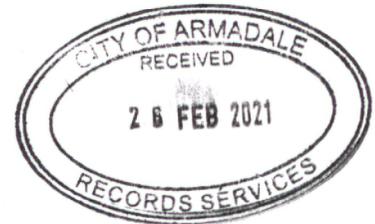


Our Reference: 3254Ltr9A
Enquiries: Stephen Carter

19 February 2021

Chief Executive Officer
City of Armadale
Locked Bag 2
ARMADALE WA 6992



Attention: Paul Sanders

Dear Paul

RE: PROPOSED SERVICE STATION WITH ANCILLARY LUNCH BAR AND FAST FOOD OUTLETS - LOT 3 ARMADALE ROAD AND LOT301 ANSTEY ROAD, FORRESTDAL

On behalf of the current landowners, Declare Investments Pty Ltd, we are pleased to submit an 'Application for Development Approval' for a local centre development at lot 3 Armadale Road and lot 301 Anstey Road, Forrestdale.

In support of the application please find enclosed the following:

- Completed 'Application for Development Approval' Form.
- Development Application Checklist, Approval for Advertising form and Signage Self Assessment Sheet.
- Certificates of Title.
- 4 x A3 hard copies of development plans, including floor plans and elevations.
- Environmental Summary Report (Coterra Environment, 15 February 2021).
- Transport Impact Report (Transcore, February 2021).
- Bushfire Management Plan (Bushfire Safety Consulting, February 2021).
- Environmental Noise Assessment (Lloyd George Acoustics, 4 February 2021).
- Waste Management Plan (Dallywater Consulting, February 2021).
- Engineering Servicing Report (JDSi Consulting Engineers, February 2021).

The development has been assessed against the City of Armadale Town Planning Scheme 4, (inclusive of Amendment 113) and relevant policies, and generally satisfies all applicable provisions.

DEVELOPMENT PROPOSAL

The application proposes a local centre development on lot 3 Armadale Road and lot 301 Anstey Road, Forrestdale, a key intersection within the Anstey Urban Precinct, being an emerging residential precinct in Forrestdale.

The site is a high-exposure location with a considerable volume of vehicles traveling along Armadale Road, with future volumes similarly expected to increase along Anstey Road as future residents travel to and from the emerging residential estates to the north. The site is entirely appropriate as a local centre development to capitalise on this exposure opportunity.

Broadly speaking the development comprises a service station, consisting of a simple single storey structure with a canopy covering four fuel pumps (for small vehicles only). Its primary role is the sale of fuel with an ancillary convenience store component which is all but accepted as an integral part of a modern service station.

A second structure comprises of three individual fast food outlets (one with a drive through element), also single storey in form. This complements the service station component and together fulfils the site's local centre objectives.

Primary access to and from the site will be via Anstey Road, with a limited exit onto Armadale Road via a service road. This Armadale Road connection will be limited to small vehicles only.

The service station is to operate 24 hours, seven days a week with a maximum of 4 staff.

This local centre will be constructed on receipt of the necessary approvals in order to meet the expected demand for services from the Anstey Urban Cell residents.

Land Ownership and Site Context

Lots 3 and 301 are owned by Declare Investments Pty Ltd who will be responsible for the development and commercial leasing of the completed development to suitable operators. Declare Investments are experienced developers and have a long association in the City of Armadale. They are long term investors who have invested heavily in the future growth of the City and will build to a high standard.

As indicated above, the site has frontage to Armadale Road (albeit via a fronting service road) and Anstey Road. The site is relatively level and will have access to all essential services bring brought to the site via surrounding residential estate being constructed.

Amendment 113

On 26 October 2020 the City of Armadale Council adopted Amendment 113 which zones lot 3 and lot 301 'Local Centre (Special Control Area 2 – Wetland Protection Area)' under the City's Town Planning Scheme No. 4.

On 16 February 2021 Amendment 113 was put to the WAPC Statutory Planning Committee with the amendment now with the Minister for Planning pending final approval and gazettal.

Importantly Amendment 113 identifies this site as appropriate for a 'local centre' with its high exposure to passing traffic and access to the surrounding road network, making it well suited as a development that would satisfy the day to day needs of local residents.

This development application is predicated on imminent gazettal of Amendment 113. All assessment of this application, as set out in this correspondence, will be based on the expectation of a 'local centre' zone.

Amalgamation

The site is subject to WAPC application 160350 which will amalgamate lots 3 and 301 to create one consolidated 3791m² site. In addition to the amalgamation of lots 3 and 301, this application will also see a strip of road reserve widening, to facilitate a planned upgrade to Anstey Road.

All (former) residential structures presently extant onsite will be demolished to facilitate the amalgamation, in turn allowing for the holistic development of the site.

