



Regional Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 8 April 2025; 9:30 am
Meeting Number: RDAP/40
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[RDAP/40 - 8 April 2025 - City of Greater Geraldton](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF GREATER GERALDTON

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 2956 (216) Flores Road, Spalding – Service station and pylon signs – DAP/25/02836
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure



ATTENDANCE	
<i>Specialist DAP Members</i>	<i>DAP Secretariat</i>
Eugene Koltasz (Presiding Member)	Lena Ng
Karen Hyde (Deputy Presiding Member)	Ashlee Kelly
Heidi Herget	
<i>Part B – City of Greater Geraldton</i>	
Cr Natasha Colliver (Local Government DAP Member, City of Greater Geraldton)	



PART A – INTRODUCTION

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- 2. Apologies**
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PART B – CITY OF GREATER GERALDTON

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

- 3.1 Lot 2956 (216) Flores Road, Spalding – Service station and pylon signs –
DAP/25/02836

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

LOT 2956 (No.215) FLORES ROAD, SPALDING – SERVICE STATION & PYLON SIGNS

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Regional Development Assessment Panel
Local Government Area:	City of Greater Geraldton
Applicant:	Planning Solutions
Owner:	CMS Investments (WA) Pty Ltd & Starspin Pty Ltd
Value of Development:	\$2.9 million
Responsible Authority:	City of Greater Geraldton
Authorising Officer:	Ryan Hall – Director Development Services
LG Reference:	TP24/295, A13629
DAP File No:	DAP/25/02836
Application Received Date:	17 December 2024
Report Due Date:	28 February 2025
Application Statutory Process Timeframe:	60 Days with an additional 40 days as agreed with the applicant in accordance with Clause 75(c) of the Planning and Development (Local Planning Schemes) Regulations 2015
Attachment(s):	1. Development Application Plans (received 17 December 2024) 2. Development Application Report (received 17 December 2024) 3. Aerial Location Plan 4. Zoning Location Plan 5. Traffic Impact Assessment (received 17 December 2024) 6. Main Roads WA submission letter dated 20 January 2025 7. Applicants response to further information request (received 14 March 2025) 8. Amended Development Plans (received 14 March 2025) 9. Traffic Technical Note (received 14 March 2025) 10. Operational Management Plan (received 14 March 2025) 11. Landscaping Plan 12. Elevations and 3D Render Plans 13. Final Development Plans for Approval

Responsible Authority Recommendation

That the Regional Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/25/02836 and accompanying plans as included in Attachment 13 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Greater Geraldton Local Planning Scheme No. 1, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. Development/land use shall be in accordance with the attached approved plan(s) received 14 March 2025 (Attachment 13) and subject to any modifications required as a consequence of any condition(s) of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the RDAP or the City of Greater Geraldton.
3. Prior to commencement of the development a detailed schedule of colours, finishes and materials shall be provided to and approved in writing by the local government. The colours, finishes and materials shall generally be consistent with the details shown on the approved plans.
4. Prior to an application for a building permit, an outdoor lighting plan including details of proposed lighting to pathways, communal areas and car parking areas shall be submitted to and approved in writing by the local government. The outdoor lighting is to be designed in accordance with Australian Standard AS4282:2019 'Control of the Obtrusive Effects of Outdoor Lighting', baffled and located to prevent any increase in light spill onto adjoining properties. The approved outdoor lighting plan shall be implemented prior to the occupation of the development and thereafter maintained to the satisfaction of the local government.
5. The landowner/ proponent is responsible to ensure that all installations, activities and processes associated with the development are carried out at all times and in all respects in accordance with the Operational Management Plan submitted on 14 March 2025 (Attachment 10) as prepared by 7- Eleven including the Waste and Servicing Management to the satisfaction of the local government.
6. Prior to an application for a building permit being made, a detailed design of the stormwater collection and system of disposal from the developed areas is to be submitted to and approved in writing by the local government. The approved detailed design is to be implemented in full prior to the commencement of the approved use and maintained thereafter to the approval of the local government with all stormwater to be disposed of on-site.
7. All tilt up concrete panels, rendered or plain masonry block walls are to be painted or treated with colouring to the satisfaction of the local government. Tilt up walls that front any public street or public space are to have detail panels or some other acceptable treatment to the satisfaction of the local government to break the overall impact of an otherwise blank wall.

8. No equipment, goods or materials connected with the development are to be stored (either temporarily or permanently) in any of the areas set aside for parking, landscaping or within access driveways.
9. All loading and unloading associated with the development is to take place within the boundaries of the premises and undertaken in a manner so as to cause minimum interference with other vehicular traffic.
10. All mechanical service systems are to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the Environmental Protection (Noise) Regulations 1997.
11. Prior to an application for a building permit a detailed traffic signage and line marking plan is to be submitted to and approved in writing by the local government.
12. Any illuminated sign panels are not permitted to emit a flashing light or scroll and signage is to be positioned and shielded as not to cause any direct, reflected or incidental light to encroach beyond the property boundaries or cause any glare nuisance to passing motorists.
13. Any existing crossovers not included as part of the proposed development on the attached approved plan(s) being closed and the kerb, footpath and verge reinstated at the proponents cost.
14. Prior to an application for a Building Permit being made, detailed design civil drawings including design levels for all on-site construction works and construction plans for the verge and crossover are to be submitted to and approved in writing by the local government. The approved works shall be implemented prior to the occupation of the development to the satisfaction of the local government.
16. Prior to lodgement of an application for a building permit, a Construction Management plan (CMP) must be submitted to and approved in writing by the local government addressing the following matters:
 - a) Hours of construction noting construction work which emits noise can only be performed during the hours of 7:00am and 7:00pm Monday to Saturday. Noise before or after these times as well as Sundays and public holidays is not permitted, unless otherwise approved in writing by the local government;
 - b) How materials and equipment will be delivered and removed from the site;
 - c) Details of measures to be put in place for the removal of any hazardous materials;
 - d) How materials and equipment will be stored on the site;
 - e) Parking arrangements for employees and contractors;
 - f) Construction waste disposal strategy and location of waste disposal bins;
 - g) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
 - h) Details of how the construction process will be managed to minimise the impact on pedestrian and vehicle movement;
 - i) Measures to be put in place to control, prevent and mitigate any environmental impacts on adjoining landowners and the surrounding

road network. The matters to be addressed shall include noise, light spill, vibration, dust, sand, vehicle washdown, waste management and the movement of soil, sediment and stormwater;

- j) Detailed measures to be put in place to protect local government assets and buildings on nearby properties during the construction period and to ensure these are reinstated to a satisfactory condition at the end of the construction process. In order to facilitate this, a dilapidation report prepared by a suitably qualified person shall be prepared detailing the current condition of all City infrastructure adjacent to the subject site and also buildings on nearby properties and a copy of this shall be provided to the City; and
- k) Contact details of the builder and the details of the complaints handling system to be used throughout the building process.

The approved CMP shall be implemented for the duration of the construction process to the satisfaction of the local government.

- 17. The proponent shall be responsible to compensate the local government for the repair of (or shall if the local government so agrees repair) any facility existing on the road reserve adjacent to the site which is damaged in the process of construction, establishment or installation of the development.
- 18. Crossing place(s) are required to be installed to the approval of the local government.
- 19. The final art work design for the walls of the building facing towards North West Coastal Highway as depicted on the final development plans for approval (Attachment 13) is to be submitted to and approved by the local government and installed prior to an application for an occupancy permit.
- 20. Fencing or such other form of barrier as the local government may approve of sufficient height to prevent the passage of vehicles, shall be provided at the edge of the road carriageways except at formed crossovers prior to an application for an occupancy permit.
- 21. The area set aside for the parking of vehicles together with the associated access as shown on the attached approved plan(s) shall:
 - a) be installed to the satisfaction of the local government prior to the commencement of the approved use;
 - b) be maintained thereafter to the satisfaction of the local government;
 - c) be made available for such use at all times and not used for any other purpose unless otherwise approved in writing by the local government;
 - d) be formed, constructed and drained such that bays can be used in accordance with the approved plan(s) and use;
 - e) have the boundaries of all vehicle spaces clearly indicated on the ground in conformity with the approved plan(s);
 - f) be designed in accordance with AS2890; and
 - g) provide for accessible car parking in accordance with the relevant provisions of the National Construction Code Series and AS2890 Part 6 2009.
- 22. Prior to an application for a building permit an area set aside for the parking of bicycles is to be submitted and approved by the local government and shall:
 - a. be installed to the approval of the local government prior to the commencement of the approved use;

- b. be maintained thereafter to the approval of the local government;
 - c. be designed in accordance with AS2890.3.
23. Prior to application for the occupancy permit or commencement of the use for the development, all land indicated as landscaped area on the attached approved landscaping and development plans, is to be landscaped effectively and maintained thereafter to the specifications and satisfaction of the local government.

Advice Notes

1. In relation to the preparation and approval of a Construction Management Plan the landowner/proponent is advised that during construction, vehicle access to the site shall be at the location of the vehicle crossover only unless otherwise approved by the local government. In addition, no material, machinery or vehicles associated with construction shall be allowed on the verge without the prior written approval from the local government.
2. It is recommended that the proponents engineering consultants liaise with the City's Development Engineer prior to finalisation of the construction plans for the verge and crossing point as this will facilitate a prompt approval process and will avoid delays at the building permit application stage.
3. Access and facilities for people with disabilities must be provided at all times to the building and internally throughout the building in accordance with AS1428.1 2009.
4. Plans and specifications for the project must be deposited with the Department of Fire & Emergency Services in accordance with Building Regulations 2012 r.18B. For further information refer to www.dfes.wa.gov.
5. On-site waste management is to be designed in accordance with the provisions of the Commercial and Industrial Waste Management Guidelines.
6. Main Roads WA advises that pursuant to Section 129BA of the Transfer of Land Act 1893 (as amended) they require a restrictive covenant preventing vehicular access onto North West Coastal Highway being lodged on the certificate of title of the property at the full expense of the landowner/ applicant. The covenant is to prevent access, to the benefit of Main Roads WA as shown on the attached plan. The covenant is to specify "*No vehicular access is permitted to and from North West Coastal Highway, between A and B*".
7. Main Roads WA advises that no manoeuvring, queuing or parking in the North West Coastal Highway road reserve shall be permitted as part of the site operations.
8. Main Roads WA advises that no works are permitted within the North West Coastal Highway Road Reservation, unless Main Roads has accepted the application to undertake works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website.
9. Main Roads WA advise that no stormwater drainage is to be discharged onto North West Coastal Highway road reserve.

10. Main Roads WA advise that all signage on the lot requires an Advertising Application to be completed and submitted to Main Roads WA for approval. (The signage component is not approved by Main Roads WA as a part of this application).
11. The landowner/proponent making arrangements to the satisfaction of Main Roads WA prior to any works being undertaken in the North West Coastal Highway road reserve.

Reasons for Responsible Authority Recommendation

Not Applicable

Details: outline of development application

Region Scheme	Not applicable
Region Scheme - Zone/Reserve	Not applicable
Local Planning Scheme	City of Greater Geraldton Local Planning Scheme No.1
Local Planning Scheme - Zone/Reserve	Light Industry
Structure Plan/Precinct Plan	Greater Geraldton Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Industrial and Service Commercial
Use Class and permissibility:	Service Station (D) 'D' – discretionary meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval.
Lot Size:	5432m ²
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval for the construction of a proposed new service station (7-Eleven) comprising a retail building containing a sales area, store room, cool room, service area, rest rooms, and office, a central refuelling area, with eight refuelling bays with associated signage, carparking and landscaping areas.

Proposed Land Use	Service Station
Proposed Net Lettable Area	240m ²
Proposed No. Storeys	Single storey (maximum height 8 metres)
Proposed No. Dwellings	Not applicable

The key components of the proposal are summarised below:

- A 240m² branded retail building on the north west corner of the subject site. The building comprises a sales area, store room, cool room, service area, rest rooms, and office.
- A service yard on the eastern boundary of the retail building, comprising a loading zone, bin store, and services.
- A central refuelling area, with eight refuelling bays. The canopy has a maximum height of 4.5m.
- 23 parking spaces (including one accessible bay and shared space, one air & water bay, eight bowser bays and four caravan and trailer bays).
- Approximately 1,577m² of landscaping, including a pocket park on the south eastern corner.
- Various fascia signs located on various parts of the proposed building.
- Various fascia signs located on across the proposed fuel canopy.
- Two (2) illuminated double sided pylon signs fronting Webberton Road & North West Coastal Highway.
- A single 23m wide movement crossover onto Flores Road.

Access & egress to the proposed development will only be available via the one crossover proposed on the Flores Road frontage. There will be no other access points from either Webberton Road or North West Coastal Highway.

The initial development plans submitted on 17 December 2024 are included as Attachment 1 and the development application report is included as Attachment 2.

In response to the City's request for further clarification and information on some aspects of the proposal the applicant submitted amended development plans that were received on 14 March 2025 see Attachment 8.

Background:

The subject property is located approximately 3 kilometres north east of the Geraldton City Centre and is within the suburb of Spalding. The subject property is 5432m² and the site is currently vacant due to the demolition of an existing showroom, workshop and offices in 2022.

The land is directly bounded by North West Coastal Highway to the west, Webberton Road to the south, Flores Road to the east and an disused weigh station owned by Main Roads WA to the north.

The subject property is zoned 'Light Industry' under the City of Greater Geraldton Local Planning Scheme No.1 (LPS No.1).

Land on the opposite sides of the adjoining roads to the north, east and south of the property is zoned 'Light Industry' with 'Residential R30' zoned land approximately 100 metres to the north east. To the immediate west of North West Coastal Highway (opposite Lot 2956) the land is zoned 'Urban Development' owned by Western

Australian Land Authority. This land has a 'Structure Plan' which was endorsed by the Western Australian Planning Commission on 16 September 2011, that advocates the creation of eighty eight (88) R25 Single Residential Lots, one (1) R60 Grouped Dwelling Site, one (1) R40 Grouped Dwelling Site and associated Public Open Space and road network. Directly abutting the 'Urban Development' site the land is zoned 'Public Purposes' owned by the Roman Catholic Bishop of Geraldton where there is an existing Primary School.

An aerial location plan of the subject property and its surrounds is included as Attachment 3.

A zoning location plan of the subject property and its surrounds is included as Attachment 4.

Legislation and Policy:

Legislation

Planning and Development Act 2005
 Planning and Development (Local Planning Schemes) Regulations 2015
 Planning and Development (Development Assessment Panels) Regulations 2011
 City of Greater Geraldton Local Planning Scheme 1

State Government Policies

State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 (SPP5.4) aims to minimise the adverse impact of road and rail noise on noise-sensitive land uses and/or development within the specific trigger distance of strategic freight and major transport routes.

The subject site is within the 200m trigger distance for a significant freight / traffic route, as it adjoins North West Coastal Highway which is controlled by Main Roads WA and designated as a 'District Distributor' in LPS No. 1.

The proposed land use is not considered to be a noise-sensitive land use and therefore further application of SPP5.4 is not required.

State Planning Policy - 7.0 Design of the Built Environment

State Planning Policy 7.0 (SPP 7.0) establishes a set of ten design principles, providing a consistent framework to guide the design, review and decision making processes for built environment proposals. SPP 7.0 is to be used to inform and guide all stakeholders in order to achieve good design outcomes in the built environment.

Although a specific design statement was not provided by the applicant for the proposed development it is noted that it generally accords with the built form design principles outlined within the State Planning Policy.

The proposed development is considered to be generally consistent with the objectives and general provisions of the WAPC State Planning Policy 7.0 Design of the Built Environment.

Development Control Policy 5.1 – Regional Roads (Vehicular Access)

This policy (DCP5.1) sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. The term 'Regional Road' applies to roads classified as primary or district distributors under a Local Planning Scheme. North West Coastal Highway and Webberton Road are classified as 'Primary Distributor' under LPS No. 1 hence DCP5.1 applies.

DCP5.1 states that the effects of the proposal on traffic flow and road safety are primary considerations, and where alternative access is or could be available from side or rear streets or from rights of way, no new access will be permitted to regional roads.

In this case, the property has three separate road frontages with the ability to achieve access from the 'rear street' being Flores Road. The main consideration is ensuring access to the property is designed to minimise impacts on traffic flow and road safety, whilst minimising the creation of new accesses.

These matters are further discussed in the 'Referrals' and 'Planning Assessment' sections of this report, however it is considered that the proposal generally accords with DCP5.1.

Draft Operational Policy 1.12 – Planning Proposals Adjoining Regional Roads in Western Australia

This draft policy (DOP1.12) applies to planning proposals affecting lots adjoining Regional Roads which are identified in a region and/or local planning schemes in Western Australia.

Similar to DCP5.1, DOP1.12 generally presumes against creating new access points to a regional road if alternative access is available. It states, however, that in regional areas access may be appropriate for land uses and activities such as industry.

A number of factors are to be considered in determining planning proposals with direct access to Regional Roads, in consultation with transport planners/ engineers, including:

- the effects of the development on traffic flow and safety of all road users.
- the character and function of the road (existing and proposed).
- the volume and speed of traffic.
- the width of the carriageway and visibility.
- the volume and type of traffic generated by the development.
- the setting and context of the locality.
- emergency access requirements, including bushfire access.

Where relevant, these matters are further discussed in the 'Referrals' and 'Planning Assessment' sections of this report noting that the proposal does not intend on gaining formal access via North West Coastal Highway or Webberton Road.

Structure Plans/Activity Centre Plans

Greater Geraldton Structure Plan

The Greater Geraldton Structure Plan (the Structure Plan) provides strategic planning guidance for the region. The subject property is nominated as being in the industrial and service commercial zone under the provisions of the Structure Plan with the 'North West Coastal Highway' shown as a primary distributor road.

City of Greater Geraldton Commercial Activity Centres Strategy 2013

This Strategy provides a strategic planning framework for managing future growth in commercial activity by providing performance-based criteria for commercial centres. The Strategy informs the City and proponents of the potential scale for future retail and commercial development in existing and planned activity centres.

The subject land is identified within the 'Webborton – Service Industry/ Service Commercial' precinct.

Local Policies

Industrial Development Local Planning Policy
Signage Local Planning Policy
Stormwater Management Local Planning Policy

Consultation:

Public Consultation

There is no formal requirement for public consultation in this instance and the City elected not to advertise the application as the land use is specifically contemplated for in a light industrial area and is separated by arterial roads. The application included information that satisfied City officers that the proposal could be satisfactorily managed and therefore did not warrant advertising.

Referrals/consultation with Government/Service Agencies

Main Roads Western Australia

The application was referred to Main Roads WA for comment given that Lot 2956 directly abuts North West Coastal Highway.

In summary Main Roads WA advised that it has no objection to the proposed development and recommended specific conditions and advice notes. A full copy of the submission provided by Main Roads WA is included as Attachment 6.

The applicant was advised of the Main Roads WA comments and requirements and in response they advised they considered the proposed conditions of Main Roads WA to be reasonable with the exception of Condition 1 which states *The North West Coastal Highway and Webborton Road intersection will need to be modified to provide an adequate level of service for right turn movements from Webborton Road onto North West Coastal Highway*. The justification provided by Main Roads WA for the request of this condition is as follows: *The Traffic Impact Assessment provided with the DA references the planned construction of a roundabout at the North West Coastal Highway and Webborton Rd intersection as the proposed solution for the traffic congestion caused by the development. This project is not planned for delivery within Main Roads WA's 10 year plan. Therefore, it cannot be considered as the solution to the impacts presented by the development. An alternative solution will be required for implementation at the North West Coastal Highway and Webborton Rd intersection. This solution must address the inadequate level of service demonstrated in the modelling provided as part of the Traffic Impact Assessment. The proposed solution should be completed by a suitably qualified designer and demonstrate an acceptable*

level of service for right turn movements from Webberton Rd onto North West Coastal Highway.

In response to the above Main Roads WA requirement the applicant has provided additional information by way of a Technical Note (see Attachment 9) which concludes that the intersection is capable of operating sufficiently in the interim with the proposed development and that even without the development the intersection projections for 2036 reveal that the intersection will reach critical overload, highlighting the need for future improvements by the relevant authorities.

Main Roads WA advised that the upgrade of this intersection is not planned for delivery in its 10 year plan, therefore given there is no certainty with regard to Main Roads WA future road upgrade plans along North West Coastal Highway or this intersection with Webberton Road it is not considered to be orderly and proper planning to require the landowner to fully accommodate possible long term future upgrade plans as part of the determination of this development application.

Design Review Panel Advice

Not applicable.

Swan Valley Planning

Not applicable.

Other Advice

The application has been considered by the City's relevant internal departments including engineering, environmental health, waste services and building. The key matters raised are outlined below:

Engineering

Initially the City's engineering team raised a number of concerns with regard to internal manoeuvring, stormwater details, levels, potential indiscriminate access to the site and conflicts with the access & road design along Flores Road.

The applicant has since provided additional information (Attachment 7) and amended development plans (Attachment 8) to address these concerns. It is also noted that appropriate conditions with regard to stormwater management and the design of the access points can be included.

A Traffic Impact Assessment was provided with the application submitted on 17 December 2024 and is included as Attachment 5. Note the Traffic Impact Assessment indicates a proposal for a Service Station and drive through restaurant (Fast Food Outlet). This application is only for a Service Station and does not include any application or consideration of any drive through services or 'Fast Food Outlet'.

In summary the Traffic Impact Assessment concluded the following:

- The proposed development would generate approximately 1396 vehicular trips per typical weekday, 85 trips during the typical weekday AM peak hour and 95 trips during the typical weekday PM hour. This level of traffic generation actually falls within the "moderate" band (10 to 100 vpd) identified in the WAPC Transport Impact Assessment Guidelines.

- The post development projected SIDRA analysis of the future North West Coastal Highway & Webberton Road layout (Roundabout) indicates that the proposed development traffic has a negligible impact on the road/ intersection network, and the overall traffic operations remain satisfactory. It was noted that the underperformance of the North West Coastal Highway and Webberton Road intersection and the suboptimal layout of the Flores Road and Webberton Road intersection are unrelated to the proposed development.
- Satisfactory operation of all development crossovers to Flores Road.
- Satisfactory movement of service vehicles through the proposed development, depicted on swept path plans forming part of the Transport Impact Assessment.
- the traffic generated by the proposed development will have an insignificant impact on the surrounding areas.
- A stacking/ queuing capacity analysis indicates that the proposed development has the capacity to service the highest peak hour trip generation estimated, and under peak operating conditions no stacking on Flores Road is expected.

The City's engineering team were generally satisfied with the Traffic Impact Assessment provided.

Waste Services

The following information was provided by the applicant with regard to waste management:

- There is the provision of a loading zone, bin store area and services for the Service Station.
- Waste collection is proposed to be undertaken throughout the week with the frequency dependent on the specific requirements of the land use.

The applicant has not provided a specific waste management plan as part of the development application however they have provided an Operational Management Plan (See Attachment 10) and as such a condition of approval has been recommended requiring the adherence to this plan throughout the operation of this development.

Environmental Health

The City's environmental health team supports the proposed development with appropriate conditions being applied with regard to the implementation of noise management controls and appropriate oil & water separator installations.

Planning Assessment:

Land Use and Permissibility

The subject site is zoned 'Light Industry' under the provisions of the City of Greater Geraldton Local Planning Scheme No. 1. The objectives for the 'Light Industry' zone are outlined in Clause 3.9.1 and are as follows:

- (a) *provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.*

- (b) *ensure that development achieves relatively high built form standards based on the level of exposure of the site and proximity to residential areas so as not to detract from the residential amenity.*

The land use proposed under this development is consistent with the definition of Service Station as defined under Local Planning Scheme No. 1.

Under the provisions of Table 12 – Zoning Table of Local Planning Scheme No. 1 the land proposed is a 'D' (discretionary) use within the 'Light Industry' zone.

In considering the appropriateness of the proposed use, a range of matters have been considered, including the objectives of the zone, the relevant development controls contained in the Scheme and the relevant provisions of local planning policies.

The proposed development accommodates a tenancy which can accommodate a service station franchise which is consistent with the objectives for the 'Light Industry' zone. The scale of the development site allows for high levels of amenity to be provided including landscaped areas and allowances for caravans and other large vehicles to be accommodated whilst mitigating any potential impacts on the amenity of surrounding landowners.

The proposed land use is considered to be consistent with the objectives for the 'Light Industry' zone and is supported on that basis.

Site and Development Requirements

The proposal has been assessed against the relevant legislative requirements of Local Planning Scheme No. 1, State and Local Planning Policies outlined in the Legislation and Policy section of this report. The following matters have been identified as key considerations for the determination of this application and are described in more detail below:

- Built Form
- Vehicle Access and Traffic Impacts
- Signage
- EPA's Separation Distance Guidance Statement

Built Form

The following table below details the site and development requirements for the 'Light Industry' zone.

Local Planning Scheme No.1			
Provision	Requirement	Proposal	Assessment
Minimum lot size	1500m ²	5432m ²	Compliant
Minimum setback Primary Street	12m	53.6m	Compliant (Flores Road deemed primary street)
Minimum setback secondary street/ side boundary	5m (one side) Nil other or as per R Codes where adjoining Residential zone	55.2m (Webborton Road deemed secondary street) 2.5m (North West Coastal Highway)	Compliant

		also deemed secondary street)	Variation sought Note setback to Pylon signs not included as building but setback to within 0.5m of boundary
Minimum setback rear boundary/ other	Nil or as per R-Codes where adjoining Residential zone	0.5m (Boundary abutting disused weighbridge)	Compliant
Maximum plot ratio	0.6 = 3259.2m ²	243m ² = 0.04	Compliant
Maximum building height	Variable	Fuel canopy 4.5m Building height (top of fascia) 4.8m Feature tower 8m	Compliant
Minimum landscaping	10% = 543m ²	Approximately 1577m ² = 29 %	Compliant
Schedule 5 – Parking Requirements	Minimum number of car bays 1 per 50m ² of GFA 243m ² = 5 car bays Minimum number of motorcycle/ scooter bays = 2 for every 15 car bays	23 car bays Nil	Compliant Variation sought

Built Form

The proposed development complies with the Local Planning Scheme No. 1 with the exception of the variations noted in the above table for the secondary street setback to North West Coastal Highway and the minimum number of motorcycle/ scooter bays required.

The reduced street setback towards the Highway will increase the separation distance between the built form of the proposed development and the Residential zoned land, thus providing a more suitable buffer. It could also be interpreted or deemed as the rear setback and hence a nil setback is allowable.

Notwithstanding this the proposed setback as depicted is considered acceptable in that it is consistent with the existing building lines along the highway and the road reserve is over 50 metres wide. If deemed a variation it is minor and noting the above, it will have little to no impact on users of the development, nor the existing and future inhabitants of the locality.

The architectural design of the building is of a good quality, featuring articulation, varying roof heights, alternating materials and textures and shopfront permeability for a high level of user amenity.

Based on the above the proposed reduced street setback is considered acceptable.

Whilst no motorcycle or scooter parking spaces are provided, the 18 car parking bay surplus paired with the considerable hardstand areas available it is considered to sufficiently cater for motorcycle and scooter parking.

A landscaping plan has been provided and was included as part of the amended development plans the landscaping plan can be seen individually as Attachment 11. The development provides a total of 785m² landscaping which is 14.4% of the development area.

The proposed landscaping will facilitate the following:

- A planted garden hedge and fencing will be provided along the North West Coastal Highway & Webberton Road frontages in order to reduce headlight glare from the site and specifically to prevent indiscriminate access to the site from these road reserves. A condition of approval is recommended in this regard.
- The landscaping proposed to be provided along the frontages of Lot 2956 will enhance the sites presentation to the street whilst providing a suitable soft visual interface between the development and the surrounding properties.
- The provision of a 'pocket park' in the south eastern portion of the site further enhances the appearance and useability of the site particularly for travellers needing to stop and rest during their journey.

Vehicle Access

As mentioned above a Traffic Impact Assessment was provided with the application and is included as Attachment 5.

In summary the Traffic Impact Assessment concluded that the surrounding road network has sufficient capacity to accommodate the traffic generated by the development and no particular safety related issues were identified for the proposal.

The applicant has also advised that the proposed development mainly relies on passing trade for its operations hence a significant proportion of development generated traffic will already be present on roads (almost 60%).

It is noted that the development proposes to rationalise all crossovers into a single access onto Flores Road and there will be no other access points from the adjoining Webberton Road or North West Coastal Highway.

An additional Technical Note was provided see Attachment 9 in response to concerns raised by Main Roads WA regarding the Webberton Road/ North West Coastal Highway Intersection. This Technical Note also concluded that the post-development scenario indicates a slightly increased change but it maintains conditions similar to the existing situation. This suggests that the intersection is capable of operating within its current level of service, even with any additional traffic potentially generated by the proposed development. Projections for 2036 reveal that, even without any development, the intersection is reported to entail critical overload, highlighting the

need for future improvements by relevant authorities. The 'with development' scenario actually offers a slight improvement which is attributed to the pass-by trips on North West Coastal Hwy southbound, which will help reduce the through traffic, and results in slightly lower queues and a marginally better Delivery of Service.

The City's engineering team were generally satisfied with the additional Traffic Technical Note as provided.

Signage

The City's 'Signage' local planning policy provides guidance on the assessment of advertisement signs.

The following signage is proposed as part of the development application:

- Two partially internally illuminated double-sided pylon sign measuring 8m height x 2m width, to be installed within the street setback area fronting Webberton Road and North West Coastal Highway.
- One illuminated '7 Eleven' signs measuring 1.82m x 1.82m, to be installed atop the feature tower of the retail building (8m in height).
- Three wall mounted digital scrolling sign for promotions to be affixed to the southern elevation of the retail building.
- Two illuminated directional signs, to be installed at the Flores Road crossover.
- Six '7 Eleven' corporate logos (fascia signage) to be affixed to each side of fuel canopy fascia.
- One '7 Eleven' corporate logo to be affixed to the fascia of the retail building.

Elevations and 3D renders depicting the proposed signage arrangements are included in development plans in Attachment 12.

As noted below, the applicant is seeking discretion with regard to the City's 'Signage' local planning policy as follows

- *Pylon Signs – 3.11.2 a Pylon sign should not exceed 2.6m in width or 6m in height & not exceed 8m².*
It is proposed to have a 2m wide, 10m height with 20m² pylon sign.
- *Verandah Signs – 3.16.1 a verandah sign fixed to the outer or facia of the veranda should not project beyond the outer frame or surround of the facia nor exceed 600mm in width.*
The proposal is 1.3m in width affixed to the retail store & 1m in width affixed to the fuel canopy.
- *Illuminated Signs – 3.9.1 no more than 1 illuminated sign shall be erected in relation to the one building or business.*
The proposal incorporates 2 partially illuminated double sided signs, 2 illuminated 7 Eleven signs atop the retail building, 2 illuminated directional signs and 3 wall mounted digital scrolling signs.
3.9.1 an illuminated sign should not exceed 3m in height, not exceed 5m² in area, not have any part more than 6m above the level of the ground immediately below it, have any boxing or casing in which it is enclosed, constructed of incombustible material, where comprising glass (other than fluorescent tubing) have the glass so protected as to prevent its falling into a public place in the event of breakage. Be maintained to operate as an illuminated sign, not have a light of such intensity as to cause annoyance to the

public or be a traffic hazard, not emit a flashing light and be treated appropriately to minimise damage from vandalism and or graffiti.

The two illuminated pylon signs are 8m height, 2m wide with an area of 16m². The signs atop the retail buildings feature tower are 7.5m above the ground level.

The applicant has provided the following comments in support of the proposed variations:

- Overall, the pylon signs are considered proportionate to the size of the site and the building form. It is within a commercial setting along a major road and does not clutter the frontage and is visually appealing.
- The proposed signage is consistent with 7 Eleven corporate branding around Australia. Given the size of the site, and the disbursement of the signage, the proposed variation is minor. Further the proposed signage provides for increased passive surveillance of the site and safer wayfinding for vehicles at night. Whilst the proposed signage is illuminated, generally softer, red light is projected.
- All of the illuminated signage has been designed so as to be safe and hazard free whilst easy to maintain.
- The proposed illuminated signage is proportionate to the sites context and built form to which it is affixed. Signage has been developed so as to be incorporated into the built form of the building and overall development thus contributing positively to its aesthetics and the locality.
- The variations are considered minor.

The proposed signage meets the general objectives of the City's Signage local planning policy in the following manner:

- The signage is satisfactorily integrated within the development to prevent visual clutter;
- The signage has been designed to ensure that it does not impact on the level of safety for drivers, cyclists and pedestrians by obstructing sight lines or distracting road users;
- The signage has been designed to prevent detrimental impact on the amenity of the streetscape and its surrounds.
- The signage will relate to an approved use occurring on the premises on which it is located noting that the land is zoned 'Light Industry'.
- The proposed illuminated signage will not flash or pulsate.
- The number, scale and type of proposed signage is consistent with a modern service station development and similar types of service station developments in the local government area.

Main Roads WA did not raise any objections or concerns with the proposed signage & lighting and advised that the applicant will be required to complete the Main Roads Advertising Signage application for assessment of any proposed or amended signage.

Given the above and that the signage is satisfactorily integrated within the proposed development the proposed variations are considered acceptable in this instance. The development can be appropriately conditioned with regard to signage illumination.

Environmental Protection Authority's 'Separation Distance Guidance Statement'

The Environmental Protection Authority's 'Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses' recommends a generic 200 metre buffer between 24 hour service stations and sensitive land uses (i.e. residential uses). It is noted that there are multiple existing residential land uses within the recommended 200 metre buffer immediately to the west and north east of the subject property.

The Guidance identifies potential impacts from gas, odour and noise emissions. These matters are commonly considered under the Dangerous Goods Storage Licence requirements by Department of Mines, Industry Regulation and Safety.

The following matters are assessed and considered as part of obtaining the licence:

- Separation distances to boundaries, public places and impact on adjoining properties;
- Site accessibility for fuel delivery tankers and vehicles;
- Spill containment;
- Emergency preparedness and management;
- Operator training;
- Maintenance provisions;
- Lighting; and
- Equipment to be installed.

The proposed development has been designed to ensure it meets all the design standards, including the location of underground tanks, bowsers and separation distances. With regard to gas and odour emissions the underground fuel storage tanks would need to be equipped with a Stage 1 Vapour Recovery System. A stage 1 Vapour Recovery System ensures all petrol vapours from the underground tanks are drawn back into the fuel tanker being emptied and returned to the supply terminal where the vapours are recondensed into liquid. Additionally, vapour recovery lines are connected to the fuel bowsers for further mitigation. Given this, the facility should produce minimal gaseous emissions.

The applicant has also provided an Operational Management Plan specific to the 7 Eleven operations see Attachment 10 this also outlines the methods that will be implemented by the proponent to ensure compliance with any Environmental Protection Authority requirements.

Conclusion:

The subject site is located within an established Light Industrial area and the application has satisfactorily demonstrated that any impacts on nearby residential areas and other landowners and occupiers will be minimal and can be appropriately managed.

The application complies with the planning framework applicable to the site and also appropriately addresses the relevant matters to be given due regard in accordance with clause 67 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.

Given the above, approval of the Development Application is therefore recommended subject to the conditions and advice notes provided as part of this response.

Alternatives

No alternatives are recommended.



CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 19 DECEMBER 2024

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD
SPALDING



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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DEVELOPMENT APPLICATION

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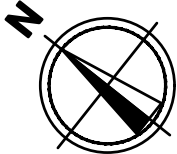
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A3 SHEET

SITE LOCATION PLAN

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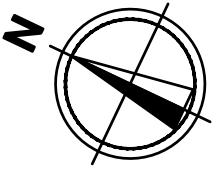
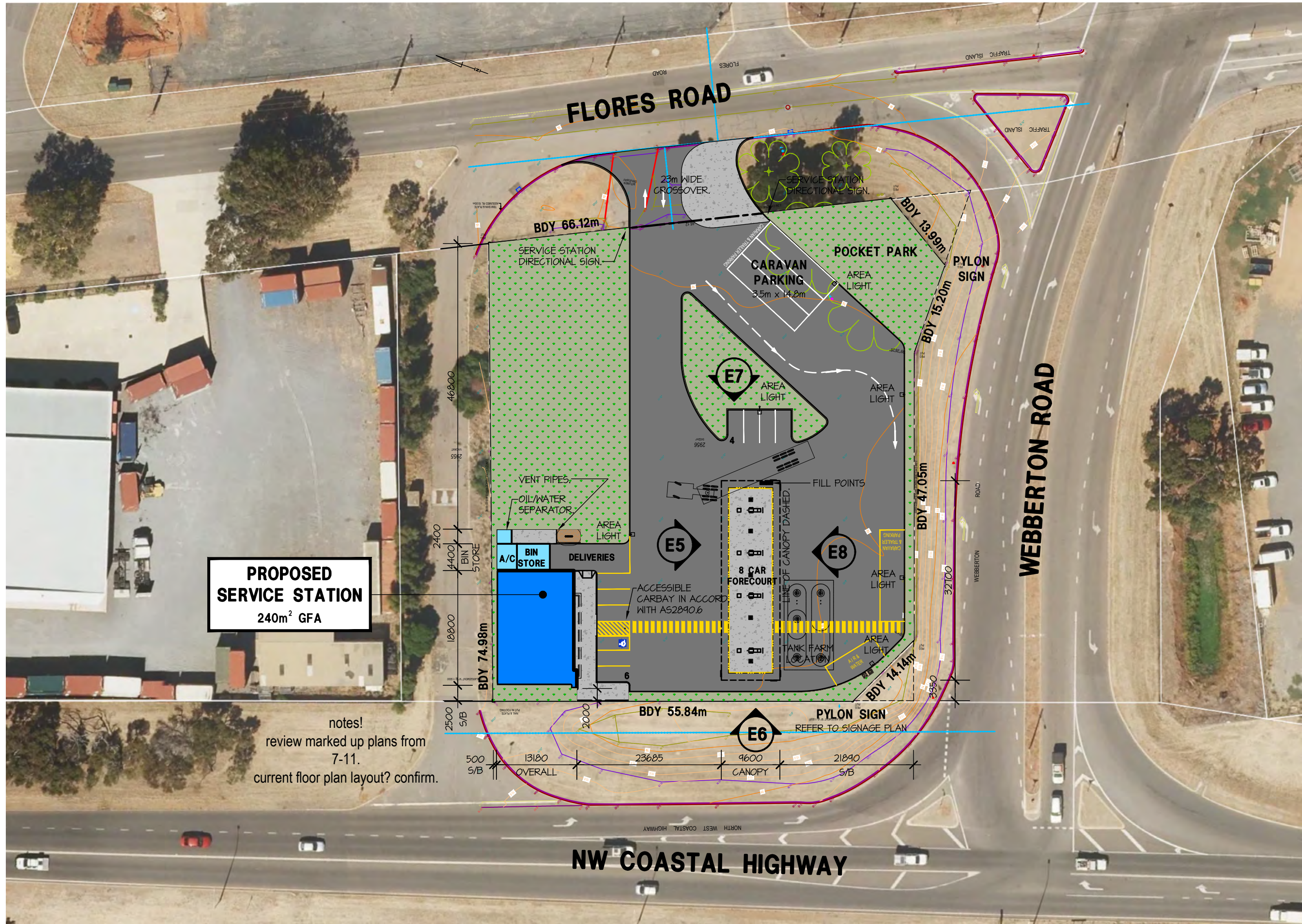


PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 26.09.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - N.T.S.
Job No. 0826
Dwg - **DA01**
Rev - **PRE**

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ATTACHMENT 1 DEVELOPMENT APPLICATION PLANS



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PROPOSED SITE PLAN

SCALE 1:600

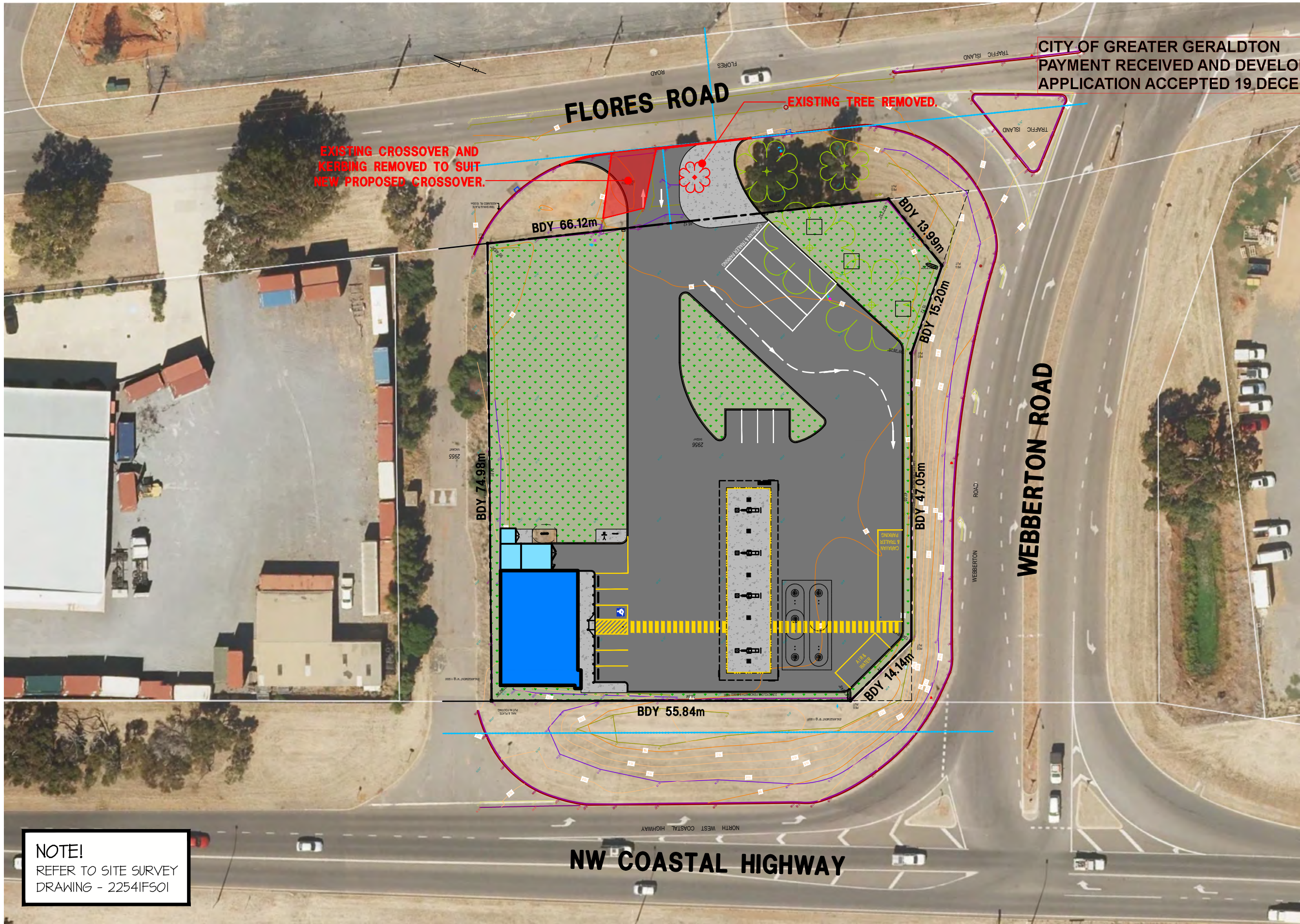
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 19 DECEMBER 2024

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
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for CYGNET WEST P/L

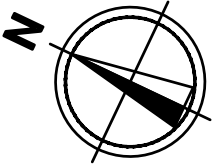
Date - 28.09.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:600
Job No. - 0826
Dwg - **DA02**
Rev - **A**

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DEVELOPMENT APPLICATION

NOTE!
REFER TO SITE SURVEY
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SITE SURVEY OVERLAY & DEMOLITION PLAN
SCALE 1:600

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date	-	28.09.23
Design	-	JJR
Drawn	-	JJR
Checked	-	CPH
Scale	-	1:600
Job No.	-	0826
Dwg.	-	DA03
Rev	-	PRE

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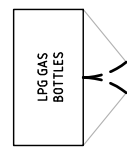
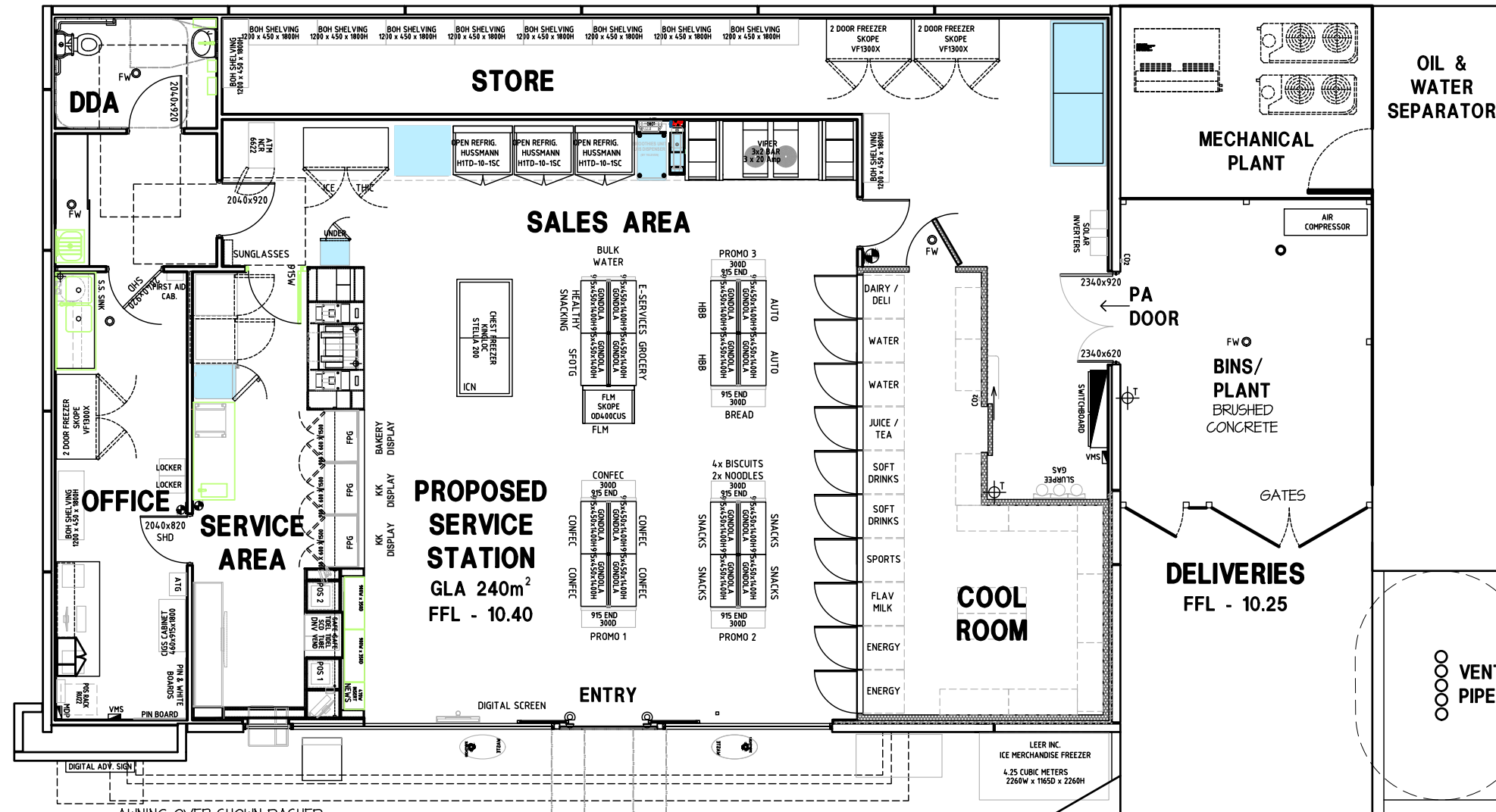
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E3

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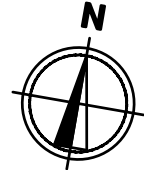
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PROPOSED FLOOR PLAN

SCALE 1:100

A3 SHEET



PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
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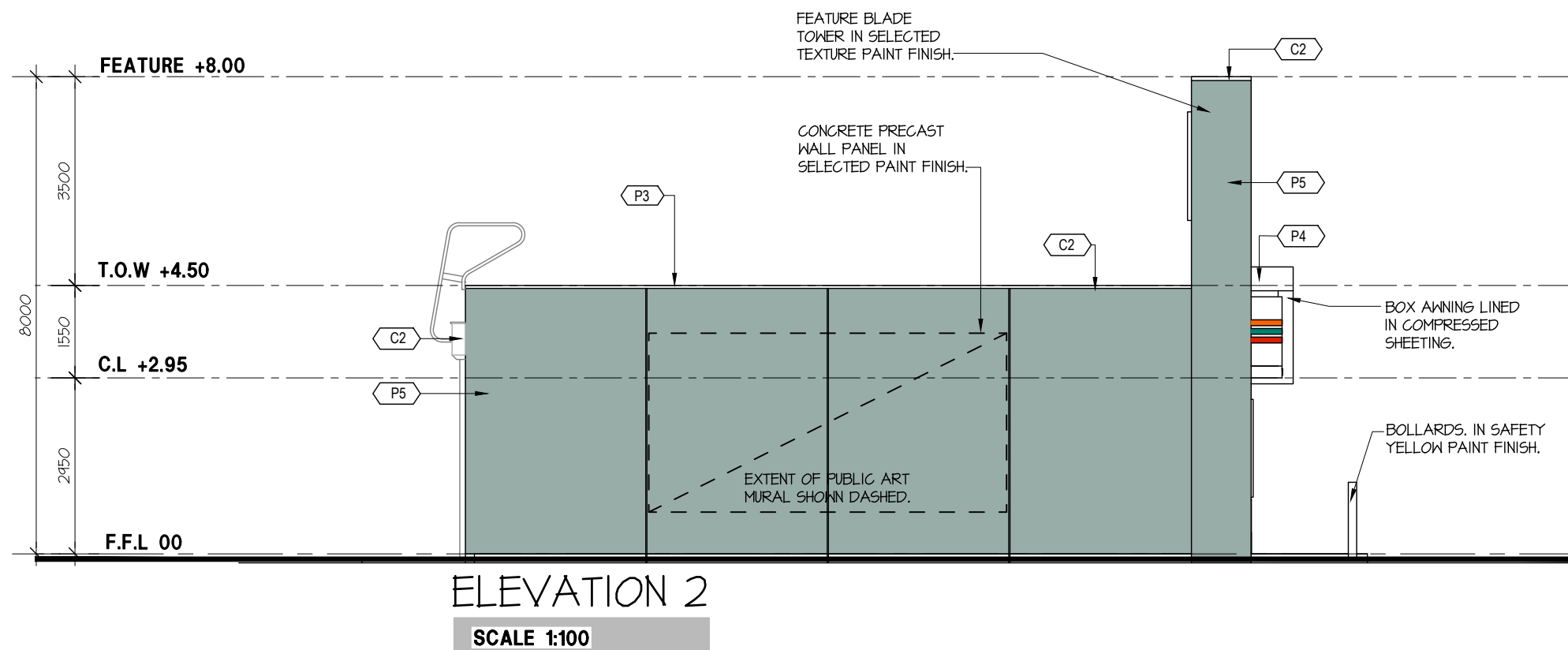
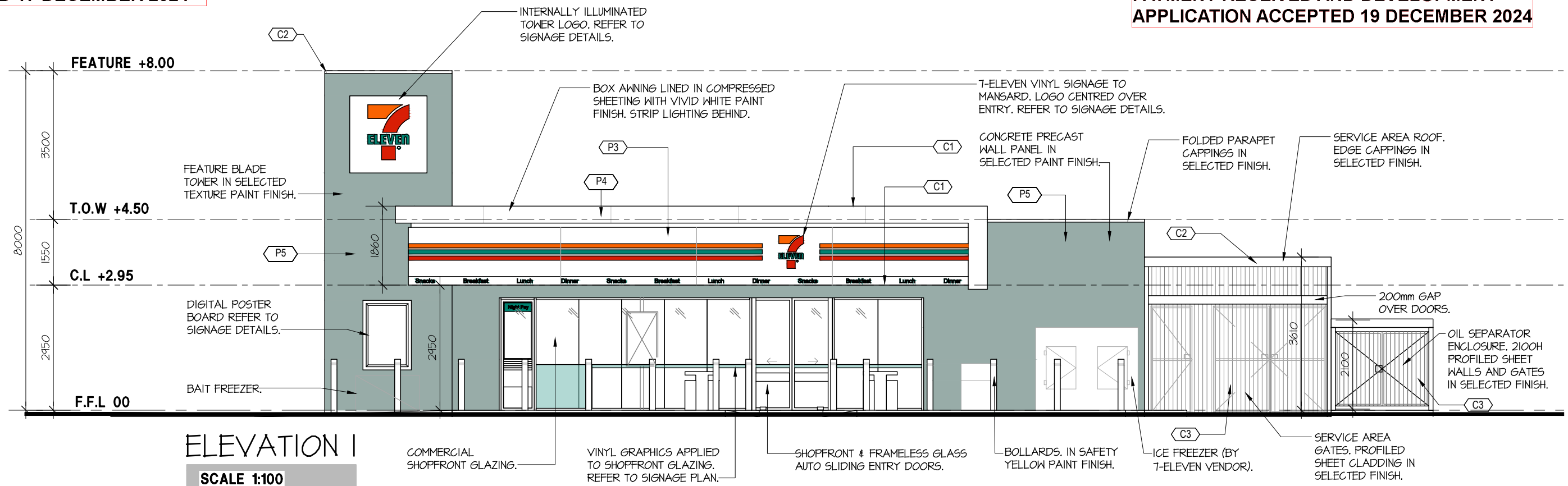
DEVELOPMENT APPLICATION

