CITY OF VINCENT

Community Consultation Submission Form		
Serial No:	5.2022.270.1	
Location of Proposed Development:	No. 41-43 Angove Street NORTH PERTH, 45 Angove Street NORTH PERTH (LOT: 18 D/P: 1874, LOT: 16 D/P: 1874)	
Proposed Development:	Proposed Service Station (JDAP)	
Comment Period:	7 March 2023 - 4 April 2023	
Contact Officer:	Nick Bertone	
	Ph: 08 9273 6537	**email:** mail@vincent.wa.gov.au

PLEASE INDICATE THE APPROPRIATE BOX:

❑ I **support** the proposal	**or**	❑ I **object** to the proposal **Please provide reasons for your objection**	**and/or**	❑ I neither support or object however, I have some concerns I wish to address.

Personal Information			
Name(s):			
Affected Address:			
Postal address: (if different to above)			
Telephone:		**Email:**	
Signature:		**Date:**	
In accordance with the City of Vincent Policy No: 4.1.31 – Privacy Management, your personal information will **not** be disclosed, made public or included in any agenda report.			

❑ I am an Owner and Occupier **or** ❑ I am an Owner **or** ❑ I am an Occupier

Please Note:

- Written submissions to the City are to be received within the comment period so that your views can be considered.
- If no submissions are received it will be assumed that there is no objection in relation to the planning, Building and heritage matters raised, and those matters will be determined without any further consultation.
- There is no obligation to complete this Submission Form.
- In determining the application, the City will take into account the comments of adjoining owners. However, please note that the City is not obliged to support the views of adjoining owners or to incorporate all suggestions into its decision on a proposal.

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The City previously undertook community consultation for the proposal between 12 October 2022 – 9 November 2022. Following the conclusion of the consultation period, the applicant has provided the following documents:

- Revised Development Plans, of which the key changes include:
  - *An increased setback of 1m to the rear laneway*
  - *Narrower crossovers*
  - *Additional verge landscaping*
  - *Pedestrian/cycle warning signs to crossovers*
  - *Enhanced footpath connection from Angove Street to front of store*
  - *On-site EV facilities*
  - *Relocated refuse enclosure, with sliding gates*
  - *Changes to raised garden bed on northern elevation of the control building*
  - *Changes to the canopy feature column adjacent to the laneway*
- Revised Transport Impact Statement (TIS) and a new Traffic Technical Note.
  - *These have been prepared to address changes in the access arrangements and proposed City works within the Angove Street and Woodville Street road reserve.*
- A New Emissions Impact Assessment.
  - *This has been prepared in response to concerns relating to health.*

The City is now seeking to undertake a second round of community consultation to seek comments on the modifications to the development plans and the additional technical information. However, any new comments on aspects of the proposal that remain unchanged can also be included in submissions. Please note that all submissions that have previously been submitted to the City are still being considered as part of the assessment and will form part of the City's recommendation to the JDAP.

Proposal Details:

The key aspects of the proposal remain unaltered and are as follows:

- Demolition of the existing Service Station and Motor Vehicle Repairs building at No. 41-43 Angove Street and the existing dwelling at No. 45 Angove Street.
- A total of eight fuel filling positions (4 bowsers) under a solid canopy to provide whether protection. This would be an increase from the current total of six fuel filling positions (3 bowers) at the subject site.
- Vehicle access from Woodville Street, Angove Street and the laneway.
- A two storey control building fronting onto Angove Street with a retail component at the ground floor level and an office for use by management at the mezzanine level.
- Proposed 24/7 hours of operation.
- Six (6) on-site car parking spaces would be provided in the south western corner of the site behind the control building, including 1 ACROD bay
- Up to three (3) staff on-site during peak times, between one (1) and two (2) staff on-site during non-peak times and one (1) staff on-site overnight.
- Associated signage, including a monolith sign on the corner of Woodville and Angove Street which advertises the business operator and petrol prices.
- Amalgamation of the four existing Lots into one Lot.

