



Metro Inner-South Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 14 June 2023; 9:30am
Meeting Number: MISJDAP/145
Meeting Venue: City of Fremantle
151 High Street, Fremantle

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Attendance

DAP Members

Mr Clayton Higham (Presiding Member)
Ms Rachel Chapman (Deputy Presiding Member)
Mr John Syme (A/Third Specialist Member)
Cr Andrew Sullivan (Local Government Member, City of Fremantle)
Cr Bryn Jones (Local Government Member, City of Fremantle)

Officers in attendance

Ms Chloe Johnston (City of Fremantle)
Mr Jonathan Dornan (City of Fremantle)

Minute Secretary

Ms Kayla Goodchild (City of Fremantle)

Applicants and Submitters

Mr Josh Watson (Planning Solutions)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

2. Apologies

Mr Peter Lee (Third Specialist Member)
Mr Justin Page (Third Specialist Member)
Ms Shelley Shepherd (Third Specialist Member)
Ms Diana Goldswain (Third Specialist Member)
Cr Rachel Pemberton (Local Government Member, City of Fremantle)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).



5. Declarations of Due Consideration

The Presiding Member notes an addendum to the agenda was published to include details of a DAP request for further information and responsible authority response in relation to Item 8.1, received on 9 June 2023.

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- 7.1** Mr Josh Watson (Planning Solutions) presenting in support of the recommendation for the application at Item 8.1. The presentation will address support of the proposed development and provide further information and understanding about the proposed upgrades.

The City of Fremantle may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1 No.87 -93 (Lot 363 & 364) Queen Victoria Street, Fremantle

Development Description:	Service Station Redevelopment
Applicant:	Planning Solutions
Owner:	Bass Management Pty Ltd
Responsible Authority:	City of Fremantle
DAP File No:	DAP/23/02455

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil.



10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/22/02244 DR121/2022	City of Fremantle	Nos. 34-38 (Lots 1823, 1209, 1212 and 1217) Amherst Street and Nos. 2-4 (Lots 1223 and 1222) Stack Street, Fremantle	56 Grouped Dwellings	30/11/2022
DAP/22/02290 DR234/2022	Town of Victoria Park	No.384 (Lot 3) Berwick Street, East Victoria Park	Proposed 13 Grouped Dwellings	23/12/2022
DAP/18/01521 DR15/2023	City of Belmont	225 (Lot 500), Great Eastern Highway, Belmont	Use Not Listed: Third Party Signage	31/01/2023

11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

12. Meeting Closure



Presentation Request Form

[Regulation 40\(3\)](#) and [DAP Standing Orders 2020](#) cl. 3.5

Must be submitted at least 72 hours (3 ordinary days) before the meeting

Presentation Request Guidelines

Persons interested in presenting to a DAP must first consider whether their concern has been adequately addressed in the responsible authority report or other submissions. Your request will be determined by the Presiding Member based on individual merit and likely contribution to assist the DAP's consideration and determination of the application.

Presentations are not to exceed **5 minutes**. It is important to note that the presentation content will be **published on the DAP website** as part of the meeting agenda.

Please complete a separate form for each presenter and submit to daps@dplh.wa.gov.au

Presenter Details

Name	Josh Watson
Company (if applicable)	Planning Solutions
Please identify if you have any special requirements:	YES ☐ NO ☒ If yes, please state any accessibility or special requirements: Click or tap here to enter text.

Meeting Details

DAP Name	MISJDAP/145
Meeting Date	14 June 2023
DAP Application Number	DAP/23/02455
Property Location	Lots 363 & 364) 87-93 Queen Victoria Street, Fremantle
Agenda Item Number	8.1

Presentation Details

I have read the contents of the report contained in the Agenda and note that my presentation content will be published as part of the Agenda:	YES ☒
Is the presentation in support of or against the <u>report recommendation</u> ? (<i>contained within the Agenda</i>)	SUPPORT ☒ AGAINST ☐
Is the presentation in support of or against the <u>proposed development</u> ?	SUPPORT ☒ AGAINST ☐
Will the presentation require power-point facilities?	YES ☐ NO ☒ If yes, please attach



Presentation Content*

These details may be circulated to the local government and applicant if deemed necessary by the Presiding Member. Handouts or power points will not be accepted on the day.

Brief sentence summary for inclusion on the Agenda	<i>The presentation will address:</i> In support of the proposed development and provide further information and understanding about the proposed upgrades.
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In accordance with Clause 3.5.2 of the [DAP Standing Orders](#), your presentation request must also be accompanied with a written document detailing the content of your presentation.

Please attach detailed content of presentation or provide below:

Refer attached presentation summary

Presentation Summary

To:	Metro Inner-South Joint Development Assessment Panel	From:	Josh Watson
Attention:	Mr Clayton Higham (Presiding Member)	Job No:	8369
Copy to:	DAP Secretariat	Date:	9 June 2023
Subject:	DAP Meeting Number: MISJDAP/145 Item 8.1 – Proposed service station redevelopment Lot 363 & 364 (87-93) Queen Victoria Street, Fremantle		

Planning Solutions acts on behalf of BP Australia Pty Ltd, in support of the proposed service station redevelopment at Lot 363 & 364 (87-93) Queen Victoria Street, Fremantle (**subject site**).

We are pleased to receive the officer recommendation for **approval** and wish to express our support for the officer recommendation. We thank the City's officers for their collaboration throughout the assessment of the application. We have reviewed the conditions and advice notes and consider them to be satisfactory.

OVERVIEW AND MERITS OF THE PROPOSAL

The proposal involves the upgrades to the existing BP service station on the subject site. A service station has been located on the subject site since the 1960s and has provided important refuelling infrastructure for motorists in the locality.

Over time the existing service station has been upgraded and refined to align with the progress of service station designs and operations. A key upgrade to this site was the replacement of the underground fuel tanks in 2009. The new double wall fiberglass tanks which incorporate electronic monitoring are state of the art and consistent with tanks installed on all new sites across Australia. These tanks have also prolonged the certainty around the operations of the service station on the subject site. These tanks come with a lifespan that will extend the operations of the service station for another 30+ years.

The proposed upgrades to the canopy and retail building which form the basis of this application simply ensure an improved built form and operational outcome for the service station on the subject site. The BP owned (via BASS Management Pty Ltd) and operated site is proposed to be upgraded with retail fuel convenience offering which is implemented on all new and redeveloped sites across Australia.

The retail building is proposed to be increased in size from the existing outdated building. The majority of the increase simply allows for the operational characteristics which form the basis of the modern day service station building including back of house areas, fridge/freezers, storeroom and toilet facilities.

The retail floor area of the building is only approximately 104m² of the total 250m² building. The retail floor area is largely comprised of access ways and racking for retail goods. A small seating area is provided for customers which is a supporting feature common on all new service stations in Australia.

The proposed upgrades are entirely logical and will improve the look and operations of the service station. The service station will remain operating 24/7 and ensure an ongoing service to the local community and traveling public. The proposed upgrades are entirely consistent with BP Australia's corporate built form service station requirements and will ensure the ongoing operations on the subject site.

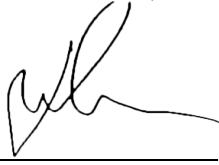
SUMMARY

In summary, the proposed development is supported by the City's officers, is consistent with the relevant planning framework, has been designed to improve the services provided on site.

We respectfully request the application for development approval be considered on its merits and the Metro Inner-South JDAP approve the recommendation provided in the RAR.

Thank you for your time and consideration. I would be pleased to answer any questions from the JDAP members at the meeting on 14 June 2023.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'J. Watson', written over a horizontal line.

JOSH WATSON
SENIOR ASSOCIATE



Direction for Further Services from the Responsible Authority

Regulation 13(1) and DAP Standing Orders 2020 cl. 3.3

Guidelines

A DAP Member who wishes to request further services (e.g. technical information or alternate recommendations) from the Responsible Authority must complete this form and submit to daps@dplh.wa.gov.au.

The request will be considered by the Presiding Member and if approved, the Responsible Authority will be directed to provide a response to DAP Secretariat within the form.

It is important to note that **the completed form containing the query, response and any accompanying documentation will be published on the DAP website** as an addendum to the meeting agenda.

DAP Application Details

DAP Name	Metro Inner-South
DAP Application Number	DAP/23/02455
Responsible Authority	City of Fremantle
Property Location	Lot 363 & 364 (No.87 -93) Queen Victoria Street, Fremantle

Presiding Member Authorisation

Presiding Member Name	Mr Clayton Higham
Signature	
Date	2 June 2023
Response Due	9 June 2023; 12pm

Nature of technical advice or information required*

1	DAP query	Referring to LPS4 Section 6.7 – Local Planning Area 2 Sub Area 1, the prescribed setback requirements listed in s.2.3.1.2(h) for Area 4 (Queen Victoria Street frontage) require a minimum 3.3m setback plus a maximum 3.3m setback for development up to 10m height. On page 12 of the RAR the report correctly states the minimum setback but wrongly states that the maximum Primary Street Setback is 10m – is this in error? Do any of the existing or proposed structures comply with the front setback requirements of the scheme? Is there an expectation that in expanding an existing use, the additions should make some effort to contribute to the planned built forms of the precinct?
	Response	It has been clarified that the minimum setback to Queen Victoria Street in Sub-Area 1 – Area 4 is 3.3m with the maximum setback 3.3m up to 10m in height. This means that the setback of buildings in this area must be up to 3.3m up to 10m in height. The purpose of this was to provide a consistent elevation to the minimum façade height of 10

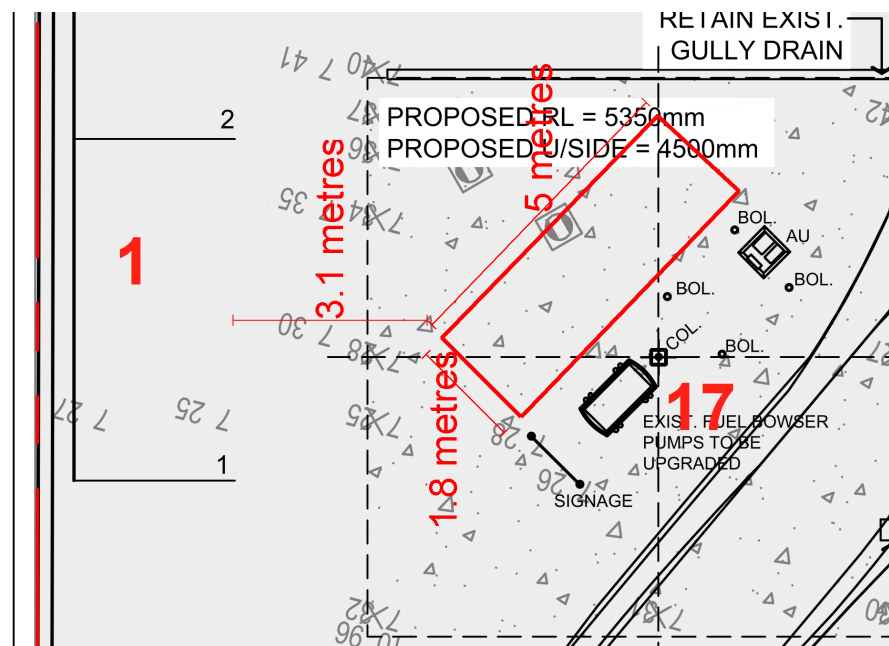
* Any alternate recommendation sought does not infer a pre-determined position of the panel.

