Local Planning Policy No. 16

Pursuant to Schedule 2, Part 2, Clause 4 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.

1. Policy Basis

This Local Planning Policy provides guidance on the development of service stations within the City of Belmont. This Policy outlines the objectives and standards against which the City will assess service station applications.

2. Policy Area And Application

This Local Planning Policy applies to:

2.1. Land where a Service Station has a 'P', 'D', or 'A' use classification under the Zoning Table of Local Planning Scheme No. 15.

2.2. All development applications relating to a service station within the City of Belmont; which includes new service stations as well as additions or alterations to an existing service station.

2.3. The provisions within this policy are minimum requirements and shall be considered in conjunction with all relevant State and Local agency legislation, policies and guidelines.[i]

3. Policy Objectives

The objectives of this Local Planning Policy are to:

3.1. Provide clear criteria to guide service station developments within the City of Belmont.

3.2. Ensure that future service stations are located only on suitable sites, with due consideration for other land uses that may be contemplated within that zone, and with particular regard for existing and the likely future land uses on adjoining sites.

3.3. Ensure that development of service stations do not prejudice the potential for development of other land uses on properties along (and in the proximity of) Great Eastern Highway at an appropriate density, as consistent with the objectives of the state strategic planning framework which identifies Great Eastern Highway as a major central metropolitan region urban transport corridor.

3.4. Ensure that convenience retail uses associated with service stations are strictly limited to be incidental and convenience in nature, having regard for the objectives of the City's Local Commercial Strategy.

3.5. Ensure service stations are located and designed such that traffic volumes/flow generated by the service station does not unduly impact on the amenity of the locality.

3.6. Ensure that traffic generated by a service station does not adversely impact on road safety and efficiency of the road network.

3.7. Ensure a safe interface between vehicle and pedestrian movements on and off the site.

3.8. Eliminate avoidable risk and appropriately manage any hazards to the environment and the community.

3.9. Ensure that service stations are developed to a high standard of architectural design that complements the expected standard of architectural design for future developments in the vicinity.

3.10. Ensure that service stations incorporate a high standard of landscaping.

3.11. Ensure that signage associated with the service station complements the architectural design of the development.

3.12. Allow service stations to cater for emerging technologies where appropriate.

4. Policy Definitions

In the case of service station development under this Policy, the meaning of specific words and expressions are given below:

Design Vehicle
Means an appropriate design and checking vehicle as identified in the Austroads Design Vehicles and Turning Templates Table 4.2. A design vehicle can include car, delivery truck and fuel tanker.

Divided Line
Has the same meaning given under the Road Traffic Code 2000.

Fuel Dispensing Area
Means the area where the fuel bowsers are located, including the area where vehicles are parked for re-fuelling.

Fuel Dispensing Area Run-off
Liquid run-off from within the fuel dispensing areas, including but not limited to stormwater which has entered this area and other liquids or contaminants spilt in this area.

Heavy Vehicle
Has the same meaning given under the Road Traffic (Vehicles) Act 2012.

Major Traffic Routes
Means Primary Regional Roads and Other Regional Roads as classified under the Metropolitan Region Scheme. Within the City of Belmont these include Great Eastern Highway, Orrong Road, Abernethy Road, Belmont Avenue and Leach Highway.

Net Lettable Area (NLA)
As defined under Schedule 1 of the City of Belmont Local Planning Scheme No. 15.

Sensitive Land Uses
Means land uses that are considered potentially sensitive and include, but are not limited to, residential developments, nursing homes, caravan parks, playgrounds, hostels, hotels, hospitals, schools, child care centres and some public buildings.

Service Station
As defined under Schedule 1 of the City of Belmont Local Planning Scheme No. 15.

Storage Length Distance
Means a design vehicle with sufficient clearance from the front or rear of the vehicle to allow for unimpeded use and for the purposes of loading and unloading a commodity. The sufficient clearance shall be the length of a design vehicle plus 3 metres.

Stormwater
Rainwater run-off from roof areas and unroofed hardstand areas (but not including fuel dispensing area run-off).

