



PLANS IN MOTION

# TOWN PLANNING REPORT

## 19 Henry Street Nanango

### Proposal

Buildings and works to construct a truck canopy associated with an existing Service Station, associated signage, and access to a State Controlled Road.

Urban Planning & Design

28 May 2024

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# About the Document

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## Quality Assurance

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# Executive Summary

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Key details regarding the proposal are as follows:

Address	17 - 19 Henry Street Nanango 4615
Responsible Authority	South Burnett Regional Council
Proposal	Buildings and works to construct a truck canopy associated with an existing Service Station, associated signage, and access to a State Controlled Road.
Site Area	2018m <sup>2</sup>
Zoning	Local Centre
Overlays	Biodiversity Overlay

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# Introduction



FIGURE 1  
17 HENRY STREET NANANGO  
(INTRAMAPS 2023A 2025)

This application is made on behalf of Liberty Amber Custodian Company Pty Ltd A.C.N. 601 224 659 Trustee Under Instrument 723201578, who are the owners of the land.

The application is for buildings and works associated with an existing Service Station, to use the land for a service station (Truck refuelling area) associated signage, and access to a State Controlled Road.

The subject site is located at 17 Henry Street Nanango. The land is formally known as Lot 704 on Crown Plan N231.

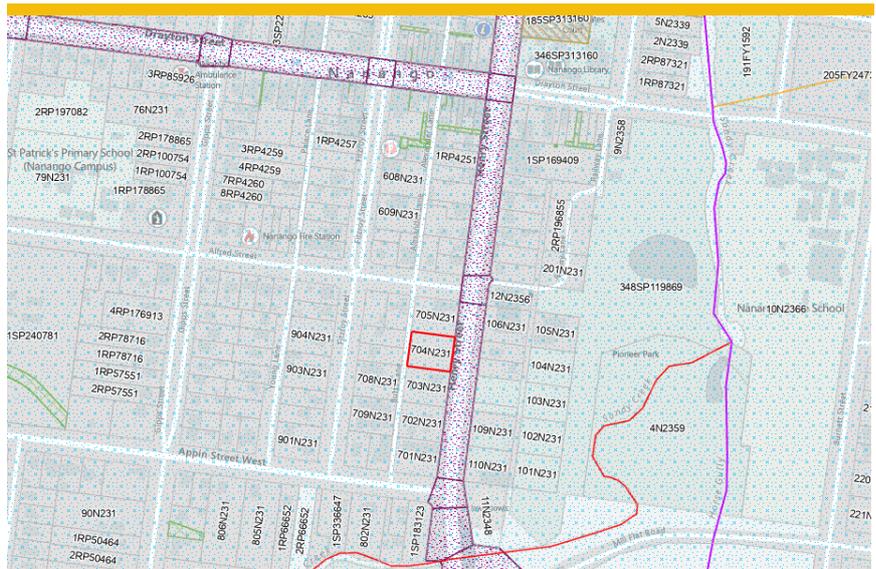


FIGURE 2  
17 HENRY STREET NANANGO  
(DAMS 2025)



The subject land is zoned Local Centre Zone and affected by the Biodiversity Overlay.

At a State Level, the land is included within the Water resources planning area boundaries, Flood hazard area, accessed via a State-controlled road and in an area within 25m of a State-controlled road.

The land is not encumbered by Easements, s173 agreement, caveat nor covenant.

## The Site



FIGURE 3  
SUBJECT SITE  
DAMS 2025

The land is rectangular in shape, having a frontage of 40.2m metres to Henry Street (east), a depth of 50.2m metres, and a total site area of 2018 square metres.

It adjoins an existing United Service Station at 19 Henry Street Nanango.

Access to the site is available via Henry Street and Butts Lane to the rear.



FIGURE 4  
SUBJECT SITE  
GOOGLE STREET VIEW 2025



FIGURE 5  
SUBJECT SITE  
GOOGLE STREET VIEW 2025



## Surrounding Context

FIGURE 6  
SITE AND SURROUNDS  
(QLD GLOBE)



The site is located on the western side of Henry Street (D'Aguilar Hwy), abutting the existing United Service Station at 19 Henry Street (intersection with Alfred Street). It is zoned Local Centre Zone and abutting properties to the north and south share the same zoning.