		metres, above that height setbacks could be varied to suit the requirements of each site. Regardless of the acknowledged error in the report, the Queen Victoria Street setback of the fuel canopy will remain unchanged. The reconstructed convenience store will be located towards the rear of the lot behind the retained carwash and fuel canopy. Re-assessment of the street setback is therefore not applicable as there is no change to the existing, approved setback of the carwash and fuel canopy buildings. Any new development will be located behind these buildings. While there are certainly opportunities for more substantial development in this area, there is no obligation for the existing land use to be more substantially developed than is proposed.
2	DAP query	Referring to LPS4 Section 6.7 – Local Planning Area 2 Sub Area 1, section 2.3.1.3 (j) requires that <i>“New buildings in the area should embody contemporary and innovative architecture which is sensitive to Fremantle’s sense of place and satisfies any planning and design policy adopted for the area.”</i> Relevant to this are Council’s Local Planning Policy 3.1.3 and the <i>Freo 2029 - Transformational Moves</i> strategy (a) In what ways does expanding the activity of the petrol station and introducing convenience store/cafe land uses, and or the physical characteristics of the existing and proposed built forms, address the Council’s Local Planning Policy LPP3.1.3 for this area? (b) LPP3.1.3 calls for a focus on <i>“Queen Victoria Street becoming a distinctive boulevard entry to Fremantle with a lively street space of active ground level frontages providing a mixture of service, sales and hospitality with high density residential accommodation above and behind”</i>. Are the land use and physical characteristics of the expanded service station consistent with the requirement to create a distinctive boulevard entry to Fremantle? (c) LPP3.1.3 describes existing uses like the service station as <i>“low-grade and non-contributing development”</i>. To what extent, if any, does the proposal to expand this existing development contribute to the policy objectives that seek to move away from non-contributing development? What parts of the proposal, if any, contribute to improving the quality and positive characteristics of the expanded development in relation to the stated objectives for the area? (d) Please provide an assessment of the proposal in relation to the LPP3.1.3 requirements for development fronting Queen Victoria Street as listed in section 5.1 of LPP3.1.3. (e) Does the proposed development satisfy LPP3.1.3 section 6.1 such that <i>“the primary street in the precinct ... be reinforced with continuous developed edges of consistent scale and massing that creates a strong sense of urban enclosure...”</i>? (f) Is this use and form of development consistent with the Council’s <i>Freo 2029 – Transformational Moves</i> strategy (version 2

		March 2018) with specific regard to the ‘Queen Victoria Street Residential Quarter’ that forms part of the ‘Northern Gateway’ transformational project? (g) How is the significant expansion of a 24-hour convenience store which seeks to provide substantial food offerings and some inhouse customer seating compatible with the existing residential precinct or the desired future high density residential enclave?
	Response	The construction of a new convenience store/cafe is not considered to be a significant intensification of land use. As per LPS4, a service station means – <i>“premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –</i> <i>(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or</i> <i>(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles”</i> The convenience store and cafe portion of the proposed development is considered to be incorporated within the land use definition for a service station as they involve the retail sale of goods of an incidental or convenience nature. There are no additional fuel bowzers proposed or a proposed extension of the car wash. The proposed development is considered a refurbishment of an existing, approved land use. As there are no significant changes to the existing built form fronting Queen Elizabeth Street, it is considered that it is not appropriate to require the applicant to address the built form requirements of LPP3.1.3, noting they are intended for larger scale redevelopments. The built form fronting Queen Victoria Street will remain largely unchanged (the carwash, fuel canopy and fuel bowzers will remain in their current locations). The opportunity to create a distinctive boulevard entry is limited with the main portion of the development being the convenience store located towards the rear of the lot.
3	DAP query	With reference to SPP7.0 Design of the Built Environment and clause 67.2(m) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Part 9</i>, please provide more detailed assessment of whether the proposed development is compatible with the desired future character of its setting.
	Response	The proposed development is for the refurbishment of an existing, approved land use. The built form fronting Queen Victoria Street includes an existing carwash and the fuel bowser canopy. These structures will remain in place with an increase to the height of the canopy. The proposed development does not involve the complete redevelopment of the site. As the proposed development is not considered to include significant changes to the existing built form, the opportunity to address SPP7.0 is limited. Notwithstanding this, the proposal is simple in its form and design, does not include excessive signage and has a logical, legible layout. Overall enhancements are proposed to improve the amenity of the

		ongoing use, including landscaping, that will improve the appearance of the existing use.
4	DAP query	Given that the proposal aims to significantly extend the profitable lifespan of the petrol station, what, if any, planning or environment regulations concerning the location of service stations have been considered as part of the RAR. Please identify the relevant statutory/policy requirements and provide an assessment against them in relation to the proposal.
	Response	The application is for the reconstruction of a building on the site of an existing, approved land use that is not seeking expansion of fuel tanks or capacity. The alteration mostly relates to the size of the building, not the fuel service available. Any state government policies or environmental guidance relating to separation of land uses are not required to be reassessed.
5	DAP query	LAND USE: With regard to the land use, does the proposed expansion of the operations to include 24-hour take away and dine in food service and expanded convenience store operations effectively introduce a new land use(s), and if so, how should a new land use of this nature be advertised and assessed against the land use requirements? Should the “Wild Bean Café” component of the proposal be classed as a separate land use from the ‘convenience store’? The submitted drawings indicate the presence of an ‘existing convenience store’, but is the existing operation actually classed as a convenience store or is it simply offering modest ancillary sales relating to a service station? Please provide evidence that the existing ‘convenience store’ use has been approved, or is it operating as part of the approved service station use?. Please provide evidence of the approved hours of operation of each component, namely the service station (petroleum sales), the car wash and the convenience store, and any relevant conditions of approvals relating to each. Please provide a clear understanding of the lapsed planning applications/approvals for a “convenience store” land use from DA200/01 considered in 2001, and more detail about the “<i>multiple applications for extension of time [that] were applied for...but never acted upon.</i>”.
	Response	Under <i>Local Planning Scheme 4</i>, a service station means a – <i>“premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –</i> <i>(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or</i> <i>(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles”</i> A separate land use approval is not required for the convenience store as it is considered to involve the retail sale of goods of an incidental or convenience nature, as covered under the land use definition of a service station. Under <i>Local Planning Scheme 4</i> a “restaurant/café” means a –

Regarding access to the parking bays to the northeast of the lot. Proposed car bays 1 and 2 were previously occupied by an LPG tank which, if the adjacent fuel bowser bay was in use, would have prevented access to the rear parking bays between the fuel bowser and LPG tank entirely. It is considered that the removal of the LPG tank and the installation of parking bays in its place is an improved outcome. If the bowser on the northernmost end is in use, given the average width and length of a car, 1.8m and 5m respectively, there should remain sufficient space for a car to navigate between car bay 1 and a car parked at the adjacent fuel bowser (refer image below).



Car bay 2 will be accessed via driving through car bay 1 or, if this car bay is occupied, potentially driving in forward gear or reverse parking into this bay.

The following condition was recommended in the Responsible Authority Report, certain parking and access arrangements can potentially be addressed at this stage.

Prior to the lodgement of a Building Permit application for the development hereby approved, the applicant is to submit, and have approved to the satisfaction of the City of Fremantle, a detailed parking plan design which complies with the Australian Standard AS/NZS 2890 and AS/NZS 1428.

The BP service station currently operating on the site is open 24 hours. There will be no increase in the number of fuel bowzers on the site. It is accepted that some customers may visit the site primarily for the purchase of goods (milk, bread, etc.) however, it is considered that this would be limited and generally only for essential items when surrounding shops are closed. It is considered that the café will generally only be used by customers refuelling their vehicles. Given, the number of surrounding cafes in the area, it is unlikely that customers would visit the proposed café exclusively.

		Given the points mentioned above, there should be no substantial increase in traffic entering/exiting the site via the crossovers. The crossover to Quarry Street is an existing, approved crossover. It is considered appropriate to allow the applicant to maintain this crossover to allow customers to enter and exit the site.
7	DAP query	Please provide an alternative recommendation for refusal
	Response	That the Metro Inner South JDAP resolves to: 1) Accept that the DAP Application reference DAP/23/02455 is appropriate for consideration as a “Service Station” land use and compatible with the objectives of the zoning table in City of Fremantle Local Planning Scheme No. 4. 2) Refuse DAP Application reference DAP/23/02455 and accompanying plans (attachment 2) dated 8 March 2023 (City of Fremantle received date) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>, and the provisions of City of Fremantle Local Planning Scheme 4, for the following reasons: Reasons: 1) The proposal is inconsistent the <i>Deemed provisions</i> and would be detrimental to the amenity of the area by virtue of the type of the development, and incompatibility with the scale of development immediately adjoining and within the locality generally. 2) The Petrol Station land use is incompatible with the objectives of the Mixed use zone under clause 3.2.1(e) of the City’s Local Planning Scheme No. 4 by virtue of being detrimental to the amenity of residential properties in the locality. 3) The proposed development would be incompatible with the desired future character of the area and is likely to restrict future high density and mixed use developments in the area consistent with the objectives of the City’s Freo 2029 - Transformational Moves Strategy. 4) The development is inconsistent with the minimum building height requirements (Schedule 7 – sub area 2.3.1.2) of Local Planning Scheme No. 4.

QUEEN VICTORIA STREET, NO. 87-93 (LOT 363 & 364) FREMANTLE - SERVICE STATION REDEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner South	
Local Government Area:	City of Fremantle	
Applicant:	Planning Solutions	
Owner:	Bass Management Ply Ltd	
Value of Development:	\$2 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	City of Fremantle	
Authorising Officer:	Chloe Johnston - Manager Development Approvals	
LG Reference:	DAP003/23	
DAP File No:	DAP/23/02455	
Application Received Date:	8 March 2023	
Report Due Date:	6 June 2023	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Development Application Report 2. Development Plans 3. Site Photos	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner South JDAP resolves to:

- Accept** that the DAP Application reference DAP/23/02455 is appropriate for consideration as a “Service Station” land use and compatible with the objectives of the zoning table in City of Fremantle Local Planning Scheme No. 4.
- Approve** DAP Application reference DAP/23/02455 and accompanying plans (attachment 2) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of City of Fremantle Local Planning Scheme 4, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to the lodgement of a Building Permit application for the development hereby approved, a detailed landscaping plan, including information relating to species selection, reticulation, details of existing vegetation to be retained, and treatment of landscaped surfaces (i.e. mulch, lawn etc), shall be submitted to and approved by the City of Fremantle.
4. Prior to the lodgement of a Building Permit application for the development hereby approved, storm water disposal plans, details and calculations must be submitted for approval by the City of Fremantle and thereafter implemented, constructed and maintained to the satisfaction of the City of Fremantle.
5. Prior to the issue of a Building Permit or Demolition Permit a Construction/Demolition Management Plan shall be submitted and approved, to the satisfaction of the City of Fremantle addressing, but not limited to, the following matters:
 - a) Use of City car parking bays for construction related activities;
 - b) Protection of infrastructure and street trees within the road reserve;
 - c) Security fencing around construction sites;
 - d) Gantries;
 - e) Access to site by construction vehicles;
 - f) Contact details;
 - g) Site offices;
 - h) Noise - Construction work and deliveries;
 - i) Sand drift and dust management;
 - j) Waste management;
 - k) Dewatering management plan;
 - l) Traffic management; and
 - m) Works affecting pedestrian areas.

Dewatering application must include:

- Written approval from department of Water and Department of Park and Wildlife
- Dewatering impact report
- Demonstrated compliance with Swan Trust Policy SRT/DE6
- Before discharge in to the City's storm water system, they need to have a sediment control and weekly monitoring plan.

The approved Demolition and Construction Management Plan shall be adhered to throughout the demolition of the existing building on site and construction of the new development.

6. Prior to the lodgement of a Building Permit application for the development hereby approved, an outdoor lighting plan must be submitted and approved by the City of Fremantle. The outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties.
7. Prior to the lodgement of a Building Permit application for the development hereby approved, the applicant is to submit, and have approved to the satisfaction of the City of Fremantle, a detailed parking plan design which complies with the Australian Standard AS/NZS 2890 and AS/NZS 1428.
8. Prior to the lodgement of a Building Permit application for the development hereby approved, the owner is to submit a waste management plan for approval by the City, detailing at a minimum the following:
 - Estimated waste generation
 - Proposed storage of receptacles
 - Collection methodology for waste
 - Additional management requirements to be implemented and maintained for the life of the development.

The Waste Management Plan must be implemented at all times to the satisfaction of the City of Fremantle.

