

Proposed Service Station

Application for Planning Approval



Lot 9065 (101) Chateau Avenue, Alkimos

November 2021

Development Application

Lot 9065 (101) Chateau Avenue, Alkimos

Prepared for LWP Capital Pty Ltd

DOCUMENT CONTROL

DESCRIPTION	DATE
211130 21-027 DA report - 7Eleven Alkimos (rev0).docx	30 November 2021

Apex Planning

Phone: 0416 672 501

Email: admin@apexplanning.com.au

Address: 3/128 Main Street, Osborne Park 6017

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1 INTRODUCTION

Apex Planning has produced this application for planning approval on behalf of LWP Capital Pty Ltd, with regard to Lot 9065 (101) Chateau Avenue, Alkimos (hereafter referred to as the **development site**).

The proposal involves the establishment of a 24 hour service station facility within the eastern half of the development site, which will ultimately form part of a consolidated commercial development. A drive-through fast food outlet is intended to be established within the western half of the development site, which is subject to a separate application.

The development proposal will activate suitably located commercial land in a key corner location of the Trinity Estate with frontage to Marmion Avenue, and deliver essential refuelling and incidental convenience services to meet the needs of the growing local community and patrons using the surrounding road network.

The proposal is supported by a number of expert reports which demonstrate its suitability for establishment on the development site.

The application warrants the support of the City of Wanneroo and the approval of the Metro Outer JDAP.

1.1 PROJECT BACKGROUND

The zoning designation of the development site was recently changed to Commercial through Amendment 7 of Agreed Structure Plan No.60 (**ASP60**).

The land was identified as a strategically located site due to its key location at the intersection of Hawksbill Drive and Marmion Avenue, and it was recognised that a broader range of development opportunities would be unlocked through a change in zoning to Commercial.

Amendment 7 was fully endorsed and incorporated into ASP60 in October 2021.

1.2 PRE-LODGEMENT ENGAGEMENT

On 29th September 2021, Apex Planning, LWP and Transcore attended a pre-lodgement meeting with the City of Wanneroo.

A number of matters were discussed relating to land use, traffic/access, and the key elements of the statutory planning framework.

The feedback received at this meeting has informed the refinement and finalisation of the application materials.

2 LAND DESCRIPTION

2.1 LOT DETAILS AND ENCUMBRANCES

The land subject of this application for planning approval is described in **Table 1** below.

Table 1: Lot details				
Lot	Deposited Plan	Volume	Folio	Ownership
9065	420911	4008	484	Northern Corridor Developments Ltd

The Certificate of Title and Deposited Plan is provided at **Appendix 1**.

Lot 9065 is a 32.557ha superlot comprised of various detached land parcels. The development site is a 4,684sqm parcel located at the north-western corner of the Marmion Avenue / Hawksbill Drive intersection. As noted previously, the service station development is proposed within the eastern half of the development site.

A number of encumbrances are listed on the CT which relate to other land parcels forming this superlot, but which do not affect the subject development.

3 CONTEXTUAL CONSIDERATIONS

The following sub-sections describe the contextual characteristics of the site and local area. Refer to **Figure 1: Aerial Photo** on the subsequent page, which illustrates the development site and surrounds.

3.1 EXISTING SITE CONDITIONS

The development site is vacant/undeveloped land which forms part of Trinity estate, currently undergoing progressive subdivision and development. The south-eastern corner of the site contains 'Trinity' estate signage and a landscape feature.

In 2019, the development site and the surrounding area was cleared and earthworks were carried out to make the land ready for development.

3.2 DESCRIPTION OF CONTEXT

In terms of regional context, the development site is within Alkimos, a north-western coastal locality which is approximately:

- 40km north-west of the Perth CBD
- 15km north-west of the Joondalup city centre
- 12km south of Yanchep

The development site is in a key corner location of the Trinity estate, situated at the north-western corner of the Marmion Avenue / Hawksbill Drive roundabout intersection.

Marmion Avenue is a regional transport route for the north-western corridor of the Metropolitan Area, linking Trigg to Yanchep. Marmion Avenue provides the localities of Alkimos and Butler with access to Mitchell Freeway via Hester Avenue. In 2017/2018, Marmion Avenue carried daily traffic volumes of approximately 23,100vpd.

A key feature of the local amenity is the proximity of residential sites to Marmion Avenue, a high traffic volume transport route.

In terms of streetscape amenity, there are numerous examples of land containing passing trade reliant commercial development and/or shopping centre sites fronting key intersections along Marmion Avenue.

With regard to its immediate surrounds:

- The development site is bounded by Carlsbad Promenade to the north, Marmion Avenue to the east, Hawksbill Drive to the south and Fontana Loop to the west with significant frontage to the Marmion Avenue / Hawksbill Drive roundabout to the south-east.
- At the northern side of Carlsbad Promenade, a number of single residential lots undergoing progressive construction with dwellings.



DEVELOPMENT
SITE

Figure 1: Aerial Photo

Lot 9065 (101) Chateau Avenue, Alkimos



NORTH

Drawn: Alessandro Stagno

Rev: 0

Source: MNG Access

Date: 26 October 2021

apex
planning

- At the eastern side of Marmion Avenue, an existing service station facility faces the roundabout intersection which forms part of a wider shopping centre precinct.
- At the southern side of Hawksbill Drive, an existing sales centre for the Trinity Estate with associated landscaped areas and car parking. The sales centre site would be replaced with commercial development at some point in the future, based on the outcomes envisaged by ASP60.
- At the western side of Fontana Loop, a large vegetated Public Open Space site containing remnant coastal vegetation.

4 PROPOSED DEVELOPMENT

4.1 SERVICE STATION

The proposal involves the establishment of a new service station on the eastern half of the development site. The development plans are provided at **Appendix 2** for reference. The development plans include several 3D perspectives.

The service station will form part of a larger consolidated commercial development, noting a drive-through fast food outlet is intended to be established within the western half of the development site (subject to a separate application).

The facility will operate 24 hours and accommodate a maximum of two staff at any one time.

The development is appropriately located to offer uninterrupted refuelling and incidental convenience services to the growing Alkimos community and the high volume of traffic using Marmion Avenue.