To the west (rear) of the site interfaces Butts Lane. Further to the west is 10 and 12 Fitzroy Street (residential properties).

Nanango Swimming pool is located opposite the subject site and further east is Pioneer Park and Amphi Theatre.

The site is at the gateway to the Local Centre Zone, with allied commercial uses such as the 'Aquatic Centre' located to the west.

The site is well placed to accommodate an upgrade of truck refuelling to north bound traffic entering Nanango via A3 Burnett Hwy.

# Proposal

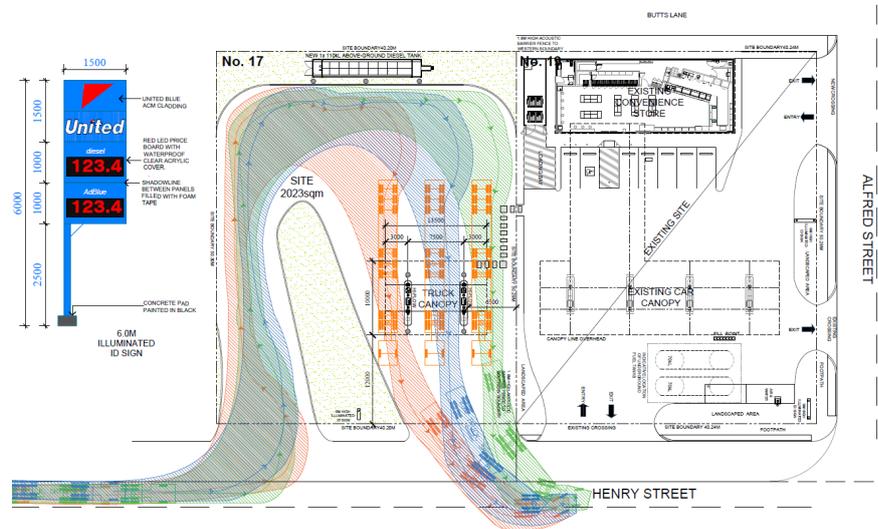


FIGURE 7  
ELEVATIONS (EAST AND WEST)  
PREPARED BY SHA PREMIERE  
CONSTRUCTION

The following description should be read in conjunction with the plans prepared by SHA Premiere Constructions accompanying this application.

The proposal is for the construction of a Truck refuelling area and associated canopy. This would be an extension to the existing service station.

Truck entry and exit is proposed Via Henry Street.

A 6m high Fuel sign is proposed along the property frontage.

An above ground Deisel tank is proposed along the site's western boundary.

The canopy is proposed to be a total height of 6.5m high allowing clearance of 5.5m below.

The re-fuelling area allows for three (3) trucks at any one time and the convenience shop is easily accessible to truck users.



## Material Change of Use

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The land is proposed to be used for a Service Station in conjunction with the existing service station.

Schedule 1 of the South Burnett Regional Planning Scheme defines a service station as:

*'Premises used for-*

- a) Selling fuel, including for example petrol, liquid petroleum gas, automotive distillate or alternative fuels; or*
- b) A food and drink outlet, shop, trailer hire, or maintaining, repairing, servicing or washing vehicles, if the use is ancillary to the use in paragraph (a).'*

The 'truck refuelling area' is consistent with the definition of a 'service station'.

## Diesel Truck Stop

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Two (2) Hi-Flow Diesel bowsers are provided at the northern end of the site.

These are provided beneath a 6.5m high canopy that provides 5.5m clearance under a well-lit all-weather protection to motorists.

## Hours of Operation and Operational details

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The Truck stop is proposed to operate 24 hours a day 7 days a week, in conjunction with the existing service station.

Fuel deliveries, would occur outside of peak times, consistent with current arrangements.

It is anticipated that staff numbers, hours and loading and unloading arrangements would be consistent with the current operations of United Nanango (19 Henry Street Nanango).

