

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

The land affected by the application is located at:

**2122-2128 FRANKSTON-FLINDERS ROAD HASTINGS
LOT 1 TP 194266 VOL 9297 FOL 298
LOT 1 TP 87563 VOL 10021 FOL 205
LOT 18 LP 24342
LOT 2 LP 76160**

The application is for a permit for:

USE AND DEVELOP THE LAND FOR A SERVICE STATION, FOOD AND DRINK PREMISES AND CAR WASH, ALTERATION OF ACCESS TO A ROAD ZONE CATEGORY 1, INSTALLATION OF AN INTERNALLY ILLUMINATED SIGN AND ASSOCIATED WORKS GENERALLY IN ACCORDANCE WITH THE SUBMITTED PLANS

The applicant is:

**NORTH PARK INVESTMENT GROUP
C/- APEX TOWN PLANNING**

Planning application number and officer is:

**P18/1664
JAMES LEONARD**

You may view the plans and documents that support the application free of charge at the office/s of the Responsible Authority below or online at:

www.mornpen.vic.gov.au > Building & Planning > Planning > Advertised Planning Applications

Mornington Office – Queen Street, Mornington
Rosebud Office – Besgrove Street, Rosebud
Hastings Office – Marine Parade, Hastings
Somerville Library – 1085 Frankston-Flinders Road, Somerville
Office hours 8.30am to 5pm

Any person who may be affected by the granting of the permit may object in writing to the responsible authority. If you object, the Responsible Authority will notify you of its decision.

Your objection must:

- Include the objector's full name, relevant postal address, phone number & email address
- Specify the planning application number
- Include the reasons for the objection and state how the objector would be affected

Lodge online at www.mornpen.vic.gov.au;

Or mail to: Planning Services Team, Mornington Peninsula Shire, Private Bag 1000, Rosebud 3939

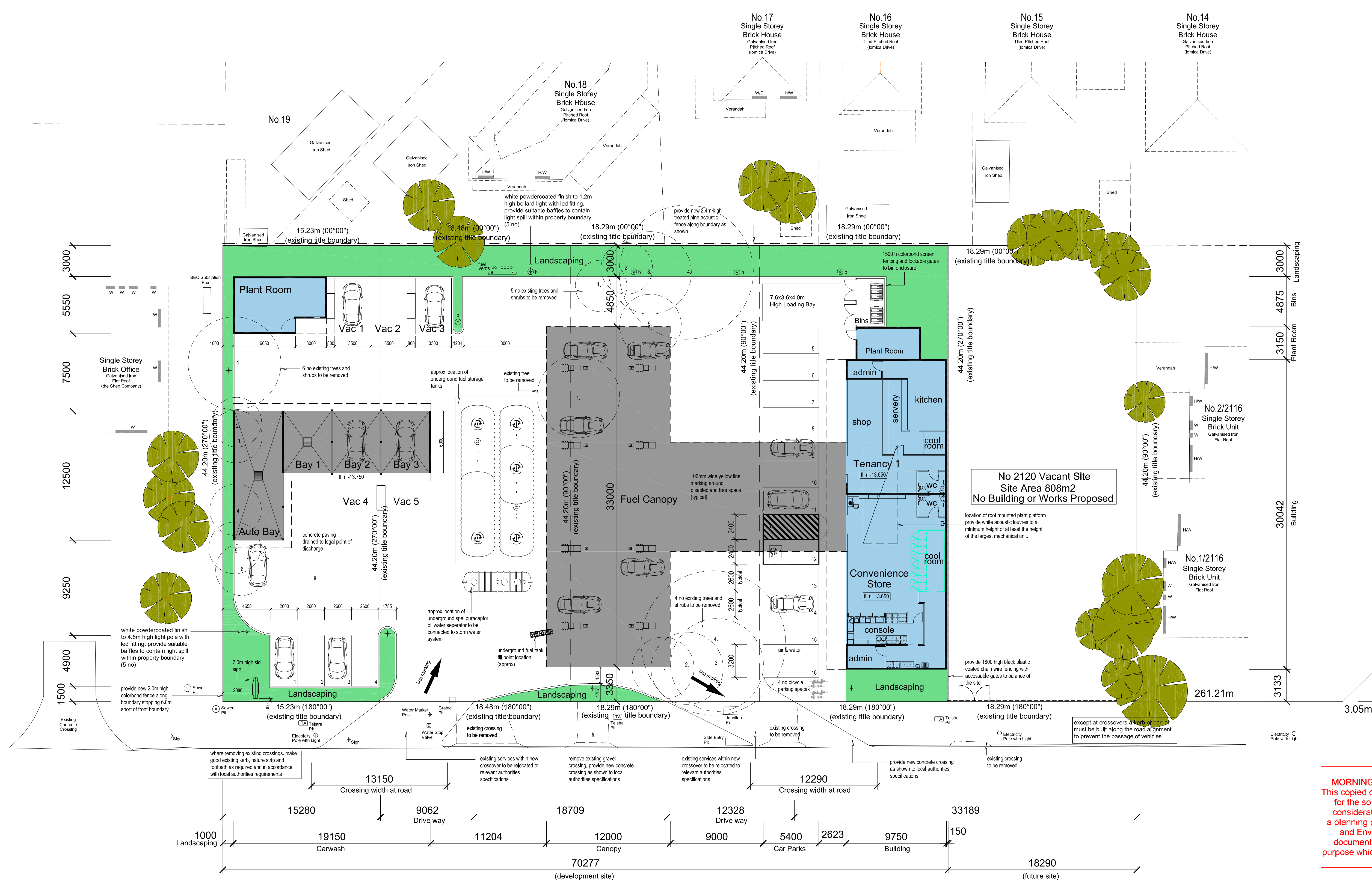
The Responsible Authority will not decide on the application before:

27 MARCH 2019

Privacy Notification: The personal information provided in an objection is collected for planning purposes in accordance with the *Planning & Environment Act 1987* (the Act). The public may view an objection in accordance with Section 57 of the Act whilst the planning application is current.

Schedule Of Areas	
Total Site Area:	3914 M ²
Development Site Area:	3106 M ²
Future Site Area:	808 M ²
Convenience Store:	165 M ²
Convenience Store Plant Room:	20 M ²
Tenancy 1:	125 M ²
Fuel Canopy And Link:	576 M ²
Bin Enclosure:	14.4 M ²
Carwash:	146 M ²
Carwash Plant Room:	46 M ²
Landscaping	397 M ²
Car Parking Spaces	16

Symbol Legend	
	existing tree/shrub to be retained
	existing tree/shrub to be removed
	white powdercoated finish to 1.2m high bollard light with led fitting with suitable baffles to contain light spill within property boundary
	white powdercoated finish to 4.5m high light pole with led fitting with suitable baffles to contain light spill within property boundary
	new 2.4m high treated pine acoustic fence



Proposed Site Plan - Floor Plan
SCALE 1:200

Frankston - Flinders Road

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No.	REVISION	DATE	APP
A	REDESIGN	8-12-18	ML
B	COUNCIL RFI	5-2-19	ML

planning issue
NOT FOR CONSTRUCTION
DO NOT SCALE THIS DRAWING.
USE WRITTEN DIMENSIONS ONLY.

PROJECT: new service station development
CLIENT: north park pty ltd
ADDRESS: 2122-2128 frankston-flinders road, hastings

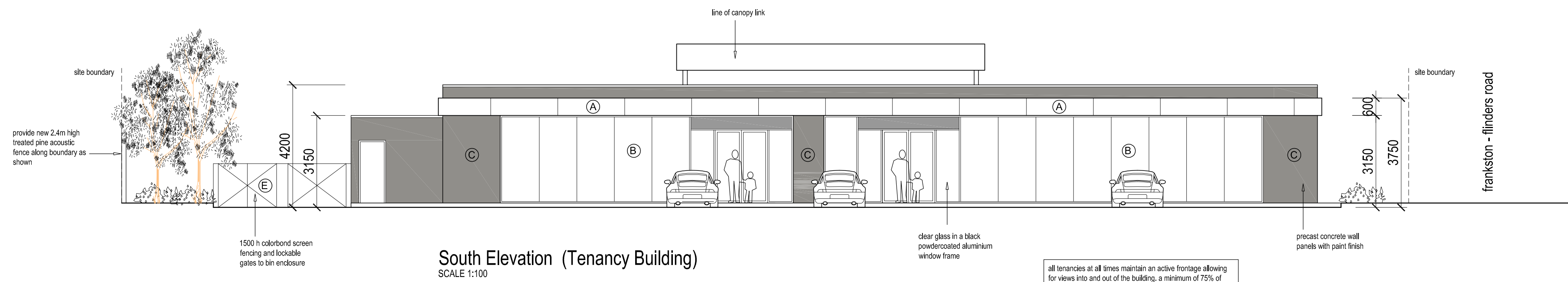
CONTRACTORS USING THIS DRAWING MUST VERIFY ALL INFORMATION HEREIN BEFORE COMMENCING ANY WORKS OR PREPARING SHOP DRAWINGS AND THE USE OF THIS PLAN IS AN ACKNOWLEDGMENT THAT ALL NECESSARY CHECKS HAVE BEEN CARRIED OUT PRIOR ANY COMMENCEMENT OF WORKS. ALL EXISTING CONDITIONS INCLUDING BUT NOT LIMITED TO SITE DETAILS, LEVELS, EXISTING BUILDING STRUCTURES MUST BE CONFIRMED ON SITE FOR ACCURACY. THIS OFFICE MUST BE NOTIFIED IF ANY DISCREPANCIES ARE NOTED. THIS DRAWING IS TO BE USED ONLY FOR THE REASON FOR WHICH IT WAS ISSUED. THIS DRAWING REMAINS THE PROPERTY OF MCL BUILDING DESIGN. THIS DRAWING IS PROTECTED BY COPYRIGHT LAWS AND MUST NOT BE AMENDED WITHOUT OBTAINING WRITTEN CONSENT.

north

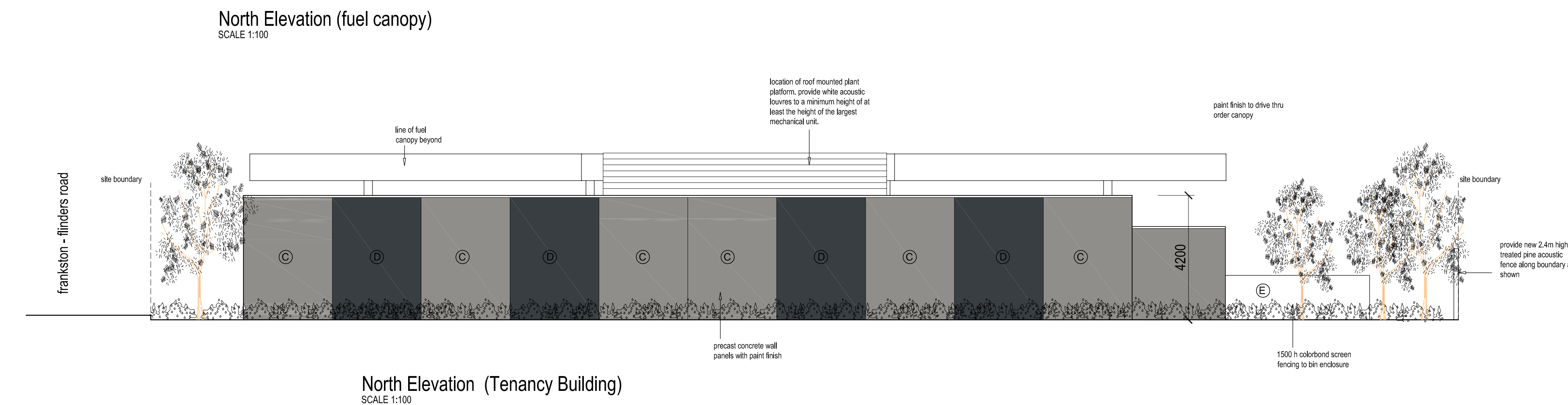
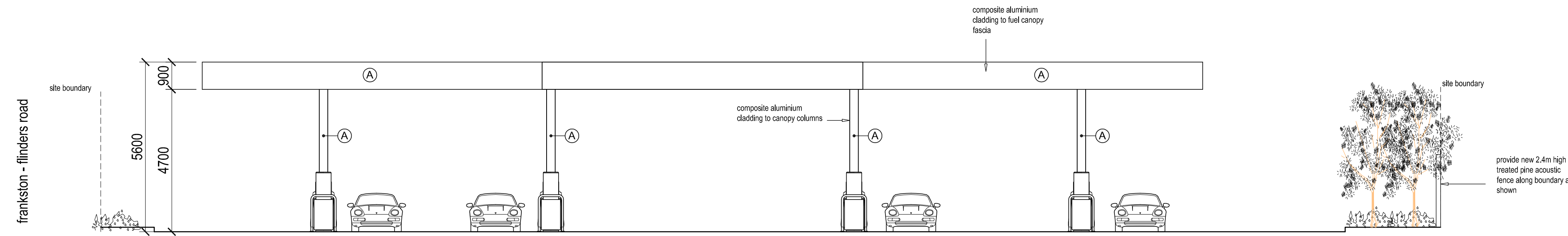
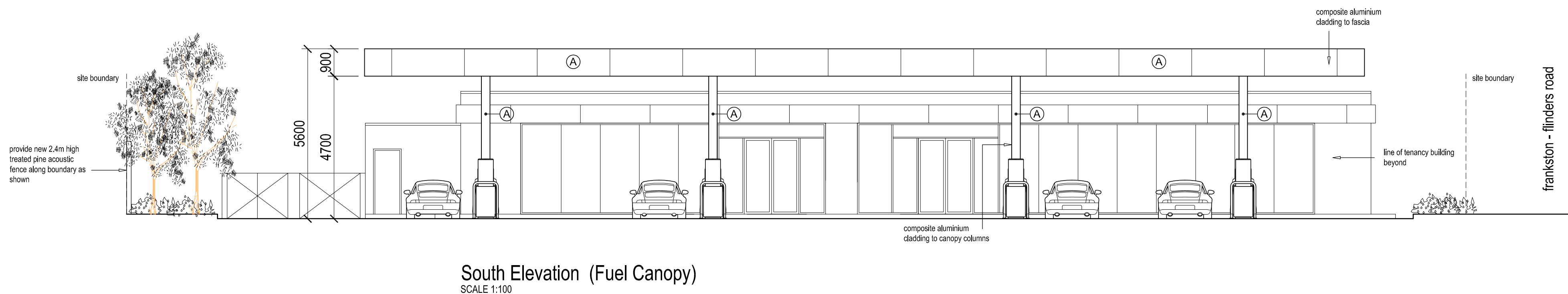
DRAWING TITLE: site - floor plan
DRAWING No: tp 2
REVISION No: B

DATE OF ISSUE: december 2018
No. IN SET: 2 OF 4
DRAWN: ml DESIGN: ml
SCALE: as shown ORIGINAL SHEET SIZE: A1
PROJECT NUMBER: 25718

Address: PO Box 2424 Ringwood North VIC 3134
Telephone: 03 8845 9011
Email: admin@mclbuildingdesign.com.au

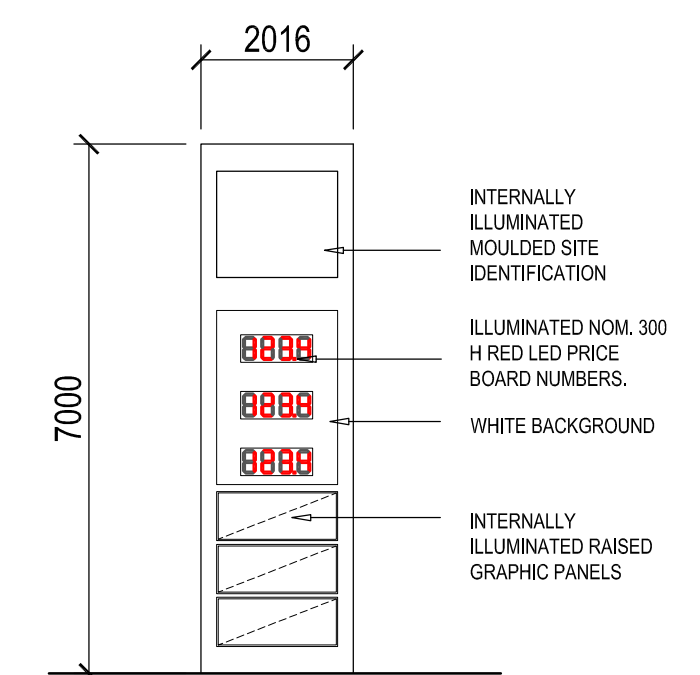


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Material And Colour Scheme

	(A)		(B)
White Acrylic Panel		Black Powdercoated Aluminium Window Frames	
	(C)		(D)
Dulux Stepney On Concrete Panels		Dulux Zeus Grey On Concrete Panels	
	(E)		(F)
Colorbond Bin Enclosure, & Gates Surf Mist		Anthracite Grey Acrylic Panel	



7.0m High Sign Elevation
SCALE 1:100

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CLIENT:	north park pty ltd
ADDRESS:	21 22-21 28 frankston-flinders road, hastings

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north

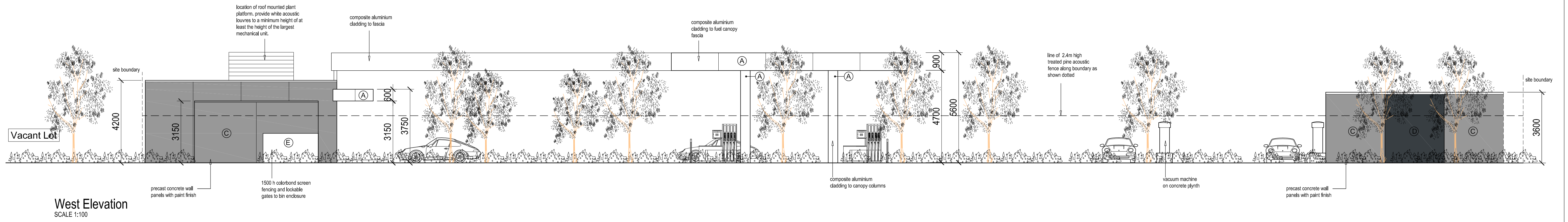
MEMBER Building Designers' Association Victoria

DIAL 1100 BEFORE YOU DIG

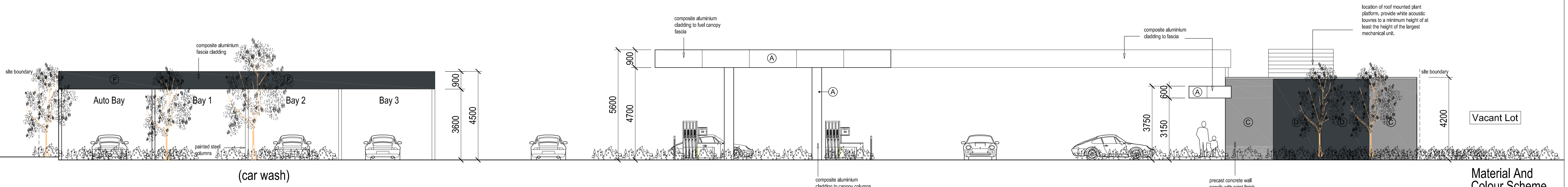
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DRAWING No:	tp3
REVISION No:	B

