

PLANNING REPORT

PROPOSED NEW SERVICE STATION

41-45 ANGOVE STREET, NORTH PERTH

APPLICATION TO CITY OF VINCENT / METRO INNER-NORTH JDAP

21 JULY 2022



Hidding.
URBAN PLANNING

This Planning Report has been prepared by **Hidding Urban Planning** for the proposed OTR Service Station Development at Lots 16, 18, 700 & 701 (#41-45) Angove Street, North Perth

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nik@hidding.com.au

0424 651 513

www.hidding.com.au

PO Box 920 Subiaco WA 6904

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AUTHOR	REVISION	APPROVED BY	DATE
Nik Hidding	R01	N Hidding	21/07/2022

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APPLICATION DETAILS

Table 1: Application Details

Property Location	Lots 16, 18, 700 & 701 (#41-45) Angove Street, North Perth
Applicant	Hidding Urban Planning
Landowner	OTR 208 Pty Ltd
Local Government	City of Vincent
Determining Authority	Metro Inner-North Joint Development Assessment Panel (JDAP)
Metropolitan Region Scheme	Urban
City of Vincent LPS2 Zoning	District Centre
Planning Framework	State Planning Policy 7.0 Design of the Built Environment Metropolitan Region Scheme City of Vincent Local Planning Scheme No. 2 (LPS2) Local Planning Policy 7.1.1 Built Form Local Planning Policy 7.5.2 Signs & Advertising Local Planning Policy 7.5.19 Amalgamation Local Planning Policy 7.7.1 Non-Residential Development Parking Requirements
Proposed Use Class	Service Station ("D" use)
Existing Use Class	Service Station & Motor Vehicle Repair Centre
Site Area	1007m ²
Estimated Construction Value	\$2.5 million

1.0 INTRODUCTION

This Planning Report has been prepared by Hidding Urban Planning (**Hidding**) on behalf of PC Infrastructure Pty Ltd as part of an Application for Development Approval for the development and use of Lots 16, 18, 700 & 701 (#41-45) Angove Street, North Perth (**Subject Site**) for a proposed new OTR Service Station.

The proposed new Service Station will be a redevelopment of the existing old service station and motor vehicle repair facility that has been in existence on the site for over 45 years.

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

1.1 DEVELOPMENT ASSESSMENT PANEL (DAP) DETERMINATION

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

Accordingly, please find **attached** our completed City of Vincent Application for Development Approval Form, Metropolitan Region Scheme (MRS) Form 1 and DAP Form 1, all signed and authorised by the landowner.

1.2 PRE-APPLICATION MEETING

A pre-application meeting was held on 20 September 2021 between Karsen Reynolds (A/Coordinator Planning Services, City of Vincent), Andrew Caspar (PC Infrastructure) and Nik Hidding (Hidding Urban Planning) to discuss the proposed redevelopment, design requirements and pertinent planning issues.

2.0 SITE OVERVIEW

2.1 LEGAL DESCRIPTION OF LAND

This development application refers to Lots 16, 18, 700 & 701 (#41-45) Angove Street, North Perth the details of which are provided in **Table 2** below.

Table 2: Legal Description of Land

Lot	Plan	Vol/Folio	Area	Address	Proprietors
16	1874	1002/114	386m ²	45 Angove Street, North Perth	OTR 208 Pty Ltd
18	1874	1002/113	268m ²	41-43 Angove Street, North Perth	OTR 208 Pty Ltd
700	302447	1002/114	132m ²	41 Angove Street, North Perth	OTR 208 Pty Ltd
701	302447	1002/113	221m ²	41 Angove Street, North Perth	OTR 208 Pty Ltd

The Certificates of Title for each of the lots are attached at **Annexure 1**.

Each of the four lots will be amalgamated into a single title following development approval.

2.2 SITE DETAILS

The subject site has a total land area of 1007m² and comprises an old service station (with motor vehicle repair workshop) and a residential dwelling.

The site has a total frontage of approximately 35.82m to Angove Street and a truncation of 4.1m and a frontage of 18.65m to Woodville Street.

An Aerial Photograph of the subject site is included at **Figure 1**.



Figure 1: Aerial Photograph (City of Vincent)

Annotated photographs of the site, adjacent roads and surrounding properties are included below to provide context of the subject site.



Photo 1: View of the site from the intersection of Angove and Woodville Streets.



Photo 2: Close up view of the site from Woodville Street.



Photo 3: Looking generally west from Woodville Street showing rear access lane and on-street parking.



Photo 4: Close up view of rear access lane.