5. Accompanying Information

5.1 The following information shall be provided on lodgement of any planning application for a service station:

a) Site plan, floor plans and elevations

b) Landscaping and irrigation plan

c) Schedule of colours and materials

d) 3D images showing the built form of the development

e) Needs Analysis[1]

f) Traffic Impact Assessment[2]

g) Environmental Management Plan[3]

h) Site Specific Scientific Report[4]

i) Noise Assessment

j) A report that addresses all the criteria of this policy

k) Any other plan or information that the City may require to enable assessment and determination of the application (this may include plans and information to address relevant State or Local legislation, policies or guidelines)[i]

5.2 The reports/plans listed above must address the all requirements outlined in this policy and shall be prepared by a suitably qualified practitioner(s).

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1 The analysis shall consider the need for the service station having regard for the context of the locality, the location of other service stations in the area, the likely demand for the development, the benefit to the community, as well as any converse effect if development does not proceed.

2 The Traffic Impact Assessment shall detail:
- Onsite traffic management;
- Design vehicle swept path depicting a 0.5 metre body path clearance and a location suitable for deliveries by the design vehicle – for example 'delivery truck drop-off', 'fuel discharge location', or 'gas discharge location';
- SIDRA (.sip) files shall be provided with output reports for analysis. Data shall be sourced from Main Roads WA in accordance with Western Australian Planning Commission Traffic Impact Assessment Guidelines (2016);
- Vehicle size and traffic counts per hour over 24 hours including the Austroads 1994 classification system;
- Pedestrian and cyclist linkages through the site connecting to public infrastructure.

3 An Environmental Management Plan shall:
i) demonstrate that any emissions and/or discharges will achieve compliance with the relevant standards (such as the Australian Standards) set by other legislative requirements;
ii) include a Wastewater Management Proposal including sewage, trade wastewater and fuel dispensing area run-off; and
iii) include a Stormwater Management Plan.

4 Where the fuel bowsers of a proposed service station do not meet the specified minimum setback distances, a scientific report in accordance with the Environmental Protection Agency's Draft Environmental Assessment Guidelines for Separation Distances between Industrial and Sensitive Land Uses 2005 is required.

5.3 Subject to prior consultation and agreement between an applicant and the City, the City may at its discretion waive the requirement for the applicant to provide certain reports or plans listed above.

6. Development Requirements

6.1. Site Criteria

6.1.1. On major traffic routes, a service station shall not be developed within two kilometres of an existing service station, or a proposed service station development which has been granted planning approval, where that service station is located on the same side of the road.

6.1.2. A site with access to two constructed roads must have a minimum frontage of 35 metres to at least one road; each frontage shall not have more than one vehicle access /egress point.

6.1.3. A site with access to only one constructed road must have a minimum frontage of 50 metres to that road.

6.2. Minimising Impact on Locality

6.2.1. The fuel bowsers of service stations offering 24-hour services shall be setback at least 200 metres from any lot that may be developed for residential purposes; the fuel bowsers of other service stations shall be setback at least 50 metres from such lots.[4]

6.2.2. Liquefied Petroleum Gas (LPG) tanks and fuel tanks shall not be permitted above ground[5].

6.2.3. External lighting shall be directed away from sensitive land uses on adjacent lots. All other necessary measures shall be taken to prevent light spill and glare from impacting on adjoining properties to comply with the City's Local Law.

6.2.4. Service stations may only be located adjacent to sensitive land uses where in the opinion of the City:

a) It is demonstrated that the service station will not adversely impact on the adjacent land use, having regard for the relevant requirements of this Policy; and

b) There is a high standard of compliance with all other requirements of this Policy.

6.3. Associated Uses

6.3.1. Retail floor area for the incidental sale of convenience goods offered at a service station shall be limited to a maximum Net Lettable Area (NLA) of 100 square metres.

6.3.2. Bin storage areas shall be screened, and should be attached to a building.

6.3.3. Outdoor storage of goods, equipment or other things is prohibited.

[5] Underground tanks must comply with the relevant Australian Standard.

6.4. Vehicle Access and Traffic Management

6.4.1. The site shall have sufficient land area to accommodate vehicle parking, manoeuvring[6], storage[7], fuel bowsers, queuing areas and associated land uses in accordance with the relevant policy and legislative requirements.

6.4.2. On roads with a dividing line, vehicle access to a service station shall be restricted to left-in and left-out movements only. Vehicles performing the left-out movement must remain lane correct.

