

1.0 INTRODUCTION

This report is in support of application to the City of Greater Geraldton for Service Station at Lot 1 No 381 Chapman Road, Bluff Point. The proposal is for redevelopment of the existing service station buildings as a part of new commercial development for a new service station and convenience store.

The proposed development has been designed to utilise a portion of the existing service station building footprint, a new light vehicle service canopy, associated facilities, and signage, all of which will meet current development standards.

The proposal will utilise the existing service station footprint but will provide a modern, efficient service station designed to meet current customer expectations for fuel and convenience goods, located on a suitable district distributor road.

The application demonstrates the proposal is compliant with current statutory requirements and that the proposal can be contemplated by the local government.

The applicant and proponent are Tiger 1 Petroleum Pty Ltd.

4.0 THE PROPOSAL

The application seeks approval for a Development Application for a service station by Tiger 1 Petroleum Pty Ltd. It contains the following components:

1. Demolition portion of existing structures.
2. Four (4) multi-product bowzers and associated canopy.
3. Refurbish existing fuel tanks and install 2 new tanks.
4. Convenience store with total GFA of 150m² including drive thru coffee lane and window (served from convenience store kitchen).
5. 6m high illuminated pylon sign located in front setback area with associated signage on both the facia of the convenience store and fuel canopy.
6. Five (5) car parking bays including one (1) accessibility park.
7. Bicycle parking and customer seating.
8. Loading bay for deliveries to proposed convenience store.
9. Landscaped surrounds.
10. Access and egress via existing crossovers located in the road reserve to Chapman Road.

Refer to Tiger Petroleum Pty Ltd Plan Set at Appendix 3.

The development will be contained to the same extent of the lot as the existing development, and the balance of the landholding will remain undeveloped, as is the case at present.

4.1 Site Layout

The proposed site layout mimics the existing site development by utilising a portion of the existing building envelope and the same access arrangements. Setbacks will be maintained. The site layout ensures both bowser customers and drive through customers are suitably separated to avoid internal traffic congestions.

Swept path analysis demonstrates that fuel delivery vehicles to maximum 19m length can be accommodated on site as depicted at Appendix 4.

Parking is located on the southern boundary where vehicle conflict will not be caused and will be screened with landscaping. The landscaping will also with screening the parking and building from the southern elevation to Chapman Road.

The main retail building is bookended by parking on the southern boundary and service area and customer facilities on northern boundary. This reinforces the importance of the building orientation to the bowzers forecourt area.

4.2 Building Design

The redevelopment proposes the partial demolition and redevelopment of the dated existing building. The built form will maintain the low pitched roof and structure but the character of the new building will be contemporary service station design with expanse of glazing rather than the brick faced building at present.

The build has the following components:

1. 150m² GFA to include display for essential food and beverages including coffee; health and service products; fridges/cool rooms; accessibility unisex ablution; back of store (office/storage); kitchen.
2. Service intercom for drive thru coffee service.
3. Canopy 188m²; 5.4m finished height.
4. Bin storage area.
5. Pedestrian/cyclist facilities.

4.3 Fuel Tanks

The existing onsite fuel tanks will be refurbished in accordance with regulatory requirements, including relining. Installation of new tanks will similarly meet requirements and including double skinned walls and seepage alarms to prevent subsoil contamination.

4.4 Hours of Operation

The fuel sales proposed opening hours are 5.30am to 11.00pm, 7 days per week. Opening hours for the drive-thru coffee service are 5.30am to 5.30pm.

4.5 Employees

Number of employees: maximum 2 – 3 per shift.

4.6 Access and Egress

Access will be via the existing crossover arrangements, being 10.44m (north) and 10m (south) in width.

It is not expected that the service station will increase traffic on Chapman Road but rather, customers will originate from the existing traffic utilising Chapman Road. Sufficient parking and vehicle movement areas on site indicate that queuing to enter the site will not result, therefore not impacting the function of Chapman Road.

Ordering and delivery of drive-thru coffee service will occur from same window on northern side of the service station providing sufficient area for waiting vehicles in queue in takeaway specific driveway; there will be no queuing in the forecourt area.

