

Division 36 Service Station Code

36.1 Overall Outcomes

- (1) The overall outcomes are the purpose of this code.
- (2) The overall outcomes sought by the Service Station Code are the following:-
 - (a) The siting and physical form of any **service station**:-
 - (i) are appropriate to the desired character and environmental values of the areas in which they are situated; and
 - (ii) allow for ready cleaning of facilities;
 - (b) Acceptable levels of amenity for occupants of adjoining premises are provided and maintained;
 - (c) Potential contaminants associated with the operation of the **service station** are not released into the environment; and
 - (d) Safe, convenient and adequate infrastructure is available to the premises.

36.2 Compliance with the Service Station Code

Assessable development that is consistent with the specific outcomes of the Development Requirements *Table 6.1.36 – Assessment Criteria for Assessable Development* contained in Section 36.4 complies with the Service Station Code.

36.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (1) Proximity to Major Road Network
- (2) Setbacks and Buffers to the Development Site Perimeter
- (3) Road Frontage Length
- (4) Wastewater Control Measures
- (5) Artificial Lighting
- (6) Infrastructure Provision
- (7) Tall Structures
- (8) Building Form and Appearance

36.4 Development Requirements Table

Table 6.1.36: Assessment Criteria for Assessable Development

Specific Outcomes for Assessable Development	Probable Solutions
Proximity to Major Road Network	
SO 1 The development is readily accessible to the major road network for the area.	PS 1 The development site is no more than 100m vehicle travel distance from a public roadway which is designated by the administering authority for that road as:- <ol style="list-style-type: none"> (1) an arterial or sub arterial standard road on the Priority Infrastructure Plan Map or Council's Integrated Local Transport Plan; or (2) a road under the control of the Queensland Department of Main Roads; or (3) a road which has been given a national, state or metropolitan route number.
Setbacks and Buffers to the Development Site Perimeter	
SO 2 All buildings, other structures , parking facilities and materials storage areas are located on the development site in a manner which:- <ol style="list-style-type: none"> (1) does not adversely impact on the existing or desired streetscape for the area; (2) is in keeping with the desired or established character of the area; (3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the site; and 	PS 2.1 Unless more extensive buffering is required under another code within this planning scheme which is applicable ⁷ to the particular development site , landscaped buffers satisfying the following criteria are established on the development site :- <ol style="list-style-type: none"> (1) a planted strip having a width of no less than 5m is provided for the full length of any boundary to the site which abuts land which, at the time application is made to establish the service station on the land, is used for purposes of residential accommodation or is zoned:- <ol style="list-style-type: none"> (a) Residential A; or

Specific Outcomes for Assessable Development	Probable Solutions
<p>(4) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.</p>	<p>(b) Residential B; or (c) Special Residential; or (d) Park Residential; or (e) Rural Residential; or (f) Future Urban; or (g) Urban Village;</p> <p>(2) a planted strip having a width of no less than 3m is provided for the full frontage of the development site and is only broken by those sealed areas used to obtain vehicular access² to the land; and</p> <p>(3) is constructed to the standard prescribed in <i>Planning Scheme Policy PSP30 Landscape Design</i>.</p> <p>For purposes of this provision, the property boundary includes any identified probable future land acquisition line.</p> <p style="text-align: center;">AND</p> <p>PS 2.2 Unless a greater setback distance is required by another code within this planning scheme which is applicable⁷ to the particular development site, setbacks of no less than the following are maintained to buildings and structures, (other than freestanding retaining walls and fences), on the land:-</p> <p>(1) 10m between buildings or other structures and boundaries that adjoin land which, at the time that application is made to establish the service station on the land is used for purposes of residential accommodation or is zoned:-</p> <p>(a) Residential A; or (b) Residential B; or (c) Special Residential; or (d) Park Residential; or (e) Rural Residential; or (f) Future Urban; or (g) Urban Village;</p> <p>(2) 10m between fuel pumps and the road boundary to the land;</p> <p>(3) 6m between open sided canopies over fuel pumps and the road boundary to the land;</p> <p>(4) 15m between buildings and the road boundary to the land;</p> <p>(5) 15m between structures not covered by (2), (3) and (4) above and the road boundary to the land; and</p> <p>(6) 2m between buildings or other structures and side or rear boundaries to the development site which are not covered by (1) above.</p> <p>For purposes of this provision, the property boundary includes any identified probable future land acquisition line.</p> <p style="text-align: center;">AND</p> <p>PS 2.3 A solid screen fence having a height of no less than 2m above finished ground level is provided for the full length of and immediately adjacent to each boundary to the development site that adjoins land which, at the time that application is made to establish the service station on the land:-</p> <p>(1) is used for purposes of residential accommodation; or</p> <p>(2) is zoned:-</p> <p>(a) Residential A; or (b) Residential B; or</p>