DATE OF ISSUE: december 2018	
No. IN SET:	3 OF 4
DRAWN: ml	DESIGN: ml
SCALE: as shown	ORIGINAL SHEET SIZE: A1
PROJECT NUMBER	25718

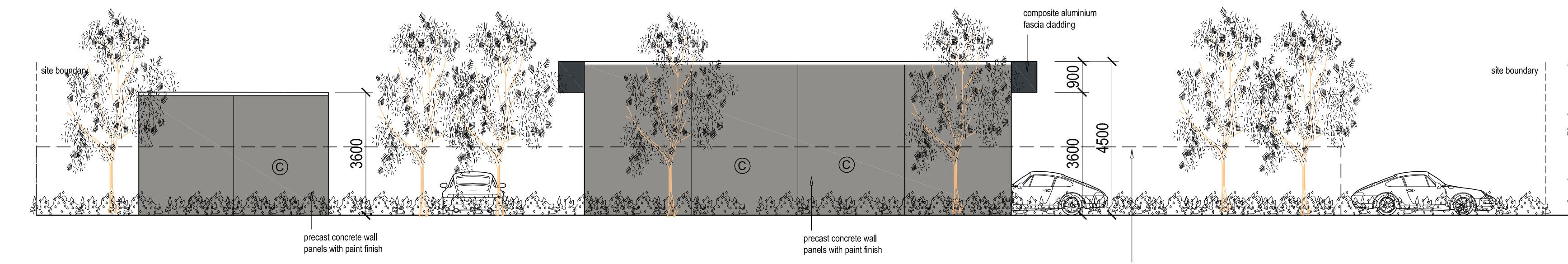
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Telephone: 03 8845 9011
Email: admin@mclbuildingdesign.com.au



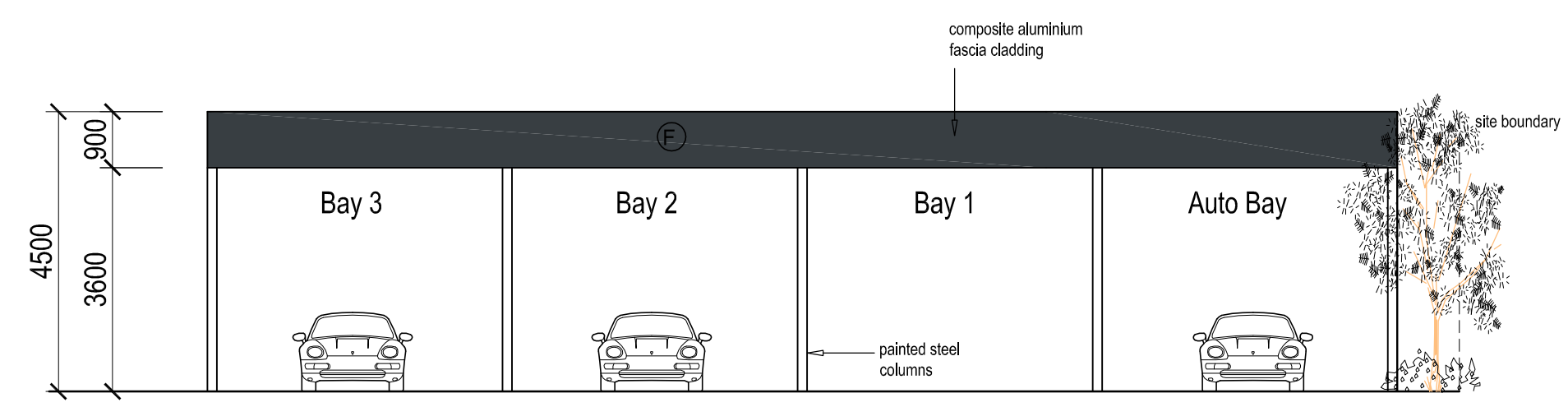
West Elevation
SCALE 1:100



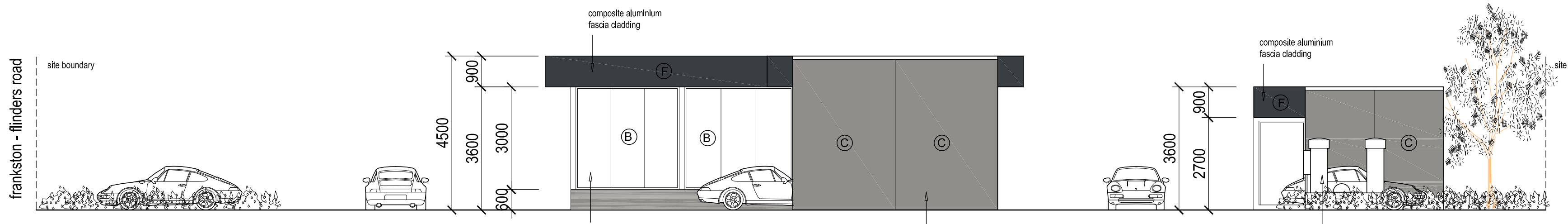
East Elevation (Frankston-Flinders Road)
SCALE 1:100



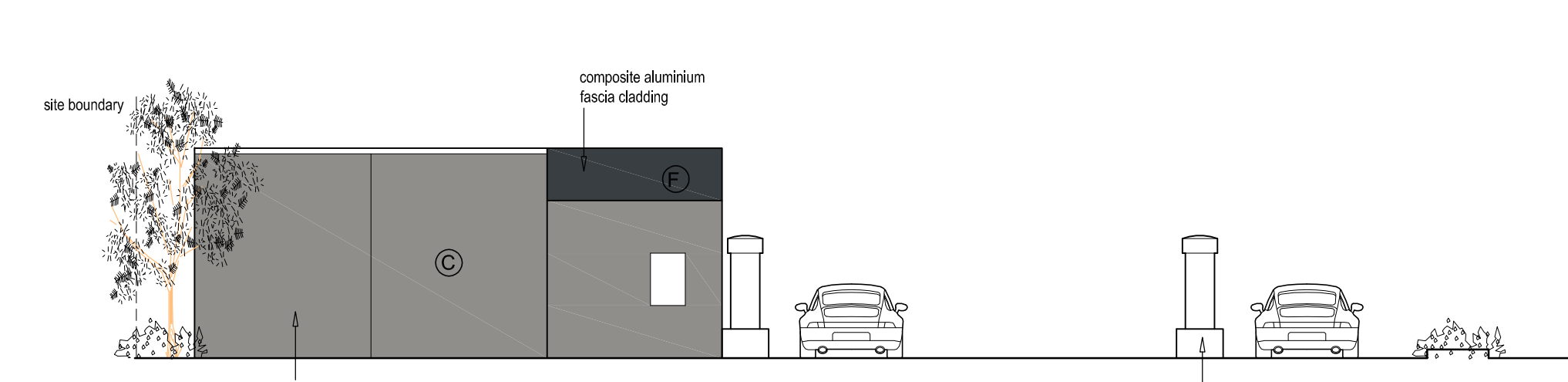
South Elevation (Carwash)
SCALE 1:100



West Elevation (Carwash)
SCALE 1:100



North Elevation (Carwash)
SCALE 1:100



East Elevation (Plantroom)
SCALE 1:100

Material And Colour Scheme

- (A) White Acm Panel
- (B) Black Powdercoated Aluminium Window Fram
- (C) Dulux Steppy On Concrete Panels
- (D) Dulux Zeus Grey On Concrete Panels
- (E) Colorbond Bin Enclosure, & Gates Surgf Mist
- (F) Anthracite Grey Acm Panel

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 ADDRESS: 21 22-21 28 frankston-flinders road, hastings

north

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DRAWING TITLE:
elevations
sheet 2

DRAWING No: tp4
REVISION No: B

DATE OF ISSUE: december 2018

No. IN SET: 4 OF 4

DRAWN: ml DESIGN: ml

SCALE: as shown ORIGINAL SHEET SIZE: A1

PROJECT NUMBER: 25718

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apex

town planning

2122-2128 Frankston-Flinders Rd, Hastings

Town Planning & Urban Context Report

The use and development of land for a Service Station, Car Wash and a Food & Drink Premises, alteration of access to a Road Zone Category 1

August 2018 (amended February 2019)

MORNINGTON PENINSULA SHIRE
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Prepared by

Apex Town Planning Pty Ltd

Prepared for

North Park Projects Pty Ltd

August 2018 (amended February 2019)

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APPLICATION DETAILS

Application: The use and development of land for a Service Station, Car Wash and Food & Drink Premises and alteration of access to a Road Zone Category

Address: 2122-2128 Frankston-Flinders Rd, Hastings

Municipality: Mornington Peninsula Shire Council

Zoning: Commercial 2 Zone

Overlays: Restructure Overlay (Schedule 5)

Relevant Planning Policy:

State Planning Policy:

- Clause 11 Settlement
- Clause 11.01 Victoria
- Clause 11.03 Planning for Places
- Clause 13.05 Noise
- Clause 13.07 Amenity
- Clause 15.01 Built Environment
- Clause 17 Economic Development
- Clause 17.01 Employment
- Clause 17.02 Commercial

Municipal Strategic Statement:

- Clause 21.01 Purpose of the Municipal strategic Statement
- Clause 21.02 Profile of the Mornington Peninsula
- Clause 21.03 Mornington Peninsula – Regional Role and Local Vision
- Clause 21.04 Mornington Peninsula Strategic Framework Plan
- Clause 21.06 Strategic Framework and Peninsula Settlement Pattern
- Clause 21.07 Guiding Future Township Development

Local Planning Policy:

- Clause 22.02 Activity Centres

Other Planning Provisions:

- Clause 52.06 Carparking
- Clause 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road
- Clause 65 Decision Guidelines

1.0 Introduction

This report has been prepared on behalf of North Park Projects Pty Ltd to discuss the development of the site for the purpose of a Service Station, Car Wash and a Food and Drink Premises, along with change of access to a Road Zone Category 1.

Please note that the description has changed to include a reference to a Car Wash (which has been shown on the amended plans) and the change of the description of the Convenience Restaurant to a Food & Drink Premises.

The plans have also been amended to not only show these changes but to also relocate the position of the development and extend it over a larger area (being 4 of the 5 lots). The drive thru associated with the food premises has been removed, a 2.4 metre high acoustic style fence is proposed adjacent to the rear (western) boundary and a 3 metre wide landscape buffer adjacent to this will be provided.

The property at number 2120 Frankston-Flinders Rd is no longer referred to within the plans or the report as being a part of the development site.

This report will discuss the site and surrounds, including the surrounding land usages and development, as well as providing a description of the proposed development and a summary of the relevant planning provisions.

2.0 Site Description

2.1 Subject Site

The subject site consists of 4 contiguous lots which are located on the western side of the Frankston-Flinders Rd a very short distance south of High Street. Please note that the northern lot (number 2120) while in the same ownership is not a part of the land to be developed.

Frankston-Flinders Rd is a Category 1 Rd with a single lane running in either direction. There are excellent site lines to the north and the south.



Figure 1 – Frankston – Flinders Rd outside and the subject site in the background

The lots have a width of 44.20 metres and a combined length of 88.58 metres. The total site area is 3914m².

Properties 2122 and 2124 each currently contain a well established single storey brick veneer dwelling while 2128 is vacant. Number 2126 appears to have a historical commercial usage

(Seafood store room and distribution centre) but is now vacated (the buildings remain and are run down).

The land is mostly flat and contains only a limited amount of vegetation. There is one large tree located within the frontage of number 2126.



Figure 2 – Aerial photograph

2.2 Abutting/Surrounding Properties

The site is located within a mixed use area, which includes commercial, industrial and residential.

The properties subject to this application are all positioned within a Commercial 2 Zone, and the sites abutting to the north and the south are also located within this zone.

It is noted that the land abutting to the north consists of a vacant lot (number 2120) and then land containing a dual occupancy development with their open space positioned on the southern side.

The southern boundary abuts land which is both zoned and used for commercial purposes.

The land abutting to the rear (western) boundary is zoned as General Residential and is being used for the purpose of residential living.

Frankston-Flinders Rd consists of a wide road reserve with one lane in either side and a large landscape buffer separating the main carriageway from a service lane which provides access to a number of residential dwellings.

An industrial precinct is located to the south-east of the site, to the south of Autumn Gve.

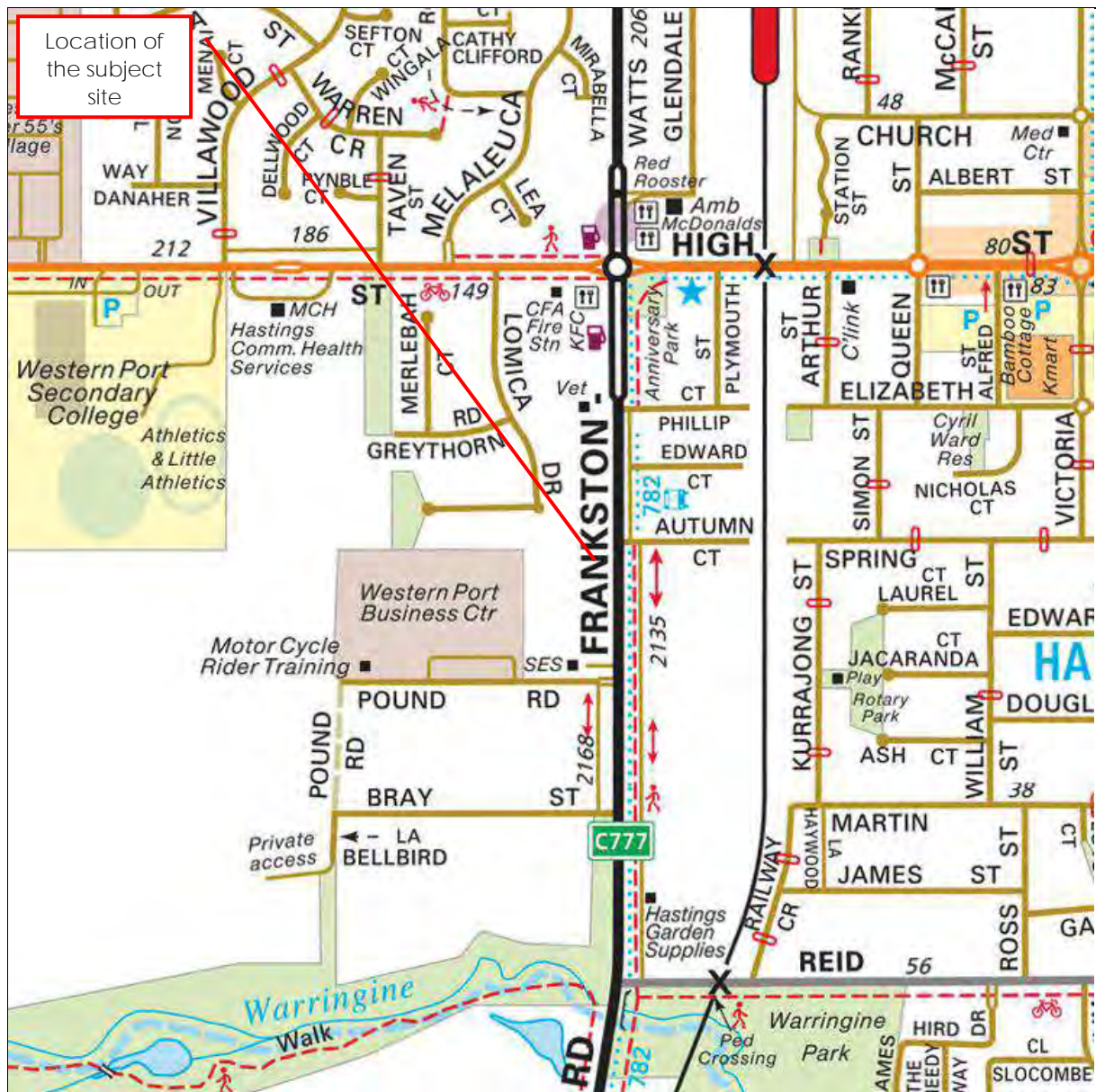


Figure 3 – Location plan

3.0 Proposal

3.1 Description of proposed Use

The site consists of 4 contiguous lots fronting onto Frankston-Flinders Rd (a fifth lot in the same owner at the northern end, number 2120, is to remain outside of this development and vacant).

It is proposed to use the premises for a Service Station, a Car Wash and one Food & Drink Premise. A permit is also required for the construction of new vehicle crossings onto Frankston-Flinders Rd.

Vehicle entry to the site will be via a new vehicle crossing at the southern end of the site and the exit point will be located to the north. Both are angled to encourage vehicles from crossing lanes when entering and exiting the premises.

There will be a total of 16 parking spaces provided for the proposed uses, and these are discussed and justified within the traffic assessment which has been included as a part of this re-submission. Four spaces will be positioned to the south and adjacent to the road reserve and an additional 12 spaces will be located in front of the pay area and food premises. This location will also provide for a loading bay, bin storage area and bicycle parking.

The proposed Car Wash is positioned to the southern side of the site and will provide for one automated bay (noting that the acoustic report requires that this be provided with doors at either end) and 3 hand wash (manual) bays. A plant room is located to the south-western corner and 3 vacuum bays immediately to the north of this and adjacent to the western boundary (and setback 3 metres).

The wash bays will have a maximum height of 4.5 metres and the plant room will be 3.6 metres in height.

The vacuum bays and the automatic wash bay are able to operate 24 hours each day (subject to the auto bay being fitted with appropriate doors at both ends) and the hand wash bays can operate 7.00am until 10.00pm.

The central section of the development area will contain a fuel canopy with a attached walkway to the pay area (convenience store)) and the food premises.

The canopy will be 5.6 metres in height and with 4.7 metres of clearance. It will accommodate 4 rows of bowsers and has been provided within an area to the west where delivery vehicles and cars exiting the Car Wash can drive through.

The Food & Drink Premises is positioned at the western side of the building and will be 125m² in size (noting that if 100m² or smaller no use permit is required). The end user is unknown but it is proposed to operate 24 hours per day. As this building is quite small the premises will predominantly cater for take away food but with the ability to consume on the site. However, it is primarily an ancillary business to the Service Station and not the predominant usage.

The Service Station pay area will also include a Convenience Store. The definition of a Service Station is:

Land used to sell motor vehicle fuel from bowsers, and lubricants. It may include the:

- a) selling of motor vehicle accessories or parts;*
- b) selling of food, drinks and other convenience goods;*
- c) hiring of trailers;*
- d) servicing or washing of motor vehicles; and*
- e) installing of motor vehicle accessories or parts.*

Therefore, a Convenience Store is considered to be an ancillary usage to a Service Station and does not require separate planning approval.

The Service Station pay area and the food premises will be positioned at the northern boundary of 2122 Frankston-Flinders Rd, 3.233 metres from the frontage and 7.875 metres from the western side boundary. The building will have a maximum height of 4.2 metres and is orientated southwards.

It is proposed that the use will operate 24 hours per day.