Date - 03.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA04
Rev - A

ATTACHMENT 1 DEVELOPMENT APPLICATION PLANS

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**CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 19 DECEMBER 2024**



PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P1	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 HSIF (SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P2	DULUX WASH & WEAR 101 SEMI GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTG ZONE INTERIOR WALL & INTERNAL WALL TO SLURPPE ZONE, FRONT AND UNDER SIDE OF FOTG BULKHEAD, SERVICE COUNTNER WALLS, OFFICE DESK BACKING
P3	DULUX SUPER ENAMEL HIGH GLOSS COLOUR: COLORBOND MASON GREY SGB4	INTERIOR DOORS & ARCHITRAVES MECHANICAL PLANT DECK AND DURAGAL SCREEN, DECK HANDRAIL
P4	DULUX WEATHERSHIELD x 10 GLOSS ACRYLIC COLOUR: VIVID WHITE PW1H9	7-ELEVEN VENT PIPES, PETROL CANOPY COLUMNS & DOWNPIPES
P5	DULUX WEATHERSHIELD x 10 GLOSS ACRYLIC COLOUR: SAGE MONICA (DULUX REF SGB3)	BUILDING FACADE, INTERIOR DOOR, DOWNPIPES GUTTER, SELECTED EXTERNAL CONCRETE PANEL WALLS.
P6	DULUX WEATHERSHIELD x 10 GLOSS ACRYLIC COLOUR: BLACK	PETROL CANOPY COLUMNS AND BOLLARDS 300MM ABOVE GROUND LEVEL.
P8	DULUX ROADMASTER A1 - NONSLIP COLOUR: L1 YELLOW ADDITIVE: GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P10	DULUX WEATHERSHIELD x 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
P11	DULUX WEATHERSHIELD x 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P12	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
METAL FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
C1	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND SURFMIST	ROOF FLASHING & PARAPET CAPPING
C2	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND WINDSPRAY	ROOF FLASHING & PARAPET CAPPING & DOWN PIPE
C3	STRAMIT K' COLORBOND METAL SHEET / WALL CLADDING COLOUR: COLORBOND WINDSPRAY	BIN ROOM, BIN YARD GATES, FENCING, MECH PLANT GATE
C4	STRAMIT MONOPANEL 250 COLORBOND METAL SHEET COLOUR: COLORBOND SURFMIST	FUEL CANOPY & BUILDING SOFFIT LINING
GENERAL NOTE: 1. ALL ALTERNATIVE PRODUCTS TO BE APPROVED BY 7-ELEVEN 2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS 3. REFER TO ARMSTRONG INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING INSTALLATION		



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DEVELOPMENT APPLICATION

ATTACHMENT 1 DEVELOPMENT APPLICATION PLANS

**PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L**

Date - 04.10.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:100
Job No. - 0826

Dwg - **DA05**
Rev - **A**

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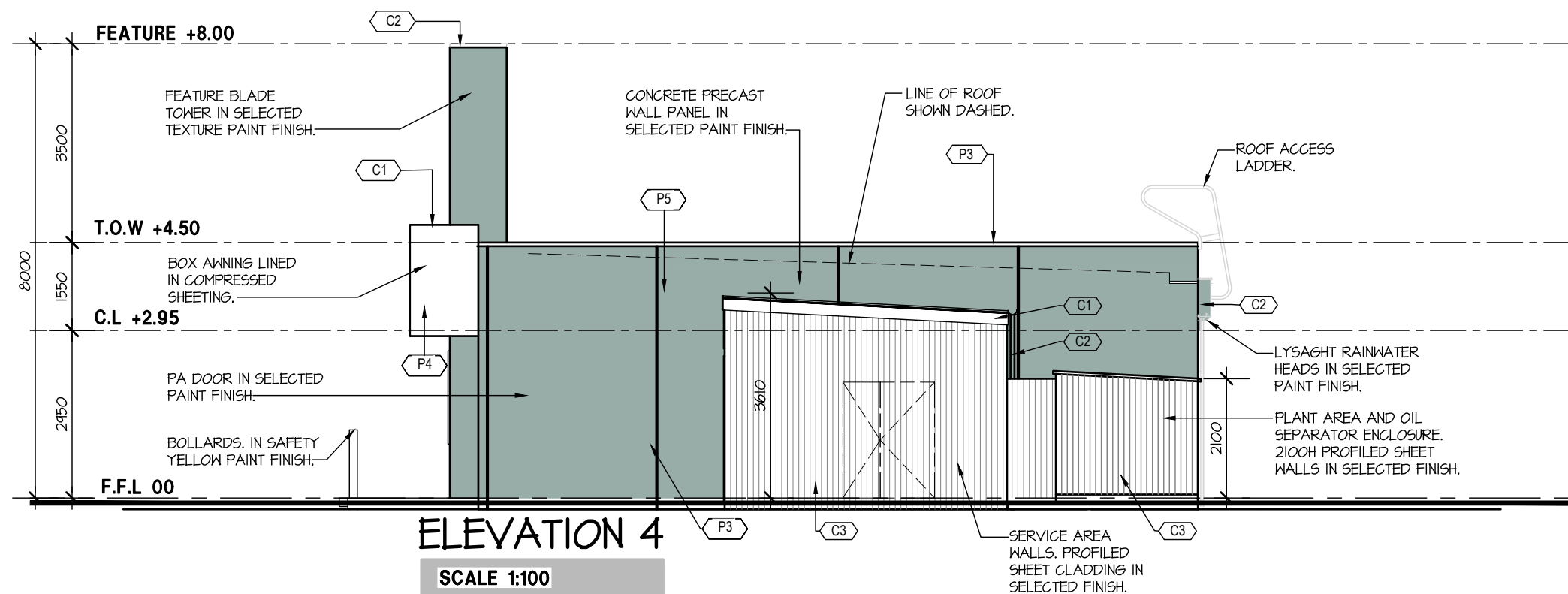
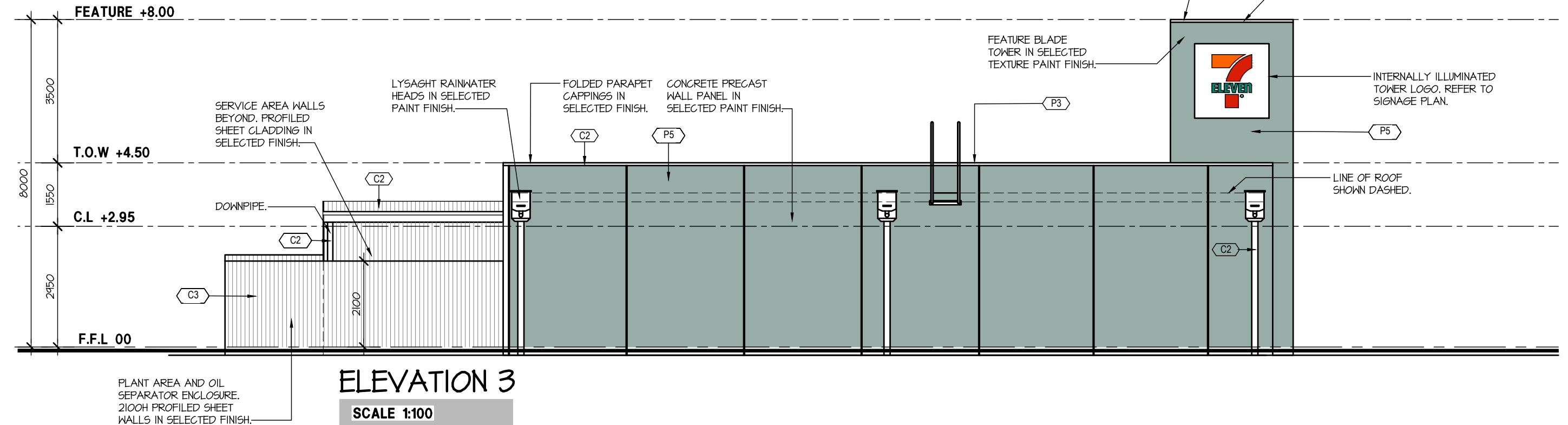
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CPH	CPH

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ELEVATION 2

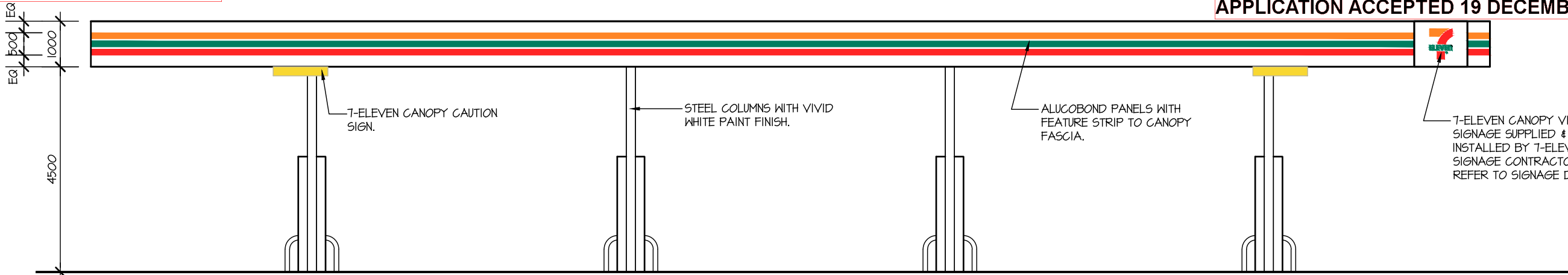
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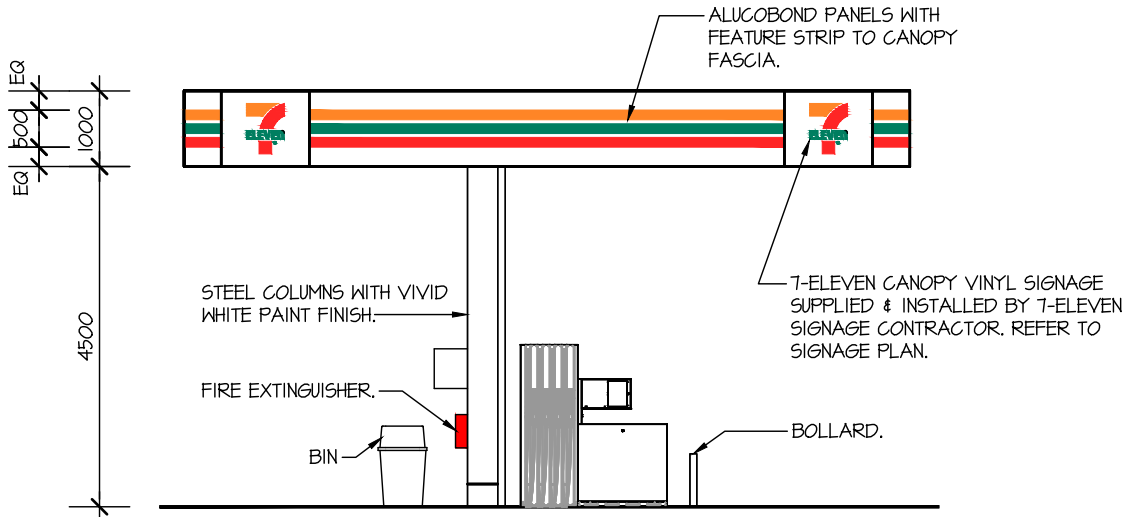
PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P1	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 H9IF (SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P2	DULUX WASH & WEAR 101SEMI GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTG ZONE INTERIOR WALL & INTERNAL WALL TO SLURPEE ZONE, FRONT AND UNDER SIDE OF FOTG BULKHEAD, SERVICE COUNTER WALLS, OFFICE DESK BACKING
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P7	DULUX ROADMASTER A1 - NONSLIP COLOUR: LF YELLOW ADDITIVE: GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P8	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
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P10	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
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CODE	FINISH SPECIFICATION	LOCATION
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GENERAL NOTE:		
1. ALL ALTERNATIVE PRODUCTS TO BE APPROVED BY 7-ELEVEN		
2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS		
3. REFER TO ARMSTRONG INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING IMPLEMENTATION		

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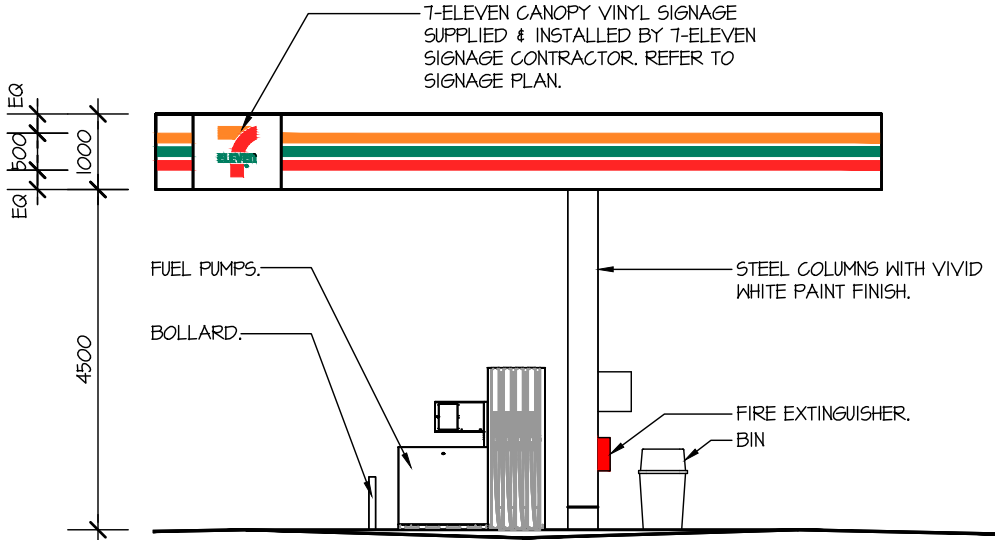
CITY OF GREATER GERALDTON
PAYMENT RECEIVED AND DEVELOPMENT
APPLICATION ACCEPTED 19 DECEMBER 2024



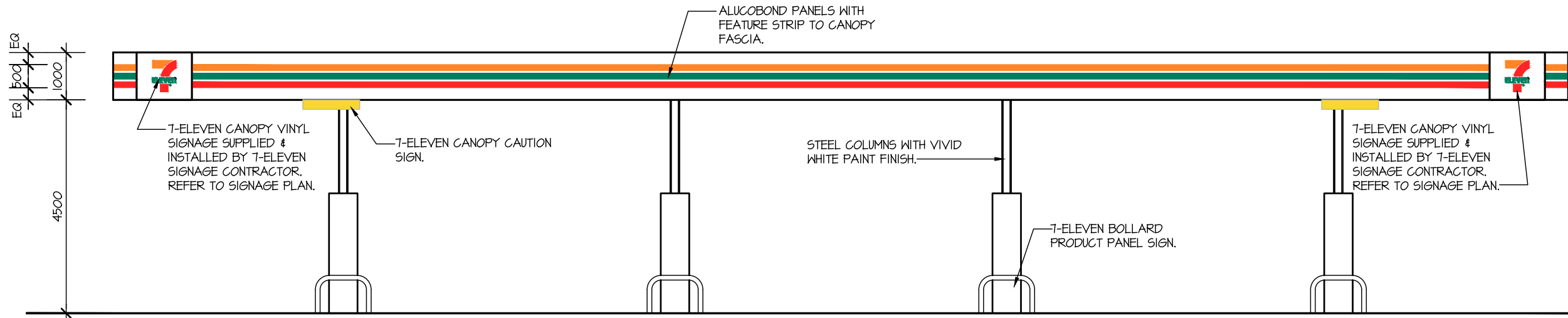
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ELEVATION 6
SCALE 1:100



ELEVATION 7
SCALE 1:100



ELEVATION 8
SCALE 1:100

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PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

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HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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NEDLANDS WA 6009

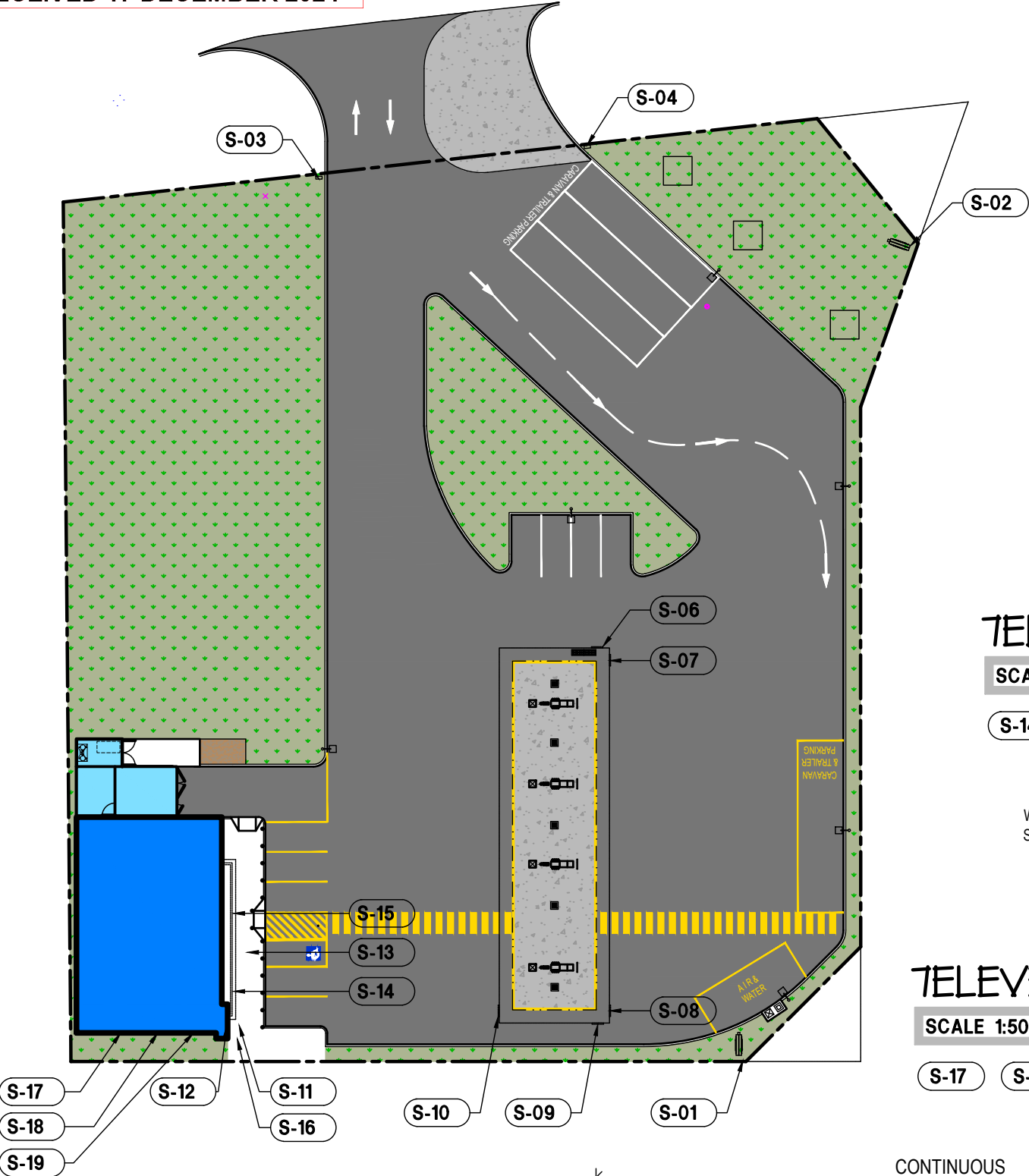
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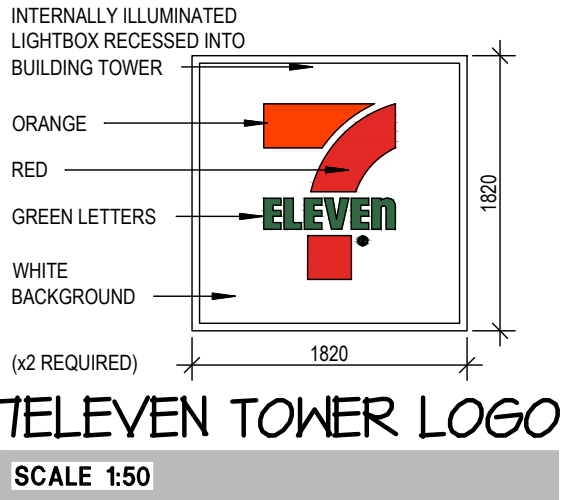
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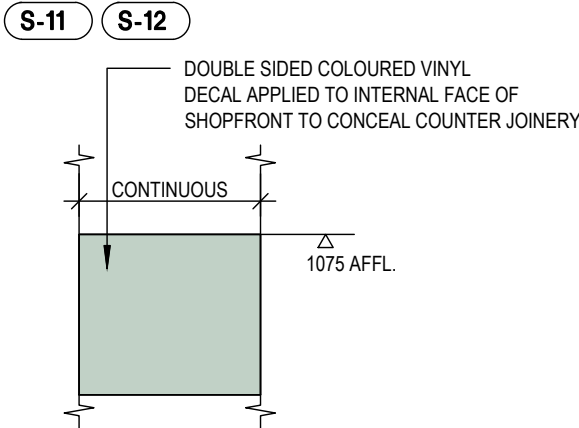
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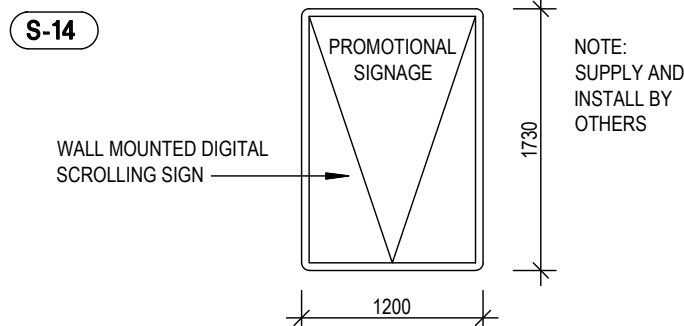
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TELEVEN TOWER LOGO
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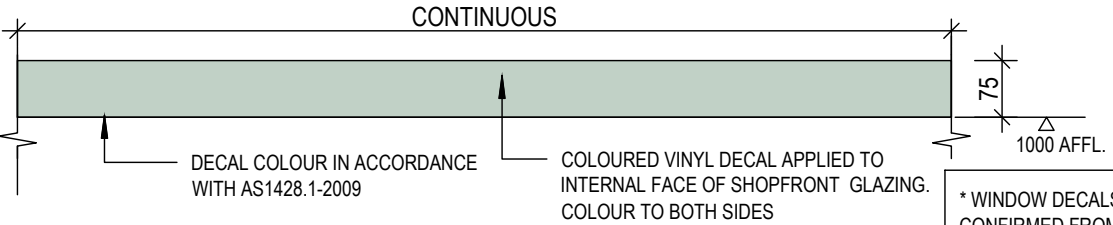


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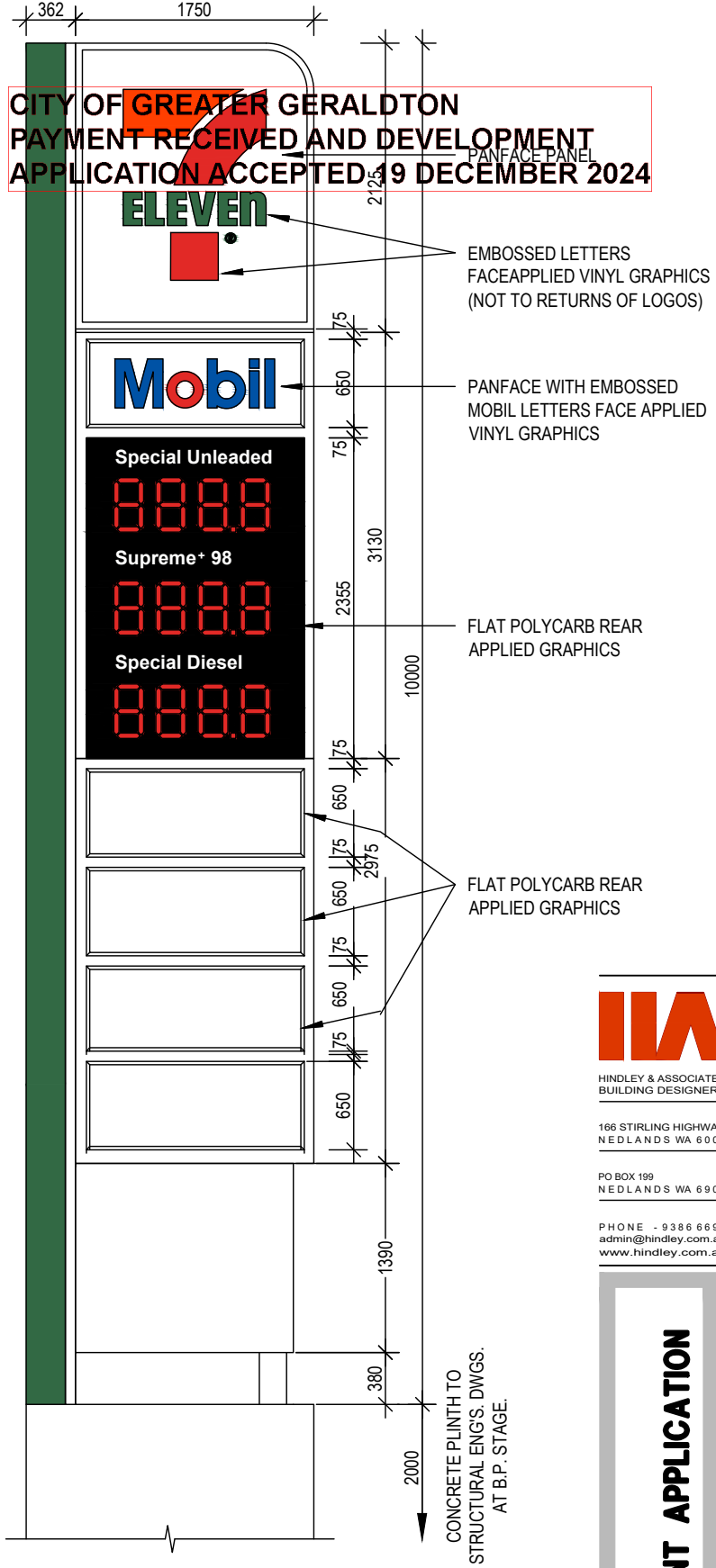


TELEVEN DIGITAL SCROLLING SIGN
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S-17 S-18 S-19



TELEVEN TYPICAL WINDOW DECAL
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S-15



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TELEVEN PYLON
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S-01 S-02

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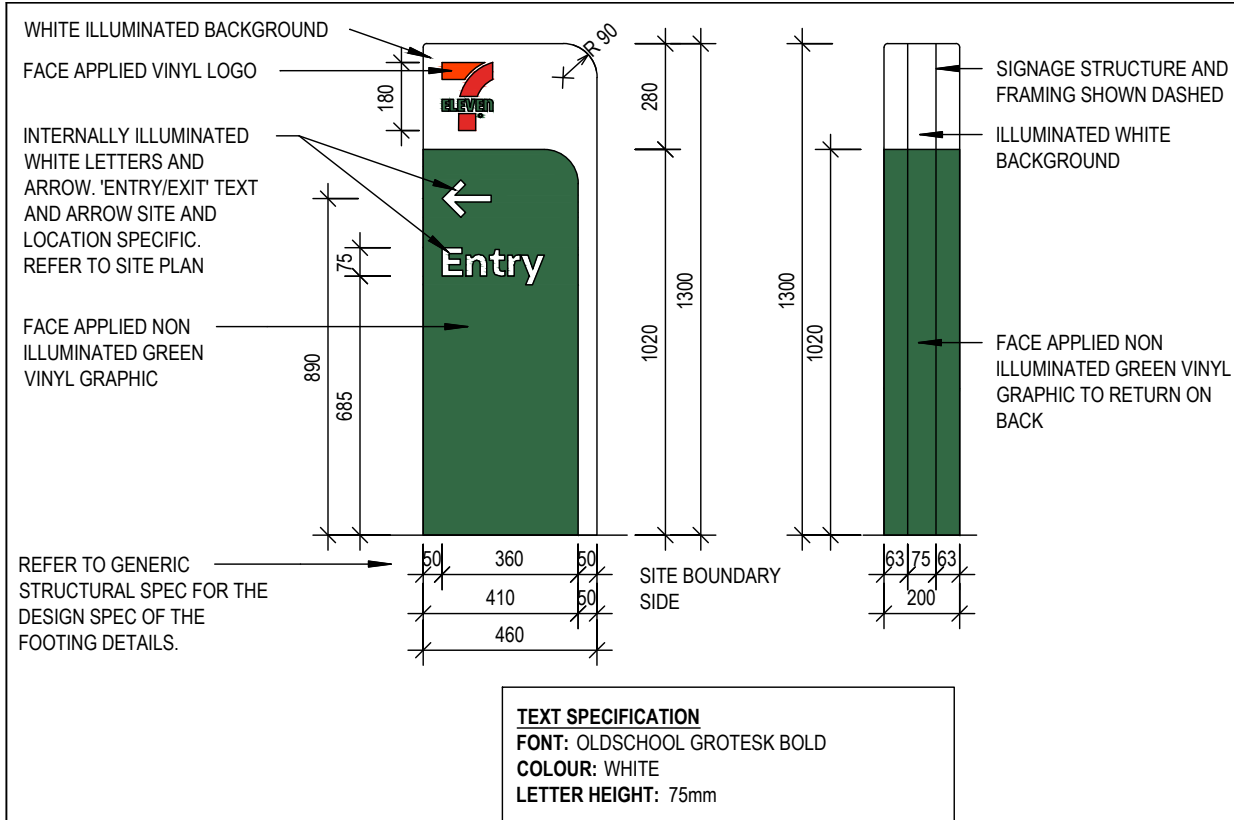
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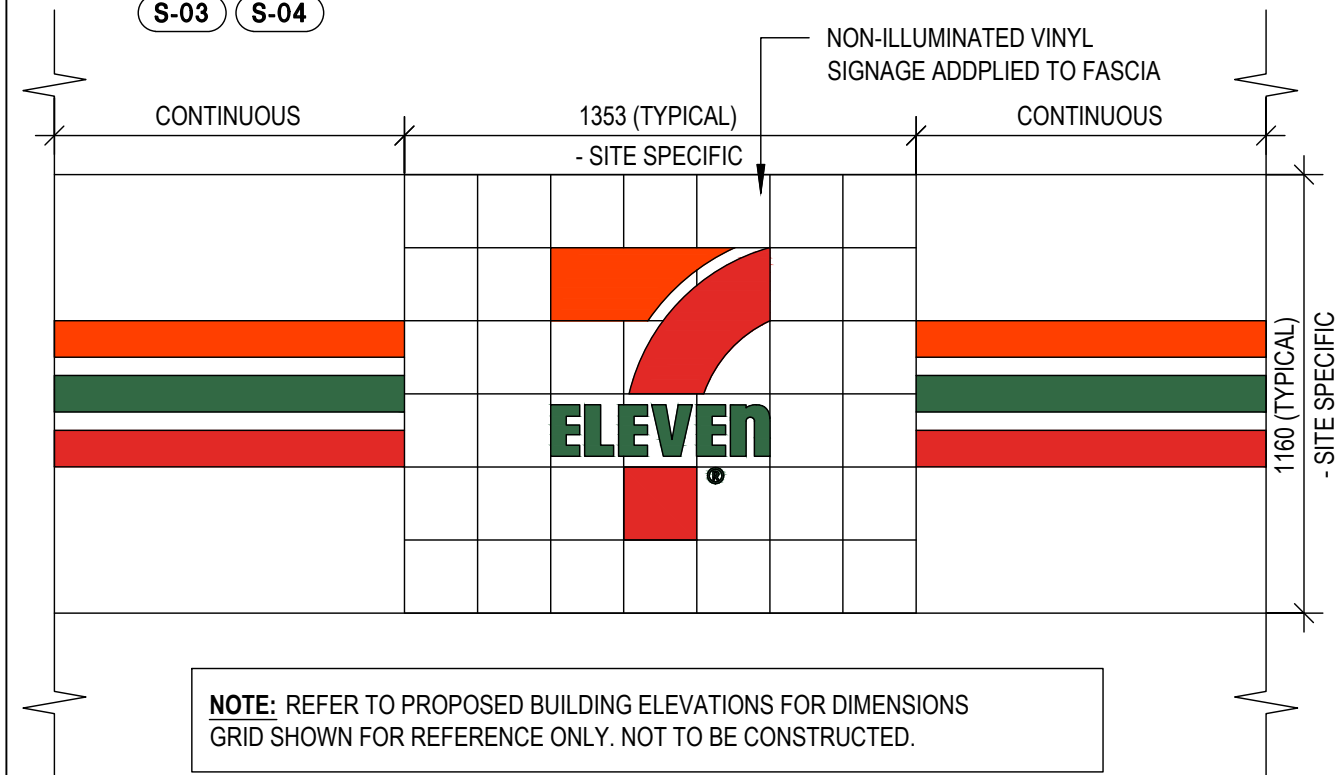
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TELEVEN TYPICAL DIRECTIONAL

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S-03 S-04



TELEVEN TYPICAL BUILDING AWNING FASCIA

SCALE 1:20

S-13

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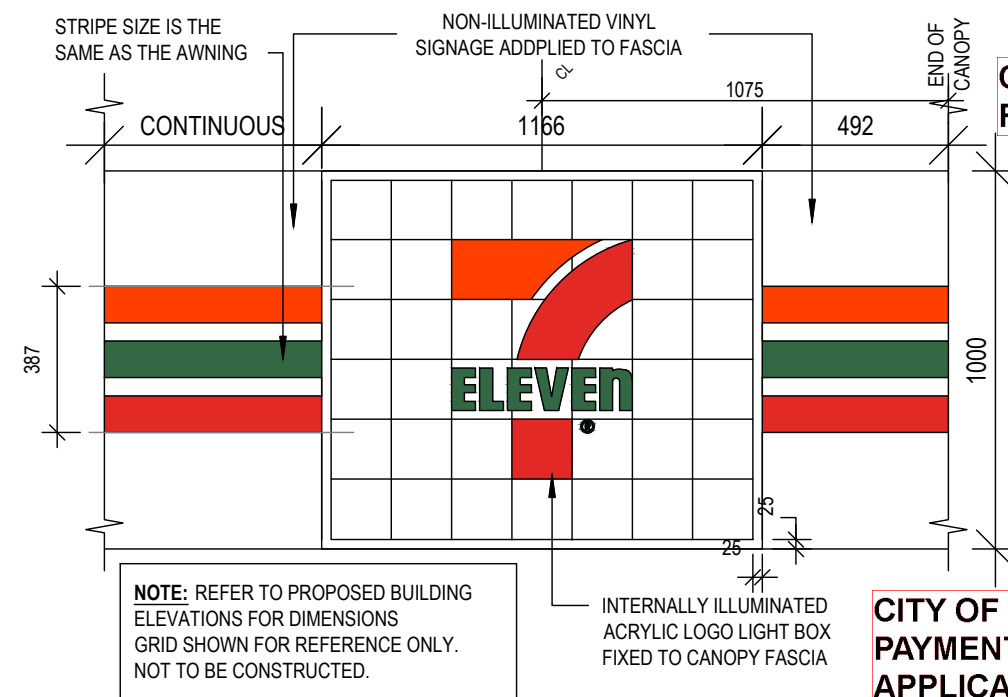
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TELEVEN TYPICAL CANOPY FASCIA

SCALE 1:20

S-05 S-06 S-07 S-08 S-09 S-10

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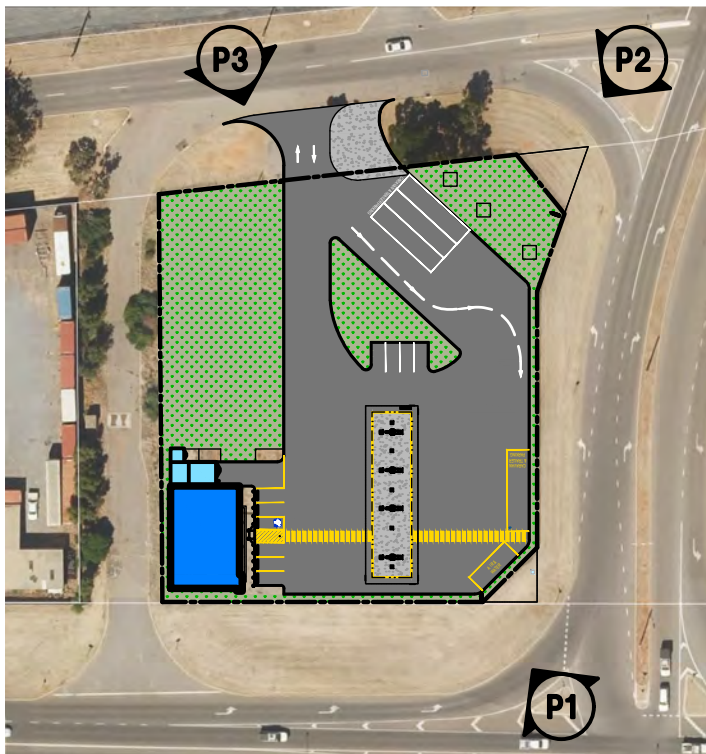
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KEY PLAN

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PERSPECTIVE 3

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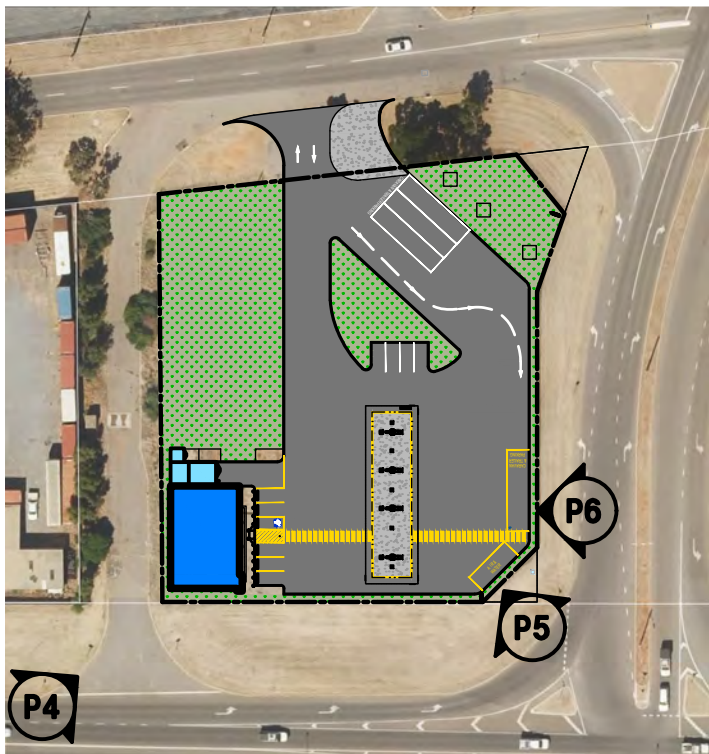
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KEY PLAN

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PERSPECTIVE 5

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PERSPECTIVE 6

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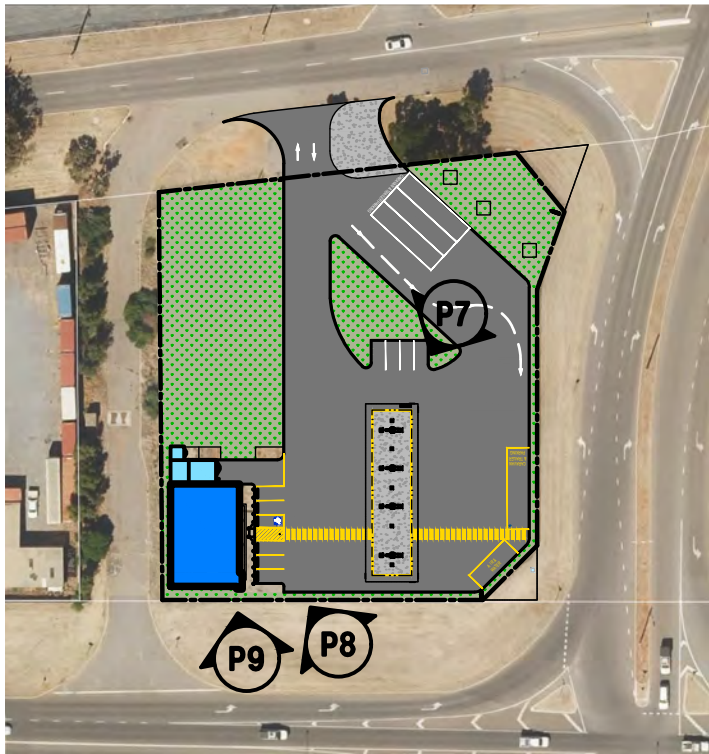


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PERSPECTIVE 9

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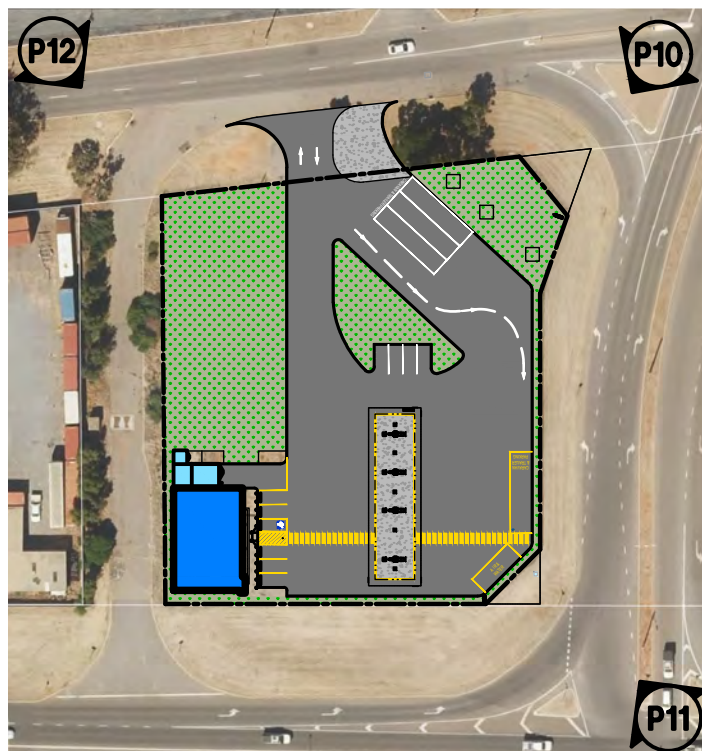
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KEY PLAN

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PERSPECTIVE 11

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Development Application Report

Service Station

Lot 2956 (215) Flores Road, Spalding

PLANNING SOLUTIONS

URBAN & REGIONAL PLANNING

PS



Prepared for
CMS Investments (WA) Pty Ltd
December 2024



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ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

CITY OF GREATER GERALDTON
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Project Details

CITY OF GREATER GERALDTON
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Job number	8393		
Client	CMS Investments (WA) Pty Ltd		
Prepared by	Planning Solutions		
Consultant Team	Town Planning Drafting and Design Transport	Planning Solutions Hindley and Associates KHOURI Engineering Services	

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of CMS Investments, the proponent of the proposed commercial development on Lot 2956 (215) Flores Road, Spalding (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Approval for a service station on the subject site.

This report will discuss various matters pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Statutory planning framework.

This application seeks approval for a service station on the subject site, comprising eight refuelling points, a convenience store, as well as associated access, parking, landscaping, and signage.

The proposed development is appropriately situated along North West Coastal Highway and has synergies with surrounding light industrial / commercial land uses and activities. The development will provide additional amenity and retail offerings to the area, as well as employment opportunities to the locality.

Designed in a contemporary manner, the proposed development integrates into its setting with the materiality, landscaping, and built form being reflective of commercial developments of this nature. Overall, the development presents as a substantial improvement on the existing vacant site, enhancing the amenity of the site and adjoining streetscape.

The proposed development is supported by an appropriate level of traffic reporting, and demonstrated to be satisfactory from a transport, planning and design perspective. Accordingly, it is respectfully requested the Regional Development Assessment Panel consider the application on its merits and approve the proposed land use and development.

ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

2 BACKGROUND

2.1 Pre-Lodgement Engagement

On 16 March 2023, representatives from Planning Solutions attended a pre-lodgement meeting with senior officers of the City of Greater Geraldton (**City**) to seek preliminary feedback on the proposed development on the subject site.

Broadly, the officers provided no 'in-principle' objection to the development, including the use, access, landscaping, and overall site layout. The City requested a transport report in support of the application.

Comments received from this meeting have been incorporated into this report and plans.

ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

3 SITE DETAILS

3.1 Land Description

The subject site comprises a single freehold lot, identified as Lot 2956 (215) Flores Road, Spalding.

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1 - Lot details

Lot	Deposited Plan	Volume	Folio	Area (m²)
2956	190405	1925	358	5432

A review of the Certificate of Title and Diagram confirm there are no notifications or encumbrances applicable to the subject site.

Refer **Appendix 1**, Certificate of Title.

3.2 Site Context and Analysis

The subject site is situated within the municipality of the City of Greater Geraldton (**City**), within the locality of Spalding. It is located approximately 420km north of Perth and approximately 3km north east of the Geraldton city centre. The site has access to North West Coastal Highway, connecting the site to the broader Geraldton metropolitan area, as well as the key gateway to surrounding districts and Perth.

The subject site is currently vacant and is immediately bound by North West Coastal Highway to the west, Webberton Rad to the South, Flores Road to the east, and a disused weigh station to the north. The site is broadly surrounded by a mix of light industrial / commercial uses and remnant bushland.

Refer to **Figure 1** for an aerial photograph depicting the subject site and surrounds.

Development Application – Proposed Service Station
Lot 2956 (215) Flores Road, Spalding



Figure 1 - Aerial

4 PROPOSED DEVELOPMENT

4.1 Development Summary

The proposed development is appropriately situated along North West Coastal Highway and has synergies with surrounding light industrial / commercial land uses and activities. The development will provide additional amenity and retail offerings to the area, as well as employment opportunities to the locality.

Designed in a contemporary manner, the proposed development integrates into its setting with the materiality, landscaping, and built form being reflective of commercial developments of this nature. Overall, the development presents as a substantial improvement on the existing vacant site, enhancing the amenity of the site and adjoining streetscape.

The proposed development is supported by an appropriate level of traffic reporting, and demonstrated to be satisfactory from a transport, planning and design perspective. Accordingly, it is respectfully requested the Regional Development Assessment Panel consider the application on its merits and approve the proposed land use and development.

Specifically, the proposed development comprises:

- A 240m² 7 Eleven branded retail building on the north west corner of the subject site. The building comprises a sales area, store room, cool room, service area, rest rooms, and office. The building is setback:
 - o 0.5m to the north.
 - o 2.5m to the west (North West Coastal Highway).
 - o 53.6m to the east.
 - o 55.2m to the south.
- Service yard on the eastern boundary of the retail building, comprising a loading zone, bin store, and services.
- A central refuelling area, with eight refuelling bays. The canopy has a maximum height of 4.5m.
- 23 parking spaces (including one accessible bay and shared space, one air & water bay, eight bowser bays and four caravan and trailer bays).
- Approximately 1,577m² of landscaping, including a pocket park on the south eastern corner.
- Removal and rationalisation of all existing crossovers, to be replaced by a single 23m wide full movement crossover on Flores Road.
- Various signage. Specifically:
 - o Two partially internally illuminated double-sided pylon sign measuring 10m height x 2m width, to be installed within the street setback area fronting Webberton Road and North West Coastal Highway.
 - o One illuminated '7 Eleven' signs measuring 1.82m x 1.82m, to be installed atop the feature tower of the retail building (8m in height).
 - o Three wall mounted digital scrolling sign for promotions to be affixed to the southern elevation of the retail building.
 - o Two illuminated directional signs, to be installed at the Flores Road crossover.

- o Six '7 Eleven' corporate logos (fascia signage) to be affixed to each side of fuel canopy fascia.
- o One '7 Eleven' corporate logo to be affixed to the fascia of the retail building.

Refer to **Appendix 2**, Development Plans.

4.2 Design and Development

The proposed development incorporates a range of architectural design features, which depart from the traditional service station format, and results in a high-quality built form outcome that is specific to the site.

Overall, the development has been designed in a contemporary manner and comprises:

- A mixture of precast concrete and substantial glazing along the majority of the retail building shopfront, facing the forecourt area. Substantial glazing ensures permeability and passive surveillance between the retail and forecourt area.
- 7 Eleven vinyl and graphics to create an eye-catching feature on the northern frontage of the retail building.
- Integrated signage which is sympathetic to the layout and design of the overall building, softening any perceived visual impact(s) on the site's prominent gateway location, whilst maintaining its commercial purpose.

These features include an attractively designed retail building which incorporates 7 Elevens colours and imagery plus a range of complementary finishes and treatments which contribute positively to the public realm and the Spalding locality. Such treatments and finishes include:

The development proposes 1,577m² of landscaping, including the provision of a pocket park on the south eastern portion of the site. Landscaping is proposed to comprise a variety of native ground covers, shrubs, and trees. The landscaping is proposed to be concentrated in the street setback areas, providing an improved streetscape response.

Overall, the design of the development and proposed landscaping will provide for a substantial improvement to the amenity and presentation of the subject site.

Refer **Appendix 3**, development plans and perspectives.

4.3 Transport, Access and Parking

The development proposes the rationalisation of all crossovers to a single 23m wide full movement crossover to Flores Road. The proposal also comprises 23 parking spaces (including one accessible bay and shared space, one Air & Water bay, eight bowser bays and four caravan and trailer bays).

The proposed vehicle accessways result in efficient and uninterrupted movements of vehicles through the site. As demonstrated by the supporting Transport Impact Assessment (TIA) and swept paths, the proposed site layout and access arrangements result in a safe and coordinated circulation system for the overall development and is not expected to result in any adverse impacts on the surrounding road network. The peak period demand for fuel retailing has also been considered, with sufficient space around the fuel canopy to accommodate any potential vehicle queuing.

Fuel tankers, services vehicles and trucks will access the site in the following manner:

- Left-in via the Flores Road crossover.
- Access the refuelling point located underneath the canopy.

- Right-out via the Flores Road crossover.

Small vehicles will access the same manner.

Fuel deliveries and servicing will generally take place outside of peak traffic periods to ensure minimal disturbance to the site's operations and external traffic. General stock deliveries and bin servicing will take place throughout the week, although frequency may fluctuate depending on the time of year and demand for certain products. A dedicated loading / waste pickup area is provided on the eastern boundary of the retail building.

As demonstrated by the TIA, the traffic generation associated with the development was found to have no significant impact on the surrounding road network both under current and future scenarios.

Refer **Appendix 3**, Transport Impact Assessment.

ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

5 STATUTORY PLANNING FRAMEWORK

5.1 Regional Planning Scheme

The site is not bound by a regional planning scheme.

5.2 State Planning Policies

5.2.1 Development Control Policy 5.1 – Regional Roads

Development Control Policy 5.1: Regional Roads (DCP5.1) sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. Dixon Road is classified as an 'Primary Distributor Road' under Main Roads Western Australia's road hierarchy.

The development rationalises all crossovers to a single crossover to Flores Road.

A Transport Impact Assessment (TIA) has been prepared to support the development. The TIA concludes that the proposed access arrangements are satisfactory and will not result in any undue impact to the surrounding road network.

Refer **Appendix 3**, Transport Impact Assessment.

5.3 Local Planning Scheme

5.3.1 Zoning

The subject site is subject to the provisions of the City of Greater Geraldton Local Planning Scheme No. 1 (LPS1). Pursuant to LPS1, the subject site is zoned 'Light Industry'.

Refer **Figure 2**, LPS1 map extract.

The subject site also fronts North West Coastal Highway to the east, which is reserved as a 'Primary Distributor Road' under LPS1. Primary Distributor Roads are under the control of Main Roads WA. As such, it is understood the application is required to be referred to Main Roads for comment.

Pursuant to clause 3.9.1 of LPS1, the objective of the Light Industry zone is to:

- a) provide for a range of industrial uses and service industries generally compatible with urban areas, that cannot be located in commercial zones.
- b) ensure that development achieves relatively high built form standards based on the level of exposure of the site and proximity to residential areas so as not to detract from the residential amenity.

