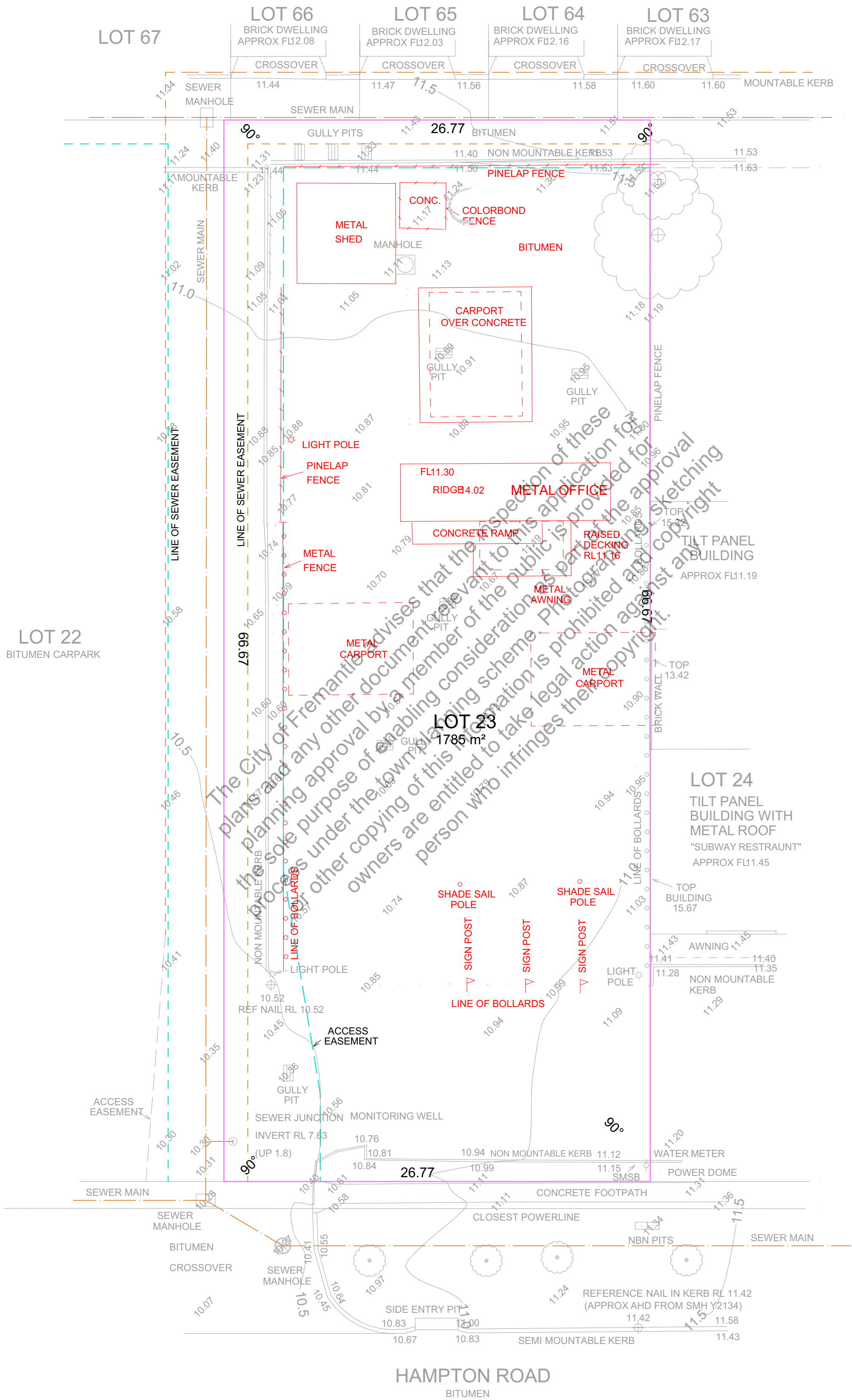
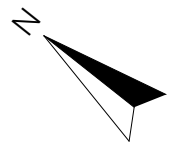


GENERAL NOTES:
-CONFIRM ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
-REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL REQUIREMENTS.
-NOTIFY DESIGNER IF ANY DISCREPANCIES OCCUR.
-HEAD CONTRACTOR TO ENSURE THAT ALL WORK COMPLIES WITH CURRENT AUSTRALIAN BUILDING CODES AND RELEVANT AUSTRALIAN STANDARDS.
-NUMBER AND POSITION OF DOWNPIPES APPROX. ONLY AND TO BUILDERS DISCRETION.



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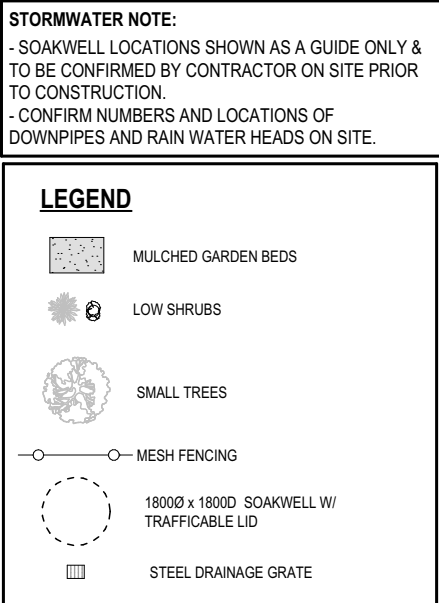
NOTE:
ALL STRUCTURES / COMPONENTS
SHOWN IN RED TO BE DEMOLISHED

EXISTING SITE PLAN
SCALE 1:200

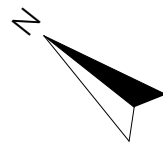
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CHECK STRUCTURE WITH ENG./BUILDER BEFORE CONSTRUCTION
CHECK COMPLIANCE/APPROVAL OF WORKS WITH COUNCIL OR
REG. BODY BEFORE CONSTRUCTION

NEW CAR WASH
254C HAMPTON ROAD, BEACONSFIELD
EXISTING SURVEY

COUNCIL DRAWING			
REV	AMENDMENT	DATE	
JOB NUMBER	26106	DATE	FEB 26
(DRAWING on A2)		REDUCTION	
			
		DRAWING No.	
m	0421 605 422	A01	
e	nam@thedrafter.com.au		
ABN	64 136 626 867		



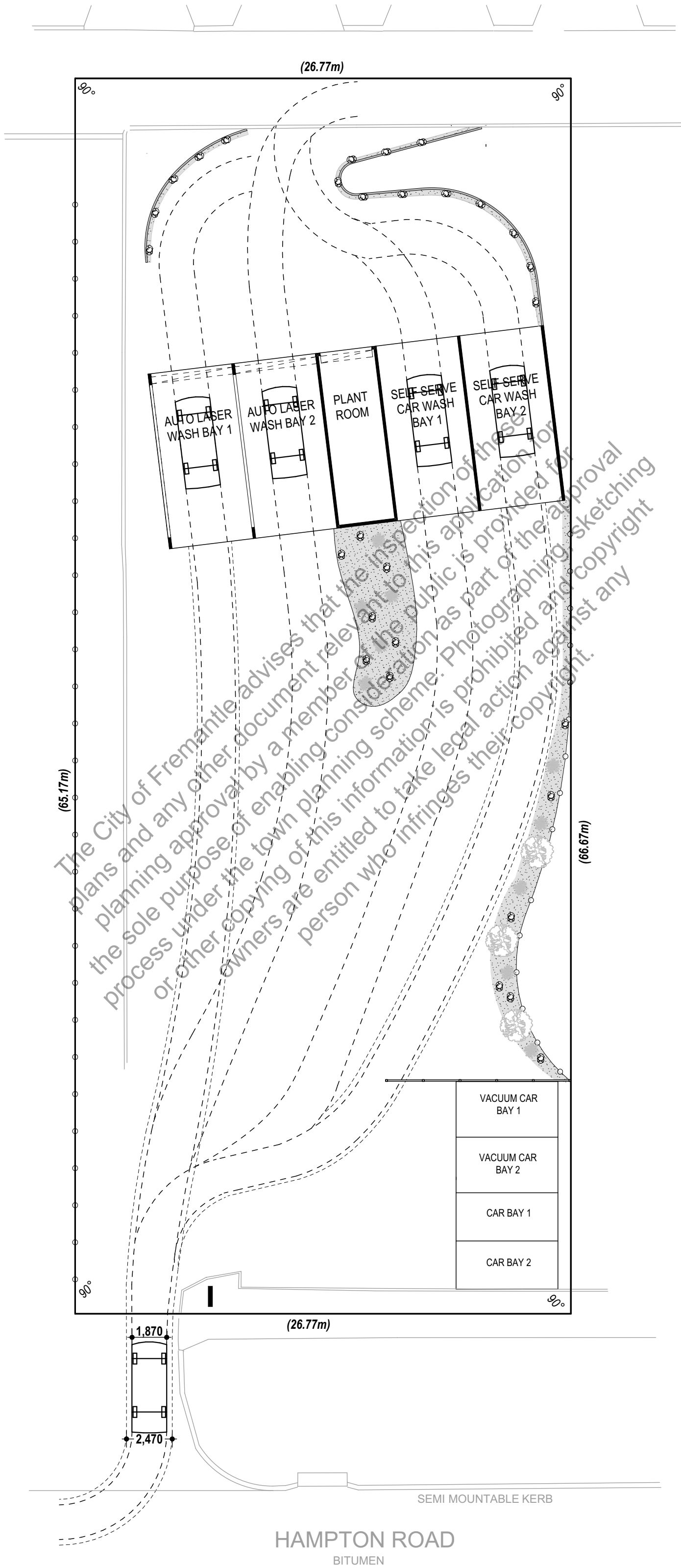
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REV		AMENDMENT		DATE	
JOB NUMBER		26106		DATE FEB 26	
(DRAWING on A2)				REDUCTION 	
m e ABN 0421 605 422 nam@thedrafter.com.au 64 136 626 867				DRAWING No. A02	



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VEHICLE SWEEP PATH DIAGRAM
SCALE 1:200

the **DRAFTER**

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REG. BODY BEFORE CONSTRUCTION

NEW CAR WASH
254C HAMPTON ROAD, BEACONSFIELD
VEHICLE SWEEP PATH DIAGRAM

COUNCIL DRAWING

REV AMENDMENT

JOB NUMBER 26106 DATE FEB 26

(DRAWING on A2)