All subsequent discussion of the application within this correspondence will be based on the singular 3791m² lot rather than two individual lots.

Land Use

In terms of proposed land use, as defined by the City of Armadale Town Planning Scheme No. 4 (TPS4), the application is best defined as a 'Service Station' with an ancillary 'Convenience Store' for the primary structure, while the planned land use within the second structure best accords as 'Fast Food Outlet'.

With the site soon to be zoned 'Local Centre', all these uses are supported by the planning framework pending gazettal of Amendment 113.

Wetland Protection Area

As outlined above, the site is designated as 'Special Control Area 2 – Wetland Protection Area' in TPS4, due to the proximity of Forrestdale Lake. As a 'Wetland Protection Area', TPS2 requires development to have regard to any applicable environmental objectives for the site and potential impact on the environmental values of the nearby resource (i.e. Forrestdale Lake).

Coterra Environment has prepared an Environmental Summary Report in support of the proposal, demonstrating that the site itself has no environmental significance and that the development will not adversely impact Forrestdale Lake.

The Coterra Report shows that the site has historically been cleared, with no native vegetation observed on the site. Residential dwellings were subsequently constructed on the site circa early to mid 1980s.

The Report goes on to conclude that the proposed development will not pose any untoward environmental impacts to Forrestdale Lake noting that:

- There are no water courses or features on the site with the Baileys Branch Drain being the nearest water course, located 525m to the east in the direction of groundwater flows (i.e. away from the Forrestdale Lake).
- The site will have an estimated 1-2m separation from maximum ground levels which provides adequate buffer to the underlying water table.
- Onsite surface water will flow to an underground stormwater system for capture and treatment (to be discussed further below).
- The underground fuel tanks must be designed and installed in accordance with AS 4897-2008 (The design, installation and operation of underground petroleum systems).
- The underground fuel tanks must then comply with the AS 1940-2017 (The storage and handling of flammable and combustible liquid).

It is also important to note that the future operator of the service station will be required to obtain approval under the Dangerous Goods Safety (Storage and Handling of Non-Explosives) Regulations 2007, in which they will need to further demonstrate the safe and appropriate storage of fuel and establish safe handling procedures.

A copy of the Coterra Environmental Summary Report is provided as Attachment 4.

Built Form & Site Planning

The development has been designed generally in accordance with the City's TPS4 and policy framework as set out below.

Building Design, Setbacks and Height

The structures have been designed to a functional yet aesthetical pleasing design that is appropriate for its objective, addressing both Armadale Road and Anstey Road.

The service station is conventional in format, consisting of a convenience store and four sets of bousers under a separate canopy. Similarly the fast food outlet is typical in its design, given the required functionality, comprising three individual tenancies (one with a drive through facility).

These two buildings are located towards the eastern side of the site to facilitate safe and easy access to and from the site, while minimising any potential land use and built form conflict with the neighbouring residential lot along Armadale Road. The orientations of both structures have been designed in such a manner as to address both Armadale Road and Anstey Road, in lieu of simply addressing one street at the expense of the other. Glazing to the primary facade allows for an active building frontage. While not a planning matter for this application, the structures will be constructed in accordance with the Building Code of Australia and Australian Standards 1428: Design for Access and Ability.

For the subject site, TPS4 provides no specified setback or building height requirements but does indicate that development should have regard to:

- in the case of a site which adjoins land in another zone, the height and setback requirements for that zone.
- the desirability or otherwise of landscaping within the setback area.
- the safety and convenience of pedestrian and vehicular access to the site.
- the effect of shading associated with the proposed development and in particular whether there will be any significant overshadowing of existing or proposed pedestrian spaces.

In this regard, these objectives of TPS4 are satisfied.

The two buildings are single storey in form (albeit slightly over height at 5.5m approx.) and have been positioned along the eastern side of the site to interface appropriately with the adjacent residential property. With setbacks from this neighbouring residential lot boundary of 1.5m and 5m (approx.), these are comparable to what would be expected should the development be for a residential dwelling of a similar bulk and scale. With these structures having a strong north-south orientation, over shadowing impact to the adjacent property will be minimal.

It is also worth noting that surrounding residential areas would be permitted to construct a two-storey dwelling, should the owner choose.

The setback of the structures from the two key roads has also allowed the provision of a footpath network, providing for safe and convenient movement of pedestrians, whilst still providing for onsite vehicle movements.

The exception to the single storey form is the refuelling canopy. With a height of 6.7m, this is comparable to a two storey structure; however, this canopy is located centrally within the site, well away from any lot boundary. It is highly (visually) permeable and lightweight in construction, posing minimal mass and bulk to its surrounds.