The proposal is consistent with objectives of the Light industry zone for the following reasons:

- The proposal is complimentary of industrial and service industries in the zone.
- The proposal utilises a previously underdeveloped site and is designed to a high built form standard.

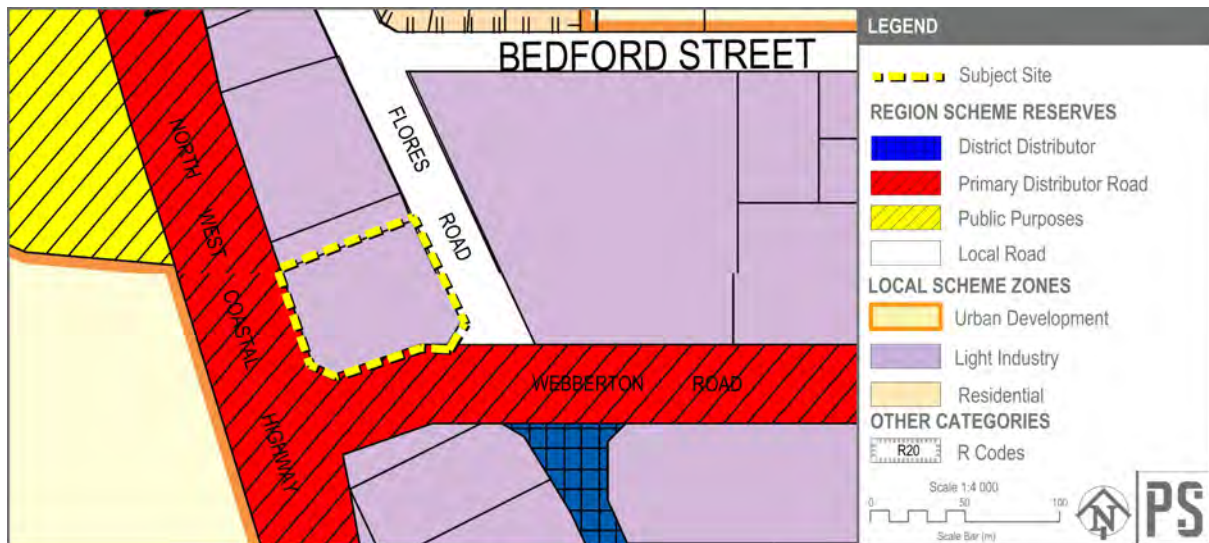


Figure 2 - LPS1 Zoning Map extract

5.3.2 Land use permissibility

The proposed development is best classified as a 'Service Station' use, defined under LPS1 as:

service station means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for –

- (a) the retail sale of petroleum products, motor vehicle accessories, and goods of an incidental or convenient nature; and/or
- (b) the carrying out of greasing, tyre repairs, and minor mechanical repairs to motor vehicles.

Pursuant to the Zoning Table of LPS1, 'Service Station' is a 'D' (discretionary) use in the Light Industry zone, meaning the use is capable of approval at the discretion of the decision maker.

It is demonstrated through this report and supporting technical reports the proposed land use is appropriate for the site, as consistent with the relevant zone objectives and applicable development requirements set out below.

5.3.3 General Development Requirements

Parts 3 and 4 of LPS1 sets out the site and development requirements applicable to the subject site. Refer **Table 2** below for an assessment against the relevant provisions of LPS1.

Table 2 - Assessment against the relevant provisions of LPS1

Requirement	Proposed	Compliance
Minimum lot size: • 1,500m ²	5,432m ²	✓
Minimum setback Primary Street • 12m	53.6m	✓
Minimum setback Secondary Street / side boundary • 5m (one side), Nil other	North West Coastal Highway: 2.5m Webberton Road: 55.2m	Variation – refer below.

Minimum setback Rear boundary / other • Nil	0.5m	✓
Maximum plot ratio • 0.6	240m ² = 0.04	✓
Maximum Building Height • Variable	Maximum building height (top of fascia): 4.8m Feature tower: 8m	✓
Minimum landscaping • 10%	Approximately 1,577m ² of landscaping: 29%	✓
Minimum number of car parking spaces • 1 per 50m ² of GFA	243m ² GFA = 5 car parking spaces. 23 are provided.	✓
Minimum number of motorcycle / scooter parking spaces • 2 for every 15 car parking spaces	Whilst no motorcycle or scooter parking spaces are provided, the 18 car parking bay surplus paired with the considerable hardstand available is considered sufficient to cater for motorcycle and scooter parking.	Variation

Secondary Street Setback Variation

The development proposes a 2.5m variation to the secondary (North West Coastal Highway) setback.

Pursuant to clause 4.10.5 of LPS1, the City may approve an application for development approval that does not comply with relevant site and development requirements, where the local government is satisfied that:

- approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67 of the deemed provisions; and*
- the non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.*

An assessment against the matters to be considered is provided in **section 5.3.4** below.

Notwithstanding, the proposed variation is considered acceptable noting that the setback is consistent with the existing building line along the street and the road reserve is 18m wide. The variation is entirely trivial and noting the above, will have no impact to users of the development, nor the existing and future inhabitants of the locality.

Accordingly, proposed variation is considered minor and warrants approval accordingly.

5.3.4 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 3** below for an assessment of the relevant matters.

Table 3 - Matters to be considered

Matter to be considered	Provided
a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of LPS1 are addressed in this report.
b) <i>The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	Nor the local or State Government are seriously considering adopting or approving any planning instruments that directly affect this proposal, at this time.
c) <i>Any approved State planning policy</i>	No State Planning Policies are pertinent to this proposal.
d) <i>Any local planning policy for the Scheme area;</i>	The relevant local planning policies are considered in section 4.2 of this report.
e) <i>Any structure plan or local development plan that relates to the development</i>	N/A
f) <i>The compatibility of the development with its setting including 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;</i>	This proposal seeks to utilise a currently underutilised site. Further, the proposed development is entirely consistent with the Light Industry zoning. The singular building that is proposed is one storey, and located on the western lot boundary abutting North West Coastal Highway. The building is not visible from the north of Flores Road where approximately 100m away, residential land uses are present.
g) <i>The amenity of the locality including the following –</i> i. <i>Environmental impacts of the development;</i> ii. <i>The character of the locality; and</i> iii. <i>Social impacts of the development;</i>	The proposed redevelopment will not impact any of the aforementioned.
h) <i>The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i>	The proposed redevelopment is not expected to have any effect on the natural environment or water resources.
i) <i>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;</i>	The proposed redevelopment includes 1,577m ² of landscaping and retains two trees.
j) <i>The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	The subject is located in close to proximity to North West Coastal Highway, on a corner lot and zoned Light Industry. The proposed service station is entirely suited to the subject site. The subject site is not affected by detrimental environmental processes.
k) <i>The suitability of the land for the development taking into account the possible risk to human health or safety</i>	The construction and operation of service stations is carefully regulated to manage the risk to human health and safety.
l) <i>The adequacy of –</i> i. <i>the proposed means of access to and egress from the site; and</i> ii. <i>arrangements for the loading, unloading, maneuvering and parking of vehicles;</i>	Refer to Appendix 3 for a copy for a copy of the Transport Impact Assessment which confirms the adequacy of the access and egress to the site and provides a swept path analysis.
m) <i>The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The proposed redevelopment is not expected to generate increased traffic in the area. The development will simply provide an essential service adjacent to North West Coastal Highway.

Matter to be considered	Provided
n) <i>The availability and adequacy for the development of the following –</i> i. <i>Public transport services;</i> ii. <i>Public utility services;</i> iii. <i>Storage, management and collection of waste;</i> iv. <i>Access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> v. <i>access by older people and people with disability;</i>	ACROD parking is provided by the proposed redevelopment. Waste collection will be undertaken by a private contractor as required. The subject site is not frequented by pedestrian or cyclists however a marked pedestrian crossing is provided linking the retail store to Webberton Road.
o) <i>The history of the site where the development is to be located;</i>	The subject site was previously a trailer hire.
p) <i>The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	The proposed development will provide an essential and convenient service to the local and regional community.
q) <i>Any submissions received on the application;</i>	Any submissions during the advertising period of the application will be carefully considered.

ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

5.4 Local Planning Policies

5.4.1 Local Planning Policy 3 - Signage Policy

The City's Signage Local Planning Policy No. 3 Signage Policy (LPP3) sets out the standards and requirements for signage within the City.

The following signage is proposed as part of the development application:

- Two partially internally illuminated double-sided pylon sign measuring 8m height x 2m width, to be installed within the street setback area fronting Webberton Road and North West Coastal Highway.
- One illuminated '7 Eleven' signs measuring 1.82m x 1.82m, to be installed atop the feature tower of the retail building (8m in height).
- Three wall mounted digital scrolling sign for promotions to be affixed to the southern elevation of the retail building.
- Two illuminated directional signs, to be installed at the Flores Road crossover.
- Six '7 Eleven' corporate logos (fascia signage) to be affixed to each side of fuel canopy fascia.
- One '7 Eleven' corporate logo to be affixed to the fascia of the retail building.

Refer to **Table 4** below for an assessment against the relevant provisions of LPP3.

Table 4 - Assessment against the relevant provisions of LPP3

Provision	Comment	Complies
Pylon Signs		
3.11.1 Where pylon signs are to be erected on a lot with multiple tenants/businesses the local government may require all the pylon signs be incorporated into one sign that allows for each tenant/business to have one sign within it.	One tenant is proposed to operate at the subject site.	✓
3.11.2 A pylon sign should not:	10m height x 2m width with an area of 20m ² .	Variation

Exceed 2.6m in width or 6m in height Not exceed 8m ² in area	The proposed height is acceptable for the following reasons: 10m height is consistent with 7 Eleven corporate branding around Australia. - The site sits more than 1m below the North West Coastal Highway level, reducing the overall perceived height. - The sign is setback over 20m from the road edge, reducing visibility to passing motorists. - The sign includes space for future tenant signage. Overall, the sign is considered proportionate to the size of the site and overall building form, is within a commercial setting along a major road, does not clutter the frontage, and is visually appealing.	
Veranda Signs		
3.16.1 A verandah sign fixed to the outer or fascia of the verandah should not project beyond the outer frame or surround of the fascia nor exceed 600mm in width.	All fascia signage is vinyl and sits flush with the fascia. The 7 Eleven' corporate logo's affixed to the retail store 1.3m in width. The 7 Eleven' corporate logo's affixed to the fuel canopy are 1.m in width.	Variation
Illuminated Signs		
3.9.1 No more than 1 illuminated sign shall be erected in relation to the one building or business.	Two illuminated signs are proposed comprising: - Two partially illuminated double sided pylon signs - Two illuminated 7 Eleven signs atop the retail building feature tower - Two illuminated directional signs - Three wall mounted digital scrolling signs The proposed signage is consistent with 7 eleven corporate branding around Australia. Given the size of the site, and the disbursement of the signage, the proposed variation is minor. Further the proposed signage provides for increased passive surveillance of the site and safer wayfinding for vehicles at night. Whilst the proposed signage is illuminated, generally softer, red light is projected.	Variation
3.9.2 An illuminated sign should: - Not exceed 3m in height or 4m in length; - Not exceed 5m in area; - Not have any part more than 6m above the level of the ground immediately below it; - Have any boxing or casing in which it is enclosed, constructed of incombustible material; - Where comprising glass (other than fluorescent tubing) have the glass so protected as to prevent its falling into a public place in the event of a breakage;	The two pylon signs are 8m height x 2m width with an area of 16m². The 7 Eleven signs atop the retail building feature tower are 7.5m above ground level at their highest point. All other illuminated signage complies with height and rea provisions. All of the illuminated signage has been designed so as to be safe and hazard free whilst easy to maintain.	Variation

Development Application- Proposed Service Station
Lot 2956 (215) Flores Road, Spalding



• <i>Be maintained to operate as an illuminated sign;</i> • <i>Not have a light of such intensity as to cause annoyance to the public or be a traffic hazard;</i> • <i>Not emit a flashing light; and</i> • <i>Be treated appropriately to minimise damage from vandalism and/or graffiti.</i>	The proposed illuminated signage is proportionate to the sites context and built form to which it is affixed. Signage has been developed so as to be incorporated into the built form of the building and overall development thus contributing positively to its aesthetics and the locality. The variations proposed are considered minor.	
--	--	--

Taking into consideration the above, the proposed signage is considered to compliment the proposed development which provides marked improvement and utilisation of the subject site. The signage is consistent with 7 Eleven corporate branding and is implementation on new and refurbished sites across Australia. The proposed signage should be considered on its merits and approved accordingly.

ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

6 CONCLUSION

This application seeks approval for a service station on the subject site, comprising eight refuelling points, a convenience store, as well as associated access, parking, landscaping, and signage.

The proposed development is appropriately situated along North West Coastal Highway and has synergies with surrounding light industrial / commercial land uses and activities. The development will provide additional amenity and retail offerings to the area, as well as employment opportunities to the locality.

Designed in a contemporary manner, the proposed development integrates into its setting with the materiality, landscaping, and built form being reflective of commercial developments of this nature. Overall, the development presents as a substantial improvement on the existing vacant site, enhancing the amenity of the site and adjoining streetscape.

The proposed development is supported by an appropriate level of traffic reporting, and demonstrated to be satisfactory from a transport, planning and design perspective. Accordingly, it is respectfully requested the Regional Development Assessment Panel consider the application on its merits and approve the proposed land use and development.

ATTACHMENT 2 DEVELOPMENT APPLICATION REPORT

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**Appendix 1:
Certificate of Title**

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WESTERN



AUSTRALIA

TITLE NUMBER
Volume Folio
1925 358

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 2956 ON DEPOSITED PLAN 190405

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STARSPIN PTY LTD
IN 1/2 SHARE
CMS INVESTMENTS (WA) PTY LTD
IN 1/2 SHARE
BOTH OF UNIT 3 125 FLORES ROAD GERALDTON WA 6530
AS TENANTS IN COMMON

CITY OF GREATER GERALDTON
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(T P411376) REGISTERED 6/1/2023

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1925-358 (2956/DP190405)
PREVIOUS TITLE: 1925-358
PROPERTY STREET ADDRESS: 215 FLORES RD, SPALDING.
LOCAL GOVERNMENT AUTHORITY: CITY OF GREATER GERALDTON



SUBJECT SITE



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Proposed Service Station

Lot 2956, No. 215 Flores Road, Spalding

TRAFFIC IMPACT ASSESSMENT

FINAL

PREPARED FOR:
CMS Investments (WA) Pty Ltd &
Starspin Pty Ltd

13 October 2023

Document History and Status

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Description:

A Traffic Impact Assessment (TIA) for a proposed Service Station on Lot 2956, No. 215 Flores Road, Spalding in the City of Greater Geraldton. This TIA has been prepared in accordance with the WAPC 2016 Transport Impact Assessment Guidelines.

Client:

WA Planning for:
CMS Investments (WA) Pty Ltd & Starspin Pty Ltd

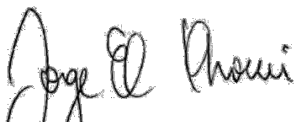
About the Author

Jorge El-Khoury is a qualified chartered professional Civil Engineer (CPEng) with more than 20 years experience in the field of civil infrastructure including traffic engineering, design, construction, maintenance, traffic project management, traffic asset management and development engineering.

Jorge has a wealth of experience in traffic investigation and design, providing traffic engineering expert advice and solutions across all stages of traffic engineering projects including planning and feasibility, design, construction and operation for existing and future roads, developments, carparks, schools, and mine sites.

Jorge specialises in undertaking and preparing traffic impact assessments in accordance with either the WAPC Transport Impact Assessment Guidelines or Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments.

This is not an approved document
unless signed below by:


Jorge El-Khoury
(CPEng / NER 3183180)



Disclaimer

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1. Summary

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This Transport Impact Assessment (TIA) has been prepared by KHOURI Engineering Services with respect to the proposed service station development on Lot 2956, No. 215 Flores Road, Spalding in the City of Greater Geraldton.

The subject lot is located adjacent to the old public weighbridge access road to the north, the North West Coastal Highway to the west, Webberton Road to the south and Flores Road to the east. The weighbridge is no longer active.

The northeastern portion of the site may be developed as a drive-through restaurant facility in a future staged development. The proposed will occupy up the remaining area in the block. The assessment undertaken in this report allows for the traffic generation of the proposed service station and the drive through restaurant.

The subject site is currently vacant. The proposed development for the subject lot entails a full movement crossover on Flores Road, providing entry and exit access to the proposed service station. Traffic into the proposed development is expected to come from Webberton Road, turn left or right into Flores Road before entering the site. The reverse route is expected for traffic exiting the site.

In accordance with the WAPC "Transport Impact Assessment Guidelines, Volume 4 - Individual Developments (2016)", a Transport Impact Assessment is required for developments that generate more than 100 vehicle per hour. Accordingly, a Transport Impact Assessment is warranted in this case.

The proposed development layout has been assessed with respect to the traffic circulation including the fuel tanker and service vehicles. Swept path analysis confirms that the proposed entry and exit arrangements and site layout facilitate satisfactory and efficient vehicle circulation through the site.

Accordingly, the aim of this Transport Impact Assessment is to assess the traffic impact of the development proposal by estimating the traffic which will be generated by both developments and establishing the resultant traffic pattern on the surrounding road network. This assessment will include the capacity analysis of the proposed crossovers on Flores Road and the adjacent intersection of Flores Road / Webberton Road, as well as the intersection of Webberton Road / North West Coastal Highway.

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2. Introduction

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The subject site is vacant and the proposed development is located adjacent to the old public weighbridge access lane, off Flores Road. The northeastern portion of the site may be developed as a drive-through restaurant facility in a future staged development. As shown in **Figure 1**, the subject site is bound by the inactive weighbridge access lane to the north, the North West Coastal (NWC) Highway to the west, Webberton Road to the south and Flores Road to the east.



Figure 1: Location of the subject site

As part of the development, it is proposed to provide a full movement crossover on Flores Road for entry and exit into the service station.

The great majority of traffic into the proposed development is expected to come from Webbington Road, turn left or right into Flores Road before entering the site. The reverse route is expected for traffic exiting the site.

This TIA will estimate the trip generation and distribution of the proposed developments and will assess the impact of the proposed developments traffic on the surrounding roads.

The key issues that will be addressed in this report include the traffic generation of the proposed developments, establishing the resultant traffic pattern on the surrounding road network and capacity analysis of the proposed developments' crossovers and the existing intersections of Flores Road / Webbington Road and Webbington Road / North West Coastal (NWC) Highway.

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3. Existing Situation

3.1. Existing Site Use, Access and Parking

The proposed development is accessed via Flores Road. It is bound by the inactive weighbridge access road to the north, the North West Coastal (NWC) Highway to the west, Webberton Road to the south and Flores Road to the east. (Refer to **Figure 1**).

The subject site is currently vacant and does not generate any traffic movement.

3.2. Existing Road Network & Traffic Volumes

3.2.1. Flores Road

Flores Road, in the vicinity of the subject site, is a two way / two lanes undivided road with an additional left turn lane that used to serve the old / unused public weighbridge lane. There are no pedestrian footpaths provided in this section of Flores Road. Refer to **Figure 2** for more details.

According to the City of Greater Geraldton (CGG) Local Planning Scheme (Map 2), the subject block (Lot 2956) is zoned "Light Industry". The City's Local Planning Scheme Map 2 can be found on their website:

<https://www.cgg.wa.gov.au/build/town-planning/local-planning-schemes.aspx>



Figure 2. Northbound view along Flores Road, adjacent to the subject site

Flores Road is a local road. The road hierarchy classification of Flores Road in the vicinity of the subject site is "Local Distributor" (north of Webberton Road), and it changes to "District Distributor", south of Webberton Road.

The default built up area speed limit of 50km/h applies on this section of Flores Road. According to Main Roads WA Restricted Access Vehicles (RAV) network mapping, Flores Road in the vicinity of the subject site is classified as RAV Network 8 which can accommodate heavy vehicles of up to 36.5 meters in length with the appropriate RAV permit. The general configuration of RAV 8 vehicle is shown in Figure 2 below.

There are no formal traffic counts available for this section of Flores Road. However, the traffic video survey undertaken at the Webberton Road / Flores Road intersection, from 19 August 2020 to 25 August 2020, observed the following counts:

	Total Vehicles	Heavy Vehicles (%)	AM Peak	PM Peak
Wed, 19 Aug 2020	5,686 vpd	4%		158 vph
Thu, 20 Aug 2020	5,554 vpd	5%		154 vph
Fri, 21 Aug 2020	5,943 vpd	6%		164 vph
Mon, 24 Aug 2020	5,085 vpd	5%		129 vph
Tue, 25 Aug 2020	5,553 vpd	6%	115 vph	

Accordingly, based on the above counts, a regular weekday on this section of Flores Road is estimated to have an Average Annual Daily Traffic (AADT) of 5,565 vehicles (both ways) with 5% heavy vehicles (HV) and average peak hour flow of 115 vehicles in the morning peak hour and 152 vehicles in the afternoon peak hour.

3.2.2. Webberton Road,

Webberton Road, in the vicinity of the subject site, is a two way / two lanes divided road with added turning lanes. There are no pedestrian footpaths provided in this section of Webberton Road. Refer to **Figure 3** for details.



Figure 3. Eastbound view along Webberton Road, adjacent to the subject site

Webberton Road is a local road with a speed limit of 60Km/h. The road hierarchy classification of Webberton Road in the vicinity of the subject site is "Primary Distributor". According to Main Roads WA Restricted Access Vehicles (RAV) network mapping, Webberton Road is classified as RAV Network 8 (between Flores Road and the North West Coastal Highway). The RAV classification changes to RAV Network 6 on the eastern side of Flores Road.

As previously noted, RAV Network 8 can accommodate heavy vehicles of up to 36.5 meters in length with the appropriate RAV permit. RAV 6 Network can also accommodate heavy vehicles of up to 36.5 meters but with a smaller weight limitation due to vehicle axle configuration.

There are no formal traffic counts available for this section of Webberton Road. However, the traffic video survey undertaken at the Webberton Road / Flores Road intersection, from 19 August 2020 to 25 August 2020, observed the following counts:

	No. Vehicles (HV%) From NWCH	No. Vehicles (HV%) From East	TOTAL (HV%) Both Ways	Peak Hour (Daily Max.)
Wed, 19 Aug 2020	11677 (9%)	6157 (6%)	17,834 (9%)	593
Thu, 20 Aug 2020	11103 (10%)	5996 (7%)	17,099 (10%)	525
Fri, 21 Aug 2020	11765 (10%)	6117 (7%)	17,882 (10%)	537
Mon, 24 Aug 2020	11150 (9%)	5712 (6%)	16,862 (9%)	520
Tue, 25 Aug 2020	11725 (11%)	5985 (6%)	17,710 (11%)	630

Accordingly, based on the above counts, a regular weekday on this section of Webberton Road is estimated to have an Average Annual Daily Traffic (AADT) of 17,477 vehicles (both ways) with 10% heavy vehicles (HV) and average peak hour flow of 561 vehicles.

Traffic video survey counts for both intersections are available on the Main Roads WA Trafficmap website:

<https://trafficmap.mainroads.wa.gov.au/map>

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3.2.3. North West Coastal Highway (NWCH),

NWCH in the vicinity of the subject site, is two way / two lanes undivided road with an added lane for left turns into Webberton Road. Refer to **Figure 4** for details.



Figure 4. Southbound view along North West Coastal Hwy, adjacent to the subject site

NWCH is a “Primary Distributor” State Road with a speed limit of 60Km/h through the vicinity of the subject site. According to Main Roads WA Restricted Access Vehicles (RAV) network mapping, NWCH is classified as RAV Network 8 which can accommodate heavy vehicles of up to 36.5 meters in length with the appropriate RAV permit.

Traffic counts available on the Main Roads WA Trafficmap website suggest the following weekly traffic volumes (Monday to Sunday):

	Site 51821 - SLK 4.40 (1.11Km South of Webberton Rd)	Site 51988 - SLK 6.20 (690m North of Webberton Rd)
• AADT (vpd)	13,155	13,837
• HV (%)	7.4%	10%
• AM Peak (vph)	1,103 (8am-9am)	1,205 (7:45am -8:45am)
• PM Peak (vph)	1,131 (3:30pm-4:30pm)	1,142 (2:30pm - 3:30pm)

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3.3. Public Transport Access

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Public transport services in the vicinity of the subject site are shown in Figure 5.

The closest bus services to the subject site are TransGeraldton bus route 852, which comes into Webberton Road from the southern end of NWCH. The nearest timed bus stop is located on the corner of Webberton Road and Crawford Street approximately 550 metres east of the subject site, however, there is no connecting pedestrian footpath infrastructure. Other untimed and unmarked bus stops may also exist closer to the subject site, but these would also have no connecting pedestrian footpaths.

The 852 bus route provides links to Spalding to the north and the town centre to the south.



Figure 5. Existing bus routes (source: TransGeraldton)

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3.4. Pedestrian and Cyclist Facilities

There are no pedestrian paths in the vicinity of the subject site. Cyclists facilities are currently provided on the road shoulder along Flores Road, on the southern side of Webberton Road, as shown in the map in Figure 6 and the aerial photo in Figure 7.

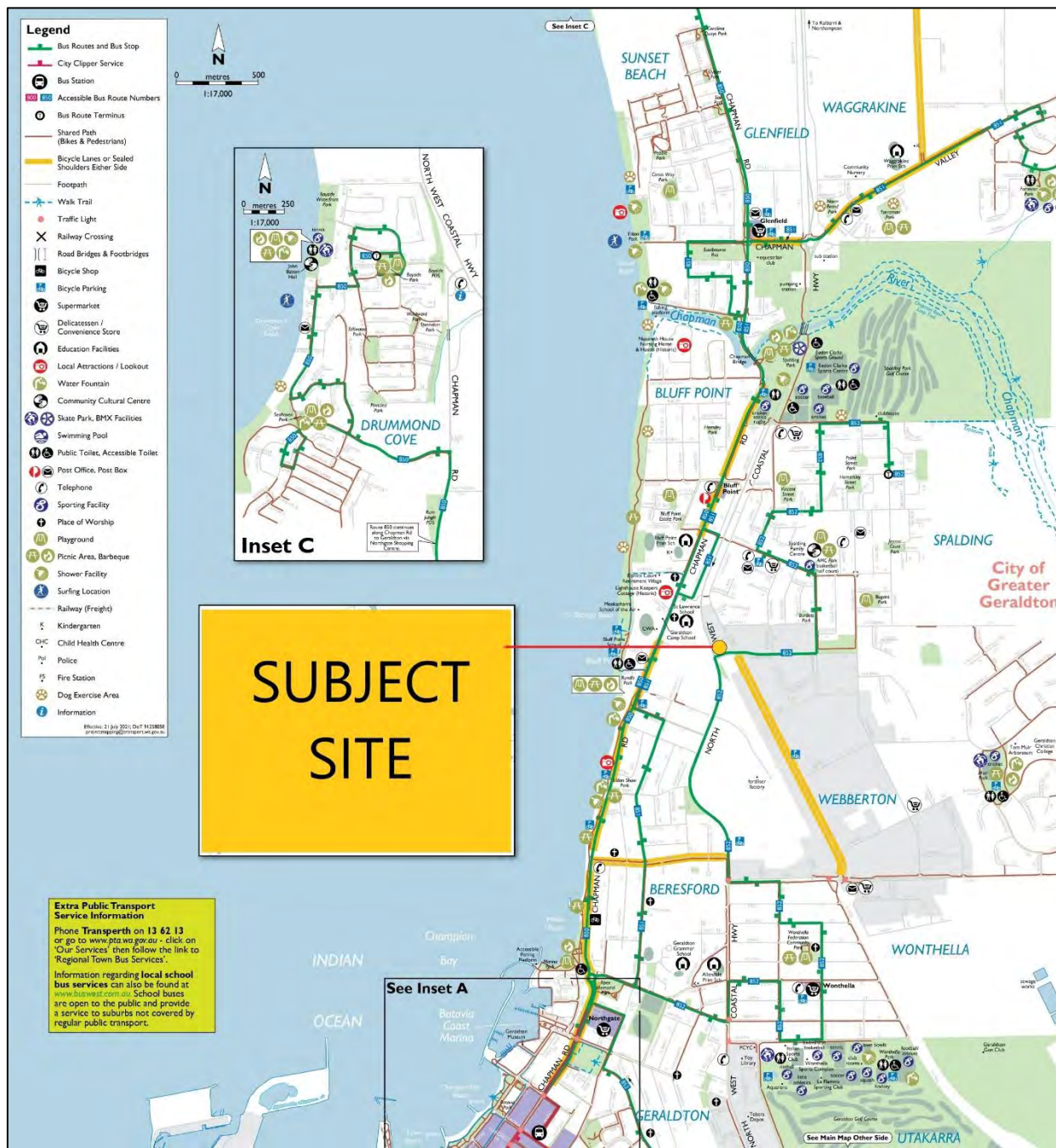


Figure 6. City of Greater Geraldton's publication "Geraldton 2021 Your Move"

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Figure 7. Flores Rd - cycle facility (shoulder widening) south of Webborton Rd

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3.5. Crash Data

Information available on the Main Roads WA website provides recorded crash statistics for the last five-year period, from 1 January 2018 to 31 December 2022.

3.5.1. Flores Road / Webborton Road

The MRWA records show a total of nine (9) reported crashes at the intersection of Flores Road / Webborton Road, including one (1) crash resulting in hospital casualty and seven (7) crashed with major property damage. The intersection has been identified in the MRWA list of pre-qualified “Black-spot” funding upgrade.

Table 1 below provides a summary of the MRWA crash records for Flores Road / Webborton Road.

Summary Crash History					
Selection Criteria	Value				
Intersection	FLORES RD & WEBBERTON RD (021963)				
Date	01/01/2018 to 31/12/2022				
Severity	Count	Percentage	MR Type	Count	Percentage
Fatal	0	0.0%	Involving Overtaking	0	0.0%
Hospital	1	11.1%	Involving Parking	0	0.0%
Medical	0	0.0%	Involving Animal	0	0.0%
PDO Major	7	77.8%	Involving Pedestrian	0	0.0%
PDO Minor	1	11.1%	Entering / Leaving Driveway	0	0.0%
Other / Unknown	0	0.0%	Other / Unknown	9	100.0%
Total:	9	100.0%	Total:	9	100.0%

Table 1 - Summary of MRWA crash records for Flores Rd / Webborton Rd intersection

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The MRWA records also show two (2) reported crashes at the intersection of NWCH / Webberton Road, all of which involved major property damage.

Table 2 below provides a summary of the MRWA crash records for NWCH / Webberton Road.

Summary Crash History					
Selection Criteria		Value			
Intersection		NORTH WEST COASTAL HWY & WEBBERTON RD (010548)			
Date		01/01/2018 to 31/12/2022			
Severity	Count	Percentage	MR Type	Count	Percentage
Fatal	0	0.0%	Involving Overtaking	0	0.0%
Hospital	0	0.0%	Involving Parking	0	0.0%
Medical	0	0.0%	Involving Animal	0	0.0%
PDO Major	2	100.0%	Involving Pedestrian	0	0.0%
PDO Minor	0	0.0%	Entering / Leaving Driveway	0	0.0%
Other / Unknown	0	0.0%	Other / Unknown	2	100.0%
Total:	2	100.0%	Total:	2	100.0%

Table 2 - Summary of MRWA crash records for NWCH / Webberton Rd intersection

4. Development Proposal

4.1. Proposed Site Use

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The proposed development includes a service station comprising of:

- o A canopy with a total of 4 bowzers/ 8 fuel-filling positions for light vehicles;
- o A service station retail building of approximately 240 m²;
- o A total of 15 on-site car parking bays including one ACROD bay, one 'air & water' bay, one 'air & water' queuing bay and three (3) caravan bays;
- o A designated fill point location for fuel tanker;
- o A designated service vehicle loading bay; and
- o A "pocket" park with tables and chairs.

The proposed parking supply is considered adequate to satisfy the parking requirements for the proposed development. The layout of the proposed development is shown in the site plan included in **Appendix A**.

4.2. Proposed Access for all Modes

Access into the development is proposed at a single crossover on Flores Road, as shown in **Figure 8**. Vehicles are expected to enter Flores Road from Webberton Road.



Figure 8 - Proposed access arrangement

Turning swept paths at the proposed access crossover show satisfactory maneuverability of trucks and semi-trailers up to 25 meters in length, as shown in **Figure 14**.

Further refinement of the internal signage and line-marking is anticipated during the development approval and building license process to ensure a smooth circulation flow of vehicles to satisfy the requirements of the City of Greater Geraldton.

The existing left slip turn lane from Webberton Road into Flores Road joins the existing unused dedicated left turn lane, previously used to access the public weighbridge lane adjacent to the subject site. Accordingly, the existing road layout arrangement on Flores Road at the vicinity of the proposed development has a dedicated left turn lane which may be used to access the proposed crossover for the development.

The distance from the end of the left slip turning lane to the crossover access is 60 metres. *Austroads Guide to Road Design Part 4A* indicates that a deceleration distance of 40m is required for comfortable deceleration from 50km/h to stop (or 30m at the maximum deceleration rate of 3.5m/s²).

The proposed / existing 60 metres allows for that desirable deceleration distance plus at least 20 metres storage space, which would easily accommodate three (3) cars or one 12.5m rigid truck, or one (1) car plus one 12.5 metres truck. Even with a semi-trailer fuel tanker waiting to enter the site the proposed left turn lane provides more than the minimum required 30m deceleration distance.

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5. Changes to Surrounding Transport Networks

The following traffic SIDRA analysis were undertaken at the intersections of North West Coastal Highway (NWCH) / Webberton Road, and Flores Road / Webberton Road.

Three (3) scenarios were considered in the analysis.

- o The year of the video survey count (BASE scenario) → Year 2020
- o Proposed year for opening the development → Year 2024
- o 10 years after opening → Year 2034

An annual growth rate of 2% was adopted to project traffic volumes from the base year. SIDRA analysis details can be found in **Appendix B**.

5.1. NWCH / Webberton Road

The results of the analysis indicate that the intersection is already operating at capacity for 2020 and 2024 scenario. The results suggest that the intersection needs to be upgraded, regardless of the proposed development.

Advice received from MRWA suggest that the upgrade of the intersection has been identified in their future works program, but it has not yet been funded, and hence there is no agreed timeframe for the works. The proposed MRWA upgrade of the intersection includes a roundabout and a bypass through-lane for traffic heading north on the NWCH, like the sketch shown in **Figure 9**.

The SIDRA projected traffic analysis for 2034 assumes that the intersection has been upgraded to a roundabout and bypass through-lane as per **Figure 9**. Accordingly, the SIDRA results for the 2034 scenario confirm that the intersection will perform satisfactorily once this upgrade has been completed.

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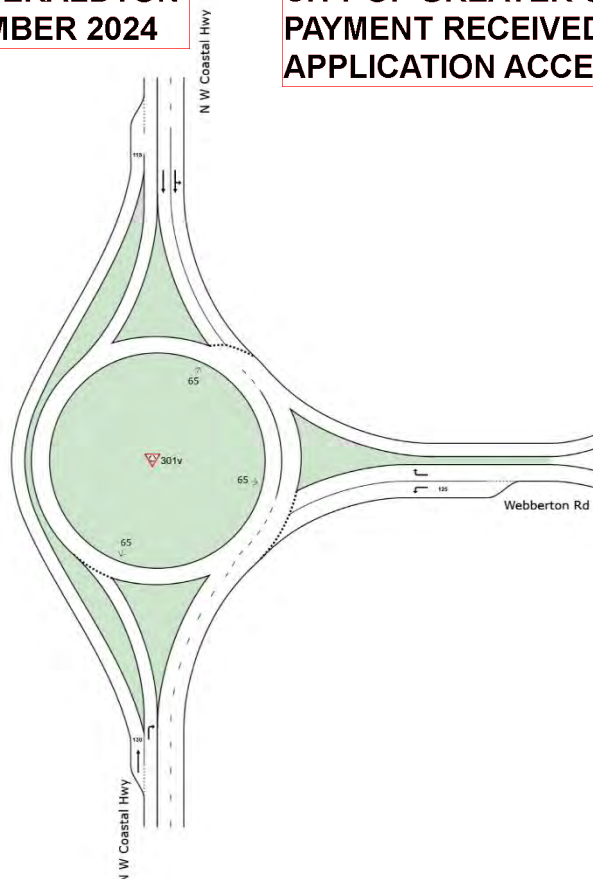


Figure 9 - Future MRWA upgrade of NWCH / Webberton Rd

5.2. Flores Road / Webberton Road

The results of the analysis indicates that the intersection of Flores Road / Webberton Road will operate satisfactorily at proposed opening of the development in 2024 and will continue to operate satisfactorily at the 10 years projection scenario in 2023.

SIDRA analysis details can be found in [Appendix B.](#)

6. Integration with Surrounding Area

The proposed development comprises a service station that provides essential refuelling and incidental convenience services to the local community and travelling public, which is in line with the current zoning for the subject site.

The development is of a commercial nature and relies on good visibility / exposure. It is therefore suitably located with full visibility for passing motorists on the North West Coastal Highway / Webberton Road intersection, with easy access from the Flores Road through the Flores Road / Webberton Road intersection.

The proposed development is expected to address the existing and future demand for this type of services along the southbound side of North West Coastal Highway and future surrounding land uses in the locality.

7. Hours of Operation

The proposed development is anticipated to operate 24 hours per day and 7 days per week.

8. Traffic Assessment

8.1. Assessment Period

For this assessment, it is assumed that the proposed developments would be fully constructed and activated by 2024. Therefore, the assessment year that has been adopted for this analysis is year 2024 which represents the assumed post-development scenario and 2034 for 10-year post development scenario.

It is anticipated that the combination of the traffic expected to be generated by the proposed developments and the peak road network traffic periods is likely to result in the greatest demand on the road network. The typical weekday morning and afternoon peak hours are between 7:45-8:45AM and afternoon peak hour between 4:30-5:30PM. Trip generations were estimated accordingly.

8.2. Trip Generation and Distribution

8.2.1. Existing Traffic Generation

The subject site is presently vacant and does not generate any traffic.

8.2.2. Proposed Development Traffic Generation

Traffic generation rates for the proposed service station were sourced from the Institute of Transportation Engineers - Trip Generation Manual 10th Edition (ITE) using "Gasoline/Service Station with Convenience Store (945)" land use as a reference.

In addition to trip rates for the proposed development - "Gasoline/Service Station with Convenient Store (945)", this study also considered the worst case scenario with added trip generation from a possible future "Fast-Food Restaurant with Drive-Through Window (934)" staged development.

Gasoline/Service Station with Convenient Store (945) - Regular Fuelling Points

- o Weekday daily: 205.36vpd per bowser;
- o Weekday AM peak hour: 12.47vph per bowser, and,
- o Weekday PM peak hour: 13.99vph per bowser.

Accordingly, it is estimated that the traffic generations for the service station development are:

- o Weekday daily: 205.36×8 = 1,643vpd;
- o Weekday AM: 12.47×8 = 100vph;
- o Weekday PM: 13.99×8 = 112vph.

There is typically a significant amount of cross-trade between the proposed service station development and any adjacent future drive-through restaurant staged development, as they are co-located within the same site.

For this study, it has been assumed that 30% of the customers for each component will visit both land uses, so their entry and exit trips only need to be counted once, not double-counted as traffic generated by both developments. Also, 15% cross trade is applied to each trip generation of service station and the drive-through restaurant.

Accordingly, it is estimated that the proposed service station development would generate approximately:

- o 1,396 vehicular trips per typical weekday,
- o 85 trips during the typical weekday AM peak hour, and
- o 95 trips during the typical weekday PM peak hour.

The above estimates include both inbound and outbound vehicle movements, as shown in **Table 2**.

Service Station	Trip Rates (ITE)	No. filling positions	Vehicle Movements	Cross Trade Equivalent 15%
Weekday daily	205.36	8	1643 vpd	1396 vpd
Weekday AM	12.47	8	100 vph	85 vph
Weekday PM	13.99	8	112 vph	95 vph

Table 2 - Estimated daily trips

This level of traffic generation actually falls within the “moderate” band (10 to 100vpd) identified in the WAPC Transport Impact Assessment Guidelines and would only require a simpler Transport Impact Statement on its own. However, a full Transport Impact Assessment report has been prepared due to the combined traffic generation of the two developments being over 100vpd.

Based on Table E47 and E38 and Figure E18 and E19 of the ITE Guidelines, the weekday AM peak hour passing trade is 62% and PM peak hour passing trade is 56% for land use 945 (service station with convenience store). However, for simplicity of calculation, 60% passing trade was assumed for the analysis for both AM and PM peak hours.

Therefore, the net additional traffic when accounting for passing trade is +559vpd (daily), +34vph (AM peak hour) and +38vph (PM peak hour) on the surrounding road network as shown in **Table 3**.

Passing Trade	Daily Trips	AM		PM		Non-passing Trade	Daily Trips	AM		PM	
		IN	OUT	IN	OUT			IN	OUT	IN	OUT
60%	838	25	25	29	29	40%	559	14	14	15	15

Table 3. Estimated peak hour trips for the proposed service station development

Traffic generation rates for the proposed future drive-through restaurant were sourced from the Institute of Transportation Engineers - Trip Generation Manual 10th Edition (ITE) using “Fast- Food Restaurant with Drive-Through Window (934)” land use as a reference.

Fast-Food Restaurant with Drive-Through Window (934) - 1000 Sq. Ft. GFA (Possible Future Staged Development)

- o Weekday daily:
 - 470.95 trips per 1000 Sq. Ft. GFA/ 0.929 = 506.94vpd/ 100m2 GFA
- o Weekday peak hour:
 - AM: 40.19 trips per 1000 Sq. Ft. GFA/ 0.929 = 43.26vph/ 100m2 GFA
 - PM: 32.67 trips per 1000 Sq. Ft. GFA/ 0.929 = 35.17vph/ 100m2 GFA.

Accordingly, the following traffic generations are estimated for a possible drive-through restaurant future staged development:

- o Weekday daily: 506.94 x 3.6 (GFA) = 1,825vpd;
- o Weekday AM: 43.26 x 3.6 (GFA) = 156vph;
- o Weekday PM: 35.17 x 3.6 (GFA) = 127vph.

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Therefore, the traffic generation for possible drive-through restaurant future staged development with 15% cross trade are:

- o Weekday daily: $1,825 \times 0.85 = 1,551\text{vpd}$;
- o Weekday AM: $156 \times 0.85 = 132\text{vph}$; and,
- o Weekday PM: $127 \times 0.85 = 108\text{vph}$.

Accordingly, it is estimated that the possible drive-through restaurant future staged development would generate approximately:

- o **1,551** vehicular trips per typical weekday,
- o **132** trips during the typical weekday AM peak hour, and
- o **108** trips during the typical weekday PM peak hour.

The above estimates include both inbound and outbound vehicle movements.

Fast food outlets and service stations both attract significant proportion of their customers as passing trade from traffic already passing the site on the adjacent road network. Data from the ITE Trip Generation Handbook (3rd Edition, 2017) indicates that the passing trade is typically around 50% for fast food outlets with drive through facility. The rest of the traffic attracted to the subject site (referred to as primary trips) will come from the surrounding residential areas.

For this analysis, it is anticipated that 25% of primary trips will be from the west of Flores Road via Webberton Road / NWC Hwy intersection and the rest from east of Flores Road along Webberton Road.

The resultant traffic generation calculations are shown in **Table 4**.

Passing Trade	Daily Trips	AM		PM		Non-passing Trade	Daily Trips	AM		PM	
		IN	OUT	IN	OUT			IN	OUT	IN	OUT
50%	776	33	33	27	27	50%	776	33	33	27	27

Table 4. Estimated peak hour trips for the proposed future drive-through restaurant development

The directional split of inbound/outbound trips for the proposed developments is assumed to be about 50/50 for inbound/outbound trips during the peak hours.

Therefore, allowing for the cross- trade adjustments, the combination of the proposed service station with a possible future drive-through restaurant is expected to generate:

- o **2,948** vehicular trips per typical weekday,
- o **217** trips during the typical weekday AM peak hour, and
- o **203** trips during the typical weekday PM peak hour.

These totals include both inbound and outbound vehicle movements.

8.3. Traffic Flows

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The traffic video survey from the MRWA website, undertaken in August 2020, was used to develop a SIDRA model and carry out the traffic assessment for the proposed development.

The traffic SIDRA analysis included the intersections of:

- o North West Coastal Highway (NWCH) / Webberton Road,
- o Flores Road / Webberton Road,
- o Proposed development access.

Three (3) model scenarios were considered in the analysis.

- o The year of the video survey count (BASE scenario) → Year 2020
- o Proposed year for opening the development → Year 2024
- o 10 years after opening → Year 2034

The SIDRA package is a commonly used intersection-modelling tool by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These items are defined as follows:

- o **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- o **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- o **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- o **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

An annual growth rate of 2% was adopted to project traffic volumes from the base year scenario (2020). The SIDRA analysis adopted the combined peak hour traffic volumes of the proposed service station development and future drive-through restaurant. Details of the SIDRA analysis can be found in **Appendix B** of this report.

8.4. SIDRA Base Model Network Layout (Year 2020)

8.4.1. 2020 - North West Coastal Highway / Webberton Road

The results of the analysis on the base model network (Year 2020) indicate that the intersection of NWCH / Webberton Road is already operating at capacity in both AM and PM peak hours for the right turn movements out of Webberton Road, with a level of service (LOS) of "F", 90.5% degree of saturation (DOS) and 95% queue length of 35 metres.

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8.4.2. 2020 - Flores Road / Webberton Road

Due to the wide median on Webberton Road at the Flores Road intersection, the SIDRA model applies a staged right turn out of Flores Road. Consequently, the intersection is modeled in two parts ("S1" and "S2"), as shown in **Figure 10**.

The results of the 2020 analysis indicate satisfactory performance of the intersection in all movements in the base year scenario (2020), with LOS "A" and "B", maximum DOS of

24% and maximum 95% queue length of 8.1 metres.

However, the intersection has been identified by MRWA for “Blackspot” funding upgrade due to the high number of recorded crashes. Up to nine (9) crashes have been recorded at the intersection in the last five (5) years, including one (1) crash resulting in hospital casualty and seven (7) crashes with major property damage.

Many of the intersection’s hazard deficiencies lie in its poor staggered layout arrangement and sight distances. A Road Safety Audit dated 10 March 2020, identified thirteen (13) issues at the intersection. Most of the issues have been addressed since the date of the report but some remain outstanding.

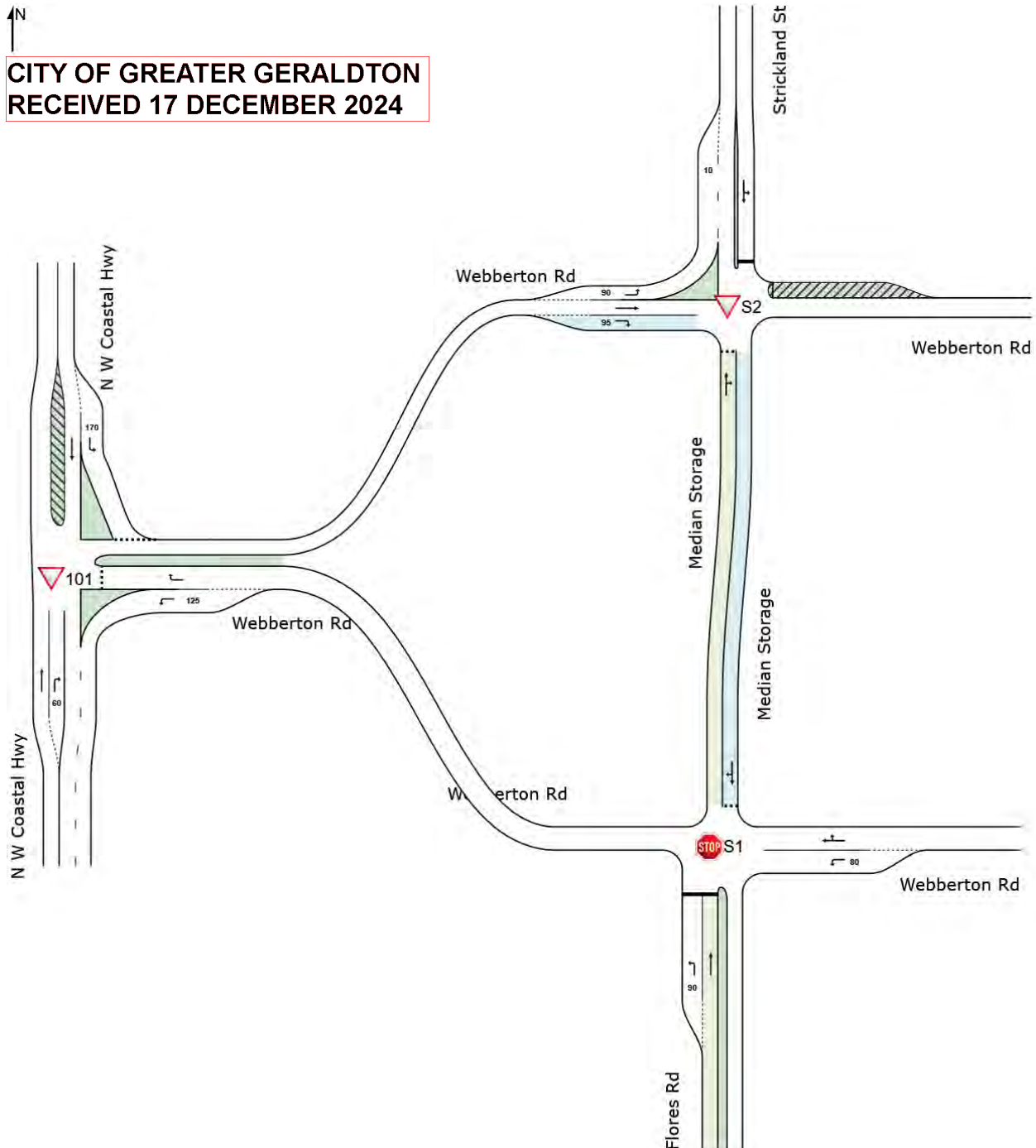


Figure 10. - Base Model Network (2020)

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8.5. SIDRA Year of Opening (2024) – Model Network Layout

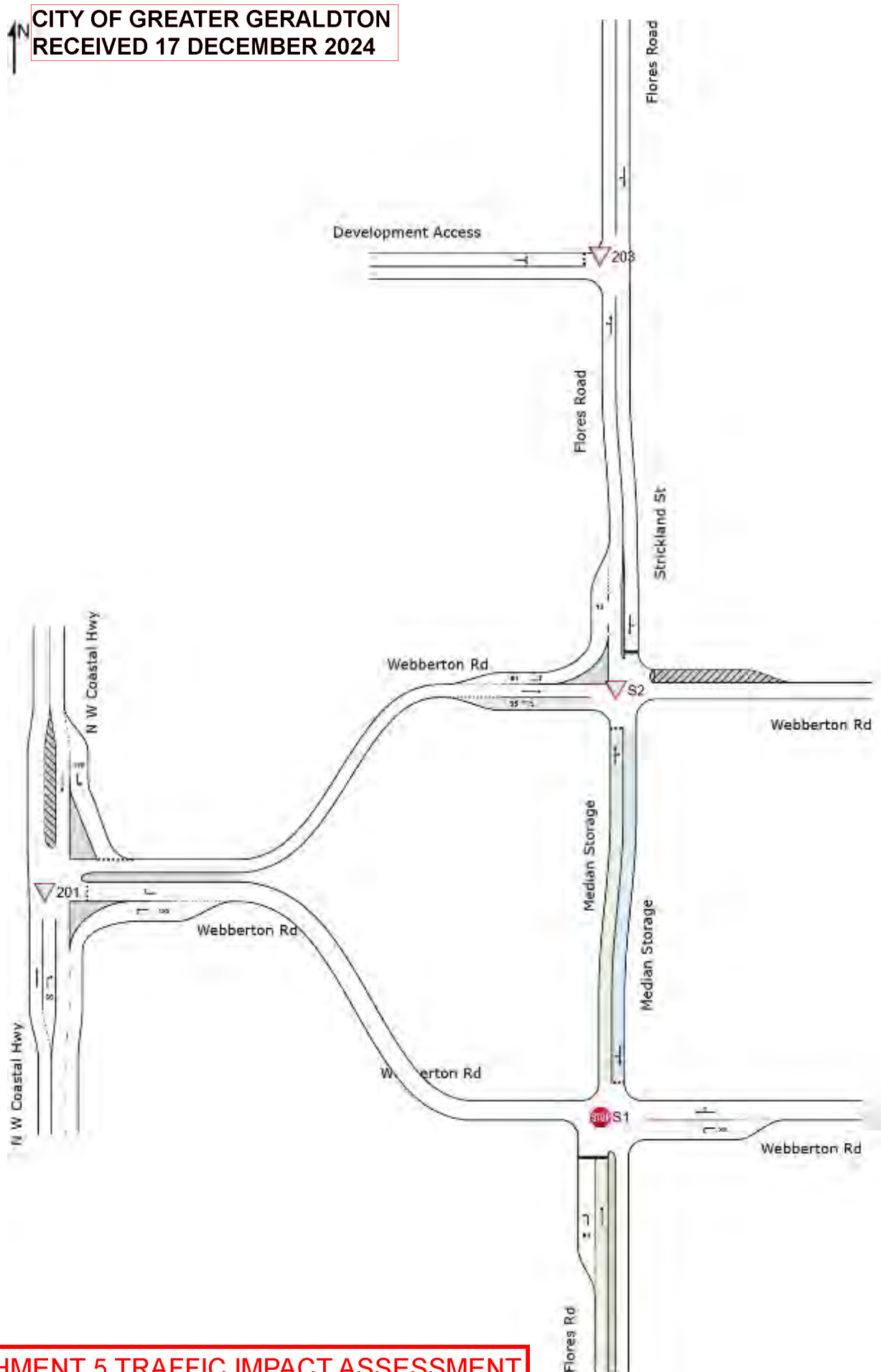


Figure 11. - Projected base year scenario (2024) SIDRA Model

8.5.1. 2024 - North West Coastal Highway / Webberton Road

The results of the analysis on the projected year of opening model (Year 2024) indicate that the intersection of NWCH / Webberton Road has failed in both AM and PM peak hours capacity for the right turn movements out of Webberton Road, with a level of service (LOF) of “F”, maximum DOS of 189% and 95% queue length up to 323 metres.

