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| Title | Service Stations |
| Policy Number (Governance Purpose) | LPP 3.4 |



Policy Type

Local Planning Policy

Policy Purpose

A policy is needed to assist the City in the assessment of proposals and decision making process.

The purpose is to provide applicants and the City with guidelines as to how service station proposals within the District will be assessed. The objective of the Policy is to promote a convenient and accessible pattern of service stations within the District to serve the resident and travelling public and to prevent stations from establishing in locations which are unsuitable on traffic and amenity grounds.

The overall objectives of the Policy are:

- (1) To ensure that service stations do not compromise traffic flows and safety.
- (2) To protect residential amenity by ensuring service stations are located and designed in a way that reduces the impact of noise, light and odour emissions on nearby dwellings.
- (3) To ensure that service stations 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 of Cockburn Local Commercial and Activity Centre Strategy.
- (4) To ensure that service stations do not negatively impact on the diversity and intensity of activity in activity centres in accordance with the City of Cockburn Local Commercial and Activity Centre Strategy.
- (5) To ensure that service stations do not have a negative impact on pedestrian and cyclist safety, connectivity, convenience and amenity.
- (6) To ensure that service stations do not detract from the streetscape character.

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Policy Statement

(1) Design Guidelines

1. The design and siting of development should take into consideration 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 opportunities for surveillance of the street and/or public realm.
3. Blank walls to the street and public realm should be minimised as much as possible, and 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:
 - 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. All opportunities for landscaping on the site should be maximised, and landscaping should be designed to:
 - a. soften the appearance of the development and enhance the streetscape, and
 - b. improve the pedestrian environment.
5. Where opportunities for street trees adjacent to the site are restricted due to crossovers, trees should be identified as an alternative within the landscaping strip on the site to ensure that the streetscape and pedestrian environment (both current and future) are not negatively impacted by the development.

(2) Traffic Management

1. Applicants are required to provide 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 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 through a swept path analysis;
 - g. Impact on existing infrastructure within the road reserve; and
 - h. Impact on future road widening or other improvements.

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(3) Residential Amenity

1. Service stations abutting residential development shall be designed to minimise impact on abutting 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. The applicant may be required to submit an acoustic assessment 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 stations 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) Service Station in Activity Centres

1. Service station proposals in activity centres will be deemed to be ‘significant development applications’ in accordance with the City of Cockburn 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 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 of Cockburn Local Commercial and Activity Centre Strategy.

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| Strategic Link: | Local Planning Strategy |
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