The development has a plot ratio of approximately 0.25 (inclusive of canopy coverage), which falls well within the maximum plot ratio of 1.0 provided for in TPS for the 'Local Centre' zone.

Vehicle Access & Parking

A Transport Impact Assessment (TIA) has been prepared by Transcore which demonstrates that:

- there is adequate onsite public parking;
- vehicle access/egress to and from the site is efficient and safe; and
- the locality will not be adversely impacted by traffic congestion, with the Armadale Road and Anstey Road intersections operating well within acceptable tolerances.

The TIA has been undertaken in accordance with the WAPC's 'Impact Assessment Guidelines for development (2016)' and the 'ITE Trip Generation Manual'.

The proposal is looking to provide primary access from Anstey Road via one full movement intersection, with a second full movement access point from the site onto an existing service road (referred to as the Armadale Access Road), which in turn provides connections to Anstey Road and Armadale Road. Collectively this allows for excellent vehicle circulation. Adequate sweep paths have been provided for both small and large (fuel tanker) vehicles within the site.

Careful consideration has been given to Anstey Road, noting that this road will be subject to a considerable upgrade (including widening) in the near future. The proposal provides for this upgrade and widening.

The TIA concludes that the proposed 22 car bays is adequate, based on the anticipated reciprocal use of the services onsite, with the traffic movements generated by the development easily dispersed by the surrounding road network.

It is important to note that refuelling and service vehicle bays are not being considered as car parking areas given the purpose and function of the development. The 12 car drive through stack will not result in any untoward queuing.

A copy of the Transcore Transport Impact Assessment is enclosed as Attachment 5.

Waste Management

All service and storage areas (including bin storage areas) have been designed as an integral part of the development, being screened from public view.

Dallywater Consulting have prepared a Waste Management Plan for the development proposal in accordance with the City of Armadale's Waste Management Plan Specifications, setting out the procedures and operation of waste management for both the service station and fast food outlets.

The Dallywater Consulting Waste Management Plan is provided as Attachment 6.

Bushfire

The subject site is identified by the DFES mapping as bushfire prone.

In accordance with State Planning Policy 3.7: Planning in Bushfire Prone Areas, a Bushfire Management Plan (BMP) has been prepared by Bushfire Safety Consulting which demonstrates that bushfire risk is not an impediment to the development of the site, with the north-eastern portion of the site (in which the proposed fast food structure sits) being classified as BAL-12.5 whilst the remainder of the site is only BAL-Low.

As the fuel station is classified as a high risk land use due to its storage of hazardous material, a Bushfire Risk Management Plan (BRMP) forms part of the BMP (refer Appendix 4), acting as a technical document that sets out a range of mitigation strategies to further reduce exposure from bushfire. The BRMP concludes that the implementation of these mitigation strategies prior to the fuel stations opening will result in the reduction of bushfire risk.

A copy of the BMP (inclusive of the BRMP) is provided as Attachment 7.

Acoustic Assessment

An Environmental Noise Assessment has been prepared by Lloyd George Acoustics to assess the impact of the development on surrounding residential lots. This assessment considers all typical operation noises including (but not limited to) vehicle movement, mechanical plant and waste collection noise - all associated with the service station and fast food elements of the proposal. The assessment also modelled the operation during both day and night time scenarios over a 24 hour period.

The assessment concludes that the development will comply with the Environmental Protection (Noise) Regulations 1997 subject to the recommendations set out in the assessment being implemented which includes:

- 2.4m noise wall with a 1m overhang to be constructed along the eastern boundary.
- Refrigerated deliveries being restricted to day time periods.
- Acoustic treatment and/or standards for mechanical plant, to be provided at detailed design stage.

A copy of the Lloyd George Environmental Noise Assessment is provided as Attachment 8.

Stormwater Management

Stormwater management will be constructed in accordance with Better Urban Water Management and Water Sensitive Design Principles, which will include:

- Capturing storm water runoff from around the refuelling areas, for treatment via an underground collection system, separating fuel, oil and other contaminants from stormwater. Treated stormwater is then discharged into the onsite swale with the captured contaminants retained with a chamber for collection and removal.
- Collect and dispose of the larger (10% AEP) storm events via discharge to an underground storage system prior to discharging into the drainage infrastructure located within adjacent road reserves.
- Defining an overland flow path for the major (100 year ARI) event.

Stormwater drainage, including preliminary earthworks, is detailed in the JDSi Engineering Servicing Report, provided as Attachment 9 of this application which will be fully detailed as part of the building license phase.