8.5.2. 2024 - Flores Road / Webberton Road

The results of the analysis indicate satisfactory performance of the intersection in all movements for the projected opening year scenario (2024), with LOS “A” and “B”, maximum DOS of 42% and maximum 95% queue length of 17 metres.

However, as previously noted, some of the issues identified in the 2020 Road Safety Audit remain outstanding.

8.5.3. 2024 – Proposed Development Access

The SIDRA model for the project year of opening (2024), places the location of the development access crossover some distance away from the left turn pocket slip lane, as shown in **Figure 11**. However, the results of the model in regard to traffic flow remain unaffected and satisfactory.

The results of the analysis indicate satisfactory performance of the proposed access in all movements for the projected opening year scenario (2024), with LOS “A”, maximum DOS of 11% and very low 95% queue length.

8.6. SIDRA Year of Opening + 10 (2034) – Model Network Layout

8.6.1. 2034 - North West Coastal Highway / Webberton Road

The SIDRA analysis for the projected 2034 scenario for the intersection of NWCH / Webberton Road included the MRWA proposed roundabout upgraded discussed earlier in this report and shown in **Figure 9** and **Figure 12**.

As such, the results of the analysis, with the upgraded intersection, indicate satisfactory performance of the intersection in all movements, with LOS “A” and “B”, maximum DOS 44.5% and maximum 95% queue length of 15.6 metres. regards to traffic flow. The analysis showed satisfactory DOS and queue lengths.

8.6.2. 2034 - Flores Road / Webberton Road

The results of the analysis indicate satisfactory performance of the intersection in all movements for the projected year scenario (2034), with LOS “A” and “B”, maximum DOS 47.6% and maximum 95% queue length of 17.4 metres.

8.6.3. 2034 – Proposed Development Access

The results of the analysis indicate satisfactory performance of the proposed access in all movements for the projected year scenario (2034), with LOS “A”, maximum DOS 11.6% and very low 95% queue length.

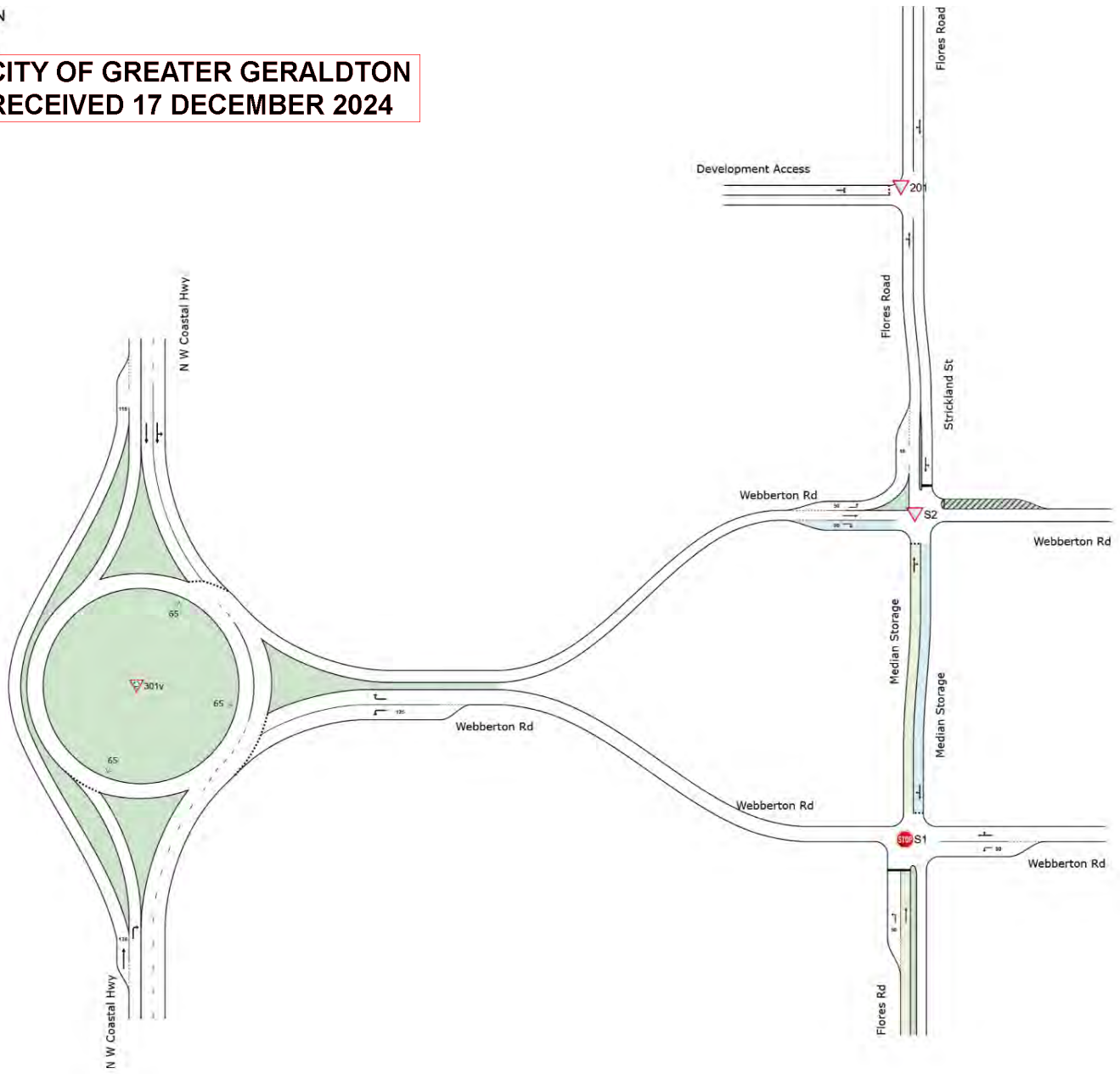


Figure 12 - Projected Year of Opening + 10 Years (2034)

The post development projected 2034 SIDRA analysis of the layout shown in **Figure 12** indicates that the development traffic has a negligible impact on the road/intersection network, and the overall traffic operations remain satisfactory.

The existing underperformance of the NWCH/Webberton Road intersection and the suboptimal layout of the Flores Road/Webberton Road intersection are unrelated to the proposed development.

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8.7. Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where the structure plan traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed developments will not increase traffic flows near the quoted WAPC threshold to warrant further detailed analysis.

8.8. Impact on Neighboring Areas

The traffic generated by the proposed developments will have an insignificant impact on the surrounding areas.

8.9. Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB increase in road noise. The proposed developments will not increase traffic volumes or noise on surrounding roads anywhere near this level.

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The proposed on-site parking is considered sufficient to address the parking requirements of the proposed development.

10. Provision for Heavy Vehicles

The largest heavy vehicle which is expected to use the subject site is a 17.25m fuel tanker for fuel deliveries. The 17.25m fuel tanker would enter the site via the full movement crossover on Flores Road, access the fill point and exit the site as shown on **Figure 8**.

Turn path analysis were undertaken for a 25 metres truck (Austroads 2013 PM LS), as shown in **Figure 14**. The results confirm satisfactory access, circulation and egress. The results also confirm that the proposed left turn in from Flores Road and right turn out into Flores Road accommodates this size truck without obstructing other through traffic in Flores Road.

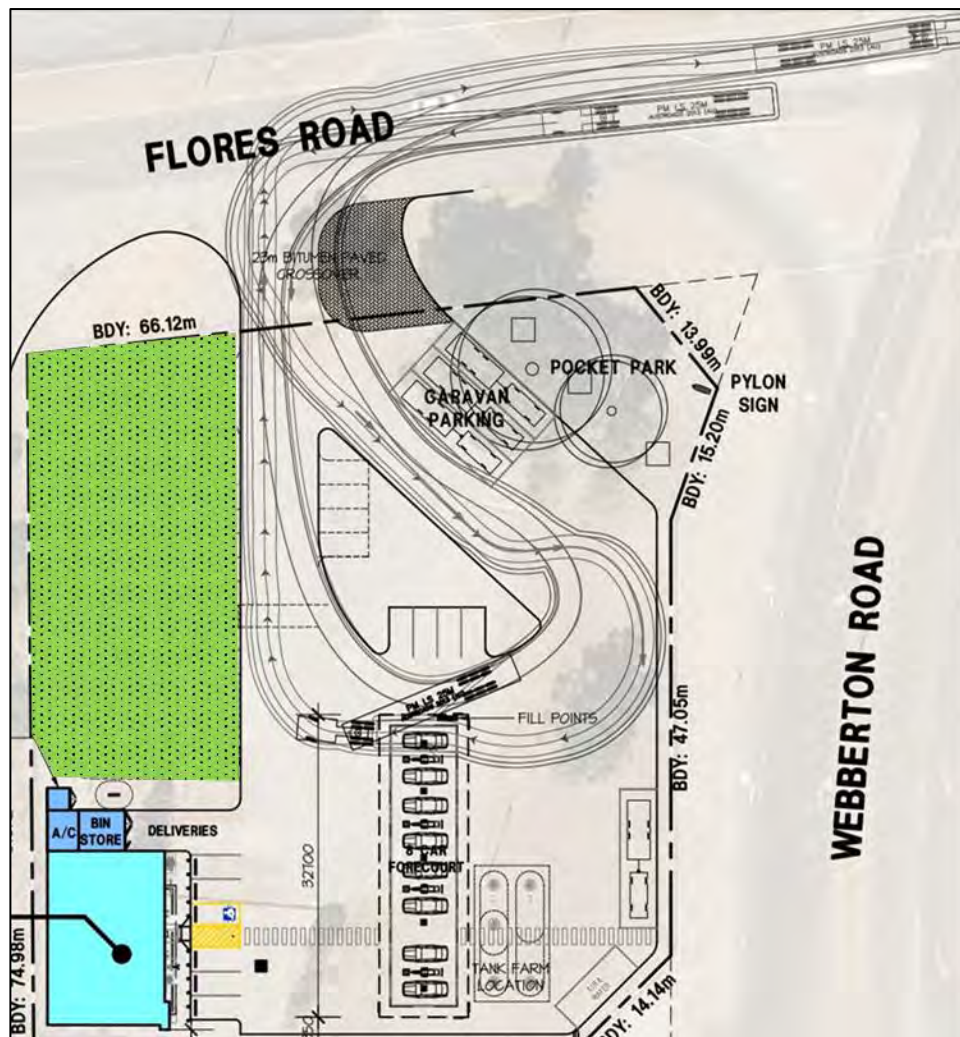


Figure 14 - Turning Swept Path Analysis

It is anticipated that fuel deliveries will be undertaken outside the peak operating hours of the service station.

Deliveries and waste collection will be accommodated within the site. Service vehicles are anticipated to enter the site via the full movement crossover on Flores Road, then reverse back into the loading dock adjacent to the convenience store building for loading and unloading purposes. The service vehicles will exit the site via the same crossover on Flores Road in forward gear.

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11. Stacking Capacity Analysis

The stacking capacity of the service station at the filling points have been assessed to investigate the impacts of higher-than-average site patronage during peak weekday operational periods (i.e., “cheap fuel days”). This sensitivity analysis was undertaken in order to confirm the capacity of the service station to operate satisfactorily under amplified traffic activity conditions.

As discussed in **Section 8.2** of this report the highest peak hour trip generation for the proposed service station is estimated to be 217 (108 inbound/108 outbound) trips during the weekday AM peak hour period (overall peak service station trip generation). It is assumed that all bowsters will be in operation during this peak period and each patron is free to choose which queuing line to join.

The 108 inbound trips during the peak hour across 8 fill points results in 13.5 cars being serviced per fill point in one hour ($108/8 = 13.5$). This results in an average of 4.4 minutes for each car at each fill point to be serviced ($60/13.5 = 4.4$).

Accordingly, 14 cars can be serviced per fill point within one hour ($60/4.4 = 14$) which in turn results in up to 109 cars in total serviced in one hour within the service station ($14 \text{ cars} \times 8 \text{ bowsters} = 109 \text{ cars/hour}$).

This analysis indicates that the proposed service station has the capacity to service the highest peak hour trip generation estimated (108.5). However, as evident from the site plan, in addition to the 8 vehicles parked at the bowsters, at least another 8 vehicles can comfortably be stacked behind the cars filling up at the bowsters without impacting the traffic circulations within the site and at least 15 additional vehicles can also park in the proposed parking areas.

Therefore, it is concluded that under peak operating conditions no stacking on Flores Road is expected.

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12. Public Transport Access

The existing public transport services in the area are described in **Section 3.3** of this report.

13. Pedestrian and Cyclist Access

Pedestrian and cyclists' facilities are described in **Section 3.4** of this report.

14. Conclusions

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APPLICATION ACCEPTED 19 DECEMBER 2024**

This Transport Impact Assessment (TIA) has been prepared by KHOURI Engineering Services for a proposed service station on Lot 2956, No. 215 Flore Road, Spalding in the City of Greater Geraldton.

The subject lot is located on Flores Road adjacent to the old public weighbridge access road to the north. The subject site is currently vacant and the adjacent weighbridge is no longer active. The site is also adjacent to the North West Coastal Highway to the west, Webberton Road to the south and Flores Road to the east.

The proposed service station is to occupy the western portion of the block, while the remainder of the block may be developed as a drive through restaurant in a future staged development which does not form part of the service station development application and is subject to a separate development application. The assessment undertaken in this report allows for the traffic generation of both developments.

The proposed development for the subject lot entails a single full movement crossover on Flores Road, providing entry and exit to the proposed service station and future drive-through restaurant.

The proposed service station development includes a total of 15 on-site car parking bays addressing all the necessary requirements for a service station. As such, the proposed parking supply is considered adequate.

The SIDRA analysis confirms that the existing intersection of NWCH / Webberton Road is already operating at capacity. However, this intersection has been identified by Main Roads WA for urgent upgrade. Although the timing of the upgrade is not known, it is expected to occur before 2034.

The 10-year post development (2034) SIDRA analysis includes the Main Roads WA proposed upgrade of the North West Coastal Highway (NWCH) / Webberton Road intersection. The SIDRA result with the anticipated upgrade confirms that intersection will operate satisfactorily with acceptable level of service, queues and delays.

The results of SIDRA network analysis undertaken for the combined traffic from both developments indicates that the developments' proposed crossover, on Flores Road, will operate satisfactorily with acceptable queues and delays for both post development (2024) and 10-year post development (2034) scenarios.

The analysis demonstrates that, although the intersection of NWCH / Webberton Road is already functioning at capacity, the addition of development traffic for post development scenario will have minimum impact on the existing traffic flows of both Flores Road / Webberton Road intersection and the NWCH / Webberton Road intersection.

Accordingly, it is concluded that the developments traffic will not have a significant impact on the operations of the surrounding roads and intersection.

In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

**CITY OF GREATER GERALDTON
RECEIVED 17 DECEMBER 2024**



mainroads
WESTERN AUSTRALIA

ATTACHMENT 6 MAIN ROADS WA SUBMISSION

Enquiries: Mark Willson 9956 1234
Our Ref: 002-469 18/1139
Your Ref: RDAP - TP24-295

20 January 2025

ATT: Neraida Brown
City of Greater Geraldton
PO Box 101 Geraldton WA 6531
Email: neraidab@cgg.wa.gov.au cc. chrise@cgg.wa.gov.au

Dear Neraida,

**Proposed Service Station & Pylon Sign
Lot 2956 (No. 215) Flores Road, Spalding**

Main Roads has no objections subject to the following conditions being imposed:

Conditions

1. The North West Coastal Highway and Webberton Rd intersection will need to be modified to provide an adequate level of service for right turn movements from Webberton Rd onto North West Coastal Highway.

Justification for Non Standard Condition

The Traffic Impact Assessment provided with the DA references the planned construction of a roundabout at the North West Coastal Highway and Webberton Rd intersection as the proposed solution for the traffic congestion caused by the development. This project is not planned for delivery within Main Roads WA's 10 year plan. Therefore, it cannot be considered as the solution to the impacts presented by the development. An alternative solution will be required for implementation at the North West Coastal Highway and Webberton Rd intersection. This solution must address the inadequate level of service demonstrated in the modelling provided as part of the Traffic Impact Assessment. The proposed solution should be completed by a suitably qualified designer and demonstrate an acceptable level of service for right turn movements from Webberton Rd onto North West Coastal Highway.

2. Pursuant to Section 129 BA of the Transfer of Land Act 1893 (as amended) a restrictive covenant preventing vehicular access onto North West Coastal Highway being lodged on the certificate(s) of title of the proposed lot(s) at the full expense of the landowner/applicant. The covenant is to prevent access, to the benefit of Main Roads WA as shown on the attached plan, Attachment A, and the covenant is to specify:

"No vehicular access is permitted to and from North West Coast Highway, between A and B"

Justification for Condition

Public safety and protection of the Primary Regional Road Reservation.



mainroads
WESTERN AUSTRALIA

3. No manoeuvring, queuing or parking in the North West Coastal Highway road reserve shall be permitted as part of site operations.

Justification for Condition

Public safety and protection of the Primary Regional Road Reservation. Refer to advice note b).

4. No works are permitted within the North West Coastal Highway Road Reservation, unless Main Roads has accepted the Application to undertake works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Justification for Condition

Public safety and protection of the Primary Regional Road Reservation

5. No stormwater drainage is to be discharged onto the North West Coastal Highway Road Reserve
6. All signage on the lot requires an Advertising Application to be completed and submitted to Main Roads for approval. (The signage component will not be approved as part of this application)

Advice

- a) Condition 3: Consideration should be given by the City of Greater Geraldton on how to prevent and deter vehicles manoeuvring or using the NWCH road reserve verge as a parking area.
- b) The applicant is required to complete the Main Roads Advertising Signage Application for assessment of any proposed or amended signage.

Main Roads support of the proposal is valid for a period of four (4) years from the date of this letter. Any changes or date extensions relating to this development application must be referred to Main Roads for comment and recommendation. Should the City disagree with or resolve not to include as part of its conditional approval any of the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.

Main Roads requests a copy of the City's final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au quoting the file reference above.

Yours sincerely

Louise Adamson
Network Manager
Mid West-Gascoyne

Enc. Attachment A - Restrictive Covenant



Attachment A – Restrictive Covenant

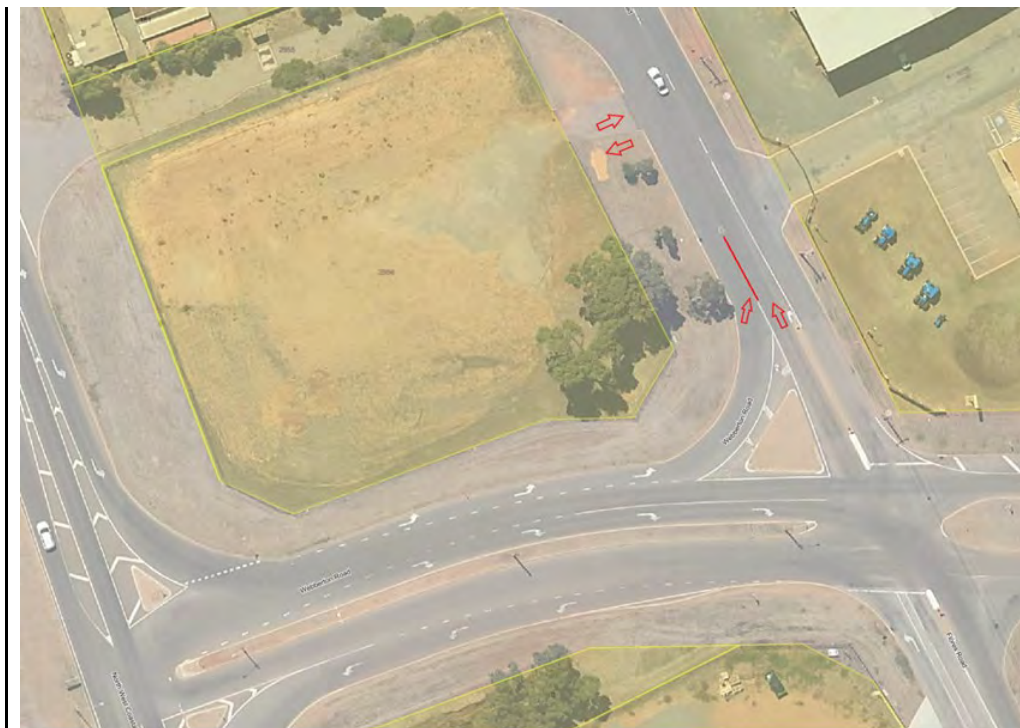


Figure 1 - Aerial

ATTACHMENT 7 SUMMARY APPLICANTS REPONSE TO FURTHER INFORMATION REQUEST RECEIVED 14 MARCH 2025

City / MRWA comments	Applicant response
MRWA conditions	With the exception of proposed condition 1, we consider the proposed conditions to be reasonable. We do not consider condition 1 to be reasonable. Please refer to the attached technical note. We consider we may need to have a quick Teams meeting to discuss this condition further.
The type of all weather seal surface that the service station hardstand area, car park and associated access ways are proposed to be constructed of, along with the line marking notating the intended & proposed direction of flow through the property is required to be delineated on the site plan.	The development plans have been amended to detail the requested materiality and line markings. Refer attached.
Existing ground levels, proposed ground levels and design levels are required to be shown on the site plan.	The development plans have been amended to detail the requested levels. Refer attached.
Stormwater management plans have not been provided. The stormwater disposal and collection onsite is to be designed in accordance with the provisions of the City's Stormwater Management local planning policy see clause 4.2 of the LPP here: R-Codes - Stormwater Management LPP The detailed design of stormwater collection and disposal system (ie drainage management plan) is required to be provided (ie location and capacity of drainage containment, sumps, soak wells etc). Total impervious area to be determined by the applicant with adequate onsite catchment system designed in accordance with the City's 'Stormwater Drainage Disposal' requirements.	Whilst we appreciate the intent of the request, we respectfully request the City condition a Stormwater Management Plan as part of the development approval. Generally, this level of detail is provided during detailed design and is confirmed as part of the building permit process.
Information and details as to an appropriate solution addressing the confusion and potential conflict relating to the left turning lane merging onto Flores Road with the location of the proposed crossover to the site. Ie at the intersection of Flores Road & Webborton Road, the vehicles using the turning lane on Webborton Road, onto the north extension of Flores Road (merging) has the potential to create confusion with vehicles entering the property. An adequate treatment to resolve this issue is required. See image below for clarification.	The Transport Impact Statement confirmed that the proposed crossover does not result in any issues with the surrounding road network.

ATTACHMENT 7 SUMMARY APPLICANTS REPONSE TO FURTHER INFORMATION REQUEST RECEIVED 14 MARCH 2025



Given that the EPA Separation Guidelines recommends a minimum buffer separation distance of 200m for a 24 hour service station. Further information and details demonstrating how potential amenity impacts will be mitigated & addressed noting that there are residential properties located within the 200m buffer.

Please refer to 7/11's management plan attached.

The site and/or signage plans do not clearly indicate the actual setbacks of the proposed pylon signs from the boundaries of the subject site. These need to be clearly annotated on the plans.

The development plans have been amended to detail the requested setbacks. Refer attached.

There is no landscaping plan or details and information relating to the required or proposed landscaping applicable to the proposed development. Further information is required to be provided on this matter.

A landscaping plan has now been prepared. The proposed landscaping treatment softens the northern elevation. Refer attached.

Your Elevation 2 Plan (DA05 A) indicates a public art mural on the proposed building facing North West Coastal Highway, yet the plan indicated signage (DA08 B) indicates the intention to place 3 x 7ELEVEN digital scrolling signs on this elevation of the building. It is also unclear if these signs are to be illuminated. These signs may not meet with the relevant provisions of the City's Local Planning Policy – Signage.

The development plans have been amended to correct the signage proposed and the indicative mural on the western elevation. Landscaping treatments along the northern boundary softens this interface. It is noted this elevation will be hidden from view by neighbouring development and existing mature trees.

The north face of the proposed building (Elevation 3 DA06 A) is highly visible and does not meet the requirements of clause 4.1.6 of the City's Local Planning Policy as it is a 'long blind façade' therefore it should provide some visual relief or landscape screening. See LPP here: [Industrial Development LPP](#)

Details and information provided on the plans indicating appropriate preventative measures being put in place along the site boundaries to ensure potential customers & vehicles do not try to 'short cut' or access the site & proposed development via the North West Coast Highway, the weighbridge access on abutting Lot 2955 to the north, or Webberton Road.

The development plans have been amended to detail the requested fences. Refer attached.



PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD
SPALDING



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

166 STIRLING HIGHWAY
NEDLANDS WA 6009

PO BOX 199
NEDLANDS WA 6909

PHONE - 9386 6699
admin@hindley.com.au
www.hindley.com.au

DEVELOPMENT APPLICATION

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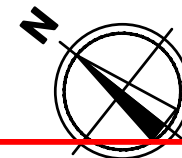
A3 SHEET

SITE LOCATION PLAN

NOT TO SCALE

City of Greater Geraldton

Additional Information Received 14 March 2025



PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 26.09.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - N.T.S.
Job No. 0826
Dwg - **DA01**
Rev - **PRE**

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS

PAVEMENT LEGEND

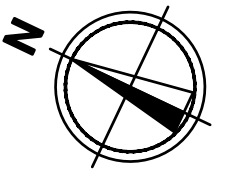
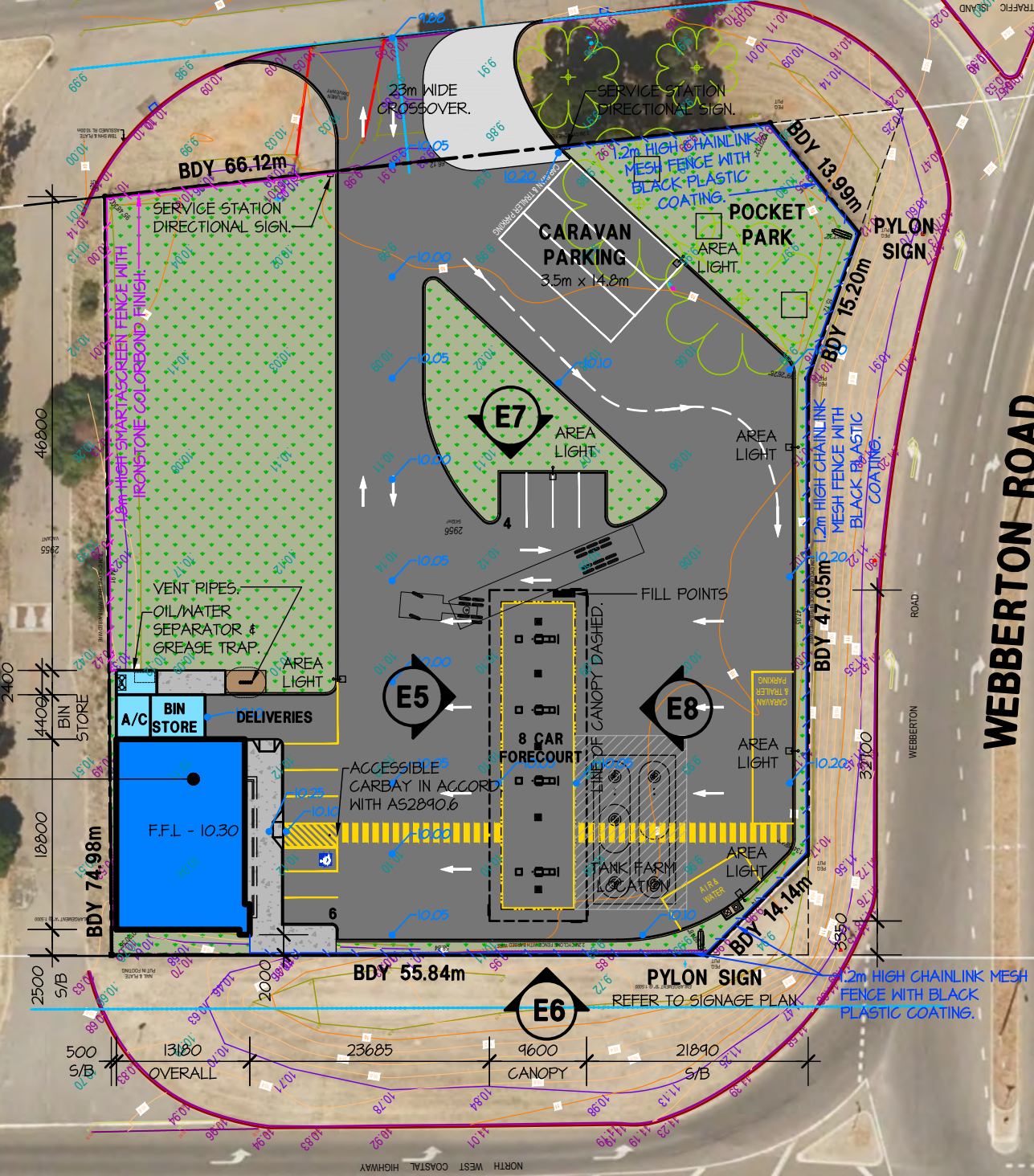
	PAVEMENT TYPE 1 HEAVY DUTY CONCRETE PAVEMENT (TANK EXCAVATION AREA)
	200mm THICK 32MPa CONCRETE WITH SL82 TOP & BTM 50mm COVER
	100mm DGB20 OR APPROVED EQUIVALENT
	COMPACTED SUBGRADE (ASSUMED CBR 3.0% MIN.) - TRAFFIC LOADING 1x10 ⁵ HAVG
	PAVEMENT TYPE 2 HEAVY DUTY CONCRETE PAVEMENT
	175mm THICK 32MPa CONCRETE WITH SL82 TOP 50mm COVER
	100mm DGB20 OR APPROVED EQUIVALENT
	COMPACTED SUBGRADE (ASSUMED CBR 3.0% MIN.) - TRAFFIC LOADING 1x10 ⁵ HAVG
	PAVEMENT TYPE 3 PEDESTRIAN FOOTPATH PAVEMENT AREA
	120mm THICK 25MPa CONCRETE WITH SL72 MESH CENTRAL ON COMPACTED SUBGRADE CBR 3%
	25mm SAND LAYER
	EXISTING SITE LEVELS
	PROPOSED DESIGN LEVELS - FINAL LEVELS TO BE CONFIRMED AT BUILDING PERMIT STAGE.

**PROPOSED
SERVICE STATION**
240m² GFA

FLORES ROAD

WEBBERTON ROAD

NW COASTAL HIGHWAY



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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DEVELOPMENT APPLICATION

PROPOSED SITE PLAN

SCALE 1:600

City of Greater Geraldton

Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 28.09.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:600
Job No. - 0825
Dwg - **DA02**
Rev - **C**

A3 SHEET

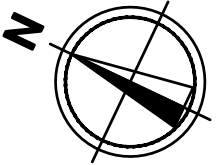
NO.	DATE	REVISION	DRAWN	CHECK
PRE	06.10.23	PRELIMINARY ISSUE	CPH	CPH
A	05.12.24	REVISED TO SUIT COMMENTS	CPH	CPH
B	12.12.24	REVISED TO SUIT COMMENTS	CPH	CPH
C	11.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

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ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



NOTE!
REFER TO SITE SURVEY
DRAWING - 2254IFS01



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SITE SURVEY OVERLAY & DEMOLITION PLAN

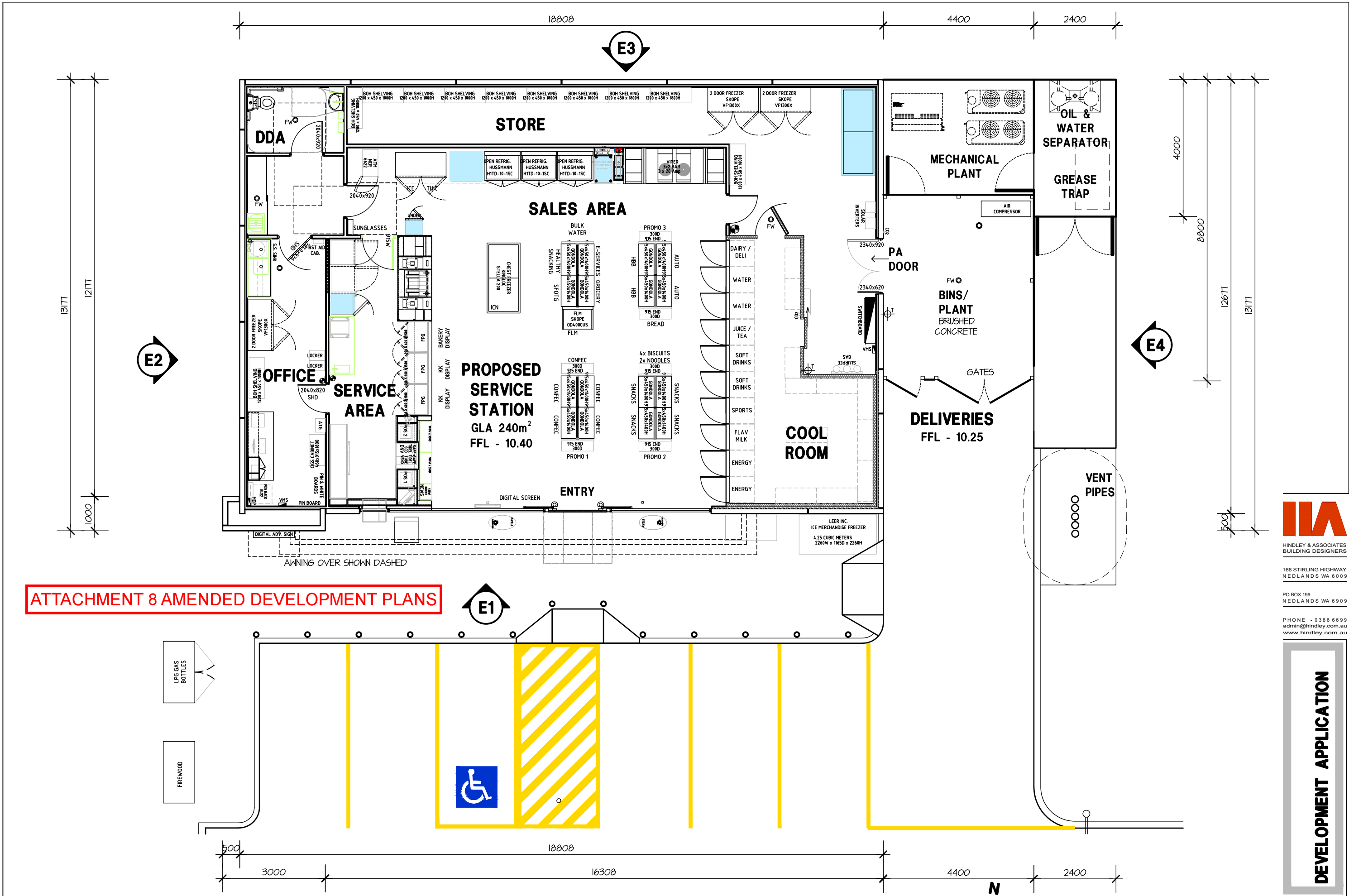
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City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
For CYGNET WEST P/L

Date - 28.09.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:600
Job No. - 0826
Dwg - DA03
Rev - A

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



ATTACHMENT 8 AMENDED DEVELOPMENT PLANS

PROPOSED FLOOR PLAN

SCALE 1:100

City of Greater Geraldton
Additional Information Received 14 March 2025



PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L



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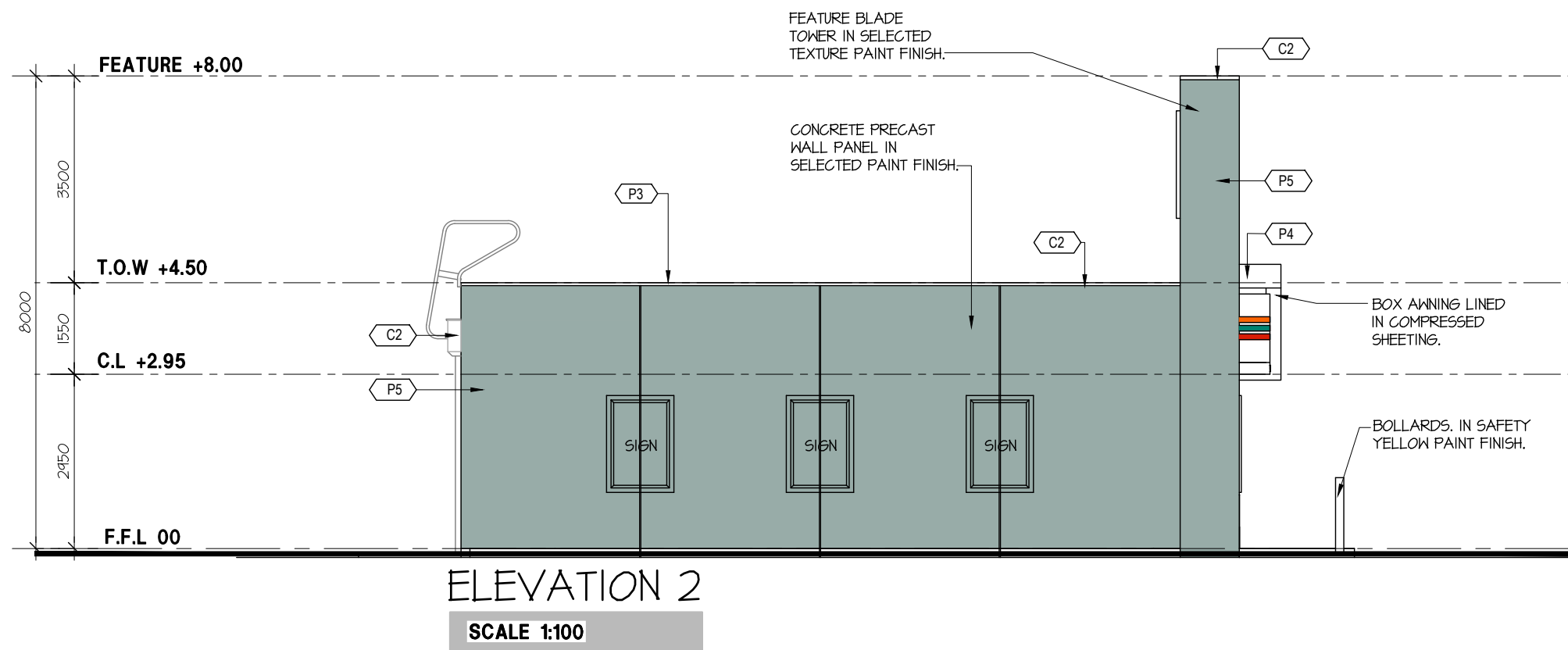
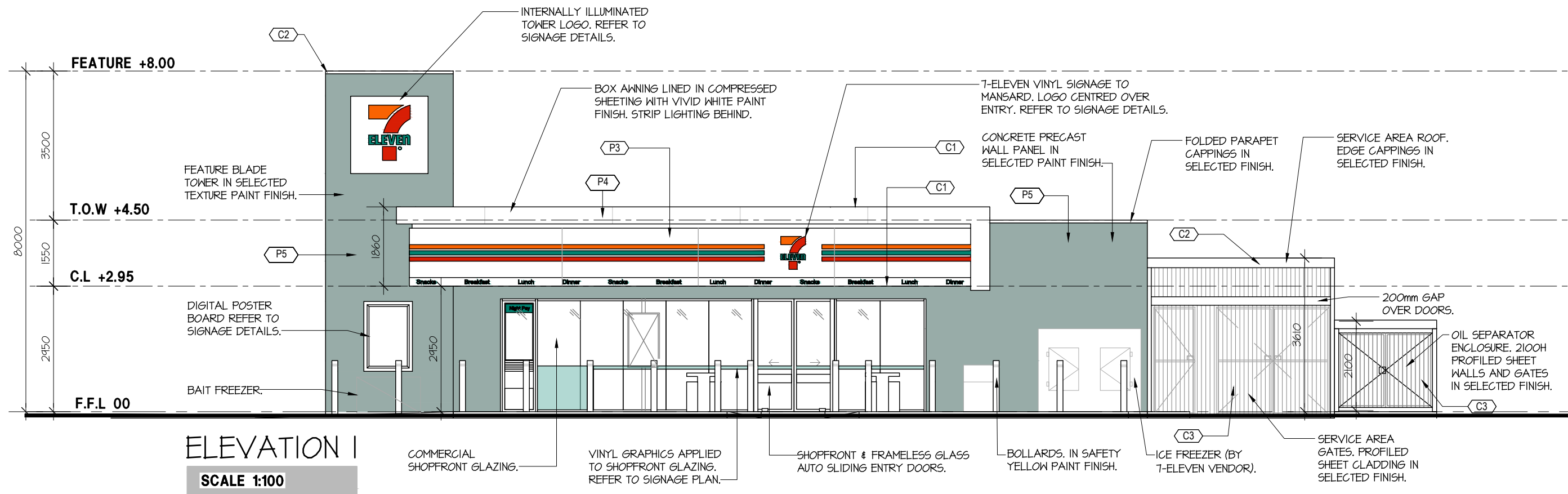
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B	12.12.24	REVISED TO SUIT COMMENTS	CPH	CPH

Date - 03.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA04
Rev - B

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P1	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 H9IF (SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P2	DULUX WASH & WEAR 101SEMI GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTG ZONE INTERIOR WALL & INTERNAL WALL TO SLURPEE ZONE, FRONT AND UNDER SIDE OF FOTG BULKHEAD, SERVICE COUNTER WALLS, OFFICE DESK BACKING
P3	DULUX SUPER ENAMEL HIGH GLOSS COLOUR: COLORBOND MASON GREY SGGH4	INTERIOR DOORS & ARCHITRAVES MECHANICAL PLANT DECK AND DURAGAL SCREEN, DECK HANDRAIL
P4	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: VIVID WHITE PW1H9	7-ELEVEN VENT PIPES, PETROL CANOPY COLUMNS & DOWNPIPES
P5	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: SAGE MONICA (DULUX REF SGGH3)	BUILDING FACADE, EXTERIOR DOOR, DOWNPIPES GUTTER, SELECTED EXTERNAL CONCRETE PANEL WALLS
P6	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: BLACK	PETROL CANOPY COLUMNS AND BOLLARDS 300MM ABOVE GROUND LEVEL
P8	DULUX ROADMASTER A1 - NONSLIP COLOUR: LF YELLOW ADDITIVE: GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P10	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
P11	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P12	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
METAL FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
G1	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND SURFMIST	ROOF FLASHING & PARAPET CAPPING
G2	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND WINDSPRAY	ROOF FLASHING & PARAPET CAPPING & DOWN PIPE
G3	STRAMIT K COLORBOND METAL SHEET / WALL CLADDING COLOUR: COLORBOND WINDSPRAY	BIN ROOM, BIN YARD GATES, FENCING, MECH. PLANT GATE
G4	STRAMIT MONOPANEL 250 COLORBOND METAL SHEET COLOUR: COLORBOND SURFMIST	FUEL CANOPY & BUILDING SOFFIT LINING
GENERAL NOTE:		
1. ALL ALTERNATIVE PRODUCTS TO BE APPROVED BY 7-ELEVEN		
2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS		
3. REFER TO ARMSTRONG INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING IMPLEMENTATION		



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DEVELOPMENT APPLICATION

Date - 04.10.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA05
Rev - A

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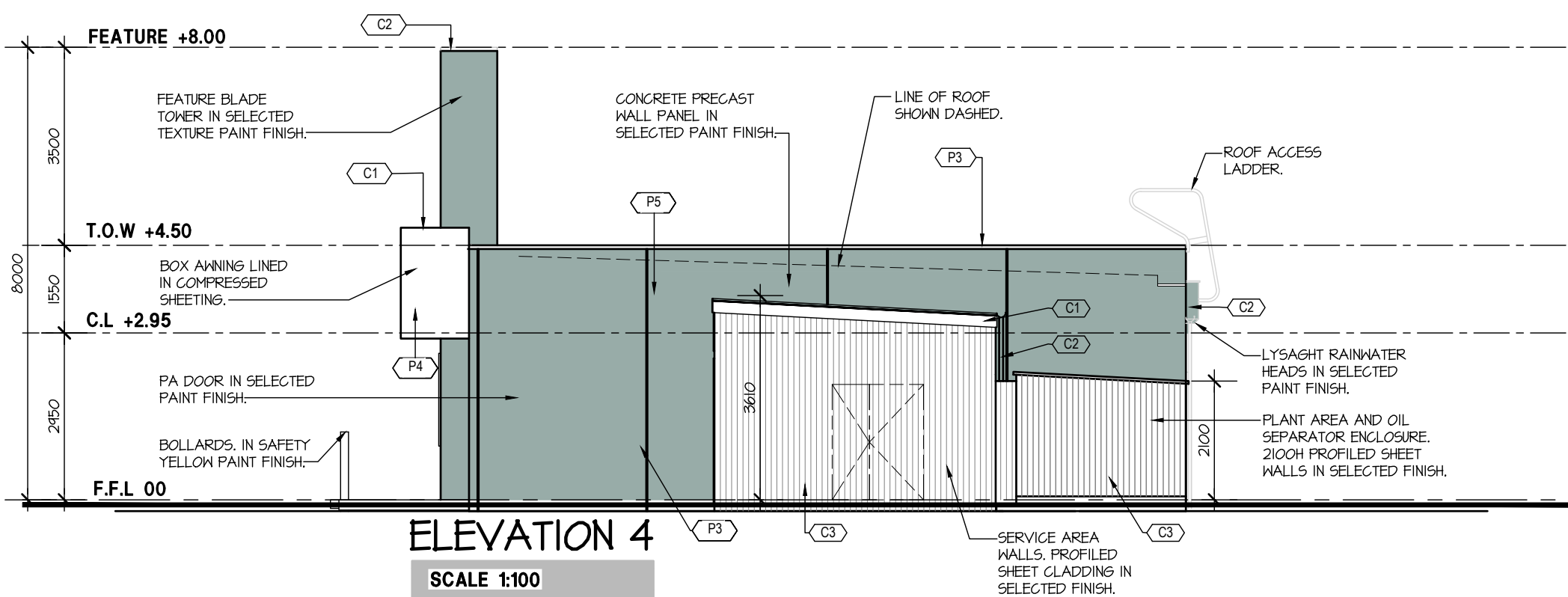
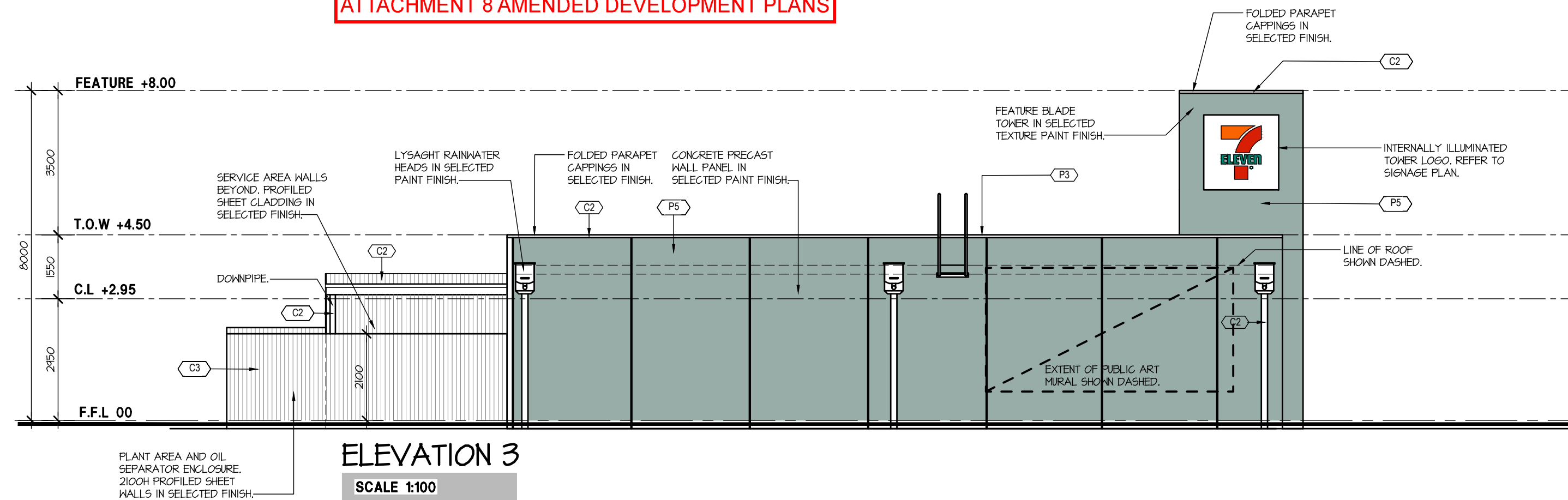
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City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



PAINT FINISHES SCHEDULE		
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P7L	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P7P	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
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GENERAL NOTE:		
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3. REFER TO ARMSTRONG INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING IMPLEMENTATION		

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NO: DATE: REVISION: PRE 6.10.23 PRELIMINARY ISSUE A 05.12.24 REVISED TO SUIT COMMENTS B 12.12.24 REVISED TO SUIT COMMENTS

DRAWN: CHECK: JJR CPH JJR CPH

A3 SHEET

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date: 04.10.23
Design: JJR
Drawn: JJR
Checked: CPH
Scale: 1:100
Job No.: 0826
Dwg: DA06
Rev: B

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BUILDING DESIGNERS

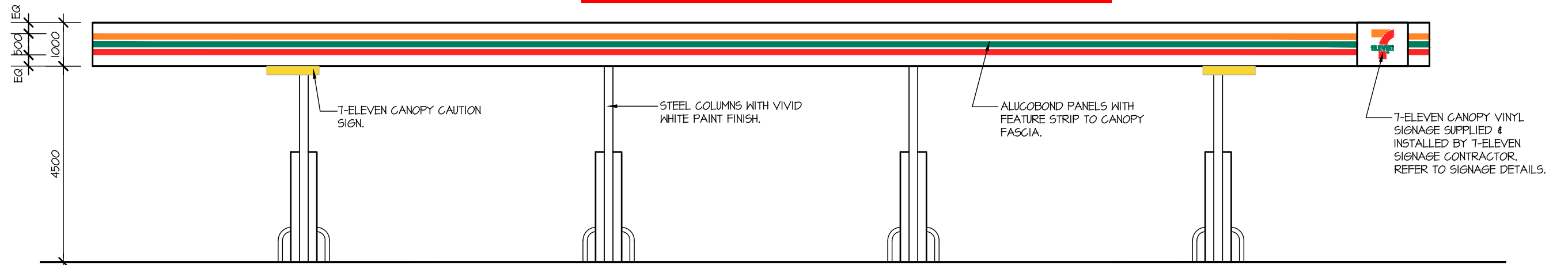
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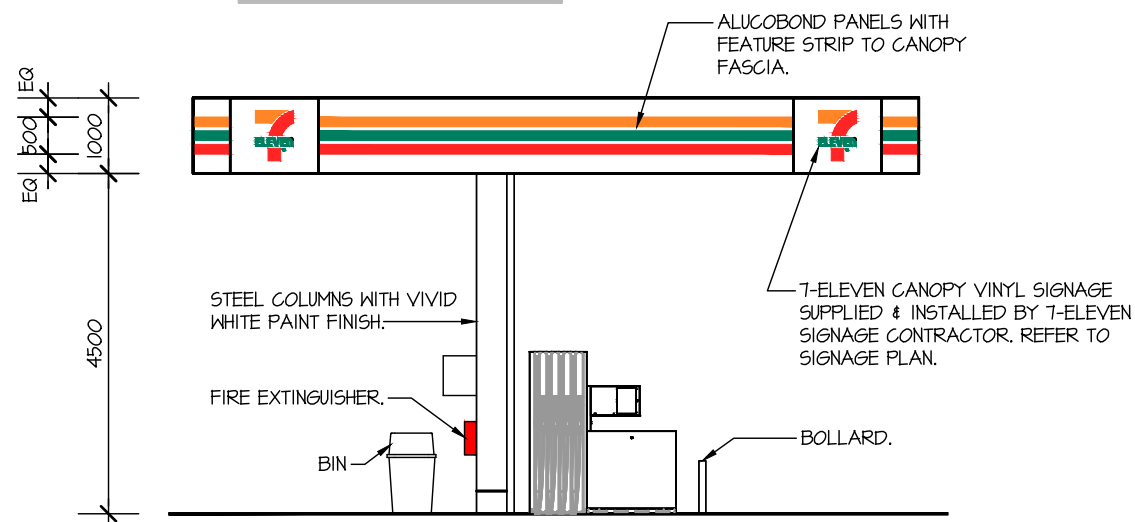
DEVELOPMENT APPLICATION