9. Prior to the lodgement of a Building Permit application for the development hereby approved, the design and materials of the development shall adhere to the requirements set out within City of Fremantle policy L.P.P2.3 - Fremantle Port Buffer Area Development Guidelines for properties contained within Area 2. Specifically, the development shall provide the following to the satisfaction of the City of Fremantle:
 - a) Glazing to windows and other openings shall be laminated safety glass of minimum thickness of 6mm or "double glazed" utilising laminated or toughened safety glass of a minimum thickness of 3mm.
 - b) Air conditioners shall provide internal centrally located 'shut down' points and associated procedures for emergency use.
 - c) Roof insulation in accordance with the requirements of the Building Codes of Australia.
10. Prior to the lodgement of a Building Permit application for the development hereby approved, any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings.
11. Prior to the occupation of the development hereby approved, all car parking, and vehicle access and circulation areas shall be maintained and available for car parking/loading, and vehicle access and circulation on an ongoing basis to the satisfaction of the City of Fremantle.

12. Prior to the occupation of the development hereby approved, the approved landscaping shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Fremantle. All landscaped areas are to be maintained on an ongoing basis for the life of the development, to the satisfaction of the City of Fremantle.
13. Prior to the occupation of the development hereby approved, No. 87-93 (Lot 363) and No. 93 (Lot 364) are to be legally amalgamated into one lot on the Certificate of Title. Alternatively the owner may enter into a legal agreement with the City of Fremantle, drafted by the City's solicitors at the expense of the owner and be executed by all parties concerned. The legal agreement will specify measures to allow the development approval to operate having regard to the subject site consisting of two separate lots, to the satisfaction of the City of Fremantle.
14. All works indicated on the approved plans, including any footings, shall be wholly located within the cadastral boundaries of the subject site.
15. Where any of the preceding conditions has a time limitation for compliance, if any condition is not met by the time requirement within that condition, then the obligation to comply with the requirements of any such condition (other than the time limitation for compliance specified in that condition), continues whilst the approved development continues.

Advice Notes

1. A Building permit is required for the proposed Building Works. A certified BA1 application form must be submitted and a Certificate of Design Compliance (issued by a Registered Building Surveyor Contractor in the private sector) must be submitted with the BA1.
2. A demolition permit is required to be obtained for the proposed demolition work. The demolition permit must be issued prior to the removal of any structures on site.
3. Any works within the adjacent thoroughfare, i.e. road, kerbs, footpath, verge, crossover or right of way, requires a separate approval from the City of Fremantle's Infrastructure Business Services department who can be contacted via info@fremantle.wa.gov.au or 9432 9999.
4. The premises must comply with the *Food Act 2008*, regulations and the Food Safety Standards incorporating AS 4674-2004 *Design, construction and fit-out of food premises*. Detailed architectural plans and elevations must be submitted to Environmental Health Services for approval prior to construction. The food business is required to be registered under the *Food Act 2008*. For further information contact Environmental Health Services on 9432 9999 or via health@fremantle.wa.gov.au.
5. If construction works involve the emission of noise above the assigned levels in the *Environmental Protection (Noise) Regulations 1997*, they should only occur on Monday to Saturday between 7.00 am and 7.00 pm (excluding public holidays). In instances where such construction work needs to be performed outside these hours, an *Application for Approval of a Noise Management Plan* must be submitted to the City of Fremantle Environmental Health Services for approval at least 7 days before construction can commence.

Note: Construction work includes, but is not limited to, Hammering, Bricklaying, Roofing, use of Power Tools and radios etc.

6. Any removal of asbestos is to comply with the following –

Under ten (10) square metres of bonded (non-friable) asbestos can be removed without a license and in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2001*. Over 10 square metres must be removed by a Class B asbestos removal licence holder for. All asbestos removal is to be carried out in accordance with the *Work Health and Safety Act 2020* and accompanying regulations and the requirements of the *Code of Practice for the Safe Removal of Asbestos 2nd Edition [NOHSC: 2002 (2005)]*;

Note: Removal of any amount of friable asbestos must be done by a Class A asbestos removal licence holder and an application submitted to WorkSafe, Department of Commerce. <https://www.commerce.wa.gov.au/worksafe/>.

7. Effective measures shall be taken to stabilize sand and ensure no sand escapes from the property by wind or water in accordance with the City's Prevention and Abatement of Sand Drift Local Law.
8. All noise from the proposed development must comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended), such as:
- mechanical service systems like air-conditioners, exhaust outlets, motors, compressors and pool filters;
 - vehicles;
 - amplified acoustic systems; and
 - patron noise.

It is advised to seek the services of a competent acoustic consultant to assist the applicant to address the potential noise impacts on noise sensitive receivers.

OR

The proponent is required to submit an acoustic report, from an appropriately qualified and competent acoustic consultant, that demonstrates how environmental noise from the proposed development will comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended). All recommendations of the Report, required to comply with the aforementioned Regulations, must be incorporated into the approved plans and/or operational management controls for the development.

9. In regard to the condition requiring a Construction Management Plan, Local Planning Policy 1.10 Construction Sites can be found on the City's web site via <http://www.fremantle.wa.gov.au/development/policies>
A copy of the City's Construction and Demolition Management Plan Proforma which needs to be submitted with building and demolition permits can be accessed via:
<https://www.fremantle.wa.gov.au/sites/default/files/Construction%20and%20Demolition%20Management%20Plan%20Proforma.pdf>
The Infrastructure Business Services department can be contacted via info@fremantle.wa.gov.au or 9432 9999.

8. Levels as per existing footpath and/or ROW

- Levels at the property boundary including any driveways and pedestrian access points shall match existing footpath and/or right of way levels;
- Any adjustment in levels is to be achieved within the property boundaries;
- Details of all existing and proposed levels to be shown in the submitted working drawings for a building permit, to show that existing footpath levels are maintained.

9. The applicant is advised that where contamination is detected within the site, the site is required to be remediated in accordance with the requirements of the Department of Water and Environmental Regulation for the remediation of contaminated sites.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone	Central City Zone
Local Planning Scheme	Local Planning Scheme 4 (LPS4)
Local Planning Scheme - Zone	Mixed Use Zone
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Service Station – A
Lot Size:	2435m ²
Existing Land Use:	Service Station
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval for the redevelopment of an existing service station (proposed development) located at 87-93 Queen Victoria Street, Fremantle (subject site). The key components of the proposed development can be seen at Attachment 1 and 2 and are summarised as follows:

Proposed Land Use	Service Station (continuation of existing land use)
Proposed Net Lettable Area	250m ²
Proposed No. Storeys	Single Storey

Proposed No. Dwellings	N/A
------------------------	-----

1. Demolition of the existing 12.5m wide x 7.3m deep x 3.2m high service station (existing carwash, underground fuel tanks and incidental additions to be retained).
2. Construction of a new 20.69m wide x 12.63m deep x 4.45m high, 250m² GFA service station with an internal 'Wild Bean' café.
3. Construction of a 34.83m² enclosed bin storage area/service yard.
4. Removal and replacement of the fuel canopy in the same location to a maximum height of 5.35m (original canopy height 4.4m).
5. Reconfiguration of the existing car parking bays.
6. Signage additions.
7. Installation of landscaping.
8. Upgrading of fuel bowzers (number of fuel bowzers (4) to remain the same and in existing locations).

The café and convenience store portion of the proposed development is considered incidental to the service station land use. The definition of a service station under LPS4 provides for "the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature".

The service station is proposed to operate 24 hours a day, seven (7) days a week. This is consistent with the operating hours of the existing service station. In support of the proposed development the applicant has submitted the following technical documents:

1. Development Application Report
2. Development Plans

Background:

Subject Site

The subject site currently features an existing service station and carwash located across two (2) lots zoned Mixed Use under LPS4. The two (2) lots feature a combined land area of 2435m². Refer to the table below for the individual lot details subject of this application.

ADDRESS	LANDOWNER	VOL.	FOLIO	AREA (M ²)
Lot 363 (No. 87-93) Queen Victoria Street, Fremantle	Bass Management Pty Ltd	804	44	1217m ²
Lot 364 (No. 87-93) Queen Victoria Street, Fremantle	Bass Management Pty Ltd	358	53	1218m ²

The subject site is approximately 250m south-east of the Swan River, 1km north-east of the City Centre and 1km south-west of the intersection of Stirling and Canning Highway (Primary Distributor roads). The subject site is located on a Local Distributor Road, is accessible from both directions and can be considered as being located on a main access route to/from the City Centre.

In summary, the subject site is described as follows:

1. Zoned 'Central City' under the Metropolitan Region Scheme (MRS) and 'Mixed Use' with a density coding of R-AC3 under LPS4.
2. Abuts Queen Victoria Street to the north-west (front boundary), Quarry Street to the south-east (rear boundary) and private commercial lots to the north-east and south-west (side boundaries).
3. Located within Area C of Precinct 3 as defined by Local Planning Policy 3.1.3.
4. Located within Area 2 of the Fremantle Port Authority Buffer Area.
5. Features an existing service station, carwash and incidental structures constructed in approximately 1970.

Refer to the figures below for additional site context.



Figure 1 – Site Aerial Image



Figure 2 – Existing Street View

Site History

The original service station, constructed in 1961, was demolished in 1979 and replaced with a new service station, workshop and carwash. In 1996 the service station was extended with the addition of a storage room and in 2009 the standalone workshop was demolished.

The building permit and development approval history for the subject site is listed below:

1. Building Licence 0968/1961 - Service Station Development - Issued 1961
2. Building Licence 5929/1970 - Alterations and Additions to Existing Service Station (Canopy Extension) - Issued 1970
3. Building Licence 1209/1979 - Complete Demolition and Rebuild of Service Station and Carwash Addition - Issued 1979
4. Building Licence 9265/1996 - Alterations and Additions to Existing Service Station - Issued 1996
5. Development Approval DA200/01 - Service Station Upgrade Comprising a Carwash, Convenience Store and Refuelling Area - Issued 2001 (multiple applications for extension of time were applied for however, this approval was never acted upon)
6. Building Licence 0191/09 - Carwash Extension - Issued 2009
7. Demolition Licence 2092026 - Demolition of Workshop – Issued 2009
8. Building Licence 0159/10 - Addition of Colorbond Storage Structure for Carwash - Issued 2010
9. Development Approval DA0470/20 - Pylon Sign Addition - Issued 2020

Surrounding Area Context

As illustrated by Figure 3, the subject site falls within the Mixed Use zone and abuts a Residential zone to the south-east.



Figure 3 – Planning Context Map

Various types of commercial development characterise Queen Victoria Street. This development relates to the period of containerisation in the Fremantle Port from the 1960's on. Local Planning Policy 3.1.3 'Precinct 3' describes buildings within this area as being non-contributory to heritage value, with buildings consisting of low architectural quality and limited contribution to the legibility of the streetscape.

Development along Queen Victoria Street surrounding the subject site consists primarily of bulky goods showrooms, motor vehicle/ boat sales and a Christian charity. The streetscape has no clear definition, with buildings featuring varying setbacks and architectural designs. Quarry Street at the rear of the lot features residential dwellings constructed over varying periods. The subject site is elevated approximately 8m above sea level, with these residential dwellings elevated a further 2-6m above the subject site, as illustrated by Figure 4. These dwellings overlook the existing commercial development along Queen Victoria Street and the Fremantle Port to the northwest. The next closest service station to the subject site is approximately 1.3km to the northeast.



Figure 4 – Subject Site and Surrounding Area Contours

Legislation and Policy:

Legislation

1. *Planning and Development Act 2005*
2. *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*
3. *Planning and Development (Development Assessment Panels) Regulations 2011*
4. Metropolitan Region Scheme
5. City of Fremantle Local Planning Scheme No. 4

State Government Policies

6. State Planning Policy 7.0 – Design of the Built Environment

Local Policies

7. Local Planning Policy 1.10 – Construction Sites
8. Local Planning Policy 2.3 – Fremantle Port Buffer Area Development Guidelines
9. Local Planning Policy 2.14 – Advertisement Policy
10. Local Planning Policy 3.1.3 – Precinct 3

The development assessment has been undertaken in accordance with the abovementioned legislation and policies.