4.0 Planning Policy

4.1 Planning Policy Framework

Clause 11 - Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to recognise the need for, and as far as practicable contribute towards:

- *Health, wellbeing and safety. □ Diversity of choice.*
- *Adaptation in response to changing technology.*
- *Economic viability.*
- *A high standard of urban design and amenity.*
- *Energy efficiency.*
- *Prevention of pollution to land, water and air.*
- *Protection of environmentally sensitive areas and natural resources.*
- *Accessibility.*
- *Land use and transport integration.*

Planning is to prevent environmental and amenity problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

Clause 11.01 - Victoria

Clause 11.01-1S (Settlement) contains the following Objective:

To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies to achieve this include:

- *Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.*
- *Provide for growth in population and development of facilities and services across a regional or sub-regional network*
- *Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:*
 - *Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.*
 - *Developing settlements that will support resilient communities and their ability to adapt and change.*
 - *Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.*

- *Limit urban sprawl and direct growth into existing settlements. Promote and capitalise on opportunities for urban renewal and infill redevelopment.*
- *Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.*
- *Ensure retail, office-based employment, community facilities and services are concentrated in central locations.*

Clause 11.01-1R1 (Settlement - Metropolitan Melbourne) includes the following Strategies (as relevant):

- *Maintain a permanent urban growth boundary around Melbourne to create a more consolidated, sustainable city and protect the values of non-urban land. Focus investment and growth in places of state significance, including:*
 - *Metropolitan Melbourne Central City.*
 - *National Employment and Innovation Clusters.*
 - *Metropolitan Activity Centres.*
 - *State-Significant Industrial Precincts.*
 - *Transport Gateways.*
 - *Health and Education Precincts.*
 - *Major Urban-Renewal Precincts.*
- *Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*

[Clause 11.03 – Planning for Places](#)

Clause 11.03-1S (Activity centres) contains the following Objective:

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies include:

- *Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:*
 - *Comprises a range of centres that differ in size and function.*
 - *Is a focus for business, shopping, working, leisure and community facilities.*
 - *Provides different types of housing, including forms of higher density housing.*
 - *Is connected by transport.*
 - *Maximises choices in services, employment and social interaction.*
- *Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.*
- *Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies*
- *Encourage economic activity and business synergies. Improve the social, economic and environmental performance and amenity of activity centres.*

[Clause 13.05 - Noise](#)

Clause 13.05-1S (Noise abatement) contains the following Objective:

To assist the control of noise effects on sensitive land uses.

Under Strategy it is stated:

Ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Clause 13.07 - Amenity

Clause 13.07-1S (Land use compatibility) contains the following Objective:

To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Under Strategy it is stated:

- *Ensure the compatibility of a use or development as appropriate to the land use functions and character of the area by:*
 - *Directing land uses to appropriate locations.*
 - *Using a range of building design, urban design, operational and land use separation measures.*

Clause 15 – Built Environment and Heritage

It is stated that:

- *Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.*
- *Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.*
- *Planning should protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.*
- *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*
- *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*
- *Planning should promote excellence in the built environment and create places that:*
 - *Are enjoyable, engaging and comfortable to be in.*
 - *Accommodate people of all abilities, ages and cultures.*
 - *Contribute positively to local character and sense of place.*
 - *Reflect the particular characteristics and cultural identity of the community.*
 - *Enhance the function, amenity and safety of the public realm.*

Clause 15.01 – Built Environment

Clause 15.01-1S (Urban design) contains the following Objective:

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies include:

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*

- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure the interface between the private and public realm protects and enhances personal safety.*
- *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
- *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
- *Promote good urban design along and abutting transport corridors.*

Clause 15.01-2S (Building design) contains the following Objective:

To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

Strategies include:

- *Require a comprehensive site analysis as the starting point of the design process.*
- *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
- *Ensure development responds and contributes to the strategic and cultural context of its location.*
- *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
- *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
- *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
- *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
- *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
- *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
- *Encourage development to retain existing vegetation.*

[Clause 17 – Economic Development](#)

- *Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.*
- *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*

[Clause 17.01 - Employment](#)

Clause 17.01-1S (Diversified economy) contains the following Objective:

To strengthen and diversify the economy.

Strategies include:

- *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
- *Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities. Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*
- *Improve access to jobs closer to where people live. Support rural economies to grow and diversify.*

Clause 17.02 - Commercial

Clause 17.02-1S (Business) contains the following Objective:

To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.

Strategies include:

- *Plan for an adequate supply of commercial land in appropriate locations.*
- *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
- *Locate commercial facilities in existing or planned activity centres.*
- *Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*
- *Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.*
- *Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.*
- *Locate cinema based entertainment facilities within or on the periphery of existing or planned activity centres.*
- *Apply a five year time limit for commencement to any planning permit for a shopping centre or shopping centre expansion of more than 1000 square metres leasable floor area.*

4.2 LPPF

Clause 21.01 – Purpose of the Municipal Strategic Statement

The Mornington Peninsula Municipal Strategic Statement develops a vision for the future of the Mornington Peninsula, expressed in terms of number of major objectives, and sets in place a strategic framework to achieve these objectives.

Clause 21.02 – Profile of the Mornington Peninsula

Under *Introduction* it is stated that the Mornington Peninsula is located between Port Phillip Bay and Western Port Bay, approximately 50 kilometres south-east of central Melbourne and has a total area of more than 720 square kilometres.

The Peninsula's settlement pattern consists of more than 20 townships, ranging from relatively large centres (including Hastings) to small towns and coastal villages.

Under *People* it is stated that the Shire has a permanent population of approximately 120,000 people (1999), which increases to over 180,000 people during the summer peak period.

The current rate of population growth is approximately 1.06 per cent per year, compared with the average for Melbourne of 0.8 per cent, with an expected population of over 146,000 by 2021.

Under *Economic development* it is stated that the Peninsula's economy is very diverse and total employment amounts to approximately 23,100 jobs, compared with an estimated workforce of 31,000 people (ABS 1998). The employment on the Peninsula is based on a few large employers, and many small ones, with most jobs generated by town based activities such as retailing, construction, business services, health, education and community services.

Township employment is supported by both the demands of local residents and the additional trade generated by visitors, which has been estimated to account for up to 23 per cent of turnover in tourism focussed centres.

Under *Infrastructure* it is stated that the Mornington Peninsula is connected to Melbourne by a network of major roads and freeways, including the Nepean Highway, Moorooduc Road and the Mornington Peninsula Freeway, the Western Port Highway, Coolart Road and Frankston-Flinders Road, as well as some cross-Peninsula roads, including Bungower Road and Mornington-Tyabb Road. These roads combine to form the primary movement system on the Peninsula, which will continue to rely heavily on private transport into foreseeable future.

Clause 21.03 – Mornington Peninsula – Regional Role and Local Vision

This section of the Municipal Strategic Statement is intended to highlight the policy context of the Peninsula, from both a regional and local perspective. It provides a statement of community values and enables an evaluation of the challenges and opportunities that face the Peninsula and provides the basis for setting strategic objectives.

Clause 21.03-1 (*The regional role of the Mornington Peninsula*) states under Introduction that the unique resources of the Mornington Peninsula and its proximity to metropolitan Melbourne have shaped the Peninsula's regional role over a long period.

Under *Settlement pattern and population growth* it is advised that the State Planning Policy Framework requires that outward metropolitan growth must be confined to designated growth areas. The consolidation of residential and employment activities within existing urban areas and designated growth areas is also encouraged.

Under *Future township growth* it is stated that the Peninsula continues to experience strong residential growth and increasing population. The increasing population builds the economic base to support town centres and other economic activity, and it also brings with it demands for services, facilities and infrastructure.

As stated within *Strengthening commercial activity centres*, the Shire's town centres are more than a collection of shops; they are community centres that substantially contribute to the quality of life for the Peninsula's residents and visitors.

It is important to strengthen the existing centres:

- *Economically* - by providing commercial land to accommodate sustainable levels of commercial floor space, seeking to address gaps in the range of retail services, and coordinating public and private investment in the town centres.
- *Functionally* - through traffic management and parking provision and the integration of pedestrian ways and linkages, including the promotion of continuous retail streetscapes.
- *Environmentally* - through development design that recognises the importance of these areas to the community and that supports a distinct township identity; and through the provision of appropriate infrastructure to service town centres.

Clause 21.04 – Mornington Peninsula Strategic Framework Plan

It is stated that making the most of Mornington Peninsula's assets involves critical and often complex land use planning decisions, particularly when competing values and strategic objectives have to be reconciled.

In order to assist this process Council has prepared a Strategic Framework Plan which provides a framework for balanced development and sustainable land use on the Peninsula.

This plan aims to maintain the long-term economic, social and environmental values that have been identified in previous sections of this statement. It identifies locations where specific land use outcomes will be supported and promoted a

The plan indicates a basic land-use structure, consisting of

- *Townships.*
- *Coastlines and foreshores.*
- *Rural areas.*
- *Port development areas.*

Planning for each of these areas requires consideration of social, economic and environmental dimensions.

The major strategic directions identified in the Strategic Framework Plan include:

- *Establishing a clear definition of the Peninsula's boundary and the "green break" between the Peninsula and metropolitan Melbourne.*
- *Supporting and strengthening the hierarchy of towns and villages on the Peninsula, having regard to their individual character and functions, their relationships to each other and to adjacent rural, coastal and port development areas.*
- *Defining township growth boundaries as a method of focusing future development in the major towns. This strategy of distributing future population growth also depends on containing other townships and villages within existing established boundaries.*

Clause 21.06 – Strategic Framework and Peninsula Settlement Pattern

Under Overview it is stated that the Mornington Peninsula presents a wide range of opportunities, but also faces substantial pressures and challenges. This means long-term strategic planning and stewardship of the Peninsula's resources is needed.

A strategic framework plan, which seeks to reconcile competing land use interests and achieve the best long term outcome in terms of the Peninsula's key values, has been outlined in section 21.04. The Framework Plan is to be implemented through this planning scheme, providing clear and positive directions for future land use and development in different parts of the Peninsula.

It is recognised that the distinctive settlement pattern of the Mornington Peninsula, based on a hierarchy of townships and villages, contributes to the diversity of residential opportunities. In addition, the directions of the State Planning Policy Framework emphasise that the planning priorities for the Peninsula are different from but complementary to those that apply to in other areas, particularly the designated urban growth corridors.

The continuing demand for housing on the Peninsula needs to be managed and integrated with the achievement other major planning objectives, including conservation, recreation, agriculture, and port development.

The pressures relating to urban expansion are particularly evident on the metropolitan fringe and the need to define clear and coherent boundaries is important to:

- *Avoid the expansion and coalescence of the townships into a defacto growth corridor (or corridors).*
- *Stabilise expectations regarding future residential or rural residential development of rural land and promote sustainable rural land use.*
- *Protect areas of environmental, landscape, agricultural or recreational significance.*
- *Maintain a separation between townships and areas designated for port related development.*

The major towns of the Peninsula, including Mornington, Somerville, Hastings, Dromana and Rosebud provide access to services, employment and recreational opportunities for the

majority of the Shire's residents and visitors. The role of these centres needs to be enhanced by consolidating future population growth within their defined growth boundaries, providing support to a wider range of services and facilities.

Adequate land has been provided within defined growth areas of these major townships to accommodate more than 20 years demand at current rates of housing growth.

Objective 1:

To establish an integrated land use pattern that recognises the regional role and character of the Peninsula, and ensures that urban development does not prejudice the environmental, recreational and agricultural values of the Peninsula nor the potential for appropriate port related development.

Strategies to achieve this objective include:

- *Establish a strategic framework plan, that recognises the key strengths and values of the Peninsula, including :*
 - *A hierarchy of towns and villages, capable of meeting the needs of residents and visitors.*
 - *Areas and sites of outstanding conservation and cultural value.*
- *Define clear and stable township boundaries which:*
 - *Maintain a clear separation or "green break" between metropolitan Melbourne and the Peninsula.*
 - *Recognise the character and 'sense of place' of individual towns, including the relationship between towns, coastal areas and the rural hinterland.*
 - *Protect areas of conservation, environmental and recreational value.*
- *Ensure that the elements that support the natural systems and cultural significance of the Peninsula are identified and given appropriate recognition in land use planning provisions. These include areas of remnant native vegetation, groundwater recharge areas, streamlines, swamp and wetland areas, areas subject to erosion, ridgelines, heritage sites, significant tree lines and landscapes that have been classified by the National Trust.*

Clause 21.07 – Guiding Future Township Development

It is stated that the townships of the Peninsula provide a base from which many of the social and economic needs of the community are met. Planning for the Peninsula's townships will have a critical influence on environmental outcomes.

The Mornington Peninsula Strategic Framework Plan anticipates an increase in the Shire's population by approximately 26,000 people over the next 20 years, with growth to be mostly contained within defined areas of the Peninsula's major.

This strategy, of focusing future population growth in major towns, is seen to:

- *Meet the demand for housing on the Peninsula in areas that already have the highest levels of access to services, facilities and employment opportunities.*
- *Build the population base of the major townships to support the provision of a wider range of services and facilities.*
- *Reduce the pressures for more dispersed development that is incompatible with the Peninsula's other strategic priorities.*

Council is committed to servicing and developing communities and promoting equity of access to a broad range of services and programs. Environmental sustainability is also applied as a guiding principle, with a need to balance and integrate social needs, ecological care and economic development.

Clause 21.07-3 (Activity centres) states under *Hierarchy of activity centres* that:

The Mornington Peninsula Strategic Framework Plan forming part of Clause 21.04 highlights the settlement pattern of the Mornington Peninsula.

The hierarchy of activity centres on the Mornington Peninsula plays an important role in reinforcing this settlement pattern. Whilst each centre has its own individual character and its role in servicing the community; collectively, the array of centres contributes to the sense of place of the Peninsula as a whole.

Activity centres are focal points for community life that reflect local character and identity. They offer a wide range of services to residents and visitors. They provide the majority of business and employment opportunities, contribute to the variety of housing choices and support public transport links.

Melbourne 2030 – Planning for Sustainable Growth recognises the role and function of Mornington, Rosebud and Hastings as Major Activity Centres, as referred to in Clause 12.01-2. Within the level of Neighbourhood Activity Centres specified in Clause 12.01-2 the following sub-levels have been identified for the Peninsula.

Hastings is considered to be a Major Activity Centre.

Directions for commercial growth indicates that the State Planning Policy Framework favours a compact development pattern for the metropolitan area, which encourages new commercial development to focus on activity centres that are best able to cope with change.

The Strategic Framework Plan forming part of Clause 21.04 seeks a compact development pattern for the Mornington Peninsula. Population growth is to be contained within the Peninsula's main townships. To support this compact development pattern, commercial growth should be directed in a way that strengthens the hierarchy of activity centres on the Peninsula.

Additional retail and office development should be directed primarily to Major Activity Centres. Directing additional commercial development to Major and Large Township Activity Centres will not only support a compact development pattern on the Peninsula. It will also facilitate a high level of service to the community. It will enhance the role of activity centres as the focus for community life. Concentrating a broad range of activities in Major and Large Township Activity Centres generates multiplier effects and contributes to the 'critical-mass' for business and employment opportunities.

Out-of-centre retail, service station and office developments detract from compact urban patterns. This is detrimental to the established hierarchy of centres and should be avoided.

Objectives - what we want to achieve

Objective 1 - To strengthen the hierarchy of activity centres on the Mornington Peninsula shown on the map to this clause and in Table 1 to this clause.

Strategies to achieve these objectives include:

- Encourage additional retail premises (not including restricted retail premises), service stations and office developments to locate in Major Activity Centres and Large Township Activity Centres. Ensure the extent of additional commercial floor area for individual activity centres is commensurate with their role and function within the hierarchy.
- Encourage restricted retail premises to locate in clusters on the edge of townships with Major Activity Centres.
- Strongly discourage retail, restricted retail, service station and office developments from locating in out-of-centre residential, industrial and nonurban locations.

It is stated that these strategies will be implemented through the application of Zones and overlays in the following manner applicable to this application:

- Applying the Commercial 1 Zone to identify retail areas in activity centres. The extent of the zoning reflects the role and function of individual activity centres within the hierarchy.

- Applying the Commercial 2 Zone to primarily provide for clusters of restricted retail premises on the edge of townships with Major Activity Centres.
- Applying the Commercial 1 Zone to areas, generally adjacent to the main retail precincts in activity centres, where non-retail commercial development is appropriate.
- Applying the Commercial 1 and 2 Zone to enable Major and Large Township Activity Centres to expand to meet the needs of the growing population.

Objective 2

- To facilitate well-designed activity centres that:
- Make a vital contribution to the identity and sense-of-place of the localities they serve.
- Provide a high level of service to the communities in their catchments.
- Promote business and employment opportunities.

Strategies to achieve these objectives include:

- Ensure that structure plans guide the use and development of land in activity centres. These structure plans set the strategic framework for the layout of land uses, the urban design and the integrated transport in and around activity centres.
- Ensure that structure plans are combined with Coastal Management Plans in activity centres with foreshore areas.
- Encourage activity centres to provide a broad range of retail, commercial, community, recreational and tourism facilities, as well as a variety of housing opportunities, commensurate with their role and function in the hierarchy.
- Ensure that new development in activity centres contributes to the existing character and scale of activity centres and that it respects heritage values.
- Encourage excellence in the quality of urban design for all types of development.
- Ensure that activity centres provide good access and parking for all modes of transport and promote activity centres as the focal points for extended public transport services.
- Facilitate a variety of infrastructure funding arrangements, including contributions made by new developments.

Clause - 22.02 Activity Centres

This policy applies to all land within the Business 1, 4 and 5 Zones (which now includes the Commercial 2 zones land).

Clause 22.02-1 (Policy basis) states that this policy builds on the State Planning Policy Framework, in particular:

- Clause 12.01 - Metropolitan Development – A more compact city
- Clause 14 - Settlement
- Clause 17.02 - Economic Development - Business
- Clause 19.03 - Design and Built Form

This policy further builds on Clause 21.07-3 of the Municipal Strategic Statement and on the Mornington Peninsula Activity Centres Strategy – September 2005.

Clause 22.02-2 (Objectives) includes:

Directions for commercial growth

- To ensure that the provision of additional commercial development strengthens the hierarchy of activity centres on the Mornington Peninsula shown on the map to Clause 21.07-3 and in Table 1 to Clause 21.07-3.

- To ensure any activity centre achieves the highest level of commercial and noncommercial services to the community in its catchment and to visitors and tourists, commensurate with the role and function of that activity centre in the activity centres hierarchy on the Mornington Peninsula.
- To facilitate the provision of additional retail (excluding restricted retail) and office floor space in major and township activity centres.
- To facilitate the provision of additional restricted retail floor space in bulky goods clusters on the edge of townships that have major activity centres.
- To optimise commercial business (including tourism) and employment opportunities in activity centres on the Mornington Peninsula.

Design and development of activity centres

- To ensure commercial development in activity centres achieves excellence in urban design and contributes to the identity and the sense-of-place of the localities served by these centres.
- To ensure commercial development achieves a balance between the need for additional commercial facilities and the valued character of activity centres.
- To ensure activity centres provide a broad range of uses, including retail and commercial services, leisure and hospitality/entertainment services, community facilities, residential development, open space and public infrastructure.
- To achieve orderly design and development in activity centres by maintaining consistent standards for commercial development in relation to siting, height and landscaping.

The site is located within a Commercial 2 Zone, which replaces the former Business 3 and 4 zones.