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



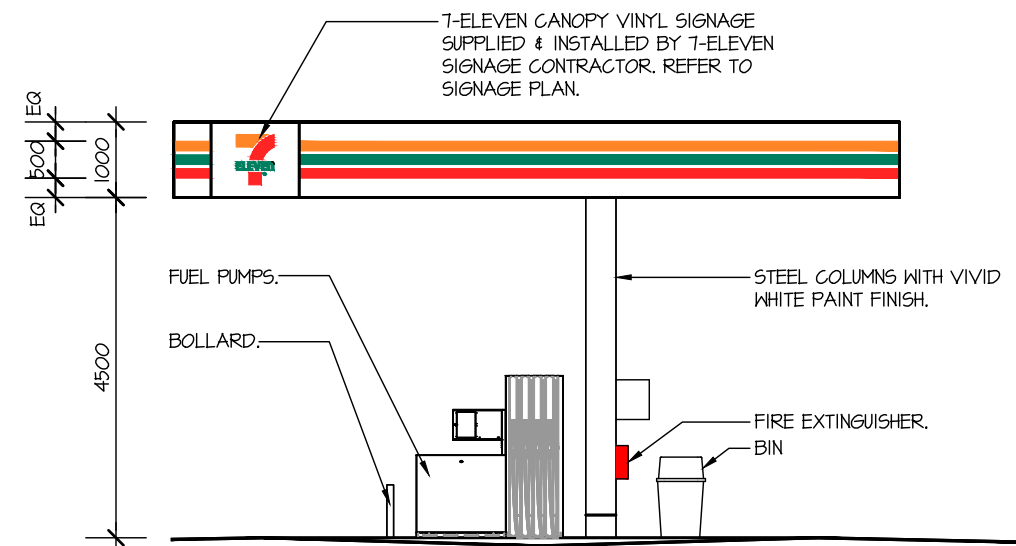
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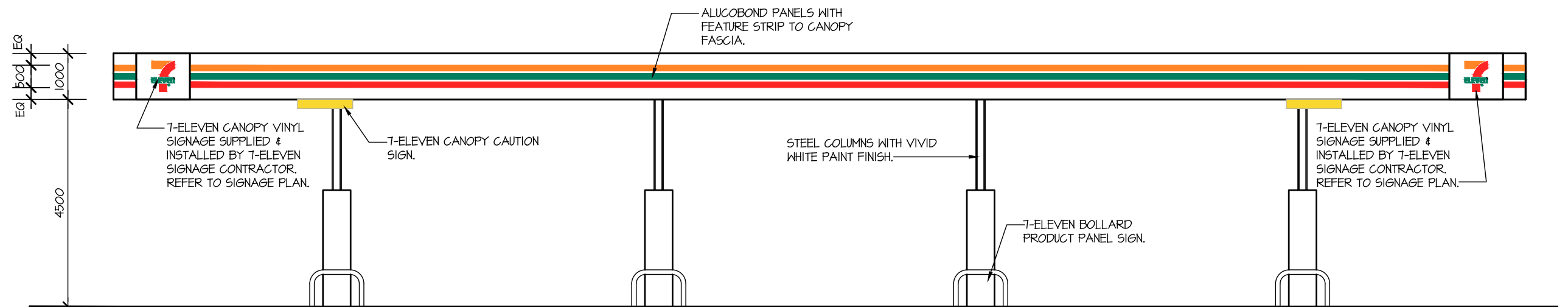
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ELEVATION 7

SCALE 1:100



ELEVATION 8

SCALE 1:100



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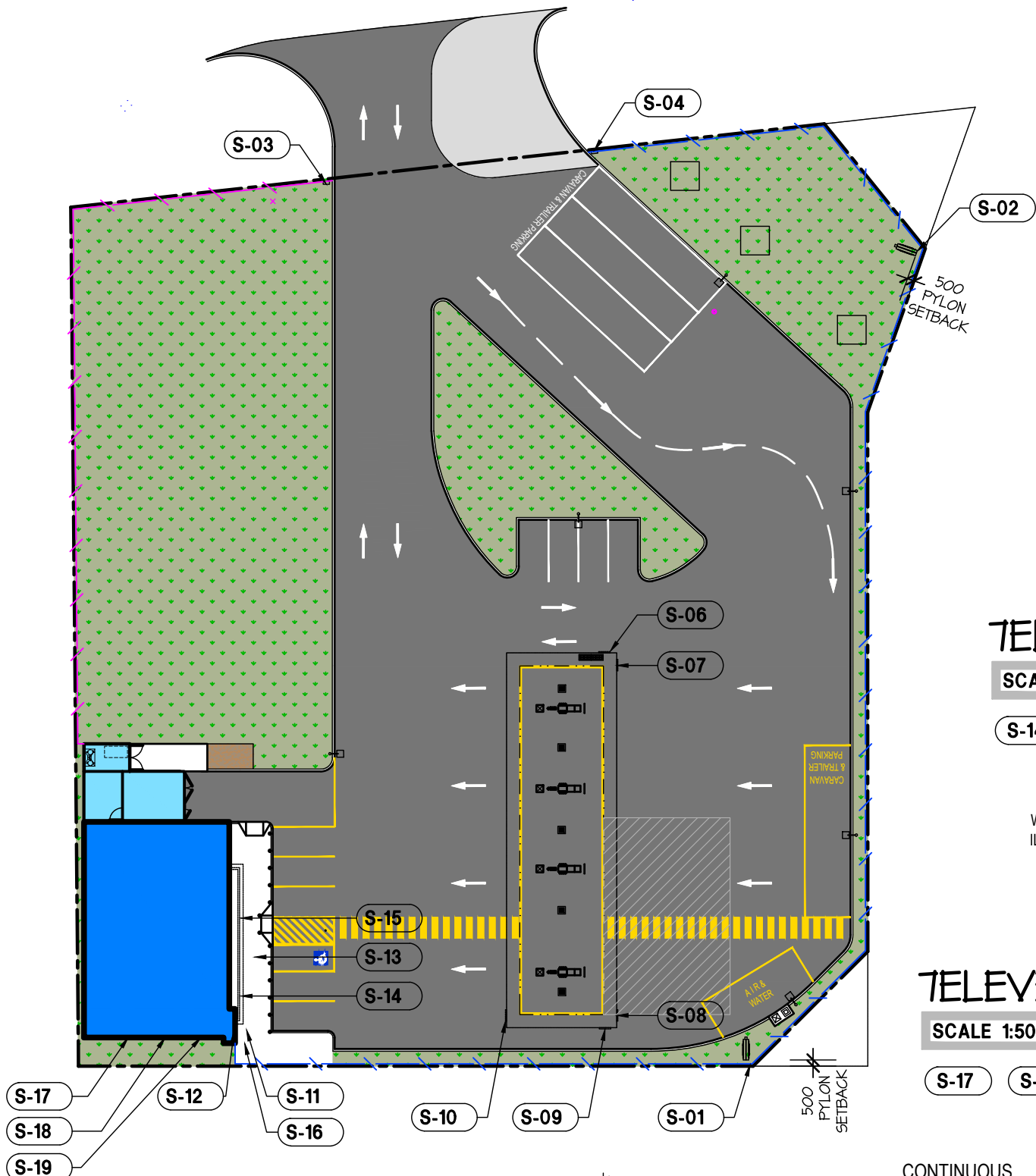
A3 SHEET

City of Greater Geraldton
Additional Information Received 14 March 2025

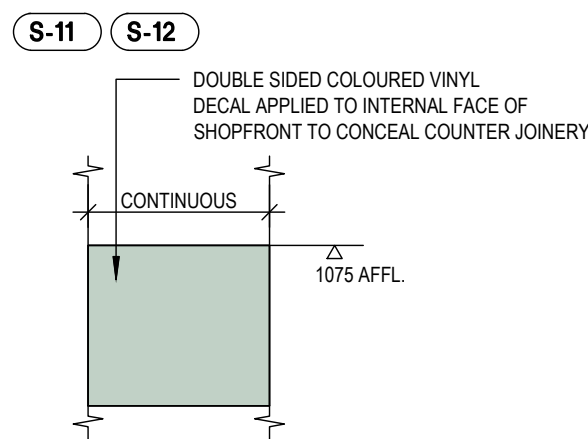
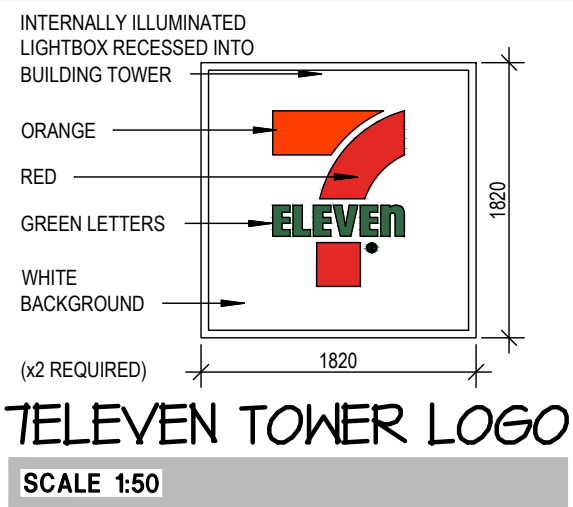
PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 04.10.23
Design - JJR
Drawn - JJR
Checked - CPH
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Job No. - 0826
Dwg. - DA07
Rev - PRE

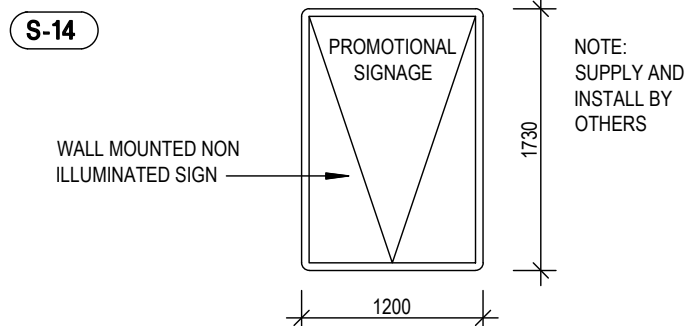
ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



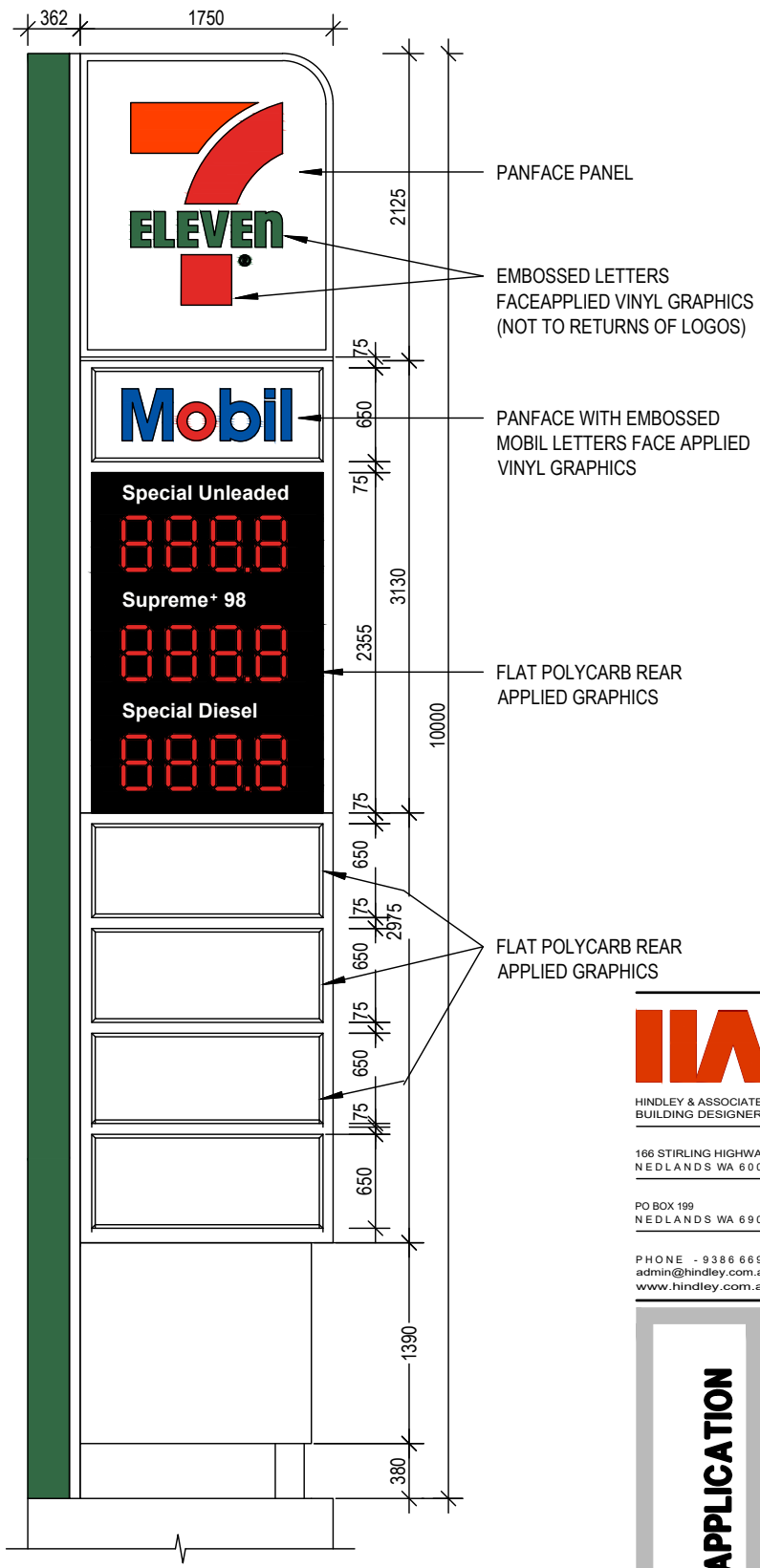
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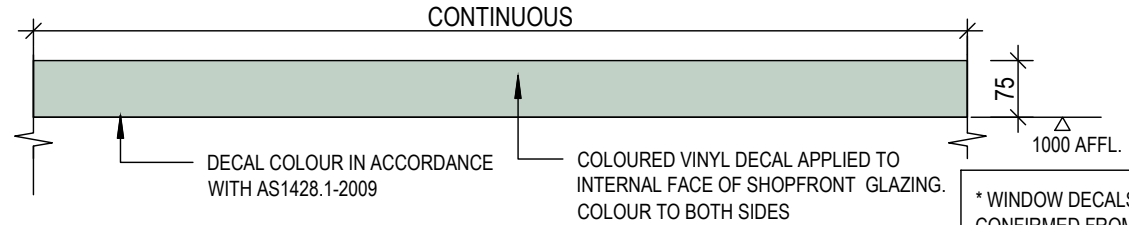
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PROPOSED SERVICE STATION
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DEVELOPMENT APPLICATION

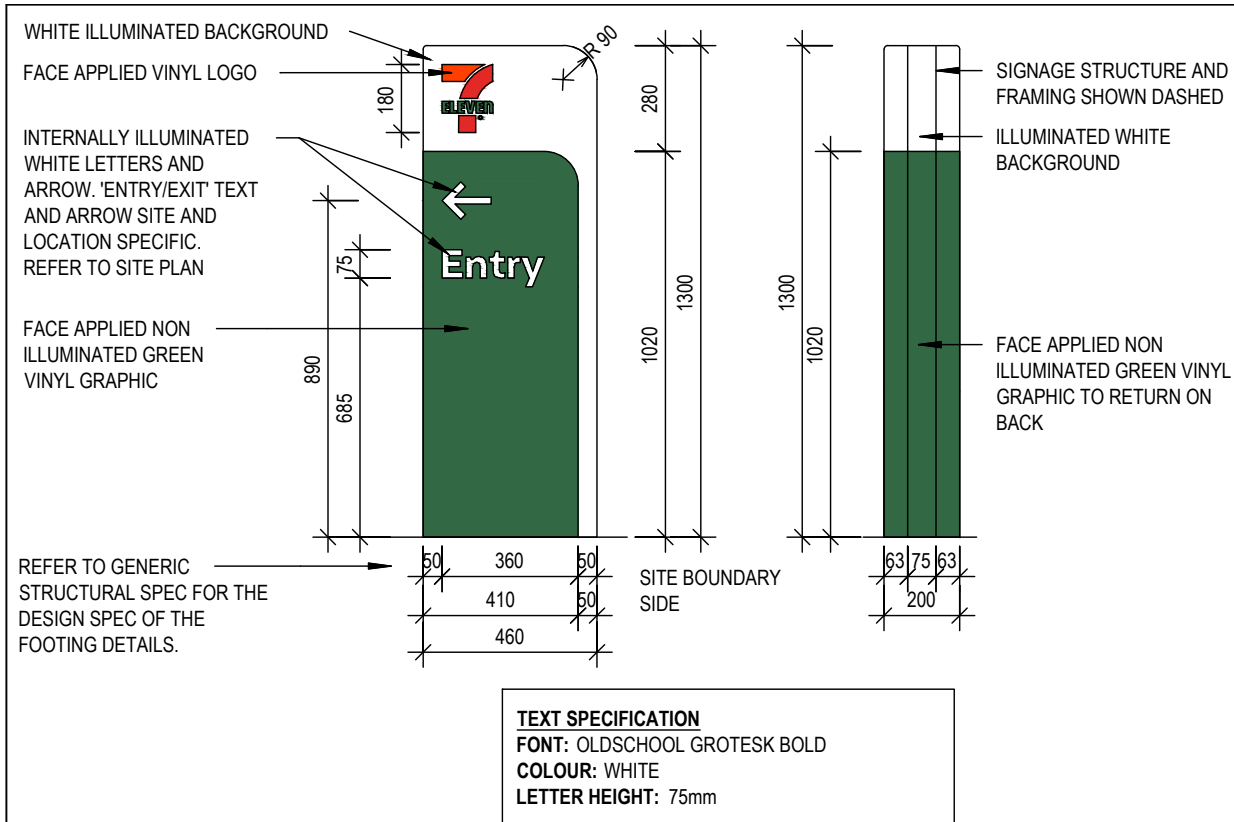
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A	12.12.24	REVISED TO SUIT COMMENTS	CPH	CPH
B	16.12.24	REVISED TO SUIT COMMENTS	CPH	CPH
C	11.03.25	REVISED TO SUIT COMMENTS	CPH	CPH

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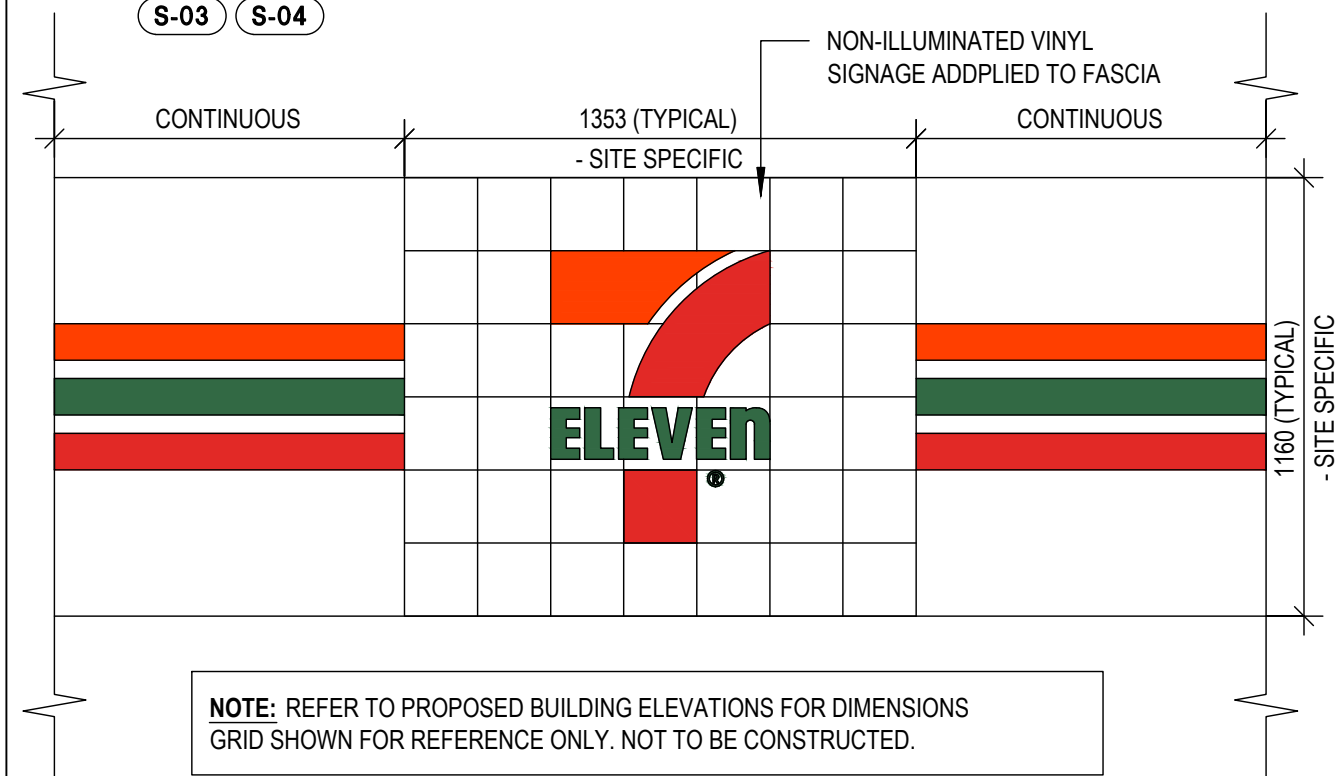
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Job No. - 0826
Dwg - DA08
Rev - C



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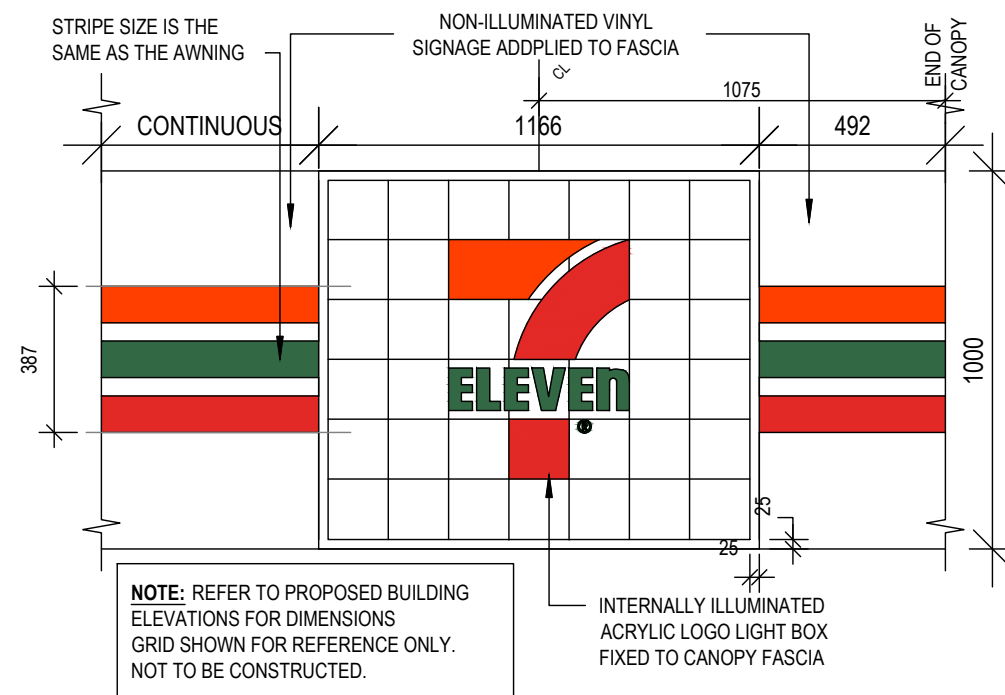
S-03 S-04



TELEVEN TYPICAL BUILDING AWNING FASCIA

SCALE 1:20

S-13



TELEVEN TYPICAL CANOPY FASCIA

SCALE 1:20

S-05 S-06 S-07 S-08 S-09 S-10

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS

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Job No. - 0826
Dwg. - **DA09**
Rev - **PRE**

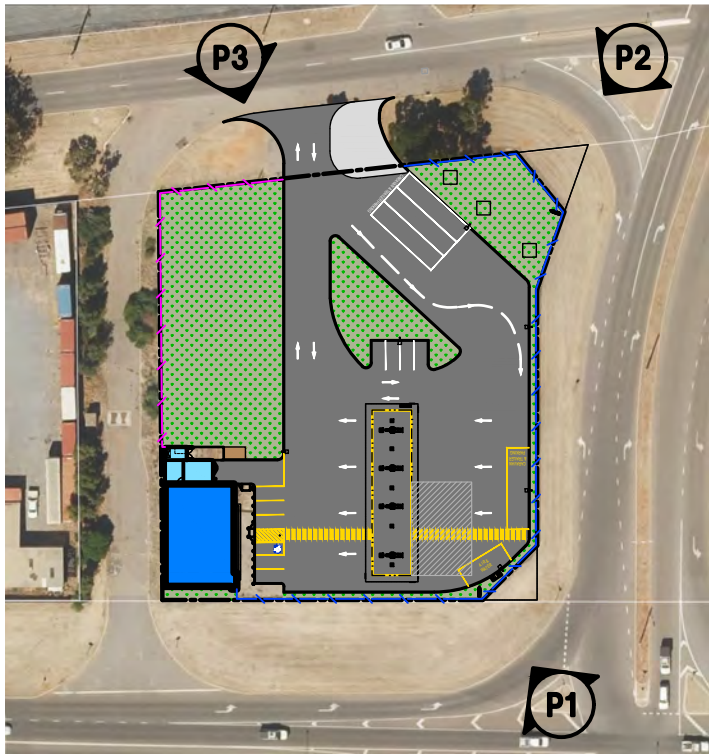


PERSPECTIVE 1
NOT TO SCALE



PERSPECTIVE 2
NOT TO SCALE

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



KEY PLAN
NOT TO SCALE



PERSPECTIVE 3
NOT TO SCALE



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Job No.	-	0826
Dwg -	DA10	
Rev -	A	

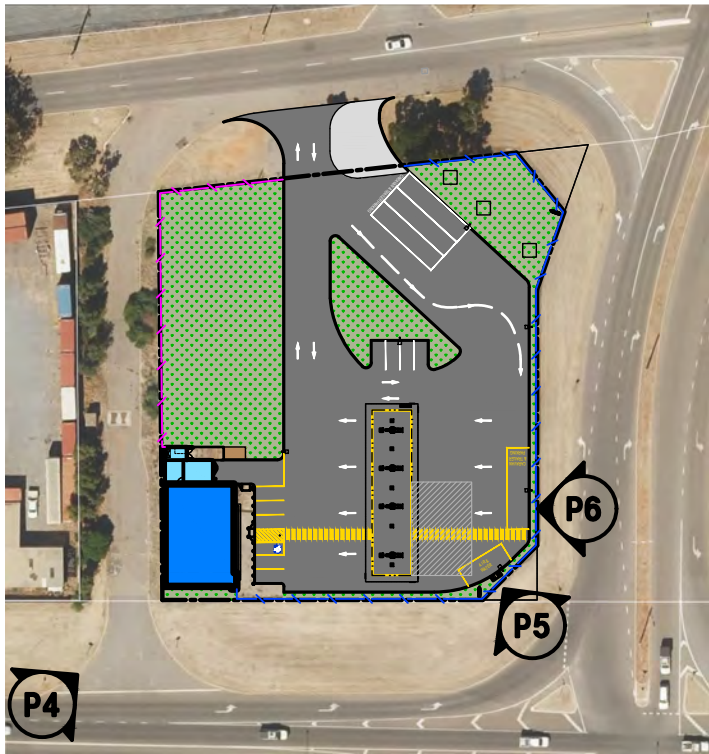


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NOT TO SCALE



PERSPECTIVE 5
NOT TO SCALE

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



KEY PLAN
NOT TO SCALE



PERSPECTIVE 6
NOT TO SCALE



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Job No. - 0826
Dwg - DA11
Rev - A



PERSPECTIVE 7

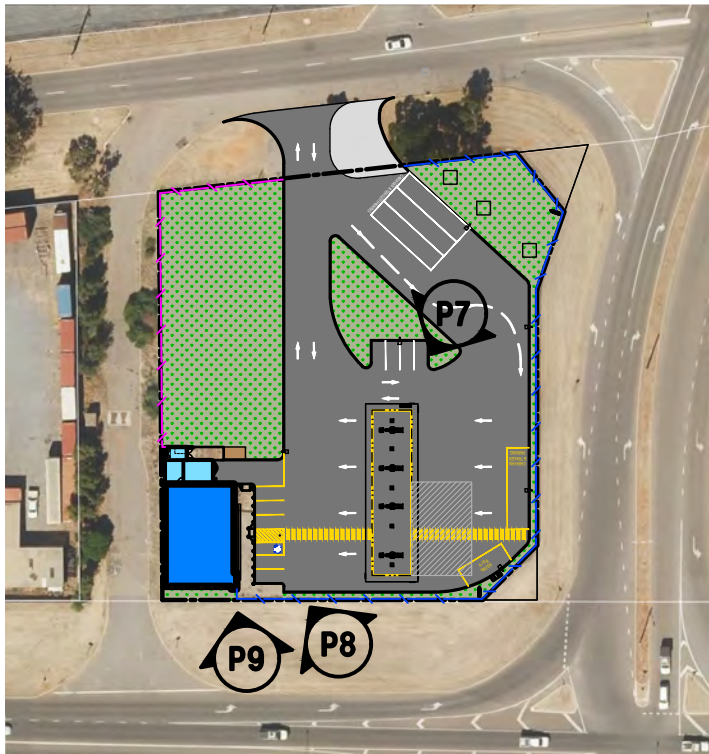
NOT TO SCALE



PERSPECTIVE 8

NOT TO SCALE

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



KEY PLAN

NOT TO SCALE



PERSPECTIVE 9

NOT TO SCALE



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Job No. - 0826
Dwg - DA12
Rev - A

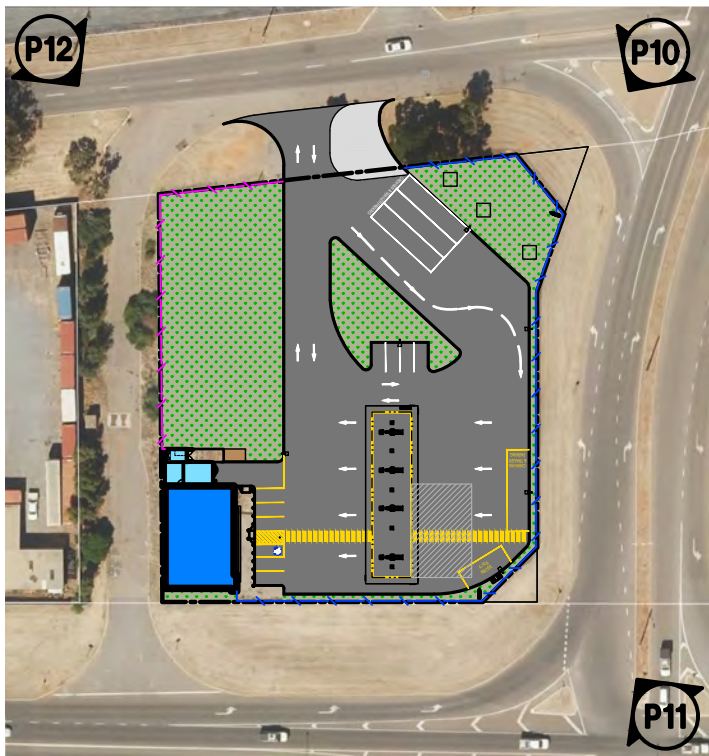


PERSPECTIVE 10
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PERSPECTIVE 11
NOT TO SCALE

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS



KEY PLAN
NOT TO SCALE



PERSPECTIVE 12
NOT TO SCALE



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Scale	-	N.T.S.
Job No.	-	0826
Dwg -	DA13	
Rev -	A	

LEGEND

SITE AREA - 5,432m²
LANDSCAPING AREA - 785m²
% OF LANDSCAPING - 14.4%

GROUND COVER

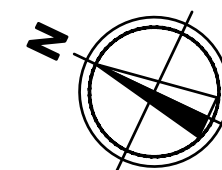
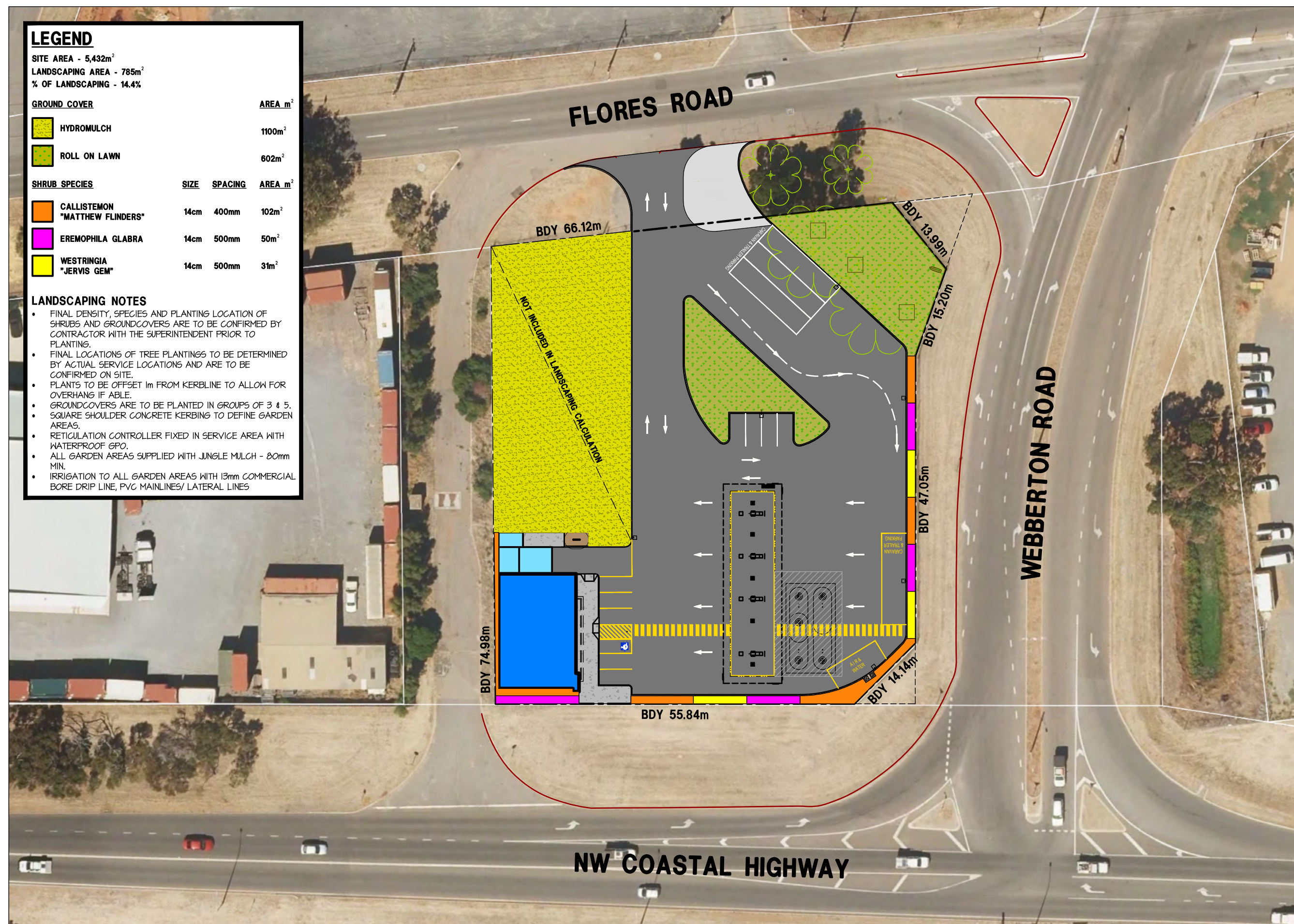
GROUND COVER	AREA m ²
HYDROMULCH	1100m ²
ROLL ON LAWN	602m ²

SHRUB SPECIES

SHRUB SPECIES	SIZE	SPACING	AREA m ²
CALLISTEMON "MATTHEW FLINDERS"	14cm	400mm	102m ²
EREMOPHILA GLABRA	14cm	500mm	50m ²
WESTRINGIA "JERVIS GEM"	14cm	500mm	31m ²

LANDSCAPING NOTES

- FINAL DENSITY, SPECIES AND PLANTING LOCATION OF SHRUBS AND GROUNDCOVERS ARE TO BE CONFIRMED BY CONTRACTOR WITH THE SUPERINTENDENT PRIOR TO PLANTING.
- FINAL LOCATIONS OF TREE PLANTINGS TO BE DETERMINED BY ACTUAL SERVICE LOCATIONS AND ARE TO BE CONFIRMED ON SITE.
- PLANTS TO BE OFFSET 1m FROM KERBLINE TO ALLOW FOR OVERHANG IF ABLE.
- GROUNDCOVERS ARE TO BE PLANTED IN GROUPS OF 3 & 5.
- SQUARE SHOULDER CONCRETE KERBING TO DEFINE GARDEN AREAS.
- RETICULATION CONTROLLER FIXED IN SERVICE AREA WITH WATERPROOF GPO.
- ALL GARDEN AREAS SUPPLIED WITH JUNGLE MULCH - 80mm MIN.
- IRRIGATION TO ALL GARDEN AREAS WITH 13mm COMMERCIAL BORE DRIP LINE, PVC MAINLINES/ LATERAL LINES



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A3 SHEET

PROPOSED LANDSCAPING PLAN

SCALE 1:600

City of Greater Geraldton

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Scale - 1:600
Job No. - 0826
Dwg - DA14
Rev - A

ATTACHMENT 8 AMENDED DEVELOPMENT PLANS

Technical Note: No 1
Project No: t25.043
Project: Lot 2956 (215) Flores Road, Spalding - 7-Eleven
Subject: Assessing the potential loss of demand due to the public work

Date: 05/03/2025

1 Introduction

A development application (DA) for a service station in above location has been submitted to the City of Greater Geraldton. The subject lot is located adjacent to the old public weighbridge access road to the north, the North West Coastal Highway (NWC Hwy) to the west, Webberton Road to the south and Flores Road to the east as shown in **Figure 1**.

Following the referral of the application to Main Roads WA, the City has reiterated a condition by Main Roads which requires upgrade of the intersection of NWC Hwy and Webberton Road to provide adequate level of service for right turn movements from Webberton Road onto NWC Hwy. Accordingly, Transcore's was requested to review the TIA prepared for the DA, review Condition 1, undertake the necessary assessment and to prepare a technical note to document the outcome of the assessments.



Figure 1: Location of the subject site

2 Proposed Development

The proposed development includes a service station comprising of:

- A canopy with a total of 4 bowzers/ 8 fuel-filling positions for light vehicles;
- A service station retail building of approximately 240 m²;
- A total of 15 on-site car parking bays including one ACROD bay, one 'air & water' bay, one 'air & water' queuing bay and three (3) caravan bays;
- A designated fill point location for fuel tanker;
- A designated service vehicle loading bay; and
- A "pocket" park with tables and chairs.

Access into the development is proposed at a single crossover on Flores Road, as shown in **Figure 2**.



Figure 2: Proposed development crossover

3 Existing Traffic Counts

The traffic video survey from the MRWA website, undertaken in August 2020 was used and a 1% annual growth rate was applied to the NWC Hwy to establish the 2025 traffic volumes and the intersection. The 1% annual growth rate conservatively reflects the historical traffic growth on NWC Hwy as shown in **Figure 3**.

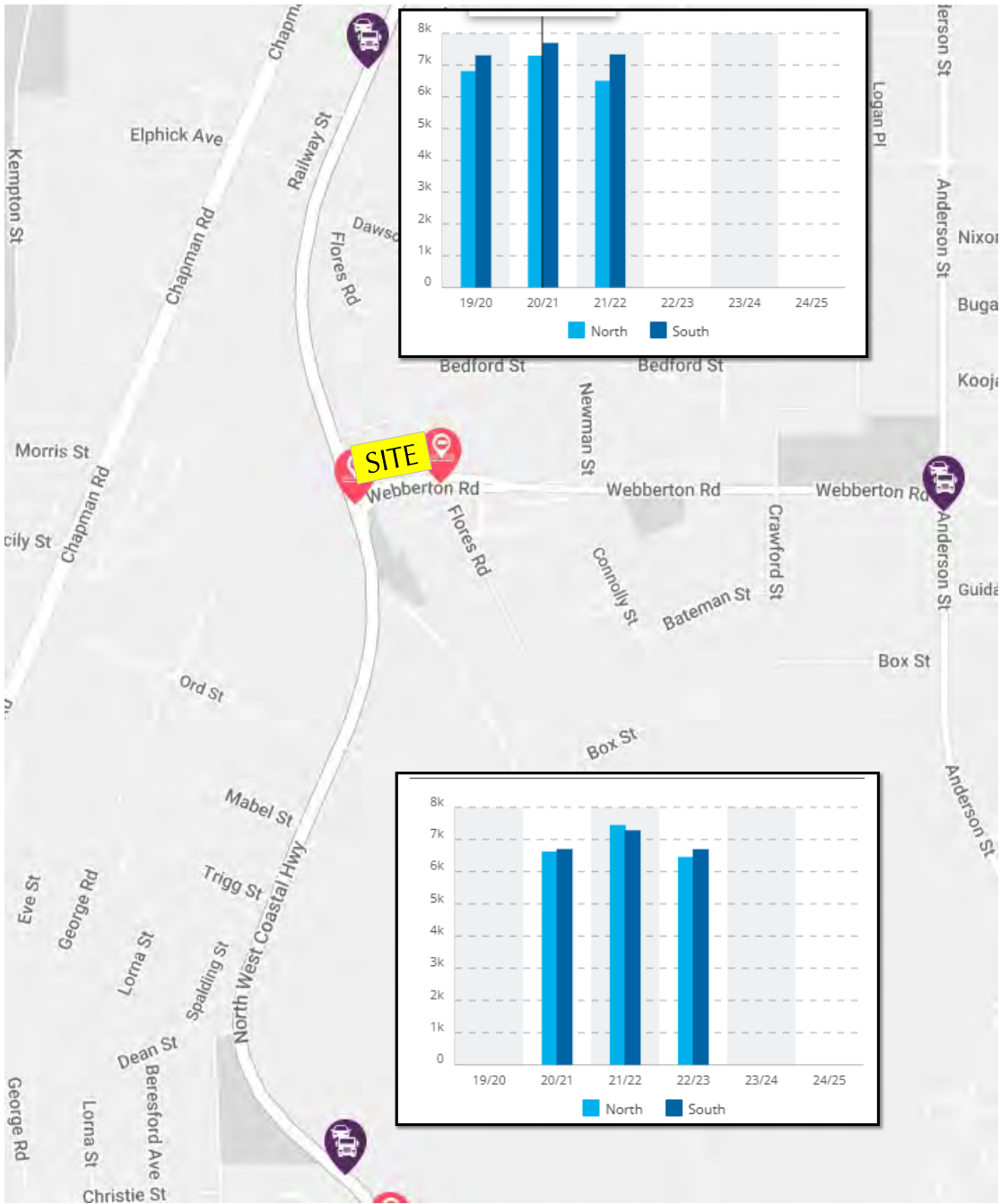


Figure 3: Historical counts along NWC Hwy

The 2025 traffic volumes are illustrated in **Figure 4**.

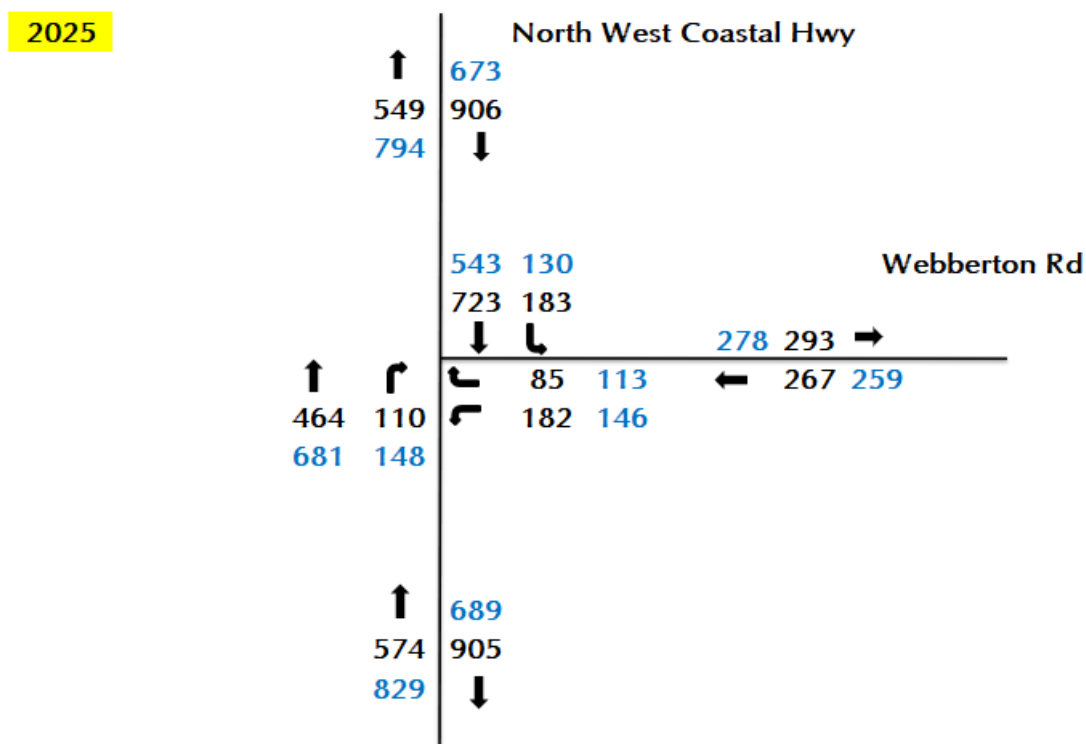


Figure 4: 2025 traffic volumes

4 Trip Generation and distribution

Traffic generation rates for the proposed service station were sourced from the Institute of Transportation Engineers – Trip Generation Manual 11th Edition (ITE) using “Gasoline/Service Station with Convenience Store (944)” land use as a reference. The rates are provided in **Table 1**, which also summarises the trip generation of the proposed development.

Trips associated with the proposed development also comprise a portion of passing trade trips which are trips already present on the adjacent road network. Appropriate passing trade factors, 63% for the service station, was applied in line with the ITE Trip Generation Manual 11th Ed – Pass-by Tables. **Table 2** shows the passing trade and primary trip components of the development.

Table 1: Trip generation of the proposed development

Land use	Quantity	Daily Rate	AM	PM	Cross Trade	Daily Trips	AM	PM	AM		PM	
			Peak	Peak			trips	trips	IN	OUT	IN	OUT
Service station	8	172.01	10.28	13.91	0.00	1376	82	111	41	41	56	56
Total traffic						1376	82	111	41	41	56	56

Table 2: Passing trip and primary trip component of the development

Passing Trip Component					Primary Trip Component				
	AM		PM			AM		PM	
Daily Trips	IN	OUT	IN	OUT	Daily Trips	IN	OUT	IN	OUT
826	25	25	33	33	550	16	16	23	23
826	25	25	33	33	550	16	16	23	23

The distribution of traffic to and from the proposed developments was evaluated by considering the catchment area, the available access and egress routes to and from the site, and the existing service stations along NWC Highway and in the vicinity of the subject site (see **Figure 3**).

As evident, several existing service stations along NWC Highway are located near the subject site. Consequently, the majority of primary trips are expected to originate from developments to the east of NWC Highway, accessing the site via Webberton Road.

Most of the pass-by trips will be relevant to southbound traffic on NWC Highway and westbound traffic on Webberton Road.

There will be minimal pass-by trips from northbound traffic on NWC Highway during peak hours, as it would be inconvenient to turn right at the intersection of NWC Highway to Webberton Road and access the site by turning left onto Flores Road, then returning to NWC Highway by turning right at Flores Road, and subsequently turning right again from Webberton Road to NWC Highway.