Specific Outcomes for Assessable Development	Probable Solutions
	<ul style="list-style-type: none"> (c) Special Residential; or (d) Park Residential; or (e) Rural Residential; or (f) Future Urban; or (g) Urban Village.
Road Frontage Length	
<p>SO 3 The development <i>site</i> has sufficient frontage to a declared roadway to permit vehicular access to on-site operations in a form which:-</p> <ul style="list-style-type: none"> (1) minimises potential conflict points with pedestrians and other users of the footpath reserve; (2) provides clearly identified refuges of adequate length and width to accommodate the reasonable everyday volume of users of the footpath reserve for the frontage road between vehicular access points to development <i>sites</i>; (3) accommodates the turning manoeuvres of all vehicles likely to access the <i>site</i>; (4) is so shaped as to allow all vehicles likely to access the <i>site</i> to move to and from the carriageway of the frontage road for the development <i>site</i> without being forced to slow to a speed which adversely affects the flow of traffic in the frontage road; (5) avoids any potential conflict with or significant adverse effect on existing aboveground services, bus stops, taxi ranks, traffic control devices, significant trees, pedestrian crossings, stormwater catchpits and marked on-street parking or loading bays; (6) does not have a significant adverse effect on the reasonable expectations of developers of adjacent land in terms of their vehicular access needs; (7) does not adversely affect the operation of external traffic slip lanes, intersections or existing breaks in external median strips adjacent to the development <i>site</i>; and (8) is so located that adequate sight lines are provided at the vehicular access points to ensure a safe transition of traffic to and from the development <i>site</i> without adversely affecting traffic movements within the frontage road. 	<p>PS 3.1 Where the development <i>site</i> has a single road frontage from which vehicular access is obtained, that frontage has a length of no less than 50m and the development <i>site</i> is not located on the corner of an intersection which is controlled by traffic signals.</p> <p>OR</p> <p>PS 3.2 If vehicular access to the development <i>site</i> is obtained from more than one road frontage, each such frontage has a length of no less than 30m and the development <i>site</i> is not located on the corner of an intersection which is controlled by traffic signals.</p>
Wastewater Control Measures	
<p>SO 4 Washwater and stormwater runoff from those areas of the development <i>site</i> on which:-</p> <ul style="list-style-type: none"> (1) liquid fuel dispensing is carried out; or (2) vehicle servicing and other mechanical repairs are undertaken; or (3) vehicle washing operations are carried out; <p>are dealt with in a manner which does not result in the discharge of an unreasonable quantity of contaminants into the environment.</p>	<p>PS 4 Washwater and stormwater runoff from those areas of the development <i>site</i> on which:-</p> <ul style="list-style-type: none"> (1) liquid fuel dispensing is carried out; or (2) vehicle servicing and other mechanical repairs are undertaken; or (3) vehicle washing operations are carried out; or (4) waste materials are stored; or (5) waste storage containers are washed; <p>are collected and stored on the development <i>site</i> pending:-</p> <ul style="list-style-type: none"> (6) recycling or their reuse on the development <i>site</i>; or (7) their treatment on the development <i>site</i> to a standard which permits discharge directly into the stormwater disposal or sanitary drainage system leaving the <i>site</i>; or (8) their transport from the <i>site</i> to a lawful point of discharge for wastewater of that quality. <p>However, there is no probable solution for the storage capacity of the washwater and stormwater runoff collection and storage facility prescribed herein.</p>