DESIGN ELEMENT	RECOMMENDED STANDARD
Area provided as landscaped open space or pedestrian precinct area within the Business 1 or Business 4 Zones	At least 15% of the site area. An additional landscaped area with a minimum dimension of at least 3 metres should be provided adjacent to a residential zone boundary (not being a road). The width of the landscaped buffer strip should be increased to 5 metres where land is to be developed for factory purposes.
Area provided as landscaped open space or pedestrian precinct area within the	At least 25% of the site area, including land within 10 metres of the frontage and excluding areas with a dimension of less than 3 metres. An additional landscaped area with a minimum dimension of at least 3 metres should be provided adjacent to a residential zone boundary (not being

Business 5 Zone	a road).
Maximum building height	8 metres or as specified in an adopted local centre plan.
Building setbacks	Buildings should be setback from the property frontage in accordance with the existing building line, having regard to the provision of frontage car parking, landscaping and pedestrian areas. In the development of isolated sites, car parking should generally be located at the frontage of the property. A minimum setback of 15 metres is generally required on lots within the Business 4 Zone where land adjoins a Road Zone. A setback of 5 metres is generally required from a residential zone boundary.

Clause 22.02-4 (*Decision guidelines*) states that it is policy that the responsible authority considers as appropriate:

- *The extent to which the application meets the objectives and directions of this policy.*
- *The extent to which the application responds to the provisions of Clause 19.03 - Design and built form.*
- *The extent to which proposed commercial development meets the objectives of State Environment Protection Policies, best practice environmental management guidelines, provision of infrastructure (such as sewerage) and the preservation of air and noise buffers between incompatible uses.*

4.3 Zoning

The subject site is located within a Commercial 2 Zone under the provisions of the Mornington Peninsula Planning Scheme. The purpose of this zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

Within this zone a Service Station and a Car Wash are not listed uses and therefore fall into Section 2 and requires a permit for both use and development.

A Food & Drink Premises is listed as a Section 1 use if it has a size of 100m² or less. The proposed size is 125m² and therefore a planning permit for use and development is triggered.

Clause 34.02-7 (*Decision guidelines*) states that before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

General

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The interface with adjoining zones, especially the relationship with residential areas.*

Use

- *The effect that existing uses may have on the proposed use.*
- *The drainage of the land.*
- *The availability of and connection to services.*
- *The effect of traffic to be generated on roads.*

- *The interim use of those parts of the land not required for the proposed use.*
- *If an industry or warehouse, the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial offsite effects, having regard to any comments or directions of the referral authorities.*

Building and works

- *The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.*
- *The provision of car parking.*
- *The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.*
- *Defining the responsibility for the maintenance of buildings, landscaping and paved areas.*
- *The availability of and connection to services.*
- *Any natural or cultural values on or nearby the land.*
- *Outdoor storage, lighting, and stormwater discharge.*
- *The design of buildings to provide for solar access.*

4.4 Overlays

The site is also affected by a Restructure Overlay (Schedule 5). The purpose of this overlay is to:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify old and inappropriate subdivisions which are to be restructured.*
- *To preserve and enhance the amenity of the area and reduce the environmental impacts of dwellings and other development.*

Clause 45.05-2 (*Dwellings and other buildings*) states that a permit is required to construct or extend a dwelling or other building, and that a permit must be in accordance with a restructure plan for the land listed in a schedule to this overlay. This does not apply if:

- *No restructure plan is listed in the schedule and the permit is required to extend an existing dwelling or other building.*
- *The land is a lot for which a permit has been granted under Clause 45.05-1.*

Clause 45.05-4 (*Decision guidelines*) states that before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The objectives of the restructure plan for the area.*
- *Appropriate measures to cope with any environmental hazard or constraint affecting the land, including slope, drainage, salinity and erosion.*
- *The protection and enhancement of the natural environment and the character of the area including the retention of vegetation and fauna habitats and the need to revegetate along waterways, gullies, ridge lines and property boundaries.*
- *The availability of utility services, including sewerage, water, drainage, electricity, gas and telecommunications.*
- *The relationship of the intended use and development to the existing or likely use and development of adjoining and nearby land.*
- *The effect on surrounding uses, especially agricultural uses and nearby public land.*

- *The design of buildings.*

4.5 Other Provisions

Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

A planning permit is required for the construction of the proposed two new access points onto High Street as this is considered to be a Category 1 Road.

The Purpose of this clause is:

- *To ensure appropriate access to identified roads.*
- *To ensure appropriate subdivision of land adjacent to identified roads.*

As the proposal requires the construction of new crossovers onto Blackburn Rd, a referral to VicRoads will be required.

When considering to grant a planning permit or not, the following decision guidelines must be taken into account:

- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The views of the relevant road authority.*
- *The effect of the proposal on the operation of the road and on public safety.*
- *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

Clause 65 – Decision Guidelines

Clause 65.01 outlines the decision guidelines for an application. We submit the proposed unit development satisfies the decisions guidelines as listed below:

- *The matters set out in Section 60 of the Act.*
- *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *The purpose of the zone, overlay or other provision.*
- *Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *The proximity of the land to any public land.*
- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*

5.0 Discussion

5.1 Preamble

This application is for the use and development of the land for a Service Station (with an ancillary convenience store), a Car Wash and a Food & Drink Premises. These activities all compliment each other and are appropriately located on the same development site.

A permit is also triggered for the new access onto the road zone.

The site is ideally located for the proposal being within a commercial zoning, within the designated activity area of Hastings and positioned on a main road. The proposed uses receive a significant degree of strategic support as it ensures that the growing population has easy access to an important service, particularly given that the area is highly reliant on private vehicle transport.

The uses as proposed will offer an additional level of services to the local community and road users via the provision of a Services Station (and associated convenience store and a food outlets).

It is our view that the proposed use and development has been sensitively designed to comply with the relevant planning controls and policies, respond to the Restructure Overlay and to ensure that there will be no unreasonable amenity impacts to the neighbours.

A planning assessment of the application against the relevant planning provisions follows.

5.2 PPF

Clause 11 of the Mornington Planning Scheme encourages land to be appropriately zoned to allow for suitable activities which serve local communities to be provided, and which are site responsive, offer choice and are accessible.

The uses proposed are positioned in a good location where they are easily accessible and such an activity is expected. Service Stations are ideally located on main roads where they are easily accessed by drivers.

Clause 11.01 encourages settlements and towns to have a full range of retail and commercial activities to serve the local community. Such facilities should be well located and ideally positioned within the activity centres (a Service Station and Car Wash is ideally positioned on a main road and on the periphery of an activity area). This is further emphasized in Clause 11.03.

The issue of noise and amenity is raised in clause 13.05 and 13.07. The site is within a commercial zone and positioned on a main road and therefore it has a clear justification for the proposed uses. Visual, amenity and noise protections will be provided via landscape buffers adjacent to the western and northern boundaries and the use of acoustic fencing is encouraged. The acoustic report makes a number of additional recommendations, including on the hours of operation, which will be adhered to.

The built form of the proposal is consistent with Clause 15 as a commercial building is expected within this location and the nature of this usage means that there are no alternative options other than this building.

Clause 17 of the scheme (*Economic Development*) states that planning should be encouraging a broad and innovative economy which meets the community needs. The co-locating with a Food & Drink Premises is considered an appropriate mixed use outcome.

The proposal is therefore consistent with the underlying strategic intent of the SPPF as it will better utilized well located industrial land with suitable activities.

5.3 LPPF

The LPPF identifies that Mornington Peninsula is a large municipality with many townships and settlements scattered throughout. Road networks are the main form of connection and transportation.

It is also identified that the population is expected to increase (Clause 21.02) and that Frankston-Flinders Rd is one of the nominated main north-south road, with an increasing expectation of vehicle usage.

The future growth expectations and high level of private vehicle dependency means that main road networks are well used and that there will be a growing need of accessible Service Stations, along with the additional uses, such as accessible convenience items, the Car Wash and food premises.

Clause 21.03 identifies that outward metropolitan growth needs to be appropriately confined to designated areas, and that there should be a consolidation of residential and employment areas. Identified townships like Hastings are locations where further growth and consolidation of residential and commercial activities is to be located.

Clause 21.03 continues on to state that the activity areas should be strengthened to ensure that they are more economically viable and function. The larger development with more complimentary uses provides for a better commercial response and a clear certainty on how this land is to be developed. It is our view that the nature of the commercial activities is highly responsive to the site location and planning controls.

Given these statements, the proposed use and development is consistent with the strategic objectives of clauses 21.02 and 21.03.

Clause 21.06 identifies that there is a level of hierarchy within the township and settlement areas. Some areas (such as Hastings) are expected to experience population growth and therefore the township area has been identified as being suitable for increased commercial activity. It is also encouraged that commercial activities be contained primarily within the township areas.

In regards to this, the provision of a Service Station and Car Wash on the periphery of the township activity area and on a main road is a suitable response to this policy. The location is ideal for these activities.

Objective 1 has been complied with as the Hastings is identified as one of the main townships within the Shire and there is a need to encourage the expansion of commercial activities which serve the local community.

Clause 21.07 builds on the importance of the township areas to provide for needed services to the community. Hence, retail development will be encouraged in townships which are expected to have an increasing population. As stated within this clause, council will be ensuring that communities are provided with the appropriate level of services.

Clause 21.07-3 identifies the hierarchy of the Shires activity centres, and designated Hastings as a Major Activity Centre. As such, there is a significant expectation that the Hastings township will continue to expand and provide for additional commercial services.

Keeping this in mind, we further state that the nature of the uses and development as proposed is ideally suited to this location as it is on a main road and on the periphery of the activity centre. In fact, Service Stations and Car Washes are not encouraged within the main retail sections of townships, as specified in this clause, and hence being on the edge of the town centre is seen as an ideal location.

Therefore, the proposed location is compliant with the policy which encourages the better usage of the activity centres while ensuring that uses more suited to the periphery (like a service station) and not encouraged within the town centre. In fact, the clause continues to state that the Commercial 2 Zone is to be used on the township periphery to allow for restricted retail and non-retail commercial activities (such as a Service Station and Car Wash).

It is our view that the proposal is compliant with Clause 21.07.

Consideration must also be given to Clause 22.02 (*Activity Centres*) which encourages activity centres to be appropriately developed. This includes the provision of retail in the centre of the township and **bulky goods etc... on the outskirts of the retail area**. The proposal is therefore consistent with this policy direction.

The policy also encourages good design which is appropriate for the site and the proposed usage.

Some of the requirements of this clause include:

- Landscaping is preferred to consist of at least 15% of the site. The development area is 3106m² and the landscape area is 396m², being 12.8% of the site (which is close to the preferred 15%). We do not believe that this mild non-compliance should be viewed as being problematic.
- A 3 metre wide landscape buffer area adjacent to a residential zone has been provided.
- The building height will remain below 8 metres.
- It is stated that buildings should maintain the existing building line, or if none existing have the building setback 15 metres and the area to the front containing carparking. In regards to this it is noted that there is currently a commercial building positioned to the front of one of the lots. In order to facilitate the appropriate level of development on this site the front setback does encroach slightly forward of the exiting residential dwellings setback. It is our view that this is appropriate for the site and the proposed usage as the alternative response would be to locate closer to the rear boundary with the residential interface.

It is therefore our view that an appropriate level of compliance with Clause 22.02 has been achieved.

5.4 Zone

The site is located within a Commercial 2 Zone and positioned on a main road. The purpose of the zone encourages the area to be used for a range of mixed uses and developments, including manufacturing & industry, and bulky goods retailing.

Given that the two uses proposed are commercial in nature and will serve the local community, it is considered that they are consistent with the relevant purpose of the zone.

Another purpose to the one includes the provision of safe access and the suitable protection of amenity. The landscape buffers and high fencing will assist in ensuring that the abutting residential land to the west is appropriately protected.

It is noted that the Food & Drink Premises only requires a planning permit for the usage as it is over 100m² in size. It is therefore our view that this is a perfectly legitimate usage on the property.

In regards to the decision guidelines, compliance is achieved s:

- The PPF & the MSS policies have all been met.
- A suitable interface with the abutting residential zone to the west is provided.
- The impacts to the abutting residential land can be minimised via appropriate conditions (please refer to the acoustic report).
- The site is fully serviced and will be appropriately drained.
- Traffic will access to the site via a main road and suitable entry/exist points are provided and trucks will be able to enter and exit the site.
- Appropriate vehicle access and car parking is provided.

- The design is limited in what it is able to provide as a Service Station must provide visible bowers and a canopy over these. It is our view that the site is ideally suited to this usage and the consequences of the building form are unavoidable and hence appropriate.

The relevant provisions of the Commercial 2 Zone have therefore been met.

5.5 Restructure Overlay

The proposed development is consistent with the Restructure Overlay as it combines 4 of the lots of the site (required to be restructured into 2 lots) site together to be used for a commercial development site. This is in keeping with the intent of the overlay.

The remaining lot which is a part of the site is to remain vacant with the future ability to restructure with the abutting lot to the north.

5.5 Other Planning Controls

Clause 52.06 must also be considered as this provides the ratio for car parking and details relating to accessibility.

Please refer to the traffic report for details on the access, design and parking numbers.

As the proposed development includes the construction of new access points onto Category 1 Roads consideration must be given to Clause 52.27. There are to be only two separate crossovers associated with the site to be developed. Given the nature of the activities, both an access and a separate exit point to Frankston-Flinders Rd is essential.

It is therefore our view that all of the relevant provisions of the Mornington Peninsula Planning Scheme have been adequately met.

6.0 Conclusion

In conclusion the development is ideally suited to the site and the location. Planning policy has generally been achieved and the development will provide an important service to the growing township and the associated industrial estate.

The built form is suitable for the site and the vehicle access, internal movements and parking numbers are appropriate.

For the reasons outlined above, we believe that the proposed development of the site for a Service Station, Car Wash and a Food & Drink Premises, along with the new access points onto a Category 1 Road is appropriate and should be supported by council.

Jason Sumer
Principal Town Planner
Apex Town Planning
February 2019

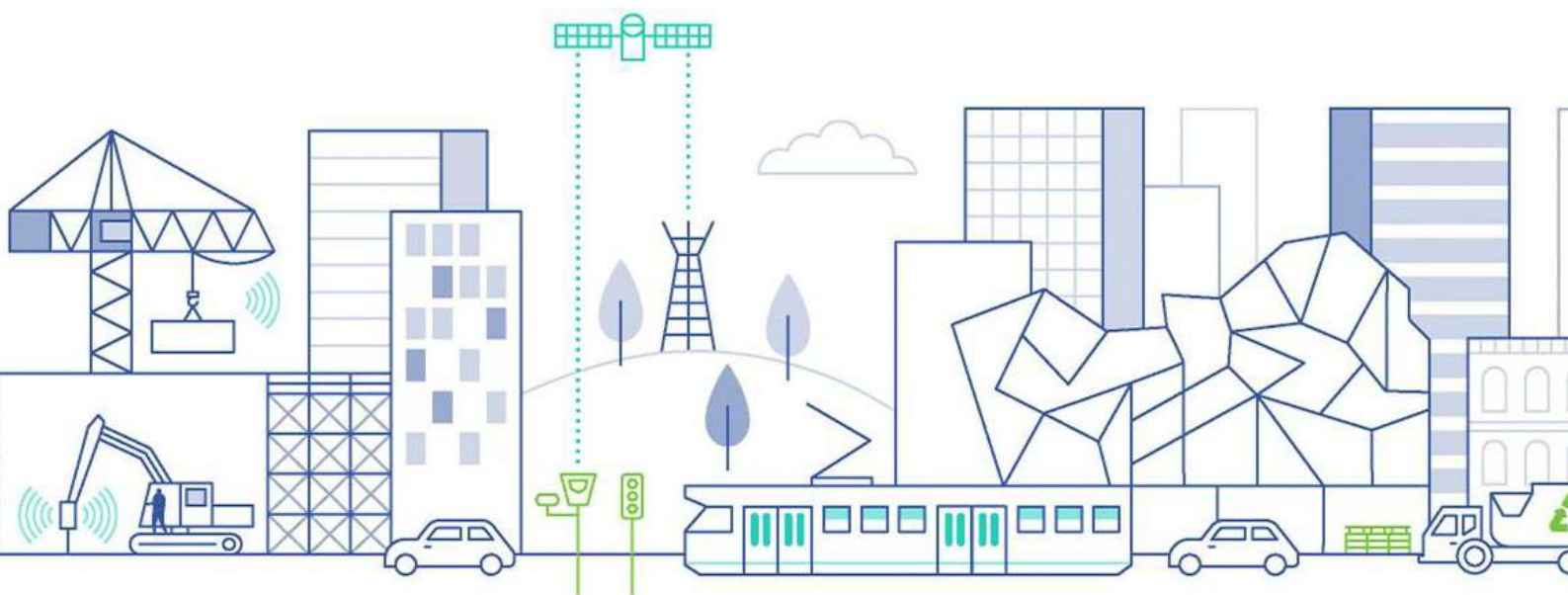


Traffic Engineering

Proposed Service Station

2120-2128 Frankston-Flinders Road, Hastings

Traffic Impact Assessment Report



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1 Introduction and Scope

TTM Consulting (Vic) Pty Ltd has been engaged by the Applicant to prepare a traffic impact assessment report for the proposed service station at 2120-2128 Frankston-Flinders Road, Hastings.

The ensuing report addresses the traffic impacts of the proposal, including :-

- The adequacy of the on-site car parking as per Clause 52.06 of the Planning Scheme,
- The traffic generation of the site,
- The turning capacity of movements from the site on to the major road,
- The accessibility of the site for passenger vehicles, loading vehicles and fuel tankers,
- The design of the car parking layout and site access,
- The design of the loading bay,
- The anticipated fuel pump demand of the proposed service station,
- The adequacy of the on-site bicycle parking as per Clause 52.34 of the Planning Scheme,
- The design of the bicycle parking layout,

TTM Consulting (Vic) Pty Ltd concludes that the proposed service station is appropriate from a traffic engineering perspective and there are no traffic or parking grounds which should warrant refusal of the sought Planning Permit.

Record

No.	Author	Reviewed/Approved	Description	Date
1.	P. McArdle	D. Hancox	TIAR: Original Issue	27/08/2018
2.	P. McArdle	D. Hancox	TIAR: Issue B (Revised Development Plans)	19/12/2018

2 Existing Conditions

2.1 The Site

The subject site is located at 2120-2128 Frankston-Flinders Road, Hastings. The site has a land area of approximately 3,950 square metres and 88 metres of frontage to Frankston-Flinders Road along the east boundary of the site.

Figure 1 shows the location of the site and the surrounding road network.