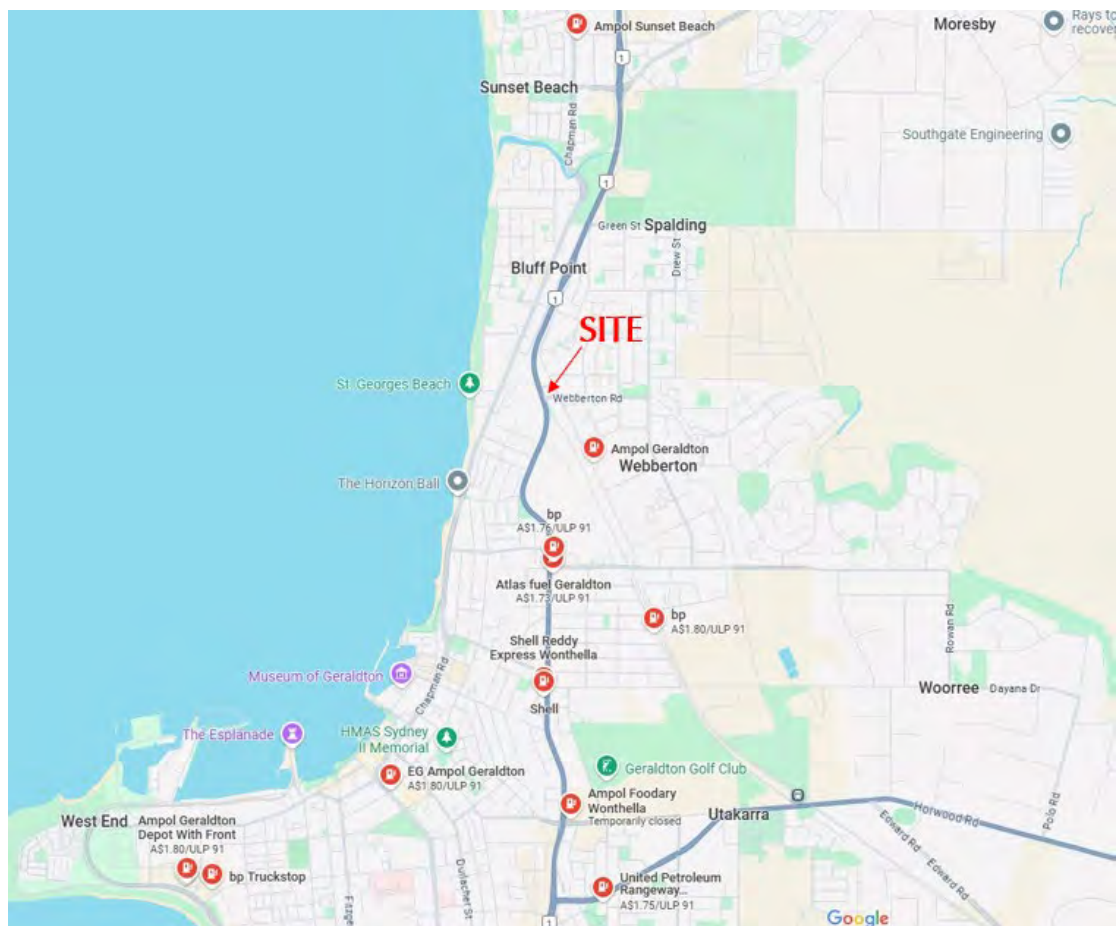


Figure 5: location of the existing service stations in the vicinity of the subject site

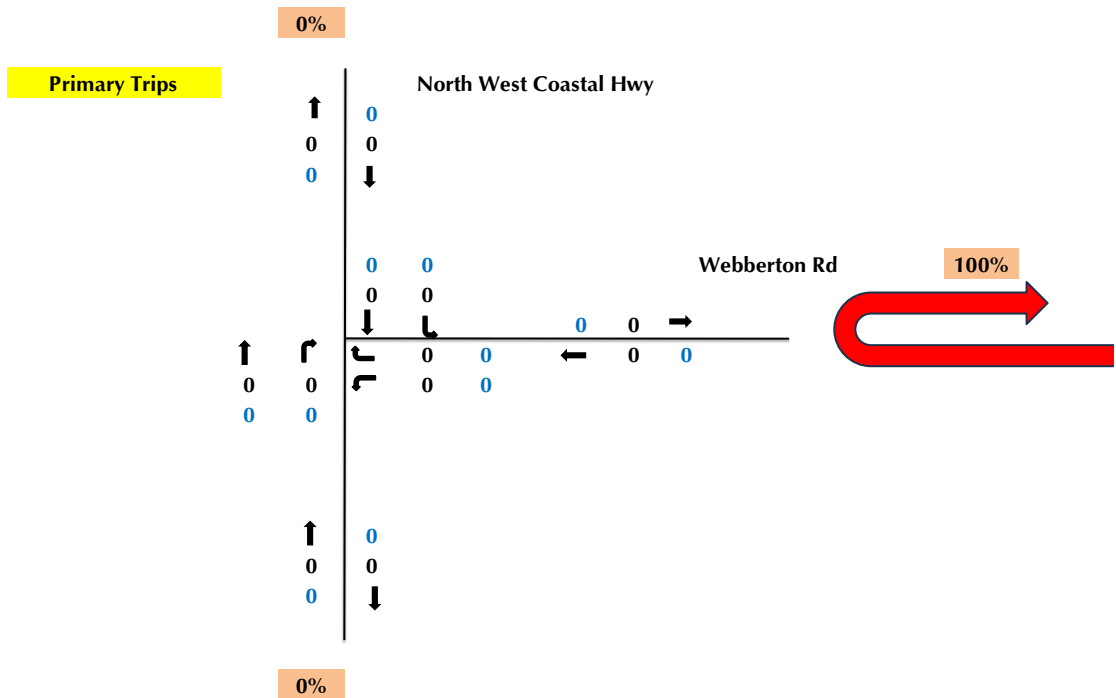


Figure 7: Proposed development primary trips – Weekday AM and PM peak hours

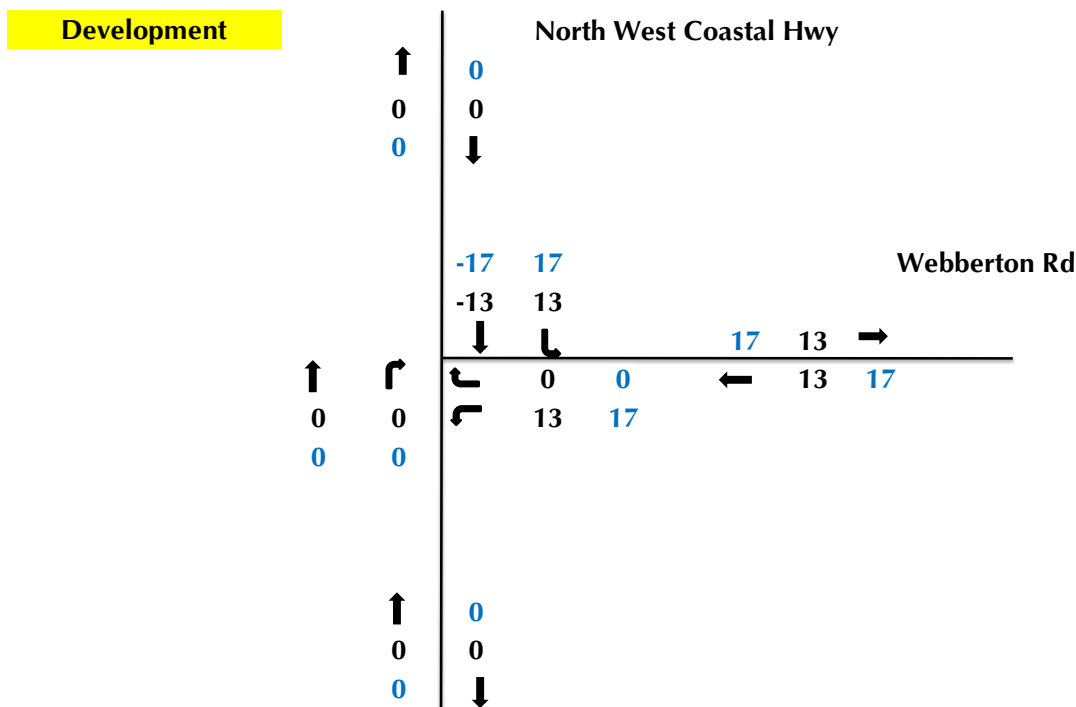


Figure 8: Proposed development trips – Weekday AM and PM peak hours

5 Traffic Flow Forecasts

The total post-development traffic for the assessment years 2026 and 2036 was calculated by adding the existing background traffic to the development traffic. A

review of the historical traffic count records for NWC Hwy indicates no growth or slight drop in 2022/ 2023. However, to ensure a robust assessment, a 1% annual traffic growth was applied to the background traffic on NWC Hwy for both assessment years, 2026 and 2036. The total projected traffic volumes for the year 2026 and 2036 are presented in **Figure 9** and **Figure 10**.

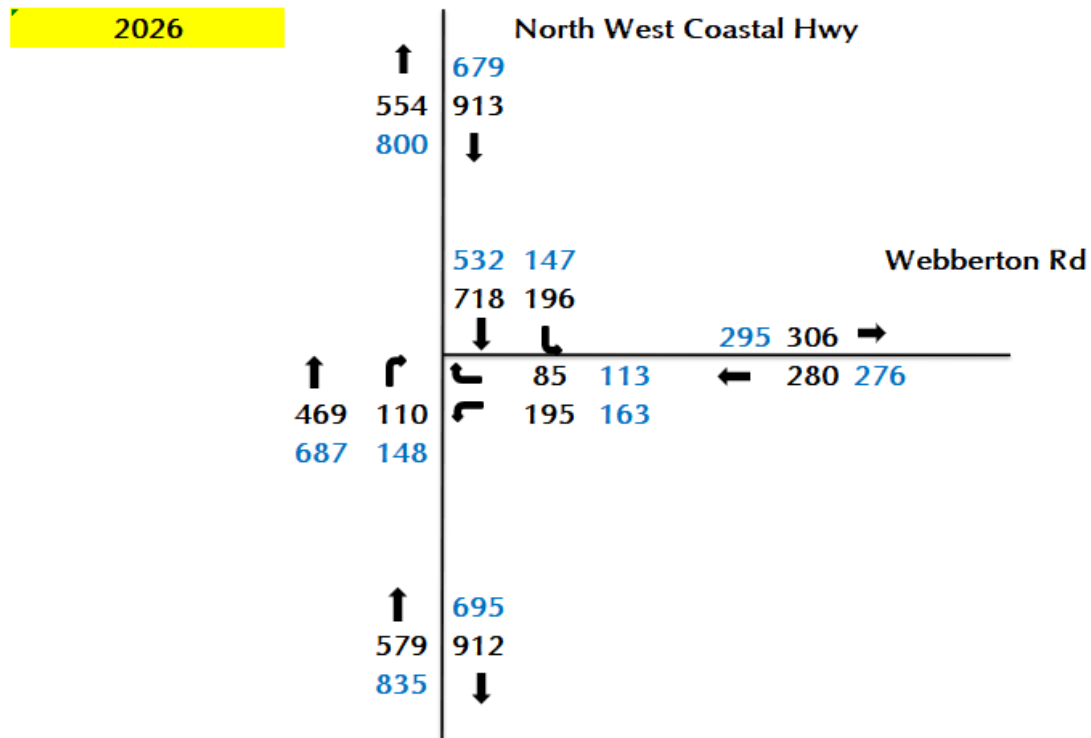


Figure 9: Post development traffic flows – Weekday AM and PM peak hours

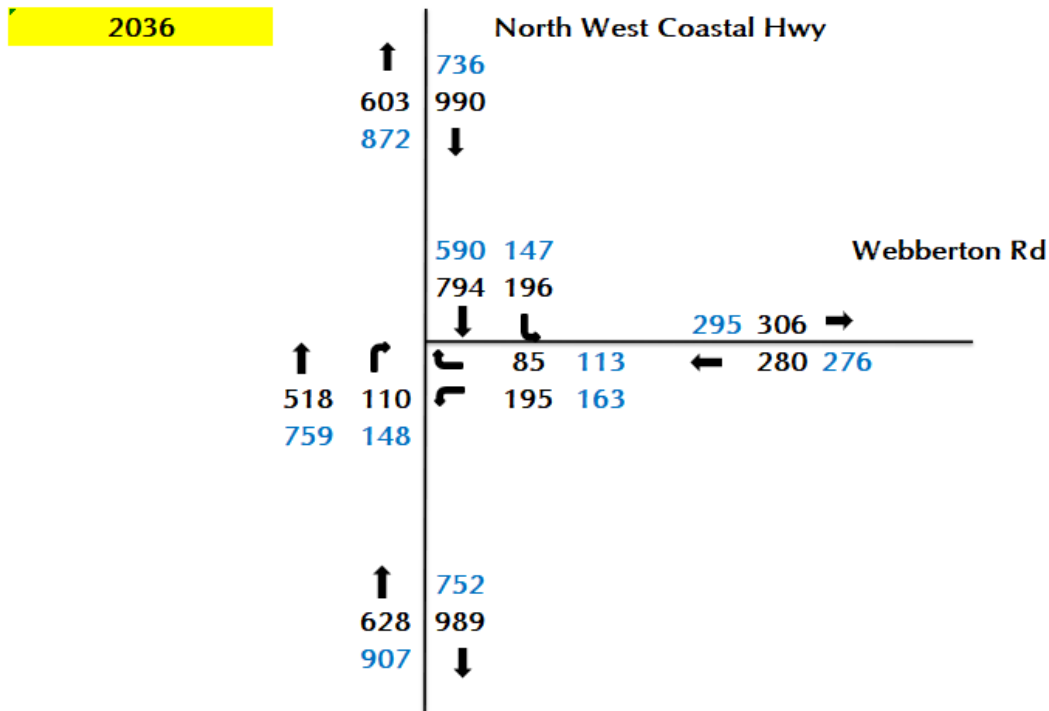


Figure 10: 10-year post development traffic flows – Weekday AM and PM peak hours

6 Analysis of Local Intersections & Crossovers

Capacity analysis was undertaken using the SIDRA computer software package for existing (2025), post development (2026) and 10 years post development (2036 with and without development) assessment year. The results of the SIDRA analysis are summarised in **Appendix A**.

The traffic operation of the intersection of NWC Hwy and Webberton Road during different scenarios, as summarised in **Table 3**, reveals several important trends regarding capacity and queue lengths.

Existing Conditions

- **DoS (Degree of Saturation):** The existing right turn movement out of Webberton Road has a DoS of **1.26** in the AM peak and **1.32** in the PM peak, indicating that the intersection is operating at or near capacity, specifically for right turns.
- **LoS (Level of Service):** Both peak hours show an LoS of **F**, signifying failure in terms of capacity for this movement.
- **Queue Length:** The 95% queue lengths are **153m** in the AM and **185m** in the PM, suggesting significant delays and congestion.

Post-Development Conditions

- **DoS:** After the development, the DoS slightly increases to **1.28** for the AM peak and **1.34** for the PM peak.
- **LoS:** The LoS remains at **F**.

- **Queue Length:** The queue lengths increase marginally to **159m** in the AM and **192m** in the PM, reflecting slight worsening of congestion despite the overall performance remaining similar to the existing conditions.

2036 Analysis

- **Without Development:**
 - o The DoS increases significantly to **1.93** in the AM and **1.94** in the PM, indicating a critical overload of the intersection.
 - o Queue lengths grow to **299m** in the AM and **332m** in the PM, demonstrating severe congestion.
- **With Development:**
 - o Interestingly, the DoS improves slightly to **1.88** in the AM and **1.91** in the PM compared to the without development scenario. This can be attributed to the pass-by trips on NWC Hwy southbound, which help reduce the through traffic.
 - o Queue lengths are also reduced to **291m** in the AM and **328m** in the PM, which, while still long, are better than in the without development scenario.

Summary

In summary, the intersection of NWC Hwy and Webberton Road currently operates at capacity for right turns during peak hours, with LoS F. The post-development scenario shows a slight increase in congestion but maintains similar conditions to the existing situation. However, by 2036, without the development, the intersection faces critical overload, while the with-development scenario offers a slight improvement due to reduced through traffic, resulting in lower queues and a slightly better DoS.

It is our understanding that in longer term the intersection of NWC Hwy and Webberton Road would be upgraded to a roundabout intersection which would improve the traffic operation and safety of the intersection and in particular the right turn movement out of Webberton Road.

Table 3: Comparison of Sidra results for the critical right turn from Webberton Road to NWC Hwy

Land use	AM			PM		
	DoS	LoS	Queue(m)	DoS	LoS	Queue(m)
Existing	1.26	F	153	1.32	F	185
2026	1.28	F	159	1.34	F	192
2036 (With Development)	1.88	F	291	1.91	F	328
2036 (Without Development)	1.93	F	299	1.94	F	332

7 Conclusion

A development application (DA) for a service station in above location has been submitted to the City of Greater Geraldton.

Following the referral of the application to Main Roads WA, the City has reiterated Condition 1 from Main Roads WA which states that "The North West Coastal Highway and Webberton Road intersection will need to be modified to provide an adequate level of service for right turn movements from Webberton Road onto North West Coastal Highway."

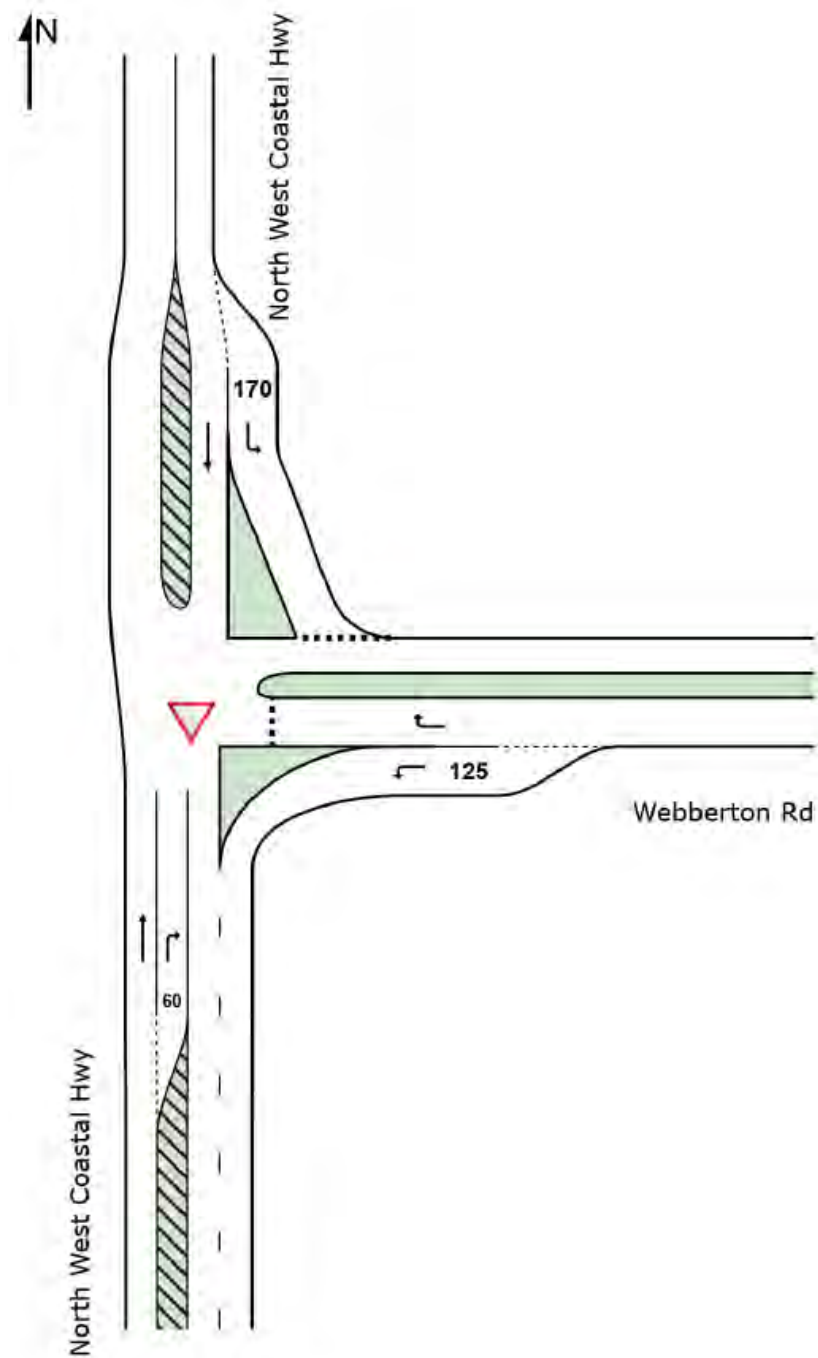
The intersection of NWC Hwy and Webberton Road currently operates at capacity for right turn movement out of Webberton Road during the peak hours, exhibiting a LoS of F. While the post-development scenario indicates a slight increase change but, it maintains conditions similar to the existing situation. This suggests that the intersection is capable of operating with in the interim, even with the additional traffic generated by development. However, projections for 2036 reveal that, without any development, the intersection is reported to entail critical overload, highlighting the need for future improvements by relevant authorities. The with development scenario offers a slight improvement which is attributed to the pass-by trips on NWC Hwy southbound, which help reduce the through traffic, and results in slightly lower queues and a marginally better DoS.

Given this context, it is clear that the responsibility for addressing the operational deficiencies of the intersection lies with Main Roads WA. It is suggested that Main Roads WA expedite the construction of improvement measure including a roundabout as planned at this location, as this upgrade would not only improve the safety and efficiency of the intersection but also serve the broader community's Expectations. Placing the onus on the developer of this development to make these improvements is not justified, particularly when the current operational challenges are already present and will persist regardless of the new development. Such a requirement from the developer clearly fails the 'need and nexus' test in law.

Therefore, it is recommended that Condition 1 be set aside in light of these considerations.

Appendix A

SIDRA RESULTS



MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - AM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: North West Coastal Hwy														
11	T1	464	9.0	488	9.0	0.281	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	110	10.0	116	10.0	0.181	10.8	LOS B	0.7	5.8	0.67	0.86	0.67	45.0
Approach		574	9.2	604	9.2	0.281	2.2	NA	0.7	5.8	0.13	0.16	0.13	57.3
East: Webborton Rd														
1	L2	182	6.0	192	6.0	0.103	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	50.0
3	R2	85	17.0	89	17.0	1.266	356.5	LOS F	16.9	153.4	1.00	2.13	5.42	5.6
Approach		267	9.5	281	9.5	1.266	117.4	LOS F	16.9	153.4	0.32	1.04	1.73	14.4
North: North West Coastal Hwy														
4	L2	183	8.0	193	8.0	0.137	6.2	LOS A	0.6	4.8	0.24	0.53	0.24	49.6
5	T1	723	5.0	761	5.0	0.407	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		906	5.6	954	5.6	0.407	1.4	LOS A	0.6	4.8	0.05	0.11	0.05	58.1
All Vehicles		1747	7.4	1839	7.4	1.266	19.4	NA	16.9	153.4	0.12	0.27	0.33	43.2

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - PM (Site Folder: Existing)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: North West Coastal Hwy														
11	T1	681	6.0	717	6.0	0.395	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
12	R2	148	4.0	156	4.0	0.171	8.6	LOS A	0.7	5.6	0.58	0.78	0.58	47.5
Approach		829	5.6	873	5.6	0.395	1.7	NA	0.7	5.6	0.10	0.14	0.10	57.9
East: Webborton Rd														
1	L2	146	11.0	154	11.0	0.086	5.8	LOS A	0.0	0.0	0.00	0.52	0.00	48.2
3	R2	113	7.0	119	7.0	1.320	375.8	LOS F	23.4	184.7	1.00	2.46	6.97	5.4
Approach		259	9.3	273	9.3	1.320	167.2	LOS F	23.4	184.7	0.44	1.37	3.04	11.0
North: North West Coastal Hwy														
4	L2	130	16.0	137	16.0	0.106	6.5	LOS A	0.4	3.9	0.28	0.54	0.28	48.7
5	T1	543	9.0	572	9.0	0.320	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		673	10.4	708	10.4	0.320	1.3	LOS A	0.4	3.9	0.05	0.10	0.05	58.0
All Vehicles		1761	8.0	1854	8.0	1.320	25.9	NA	23.4	184.7	0.13	0.31	0.52	39.8

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - AM (Site Folder: 2026)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV] %	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: North West Coastal Hwy														
11	T1	469	9.0	494	9.0	0.284	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	110	10.0	116	10.0	0.180	10.8	LOS B	0.7	5.8	0.67	0.85	0.67	45.1
Approach		579	9.2	609	9.2	0.284	2.1	NA	0.7	5.8	0.13	0.16	0.13	57.4
East: Webborton Rd														
1	L2	195	6.0	205	6.0	0.110	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	50.0
3	R2	85	17.0	89	17.0	1.284	371.0	LOS F	17.5	158.8	1.00	2.16	5.53	5.4
Approach		280	9.3	295	9.3	1.284	116.6	LOS F	17.5	158.8	0.30	1.02	1.68	14.5
North: North West Coastal Hwy														
4	L2	196	8.0	206	8.0	0.147	6.2	LOS A	0.6	5.2	0.24	0.53	0.24	49.6
5	T1	718	5.0	756	5.0	0.404	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		914	5.6	962	5.6	0.404	1.4	LOS A	0.6	5.2	0.05	0.11	0.05	57.9
All Vehicles		1773	7.4	1866	7.4	1.284	19.8	NA	17.5	158.8	0.12	0.27	0.33	42.9

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - PM (Site Folder: 2026)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: North West Coastal Hwy														
11	T1	687	6.0	723	6.0	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
12	R2	148	4.0	156	4.0	0.168	8.5	LOS A	0.7	5.5	0.58	0.77	0.58	47.5
Approach		835	5.6	879	5.6	0.399	1.6	NA	0.7	5.5	0.10	0.14	0.10	57.9
East: Webborton Rd														
1	L2	163	11.0	172	11.0	0.096	5.8	LOS A	0.0	0.0	0.00	0.52	0.00	48.2
3	R2	113	7.0	119	7.0	1.343	394.8	LOS F	24.3	192.0	1.00	2.49	7.13	5.2
Approach		276	9.4	291	9.4	1.343	165.0	LOS F	24.3	192.0	0.41	1.33	2.92	11.1
North: North West Coastal Hwy														
4	L2	147	16.0	155	16.0	0.120	6.5	LOS A	0.5	4.5	0.28	0.54	0.28	48.7
5	T1	532	9.0	560	9.0	0.313	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		679	10.5	715	10.5	0.313	1.5	LOS A	0.5	4.5	0.06	0.12	0.06	57.8
All Vehicles		1790	8.1	1884	8.1	1.343	26.8	NA	24.3	192.0	0.13	0.31	0.52	39.3

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - AM (Site Folder: 2036 - With Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: North West Coastal Hwy														
11	T1	518	9.0	545	9.0	0.314	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	110	10.0	116	10.0	0.210	12.1	LOS B	0.8	6.7	0.73	0.89	0.75	43.9
Approach		628	9.2	661	9.2	0.314	2.2	NA	0.8	6.7	0.13	0.16	0.13	57.3
East: Webborton Rd														
1	L2	195	6.0	205	6.0	0.110	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	50.0
3	R2	85	17.0	89	17.0	1.882	892.7	LOS F	32.0	291.2	1.00	2.53	7.13	2.4
Approach		280	9.3	295	9.3	1.882	275.0	LOS F	32.0	291.2	0.30	1.13	2.16	7.2
North: North West Coastal Hwy														
4	L2	196	8.0	206	8.0	0.147	6.2	LOS A	0.6	5.2	0.24	0.53	0.24	49.6
5	T1	794	5.0	836	5.0	0.447	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		990	5.6	1042	5.6	0.447	1.4	LOS A	0.6	5.2	0.05	0.11	0.05	58.0
All Vehicles		1898	7.3	1998	7.3	1.882	42.0	NA	32.0	291.2	0.11	0.27	0.39	32.9

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - PM (Site Folder: 2036 - With Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: North West Coastal Hwy														
11	T1	759	6.0	799	6.0	0.441	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
12	R2	148	4.0	156	4.0	0.185	9.1	LOS A	0.8	5.9	0.61	0.81	0.61	47.0
Approach		907	5.7	955	5.7	0.441	1.6	NA	0.8	5.9	0.10	0.13	0.10	57.9
East: Webborton Rd														
1	L2	163	11.0	172	11.0	0.096	5.8	LOS A	0.0	0.0	0.00	0.52	0.00	48.2
3	R2	113	7.0	119	7.0	1.915	899.1	LOS F	41.6	327.9	1.00	2.87	8.87	2.4
Approach		276	9.4	291	9.4	1.915	371.5	LOS F	41.6	327.9	0.41	1.48	3.63	5.5
North: North West Coastal Hwy														
4	L2	147	16.0	155	16.0	0.120	6.5	LOS A	0.5	4.5	0.28	0.54	0.28	48.7
5	T1	590	9.0	621	9.0	0.348	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		737	10.4	776	10.4	0.348	1.4	LOS A	0.5	4.5	0.06	0.11	0.06	57.9
All Vehicles		1920	8.0	2021	8.0	1.915	54.7	NA	41.6	327.9	0.13	0.32	0.59	29.2

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - AM (Site Folder: 2036 - Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV] %	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: North West Coastal Hwy														
11	T1	518	9.0	545	9.0	0.314	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	110	10.0	116	10.0	0.216	12.4	LOS B	0.8	6.9	0.74	0.89	0.77	43.7
Approach		628	9.2	661	9.2	0.314	2.3	NA	0.8	6.9	0.13	0.16	0.13	57.3
East: Webborton Rd														
1	L2	182	6.0	192	6.0	0.103	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	50.0
3	R2	85	17.0	89	17.0	1.934	939.0	LOS F	32.9	299.3	1.00	2.53	7.15	2.3
Approach		267	9.5	281	9.5	1.934	302.8	LOS F	32.9	299.3	0.32	1.16	2.28	6.6
North: North West Coastal Hwy														
4	L2	183	8.0	193	8.0	0.137	6.2	LOS A	0.6	4.8	0.24	0.53	0.24	49.6
5	T1	807	5.0	849	5.0	0.454	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		990	5.6	1042	5.6	0.454	1.3	LOS A	0.6	4.8	0.04	0.10	0.04	58.2
All Vehicles		1885	7.3	1984	7.3	1.934	44.3	NA	32.9	299.3	0.11	0.27	0.39	32.2

MOVEMENT SUMMARY

▽ Site: [Webborton Rd & North West Coastal Hwy - PM (Site Folder: 2036 - Without Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV] %	[Total veh/h]	[HV] %				[Veh. veh]	[Dist] m				
South: North West Coastal Hwy														
11	T1	759	6.0	799	6.0	0.441	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
12	R2	148	4.0	156	4.0	0.190	9.2	LOS A	0.8	6.0	0.62	0.82	0.62	46.9
Approach		907	5.7	955	5.7	0.441	1.7	NA	0.8	6.0	0.10	0.13	0.10	57.9
East: Webborton Rd														
1	L2	146	11.0	154	11.0	0.086	5.8	LOS A	0.0	0.0	0.00	0.52	0.00	48.2
3	R2	113	7.0	119	7.0	1.938	919.8	LOS F	42.1	331.9	1.00	2.87	8.89	2.3
Approach		259	9.3	273	9.3	1.938	404.5	LOS F	42.1	331.9	0.44	1.55	3.88	5.1
North: North West Coastal Hwy														
4	L2	130	16.0	137	16.0	0.106	6.5	LOS A	0.4	3.9	0.28	0.54	0.28	48.7
5	T1	606	9.0	638	9.0	0.357	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		736	10.2	775	10.2	0.357	1.2	LOS A	0.4	3.9	0.05	0.10	0.05	58.2
All Vehicles		1902	7.9	2002	7.9	1.938	56.4	NA	42.1	331.9	0.13	0.31	0.59	28.9

7-ELEVEN OPERATIONAL MANAGEMENT PLAN





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INTRODUCTION

7-Elevens operational management plan (OMP) details measures to minimise antisocial behaviour, the use of surveillance systems, staff and customer safety and dealing with graffiti. The site OMP is tailored to the 7-Eleven standards. 7-Eleven has a zero tolerance to antisocial behaviour at all locations in our network and the following safety measures will be in place:-

- Well illuminated shop, car park areas and where installed, drive thru lanes.
- Flood lights – car parks are all well-lit. All lights must be functioning and replaced. within 24 hours. Store staff will log a job with the support centre when faults are identified.
- Deterrent signage alerting patrons that the area is under video surveillance

SURVEILLANCE SYSTEM

Stores will have a surveillance system (CCTV) installed so that the car park and internal areas of the shop can be viewed if required.

Franchisees &/or corporate store management reserve the right to refuse entry to any customer not behaving in an acceptable manner.

DEALING WITH GRAFFITI

Franchisees &/or store management will log a job with the 7-Eleven support centre to have all graffiti removed once identified.

COMPLAINTS HANDLING

All complaints/inspection notices received at 7-Eleven stores are recorded on a centralised database maintained at the support centre. Complaints are categorised, prioritised and assigned using an escalation matrix.

NOISE MITIGATION MANAGEMENT

Noise mitigation includes details on how noise is managed in the design of the development, the types of equipment used, acoustic consultant reports and dealing with noise related complaints. Building design and operation are particularly focussed on minimising adverse impacts on nearby residential properties.

Operating the site to minimise noise

- General deliveries to the 7-Eleven site will at all times comply with the approved development consent.
- 7-Eleven does not tolerate antisocial behaviour and will at all times act to deter and prevent such behaviour. The wellbeing and safety of our customers and staff are one of our highest



priorities. Incidents will be handled on a case by case basis and escalated to the local authorities, should the need arise.

- In specific cases where it is noted in the approved Development Consent, all Air Hoses (where installed) will only be used during daylight hours.
- The forecourt Public Address (PA) system is mandatory at a fuel site and is only used for the purpose of addressing customers using the fuel dispensers in an incorrect manner. Music is not audible on the PA system and is not a standard practice.

SITE DESIGN AND EQUIPMENT

- 7-Eleven stores are located and built with due regard to the surrounding environment to comply with Australian Standards with regard to noise emissions.
- Building design and operation are reviewed by the assigned third party contractors/Town Planners. Strategies are put in place to ensure there are no adverse impacts on nearby residential properties. This includes the location of the drive thru (where installed), car parking bays, noise generating equipment, noise barriers (where required).
- Equipment such as air-conditioners, speaker boxes (where installed) and air receivers comply with Australian standards in relation to noise and are located to minimise impact.
- All outdoor lighting will comply with the State interests &/or local environmental planning policies in respect to luminance.

FUEL DELIVERIES

All fuel deliveries will be restricted to the times noted in the approved development consent. When a fuel truck/carrier is delivering fuel, it is the responsibility of the truck driver to ensure the safety of the surroundings during the delivery. The driver will cordon off the area surrounding the truck as required, this is based on the location of fill points and the configuration of the site UPSS (Underground Petroleum Storage System). If required, the fuel carrier driver will direct and contribute to the management of any emergencies which may occur on site whilst delivering fuel until such a time the emergency services arrive.

GENERAL MAINTENANCE AND UPKEEP

Maintaining Your Store and Equipment

Refer to annexure 1 located at the end of this document.

Building

The upkeep of the 7-Eleven store/building is managed by the 7-Eleven maintenance team and/or its third party maintenance contractors. Air conditioning units are serviced periodically, this includes an inspection of the Air filtration system. All ad-hoc maintenance requests are logged by the site management team by way of contacting the 7-Eleven support centre. Maintenance jobs are categorised and assigned a priority rating.



Forecourt and surrounding areas

The upkeep of the forecourt and surrounding areas will be managed by the site staff, this includes the removal of any litter within the boundary of the site. Issues that cannot be resolved by the onsite management team will be escalated to the 7-Eleven customer support centre.

Shop

All equipment inside and outside the shop is monitored on a daily basis. All faults are logged with the 7-Eleven support centre. All instore cleaning is outlined in the 7-Eleven franchisee systems manual and reflects the current processes noted in the 7-Eleven Food Safety Program manual.

WASTE MANAGEMENT

Management of Waste and Recyclables

The following specific measures will be adopted to manage waste throughout the operation of the service station:

- Waste management and disposal will be undertaken in a manner that respects adjoining owner's property rights, maintains public safety and minimises disruption to pedestrians and vehicular traffic within this locality.
- Waste will be stored within the designated bin store area in a manner that does not pose harm to the environment.
- Two bins (one waste, one recycling) will be kept on site at all times within the designated bin storage compound.
- The area designated for the storage of bins will be designed and constructed to the satisfaction of the City of Rockingham.
- One bin will be used for general waste and one will be used for waste suitable for recycling.
- The bins will be colour coded to Australian Standards for easy identification of waste streams.
- Bins will be fitted with secure lids to ensure all waste is properly contained.

Collection Method, Frequency and Waste Service Provider

Refuse and recycling will be collected by a private contractor. The driver of the waste collection vehicle will move the receptacles to the vehicle, transfer the waste to the vehicle, and return the receptacles to the bin areas.

Waste collection vehicles are expected to access the site during off peak periods.

Frequency of collection will be as follows:

- Waste will be collected weekly, on a weekday
- Recycling will be collected weekly, on a weekday

In the event waste is required to be collected more frequently, this can be arranged with the private contractor.



CONCLUSION

Based on the measures put in place, it is not anticipated that any adverse noise, safety &/or environmental issues will result with respect to the operations of the 7-Eleven store.

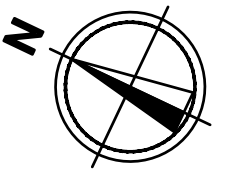
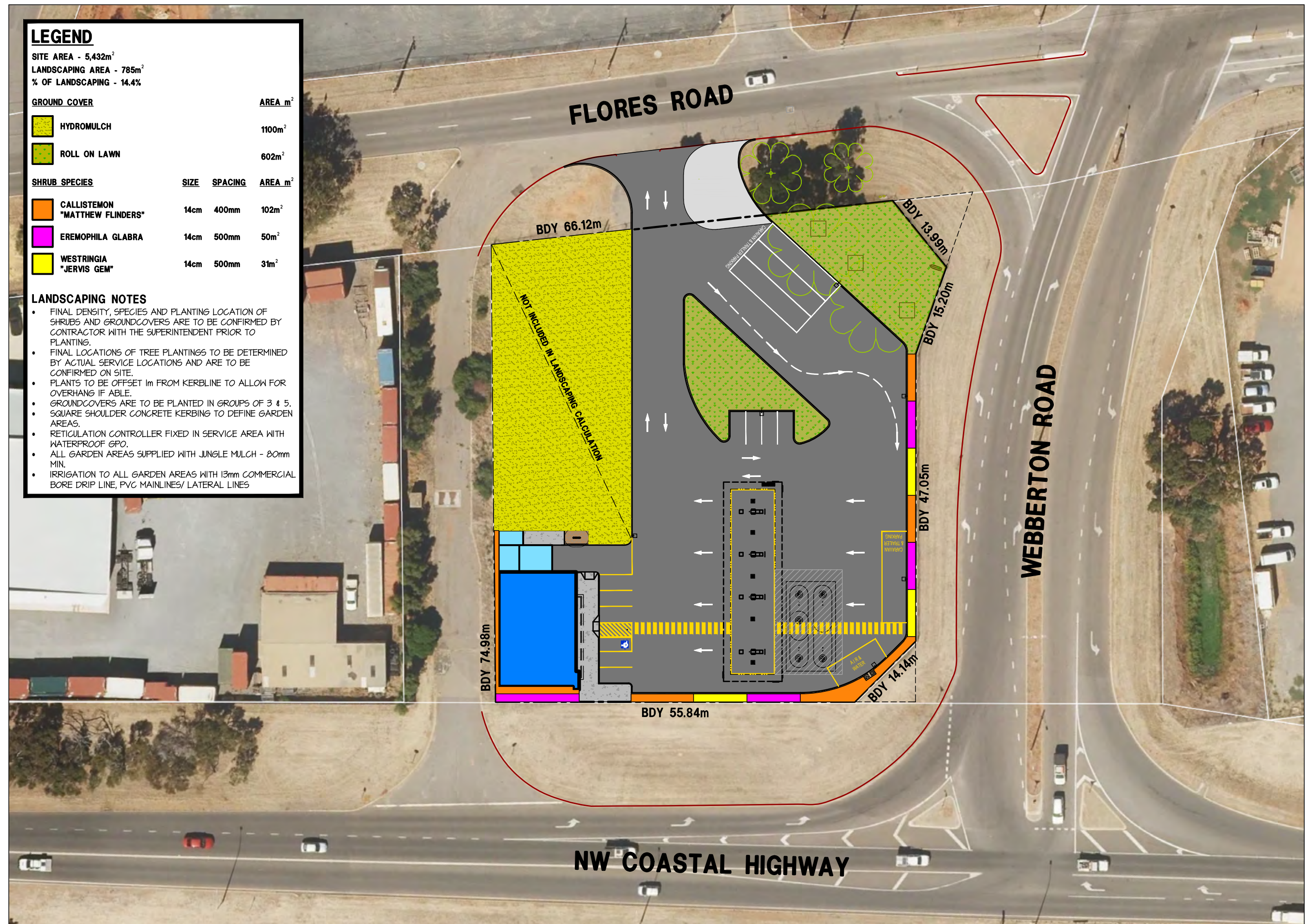
LEGEND

SITE AREA - 5,432m²
LANDSCAPING AREA - 785m²
% OF LANDSCAPING - 14.4%

GROUND COVER				AREA m ²
	HYDROMULCH			1100m ²
	ROLL ON LAWN			602m ²
SHRUB SPECIES		SIZE	SPACING	AREA m ²
	CALLISTEMON "MATTHEW FLINDERS"	14cm	400mm	102m ²
	EREMOPHILA GLABRA	14cm	500mm	50m ²
	WESTRINGIA "JERVIS GEM"	14cm	500mm	31m ²

LANDSCAPING NOTES

- FINAL DENSITY, SPECIES AND PLANTING LOCATION OF SHRUBS AND GROUNDCOVERS ARE TO BE CONFIRMED BY CONTRACTOR WITH THE SUPERINTENDENT PRIOR TO PLANTING.
- FINAL LOCATIONS OF TREE PLANTINGS TO BE DETERMINED BY ACTUAL SERVICE LOCATIONS AND ARE TO BE CONFIRMED ON SITE.
- PLANTS TO BE OFFSET 1m FROM KERBLINE TO ALLOW FOR OVERHANG IF ABLE.
- GROUNDCOVERS ARE TO BE PLANTED IN GROUPS OF 3 & 5.
- SQUARE SHOULDER CONCRETE KERBING TO DEFINE GARDEN AREAS.
- RETICULATION CONTROLLER FIXED IN SERVICE AREA WITH WATERPROOF GPO.
- ALL GARDEN AREAS SUPPLIED WITH JUNGLE MULCH - 80mm MIN.
- IRRIGATION TO ALL GARDEN AREAS WITH 13mm COMMERCIAL BORE DRIP LINE, PVC MAINLINES/ LATERAL LINES



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A	11.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

A3 SHEET

PROPOSED LANDSCAPING PLAN

SCALE 1:600

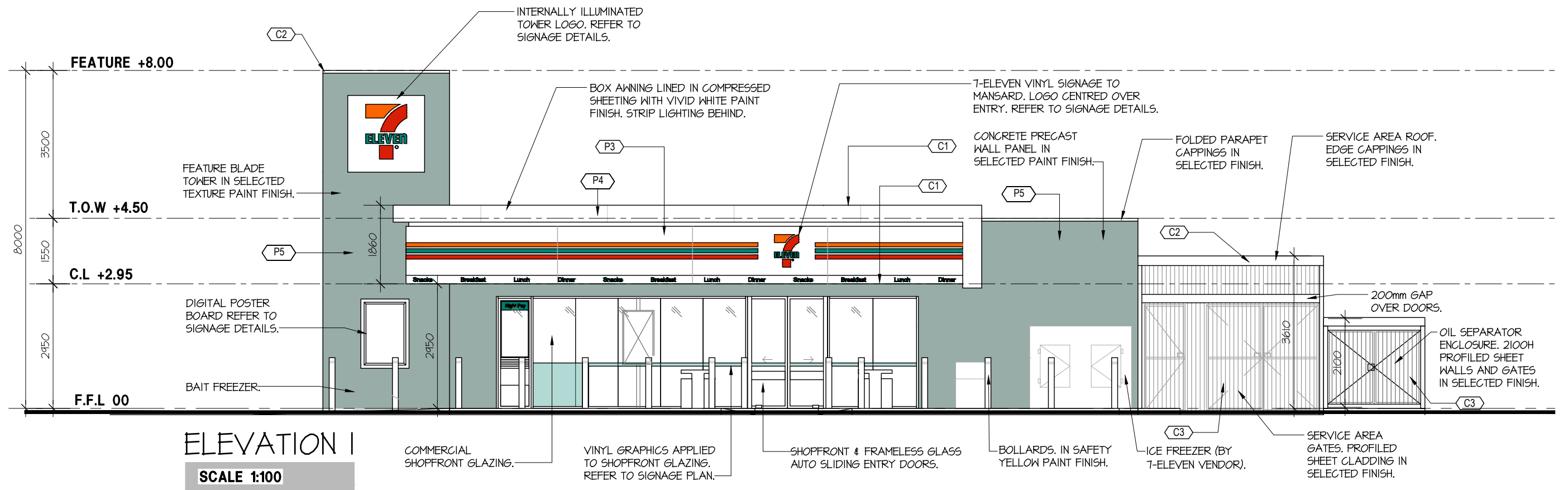
City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

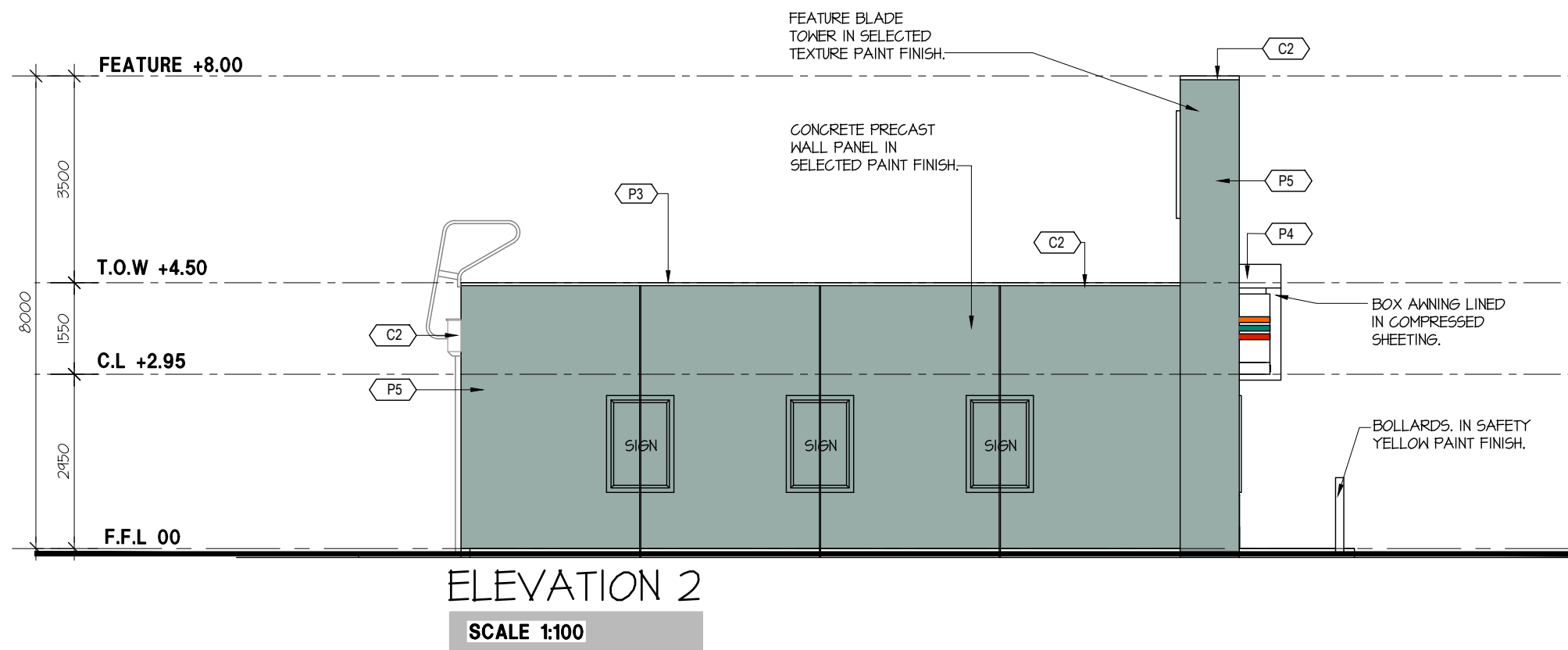
Date - 11.03.25
Design - CPH
Drawn - CPH
Checked - CPH
Scale - 1:600
Job No. - 0826
Dwg - DA14
Rev - A

ATTACHMENT 11 LANDSCAPING PLAN

ATTACHMENT 12 ELEVATIONS, SIGNAGE 3D



ELEVATION 1
SCALE 1:100



ELEVATION 2
SCALE 1:100

PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P1	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 H9IF (SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P2	DULUX WASH & WEAR 101SEMI GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTG ZONE INTERIOR WALL & INTERNAL WALL TO SLURPEE ZONE, FRONT AND UNDER SIDE OF FOTG BULKHEAD, SERVICE COUNTER WALLS, OFFICE DESK BACKING
P3	DULUX SUPER ENAMEL HIGH GLOSS COLOUR: COLORBOND MASON GREY S6H4	INTERIOR DOORS & ARCHITRAVES MECHANICAL PLANT DECK AND DURAGAL SCREEN, DECK HANDRAIL
P4	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: VIVID WHITE PW1H9	7-ELEVEN VENT PIPES, PETROL CANOPY COLUMNS & DOWNPIPES
P5	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: SAGE MONICA (DULUX REF S6H4)	BUILDING FACADE, EXTERIOR DOOR, DOWNPIPES GUTTER, SELECTED EXTERNAL CONCRETE PANEL WALLS
P6	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: BLACK	PETROL CANOPY COLUMNS AND BOLLARDS 300MM ABOVE GROUND LEVEL
P8	DULUX ROADMASTER A1 - NONSLIP COLOUR: LF YELLOW ADDITIVE: GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P10	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
P11	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P12	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
METAL FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
G1	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND 'SURFMIST'	ROOF FLASHING & PARAPET CAPPING
G2	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND 'WINDSPRAY'	ROOF FLASHING & PARAPET CAPPING & DOWN PIPE
G3	STRAMIT 'K' COLORBOND METAL SHEET / WALL CLADDING COLOUR: COLORBOND 'WINDSPRAY'	BIN ROOM, BIN YARD GATES, FENCING, MECH. PLANT GATE
G4	STRAMIT MONOPANEL 250 COLORBOND METAL SHEET COLOUR: COLORBOND 'SURFMIST'	FUEL CANOPY & BUILDING SOFFIT LINING
GENERAL NOTE:		
1. ALL ALTERNATIVE PRODUCTS TO BE APPROVED BY 7-ELEVEN		
2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS		
3. REFER TO ARMSTRONG INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING IMPLEMENTATION		

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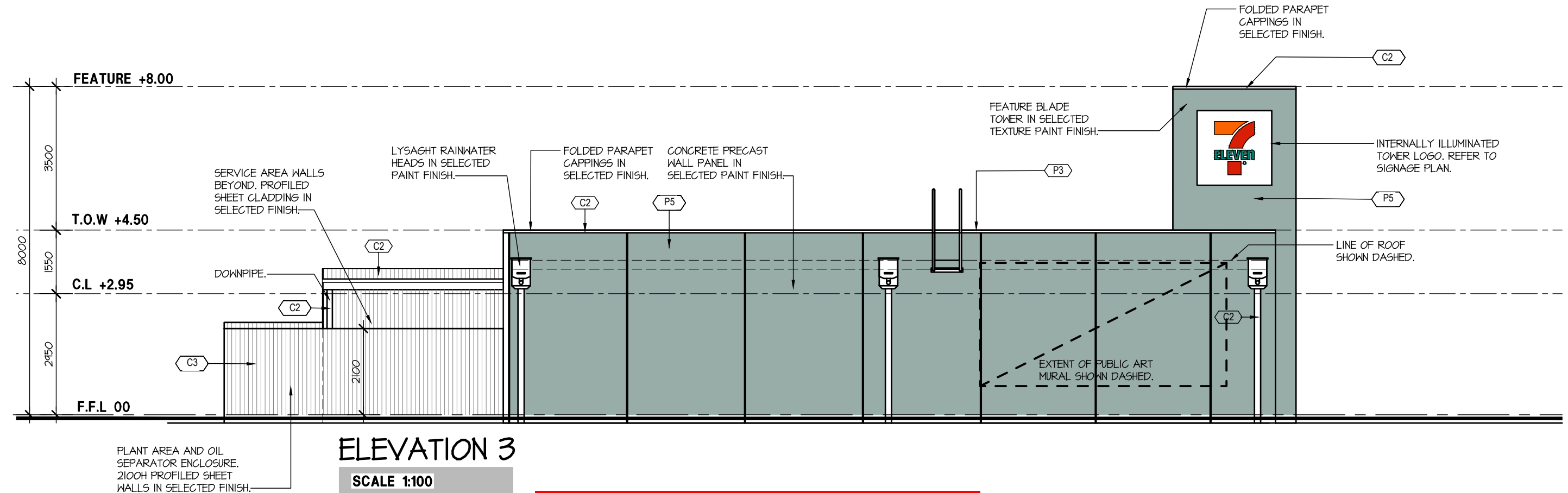
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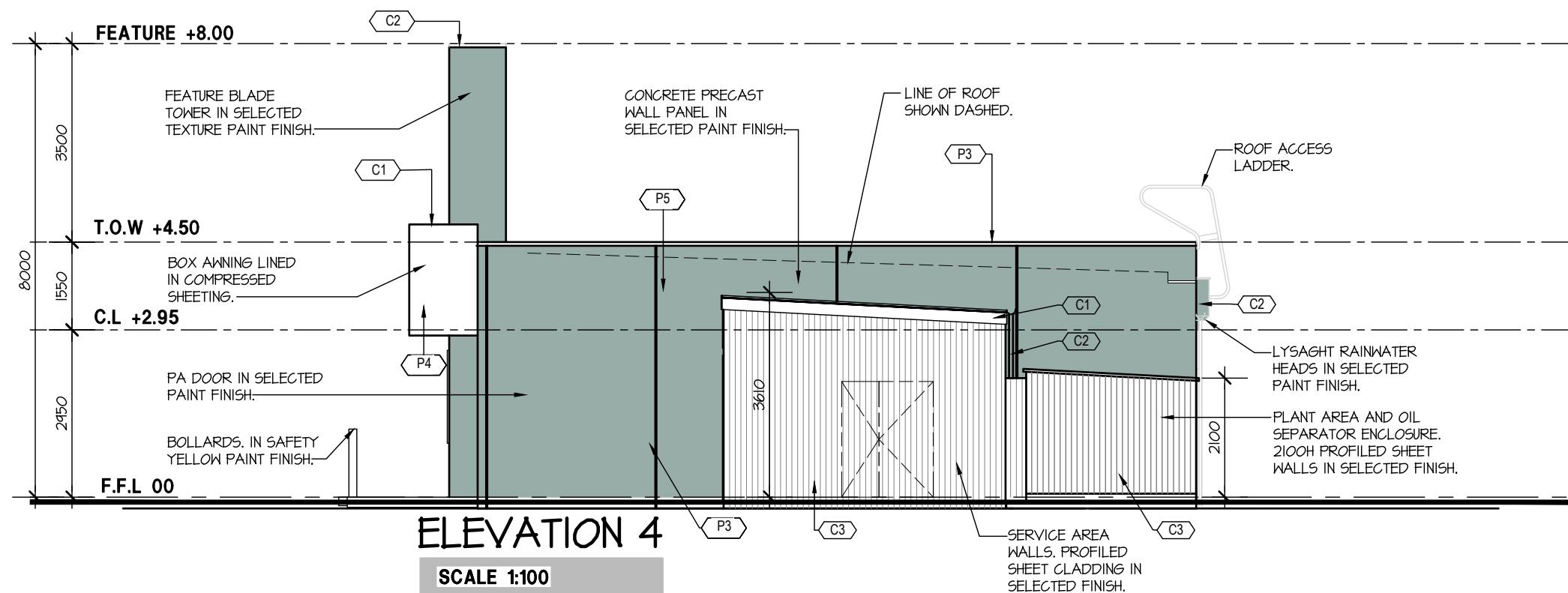
Date - 04.10.23
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Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA05
Rev - A

