

9.2 NO. 496 (LOTS: 145 - 146; D/P: 2630) CHARLES STREET, NORTH PERTH: CHANGE OF USE TO UNLISTED USE CAR WASH AND DETAILING (AMENDMENT TO APPROVED NUMBER OF WORKING STATION BAYS)

Ward: North

- Attachments:**
1. Consultation and Location Map
 2. Development Plans
 3. Applicant Justification
 4. 2011 Council Approval Minutes
 5. 2019 Council Approval Minutes
 6. 2019 Council Approved Plans
 7. Summary of Submissions - Administration's Response
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 10. Noise and Operational Management Plan
 11. Transport Impact Statement
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RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES, the development application to amend development approval 5.2019.121.1 for a Change of Use to Unlisted Use Car Wash and Detailing (Amendment to Approved Number of Working Station Bays) at No. 496 (Lots: 145-146; D/P: 2630) Charles Street, North Perth, granted on 23 July 2019, by deleting all conditions and replacing them with the following, with the associated determination advice notes in Attachment 12:

1. General

- 1.1 The development shall comply with the definition of Motor Vehicle Wash as set out in the City of Vincent Local Planning Scheme No. 2;
- 1.2 All activities associated with the use shall be contained wholly within Lots 145 and 146 shown on the Approved Plan; and
- 1.3 No vehicles are to be parked or material stored in the access ways shown with directional arrows on the Approved Plans at any time;

2. Hours of Operation

- 2.1 The hours of operation of the use are limited to:
 - 8:00am to 7:00pm Monday to Thursday;
 - 8:00am to 5:00pm Friday; and
 - 9:00am to 5:00pm Weekends and Public Holidays; and
- 2.2 The use shall not operate on Christmas Day, Good Friday or Anzac Day;

3. Working Station Bay Use

- 3.1 The use must at all times be carried out in accordance with the approved Proposed Site/Floor Plan stamped as having been received by the City on 7 July 2022 (Approved Plan);
- 3.2 The development shall comprise of a maximum of six working station bays, comprising of one (1) wash bay and five (5) final touch up bays; and
- 3.3 Vehicles must only be washed or touched-up on the property in a bay shown on the Approved Plan as being provided for that purpose;

4. Acoustic Report

- 4.1 The use must at all times operate in compliance with the Environmental Acoustic Assessment by Herring Storer Acoustics dated June 2022 and stamped as having been received by the City on 7 July 2022 (Report). All recommended measures in the report shall be undertaken in accordance with the report to the City's satisfaction; and**
- 4.2 All Vacuum Units and Air Compressors used on the property must be located inside the building on the property and in the location shown on the plan attached to the Report;**

5. Noise and Operational Management Plan

- 5.1 The use shall at all times operate in compliance with the Noise and Operational Management Plan (NAOM Plan) stamped as having been received by the City on 13 October 2022;**
- 5.2 The operator of the development must maintain a 'Complaints Register' in accordance with the 'Complaints Management' process in the NAOM Plan;**
- 5.3 Complaints about the development's operations must be dealt with in accordance with the 'Complaints Management' process set out in the NAOM Plan; and**
- 5.4 The bays shown on the Approved Plan must be used in accordance with the 'Allocated Bays – Description of Works' set out in the NAOM Plan;**

6. Prior to Use of Additional Working Station Bays

- 6.1 Prior to the first use of the three additional working station bays:
 - 6.1.1 Works shall be undertaken to contain the Vacuum Units and Air Compressors inside the building on the property and in the location shown on the Approved Plans; and**
 - 6.1.2 Line marking and directional signage shall be updated on site to align with the movement of vehicles within the development site, as marked in the Transport Impact Statement received by the City on 17 January 2022;****

7. Building Design

- 7.1 All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), shall be designed integrally with the building, and shall be located so as not to be visually obtrusive from Charles Street;**
- 7.2 Doors and windows and adjacent floor areas fronting Charles Street shall maintain an active and interactive relationship with this street. Ground floor glazing and/or tinting shall be a minimum of 70 percent visually permeable to provide unobscured visibility. Darkened, obscured, mirrored or tinted glass or other similar materials as considered by the City are prohibited; and**
- 7.3 All signage is to be in strict accordance with the City's Local Planning Policy: Signs and Advertising, unless further development approval is obtained; and**

8. Street Trees

No street verge tree(s) shall be removed. The street verge tree(s) shall be retained and protected from any damage including unauthorized pruning.

PURPOSE OF REPORT:

To consider an application for development approval to amend a previous approval for a change of use to Unlisted Use Car Wash and Detailing (Amendment to Approved Number of Working Station Bays) at No. 496 Charles Street, North Perth (subject site).

PROPOSAL:

A car wash and detailing service has operated at the subject site for the past decade. Development approval for the use was granted by Council at its Ordinary Meeting of 11 October 2011, included as **Attachment 4**, and an amendment to this development approval was approved by Council on 23 July 2019, included as **Attachment 5**.

The car wash and detailing service currently operates in accordance with Condition 2 of the current amended approval:

- The car wash and detailing use shall be limited to a maximum of three working station bays. Any increase in the number of work station bays or change of use of the subject land use shall require a separate Development Approval to be applied to and obtained by the City;*

Number of Working Station Bays

The development plans approved by Council in 2019 are included in **Attachment 6** and the location and use of the three existing working station bays is as follows:

- Wash Bay: Located within the existing garage, cars are hand washed with the assistance of a high pressure hose to remove dirt and grime, with gloss treatments applied to the tyres. Cars are within the wash bay for between 10 and 20 minutes and worked on by one to two staff members.
- Vacuum Bay: Located within the existing garage the internal cleaning of the vehicles is carried out with the use of vacuums. The cars are in the vacuum bay for between 10 and 20 minutes and worked on by one staff member.
- Final Touch-up Bay: Cars are hand dried and a compressed air hose is used to remove water marks and drips. Cars are within the final touch up bay for between 15 and 25 minutes and worked on by one to two staff members.

The proposed development plans are included as **Attachment 2** and seek to increase the number of working station bays from three to six. The proposed location and use of the six working station bays would be as follows:

- Wash Bay 1: Located within the existing garage structure at the rear of the site. Dirt and grime would be removed from the cars with a high pressure hose. Cars would be within the wash bay for between 10 and 20 minutes and worked on by one to two staff members.
- Final Touch-up Bays 1-4: Located external to the building and would operate under the existing shade sails of the site. The bays would be used for the external and internal cleaning of the vehicles through the use of chamois, vacuums and compressed air hose. Cars would be within the finishing bays for between 15 and 25 minutes and worked on by two staff members. The final touch up bays would also be used as holding bays of cars as they transition from the wash bay.
- Final Touch-up Bay 5: Located within the existing garage structure at the rear of the site. The bay would be used as a parking / holding bay for vehicles before they transition to the wash bay. The applicant has indicated that in times of poor weather the bay would be used for final touch up services, as above, with use of the chamois, vacuums and compressed air hoses.

Operational Changes

The applicant has included written justification in support of the proposal, which is included in **Attachment 3** and outlines the following:

- The proposed amendment is being sought to address current issues with the queuing of vehicles on site, as tasks undertaken within the final touch up bay take longer than the tasks being undertaken in the other bays creating a 'bottleneck' of vehicles.
- To address this issue, three additional final touch up bays are proposed, all located outside and after the wash bay. The four final touch up bays would be serviced by two staff members, and each staff

member would work on an individual car so that tasks are streamlined. The remaining final touch up bays effectively become holding bays in the event that a car is washed faster than expected, allowing it to move out to a holding area before a staff member can move onto undertaking final touch up tasks.

- By spreading the two staff members out onto individual final touch up bay stations, the final touch up tasks would take a similar amount of time as the wash bay tasks and therefore the previous bottleneck would be removed. Amendments to the approved number and use of the working station bays are sought to achieve increased efficiency and management for the processing of cars at the Motor Vehicle Wash.
- The former dedicated vacuum bay has been removed and all vacuum activities would be undertaken in final touch up bays 1 – 5. The vacuum units and air compressor would all be located inside the building and piped out to the final touch up bays to reduce the extent of noise generated.
- There are no changes to the previously approved operating hours or staff numbers for the Motor Vehicle Wash proposed as part of this application.

The applicant has submitted an updated Acoustic Report and Noise and Operational Management Plan reflecting the proposed operational changes which are included in **Attachment 9** and **Attachment 10** respectively.

BACKGROUND:

Landowner:	Frank Tomsic, Dragan Kapinkoff, Edward Tomsic
Applicant:	Element Advisory Pty Ltd
Date of Application:	12 January 2022
Zoning:	MRS: Urban LPS2: Commercial
Built Form Area:	Transit Corridor
Existing Land Use:	Unlisted Use (Car Wash and Detailing)
Proposed Use Class:	Motor Vehicle Wash
Lot Area:	920m ²
Right of Way (ROW):	Yes – 5.0 metres
Heritage List:	Not applicable

Site Context

The subject site consists of two separate lots on a multi-lot title, Lot 145 and Lot 146, is zoned Commercial under the City's Local Planning Scheme No. 2 (LPS2) and is located within the Transit Corridor built form area under Policy No. 7.1.1 – Built Form (Built Form Policy).

The adjoining properties to the north and south of the subject site are also zoned Commercial under LPS2 and are currently used for Motor Vehicle Repair (Auto Masters) and Recreation - Private (dance school). The properties on the opposite side of Charles Street to the west are zoned Residential R60 – R100 under LPS2 and within the Transit Corridor built form area under the Built Form Policy.

The subject site abuts Docket Lane to the east. The adjoining properties on the opposite side of Docket Lane are zoned Residential R30/R40 under LPS2 and are within the Residential built form area under the Built Form Policy.

A 3.66 metre portion of the subject site is within the Charles Street Planning Control Area 167 (PCA167). PCA167 is intended to ensure that no development occurs on this land which may prejudice development and widening of Charles Street until reserved under the Metropolitan Region Scheme (MRS).

The surrounding development context currently consists of low density residential dwellings and commercial businesses.

A location map of the site and surrounding context is provided in **Attachment 1**.

Previous Approvals History

Date	Application Details
11 October 2011	<p>Council granted conditional approval for a Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions at the subject site.</p> <p>The minutes of the 11 October 2011 Ordinary Council Meeting are included in Attachment 4.</p>
23 July 2019	<p>An application to amend the 2011 approval was approved by Council. The application sought to increase the operating hours for the Motor Vehicle Wash from Monday to Thursday for an additional two hours each day, and reduce operating hours on Fridays, weekends and public holidays by 30 minutes. No changes were proposed to the built form or land use classification.</p> <p>New Conditions were imposed which required the development to operate in accordance with an acoustic report and noise and operational management plan to mitigate amenity impacts on adjoining properties.</p> <p>The minutes of the 23 July 2019 Ordinary Council Meeting are included in Attachment 5.</p>

Land Use Classification

The initial 2011 development application was approved under Town Planning Scheme No. (TPS1), which did not include a land use definition for Motor Vehicle Wash. The application was assessed as an Unlisted Use (Car Wash and Detailing) because no land use definition was able to be applied in accordance with those set out in TPS1.

The City's LPS2 was adopted on 16 May 2018 and included a land use definition for motor vehicle wash, "*premises primarily used to wash motor vehicles*".

The 2019 amended development application was approved under LPS2 but the land use classification remained as Unlisted Use Car Wash and Detailing because it was an amendment to a previous approval rather than a new proposal under LPS2.

The current development application has been described as Change of Use to Unlisted Use Car Wash and Detailing (Amendment to Approved Number of Working Station Bays) accordingly.

Previous Noise and Compliance Investigations

Since this matter was presented to Council on 11 October 2011, the City has pursued five compliance investigations in relation to the operations of the business at the subject site to assess compliance with the existing development approval. Compliance investigations have related to the operations of the Motor Vehicle Wash outside of the approved operating hours and the use of the approved bays on site.

Compliance

The City has undertaken regular inspections of the business, and has also met with the business owner/operator and the owners and occupiers of nearby residential properties to discuss noise and operational issues for the business.

Between 2018 and July 2021, six breaches of the approved operational hours were observed. This resulted in six Planning Infringement Notices (PIN) being issued to the operator of the business. Numerous regular inspections were conducted in 2021, at certain times the number of inspections were intensified.

The amended development application approved in 2019 included new conditions for the submission and implementation of an acoustic report and management plan to ensure that adequate site, noise and complaints management would be in place for the operation of the business. The management plan and acoustic report form part of the documents which can and have been reviewed and enforced by the City's Compliance team.

Noise

Following approval of the revised operating hours in 2019, the City received concerns from neighbouring residential properties relating to the business operating outside of the approved operating hours and consequential amenity impacts.

The City's Environmental Health Officers undertook high level sound level measurements on 31 August 2021 from the business to determine if unreasonable noise was occurring and to help inform the City on future assessment of acoustic reporting. Measurements found the activities (including use of the pressure washer, vacuum and air-hose) complied with the applicable criteria in accordance with the *Environmental Protection (Noise) Regulations 1997*.

DETAILS:**Summary Assessment**

The table below summarises the planning assessment of the proposal against the provisions of the LPS2, Policy No. 7.7.1 – Non Residential Development Parking Requirements (Non Residential Parking Policy) and Policy No. 7.5.21 – Sound Attenuation (Sound Attenuation Policy). In each instance where the proposal requires the discretion of Council, the relevant planning element is discussed in the Detailed Assessment section following from this table.

Planning Element	Use Permissibility/ Deemed-to-Comply	Previously approved	Requires further Discretion
Land Use		✓	
Parking		✓	
Operating Hours		✓	
Noise Attenuation	✓		

Detailed Assessment

Although the proposal satisfies the planning elements of the applicable planning framework, planning approval is required because the proposal seeks to modify the Conditions of the previously approved development application which required discretion.

The acceptability of the proposal and the amendments to the Motor Vehicle Wash are discussed in the Comments section below.

CONSULTATION/ADVERTISING:

Community consultation was undertaken for the proposal in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations)* for a period of 14 days from 25 July 2022 to 7 August 2022.

The method of consultation included a notice on the City's website and 25 letters being sent to all owners and occupiers adjoining the subject site. Additional Charles Street and Doris Street properties were included in the community consultation radius as they were assessed in the noise and traffic modelling submitted by the applicant in support of the proposal. The extent of community consultation is shown in **Attachment 1**.

The City received a total of four submissions, including three objections and one support. A key concerns raised were as follows:

- The expansion of the car wash would be more aligned with the facilities found in light industrial areas, not abutting residential properties. Other car wash's operating within the City of Vincent have a buffer of commercial properties providing separation from residential development. Suggestion that a noise wall be installed at the rear of the site abutting Docket Lane to address residential amenity concerns.
- The operator and business has demonstrated a consistent non-compliance with approved conditions and management of their site, and this is expected to continue.
- Increased number of working station bays and volume of customers would increase the use of the high-pressure washing machinery which is the primary source of the noise amenity impact.

- The applicant's traffic management report is based on current parking and traffic information provided by the business operator and has not been verified by the Council to consider how the increased number of working station bays would impact traffic to the site.
- The business already uses Docket Lane and neighbouring commercial properties for overflow parking as the number of vehicles being washed is not able to be contained within the site. This is not noted or addressed in the applicant's traffic management report or written submissions.
- The applicant's acoustic report does not accurately address and assess the noise and vibration from the current operations and machinery for the car wash. Disagree that noise generated from the premises would remain compliant with the increased number of working station bays.
- The acoustic report from the previous 2019 development application stated that 15 to 20 cars would be processed each day and high pressure hoses would be used for less than 10 percent of the time. The applicant's transport impact statement is based on 50 cars being processed each day which is not consistent with the number stated in the acoustic report and measurements.

A summary of all submissions received across the consultation period and Administration's response is included in **Attachment 7**. The Applicant's response to submissions is included in **Attachment 8**.

Design Review Panel (DRP):

Referred to DRP: No

LEGAL/POLICY:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015;*
- *Environmental Protection (Noise) Regulations 1997;*
- City of Vincent Local Planning Scheme No. 2;
- Community and Stakeholder Engagement Policy;
- Policy No. 7.5.21 – Sound Attenuation;
- Policy No. 7.7.1 – Non Residential Development Parking Requirements; and
- Policy No. 4.1.22 – Prosecution and Enforcement.

Planning and Development Act 2005

In accordance with Schedule 2, Clause 76(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

Delegation to Determine Applications:

The application is being referred to Council for determination in accordance with the City's Register of Delegations, Authorisations and Appointments. This is because the delegation does not extend to applications to amend a development approval that was determined by Council that would change the impact of any condition imposed.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a planning application.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

The Environmentally Sustainable Design Provisions of the City's Built Form Policy, which is informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024 are not applicable to this proposal. This is because the application does not propose to modify the existing building on site.

PUBLIC HEALTH IMPLICATIONS:

This report has no implication on the priority health outcomes of the City's Public Health Plan 2020 – 2025.

FINANCIAL/BUDGET IMPLICATIONS:

There are no financial or budget implications from this report.

COMMENTS:

Administration's comments in respect to each of the relevant matters associated with the amendments to the working station bays are provided below.

Car Parking and Traffic

The number of dedicated on-site car parking spaces is proposed to remain unchanged from the previous approvals, with one bay for use by staff provided in the primary street setback area.

The application proposes to increase the number of previously approved working station bays from three to six to improve the efficiency of the business operations, addressing existing queuing and bottlenecking issues caused because tasks undertaken within the final touch up bay take longer than the tasks being undertaken in the other bays.

Community Consultation Outcomes

Concerns were received during the consultation period in relation to the impact of the additional traffic that would be generated by the increased number of working station bays as well as the continued use of Docket Lane and neighbouring properties for overflow parking when the number of cars being washed cannot be accommodated on the subject site.

Applicant's Transport Impact Statement (TIS)

The applicant has submitted a TIS prepared by Transcore in support of the proposed increase to the number of work station bays which is included in **Attachment 11** and outlines the following:

- The proposed increase in the number of external finishing bays would streamline the car wash and detailing process by creating improved internal traffic flows and reducing patron wait times.
- The existing development typically generates between 40 and 50 total daily movements in and out of the site, equating to between 20 and 25 vehicles. No additional vehicle trips are expected as part of this proposal and there would be no traffic impact on the surrounding road network.
- The site is currently serviced by one vehicle access point to Charles Street which would remain unchanged.
- The application would not result in any increase to existing waste generation on-site. Waste collection would continue to be undertaken in accordance with the current practises.
- The subject site has good accessibility to existing public transport, walking and cycling infrastructure.

Administration Comments

The proposed modifications to the previously approved on-site operations would result in improved efficiency of processing vehicles and would not result in additional traffic or on-site car parking demand that would have an adverse impact on the amenity of the surrounding area, for the following reasons:

- Traffic Generation: The applicant's TIS identifies that the development currently generates between 40 and 50 vehicle movements each day which includes both customers and staff, equating to between 20 and 25 cars. The TIS is consistent with the applicant's acoustic report submitted with the previous development application in 2019 which was premised on between 15 and 20 cars being washed per day. The proposal would not result in a significant increase in the amount of traffic generated by the business and the traffic that is generated would continue to be appropriate for Charles Street which is designated as a primary distributor road.
- Number of Wash Bays: The number of wash bays is a significant limiting factor when assessing the potential scale and intensity of the commercial business. The number of wash bays is proposed to remain unchanged from the previous approval at one bay.
- On-Site Parking Provision: The one existing on-site car parking space is proposed to remain unchanged from the previous approval and would be available for use by staff, no additional staff numbers are proposed. The provision of no dedicated on-site bays for customers would continue to be acceptable because the existing business model would remain unchanged, where customers drop off their vehicle and then wait in the on-site waiting areas while the vehicle is processed. On-site car parking provision has already been maximised and it would not be possible to accommodate any additional bays which meet the dimension and manoeuvring requirements of the Australian Standards (AS2890.1).
- Vehicle Access Arrangement: The existing arrangement with vehicles entering and exiting the subject site via Charles Street are proposed to remain unchanged from the previous approval. Docket Lane is located to the rear of the subject site and is not currently, or proposed to be, used for car parking or vehicle access. It is recommended that a new Condition be imposed requiring updated directional signage and line marking to be implemented on-site in accordance with the proposed plans.
- Off-Site Parking Impacts: Submissions were received during the community consultation period alleging that cars are currently, and would continue to be, parked off-site due to a lack of on-site car parking spaces. The applicant has confirmed that two of the four external working station bays would be available for use as holding bays between the wash and final touch up bays. The additional working station bays would increase the number of vehicles which are able to be accommodated on site at any given time and reduce the likelihood of customers waiting off-site due to an operational bottleneck.
- Management of Customer Vehicles - The applicant has submitted an updated Noise and Operational Management Plan which is included in **Attachment 10**, outlining that if a customer was to enter the site when all working station bays are occupied they would speak to a staff member who would advise them to come back at a later time. It is recommended that a Condition continue to be imposed which requires the business to operate in accordance with the approved Noise and Operational Management Plan.
- Alternate Modes of Transport: Alternate modes of transport including public transport, cycling and walking would continue to be available for use by staff.