Landscaping

A generous landscaping strip, typically measuring approximately 5m and upwards (excluding road reserve planting) has been provide to Armadale Road and Anstey Road, with this strip only reducing where it abuts three vehicle parking bays and the fuel filling point. All chosen plants species are native, with the noted exception of *Juniperus conferta* which is known to thrive in the Perth climate. A number of native Peppermint Trees are proposed to be located towards the outer property edge, providing for some vertical planting.

Collectively this landscaping equates to approximately 15% of the site, exceeding the minimum requirement of 5% set by TPS4.

This generous amount of landscaping is considered appropriate given the amount of hardstand, a prerequisite of the heavily vehicle oriented business activity and given its prominent location at this key intersection.

A Landscape Plan has been prepared as part of the development plans which sets out the landscaping strategy for the site.

Signage

This application sets out an overall signage strategy for the development, a requirement of the City's Planning Policy 4.2: Advertisements (Signage), which comprises:

- One pylon sign.
- A number of signs applied to the structures (including the service station canopy).

The total number of signs is appropriate for the development, providing adequate opportunity for commercial advertising to encourage patronage, whilst remaining appropriate for their location. The signs also serve an important legibility function for visiting patrons. These signs will ultimately portray the different businesses livery, which at this time is unknown.

The signage satisfies the general requirements for signage as set out in the City's Planning Policy 4.2: Advertisements (Signage):

- All signs will relate directly to the business activity undertaken from the site (including current fuel pricing for the service station).
- The signage does not adversely impact on the amenity, being located in a manner which faces away from surrounding residential land uses, nor detracts from the level of public safety.
- No sign protrudes over the lot boundary with all signs applied to a structure (pylon sign excepted).
- The pylon sign is in harmony with proposed landscaping.
- All signs are of an appropriate scale to the development.
- All signs will be structurally and electrically sound (where applicable) and will not comprise any flashing or animated elements.

All signs are considered to comply with the City's sizing requirements (as set out in Planning Policy 4.2) with the noted exceptions:

- Pylon sign seeking a maximum height of 8m, in lieu of 6m.
- Vertical sign (service station building) seeking a maximum width of 2.8m in lieu of 1.5m.
- Horizontal sign seeking a maximum width of 7.5m in lieu of 5m.

These proposed dimensions are considered appropriate in the context of the development.

The pylon sign is set back a considerable distance from Armadale Road (approximately 60m), a direct function of the abnormally wide road reserve at this location. The 8m sign height will in part compensate for this distance from passing patronage exposure from Armadale Road.

Similarly, the horizontal and vertical signs which slightly exceed the maximum dimensions set out in PLN 4.2. The vertical sign lengths are a function of the building's design, essentially being determined by the architectural (vertical) elements of this building, whilst the horizontal sign is all but hidden from the public domain, being applied to the northern elevation of the service station structure but directly facing the southern elevation of the fast food structure – allowing for a 'menu' style sign for the drive through component of development.

The increase in sizing will be all but be indiscernible (for all signs) when viewed from the surrounding public space.

Development Contributions

With the recent gazettal of Amendment 102 to TPS4, it is acknowledged that the site falls within Development Contributions Area 4 (Anstey Keane Precinct) and as such contributions to infrastructure provision may be applicable as a condition of development approval.

SUMMARY

This development application proposes the construction and operation of a 'Service Station' (with an ancillary 'Convenience Store') and a 'Fast Food Outlet' (comprising three individual tenancies) at lot 3 Armadale Road and lot 301 Anstey Road, Forrestdale. Collectively these will provide an important local centre function for residents. Amendment 113 to TPS4 has determined that this 'local centre' is appropriate for the site given its location and context.

We understand that a fee of \$9,221.00 is applicable; however, if this amount could be confirmed upon receipt, payment will be arranged.

We look forward to working with the City to progress this application through the assessment and approval process. Should you require anything further please contact Stephen Carter on 9382 1233, or via email at stephen@cleplan.com.au.

Yours faithfully



STEPHEN CARTER
PRINCIPAL
CLE TOWN PLANNING + DESIGN

Encl: Attachment 1 – Application for Development Approval' Form and Development Application Checklist.
Attachment 2 – Certificates of Title.
Attachment 3 – Development Application Plan (Hindley & Associated, February 2021)
Attachment 4 - Environmental Summary Report (Coterra Environment, 15 February 202)
Attachment 5 - Transport Impact Report (Transcore, February 2021).
Attachment 6 - Bushfire Management Plan (Bushfire Safety Consulting, February 2021).
Attachment 7 - Environmental Noise Assessment (Lloyd George Acoustics, 4 February 2021).
Attachment 8 - Waste Management Plan (Dallywater Consulting, February 2021).
Attachment 9 - Engineering Servicing Report (JDSi Consulting Engineers, February 2021).