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L



ATTACHMENT 12 ELEVATIONS, SIGNAGE 3D



PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P1	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 H9(F SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P2	DULUX WASH & WEAR 101SEMI GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTG ZONE INTERIOR WALL & INTERNAL WALL TO SLURPEE ZONE, FRONT AND UNDER SIDE OF FOTG BULKHEAD, SERVICE COUNTER WALLS, OFFICE DESK BACKING
P3	DULUX SUPER ENAMEL HIGH GLOSS COLOUR: COLORBOND MASON GREY SG9H4	INTERIOR DOORS & ARCHITRAVES MECHANICAL PLANT DECK AND DURAGAL SCREEN, DECK HANDRAIL
P4	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: VIVID WHITE PW1H9	7-ELEVEN VENT PIPES, PETROL CANOPY COLUMNS & DOWNPIPES
P5	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: SAGE MONICA (DULUX REF SG5H)	BUILDING FACADE, EXTERIOR DOOR, DOWNPIPES GUTTER, SELECTED EXTERNAL CONCRETE PANEL WALLS
P6	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: BLACK	PETROL CANOPY COLUMNS AND BOLLARDS 300MM ABOVE GROUND LEVEL
P7	DULUX ROADMASTER A1 - NONSLIP COLOUR: LF YELLOW ADDITIVE: GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P7W	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
P7L	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P7P	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
METAL FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
M1	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND SURFMIST	ROOF FLASHING & PARAPET CAPPING
M2	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND WINDSPRAY	ROOF FLASHING & PARAPET CAPPING & DOWN PIPE
M3	STRAMIT K COLORBOND METAL SHEET / WALL CLADDING COLOUR: COLORBOND WINDSPRAY	BIN ROOM, BIN YARD GATES, FENCING, MECH. PLANT GATE
M4	STRAMIT MONOPANEL 250 COLORBOND METAL SHEET COLOUR: COLORBOND SURFMIST	FUEL CANOPY & BUILDING SOFFIT LINING
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2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS		
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LOT 2956, No. 215 FLORES ROAD,
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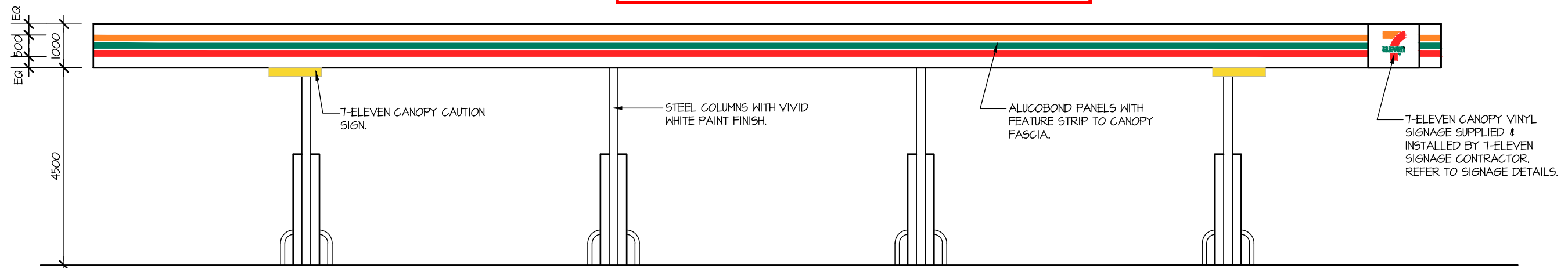
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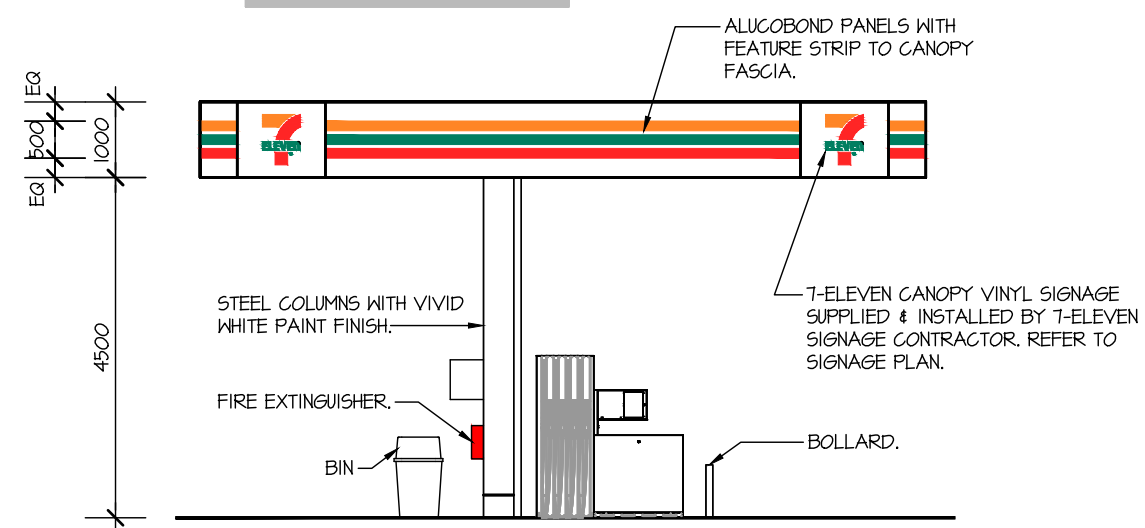
DEVELOPMENT APPLICATION

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Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg - DA06
Rev - B

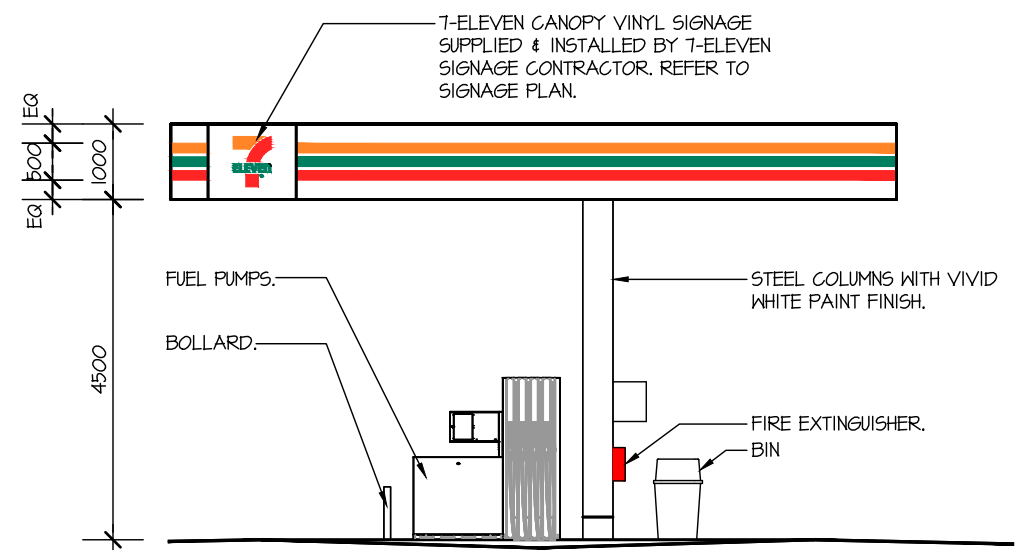
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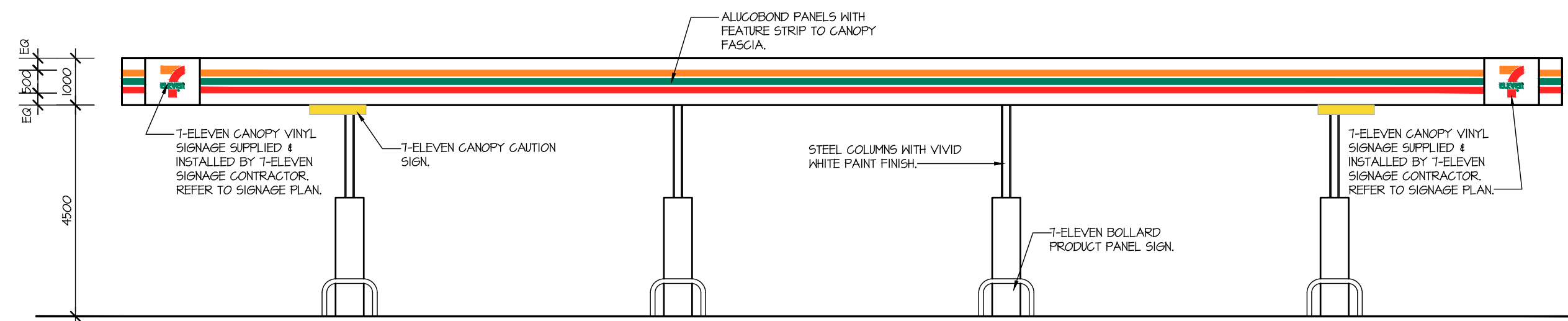
ELEVATION 5
SCALE 1:100



ELEVATION 6
SCALE 1:100



ELEVATION 7
SCALE 1:100



ELEVATION 8
SCALE 1:100

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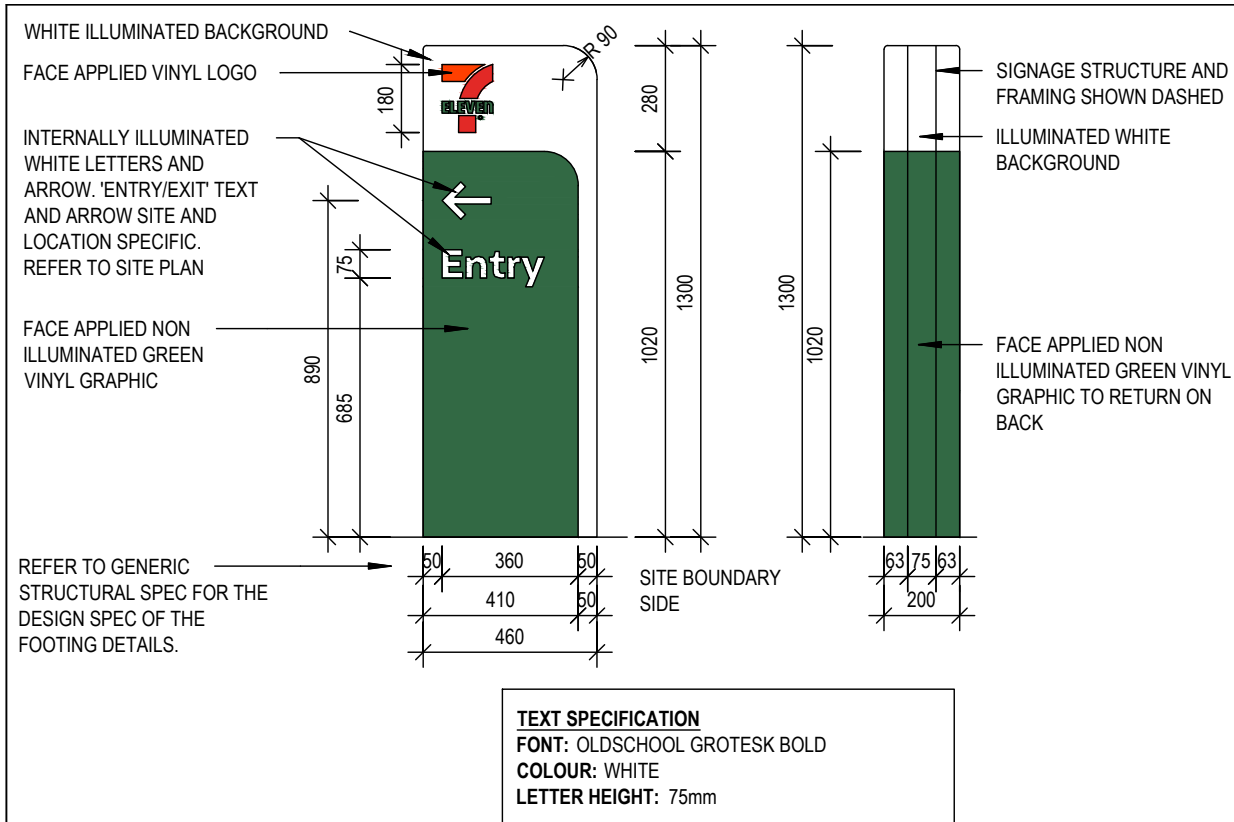
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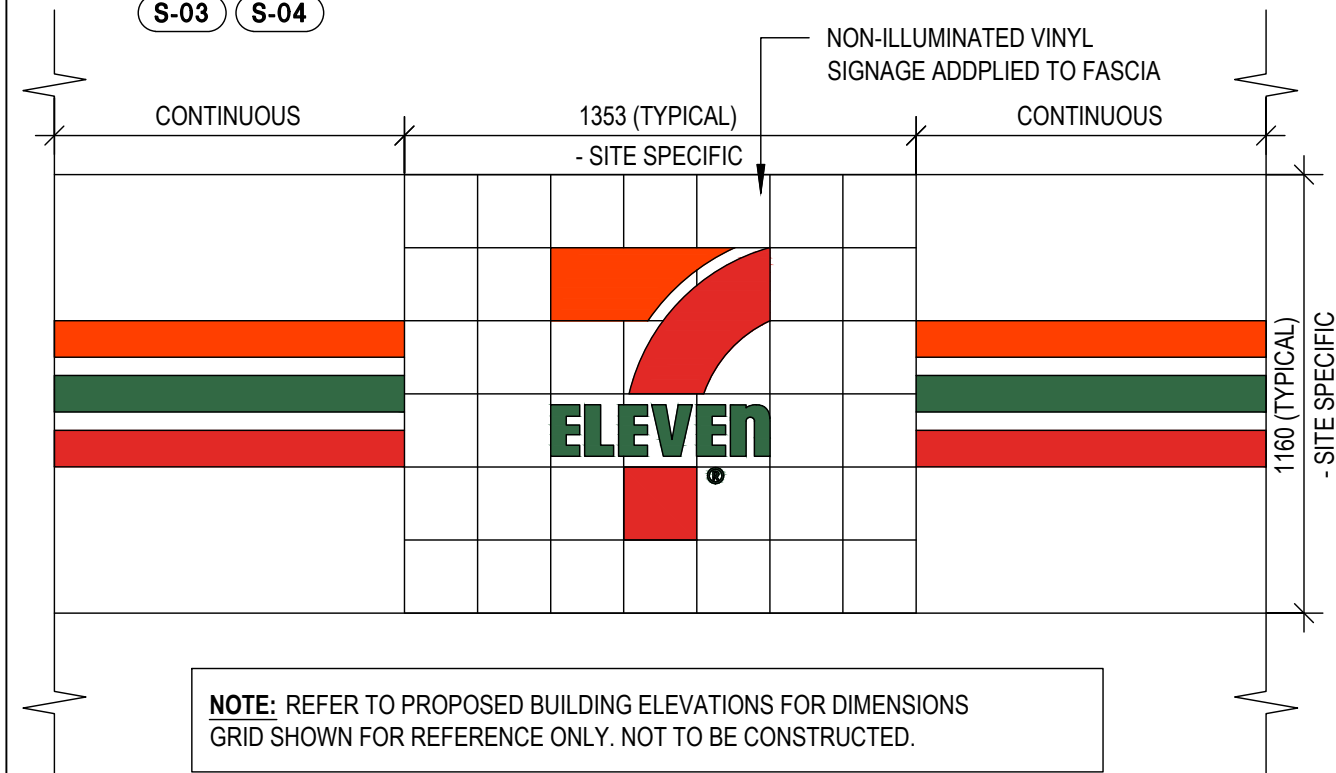
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Design	JJR
Drawn	JJR
Checked	CPH
Scale	1:100
Job No.	0826
Dwg.	DA07
Rev	PRE



TELEVEN TYPICAL DIRECTIONAL

SCALE 1:20

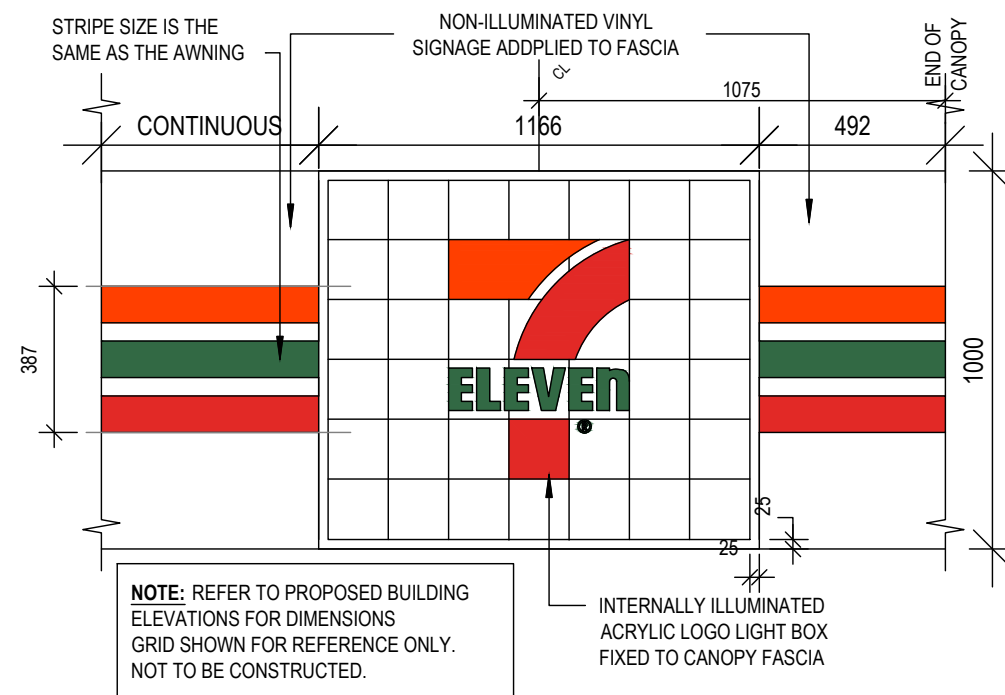
S-03 S-04



TELEVEN TYPICAL BUILDING AWNING FASCIA

SCALE 1:20

S-13



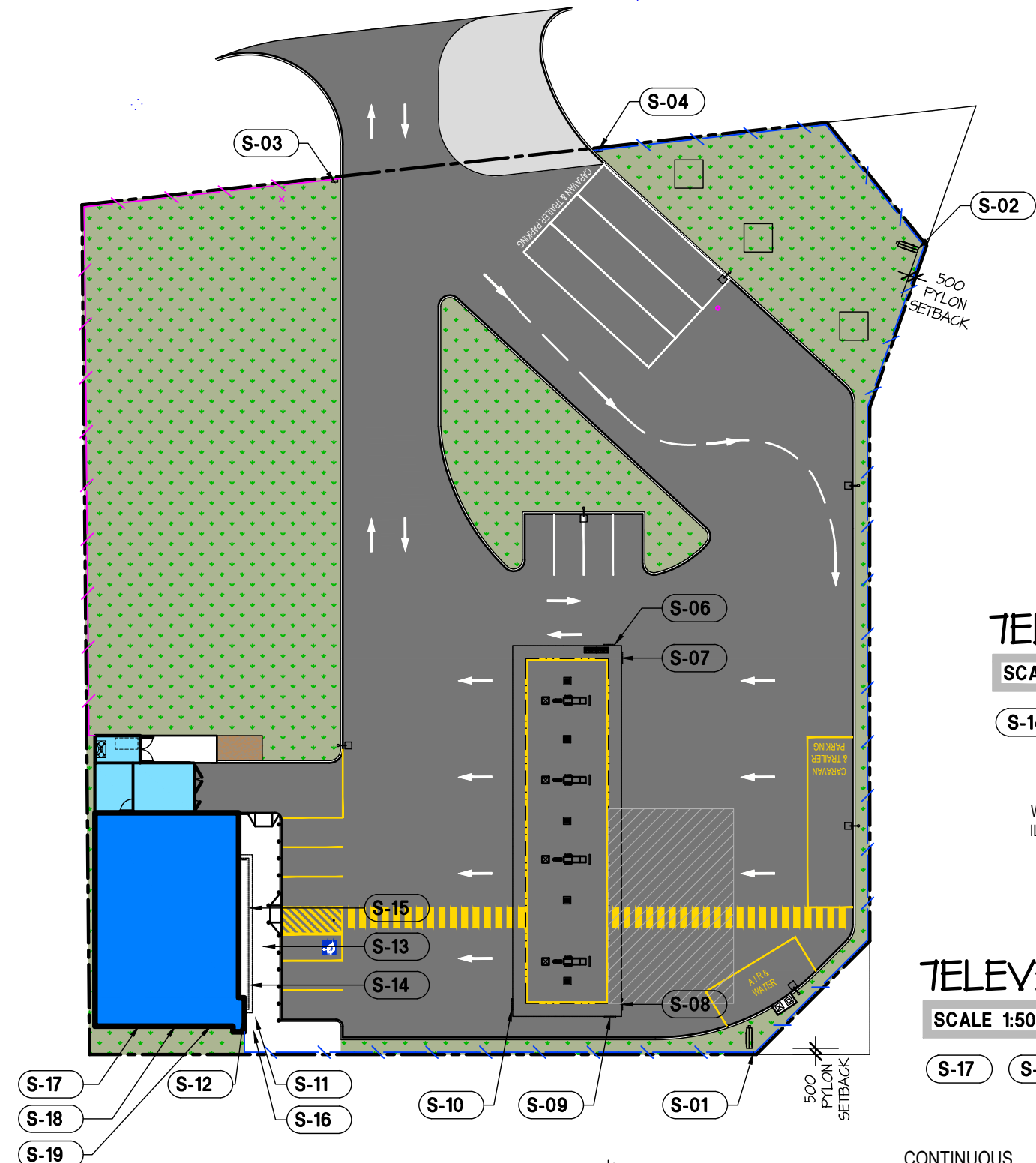
TELEVEN TYPICAL CANOPY FASCIA

SCALE 1:20

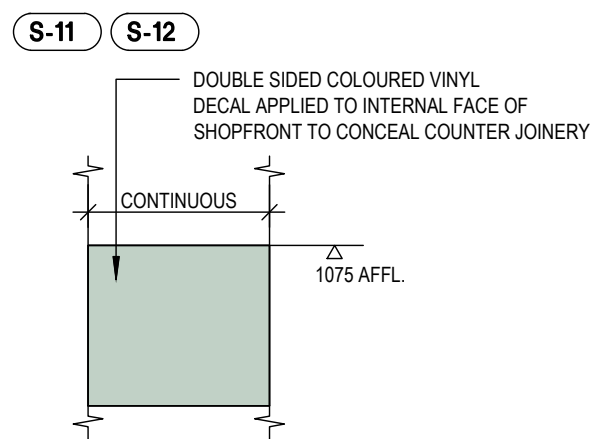
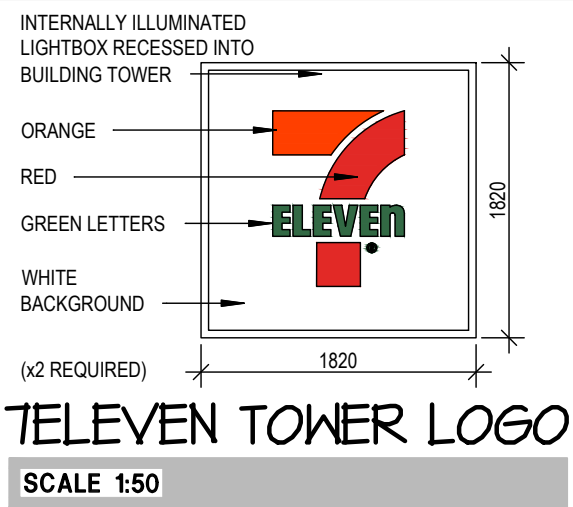
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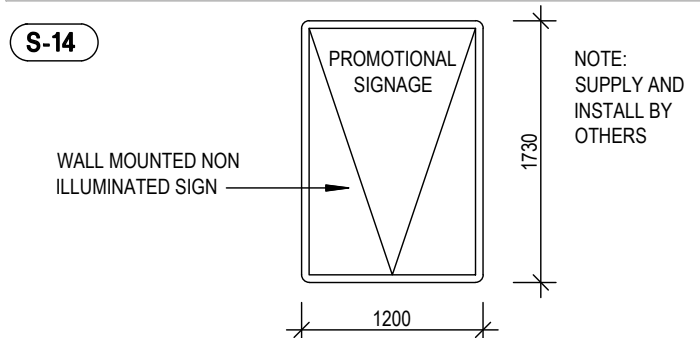
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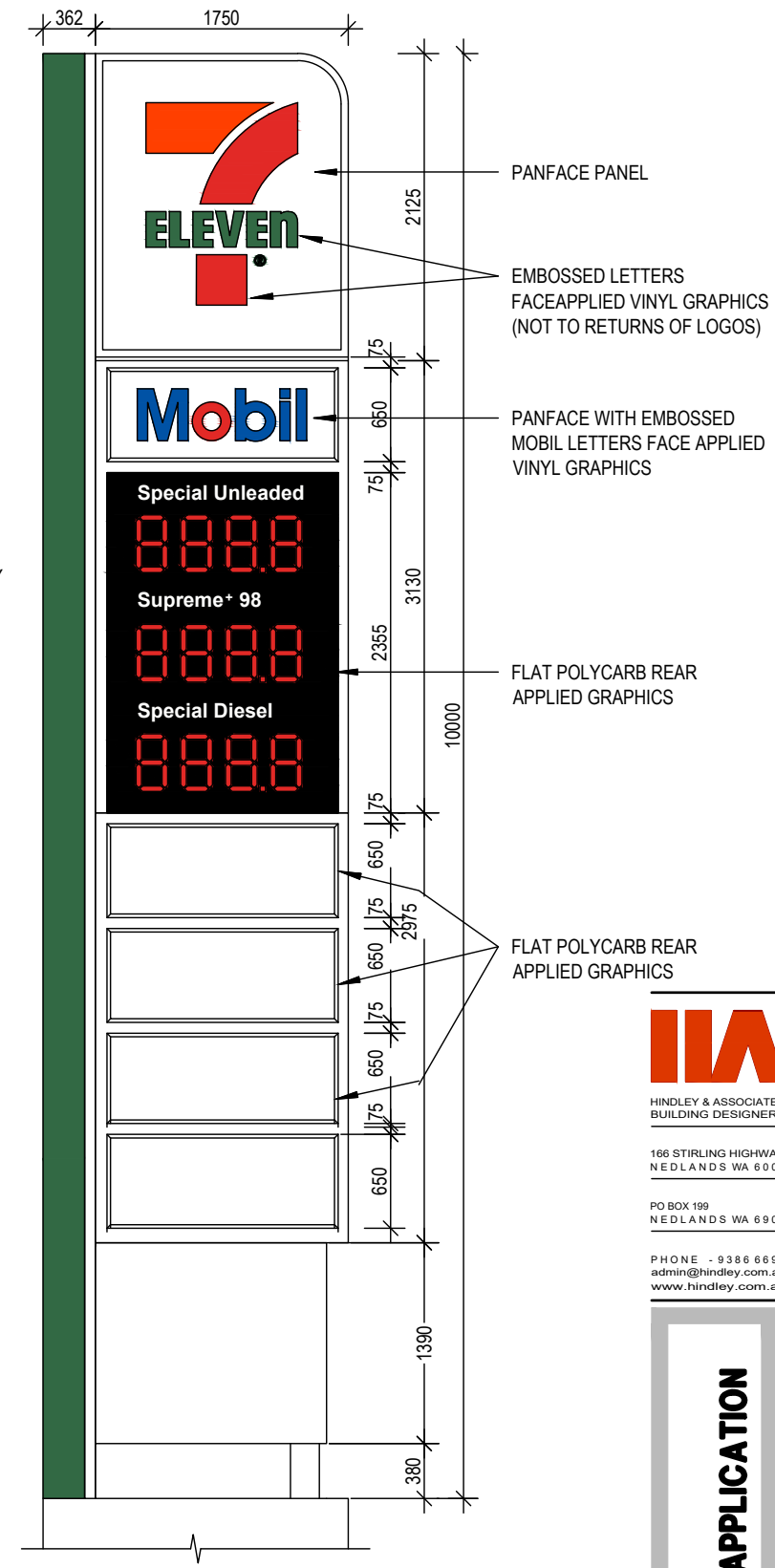
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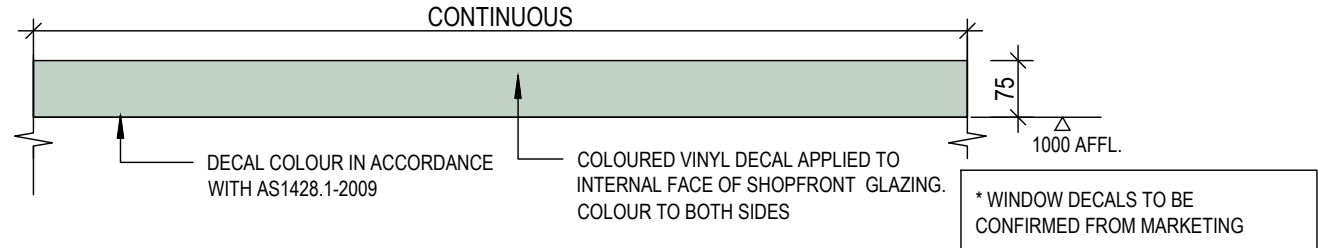
TELEVEN TYPICAL WINDOW FILM
SCALE 1:50



TELEVEN NON ILLUMINATED SIGN
SCALE 1:50



TELEVEN PYLON
NOT TO SCALE



TELEVEN TYPICAL WINDOW DECAL
SCALE 1:10

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PRE	06.10.23	PRELIMINARY ISSUE	CPH	CPH
A	12.12.24	REVISED TO SUIT COMMENTS	CPH	CPH
B	16.12.24	REVISED TO SUIT COMMENTS	CPH	CPH
C	11.03.25	REVISED TO SUIT COMMENTS	CPH	CPH

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City of Greater Geraldton
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Scale - NOTED
Job No. - 0826
Dwg - **DA08**
Rev - **C**

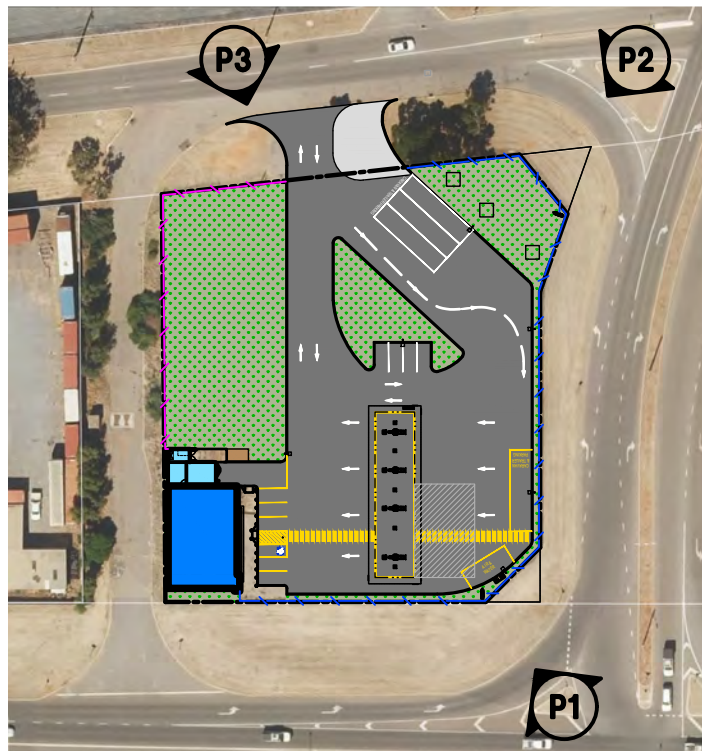


PERSPECTIVE 1
NOT TO SCALE



PERSPECTIVE 2
NOT TO SCALE

ATTACHMENT 12 ELEVATIONS, SIGNAGE 3D



KEY PLAN
NOT TO SCALE



PERSPECTIVE 3
NOT TO SCALE



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CPH	CPH
CPH	CPH

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City of Greater Geraldton
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Drawn	CPH
Checked	CPH
Scale	N.T.S.
Job No.	0826
Dwg -	DA10
Rev -	A



PERSPECTIVE 4

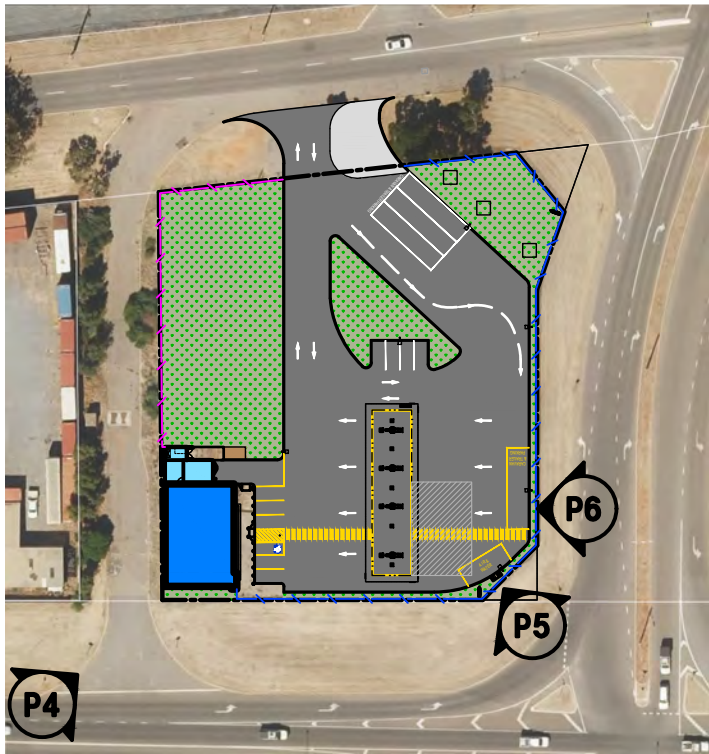
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PERSPECTIVE 5

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KEY PLAN

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PERSPECTIVE 6

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	A	13.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

A3 SHEET

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DEVELOPMENT APPLICATION

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Job No. - 0826
Dwg - **DA11**
Rev - **A**

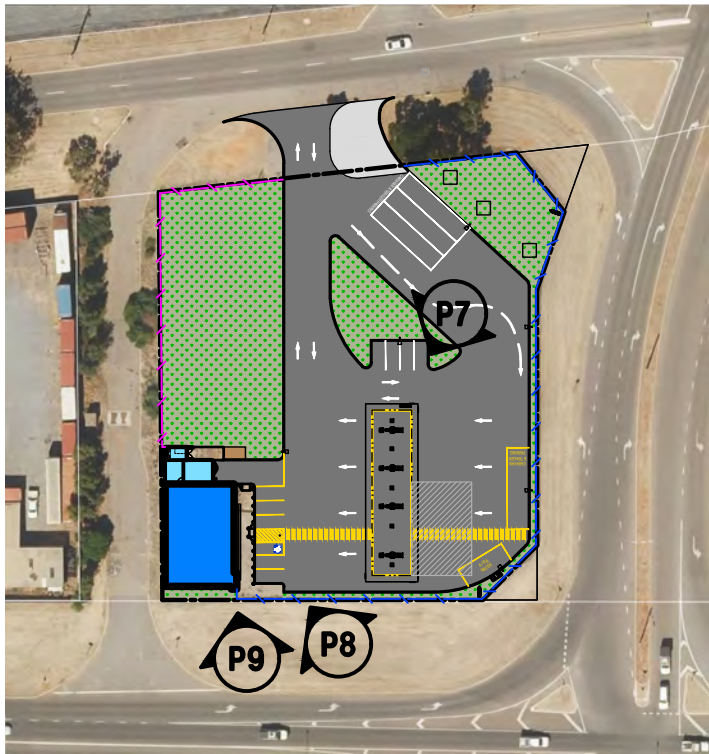


PERSPECTIVE 7
NOT TO SCALE



PERSPECTIVE 8
NOT TO SCALE

ATTACHMENT 12 ELEVATIONS, SIGNAGE 3D



KEY PLAN
NOT TO SCALE



PERSPECTIVE 9
NOT TO SCALE



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	A	13.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

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Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date	-	04.10.23
Design	-	CPH
Drawn	-	CPH
Checked	-	CPH
Scale	-	N.T.S.
Job No.	-	0826
Dwg	-	DA12
Rev	-	A

A3 SHEET

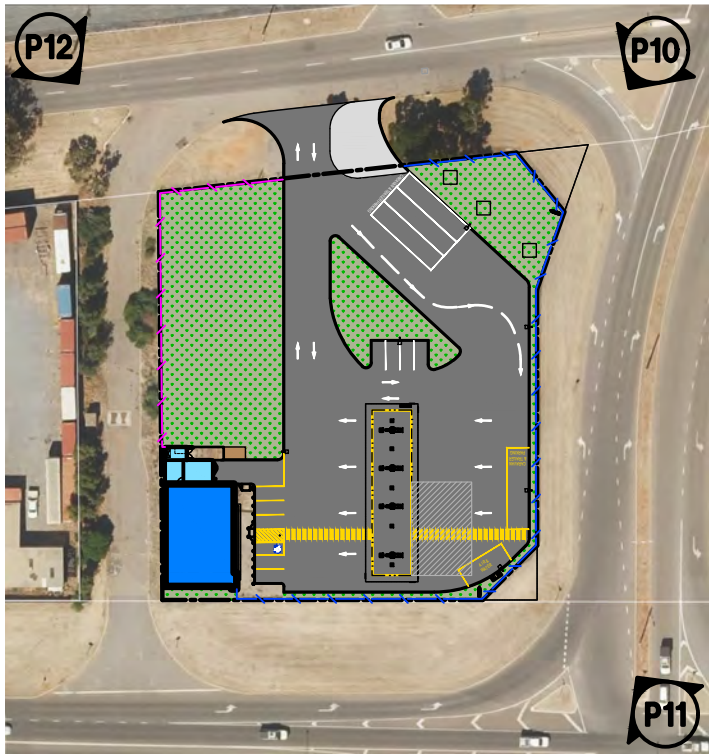


PERSPECTIVE 10
NOT TO SCALE



PERSPECTIVE 11
NOT TO SCALE

ATTACHMENT 12 ELEVATIONS, SIGNAGE 3D



KEY PLAN
NOT TO SCALE



PERSPECTIVE 12
NOT TO SCALE



166 STIRLING HIGHWAY
NEDLANDS WA 6009
PO BOX 199
NEDLANDS WA 6909
PHONE - 9386 6699
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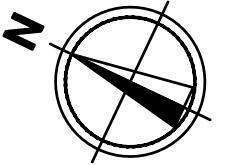
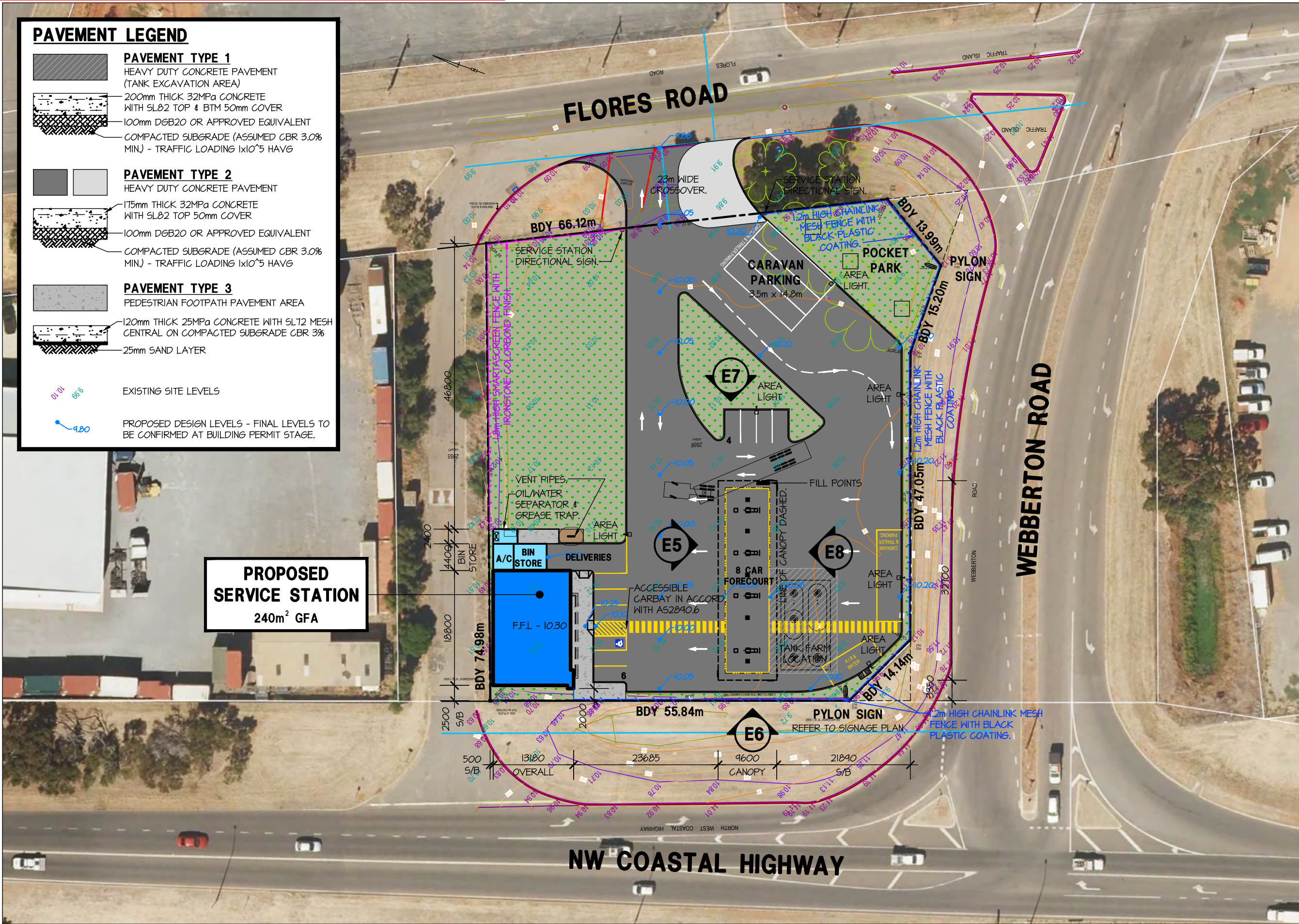
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	A3 SHEET				

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 04.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - N.T.S.
Job No. - 0826
Dwg - DA13
Rev - A



HINDLEY & ASSOCIATES
BUILDING DESIGNERS

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PRE	06.10.23	PRELIMINARY ISSUE
A	05.12.24	REVISED TO SUIT COMMENTS
B	12.12.24	REVISED TO SUIT COMMENTS
C	11.03.25	DEVELOPMENT APPLICATION ISSUE

DRAWN	CHECK
CPH	CPH
CPH	CPH
CPH	CPH

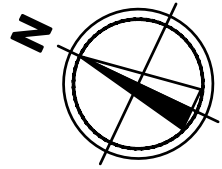
A3 SHEET

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date	- 28.09.23
Design	- JJR
Drawn	- JJR
Checked	- CPH
Scale	- 1:600
Job No.	- 0825
Dwg.	- DA02
Rev	- C



NOTE!
REFER TO SITE SURVEY
DRAWING - 2254IFS01



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PRE	06.10.23	PRELIMINARY ISSUE			
A	12.12.24	ISSUED FOR APPROVAL			

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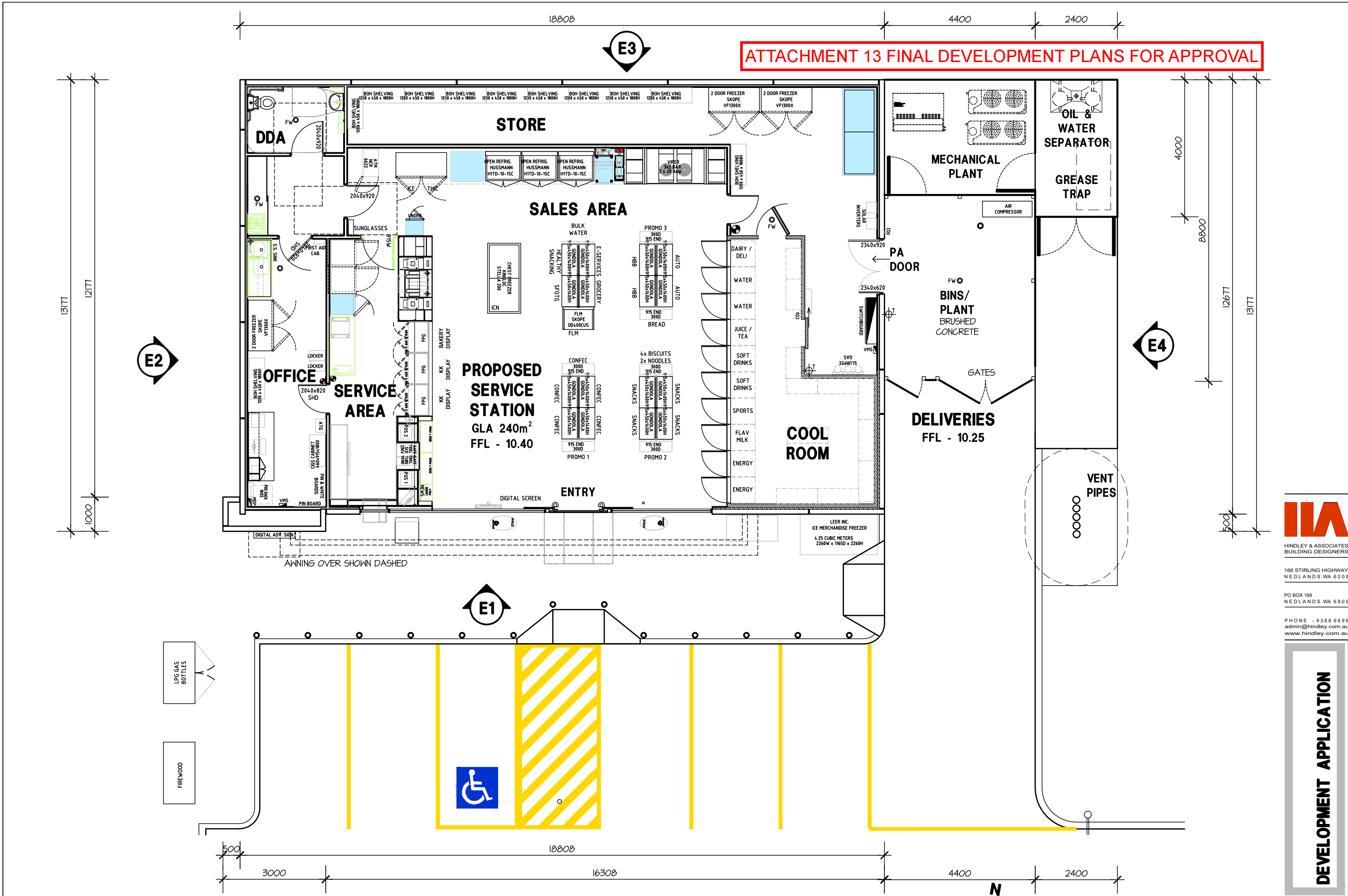
SITE SURVEY OVERLAY & DEMOLITION PLAN

SCALE 1:600

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
For CYGNET WEST P/L

Date - 28.09.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:600
Job No. - 0825
Dwg - DA03
Rev - A



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A	05.12.24	REVISED TO SUIT COMMENTS
B	12.12.24	REVISED TO SUIT COMMENTS

DRAWN:	CHECK:
CPH	CPH
CPH	CPH
CPH	CPH

A3 SHEET

PROPOSED FLOOR PLAN

SCALE 1:100

City of Greater Geraldton
Additional Information Received 14 March 2025



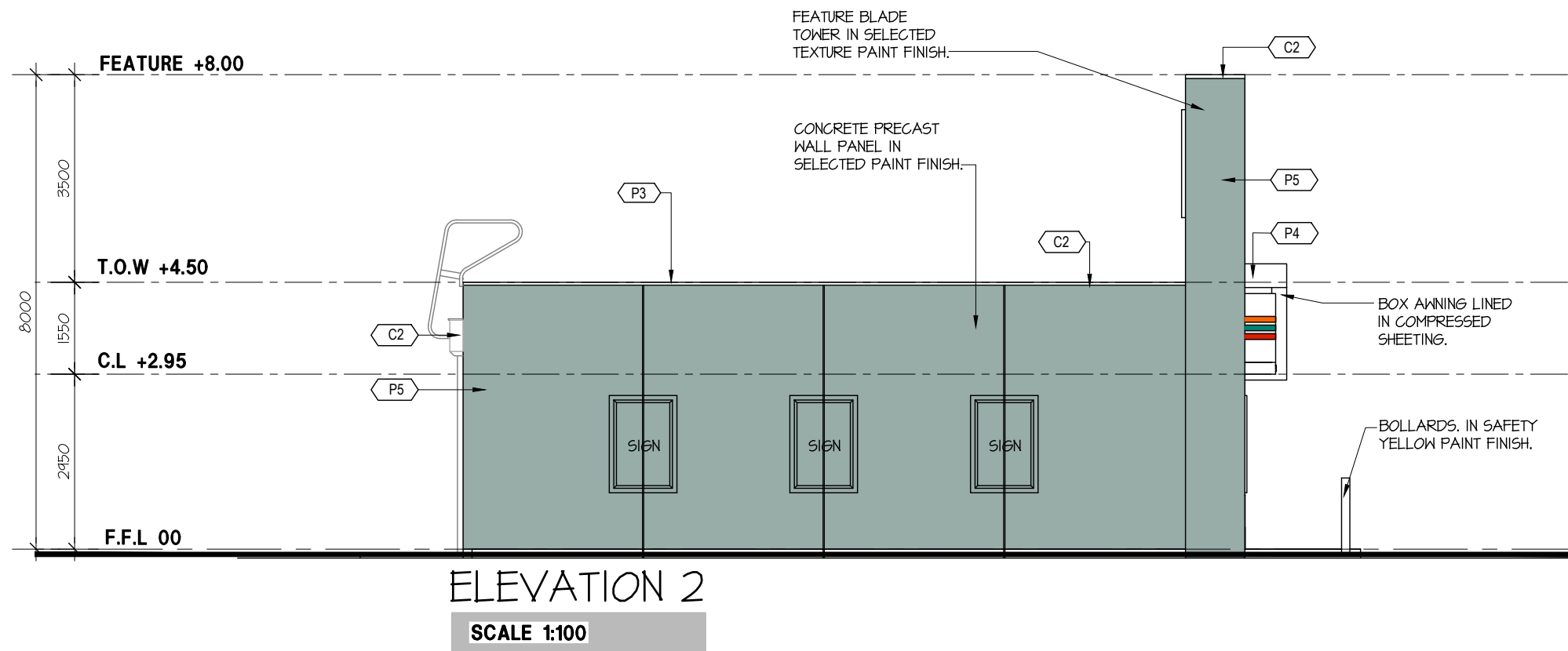
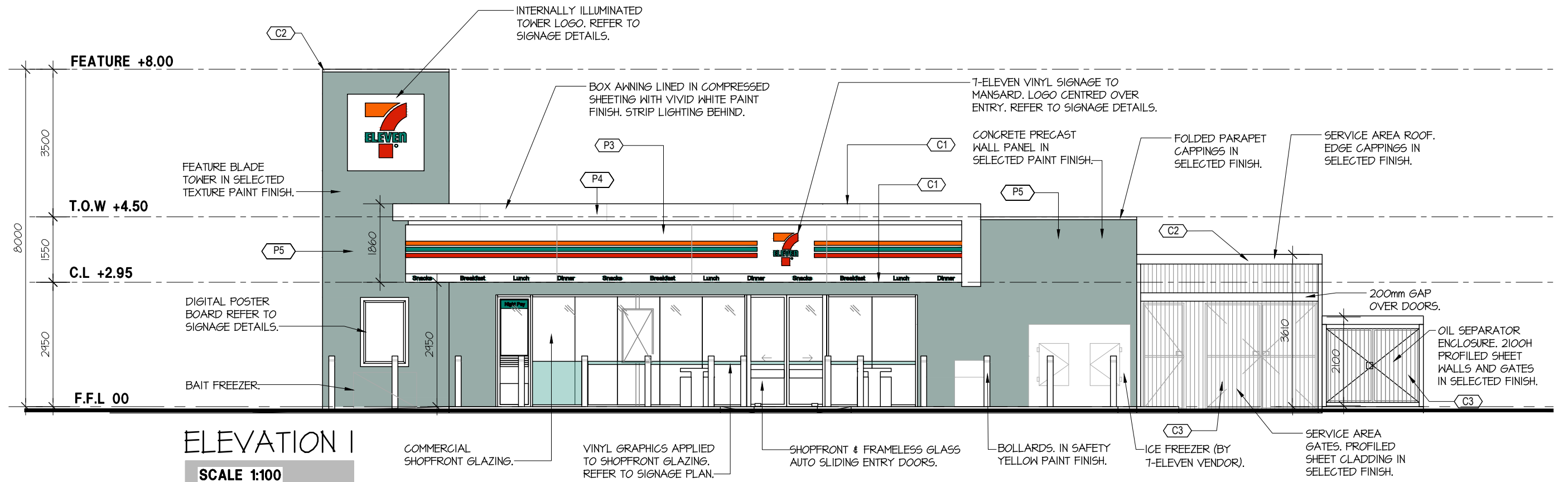
PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L