Noise and Operational Management

Community Consultation Outcomes

Concerns were received during the consultation period in relation to the potential for noise impacts on surrounding residential properties due to increased use of machinery required as a result of the three additional working station bays. Concerns were also raised in relation to the accuracy and reliability of the acoustic report findings.

Applicant's Acoustic Report

The application has submitted an Acoustic Report prepared by qualified acoustic consultant Herring Storer Acoustics in support of the proposed increase to the number of working station bays which is included in **Attachment 9** and outlines the following:

- Noise measurements were taken to determine the current noise from the three existing working stations bays based on their use and location.
- New noise level measurements were taken to ascertain the overall noise impacts of the Motor Vehicle Wash once the proposed changes to on-site operations commence.
- The reconfigured car wash facility would have no adverse impacts on the surrounding area, due to the location of activities and equipment being housed internally to the building, which has reduced the overall noise levels at the site.
- Noise levels from the car wash and machinery would be at their greatest within the confines of the subject lot, and would reduce to a noise level which meets the *Environmental Protection (Noise) Regulations 1997* when they reach Docket Lane and the adjacent residential dwellings.

Administration Comments

The scope of acoustic considerations is limited to the three additional bays which would be operating at any one time for the car wash.

Acoustic Report identifies that as a manual car wash, noise received at the neighbouring residences to Docket Lane at the rear need to comply with the *Environmental Protection (Noise) Regulations 1997*.

The proposed modifications to the previously approved on-site operations would not result in additional noise that would have an adverse impact on the amenity of the surrounding area for the following reasons:

- **Acoustic Report Findings:** The noise modelling undertaken for the premises was assessed on a worst case scenario basis from noise generated by both the vacuum and high pressure hoses during the existing operating hours. The acoustic report has been reviewed by the City Environmental Health Officers who are satisfied the proposal clearly demonstrate that the additional working station bays and their associated operations and machinery would be in compliance with the *Environmental Protection (Noise) Regulations 1997*. It is recommended that a Condition be imposed which requires the business to operate in accordance with the acoustic report at all times.
- **Operational Modifications:** The acoustic report and noise and operational management plan identify the relocation of the vacuums mechanical units inside the existing garage structure, previously located external to the building. The units would now be 'piped' from the enclosed shed, resulting in a reduction to the current noise generation from the site. It is recommended that a Condition be imposed to secure this outcome. The acoustic report confirms that no physical modifications to the premises, such as changes to floor or wall coverings, closure of doors or noise walls would be required to attenuate the noise. This is because the assessed noise from the car wash noise generating equipment (pressure hoses and vacuums) would operate at a tonality and noise which would comply with the *Environmental Protection (Noise) Regulations 1997*.
- **Noise and Operational Management Plan:** The previously approved Noise and Operational Management Plan has been updated to reflect the proposed operational changes and is included in **Attachment 10**. It is recommended that a Condition be imposed which requires the business to operate in accordance with the updated Noise and Operational Management Plan at all times.
- **Amenity of Surrounding Properties:** The revised acoustic report and operational management plan submitted as part of this application provide assurance to both the City and neighbouring properties that the additional working bays and associated management measures implemented would be effective in mitigating the impact of noise so as to not adversely impact the amenity and comfort of surrounding properties.

Conditions of Approval

To reduce the complexity of the decision notice and allow greater ease of reference in the future, it is recommended that all existing Conditions be deleted and a new set of Conditions which encompasses both existing and proposed requirements be imposed.

**CITY OF VINCENT
LOCAL PLANNING SCHEME NO. 2
SCHEME MAP 1 - LEEDERVILLE**

LEGEND

METROPOLITAN REGION SCHEME RESERVES

Note: The Western Australian Planning Commission acts on behalf of the Department of Planning and should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.

- PARKS AND RECREATION**
- R Restricted Public Access
- PRIMARY REGIONAL ROADS RESERVATION**
- OTHER REGIONAL ROADS RESERVATION**
- RAILWAYS**
- PUBLIC PURPOSES**
Particular use denoted as follows:
- H Hospital
- HS High School
- TS Technical School
- CP Car Park
- U University
- CG Commonwealth Government
- SU Special Use
- WSD Water Authority of Western Australia
- P Prison

CITY OF VINCENT LOCAL SCHEME RESERVES

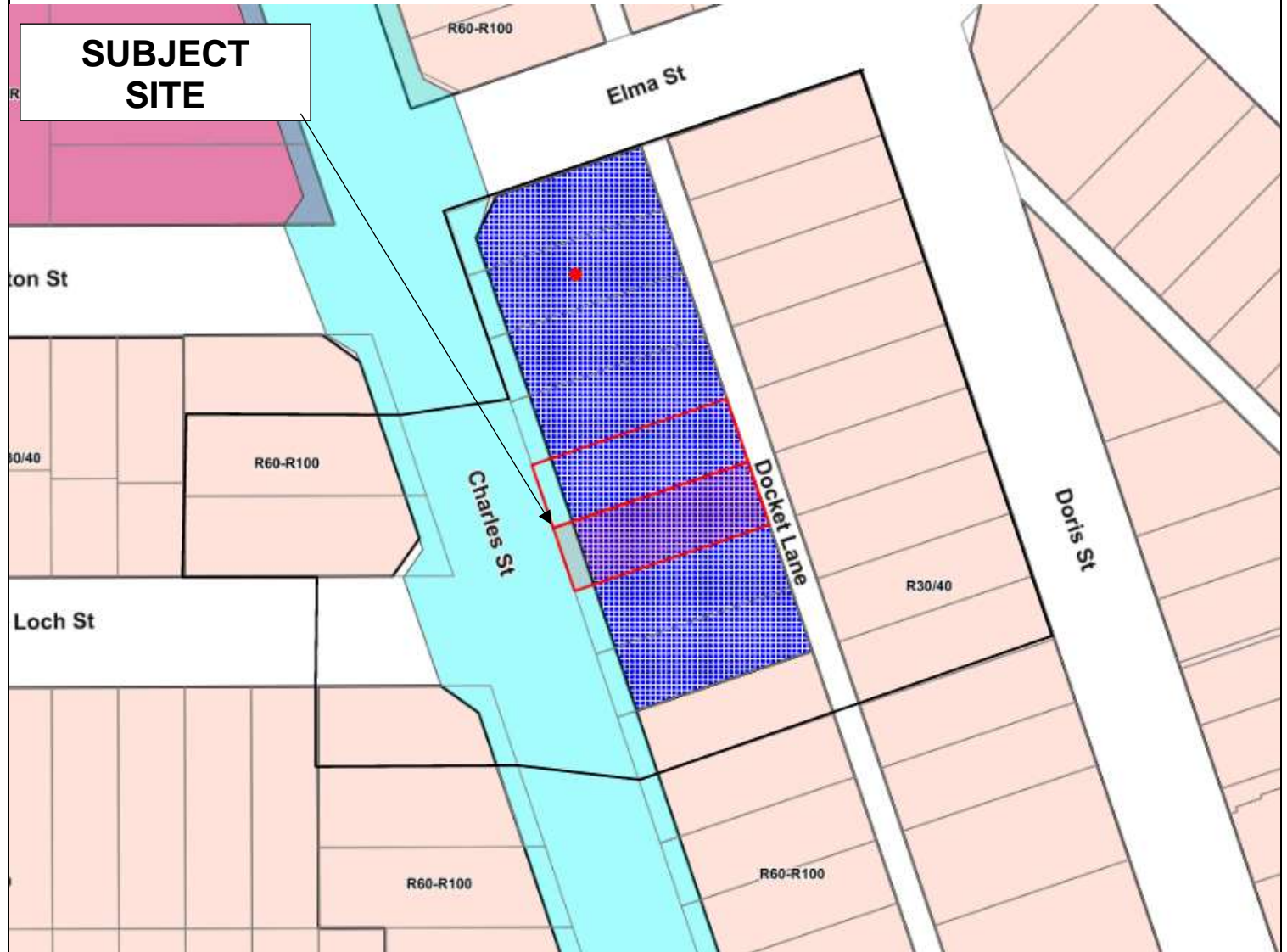
- PUBLIC OPEN SPACE**
- R Restricted
- PUBLIC PURPOSES**
Particular use denoted as follows:
- PS Primary School
- CP Car Park
- CU Civic Uses
- HS High School
- I Institute for the Deaf
- W Water Supply Sewerage and Drainage
- TS Technical School

CITY OF VINCENT SCHEME ZONES

- RESIDENTIAL**
- MIXED USE**
- COMMERCIAL**
- LOCAL CENTRE**
- DISTRICT CENTRE**
- REGIONAL CENTRE**
- SPECIAL USE**
Particular use denoted as follows:
- CP Car Park
- CU Community Use
- FC Function Centre
- HC Hall and Non Residential Club
- H Hotel
- PW Place of Worship
- S Service Station
- ADDITIONAL USE**

ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES

- CODE AREA BOUNDARY**
- SCHEME AREA BOUNDARY**
- DENSITY CODE**



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Consultation and Location Map
No. 496 Charles Street, North Perth

Extent of Consultation



**SUBJECT
SITE**



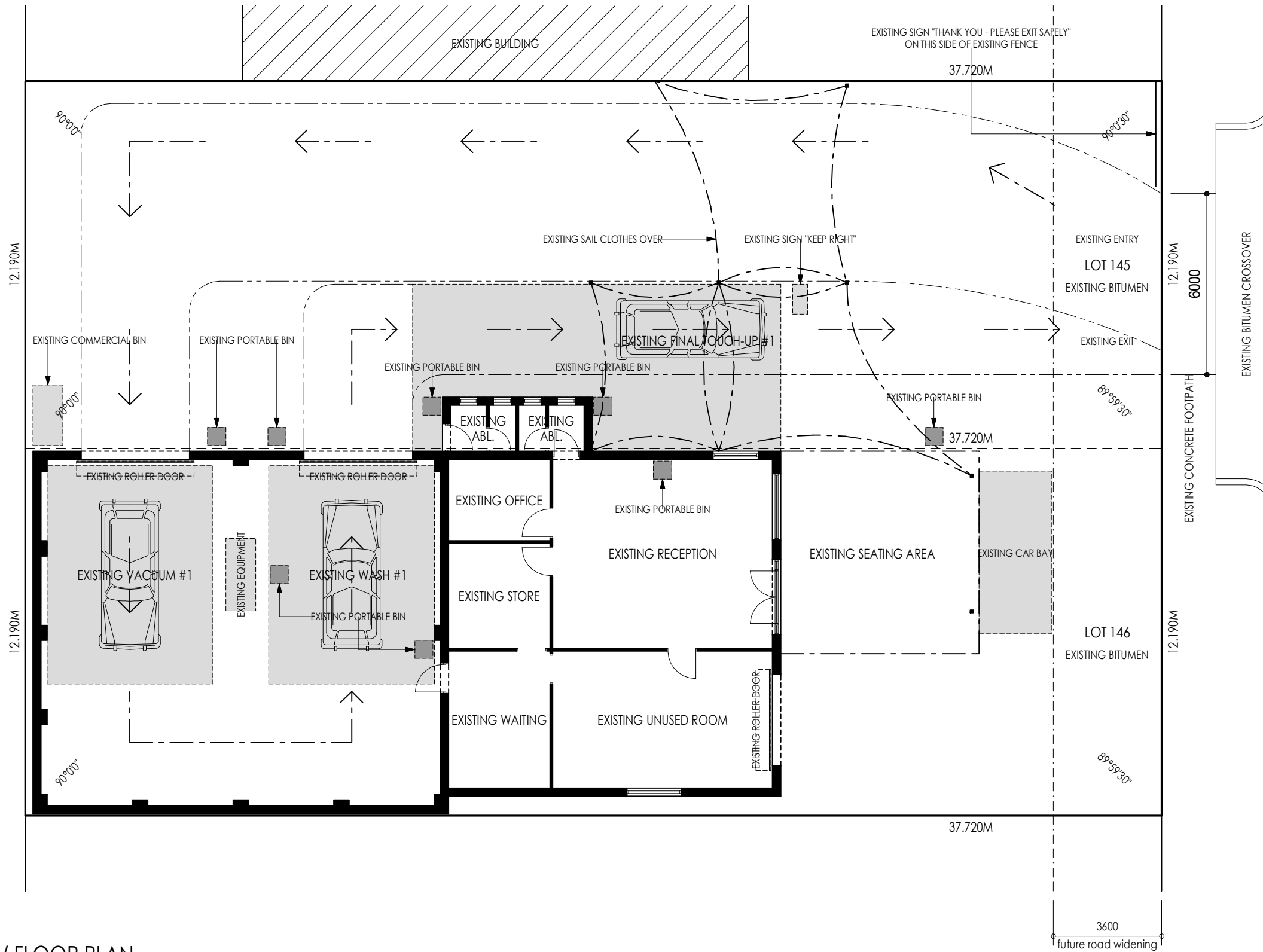
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No. 496 Charles Street, North Perth



DOCKET LANE

CHARLES STREET



EXISTING SITE / FLOOR PLAN
SCALE 1:150

CITY OF VINCENT
RECEIVED
7 July 2022



KEVIN RAYKOS DESIGNS

Building Design & Drafting Services
Residential | Commercial | Industrial

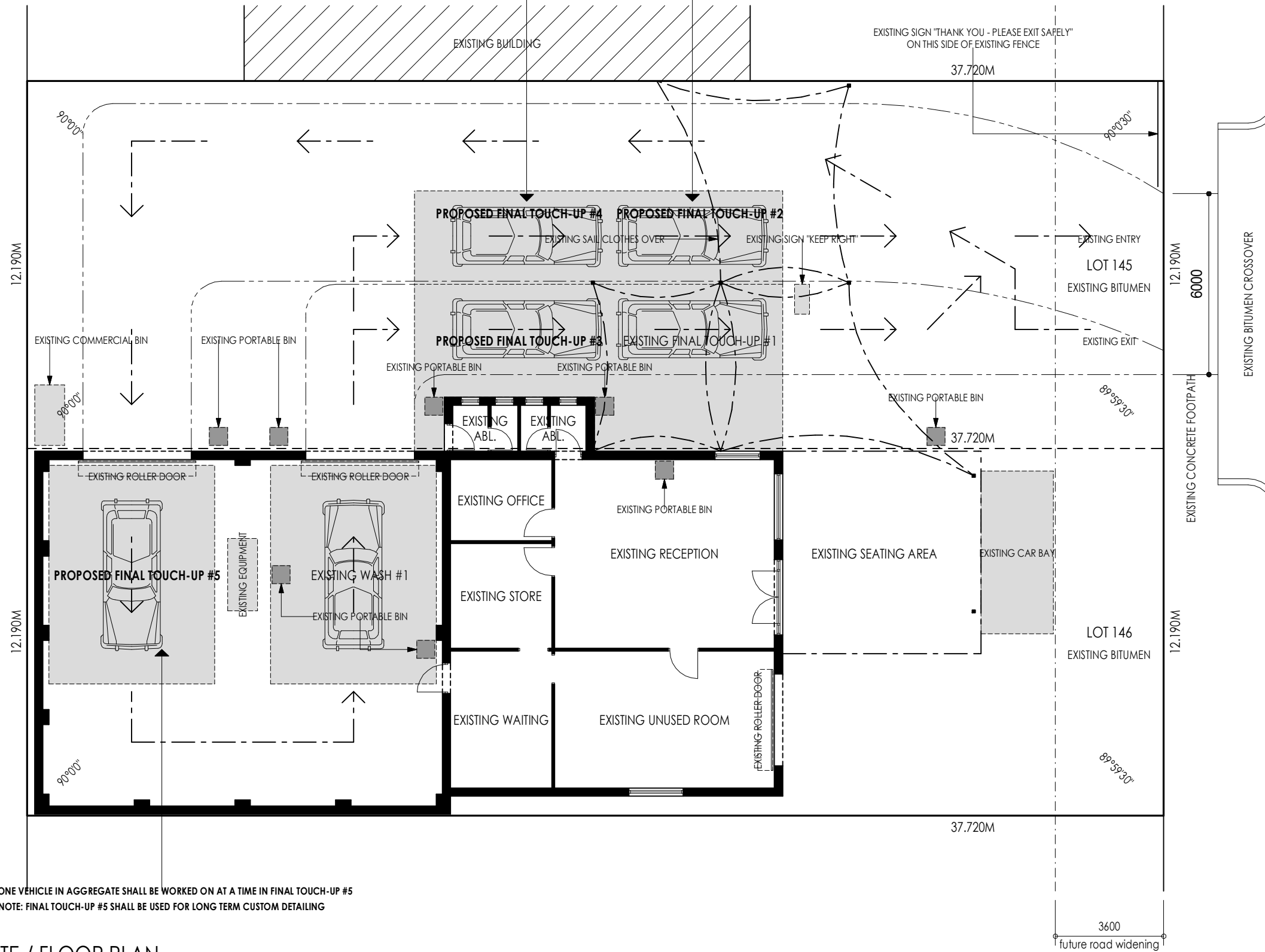
ECO SPRAY CAR WASH - LOT 145 & 146 (#496) CHARLES STREET, NORTH PERTH WA 6006 - City of Vincent

Job #: 21-24 | Sheet #: A01 | Scale: As Shown @ A3 | Date: 15/12/2021 | Drawing: sk-06 | Issued for COMMENTS
All dimensions are in millimetres and shall take preference to scaling | Check all dimensions prior to commencement of works

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NOTE: FINAL TOUCH-UP #1, #2, #3 AND #4 SHALL BE USED FOR SHORT TERM DETAILING
 NOTE: THREE VEHICLES IN AGGREGATE SHALL BE WORKED ON AT A TIME IN FINAL TOUCH-UP #1, #2, #3 AND #4

DOCKET LANE



NOTE: ONE VEHICLE IN AGGREGATE SHALL BE WORKED ON AT A TIME IN FINAL TOUCH-UP #5
 NOTE: FINAL TOUCH-UP #5 SHALL BE USED FOR LONG TERM CUSTOM DETAILING

PROPOSED SITE / FLOOR PLAN
 SCALE 1:150

CITY OF VINCENT
 RECEIVED
 7 July 2022



KEVIN RAYKOS DESIGNS

Building Design & Drafting Services
 Residential | Commercial | Industrial

ECO SPRAY CAR WASH - LOT 145 & 146 (#496) CHARLES STREET, NORTH PERTH WA 6006 - City of Vincent

Job #: 21-24 | Sheet #: A02 | Scale: As Shown @ A3 | Date: 15/12/2021 | Drawing: sk-06 | Issued for COMMENTS
 All dimensions are in millimetres and shall take preference to scaling | Check all dimensions prior to commencement of works

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Our Ref: 21-608

4 July 2022

Chief Executive Officer
City of Vincent
99 Loftus Street
Leederville WA 6007

Attention: Natasha Trefry – Urban Planner

Dear Natasha,

AMENDED DEVELOPMENT APPLICATION: PROVISION OF ADDITIONAL CAR WASH FINAL TOUCH UP BAYS AT LOTS 145 AND 146 (NO.496) CHARLES STREET, NORTH PERTH

Further to our recent correspondence, **element** is pleased to submit the following application to amend the original planning approval associated with the Eco Spray Car Wash Cafe (the Car Wash), which operates from Lots 145 and 146 (No. 496) Charles Street, North Perth (the subject site). This application seeks to amend minor aspects of the original planning approval (DA-5.2011.395.1) to allow the Car Wash to operate in a more efficient manner for customers and staff.