Details of aspects requiring local authority discretion:

Acceptable Outcome Provision	As Originally Proposed	As Amended	Element Objective / Policy Objectives	Comment
Local Planning Scheme No. 2 – Zoning Table 'P' Permitted use	Service Station is a 'D' use in the District Centre Zone which requires consideration of the objectives of the zone.	No changes proposed	***Local Planning Scheme No. 2 – District Centre Zone Objectives*** • *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.*	
Built Form Policy Volume 3, Clause 1.3 Side and Rear Setbacks <u>South</u> Required 4.5m	<u>South</u> Proposed 2m * ** Note - Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.*	<u>South</u> Proposed 3m * ** Note - Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.*	***Built Form Policy*** ***Volume 3, Clause 1.3 Side and Rear Setbacks*** <u>*Element Objectives*</u> ***O1.3.1*** *Development which incorporates design elements that reduce the impact of building bulk.* ***O1.3.2*** *Development which maximises natural light access, natural ventilation and, internal and external privacy.* ***O1.3.3*** *Setbacks that facilitate the provision of landscaping.* ***O1.3.4*** *Development which activates and addresses rights of way.*	

			O1.3.5 *Building boundary setbacks provide for adequate separation between neighbouring properties.* ***O1.3.6*** *Building boundary setbacks are address the existing streetscape pattern and the desired streetscape character.* ***O1.3.7*** *The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.* ***O1.3.8*** *The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.*	
Built Form Policy Volume 3, Clause 1.5 – Tree Canopy and Deep Soil Areas <u>Deep Soil</u> 12% of the site area. <u>Planting Area</u> 3% of the site area. <u>Canopy Coverage</u> At least 80% of the lot boundary setback area at ground level shall be provided as canopy coverage at maturity. <u>Open Air Carparks</u> Open air car parks, including access ways, shall:	<u>Deep Soil</u> 2.4% of the site area. <u>Planting Area</u> 2% of the site area. <u>Canopy Coverage</u> *South* 6.8% of the southern lot setback area. *West* Nil setback permitted and proposed – N/A. <u>Open Air Carparks</u>	<u>Deep Soil</u> 5.8% of the site area. <u>Planting Area</u> 4.3% of the site area. <u>Canopy Coverage</u> *South* 0% of the southern lot setback area. *West* Nil setback permitted and proposed – N/A. <u>Open Air Carparks</u>	***Built Form Policy Volume 3, Clause 1.5 – Tree Canopy and Deep Soil Areas*** <u>*Element Objectives*</u> ***O1.5.1*** *Landscaping is to be designed to reduce the impact of development on adjoining residential zones and public spaces.* ***O1.5.2*** *Landscaping should provide increased urban air quality, tree and vegetation coverage and a sense of open space between buildings.* ***O1.5.3*** *The provision of landscaping that will make an effective and demonstrated contribution to the City's green canopy to reduce the impact of the urban heat island effect.* ***O1.5.4*** *Development that prioritises the retention of mature and healthy trees* ***O1.5.5*** *Open air car parks should be appropriately landscaped to provide adequate shading and reduce the impact on adjoining properties.*	

• Have a minimum of 60% canopy coverage at maturity. • Be landscaped at a minimum rate of one tree per four car bays. • Have a 1.5m wide landscaping strip around the perimeter.	0% canopy coverage within the car park No trees proposed within the car park area. No landscaping strip provided around the perimeter of the car park.	No change to canopy coverage within the car park No change to trees proposed within the car park area. Landscaping strip's provided around the perimeter of the car park ranging from 0.7m – 1.4m in width	***O1.5.6*** *Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.*	
Built Form Policy Volume 3, Clause 1.9 – Vehicle Access Vehicle access shall be taken from the rear laneway or secondary street in the first instances. Each lot is to provide a maximum of one crossover. The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	The application proposes three vehicle access points, one each from Woodville Street, Angove Street and the rear laneway. The existing development has two vehicles access points, one from Woodville and Angove Streets. Angove Street – 9.1m Woodville Street – 14.1m	Three access points remain, though the widths of the following crossovers have been altered Angove Street – 6.5m Woodville Street – 10.9m	***Built Form Policy Volume 3, Clause 1.9 – Vehicle Access*** <u>Element Objectives</u> ***O1.9.1*** *Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.* ***O1.9.2*** *Vehicle access points are designed and located to reduce visual impact on the streetscape.*	
Policy 7.7.1 – Non-Residential Development Parking Requirements Policy			***Built Form Policy Volume 3, Clause 1.10 – Car and Bicycle Parking*** <u>Element Objectives</u>	

