

**SERVICE STATION CODE**

**1 Purpose of the Code**

The purpose of this Code is to provide for the planning and management of development for the purposes of a Service Station in any Area of the city to ensure that the:

- location and siting of the development is appropriate having regard to the Intent of the Area where it is proposed to be located; and
- development does not adversely impact upon and maintains the amenity of surrounding land uses, and
- development has proper regard to the environmental values on and around the site so that they are not affected by the development; and
- development is designed appropriately to ensure safe access into and out of the site by all vehicle and pedestrian users; and
- premises is operated in a manner to accommodate the needs of users whilst minimising the nuisance and hazards to surrounding properties.

**2 Application of the Code**

For code assessable development, the code for assessment consists of the secondary code(s) listed below:

- Parking and Access Code; and
- Environmental Nuisance by Noise and Light Code; and
- Flood Prone Land Code – where any part of the proposal is within the Q100 flood line shown on the Area maps; and
- Landscape Code; and
- Water Quality and Water Quantity Code.

**3 Definitions**

Roundabout: As defined in the Transport Operations (Road Use Management – Road Rules) Regulation 1999 or as otherwise amended

Traffic Signals: As defined in the Transport Operations (Road Use Management – Road Rules) Regulation 1999 or as otherwise amended

**4 Explanation**

This code sets out the locational criteria and assessment standards that development for the purposes of a Service Station must comply with.

**5 Performance Criteria and Acceptable Solutions**

Performance Criteria		Acceptable Solutions	
<b>Site Design and Location</b>			
<b>P1</b>	The Service Station occurs at an appropriate location;	<b>A1.1.1</b>	The Service Station is not located within; (i) Any Residential or Residential Consolidation Area; or



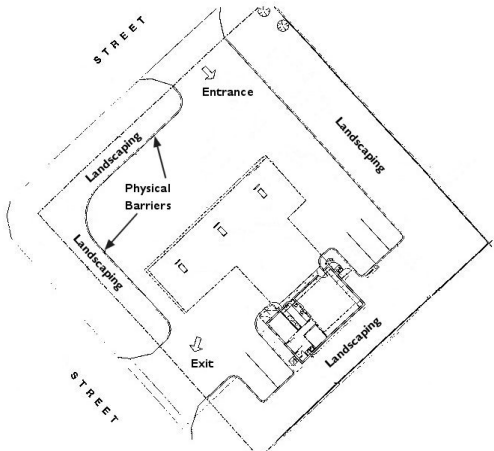
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<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
<p>(a) removed from a Residential Area so that it does not adversely impact upon the amenity of residential development; and.</p> <p>(b) so it does not contribute to 'ribbon' development or create 'out of centre' development; and</p> <p>(c) so it does not adversely impact upon areas of environmental significance; and</p> <p>(d) to complement local shopping facilities; and</p> <p>(e) that is highly accessible</p>	<p>(ii) The Town Common Special Use Area; or</p> <p>(iii) Central Queensland University Special Use Area; or the</p> <p>(iv) Berserker Range Environmental Protection Area.</p> <p><b>A1.1.2 OR</b> The Service Station involves the re development of an existing premises used for the purposes of a Service Station.</p> <p><b>A1.2 AND</b> The Service Station is located along, and has vehicular access to, a Major Street.</p> <p><b>A1.3 AND</b> The Service Station is located adjacent to, or opposite other commercial or industrial land uses and they are located within the same Area as the proposed Service Station.</p>
<p><b>P2</b> The Service Station;</p> <p>(a) is of a size, scale and bulk that is consistent with the predominant scale and bulk of other buildings surrounding the site; and</p> <p>(b) is designed to have a modern and functional appearance; and</p> <p>(c) is designed and constructed with high quality finishes that are durable and contribute to the character and amenity of the Area; and</p> <p>(d) incorporates design elements that reflect the character of the Area<sup>1</sup>.</p>	<p><b>A2</b> <i>In Partial Satisfaction of P2</i> The maximum building height is;</p> <p>(i) 9 metres; or</p> <p>(ii) the maximum building height stated on Planning Scheme Map 3 for the site where the Service Station is proposed; whichever is the greater.</p>



<sup>1</sup> For example, in a Residential Area, a pitched roof is used rather than a flat roof or in a Commercial Area awnings are provided around a building.