The minor changes seek to include an additional three (3) final touch up bays and the conversion of the existing vacuum bay to a final touch up bay. This letter provides an overview of the subject site, the proposed additional final touch up bays, and an assessment against the applicable planning framework.

In accordance with the City of Vincent (the City) requirements for the lodgement of an amendment to a development application, please find enclosed the following:

- A completed and signed Application for Development Approval Form and Metropolitan Region Scheme (MRS) Form 1;
- A copy of the current Certificate of Title;
- Development plans to scale;
- Supporting acoustic report and traffic impact statement; and
- The following explanation of the proposal with justification provided where applicable.

The application fee required for an amendment to an existing planning approval will be paid on lodgement as the application electronically.

Site Details

The subject site has an overall land area of 920m² and has direct frontage to Charles Street. The subject site is currently leased by the Car Wash from the landowners of the subject site. The surrounding context includes similarly scaled commercial development to the north and south, residential properties to the east and separated by an existing laneway.

The particulars of the Certificate of Title are summarised in Table 1 below.

Table 1 – Certificate of Title

Lot No.	Street Address	Plan	Volume/Folio	Owner
145 and 146	No. 496 Charles Street, North Perth	2630	1354/815	Frank Tosmik Edward Tomsic Dragan Kapinkoff

Refer to Figure 1 – Location Plan

Refer to Figure 2 – Aerial Photograph

Refer to Figure 3 – Site Plan

Refer to Appendix A – Certificate of Title

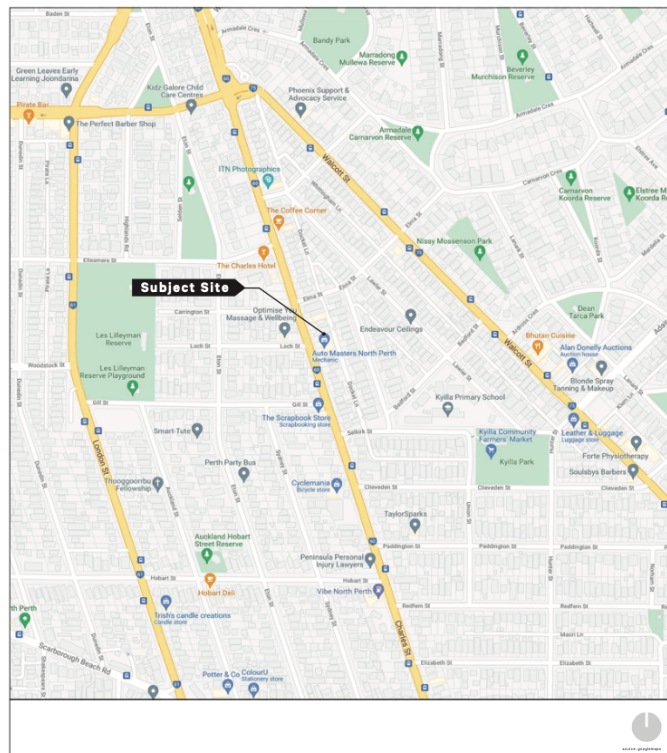


Figure 1 – Location Plan



Figure 2 – Aerial Photograph



Figure 3 – Site Plan

Heritage

A desktop search of the Department of Planning, Lands and Heritage's (DPLH) Aboriginal Heritage Inquiry System indicates that the subject site is within the curtilage of a Registered Site of Aboriginal cultural heritage significance (3738). The listing refers to Dog Swamp and is likely to result from the subject site's reasonably close proximity (850m) to the swamp site. Given that the subject site is already developed, and the proposed amendment will not require any site works, further investigation is not warranted.

Searches of the Heritage Council's State Heritage Register and the City's records indicate that there are no places of European cultural heritage significance on the subject site.

Acid Sulphate Soil Risk

A desktop search of the Department of Water and Environmental Regulation (DWER) Acid Sulphate Soil Risk Map, Swan Coastal Plain, indicates the subject site is not impacted on by any identified acid sulphate soils.

Contaminated Sites

A desktop search of the DWER Contaminated Sites Database indicates that the lots subject of this application are not within areas designated as contaminated.

Background

The current operation of a car wash at the subject site was approved unanimously by Council at its meeting held on 11 October 2011. The application was approved as a 'Unlisted Use (Car Wash and Detailing)' under the City's previous Local Planning Scheme No.1. Since 2011, the subject site has continued to operate successfully as a car wash facility and now seeks minor amendments to improve the overall operational efficiency of the service provided to its customers.

Development Proposal

This application seeks to modify condition 4 of the existing approval to allow an increased number of touch up bays to form part of the Car Wash operations.

Condition 4 of the original approval reads as follows:

4. *The car wash and detailing use shall be limited shall be limited to a maximum of three (3) work station bays. Any increase in the number of work station bays or change of use for the subject land shall require a separate Planning Approval to be applied to and obtained from the City.*

To allow the Car Wash to operate in a more efficient manner, an additional three (3) work station bays are required at the subject site. These bays will locate to the immediate south and east of the existing 'final touch-up bay' that is located under the shade sails to the south of the primary building at the subject site.

The proposed work station bays are shown in the development plans at Appendix B.

The works proposed to occur within the final touch-up bays in order is as follows

- Vacuuming of the interior;
- Cleaning of the vehicle windows;
- Interior wipe down all trims with utilisation of a pressurized air hose; and
- Chamois dry vehicle, dry door jambs and rims.

Proposed final touch-up bay No.5 is located within the eastern most portion of the building and will

replace the existing vacuum bay in this location. This space is allocated within the proposed development plans as it is intended to be used during periods of rain, when the external touch-up bays are not able to be used.

Refer To Appendix B – Development Plans

Planning Framework and Assessment

Planning and Development Act 2005 Development Approval Requirements

The subject site partially locates within Planning Control Area No. 125 (PCA 125). The declaration of PCA 125 allows for the future road widening of Charles Street. The proposed development does not seek to undertake any development within PCA 125, with all existing access and egress arrangements to the subject site remaining unchanged.

Refer to Figure 4 – Planning Control Area Extract

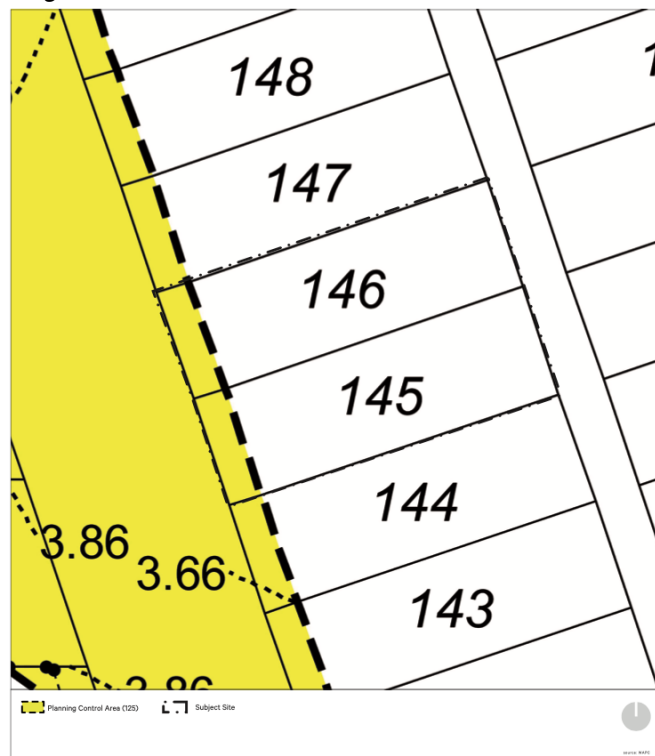


Figure 4 – Planning Control Area Extract

Metropolitan Region Scheme

Under the Metropolitan Region Scheme (MRS) the subject site is zoned 'Urban' which is an appropriate zoning for a car wash and detailing premises.

Refer to Figure 5 – Metropolitan Region Scheme Extract

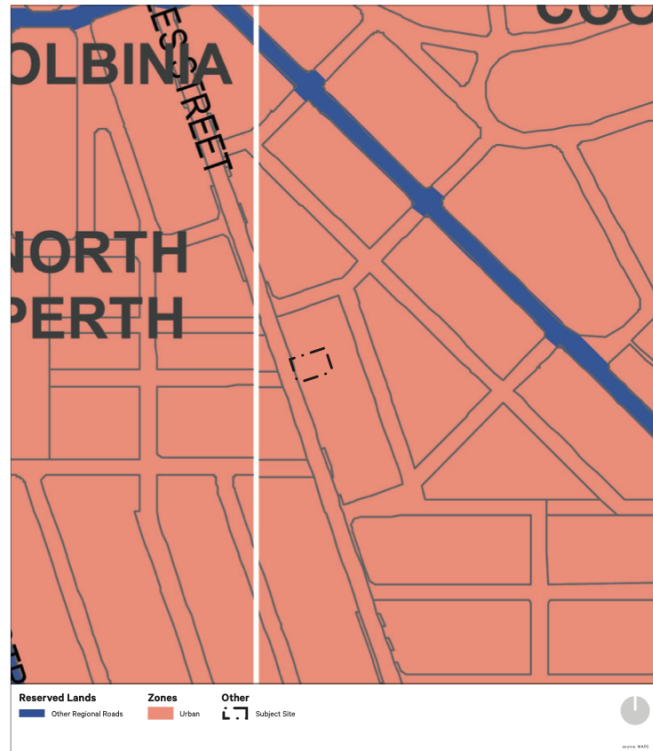


Figure 5 – Metropolitan Region Scheme Extract

City of Vincent Local Planning Scheme No.2

The subject site is zoned ‘Commercial’ under the City’s Local Planning Scheme No.2 (LPS2). The existing operation was previously considered as an unlisted use under the City’s previous Local Planning Scheme No. 1, where it was considered to be appropriate within this location. Under the City’s LPS2, the existing use is considered to fall within the definition of a ‘motor vehicle wash’, which is defined as follows:

“Motor vehicle wash means premises used to sell or hire motor vehicles, boats or caravans”

A motor vehicle wash is a discretionary (‘D’) land use within the Commercial zone, which means that the use is not permitted unless the local government has exercised its discretion by granting development approval. In this respect, the continued operation of the Car Wash is considered to be appropriate in this location, with an assessment of the land use provided against the Commercial zone objectives below.

Table 2 – Commercial Zone Objectives Assessment

Zone Objectives	Proposal Response
To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City.	The existing operation locates alongside a number of other motor vehicle related services. This application will allow for the continued use of the site as a car wash, retaining a successful business within the locality that provides a service to the area.
To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.	The proposal simply seeks minor amendments to original approval to assist in operational efficiencies on site. No changes to the existing waste management or sustainable design elements of the previous approval are being undertaken.
To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.	The proposal simply seeks minor amendments to the previous approval with no new structures or alterations proposed.

To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

As previously outlined the proposal simply seeks minor amendments to the previous approval with the scope of works proposed to occur onsite remaining unchanged. Additionally, the proposed amendments are supported by an acoustic report and traffic impact statement, which can be referred to at Appendix C and Appendix D.

The supporting technical reports reveal that the proposed changes will have no detrimental impacts on the surrounding area and importantly will not impact the adjoining residential properties to the east.

Refer To Appendix C - Environmental Acoustic Assessment

Refer To Appendix D – Traffic Impact Statement

Refer to Figure 6 – Local Planning Scheme No.2 Extract

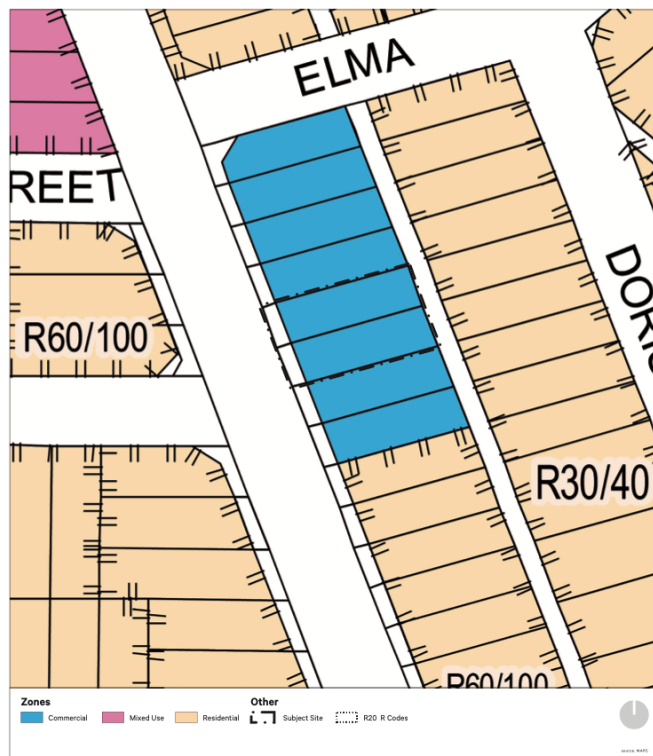


Figure 6 – Local Planning Scheme No.2 Extract

Local Planning Policy 7.1.1 – Built Form

The City’s Local Planning Policy 7.1.1 – Built Form (LPP7.1.1) provides guidance on the planning and design of all development in the City’s local government area, inclusive of Charles Street which has been identified as a ‘Transit Corridor’. Notwithstanding the controls outlined within LPP7.1.1, this application simply seeks minor amendments to the previous approval with no new structures or alterations to existing structures proposed. As a result, LPP7.1.1 is not considered to be of particular relevance to this application.

Local Planning Policy 7.5.21 – Sound Attenuation

Local Planning Policy 7.5.21 – Sound Attenuation (LPP7.5.21) provides guidance on acoustic matters relating to development with the overarching aim to mitigate the effects of ambient/environmental noise through appropriate forethought and design.

As previously outlined, the proposal simply seeks minor amendments to the previous approval with no additional mechanical equipment proposed. The noise implications of the current and proposed operation have been assessed in detail by Herring Storer Acoustics. Based on the analysis of noise

level measurements from the car wash operations, the findings reveal that noise received at the neighbouring premises (both residential and commercial) complies with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

Refer To Appendix C - Environmental Acoustic Assessment

Traffic Considerations

In addition to the above planning framework assessment, Transcore has undertaken a detailed review of the existing and proposed operations at the subject site. The details of the Transport Impact Statement (TIS) can be found in Appendix D which identifies that no new/additional trips are expected as part of this proposal and as a result there will be no traffic impact on the surrounding road network.

Refer To Appendix D – Traffic Impact Statement

Conclusion

The proposed minor amendments to the existing Car Wash facility are considered to be appropriate for reasons articulated above. Importantly, these modifications will allow the facility to operate in a more efficient manner, without any adverse amenity impacts on the surrounding area. It is respectfully requested that the City provide its support for the proposed amendments, allowing additional touch-up bays to be utilised at the facility to support staff and customers.

Should you have any queries or require clarification on the above matter, please do not hesitate to contact Connor Porter-Wilkinson or the undersigned on 9289 8300.

Yours sincerely
element



Lewis Shugar
Associate – Planning

Our Ref: 21-608

7 September 2022

Chief Executive Officer
City of Vincent
99 Loftus Street
Leederville WA 6007

Attention: Natasha Trefry – Urban Planner

Dear Natasha,

**AMENDED DEVELOPMENT APPLICATION FOR CAR WASH AT LOTS 145 AND 146
(NO. 496) CHARLES STREET, NORTH PERTH: RESPONSE TO SUBMISSIONS AND
ADDITIONAL CLARIFICATION ON REQUIRED CHANGES**

Further to the City of Vincent's (the City) correspondence via email on 23 August 2022, **element** are pleased to provide a response to the submissions received during the public advertising period, which are enclosed for your reference at Appendix A

Please refer to Appendix A – Response to Submissions

In addition, the City have sought further information on the following:

- *The TIS notes the current development generates between 40 and 50 total daily trips - please clarify whether the daily trips includes movement in and out of the site*
- *The application notes the proposed modifications are focusing on 'streamlining the car wash and detailing process for the business and thereby improving traffic flows, patron wait times and the overall car wash experience'; **How, this is the key thing the applicant justification needs to spell out for the City. What is the current 'issue' with Condition 2 of the approval and how will the proposed amendment address and resolve this?***

In respect to the above, the following information is provided for clarification:

Vehicle Trips

The 50 total daily trips during a typical weekday and 40 on Sundays refers to total movements. So 25 in/out movements during the weekday and 20 in/out movements on the weekend.

Condition 2 – The current issue and proposed solution

Condition 2 of the existing approval and stamped plans limits the facility to a maximum of three (3) work station bays, which are currently made up as follows:

- Bay 1 - vacuum bay
- Bay 2 - wash bay
- Bay 3 – final touch up bay

The issue with the existing approved arrangement of these bays is that the tasks undertaken within the final touch up bay take longer than the tasks being undertaken in the other bays. This means that the final touch up bay is always holding up processing of cars that are effectively 'stuck' in the wash bay. Two staff undertaking individual touch up tasks on one car (within the final touch up bay) are having to work on top of each other and this leads to the overall task taking longer than the washing bay tasks.

To address this bottleneck, three additional final touch up bays are proposed, all located outside and after the wash bay. The four (4) final touch up bays will be serviced by two (2) staff members, and each staff member will work on an individual car so that tasks are streamlined. The remaining final touch up bays effectively become holding bays in the event that a car is washed faster than expected, therefore allowing it to move out to a holding area before a staff member can move onto undertaking final touch up tasks.

By spreading the two (2) staff members out onto individual final touch up bay stations, the final touch up tasks will take a similar amount of time as the wash bay tasks and therefore the previous bottleneck will be removed.

Whilst there are additional touch up bays proposed, it is important to reiterate the following:

- There will only be two (2) staff members working in this space; and
- Vacuums are internally located and plumbed to the work station location, so there is no additional noise generated.

I trust the additional information provided above and enclosed is of assistance and please do not hesitate to contact the undersigned on 9289 8300 should have any further questions.

Yours sincerely
element



Lewis Shugar
Associate – Planning

9.1.9 No. 496 (Lots 145 and 146; D/P; 2630) Charles Street, North Perth - Proposed Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions

Ward:	North	Date:	4 October 2011
Precinct:	North Perth; P8	File Ref:	PRO1071; 5.2011.395.1
Attachments:	001 – Property Information Report and Development Application Plans		
Tabled Item:	Applicant's Submission		
Reporting Officer:	T Cappellucci, Planning Officer (Statutory)		
Responsible Officer:	R Boardman, Director Development Services		

OFFICER RECOMMENDATION:

That the Council;

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, REFUSES the application submitted by J&D Project Management on behalf of the owner C G Kapinkoff & V Tomsic for proposed Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions, at No. 496 (Lots 145 and 146; D 2630) Charles Street, North Perth, and as shown on plans stamp-dated 12 August 2011, for the following reasons:

1. The development is not consistent with the orderly and proper planning and the preservation of the amenities of the locality;
2. The subject property no longer enjoys non-conforming use rights consistent with Clause 16(4) of City of Vincent Town Planning Scheme No. 1 in view of the cessation of the non-conforming use;
3. The non-compliance with the City of Vincent Economic Development Strategy 2011-2016 and the City's Policy relating to Minor Nature Development, respectively; and
4. Consideration of the objection received.