6.4.3. Vehicle access to a service station from a Primary Regional Road shall be restricted to left-in and left-out movements only.

6.4.4. The vehicle access point to a service station shall not be located directly opposite a break in the road median.

6.4.5. The design of a service station shall not cause vehicles to queue onto the road reserve.

6.4.6. The design of a service station shall not cause any impediment to the function or effectiveness of an existing easement on an adjoining lot.

6.4.7. The design of a service station shall not cause vehicles to park, or stand, or in any other way compromise the effectiveness of a Strategic Vehicle Access Plan.

6.4.8. Any car bays for the purpose of electric-car recharging shall be provided in addition to the car parking bays required for the development under Local Planning Scheme No. 15.

6.5. Pedestrian Access

6.5.1. The service station shall be designed to minimise conflict between vehicle and pedestrian movements.

6.5.2. Clear pedestrian pathways shall be delineated (either line marked or constructed paths) between the parking/refuelling areas and the entry point of the service station retail building.

6.5.3. The main entrance to any building(s) co-located on a site with a service station shall be visible from the street and accessible via a clearly identifiable and direct pedestrian pathway.

[6] The site is to be of a sufficient size to cater for design service vehicles and allow for unimpeded manoeuvres within the site, including entering and exiting in forward gear.

[7] The site shall provide adequate storage length distance.

6.6 Environmental Management

Wastewater Management

6.6.1 The fuel dispensing area must be roofed to minimise direct rainfall and the fuel dispensing area must be graded to direct all fuel dispensing area run-off to a dedicated treatment system.

6.6.2 Fuel dispensing area run-off (whether treated or untreated) shall not be disposed into an on-site or off-site stormwater drainage system.

6.6.3 Where the reticulated sewer network is available, all wastewater must discharge to the reticulated sewer network. Wastewater includes sewage (wastewater from kitchens, toilets, etc) trade wastewater (such as from grease traps or washdown bays) and fuel dispensing area run-off.

6.6.4 Where the reticulated sewer network is not available, the site must be of an appropriate size to provide for onsite disposal of treated wastewater.

Stormwater Management

6.6.5. The site shall be designed and constructed to prevent stormwater from entering the fuel dispensing area. Stormwater from roofed and paved areas outside of the fuel dispensing area shall be discharged to a stormwater drainage system approved by the City.

6.7 Façade Treatment and Architectural Design

6.7.1 Buildings shall be of a high standard of architectural design with landmark characteristics such as architectural roof features that protrude above the normal roofline. Additional building detail, articulation, colours and textures can also be included to enhance architectural quality as shown in Figure 1.