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Performance Criteria	Acceptable Solutions
<b>Traffic Management and Access</b>	
<b>P3</b> Service Stations have a site layout and design that facilitates the safe movement of vehicles, pedestrians and bicycles on site, into and from the site and with the flow of traffic on the adjoining road(s).	<b>A3.1</b> The site has a minimum road frontage of 40 metres.
	<b>A3.2</b> <b>AND.</b> The site has a minimum area of 1500m <sup>2</sup> .
	<b>A3.3</b> <b>AND</b> Points of vehicular ingress and egress to the Service Station are not located within; (i) 20 metres of a road intersection controlled by traffic signals or a roundabout; and (ii) 10 metres of any road intersection not controlled by traffic signals or a roundabout.  with distances from intersections to be measured from the point at which the frontage property boundaries intersect, disregarding any existing or proposed truncations.
	<b>A3.4</b> <b>AND</b> The width of a vehicular crossing over the verge into a site is; (i) a maximum width of 9 metres, and (ii) a minimum width of 6 metres.
	<b>A3.5</b> <b>AND</b> Separate entrances to and exits from the site are provided and are separated by physical barriers constructed along the road alignment.  <i>For Example: Landscaping Beds, as shown below</i>
	 <p>The diagram shows a diamond-shaped lot with a building in the center. An 'Entrance' is marked on the top side and an 'Exit' on the bottom side. 'Physical Barriers' are shown as lines separating the entrance and exit paths. 'Landscaping' is indicated by wavy lines along the boundaries and around the building.</p>
	<b>A3.6</b> <b>AND</b> Inlets to bulk fuel storage tanks are situated on the site in a location that ensures that fuel delivery vehicles, while discharging fuel into
<b>A3.7</b>	



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<b>Performance Criteria</b>		<b>Acceptable Solutions</b>	
			<p>such tanks, stand wholly within the site.</p> <p><b>AND</b></p> <p>Entries and exists are identified by signs visible to persons using the adjoining road or entering upon or leaving the site.</p> <p><b>AND</b></p> <p>All vehicles, including fuel delivery vehicles, are able to enter and exit the site in forward gear.</p>
<b>Carparking</b>			
<b>P4</b>	Adequate parking areas are provided on site to ensure that there is sufficient space for the: <ul style="list-style-type: none"> <li>(a) accommodation of all vehicles on site; including those of staff and customers, and</li> <li>(b) turning movements of all vehicles on site</li> </ul>	<b>A4</b>	The proposal complies with the Performance Criteria contained with the <b>Parking and Access Code</b> .
<b>Amenity and Environmental Considerations</b>			
<b>P5</b>	Service stations do not adversely impact on the amenity of the surrounding area.	<p><b>A5.1</b></p> <p><b>A5.2</b></p> <p><b>A5.3</b></p> <p><b>A5.4</b></p> <p><b>A5.5</b></p>	<p><i>In Partial Satisfaction of P5</i></p> <p>The nature and type of noise or lighting that is generated from the use complies with the Performance Criteria contained in the <b>Environmental Nuisance by Noise and Light Code</b>.<sup>2</sup></p> <p><b>AND</b></p> <p>Fuel delivery vehicles travel to and from the site along Major Streets only.</p> <p><b>AND</b></p> <p>Storm water grates across driveways are welded in place to prevent their movement and potential to generate noise.</p> <p><b>AND</b></p> <p>A double lapped and capped acoustic timber fence (with a minimum surface area density of 10kg/m<sup>2</sup>) is constructed along the common boundary with any residential land use located on an adjoining site.</p> <p><b>AND</b></p> <p>A minimum 2 metre wide landscape strip is</p>



<sup>2</sup> The Service Station will also need to ensure that it does not create an environmental nuisance as defined in the Environment Protection Act.