Moved Cr Maier, Seconded Cr Buckels

That the recommendation be adopted.

Debate ensued.

Cr Farrell departed the Chamber at 7.42pm.

Debate ensued.

Cr Farrell returned to the Chamber at 7.45pm.

Debate ensued.

MOTION PUT AND LOST UNANIMOUSLY (0-7)

(Cr Burns and Cr Topelberg were on approved leave of absence.)

REASONS FOR REFUSAL:

1. It has been a non conforming use and has not yet divested itself of that non conforming use.
2. The proposed use is consistent with the non conforming use.

Cr Maier moved an Alternative Recommendation with standard conditions to be prepared by the City's Administration.

ALTERNATIVE RECOMMENDATION – COUNCIL DECISION ITEM 9.1.9

Moved Cr Maier, Seconded Cr Buckels

That the Council;

in accordance with the provisions of the City of Vincent Town Planning Scheme No. 1 and the Metropolitan Region Scheme, APPROVES the application submitted by J&D Project Management on behalf of the owner C G Kapinkoff & V Tomsic for proposed Change of Use to Unlisted Use (Car Wash and Detailing) and Associated Alterations and Additions, at No. 496 (Lots 145 and 146; D 2630) Charles Street, North Perth, and as shown on plans stamp-dated 12 August 2011, subject to the following conditions:

1. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive from Charles Street;
2. No street verge tree(s) shall be removed. The street verge tree(s) shall be retained and protected from any damage including unauthorized pruning;
3. The doors and windows and adjacent floor areas on the ground floor to Charles Street shall maintain an active and interactive relationship with this street;
4. The car wash and detailing use shall be limited to a maximum of three (3) work station bays. Any increase in the number of work station bays or change of use for the subject land shall require a separate Planning Approval to be applied to and obtained from the City;
5. The hours of operation of the car wash and detailing use shall be 8.30am to 5.30pm Monday to Friday, 8.00am to 5.30pm Saturday and 8.30am to 5.00pm Sunday;
6. All signage that does not comply with the City's Policy relating to Signs and Advertising shall be subject to a separate Planning Application, and all signage shall be subject to a separate Sign Licence application, being submitted and approved prior to the erection of the signage;
7. PRIOR TO THE ISSUE OF A BUILDING LICENCE, the following shall be submitted to and approved by the City:
 - 7.1 **Refuse and Recycling Management Plan**

The Plan shall include details of refuse bin location, number of rubbish and recycling receptacles, vehicle access and manoeuvring; and
8. PRIOR TO THE FIRST OCCUPATION OF THE DEVELOPMENT, the following shall be completed to the satisfaction of the City:
 - 8.1 **Car Parking**

The car parking area(s) on the subject land shall be sealed, drained, paved and line marked in accordance with the approved plans and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of the City.

ALTERNATIVE MOTION PUT AND CARRIED UNANIMOUSLY (7-0)

(Cr Burns and Cr Topelberg were on approved leave of absence.)

9.1 NO. 496 (LOTS: 145-146; D/P: 2630) CHARLES STREET, NORTH PERTH - CHANGE OF USE TO UNLISTED USE CAR WASH AND DETAILING (AMENDMENT TO APPROVED OPERATING HOURS)







TRIM Ref: D19/83474

Author: Natasha Trefry, Urban Planning Advisor

Authoriser: Joslin Colli, Coordinator Planning Services

Ward: North

Attachments:

1. Consultation and Location Map 
2. Acoustic Report 
3. Previous Council Determination and Approved Plans - 11 October, 2011 
4. Summary of Submissions - Administration's Response 
5. Summary of Submissions - Applicant's Response 
6. Determination Advice Notes 

RECOMMENDATION:

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, **APPROVES**, the development application for Change of Use to Unlisted Use – Carwash and Detailing (Amendment to Approved) at No. 496 (Lots: 145-146; D/P: 2630) Charles Street, North Perth, subject to the following conditions, with the associated advice notes in Attachment 6:

1. The hours of operation of the car wash and detailing use shall be:
 - 1.1 7:00am to 7:00pm Monday to Friday;
8:00am – 5:30pm Saturday; and
 - 1.2 8:30am to 5:00pm Sunday and public holidays (closed Christmas, Anzac Day and Good Friday);
2. The car wash and detailing use shall be limited to a maximum of three work station bays. Any increase in the number of work station bays or change of use for the subject land use shall require a separate Development Approval to be applied to and obtained from the City;
3. The use shall at all times operate in compliance with the Acoustic Report prepared by Herring Storer Acoustics dated 20 May and 10 June 2019. All recommended measures in the report shall be undertaken in accordance with the report to the City's satisfaction, prior to the commencement of the extended operating hours use and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;
4. Prior to the Commencement of the extended operating hours:

Within 30 days of this approval the following shall be submitted and approved by the City:

 - 4.1 Noise and Operational Management Plan

The development shall, at all times, comply with the requirements of the Operational Management Plan. The operation shall be limited to the following and the Operational Management Plan shall be submitted to and approved by the City prior to commencement of the extended operating hours to include the following:
 - 4.2 The hours of operation of the car wash and detailing use shall be limited to:
 - 4.2.1 7:00am to 7:00pm Monday to Friday;
8:00am – 5:30pm Saturday; and

- 4.2.2 8:30am to 5:00pm Sunday;
- 4.3 Car wash and detailing services shall only occur at the three work station bays as identified on the approved plans;
- 4.4 An equipment inventory and maintenance schedule to ensure equipment is kept in good working order to minimise noise impacts;
- 4.5 A complaint management procedure including how complaints can be made and process for review and response; and
- 4.6 Restrictions on amplified music and other noise mitigation measures;
5. The use of the premises shall be carried out in accordance with the approved Noise and Operational Management Plan approved by the City.
- 5.1 The Noise and Operational Management Plan are to be reviewed:
- 5.1.1 Every 12 months; and
- 5.1.2 Within 30 days of a change of operator of the Car Wash and Detailing use; and
- 5.2 Any changes identified during a review as set out in condition 5.1 above, are to be incorporated into an updated Noise and Operational Management Plan, and approved by the City; and
- 5.3 The Car Wash and Detailing use must be operated in accordance with the Noise and Operational Management Plan (as amended from time to time) to the satisfaction of the City; and
6. All other aspects of the approved plans and all conditions and advice notes included in development approval 5.2011.395.1, granted on 11 October 2011, continue to apply to this approval.

Moved: Cr Loden, Seconded: Cr Hallett

That the recommendation be adopted.

AMENDMENT 1

Moved: Cr Topelberg, Seconded: Cr Loden

That Condition 1 be deleted and replaced with the following:

1. The operating hours for the car wash and detailing use shall be:
- 1.1 8:00am to 7:00pm Monday to Thursday;
- 8:00am to 5:00pm Friday; and
- 9.00am to 5:00pm Saturday, Sunday and public holidays (closed Christmas, Anzac Day and Good Friday).

That Condition 4.2 be amended as follows:

- 4.2 The hours of operation of the car wash and detailing use shall be limited to:

4.2.1 8:00am to 7:00pm Monday to Thursday;

8:00am to 5:00pm Friday; and

9.00am to 5:00pm Saturday, Sunday and public holidays (closed Christmas, Anzac

Day and Good Friday).

~~4.2.1 7:00am to 7:00pm Monday to Friday;~~

~~8:00am – 5:30pm Saturday; and~~

~~4.2.2 8:30am to 5:00pm Sunday;~~

AMENDMENT CARRIED (7-1)

For: Mayor Cole, Cr Gontaszewski, Cr Castle, Cr Hallett, Cr Loden, Cr Murphy and Cr Topelberg

Against: Cr Fotakis

(Cr Harley was an apology for the Meeting.)

AMENDMENT 2

Moved: Cr Topelberg,

That Condition 1 be amended as follows:

1. The operating hours for the car wash and detailing use shall be:

1.1 8:00am to 7:00pm Monday to Thursday;

8:00am to 5:00pm Friday and Saturday; and

9.00am to 5:00pm ~~Saturday~~, Sunday and public holidays (closed Christmas, Anzac Day and Good Friday).

That Condition 4.2 be amended as follows:

4.2 The hours of operation of the car wash and detailing use shall be limited to:

4.2.1 8:00am to 7:00pm Monday to Thursday;

8:00am to 5:00pm Friday and Saturday; and

9.00am to 5:00pm ~~Saturday~~, Sunday and public holidays (closed Christmas, Anzac Day and Good Friday).

AMENDMENT LAPSED FOR WANT OF A SECONDERCOUNCIL DECISION ITEM 9.1

That Council, in accordance with the provisions of the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme, APPROVES, the development application for Change of Use to Unlisted Use – Carwash and Detailing (Amendment to Approved) at No. 496 (Lots: 145-146; D/P: 2630) Charles Street, North Perth, subject to the following conditions, with the associated advice notes in Attachment 6:

1. The operating hours for the car wash and detailing use shall be:

1.2 8:00am to 7:00pm Monday to Thursday;

8:00am to 5:00pm Friday; and

9.00am to 5:00pm Saturday, Sunday and public holidays (closed Christmas, Anzac Day and Good Friday).

2. The car wash and detailing use shall be limited to a maximum of three work station bays. Any increase in the number of work station bays or change of use for the subject land use shall require a separate Development Approval to be applied to and obtained from the City;
3. The use shall at all times operate in compliance with the Acoustic Report prepared by Herring Storer Acoustics dated 20 May and 10 June 2019. All recommended measures in the report shall be undertaken in accordance with the report to the City's satisfaction, prior to the commencement of the extended operating hours use and maintained thereafter to the satisfaction of the City at the expense of the owners/occupiers;
4. Prior to the Commencement of the extended operating hours:

Within 30 days of this approval the following shall be submitted and approved by the City:
 - 4.1 Noise and Operational Management Plan

The development shall, at all times, comply with the requirements of the Operational Management Plan. The operation shall be limited to the following and the Operational Management Plan shall be submitted to and approved by the City prior to commencement of the extended operating hours to include the following:
 - 4.2 The hours of operation of the car wash and detailing use shall be limited to:
 - 4.2.1 8:00am to 7:00pm Monday to Thursday;

8:00am to 5:00pm Friday; and

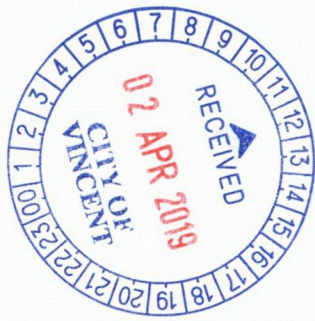
9:00am to 5:00pm Saturday, Sunday and public holidays (closed Christmas, Anzac Day and Good Friday).
 - 4.3 Car wash and detailing services shall only occur at the three work station bays as identified on the approved plans;
 - 4.4 An equipment inventory and maintenance schedule to ensure equipment is kept in good working order to minimise noise impacts;
 - 4.5 A complaint management procedure including how complaints can be made and process for review and response; and
 - 4.6 Restrictions on amplified music and other noise mitigation measures;
5. The use of the premises shall be carried out in accordance with the approved Noise and Operational Management Plan approved by the City.
 - 5.1 The Noise and Operational Management Plan are to be reviewed:
 - 5.1.1 Every 12 months; and
 - 5.1.2 Within 30 days of a change of operator of the Car Wash and Detailing use; and
 - 5.2 Any changes identified during a review as set out in condition 5.1 above, are to be incorporated into an updated Noise and Operational Management Plan, and approved by the City; and
 - 5.3 The Car Wash and Detailing use must be operated in accordance with the Noise and Operational Management Plan (as amended from time to time) to the satisfaction of the City; and
6. All other aspects of the approved plans and all conditions and advice notes included in development approval 5.2011.395.1, granted on 11 October 2011, continue to apply to this approval.

CARRIED (7-1)

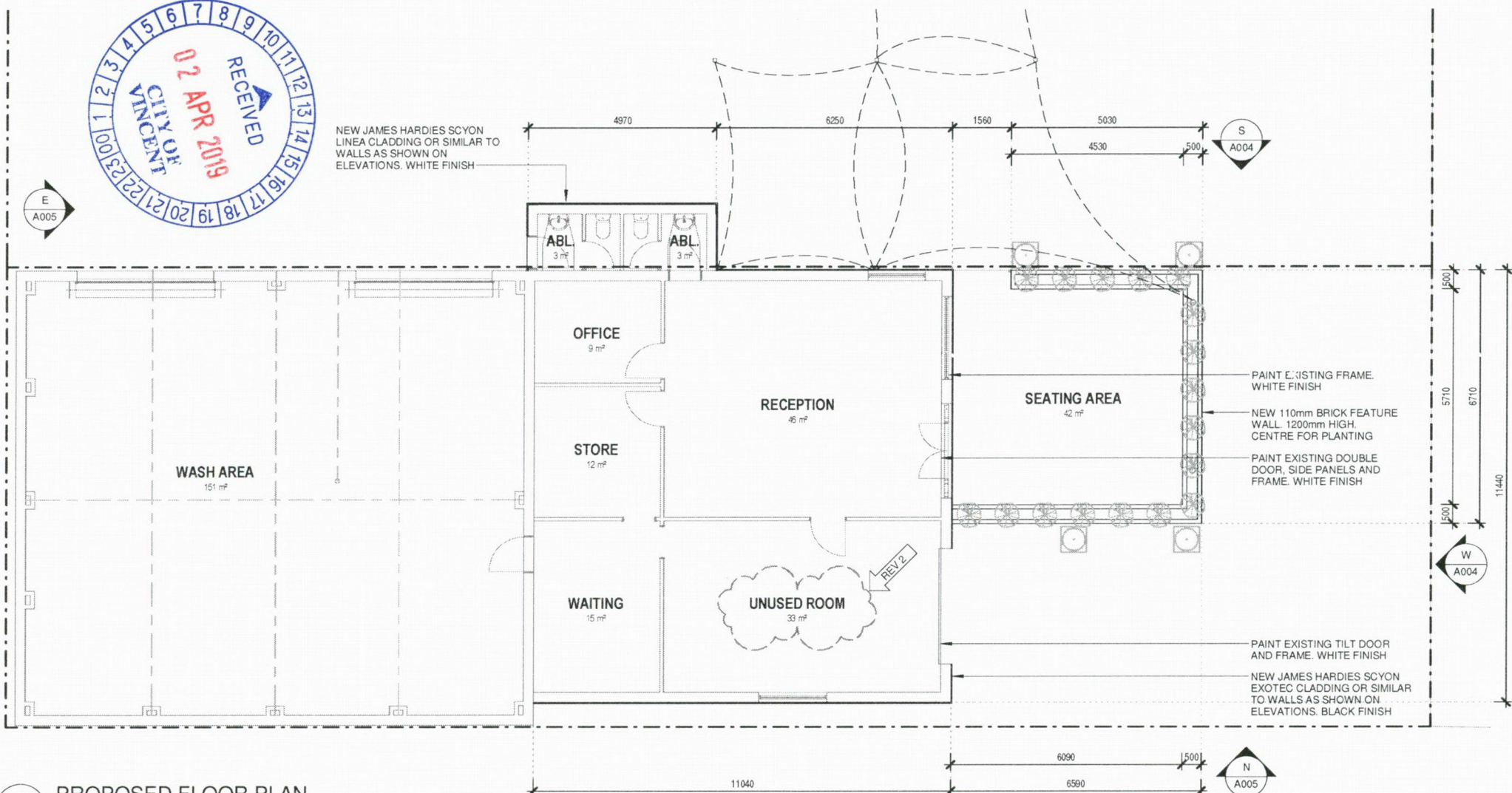
For: Mayor Cole, Cr Gontaszewski, Cr Castle, Cr Hallett, Cr Loden, Cr Murphy and Cr Topelberg

Against: Cr Fotakis

(Cr Harley was an apology for the Meeting.)



NEW JAMES HARDIES SCYON LINEA CLADDING OR SIMILAR TO WALLS AS SHOWN ON ELEVATIONS. WHITE FINISH



1 PROPOSED FLOOR PLAN
1 : 100



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No.	Description	Date
1	ISSUED FOR REVIEW	18.12.15
2	ENTRANCE DIM. ADDED / ROOM NAME	11.10.16

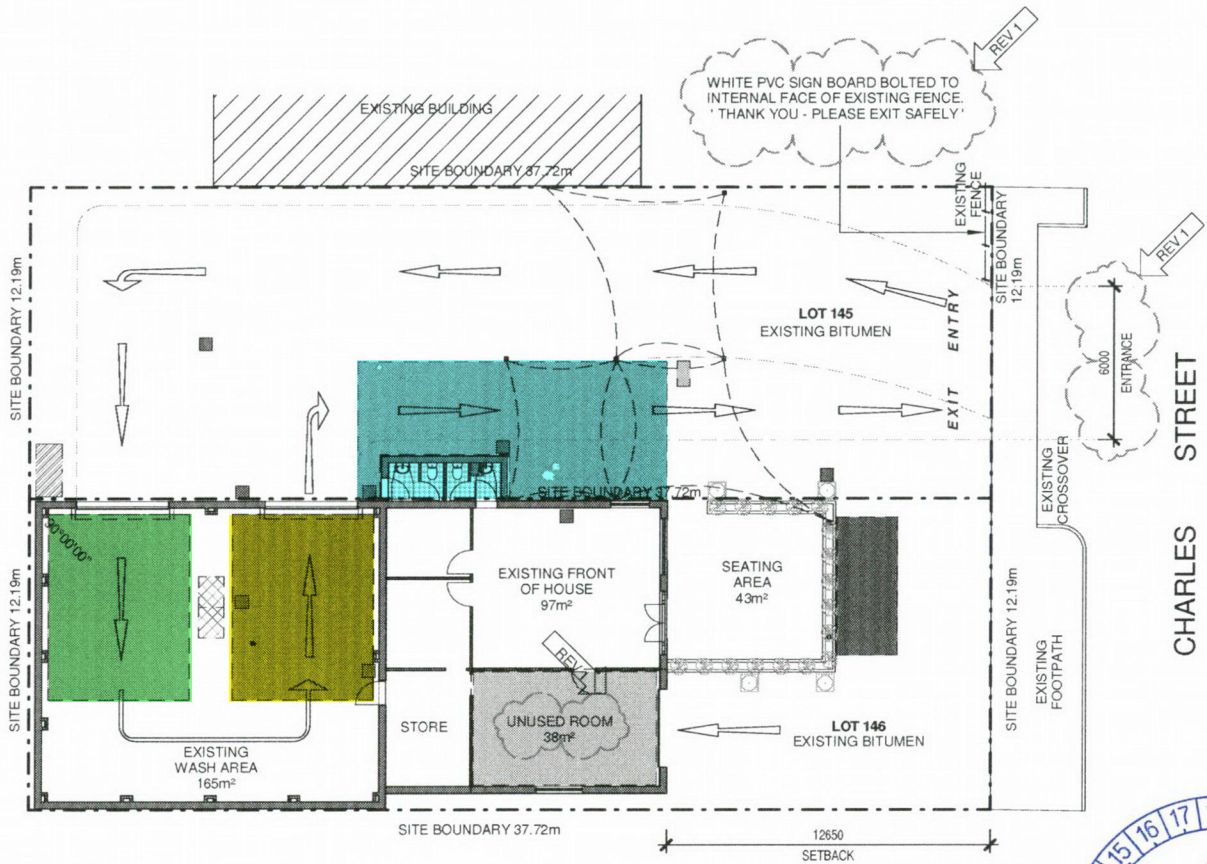
Project Name
PROPOSED CARWASH UPGRADES
LOT 146 & 145 (#496) CHARLES STREET,
NORTH PERTH
FOR: ECO SPRAY CARWASH

PROPOSED FLOOR PLAN

Project number	8443-15	Sheet Number	A003	Current Revision	2
Date	DECEMBER 2015	Scale	1 : 100 ON A3 SHEET		
Drawn by	MF				
Checked by	RV				



11/10/2016 08:59:58



SITE LEGEND:

	VACUUM BAY
	WASHING BAY
	UNUSED ROOM
	FINAL TOUCH-UP
	PARKING
	COMMERCIAL BIN
	EQUIPMENT
	SIGN - KEEP RIGHT
	PORTABLE BINS

GENERAL NOTES

BUILDER MUST CHECK AND CONFIRM EXISTING LEVELS ON SITE PRIOR TO COMMENCING ANY WORKS. REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT AND SEEK INSTRUCTION PRIOR TO PROCEEDING.