Specific Outcomes for Assessable Development	Probable Solutions
Artificial Lighting	
<p>SO 5 An adequate level of illumination is provided at all times at the pedestrian access point to the development site and within those areas of the site which would ordinarily be used during hours of twilight and darkness.</p>	<p>PS 5 The pedestrian entry point to the land and all designated pedestrian pathways on the development site are, for those hours of twilight and darkness that the on-site facilities are in use, illuminated to a level no less than that prescribed under <i>Australian Standard AS 1158.3.1 (1999) Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i>.</p>
<p>SO 6 Artificial lighting necessarily associated with the use of the service station is operated in such a manner as not to cause unreasonable disturbance to any person or animal on adjacent land or on land within the general vicinity of the development site.</p>	<p>PS 6 Artificial lighting within the overall development site is directed and shielded in such a manner as not to exceed the “recommended maximum values of light technical parameters for the control of obtrusive light” given in Table 2.1 of <i>Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting</i>. For purposes of that table, “curfewed hours” are taken to be those hours between 10pm and 7am on the following day.</p>
Infrastructure Provision	
<p>SO 7 The development site has access to infrastructure capable of adequately catering for the reasonable everyday demand of the development in regard to:-</p> <ol style="list-style-type: none"> (1) road access; (2) stormwater drainage; (3) water supply; (4) electricity supply; and (5) telecommunications. 	<p>PS 7.1 The development site has direct vehicular access³ to a dedicated road constructed to a standard which includes:-</p> <ol style="list-style-type: none"> (1) concrete kerb and channel; (2) a 1.2m wide concrete footpath; (3) sealed road pavement; (4) linemarking; and (5) road drainage works; <p>on the ultimate alignment prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> for a road of the standard designated by the administering authority, and which is constructed for the full frontage of the site.</p> <p style="text-align: center;">AND</p> <p>PS 7.2 All acceleration, deceleration and passing lanes required to ensure safe movement of vehicles to, from and past the development site are provided on the approach and departure sides of the site to the standard prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;">AND</p> <p>PS 7.3 The works prescribed in <i>PS 7.1</i> and <i>PS 7.2</i> are constructed totally within dedicated road reserve.</p> <p style="text-align: center;">AND</p> <p>PS 7.4 The development is directly connected to a Council maintained stormwater drainage system which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;">AND</p> <p>PS 7.5 The development has direct access to a reticulated potable community water supply which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> in terms of capacity and alignment.</p> <p style="text-align: center;">AND</p> <p>PS 7.6 The development has direct access to a reticulated community electricity supply and a landline telecommunication facility.</p>

Specific Outcomes for Assessable Development	Probable Solutions
Tall Structures	
<p>SO 8 Structures such as light pylons, antennae, masts, aerials, telecommunication structures and other supply services which are ancillary to the use of premises as a service station are restricted to a height and appearance which:-</p> <ol style="list-style-type: none"> (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area. 	<p>PS 8.1 Supply services within the development site which are not otherwise concealed within buildings or other structures are reticulated underground.</p> <p style="text-align: center;">AND</p> <p>PS 8.2 Structures such as light pylons, antennae, masts, aerials and telecommunication structures are limited in height so that no part of these structures, or attachments to the structures, projects more than the lesser of:-</p> <ol style="list-style-type: none"> (1) the maximum height permitted under another code within this planning scheme which is applicable¹ to the particular development site; and (2) 10m above natural ground surface. <p style="text-align: center;">AND</p> <p>PS 8.3 Transmission and receiving dishes are no larger than 1.2m in diameter.</p>
Building Form and Appearance	
<p>SO 9 All building work on the development site is of a scale, form and external appearance which:-</p> <ol style="list-style-type: none"> (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area. 	<p>PS 9 No solution provided.</p>

¹ Those codes identified in the assessment table and any overlay code relevant to the land.

² Constraints on the size and position of vehicle access crossings are set out in detail in the Access and Parking Code.

³ Physical attributes of vehicle access crossings are set out in detail in the Access and Parking Code.