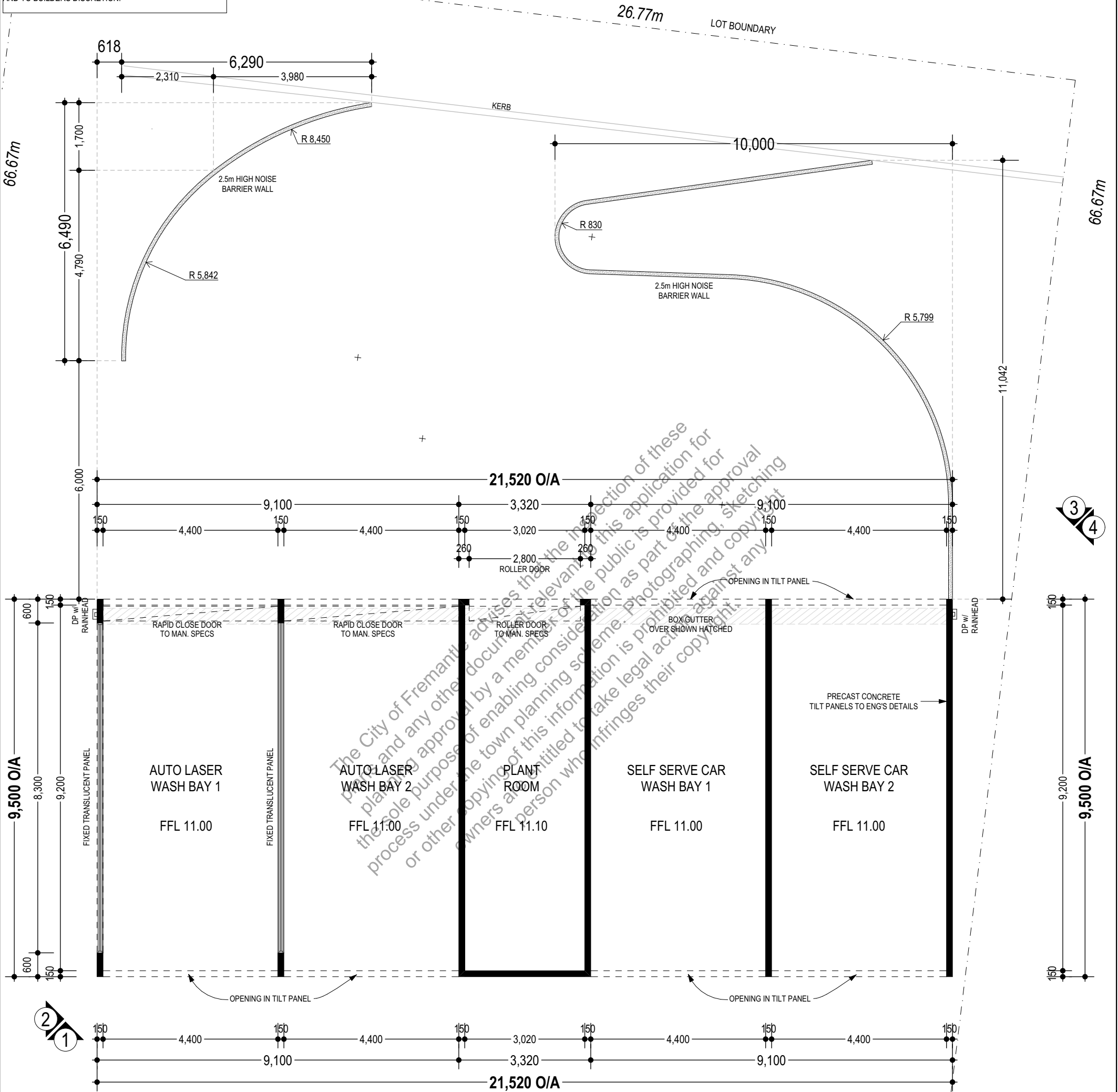
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e nam@thedrafter.com.au
ABN 64 136 626 867

REDUCTION

DRAWING No.

A03

- GENERAL NOTES:
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 - HEAD CONTRACTOR TO ENSURE THAT ALL WORK COMPLIES WITH CURRENT AUSTRALIAN BUILDING CODES AND RELEVANT AUSTRALIAN STANDARDS.
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CAR WASH PLAN
SCALE 1:100

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CHECK COMPLIANCE/APPROVAL OF WORKS WITH COUNCIL OR
REG. BODY BEFORE CONSTRUCTION

NEW CAR WASH
254C HAMPTON ROAD, BEACONSFIELD
PROPOSED FLOOR PLAN

COUNCIL DRAWING

REV AMENDMENT

JOB NUMBER 26106

DATE FEB 26

(DRAWING on A3)

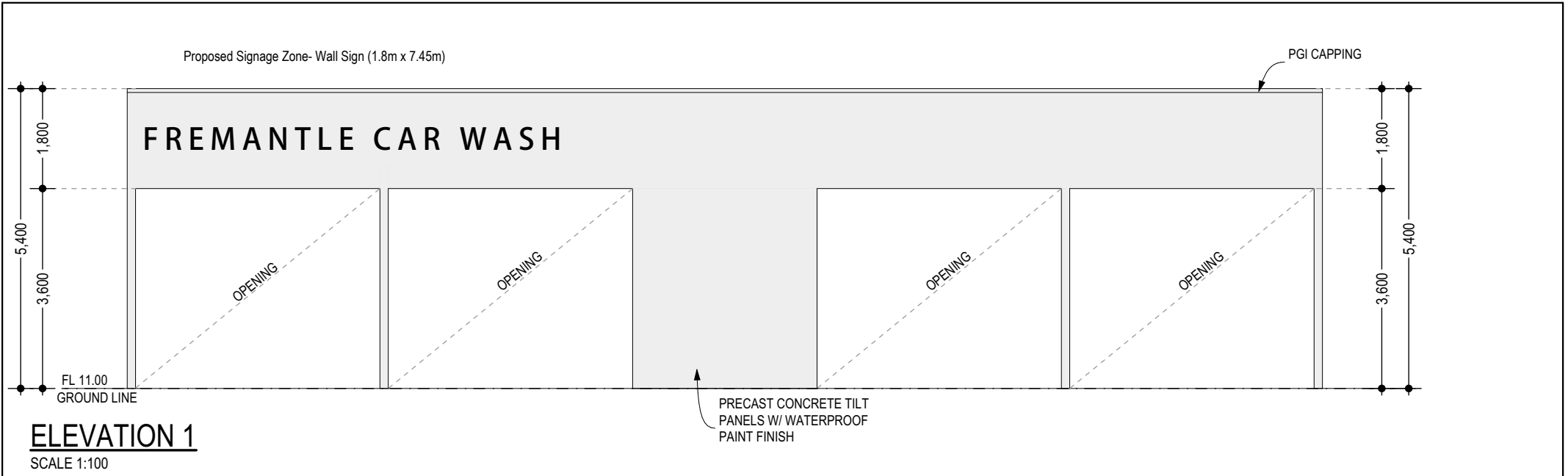
m 0421 605 422
e nam@thedrafter.com.au
ABN 64 136 626 867

REDUCTION

DRAWING No.

A04

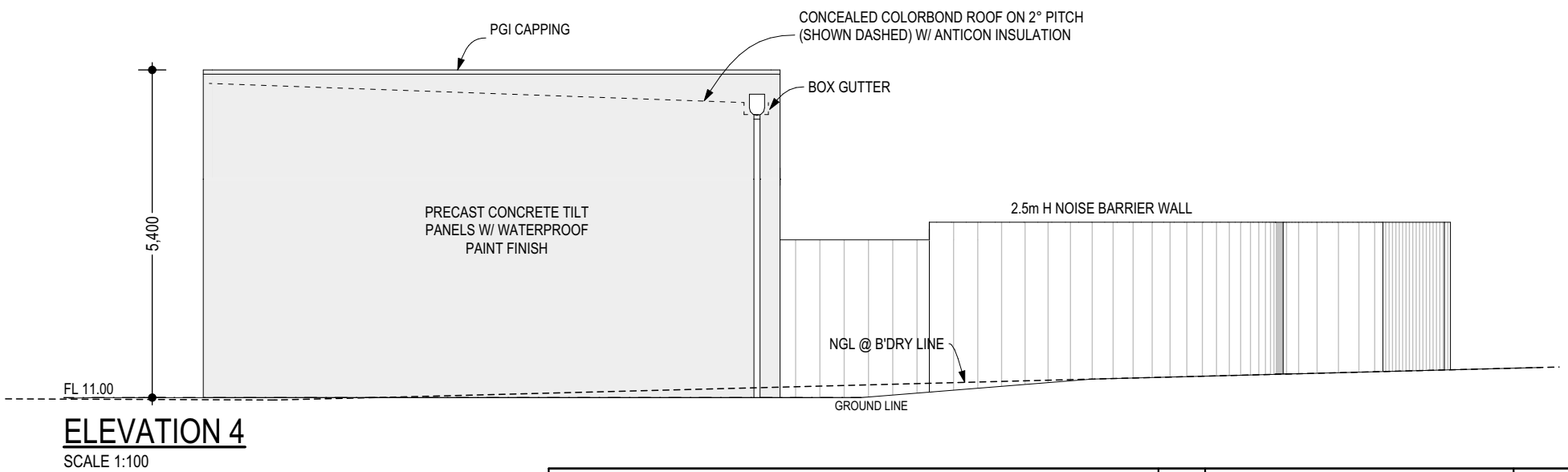
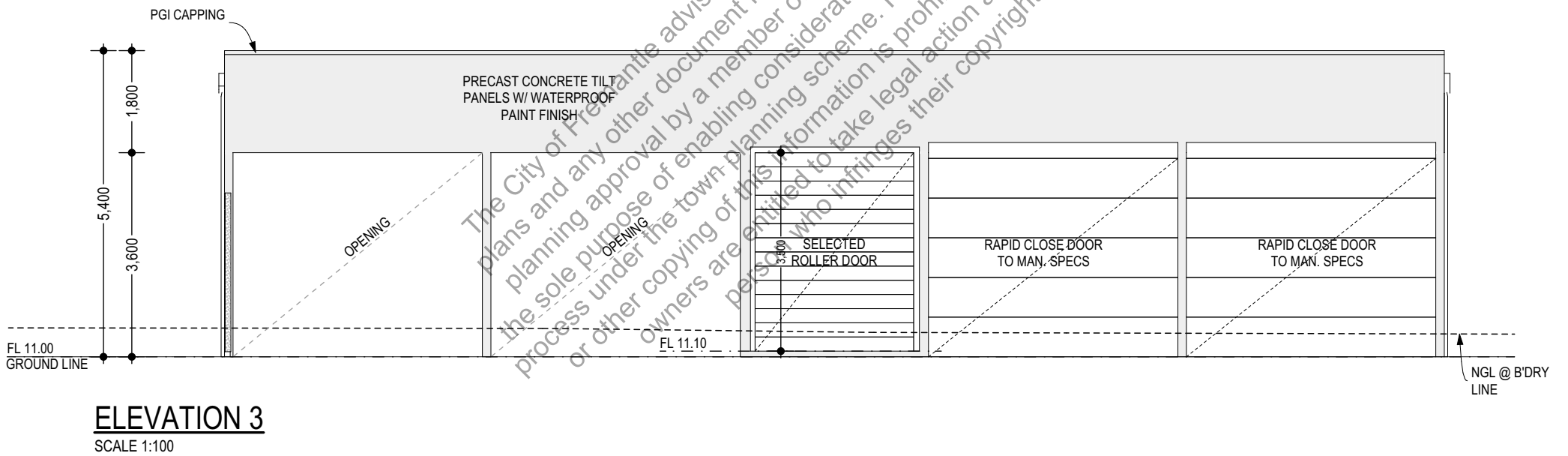
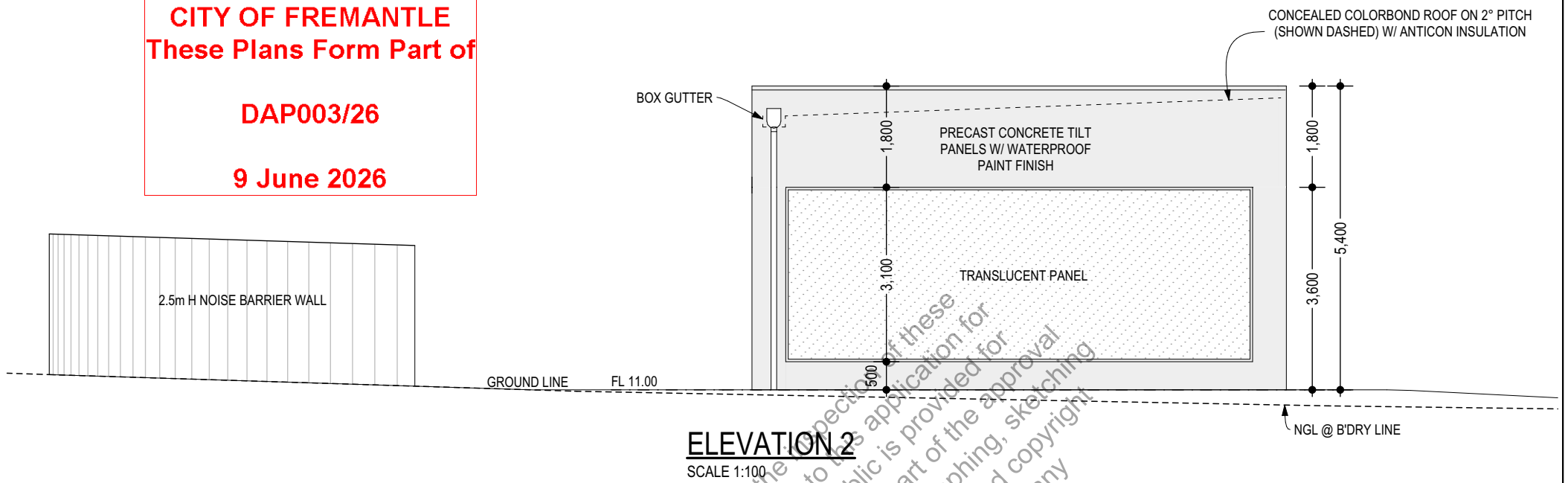
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CHECK STRUCTURE WITH ENG./BUILDER BEFORE CONSTRUCTION
CHECK COMPLIANCE/APPROVAL OF WORKS WITH COUNCIL OR REG. BODY BEFORE CONSTRUCTION

NEW CAR WASH
254C HAMPTON ROAD, BEACONSFIELD
ELEVATIONS & SECTION

COUNCIL DRAWING

REV AMENDMENT

JOB NUMBER 26106

DATE FEB 26

(DRAWING on A3)

m

0421 605 422

nam@thedrafter.com.au

ABN

64 136 626 867

REDUCTION

DATE

DRAWING No.