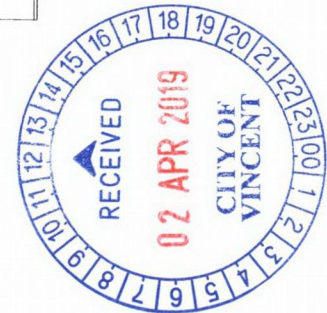
BUILDER MUST VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK OR THE PRODUCTION OF ANY SHOP DRAWINGS. REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT AND SEEK INSTRUCTION PRIOR TO PROCEEDING.

ALL WORKMANSHIP AND MATERIALS TO BE IN ACCORDANCE WITH THE MOST CURRENT BUILDING REGULATIONS AND RELEVANT N.C.C. CODES AND AUSTRALIAN STANDARDS INCLUDING AMENDMENTS.

THE AUTHORIZED REQUIREMENTS OF LOCAL AUTHORITIES AND OTHER STATUTORY AUTHORITIES ARE TO BE COMPLIED WITH.

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GENERAL ARRANGEMENT LAYOUT
 1 : 200
 NORTH
 SCALE 1:200



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No.	Description	Date
1	ENTRANCE DIM. ADDED / ROOM NAME	11.10.16

Project Name
PROPOSED CARWASH UPGRADES
LOT 146 & 145 (#496) CHARLES STREET,
NORTH PERTH
FOR: ECO SPRAY CARWASH

GENERAL ARRANGMENT LAYOUT

Project number	8443-15	Sheet Number	Current Revision
Date	DECEMBER 2015	A006	1
Drawn by	AR	Scale	As indicated ON A3 SHEET
Checked by	RV		

11/10/2016 12:26:23

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the City’s response to each comment.

Comments Received in Objection:	Administration Comment:
<p><u>Land Use Impact on Adjoining Residential Zone</u></p> <ul style="list-style-type: none"> • Expanding the current facility would be incompatible with existing land uses and the City’s longer term ambitions for urban development on Charles Street. • A larger car wash is the type of facility more readily found in light industrial areas such as Osborne Park. • This is the only car wash business that backs directly on to a residential area within metres of residents houses. 	<ul style="list-style-type: none"> • The Motor Vehicle Wash land use is existing and has been previously approved. The land use has been previously determined to be suitable at the subject site which is located within the Commercial Zone under the City’s Local Planning Scheme No. 2 (LPS2). <p>The scope of the application relates to the proposed increase in the number of working station bays from three to six only.</p> <p>The interface to residential properties on the opposite side of Docket Lane to the rear of the subject site remains unchanged from the previous approval.</p> <p>The applicant has submitted an acoustic report, noise and operational management plan and transport impact statement which effectively demonstrate that the three additional working station bays would improve the efficiency of the current business operations at the subject site without having an adverse impact on surrounding properties with respect to noise, traffic or car parking.</p> <p>Motor Vehicle Wash is not an uncommon land use within the City of Vincent. Administration has undertaken a desktop analysis and identified three currently operating within the City of Vincent and in proximity of the premises, at: 264 Lord Street (Silver Sponge Car Wash), 350 Charles Street (Magic Hand Car Wash) and 16 Scarborough Beach Road (Aqua Valet Car Wash). Like the subject site, the properties are also all commercially zoned and abut both commercial and residential development.</p>
<p><u>Noise</u></p> <ul style="list-style-type: none"> • Noise is audible, and has caused loss of enjoyment of our backyard area. • These acoustic reports are generated using software simulations and information provided by the business operator and are not completed on-site so cannot be accepted, even if they were independently verified. No independent verification by the Council; 	<ul style="list-style-type: none"> • The applicant has provided an Acoustic Report prepared by a qualified acoustic consultant (Herring Storer), which demonstrates the car wash satisfies the relevant acoustic parameters. The additional bays and revised operations of the bays are demonstrated to comply with the acoustic requirements. <p>The acoustic report has been prepared in accordance with the City’s Policy No. 7.5.21 – Sound Attenuation. The report has also been reviewed by the City’s Environmental Health Officer.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> • Acoustic report comments on the high pressure washer being utilised for “less than ‘10%’ of the time” however the current operations appear to already see this limit exceeded; • Even though it is not music but “impulsiveness”, “modulation”, and “tonality” exist and it cannot be practically removed they get to give themselves and extra +7 decibels in the acoustic report. • Sound report is based on the assumption that they will do things which have yet to be done such as pipe the vacuums from inside. • A <u>noise</u> wall or barrier should be provided to the right of way 	<ul style="list-style-type: none"> • Acoustic assessment and modelling prepared by Herring Storer has assessed the worst-case noise generated from the high pressure water hose being used for less than 10 percent of the day, consistent with previous modelling undertaken. The Motor Vehicle Wash would continue to be required to adhere to the limited use of the high pressure water hose for compliance of the premises with the <i>Environmental Protection (Noise) Regulations 1997</i>. • The <i>Environmental Protection (Noise) Regulations 1997</i> stipulate maximum allowable external noise levels received at another premises. Residential development is a ‘highly sensitive area’ and the appropriate noise level is determined with an influencing factor based on the level of annoying <u>noise</u> characteristics which could be generated - modulation, impulsiveness and tonality. <p>The 7 decibel adjustment is appropriate and reflects the residences proximity to Charles Street (a major road within 100 metres), and the proportion of commercial properties within a 450 metres and 100 metre radius, calculated in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>. This is different to the adjustments for intrusive characteristics (tonality, modulation and impulsiveness) which are not applicable. The 7 decibel adjustment to the assigned levels in the acoustic report is consistent with the adjustments applied in the acoustic report submitted with the 2019 application.</p> • Recommendations and requirements of the acoustic report such as the internalisation of the vacuum units is recommended to be conditioned as part of any approval and to be implemented prior to commencement of the new approval. • The applicant’s acoustic report did not require or recommend the installation of a noise wall or barrier to meet the acceptable levels of the <i>Environmental Protection (Noise) Regulations 1997</i>. <p>Administration has recommended that the applicant consider the installation of new solid fencing to Docket Lane as an additional physical separation between the commercial and residential properties however, the applicant has not proposed this response.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<p><u>Vibration</u></p> <ul style="list-style-type: none"> • There is no mention of vibration from the compressor which causes noise and physical impacts to neighbouring properties. • Low vibration and noise creating compressor that should have a C-weighted sound limit but the report only gives A Weighted Limits. 	<ul style="list-style-type: none"> • The applicant's Acoustic Report has demonstrated that the additional bays and revised operations of the bays would comply with the <i>Environmental Protection (Noise) Regulations 1997</i>. Vibration is not covered by these Regulations and has not been covered by the acoustic report. The acoustic report and the applicant's noise and operational management plan identify the relocation of the vacuums mechanical units inside the existing garage structure, previously located external to the building. The units would now be 'piped' from the enclosed shed which may reduce any existing vibration being experienced. • The assigned levels in the <i>Environmental Protection (Noise) Regulations 1997</i> relate to A-weighted noise. <p>The applicant's acoustic report has been reviewed by the City's Environmental Health team who have confirmed that the method of assessment used is appropriate.</p>
<p><u>Operating Hours</u></p> <p>Application does not seek changes proposed to the operating hours or staff numbers for the proposal. Queries as to how the business is processing an extra 30 cars per day without such changes.</p>	<p>The applicant has confirmed that the previously approved operating hours will remain unchanged.</p> <p>The application is not proposing to process 30 additional cars per day. The applicant's TIS identifies that the development currently generates between 40 and 50 vehicle movements each day which includes both customers and staff. These figures account for both in and out vehicle movements and equate to between 20 and 25 cars. The TIS is consistent with the applicant's acoustic report submitted with the previous development application in 2019 which was premised on between 15 and 20 cars being washed per day.</p>
<p><u>Car Parking and Traffic</u></p> <ul style="list-style-type: none"> • Traffic management reports are based on information provided by the operator and not verified by the Council 	<ul style="list-style-type: none"> • Administration has reviewed the applicant's Transport Impact Statement (TIS) and are satisfied that the proposed increase to the number of working station bays would not result in a significant increase in the amount of traffic generated by the business and the traffic that is generated would continue to be appropriate for Charles Street which is designated as a primary distributor road.

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> Cars are routinely parked on side streets, across neighbouring businesses and in all thoroughfares between Charles St and Docket Lane. The proposed transport report is based on 50 cars per weekday and 40 cars on a Sunday which is not consistent with the current approved acoustic report based on 15 to 20 cars being processed each day. 	<ul style="list-style-type: none"> The applicant's has confirmed that two of the four external working station bays would be available for use as holding bays between the wash and final touch up bays. The additional working station bays would increase the number of vehicles which are able to be accommodated on site at any given time and reduce the likelihood of customers waiting off-site due to an operational bottleneck. <p>The applicant has submitted an updated Noise and Operational Management Plan which is included in Attachment 10, outlining that if a customer was to enter the site when all working station bays are occupied they would speak to a staff member who would advise them to come back at a later time. It is recommended that a Condition continue to be imposed which requires the business to operate in accordance with the approved Noise and Operational Management Plan.</p> <p>Docket Lane at the rear of the subject site is required to remain open and accessible for vehicle movement at all times. Any reported obstructions of Docket Lane would be investigated and resolved via the City's Rangers team.</p> <p>There are no public parking bays which can be utilised along Charles Street. The use of neighbouring properties for the overflow parking of vehicle is not permitted. The application has been conditioned to ensure that all activities associated with the Motor Vehicle Wash shall be contained wholly within the subject site.</p> <ul style="list-style-type: none"> The applicant's TIS identifies that the development currently generates between 40 and 50 vehicle movements each day which includes both customers and staff. These figures account for both in and out vehicle movements and equate to between 20 and 25 cars. The TIS is consistent with the applicant's acoustic report submitted with the previous development application in 2019 which was premised on between 15 and 20 cars being washed per day.
<p><u>Previous Non Compliance</u></p> <p>Business has demonstrated historical business performance issues such as:</p> <ul style="list-style-type: none"> Habitual overrun of approved hours for years; Consistently opening before approved opening times and commencing full washing operations and/or servicing vehicles that didn't require the use of equipment; 	<p>The City acknowledges the prior departures from the approved operating hours which have been investigated and resolved by the City's Compliance team. The subject application seeks the City's consideration of additional working station bays only.</p>

Summary of Submissions:

Comments Received in Objection:	Administration Comment:
<ul style="list-style-type: none"> • Approved hours finish with lights off, doors closed, and equipment turned off at closing time, only to 'reopen' and continue washing cars through to 10pm or later; • Moving cars on and off the premises after approved hours or dry and finish off vehicles after approved hours; • Washing rubbish and waste run-off into the laneway (Docket Lane). 	<p>The applicant is to ensure rubbish and recycling is stored and disposed of in accordance with the Refuse and Recycling Management Plan approved by the City in 2011 which the business continues to adhere to.</p> <p>Water run-off from the subject business is to be contained and managed within the lot.</p>
<p><u>Rationale for Increased Operations</u></p> <p>Do not agree with the business' justification that the amendment would "improve the overall operational efficiency of the service provided to its customers".</p>	<p>The applicant has advised that the current conditions of the Motor Vehicle Wash do not allow cars to be washed, cleaned in an effective manner because tasks undertaken within the final touch up bay take longer than the tasks being undertaken in the other bays creating a 'bottleneck' of vehicles.</p> <p>The proposed increase in the number of external finishing bays would streamline the car wash and detailing process by creating improved internal traffic flows and reducing patron wait times.</p> <p>It is noted that the number of wash bays is a significant limiting factor when assessing the potential scale and intensity of the commercial business. The number of wash bays is proposed to remain unchanged from the previous approval at one bay.</p>
<p><u>General Comments</u></p> <p>Business has already seen a reduction in property values for neighbouring properties.</p>	<p>Comment noted. Impact on property value is not a valid planning consideration.</p>

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Comments Received in Objection:	Applicant Comment:
<p data-bbox="203 240 770 268"><u>Land Use Impact on Adjoining Residential Zone</u></p> <ul data-bbox="203 304 1088 1074" style="list-style-type: none"> <li data-bbox="203 304 1088 395">• Expanding the current facility would be incompatible with existing land uses and the City's longer term ambitions for urban development on Charles Street; <li data-bbox="203 890 1088 949">• A larger car wash is the type of facility more readily found in light industrial areas such as Osborne Park; <li data-bbox="203 1018 1088 1074">• This is the only car wash business that backs directly on to a residential area within metres of residents houses. 	<ul data-bbox="1122 240 2029 456" style="list-style-type: none"> <li data-bbox="1122 240 2029 456">• The facility is not seeking to expand and only seeks minor changes to allow the operation to be more efficient. Changes are being made to the existing operations to ensure the business can operate successfully, whilst addressing previous concerns raised by neighbouring properties in respect to amenity considerations. The facility has previously been approved and this application seeks minor changes to the existing approved facility. <p data-bbox="1178 488 2029 730">The additional final touch up bays sought as part of this application will allow staff to work on individual cars as opposed to just one, which in turn means that customers vehicles will be ready sooner. With only one (1) final touch up bay in place as part of the current operations, a bottleneck is being experienced in the final step of the overall service offered, causing delays to the processing time of customer vehicles. This application seeks to remove this bottleneck to appropriately service customers vehicles.</p> <p data-bbox="1178 767 2029 882">In respect to the City's future ambitions for development along Charles Street, it is outlined that this application does not prevent future development from occurring at the subject site when market conditions allow for this to occur.</p> <ul data-bbox="1122 890 2029 1316" style="list-style-type: none"> <li data-bbox="1122 890 2029 1010">• The proposed amendments will not alter the size of the car wash facility, and only seeks to modify the existing layout so that its operations will become more efficient as it processes approximately 25 cars during weekdays and 20 cars on the weekend. <li data-bbox="1122 1018 2029 1316">• The car wash facility backs onto an existing right of way, which then backs onto residential properties. This alone does not mean that the car wash business is in an inappropriate location. There are other examples of car wash facilities within the City and other local government areas that are located alongside or nearby residential properties. Notwithstanding the precedent that already exists, this application is required to be assessed by the City against its own individual merit. In this respect, the proposed changes have been carefully considered by the operator in consultation with relevant technical consultants to ensure an appropriate outcome that considers neighbouring amenity considerations.

Comments Received in Objection:	Applicant Comment:
<p><u>Noise</u></p> <ul style="list-style-type: none"> • Noise is audible, and has caused loss of enjoyment of our backyard area. • These acoustic reports are generated using software simulations and information provided by the business operator and are not completed on-site so cannot be accepted, even if they were independently verified. No independent verification by the Council; • Acoustic report comments on the high pressure washer being utilised for “less than ‘10%’ of the time” however the current operations appear to already see this limit exceeded; • Even though it is not music but “impulsiveness”, “modulation”, and “tonality” exist and it cannot be practically removed they get to give themselves and extra +7 decibels in the acoustic report. • Sound report is based on the assumption that they will do things which have yet to be done such as pipe the vacuums from inside. • Request installation of a noise wall at the rear of the site. This would reduce noise and modulate impact on residential development to Docket Lane. 	<p>Applicant Comment:</p> <ul style="list-style-type: none"> • Noted. It is acknowledged that the car wash facility was previously operating outside of its approval, which led to amenity impacts and subsequent compliance action being taken by the City. These activities have since stopped and changes are now being sought to the existing operation to ensure the business can operate successfully, whilst addressing previous concerns raised by neighbouring properties in respect to amenity considerations. The facility has previously been approved and this application seeks minor changes to the existing approved facility only. • Noise levels modelled within the acoustic report have been based on measurements undertaken on site. • The high pressure washer is only used for less than 10% of the time. It is acknowledged that this may have exceeded previously, however, the City has undertaken compliance action on the operator and this activity no longer occurs. • Allowable noise levels in WA are determined on the basis of a “base” noise levels, with an influencing factor (IF) added to it. The IF can be thought of as an adjustment to the base noise levels to align the allowable noise level to an expectation of amenity levels in that area – based upon where it is, be its influence from land uses or existing traffic noise that already influences the overall noise levels in the area. • It is anticipated that conditions will be imposed by the City as part of an approval that will ensure certain works are undertaken, and enforceable to ensure an appropriate amenity outcome. • The facility already contains an existing fence of solid construction that acts as a wall, contributing to the amelioration of noise impacts on the surrounding area. Based on the proposed operations and acoustic analysis undertaken, there is no need to replace the existing fence as it has been shown that the proposed operations will comply with the <i>Environmental Protection (Noise) Regulations 1997</i>.
<p><u>Vibration</u></p>	<ul style="list-style-type: none"> • Modern equipment is utilised by the business and it is regularly serviced to ensure it is operating effectively. An inventory and maintenance schedule are included within the Noise and Operational Management

Comments Received in Objection:	Applicant Comment:
<ul style="list-style-type: none"> • There is no mention of vibration from the compressor which causes noise and physical impacts to neighbouring properties. • Low vibration and noise creating compressor that should have a C-weighted sound limit but the report only gives A Weighted Limits; 	<p>Plan that outlines the particular equipment used and its servicing schedule. If neighbours are experiencing vibration, the cause may be associated with nearby businesses equipment and not the car wash facility.</p>
<p><u>Operating Hours</u></p> <ul style="list-style-type: none"> • Application does not seek changes proposed to the operating hours or staff numbers for the proposal. Queries as to how the business is processing an extra 30 cars per day without such changes. 	<ul style="list-style-type: none"> • The proposed application does not seek to process an extra 30 cars per day. Approximately 25 vehicles will be processed during weekdays. As outlined within the supporting traffic report, approximately 50 vehicle trips occurs during weekdays, meaning there are 25 movements into the site and 25 movements out of the site. <p>The application simply seeks to modify the existing work layout arrangement, which is currently limiting the existing business carry out servicing tasks, which in turn is leading to an inefficient use of staff and delayed servicing times for customers.</p>
<p><u>Traffic</u></p> <ul style="list-style-type: none"> • Traffic management reports are based on information provided by the operator and not verified by the Council • Cars are routinely parked on side streets, across neighbouring businesses and in all thoroughfares between Charles St and Docket Lane. 	<ul style="list-style-type: none"> • Traffic report needs to be based off information provided by the operator. This is because the traffic report has analysed the proposed operations, which are yet to occur as they are proposed as part of this application. As part of the City's assessment of the application, the traffic report will be reviewed to determine the appropriateness of the proposed operations from a traffic perspective. • Cars are not routinely parked on side streets or neighbouring businesses, and this is not proposed to occur as part of the application. The proposed development provides sufficient space for vehicles to remain on site and be serviced appropriately.
<ul style="list-style-type: none"> • The proposed transport report is based on 50 cars per weekday and 40 cars on a Sunday which is not consistent with the current approved acoustic report based on 15 to 20 cars being processed each day. 	<ul style="list-style-type: none"> • 50 cars per weekday refers to total vehicle movements, so 25 movements into the site and out of the site. This is generally consistent with the current operations.
<p><u>Previous Non Compliance</u></p> <ul style="list-style-type: none"> • Business has demonstrated historical business performance issues such as: <ul style="list-style-type: none"> ➢ Habitual overrun of approved hours for years; ➢ Consistently opening before approved opening times and commencing full washing operations and/or servicing vehicles that didn't require the use of equipment; 	<ul style="list-style-type: none"> • Noted, although it is highlighted that these matters relate to previous non-compliances that the City has contacted the operator on. <p>It is reiterated that this application seeks to formalise some components of the existing operation (where appropriate) to allow the business to operate efficiently, and address amenity issues previously raised.</p> <p>The operator has worked closely with the City in consultation with element (town planning), an acoustic consultant and traffic consultant</p>

Comments Received in Objection:	Applicant Comment:
<ul style="list-style-type: none"> ➤ Approved hours finish with lights off, doors closed, and equipment turned off at closing time, only to 'reopen' and continue washing cars through to 10pm or later; ➤ Moving cars on and off the premises after approved hours or dry and finish off vehicles after approved hours. ➤ Washing rubbish and waste run-off into the laneway (Docket Lane) 	<p>to appropriately propose an operation that is efficient whilst responding to previous amenity concerns raised by neighbours.</p> <p>This application is required to be assessed on its own individual merit and should not consider past non-compliances, which have already been dealt with separately and appropriately by the City and the operator.</p>
<p><u>Rationale for Increased Operations</u></p> <ul style="list-style-type: none"> • Do not agree with the business' justification that the amendment would "improve the overall operational efficiency of the service provided to its customers". 	<ul style="list-style-type: none"> • This application proposes modifications that will improve the efficiency of operations in order to provide a competitive service offering. <p>The existing approval does not allow the business to operate efficiently, resulting in increased wait times between washing and finishing activities. This application addresses the bottlenecks associated with the existing approved operations and in particular the relationship between washing activities and final touch up activities.</p> <p>The changes are minor in nature and will support the business and its customers, whilst considering amenity considerations for nearby residential properties by way of ameliorating potential impacts from equipment used within the facility.</p>
<p><u>General Comments</u></p> <ul style="list-style-type: none"> • Business has already seen a reduction in property values for neighbouring properties, 	<ul style="list-style-type: none"> • Property prices are not a valid consideration as part of the planning assessment process.