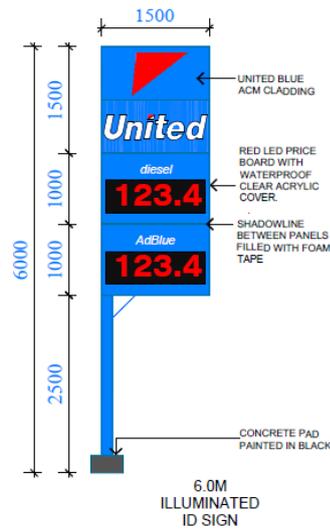


## Materials and Finishes

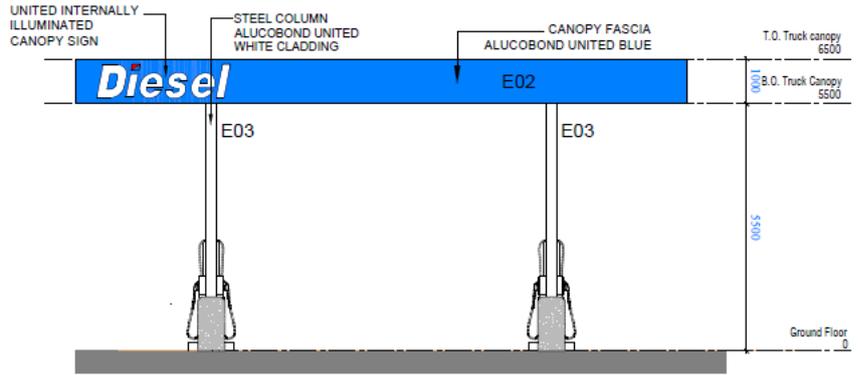
The canopy would be clad with Alucobond in United blue, with 'Diesel' internally illuminated white lettering affixed to the fascia.

## Signage

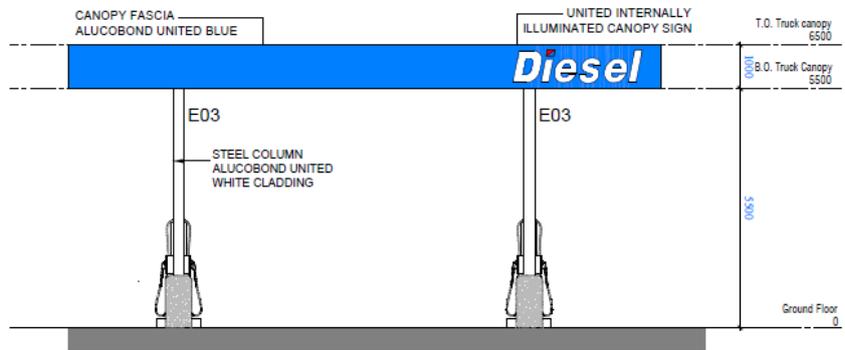
A 6m high internally illuminated ID sign is proposed to be located at the site frontage.



The sign includes business identification signs 'United' and fuel price board.



EAST ELEVATION



WEST ELEVATION

The eastern and western elevation includes business identification/way finding signage 'Diesel' in United branding. The lettering is internally illuminated white, affixed on the canopy fascia.





# Overlay



FIGURE 9  
FLOOD HAZARD ZONE  
(INTRAMAPS 2023A 2025)

The site is located near the Flood hazard zone. Flood Hazard modelling does not affect the site.



# Planning Assessment

**Table 6.2.4—Accepted development subject to requirements and assessable development**

Table 6.2.4—Accepted development subject to requirements and assessable development		
Performance outcomes	Requirements for accepted development and assessment benchmarks	Compliance
<b>Section 1 General</b>		<b>Compliance</b>
<p><b>PO1</b></p> <p>The scale, bulk and design of buildings provides a safe and welcoming built environment that reflects the intended streetscape character and is consistent with the scale and form of buildings in the respective town centre and routinely found in smaller regional towns.</p> <p>Where Council has prepared streetscape guidelines, the design of awnings and façades and the placement and design of street furniture and street planting is encouraged to follow them.</p>	<p><b>A01.1</b></p> <p>Buildings are a maximum of 2 storeys above ground level, or 3 storeys if the third storey is set back 20m from the street alignment; and</p> <p><b>A01.2</b></p> <p>Buildings are built to the street alignment; and</p> <p><b>A01.3</b></p> <p>Building entrances are clearly visible from the street; and</p> <p><b>A01.4</b></p> <p>Development incorporates an all-weather awning built to a line 0.5m short of all carriageways with at least 3m vertical clearance; and</p> <p><b>A01.5</b></p> <p>The maximum building length in one plane is less than 30m, with variations at least 0.5m deep and 3m wide between continuing façades; and</p> <p><b>A01.6</b></p> <p>Upper levels incorporate horizontal and vertical</p>	<p><b>Complies</b></p> <p>The proposed canopy is 1 storey 6.5m high.</p> <p>The canopy is setback from the street.</p> <p>The canopy is clearly visible from the street.</p> <p>The canopy is an all-weather awning that provides a 5.5m vertical clearance.</p> <p>The canopy does not include an entrance.</p> <p>The maximum building length of the canopy is 13.5m</p> <p>No plant and equipment is required.</p>