Photo 5: View of existing service station and residential dwelling adjacent to the four storey mixed use development on the neighbouring property, taken from Angove Street.

3.0 THE PROPOSAL

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

Development Plans prepared by ADS Architects are included at **Annexure 2**. An Urban Design Study has been prepared and is included at **Annexure 3**.

The plans included at Annexure 2 include:

- Feature Survey
- Site Plan
- Floor Plan & Mezzanine Floor Plan
- Elevations & External Finishes Schedule
- Signage Details
- 3D Perspectives

3.1 SUPPORTING PLANS & REPORTS

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

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

Table 3: Supporting Plans & Reports

Consultant	Plan/Document	Annexure
ADS Architects	Development Plans	2
PC Infrastructure	Urban Design Study	3
Oxygen	Landscaping Plan	4
Transcore	Transport Impact Statement	5
Reverberate Consulting	Environmental Noise Assessment	6
Talis	Waste Management Plan	7
JCCE	Stormwater Design	8

3.2 GENERAL DEVELOPMENT DETAILS

3.2.1 Landscaping & Fencing

The site has been proposed with perimeter landscaping as shown on the plans, which is an increase on the current existing development which has no landscaping at all.

The development includes 65m² of landscaping area.

A formal Landscaping Plan has been prepared by Oxygen in support of this application, and is included at **Annexure 4**.

The boundary adjacent to the rear laneway will include a 2.1m high Colorbond fence to assist with noise mitigation and safety.

3.2.2 Access & Movement

The site currently has one (1) large crossover to Angove Street and two (2) crossovers to Woodville Street. Crossovers to both streets will be retained but modified to support the proposed development.

The Angove Street crossover will be slightly reduced in its overall width and adjusted to allow for the fuel tanker to access the site and exit the property to Angove Street in a safe manner. The adjustments to the eastern side of the Angove Street crossover will allow for some additional verge planting area adjacent to the planting area that already exists in the verge. The Angove Street crossover adjustments will require the deletion of one (1) on-street parking bay.

The Woodville Street crossovers will be consolidated into a single crossover.

Presently, the southern-most Woodville Street crossover is used for access directly into the existing workshop and sometimes is used as a parking bay or loading bay. The upgrade of the site will also extend to the Woodville Street crossover to ensure it is upgraded and made safer.

A Transport Impact Statement (**Annexure 5**) has been prepared by Transcore to address traffic and safety aspects of the proposed development. The design has demonstrated that access and traffic movements for both cars and fuel tankers can be accommodated on the site. The TIS provides swept paths for the key design vehicles and demonstrates acceptable movements across the site.

3.2.3 Car Parking

The site has been provided with 6 marked bays (including one (1) accessible parking bay). In addition, there are 8 fuel bowser parking bays located under the fuel canopy.

3.2.4 Signage

The main signage element is the corner sign that is integrated into the fuel canopy that involves fuel pricing and digital signage displays. The corner signage is proposed at 6.395m in height and is consistent with the height of the proposed fuel canopy which it is attached to.

The digital signage displays on the corner sign are 2.50m high x 2.00m wide.

The proposed development also includes signage on the building as described on the Elevation plans.

3.3 SERVICE STATION DETAILS

3.3.1 Building & Design

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

An example of an OTR Service Station building is shown below.



Photo 6: Example of an OTR store design

The building is proposed as a two storey building, with the control building (convenience store) located on ground level and an office / meeting room located on the upper level comprising 107m². A balcony space is also proposed on the upper level. The upper level office is for use by OTR management and not for general office usage. Accordingly, the use of the upper level is incidental to the Service Station use.

The building height is 7.85m to the top of the upper floor level, extending to 11.145m height to account for the stairwell and lift.

Extensive glazing is proposed along the main facade of the building, and feature brickwork and cladding panelling is also proposed as shown in the Elevations. A range of signage (some of which are illuminated) is proposed on the building. The shopfront of the building is also inset into the façade, so that the upper part of the building acts as a small awning over the footpath area (also shown in photograph above).

The facade fronting Angove Street will have glazing, feature brickwork, cladding panelling and a proposed green wall and presents attractively to the street.

The convenience store building will incorporate an internal sales area of 206m² GLA, which will include a point-of-sale and offer for sale of goods generally expected of an OTR facility, for the convenience of customers. The Service Station use will also include a four-bowser fuel canopy with the capability to service eight (8) light vehicles simultaneously.

