	36	35
Car 12 door**	54	41	41	51	50	48	45	29	39	48
Car 7 door**	46	39	51	47	51	51	50	38	41	48
Car 8 door**	48	48	44	46	44	44	44	36	40	42
Car bowser 8 door**	45	34	37	50	51	50	46	29	40	50
Delivery Truck door**	59	51	53	55	52	52	52	44	45	49
Delivery truck Engine	43	33	41	44	40	39	39	31	34	30
Delivery Truck reversing beeper*	56	49	50	53	51	50	44	38	44	44
Tyre refill beeper*	41	40	45	45	50	51	50	35	41	45
Assigned Level	62	62	62	62	62	62	62	62	62	62
Compliance	Achieved									

Note * Tonality adjustment applied

** Impulsive adjustment applied



Figure 3 - Forecast L_{A10} night-time noise contours
(Assigned Level 42 dB)



Figure 4 - Forecast L_{A10} evening noise contours
(Assigned Level 47 dB)



Figure 5 - Forecast L_{A1} night-time noise contours
(Assigned Level 52 dB)



Figure 6 – Forecast L_{Amax} night-time noise contours
(Assigned Level 62 dB)

5. Conclusions

An assessment of environmental noise emission from the proposed service station 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 in the site plan, Appendix C. 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	<ul style="list-style-type: none"> • 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 while not essential, are preferable for all Delivery trucks at the site • Night-time deliveries with trucks fitted with refrigeration units are limited. Any deliveries between 10pm and 7am require the refrigeration units to be switched off on arrival and only switched on after leaving the site
Refuse Collection	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Deliveries permitted during the hours outlined in Table 1 • 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 while not essential, are recommended for all tanker trucks • Reversing of trucks to be discouraged to avoid the unnecessary activation of the reversing beeper.
Barriers	<ul style="list-style-type: none"> • Recommended barriers are shown in Appendix C • Barriers up to 1.8m high can be colourbond or other suitable material. • Taller barriers are to be masonry, concrete or another acoustic material with a performance not less than Rw 28
Grilles, Storm water grates & other metal covers	<ul style="list-style-type: none"> • 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 metal grates & covers
Signage	<ul style="list-style-type: none"> • To be installed in the carpark to remind patrons to keep noise to a minimum due to the proximity of neighbouring areas
Outdoor Building Services plant	<p>Air compressors to be co-located with other plant within a plantroom</p>
Other Noisy Plant	<ul style="list-style-type: none"> • Beepers (for tyre air refill) and other alert devices on site shall be selected to minimise their noise emission and to orient away from the nearest neighbours. Noise emissions not to exceed the values outlined in Table 3
Outdoor Speakers	<ul style="list-style-type: none"> • 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
Carwash	<ul style="list-style-type: none"> • 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 South of the carwash to be 2.7m wide and 2.7m high. The opening to the North to be 2.7m wide and 3.0m high. • 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 • NE, NW and SW walls of the carwash to be masonry with a minimum rating of Rw 55. No additional glazing, apart from the sliding access doors permitted on these walls. • The wall to the SE can be Rw 45. Glazing in this wall to double glazed, with a minimum 10mm and 6mm thickness glass and a minimum 100mm cavity • Roof ceiling construction: 0.42mm colourbond roof, 9mm FC or 16mm fire-rated moisture resistant ceiling with NRC 1.0, 100mm thick glasswool insulation in ceiling cavity. Ceiling cavity to be a minimum of 400mm • A covered entry area is required (Appendix C) to prevent excess car noise while vehicles are idling and waiting for carwash. • Roof covering to be acoustically equivalent to 9mm CFC, with acoustic lining NRC 0.95 underneath, No gaps permitted between covering and boundary walls
Overall	<ul style="list-style-type: none"> • 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. • 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
Adjoining northern residential A	<ul style="list-style-type: none"> • Any dwelling to be constructed on this parcel of land is to be single storey
Vacuum Bays	<ul style="list-style-type: none"> • Acoustically rated walls min 3m high required on three sides of vacuum bay. • All walls are to be faced with acoustic absorptive lining NRC 0.95 • 9mm CFC roof covering or acoustic equivalent required for vacuum bay. NRC 0.95 lining required underneath, • No gaps permitted between covering and boundary walls
Loading Bay	<ul style="list-style-type: none"> • Night-time unloading permitted at the location shown in Appendix C

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.