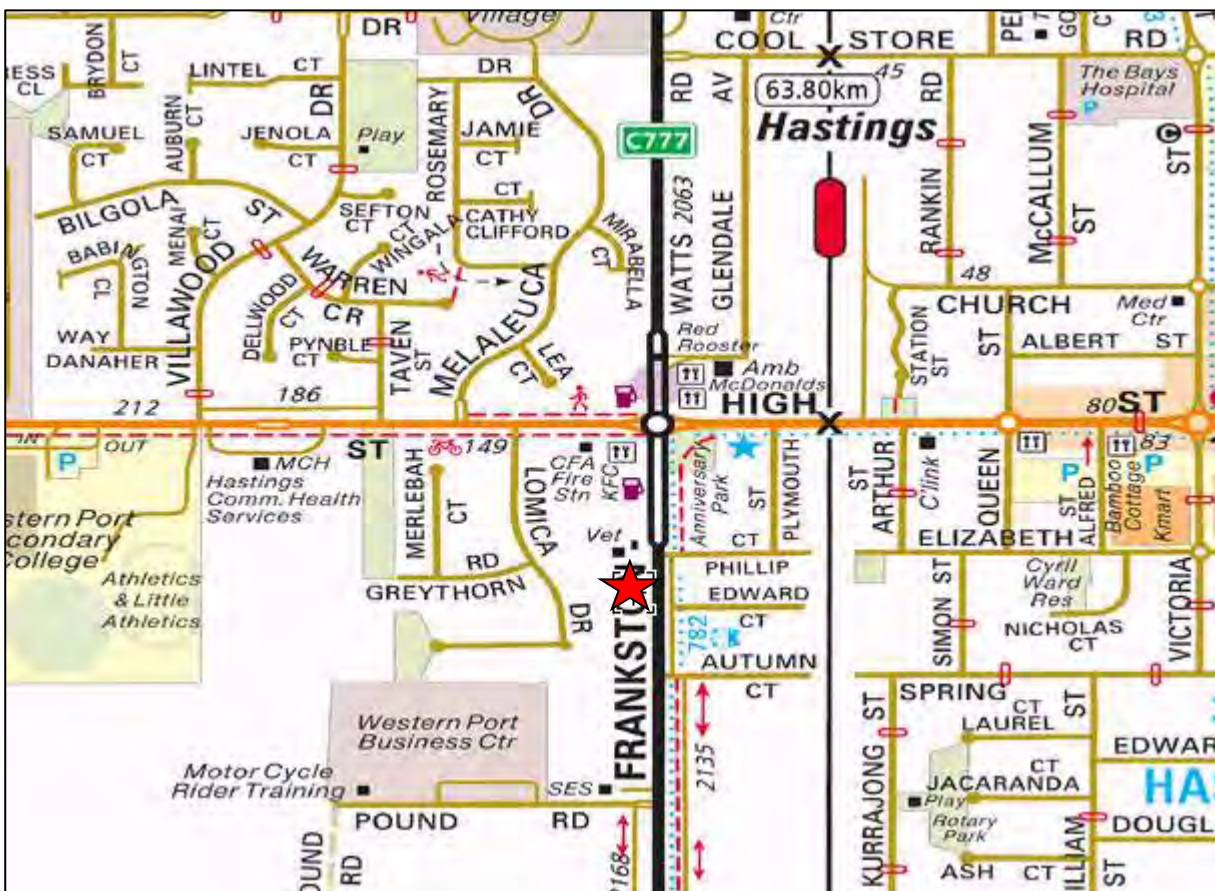


Figure 1 - Site Location

The site currently consists of 5 lots, including 2 dwellings, 2 vacant lots and 1 vacant warehouse.

Figure 2 shows an aerial image of the existing site.



Figure 2 - Aerial Image of Site

2.2 Site Access

The site currently consists of the following crossovers:

- 4 unsealed (i.e. grass/gravel) crossovers accessing 2120, 2122, 2124 & 2128 Frankston-Flinders Road.
- 1 sealed concrete crossover accessing 2126 Frankston-Flinders Road which is approximately 4.7-5.5 metres wide.

2.3 Road Network

Frankston-Flinders Road, is a VicRoads declared arterial road consisting of a single, two-way carriageway that is aligned in the north-south direction. The carriageway fronting the site consists of one thru lane in each direction and one left-turn deceleration lane into Autumn Court. The carriageway varies in width across the site frontage in the range of 11 to 14 metres wide.

Parallel parking is permitted along the west kerbside within the shoulder lane and typically consists of unrestricted parking controls. However, time-stamped aerial images extracted from NearMap indicate there is very low parking occupancy along the west kerbside of Frankston-Flinders Road. The posted speed limit along Frankston-Flinders Road is 70 km/h. There is no adjacent footpath bordering the front boundary of the site.

Figure 3 shows the configuration of Frankston-Flinders Road in the north direction.



Figure 3 - Frankston-Flinders Road Configuration (facing north)

2.4 Public Transport

The following public transport services are within walking distance of the site:

- Bus Route #782 (Frankston – Flinders) stops approximately 109 metres from the site.
- Hastings Train Station is approximately 561 metres from the site.

Figure 4 shows the nearby public transport routes with respect to the subject site. Note that the site is not located within the Principal Public Transport Network.

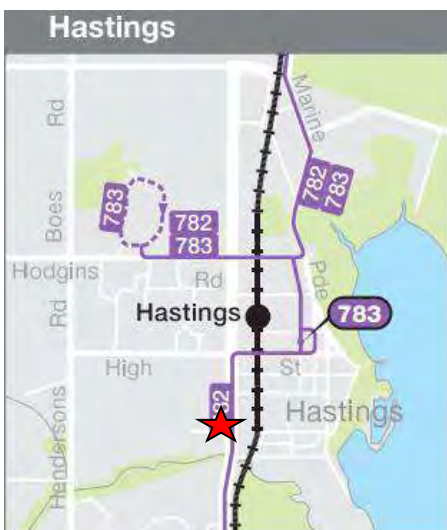


Figure 4 - PTV Routes Proximate to the Site

2.5 Daily Traffic Volumes

VicRoads Open Data obtained from “ArcGIS” indicates that Frankston-Flinders Road accommodated 7,900 movements per day, with 6% heavy vehicles, in each direction in 2017. This is equal to approximately 15,800 two-way movements per day.

2.6 Peak Hour Traffic Volumes

Figure 5 indicates that according to VicRoads traffic profiles, Frankston-Flinders Road in the northbound direction typically accommodates 700 and 670 movements during the AM and PM peak hour respectively.

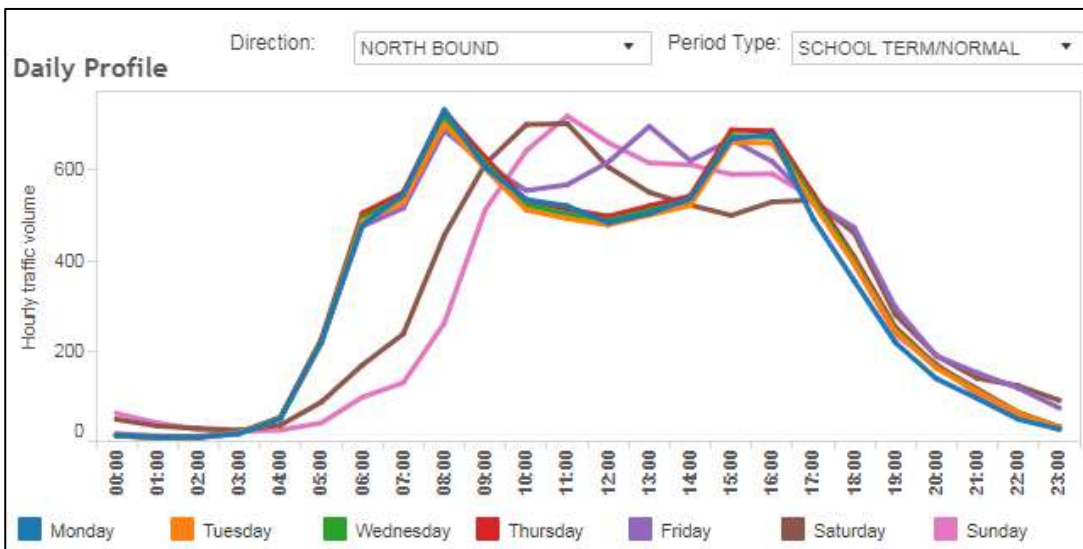


Figure 5 - Hourly Traffic Volumes along Frankston-Flinders Road in the southbound direction

Figure 6 indicates that according to VicRoads traffic profiles, Frankston-Flinders Road in the southbound direction typically accommodates 380 and 875 movements during the AM and PM peak hour respectively.

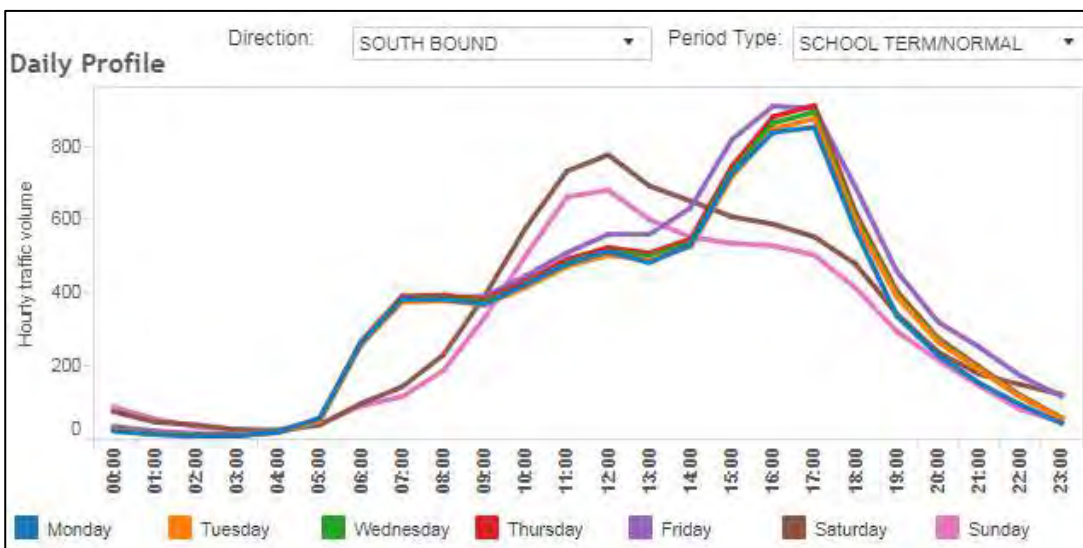


Figure 6 - Hourly Traffic Volumes along Frankston-Flinders Road in the southbound direction

3 The Proposal

The Applicant is proposing to construct a service station on the subject land. Table 1 summarises the proposed inventory and uses as per the attached development plans in Appendix A.

Table 1 - Development Summary

Item	No.
Service Station	
- Car Fuelling Positions	16 no.
- Truck Fuelling Positions	0 no.
Car Wash	
- Automatic Wash Bays	1 no.
- Manual Wash Bays	3 no.
- Vacuum Bays	5 no.
Service Station Convenience Shop	165 sqm
Food and Drink Premises (Tenancy 1)	125 sqm
On-Site Car Parking Spaces	16 no.
On-Site Bicycle Parking Spaces	4 no.
On-Site Loading Bay	1 no.

All on-site parking is proposed to be shared amongst all users.

The service station development proposes left-turn entry and exit movements via provision for 1 entry crossover and 1 exit crossover accessing Frankston-Flinders Road. All redundant crossovers are to be removed and reinstated as kerb, channel and naturestrip (note there is no adjacent footpath to the site).

4 Car Parking Requirements, Demands and Impacts

4.1 Clause 52.06-5 Car Parking Provision Requirements

Table 2 outlines the minimum car parking provision required for the proposed development as per Clause 52.06-5 of the Mornington Peninsula Planning Scheme.

Note that a 'Car Wash' land use does not require on-site car parking as per the recent VC148 amendment to the Planning Scheme.

Table 2 – Clause 52.06-5 Car Parking Provision Requirements

Proposed Use	Equivalent Planning Scheme Use	Planning Scheme Parking Rate	Inventory	Planning Scheme Requirement
Service Station Convenience Shop	Convenience Shop	10 spaces to each premises if the leasable floor area exceeds 80 sqm	1 no. / 165 sqm	10 no.
Food and Drink Premises (Tenancy 1)	Food and Drink Premises	4 spaces per 100 sqm of leasable floor area	125 sqm	5 no.
Total				15 no.

The Applicant exceeds the minimum car parking provision required by 1 space which is appropriate.

5 Traffic Generation and Impacts

5.1 Traffic Generation by the Proposed Development

Weekday PM Peak Hour

Service Station and Convenience Shop

The Roads and Maritime Services, NSW (formerly the RTA) outline in their publication "*Guide to Traffic Generation Developments*", October 2002, that service stations typically generate their PM peak hour traffic volumes at the following rate;

$$0.04 A(S) + 0.3 A(F), \text{ where: } \begin{array}{l} A(S) \text{ is the total site area (sqm), and} \\ A(F) \text{ is the floor area of the convenience shop (sqm)} \end{array}$$

On that basis, the PM peak hour traffic volume likely to be generated by the service station convenience shop is equal to 205 vehicle movements.

$$0.04 \times (3,950) + 0.3 (165) = 208 \text{ vehicle movements}$$

Food & Drink Premises

The "*Guide to Traffic Generation Developments*", October 2002, outlines that a typical restaurant, which is similar to a Food & Drink Premises, has the following PM peak hour traffic generation rate:

$$0.05 \times \text{gross floor area (sqm)} = 0.05 \times 125 \\ \approx 6 \text{ vph}$$

Car Wash (inc. Vacuum Bays)

A typical weekday PM peak hour is anticipated to generate 20 trips at the car wash. Note, the car wash is likely generate to more traffic on weekends rather than weekdays.

Overall

The proposed development is estimated to generate 234 vehicle movements during the PM peak hour.

Weekday AM Peak Hour

Service Station and Convenience Shop

Service stations typically attract fewer customers during the AM peak hour than the PM peak hour as motorists are more likely to purchase fuel on a homeward journey rather than on the way to the workplace where they target a scheduled arrival time.

The RTA Guidelines do not outline a trip generation rate for the AM peak hour, however it is a reasonable assumption that it would be approximately half of the PM peak hour rate.

On that basis, the AM peak hour traffic volume likely to be generated by the Service Station and Convenience Shop is equal to 104 vehicle movements.

$0.02 A(S) + 0.15 A(F)$, where : $A(S)$ is the total site area (sqm), and
 $A(F)$ is the floor area of the convenience Shop (sqm)

$$0.02 \times (3,950) + 0.15 (165) = 104 \text{ vehicle movements}$$

Food & Drink Premises

The RTA Guidelines do not outline a trip generation rate for the AM peak hour, however it is a reasonable assumption that it would be approximately half the PM peak hour rate. Therefore it is estimated that the Food & Drinks Premises will generate approximately 3 trips during the AM peak hour.

Car Wash

A typical weekday AM peak hour is anticipated to generate 4 trips at the car wash.

Overall

The proposed development is estimated to generate 111 vehicle movements during the AM peak hour.

5.2 Analysis of Turning Traffic

The site is estimated to generate 111 to 234 vehicle movements during the weekday AM and PM peak hour respectively. However, it is considered that the majority of these movements will be from existing traffic that is already passing the site, rather than generating new trips onto the road network. Therefore it is considered that the traffic generation volumes are a highly conservative measure.

TTM Consulting has undertaken an assessment of the Practical Absorption Capacity for the AM and PM peak hour in order to determine the available turning capacity entering and exiting the proposed service station.

AustRoads, "Guide to Traffic Engineering Practice Part 5 – Intersections at Grade", 2005 is typically used to determine the capacity for turning traffic at uncontrolled intersections.

Appendix B, Figure B.2, Page 160 outlines the Practical Absorption Capacity for turning movements at uncontrolled intersections. The Practical Absorption Capacity is the theoretical number of turning movements that can be accommodated before unacceptable delays occur.

Table 3 summarises the Practical Absorption Capacity for several turning movements based upon the anticipated traffic generation of the service station and existing traffic volumes along Frankston-Flinders Road (refer Section 2.6).

Note the service station development proposes left-turn entry and exit movements. The traffic distribution between inbound and outbound movements will clearly be 50/50 thus the outbound movements during AM and PM peak hours will be in the order of 55 and 117 movements respectively.

As per Section 2.6, Frankston-Flinders Road in the northbound direction typically accommodates 700 and 670 movements during the AM and PM peak hour respectively.

Table 3 - Practical Absorption Capacity and Gap Analysis

Movement Description	Critical Acceptance Gap (t _a)	Follow Up Headway (t _f)	Major Stream Flow (vph)	Practical Absorption Capacity (vph)	Total Peak Hour Outbound Movements (vph)
Left-Turn from Service Station to Frankston-Flinders Road (AM)	5 sec	3 sec	700	479	55*
Left-Turn from Service Station to Frankston-Flinders Road (PM)	5 sec	3 sec	670	494	117*

Comparison of the “Total Peak Hour Outbound Movements” and the “Practical Absorption Capacity” show that there is sufficient turning capacity to and from the service station to accommodate the traffic generation of the development.

There will be no discernible impact to the functionality of Frankston-Flinders Road post-development and will continue to operate appropriately.

6 Parking and Access Area Design

6.1 Site Access

The proposal will allow for left-in and left-out only movements and will include the following crossovers:

- Construction of an approximately 9.0 metres wide 'entry only' crossover from Frankston-Flinders Road further to the south.
- Construction of an approximately 12.3 metres wide 'exit only' crossover onto Frankston-Flinders Road further to the north.

All redundant crossovers will be reinstated as kerb, channel and naturestrip as part of the development.

TTM Consulting considers it appropriate that a condition be placed on the Planning Permit advising the proposed crossovers and driveways are provided with 'No Exit', 'No Entry' and 'No Right-Turn' signage accordingly to ensure the proposed left-in and left-out access arrangement is enforced and complied with.

6.2 Car Parking Spaces and Aisles

The Applicant has provision for 16 car parking spaces, including:

- 14 conventional spaces, dimensioned 4.9-5.4 metres long by 2.6 metres wide,
- 1 disabled space and shared area, each dimensioned 5.4 metres long by 2.4 metres wide, in accordance with AS2890.6:2009,
- 1 air/water space, dimensioned 5.4 metres long by 3.2 metres wide.

All car parking spaces are accessed from parking aisles in excess of 6.4 metres wide which satisfies Clause 52.06-9 of the Planning Scheme.

Clause 52.06-9 of the Planning Scheme outlines design criteria for accessways, car parking spaces and gradients. TTM Consulting addresses the design criteria in Table 4.

Table 4 - Review of Clause 52.06-9 Design Standards

Clause 52.06-9 design criteria	TTM Response
<i>Design Standard 1 - Accessways</i>	
<ul style="list-style-type: none"> • Be at least 3 metres wide 	Satisfied.
<ul style="list-style-type: none"> • Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide. 	Satisfied.
<ul style="list-style-type: none"> • Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre. 	Not applicable. There are no dead-end spaces provided.

