

**Division 15: Service Station Code****About the Service Station Code**

- The Service Station Code regulates Service station uses, whether they are Code assessable or Impact assessable.
- The Code regulates the scale, siting, and design of development with regards to their safety and potential impacts on the amenity of adjoining uses.

**(1) Service Station Code**

The provisions in this division comprise the Service Station Code. They are;

- (i) The Purpose of the Service Station Code – Section (2); and
- (ii) The Specific Outcomes, Probable Solutions and Acceptable Solutions for Service Station development – Table 6.15.1.

**(2) The Purpose of the Service Station Code**

The purpose of the Service Station Code is to achieve the following overall outcomes:

The Service Stations is;

- (i) Located and designed to provide efficient, safe and attractive working environments;
- (ii) Located such that the streetscape appearance and amenity of adjoining uses is not adversely affected; and
- (iii) provided with adequate and safe provision for vehicular access and movement.

<b>TABLE 6.15.1 SERVICE STATION CODE</b>	
Specific outcomes (S) for Code and Impact assessable development and Impact assessable development	Probable Solutions (P) for Code and Impact assessable development; and Acceptable Solutions (A) for Self assessable development. (where Self assessable development does not meet the Acceptable Solutions in the applicable codes, it requires Code assessment. Refer to Section 1.2.9).
<i>All Service Stations</i>	
<b>Layout and Amenity</b>	
<p><b>S1</b> The site has sufficient area and dimensions to accommodate the required; (i) Buildings and structures; (ii) Vehicle accesses; (iii) Vehicle manoeuvring and loading/unloading areas; and (iv) Landscaping and buffers.</p>	<p><b>P1.1</b> The site has; (i) A minimum area of 2000m<sup>2</sup>; and (ii) A frontage width of at least 30 m, or where the site is a corner site, a total frontage of not less than 40 m.</p>
<p><b>S2</b> The development is located and designed so as to minimise the visual impact of buildings and structures, and to provide adequate buffers to any adjoining residence or residential area.</p>	<p><b>P2.1</b> The minimum setbacks to Service Station facilities are as follows:</p> <p><b>Buildings:</b> (i) 10m to the road frontage; (ii) 6 m to land in the Town – Residential Precinct; and (iii) 2m to other boundaries.</p> <p><b>Fuel Pumps:</b> (i) 5m to the road frontage; and (ii) 10m to other boundaries.</p> <p><b>Car washes:</b> (i) 15m to the road frontage; (ii) 6m to land in the Town – Residential Precinct; and (iii) 2m to other boundaries.</p> <p><b>P2.2</b> Landscaped setbacks with a minimum width of 2m are provided along all boundaries of the site.</p> <p><b>P2.3</b> A minimum 1.8 m high solid fence is provided along any side and rear boundaries of the site which adjoin uses in the Residential Use Class or other noise sensitive uses.</p>
<p><b>S3</b> The development operates without causing adverse impacts on surrounding uses due to the effects of noise.</p>	<p><b>P3.1</b> All plant, machinery and workshops are located, enclosed and otherwise attenuated to achieve the noise generation levels set out in the <i>Environmental Protection (Noise) Policy 1997</i></p> <p><b>P3.2</b> Car Wash facilities are enclosed where in or adjoining the Town – Residential Precinct, to avoid spray drift onto adjacent properties.</p>
<b>Safety</b>	
<p><b>S4</b> The development achieves acceptable levels of risk and implements effective emergency measures.</p>	<p><b>P4.1</b> The design and layout of the Service Station complies with <i>Australian Standard AS 1940 – 1993 – Storage and Handling of Flammable and Combustible Liquids</i>.</p> <p><b>P4.2</b> The design and layout of the Service Station complies with <i>Australian Standard AS 1596 – 1997 – Storage and Handling of LP Gas</i>.</p>

Access Servicing and Car parking	
<p><b>S5</b>            Vehicular access to the premises;            (i) Is adequate and safe for intended traffic;            (ii) Does not cause the intrusion of non-residential traffic onto local residential streets; and            (iii) Does not detrimentally impact upon the capacity or efficiency of the local road network.</p>	<p><b>P5.1</b>            Driveway crossovers            (i) Have a maximum width of 9m; and            (ii) Are located more than 10m from a road intersection or other crossover to the site.</p> <p><b>P5.2</b>            There are separate entrances to and exits from the site.</p> <p><b>P5.3</b>            The storage tank inlets are positioned such that fuel tankers stand wholly within the site while discharging fuel.</p> <p><b>P5.4</b>            On-site queuing space is provided for at least 3 vehicles to the first bowser in all bowser aisles, and to any car wash.</p>
Service Station and Shop uses	
<p><b>S6</b>            Service Stations accompanied by shop uses have no greater impacts upon the amenity of surrounding uses than a stand alone Service Station.</p>	<p><b>P6.1</b>            Service Stations are accompanied by Shop uses where such uses are ancillary to the Service Station use.</p>