The service station facility is orientated westward, arranged such that the building form and associated landscaping addresses Marmion Avenue whilst maintaining a functional internal circulation system west of the building. The site is framed with a landscape buffer which will serve to enhance its interface with the surrounding area.

The built form approach of the service station includes a number of architectural features on the retail building (glazing, varied roof heights, varied textures, tower feature) which are intended to provide a suitable corner response. Landscape integration is a key element of the site's response, providing generous landscape buffer strips around the building and along site boundaries.

The specifics of the proposed service station development are outlined below:

- A 233sqm service station retail building which includes a point of sale for transactions, various amenities, and a sales display area for incidental convenience goods.
- The retail building provides substantial shopfront glazing ensuring uninhibited visibility to/from the forecourt. The building is treated with a shopfront awning, feature tower, and roof feature with varied height, colours and detailing to provide an interesting built form response.
- An enclosed bin store and plant room at the northern side of the building, serviced by a loading area capable of accommodating 12.5m service vehicles for waste collection. The bin store is buffered at both road frontages with a 2-3m landscape buffer and its exterior is treated with rebated concrete panels with vertical detailing.
- Seven shopfront parking bays, including ACROD bay and air/water bay. An additional four bays are provided at the western end of the site.

- A fuel canopy housing three bowsers, providing six refuelling spaces (two each side). The canopy is 5.5m high, with a clearance of 4.5m from the finished level of the forecourt.
- Underground fuel storage tanks and associated remote filling point for 17.2m fuel tankers.
- The incorporation of landscaping buffer strips along all site boundaries which will include the planting of trees, groundcovers and shrubs as depicted on the landscape plan.
- The construction of foot path connection points and pram ramps where required as a result of the new crossovers to Hawksbill Drive.

4.2 SIGNAGE

The development includes the following signage:

- On the retail building western elevation (main shopfront), a typical 7-Eleven vinyl sign integrated into the entry awning and a 1.8m x 1.8m signage panel on the tower feature.
- On the retail building southern elevation (facing Hawksbill Drive), a 4m x 1.5m billboard sign which will contain advertising graphics.
- Facing Marmion Avenue, freestanding multi-tenancy signage integrated into the building fabric (visible in a north and south direction). The signage is 10m in height and includes panels for 7-Eleven, McDonald's and Mobil fuels. The sign will contain fuel pricing and is required under the *Petroleum Products Pricing Act 1983*.
- Facing Hawksbill Drive, a freestanding priceboard sign east of the site's exit only crossover. The priceboard is 4m in height and its purpose is to display the price of fuel to vehicles travelling along Hawksbill Drive, as is required under the *Petroleum Products Pricing Act 1983*.
- On the canopy, 1m x 1m 7-Eleven vinyl logos at each elevation.

All signage is designed and constructed to a high standard. The signage is consistent with 7-Eleven's corporate branding, colours and imagery. The extent of signage proposed will ensure the site is properly identifiable, whilst minimising proliferation and visual clutter.

An assessment against the City's signage policy is provided later in this report.

4.3 LANDSCAPING

A landscape concept plan forms part of the development plans (refer to **Appendix 2**).

The landscape concept plan depicts the planting of ten native WA Peppermint Trees within the site and the Carlsbad Promenade Verge, as well as various native groundcovers and shrub species within setback areas and on the verge. Particular attention has been paid to the landscaping areas framing the retail building, as this forms the development's corner response.

The planting arrangements are intended to complement the facility's interface with the public realm and enhance the site's presentation to the street.

4.4 TRAFFIC AND ACCESS

The proposed development is supported by a comprehensive Traffic Impact Assessment (**TIA**) produced by Transcore (refer to **Appendix 3**). The TIA is prepared in accordance with the requirements of the WA Planning Commission's traffic impact assessment guidelines.

Because the development site will ultimately contain a consolidated commercial development comprised of the service station and a drive-through fast food outlet, the TIA assesses the total traffic generation of the site once fully developed.

In this regard, the TIA demonstrates:

- The overall development would generate approximately 219 trips during the typical weekday AM peak and 197 trips during the typical weekday PM peak. This level of traffic generation is entirely capable of being sustained by the local road network with minimal impact.
- The development's crossovers will operate satisfactorily both in the post-development and 10 year post-development scenarios.
- The addition of traffic from the proposed development to the roundabout intersection of Marmion Avenue / Hawksbill Drive will not have a material impact on its operation in the post-development scenario.
- Assumed traffic growth along Marmion Avenue over a 10 year period will necessitate a dual lane approach for Hawksbill Drive (irrespective of the proposed development), leading up to the roundabout. With these upgrades, the roundabout intersection will continue to operate satisfactorily.
- The 95% queue along Hawksbill Drive from the Marmion Avenue intersection in the PM peak is 58.9m from the roundabout, which only just extends to the centreline of the full movement crossover (therefore does not block ingress movements into the site). The assessment shows this length of queue would only occur during 5% of the peak hour, equivalent to only 3 minutes.

The TIA demonstrates that the proposed development is acceptable from a traffic generation point of view.

4.4.1 ACCESS ARRANGEMENTS AND SITE CIRCULATION

In terms of access arrangements, the development proposes:

- A 12m wide full-movement crossover to Hawksbill Drive (which will also service the future fast food outlet at the western side of the site);
- A 12m wide left-out only crossover via the service station forecourt to Hawksbill Drive; and

- Internal accessways linking to a car park for the future fast food outlet to the west (noting the service station will form part of a consolidated commercial development).

The above access arrangements include a number of modifications to kerbing, linemarking and the installation of a painted right-turn slip lane along Hawksbill Drive.

A functional layout plan has been produced by the project engineers which depicts the proposed crossovers and alignment/format of Hawksbill Drive in relation to the Marmion Avenue roundabout intersection. The functional layout plan is provided at **Appendix 4**.

For patrons utilising the service station, the access arrangements promote one-way circulation through the refuelling area and forecourt due to a single ingress point. The arrangement also ensures fuel tankers can perform fuel deliveries within an isolated area which does not disrupt overall site functionality.