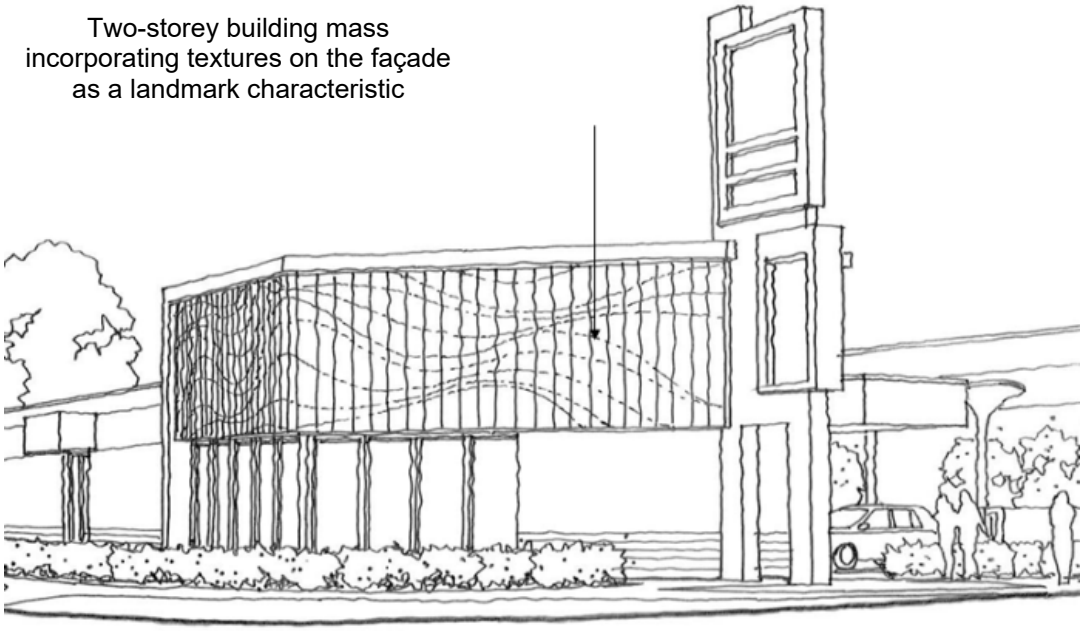

Figure 1 - Landmark corner site emphasised by means of greater building mass and a distinctive architectural design.

6.7.2 Building facades facing a secondary street shall be of a similar or enhanced architectural quality as the primary street façade.

6.7.3 Corner sites shall establish a landmark presence by means of building mass or significant and exemplary architectural design.

6.7.4 The use of bold and innovative canopy structures that provide a strong architectural statement is encouraged as shown in Figures 2 and 3.

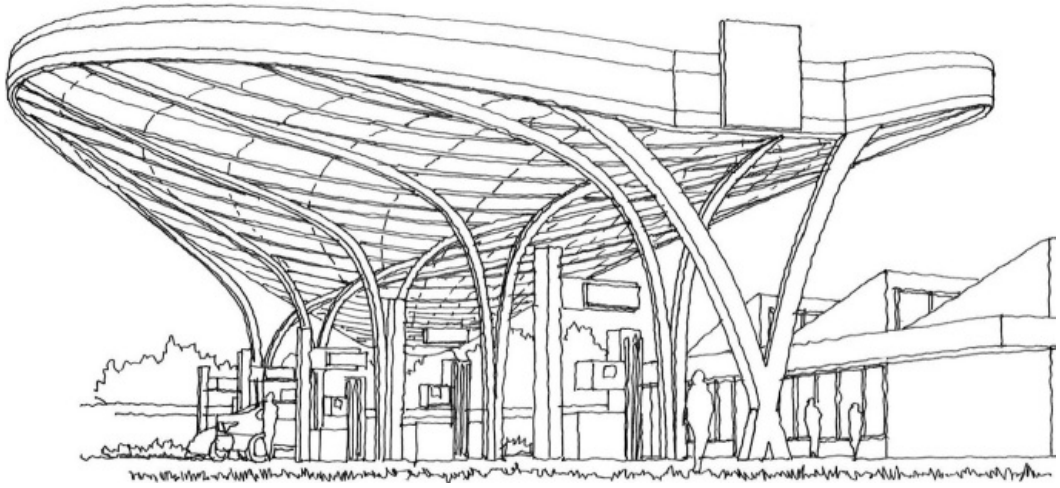

Figure 2 - Bold and innovative canopy structure.