The fuel canopy will also have the OTR branding and livery at the corner sign. The fuel canopy is proposed at a maximum height of 6.395m and includes a brickwork feature along Angove Street (northern end) and a tapered column at the southern end. The columns of the fuel canopy will be treated with a timber-look cladding.

3.3.2 Hours of Operation & Staff

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

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

3.3.3 Fuel Types, Dispensing & Fuel Delivery

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

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

The largest service vehicle which is expected to use the site is a 16.5m fuel tanker for fuel deliveries. Fuel delivery will occur at a rate of two to three deliveries per week, as required.

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

Transcore has undertaken a fuel tanker turn path assessment and the TIS includes the turn paths for a 16.5m fuel tanker. The fuel tanker will enter the site from Woodville Street and circulate under the fuel canopy, deliver the fuel at the fill point and then exit the site again at the Angove Street Street crossover. As described earlier in this report, the Angove Street crossover requires some minor adjustments to account for the swept path of the exiting fuel tanker.

3.3.4 Environmental Considerations

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

- The use of double-contained fuel storage tank systems with a leak monitoring space;
- Fuel tanks will be established in stable compacted soils;
- On-site retention and treatment of all stormwater using a SPEL Puraceptor Stormwater Treatment and Hydrocarbon Capture system;

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

3.3.5 Noise Management

Reverberate Consulting was engaged to prepare an Environmental Noise Assessment in support of the proposed development (see **Annexure 6**).

The site is proposed to have a 2.10m high colorbond fence along the southern laneway to assist with noise management.

The mechanical plant area on the roof of the control building will also be appropriately screened with a 2.10m high screen barrier as shown on the plans.

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

3.3.6 Waste Management

This application is supported by a Waste Management Plan prepared by Talis and is included at **Annexure 7**.

3.3.7 Stormwater Management

This application is supported by a Stormwater Design prepared by JCCE and is included at **Annexure 8**.

4.0 PLANNING ASSESSMENT

4.1 METROPOLITAN REGION SCHEME

The subject land is zoned “Urban” under the Metropolitan Region Scheme (**MRS**) as shown in **Figure 2** below.



Figure 2: MRS Zoning Map

The proposed development is consistent with the provisions of the MRS and can be approved accordingly.

4.2 CITY OF VINCENT LOCAL PLANNING SCHEME NO. 2

4.2.1 Zoning & Land Use

The subject site is zoned “District Centre” in the City of Vincent Local Planning Scheme No. 2 (**LPS2**) - refer LPS 2 Scheme Map Extract below at **Figure 3**.

The objectives of the “District Centre” zone from LPS2 are:

- *To provide a community focus point for people, services, employment and leisure that are highly accessible and do not expand into or adversely impact on adjoining residential areas.*
- *To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of each District Centre, and to develop areas for public interaction.*

- To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces.
- 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.
- To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, high density residential and tourist accommodation, to meet the diverse needs of the community.
- To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.
- To encourage the retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment.
- To ensure that the City's District Centres are developed with due regard to State Planning Policy 4.2 - Activity Centres for Perth and Peel.

The proposed "Service Station" generally accords with the objectives of the "District Centre" zone.