	<p>variations in elements such as balconies, windows, shading devices and parapets; and</p> <p><b>AO1.7</b></p> <p>Buildings on corner sites incorporate:</p> <p>Elements distinguishing different levels; and</p> <p>Variations in roof shape, recesses or projections, shade devices and detailing; and</p> <p><b>AO1.8</b></p> <p>Plant and service equipment (air conditioning, exhaust fans, lift motor rooms, refuse bins, telecommunication devices, etc) are integrated into buildings.</p>	
<p><b>PO2</b></p> <p>Development respects the amenity and intended urban form of adjoining non-commercial sites.</p>	<p><b>AO2</b></p> <p>Where adjoining residential zoned land, development provides:</p> <p>1.8m high screen fencing to all side and rear boundaries; and</p> <p>minimum 5m side and rear boundary setbacks; and</p> <p>minimum 3 metre boundary setback to street frontages.</p>	<p><b>Complies</b></p> <p>The site is located in a Local Centre Zone and does not interface with any residential land.</p> <p>Butts Lane interfaces the rear of the site and number 10 and 12 Fitzroy Street are located opposite Butts Lane, to the rear of the site.</p> <p>The proposed canopy and refuelling area is setback 24m from this interface.</p> <p>The canopy is setback 10m from Henry Street and 22m from the southern boundary.</p>
<p><b>PO3</b></p> <p>Buildings maximise shop-front exposure to streets.</p>	<p><b>AO3.1</b></p> <p>Buildings are built to side boundaries, except for pedestrian and vehicular access; and</p> <p><b>AO3.2</b></p>	<p><b>Complies</b></p> <p>N/A</p>



	<p>The ground level comprises display windows and active space (e.g. shops, cafés, offices, personal services, hotels, medical facilities and small showrooms).</p> <p>and <b>AO3.3</b></p> <p>Buildings incorporate windows and doors opening to the street.</p>	
<p><b>PO4</b></p> <p>Development provides a safe and secure environment.</p>	<p><b>AO4.1</b></p> <p>Development provides: opportunities for casual surveillance and sightlines to and from open spaces, streets and adjacent development;</p> <p>activity areas adjacent to pedestrian pathways;</p> <p>pathways, underpasses and other spaces that minimise sudden changes of grade and blind corners;</p> <p>lighting of external areas;</p> <p>increased visibility of high risk areas such as car parks, stairwells and the like;</p> <p>entrances to buildings that are oriented to face open or 'active' spaces; and</p> <p>clear sight lines from within the building at the entry point.</p> <p>and <b>AO4.2</b></p> <p>Parking areas with more than 20 parking spaces provide dedicated, obvious and direct pedestrian paths linking parking spaces with public streets and/or entry points to on-site commercial premises.</p> <p>and <b>AO4.3</b></p>	<p><b>Complies</b></p> <p>The proposed canopy provides for a all weather, well lit area for trucks to refuel.</p> <p>The canopy and associated use will create a safe, all weather space for truck refuelling.</p> <p>It will also activate this site bringing activity to this part of the Local Centre Zone.</p>