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DEVELOPMENT APPLICATION
Date - 03.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA04
Rev - B

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P1	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 H9IF (SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P2	DULUX WASH & WEAR 101SEMI GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTG ZONE INTERIOR WALL & INTERNAL WALL TO SLURPEE ZONE, FRONT AND UNDER SIDE OF FOTG BULKHEAD, SERVICE COUNTER WALLS, OFFICE DESK BACKING
P3	DULUX SUPER ENAMEL HIGH GLOSS COLOUR: COLORBOND MASON GREY S6H4	INTERIOR DOORS & ARCHITRAVES MECHANICAL PLANT DECK AND DURAGAL SCREEN, DECK HANDRAIL
P4	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: VIVID WHITE PW1H9	7-ELEVEN VENT PIPES, PETROL CANOPY COLUMNS & DOWNPIPES
P5	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: SAGE MONICA (DULUX REF S6H4)	BUILDING FACADE, EXTERIOR DOOR, DOWNPIPES GUTTER, SELECTED EXTERNAL CONCRETE PANEL WALLS
P6	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: BLACK	PETROL CANOPY COLUMNS AND BOLLARDS 300MM ABOVE GROUND LEVEL
P8	DULUX ROADMASTER A1 - NONSLIP COLOUR: LF YELLOW ADDITIVE GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P10	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
P11	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P12	DULUX ROADMASTER A1 - NONSLIP COLOUR: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
METAL FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
G1	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND SURFMIST	ROOF FLASHING & PARAPET CAPPING
G2	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND WINDSPRAY	ROOF FLASHING & PARAPET CAPPING & DOWN PIPE
G3	STRAMIT K COLORBOND METAL SHEET / WALL CLADDING COLOUR: COLORBOND WINDSPRAY	BIN ROOM, BIN YARD GATES, FENCING, MECH. PLANT GATE
G4	STRAMIT MONOPANEL 250 COLORBOND METAL SHEET COLOUR: COLORBOND SURFMIST	FUEL CANOPY & BUILDING SOFFIT LINING
GENERAL NOTE: 1. ALL ALTERNATIVE PRODUCTS TO BE APPROVED BY 7-ELEVEN 2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS 3. REFER TO ARMSTRONG INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING IMPLEMENTATION		



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PRE 06.10.23 PRELIMINARY ISSUE
A 05.12.24 REVISED TO SUIT COMMENTS

DRAWN: CHECK:
JJR CPH
CPH CPH

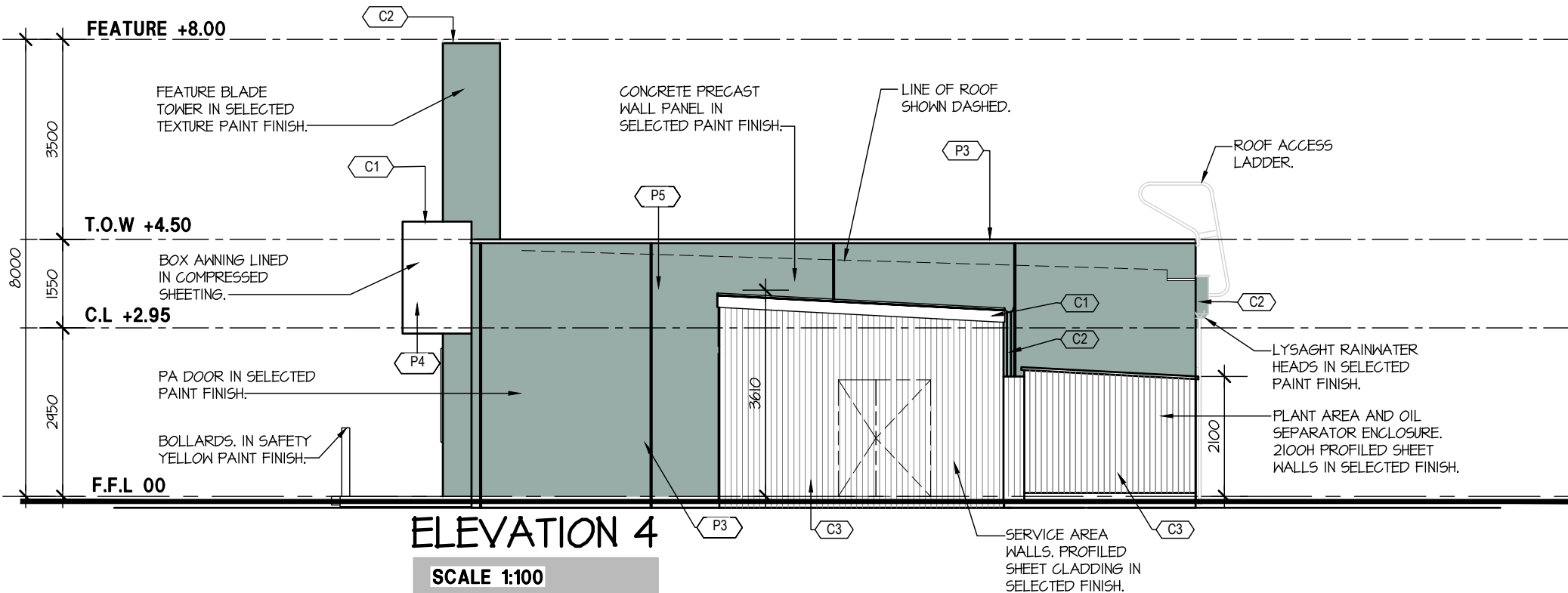
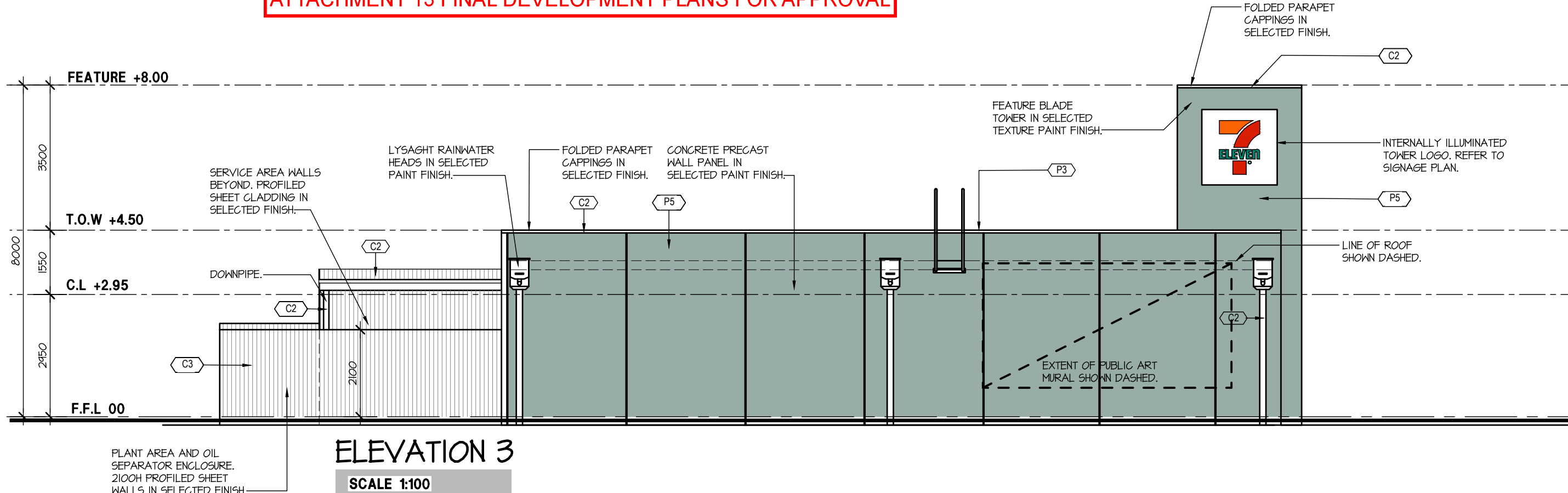
A3 SHEET

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

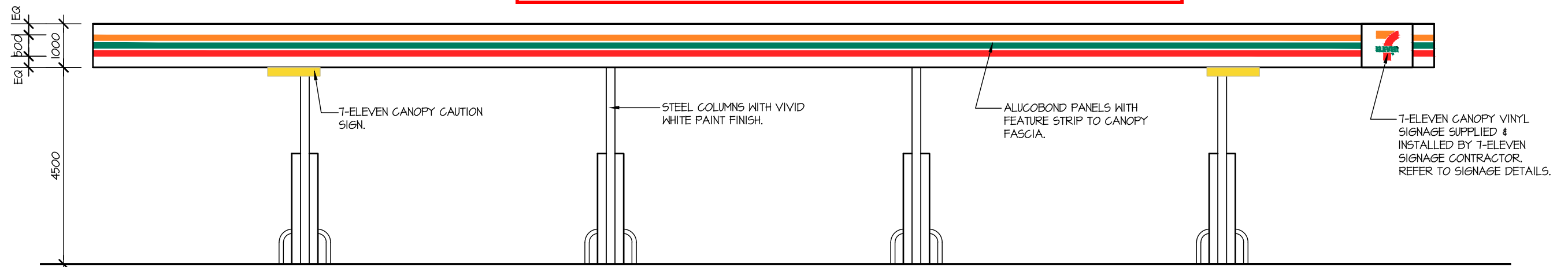
Date - 04.10.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA05
Rev - A

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



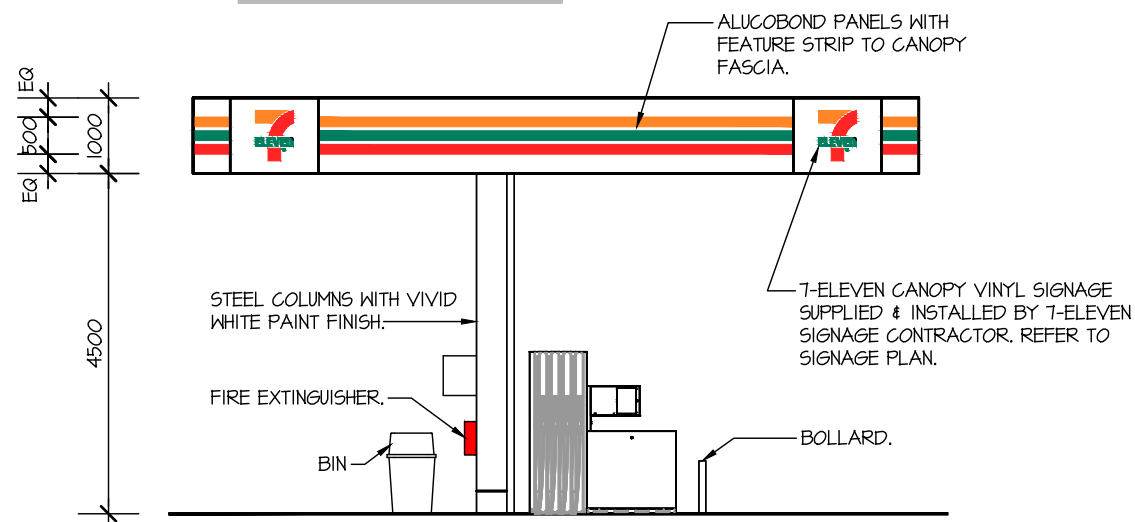
PAINT FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
P11	DULUX WASH & WEAR 101 LOW SHEEN ACRYLIC COLOUR: VIVID WHITE PW1 H9(I)F (SPECIFIED TO BE PAINTED)	INTERIOR CEILING
P12	DULUX WASH & WEAR 101SEAM GLOSS ACRYLIC COLOUR: WHITEPOLAR HALF SW1C1	INTERIOR WALLS, FOTO ZONE INTERIOR WALL & INTERNAL WALL TO SLURPZEE ZONE, FRONT AND UNDER SIDE OF FOTO BULKHEAD, SERVICE COUNTER WALLS, OFFICE DESK BACKING
P13	DULUX SUPER ENAMEL HIGH GLOSS COLOUR: COLORBOND MASON GREY SG5H4	INTERIOR DOORS & ARCHITRAVES MECHANICAL PLANT DECK AND DURAGAL SCREEN, DECK HANDRAIL
P14	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: VIVID WHITE PW1H9	7-ELEVEN VENT PIPES, PETROL CANOPY COLUMNS & DOWNPIPES
P15	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: SAGE MONICA (DULUX REF SG5H3)	BUILDING FACADE, EXTERIOR DOOR, DOWNPIPES GUTTER, SELECTED EXTERNAL CONCRETE PANEL WALLS
P16	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: BLACK	PETROL CANOPY COLUMNS AND BOLLARDS 300MM ABOVE GROUND LEVEL
P17	DULUX ROADMASTER A1 - NONSLIP COLOUR: LF YELLOW ADDITIVE: GLASS BEAD	CAR PARK LINES - FACE AND TOP OF KERB IMMEDIATELY IN FRONT OF STORE & AS NOTED ON SITE PLAN
P18	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: ROUSSEAU GREEN	BOLLARDS
P19	DULUX WEATHERSHIELD + 10 GLOSS ACRYLIC COLOUR: GOLDEN BANNER	BOLLARD (SHARED ZONE)
P20	DULUX ROADMASTER A1 - NONSLIP ADDITIVE: SOLID WHITE ADDITIVE: GLASS BEAD WIDTH: 300MM WIDE	CROSSOVER ENTRIES / EXITS WHERE A STOP SIGN IS REQUIRED
METAL FINISHES SCHEDULE		
CODE	FINISH SPECIFICATION	LOCATION
C11	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND 'SURFMIST'	ROOF FLASHING & PARAPET CAPPING
C12	FOLDED COLORBOND METAL FLASHING COLOUR: COLORBOND 'WINDSPRAY'	ROOF FLASHING & PARAPET CAPPING & DOWN PIPE
C13	STRAIGHT K COLORBOND METAL SHEET / WALL CLADDING COLOUR: COLORBOND 'WINDSPRAY'	BIN ROOM, BIN YARD GATES, FENCING, MECH PLANT GATE
C14	STRAIGHT MONOPANEL 250 COLORBOND METAL SHEET COLOUR: COLORBOND 'SURFMIST'	FUEL CANOPY & BUILDING SOFFIT LINING
GENERAL NOTE: 1. ALL ALTERNATIVE PRODUCTS TO BE APPROVED BY 7-ELEVEN 2. REFER TO DULUX NATIONAL PAINT SPECIFICATION FOR MORE DETAILS 3. REFER TO ARMSTRONGS INSTALLATION & MAINTENANCE MANUAL FOR DETAILS OF FLOORING IMPLEMENTATION		

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



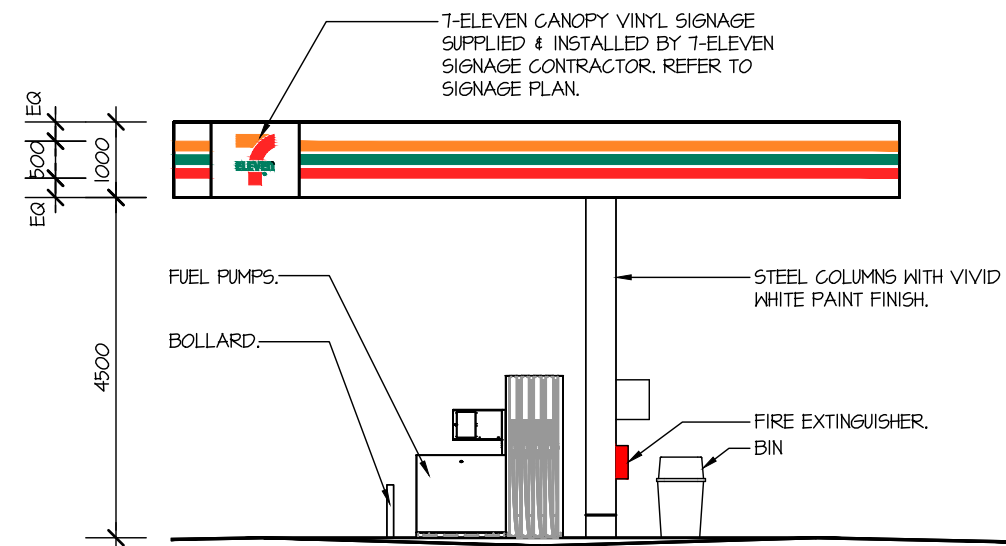
ELEVATION 5

SCALE 1:100



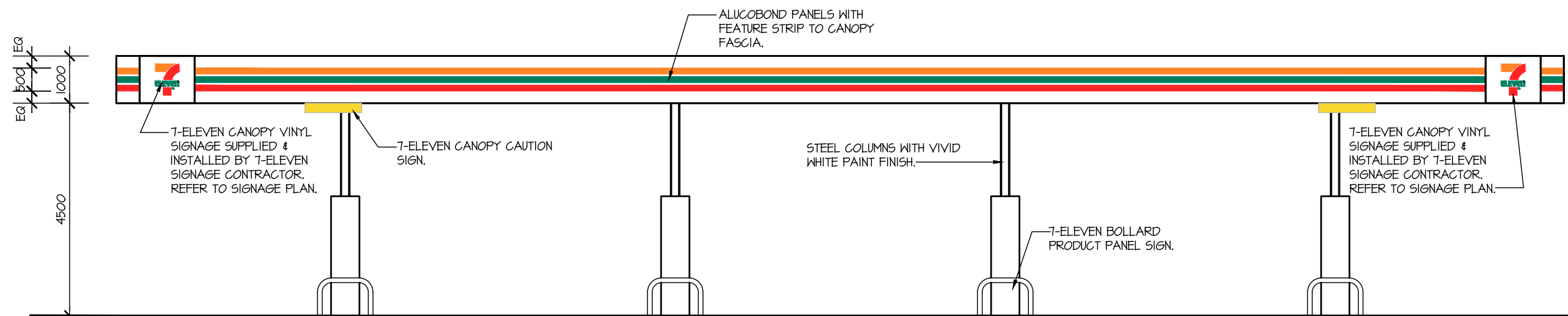
ELEVATION 6

SCALE 1:100



ELEVATION 7

SCALE 1:100



ELEVATION 8

SCALE 1:100



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PRE 06.10.23 PRELIMINARY ISSUE JJR CPH

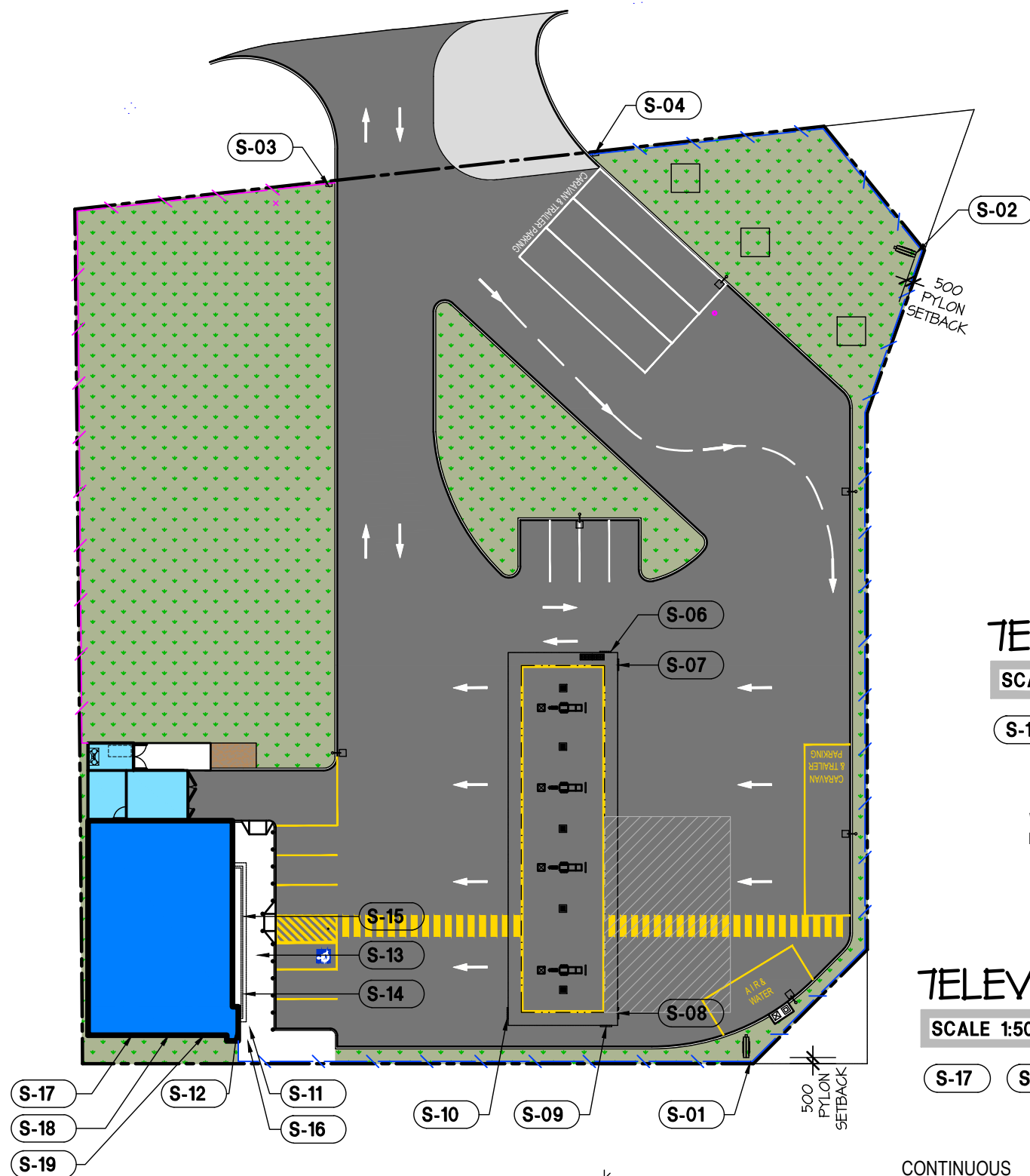
A3 SHEET

City of Greater Geraldton
Additional Information Received 14 March 2025

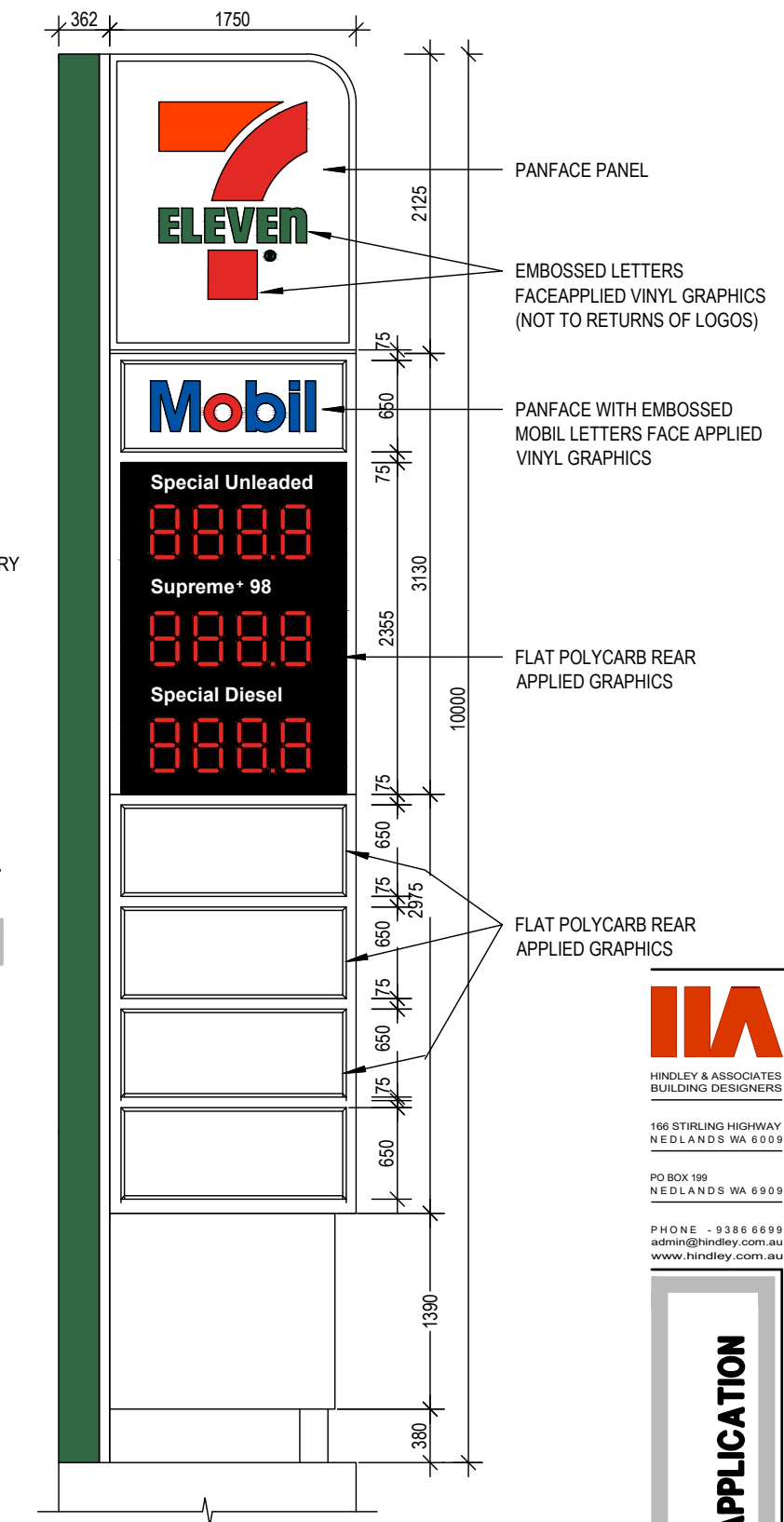
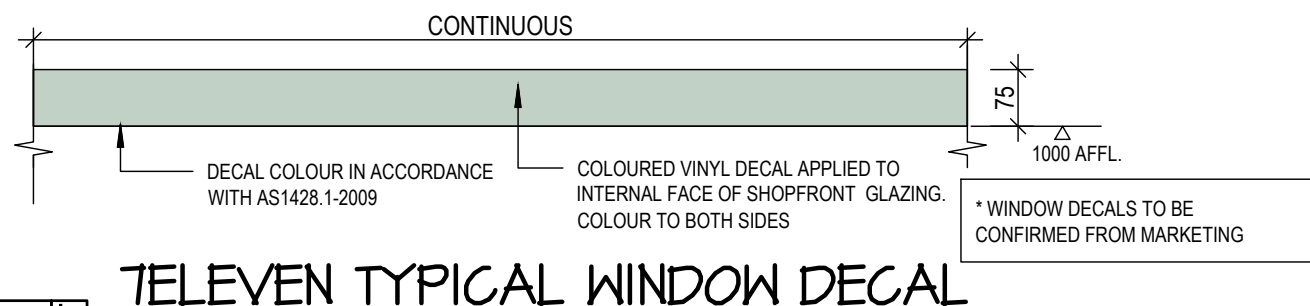
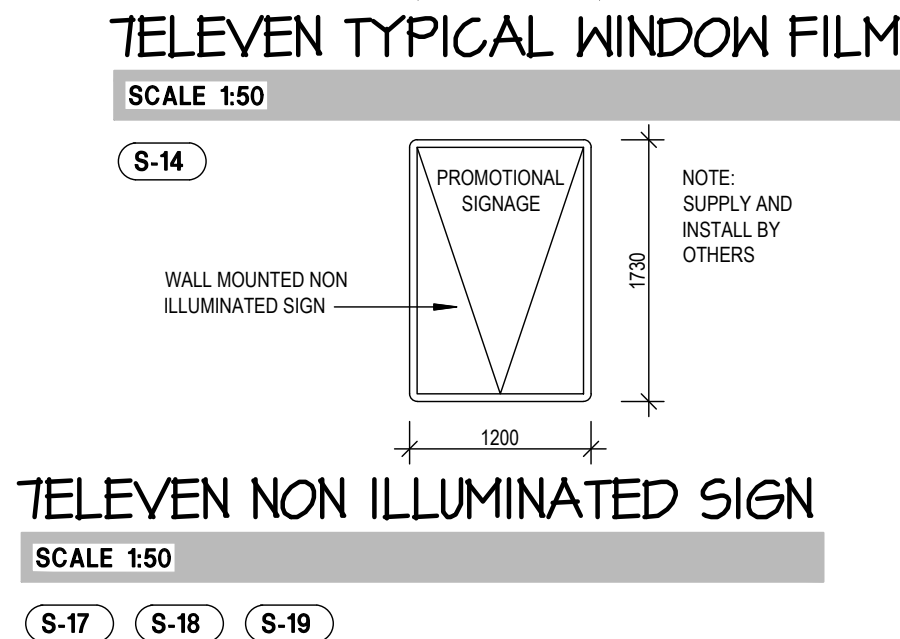
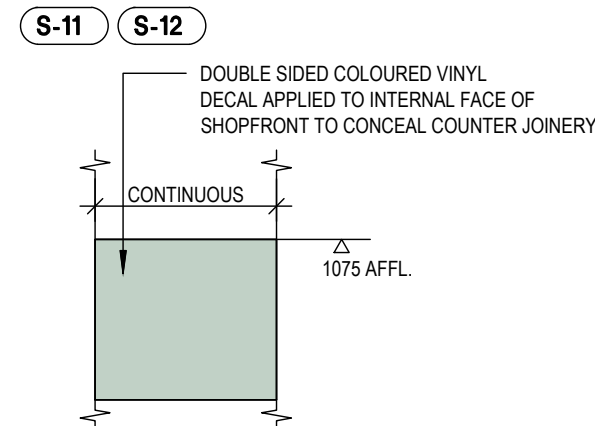
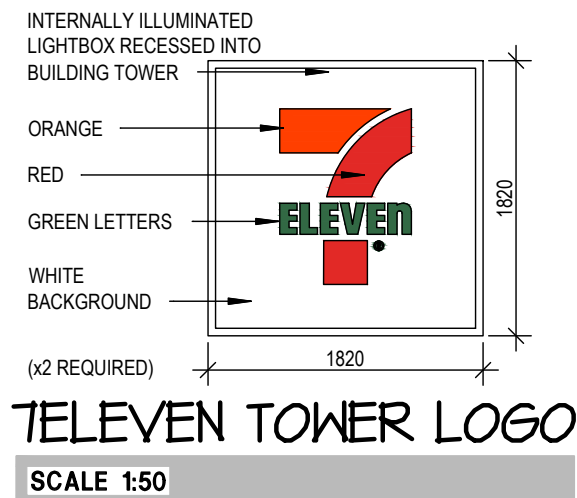
PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 04.10.23
Design - JJR
Drawn - JJR
Checked - CPH
Scale - 1:100
Job No. - 0826
Dwg. - DA07
Rev - PRE

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



KEY PLAN
SCALE 1:500



TELEVEN PYLON
NOT TO SCALE
S-01 S-02

HA
HINDLEY & ASSOCIATES
BUILDING DESIGNERS
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B 16.12.24 REVISED TO SUIT COMMENTS
C 11.03.25 REVISED TO SUIT COMMENTS

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CPH CPH
CPH CPH
CPH CPH

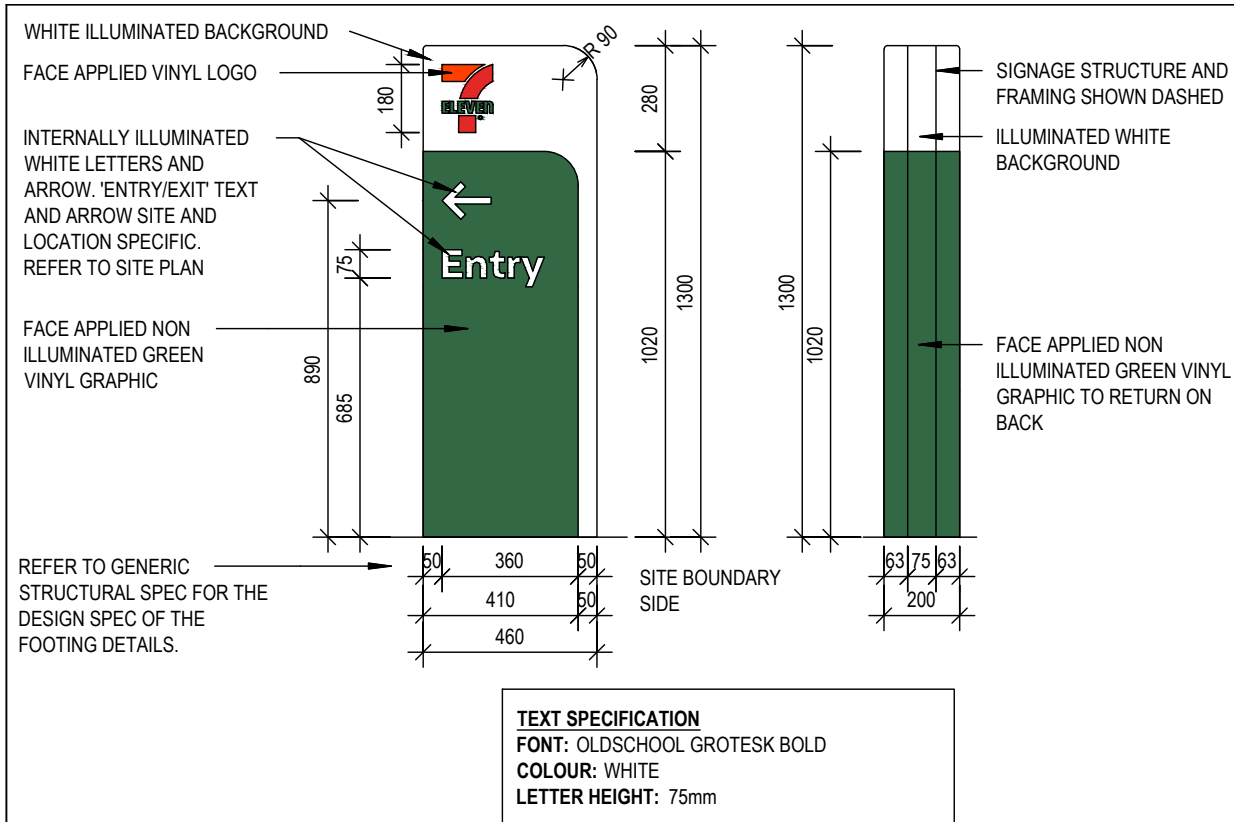
A3 SHEET

SCALE 1:10
S-15

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
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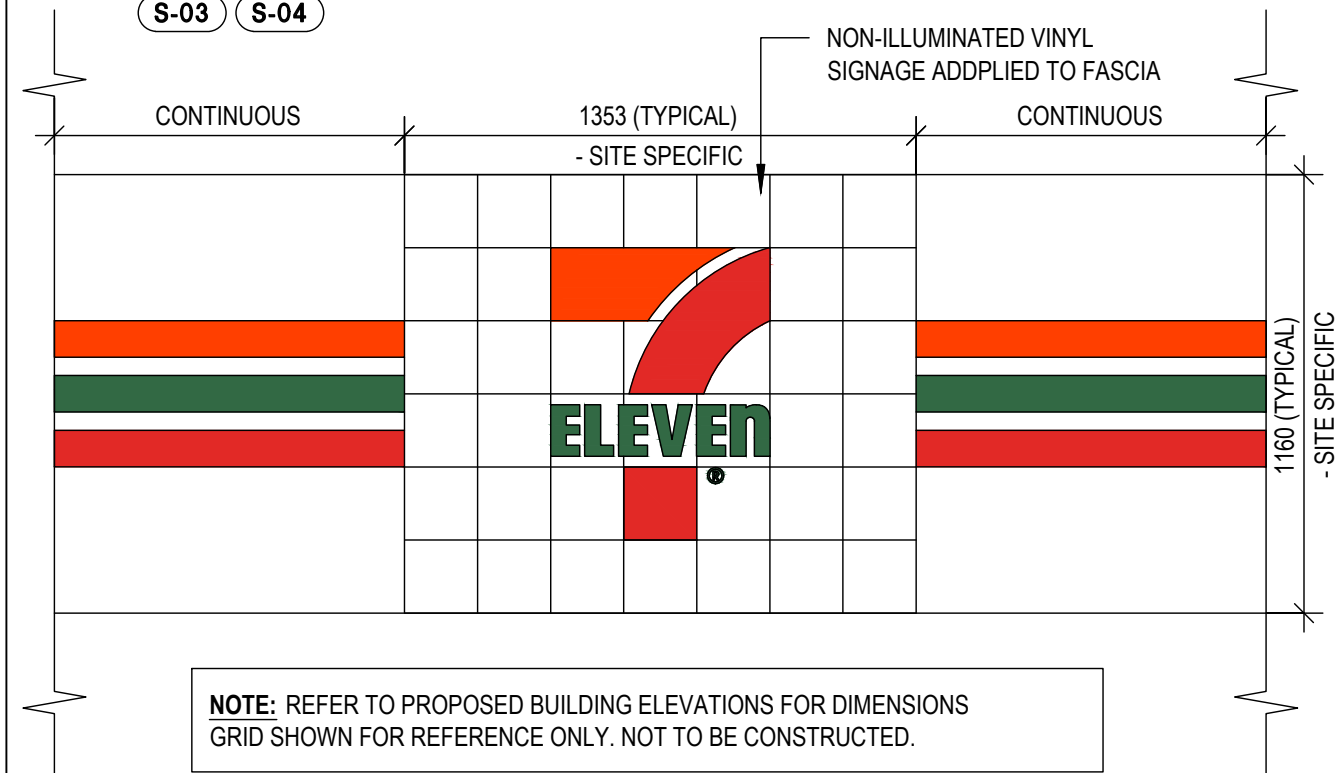
Date - 04.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - NOTED
Job No. - 0826
Dwg - DA08
Rev - C



TELEVEN TYPICAL DIRECTIONAL

SCALE 1:20

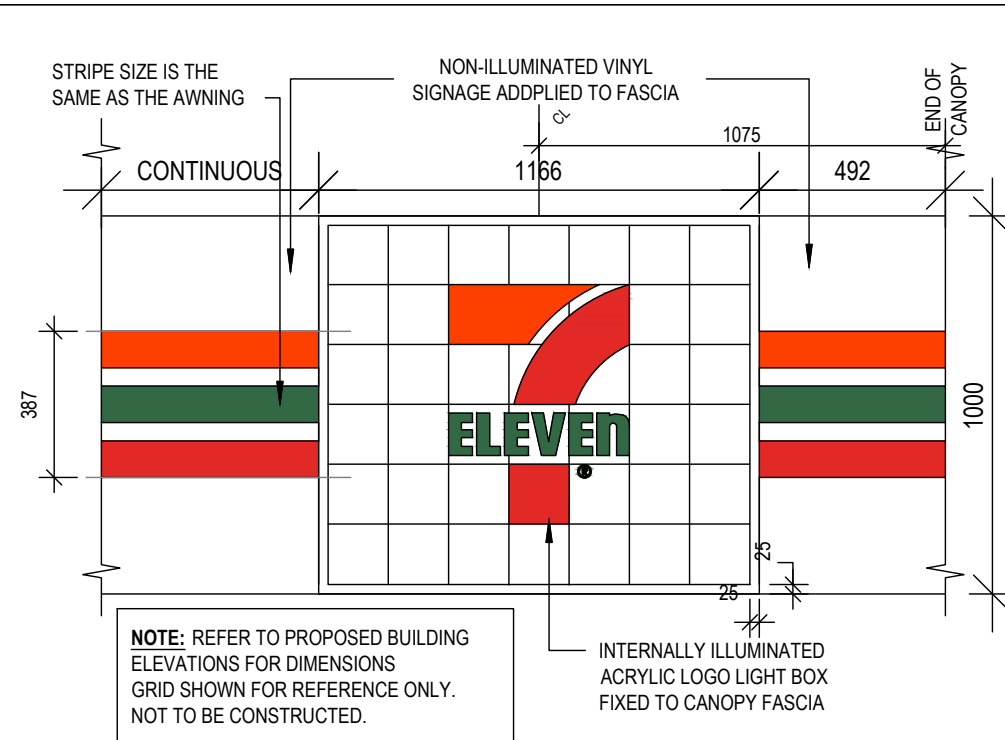
S-03 S-04



TELEVEN TYPICAL BUILDING AWNING FASCIA

SCALE 1:20

S-13



TELEVEN TYPICAL CANOPY FASCIA

SCALE 1:20

S-05 S-06 S-07 S-08 S-09 S-10

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



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DRAWN: CHECK:
CPH CPH

A3 SHEET

City of Greater Geraldton
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Date - 04.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - NOTED
Job No. - 0826
Dwg. - DA09
Rev - PRE

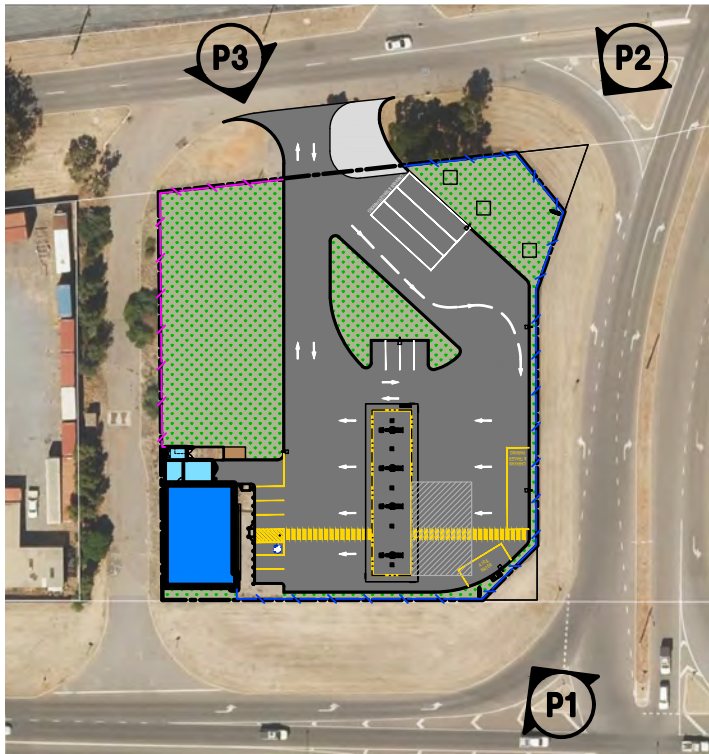


PERSPECTIVE 1
NOT TO SCALE



PERSPECTIVE 2
NOT TO SCALE

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



KEY PLAN
NOT TO SCALE



PERSPECTIVE 3
NOT TO SCALE



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	PRE	06.10.23	PRELIMINARY ISSUE	CPH	CPH
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Date - 04.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - N.T.S.
Job No. - 0826
Dwg - DA10
Rev - A



PERSPECTIVE 4

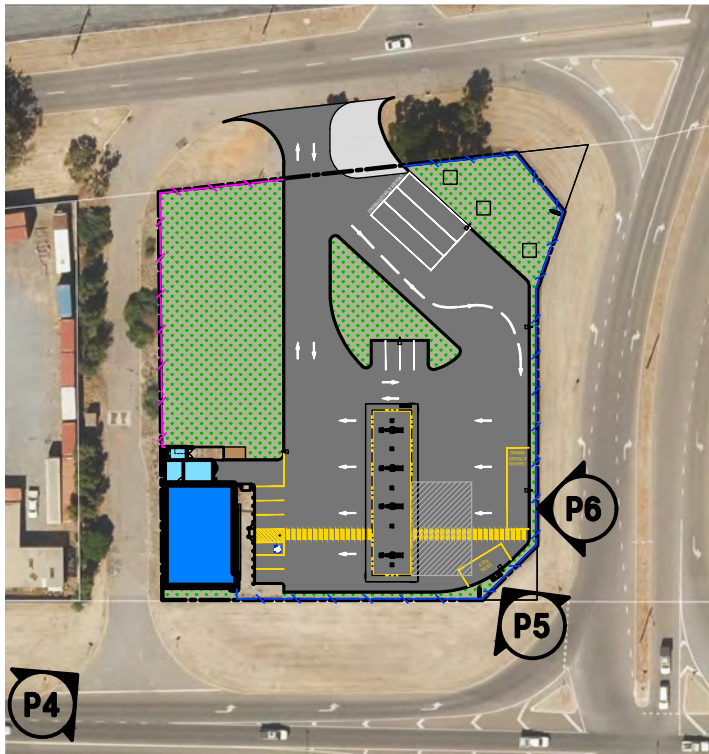
NOT TO SCALE



PERSPECTIVE 5

NOT TO SCALE

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



KEY PLAN

NOT TO SCALE



PERSPECTIVE 6

NOT TO SCALE



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DEVELOPMENT APPLICATION

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	PRE	06.10.23	PRELIMINARY ISSUE	CPH	CPH
	A	13.03.25	DEVELOPMENT APPLICATION ISSUE	CPH	CPH

City of Greater Geraldton
Additional Information Received 14 March 2025

PROPOSED SERVICE STATION
LOT 2956, No. 215 FLORES ROAD,
SPALDING
for CYGNET WEST P/L

Date - 04.10.23
Design - CPH
Drawn - CPH
Checked - CPH
Scale - N.T.S.
Job No. - 0826
Dwg - DA11
Rev - A

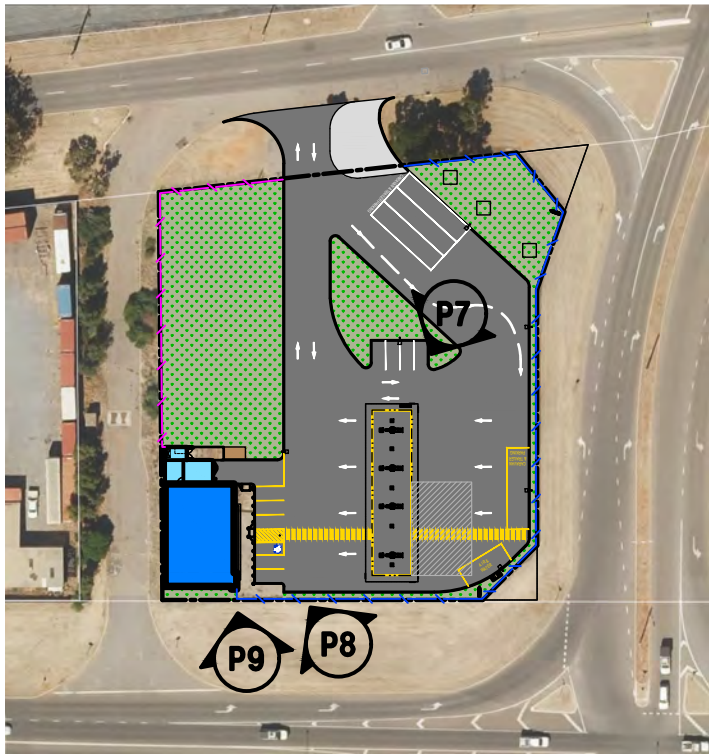


PERSPECTIVE 7
NOT TO SCALE



PERSPECTIVE 8
NOT TO SCALE

ATTACHMENT 13 FINAL DEVELOPMENT PLANS FOR APPROVAL



KEY PLAN
NOT TO SCALE



PERSPECTIVE 9
NOT TO SCALE



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DEVELOPMENT APPLICATION

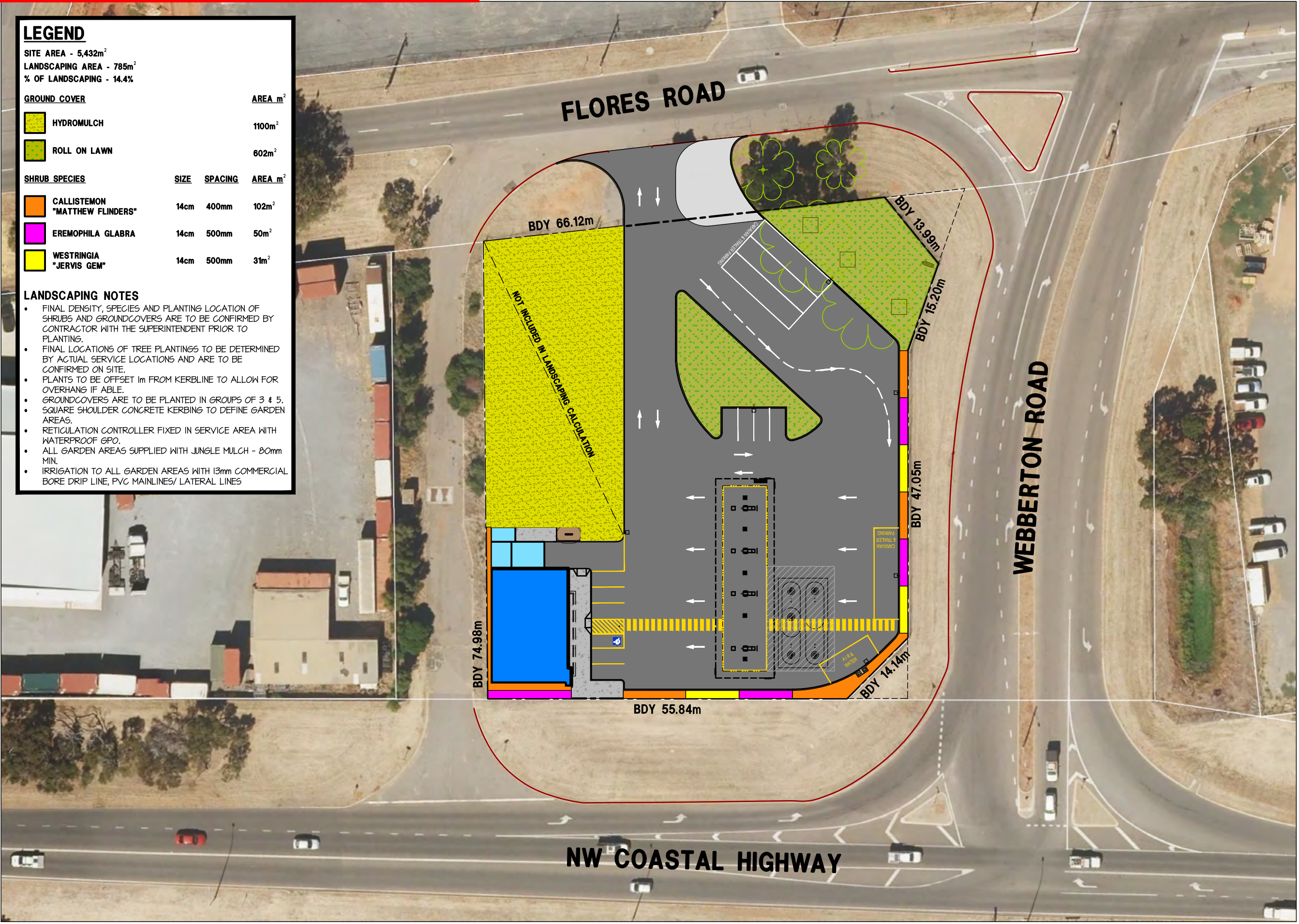
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A3 SHEET



LEGEND

SITE AREA - 5,432m²
LANDSCAPING AREA - 785m²
% OF LANDSCAPING - 14.4%

GROUND COVER

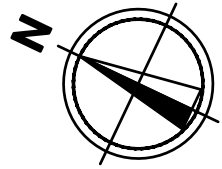
	AREA m ²
HYDROMULCH	1100m ²
ROLL ON LAWN	602m ²

SHRUB SPECIES

	SIZE	SPACING	AREA m ²
CALLISTEMON "MATTHEW FLINDERS"	14cm	400mm	102m ²
EREMOPHILA GLABRA	14cm	500mm	50m ²
WESTRINGIA "JERVIS GEM"	14cm	500mm	31m ²

LANDSCAPING NOTES

- FINAL DENSITY, SPECIES AND PLANTING LOCATION OF SHRUBS AND GROUNDCOVERS ARE TO BE CONFIRMED BY CONTRACTOR WITH THE SUPERINTENDENT PRIOR TO PLANTING.
- FINAL LOCATIONS OF TREE PLANTINGS TO BE DETERMINED BY ACTUAL SERVICE LOCATIONS AND ARE TO BE CONFIRMED ON SITE.
- PLANTS TO BE OFFSET 1m FROM KERBLINE TO ALLOW FOR OVERHANG IF ABLE.
- GROUNDCOVERS ARE TO BE PLANTED IN GROUPS OF 3 & 5.
- SQUARE SHOULDER CONCRETE KERBING TO DEFINE GARDEN AREAS.
- RETICULATION CONTROLLER FIXED IN SERVICE AREA WITH WATERPROOF GPO.
- ALL GARDEN AREAS SUPPLIED WITH JUNGLE MULCH - 80mm MIN.
- IRRIGATION TO ALL GARDEN AREAS WITH 13mm COMMERCIAL BORE DRIP LINE, PVC MAINLINES/ LATERAL LINES



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A3 SHEET

PROPOSED LANDSCAPING PLAN

SCALE 1:600

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Dwg	-	DA14
Rev	-	A



PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**