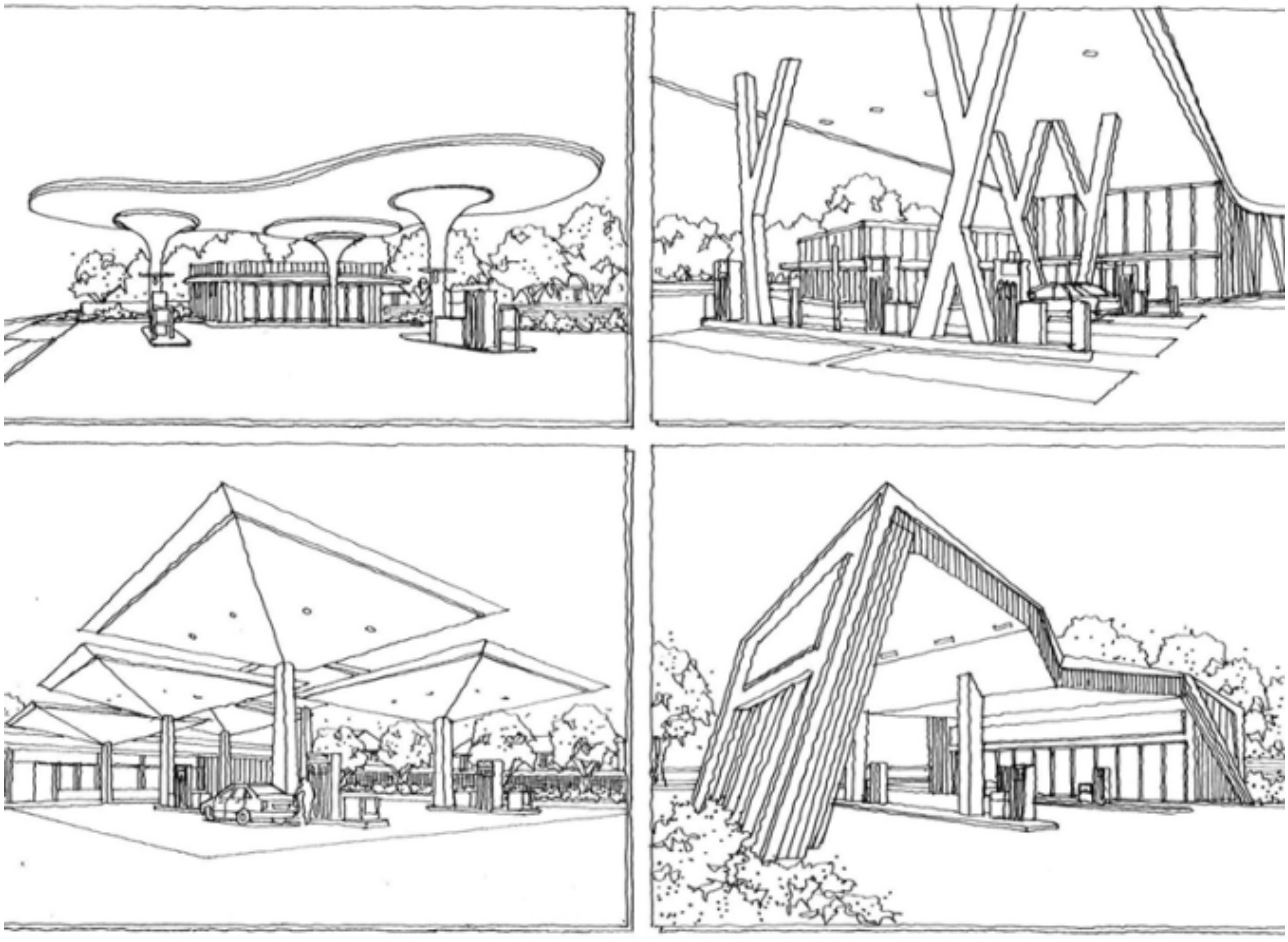

Figure 3 – Other examples of bold and innovative canopy structures for service station developments.

6.7.5 Flat-roof canopy designs may be supported where the canopy is a component of an overall architectural composition that integrates with buildings, screen walls, pylons and other architectural elements as shown in Figure 4.