Existing kerbing and concrete island will preclude vehicle stopping and parking at frontage of the lot.

The Swept path analysis at Appendix 4 demonstrates that the site layout can accommodate vehicle movements up to maximum 19m length.

Changes to access arrangements are not proposed or justified.

4.7 Parking

In accordance with scheme requirements, parking is provided in excess of the minimum requirements. Five vehicle bays are provided, including one accessibility bay.

Whilst not a scheme requirement, the proponent has elected to provide bicycle parking racks and seating to acknowledge the importance of Chapman Road as cycling route, and to provide an additional service for potential customers.

A loading bay parking is delineated, and parking for 8 vehicles can be accommodated at bays.

4.8 Stormwater Management

A comprehensive drainage/stormwater management plan will be developed and lodged at building design compliance application phase. An integrated plan will be required to ensure a suitable hydrocarbon interceptor will capture all stormwater from hardstand, carparking and access areas and directed to an oil/water separation system. Uncontaminated water runoff will be retained on site in a suitable capture system.

The appropriate system will be installed which meets best practice methods for the capture and treatment of runoff from a service station and complies with licensing requirements.

It is proposed this requirement is conditioned in an approval.

4.9 Rubbish disposal

A service yard is delineated for bin storage. All rubbish generated on site will be stored for later disposal. Waste disposal will only occur during normal business hours.

4.10 Landscaping

Landscaping of 455m² is proposed (16.6%) of site area. Landscaping will comprise native vegetation species of varying height and form for visual interest. Species selected will have low water requirements and be wind tolerant. Irrigation will be implemented as required to establish and maintain the landscaping.

4.11 Servicing

The lot is connected to a full range of urban services at present including reticulated sewerage. These can be upgraded and / or rationalised as necessary to service the redevelopment of the site. This is likely to include conversion of existing aerial power supply to an underground supply.

4.12 Lighting

The proposed Service Station will be lit at night to allow customers to utilise the facility to 11pm. Potential sources of light spill include the retail building and canopy lighting. Outdoor lighting is required to be designed and constructed to prevent light spill to external properties eg through light placement and orientation.

Headlight glare impact on dwellings opposite will be negligible given grade change, vegetation on lots, and the orientation, elevation design and openings in dwelling opposite.

Coffee drive through service hours are 5.30am to 5.30pm, thereby negating headlight spill from stationary vehicles at service window to dwellings opposite.

It is proposed that lighting plans are developed and lodged for local government approval as part of overall detailed design for the build, and this requirement is conditioned in an approval.

4.13 Signage

Signage is required to support business operations. This includes an illuminated pylon sign in the front setback area. Other illuminated signage will be on canopy fascia and building elevation. The signage is in accordance with corporate branding.

4.14 Gas/Odour Management:

Management of pollutants is a statutory requirement under the *Dangerous Goods Safety Regulations 2005* and the proponent will be required to obtain a licence under the regulations. Management of odour and gas within fuel filling stations is undertaken through a vapour recovery system. This ensures that vapour created when fuel is transferred from tanker to underground tank is contained within a hose between the tanker and the tank., and the tanker receives the vapour output as the fuel is transferred.

The potential for impact from these pollutants on sensitive land uses will be effectively managed by need for transport operators and service station operators to comply with all facets of their licencing requirements.

4.15 Noise Management.

The service station proposed operating hours are 5.00am to 11.00pm. The drive thru coffee service will be from 5.30am to 5.30pm.