A05

the **DRAFTER**

Development Application Report

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Fremantle Car Wash

Lot 23 (254C) Hampton Road, Beaconsfield

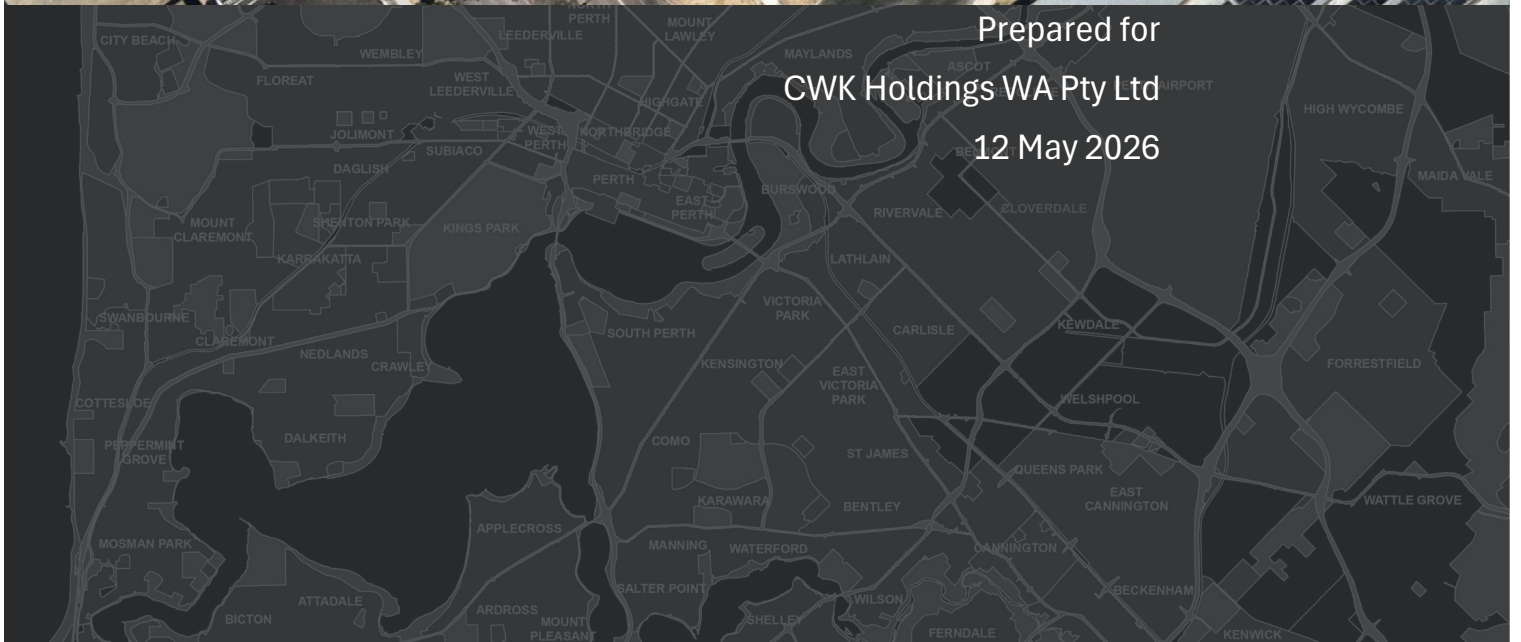
URBAN & REGIONAL PLANNING

PLANNING SOLUTIONS

PS



Prepared for
CWK Holdings WA Pty Ltd
12 May 2026



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- the Client's implementation, or application, of the strategies recommended in this report.

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Project Details

Job number	9463	
Client	CWK Holdings WA Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Drafting and Design Acoustic	Planning Solutions The Drafter Acoustic Engineering Solutions

Document Control

Version	Purpose	Date	Author	Reviewer
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Rev 1	DA report for lodgement	12 May 2026	MH	IH

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Appendices

Appendix 1: Certificate of Title

Appendix 2: Development plans

Appendix 3: Acoustic Report

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of CWK Holdings WA Pty Ltd, the proponent of the proposed development of Lot 23 (254C) Hampton Road (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Site details.
- Proposed development.
- Statutory planning framework.

This development application seeks approval for the redevelopment of existing Motor Vehicle Wash facilities, together with associated landscaping, signage and parking on the subject site.

Designed in a contemporary manner, the proposed redevelopment will integrate into the existing built environment, with the materiality and overall built form reflective of the architecture of development of this nature. Notwithstanding, the proposed redevelopment has been designed in a discreet manner, providing a seamless integration into the Hampton Road frontage.

Accordingly, it is respectfully requested that the Development Assessment Panel consider the application on its merits and approve the development.

1.2 Background

1.2.1 Engagement with the City of Fremantle

Preliminary engagement with the City of Fremantle (City) officers included a meeting held on 7 March 2025. This meeting discussed a concept plan for the proposed refurbishment and confirmed that an application for any physical works would need to be accompanied by an acoustic analysis and reporting to ensure the development does not adversely affect the amenity of the adjacent residential lots to the east of the site. No further technical reporting was highlighted as required by the City. The City also recommended the proposed access arrangement and site layout use the existing crossover arrangement onto Hampton Road.

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2 SITE DETAILS

2.1 Land description

The subject site is identified as Lot 23 (254C) Hampton Road, Beaconsfield.

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1: Lot details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
23	92982	2110	437	1,785

The site is subject to an access easement along the site's north-western and rear boundary, which is to the benefit of the two neighbouring lots.

Refer **Appendix 1** for a copy of the Certificate of Title and Deposited Plan.

2.2 Location

2.2.1 Local context, land use and topography

The subject site is located within the City of Fremantle, within the locality of Beaconsfield. The site is located approximately 16 kilometres south west of Perth Central Business District, and approximately 2.5 kilometres south east of Fremantle.

The subject site forms part of a broader mixed-use/commercial precinct, with tenants such as a gym, fast-food restaurant and a pet store. Broadly the site is surrounded by commercial land uses, with low-density residential development located to the north-east (rear) of the site.

Hampton Road links the site to the Fremantle Town Centre and the wider Perth Metropolitan Region. There are multiple bus stops situated along Hampton Road, and the site is linked to the existing pedestrian path network.

Refer **Figure 1** below, site context.



Figure 1: Site Context

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3 PROPOSED DEVELOPMENT

3.1 Development Summary

This application seeks development approval for a standalone car wash facility. Specifically, the development is summarised as follows:

- Replacement of the existing metal carports and associated car washing facilities with:
 - 2 auto car wash bays and 2 self-serve wash bays in a 5.4m tall building located towards the rear of the site, including:
 - Auto wash bay operations between 6am and 10pm, 7 days a week;
 - Manual car wash bays operational between 7am-10pm Monday to Saturday and 9am-10pm Sunday;
 - A central plant area, including air compressor, pump stands and water filter systems;
 - Auto close doors on the automatic car wash bays, in accordance with acoustic requirements; and
 - Provision of a 2.5m high noise barrier walls to the rear of the site, in accordance with acoustic reporting requirements.
 - 2 vacuum car bays, located to the front of the site with a 2.5m high noise barrier wall in accordance with acoustic reporting requirements;
 - 2 car parking bays, located within the front setback of the site;
 - Provision of landscaping areas to the southern boundary of the site and adjacent to the car wash building;
 - Retention and upgrading of the existing pylon sign to a 1.1m wide by 5m high pylon on Hampton Road for site identification and wayfinding purposes; and
 - Protection of the access easement, including use of the existing shared crossover onto Hampton Road, ensuring ongoing connection and traffic diversion from Hampton Road where possible.

Refer **Appendix 2** for a copy of the development plans.

3.2 Traffic Considerations

As provided above, the proposal involves redevelopment of the existing car wash facility on the subject site, while retaining the established access arrangements. Vehicle access will continue via the existing shared crossover to Hampton Road, with egress facilitated through the rear access easement providing connection to Culver Street via the adjoining lot.

As the car wash is an approved and established use, the redevelopment is not expected to generate any material increase in traffic volumes. Internal vehicle circulation will occur through the wash bays or along the western access easement, with vehicles exiting the site to Culver Street. This access configuration maintains the existing traffic distribution pattern, minimises reliance on Hampton Road, and is consistent with the established local road network function.

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3.3 Acoustic

An Acoustic Assessment has been prepared by Acoustic Engineering Solutions to assess the proposed development against the requirements of the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**). The assessment used computer-based acoustic modelling to predict noise emissions under conservative, worst-case operational and meteorological conditions, with noise impacts assessed at nearby noise-sensitive receptors.

Modelled scenarios included simultaneous operation of automatic and manual carwash bays, on-site plant, vacuum facilities and vehicle door closures. Predicted noise levels were adjusted where relevant to account for potential specific characteristics and were assessed against the assigned noise criteria for daytime, evening and nighttime.

The acoustic assessment demonstrates compliance with the assigned limits at each residential receiver for proposed operating times, subject to mitigation measures as necessary. These mitigation measures include a combination of building design, operational controls and permanent noise mitigation measures, which have been incorporated into the development plans. These include:

- Full enclosure of all mechanical plant within a purpose-built plant room;
- Fast-closing roller doors to the exit ends of the automatic carwash bays;
- Restriction of the two manual carwash bays to daytime operations only;
- Construction of a 10-metre long, 2.5-metre high acoustic barrier on the north-east side of the two vacuum bays, for separation from the nearby sensitive receivers; and
- Construction of a 2.5-metre high acoustic barrier at both ends of the carwash exits, for separation from the nearby sensitive receivers.

These measures ensure compliance of the proposed development with the *Environmental Protection (Noise) Regulations 1997*. Overall, the assessment concludes that the Fremantle Carwash will operate within compliance requirements under the Noise Regulations and is appropriate for the context.

Refer **Appendix 3** for a copy of the Acoustic Report.

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4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban.

The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS.

4.2 Local planning scheme

The local planning scheme applicable to the subject site is the City of Fremantle Local Planning Scheme No.4 (**LPS4**). The provisions of LPS4 are supplemented by the **deemed provisions** at Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Where a deemed provision is inconsistent with a provision of LPS4, the deemed provision prevails.

4.2.1 Zoning

The subject site is zoned Mixed Use with a residential density coding of R25 under the provisions of LPS4. The zone objectives of the Mixed-Use zone are as following:

Development within the mixed use zone shall:

- i. *provide for a mix of compatible land uses including light, service and cottage industry, wholesaling, trade and professional services, entertainment, recreation and retailing of goods and services in small scale premises, including showrooms, where the uses would not be detrimental to the viability of retail activity and other functions of the City Centre, Local Centre and Neighbourhood Centre zones;*
- ii. *provide for residential at upper level, and also at ground level providing the residential component is designed to contribute positively to an active public domain;*
- iii. *ensure future development within each of the mixed used zones is sympathetic with the desired future character of each area;*
- iv. *ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality, and*
- v. *conserve places of heritage significance the subject of or affected by the development.*

The proposed redevelopment relates to an existing motor vehicle wash, a service-based commercial use that is compatible with the purpose and intent of the Mixed-Use zone. The use contributes to the diversity of employment-generating and service activities within the locality. Importantly, the proposal does not seek to alter the approved land use, but rather to modernise and rationalise the development through improved built form, layout and operations.

The site's location along Hampton Road, a high-traffic arterial corridor characterised by predominantly commercial land uses, further supports the appropriateness of the continued service-based use in this location. In terms of amenity, a detailed acoustic assessment has been undertaken and confirms that, when considered in combination, the proposed built form, noise attenuation measures and operational controls enable the redevelopment to operate in full compliance with the *Environmental Protection (Noise) Regulations 1997*. Accordingly, the development is considered aligned with the objectives and intent for the mixed use zone and warrants support.