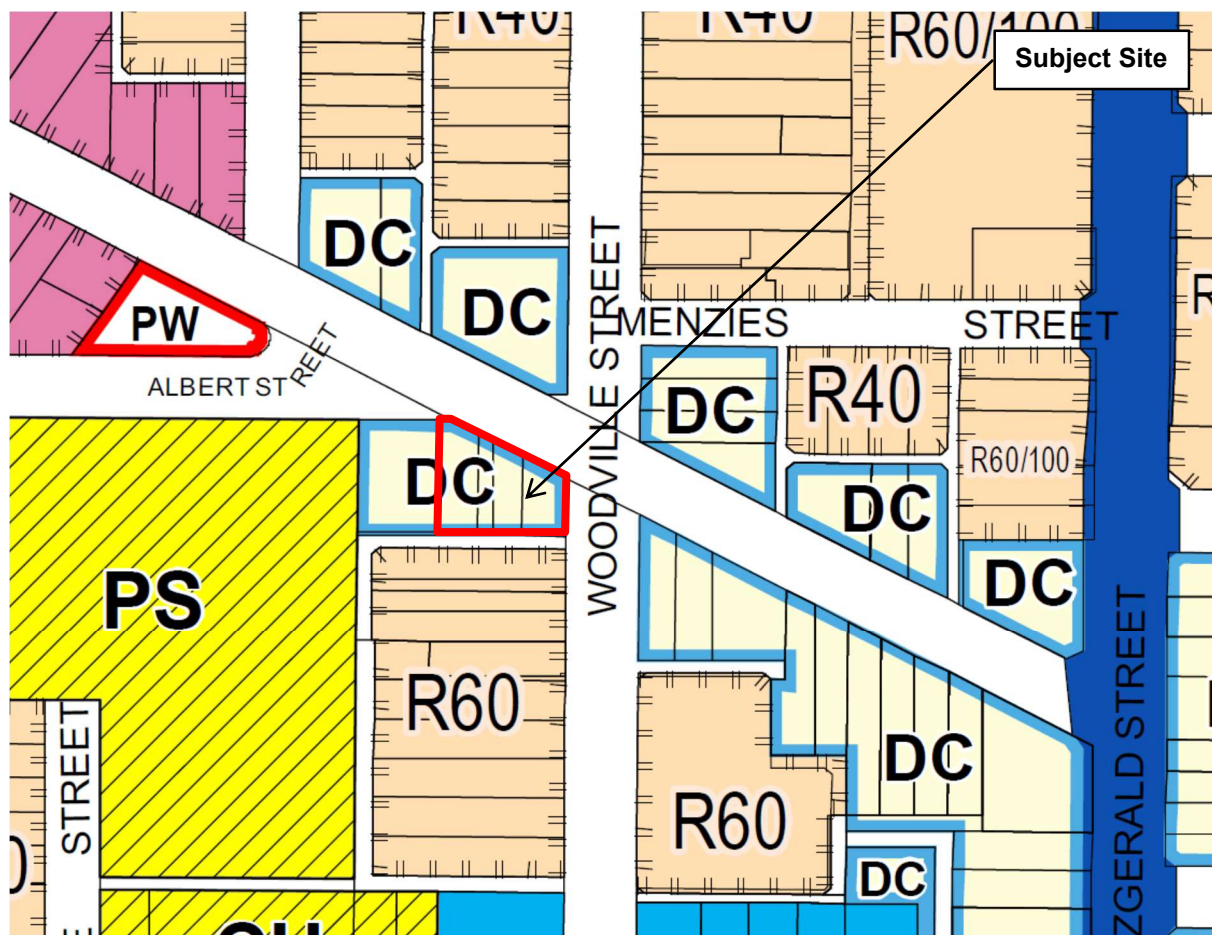


Figure 3: LPS 2 Scheme Map Extract

A “Service Station” use is a “D” (Discretionary) use in the “District Centre” zone, as set out in Table 1 (Zoning Table) of LPS2.

The “Service Station” use is defined in Division 2 of Part 6 of LPS 2 as:

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

- (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or*
- (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles.”*

As the service station use is removing the greasing, tyre repairs and minor mechanical repairs component of the site, the remaining part of the definition (part (a)) applies, being the retail sale of petroleum products, motor vehicle accessories, and goods for an incidental or convenience nature.

Accordingly, the defined use class of “Service Station” is appropriate for the proposed development and complies with part (a) of the land use definition.

The use of the upper level for administration functions is incidental to the Service Station use and does not require application for a separate land use.

4.2.2 Matters to be Considered

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

Table 4 below provides an assessment against matters relevant to this proposal.

Table 4: Matters to be Considered

Relevant Matters to be Considered	Comment
<i>(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The propose development is consistent with the aims and provisions of the City’s LPS2 for the following reasons: • The proposal seeks approval for a land use which is capable of approval and is appropriate for the site/location, given the site has been used as a service station and vehicle workshop for decades. • The proposed development is in general compliance with the development standards and requirements of LPS2. • The proposed development will improve the built form amenity of the site.

Relevant Matters to be Considered	Comment
<i>(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	This report demonstrates the proposed development is in general compliance with the local planning framework applicable to the subject site.
<i>(c) Any approved State Planning Policy</i>	This report demonstrates the proposed development is in compliance with the relevant State Planning Policies.
<i>(d) Any environmental protection policy approved under the Environmental Protection Act 1986 section 31 (d);</i>	This matter is not relevant to this proposal.
<i>(e) Any policy of the Commission</i>	This matter is not relevant to this proposal.
<i>(f) Any policy of the State</i>	This is addressed further in this report.
<i>(g) Any local planning policy for the Scheme area;</i>	This report demonstrates the proposed development is in general compliance with the local planning policies applicable to the subject site.
<i>(h) Any structure plan or local development plan that relates to the development.</i>	There are no relevant structure plans that relate to this development.
<i>(i) Any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015.</i>	This matter is not relevant to this proposal.
<i>(j) In the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve.</i>	This matter is not relevant to this proposal as the subject land is not reserved under the Scheme.
<i>(k) The built heritage conservation of any place that is of cultural significance.</i>	This matter is not relevant to this proposal.
<i>(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located.</i>	This matter is not relevant to this proposal.
<i>(m) The compatibility of the development with its setting, including -</i> <i>(i) the compatibility of the development with the desired future character of its setting; and</i> <i>(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposed development is entirely compatible with its setting for the following reasons: • The proposed development is suitably located within an established area of North Perth. • The proposal presents an attractive, high quality built form which enhances the appearance of the subject site and its impact on adjoining properties and the streetscape; • The amenity of the subject site and surrounds will be improved through the redevelopment of the subject site;

