

Title	Service Stations and Motor Vehicle Wash Facilities
Policy Number (Governance Purpose)	LPP 3.4



Policy Type

Local Planning Policy

Policy Purpose

The purpose of this policy is to provide applicants and the City with guidelines for the assessment of service station and/or motor vehicle wash proposals within the District.

The objectives of the Policy are:

- (1) To ensure that service station and/or motor vehicle wash proposals do not compromise traffic flows and safety.
- (2) To protect residential amenity by ensuring service station and/or motor vehicle wash proposals are located and designed in a way that reduces the impacts of noise, light and odour emissions on nearby dwellings.
- (3) To ensure that service station and/or motor vehicle wash proposals do not undermine the ability of activity centres to provide and support a mix of land uses and activity for the community and to perform their role/function as set out in the City's Local Commercial and Activity Centre Strategy.
- (4) To ensure that service station and/or motor vehicle wash proposals do not negatively impact on the diversity and intensity of activity in activity centres in accordance with the City's Local Commercial and Activity Centre Strategy.
- (5) To ensure that service station and/or motor vehicle wash proposals do not cause negative impacts on pedestrian and cyclist safety, connectivity, convenience and amenity.
- (6) To ensure that service station and/or motor vehicle wash proposals do not detract from the neighbourhood or streetscape character.

Policy Statement

- (1) Design Guidelines
 1. The design and siting of development should consider the siting, setback, design and scale of adjacent development to ensure it does not dominate or detract from the character of the streetscape.
 2. Glazing should be designed to maximise passive surveillance opportunities of the street and/or public realm.

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3. Blank walls fronting the street and/or the public realm should be minimised where possible, and where blank walls cannot be avoided, their design contribute to a safe and attractive street environment by:
 - a. Minimising the length and height of blank walls, and
 - b. 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.
4. Opportunities for landscaping on site should be maximised, and should be designed to:
 - a. soften the appearance of the development;
 - b. enhance the streetscape, and
 - c. improve the pedestrian environment.
5. Where opportunities for street trees adjacent to the site are restricted, street trees should be identified as an alternative within the landscaping strip on the site to ensure that the current and future streetscape and pedestrian environment (both current and future) are not negatively impacted by the development.
6. Under the *Government Sewerage Policy 2019*, all motor vehicle wash facilities are expected to be connected to the reticulated sewerage network.
7. Service station and/or motor vehicle wash facilities proposals should consider the guidance provided within the Department of Water and Environmental Regulation's *Water Quality Protection Note 49: Service Stations*.

(2) Traffic Management

1. Service station and/or motor vehicle wash proposals are required to be accompanied with a Traffic Impact Assessment prepared by a suitably qualified traffic consultant, which addresses the following:
 - a. Number, size, location and appropriateness of access and egress points;
 - b. Queuing of traffic and the impact on the surrounding road network;
 - c. Proximity to median breaks;
 - d. Proximity to traffic lights and speed bumps;
 - e. Provision of auxiliary lanes;
 - f. Manoeuvrability within the site demonstrated through a swept path analysis;
 - g. Impact on existing infrastructure within the road reserve; and
 - h. Impact on future road widening or other improvements.
2. Service station and/or motor vehicle wash proposals may be required to be accompanied by a parking management plan prepared by a suitably qualified

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consultant where car parking for the site and the surrounding area is considered to be problematic.

3. Any service station and/or motor vehicle wash proposal located adjacent (or likely to have an impact on a) State Road, is to be referred to Main Roads WA for advice prior to determination.

(3) Residential Amenity

1. Service station and/or motor vehicle wash proposals abutting residential development shall be designed to minimise impact on adjacent residents and shall address; noise, odour, light, traffic, visual amenity, safety and any other matter that may detract from the amenity of the residential area.
2. Service station and/or motor vehicle wash proposals may require the inclusion of an acoustic assessment or noise management plan prepared by a suitably qualified acoustic consultant, a light management plan prepared by a suitably qualified consultant and/or a site management plan addressing odour control.
3. The location of service station and/or motor vehicle wash proposals shall generally be guided by the prescribed buffer distances set out under the Environmental Protection Authority *Separation Distances between Industrial and Sensitive Land Uses (GS 3)*.
4. Self-service motor vehicle wash developments should generally not be supported where proposed on land which abuts residentially zoned land.
5. Service station and/or motor vehicle wash proposals should be accompanied with an operational management plan (or similar) which details the following regarding the proposal:
 - (a) Hours of operations;
 - (b) Days of operation;
 - (c) Number of vehicles that can be accommodated on site at any one time;
 - (d) Number of staff members on site at any one time; and
 - (e) Any other information the city considers relevant to be detailed.

(4) Service Station and/or Motor Vehicle Wash proposals in Activity Centres

1. Service station and/or motor vehicle wash proposals in activity centres will be deemed to be 'significant development applications' in accordance with the City's Local Commercial and Activity Centre Strategy due to their potential to have a significant impact on an activity centre's overall performance.
2. Service station and/or motor vehicle wash proposals in activity centres should demonstrate that the development does not reduce the performance of the activity centre through detrimental impacts on any of the assessment areas (as relevant for the level in the activity centre hierarchy) in accordance with the City's Local Commercial and Activity Centre Strategy.

Title	Service Stations and Motor Vehicle Wash Facilities
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3. Service station and/or motor vehicle wash developments proposed to operate 24 hours per day, 7 days per week in the Local Centre Zone will generally not be supported.

Strategic Link:	City of Cockburn Local Planning Scheme No.3
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