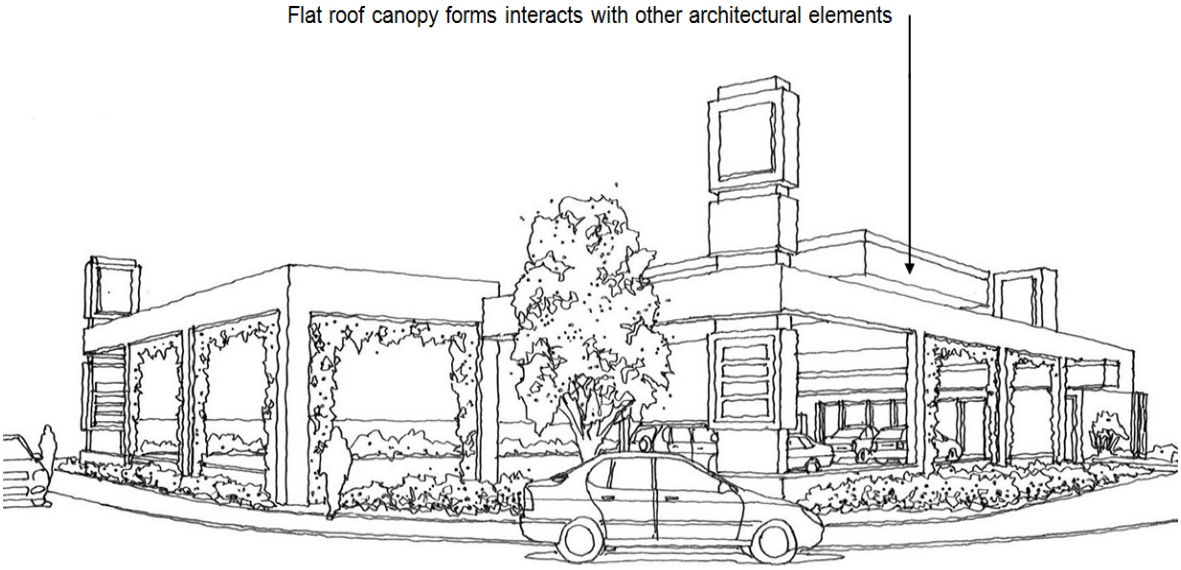

Figure 4 - Flat roof canopy design integrated into an overall architectural composition of buildings, screen walls, pylons and other elements.

6.7.6 Where there is more than one land use or more than one building onsite, the design shall be united with a common architectural theme or architectural elements with common colours and materials.

6.7.7 Awnings with a minimum depth of 2 metres shall be provided over any footpaths adjacent to a building and all windows or glazed shop frontages with more than 10 square metres in glazed area as shown in Figure 5. All canopies, other than fuel canopies, shall have a minimum clearance of 3 metres and a maximum clearance of 4.5 metres in height.

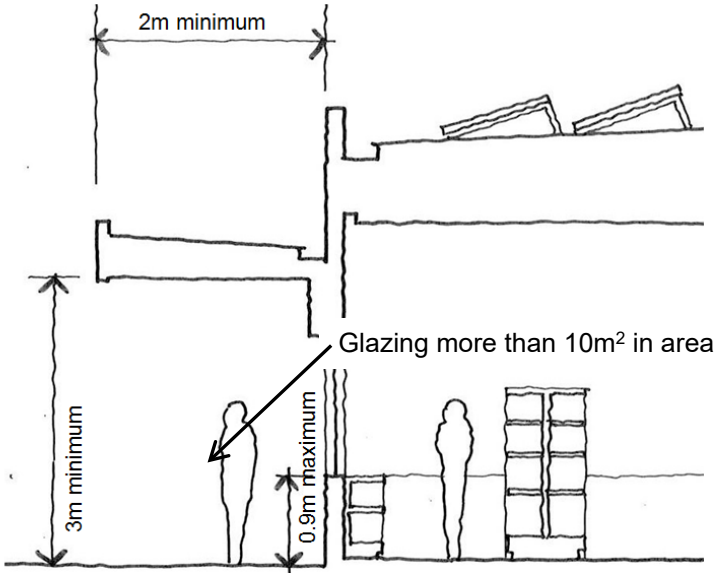

Figure 5 - Appropriate building interface with glazing and an awning for shade and shelter.

6.7.8 The installation of solar collectors on fuel canopies and building roofs (as shown in Figure 6) is encouraged. The solar collectors shall not be visible from the street.

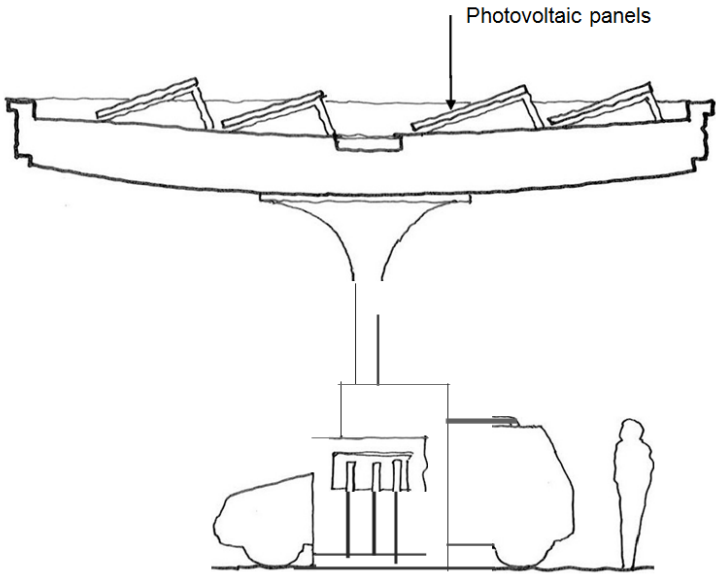

Figure 6 - Photovoltaic panels installed on a fuel canopy, but not visible from the street.