Relevant Matters to be Considered	Comment
	Having regard to the above, the nature of the proposed development is entirely compatible with its surroundings, and improves amenity of the locality.
(n) <i>The amenity of the locality including the following –</i> (i) <i>Environmental impacts of the development;</i> (ii) <i>The character of the locality;</i> (iii) <i>Social impact of the development;</i>	<u>Environmental Impacts:</u> The proposed development is not anticipated to result in any adverse environmental impacts. <u>Character of the Locality:</u> The proposed development will not alter the established character of the locality as the site has been developed for a service station and vehicle workshop for decades. <u>Social Impacts:</u> The proposed development will not have any adverse social impacts on the surrounding locality, but will provide a positive social impact through the creation of jobs through construction and operation of the facility.
(o) <i>The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource.</i>	This matter is not relevant to this proposal.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</i>	Landscaping areas have been provided on the site and is an increase on what is provided currently. A landscape plan has been provided with this Application (Annexure 4).
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence landslip, bush fire, soil erosion, land degradation or any other risk.</i>	This matter is not relevant to this proposal.
(r) <i>The suitability of the land for the development taking into account the possible risk to human health or safety.</i>	This matter is not relevant to this proposal.
(s) <i>The adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	As outlined in this Report and the supporting Transport Impact Statement (TIS) prepared by Transcore (Annexure 5), the proposed access arrangements to and from the site are satisfactory. The development has been appropriately designed, including appropriate arrangements for loading, unloading, manoeuvring and parking of vehicles.
(t) <i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The Transport Impact Statement prepared by Transcore (Annexure 5) indicates that the proposed development will not have an unacceptable level of impact on the surrounding road network.

Relevant Matters to be Considered	Comment
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	The Transport Impact Statement prepared by Transcore (Annexure 5) addresses these matters.
(v) <i>The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses.</i>	No loss of any community service or benefit is expected to occur as a result of the proposed development.
(w) <i>The history of the site where the development is to be located.</i>	No significant historical matter is relevant to this proposal.
(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 development will have a positive benefit on the community as a whole, as it provides for the retail sale of fuel and convenience goods.
(y) <i>Any submissions received on the application.</i>	The City is able to advertise the application if it considers that to be a necessary requirement, and to assess any relevant submission made.
(za) <i>The comments or submissions received from any authority consulted under clause 66.</i>	The City can refer the application to any authority it considers appropriate, and to assess any relevant submissions/comments made.
(zb) <i>Any other planning consideration the local government considers appropriate.</i>	The City can determine whether there are any other planning considerations that are relevant.

Having regard to **Table 4** above, the proposal appropriately addresses the relevant matters to be given due regard as set out in the Deemed Provisions.

4.3 LOCAL PLANNING POLICIES

4.3.1 Built Form – LPP 7.1.1

The City's Local Planning Policy 7.1.1 Built Form (LPP 7.1.1) applies to all development proposals within the City of Vincent.

The subject land is within the Town Centre Built Form Area.

In accordance with the Built Form Policy, an Urban Design Study & Streetscape Analysis has been completed (see **Annexure 3**).