Consultation:

Public Consultation

This application involves the redevelopment of an existing service station. The proposed development does not include a change of use and does not seek significant discretions to any applicable planning controls. As such, advertising in accordance with clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015* is not required.

Referrals/consultation with Government/Service Agencies

Fremantle Port Authority

The subject site falls within Development Referral Area 2 as per Local Planning Policy 2.3 Fremantle Port Buffer Area Development Guidelines. As such the application was referred to the Fremantle Port Authority. The response included the following recommendations/request in accordance with the City's policy:

1. Self-closing doors.
2. Glass of 6mm thickness.
3. A copy of their Emergency Management Plan.

The points above will be addressed via a recommended condition.

Other Advice

The application was referred to the relevant internal departments at the City of Fremantle for formal comment as part of the assessment process. All departments were generally satisfied with the proposed development. Any comments received will be addressed via conditions and advice notes. The comments received related to:

1. Requirement for a building/demolition permit.
2. Food premises compliance with the applicable Act.
3. Asbestos removal to comply with the applicable Regulations.
4. Construction work noise emission to comply with the applicable Regulations.
5. Acoustic noise to comply with the applicable regulation.
6. Sand drift management.
7. Request for a landscaping, waste management, stormwater disposal and construction/demolition management plans.

Planning Assessment:

Land Use

The subject site features an existing approved service station and carwash. There is no change of use proposed by this application.

Built Form

The following matters, as per clause 67 of the Regulations, have been deemed applicable to the built form assessment of the proposed development:

- (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;
- (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;
- (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 is considered to address the above matters for the following reasons:

1. The proposed service station is compatible with the existing and future character of the area being a largely mixed use/commercial precinct.
2. The approval of this development will not result in an over-densification of service stations in the area.
3. The proposed service station is compatible with the existing and future character of the area being mixed use.
4. The building bulk or scale of the single-storey building is not considered excessive and will not result in any significantly detrimental impact on the amenity of the surrounding area.
5. The building is orientated parallel to the street, resulting in a uniform and legible appearance.
6. No detrimental social impacts are expected to arise from the proposed service station.
7. The proposed service station is appropriately located in what could be considered one of the main entrances/exits to the city centre.

The applicable built form requirements specified in LPS4 Schedule 7 are assessed in the table below.

PROVISION	PERMITTED	PROPOSED	COMPLIES
Building Height	Max. 18m	5.35m	Complies
Facade Height	Min. 10m	5.35m	Does not Comply
Primary Street Setback	Min. 3.3m to Max. 10m	8.52m to canopy	Complies
Rear Setback	Min. Nil to Max. 4m	3m	Complies
Side Setback	Min. Nil No Max.	North-East: 5.63m South-West: 18.58m	Complies

As indicated above, the proposed development does not meet the minimum facade height specified in Schedule 7 of LPS4. Clause 4.8 of LPS4 provides for variations to

site and development standards and requirements. As the facade height does not relate to a maximum building height variation, the following provisions of clause 4.8.2 below will be addressed:

4.8.2 Variation to other requirements

4.8.2.1 The Council may vary other requirements of the Scheme subject to being satisfied in relation to all of the following:

- (a) the variation will not be detrimental to the amenity of adjoining properties or with the locality generally;
- (b) conservation of the cultural heritage values of buildings on-site and adjoining; and
- (c) any other relevant matter outlined in Council's local planning policies.

The proposed development is considered to address the above matters for the following reasons:

1. The facade height of 5.35m is generally consistent with the height of buildings (single storey) along same aspect of Queen Victoria Street.
2. There are no buildings considered to be of cultural heritage on-site or adjoining the site.
3. The proposed development is consistent with all applicable local planning policies.

The proposed development is consistent with the remaining built form requirements of LPS4. The applicant has provided the following justification for the design of building:

The proposed development incorporates a range of architectural design features, which depart from the traditional service station format, and results in a high-quality built form outcome that is specific to the site. These features include an attractively designed retail building which incorporates BP's colours and imagery plus a range of complementary finishes and treatments which contribute positively to the public realm and the Fremantle locality. Such treatments and finishes include:

- *A mixture of powdercoated mesh, contemporary signage, powdercoated aluminium louvres, green panelling, precast concrete panels and substantial shopfront glazing at the Queen Victoria Street elevation.*
- *A mixture of precast concrete, powdercoated aluminium louvres, and substantial glazing along the majority of the retail building shopfront, facing the forecourt area. Substantial glazing (2.7m in height from FFL) ensures permeability and passive surveillance between the retail and forecourt area.*
- *Wild bean Café vinyl decals to create an eye catching feature on the western frontage of the retail building.*
- *Integrated signage which is sympathetic to the layout and design of the overall building, softening any perceived visual impact(s) on the site's prominent location, whilst maintaining its commercial purpose.*

As the proposed development is a refurbishment of the existing use, it should not significantly impact the character or amenity of the area and is generally consistent with the established streetscape. The increase in height of the service station

building and fuel canopy to 4.45m and 5.35m, respectively (an approximate 1m-1.2m increase in height) is considered appropriate for the context of the surrounding area. Quarry Street is situated at a higher elevation to the subject site (approximately 1m-2m) which will assist in mitigating any potential impact resulting from the increased building height.

In addition, the existing service station features various fixtures on the exterior of the building, which may impact the visual amenity of the area (air conditioning units, drain/vent pipes and the like). As such, a condition is recommended requiring any building plant and equipment to be screened from view and appropriately located to minimise any detrimental visual or noise impact on the surrounding area. To soften the appearance of the proposed development, a condition is recommended requiring additional details relating to the landscaping illustrated on the development plans. This recommended condition includes details on species selection, reticulation, existing vegetation to be retained and treatment of landscaped surfaces.

On Site Car Parking

The proposed onsite vehicle parking has been assessed against LPS 4 cl. 4.7.2 Vehicle Parking Requirements. Refer Table 3 below.

USE	RATIO	REQUIRED	PROVIDED	COMPLIANCE
Service Station	1: 1 employee	2 x bays (2 x employees max. proposed to be on site at any one time)	2 x bays available	Complies
	1: 1 service bay *No service bay(s) proposed	-	-	N/A
	1: service / storage area	1 x bays (1 x storage area on site)	1 x bay	Complies
Car Wash (existing)	2: 1 wash bay	2 x bays (1 x wash bay on site)	2 x bays (tandem in front of wash bay)	Complies

The one site carparking complies with the requirements of LPS4. A standard condition has been recommended for a detailed parking plan design which complies with the Australian Standard AS/NZS 2890 and AS/NZS 1428.

Traffic

The subject site features two existing crossovers from Queen Victoria Street and one crossover at the rear to Quarry Street. There are no proposed changes to vehicular access or the addition or removal of any vehicular crossovers. The proposed development will not result in a significant intensification of land use or vehicular traffic.

Signage

The proposed signage is assessed against Local Planning Policy 2.14 Advertisement Policy. Refer to Table 4 below.

PROVISION	REQUIREMENT	ACCEPTABLE
Window Signage	(a) Casual surveillance of the street is sufficiently maintained; and (b) The advertisement is no more than 50% coverage of the total window area of the tenancy.	The window signage will not exceed 50% of the total window area and is therefore considered exempt from requiring approval under Local Planning Policy 2.14.
Wall Signage	(a) The advertisement does not project above the fascia of the building and does not exceed the frontage of the tenancy; and (b) The advertisement(s) are restricted to three signs per street frontage per tenancy.	Complies
Roof Signage	(a) The advertisement does not project more than 1.5m above the height part of the roofline and does not exceed the length of the tenancy; and (b) The advertisement is restricted to one sign per street frontage per tenancy and can be illuminated and / or double sided (c) The advertisement does not overshadow major openings or outdoor living space of neighbouring residential properties.	Complies

The existing pylon sign approved under DA0470/20, located on the front boundary of the subject site, will be retained.

The proposed wall signs are acceptable as they do not extend above the fascia of the building and do not exceed three signs per frontage. The illuminated BP 'Helios' sign on the front of the building is not oriented toward any residential development and is of moderate size and scale. In addition, given its moderate size and approximate 20m setback from Queen Victoria Street, it should not significantly distract motorists, pedestrians or other road users.

Conclusion:

Approval is sought for the redevelopment of the service station located at 87-93 Queen Victoria Street, Fremantle. The existing carwash will be retained. The proposed development did not include a change of use. As such, advertising per clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015* was not considered applicable.

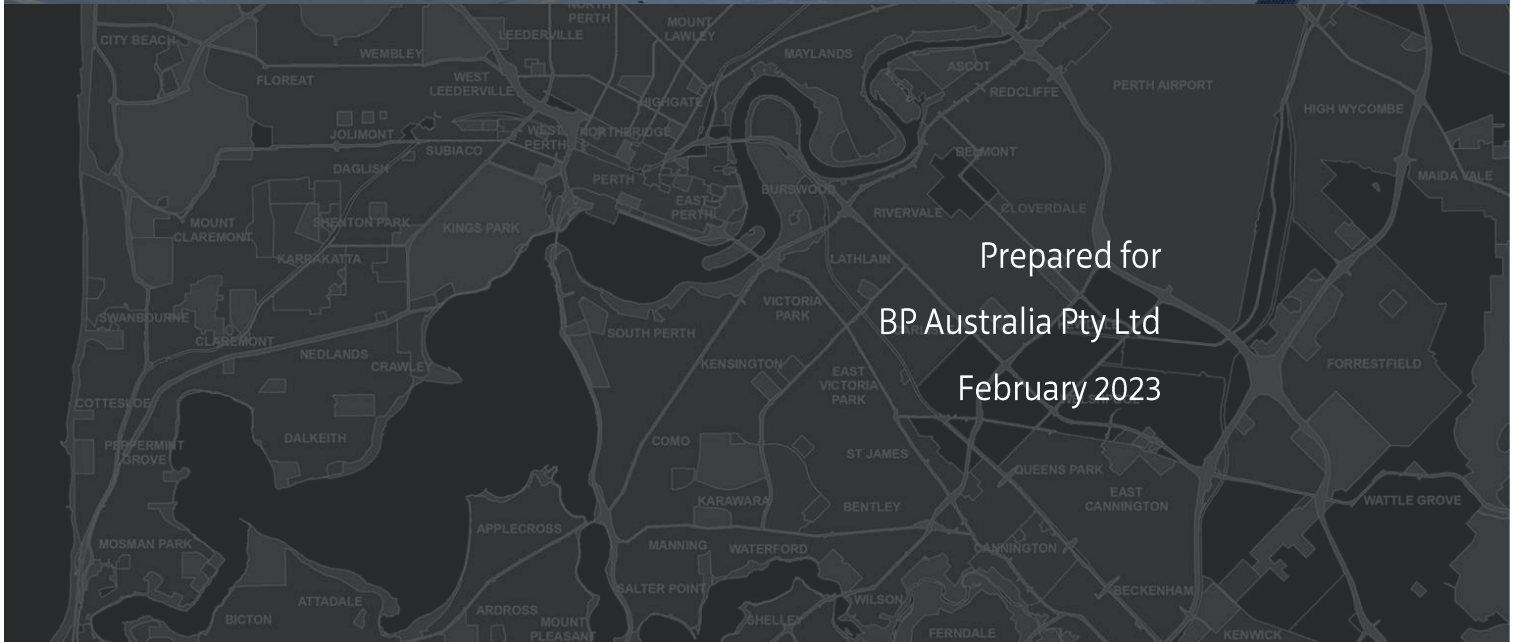
The proposed development is considered appropriate in the context of the surrounding area, will provide a convenient service to the public and will not result in an over-densification of the land use. The overall design of the proposed development is an improvement over the current development and will improve the amenity of the area.

In accordance with the above considerations, the proposed service station development is recommended for approval, subject to conditions.