Patrons would ingress via Hawksbill, and then immediately travel toward the refuelling area and/or shopfront parking bays. To exit the site, patrons of the service station would make a simple exit movement out of the left-only crossover or a right-out movement from the site's main crossover. A passing area is available at the northern end of the fuel canopy, which ensures uninterrupted movement through the forecourt.

Internal access aisles are designed compliant with Australian Standards and are suitably linemarked to direct vehicles through the site in an efficient and coordinated manner whilst minimising conflicts.

Section 11 of the TIA contains a comprehensive stacking capacity and queuing analysis for the service station forecourt. The analysis demonstrates with technical evidence that under peak operating conditions, the forecourt has more than adequate space to accommodate patrons and no stacking or queue back to Hawksbill Drive is expected.

4.4.2 SERVICING AND FUNCTIONALITY

The service station will accommodate fuel deliveries, stock deliveries and waste collection services. Vehicles attending the site for the purposes of servicing include:

- A 17.2m fuel tanker, generally making 1-2 deliveries per week depending on the time of year and general demand.
- A 12.5m service vehicle for deliveries and waste collection. Stock deliveries are undertaken based on consumption and general demand. Waste collection is determined at detailed design stage when a contract is put in place with a private contractor.

Swept path plans are included with the TIA which demonstrate satisfactory service vehicle movements through the site.

The remote filling point is located at the southern end of the site, which allows the fuel tanker to undertake refuelling without disturbing the functionality of the forecourt. The

forecourt is also sufficiently sized to allow service vehicles to perform reverse movement into the loading area and exit the site in forward gear.

Fuel deliveries and site servicing will typically occur during off-peak periods to minimise disturbance to site operations. To minimise traffic conflict at the main crossover, the operator will mandate all service vehicles ingress the site from the west (these are the movements depicted on the swept path plans).

Overall, it is evident that all service vehicle movements are satisfactory and do not adversely impact traffic flows along Hawksbill Drive or within the site.

4.5 ACOUSTIC COMPLIANCE

An environmental noise assessment has been produced by Lloyd George Acoustics (refer to **Appendix 5**), which considers noise generated by the service station in relation to nearby sensitive receivers.

The assessment concludes that acceptable and compliant noise levels are received at nearby sensitive properties at all times. It follows that the development can comply with the *Environmental Protection (Noise) Regulations 1997* at all times, with no need for any attenuation measures or noise controls.

A number of 'best practice' measures have been suggested, which can be incorporated into the operation of the service station to minimise noise as part of good operational practice.

4.6 STORMWATER MANAGEMENT

The project civil consulting engineers, GHD, have produced a stormwater design for the facility which meets the City's standards and specifications (refer to **Appendix 6**).

The site's stormwater system is designed to capture and contain the 1/100 ARI as per the City's Development Design Specification WD5 through a series of soakwells, drainage pits and grates which are suitably graded to facilitate runoff flow.

Importantly, the facility's stormwater system includes a separate runoff catchment area for the fuel bowsers and remote filling point. The bowsers are protected by a raised bund which prevents runoff from escaping the catchment area.

All runoff from the refuelling area is directed through a SPEL Purceptor system, which captures, separates and contains fuels, oils and hydrocarbons in a dedicated chamber. The containment chamber is regularly emptied, with the contained materials taken offsite.

A detailed stormwater management plan can be provided at building permit stage in accordance with a condition of planning approval.

5 STATUTORY PLANNING ASSESSMENT

5.1 STATE PLANNING POLICY 3.7 PLANNING IN BUSHFIRE PRONE AREAS (**SPP3.7**)

The Department of Fire and Emergency Services (**DFES**) 'bushfire prone' mapping system identifies the development site and surrounding land as bushfire prone.

The local area (including the development site) was cleared of vegetation as part of subdivisional works in 2019, in accordance with bushfire assessments previously prepared for the estate. It appears that the DFES mapping system has not been updated to reflect current site conditions.

A BAL (basic) report has been produced to demonstrate all buildings are at least 100m away from potentially bushfire prone vegetation, therefore achieving a BAL-LOW rating. Refer to **Appendix 7**.

The proposal is acceptable from a bushfire point of view.

5.2 METROPOLITAN REGION SCHEME (**MRS**)

The development site is zoned Urban under the MRS, and abuts the Marmion Avenue 'Other Regional Roads' reserve (Category 1).

The development does not propose direct access to Marmion Avenue, but does indirectly generate additional traffic movements to Marmion Avenue via Hawksbill Drive.

A 30-day referral is therefore required in accordance with the MRS Instrument of Delegation (DEL 2017/02). Having regard for the TIA provided at **Appendix 3** of this report, the development is entirely acceptable from a traffic and access point of view.

The development is consistent with the provisions of the MRS and warrants approval accordingly.

5.3 CITY OF WANNEROO DISTRICT PLANNING SCHEME NO.2 (**DPS2**)

Under the City's DPS2, the development site is zoned Urban Development. In accordance with Clause 3.14 of DPS2, the purpose of the Urban Development zone is to provide for the orderly planning through a comprehensive structure planning process.

Accordingly, the site and surrounds are subject to the Butler-Jindalee District Structure Plan No.39 (**DSP39**) and Agreed Structure Plan No.60 (**ASP60**), which are addressed in the subsequent sections of this report.

5.3.1 GENERAL DEVELOPMENT REQUIREMENTS

Part 4 of DPS2 sets out ‘general development requirements’ for all development in the scheme area. **Table 2** below provides an assessment against the relevant requirements.