Table 1 of the Policy does not provide a car parking ratio for a Service Station land use and therefore requires the City to determine the acceptability of the on-site car parking provided based on a site specific Parking Management Plan.	The development proposes six (6) on-site car parking spaces (including one (1) ACROD bay) located at the rear of the control building. The applicant has not submitted a Parking Management Plan however, the applicant's Transport Impact Statement (TIS) provides an assessment of the amount of on-site car parking provided and the impact of the development on the surrounding road network.	The development proposes six (6) on-site car parking spaces (including one (1) ACROD bay) located at the rear of the control building and one (1) EV bay located adjacent to the refuse area. Further information regarding parking remains in the TIS.	***O1.10.1*** *Parking and facilities are provided for cyclists and other modes of transport including Electric Vehicle charging stations.* ***O1.10.2*** *Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.* ***O1.10.3*** *Car parking is designed to be safe and accessible.* ***O1.10.4*** *The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.* ***Policy 7.7.1 – Non-Residential Development Parking Requirements Policy*** <u>Policy Objectives</u> *1) To support a shift toward more active and sustainable transport modes that will reduce the dependence on single person private vehicle trips.* *2) To ensure that parking facilities do not prejudice the environmental and amenity objectives of the City's Local Planning Scheme.* *3) To ensure appropriate parking and access is provided in non-residential development to meet the needs of its users.*	

Local Planning Policy: Signs and Advertising **Clause 10.5 – Free Standard Signs** <u>Monolith Sign</u> Maximum width – 2m Maximum area – 3m^2	The application proposes a monolith sign on the corner of Woodville and Angove Street which advertises the business operator and petrol prices. The sign has a frontage to both streets. Maximum width – 6m Maximum area – 35.2m^2	No changes proposed	***Local Planning Policy: Signs and Advertising*** <u>*Policy Objectives*</u> *1) Do not present a hazard or obstruction to pedestrians or motorists or the efficiency of a road or traffic control devices;* *2) Are suitably designed and located to maintain and enhance the amenity of the surrounding locality;* *3) Only relate to services and products available on the site on which the advertising sign is located;* *4) Do not result in a proliferation of advertisement;* *5) Do not detract from the heritage significance of a building or area;* *6) Maintain active frontages and encourages pedestrian interaction;* *7) Are incorporated and integrated with the buildings of other structures on the subject lot; and* 8) *Align with the City's Public Health Plan objective of advocating for reduced exposure to alcohol and tobacco advertising.*	

(If you wish to provide further comments regarding the above matter, please attach a separate page to this form.)

Acceptable Outcome – Are specific measures and outcomes to assist in meeting the Element Objectives Where a proposal does not meet the 'deemed-to-comply' provisions and therefore seeks to apply the Design Principles then the approval of the decision maker is required for those matters only.

Element Objectives – Define the intended outcome for the element. While addressing the Acceptable Outcomes is likely to achieve the Objectives, they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Objectives are achieved. Proposals may also satisfy the Objectives via alternative means or solutions

Please note all provisions are open to the exercise of judgement based on the design principles and relevant objectives for that element.

The City is undertaking community consultation to seek input from interested residents; it is not to be taken as any actual or implied support for the application. A decision on the matter will not be made until after the conclusion of the consultation period, following review of all submissions.