ECO SPRAY CAR WASH

CARWASH
LOTS 145 & 146 (#496) CHARLES STREET
NORTH PERTH

ENVIRONMENTAL ACOUSTIC ASSESSMENT

JUNE 2022

OUR REFERENCE: 29632-2-21450

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
CARWASH
CHARLES STREET, NORTH PERTH

Job No: 21450

Document Reference: 29632-2-21450

FOR

ECO SPRAY CARWASH

DOCUMENT INFORMATION				
Author:	George Watts	Checked By:	Tim Reynolds	
Date of Issue:	14 June 2022			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Revision following feedback from Element	30/6/2022	GW	
4				
DOCUMENT DISTRIBUTION				
Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Eco Spray Carwash Attn: Gurjant Sangha Email: Janty83@yahoo.com		☐
1	1	Element Attn: Gurjant Sangha Email: Janty83@yahoo.com		☐

This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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4.	CARWASH OPERATIONS	3
5.	PROPOSED CHANGES TO OPERATIONS	3
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APPENDICIES

A	PROPOSED DEVELOPMENT PLAN
B	LOCATIONS OF NOISE SOURCES
C	NOISE CONTOUR PLOT

1. INTRODUCTION

Herring Storer Acoustics were commissioned by ECO Spray Carwash to undertake an acoustic review of noise emissions associated with the carwash, Lots 145 & 146 (#496) Charles Street, North Perth.

The assessment includes the proposed changes to the car wash as shown in Appendix A, with the noise sources as shown in Appendix B.

2. SUMMARY

Based on the analysis of noise level measurements from the car wash, and the proposed changes to the carwash operations as shown in Appendix A, noise received at the neighbouring premises (both residential and commercial) complies with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

Hence, the proposed changes to the carwash premises are considered compliant with the *Environmental Protection (Noise) Regulations 1997* at all times.

Following a request for more information from council, an updated acoustic report directly addressing the impact of the proposed outdoor final touch up bays was required, with the findings being summarised as follows :

- The noise impact of vacuum units internal to the garage and associated with proposed final touch up bay No. 5 were attempted to be measured. Due to the proposed location (internal to the open garage), the noise levels associated with the active unit was too low to ascertain the contribution to the noise environment.
- It is further noted that the housing of the mechanical component of the vacuum units in the new finishing bay – which is significantly enclosed – would represent a reduction of noise levels associated with the overall noise impact of the site.
- The external vacuum unit, that is understood to have previously been utilised on occasion and has been the subject of both complaint from neighbours and measurement by council, will be removed and similarly “piped” from the enclosed shed area – akin to the unit already located there.

3. CRITERIA

The allowable noise level for noise sensitive premises in the vicinity of the carwash is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 and 8 stipulate maximum allowable external noise levels or assigned noise levels that can be received at a premise from another premises. For “highly sensitive area” of a residential premises, this noise level is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For commercial premises, the assigned noise levels are fixed for all times of the day. The base noise levels for residential premises and the assigned noise levels for commercial premises are listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

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

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

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax(Slow)} is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible.

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as L_{Aeq,T} levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
----------------------------------	------------------------------------	---------------------------------------

+5 dB(A)	+5 dB(A)	+10 dB(A)
----------	----------	-----------

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

At the neighbouring residences of concern, located to the east (across the laneway), the Influencing Factor has been determined to be +7 dB respectively. Thus, based on this influencing factor, the assigned outdoor noise levels are listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A 10}	L _{A 1}	L _{A max}
Noise sensitive premises	0700 - 1900 hours Monday to Saturday	52	62	72
	0900 - 1900 hours Sunday and Public Holidays	47	58	72
	1900 - 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

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

4. CARWASH OPERATIONS

We understand that currently the carwash is, as per the council conditions, allowed to operate for the following times:

Monday to Thursday	8:00am to 7:00pm
Friday	8:00am to 5:00pm Friday
Weekend and Public Holidays	9:00am to 5:00pm.

5. PROPOSED CHANGES TO OPERATIONS

The proposed changes to the carwash include the addition of four final touch up bays, with one replacing one of the existing vacuum bays.

Noise level measurements were undertaken to ascertain what the overall noise impact of the carwash currently is, which is representative of what the overall noise impact will be once the changes are in place. The reconfigured car wash facility will have no adverse noise impacts on the surrounding area, due to the location of activities and equipment being housed internally to the building, which has reduced the overall noise levels at the site.

The external vacuum unit, that is understood to have previously been utilised on occasion and has been the subject of both complaint from neighbours and measurement by council, will be removed and similarly “piped” from the enclosed shed area – akin to the unit already located there.

6. MEASUREMENTS

Noise level measurements were undertaken with a Larson Davis 831 Sound Level Meter on 30 November 2021.

A field calibration check was carried out prior to and after the measurements with a Bruel and Kjaer 4231 Calibrator.

All equipment is NATA calibrated, with certification available upon request. Noise levels were recorded at a location representative of the nearest noise sensitive premise, as shown in Figure 1 below.

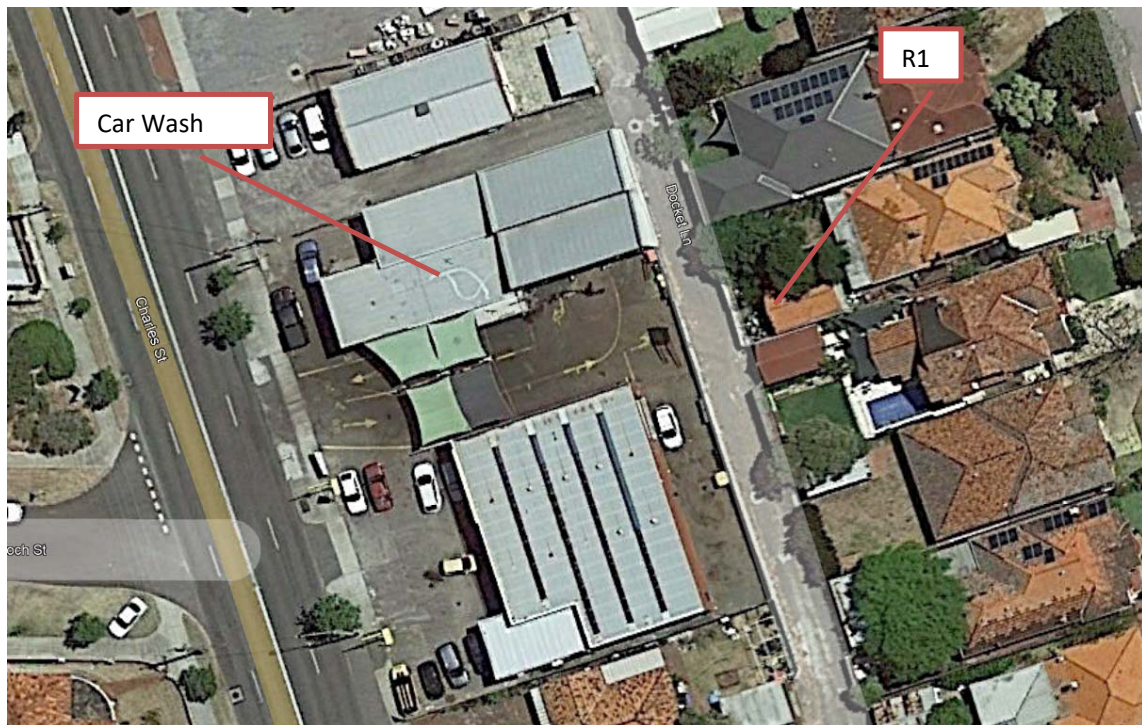


FIGURE 1 – CARWASH AND SURROUNDS

Worst case noise levels consist of wash down occurring within the nearest garage type structure to “R1”.

Noise levels associated with the wash down was 56 L_{A1} dB. Given the duration of the use of the washdown, the L_{A1} parameter is the pertinent assigned noise level for assessment purposes.

The measured noise levels are representative of the carwash overall noise impact with the proposed changes as shown in Appendix A. A noise contour plot of the noise impact associated with the carwash – with the proposed changes – is included in Appendix C.

It is noted that the vacuum units, located in the proposed touch up bays was attempted to be measured, however, given the mainly internal location of the vacuums this was not sufficiently audible to be assessed at “R1”. Given that the mechanical aspect of the vacuum is located internally, with only the hoses at each bay, this finding is a logical conclusion. Additionally, it is noted that the external vacuum unit – that is understood to be utilised on occasion at present, and has been the subject of both complaint from neighbours and measurement by council – will be removed in the proposed change to the operations and “piped” from the enclosure similar to the current vacuum unit which is not the subject of complaint.

7. ASSESSMENT

With this manual car wash, the high pressure hose is used for less than 10% of time. Therefore, noise received at the neighbouring residences need to comply with the assigned L_{A1} noise level. With regards to tonality, under the definition L_{A1} noise, as the noise is present for less than 10% of the time, can only be tonal if they comply with “the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands is greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels”.

Thus, Table 7.1 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for the worst case noise impact at R1.

It is noted that prior to 9am on Sundays and Public Holidays, the area is not utilised, hence noise impact at this time is negligible as activities occur further afield.

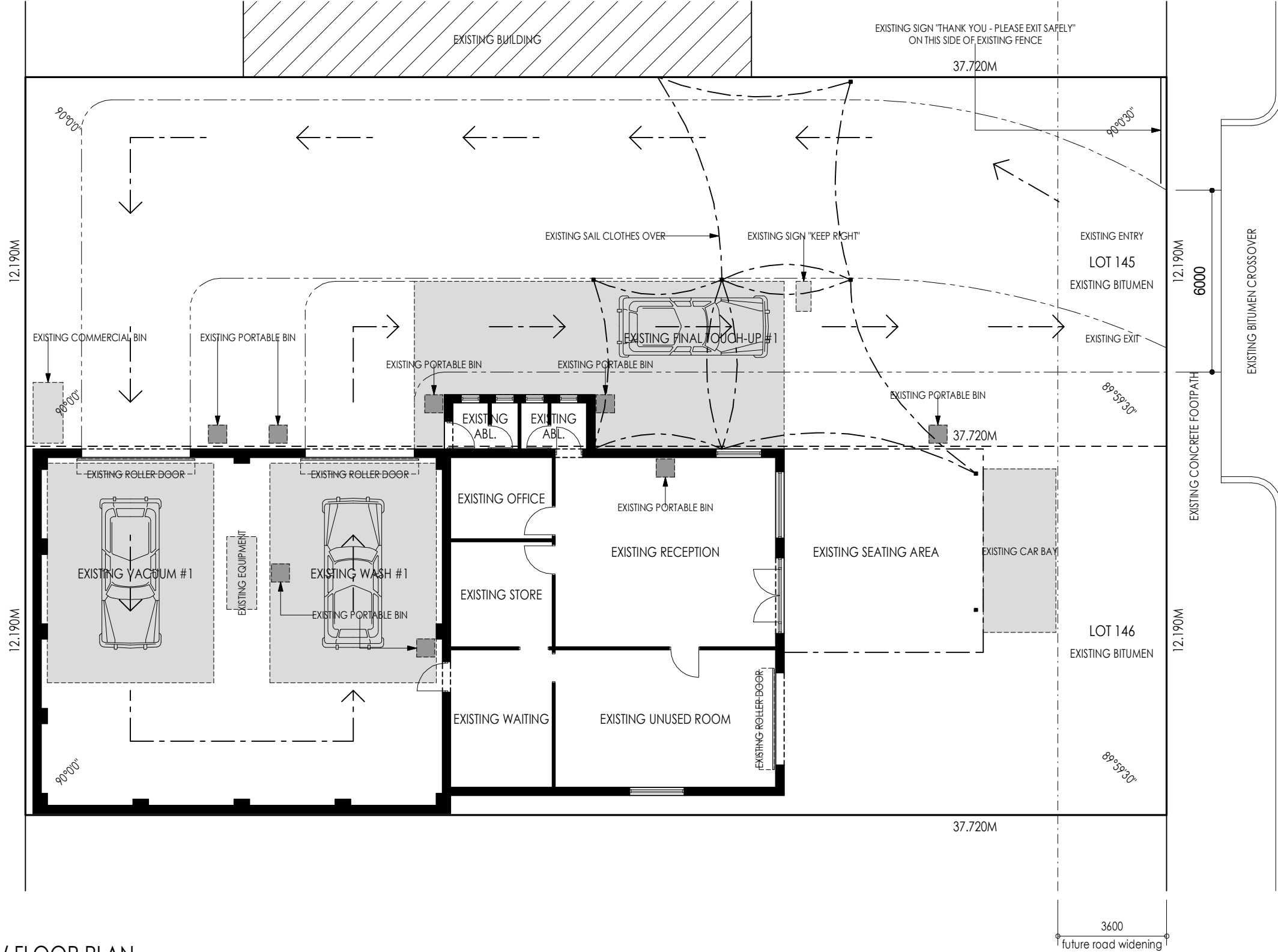
TABLE 7.1 –ASSESSMENT OF NOISE LEVEL EMISSIONS

Scenario	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Worst Case Noise Impact – R1	56	0700 - 1900 hours Monday to Saturday	62 (L_{A1})	Complies
		0900 - 1900 hours Sunday and Public Holidays	57 (L_{A1})	Complies
		1900 - 2200 hours all days	57 (L_{A1})	Complies

Based on the analysis of noise emissions from the car wash, noise received at the neighbouring premises (both residential and commercial) complies with the requirements of the *Environmental Protection (Noise) Regulations 1997* at all times.