Table 2: General development requirements	
Scheme requirement	Response
4.7 Setbacks for non rural and non residential development	
<p>4.7.1 Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non-residential buildings shall be set back as follows:</p> <p>(a) street boundary – 6 metres;</p> <p>(b) side and rear boundaries – Nil.</p>	<p>The development site is bounded by roads at all boundaries.</p> <p>The retail building is set back as follows from street boundaries:</p> <ul style="list-style-type: none"> - Nil-2.92m to Marmion Avenue - 2.13m to Carlsbad Promenade - Nil-3.163m to Hawksbill Drive
<p>4.7.2 Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres.</p>	<p>The fuel canopy is set back as follows from street boundaries:</p> <ul style="list-style-type: none"> - 4m to Carlsbad Promenade - 6.5m to Hawksbill Drive <p>The proposed setbacks are appropriate, noting the development is largely open in nature and does not have the same effect on the streetscape as a large commercial building.</p> <p>The development is framed with landscape buffer planting along all street frontages, which provides a soft and less impactful streetscape interface.</p> <p>The proposed retail building provides a suitable corner response through the incorporation of varied roof features/heights, external treatments, glazing, signage, and landscape buffer integration.</p> <p>The waste storage and plant room at the northern side of the retail building are externally treated with vertical detailing and screened with minimum 2m wide landscaping buffer strips.</p> <p>It is also relevant to note that the development site has road frontages on all sides, which makes compliance difficult for any development. Slightly reduced setbacks are entirely appropriate in this context, particularly given the site’s narrow configuration.</p> <p>Overall, the setback and built form response of the development is appropriate and will contribute positively to the site’s corner location.</p>
<p>4.7.4 That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.</p>	<p>This is largely achieved, except for a portion of the retail building which comprises a nil setback to Marmion Avenue.</p> <p>This is considered to be a more suitable and attractive response to the site’s corner location, as the exterior of the building is well-treated with no areas of blank wall. Landscape integration is</p>

	provided for most of the boundary, except for the corner truncation component.
<p>4.7.5 That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:</p> <p>(a) a means of access;</p> <p>(b) the loading and unloading of vehicles;</p> <p>(c) landscaping;</p> <p>(d) a trade display;</p> <p>(e) the daily parking of vehicles used by employees and customers of the development.</p> <p>No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.</p>	The above is reiterated. This element is otherwise achieved.
4.8 Building facades for non rural and non residential development	
<p>4.8.1 The façade or facades of all non rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.</p>	<p>The proposed development employs various built form treatments to the roof format and exterior which minimises blank walls and improves visual amenity.</p> <p>The materials used for the development are of a high quality, meeting this provision.</p>
<p>4.8.2 Trade or facades of all non rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</p>	<p>Signage panels are integrated into the main shopfront façade, canopy, and integrated freestanding sign at the Marmion Avenue side of the building.</p>
4.12 Service areas and access	
<p>Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.</p>	<p>A dedicated loading bay is provided at the northern side of the retail building which is suitably sized and designed to accommodate a 12.5m service vehicle for the purpose of deliveries and waste collection.</p>
4.13 Storage and rubbish accumulation	
<p>All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</p>	<p>A fully enclosed bin store is provided at the northern side of the building. As noted earlier in this report, the exterior of the bin store is treated with varied textures, colours and detailing, and a landscape buffer is provided to further screen it.</p> <p>The bin store is suitably positioned and designed for access by a 12.5m service vehicle.</p>
4.14 Car parking standards	

<p>4.14.1 The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.</p>	<p>Under Table 2 of DPS2, the parking standard for a service station is <i>5 bays per service bay plus 7 per 100sqm non service bay NLA. Up to 50% of non service bays may be located in refuelling positions.</i></p> <p>At 222sqm, the facility requires 15.5 bays. The development provides 11 spaces and 6 refuelling spaces, which meets the standard.</p>
<p>4.17 Landscaping requirements for non rural and non residential development</p>	
<p>4.17.1 A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.</p>	<p>The area of the site subject of this development is approximately 2,097sqm. Therefore, approximately 167sqm of landscaping is required.</p> <p>The combination of all landscaping strips equates to approximately 195sqm, which exceeds the minimum 8% required.</p>
<p>4.17.2 When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.</p>	<p>No car parks abut the street. The southernmost shopfront parking bay is adjacent to the Hawksbill Drive approach to the Marmion Avenue roundabout. A landscaping strip of 1.8m-4m is provided next to this bay, which response to the irregular angle of the Hawksbill Drive street alignment.</p>
<p>4.17.5 Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.</p>	<p>Two shade trees are proposed at the western car park area, as it is open-air in nature and capable of accommodating trees.</p>

5.3.2 MATTERS TO BE GIVEN DUE REGARD

Table 3 below provides a response the relevant 'matters to be given due regard', which apply in accordance with the Deemed Provisions.

Table 3: Matters to be given due regard	
Matter to be given due regard	Response
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	The content of this report addresses DPS2, and demonstrates the proposal is consistent with its aims and intent.
(c) any approved State planning policy	This report addresses SPP3.7.
(g) any local planning policy for the Scheme area	The subsequent sections of this report address the City's local planning policy framework.
(h) any structure plan or local development plan that relates to the development	The relevant District and Local Structure Plans are addressed in this report.
(m) the compatibility of the development with its setting, including —	The development is proposed on land which is designated as Commercial under ASP60, and forms part of an existing commercial precinct

<p>(i) the compatibility of the development with the desired future character of its setting; and (ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</p>	<p>where sites with frontage to the intersection of Marmion Avenue / Hawksbill Drive / Santorini Promenade either contain existing commercial development. The development is therefore entirely compatible with the desired future character of its setting.</p> <p>In terms of its visual appearance and bulk, the development is a simple single storey building and open canopy, therefore creating minimal visual impact. The retail building is treated with shopfront glazing, framed with a landscape buffer and includes various design treatments both to the roof and external walls to ensure it is visually acceptable.</p>
<p>(n) the amenity of the locality including the following (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;</p>	<p>The development will not create unacceptable environmental or amenity impacts, having regard for:</p> <ul style="list-style-type: none"> • The TIA which demonstrates the proposal is entirely acceptable from a traffic and access point of view. • An environmental noise assessment which demonstrates it will comply at all times with the <i>Environmental Protection (Noise) Regulations 1997</i>. • The stormwater management documentation which demonstrates the use of a SPEL Purceptor system to treat stormwater runoff. • The requirement for the facility to obtain a Dangerous Goods licence before any petrol can be stored or sold from the site. <p>The development will establish a local facility which will provide essential refuelling services to the local community and travelling public. The facility will operate 24 hours and substantially increase surveillance of the local area at all hours. The development will also create local employment. A positive social impact is therefore expected to result from the proposal.</p>
<p>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved</p>	<p>The development provides significant landscaped areas which are located within street setback areas. As noted previously, the landscape provision exceeds the City's minimum requirement of 8% when considered against the area subject of this application.</p>
<p>(s) the adequacy of (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</p>	<p>A TIA has been produced in support of the proposal which demonstrates the appropriateness and adequacy of proposed access arrangements.</p> <p>The TIA also includes swept path plans demonstrating the acceptable movements of fuel tankers and waste collection vehicles.</p>
<p>(t) the amount of traffic likely to be generated by the development, particularly in relation to the</p>	<p>A TIA has been produced in support of the proposal which demonstrates the facility will create an insignificant amount of traffic, which is</p>