	<p>Pedestrian movement areas involve minimal vehicle conflict points and facilitate equitable access. and AO4.4</p> <p>The ground level of buildings facing the primary frontage comprises windows and active space.</p>	
<p><b>PO5</b></p> <p>Development is adequately serviced.</p>	<p><b>A05.1</b></p> <p>Development is connected to reticulated water supply and sewerage; and</p> <p><b>A05.2</b></p> <p>Stormwater is discharged to a lawful point of discharge; and</p> <p><b>A05.3</b></p> <p>Where involving an increase in gross floor area of more than 5,000m<sup>2</sup>, development provides bus and taxi loading areas within 100m of the main entrance.</p>	<p><b>Complies</b></p> <p>The development will be connected to services.</p> <p>Stormwater will be discharged to the legal point of discharge.</p> <p>Stormwater onsite will be drained to the appropriate onsite retention system and disposed of as required.</p>
<p><b>PO6</b></p> <p>Pedestrian safety is enhanced by appropriate access arrangements.</p>	<p><b>A06</b></p> <p>Where an alternative exists, no direct vehicular access is provided from the respective town's main commercial street.</p>	<p><b>Complies</b></p> <p>Vehicle access is required from Henry Street.</p> <p>There are multiple opportunities for pedestrians to circulate in and around the site.</p>
<p><b>PO7</b></p> <p>Refuse storage areas are located for convenient collection, screened from public view and provided with facilities for self contained cleaning.</p>	<p><b>A07.1</b></p> <p>Refuse storage areas allow the appropriately-sized collection vehicle to enter and exit in a forward gear. The use of staff car parking areas to accommodate internal manoeuvring is permissible; and</p> <p><b>A07.2</b></p> <p>The refuse storage area is provided in a building or other enclosed structure screened to a</p>	<p><b>Complies</b></p> <p>Refuse will continue to be stored in the same location as approved.</p>



	<p>minimum height of 0.2m above the height of the refuse receptacles; and</p> <p><b>A07.3</b></p> <p>Refuse storage areas are provided with an impervious base that is drained to an approved waste disposal system and provided within a dedicated hose cock.</p>	
<p><b>PO8</b></p> <p>Development is located and designed to ensure that land uses are not exposed to:</p> <p>Areas that pose a health risk from previous activities; and</p> <p>Unacceptable levels of contaminants.</p>	<p><b>A08.1</b></p> <p>Development does not occur:</p> <p>In areas that pose a health risk from previous activities; and</p> <p>On sites listed on the Contaminated Land Register or Environmental Management Register</p> <p>or</p> <p><b>A08.2</b></p> <p>Areas that pose a health risk from previous activities and contaminated soils which are subject to development are remediated prior to plan sealing, operational works permit, or issuing of building works permit.</p>	<p><b>Complies</b></p> <p>The proposal is located on an undeveloped site that is not contaminated.</p>
<p><b>Section 3 For development affected by one or more overlays</b></p>		
<p><b>Flood hazard overlay</b></p>		
<p><b>PO12</b></p> <p>Development is not exposed to risk from flood events by responding to flood potential and maintains personal safety at all times</p>	<p><b>AO12.1</b></p> <p>All new allotments include an area of sufficient size to accommodate the intended land use outside the area identified on Overlay Map 03; and</p>	<p><b>Complies</b></p> <p>Council flood modelling demonstrates that the site would not be located in a flooding area</p> <p>The site is located near the Flood hazard zone.</p>