4.2.2 Land use permissibility

The land “Motor Vehicle Wash” is defined under LPS4 as follows:

motor vehicle wash means premises primarily used to wash motor vehicles.

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Pursuant to LPS4, within the Mixed Use Zone a “Motor Vehicle Wash” (MVW) is an “A” use, meaning it may be permitted under discretion following public advertising.

The subject site is currently developed and operating as an established MVW. Accordingly, the existing land use benefits from existing use rights and no further development approval is required for the use.

This application therefore seeks approval solely for the associated built form works.

4.2.3 Development standards and requirements

Part 4 of LPS4 provided the applicable general development requirements for proposals within the City. Specifically, clause 4.6 outlines the building requirements for Commercial and Industrial Development, while clause 4.7 provides requirements for vehicle parking for all use classes.

Refer sections 4.2.3.1 and 4.2.3.2 for an assessment against the provisions relevant to this proposal.

4.2.3.1 Commercial and Industrial Development Requirements

Clause 4.6.1 of LPS4 requires all commercial and industrial development shall comply with the building requirements as outlined in Schedule 7 of LPS4 – Local Planning Areas. Schedule 7 identifies the subject site as part of Local Planning Area 5, sub-area 4.3.5(2) and 4.3.5(2a). **Figure 2** below provides the relevant sub-area and categories.

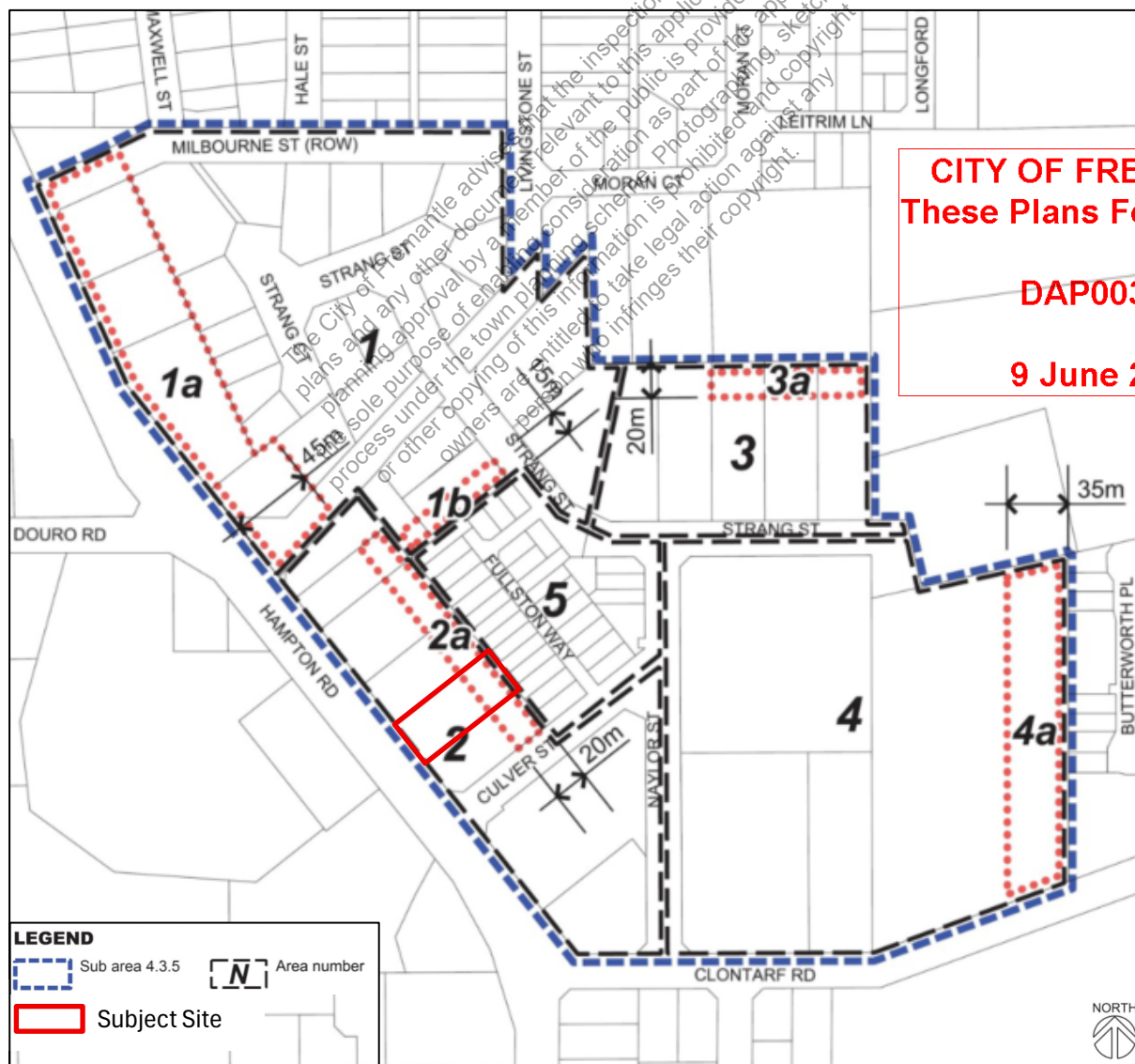


Figure 2: Extract of Local Planning Area 4.3.5 from Local Planning No. 4

Refer **Table 2** below for an assessment against the relevant provisions.

Table 2: Assessment against LPS4 Local Planning Area 4.3.5 Provisions

Development requirement provision		Provided	Compliant
4.3.5 Building Setbacks – Area 2, North of Culver Street			
c)	On development sites north of Culver Street and with direct frontage to Hampton Road, buildings are to be setback from the front boundary between 12 and 15 metres. Council may vary these prescribed setbacks where it is satisfied that the design outcome will be improved and the development will still allow for future coordination of vehicle parking and access with future development on adjoining lots.	The proposed car wash bays are set towards the rear of the site with a minimum setback of approximately 41.3m. This provides ample space for vehicle manoeuvring within the site, including accommodation of the shared crossover with the adjacent Lot 22 car park area, supporting the ongoing coordination of vehicle parking and access between sites. Only car parking and vacuum bays are proposed in the front setback area, noting that this location provides the most separation between the adjacent residential development and the vacuums.	✓
e)	Additional Development Standards for Area 2 (including 2a): Criteria to be met in order for additional development standards to apply (all criteria to be met)		
i	For development fronting Hampton Road, vehicle parking and access shall be coordinated with existing or future parking and access on adjoining lots in order to minimise the number of crossovers to Hampton Road.	The proposed development makes use of the existing shared crossover with Lot 22 to the north-west, and retains and protects the access easement shared between the subject site, Lot 22 to the north-west and Lot 24 to the south-east. This easement provides a connection between Hampton Road and Culver Street, providing the ability to reduce crossovers along this portion of Hampton Road by protecting alternative or shared access into these lots.	✓
ii	Vehicle parking not provided in the front setback area on development sites fronting Hampton Road as required above shall be provided below ground level or at the rear of buildings.	All proposed parking is provided in the front setback area.	✓
iii	The Hampton Road frontage of development shall only have non-residential land uses at ground floor level.	The proposed development includes a commercial land use only.	✓
Additional development standards			
iv	Building Height: Permitted building height within Area 2 is 24.5m. Permitted building height within Area 2a is 7.5m.	Noting the proposed car wash bays are located in the rear 25m of the site, the proposed structure is compliant with the Area 2a height requirement of 7.5m at 5.4m tall.	✓
v	On development sites fronting Hampton Road and notwithstanding the provisions of clause 4.7.3, parking requirements for non-residential development may be reduced by 50%.	Refer below for an assessment against the relevant parking provisions, noting the ability to reduce the requirement by 50%.	✓

As provided above, the proposed development is entirely aligned with the LPS4 requirements for Local Planning Area 4.3.5 sub areas 2 and 2a. The proposed development will upgrade the existing land use, provide ongoing activation along a high-traffic vehicle route, and maintains the consolidated accessway through the use of the access easement shared with Lot 22 to the west, minimising crossovers onto Hampton Road.

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4.2.3.2 Vehicle Parking

Within Table 2 of Clause 4.7.2, provides car parking, delivery bay and bicycle parking requirements for land uses, as defined under LPS4. Refer **Table 3** below for an assessment against the relevant provisions to the proposal:

Table 3: Parking Assessment

Land Use	Requirement	Determinant	Required	50% reduction	Proposed
Motor Vehicle Wash	Car Parking 1: 2 wash bays	4 wash bays	8	4	2

As provided in **Table 3** above, the proposed development includes a 2-bay shortfall after application of clause 4.3.5e(v) above, which allows for a reduction in onsite parking where the additional development standards applied under clause 4.3.5e have been met.

This shortfall is minor and reflects the activity-based visitation anticipated for the subject site, where customers are anticipated to visit the site and use one of the active wash bays or vacuum bays – not park on site. Further, the site includes significant space between the front setback and the car wash bay building for vehicles to manoeuvre around the site in the irregular event all bays are full, with clear egress via the access easement maintained across the site.

It should be noted that the proposal is for a “staffless” car wash facility, meaning there are no staff members onsite. With customers anticipated to attend the site for short duration visits associated with active use of the wash bays or vacuum bays, rather than parking onsite for extended periods. As such, parking demand generated by the development is expected to be lower than a conventional commercial land use.

Accordingly, the proposed on-paper shortfall warrants support, as the proposed access and use of the site will be suitably supported by the proposed bays.

4.3 Local Planning Policies

4.3.1 Local Planning Policy 2.14 – Advertisement and Signs Policy

Refer **Table 4** below for an assessment against the relevant provisions of Local Planning Policy 2.14 – Advertisement and Signs Policy (**LPP2.14**).

Table 4: Assessment against LPP2.14

Requirement	Proposal	Compliant
General requirements applicable to all signage:		
Advertisements should be located and designed so as not to cause a hazardous distraction to motorists, pedestrians or other road users.	The proposed signage is located and designed so as not to cause a hazard or distraction to motorists, pedestrians or other road users.	✓
Advertisements should be compatible with the style, scale and character of the surrounding streetscape, and the predominant uses within the locality. Consideration will be given to the number and type of existing signs in the locality so as to avoid visual clutter.	The proposed signage is scaled to the development, and replaces a similar scale of signage in accordance with the redevelopment of the existing car wash. The number of signs does not increase the overall signage within the locality.	✓
Advertisements should not emit a flashing or moving light or radio; animation or movement in its design or structure; or reflective, retro-reflective or fluorescent materials in its design structure.	The proposed signage does not include any flashing or moving light or radio; animation or movement in its design or structure; or reflective, retro-reflective or fluorescent materials in its design or structure.	✓

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Requirement	Proposal	Compliant
Advertisements are not to include: i. the name, logo, or symbol of a company or other organisation that does not own or substantially occupy the site or building on which the advertisement is located; ii. a product or service not provided on the site on which the advertisement is located;	The proposed signage will include information relating only to the proposed development and operations on the site.	✓
Pylon Sign		
Not exceed the height of the immediately adjoining subject building or be no more than 6.0m in height, whichever is the lesser;	The proposed pylon sign is 5m high.	✓
Not significantly obstruct the view between the building and the street, thereby preventing casual surveillance of the street from the property and vice versa;	The proposed signage will not obstruct views between the building and the street.	✓
Demonstrate that the advertisement is consistent with a particular design convention associated with a specific land use (i.e. pylon signs for petrol stations);	The proposed pylon sign will be aligned with the Fremantle Carwash branding and style and provide clear information to passersby.	✓
Be restricted to one sign per site, but may include the advertising of multiple tenancies and may be illuminated and / or double sided.	One pylon sign is proposed.	✓
Wall Sign		
Where the sign is a projecting sign, allow for a headway of at least 2.75m above the footpath as measured from immediately below the sign;	This provision is not applicable, as the proposed wall sign is not a projecting sign.	N/A
Not project above the fascia of the building;	The proposed wall sign is located below the building fascia and does not project above it.	✓
Not exceed the frontage of the tenancy; and	The proposed wall sign is contained within the width of the tenancy frontage and does not extend beyond it.	✓
Be restricted to three signs per street frontage per tenancy.	Only one wall sign is proposed to the tenancy frontage, which is well within the maximum of three signs permitted per street frontage per tenancy. The signage zone wall sign is proposed to be 1.8m x 7.45m.	✓

As provided above, the proposed development is entirely compliant with the relevant requirements under LPP2.14.

