

9.3.19 Service station code

9.3.19.1 Application

- (1) This code applies to assessing development for a Service station if:
 - (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment; or
 - (b) impact assessable development.
- (2) When using this code, reference should be made to Part 5.

9.3.19.2 Purpose

- (1) The purpose of the Service station code is to assess the suitability of development to which this code applies.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) a service station is established at a suitable location and on a site that is capable of accommodating all necessary and associated activities;
 - (b) centre activities are ancillary to the primary vehicle servicing purpose of the service station;
 - (c) service stations do not compromise the hierarchy of activity centres;
 - (d) development results in a high standard of appearance and safety;
 - (e) development does not result in detrimental impacts on the amenity of surrounding sensitive land uses;
 - (f) development achieves a high standard of vehicular accessibility and minimises impacts on surrounding traffic networks;
 - (g) development prevents adverse environmental impacts resulting from activities on the site.

9.3.19.3 Criteria for assessment

Table 9.3.19.3.a – Service station code – assessable development

Performance outcomes	Acceptable outcomes
For self-assessable and assessable development	
PO1 Retail services for general convenience items: <ol style="list-style-type: none"> (a) are ancillary to the service station use; (b) do not compromise the role and function of the region's network of centres. 	AO1 Convenience retailing does not exceed 100m ² gross floor area. Note - Where floor area for the other uses exceeds 100m ² GFA, separate approval for the use will be required.
For assessable development	
PO2 The site has sufficient area and frontage to accommodate: <ol style="list-style-type: none"> (a) buildings and structures; (b) setbacks; (c) access, parking, manoeuvring and circulation; (d) pedestrian access; (e) landscaping. 	AO2.1 The site is regular in shape and is configured generally as a rectangle or square. AO2.2 The site has a minimum area of 1,500m ² . AO2.3 The site has a minimum frontage of: <ol style="list-style-type: none"> (a) 40 metres where the site is not a corner site; or (b) 30 metres to each road where the site is a corner site.
PO3 Development is located and designed so that the safety and efficiency of the road network, access	AO3.1 The development is supported by a traffic management and impact report demonstrating

Performance outcomes	Acceptable outcomes
<p>and internal vehicle and pedestrian movements are not adversely impacted upon.</p>	<p>the development's location, design and access does not adversely impact upon:</p> <ul style="list-style-type: none"> (a) the safety and function of the road network; (b) operation of the service station with respect to the types of vehicles accessing and servicing the development. <p>The traffic management and impact report should take into account and make recommendations about:</p> <ul style="list-style-type: none"> (a) traffic movements in the vicinity of the development and the expected traffic movements from the development; (b) matters that will impact on the amenity and safety of all road users, (e.g. queuing, deceleration/acceleration, turning movements, intersection treatments, corner truncations); (c) safe and convenient access for all vehicles accessing the site, location and ability to support a functional service station; (d) manoeuvring (for all vehicle types) within the development; (e) conflicts between pedestrian and vehicle movements; (f) methods and extent of mitigation required to ensure safety and efficiency of the road network. <p>AO3.2 Bulk fuel storage tanks are located on the site so that, when a fuel delivery vehicle is discharging fuel into the storage tanks, the fuel delivery vehicle is standing entirely within the site in a location that does not restrict the movement of other vehicles on the site.</p>
<p>PO4 Buildings, structures and mechanical equipment for vehicle service and customer facilities (such as air and water points) are setback from the road, and surrounding uses to ensure a high standard of appearance, safety and amenity is achieved.</p>	<p>AO4.1 Buildings and structures, excluding canopies are setback a minimum of 10 metres from road frontages and any canopy is setback no less than 6 metres from road frontages.</p> <p>AO4.2 Fuel pumps, liquid petroleum gas tanks and customer facilities (such as air and water points) are setback a minimum of 7.5 metres from any road frontages and not within any landscaped area including buffer areas.</p> <p>AO4.3 Any ancillary hire or vehicles, trailers and the like occurs a minimum of 7.5 metres from road frontages and not within any landscaped area including buffer areas.</p>
<p>PO5 Development is sited, designed and oriented to minimise adverse impacts on nearby sensitive</p>	<p>AO5.1 The height of buildings, including canopies, does not exceed 8.5 metres in height.</p>

Performance outcomes	Acceptable outcomes
land uses.	<p>A05.2 Where the site adjoins land containing a sensitive land use, all buildings/structures are setback 5 metres from the common boundary with the adjoining property.</p>
<p>P06 Development avoids or minimises air emissions, including the installation of vapour recovery systems.</p>	<p>A06 No acceptable outcomes are prescribed.</p>
<p>P07 Development is designed and constructed to prevent the release of contaminants to surface water or groundwater, through the incorporation of:</p> <ul style="list-style-type: none"> (a) spill and leakage prevention measures from underground tanks, above-ground tanks and pipework; (b) leak detection systems for tanks and pipework; (c) stormwater and spill management systems for fuel dispensing and uncovered forecourt areas. 	<p>A07 No acceptable outcomes are prescribed.</p>
<p>P08 Landscaping and fencing are provided to create an attractive facility and a buffer to surrounding uses.</p>	<p>A08.1 A landscaped area not less than 3 metres wide is provided and maintained within the site along all road frontages.</p> <p>A08.2 Where the site adjoins land containing a sensitive land use:</p> <ul style="list-style-type: none"> (a) a landscaped area with deep planting of not less than 5 metres wide is provided within the site along the boundary adjoining the sensitive land use; (b) an acoustic fence is provided and maintained along the boundary adjoining the sensitive land use. <p>Note – The recommendations of an acoustic and lighting report will determine the height of fencing to protect sensitive land uses. However if recommendations for fencing exceed 2.0 metres in height, the proposed development is generally not considered to be appropriate in terms of design and siting relative to the nearby sensitive land uses.</p>
<p>P09 The roads adjacent to the Service station site are constructed to an appropriate standard.</p>	<p>A09 Roadworks to improve the adjacent road network are constructed in accordance with the Design guidelines set out in Sections D1 and D3 of Planning scheme policy SC6.5 – FNQROC Regional Development Manual.</p>