DOCKET LANE

CHARLES STREET



EXISTING SITE / FLOOR PLAN
SCALE 1:150

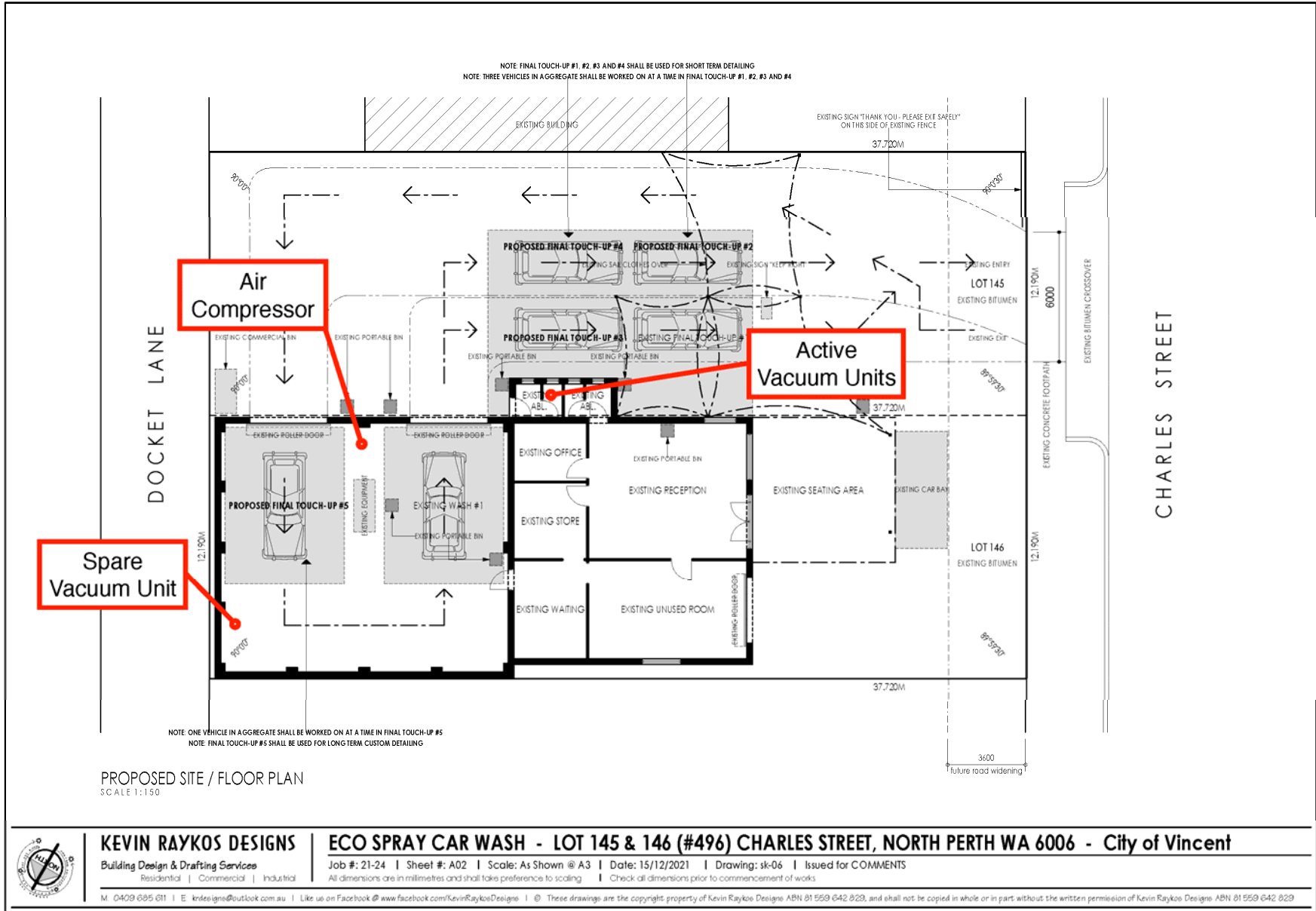


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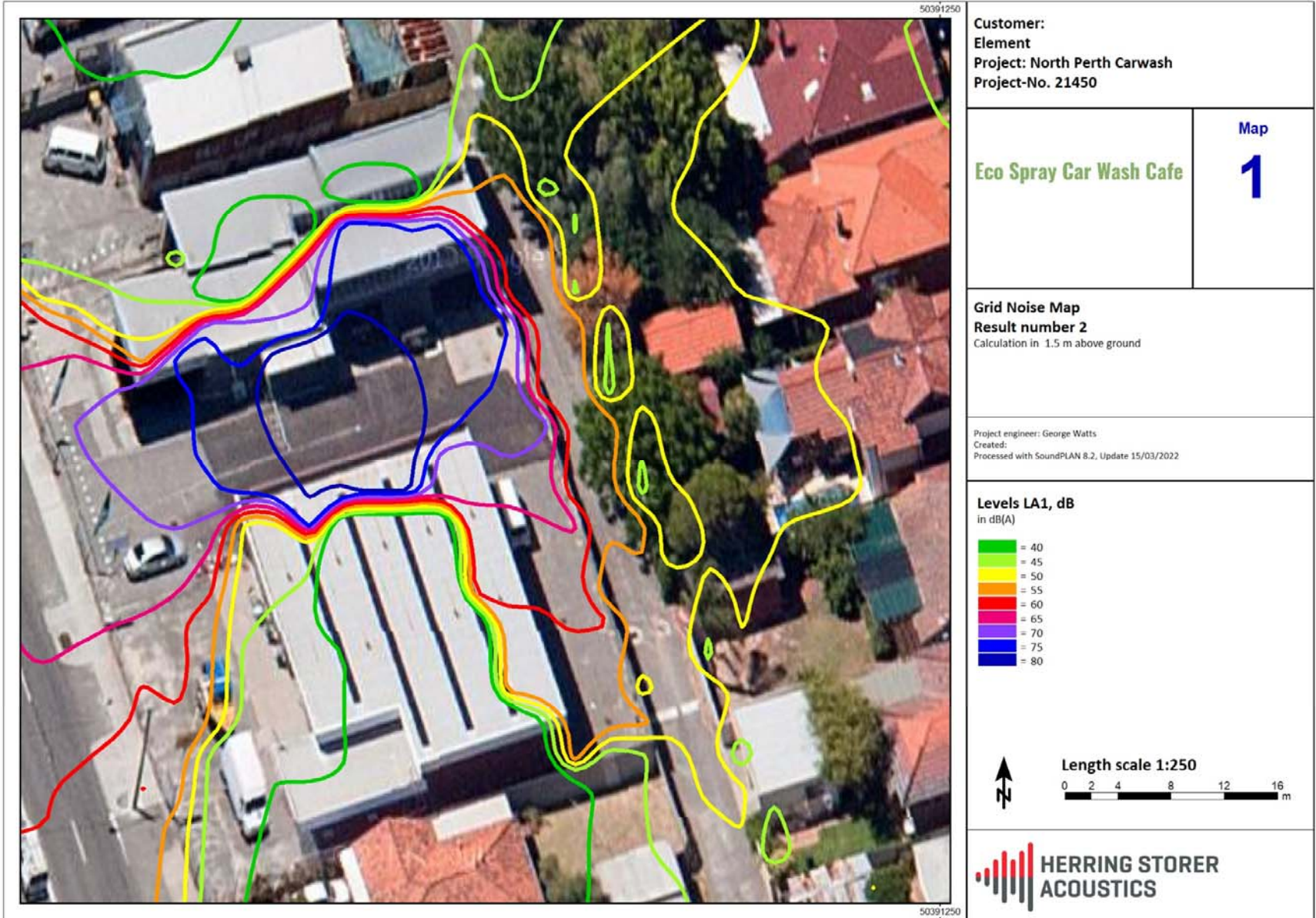
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Noise and Operational Management Plan

Operational Plan:

'Eco Spray Car Wash Cafe' is a prominent hand car wash serving the Perth community for a number of years. We provide a high quality service, both regarding the actual washing as well as customer service which is all based on ability to find the best employees.

Our Customers:

We target three main groups of customers –

1. Individual car owner and leasers.
2. Car dealerships.
3. Local businesses.

Operational Implementation of Noise and Operational Plan:

The development shall always comply with the requirements of the Operational Management Plan. The Operational Management Plan shall be submitted to and approved by the City prior to commencement of the extended operating hours to include the following:

The hours of operation of the car wash and detailing use shall be limited to: The car wash will be only operated as per the approved trading hours. We promise to follow the approved trading hours including opening till closing.

Monday - Thursday [8am to 7pm]

Friday [8am to 5pm]

Saturday, Sunday and Public holidays [9am to 5pm]

Note: Car wash will be closed on Christmas day, Anzac Day and good Friday.

As per the approval, Eco Spray Carwash been granted six work station bays. I am satisfied with the location of bays. The work station bays approved will be operated in accordance with the plan detailed in Appendix A.

Inventory and Maintenance Schedule

As our business includes machinery, we consider maintenance of our inventory as necessary for continued operation. To fulfil the maintenance demand of machinery we will take the following steps below:

1. Timely maintenance of all the machines to ensure they operate as intended.
Moreover, machinery will be frequently replaced as the life of machines is around six months due to extended periods of utilisation every day.
2. In addition to scheduled maintenance, we rely on mobile service trucks to attend to any machinery requiring immediate attention. These mobile service vehicles are convenient and attend to jobs in a timely manner.
3. Mobile service trucks will come out to the store during business hours to service each machine. Should there be any noise complaints during a service, the complaint procedure will be followed.
4. Service schedule –

Name of Machine	Model No.	Service Schedule
3 vacuum cleaners	Cleanstar (VC90LP)	3 months
1 air compressor	Pilot K50	3 months
2 water pumps	WS201	3 months
1 washing machine	TECO 5kg	Replace with new machine
1 dryer	Simpson 6kg	Replace with new machine
2 polishers	Rupes LHR 21II	3 months
1 oil water separator	TOS 1500 55	6 months clean & service

Vehicle Management – All Vehicles to Remain On-Site

All vehicle movements, use of work bays and parking will be monitored by building management on an on-going basis. This will ensure compliance with this noise and operational management plan as well as the applicable planning approval that applies to the site and business operations.

All vehicles being serviced by the business are to remain on site, and there is to be no reliance on the rear laneway or surrounding streets for the parking of customer vehicles that are either awaiting collection or servicing.

Customers accessing the site are to follow line marking and signage. Staff will greet the customer on arrival and where capacity allows the vehicle to be serviced, the vehicle will then be manoeuvred through the site by staff. The vehicle will be serviced and then collected by the customer alongside the reception/outdoor seating area.

In the event that the business is operating at capacity and there are no available spaces for an additional vehicle to remain on site, customers accessing the site will be asked to come back at a more suitable time or day, when the business is able to undertake the required cleaning activities.

Complaints Management

This carwash is designated with on-duty managers who are always available during operational hours. Moreover, the owner details are available for emergency call at any time. As a team, Eco Spray Carwash will strive to ensure that we don't affect anyone's daily routine and avoid chances of complaints. Staff members are trained to take care of customers and

the environment around them as well as having a thorough understanding of the below complaint procedure. As a result of any complaint, the following steps are to be taken –

1. Staff will write into the complaint register noting the complainants contact details, time, date and description of complaint and any action taken as result of the complaint.
2. Staff member will relay this information back to Manager on that day.
3. Manager to contact owner –
 - a. First contact: Gurjant Singh Sangha (owner) 0422 243 486.
 - b. Second contact: If first contact not available - Premjit Singh Sohi 0468 495 192.
4. Owner to call complainant and discuss the situation with a list of solutions. Both parties to come to an agreement.

Noise Mitigation

Mitigating the impact of onsite noise sources is a key consideration in the operation of the site. An Acoustic report has been prepared by Herring Storer Acoustics (March 2022) which indicates that the measures put in place ensures that the noise produced complies with the *Environmental Protection (Noise) Regulations 1997*. Hence, it is not harmful for the environment. The acoustic report findings will be integrated into a training session for all managers and staff to be trained on. It will be reinforced by training of existing staff and any new staff coming on board. Once the training is completed, staff will sign off on the registrar.

A flyer with our operational hours will be supplied to surrounding businesses and residences. Should we receive any complaints, we will follow the complaint management procedure as outlined above.

Refer to the following detailed descriptions of the work proposed to occur within each of the serviceable bays, with location of workstation bays shown in Appendix A – Site Plan.

Allocated Bays – Description of works

Wash Bay - The Wash Bay will involve the removal of dirt and grime from vehicles paint, glass, plastic trims, wheels, chrome and exhaust tips. The process of cleaning will firstly involve washing the paint with a pH neutral (neither acidic, nor alkaline) shampoo, allowing the removal of dirt via the use of a high pressure water hose without damaging paint or trims. This shampoo is safe for washing cars with paint protection applied. After the initial wash cycle, focus will move to cleaning the wheels, arches, mud flaps and tyres which removes brake dust and dirt. A gloss coat is then applied to the tyres to keep them clean. The car will be in this bay between 10-20 minutes by 1 - 2 staff. The equipment used will be Water Pumps (WS201).

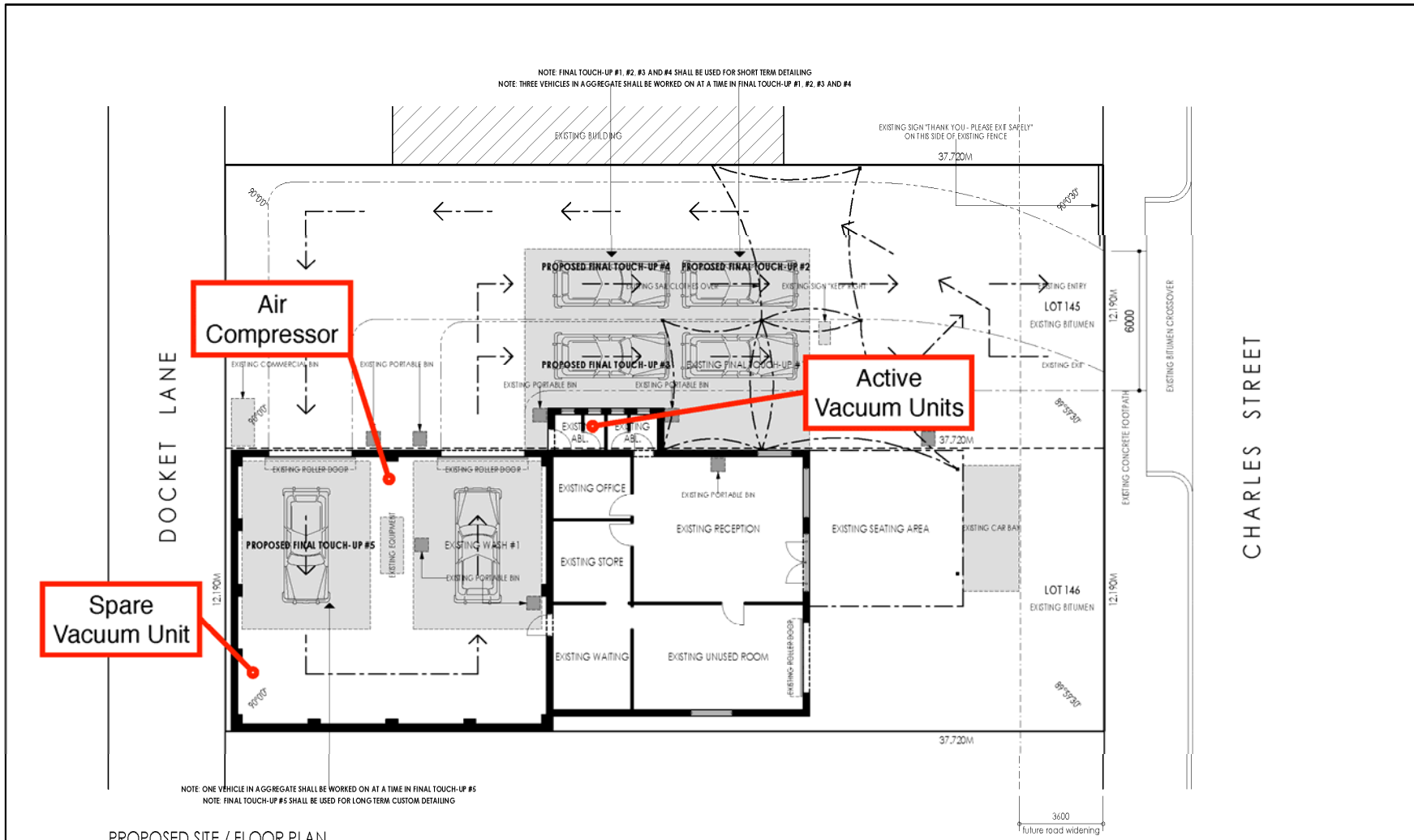
Final Touch Up (1-4) – Final touch up bay No. 1-4 will be utilised during fair weather (no rain) and will involve internal cleaning via the use of vacuums, compressed air, chamois and general rubbish collection. In addition to the internal cleaning, the car's exterior is chamois-dried to prevent water marks forming on the paint and compressed air is used to remove water from panel joints and trim so no drip marks appear after the car is driven off. The paintwork is then checked for any remaining water while windows and any remaining dirt is washed by hand. The car will be in this bay between 15-25 minutes by 2 staff. The equipment used will be Microfibre Clothes, Window Cleaner, Air Compressor (Pilot K50), Vacuum Cleaner (Cleanstar), and Chamois.

Final Touch Up (5) – Final touch up bay No. 5 will primarily be utilised for the preparation of vehicles for the wash bay, however, during periods of rain the bay will be utilised in a similar manner to Final touch up bays Nos. 1-4. As such, the activities to occur in this bay will include

internal cleaning via the use of vacuums, compressed air, chamois and general rubbish collection. In addition to the internal cleaning the car's exterior is chamois-dried to prevent water marks forming on the paint and compressed air is used to remove water from panel joins and trim so no drip marks appear after the car is driven off. The paintwork is then checked for any remaining water while windows and any remaining dirt is washed by hand. The car will be in this bay between 10-20 minutes by 1 staff. The equipment used will be Microfibre Clothes, Window Cleaner, Air Compressor (Pilot K50), Vacuum Cleaner (Cleanstar), and Chamois.

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Appendix A – Site Plan



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Job #: 21-24 | Sheet #: A02 | Scale: As Shown @ A3 | Date: 15/12/2021 | Drawing: sk-06 | Issued for COMMENTS
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transport planning
traffic engineering
modelling

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17 January 2022

Eco Spray Car Wash, 496 Charles Street, North Perth

Transport Impact Statement

PREPARED FOR:
Gurjant Sangha

December 2021

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	7/12/2021	Draft
Vladimir Baltic	r01a	B Bordbar	16/12/2021	2 nd Draft
Vladimir Baltic	r01b	B Bordbar	17/12/2021	Final

File name: t21.298.vb.r01a.docx

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: Gurjant Sangha

Project: 496 Charles Street, North Perth

Document revision: r01b

Project number: t21.298

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1 Introduction

This Transport Impact Statement has been prepared by Transcore on behalf of Gurjant Sangha with regard to the proposed modification of the existing Eco Spray Car Wash development operating at 496 Charles Street, North Perth in Town of Vincent (hereafter the subject site).

The subject site is situated on the east side of Charles Street, a short distance to the south of Elma Street intersection, as shown in **Figure 1**.

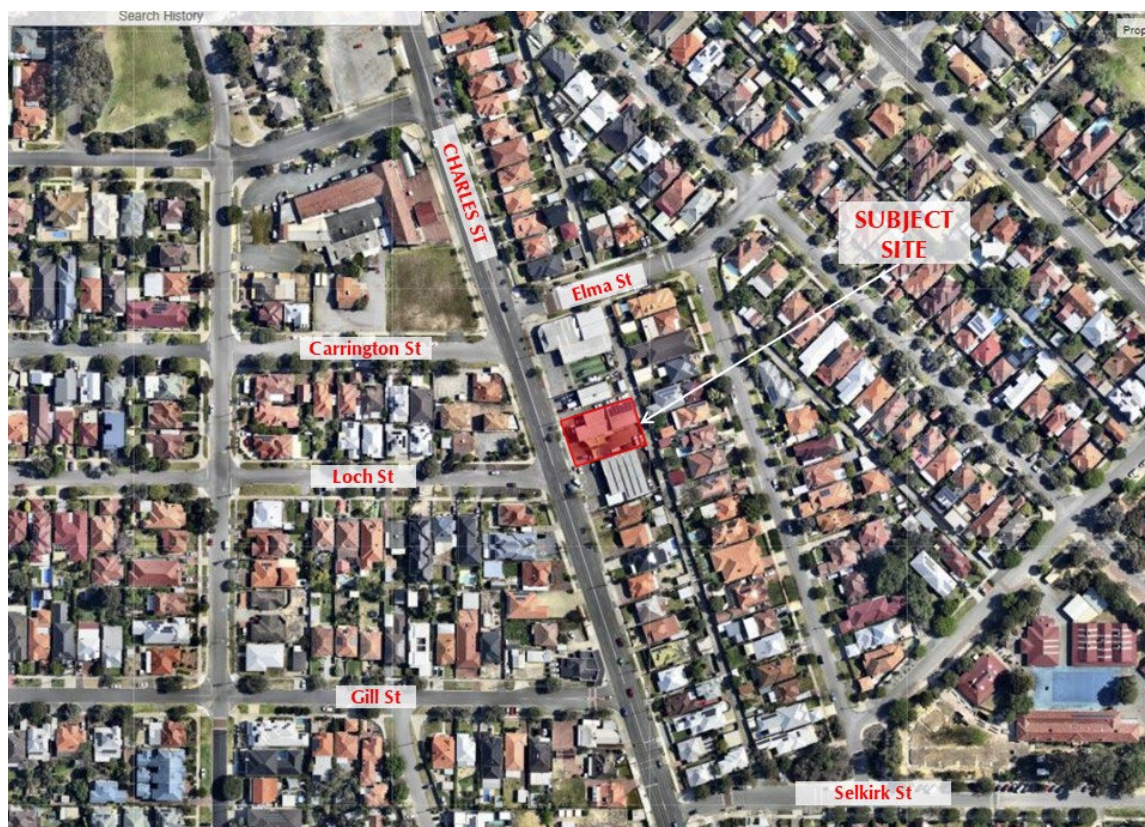


Figure 1: Location of the subject site

The proposed internal site modifications are focussing on streamlining the car wash and detail process thus improving internal traffic flows, reducing patron's wait times, and improving the overall customer experience. The proposed internal site modifications are not expected to generate additional customer attraction to the site but rather address internal site traffic flows.

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

Section 6.0 of Transcore's report provides details of the estimated additional trip generation of the subject site. Accordingly, as the no net traffic increase is expected as a result of the proposed site modifications, a Transport Impact Statement is deemed appropriate for assessment of the proposed development.

The site is bound by Charles Street to the west, Docket Lane to the east and the existing commercial developments to the immediate north and south. The site is located within a predominantly residential setting.

The site currently accommodates a car wash operation with associated reception area, offices, amenities and the outside sitting area for customers. The site is currently served by a single, full-movement crossover on Charles Street. There is a secondary gated access on Docket Lane (opposite side of Charles Street); however, it is understood that this access is currently not in use.



2 Development Proposal

The subject site, which combines Lots 145 and 146, occupies an area of approximately 910m², on the eastern side of Charles Street, a short distance to the Elma Street intersection.

The development proposal contemplates expansion of existing “touch-up” bays from one to four (two in-line bays in two parallel lanes). Also, the existing bay is converted to “touch-up” bay.

The proposed internal site modifications aim to improve overall customer experience, streamline the wash and detail operation and reduce the waiting times for vehicles within the “touch-up” stage. The proposed modifications would also serve to formalise one of the conditions relating to maximum number of workstation bays permissible on site as part of the previous 2019 development approval.