4.4 State Planning Policies

4.4.1 State Planning Policy 5.4 – Road and Rail Noise

The subject site is located within the trigger distance under *State Planning Policy 5.4 – Road and rail noise (SPP5.4)*. However, the proposed development does not contain any sensitive land uses (residential, aged care, child-care etc) and thus does not trigger any additional assessment requirements under SPP5.4.

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5 MATTERS TO BE CONSIDERED

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 5** below for an assessment of the relevant matters.

Table 5: Matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	Refer section 4.2.
(c) any approved State planning policy	Refer section 4.4.1
(g) any local planning policy for the Scheme area;	Refer section 4.3.
(m) the compatibility of the development with its setting, including — (i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	The proposed redevelopment is compatible with its setting and the character of the Hampton Road mixed-use/ commercial area, modernising an existing motor vehicle wash. The modest building height, rear siting of structures, generous setbacks and acoustic mitigation ensure the scale, bulk, appearance and operation of the development integrates appropriately with adjoining commercial development and protects nearby residential amenity.
(n) the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	Environmental impacts, particularly noise, have been comprehensively assessed (refer Appendix 3), with built form design, acoustic barriers and operational controls ensuring protection of nearby residential amenity. The development is compatible with the existing mixed-use/ commercial character of Hampton Road and represents a modernisation of an established use.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The subject site does not currently contain significant levels of vegetation or any existing trees, with the proposed development introducing landscaping in and around the buildings to soften the car parking area and approach to the car wash bays.
(s) the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	The proposed development maintains the existing shared crossover to Hampton Road and utilises the established rear access easement to Culver Street, providing clear and efficient ingress and egress. Internal vehicle manoeuvring is accommodated within the site, with circulation and parking designed to support car wash operations.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The redevelopment of the existing motor vehicle wash is not expected to generate any material increase in traffic volumes beyond the established use of the site. Further, the retention of current access arrangements and the provision of rear egress to Culver Street minimise impacts on Hampton Road.
(u) the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	The development is a vehicle-oriented commercial use and is appropriately designed to primarily function around vehicle access and circulation. Essential utility services are already available to the site and will continue to support the proposed operations. Waste storage, servicing and collection will be managed on-site in accordance with standard commercial practices. The site is generally level, providing smooth and convenient access for all users, including older people and people with disability. Overall, the layout supports safe and efficient movement consistent with the established use of the site.

Matter to be considered	Provided
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	The proposed redevelopment will have no adverse impact on the broader community. It represents an upgrade of an established service-commercial use, contributing to the ongoing activation and functionality of the local commercial precinct.

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6 CONCLUSION

As detailed above, the proposed redevelopment of the existing motor vehicle wash at Lot 23 (254C) Hampton Road, Beaconsfield is considered to be an appropriate and orderly development that is broadly consistent with the relevant statutory planning framework. The proposal maintains an established and permissible land use within the Mixed-Use zone, responds appropriately to the surrounding context, and has been designed to ensure potential amenity impacts are effectively managed through built form outcomes, acoustic mitigation and operational controls.

Having regard to the matters outlined in this report, it is considered that the development is suitable to be favourably determined on its merits and warrants support and approval by the Development Assessment Panel.

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Appendix 1: Certificate of Title

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Appendix 2: Development plans

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Appendix 3: Acoustic Report

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ACOUSTIC REPORT

FOR

FREMANTLE CARWASH

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24 April 2026

AES-890488-R01-0-24042026

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Revision: 0

Date: 24 April 2026

Doc NO: AES-890488-R01-0-24042026

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EXECUTIVE SUMMARY

Acoustic Engineering Solutions (AES) has been commissioned by Fremantle Carwash to undertake environmental noise assessment of its proposed operations at 254C Hampton Road Beaconsfield. The aim of this assessment is to determine whether or not the noise emissions from the proposed Fremantle Carwash would comply with the Environmental Protection (Noise) Regulations 1997 (the Regulations).

An acoustic model has been developed and four scenarios are modelled to represent the worst-case operations of proposed Fremantle Carwash:

Scenario 1: represents the worst-case day and evening-time carwash activities.

Scenario 1A: represents the worst-case night-time carwash activities.

Scenario 2: represents short events of car-door closing.

Scenario 3: represents onsite driving car.

Scenario 3 relates to the vehicle propulsion noise and it is not covered by the Regulations.

After preliminary modelling, Fremantle Carwash agrees to implement the following noise controls for achieving compliance with the Regulations:

- Do not operate the two manual carwash bays during the night.
- Install a 10m long and 2.5m high barrier on the north-east edge of two vacuum bays.
- Install 2.5m curved barriers at locations close to the exit ends of manual carwash bays.

Eight closest noise-sensitive (residential) receivers are selected for the detailed assessments of noise impact. Noise levels are predicted for the "default" worst-case meteorological conditions. The predicted worst-case noise levels are adjusted to account for their dominant characteristics and then assessed against the criteria set by the Regulations. The compliance assessment concludes that full compliance is achieved for the proposed Fremantle Carwash.

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1.0 INTRODUCTION

Fremantle Carwash is proposed to operate at 254C Hampton Road Beaconsfield. An acoustic report is required to undertake noise impact assessment for determining whether or not the proposed Fremantle Carwash would comply with the Environmental Protection (Noise) Regulations 1997 (the Regulations).

Acoustic Engineering Solutions (AES) has been commissioned by Fremantle Carwash to prepare the acoustic report.

1.1 FREMANTLE CARWASH

Figure 1 in APPENDIX A presents an aerial view of the development site and surrounding area. The development site is located within "Mixed Use" zone and surrounded by commercial and residential premises.

Figure 2 to Figure 4 in APPENDIX A present the site plans and carwash building elevation views. Two manual and two auto carwash bays are proposed. All carwash bays are separated by 1500mm concrete tilt panel walls and have colorbond spandek roof with 60mm anticon underneath. The side walls of auto carwash bays have a 3.5m X 8m fixed window of 5mm acrylic. Both ends of manual carwash bays are open for entrance and exit. The exit end of auto carwash bay will be equipped with a fast closing roller door while the entrance end of auto bay has no door.

The plant room is located in the centre of carwash building and fully enclosed with 150mm concrete tilt panel walls and colorbond spandek roof with 60mm anticon underneath. An air compressor, two laserwash pump stands, one water filter system, one hydrovar pump and two 3KL water tanks operate inside the plan room. A roller door is located on the north-eastern end and closed for all times.

Two vacuum bays are located in the site front with a concrete panel wall on their northeast to stop noise propagate towards the residential area. Two vacuums are installed on the concrete island between two parking bays.

Fremantle Carwash is proposed to operate between 6am and 10pm everyday but the two manual bays are locked (not operated) during the night between:

- 6am and 7am during Monday to Saturday; and
- 6am and 9am during Sunday and public holiday.

Customers wash their cars and then pay at the control-panels.

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2.0 NOISE CRITERIA

Noise management in Western Australia is implemented through the Environmental Protection (Noise) Regulations 1997 (the Regulations). The Regulations set noise limits which are the highest noise levels that can be received at noise-sensitive (residential), commercial and industrial premises. These noise limits are defined as 'assigned noise levels' at receiver locations. Regulation 7 requires that "noise emitted from any premises or public place when received at other premises must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind".

Table 2-1 presents the assigned noise levels at various premises.

Table 2-1: Assigned noise levels in dB(A)

Type of Premises Receiving Noise	Time of Day	Assigned Noise Levels in dB(A) ¹		
		L _{A10}	L _{A1}	L _{A max}
Noise sensitive premises: highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + Influencing factor	55 + Influencing factor	65 + Influencing factor
	0900 to 1900 hours Sunday and public holidays	40 + Influencing factor	50 + Influencing factor	65 + Influencing factor
	1900 to 2200 hours all days	40 + Influencing factor	50 + Influencing factor	55 + Influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays	35 + Influencing factor	45 + Influencing factor	55 + Influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial premises	All hours	60	75	80

For highly noise sensitive premises, an "influencing factor" is incorporated into the assigned noise levels. The influencing factor depends on road classification and land use zonings within circles of 100 metres and 450 metres radius from the noise receiver locations.

¹ Assigned level L_{A1} is the A-weighted noise level not to be exceeded for 1% of a delegated assessment period.
Assigned level L_{A10} is the A-weighted noise level not to be exceeded for 10% of a delegated assessment period.
Assigned level L_{Amax} is the A-weighted noise level not to be exceeded at any time.

2.1 CORRECTIONS FOR CHARACTERISTICS OF NOISE

Regulation 7 requires that that "noise emitted from any premises or public place when received at other premises must be free of:

- (i) tonality;
- (ii) impulsiveness; and
- (iii) modulation.

when assessed under Regulation 9".

If the noise exhibits intrusive or dominant characteristics, i.e. if the noise is impulsive, tonal, or modulating, noise levels at noise-sensitive premises must be adjusted. Table 2-2 presents the adjustments incurred for noise exhibiting dominant characteristics. That is, if the noise is assessed as having tonal, modulating or impulsive characteristics, the measured or predicted noise levels have to be adjusted by the amounts given in Table 2-2. Then the adjusted noise levels must comply with the assigned noise levels. Regulation 9 sets out objective tests to assess whether the noise is taken to be free of these characteristics.

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Table 2-2: Adjustments for dominant noise characteristics

Adjustment where noise emission is not music. These adjustments are cumulative to a maximum of 15 dB.			Adjustment where noise emission is music	
Where tonality is present	Where Modulation is present	Where Impulsiveness is present	Where Impulsiveness is not present	Where Impulsiveness is present
+5 dB	+5 dB	+10 dB	+10 dB	+15 dB

2.2 REGULATIONS DO NOT APPLY TO CERTAIN NOISE EMISSIONS

Regulation 3(1) states that *nothing in these regulations applies to the following noise emissions —*

- (a) *Noise emissions from the propulsion and braking systems of motor vehicles operating on a road.*

Since the Fremantle Carwash is open to public, the trafficable area is considered to be a "road" and therefore vehicle noise (propulsion and braking) is not required to be assessed. However, noise from car door closing still requires assessment, as this does not form part of the propulsion or braking systems.

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2.3 INFLUENCING FACTORS

Eight (8) nearest noise-sensitive (residential) receivers R1 to R8 are selected for the detailed assessments of noise impact, as shown in Figure 1 in APPENDIX A.

Hampton Road is classified as the major roads and within 100m away from the selected receivers. Therefore, R1 to R8 have transport factor of 6 dB.

Influencing factors vary from residence to residence depending on the surrounding land use. Figure 5 in APPENDIX A presents map 5 of the local planning scheme of the City of Fremantle. It is shown that the development site is located within the "Mixed Use" zone. The "Mixed Use" zone is currently for commercial use.

Table 2-3 presents the calculation of influencing factor of R1 to R8 while Table 2-4 presents the calculated assigned noise levels for the receivers.

Table 2-3: Calculation of influencing factors.

Receivers	Transport Factor in dB	Commercial Land		Influencing Factor in d(B)
		Within 100m Radius	Within 450m Radius	
R1 to R8	6	64%	41%	11

Table 2-4: Calculated assigned noise levels in dB(A)

Receivers	Assigned Noise Levels in dB(A)		
	L _{A10}	L _{A1}	L _{Amax}
Day² of Monday to Saturday			
R1 to R8	56	66	76
Day³ of Sunday and Public Holidays			
R1 to R8	51	61	76
Evening⁴			
R1 to R8	51	61	66

² 0700 to 1900 hours for Monday to Saturday.

³ 0900 to 1900 hours for Sunday and Public Holidays.

⁴ 1900 to 2200 hours for all days.

Receivers	Assigned Noise Levels in dB(A)		
	L _{A10}	L _{A1}	L _{Amax}
Night⁵			
R1 to R8	46	56	66

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⁵2200 to 0700 hours for Monday to Saturday, and 2200 to 0900 hours for Sunday and Public Holidays.