	<p><b>AO12.2</b></p> <p>New buildings are not located within the area identified on Overlay Map 03; or</p> <p><b>AO12.3</b></p> <p>Development is sited above the 1% AEP flood event where known, or the highest known flood event, as follows:</p> <p>Habitable floor levels - 500mm;</p> <p>Non-habitable floor levels - 300mm;</p> <p>On-site sewage treatment and storage areas for potential contaminants - 300mm;</p> <p>All other development - 0mm. and AO12.4</p> <p>Building work below the nominated flood level allows for the flow through of flood water at ground level:</p> <p>The structure below flood level is unenclosed; or</p> <p>Any enclosure below flood level aligns with the direction of water flow; or</p> <p>Any enclosure not aligning with the direction of water flow must have openings that are at least 50% of the enclosed area with a minimum opening of 75mm. and AO12.5</p> <p>Resilient building materials are used below the nominated flood level in accordance with the relevant building assessment provisions ; and</p>	<p>Flood Hazard modelling does not affect the site.</p> <p>located in a flooding area</p>
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	<p><b>AO12.6</b></p> <p>Signage is provided on site indicating the position and path of all safe evacuation routes off the site.</p>	
<p><b>PO13</b></p> <p>Development directly, indirectly and cumulatively avoids any significant increase in water flow, velocity or flood level, and does not increase the potential for flood damage either on site or other properties.</p>	<p><b>AO13.1</b></p> <p>Works associated with the proposed development do not:</p> <p>involve a net increase in filling greater than 50m<sup>3</sup>; or</p> <p>result in any reductions of on- site flood storage capacity and contain within the site any changes to depth / duration/velocity of flood waters; or change flood characteristics outside the site in ways that result in loss of flood storage;</p> <p>loss of/changes to flow paths; acceleration or retardation of flows; or</p> <p>any reduction in flood warning times.</p>	<p><b>Complies</b></p> <p>As above</p>
<p><b>PO14</b></p> <p>Development avoids the release of hazardous materials into floodwaters.</p>	<p><b>AO14.1</b></p> <p>Materials manufactured or stored on site are not hazardous in nature.</p> <p>or</p> <p><b>AO14.2</b></p> <p>Hazardous materials and any associated manufacturing equipment are located above the nominated flood level.</p>	<p><b>Complies</b></p> <p>The development is not located in a flood hazard area.</p> <p>The development can appropriately detain and manage onsite stormwater.</p> <p>The site is equipped with appropriate stormwater and onsite water management, detention, treatment and release system.</p> <p>Ensuring stormwater management is consistent with EPA guidelines.</p>



<p><b>PO15</b></p> <p>Community infrastructure in any area mapped as Flood Hazard is able to function effectively during and immediately after flood events.</p>	<p>No outcome specified.</p>	<p><b>Complies</b></p> <p>This is an external canopy which includes drainage and onsite water detention systems.</p>
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**Table 8.4.3—Assessable Development**

Performance outcomes	Assessment benchmarks	Compliance
<p><b>Section 1 General</b></p>		<p><b>Compliance</b></p>
<p><b>PO1</b></p> <p>The development is planned and designed considering the land use constraints of the site for achieving stormwater design objectives.</p>	<p><b>AO1</b></p> <p>A stormwater quality management plan provides for achievable stormwater quality treatment measures that meet the design objectives identified in Table 9.4.4.</p>	<p><b>Complies</b></p> <p>The development can appropriately detain and manage onsite stormwater.</p> <p>The site is equipped with appropriate stormwater and onsite water management, detention, treatment and release system.</p> <p>Ensuring stormwater management is consistent with EPA guidelines.</p> <p>This can be requested as condition on DA</p>
<p><b>PO2</b></p> <p>Development does not discharge wastewater to a waterway or off-site unless demonstrated to be best practice environmental management for that site.</p>	<p><b>AO2.1</b></p> <p>A wastewater management plan prepared by a suitably qualified person and addresses:</p> <ul style="list-style-type: none"> <li>(a) wastewater type;</li> <li>(b) climatic conditions;</li> <li>(c) water quality objectives;</li> <li>(d) best-practice environmental management;</li> </ul> <p>and</p>	<p><b>Complies</b></p> <p>As above</p> <p>This can be requested as condition of DA.</p>



	<p><b>AO2.2</b></p> <p>Wastewater is managed in accordance with a waste management hierarchy that:</p> <p>(a) avoids wastewater discharge to waterways;</p> <p>or</p> <p>(b) minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.</p>	
<p><b>PO3</b></p> <p>Construction activities avoid or minimise adverse impacts on stormwater quality.</p>	<p><b>AO3</b></p> <p>An erosion and sediment control plan addresses the design objectives for the construction phase in Table 9.4.4.</p>	<p><b>N/A</b></p> <p>The subject land is relatively flat, it is not on coastal land or land susceptible to erosion.</p>
<p><b>PO4</b></p> <p>Operational activities avoid or minimise changes to waterway hydrology from adverse impacts of altered stormwater quality and flow.</p>	<p><b>AO4</b></p> <p>Development incorporates stormwater flow control measures to achieve the design objectives for the post-construction phase in Table 9.4.4.</p>	<p><b>Complies</b></p> <p>As above.</p>
<p><b>Section 2 Infrastructure</b></p>		
<p><b>PO5</b></p> <p>Development is provided with infrastructure which:</p> <p>(a) conforms with industry standards for quality;</p> <p>(b) is reliable and service failures are minimised; and</p> <p>(c) is functional and readily augmented.</p>	<p><b>AO5.1</b></p> <p>Except in the Rural zone, all development occurs on a site with frontage to a sealed road; and</p> <p><b>AO5.2</b></p> <p>Infrastructure is designed and constructed in accordance with the standards contained in PSP1 – Design and Construction Standards.</p>	<p><b>Complies</b></p> <p>The site fronts Henry Street which is a sealed road.</p>

**Section 3 Vehicle Parking****PO6**

Vehicle parking and access is provided to meet the needs of occupants, employees, visitors and other users.

