13. Service stations

Council’s Planning Scheme commenced on 1 February 2016. Since this time council has been working on the proposed amendment to the scheme to ensure it remains a living document that supports growth and maintains the region’s unique characteristics.

Council previously consulted the community on the proposed improvements to the planning scheme and supporting planning scheme policies. Council has now reviewed and considered much of this feedback, using it to inform the development of a new planning scheme amendment.

Council is now seeking community feedback on the new proposed amendment to the planning scheme and planning scheme policies.

The proposed changes generally aim to improve functionality and address implementation issues which have been identified since the planning scheme first came into effect.

The changes summarised in this information sheet may also be made in other areas of the planning scheme where similar outcomes are sought.

The proposed amendment only relates to changes to certain parts and provisions of the planning scheme. For example, whilst the proposed amendment is seeking to change car parking provisions for secondary dwellings, other requirements for secondary dwelling already exist in the planning scheme (design and setbacks etc.) and are proposed to continue. To determine the requirements for any proposed development the planning scheme must be considered in full.

The proposed key changes described in this information sheet relate to the introduction of specific requirements that set out where service stations should be located within the General residential zone and Centre zone, and how they should be designed and orientated.
Key changes include the following

Service stations - Location
The planning scheme has requirements for non-residential uses (i.e. retail and commercial) in residential areas and in centres. However, the existing requirements do not adequately relate to service stations. For example, while they are a retail and commercial use, they function differently to shops and offices. Service stations are car dominated uses and are unable to achieve outcomes that are often sought within centres and neighbourhood hubs including active frontage and pedestrian comfort and amenity. The proposed changes introduce locational criteria for new service stations for areas in the General residential and Centre zone to ensure Service stations:

- establish where they will not disrupt, fragment or negatively impact active frontages;
- establish on heavily trafficked roads where the amenity of surrounding residential uses is already subject to impacts by road vehicle noise; and
- establish in locations that will not have a negative impact on the street environments intended to include active frontages (e.g. Neighbourhood hubs or centres).

These proposed changes occur in Part 6 and 7 of the planning scheme.

Service stations - Design
The proposed changes introduce specific requirements that set out how service stations should be designed and orientated on site. The provisions vary between precincts but include outcomes for residential and pedestrian amenity and comfort, minimisation of impacts, not negatively impacting active streets and include ancillary uses where they meet convenience needs. These desired outcomes are sought through the provision of landscaping, adequate setbacks, screening and location requirements.

These proposed changes occur in Part 6 and 7 of the planning scheme.

Service stations - Level of assessment
The proposed changes make service stations impact assessable in all General residential zone precincts and in all Centre zone precincts, except for the Specialised centre precinct. Impact assessable developments are required to lodge a development application to council which addresses all relevant parts of the planning scheme and public notification.

These proposed changes occur in Part 5 of the planning scheme.