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3.0 NOISE MODELLING

3.1 METHODOLOGY

An acoustic model has been developed using SoundPlan v8.2 program and the ISO 9613 prediction algorithms are selected for this study. The acoustic model are used to predict noise levels at the closest noise sensitive receiver locations and generate noise contours for the area surrounding the development site.

The acoustic model does not include noise emissions from any sources other than from the Fremantle Carwash. Therefore, noise emissions from neighbouring commercial premises, road traffics, aircrafts, animals, etc are excluded from the modelling.

3.2 INPUT DATA

3.2.1 Topography

The ground elevation contours of development site and the surrounding area are obtained from Landgate. The ground surface in the commercial area is assumed to be reflective while the residential area has averaged absorption of 0.6.

The proposed carwash buildings and the existing buildings in the surrounding area are digitised in the acoustic model. The existing residential property fences (1.8m) are also considered.

3.2.2 Noise Sensitive Premises

Eight closest residential receivers are selected for the detailed assessments of noise impact, as shown in Figure 1 in APPENDIX A. The residential garages are close to the road edge. All of the receivers are the ground receivers (at 1.5m above the ground) in the courtyards.

3.2.3 Source Sound Power Levels

Table 3-1 presents the source sound power levels. The sound power levels of carwash equipment are calculated from the provided information. The sound power levels of manual and auto-carwash bays are the average of whole wash cycles calculating from the provided information. The sound power level of car door closing and slowing driving car are obtained from the AES database. The sound power level of car door closing is presented in maximum level L_{Amax} .

Table 3-1: Sound power levels

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Equipment	Number	Overall Sound Power Level in dB(A)
Manual Carwash Bay	2	86
Auto Carwash Bay	2	95
Air Compressor	1	82
Laserwash Pump Stands	2	78
Hydrovar Pump	1	78
Water Filter System	1	80
Pro-Wash Power Vacuum		94
Slowly Driving Vehicle		79
Vehicle Door Closing L_{Amax}		86

3.3 METEOROLOGY

SoundPlan calculates noise levels for defined meteorological conditions. In particular, temperature, relative humidity, wind speed and direction data are required as input to the model. For this study the "default" worst-case meteorological conditions⁶ are assumed, as shown in Table 3-2. Since the evening and the night have the same worst-case meteorological conditions, the predicted evening and night-time noise levels are the same if the same sources operate.

Table 3-2: Worst-case meteorological conditions.

Time of day	Temperature Celsius	Relative Humidity	Wind speed	Wind Direction
Day (0700 --- 1900)	20 Celsius	50%	≤5 m/s	All
Evening (1900 --- 2200)	15 Celsius	50%	≤5 m/s	All
Night (2200 --- 0700)	15 Celsius	50%	≤5 m/s	All

⁶ Guideline: Assessment of Environmental Noise Emissions, Draft for Consultation, May 2021.

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3.4 NOISE MODELLING SCENARIOS

Fremantle Carwash advised that:

- Fremantle Carwash operates between 6am and 10pm everyday but the two manual bays are locked (not operated) between:
 - 6am and 7am during Monday to Saturday; and
 - 6am and 9am during Sunday and public holiday.
- All items of the carwash equipment are fully enclosed inside the plant room.
- Two manual and two auto carwash bays are proposed.
- All carwash bays are separated by 150mm concrete tilt panel walls and have colorbond spandek roof with 60mm anticon underneath.
- Both ends of manual carwash bays are open for entrance and exit.
- For auto-wash bays, the exit end will be equipped with a fast closing roller door while the entrance end is open without roller door.
- Two vacuum bays are located with a concrete panel wall on their north-eastern side. Two vacuums are installed on the concrete island between parking bays.

Based on the provided information, the following scenarios are modelled to represent the worst-case operations of proposed Fremantle Carwash:

Scenario 1: All of the (auto and manual) carwash bays are operating simultaneously with the operations of the plant room and two vacuums. The north-eastern ends of two auto bays are assumed to be fully closed.

Scenario 1A: Scenario 1 excludes the operations of two manual carwash bays.

Scenario 2: A car door is closed at a vacuum bay. This represents very short events.

Scenario 3: A car is driving slowly from the site entrance to the site exit through an auto-wash-bay (ignoring the carwash activities).

Scenario 1 represents the worst-case day and evening-time operation of Fremantle Carwash. It assumed that all items of the onsite mechanical plant are operating simultaneously with the four (auto and manual) carwash bays. The north-eastern (exit) end doors of auto wash bays are assumed to be closed but the entrance doors are open. Both the ends of manual carwash bays are open. This scenario gives the highest noise radiation from Fremantle Carwash.

Scenario 1A represents the worst-case night-time operation of Fremantle Carwash. The auto-carwash bays operate simultaneously with the plant room and two vacuums but the manual carwash bays do not operate.

Scenario 2 represents short events of car-door closing at a vacuum bay. A car-door-closing is modelled as a point source. The barrier effect of car bodies is not considered in the acoustic model and the predicted noise levels may be higher than the actual levels in car body shadow areas.

Scenario 3 relates to the vehicle propulsion noise and it is not covered by the Regulations. It is modelled to indicate the vehicle propulsion noise impact. SoundPlan cannot model a

moving source. A driving car is modelled as a line source and the predicted noise level is the averaged noise level during the driving period.

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4.0 NOISE CONTROLS

After preliminary modelling, Fremantle Carwash agrees to implement the following noise control measures for achieving compliance with the Regulations:

- Do not operate the two manual carwash bays during the night.
- Install a 10m long and 2.5m high acoustic barrier on the north-east side of two vacuum bays, as shown in a thick black line in Figure 2 in APPENDIX A.
- Install 2.5m curved acoustic barriers at locations close to the exit ends of two manual carwash bays, as shown in Figure 2 in APPENDIX A.

The above noise control measures are considered in the acoustic model (for all of the scenarios detailed in section 3.4).

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5.0 MODELLING RESULTS

5.1 POINT MODELLING RESULTS

Table 5-1 presents the predicted worst-case A-weighted overall noise levels. Scenario 1A is a night-time scenario. For scenario 2 the predicted noise levels are the maximum noise levels L_{Amax} . It is shown that the predicted day and evening/night-time noise levels are at similar levels at all of the receivers. The highest noise level is predicted at:

- R8 for scenarios 1, 1A and 2; but
- R5 for scenario 3.

Table 5-1: Predicted worst-case noise levels in dB(A).

Receivers	Scenario 1		Scenario 1A	Scenario 2		Scenario 3	
	Day	Evening		Day	Night	Day	Night
R1	42.6	42.4	40.3	27.5	27.4	30.3	30.3
R2	40.5	40.2	39.6	24.5	24.4	24.1	24.1
R3	39.9	39.6	39.1	22.3	22.2	21.0	20.9
R4	40.5	40.3	39.7	23.1	23.0	25.1	25.1
R5	43.0	42.9	37.5	23.7	23.7	34.5	34.5
R6	46.0	45.9	38.1	21.2	21.1	33.4	33.4
R7	46.0	45.9	37.7	25.6	25.5	24.8	24.8
R8	46.0	46.0	41.0	33.3	33.3	29.9	29.9

5.2 NOISE CONTOURS

Figure 6 to Figure 9 in APPENDIX B present the worst-case noise level contours at 1.5m above the ground. These noise contours represent the worst-case noise propagation envelopes, i.e., worst-case propagation in all directions (from sources to receivers) simultaneously. Since the predicted worst-case day and evening/night-time noise levels are at similar levels, Figure 6 presents the worst-case day and evening-time noise contours while

Figure 8 and Figure 9 represent all time (the day, the evening and the night-time) noise emission envelopes. Figure 7 presents the worst-case night-time noise contours.

Figure 8 present the maximum noise level L_{Amax} contours.

The thick black lines represent the proposed 2.5m acoustic barriers.

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6.0 COMPLIANCE ASSESSMENT

Noise levels for scenario 3 are predicted of below 34.5 dB(A) and their (5dB) adjusted levels are much below the assigned noise levels at all of the receivers. Noise for scenario 3 is vehicle propulsion noise and Regulation 7 does not apply. Therefore, no compliance assessment is required for scenario 3.

6.1 ADJUSTED NOISE LEVELS

According to Table 2-2, the predicted noise levels shown in Table 5-1 should be adjusted by:

- 5 dB if the noise received exhibits tonality; or
- 10 dB if the noise received exhibits impulsiveness.

Mechanical noises may contain tonal components and a 5 dB adjustment applies to the predicted noise levels in scenarios 1 and 1A.

Scenario 2 considers the car-door closing noise only. The car-door closing noise may exhibit impulsiveness and a 10dB adjustment applies.

Table 6-1 presents the adjusted worst-case A-weighted noise levels for scenarios 1, 1A and 2.

Table 6-1: Adjusted worst-case noise levels in dB(A).

Receivers	Scenario 1		Scenario 1A	Scenario 2	
	Day	Evening	Night	Day	Evening/Night
R1	47.6	47.4	45.3	37.5	37.4
R2	45.5	45.2	44.6	34.5	34.4
R3	44.9	44.6	44.1	32.3	32.2
R4	45.5	45.3	44.7	33.1	33.0
R5	48.0	47.9	42.5	33.7	33.7
R6	51.0	50.9	43.1	31.2	31.1
R7	51.0	50.9	42.7	35.6	35.5
R8	51.0	51.0	46.0	43.3	43.3

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6.2 COMPLIANCE ASSESSMENT

Scenarios 1 and 1A generate continuous noise emissions. Therefore, the noise emissions from scenario 1 and 1A are assessed against the assigned noise levels L_{A10} . Car door closing is a very short event. The noise from a car door closing is predicted in L_{Amax} level and the assigned noise levels L_{Amax} apply to scenario 2.

6.2.1 Monday to Saturday

Table 6-2 presents the daytime compliance assessment for Monday to Saturday. It is shown that the adjusted worst-case noise levels are much lower than the assigned noise levels at all of the receiver locations for all of the scenarios. This demonstrates that compliance is achieved for the daytime operations on Monday to Saturday.

Table 6-2: Compliance assessment for Monday to Saturday.

Receivers	Scenario 1		Scenario 2	
	Assigned L_{A10}	Adjusted Levels	Assigned L_{Amax}	Adjusted Levels
R1	56	47.6	76	37.5
R2	56	45.5	76	34.5
R3	56	44.9	76	32.3
R4	56	45.5	76	33.1
R5	56	48.0	76	33.7
R6	56	51.0	76	31.2
R7	56	51.0	76	35.6
R8	56	51.0	76	43.3

6.2.2 Sunday & Public Holiday

Table 6-3 presents daytime compliance assessment for Sunday and public holidays. It is shown that the adjusted worst-case noise levels do not exceed the assigned noise levels at all of the receivers. This demonstrates that compliance is achieved for the daytime operations on Sunday and public holidays.

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**Table 6-3: Compliance assessment for Sunday.
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Receivers	Scenario 1		Scenario 2	
	Assigned L_{A10}	Adjusted Levels	Assigned L_{Amax}	Adjusted Levels
R1	51	47.6	76	37.5
R2	51	45.5	76	34.5
R3	51	44.9	76	32.3
R4	51	45.5	76	33.1
R5	51	48.0	76	33.7
R6	51	51.0	76	31.2
R7	51	51.0	76	35.6
R8	51	51.0	76	43.3

6.2.3 The Evening

Table 6-4 presents the evening-time compliance assessment. It is shown that the adjusted worst-case noise levels do not exceed the assigned noise levels at all of the receivers. This demonstrates that evening-time compliance is achieved.

Table 6-4: Compliance assessment for the evening.

Receivers	Scenario 1		Scenario 2	
	Assigned L_{A10}	Adjusted Levels	Assigned L_{Amax}	Adjusted Levels
R1	51	47.4	66	37.4
R2	51	45.2	66	34.4
R3	51	44.6	66	32.2
R4	51	45.3	66	33.0
R5	51	47.9	66	33.7
R6	51	50.9	66	31.1

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Receivers	Scenario 1		Scenario 2	
	Assigned L_{A10}	Adjusted Levels	Assigned L_{Amax}	Adjusted Levels
R7	51	50.9	66	35.5
R8	51	51.0	66	43.3

6.2.4 The Night

Table 6-5 presents the night-time compliance assessment. It is shown that the adjusted worst-case noise levels do not exceed the assigned noise levels at all of the receivers. This demonstrates that night-time compliance is achieved.