**A06.1**

Vehicle parking spaces are provided on-site in accordance with Table 9.4.5; and

**A06.2**

A service bay is provided on-site for the service vehicle nominated in Table 9.4.5; and

**A06.3**

Driveway crossings are provided to the standard contained in PSP1 – Design and Construction Standards; and

**A06.4**

Vehicle parking and manoeuvring areas are provided in accordance with the standards contained in PSP1 – Design and Construction Standards.

**Complies**

Vehicle parking is provided onsite.

Service bay is provided.

Driveway crossings are constructed to standard.

Vehicle parking and manoeuvring areas are provided consistent with standards.

**Section 4 Landscaping****PO7**

Landscaping is appropriate to the setting and enhances local character and amenity.

**A07.1**

Landscaping is provided in accordance with the relevant zone code provisions; and

**A07.2**

Where shade tree planting is required in vehicle parking areas each planting bed has a minimum area of 2m<sup>2</sup> and is unsealed and permeable; and

**A07.3**

Plantings along frontages or boundaries are in the form of defined gardens with three tier planting comprised of

**Complies**

The site can provide appropriate landscaping.

A landscape plan can be requested by condition on DA.



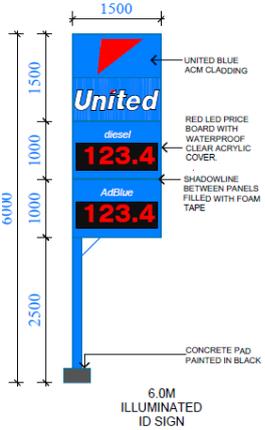
	<p>groundcovers, shrubs (understorey), and trees (canopy) and provided with a drip irrigation system, mulching and border barriers.</p>	
<p><b>PO8</b></p> <p>Plant species avoid adverse impacts on the natural and built environment, infrastructure and the safety of road networks.</p>	<p><b>AO8.1</b></p> <p>Landscaping utilises plant species that are appropriate for the location and intended purpose of the landscaping; and</p> <p><b>AO8.2</b></p> <p>Species selection avoids non-invasive plants.</p> <p>Editor's note–Guidance on plant selection is provided in Branching Out - Your Handy Guide to tree Planting in</p>	<p><b>Complies</b></p> <p>The site can provide appropriate landscaping.</p> <p>A landscape plan can be requested by condition on DA.</p>
<p><b>Flood hazard overlay</b></p>		
<p><b>PO15</b></p> <p>Development directly, indirectly and cumulatively avoids any significant increase in water flow, velocity or flood level, and does not increase the potential for flood damage either on site or other properties.</p>	<p><b>AO15</b></p> <p>Works associated with the proposed development do not:</p> <p>(a) involve a net increase in filling greater than 50m<sup>3</sup> in the area identified on Overlay Map 03;</p> <p>(b) result in any reductions of on- site flood storage capacity and contain within the site any changes to depth /duration/velocity of flood waters; or</p> <p>(c) change flood characteristics outside the site in ways that result in:</p>	<p><b>Complies</b></p> <p>As above.</p> <p>The site is not located within the flood zone.</p> <p>Stormwater and floodwater can be retained on site and drained to the legal point of discharge.</p> <p>The proposal would not alter flow paths or cause an acceleration or retardation of lows.</p>



	<ul style="list-style-type: none"> <li>(i) loss of flood storage;</li> <li>(ii) loss of/changes to flow paths;</li> <li>(iii) acceleration or retardation of flows; or</li> <li>(iv) any reduction in flood warning times.</li> </ul>
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## Signage Considerations