Lot 363 & 364 (87 – 93) Queen Victoria Street, Fremantle

PLANNING SOLUTIONS

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Figure 1: Aerial Map
Figure 2: Zoning Map

Appendices

Appendix 1: Certificate of Title
Appendix 2: Development plans

PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of BP Australia Pty Ltd, the proponent of the proposed service station redevelopment on Lot 363 & 364 (87 – 93) Queen Victoria Street, Fremantle (**subject site**). Planning Solutions has prepared the following report in support of the Application for Development Approval.

This report will discuss various matters pertinent to the proposal, including:

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

This application involves the redevelopment of the existing BP service station on the subject site that has been operating on the site since the early 1970's. The proposed facility will continue to provide essential fuel and convenience retail offerings to vehicles travelling along Queen Victoria Street and the extended Fremantle community.

The proposed redevelopment features a highly activated and functional design, suitable access arrangements, and will result in a satisfactory built form outcome, responding to the site's prominent location and intent envisaged for Fremantle.

We respectfully request the Metro Inner South Joint Development Assessment Panel (**JDAP**) grant approval to the proposed development.

1.2 Background

1.2.1 Pre-lodgement consultation with the City of Fremantle

Planning Solutions attended a pre-lodgement meeting with the officers of the City of Fremantle (**City**) on 17 February 2023. The City's officers provided a level of 'in principle' support for the proposed redevelopment of the BP service station on the subject site from a land use planning perspective.

The meeting discussed the applicable planning framework and development parameters, including setback requirements, parking requirements, built form requirements and landscaping. The feedback received from the City has been considered in the finalisation of the development plans and application package.

2 SITE DETAILS

2.1 Land description

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

Table 1 - Lot details

Lot	Plan	Volume	Folio	Area (m ²)
363	222424	807	44	1,217
364	222424	358	53	1,218

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

2.2 Location

2.2.1 Regional context

The subject site is located approximately 14.1km south West of the Perth CBD and approximately 1.2km south west of the Fremantle Town Centre.

The subject site fronts Queen Victoria Street to the north west and Quarry Street on the south east. Queen Victoria Street is a district distributor road which becomes Canning Highway to the east, connecting the subject site to Stirling Highway in the north.

The subject site is in the municipality of the City of Fremantle (City), and the suburb of Fremantle.

2.2.2 Local context, land use and topography

The subject site is bounded by Queen Victoria Street on western side and Quarry Street on the eastern side, and adjoins a single-storey commercial lot to the south and north. The subject site is within a central area of Fremantle with mixed business to the south.

The subject site is 2,435m² and currently contains an existing BP service station facility, comprising an associated retail building, light vehicle fuel canopy and drive-through car wash. The retail building is located centrally within the subject site, and the fuel canopy protrudes west from the retail building. Two existing full-movement vehicle access ways adjoin Queen Victoria Street, and one full-movement vehicle access way adjoins Quarry Street, providing vehicular access to the service station. In terms of topography, the subject site is generally flat, with a retaining barrier constructed on the eastern boundary fronting Quarry Street.

Refer to **Figure 1 - Aerial Photograph** and **Photographs 1-6** below, which depicts the subject site and surrounding context.

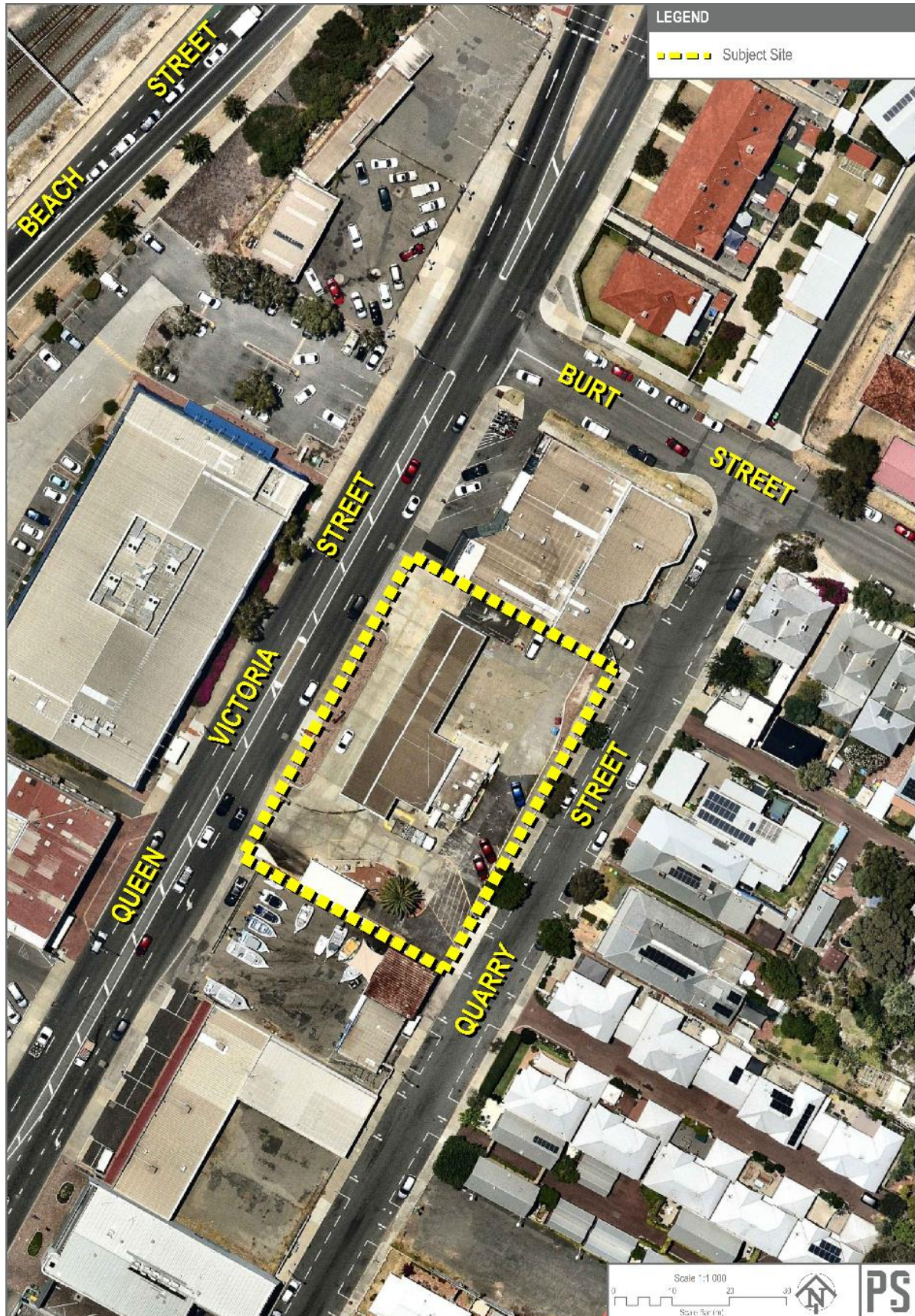


Figure 1 – Aerial Photograph of the subject site and surrounds.



Photograph 1 – Subject site from Queen Victoria Street, looking south-east.



Photograph 2 – Subject site from the south eastern portion of the site, looking north west.



Photograph 3 – Full-movement crossover from subject site to Quarry Street, looking north.



Photograph 4 – Existing drive-through car wash, diesel bowser and air/water bay on the southern portion of the site, looking south.



Photograph 5 – Northern façade and canopy, looking south.



Photograph 6 – Northern lot boundary and service area, looking east.

3 PROPOSED DEVELOPMENT

3.1 Development Summary

The proposal involves the redevelopment of the existing BP service station on the subject site. The proposed development has been attractively designed and has improved the layout of the retail building, a fuel canopy, associated parking, landscaping and signage.

The development is designed in an attractive manner which addresses the site's location and frontage to Queen Victoria Street. The proposed retail building comprises a range of non-standard architectural treatments and a building height that is consistent with the surrounding context. The proposal includes the use of various colours, treatments and materials, all resulting in a unique and active presence to Queen Victoria Street as well as Quarry Street.

The overall redevelopment configuration has been considered carefully and holistically to ensure internal operation and site functionality are maximised. The facility is designed responsively to the locality, the applicable planning framework and the types of vehicles and pedestrians travelling on the surrounding road network.

Specifically, the proposed development comprises:

- A BP retail building of 250m² gross floor area (GFA) positioned in the eastern portion of the subject site, allowing greater manoeuvrability, and orientated in a western direction towards the refuelling canopy. Internally, the retail building will comprise a 'Wild Bean Café', customer seating, sales and preparation areas associated with the sale of convenience goods and commercial offerings.
- A 34.83m² bin storage area and service yard at the northern side of the retail building, fenced with powder coated aluminium slats, painted in a dark matte finish.
- A fuel canopy comprising a clearance height of 4.45m from the forecourt's finished floor level (FFL) and a total height of 5.35m. The canopy houses four fuel bowsers (totalling eight refuelling spaces) for light vehicles. The new canopy is in the same location as the existing canopy.
- Retention of the three underground fuel storage tanks to the east of the fuel canopy.
- Eight car parking bays (which includes one air/water bay, one universal access bay and one dedicated staff bay) and eight refuelling bays.
- Two motorcycle parking bays.
- Various signage and imagery associated with the proposed redeveloped BP service station.
- High quality landscaping along the development site's frontage Queen Victoria Street.
- The existing drive-through car wash and associated storage sheds and tanks are to be retained.

The proposal simply seeks to upgrade the existing service station to improve the overall operations on the subject site. The existing tanks on the subject site will remain operational. The proposed service station will continue to operate 24 hours per day, seven days per week, and accommodate 1 – 2 staff members at any one time.

The proposed retail building is located in the eastern aspect of the subject site, adjacent to the eastern lot boundary and orientated towards Queen Victoria Street and the fuel canopy. A variety of external treatments, colours and substantial shopfront glazing frames the retail building's interface with the streetscape, to enhance its presentation to the public realm.

The proposed fuel canopy is set back 8.52m from Queen Victoria Street, 5.36m from the northern boundary and 18.58m to the southern lot boundary. The positioning of the proposed retail building and forecourt allows vehicles to enter and exit the development site via the three existing crossovers from Queen Victoria Street and Quarry Street. This allows for efficient circulation and traffic flow through the subject site, which is enhanced through line markings and directional signage. The fuel canopy is a visually permeable open structure, supported by structural beams integrated next to the bowsers (located centrally within the canopy itself).

The service yard / bin storage area is located at the northern side of the retail building. The service yard is accessed via double gates, with an appropriate area of hardstand available to cater for the temporary stopping of service vehicles. The temporary stopping of vehicles will not impact upon the pedestrian walkway, with deliveries occurring outside of peak refuelling times.

The proposed development provides a total 18 car parking bays and 2 motorcycle parking bays (inclusive of 1 universal access bay, one air/water bay, one dedicated staff bay and 8 refuelling bays). Six car parking bays and two motorcycle bays are located on the northern boundary, and the proposed air and water bay and staff bay is located adjacent to the drive-through car wash within the southern portion of the site. The eight car refuelling bays are provided beneath the fuel canopy.

Refer **Appendix 2** for a copy of the Development Plans.

3.2 Built form

The proposed development incorporates a range of architectural design features, which depart from the traditional service station format, and results in a high-quality built form outcome that is specific to the site.

These features include an attractively designed retail building which incorporates BP's colours and imagery plus a range of complementary finishes and treatments which contribute positively to the public realm and the Fremantle locality. Such treatments and finishes include:

- A mixture of powdercoated mesh, contemporary signage, powdercoated aluminium louvres, green panelling, precast concrete panels and substantial shopfront glazing at the Queen Victoria Street elevation.
- A mixture of precast concrete, powdercoated aluminium louvres, and substantial glazing along the majority of the retail building shopfront, facing the forecourt area. Substantial glazing (2.7m in height from FFL) ensures permeability and passive surveillance between the retail and forecourt area.
- Wildbean Café vinyl decals to create an eye catching feature on the western frontage of the retail building.
- Integrated signage which is sympathetic to the layout and design of the overall building, softening any perceived visual impact(s) on the site's prominent location, whilst maintaining its commercial purpose.

Refer to **Appendix 2** for the development plans depicting the proposal.