capacity of the road system in the locality and the probable effect on traffic flow and safety	entirely capable of being sustained by the local road network.
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5.4 BUTLER-JINDALEE DISTRICT STRUCTURE PLAN NO.39 (DSP39)

The site falls within the area covered by DSP39, which provides the broad district level planning framework for the structure plan area. Under the DSP39 map, land encompassing the Marmion Avenue / Hawksbill Drive / Santorini Promenade intersection (including the development site) is classified as Other (Local) Centre. The establishment of a service station on the site is broadly consistent with this.

5.5 AGREED STRUCTURE PLAN NO.60 (ASP60)

ASP60 provides more detailed zoning and development guidance for the locality, based on the broad district level planning under DSP39.

The development site is allocated a Commercial zoning designation under ASP60, which corresponds with the Commercial zone under DPS2. Refer to **Figure 2 – Structure Plan Map**.

As noted in section 1 of this report, ASP60 was only recently amended to change the site's zoning designation to Commercial, in recognition of:

- The site's strategic location along Marmion Avenue
- The diversity of land uses contemplated within the Commercial zone, which can better meet community needs for the broader area
- Increased opportunity for a diversity of uses in a highly accessible location

Under Section 9.7 of ASP60, the Commercial zoned precinct is intended to provide a shopping centre and wide range of business activities.

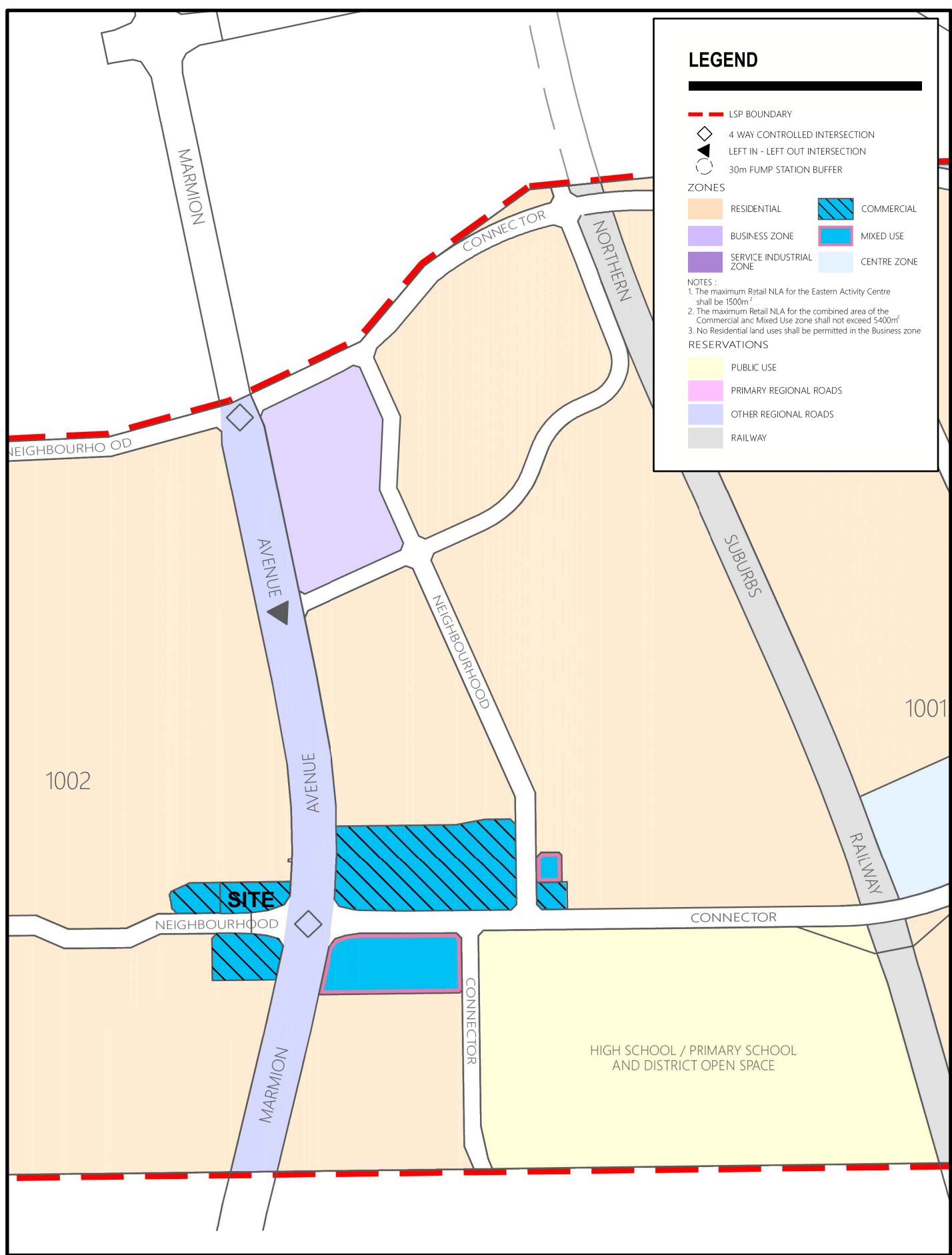
In this regard, the development of a 24-hour service station is entirely consistent with the intent of the Commercial zone and would establish an important support service in a highly accessible location to the benefit of local residents, commuters and users of the surrounding road network.

The proposed development is therefore entirely consistent with the provisions of ASP60 and warrants support.