### 8.4.4 Third party sign code

Performance outcomes	Requirements for accepted development and assessment benchmarks	Compliance
<p><b>PO5</b></p> <p>A pylon sign is consistent with the scale of development in the area and does not contribute to visual clutter.</p> <p>Editor's note—An example of a pylon sign is provided below.</p> 	<p><b>A05.1</b></p> <p>If the sign has 2 faces — has a maximum angle between each face of 45 degrees. and</p> <p><b>A05.2</b></p> <p>The sign has a maximum face area of 40m<sup>2</sup>. and</p> <p><b>A05.3</b></p> <p>The sign has a maximum height of 15m above ground level; and</p> <p><b>A05.4</b></p> <p>Only 1 double-sided sign is displayed on premises except where the street front boundary of the premises exceeds 100m. and</p> <p><b>A05.5</b></p> <p>If the street front boundary of the premises exceeds 100m, more than 1 double-sided sign is permitted, however, the signs are a</p>	<p><b>Complies</b></p> <p>The sign has two (2) faces.</p> <p>The sign has a maximum face area of 5.25m<sup>2</sup> (each face).</p> <p>The sign is 6m high.</p> <p>Only one pylon sign is proposed.</p> <p>The sign is remote from side boundaries.</p> <p>No guide wires are proposed.</p> 



	<p>minimum 100m apart; and</p> <p><b>A05.6</b></p> <p>The sign is not located or constructed so as to expose an unsightly back view of the sign. and</p> <p><b>A05.7</b></p> <p>The sign is not displayed less than 3m from any side boundary; and</p> <p><b>A05.8</b></p> <p>The sign is installed without “guide wires” or exposed supporting framework.</p>	
<p><b>PO6</b></p> <p>A roof/sky sign is consistent with the scale of development in the area, does not contribute to visual clutter, maintains recognised acceptable limits of light emissions and does not represent a hazard to public safety.</p> <p>Editor’s note—An example of a roof/sky sign is provided below.</p> 	<p><b>A06.1</b></p> <p>The sign is contained within the existing or created outline of the building on which it is displayed.</p> <p>or</p> <p><b>A06.2</b></p> <p>The sign is designed to appear as if it were part of the original building, or in some other way match or complement the architecture of the building.</p> <p>and</p> <p><b>A06.3</b></p> <p>The sign does not extend horizontally beyond the edge of the roof of the building on which it is displayed; and</p> <p><b>A06.4</b></p> <p>The sign is not less than 3m from any other roof/sky sign displayed on the building and the signs match, align or are otherwise compatible with each other; and</p> <p><b>A06.5</b></p>	<p><b>Complies</b></p> <p>The signs are located on the east and west facing canopy fascia.</p> <p>The sign does not extend beyond the canopy.</p> <p>The sign is more than 3m from any other sign on the canopy.</p> <p>No guide wires or supporting framework are proposed.</p> <p>The sign is internally illuminated and would not cause excessive light spill.</p> 



	<p>The sign is installed without “guide wires” or exposed supporting framework; and</p> <p><b>AO6.6</b></p> <p>The sign may be internally illuminated but does not cause excessive light spill.</p>	
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Signage is located within the Local Centre Zone as such is located within an established urban commercial context.

The signs are compatible with the robust commercial character of Henry Street. Henry Street is a major transit route and having refuelling amenities for cars and freight in this destination is appropriate (existing). Signs are consistent with the established commercial operation of the site and the nature of Henry Street. The signs provide appropriate warning for moving vehicles to allow them to safely slow down and enter the site.

The signs are compatible with the existing signs. They present a cohesive and well recognised brand to the public, while also ensuring that cars, trucks, and pedestrians have sufficient time to see the service station and safely ingress and egress from the site.

They are unlikely to dazzle or distract drivers and represent attractive updated branding to an established commercial area.

The signs are appropriate in scale and are in keeping with the established commercial area. They are well integrated into the site and suitable within a Local Centre Zone.

## CONCLUSION

The material change of use, operational works (signage) and access to a State Controlled Road, associated with an existing service station is appropriate for the following reasons:

The proposal is consistent with relevant codes in the South Burnett Regional Planning Scheme.

The proposal would positively contribute to Nanango Local Centre, by providing for a community need and would not cause material detriment to neighbouring properties, would improve local amenity, and should be supported.