Potential Noise Impact	Mitigation Measure
Demolition and construction works	Separate approvals (by others) will delineate hours of works and other site-specific measures as determined by local government.
Coffee drive-through intercom	Coffee drive-through operating hours during normal business hours. Therefore intercom will be limited to normal business hours and preclude late night vehicle movements and use of intercom on the area of the site where residents on Elphick have the potential to be most directly impacted by this element.
Equipment operation e.g. compressor, pumps, fans, air conditioning etc.	Once final plant and equipment make, model, and location are known at detailed design phase, noise attenuation can be incorporated into construction drawings to mitigate noise from plant/equipment at rear/sides of the building as required, to ensure compliance with the assigned levels at sensitive land uses as per the <i>Environmental Protection (Noise) Regulations 1997</i> e.g., acoustic screening, soundproofing panels/mats etc.
Heavy Vehicle Movements and Deceleration	Fuel deliveries will only occur during normal business operations Monday to Saturdays, and this is able to be conditioned as required to ensure compliance. As the size of vehicles able to be accommodated on site is limited, this will limit the potential noise emissions e.g. air brakes, that have potential to impact on sensitive land uses.
Increased traffic movements	Whilst the proposed development will increase the amount and extent of activity at the site, it is not out of context in relation to the existing noise environment being dominated by significant passing traffic and other surrounding land uses. It is expected the activities at the site would blend in with the existing noise environment. Limiting operating hours for some aspects of the operations will assist with this.

All mitigation measures can be conditioned on a development approval.

6.0 CONCLUSION

The proposed service station is a discretionary land use within the scheme and can be contemplated by the local government. It is contended that the development proposal is consistent with orderly and proper planning.

A service station existed on the site for over 40 years and all associated development is in-situ. The impetus for redevelopment of the site is based on the need to refurbish or replace the existing fuel tanks. The proposed redevelopment proposes a modern service station design which will ensure that current regulatory and licencing requirements are compliant particularly in regard to environmental matters. The development is reflective of the established design and presentation of service stations throughout Australia.

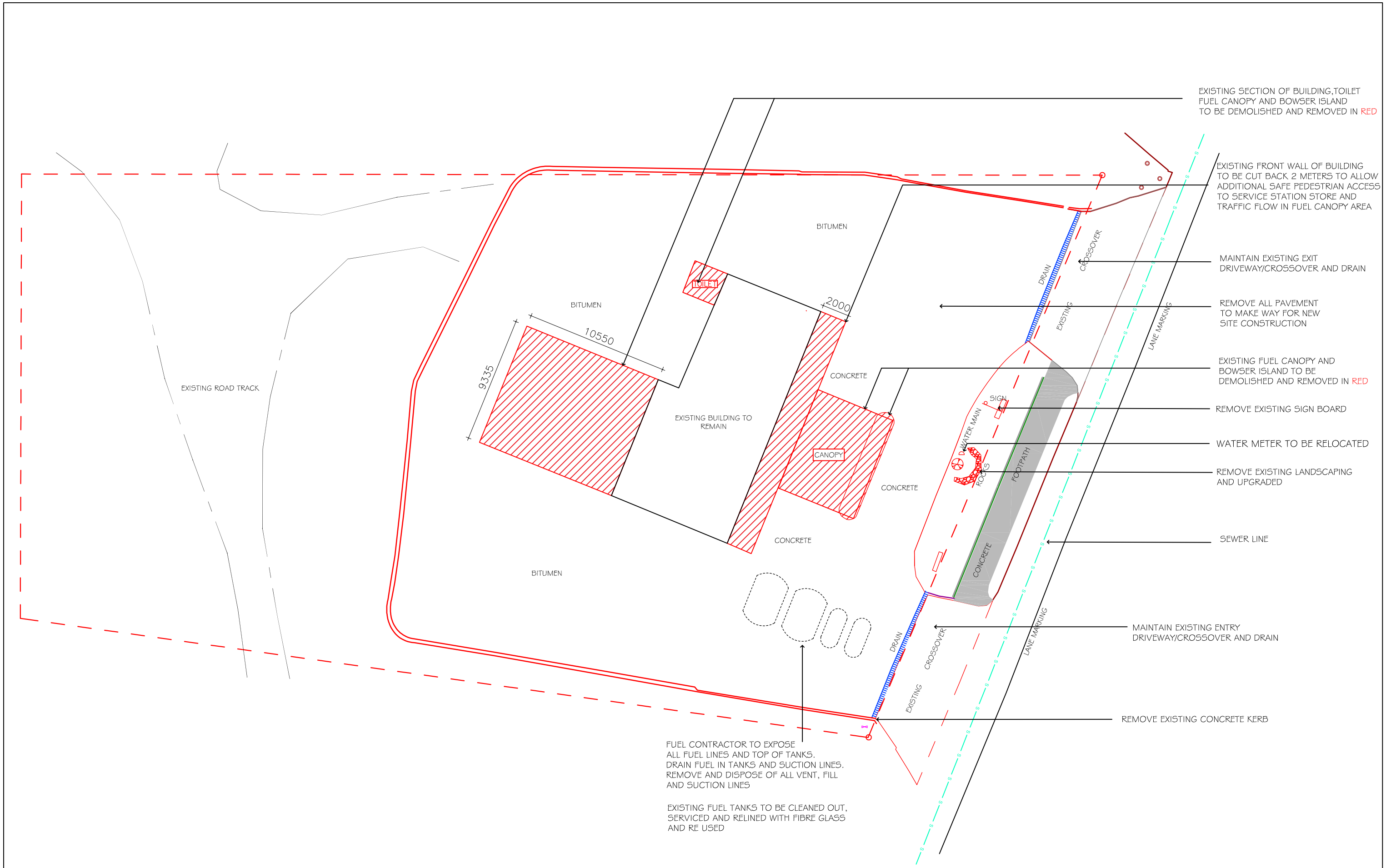
Existing setbacks will be maintained, and the redeveloped building will not impinge of the streetscape to any significant extent. Access is suitable for intended use, and the application demonstrates that 19m length trucks can move through and park on site and that on-site vehicle conflict will be minimised. There is a clear gap between the proposed development area and residential development.