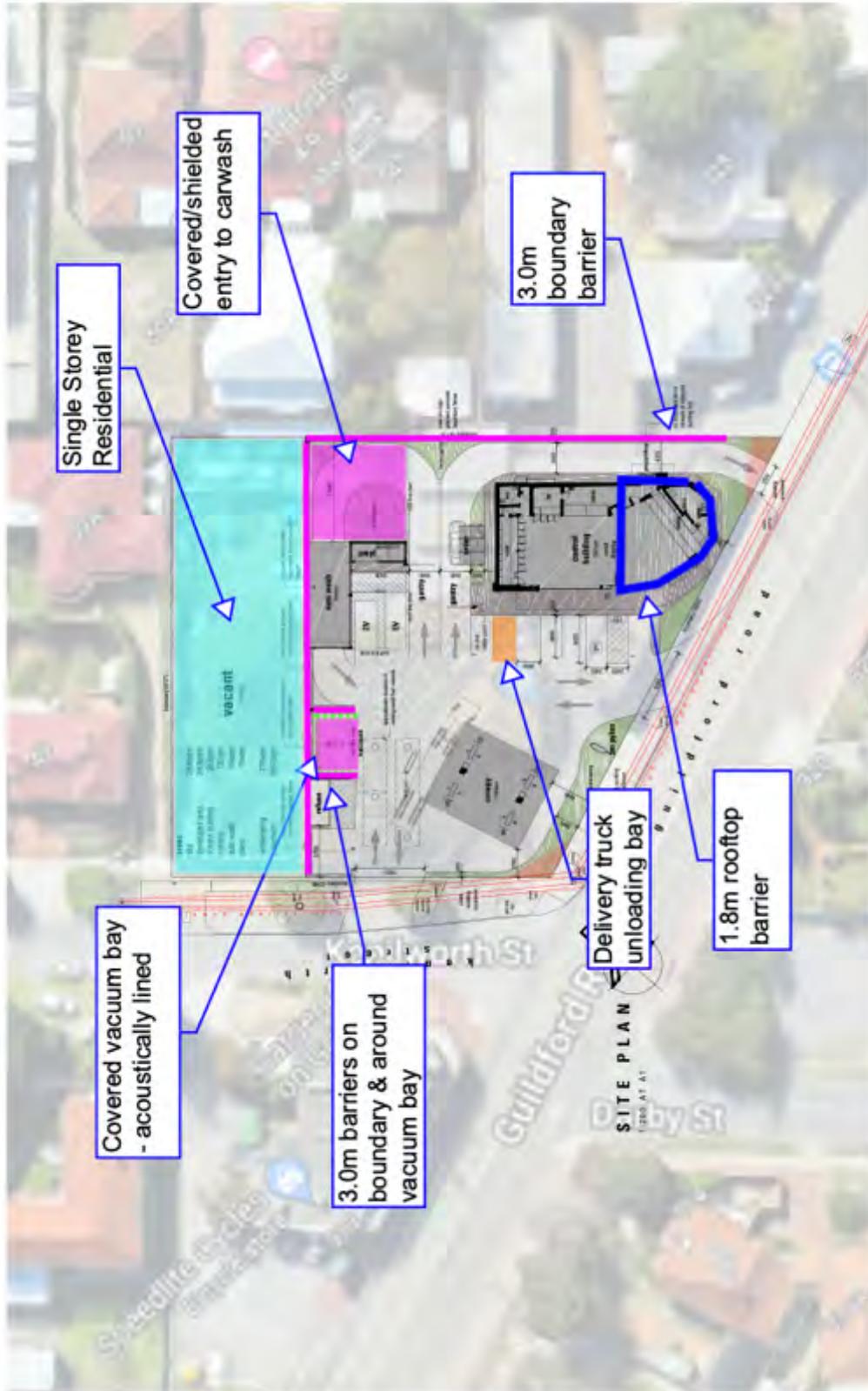
The Influencing Factor IF has been calculated for the applicable noise sensitive receptors in the current study. The percentage of industrial and commercial land within the prescribed circles centred on the noise sensitive premises, and the presence of roads with more than 6000 vehicles per day have 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 = #49 Kenilworth St

Type of Land	450m Radius	100m radius	Total
Industrial Land	0%	0%	0.0 dB
Commercial Land	1.5%	15.5%	0.9 dB
Transportation Factor			6 dB
TOTAL Influencing Factor			7 dB

Appendix C: Site layout and recommended treatments



NEW SERVICE STATION COMPLEX
CORNER KENILWORTH STREET AND GUILDFORD, BAYSWATER, WA

PLANNING

27.04.23
22/2028/MSH

ADS Architects
81 Dimes Street Adelaide 5000 T: 82322244





PART C – OTHER BUSINESS

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