

Owner	Planning and Sustainability
Implementation	XX Month 2020
Next Review	November 2024

PART 1 – POLICY OPERATION

Policy Development and Purpose

This Local Planning Policy (Policy) has been prepared under Schedule 2, Part 2 of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

This policy sets out to provide guidance on the development of Service Stations and Roadhouses within the City, with particular regard to locations adjacent to and in close proximity to sensitive land uses.

Policy Objectives

The objectives of this policy are to:

- Provide clear criteria to guide service station and roadhouse developments within the City;
- Ensure that service stations and roadhouses are developed to a high standard of architectural design that complements the expected standard of design in the locality;
- Ensure that service stations and roadhouses make a positive contribution to the streetscape; and
- Protect the amenity of sensitive land uses by ensuring they are located and designed in a way that reduces the impact of noise, light, odour and other emissions.

Relationship to Other Policies, Guidelines and Documents

This policy is to be read in conjunction with the development standards and requirements of District Planning Scheme No. 2 and its associated policies.

PART 2 – POLICY PROVISIONS

1. Definitions

For the purposes of this policy, the following definitions apply. For other definitions the District Planning Scheme No. 2 definitions apply.

Service station means:

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

Service Stations and Roadhouses

- (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.

Roadhouse means:

any land or buildings used for the predominant purpose of a service station but incidentally including a restaurant and/or convenience store.

Sensitive land use means:

land use sensitive to emissions from industry and infrastructure. Sensitive land uses include residential development, hospitals, hotels, motels, hostels, caravan parks, schools, nursing homes, child care facilities, shopping centres, playgrounds and some public buildings. Some commercial, institutional and industrial land uses which require high levels of amenity or are sensitive to particular emissions may also be considered “sensitive land uses”. Examples include some retail outlets, offices and training centres, and some types of storage and manufacturing.

2. General policy provisions

When considering applications for service stations and roadhouses and to ensure that they do not detract from the amenity of adjoining and nearby sensitive land uses, the following requirements must be addressed:

Development requirements:

Service stations and roadhouses shall not cause undue conflict through the generation of traffic, demand for parking or the emission of noise, light, fumes, odours, dust, vibration, electrical interference, waste water or any other form of pollution or activity which may be undesirable or incompatible;

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

The use of bold and innovative canopy structures that provide a strong architectural statement is encouraged;

Buildings shall address the street by way of major openings and entries so as to provide a level of passive surveillance from inside the building to adjacent streets and the public realm. The use of blank walls shall be minimised and glazing to openings shall not be obscured with signage, translucent films, paint, fittings or furniture;

Where blank walls cannot be avoided they should be designed in such a way that they contribute to a safe and attractive street environment by:

- Minimising the length and height of blank walls; and

- Articulating blank walls through the creative application of complementary materials, avoiding large continuous masses of the same finish and/or the provision of appropriately integrated structural features, lighting, street furniture, artworks and/or landscaping;

Amenity

Service stations and roadhouses abutting residential or other sensitive development shall be designed to minimise impact on abutting residents and shall address, noise, light, fumes, odours, dust, vibration, electrical interference, waste water, traffic, visual amenity, safety and any other matter that may detract from the amenity of the area.

The location of service stations and roadhouses shall have regard to the prescribed buffer distances set out under the Environmental Protection Authority Separation Distances between Industrial and Sensitive Land Uses.

Variations to the Separation Distances can be supported by the City where it is demonstrated that the potential impacts are satisfactorily able to be managed.

Location

Where potential conflict between a proposed service station or roadhouse and adjoining or nearby residential or sensitive land use cannot be adequately managed, alternative locations need to be considered where the use will be more compatible.

Conditions of approval

In its determination of any application for a service station or roadhouse, in addition to any other powers provided for under District Planning Scheme No. 2, the City may impose conditions designed to minimise the impact on the amenity of residential and sensitive land uses, including limiting the scale of the development and restricting the times during which the use may operate.