Planning and Sustainability
Local Planning Policy 2.9
Service Stations and Road Houses

1.0 Citation

This Local Planning 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 may be cited as Local Planning Policy (**LPP**) 2.9 – Service Stations and Road Houses.

2.0 Introduction

The purpose of this policy is to provide guidance on the development of Service Stations and/or Road Houses within the City, with particular regard to locations adjacent to Residential zoned land and/or within close proximity to sensitive land uses.

3.0 Objectives

The objectives of this policy are to:

- Ensure that Service Stations and/or Road Houses are developed to a high standard of architectural design that complements the locality and streetscape;
- Ensure that Service Stations and/or Road Houses are located and designed such that traffic volumes and flow generated does not unduly impact on the amenity of the locality;
- Ensure that traffic generated does not adversely impact on road safety, pedestrian movements both within and around the site and efficiency of the road network; and
- Protect the amenity of sensitive land uses by ensuring Service Stations and/or Road Houses are located and designed in a way that reduces the impact of noise, light, odour and other emissions.

4.0 Application of the Policy

This policy is to be read in conjunction with the development standards and requirements of District Planning Scheme No. 2 and its associated policies. In addition, due regard is to be given to the Western Australian Planning Commission Development Control Policy 1.10 – Freeway service centres and roadhouses. This policy applies to all development applications relating to new Service Stations and/or Road Houses as well as additions or alterations to an existing development, or any development application proposing a fuel bowser.

5.0 Policy Provisions

When considering applications for Service Stations and/or Road Houses and to ensure that they do not detract from the amenity of adjoining Residential zoned land and nearby sensitive land uses, the following requirements must be addressed:

5.1 Location

5.1.1 Service Stations and/or Road Houses should ideally not be located adjacent to Residential zoned land or within close proximity to sensitive land uses.

5.1.2 The location of Service Stations and/or Road Houses shall generally be guided by the prescribed buffer distances set out under the Environmental Protection Authority Separation Distances between Industrial and Sensitive Land Uses.

5.1.3 Whilst variations to the separation distances can be supported by the City, where potential conflict or impacts between a proposed Service Station and/or Road House and adjoining Residential zoned land or nearby sensitive land use cannot be adequately managed, alternative locations need to be considered where the use will be more compatible.

5.2 Built Form

5.2.1 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. This may include innovative canopy structures that provide a strong architectural statement.

5.2.2 Buildings shall address the street by maximising glazing and incorporating pedestrian entries to provide passive surveillance This should consider the development's future internal layout and the development's relationship with the adjacent streetscape and public realm.

5.2.3 Where an external wall does not incorporate glazing or where glazing represents less than 50% of the elevation, the wall shall incorporate any combination of the following:

a) Articulation;

b) Diversity of materials;

c) Vertical projections;

d) Integrated structural features;

e) Lighting;

f) Street furniture

g) Artwork; and/or

h) Landscaping.

5.3 Amenity

5.3.1 Service stations and/or Road Houses abutting Residential zoned land or sensitive land uses shall be designed to minimise impact on occupants of adjoining sites and shall address, noise, light, fumes, odours, dust, vibration, electrical interference, waste water, traffic, visual amenity, safety and any other matter in the opinion of the City that may detract from the amenity of the area.

The City may require an acoustic report prepared by a suitably qualified consultant where the Service Station and/or Road House is proposed abutting Residential zoned land or sensitive land uses, or where the City considers that the development may impact the acoustic amenity of surrounding properties.

5.3.2 A Traffic Impact Assessment is to be provided for all Service Stations and/or Road Houses applications prepared by a suitably qualified traffic consultant and in accordance with the WAPC's Transport Impact Assessment Guidelines.

5.3.3 Service Stations and/or Road Houses should be accompanied with an operational management plan (or similar) which details the following regarding the proposal:

a) Hours of operation;

b) Days of operation;

c) Noise management plan;

d) Deliveries;

e) Number of vehicles that can be accommodated on site at any one time;

f) Number of staff members on site at any one time; and

g) Any other information the City considers relevant to be detailed (ie light spill, odour etc).

6.0 Definitions

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

Sensitive land use means:

Sensitive land uses are typically those where people live or regularly spend extended periods of time, such as but not limited to: caravan parks, child care premises, independent living complex, residential aged care facilities and residential development. 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, but not limited to, some retail outlets (shops), offices, educational establishments, hospitals, hotels and tourist and visitor accommodation, and some types of storage and manufacturing.

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