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		<p><b>A5.6</b></p> <p>located along the road frontage of the site, with the exception of entrances to and exits from the site.</p> <p><b>AND</b></p> <p>The hours of operation are within;</p> <p>(i) if in a Residential or Residential Consolidation Area – 6am – 6pm;</p> <p>(ii) if in any other Area – 6am – 10pm.</p> <p><i>Note: Any proposal for different hours of operation will be considered by the Council on their merits having regard to the Performance Criteria.</i></p> <p><b>A5.7</b></p> <p><b>AND</b></p> <p><b>A5.8</b></p> <p>Deliveries of fuel are only made to the site during the hours of operation.</p> <p><b>AND</b></p> <p>Buildings and other structures (excluding advertising signs) are setback:</p> <p>(i) a distance from the road not less than the setback for the closest building on an adjoining site; and</p> <p>(ii) a distance from any common boundary with another property used for a residential land use a minimum of 5 metres with a 5 metre wide landscape buffer (Type C) provided in accordance with <b>Planning Scheme Policy No. 6 – Planting Species</b> within the setback area.</p> <p><b>A5.9</b></p> <p><b>AND</b></p> <p>The proposal complies with the Performance Criteria contained within the <b>Landscape Code</b>.</p>	
<b>P6</b>	The Service Station is designed and constructed to prevent pollution and ensure the safety of life and property <sup>3</sup> .	<p><b>A6.1</b></p> <p>Fuel pumps are located on site in accordance with AS1940 “The storage and handling of flammable and combustible liquids”.</p> <p><b>A6.2</b></p> <p><b>AND</b></p> <p>The management of discharges to the stormwater system complies with all the relevant Performance Criteria contained in the <b>Water Quality and Water Quantity Code</b>.</p>	
<b>Scale of Use</b>			
<b>P7</b>	The retail component of the Service Station is ancillary to the	<b>A7</b>	The retail component of a Service Station used for;
			(i) the purposes of selling or hiring

<sup>3</sup> The development will also need to ensure that the storage of dangerous goods on site complies with the *Dangerous Goods Safety Management Act 2001*.

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<b>Performance Criteria</b>	<b>Acceptable Solutions</b>	
<p>primary Service Station Use, which is the fuelling of vehicles, the cleaning of vehicles or the maintenance or repair of vehicles.</p>	<p>convenience goods associated with a motor vehicle or other vehicles/machinery<sup>4</sup> does not exceed 150m<sup>2</sup>; and</p> <p>(ii) the hire of trailers and other vehicles or machinery does not exceed 75m<sup>2</sup>; and</p> <p>(iii) the purposes of selling food, beverage and confectionery, does not exceed the following;</p> <p>(A) for a development in a Commercial Area, Commercial Precinct or an Industrial Area (excluding the Norbank Estate Special Use Area) – 150m<sup>2</sup>; or</p> <p>(B) for a development in any other Area – 80m<sup>2</sup>.</p> <p>and therefore, the maximum retail component of a Service Station could be 375m<sup>2</sup> (ie, 150m<sup>2</sup>+ 75m<sup>2</sup>+ 150m<sup>2</sup>).</p> <p><i>Note. To remove any doubt, the above areas exclude any area used for fuelling, washing (either automated or manual), servicing or repair of a motor vehicle or other machine. Any proposal for a larger area for one or more of the retail components mentioned above is therefore not defined as a part of a Service Station (as it is not ancillary) but instead as a separate land use for the site.</i></p>	
<b>Flooding</b>		
<p><b>P8</b> The development is protected from adverse flooding and does not:</p> <p>(a) significantly interfere with the passage, storage or quality of stormwater or the natural functions of a waterway; or</p> <p>(b) put loss of life at risk; or</p> <p>(c) put life at risk of injury; or</p> <p>(d) put damage to property at high risk.</p>	<p><b>A8.1</b></p> <p><b>A8.2</b></p>	<p>The Service Station is not located within the Q100 floodable area as shown on the Planning Area Map.</p> <p><b>OR</b></p> <p>The development complies with the requirements of the <b>Flood Prone Land Code</b>.</p>

<sup>4</sup> Includes fan belts, tyre repair kits, oil, spark plugs, lawn mower blades, et cetera.