Table 6-5: Compliance assessment for the night.

Receivers	Scenario 1A		Scenario 2	
	Assigned L_{A10}	Adjusted Levels	Assigned L_{Amax}	Adjusted Levels
R1	46	45.3	66	37.4
R2	46	44.6	66	34.4
R3	46	44.1	66	32.2
R4	46	44.7	66	33.0
R5	46	42.5	66	33.7
R6	46	43.1	66	31.1
R7	46	42.7	66	35.5
R8	46	46.0	66	43.3

The above assessments conclude that full compliance is achieved for the proposed Fremantle Carwash.

APPENDIX A AERIAL VIEW

The City of Fremantle advises that the inspection of these plans and any other document relevant to this application for planning approval by a member of the public is provided for the sole purpose of enabling consideration as part of the approval process under the town planning scheme. Photographing, sketching or other copying of this information is prohibited and copyright owners are entitled to take legal action against any person who infringes their copyright.

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Figure 1: Aerial view of the subject site and surrounding area.



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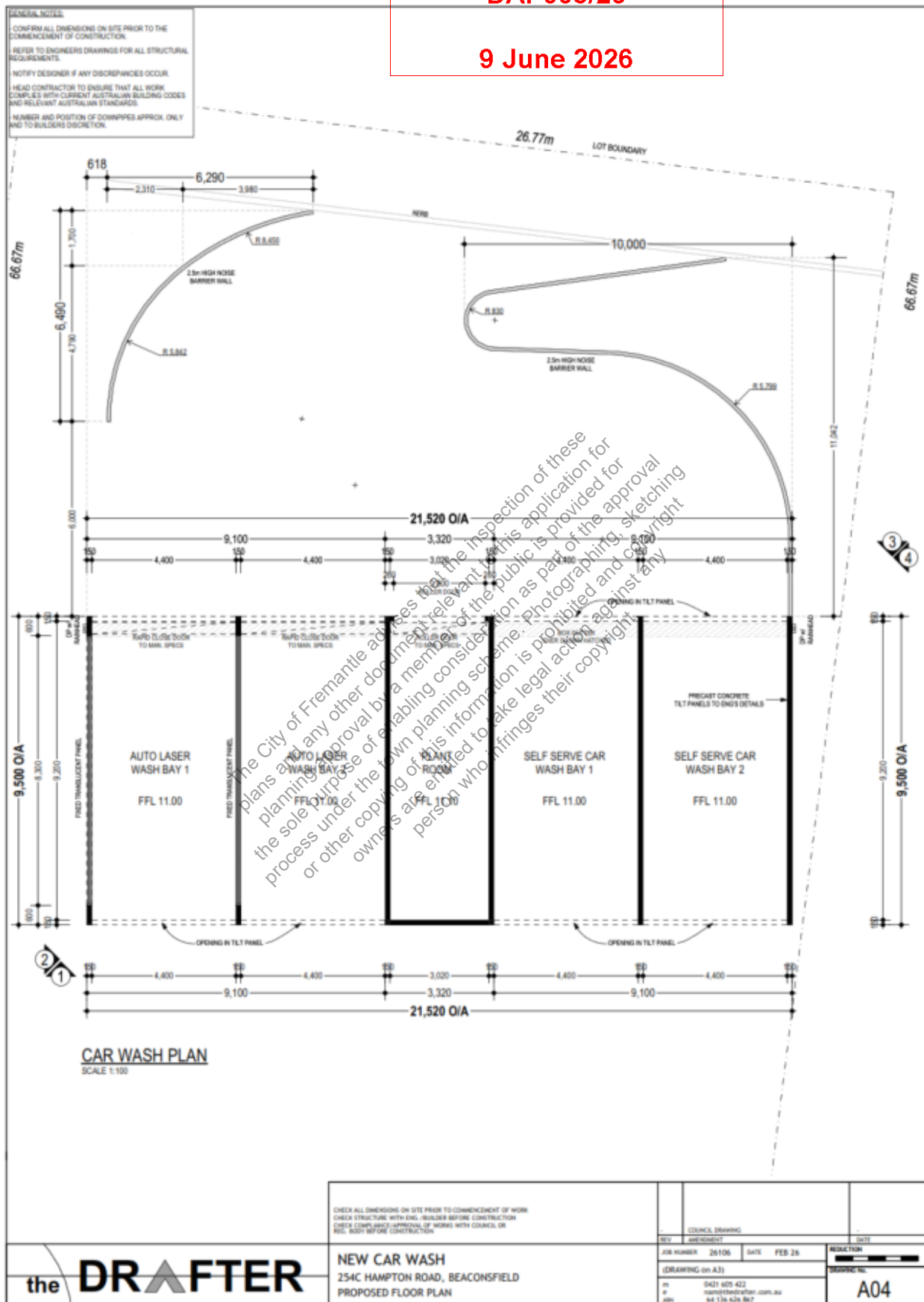


Figure 3: Carwash plan.

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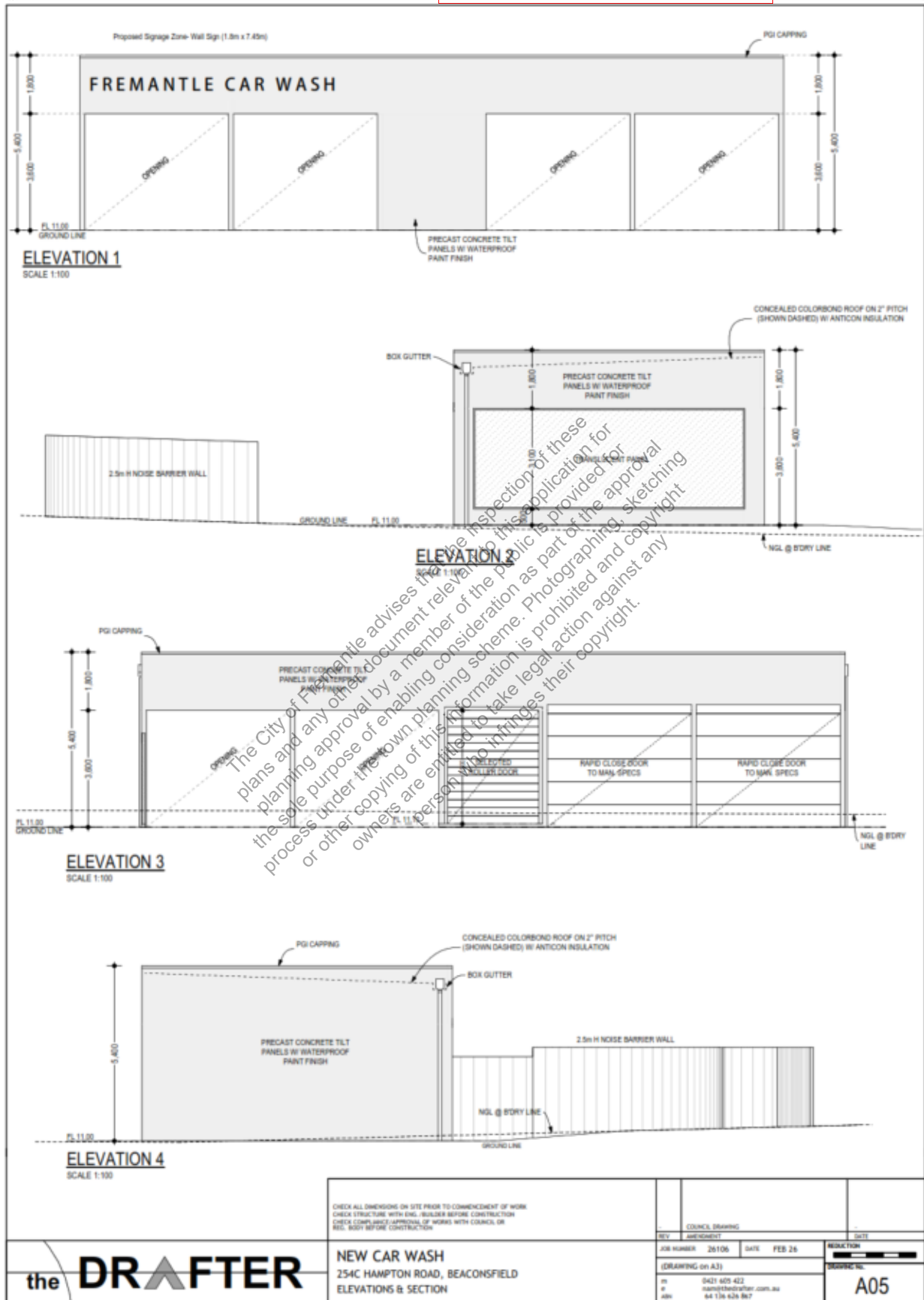


Figure 4: Elevation views.



APPENDIX B NOISE CONTOURS

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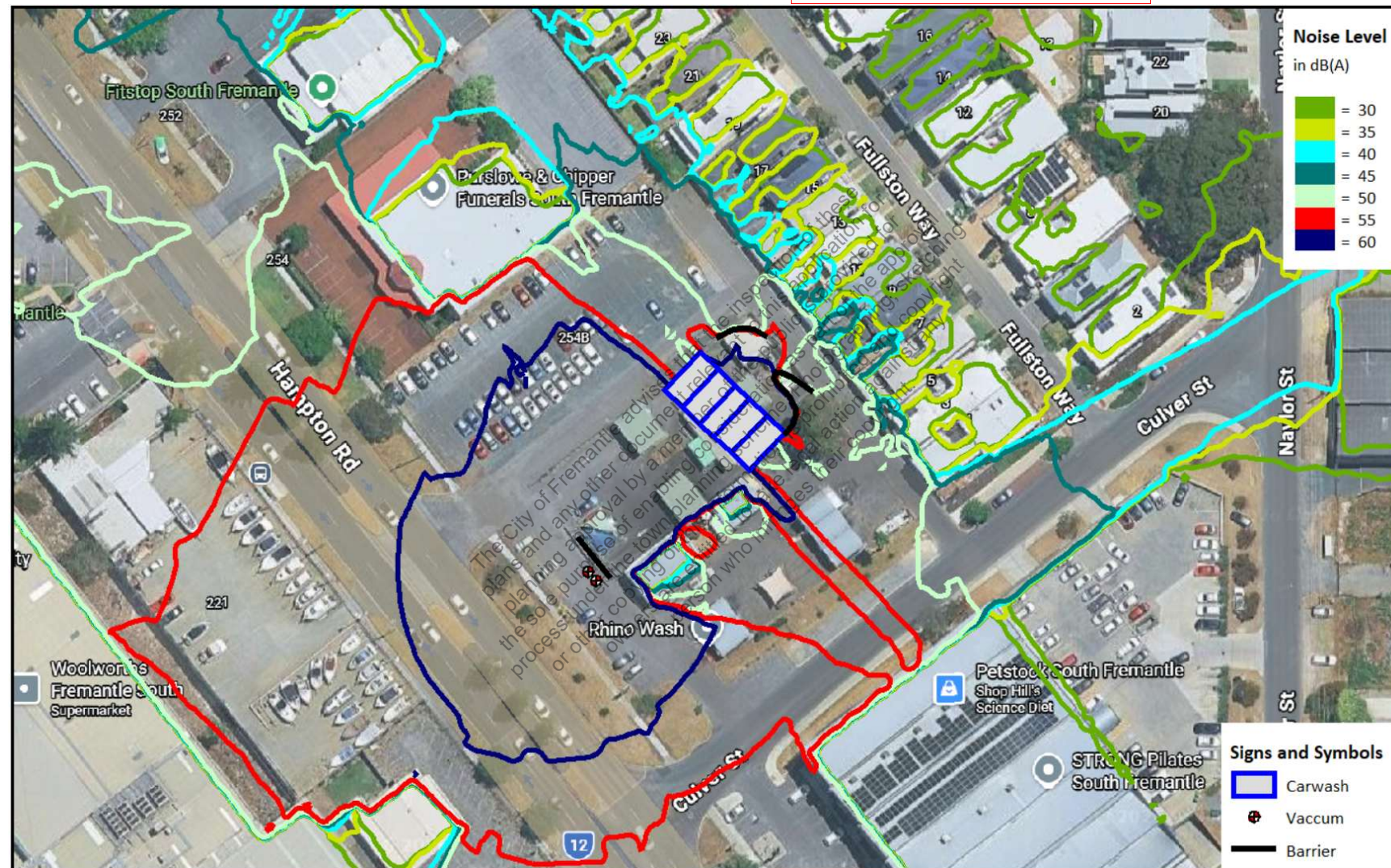


Figure 6: Worst-case noise level contours for scenario 1.