6.8 Landscaping

6.8.1 A 3 metre wide landscaping strip shall be included along the common boundary with any existing sensitive land use or land where sensitive land use development may be permitted. Planting in the landscaping strip shall include a series of suitable trees with a minimum pot size of 90 litres to provide a screen between the service station and the adjoining property as shown in Figure 7.

6.8.2 Other areas of landscaping shall be provided in accordance with the requirements for the zone under Local Planning Scheme No. 15.

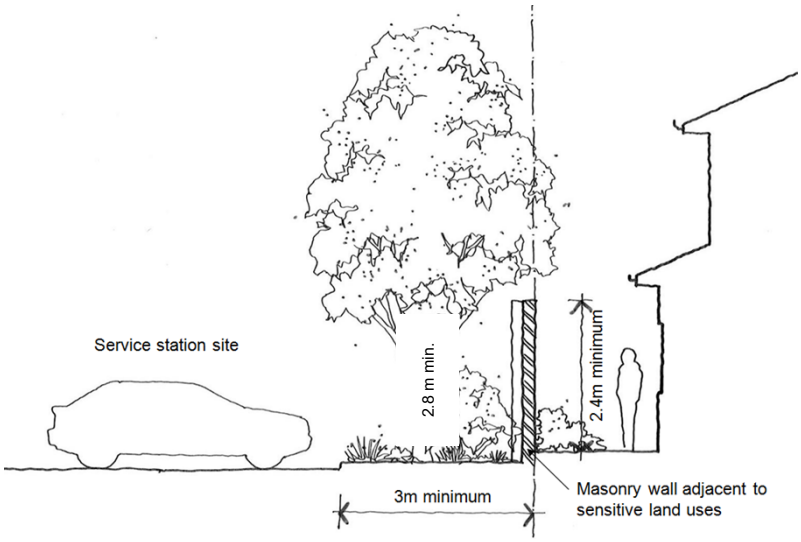

Figure 7 - An appropriate boundary treatment with landscaping and a masonry wall.

6.8.3 Street trees shall be retained where possible. If a service station development necessitates the removal of a street tree, the tree shall be replaced with one of an equal value at the applicant's cost.

6.9 Fencing

6.9.1 Fencing along the common boundary with sensitive land uses (as illustrated in Figure 7) shall be of masonry construction to a minimum height of 2.8 metres for the purposes of:

a) Ensuring noise mitigation
b) Enhancing security; and
c) Protecting the visual amenity of the adjoining sensitive land use.

6.9.2 Notwithstanding the 2.8 metre minimum fencing height requirement, the design and configuration of the fence (as illustrated in Figure 8) shall have due regard for:

a) Reducing the impact of bulk on the adjacent property; and
b) Allowing adequate access to daylight and ventilation for adjacent buildings.

6.9.3 Notwithstanding the requirements for fencing along the boundary of sensitive land uses, all boundary fencing on service station sites shall provide visual interest through the use of colours and materials (as illustrated in Figure 9) that complement the architectural design of the buildings on site.

Figure 8 – Example of a fence designed to mitigate the impact of bulk on adjoining property

Figure 9 – Examples of visual interest provided by boundary walls.

6.10 Site Upgrading

Where an applicant contemplates upgrading works to an existing service station that involves additions or alterations to the building or site, the City may require other aspects of the service station to be upgraded to comply with the requirements of this policy.

6.11 Signage

6.11.1 Service station signage shall comply with the requirements of LPS15, LPP12 and this Policy.

6.11.2 All signage fronting a major traffic route shall comply with Main Roads (Control of Advertisements) Regulations 1996.

6.11.3 Signage shall not be a dominant feature of the development and shall not obscure architectural features of the service station/buildings on the site.

6.11.4 Signage shall not be located above a building roofline unless it is integrated with the architectural design and/or theme of the site as shown in Figure 10.