Hence, once fully completed the development will comprise the following elements:

- One enclosed wash bay;
- One enclosed “touch-up” bay;
- A total of four short-term (open air) “touch-up” bays;
- Internal parking/queueing areas;
- Outdoor seating area for customers; and,
- Reception area, offices and amenities.

No modification to the existing access/egress system is proposed as part of this proposal.

Refer to **Appendix A** for proposed site plans.

3 Vehicle Access and Parking

As previously outlined, no changes to the existing access/egress system at the site is proposed. The development will therefore continue to be served by:

- Single, 10m wide, full-movement crossover on Charles Street at the southern end of the site; and,
- Single, currently not used, 5m wide access on Docket Lane at the southern end of the site.

4 Provision for Service Vehicles

No specific congest to the current waste collection operation is proposed. As previously discussed, the current waste collection operation will continue to be carried out as per current practice.

5 Hours of Operation

The existing development is proposed to continue to operate as per current schedule:

- Monday through to Thursday 8:00AM to 7:00PM.
- Friday 8:00AM to 5:00PM.
- Weekend and Public Holidays 9:00AM to 5:00PM.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

As previously discussed, all proposed internal site modifications or upgrades are aimed at improving the customer experience, streamline the wash and detail operation and reduce the waiting times for vehicles within the “touch-up” stage. The proposal will also serve to formalise the conditions of the 2019 development approval.

Hence, the proposal will not result in any new traffic being attracted to the site. The intention is for the site to continue to operate in its current form.

Based on the advice provided to Transcore by the operator, the existing development currently generates in order up to 50 total daily trips during a typical weekday and about 40 on Sundays.

6.2 Trip Distribution

No change to the existing trip distribution is anticipated as the existing site will continue to operate in its current form.

All site patrons will continue to access and egress the site via the existing Charles Street crossover.

6.3 Impact on Surrounding Roads

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

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

As previously discussed, no new/additional traffic is expected to be attracted to the site as part of this proposal. Hence, there will be no traffic impact on the surrounding road network.

7 Traffic Management on Frontage Streets

7.1 Context

The subject site is located at the east side of Charles Street and a short distance south of Elma Street intersection.

7.2 Existing Road Network

Charles Street, in the vicinity of the subject site, is a single-carriageway, four-lane road. Parking is prohibited on either side of the road. The pedestrian paths are in place on both sides of the road. Charles Street operates under a speed limit regime of 60km/h.

Charles Street is classified as a *Primary Distributor* in the Main Roads WA Metropolitan Functional Road Hierarchy document. It is under care and control of Main Roads WA although currently not reserved in MRS.

Traffic count data obtained from Main Roads WA indicates that Charles Street (south of Elizabeth Street) carried approximately 23,470 vehicles per day (vpd) on an average weekday in 2020/21.

8 Public Transport Access

The site is served by a number of bus services operating along Charles Steet with the closest bus stops located across and approximately 230m walking distance south of the site. Both stops are accessible via existing footpath system in place at this locality.

This bus service provides links to a number of key transport nodes including train stations thus providing access to Perth's greater railway network (refer **Table 1** and bus route map in **Figure 2** for more details).

Table 1: Bus services operating in vicinity of the site

Bus Service	Route
370	Perth Busport / Mirrabooka Station
384-389	Perth Busport / Mirrabooka Station
970	Perth Busport / irrabooka Station

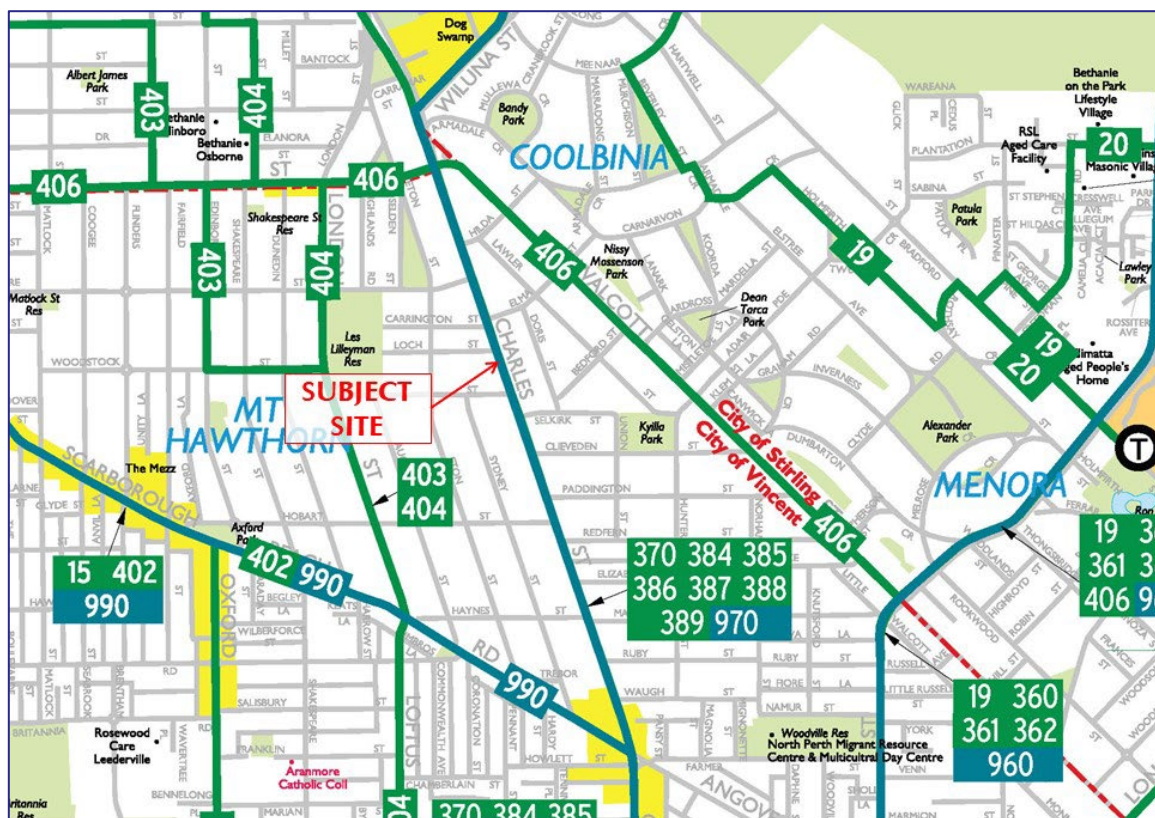


Figure 2: Public transport services (Transperth Map)

9 Pedestrian Access

Pedestrian access to the subject site is via the existing footpaths along Charles Street. A signal-controlled pedestrian crossing facility, including drop kerbs, is currently provided on Charles Street about 140m south of the site.

10 Cyclist Access

The Perth Bicycle Network Map (see **Figure 3**) indicates lack of direct access to cyclist paths from the subject site; however, there are a number of Continuous Signed Routes located a short distance from the site (NE1 and NE9) including a network of roads classified as “good road riding environment”.

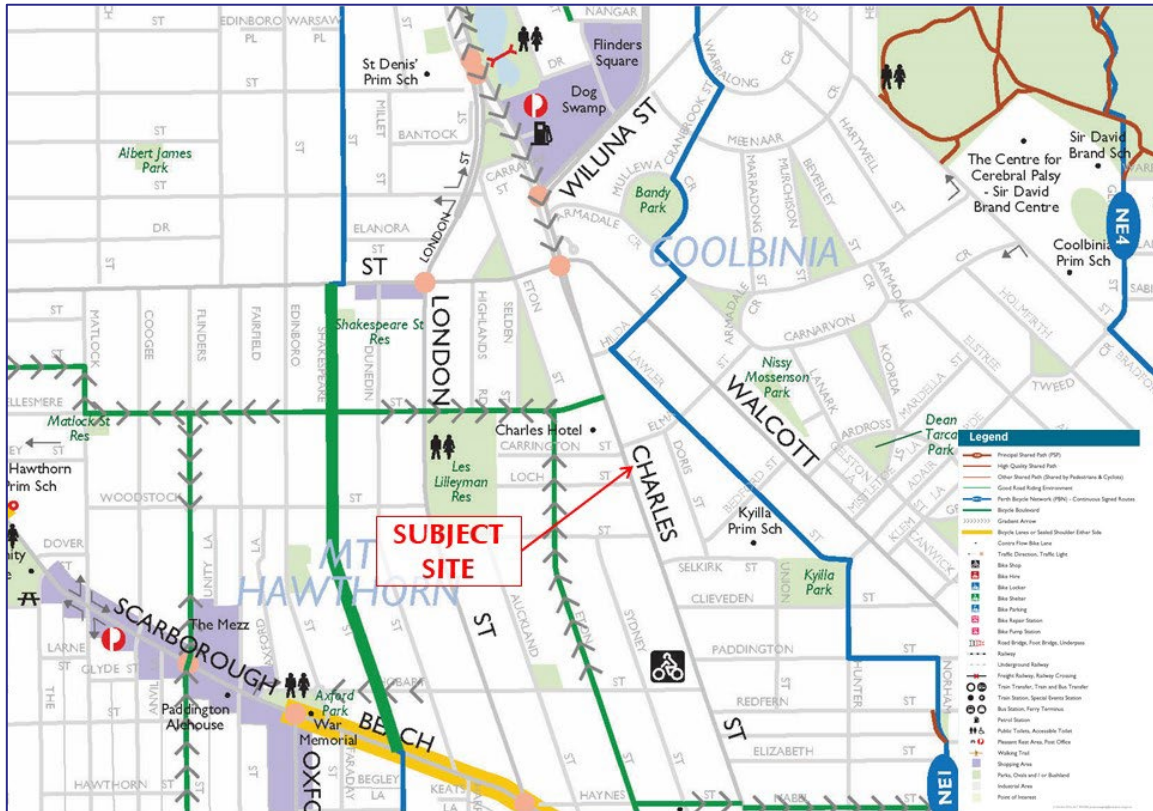


Figure 3: Extract from Perth Bicycle Network (Department of Transport)

11 Site Specific Issues

No particular site-specific issues have been identified for this development.

12 Safety Issues

No safety issues were identified within the scope of this assessment.

13 Conclusions

This Transport Impact Statement has been prepared by Transcore on behalf of Gurjant Sangha with regard to the proposed modification of the existing Eco Spray Car Wash development operating at 496 Charles Street, North Perth in Town of Vincent (hereafter the subject site).

The proposed internal site modifications aim to improve customer experience, streamline the wash and detail operation and reduce the waiting times for vehicles within the “touch-up” stage. The proposed modifications would also serve to formalise one of the conditions relating to maximum number of workstation bays permissible on site as part of the previous 2019 development approval.

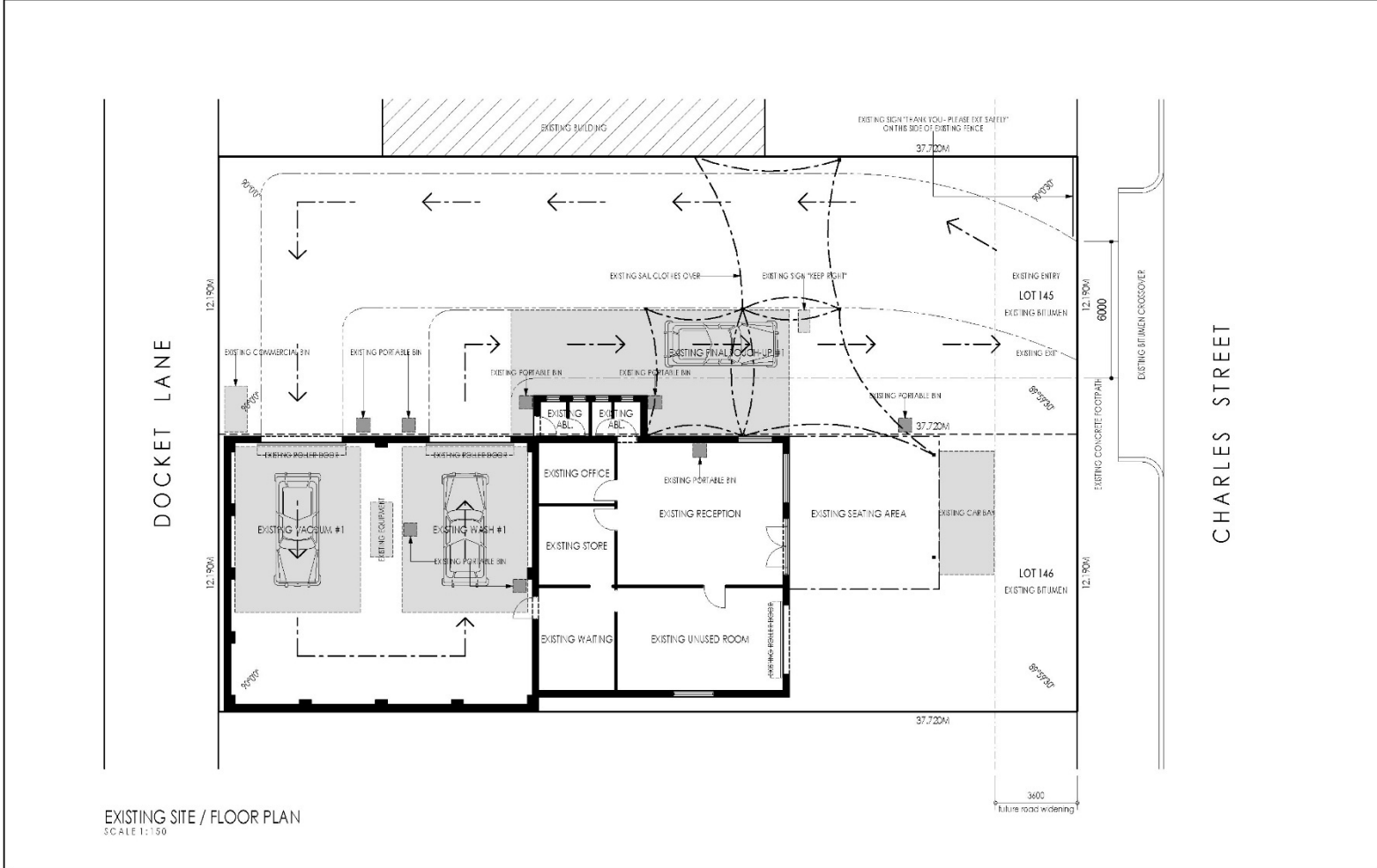
As such, no new/additional trips are expected as part of this proposal. Hence, there will be no traffic impact on the surrounding road network.

The traffic analysis undertaken in this report demonstrates that the estimated development-generated traffic will have minimal impact on the surrounding road network.

The subject site has good accessibility by the existing pedestrian, and to a lesser extent cyclist network, but enjoys very good public transport coverage through existing bus service operating within the close proximity of the site.

Appendix A

EXISTING & PROPOSED SITE PLANS



EXISTING SITE / FLOOR PLAN
SCALE 1:150

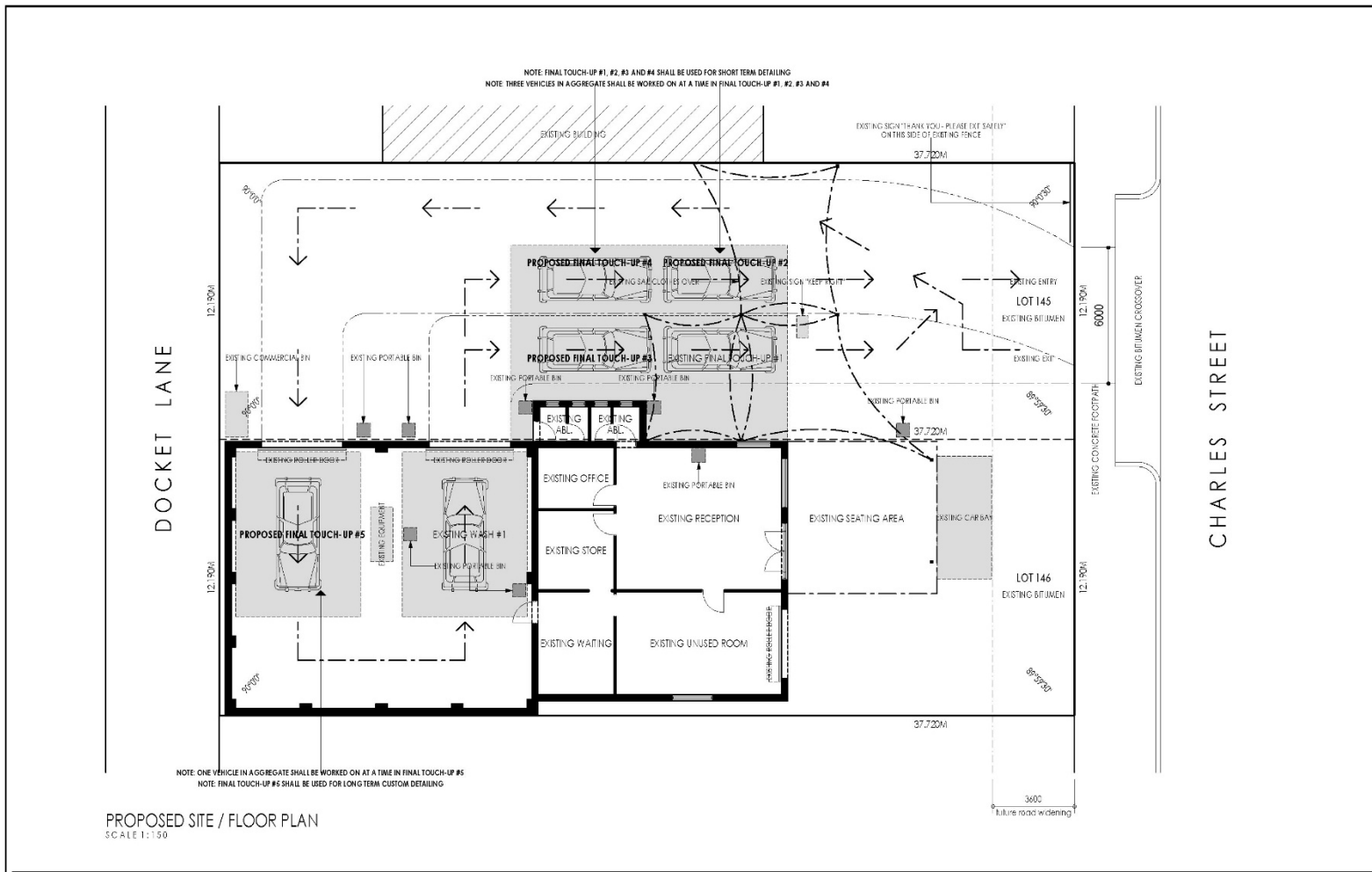


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Job #: 21-24 | Sheet #: A02 | Scale: As Shown @ A3 | Date: 15/12/2021 | Drawing: sk-06 | Issued for COMMENTS
All dimensions are in millimetres and shall take preference to scaling | Check all dimensions prior to commencement of works.

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Determination Advice Notes:

1. This is a development approval issued under the City of Vincent Local Planning Scheme No. 2 and the Metropolitan Region Scheme only. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant/owner to obtain any other necessary approvals and to commence and carry out development in accordance with all other laws.
2. If the development subject of this approval is not substantially commenced within a period of 2 years, or another period specified in the approval after the date of determination, the approval will lapse and be no further effect.
3. A further two years is added to the date by which the development shall be substantially commenced, pursuant to Schedule 4, Clause 4.2 of the Clause 78H Notice of Exemption from Planning Requirements During State of Emergency signed by the Minister for Planning on 8 April 2020.
4. All other signage that does not comply with the City's Local Planning Policy: Signs and Advertising is subject to a separate Development Application and Building Permit application, being submitted and approved prior to the erection of signage.
5. Noise emanating from the premises is to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
6. If the applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.