



Part 7 Codes

Division 2 Specific Development Codes

Chapter 31 Service Stations

1.0 Purpose

This code seeks to facilitate the provision of service stations at suitable locations throughout the City. The code is also intended to ensure that service stations are established to meet the needs of local residents, visitors and travellers, through convenient points of service. It also seeks to ensure that the location of service stations is limited to sites of a sufficient area to accommodate the development, vehicle access, car parking and any necessary buffers. The code encourages modern, attractive appearance and design, whilst contributing to the local character and protecting the amenity of surrounding areas.

2.0 Application

- 2.1 This code applies to development for the purposes of Service Station indicated as code or impact assessable in the Table of Development of the domain or Local Area Plan (LAP) within which the Service Station is proposed.
- 2.2 Performance Criteria PC1-PC15 apply to all development subject to this code.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions
Development that is Code Assessable or Impact Assessable	
Building Setback	
<p>PC1</p> <p>All buildings, structures and car parking must provide for setbacks from the street frontage and the side and rear boundaries which are appropriate to the efficient use of the site and the streetscape character of the local area.</p>	<p>AS1.1</p> <p>The fuel pumps and canopies are set back a minimum of 7.5 metres from the road frontage/s.</p> <p>AS1.2.1</p> <p>All buildings and other structures are set back:</p> <ul style="list-style-type: none"> a) a minimum of ten metres from the road frontage/s; b) a minimum of two metres from the side and rear boundaries. <p>OR</p> <p>AS1.2.2</p> <p>The site abuts an existing or future residential area, and all buildings, fuel pumps and structures are set back a minimum of ten metres from the side and rear boundaries.</p>
Siting	
<p>PC2</p> <p>The design and layout of the site must ensure that activities associated with the use are wholly contained within the site.</p>	<p>AS2</p> <p>The inlet to the bulk fuel storage tank is situated on the site, so that the fuel delivery vehicle is standing wholly within the site whilst discharging fuel into the tanks.</p>



Performance Criteria	Acceptable Solutions
<p>PC3 The Service Station site must have safe and convenient access to and from the site.</p>	<p>AS3.1.1 The site is a corner site and any one road frontage is a minimum of: a) 45 metres and has not more than two access points; or b) 35 metres and has not more than one access point. OR AS3.1.2 The site has one road frontage and the minimum frontage is 50 metres. AS3.2 The frontage of the site is marked with a kerb, dwarf wall or similar vehicular barrier for the full length, excluding crossovers.</p>
Site Area	
<p>PC4 The Service Station site must be of sufficient size to accommodate the development.</p>	<p>AS4 The minimum site area is 1,500m².</p>
Location	
<p>PC5 The Service Station must be located so it: a) does not contribute to commercial and industrial ribbon development; b) does not adversely impact on nature conservation or open space areas; c) complements local shopping facilities or established non-residential development in urban areas.</p>	<p>AS5.1 The Service Station is located adjacent to a highway or motorway interchange at a service node. AS5.2 The Service Station is located within or adjacent to local shopping facilities or established non-residential development. AS5.3.1 The Service Station is not located in nature conservation or open space areas. OR AS5.3.2 The Service Station is located in nature conservation or open space areas and has one or more of the following characteristics: a) the site is located adjacent to a highway or motorway; b) the site has no environmental or ecological values; or c) the use is one element of a development which also provides a range of amenities such as rest area, toilets and picnic facilities.</p>
Waste Management	
<p>PC6 Disposal of solid waste generated by the use must not result in any on-site or off-site contamination of soil and ground or surface waters.</p>	<p>AS6 All solid waste is disposed off-site.</p>



Performance Criteria	Acceptable Solutions
Function of Use	
<p>PC7 The sale of fuel must be the primary function of the use.</p>	<p>AS7 The sale of fuel commences at the same time as the commencement of the use.</p>
<p>PC8 The retail component of the Service Station must be ancillary to the Service Station use.</p>	<p>AS8 The maximum area of retail floor space is 80m².</p>
Vehicle Movement On Site	
<p>PC9 The design and layout of the site must ensure that the Service Station provides safe and easy vehicle movement on the site.</p>	<p>AS9 A Plan of Development for the Service Station activity which is prepared by a competent person in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development: a) includes proposed management practices of operations; b) demonstrates that internal vehicle movement is safe and convenient.</p>
Building Appearance	
<p>PC10 The design of all buildings and structures must be in keeping with the appearance of the local area and utilise a design theme that expresses a modern and functional appearance.</p>	<p>AS10 No acceptable solution provided.</p>
Associated Facilities	
<p>PC11 The Service Station provides recreation and picnic facilities for the convenience of the travelling public.</p>	<p>AS11 The Service Station is located on a Major Tourist Route identified on Overlay Map OM22 – Scenic Tourist Routes, and the design of the Service Station includes recreation and picnic furniture in buffer areas on the site.</p>
Location	
<p>PC12 The Service Station must be in a location where there is a demonstrable need for the Service Station use.</p>	<p>AS12 A Site Analysis and a needs analysis, which have been prepared in accordance with Planning Scheme Policy 17 – Site Analysis, has determined the need for a Service Station development in the local area.</p>



Performance Criteria	Acceptable Solutions
Traffic Impacts	
<p>PC13</p> <p>The traffic and parking generated by the proposed Service Station on the surrounding road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AS13</p> <p>A traffic impact analysis, which has been undertaken by suitably qualified and experienced person, identifies the expected traffic movements generated by the proposal, any associated impacts on the road network, and any work that will be required to address the identified impacts. The traffic impact analysis includes, but is not limited to, the following recommendations:</p> <ul style="list-style-type: none"> a) construction of concrete kerb and channelling, road widening, pavement and footpaths; b) construction of a six metre wide deceleration lane along any frontage of the site; c) provision of a corner truncation of nine metres by three equal chords at a right angled corner; d) dedication of all land required for corner truncations and/or deceleration lanes.
<p>PC14</p> <p>The traffic and pedestrian access to the site must be safe and convenient.</p>	<p>AS14</p> <p>The traffic impact analysis has demonstrated that the site has safe and convenient vehicular and pedestrian access and parking and service vehicle arrangements.</p>
Environmental Protection	
<p>PC15</p> <p>The Service Station must have minimal impact on the natural and/or built environment, having regard to:</p> <ul style="list-style-type: none"> a) water quality; b) air quality; c) soil quality; d) lighting. 	<p>AS15</p> <p>No acceptable solution provided.</p>