Table 5 below addresses Part 2, Volume 3 (Commercial), Section 1 (Town Centre) of the City's LPP7.1.1. The assessment confirms that the proposed development complies with the Element Objectives of each of the relevant provisions of LPP7.1.1

Table 5: LPP7.1.1 Policy Requirements

Policy Provision	Comment
1.1 Maximum Building Height	The proposed building height is 2 storeys and complies with the Acceptable Outcomes requirement of the policy for Angove Street which is 4 storeys. The proposed building height complies with the Element Objectives of the policy in the following ways: • The building height minimises amenity impacts to neighbouring properties and the streetscape. • The building height minimises overlooking and overshadowing. • The height of the development responds to the existing character of the locality, including the character of the existing site itself.
1.2 Street Setbacks (Primary & Secondary) 1.3 Side and Rear Setbacks	The proposed development includes a nil setbacks to Angove Street to the feature fuel canopy column / signage feature. The proposed setbacks comply with the Element Objectives of the policy in the following ways: • The development reduces building bulk by proposing the building adjacent to the western boundary which is immediately adjacent to a multi-level building. • The development does not turn its back to the rear laneway which the current development does. • The setbacks and siting of the development enable passive surveillance and outlook to the street.
1.4 Orientation	The proposed orientation of the development complies with the Element Objectives of the policy in the following way: • The development responds to the streetscape and minimises overshadowing of neighbouring properties.
1.5 Tree canopy and deep soil areas	The proposed development complies with the Element Objectives of the policy in the following ways: • Landscaping has been designed to reduce the impact of the development and to provide additional tree coverage. • The development provides new opportunity for landscaping, as the existing development currently has no landscaping at all.
1.6 Visual Privacy	The proposed development does not cause any visual privacy issues.

Policy Provision	Comment
1.7 Public domain interface	The proposed development complies with the Element Objectives of the policy in the following ways: • The landscaping design of the development enhances the amenity of the adjoining public domain. • There is no car parking within the Angove Street setback area. • Services and utilities are located to the rear of the development away from the main Angove Street frontage.
1.8 Pedestrian access and entries	The proposed development complies with the Element Objectives of the policy in the following ways: • Pedestrian entry to the convenience store building is clearly identifiable from the Angove Street public footpath and safe for the public to access.
1.9 Vehicle access	The proposed development complies with the Element Objectives of the policy in the following ways: • Vehicle access points are located in the same location as the existing development, but the crossovers have been redefined (and made slightly narrower). • Service areas are accessed from side road or rear laneway. • Access to parking bays is available from the rear laneway or the side road. • All vehicles using the development can enter and exit the site in forward gear.
1.10 Car and bicycle parking	The proposed development complies with the Element Objectives of the policy in the following ways: • There is an area in the space between the building and the Angove Street boundary available for the parking of bicycles. • The location of car parking bays at the rear of the development minimises negative visual impact on amenity and the streetscape.
1.11 Managing the impact of noise	The proposed development complies with the Element Objectives of the policy in the following ways: • The siting and layout of the development has been designed in consultation with an Acoustic Consultant. An Environmental Noise Assessment has been prepared – refer Annexure 6
1.12 Universal Design	The proposed development complies with the Element Objectives of the policy in the following ways: • The development enables use by people living with disabilities or limited mobility.

Policy Provision	Comment
1.13 Façade Design	The proposed development complies with the Element Objectives of the policy in the following ways: • The proposed building façade and fuel canopy features incorporates a range of colours, materials and design elements and provide visual interest when viewed from the public realm. • The convenience store building includes large glazing areas. • The two storey design enables variety of architectural elements, depths and a variety of materials. • The development integrates signage; both on the building and within the fuel canopy signage feature.
1.14 Roof design	The proposed development complies with the Element Objectives of the policy in the following ways: • Roof forms are interesting, particularly the building which involves varying slope roof treatments, but also the fuel canopy design which is different from most service station developments. This results in a positive streetscape outcome. • Building services located on the roof of the building are screened from view through the use of screen but also the second level itself screens it from view from the public realm. • The second level incorporates a balcony as a usable roof space which adds interest and activity.
1.15 Landscape Design	The proposed development complies with the Element Objectives of the policy in the following ways: • The landscaping area has been designed by a landscape consultant to enhance the streetscape and pedestrian amenity and to improve the visual appeal of the development. • Plants and trees have been selected based on orientation, site exposure and site conditions.
1.16 Adaptive re-use	This element is not applicable to the proposed development.
1.17 Environmentally sustainable design	This element is not directly applicable to the proposed Service Station development.
1.18 Water management and conservation	The proposed development complies with the Element Objectives of the policy in the following ways: • Stormwater run-off is managed on-site. Refer to Stormwater Design at Annexure 8.
1.19 Waste management	The proposed development complies with the Element Objectives of the policy in the following ways:

Policy Provision	Comment
	- The refuse store is located to the rear of the development, reducing impact on the main streetscape. - A Waste Management Plan has been prepared for the application – refer Annexure 7.
1.20 Utilities	The proposed development complies with the Element Objectives of the policy in the following ways: The site is serviced with all urban utilities such as power, water, gas, wastewater, fire services and telecommunication services.