Mature trees on site will be retained where possible and new landscaping will assist with screening and visual presentation of the site.

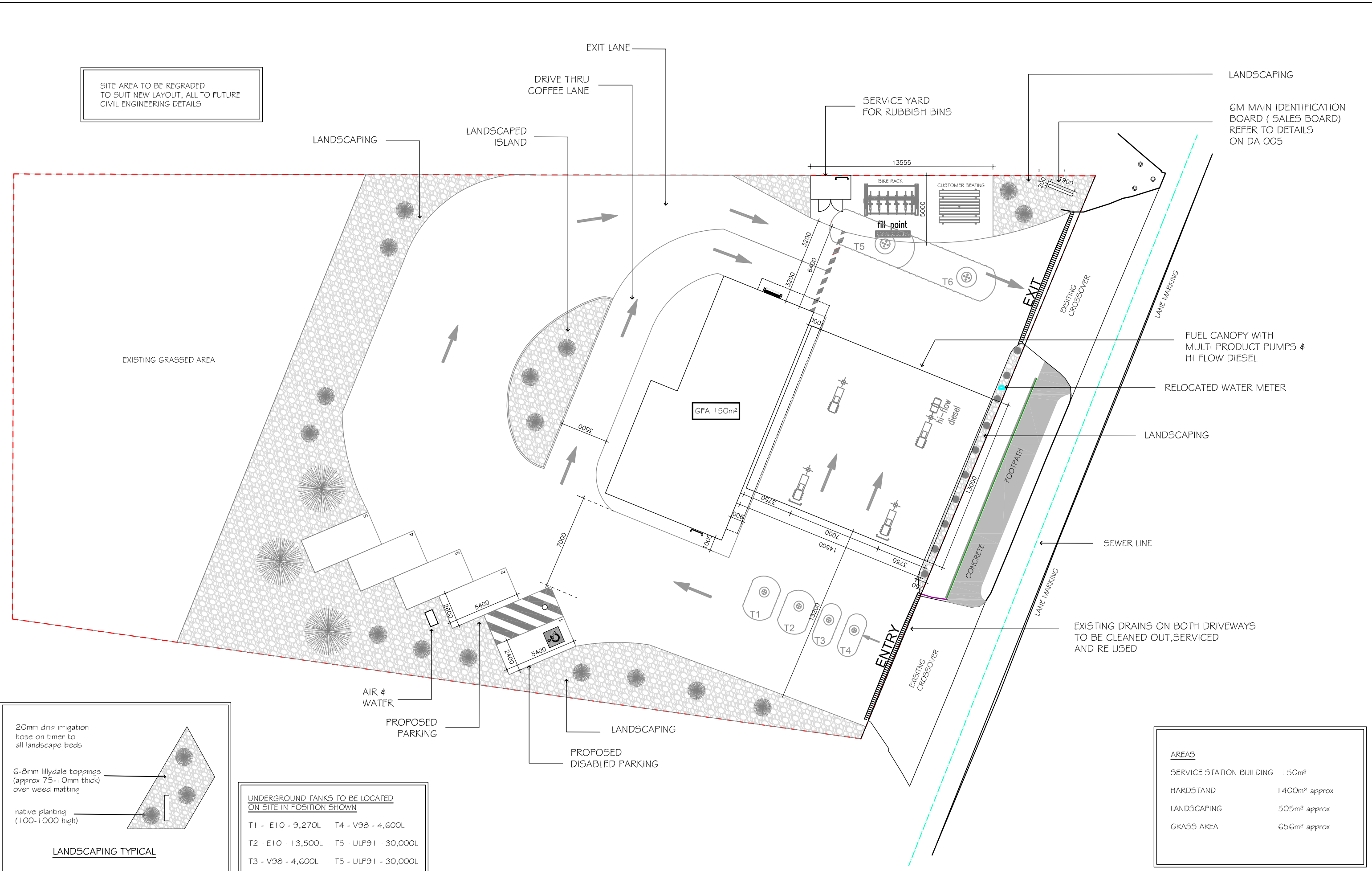
The mechanism exists for conditions to be placed on a development approval requiring implementation of measures to mitigate potential impacts.