3.3 Transport

Access to the redeveloped BP facility will remain consistent with the current access arrangement provided via the three existing full-movement crossovers, two on to Queen Victoria Street and one on to Quarry Street.

The proposed development provides a retail fuel facility which will cater for light vehicles. The facility is deliberately configured such that the retail building orientates itself towards the forecourt area whilst vehicles are refuelling, and allows vehicles to circulate the site in a safe and coordinated manner for a high-level of safety and functionality. Coordinated vehicle flows and traffic safety are further enhanced through the use of line marking and directional signage.

The amount of traffic associated with the redevelopment will remain consistent with the current traffic generated by the existing land use.

The service vehicle swept paths have been displayed within the development plans at **Appendix 2** which demonstrates the safe and efficient manoeuvrability of service vehicles accessing the service yard without conflicting with kerbing or physical structures on site.

3.4 Landscaping

The proposed development provides approximately 107m² of soft landscaping elements on site and the retention of one mature trees.

Landscaping is provided along the lot frontage to Queen Victoria Street and within the development site. The proposed landscaping will enhance the overall presentation of the development and improve the visual appearances of the proposed development. A landscaping plan can form a condition of development approval to ensure landscaping is provided to support the proposed development.

3.1 Signage

The proposal incorporates various advertising signage on the development site. Specifically, the proposed signage comprises:

- Two Illuminated Wild Bean Café signs integrated to the southern edge of the west elevation and the western edge of the south elevation of the retail building.
- Two A0 sized poster boards affixed to the northern portion of the west elevation of the retail building.
- Two A0 sized poster board affixed to the southern portion of the west elevation of the retail building.
- One 2.2m x 2.5m poster board affixed to the northern façade.
- One illuminated BP Helios sign on the southern portion of the west elevation of the retail building.
- One 'Welcome to BP Westgate' identification lettering integrated on the retail building shopfront, above the store entrance.
- Three illuminated 914mm BP Helios canopy signs integrated within the fuel canopy.

Refer to **Appendix 2** for the development plans which contain elevations depicting the proposed signage.

3.2 Waste management

The development proposes a 34.83m² service yard at the northern end of the retail building. Bins will be stored within this service yard and waste collection will occur through a private contractor chosen by the operator.

The service vehicle swept paths have been displayed within the development plans at **Appendix 2** which demonstrates the safe and efficient manoeuvrability of service vehicles accessing the service yard without conflicting with kerbing or physical structures on site.

4 STATUTORY PLANNING FRAMEWORK

4.1 City of Fremantle Local Planning Scheme No. 4

4.1.1 Zoning

The subject site is zoned 'Mixed Use' under the City of Fremantle Local Planning Scheme No. 4 (LPS4). Refer to **Figure 2 - Zoning map**.

Specifically, the Mixed Use zone of LPS4 provides the following objectives:

Development within the mixed use zone shall –

- (i) *provide for a mix of compatible land uses including light, services 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 proposal is consistent with the Mixed Use zone for the following reasons:

- The development will continue to provide, and expand upon, the offering of convenience goods and offerings to the local community and patrons. The proposed retail building will provide a small scale convenience service for current and future inhabitants of the area.
- The proposed redevelopment is sympathetic to the direct locality, providing a building of consistent scale to the surrounding developments.
- The proposal seeks continuation of the existing land use which is appropriately located within an existing commercial setting within Fremantle. The proposed development is consistent with the objectives, and largely consistent with the development requirements of the LPS4 and Local Planning Policies as outlined further below within this report.

The proposed redeveloped BP facility will not be detrimental to the amenity of the Fremantle locality, as it is simply upgrading a facility which will improve the functionality and services provided on site, whilst improving the built form and presence to the streetscape. The proposed development is inconsequential in nature.

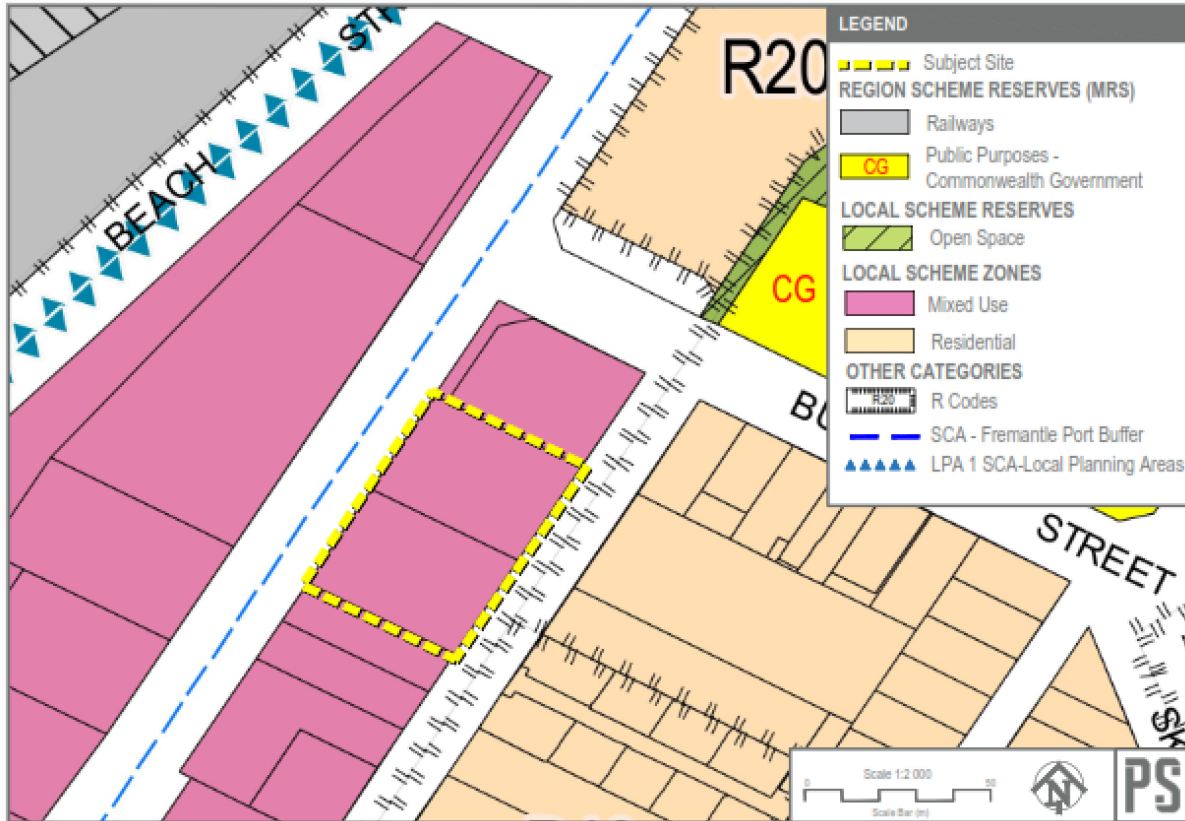


Figure 2 – Local Planning Scheme No. 4 Zoning Map.

4.1.2 Land use permissibility

The proposed land use is classified as a service station, defined by LPS4 as:

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 demonstrated by the development plans, the proposed redevelopment will provide the retail sale of petroleum products, and convenience items, which meets the definition of a service station under LPS4. The existing land use is classified as a service station and the land use will not be modified as part of this development. A 'Service station' is an 'A' use in the Mixed Use zone under LPS4, meaning the use is capable of approval at the City's discretion once advertised to the public, provided it complies with the relevant development standards.

The proposal simply seeks to upgrade the existing BP facility, which provides for the retail sale of fuel and convenience goods. The proposed upgrades include a new attractively designed and modern retail building, refuelling canopy, landscaping and signage, all contributing to an improved site layout and functionality. Therefore, the proposed development will not change the existing land use on the subject site, and clearly satisfies the elements of the motor vehicle and / or marine service station definition under LPS4.

4.1.3 Development standards and requirements

As per Schedule 7 – Local Planning Areas (Development Requirements) of LPS4, the subject site is within Local Planning Area 2 - Fremantle (Sub Area 1 – 4&5). Table 2 below provides an assessment against the LPS4 requirements relevant to this proposal.

Table 2 - Assessment against the relevant development requirements of LPS4

Requirement	Provided	Compliance
2.3.1.2 - Building Height and Setbacks		
<i>Permitted building height – 18 metres.</i>	The proposed canopy is 5.35m tall and the proposed service station is 4.45m tall.	✓
<i>Minimum façade height – 10 metres.</i>	The proposed façade of the retail building is 4.45m tall. The proposed façade height does not meet the requirements of LPS4, due to the operational nature of service stations. This was discussed with the City of Fremantle who advised that the minimum façade height prescribed LPS4 will not be applicable to the proposed upgrades. Further to this, due to the operational nature and built form of service stations, it is considered unnecessary to provide a façade of 10m. The proposed scale is consistent with the current service station and is therefore inconsequential in nature. It is therefore considered that the proposed façade height is compliant with the City's intentions and warrants approval accordingly.	VARIATION
<i>Minimum setback – Queen Victoria Street: 3.3 metres.</i> <i>Minimum setback – Quarry Street: Nil.</i> <i>Maximum setback – Quarry Street: 4 metres.</i> <i>Minimum setback – side and rear: Nil.</i>	The proposed setbacks for the redevelopment of the service station are: - Queen Victoria Street setback: 8.52m - Quarry street setback: 3.0m - Side setback (Lot 12 Queen Victoria Street): 5.63m - Side setback (Lot 10 Queen Victoria Street): 18.58m The proposed setbacks meet the requirements of LPS4.	✓
2.3.1.3 – Other Development Requirements		

<i>New buildings in the area should embody contemporary and innovative architecture which is sensitive to Fremantle's sense of place and satisfies any relevant planning and design policy adopted for the area.</i>	The proposed development incorporates a range of architectural design features, which depart from the traditional service station format, and results in a high-quality built form outcome that is specific to the site. No design policy relates to the subject site.	✓
<i>As part of any future development in Area 4, a high amenity pedestrian access link with a minimum width of 5 metres is to be provided for both pedestrians and cyclists between Queen Victoria Street and Quarry Street in the vicinity of Shuffrey Street at no cost to the City, unless otherwise agreed between the City and the landowner. The provision of the pedestrian access link is to be considered as an integrated component of any redevelopment concept in this location to ensure the provision of activated ground level frontages and a high quality built form outcome. Ongoing public access arrangements are to be determined by and be to the satisfaction of the City, and set as a condition of planning approval.</i>	The proposed development does not provide a pedestrian access link between Queen Victoria Street and Quarry Street. This was discussed with the City of Fremantle who advised that [pedestrian link prescribed LPS4 will not be applicable to the proposed upgrades. Further to this, due to the operational nature and built form of service stations, it is considered unnecessary to provide a pedestrian link through the site. The proposed redevelopment is simply upgrading the current land use and is considered inconsequential in nature. It is therefore considered that the proposed development is compliant with the City's intentions and warrants approval accordingly.	VARIATION

Having regard to the justification and **Table 2** above, the proposal is generally consistent with the relevant development requirements of LPS4 and warrants approval accordingly.

4.1.4 Parking

The parking requirement for a Service Station under Clause 4.7.2 – Vehicle Parking Requirements of LPS4 is as follows:

1 car parking bay per employee, plus, 1 car parking bay per service bay. 1 delivery bay per service/storage area.

As the proposed redevelopment does not include service bays, the rate for convenience store has been included below, to show an accurate parking calculation:

1 carparking bay per 20 m² NLA (minimum 2 bays).

Based 2 Employees, 1 service area and 244m² NLA a total of 15 parking bays and 1 delivery bay are required. Refer to **Table 3** below for an assessment of the proposed parking against the parking requirements within LPS4.

Table 3 - Car parking requirements of LPS4.