4.3.2 Signs & Advertising – LPP 7.5.2

The City's Local Planning Policy 7.5.2 - Signs & Advertising (LPP 7.5.2) applies to the proposed development as it includes new signage.

The proposed corner sign is not considered to be a Monolith Sign, as it is not a freestanding sign. Instead, the corner sign is integrated into the fuel canopy structure.

The policy normally requires a maximum height of 6.00m and a maximum width of 2.00m for Monolith Signs.

The corner sign is 6.395m high and is generally consistent with what would normally be required for a Monolith Signs. Its integration with the fuel canopy structure is considered to be a superior outcome, and accordingly should be supported.

In addition, as the site is a corner site, the policy allows one monolith sign per lot frontage. The corner sign addresses both street frontages and therefore meets the intent of the policy.

The development has two Wall Signs ("OTR we never close" and the Coffee Logo) per building frontage that interfaces with the public realm (north and east elevations), and this complies with the policy requirements.

The proposed Illuminated Signs will comply with the policy requirements in terms of electrical installation, and illumination levels.

It is considered that the proposed signage strategy for the development is appropriate to its function as a service station, is well-balanced, and generally complies with the City's policy.

4.3.3 Amalgamation – LPP 7.5.19

The City's Local Planning Policy 7.5.19 - Amalgamation (LPP 7.5.19) requires the amalgamation of land when planning applications are received and approved and where the subject development straddles two or more lots. As there are currently four (4) lots and there is proposed development that will straddle lot boundaries, amalgamation is required.

An Amalgamation Application will be submitted to the WAPC in due course. A condition of planning approval requiring the amalgamation to be completed prior to the occupation of the development is expected, and the Applicant would have no issue with that condition being imposed on the approval.

4.3.4 Non-Residential Development Parking Requirements – LPP 7.7.1

The City's Local Planning Policy 7.7.1 - Non-Residential Development Parking Requirements (LPP 7.7.1) does not have a car parking requirement for a "Service Station" land use, and therefore, the car parking requirement is at the discretion of the City.

It is considered that the proposed six (6) marked car parking bays, in addition to parking locations at the bowzers is adequate for the Service Station use.

4.4 STATE PLANNING POLICIES

4.4.1 WAPC SPP 7.0 – Design of the Built Environment

Table 6 below provides a response to the Design Principles of State Planning Policy 7.0 Design of the Built Environment (**SPP7.0**).

Table 6: Assessment of Design Principles of SPP7.0

SPP 7.0 Design Principles	Comment
1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	The proposed development/use is consistent with the existing context including the existing character of the site which involves an old service station and vehicle workshop. The character of the area is not consistent, with varying built form and land uses. To the east, there is a relatively new multi-level office and apartment building. To the south, there are residential dwellings and a church. To the south-east, there is a primary school (North Perth PS). To the north there are two storey office suites. To the north-east (along Angove Street), there are the traditional strip shops that are well-known in North Perth. To the north-west there are two places of worship with varying architectural styles. Accordingly, the context and character of the area is quite eclectic.
2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	The proposed development provides 6.43% of the site area as landscaping which is considered to be an appropriate outcome for a small service station development. The landscaping areas provides opportunity for planting of trees and shrubs which is considered to be a positive aspect of the proposed development, as there is currently very little in the way of landscaping on the site. It is considered that the proposed landscaping regime provides both a good quantity and high quality.

SPP 7.0 Design Principles	Comment
	Landscape treatment to the streets is more visible and thus an important aspect to consider – and in response, the planting and landscaping areas have been focussed in these areas, so that the development presents with a foreground of landscaped areas. The width of landscaped bed sizes are good, enabling consolidated plantings to occur as well as the establishment of trees. There is also the potential for additional verge plantings with the modification of crossovers (as shown on the Site Plan). A Landscaping Plan has been prepared in support of the application— refer Annexure 4.
3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	The built form is a function of the use (service station). The built form, scale and height of the proposed development is appropriate to this setting and appropriate for the development type. The proposed development has a mix of single storey and double storey height, which is different from most typical service station developments. The additional building height together with additional use function on the upper level is considered to be supportable.
4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>	From a functionality perspective, the proposed development is fit for purpose, and the proposed building materials also align with the function of a service station. The design of the development is aimed at providing user efficiency.
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	The proposed building and fuel canopy is designed to support PV (Solar) Panels, and there is a possibility to include future EV charging stations as the need arises. Certainly, on other larger OTR service stations across Perth, OTR is inserting EV charging stations.
6. Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	The development improves the amenity of the locality and provides an environment that is universally accessible. Good quality landscaping areas (including planting of trees) is also proposed to provide a healthy environment and improved amenity. The convenience function of the service station itself is considered to provide a new amenity to the locality. The development adds an additional land use function on the upper level, which is considered to offer 'a variety of uses'.
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	The convenience store building is easily accessible from the pedestrian footpath in Angove Street. It is aimed at providing ease of access for both pedestrians and motor vehicles.
8. Safety <i>Good design optimises safety and security, minimising the risk of</i>	The building design maximises opportunities for casual surveillance over the forecourt area through large windows and the main entrance to the building. The car park and forecourt is