The proposed service station replaces an existing facility, on an established commercial part of the site. Whilst the character of the proposed building would be more contemporary than the building currently on site, the previous use and appearance of the lot does not represent an intrusive element of the streetscape.

The sites characteristics together with lack of service stations between the City Centre and Glenfield on Chapman Road, all contribute to meeting the proponent's investment objectives and supports their decision to undertake a significant financial investment in Geraldton.



Copyright reserved. No part of these plans may be reproduced or transmitted in any form without the written permission of TIGER 1 PETROLEUM PTY LTD		ISSUE	AMENDMENT	DRAWN	DATE	CLIENT: TIGER 1 PETROLEUM PTY LTD PROJECT: 381 CHAPMAN RD BLUFF POINT WA 6530	TITLE: DEMOLITION PLAN SCALE: 1:250	DATE: 13/06/2021 SHEET SIZE: A3 DWG No: DA002	DO NOT SCALE DRAWING CONTRACTORS TO CHECK ALL SITE DIMENSIONS & LEVELS BEFORE COMMENCEMENT OF WORK WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE	
		A	ISSUED FOR DISCUSSION	MB	13/06/2021					



20mm drip irrigation hose on timer to all landscape beds

6-8mm lillydale toppings (approx 75-10mm thick) over weed matting

native planting (100-1000 high)