Clause 52.06-9 design criteria	TTM Response																													
<ul style="list-style-type: none"> Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres. 	Satisfied.																													
<ul style="list-style-type: none"> If the accessway serves 4 or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction. 	Satisfied. All car parking spaces and aisle dimensions satisfy Clause 52.06-9 Design Standards.																													
<ul style="list-style-type: none"> Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone. 	It is not applicable in this instance because the development has provision for a separate entry crossover and exit crossover.																													
<ul style="list-style-type: none"> Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than 1 lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height. 	<p>There is no on-street footpath that currently fronts the site which means there would be no pedestrians walking passed the site frontage. This design criteria is therefore considered to be not applicable.</p> <p>Irrespective, there are no visual obstructions proposed on the plans that are immediately adjacent to the egress driveway.</p> <p>Furthermore, the proposed egress driveway is dimensioned 12.3 metres wide at the site boundary. This is well in excess of the minimum driveway width of 3 metres permitted by the Planning Scheme. The benefitting factor is that it greatly improves sight visibility for drivers exiting on to Frankston-Flinders Road.</p>																													
<ul style="list-style-type: none"> If an accessway to 4 or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway. 	Satisfied.																													
Design Standard 2 – Car parking spaces																														
<ul style="list-style-type: none"> Dimensions of car parking spaces and accessways – Table 2. <p>Table 2: Minimum dimensions of car parking spaces and accessways</p> <table border="1" data-bbox="172 1525 802 1794"> <thead> <tr> <th>Angle of car parking spaces to access way</th> <th>Accessway width</th> <th>Car space width</th> <th>Car space length</th> </tr> </thead> <tbody> <tr> <td>Parallel</td> <td>3.6 m</td> <td>2.3 m</td> <td>6.7 m</td> </tr> <tr> <td>45°</td> <td>3.5 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>60°</td> <td>4.9 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td rowspan="4">90°</td> <td>6.4 m</td> <td>2.6 m</td> <td>4.9 m</td> </tr> <tr> <td>5.8 m</td> <td>2.8 m</td> <td>4.9 m</td> </tr> <tr> <td>5.2 m</td> <td>3.0 m</td> <td>4.9 m</td> </tr> <tr> <td>4.8 m</td> <td>3.2 m</td> <td>4.9 m</td> </tr> </tbody> </table> <p><i>Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1- 2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).</i></p>	Angle of car parking spaces to access way	Accessway width	Car space width	Car space length	Parallel	3.6 m	2.3 m	6.7 m	45°	3.5 m	2.6 m	4.9 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m	5.8 m	2.8 m	4.9 m	5.2 m	3.0 m	4.9 m	4.8 m	3.2 m	4.9 m	Satisfied.
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length																											
Parallel	3.6 m	2.3 m	6.7 m																											
45°	3.5 m	2.6 m	4.9 m																											
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90°	6.4 m	2.6 m	4.9 m																											
	5.8 m	2.8 m	4.9 m																											
	5.2 m	3.0 m	4.9 m																											
	4.8 m	3.2 m	4.9 m																											

Clause 52.06-9 design criteria	TTM Response
<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:</p> <ul style="list-style-type: none"> A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. A structure, which may project into the space if it is at least 2.1 metres above the space. <p>Diagram 1 Clearance to car parking spaces</p> <p>Dimensions in millimetres</p> <p>Clearance required</p> <p>Tree or column permitted</p>	<p>Satisfied.</p> <p>As per the design criteria, car parking spaces do not require additional 300mm clearance to landscape (unless within 300mm of a tree or tree guard). There are no trees located within 300mm of any car parking space.</p>
<ul style="list-style-type: none"> Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport. 	<p>Not applicable.</p>
<ul style="list-style-type: none"> Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space. 	<p>Not applicable.</p>
<ul style="list-style-type: none"> Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover. 	<p>Not applicable.</p>
<ul style="list-style-type: none"> Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. <p>Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.</p>	<p>Satisfied.</p>
<p>Design Standard 3 – Gradients</p>	
<ul style="list-style-type: none"> Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less. 	<p>Satisfied.</p> <p>The site is mostly flat.</p>

Clause 52.06-9 design criteria	TTM Response													
<ul style="list-style-type: none"> Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction. <p>Table 3: Ramp gradients</p> <table border="1"> <thead> <tr> <th>Type of car park</th> <th>Length of ramp</th> <th>Maximum grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td> <td>20 metres or less</td> <td>1:5 (20%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:6 (16.7%)</td> </tr> <tr> <td rowspan="2">Private or residential car parks</td> <td>20 metres or less</td> <td>1:4 (25%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:5 (20%)</td> </tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)	<p>Satisfied.</p> <p>The site is mostly flat.</p>
Type of car park	Length of ramp	Maximum grade												
Public car parks	20 metres or less	1:5 (20%)												
	longer than 20 metres	1:6 (16.7%)												
Private or residential car parks	20 metres or less	1:4 (25%)												
	longer than 20 metres	1:5 (20%)												
<ul style="list-style-type: none"> Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 meters to prevent vehicles scraping or bottoming. Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the Responsible Authority. 	<p>Satisfied.</p> <p>The site is mostly flat.</p>													

The car parking spaces, accessways and gradients are designed appropriately based on the design standards outlined in Clause 52.06-9 of the Planning Scheme.

6.3 Loading and Unloading

The proposed commercial uses (i.e. Convenience Shop and Food and Drink Premises) are relatively small and it is envisaged that most loading deliveries and waste collections will be undertaken by a small to medium rigid truck. These deliveries are expected to occur on an infrequent basis and at off-peak times of the day.

The development plans indicate provision for a single 7.6 metres long by 3.6 metres wide loading bay to be utilised by all uses of the service station. Furthermore, there are bins placed at the rear of the loading bay for waste collection.

A typical size vehicle would be up to an 8.8m 'Medium Rigid Vehicle'. Swept path diagrams have been prepared by TTM Consulting using AutoTrack v16 and are attached in Appendix B which confirm the 8.8 metres long "Medium Rigid Vehicle" from AS2820.2-2002 enters and exits the site and loading bay with adequate manoeuvring space whilst circulating the service station.

Whilst the loading vehicle would slightly overhang onto the parking aisle, given an MRV is 8.8m long and the loading bay is 7.6 metres long, the position of the loading bay would not obstruct access to the neighbouring parking spaces or fuel bowsers. Also worth noting that loading bay dimensions are no longer required by the Planning Scheme. The proposed loading bay is considered appropriate for this development.

6.4 Fuel Tanker Access

Fuel tankers will turn left into the site from Frankston-Flinders Road and temporarily prop within the fuel canopy to refill the underground fuel tanks, before circulating the site and turning left out of the site back onto Frankston-Flinders Road.

Swept path diagrams have been prepared using AutoTrack v16 and are attached in Appendix C which confirm a typical size fuel tanker, i.e. the 19 metres long 'Articulated Vehicle' from AS2890.2:2002, successfully circulates the site and enters and exits the proposed crossovers via Frankston-Flinders Road with adequate manoeuvring space.

The proposed fuel tanker access is considered appropriate for this development.

6.5 Car Wash Access

The automatic car wash bay is dimensioned 12.5 metres long by 4.6 metres wide. The manual car wash bays are each dimensioned 6.0 metres long by 4.6 metres wide. The vacuum bays are each dimensioned 5.4 metres long by 3.5 metres wide.

Swept path diagrams have been prepared using AutoTrack v16 and are attached in Appendix D which confirm the 5.2 metres long 'B99 Vehicle' from AS2890.1:2004 successfully circulates the car wash bays with adequate manoeuvring space and enters and exits the site whilst circulating the service station appropriately.

It is unlikely queuing will occur, however there is space to accommodate 3 queued vehicles for the automatic wash which is considered adequate.

The proposed car wash access is considered appropriate for this development.

6.6 Anticipated Fuel Pump Demand

TTM Consulting surveyed the demand for fuel pumps at the existing Shell and Mobil Service Stations on the adjacent corners at Stud Road and Heatherton Road, Dandenong, on Wednesday, 21st October 2009 from 3:00pm to 7:00pm.

The number of vehicles at each of the service stations was recorded every 2 minutes over the course of the survey hour. The number of vehicles included those at the fuel pumps and those queued waiting for the fuel pumps. Table 5 summarises the surveyed demand for each facility.

Table 5 - Surveyed Fuel Pump Demand at Existing Service Stations (Empirical Data)

	Shell (Coles) 8 Petrol Pumps 7 Queuing Spaces	Mobil 12 Petrol Pumps 5 Queuing Spaces
85 th Percentile Demand	10	3
Maximum Demand	15	6

The variation between the two service stations were quite significant and was likely caused by the discounting scheme that Shell (Coles) site had in operation at the time.

The proposed service station at the subject site is likely to generate fuel pump demand more in line with the surveyed Mobil Service Station.

Therefore the proposed service station is expected to generate an 85th percentile demand in the order of 3 vehicles and a maximum demand of 6 vehicles.

Provision for 16 car fuel pumps will be considerably adequate to accommodate the anticipated demand of the fuel pumps at the service station.

Furthermore, the proposed service station has queuing space for at least a further 8 passenger vehicles behind the fuel canopy, and would not prevent other vehicles from circulating the service station.

7 Bicycle Parking Requirements

Table 6 outlines the minimum bicycle parking provision required for the proposed development as per Clause 52.34-3 of the Mornington Peninsula Planning Scheme.

Table 6 - Clause 52.34-3 Bicycle Parking Provision Requirements

Proposed Land Use	Equivalent Planning Scheme Use	Planning Scheme Parking Rate	Inventory	Planning Scheme Requirement
Service Station Convenience Shop	Shop – Staff	1 space to each 600 sqm of LFA if the LFA exceeds 1,000 sqm	165 sqm	0 no.
	Shop - Customer	1 space to each 500 sqm of LFA if the LFA exceeds 1,000 sqm		0 no.
Food and Drink Premises (Tenancy 1)	Restaurant – Staff	1 space to 100 sqm of floor area available to the public	*62.5 sqm	1 no. **
	Restaurant – Customer	2 spaces plus 1 to each 200 sqm of floor area available to the public if the floor area available to the public exceeds 400 sqm		2 no.
Total Bicycle Parking Requirement				3 no.

* The floor area available to the public for the Food and Drink Premises is estimated to be approximately half of the total leasable floor area (125 sqm).

** Rounds up to 1.

The Applicant includes provision for 4 bicycle spaces which exceeds the minimum bicycle parking provision required by 1 space which is appropriate.

The development plans do not indicate a nominated bicycle rack, however the bicycle parking is designed similarly to the 'Arc de Triomphe' rack. The assigned width of 2.32 metres, between space #16 and the front property boundary, is sufficient to accommodate 2 'Arc de Triomphe' bicycle racks as per the 'Arc de Triomphe' bicycle rack specifications attached in Appendix E.

The bicycle parking layout is considered appropriate for this development.

8 Summary and Conclusions

The proposed service station at 2120-2128 Frankston-Flinders Road, Hastings is summarised from a traffic and parking context as follows:

- The Applicant exceeds the minimum car parking provision required by 1 space which is appropriate.
- Comparison of the “Total Peak Hour Outbound Movements” and the “Practical Absorption Capacity” show that there is sufficient turning capacity to and from the service station to accommodate the traffic generation of the development.
- There will be no discernible impact to the functionality of Frankston-Flinders Road post-development and will continue to operate appropriately.
- TTM Consulting considers it appropriate that a condition be placed on the Planning Permit advising the proposed crossovers and driveways are provided with ‘No Exit’, ‘No Entry’ and ‘No Right-Turn’ signage accordingly to ensure the proposed left-in and left-out access arrangement is enforced and complied with.
- The car parking spaces, accessways and gradients are designed appropriately based on the design standards outlined in Clause 52.06-9 of the Planning Scheme.
- The proposed loading bay is considered appropriate for loading and waste collection arrangements for the development.
- Swept path diagrams confirm a ‘Fuel Tanker’ will be able to enter and exit the site and prop within the service station appropriately.
- The proposed car wash access is considered appropriate for this development.
- Provision for 16 car fuel pumps and 8 queuing spaces will be considerably adequate to accommodate the anticipated demand of the fuel pumps at the service station.
- The Applicant includes provision for 4 bicycle spaces which exceeds the minimum bicycle parking provision required by 1 space which is appropriate.
- The development plans do not indicate a nominated bicycle rack, however the bicycle parking is designed similarly to the ‘Arc de Triomphe’ rack. The site has assigned sufficient width to accommodate 2 bicycle racks to match the on-site bicycle parking provision of 4 spaces. The bicycle parking layout is therefore considered appropriate for this development.

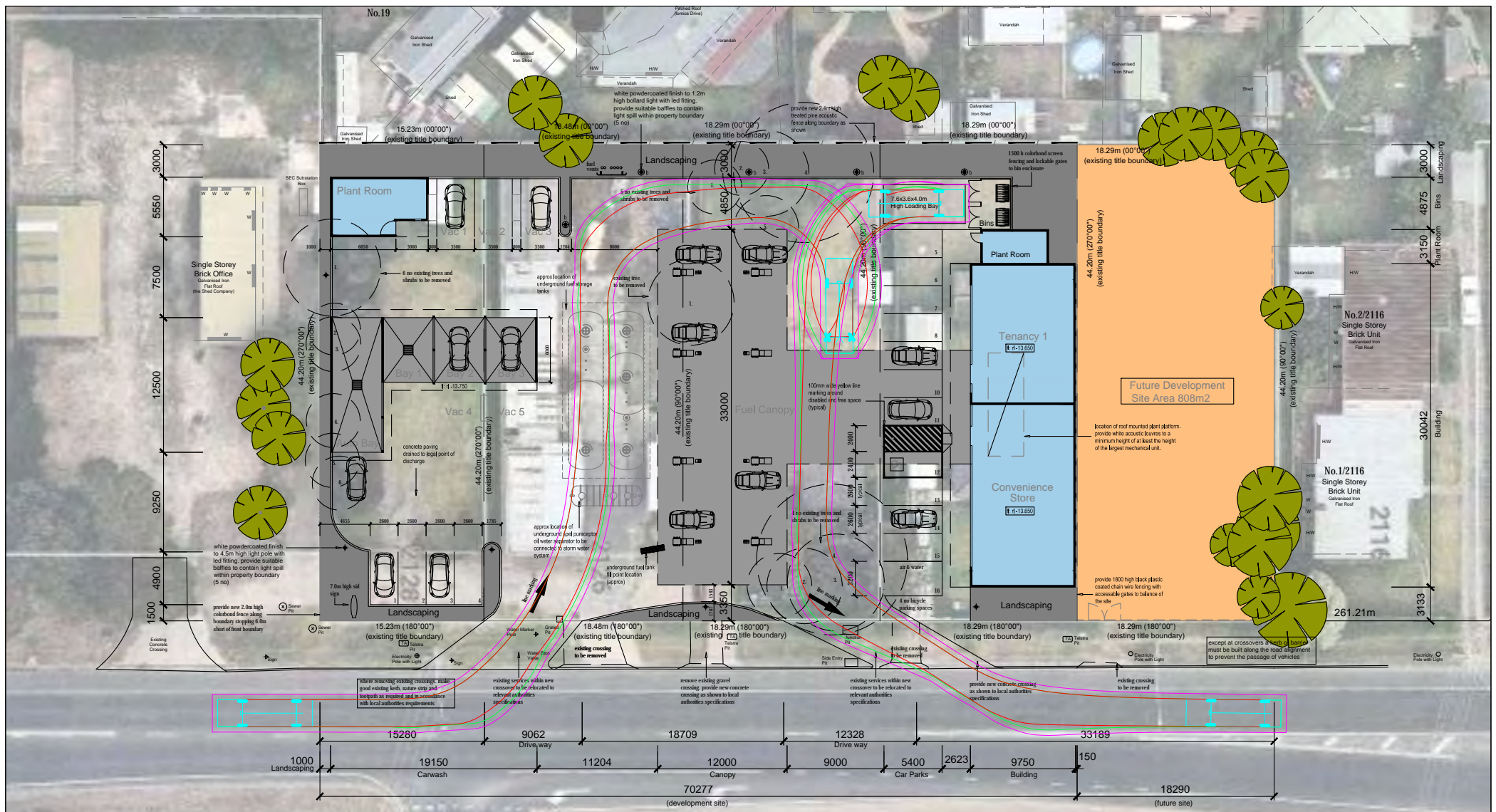
The proposed service station is considered appropriate from a traffic engineering perspective and should not warrant refusal of the sought Planning Permit.

TTM Consulting (Vic) Pty Ltd



Patrick McArdle

Appendix B: MRV Loading Vehicle Swept Paths

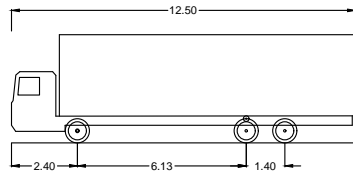


Proposed Site Plan - Floor Plan
SCALE 1:200

Frankston - Flinders Road

- Wheel path
- Vehicle Overhang
- Vehicle Overhang + 500mm Clearance

Swept Path Diagram Prepared using AutoTrack v11



HRV - Heavy Rigid Vehicle (See Note...)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	3.933m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock to Lock Time	6.00sec
Curb to Curb Turning Radius	12.500m



Acoustics Data Traffic Waste

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PROPOSED SERVICE STATION DEVELOPMENT
2120-2128
FRANKSTON-FLINDERS ROAD,
HASTINGS
SWEPT PATH DIAGRAMS