6.11.5 Signage shall not obscure sightlines at vehicle access points to ensure safety and visibility for vehicles entering and exiting the site.

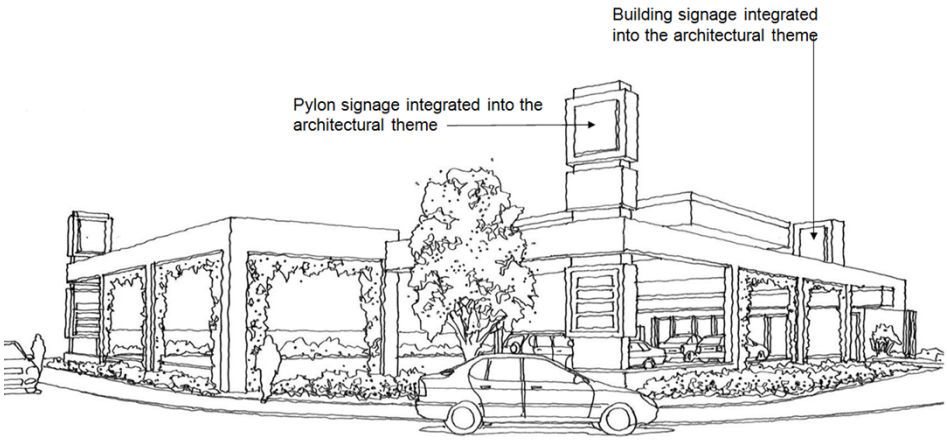

Figure 10 - Signage integrated into an overall architectural theme for the site.

6.12 Safety and security

6.12.1 Buildings shall include windows or other such openings that allow views from inside the building to the footpaths on all adjacent streets. Glazing to openings shall not be obscured with signage, translucent or opaque films, paint, fittings or furniture.

6.12.2 Appropriate lighting shall be provided for the development.

6.12.3 Crime Prevention through Environmental Design (CPTED) design principles shall be incorporated into the design of new service stations as well as additions and alterations to existing service stations as required.

GOVERNANCE REFERENCES

Statutory Compliance	*Planning and Development Act 2005* *Planning and Development (Local Planning Schemes) Regulations 2015* Local Planning Scheme No. 15
Industry Compliance	State Planning Policy 2.9 – Water Resources State Planning Policy 2.10 – Swan-Canning River System State Planning Policy 7.0 – Design of the Built Environment Development Control Policy 5.1 – Regional Roads (Vehicular Access)
Organisational Compliance	Local Planning Policy No. 12 – Advertisement Signs
Process Links	

LOCAL PLANNING POLICY ADMINISTRATION

Directorate	**Officer Title**	**Contact**
Development & Communities	Manager Planning Services	9477 7222

Version Date	13/10/2020	**Review Cycle**	Triennial	**Next Due**	13/10/2023

Version	**Decision to Advertise**	**Decision to Adopt**	**Synopsis**
1	23/05/2017 OCM (Item 12.1)		Adoption of policy for advertising. Provision of clear criteria to guide service station developments.
2	12/12/2017 OCM (Item 12.1)	24/04/2018 OCM (Item 12.2)	Adoption of policy. Provision of clear criteria to guide service station developments.

[i] Relevant State and Local agency legislation, policies and guidelines include (but are not limited to) the following:

- Western Australian Planning Commission Development Control Policy 5.1 – Regional Roads (Vehicular Access);
- State Planning Policy 5.4 Road and Transport Noise and Freight Considerations in Land Use Planning;
- Western Australian Planning Commission Transport Impact Assessment Guidelines (2016);
- Environmental Protection Authority Draft Environmental Assessment Guidelines for Separation Distances Between Industrial and Sensitive Land Uses (2005);
- City of Belmont Local Planning Scheme No. 15;
- City of Belmont Local Planning Policy No. 12;
- City of Belmont Local Planning Strategy;
- City of Belmont Local Commercial Strategy;
- Department of Water, Water Quality Protection Note 49;
- State Planning Policy 2.9 Water Resources (assist in protecting, conserving, managing and enhancing the State's water resources);
- State Planning Policy 2.10 Swan Canning River System; and
- State Planning Policy 3.7 Planning in Bushfire Prone Areas.