5.6 ZONING AND LAND USE

The development site is allocated a Commercial zoning designation under ASP60, which corresponds with the Commercial zone of DPS2.

The 'service station' land use class is a 'D' discretionary use in the Commercial zone, meaning the use is capable of being approved at the discretion of the decision-maker (and therefore contemplated on the site by virtue of the structure plan).



LEGEND

- - - LSP BOUNDARY
- 4 WAY CONTROLLED INTERSECTION
- LEFT IN - LEFT OUT INTERSECTION
- 30m PUMP STATION BUFFER

- ZONES
- | | | | |
|--|-------------------------|--|-------------|
| | RESIDENTIAL | | COMMERCIAL |
| | BUSINESS ZONE | | MIXED USE |
| | SERVICE INDUSTRIAL ZONE | | CENTRE ZONE |

- NOTES :
1. The maximum Retail NLA for the Eastern Activity Centre shall be 1500m²
 2. The maximum Retail NLA for the combined area of the Commercial and Mixed Use zone shall not exceed 5400m²
 3. No Residential land uses shall be permitted in the Business zone

- RESERVATIONS
- | | |
|--|------------------------|
| | PUBLIC USE |
| | PRIMARY REGIONAL ROADS |
| | OTHER REGIONAL ROADS |
| | RAILWAY |

Figure 2: Structure Plan Map

Lot 9065 (101) Chateau Avenue, Alkimos



Drawn: Alessandro Stagno
Rev: 0

Source: Department of Planning, Lands and Heritage
Date: 26 October 2021



The use is appropriate for establishment on the site and discretion is warranted for the following reasons:

- The use is consistent with the site’s Commercial zoning designation and will provide an important support service for the local community and users of the surrounding road network, having regard for its highly accessible location.
- This development application package demonstrates the proposal is consistent with the applicable planning framework, including the City’s DPS2 and relevant local policies.
- The proposal is sound from a traffic and access point of view, as evidenced by the comprehensive TIA and functional layout plan produced by the project engineers.
- The development will generate compliant and acceptable noise levels at all times, in accordance with the *Environmental Protection (Noise) Regulations 1997*, as evidenced by the supporting acoustic assessment.
- The development addresses the EPA Separation Guidelines and will not create unacceptable impacts to the locality. In this regard, the modern service station employs a number of industry standard design measures which reduce/prevent impacts and allow the use to operate harmoniously within various contexts.
- The built form approach for the facility appropriately addresses the site’s key corner location, and minimises blank walls through landscape integration, external architectural treatment, and varied roof forms.

5.7 LPP 2.9 – SERVICE STATIONS AND ROADHOUSES

The City’s LPP2.9 provides guidance on the development of service stations and roadhouses within the scheme area, with particular regard to locations adjacent to and in close proximity to sensitive land uses.

Table 4 below provides a response to the relevant policy criteria under LPP2.9.

Table 4: Response to LPP2.9 policy criteria	
Policy criteria	Response
Development requirements	
Service stations and roadhouses shall not cause undue conflict through the generation of traffic, demand for parking or the emission of noise, light, fumes, odours, dust, vibration, electrical interference, waste water or any other form of pollution or activity which may be undesirable or incompatible;	<ul style="list-style-type: none"> • The application is supported by a comprehensive TIA which demonstrates the development is entirely acceptable from a traffic and access point of view. • The application is supported by an environmental noise assessment which demonstrates compliance is readily achieved at all times with the noise levels prescribed under the <i>Environmental Protection (Noise) Regulations 1997</i>. • The proposal provides a compliant number of parking spaces as required by DPS2. • An assessment is provided against the EPA Separation guidelines later in this report which satisfactorily addresses fumes and odours. • With regard to lighting, the development will be required to comply with AS4282-1997 <i>Control of</i>

	<p><i>the obtrusive effects of outdoor lighting.</i> All lighting will be designed and installed in a manner complying with AS4282 and minimising light impact.</p> <ul style="list-style-type: none"> • A conceptual stormwater design is provided demonstrating the use of a SPEL Purceptor system, which captures and treats stormwater runoff from the refuelling areas. <p>Overall, it is evident that the proposed service station will not create undue conflict or external impact.</p>
<p>Buildings shall be of a high standard of architectural design with landmark characteristics such as roof features that protrude above the roofline. Additional building detail, articulation, colours and textures can also be included to enhance architectural quality;</p> <p>The use of bold and innovative canopy structures that provide a strong architectural statement is encouraged;</p>	<p>The retail building provides the following built form treatments enhancing its architectural quality:</p> <ul style="list-style-type: none"> • Substantial shopfront glazing • An 8m high tower feature which protrudes above the roofline, creating a landmark effect. • A roof feature facing the southern (Hawksbill) and eastern (Marmion) frontages, containing compressed sheeting with vertical details and a frame. • External treatments to the bin store, comprised of rebated concrete panels with vertical details. • Wrap around glazing along the eastern elevation. • Landscape integration to screen any remnant blank walls and the bin store.
<p>Buildings shall address the street by way of major openings and entries so as to provide a level of passive surveillance from inside the building to adjacent streets and the public realm. The use of blank walls shall be minimised and glazing to openings shall not be obscured with signage, translucent films, paint, fittings or furniture;</p>	<p>The retail building addresses Marmion Avenue and Hawksbill Drive in the following manner:</p> <ul style="list-style-type: none"> • The provision of wrap around glazing at the corner truncation which increases passive surveillance to the street and minimises blank walls. • The use of varied textures, colours and materials along the street elevations to break up the visual effect of the façade. • Landscape integration within the setback areas to provide a green interface with the street.
<p>Where blank walls cannot be avoided they should be designed in such a way that they contribute to a safe and attractive street environment by:</p> <ul style="list-style-type: none"> • Minimising the length and height of blank walls; and • Articulating blank walls through the creative application of complementary materials, avoiding large continuous masses of the same finish and/or the provision of appropriately integrated structural features, lighting, street furniture, artworks and/or landscaping; 	<p>Having regard for the previous responses in this table, blank walls are minimised.</p> <p>To further diminish visual impact and enhance the built form quality of the facility, landscape buffer strips up to approximately 3m in width are provided within the street setback areas of the retail building and binstore. These landscaping buffer strips contain various forms of screen planting.</p>
Amenity	
<p>Service stations and roadhouses abutting residential or other sensitive development shall be designed to minimise impact on</p>	<p>The content of this development application package comprehensively demonstrates that potential amenity impacts and externalities are either minimised or</p>