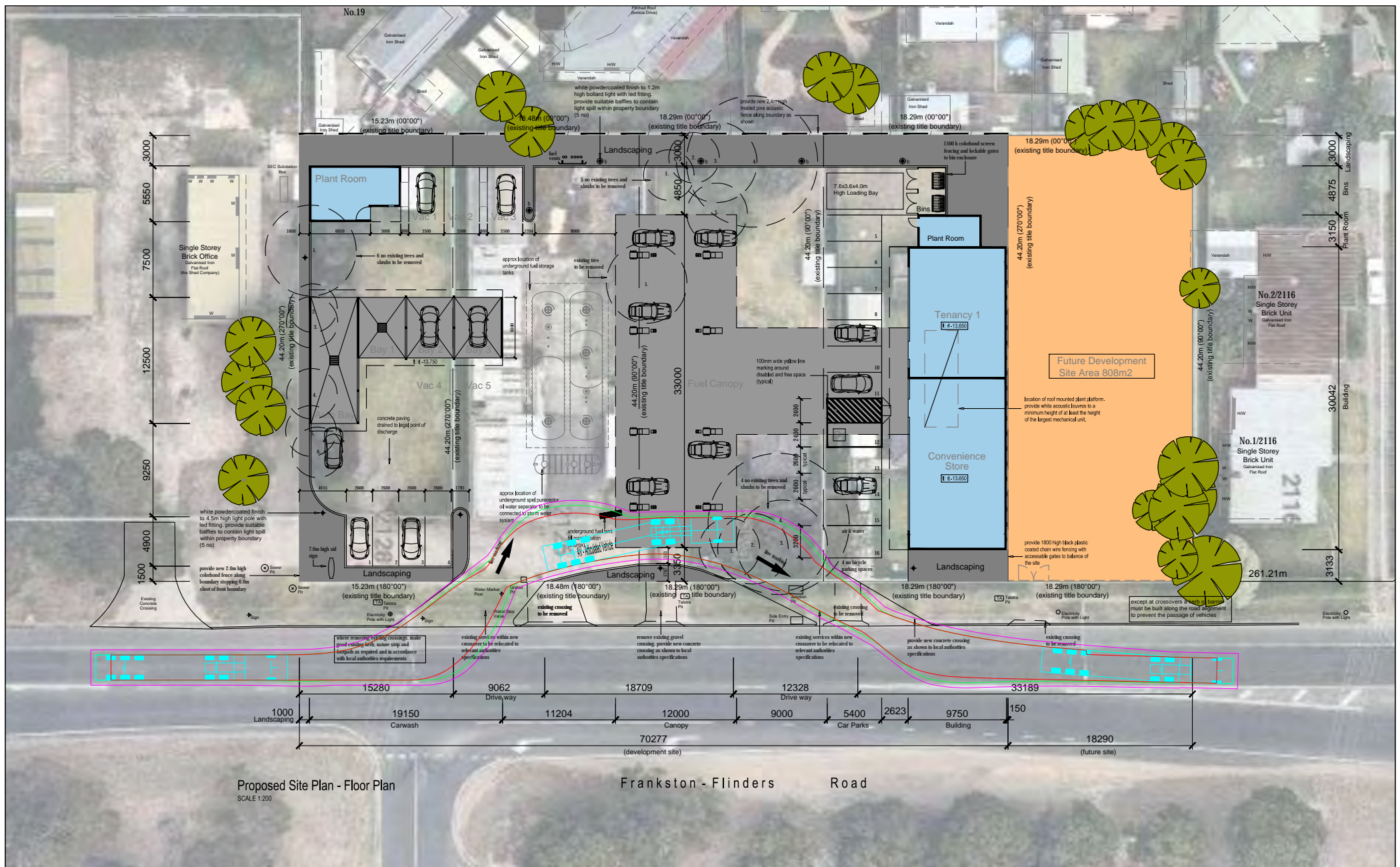
Scale 1:500 @ A4

Drawing No : 1011701-3

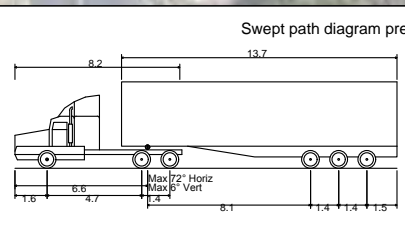
Sheet No : 1 Issue : A

A	PJM	19/12/18	Original Issue
Issue/Appd	Date		Comments

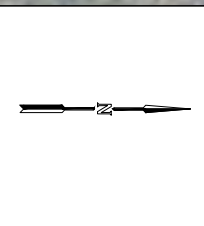
Appendix C: Fuel Tanker Swept Paths



A	PJM	18/12/18	Original Issue	
Issue/Appd	Date		Comments	



Wheel path
Vehicle Overhang
Vehicle Overhang + 500mm Clearance



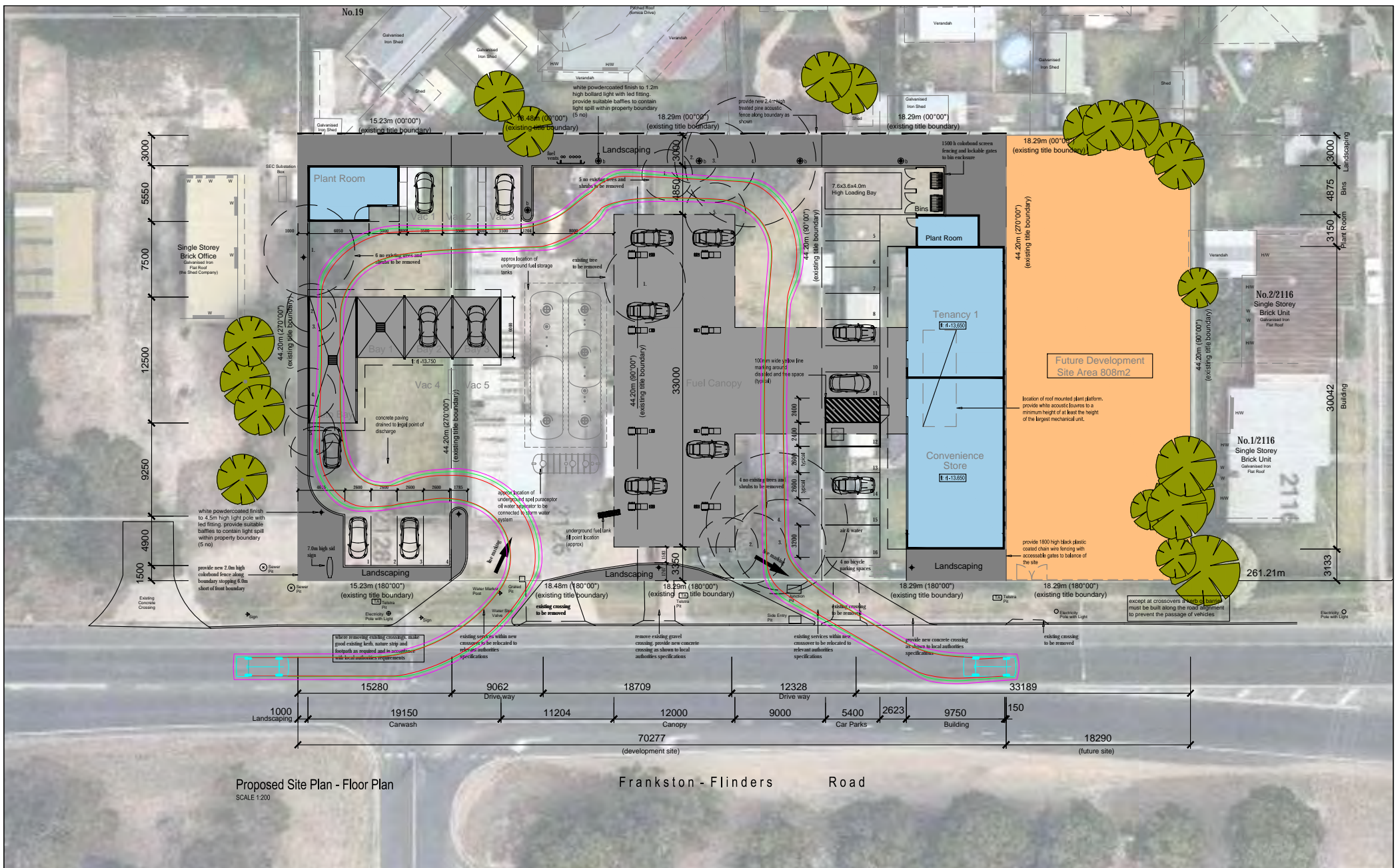
ttm
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PROPOSED SERVICE STATION DEVELOPMENT
2120-2128 FRANKSTON-FLINDERS ROAD, HASTINGS
SWEPT PATH DIAGRAMS

Scale 1:500 @ A4

Drawing No : 1011701-1
Sheet No : 1 Issue : A

Appendix D: B99 Vehicle Swept Paths (Car Wash)

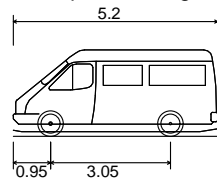


Proposed Site Plan - Floor Plan
SCALE 1:200

Frankston - Flinders Road

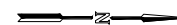
- Wheel path
- Vehicle Overhang
- Vehicle Overhang + 300mm Clearance

Swept Path Diagram Prepared using AutoTrack v11



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.527m
Min Body Ground Clearance	0.120m
Track Width	1.840m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	6.250m



Acoustics Data Traffic Waste

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PROPOSED SERVICE STATION DEVELOPMENT
2120-2128
FRANKSTON-FLINDERS ROAD,
HASTINGS
SWEPT PATH DIAGRAMS

Scale 1:500 @ A4

Drawing No : 1011701-2

Sheet No : 1 Issue : A

A	PJM	19/12/18	Original Issue
Issue/Appd	Date		Comments

Appendix E: Arc De Triomphe Rack Specifications

Arc de Triomphe™



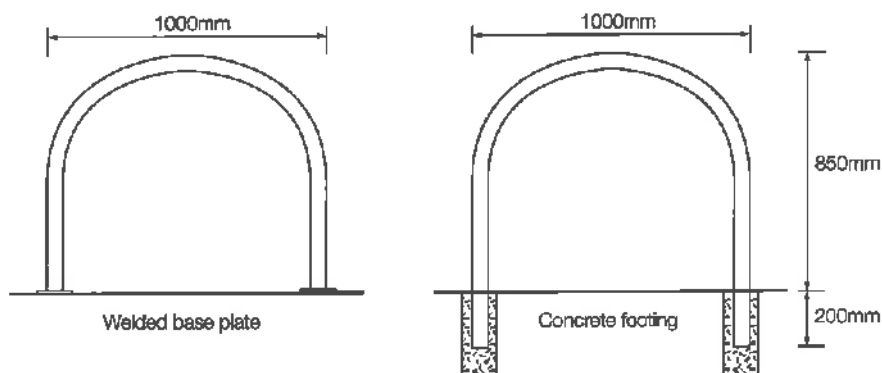
Stainless steel finish

Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

Dimensions



Specifications

Material options

- 316 Marine grade stainless steel
- Galvanised

Fixing options

- Welded flange
- In situ

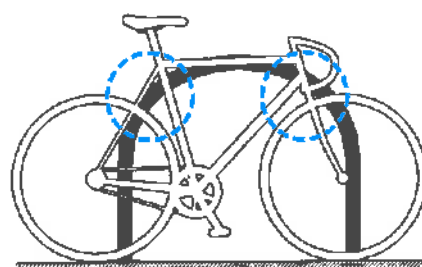
Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

Dimensions

1000mm [w] x 850mm [h]

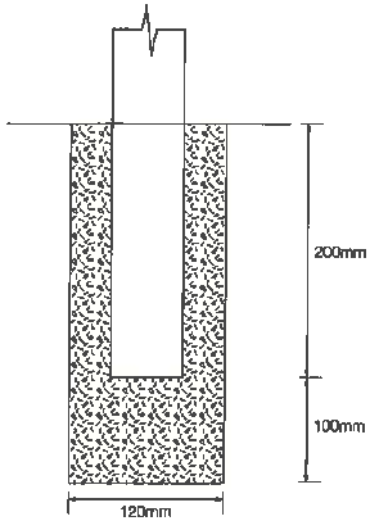
Locking points



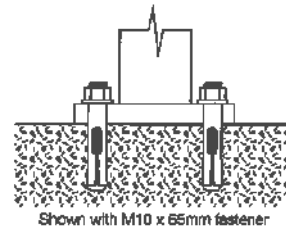
Design. Supply. Install.

Fixing options

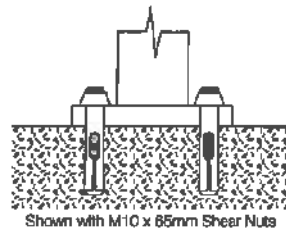
In situ (Concrete footing)



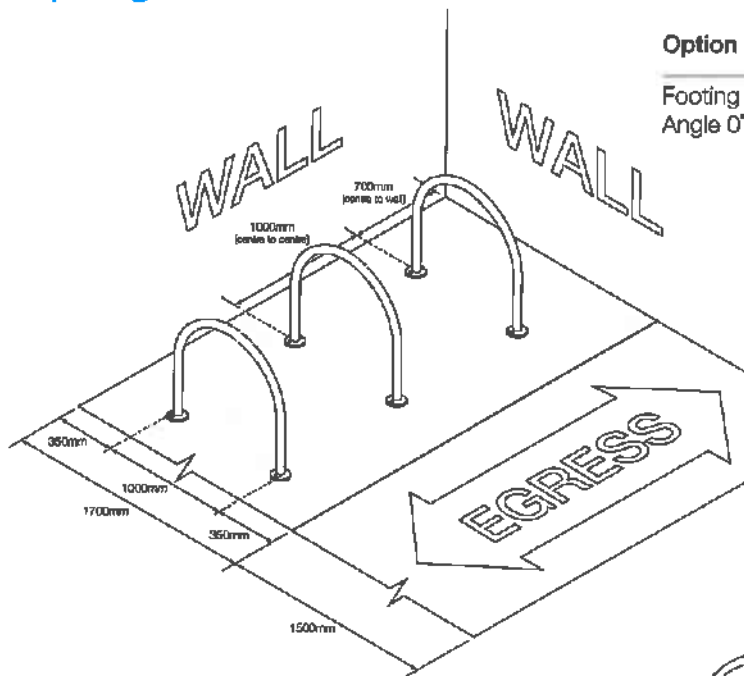
Welded flange (Bolt on)



Welded flange (Security heads)

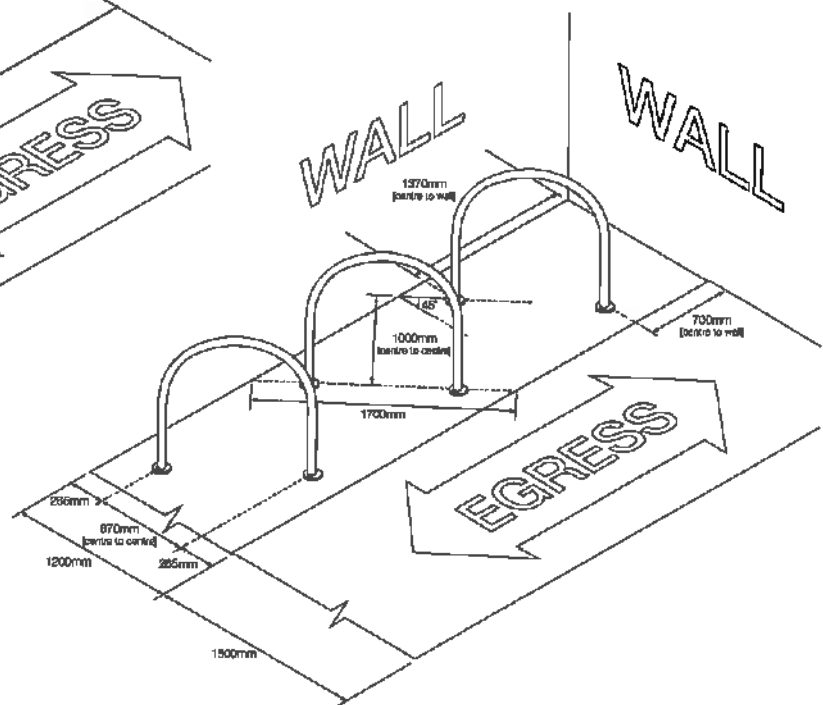


Layout guidelines

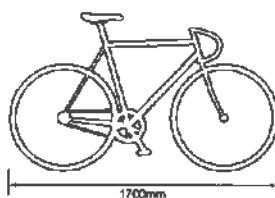


Option 2:

Footing Width 1200mm
Angle 45°



Typical Bicycle Length



V1.1 - 18/01/2015 | Specification may be subject to change without notice. ©2015 Bicycle Network

Design. Supply. Install.

Bicycle Network ABN 41 026 835 903
 p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
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CLARITY
ACOUSTICS



Report R01 18095
19 December 2018

2120-2128 Frankston-Flinders Road, Hastings
Planning Application Acoustic Assessment

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PROJECT SUMMARY:

R01 18095
2120-2128 Frankston - Flinders Road,
Hastings
Planning Application Acoustic
Assessment

PREPARED FOR:

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Suite 101
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ATTENTION:

Mr Steve Brkic

REFERENCE	REV	STATUS	DATE	AUTHOR	REVIEWER
R01 18095	-	DRAFT	17 DEC 2018	A CHANDHOK	R LEO
R01 18095	1	DRAFT	18 DEC 2018	A CHANDHOK	R LEO
R01 18095		FINAL	19 DEC 2018	A CHANDHOK	R LEO

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1.0 INTRODUCTION

It is proposed to develop a parcel of land at 2120-2128 Frankston-Flinders Road in Hastings to include a service station with associated convenience store, car wash and an additional tenancy. A portion of the site to the north is set aside for future development.

Clarity Acoustics Pty Ltd (Clarity Acoustics) has been engaged by N+V Strintzos Pty Ltd, through MCL Building Design, to conduct a planning stage assessment of noise associated with the proposed development. This report provides details of the proposed operations, relevant noise criteria, assessment and recommended noise controls.

It is noted that this report makes reference to background noise monitoring data supplied by Renzo Tonin & Associates (RTA) who were engaged by the proponent to undertake this component of the acoustic assessment.

A glossary of acoustic terminology used in this report is provided in APPENDIX A.

2.0 PROJECT DESCRIPTION

2.1 Subject site

The subject is to be located at 2120-2128 Frankston-Flinders Road in Hastings and is bounded by the following:

- Residential dwellings on Frankston-Flinders Road directly to the north
- Residential dwellings on Lomica Drive directly to the north west and west
- Commercial premises directly to the south and south west
- Frankston-Flinders Road to the east with residential dwellings beyond.

The subject site is located in a Commercial 2 Zone (C2Z) with General Residential Zone 3 (GRZ1) and Road Category 1 Zone (RDZ1) in the immediate environs. The relevant planning map for the subject site is provided in APPENDIX B.

The nearest affected receivers are the dwellings to west and south west on Lomica Drive and dwellings to the east and north on Frankston-Flinders Road. Table 1 provides details of the nearest affected receivers that have been considered in the following assessment.

Table 1 - Details of the nearest noise sensitive receivers

ID	Address	Description
R1	2116 Frankston-Flinders Road	Single storey residential dwellings to the north of the subject site
R2	14 Lomica Drove	Single storey dwelling to the north west of the subject site
R3	15 Lomica Drive	Single storey dwelling to the west of the subject site
R4	16 Lomica Drive	Single storey dwelling to the west of the subject site
R5	17 Lomica Drive	Single storey dwelling to the west of the subject site
R6	18 Lomica Drive	Single storey dwelling to the west of the subject site
R7	19 Lomica Drive	Two storey dwelling to the west of the subject site
R8	2123 Frankston-Flinders Road	Single storey dwelling to the east of the subject site
R9	2121 Frankston-Flinders Road	Single storey dwelling to the east of the subject site
R10	2119 Frankston-Flinders Road	Single storey dwelling to the east of the subject site

An aerial photograph of the subject site and nearest affected receivers is provided in Figure 1.

Figure 1 - Aerial photograph of the subject site and receivers (source: Nearmap)



2.2 Service Station, Convenience Store and Tenancy 1 operations

The subject site includes a service station, associated convenience store and additional tenancy (Tenancy 1 which is likely to be a food and drink tenancy) to the northern half of the site.

It is understood that deliveries to the convenience store and Tenancy 1 will occur via Medium Rigid Vehicles (MRVs) and Light Rigid Vehicles (LRVs). Deliveries will take place via a dedicated loading bay located to the north-western end of the site. Waste collection from the site will occur via the dedicated bin storage area located adjacent to the loading bay.

Fuel deliveries to the service station are proposed to take place via a fill point located to the east of the fuel canopy.

Mechanical plant associated with the convenience store and Tenancy 1 is to be located within a plant room located to the west of the Tenancy 1 building. Exhaust fans associated with the convenience store and additional tenancy may be installed on the roof of the respective buildings.

Twelve (12) car park spaces associated with the convenience store and Tenancy 1 are to be provided to the south of the respective buildings.

The service station, convenience store and Tenancy 1 are proposed to operate 24 hours a day, 7 days a week.

2.3 Car wash operations

The car wash component of the site is to include one auto carwash bay, three manual car wash bays and three vacuum bays. An additional four (4) car park spaces associated with the car wash are to be provided along the south-eastern site boundary.

Mechanical plant associated with the car wash is to be located within a dedicated plant room on the south-western site boundary. It is understood that a ducted vacuum system is proposed for the site and that the vacuum units will also be located within the plant room.

The car wash component of the site is also proposed to operate 24 hours a day, 7 days a week.