Land use	Parking standard	Required car bays	Provided
Service Station	1 car parking bay per employee, plus, 1 car parking bay per service bay. 1 delivery bay per service/storage area. Note: as the proposed redevelopment does not include service bays, the rate for convenience store has been included below to account for the retail floor space to ensure a robust assessment of car parking.	1 space for every staff member = 2 spaces. 0 service bays = 0 spaces . 1 service area = 1 delivery bay.	8 car parking bays (incl. 1 ACROD bay and 1 dedicated staff bay) + 1 air and water bay + 8 refuelling bowser bays. 1 designated hardstand delivery area in front of the service yard. 2 motorcycle parking bays.
Convenience Store	1 car parking bay per 20 m ² NLA (minimum 2 bays).	244m ² NLA = 12 bays.	
Total		Total car parking bays required: 15 Total delivery bays required: 1	Total car parking bays provided: 18 Total delivery bays provided: 0 Total motorcycle bays provided: 2

Justification

No designated delivery bays are provided as part of the redevelopment of the service station. A hardstand area in front of the service yard is provided. This space will not interrupt internal traffic circulation and will be easily accessible by service vehicles. The service vehicle swept paths have been displayed within the development plans at **Appendix 2** which demonstrates the safe and efficient manoeuvrability of service vehicles accessing the service yard without conflicting with kerbing or physical structures on site.

As demonstrated in Table 3 above, the proposed development provides 18 bays onsite, (including one accessible bay). Accordingly, a generally compliant parking scenario is proposed, and the proposal warrants approval accordingly.

4.1.5 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 4** below for an assessment of the relevant matters.

Table 4 - Matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The aims and provisions of LPS4 are addressed in this report.
(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;	There are no known scheme amendments to LPS4 that would affect the merits of this proposal.

<i>(c) any approved State planning policy</i>	No state planning policies are considered relevant to the proposed development.
<i>(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d) –</i>	N/A
<i>(g) any local planning policy for the Scheme area;</i>	Relevant local planning policies are considered in section 4.2 of this report.
<i>(m) the compatibility of the development with its setting including 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 proposal seeks continuation of the existing land use which is appropriately located within an existing commercial setting, within Fremantle. Strong emphasis has been placed on the design of the building, ensuring the built form responds to the prevailing character of the locality. The end result is a redeveloped service station facility that presents well to the surrounding locality and achieves a good design outcome. Overall, the scale, height, orientation and appearance of the development is consistent with the character of the locality.
<i>(n) the amenity of the locality including the following –</i> <i>(i) environmental impacts of the development;</i> <i>(ii) the character of the locality;</i> <i>(iii) social impacts of the development;</i>	As detailed above, the proposed development responds to the character of the area through a range of design features. As the land use is currently operational and is simply a continuation, the proposed development is considered inconsequential, and the level of amenity will remain consistent. There will be no detrimental social impact resulting from the proposed development.
<i>(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;</i>	A landscape plan can be prepared as a condition of development approval as the landscaping beds are largely remaining in accordance with the existing configuration. A condition of approval can be provided with any further planting and detail.
<i>(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	N/A
<i>(s) the adequacy of –</i> <i>(i) the proposed means of access to and egress from the site; and</i> <i>(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	The proposed means of access and egress from the site will remain the same, utilising the two crossovers to Queen Victoria Street and the one crossover to Quarry Street. The amount of traffic likely to be generated will remain consistent with the current traffic generated by the existing land use.
<i>(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;</i>	
<i>(u) the availability and adequacy for the development of the following –</i> <i>(i) public transport services;</i> <i>(ii) public utility services;</i>	i. A bus stop for the numerous bus routes is located directly on the western boundary of the development and on the adjacent side of Queen Victoria Street.

(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>	ii. The subject site has access to all the required utility services prior to commencement of development (ie. following subdivision conditions clearance). iii. The details of the storage and collection of waste are provided within this report. iv. The development is accessible to pedestrians and cyclists through provision of footpaths on Queen Victoria Street and Quarry Street. v. One universally accessible car parking space has been provided for the proposed development.
(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>	The upgrade to the service station will benefit the community through the improvement of the services offered from the service station.
(w) <i>the history of the site where the development is to be located;</i>	The site has historically been a BP service station for over 40 years, and the proposed development is simply an upgrade to the existing land use.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	In this respect, there is a clear and demonstrable positive social outcome resulting from this development. The amenity of the location will remain unchanged.
(y) <i>any submissions received on the application;</i>	Any submissions will be considered during public advertising of the application.

The proposal meets the relevant matters to be considered, warranting approval.

4.2 Local Planning Policies

4.2.1 Local Planning Policy 2.14 – Advertisement Policy

Local Planning Policy 2.14 – Advertising Policy (LPP2.14) provides standards and guidance for signage within the City of Fremantle. The proposed redevelopment incorporates the following signage:

- Two Illuminated Wild Bean Café signs integrated to the southern edge of the west elevation and the western edge of the south elevation of the retail building.
- Two A0 sized poster boards affixed to the northern portion of the west elevation of the retail building.
- Two A0 sized poster board affixed to the southern portion of the west elevation of the retail building.
- One 2.2m x 2.5m poster board affixed to the northern façade.
- One illuminated BP Helios sign on the southern portion of the west elevation of the retail building.
- One 'Welcome to BP Westgate' identification lettering integrated on the retail building shopfront, above the store entrance.
- Three illuminated 914mm BP Helios canopy signs integrated within the fuel canopy.

Refer to Table 5 below for an assessment against the relevant provisions of LPP2.14.

Table 5 - Assessment against the relevant signage requirements of LPP2.14

General Requirements		
<i>Advertisements will not be approved on properties primarily used for residential purposes where the advertisement does not pertain to a relevant home business, occupation or store on the site unless otherwise provided for in another local planning policy.</i>	The proposed development is commercial.	✓
<i>Advertisements are to be located and designed so as not to cause a hazardous distraction to motorists, pedestrians or other road users.</i>	The proposed signage is located in safe areas that do not cause a hazardous distraction to motorists, pedestrians or other road users.	✓
<i>Advertisements will 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.</i>	All proposed signage is consistent with BP corporate branding, and is integrated well into the built form.	✓
<i>Advertisements shall not impede pedestrian or vehicle movements.</i>	No proposed signage impedes movements of vehicles or pedestrians.	✓
<i>Illuminated signs are to be maintained to operate as an illuminated sign; and</i>	All illuminated signs will be maintained.	✓
<i>Advertisements are not to emit a flashing or moving light or radio; animation or movement in its design or structure; reflective, retro-reflective or fluorescent materials in its design structure.</i>	No flashing or moving signs are proposed.	✓
<i>Advertisements in the form of an Animated signs will not, be supported by Council.</i>	No animated signs are proposed.	✓
<i>Advertisements will not be approved on private land which include,</i> <i>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, or</i> <i>ii. a product or service not provided on the site on which the advertisement is located;</i> <i>iii. a product or service that does not form part of the signage displaying the name, logo or symbol; of a company or other organisation that owns or substantially occupy the site or building on which the advertisement is located; or</i> <i>iv. signs for an activity or event not occurring on the site on which the advertisement is located.</i>	The proposed signage is consistent with the tenancy on the subject site.	✓
Awning Fascia or Verandah Fascia Signs		
<i>Awning fascia or verandah fascia signs are deemed acceptable where:</i> <i>(a) The advertisement(s) is contained within the depth of the existing fascia and does not exceed the length of the tenancy, and</i> <i>(b) The advertisement(s) are restricted to three signs per street frontage per tenancy.</i>	All proposed awning fascia signs are contained within the fascia. The development proposes one awning fascia sign fronting Queen Victoria Street, one fronting the southern boundary and one fronting the northern boundary.	✓

Wall, Fascia, Building Identification or Projecting Sign		
<i>Wall, Fascia or Projecting Signs are deemed acceptable where:</i> a) <i>The advertisement does not project above the fascia of the building and does not exceed the frontage of the tenancy; and</i> b) <i>The advertisement(s) are restricted to three signs per street frontage per tenancy.</i>	All proposed wall signs do not exceed the fascia of the retail building. The western frontage of the retail building proposes more than three wall signs. The proposed signs are considered appropriate as they relate directly to the tenancy and display items on offer within the store. The proposed poster signage is consistent with all BP service stations and is well integrated into the overall design.	VARIATION

As demonstrated in Table 5 above, the proposed development is generally compliant with the provisions of LPP2.14 and warrants approval accordingly.

5 CONCLUSION

This application seeks approval for the redevelopment and use of the BP service station on the subject site, which is proposed to operate 24 hours and cater for the refuelling of light vehicles.

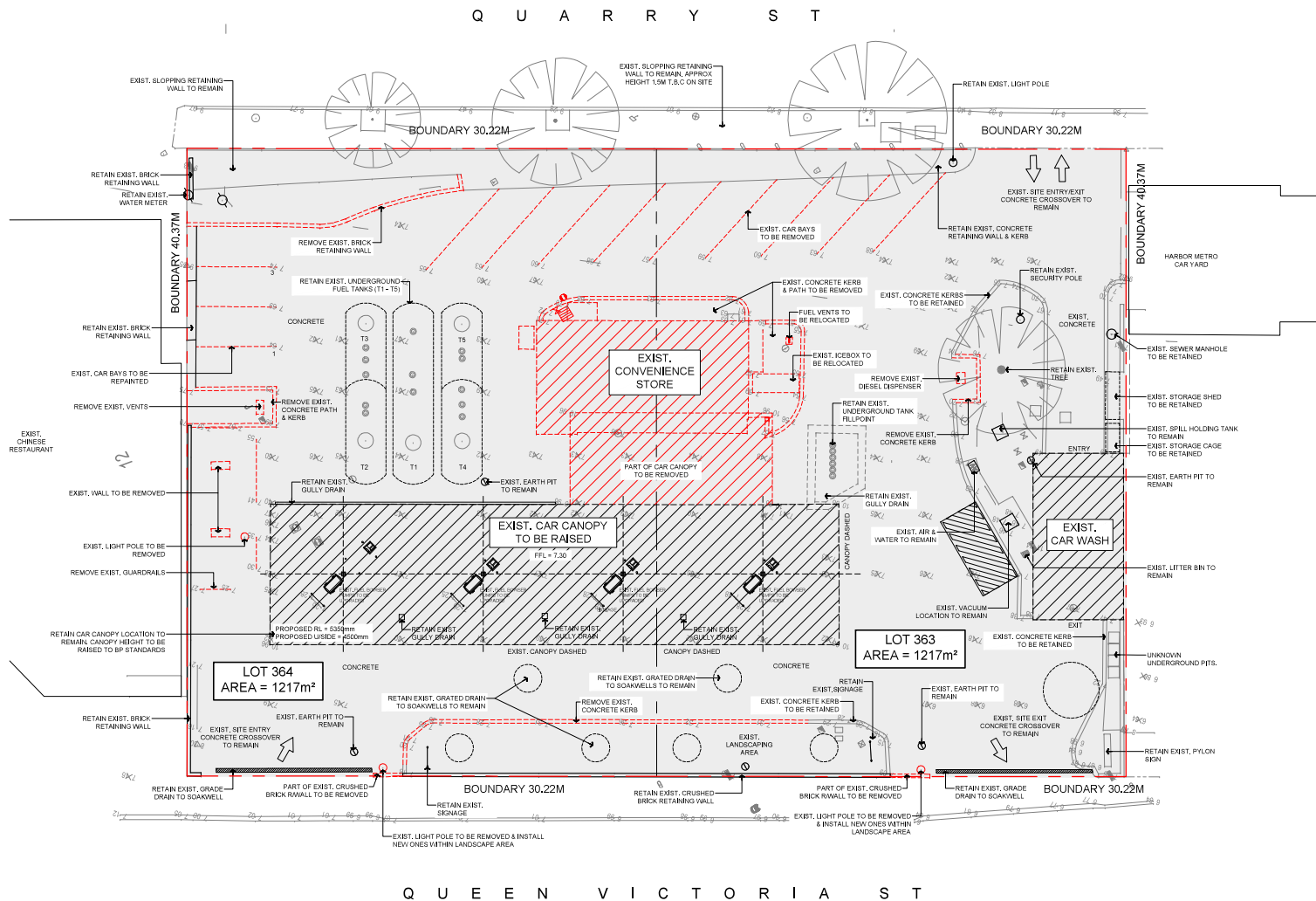
In summary, the proposal warrants approval for the following reasons:

- BP have been a long term owner and operator of this site, with the redevelopment resulting in a substantial improvement to the existing service station facility within Fremantle.
- The proposed facilities will provide essential fuel retailing services and retail conveniences to the residents of Fremantle and passing motorists.
- The proposed redevelopment is generally consistent with the planning framework including LPS4 .