<p>abutting residents and shall address, noise, light, fumes, odours, dust, vibration, electrical interference, waste water, traffic, visual amenity, safety and any other matter that may detract from the amenity of the area.</p> <p>The location of service stations and roadhouses shall have regard to the prescribed buffer distances set out under the Environmental Protection Authority Separation Distances between Industrial and Sensitive Land Uses.</p> <p>Variations to the Separation Distances can be supported by the City where it is demonstrated that the potential impacts are satisfactorily able to be managed.</p>	<p>capable of being managed through appropriate measures, and that the location of the proposed facility is entirely acceptable.</p>
Location	
<p>Where potential conflict between a proposed service station or roadhouse and adjoining or nearby residential or sensitive land use cannot be adequately managed, alternative locations need to be considered where the use will be more compatible.</p>	<p>The content of this development application package comprehensively demonstrates that potential amenity impacts and externalities are either minimised or capable of being managed through appropriate measures, and that the location of the proposed facility is entirely acceptable.</p>

5.8 LPP 4.6 – SIGNS

The development includes signage integrated into the retail building / fuel canopy and freestanding signs, which require assessment against the requirements of the City’s Signs LPP.

The following signs are depicted on the development plans:

- On the retail building western elevation (main shopfront), a typical 7-Eleven vinyl sign integrated into the entry awning and a 1.8m x 1.8m signage panel on the tower feature.
- On the retail building southern elevation (facing Hawksbill Drive), a 4m x 1.5m billboard sign which will contain advertising graphics.
- Facing Marmion Avenue, freestanding multi-tenancy signage integrated into the building fabric (visible in a north and south direction). The signage is 10m in height and includes panels for 7-Eleven, McDonald’s and Mobil fuels. The sign will contain fuel pricing and is required under the *Petroleum Products Pricing Act 1983*.
- Facing Hawksbill Drive, a freestanding priceboard sign east of the site’s exit only crossover. The priceboard is 4m in height and its purpose is to display the price of fuel to vehicles travelling along Hawksbill Drive, as is required under the *Petroleum Products Pricing Act 1983*.
- On the canopy, 1m x 1m 7-Eleven vinyl logos at each elevation.

Table 5 below provides an assessment against the performance standards set out by the City’s Signs LPP.

Table 5: assessment against performance standards for signage

Policy standard	Response
Wall signs	
<p>A Wall sign means a sign that is painted or affixed on the front, side or rear elevation of a building or structure but does not project more than 300mm out from the wall.</p> <p>Wall signs shall:</p> <ul style="list-style-type: none"> • be limited to a maximum of one sign per tenancy, per street frontage; • not extend laterally beyond either end of the wall or protrude above the top of the wall; • not exceed 25% in aggregate area on any one wall to a maximum of 8m²; and • be integrated with the building design. 	<p><u>Retail building</u></p> <p>The retail building contains two wall signs on its primary western façade, which is not a street frontage as it faces internally within the site. No other wall signs are proposed which face a street. This element is therefore compliant.</p> <p>The signs do not extend beyond the wall (neither laterally or vertically) nor exceed 25% in aggregate area in relation to the façade, and are well below 8sqm. These elements are compliant.</p> <p>At the southern elevation (facing Hawksbill), a 4m x 1.5m sign totalling 6sqm of sign area is proposed. This is less than 25% of aggregate area for the southern façade.</p> <p>The signage is integrated with the building design, as is evident from its configuration, composition and colouring which is consistent with 7Eleven’s typical branding and imagery.</p> <p><u>Fuel canopy</u></p> <p>The fuel canopy contains two 1m x 1m 7Eleven logo signs on the eastern side (facing Marmion Avenue) and one of the logo signs on each of the other elevations.</p> <p>The signs comply with each of the criteria set out, except that the eastern elevation contains two signs rather than one. Noting the length of the canopy is 23.7m and the signs are only 1m x 1m, the additional sign is not considered to dominate the canopy or create visual impact where viewed from the public realm. The minor variation therefore warrants support.</p>
Pylon signs	
<p>A Pylon sign means a sign supported on one or more poles and not attached to a building and includes a detached sign framework, supported on one or more poles to which sign infills may be added.</p> <p>Pylon signs shall:</p> <ul style="list-style-type: none"> • be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage; • not exceed 6.0 metres in height; • not exceed 2.5 metres measured horizontally across the face of the sign; and • be located centrally within the lot and no closer than 3.0m to a side boundary. <p>Individual pylon signs will not be supported for individual tenancies where multiple units exist or are proposed to exist on a lot. The pylon sign/s shall be designed to provide one infill panel for each unit on the lot and may be increased in height to 8 metres.</p>	<p>One pylon sign is proposed facing Marmion Avenue and one pylon sign is proposed facing Hawksbill Drive (one per street frontage).</p> <p><u>Marmion Avenue sign</u></p> <p>The sign facing Marmion Avenue is 10m in height and serves a multi-tenancy purpose, as it will advertise the proposed service station and future fast food outlet on the western half of the site (which will be subject of a separate application).</p> <p>The sign is integrated into the building fabric and presents as part of the building, rather than as a freestanding sign. This approach diminishes the sign’s visual impact and improves the retail building’s relationship with the public realm.</p> <p>The top part of the sign has two panels next to one another, which results in a face width of 3.95m. The increased width is not considered to create visual</p>

	<p>impact, as area of the sign subject of the variation is located above the roof of the retail building and does not extend to the ground which reduces its potential for impact.</p> <p>Overall, the sign is unique in its composition and its integration with the retail building allows it to advertise the services of 7Eleven and McDonald's to the 23,000+ daily vehicles using Marmion Avenue without creating visual impact. The sign is acceptable and warrants approval.</p> <p><u>Hawksbill Drive sign</u></p> <p>The sign facing Hawksbill is a 4m high priceboard for the sole purpose of displaying the price of fuel to passing vehicles in accordance with legislative requirements.</p> <p>The sign meets dimensional standards, however is located adjacent to the street boundary. This is necessary to ensure the price of fuel is readily visible to vehicles, allowing patrons to understand the information before deciding to enter the site.</p> <p>The location of the sign would not create sightline issues and it is designed in a manner which complements the wider development.</p>
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5.9 EPA GUIDANCE STATEMENT NO. 3

The EPA's guidance statement for 'separation distances between industrial and sensitive land uses' was introduced in 2005 and provides guidance on the use of generic separation distances (buffers) between certain developments and 'sensitive' land uses.