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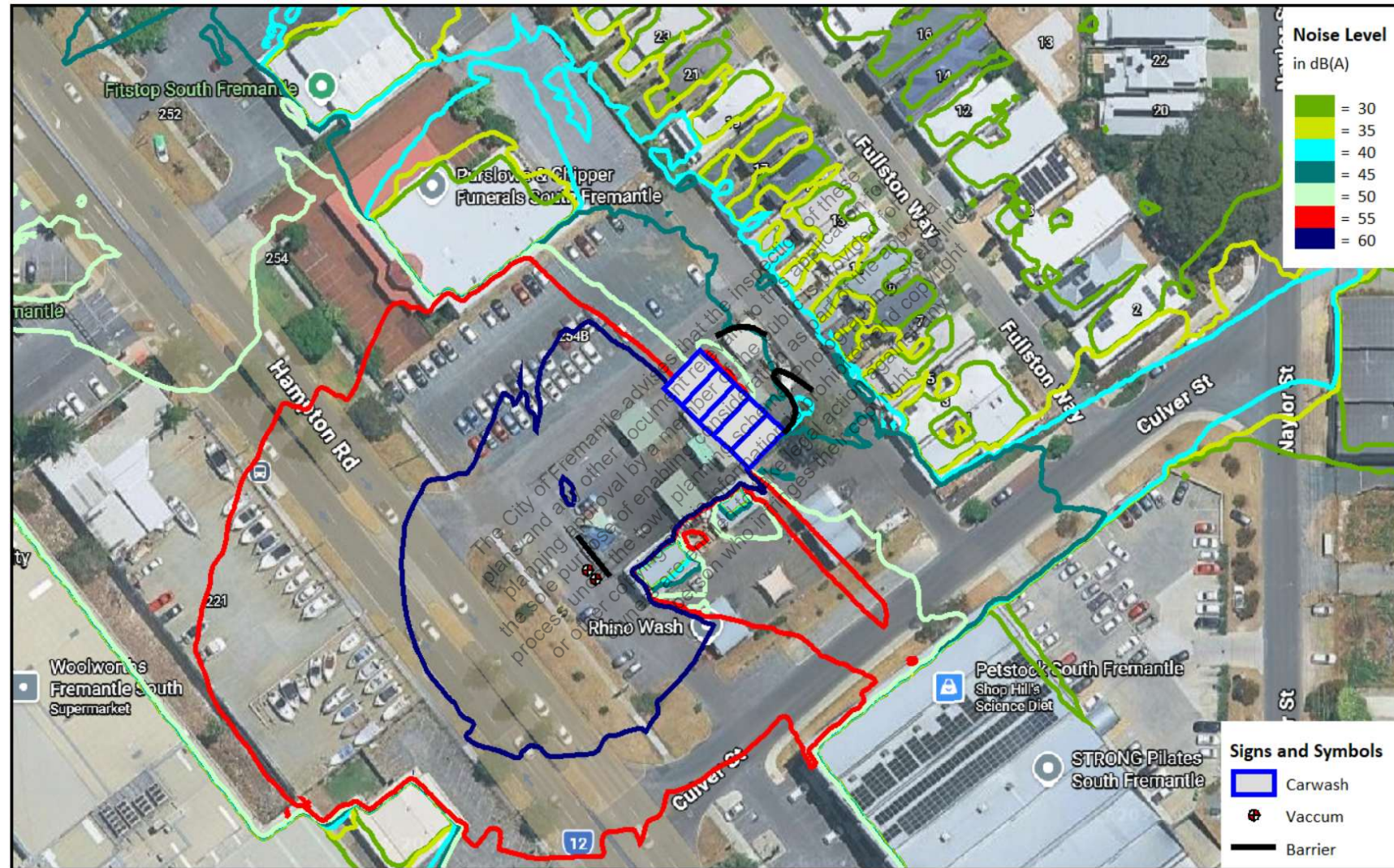


Figure 7: Worst-case night-time noise level contours for scenario 1A.

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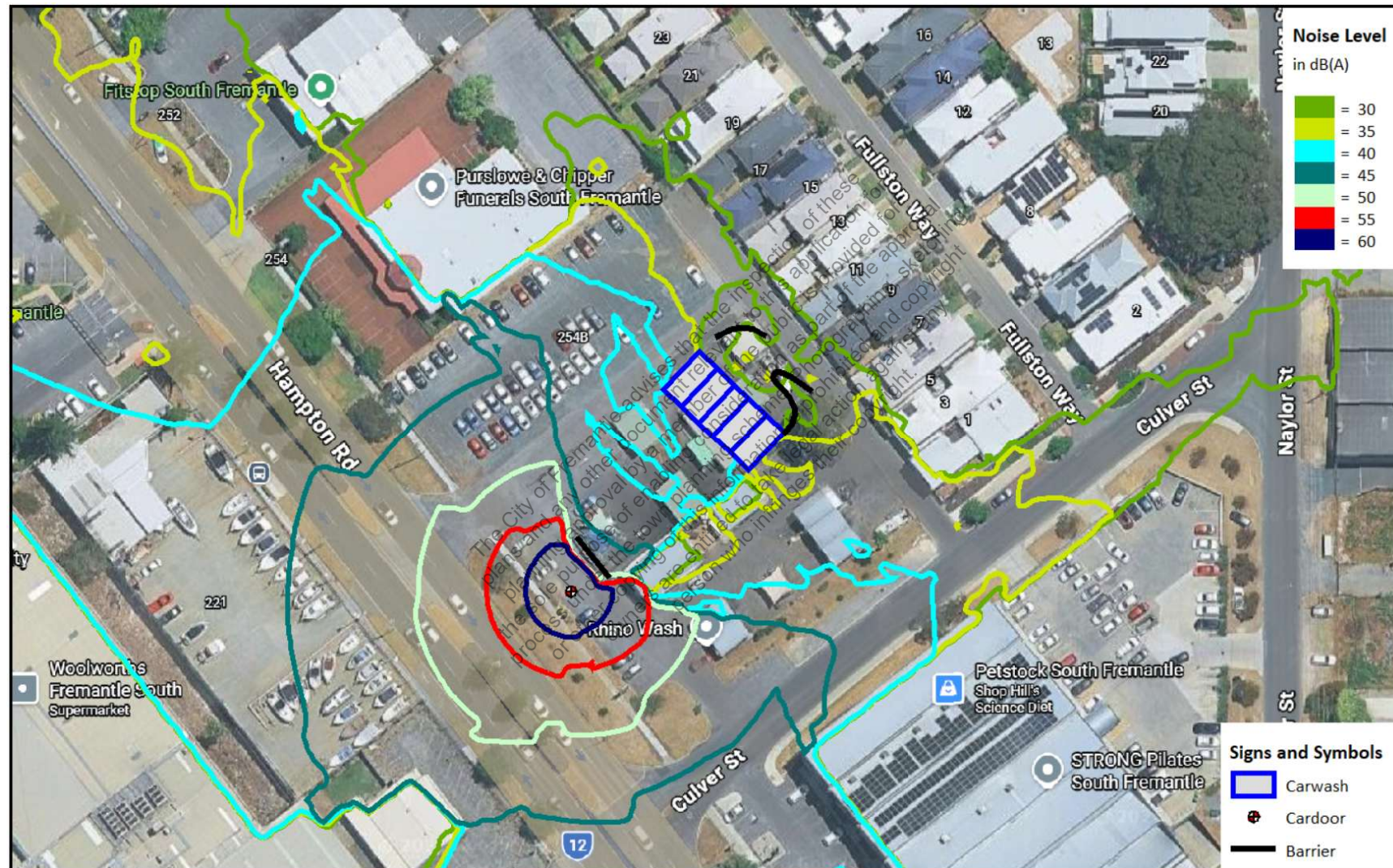


Figure 8: Worst-case noise level L_{Amax} contours for scenario 2.

9 June 2026

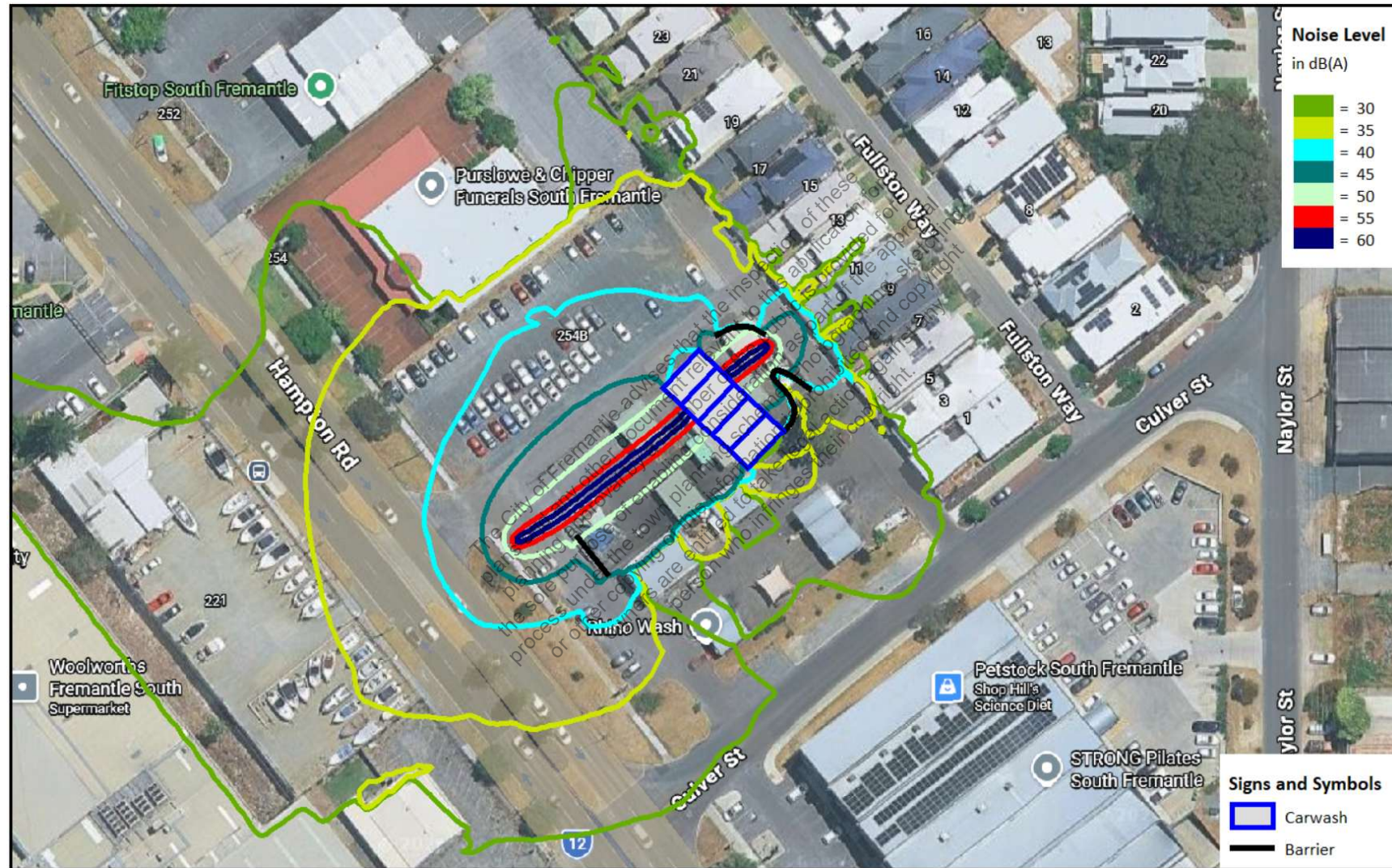


Figure 9: Worst-case noise level contours for scenario 3.