Having regard to the above, the proposal clearly demonstrates the suitability of the redevelopment of the existing facility on the subject site. Accordingly, we respectfully request the Inner South JDAP grant approval to the proposed development.

LEGEND:

— EXISTING BUILDING, PART OF CAR CANOPY, CONCRETE
— PATH, KERBS ETC TO BE DEMOLISHED SHOWN IN RED
DASHED.

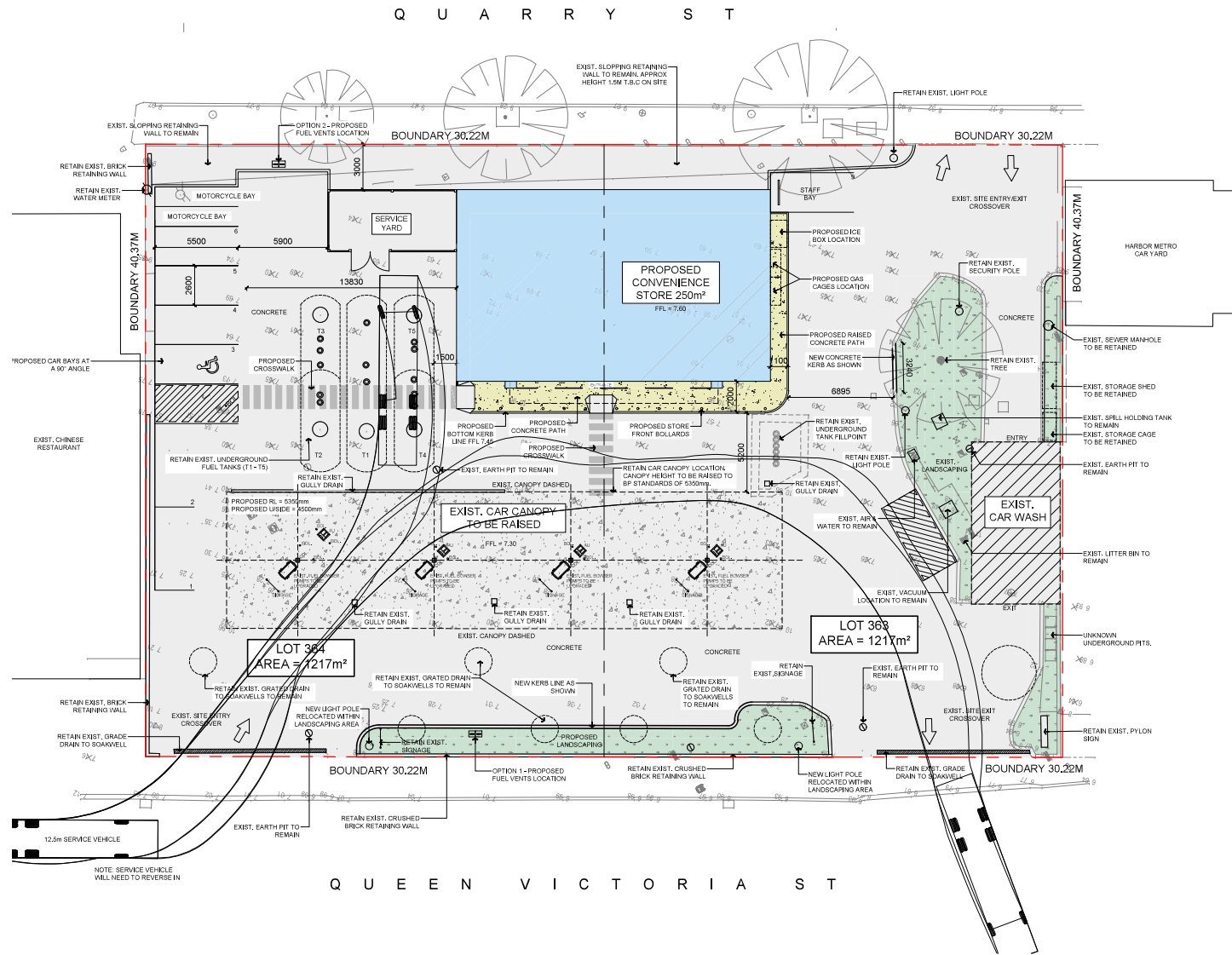


PROPOSED DEMOLITION PLAN
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A	ISSUED FOR DA	KD	AK	27.02.2023
	revision/issue	drawn	checked	date
BP WESTGATE	project	drawn	description	
87 - 93 QUEEN VICTORIA STREET, FREMANTLE	location	KD	PROPOSED DEMO PLAN	
	checked	AK		
	AK	scale	date 27.02.2023	
		AS		
		IND	project no	dwg no
			140.22	DA02
			rev	A

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West Perth, WA 6005
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Fax: (08) 9332 5740
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LEGEND:

- EXISTING LANDSCAPING
- PROPOSED LANDSCAPING
- PROPOSED HARDSCAPE
- PROPOSED CONVENIENCE STORE

AREA SCHEDULE

SITE OVERALL (ACROSS BOTH LOTS)	2431m²
PROPOSED CONVENIENCE STORE (RETAIL FLOOR AREA)	105m²

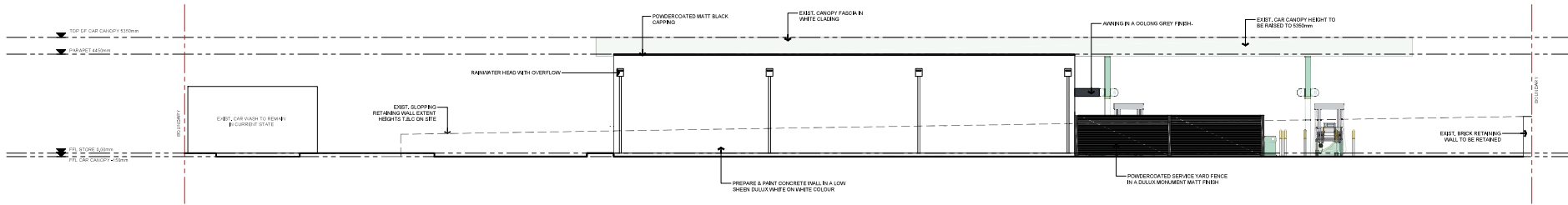
CARPARKING SCHEDULE

CAR BAYS PROVIDED	6
DISABLED BAY PROVIDED	1
MOTORCYCLE BAYS PROVIDED	2
STAFF BAY PROVIDED	1
TOTAL BAYS PROVIDED	9

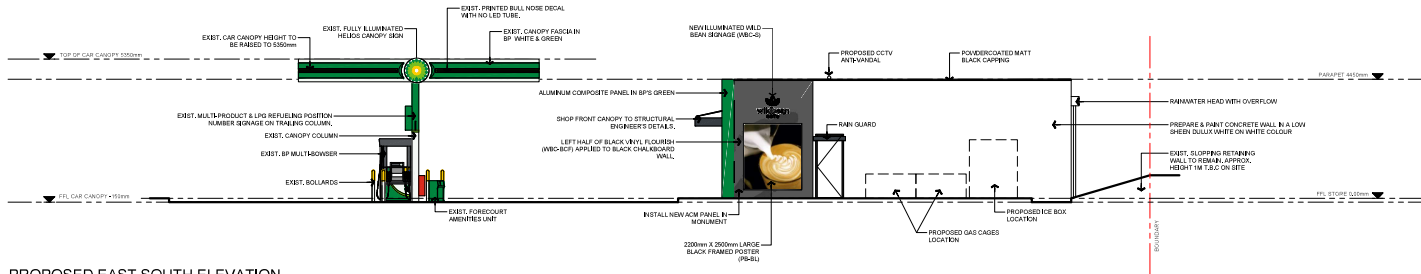
PROPOSED SITE PLAN
SCALE 1:150 @A1



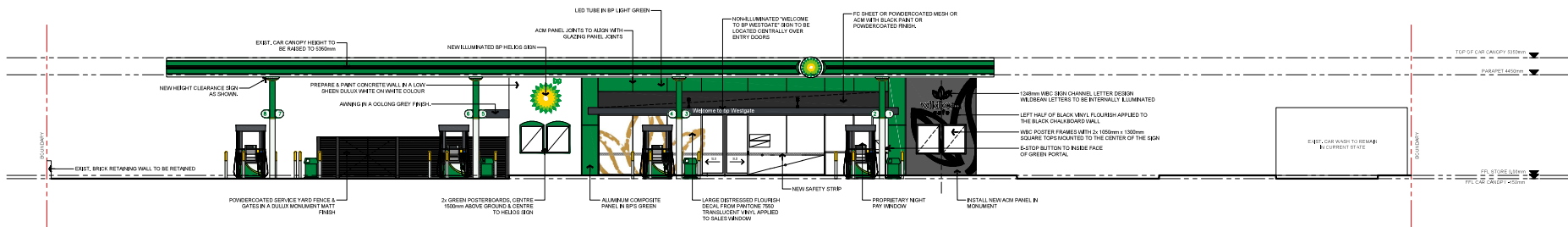
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	revision/issue	drawn	checked	date
BP WESTGATE	location	drawn	checked	date
	LOT 363 & 364 QUEEN VICTORIA ST, FREMANTLE	KD	AK	27.02.2023
Hodge Collard Preston	scale	drawn	checked	date
	AS	KD	AK	27.02.2023
IND	project no	drawn	checked	date
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	1	KD	AK	27.02.2023



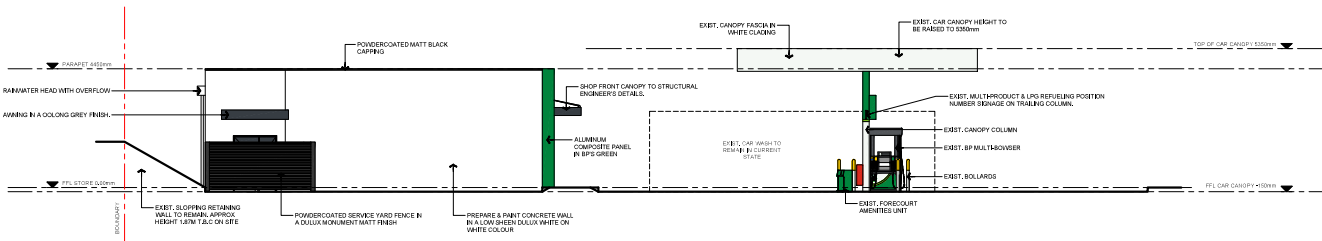
PROPOSED NORTH EAST ELEVATION
SCALE 1:100 @A1



PROPOSED EAST SOUTH ELEVATION
SCALE 1:100 @A1



PROPOSED SOUTH WEST ELEVATION
SCALE 1:100 @A1



PROPOSED WEST NORTH ELEVATION
SCALE 1:100 @A1

revision/issue	description	KD	AK	drawn	checked	date
A	ISSUED FOR DA					27.02.2023
BP WESTGATE 87 – 93 QUEEN VICTORIA STREET, FREMANTLE						
drawn	description	KD	AK	drawn	checked	date
KD	PROPOSED ELEVATIONS					
checked		AK				
scale	date	AS	IND	27.02.2023		
project no	140.22	dwg no	DA05			
rev			A			

Hodge Collard Preston
ARCHITECTS

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Attachement 3 – Site Photos – Service Station Redevelopment – DAP003/23



North-east view (front) of existing service station



South-east view (front) of existing service station



North-west (rear) view of subject site from Quarry Street



South-west (rear) view of subject site from Quarry Street



View north-east along Quarry Street (existing service station on left)



Elevation at rear of subject site



Elevation at rear of subject site