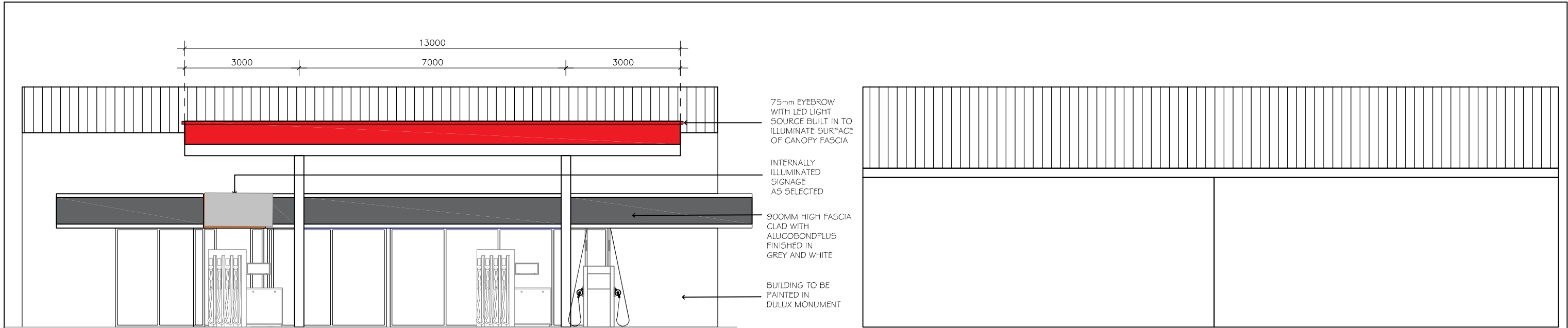
LANDSCAPING TYPICAL

UNDERGROUND TANKS TO BE LOCATED ON SITE IN POSITION SHOWN

T1 - E10 - 9,270L	T4 - V98 - 4,600L
T2 - E10 - 13,500L	T5 - ULP91 - 30,000L
T3 - V98 - 4,600L	T6 - ULP91 - 30,000L

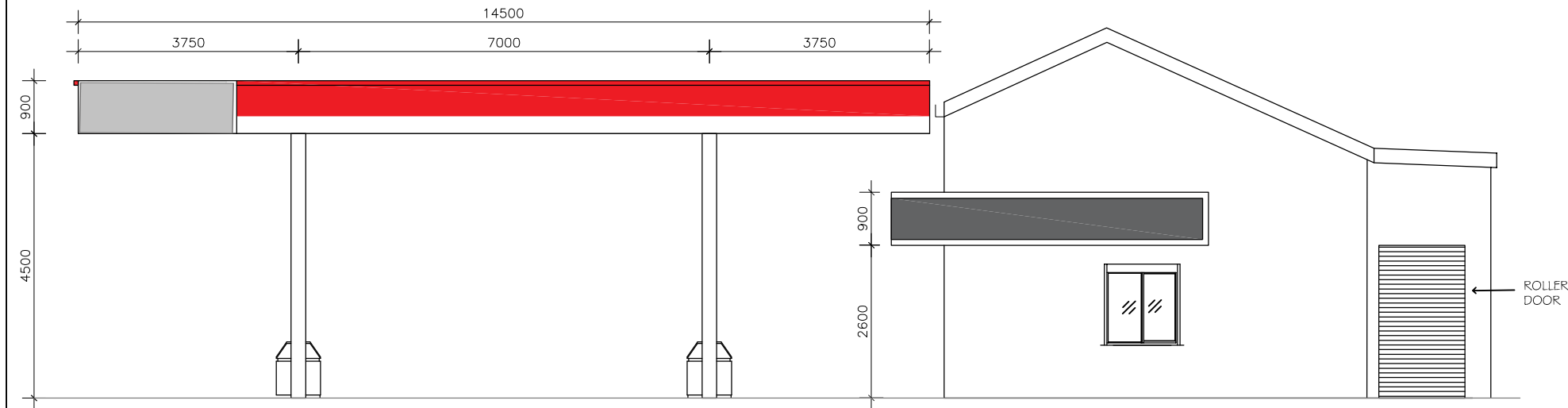
AREAS

SERVICE STATION BUILDING	150m ²
HARDSTAND	1400m ² approx
LANDSCAPING	505m ² approx
GRASS AREA	656m ² approx

