

**9.3.22 Service station and car wash code**

**9.3.22.1 Application**

- (1) This code applies to assessing development for:
  - (a) Service station; or
  - (b) Car wash.
- (2) When using this code, reference should be made to Part 5.

**9.3.22.2 Purpose**

- (1) The purpose of the Service station and car wash code is to establish service stations and car wash facilities that function without adverse impacts on amenity, activity centre hierarchy and road function, and deliver an attractive and complementary service for the community.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) a service station is established in 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.

**9.3.22.3 Criteria for assessment**

Part A - Criteria for assessable development

**Table 9.3.22.3.a – Service station and car wash code –assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Centre viability</b>	
<p><b>PO1</b> Centre activities:</p> <ul style="list-style-type: none"> <li>(a) are ancillary to the service station use;</li> <li>(b) do not compromise the role and function of the region’s network of centres.</li> </ul> <p>Note – Refer to the defined activity group for Centre activities contained in Schedule 1.1.1.</p>	<p><b>AO1.1</b> Centre activities do not exceed 100m<sup>2</sup> GFA.</p> <p>Note – Refer to the defined activity group for Centre activities contained in Schedule 1.1.1.</p> <p>Note - Where floor area for the other uses exceeds 100m<sup>2</sup> GFA, a separate development approval for the use will be required.</p>
<b>Site requirements</b>	
<p><b>PO2</b> The site has sufficient area and frontage to accommodate:</p> <ul style="list-style-type: none"> <li>(a) buildings and structures;</li> <li>(b) setbacks;</li> <li>(c) access, parking, manoeuvring and circulation;</li> <li>(d) pedestrian access;</li> <li>(e) landscaping.</li> </ul>	<p><b>AO2.1</b> The site has a minimum area of 1,500m<sup>2</sup>;</p> <p><b>AO2.2</b> The site has a minimum frontage of:</p> <ul style="list-style-type: none"> <li>(a) 40 metres where the site is not a corner site; or</li> <li>(b) 30 metres to each road where the site is a corner site.</li> </ul>

Performance outcomes	Acceptable outcomes
<b>Access</b>	
<p><b>PO3</b> Development is located and designed so that the safety and efficiency of the road network, access and internal vehicle and pedestrian movements are not adversely impacted upon.</p>	<p><b>AO3.1</b> The development is supported by a traffic management and impact report demonstrating the development's location, design and access does not adversely impact upon: (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> <p>Note - Traffic Impact Assessment Report prepared in accordance with Planning scheme policy – Parking and access</p> <p><b>AO3.2</b> The traffic management and impact report should take into account and make recommendations about: (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> <p><b>AO3.3</b> 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>
<b>Design</b>	
<p><b>PO4</b> Buildings, structures and mechanical equipment for vehicle service and customer convenience are setback from the road, and surrounding uses to ensure a high standard of appearance, safety and amenity is achieved.</p>	<p><b>AO4.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO5</b> Development is sited, designed and oriented to minimise adverse impacts on adjacent and adjacent or surrounding sensitive land uses.</p>	<p><b>AO5.1</b> 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>Note – Refer to the definition of Sensitive land use contained in Schedule 1.2.</p>
<p><b>Safety</b></p>	
<p><b>PO6</b> Safety of users of the development and surrounding community is considered and incorporated into the design of the facility.</p> <p>Note - Planning scheme policy – Crime prevention through environmental design (CPTED) provides guidance on appropriate design responses.</p>	<p><b>AO6.1</b> No acceptable outcomes are provided.</p>
<p><b>Landscaping and screening</b></p>	
<p><b>PO7</b> Landscaping and fencing contributes to establishing an attractive and safe streetscape and a high standard of amenity.</p>	<p><b>AO7.1</b> A landscaped area not less than 2 metres wide is provided and maintained within the site along all street boundaries.</p>
	<p><b>AO7.2</b> Where the site adjoins land containing a sensitive land use:</p> <ul style="list-style-type: none"> <li>(a) a landscaped area not less than 5 metres wide is provided and maintained within the site along the boundary adjoining the sensitive land use;</li> <li>(b) a fence not more than 2 metres high is provided and maintained along the boundary adjoining the sensitive land use.</li> </ul>
<p><b>Facilities</b></p>	
<p><b>PO8</b> Customer facilities such as air and water points and other customer services and facilities are located so that the efficient operation of the activity is not adversely affected by the use of these facilities.</p>	<p><b>AO8.1</b> Facilities are located within the site and are not located closer than 3 metres to any boundary of the site.</p>
	<p><b>AO8.2</b> Facilities are located so that vehicles using or waiting to use the facilities are entirely within the site and in locations which do not restrict the movement of other vehicles on the site.</p>
<p><b>Roads external to the site</b></p>	
<p><b>PO9</b> The roads adjacent to the Service station site are constructed to an appropriate standard.</p>	<p><b>AO9.1</b> 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 – FNQROC Regional Development Manual.</p>