The separation distances set out by EPA Guidance Statement No.3 are not absolute, and lesser distances are commonly accepted where it is demonstrated through justification that the potential impacts associated with the proposed development can be suitably managed.

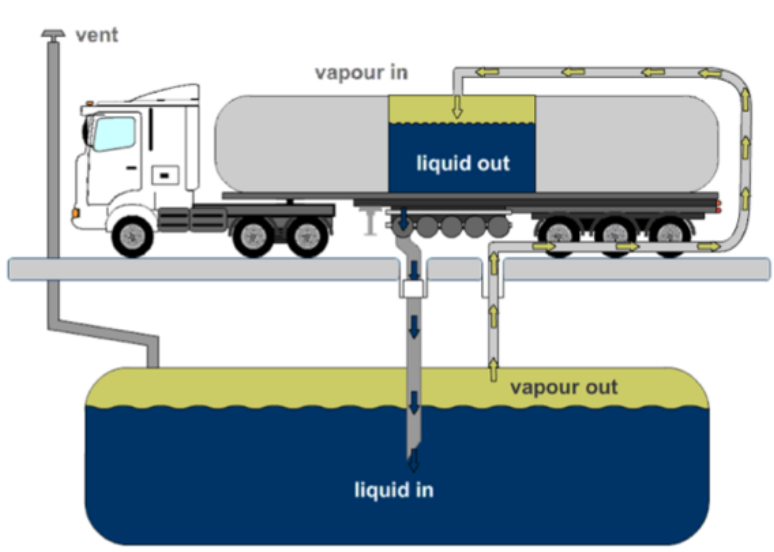
For service stations, the potential impacts listed by the document are gaseous, noise, odour and risk. The subject development seeks approval for a 24 hour service station facility, which involves a suggested buffer distance of 200m as it falls within the category of "other 24 hour operations".

In considering separation distances, it is important to note that:

- The modern service station is designed to a high standard and employs a number of design features relating to the storage and handling of fuel, stormwater treatment, external lighting, and noise mitigation to reduce site externalities.
- The storage and handling of fuel is a highly regulated activity, separate to the development approvals process. A site cannot store or sell fuel without first

obtaining a licence from the Department of Mines, Industry Regulation and Safety (**DMIRS**) which requires strict criteria to be met and assessed through various detailed scientific assessments.

Table 6 below provides a response to the potential impacts listed by the guidance statement, demonstrating that a lesser separation distance is warranted and acceptable.

Table 6: response to EPA separation guidelines	
Gaseous/Odour	
<p>The facility will include a 'stage 1' Vapour Recovery System, more commonly identified as VR1, which captures vapours during the refuelling of underground fuel storage tanks by fuel tankers. A connection line with an air-tight fitting is linked between the refilling point and the fuel tanker, which draws vapours directly into the tanker for offsite removal. Refer to the below diagram depicting this (source: NSW Government).</p>	
 <p style="text-align: center;">Vapour Recovery 1</p>	
<p>The dangerous goods licensing process addresses impacts associated with vapour. The fuel bowsers are required to achieve prescribed setbacks under the Dangerous Goods licensing requirements and a site-specific assessment is undertaken under that process to ensure the facility's design and layout meets regulatory requirements before fuel can be stored and sold from the site.</p>	
Noise	
<p>The development has been assessed against the <i>Environmental Protection (Noise) Regulations 1997</i> by way of an environmental noise assessment produced by Lloyd George Acoustics.</p> <p>The assessment demonstrates the proposed development will generate acceptable and compliant noise levels over a 24 hour period.</p>	
Risk	
<p>As noted earlier, the facility must obtain a dangerous goods licence under the <i>Dangerous Goods Safety Act 2004</i> before any fuel can be stored, handled or sold from the site. This process is regulated under separate legislation, and a licence is obtained after the development approvals process by a specialised consultant. The site has been designed to ensure it can obtain a dangerous goods licence.</p>	

A risk assessment is required as part of an application for a dangerous goods licence. The risk assessment:

- Identifies all hazards relating to the dangerous good proposed to be stored at the site;
- For each hazard, assesses the probability of the hazard causing a dangerous goods incident, and assesses the consequences of the incident to people, property and the environment; and
- Identifies any required risk control measures.

If a coherent and acceptable risk assessment is not prepared, then a dangerous goods licence will not be issued. Risk is therefore comprehensively addressed through the dangerous goods licencing process.

6 CONCLUSION

This application for planning approval involves the establishment of a new 24-hour service station within the eastern half of a land parcel forming part of Lot 9065 (101) Chateau Avenue, Alkimos.

The information presented in this application for planning approval demonstrates the proposed development is entirely appropriate and warrants the City's support for the following reasons:

- The development is entirely consistent with the site's Commercial zoning designation under ASP60 and is suitably located to offer essential retail fuel and incidental convenience services to the emerging Alkimos community and 23,000+ vehicles using Marmion Avenue.
- The proposal is consistent with the applicable requirements of the planning framework, including the City's DPS2 and local planning policies.
- The facility's built form approach provides a sensible response to the site's corner location.
- The proposal is supported by a number of expert assessments demonstrating it is acceptable from a traffic, noise and civil design point of view.
- The operation of the service station facility would not generate unacceptable external impacts, therefore the site location is acceptable.

It is respectfully requested that the Metro Outer JDAP grant approval to the proposed development.