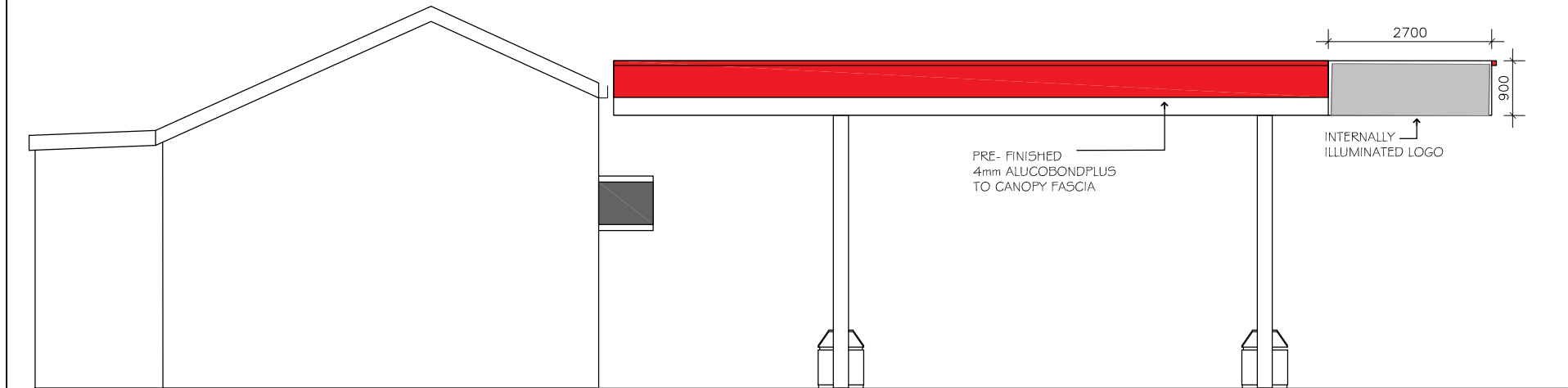


PROPOSED EAST ELEVATION 1:100

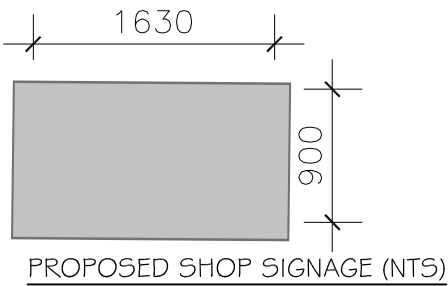
PROPOSED WEST ELEVATION 1:100



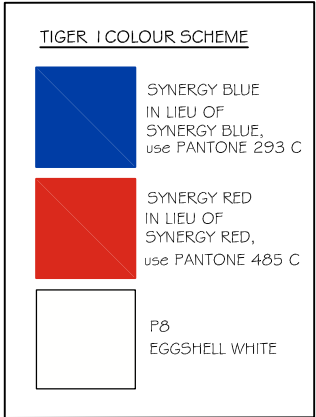
PROPOSED NORTH ELEVATION 1:100



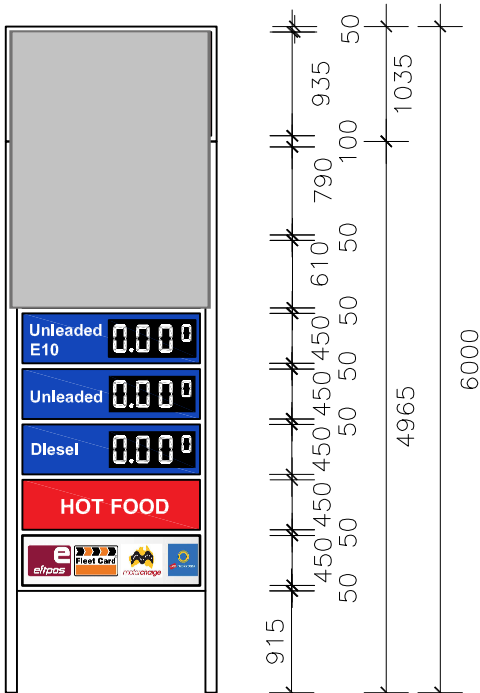
PROPOSED SOUTH ELEVATION 1:100



PROPOSED SHOP SIGNAGE (NTS)



NOTE: ALL PAINTED WHITE, BLUE & RED SURFACES TO BE 70% GLOSS



PROPOSED MAIN IDENTIFICATION BOARD (NTS)

Copyright reserved. No part of these plans may be reproduced or transmitted in any form without the written permission of TIGER 1 PETROLEUM PTY LTD		ISSUE	AMENDMENT	DRAWN	DATE	CLIENT: TIGER 1 PETROLEUM PTY LTD PROJECT: 381 CHAPMAN RD BLUFF POINT WA 6530	TITLE: PROPOSED ELEVATIONS AND SIGNAGE SCALE: 1:100	DATE: 13/06/2021 SHEET SIZE: A3 DWG No: DA005	DO NOT SCALE DRAWING CONTRACTORS TO CHECK ALL SITE DIMENSIONS & LEVELS BEFORE COMMENCEMENT OF WORK. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE.	
		A	ISSUED FOR DISCUSSION	MB	13/06/2021					