SPP 7.0 Design Principles	Comment
<i>personal harm and supporting safe behaviour and use.</i>	in full view of the adjacent road ways, which optimises the safety and security of the facility.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	The development is specifically designed for convenience of the local community, enabling a venue which provides goods 24/7. It is a well-placed addition which will add to the diversity and choice of convenience stores / service stations in the locality, and puts less pressure on other facilities in the area.
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	The proposed development includes interesting building lines and offers quality building materials and features. The quality landscaping design of the site also results in an attractive setting for the development.

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

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

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

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

It should also be noted that the site has been operated as a service station and motor vehicle repair centre for many decades.

Table 7 below provides an assessment of the potential impacts from the operation of the proposed Service Station, and provides justification to demonstrate the appropriateness of the development on the subject site.

Table 7: Mitigation of Potential Amenity or Environmental Impacts

Issue	Comment
Noise	It is common for Service Stations to be located either opposite or directly adjoining residential properties. Transmission of noise in these circumstances is not an issue, and noise generated from a fuel facility is generally consistent with other similar commercial uses. A comprehensive Environmental Noise Assessment has been prepared to address noise issues, and it has been concluded that the site will comply with the Environmental Protection (Noise) Regulations (refer Annexure 6).

Issue	Comment
Risk	As the proposed Service Station provides for the retail sale of fuel, the operator must obtain a Dangerous Goods Storage and Handling Licence to store and sell fuel on the site. The Licence application is made post planning approval. The site has also operated as a service station for many decades.
Odour / Gaseous	The underground fuel storage tanks will be equipped with a vapour recovery system which ensures that all petrol vapours from the underground tanks are drawn back into the fuel tanker at the time of fuel delivery. This enables the returned vapours to be recondensed into liquid. The Dangerous Goods Licencing process also assesses the likely impact of vapours/odours. Accordingly, the assessment of odour/gaseous issues is appropriately addressed and managed through the Dangerous Goods Licencing process.
Lighting	Potential sources of light spill from the proposed development are primarily from the lighting of the fuel canopy, the retail building, and any external lights in the forecourt or perimeter of the development site. Lighting proposed within the fuel canopy will be inset and orientated internally to ensure light spill is contained within the site. Further, it is a requirement to comply generally with Australian Standard AS4282 – Control of Obtrusive Effects of Outdoor Lighting, and the final design of lighting (and ultimate operation) will be regulated by AS4282.

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

5.0 CONCLUSION

This application seeks Development Approval for a proposed new OTR Service Station Development at Lots 16, 18, 700 & 701 (#41-45) Angove Street, North Perth.

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

- The proposed “Service Station” is generally compliant with the development standards and requirements of the City of Vincent Local Planning Scheme No. 2;
- The proposed Service Station use is capable of approval in the “District Centre” zone as a “D” Discretionary use and is appropriate for the site and location;
- The proposed development builds upon the historic use of the site as a service station and motor vehicle repair facility that was operating for decades;
- The proposed development will provide increased services to the North Perth locality;
- The proposed development provides for the redevelopment of the existing site, which is currently in poor condition; and
- The proposed development is supported by a range of expert technical reports, demonstrating that all relevant technical issues have been considered and addressed.

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

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

Hidding.
URBAN PLANNING

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

ANNEXURES

ANNEXURE 1

CERTIFICATES OF TITLE

ANNEXURE 2

DEVELOPMENT PLANS

ANNEXURE 3

URBAN DESIGN STUDY

ANNEXURE 4

LANDSCAPING PLAN

ANNEXURE 5

TRANSPORT IMPACT STATEMENT

ANNEXURE 6

ENVIRONMENTAL NOISE ASSESSMENT

ANNEXURE 7

WASTE MANAGEMENT PLAN

ANNEXURE 8

STORMWATER DESIGN