The proposed site layout is provided in APPENDIX C.

3.0 VICTORIAN GUIDELINES AND LEGISLATION

The following sections outline the key noise legislation in Victoria and related guidelines and standards relevant to the application.

3.1 Environment Protection Act 1970

The Environment Protection Act 1970 (the act) provides a legislative framework for the protection of the environment in Victoria and establishes obligations for environmental noise control. The legislation does not specify noise limits but sets out legal requirements to comply with State Environment Protection Policies (SEPPs) and prescribed standards and applies to all types of noise sources except rail operations.

3.2 NIRV

EPA Victoria publication 1411 *Noise from Industry in Regional Victoria* (NIRV) provides the methods to set recommended maximum noise levels (RMNLs) for commercial, industrial or trade premises in regional Victoria. NIRV is a non-statutory guideline, however, statutory instruments such as a planning permits or notice can be used to give legal effect to RMNLs.

Under NIRV, when either the noise emitter or noise receiver is located outside of the *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1) Boundary but within the Planning Urban Growth Boundary (Planning UGB), the RMNLs are to be calculated in accordance with the *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1).

Refer to APPENDIX D for an extract of the NIRV major urban area boundary for the South East of Melbourne. Both the subject site and neighbouring residences are located outside of the major urban area boundary, therefore, the relevant criteria (NIRV) are calculated using the methodology outlined in NIRV rather than SEPP N-1.

Further detail regarding NIRV is provided in APPENDIX E1.

3.3 NSW Road Noise Policy 2011

The NSW Environmental Protection Authority (EPA) conducted a review of sleep disturbance studies the results of which are outlined in the NSW EPA's *Road Noise Policy* (RNP). The NSW EPA concluded that:

- maximum internal noise levels below 50–55 dB L_{Amax} are unlikely to awaken people from sleep
- one or two noise events per night, with maximum internal noise levels of 65-70 dB L_{Amax} are not likely to affect health and wellbeing significantly.

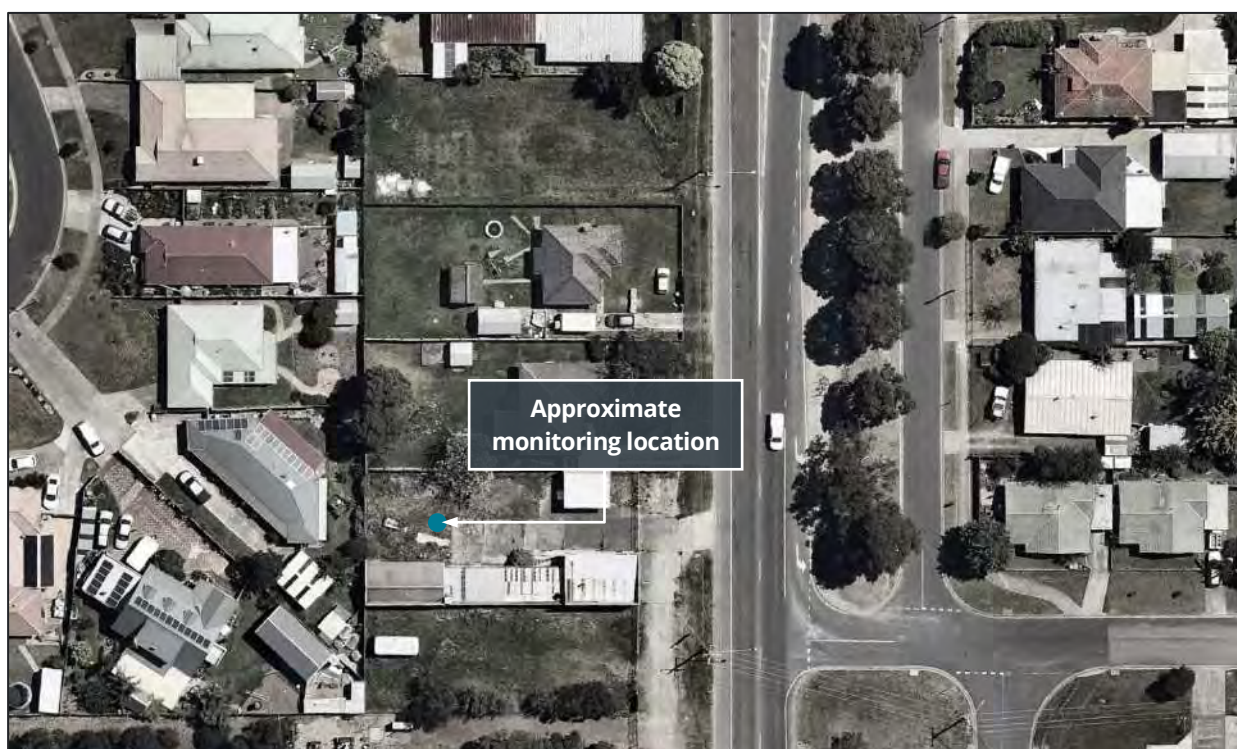
An open window provides an approximate noise reduction of 10-15 dB from outside to inside (refer to World Health Organisation guidelines and RNP). Therefore, night-time maximum noise levels from on-site activities should not exceed 65 dB L_{Amax} outside an openable window of nearby residential dwellings.

4.0 EXISTING NOISE ENVIRONMENT

As outlined in Section 3.0, NIRV criteria are set allowing for existing background noise levels in the vicinity of the proposed use. Accordingly, background noise levels in the vicinity of the site were measured by RTA using a Class 1/Type 1 sound level meter (NTi Audio XL2 Type 1 Noise Logger, serial number A2A-10987-E0) between 26 November 2018 and 28 November 2018. Measurements were undertaken in the rear yard of 2126 Frankston-Flinders Road.

Figure 2 provides the noise monitoring location.

Figure 2 – Location of noise monitor (source: Nearmap)



The equipment was checked before and after the survey and no significant calibration drifts were observed.

Table 2 provides the lowest daily average NIRV derived background noise levels for the day, evening and night periods.

Table 2 – Lowest daily average NIRV background noise level, dB

Description	Period		
	Day	Evening	Night
NIRV background noise level, $L_{A90, 1 \text{ hour}}$	47	39	31

A detailed summary of the measured background noise levels is provided in APPENDIX F.

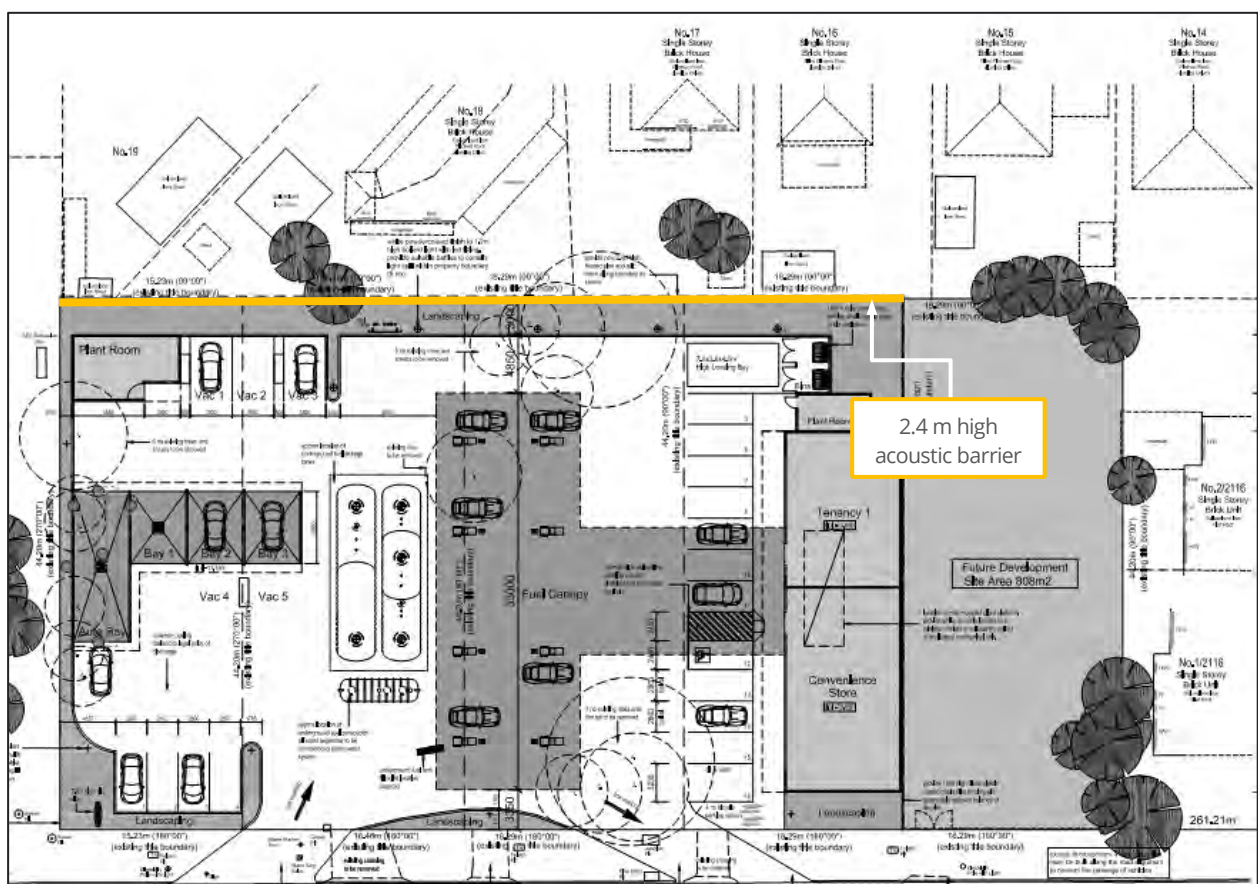
5.0 RECOMMENDED MITIGATION/MANAGERIAL CONTROLS

Outcomes of the noise modelling undertaken for the site indicate that noise mitigation treatment is required for compliance with the relevant environmental noise criteria. The recommended mitigation measures and managerial controls are outlined in the following sections.

5.1 Noise barrier construction

A 2.4 m high barrier is proposed along the western site boundary. The height and extent of the barrier is indicated in Figure 3 below.

Figure 3 – Location and extent of proposed 2.4 m high acoustic barrier



To provide adequate noise attenuation the construction material of the proposed barrier must have a minimum surface density of 12 kg/m² and be free from holes and gaps. Materials such as 9 mm thick fibre cement sheet, 25 mm thick plywood timber panelling, 12 mm thick Perspex and proprietary panels such as 75 mm thick Wallmark EVO panels will achieve the required surface density. Any other approved material which meets the minimum surface density specification can also be used.

5.2 Car wash doors

The auto car wash will need to be fitted with automated doors to the entry and exit which must remain closed during wash cycles. Table 3 provides the minimum insertion loss required for the auto car wash doors.

Table 3 – Car wash doors minimum insertion loss, dB

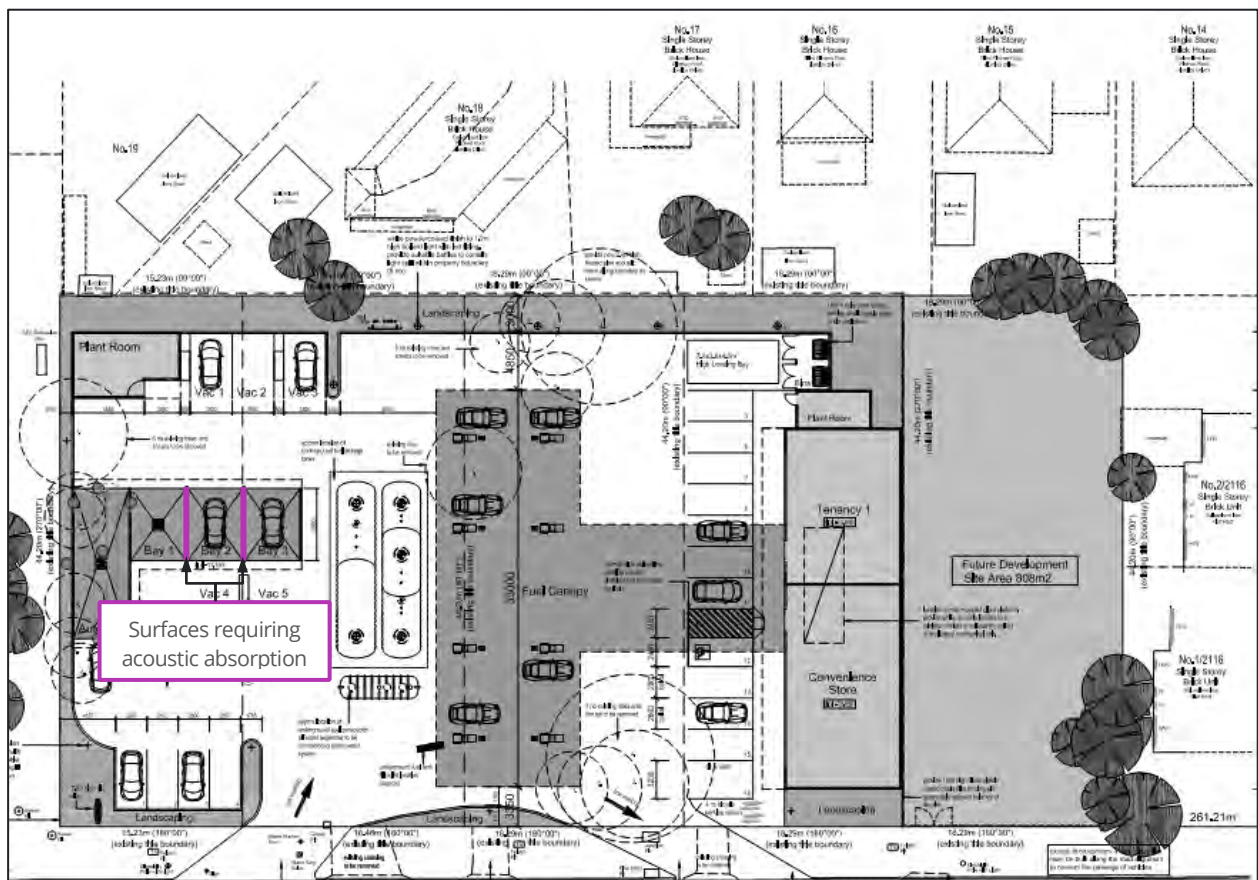
Description	Octave Band Centre Frequency						
	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz
Minimum insertion loss	3	10	13	20	24	30	35

It is understood that the 3 mm thick Rapid Auto Roll Door manufactured by Premier Doors can achieve this required insertion loss. Any other proprietary doors or materials that meet the minimum insertion loss requirement can be used.

5.3 Absorption to manual car wash bays

It is recommended that acoustic absorption be provided to the walls dividing the manual car wash bay. The surfaces requiring acoustic absorption are shown in Figure 4 below.

Figure 4 – Surfaces requiring acoustic absorption within manual car wash bays



The absorption should extend from 0.5 m above ground level to 2.2 m above ground level and have a minimum Noise Reduction Coefficient (NRC) of 0.65. Suitable materials which can achieve the required NRC specification and be installed in an environment such as a manual wash bay include proprietary absorptive materials manufactured by Quietstone, Reapor or similar.

5.4 Car wash plant room construction

It is understood that ducted vacuum systems are to be used for the site with the vacuum units located within the plant room car wash. It has been assumed that the plant room will be constructed of concrete walls with a metal deck roof and a parapet provided to the perimeter of the roof. The door to the plant room should be of solid core construction with perimeter seals. Any ventilations paths should be treated so as to not de-rate the sound insulation of the plant room.

5.5 Managerial controls

To enable compliance with the SEPP N-1 and sleep disturbance criteria, it is recommended that the following managerial controls are implemented:

- Waste collection from the subject site is to be scheduled to only occur during the SEPP N-1 day time period (0700-1800 hours a day, Monday to Friday and 0700-1300 hours, Saturdays)
- Fuel deliveries associated with the service station are to be restricted to only occur during the SEPP N-1 day and evening time periods (0700-2200 hours, 7 days)
- Deliveries via MRVs to the convenience store and Tenancy 1 are to be restricted to only occur during the SEPP N-1 day time period (0700-1800 hours, Monday to Friday and 0700-1300 hours, Saturdays). There are no restrictions on delivery times for LRVs to the site
- Restricting the use of the manual car wash bays to the SEPP N-1 day and evening time periods only (0700-2200 hours, 7 days). The auto car wash and vacuum bays can operate during the night time period with the incorporation of the doors recommended above to the auto car wash bay.

5.6 Mechanical plant

At this stage, the mechanical services plant selection has not been undertaken for the site. It is recommended that a detailed assessment of noise associated with the mechanical plant is undertaken once the plant selection is finalised.

All plant associated with the proposed development will need to be designed to be compliant with the SEPP N-1 noise limits in conjunction with all other noise sources associated with the site. If mitigation is deemed to be required, it could be implemented in the form of localised screening and/or providing silencers or attenuators on plant items.

All plant associated with the development will need to be designed to achieve a cumulative noise level of 39 dB L_{eff} at the nearest affected receiver location.

6.0 NOISE ASSESSMENT METHODOLOGY

This section outlines the methodology for noise prediction from the proposed development. Noise levels from the subject site are calculated using the proprietary noise modelling software SoundPLAN v8.0 which implements International Standard ISO 9613-2:1996 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation* (ISO 9613-2).

The noise modelling considers the following:

- The noise prediction methodology outlined in APPENDIX G
- Source noise levels for noise sources associated with the proposed operation of the site as provided in APPENDIX H
- Operational assumptions as provided in APPENDIX I
- Attenuation of noise provided by distance between the source and receiver and any intervening screening structures
- Reflections from built form, adjacent buildings, screening structures and the ground surface
- Adjustments for specific noise characteristic such as tonality or intermittency, where necessary
- Attenuation provided by the mitigation measures and managerial controls outlined in Section 5.0.

7.0 NIRV ASSESSMENT

Noise from deliveries, waste collection, operation of mechanical plant and operation of the car wash associated with the subject site must comply with the NIRV RMNLs. Compliance is determined by comparing the predicted effective noise level (L_{eff}) from the operation of the site to the NIRV RMNLs at the nearest affected residential dwellings.

A 3-D noise model of the site and surrounding area has been created to predict noise from the proposed development to neighbouring properties.

The following sections provide NIRV RMNLs applicable to the subject site and compare the predicted noise levels with the background derived NIRV RMNLs.

7.1 NIRV RMNLs

The RMNLs for the subject site have been calculated in accordance with NIRV and the background noise levels summarised in Table 2 and are provided in Table 4.

Table 4 - NIRV RMNLs, dB

Period	Measured background, L_{A90}	NIRV RMNLs, L_{eff}
Day	47	55
Evening	39	47
Night	31	42

To comply with NIRV, the total noise level from all of the subject site noise sources covered under NIRV must not exceed the above RMNLs in the day, evening, and night-time periods when assessed over a 30-minute period.

7.2 Source noise data and operational assumptions

Noise sources covered under NIRV include:

- Deliveries to the site (including delivery vehicles)
- Waste collection associated with the subject site
- Mechanical plant (including plant associated with the operation of the car wash i.e. ducted vacuums)
- High pressure sprays associated with the manual car wash bays
- Ducted vacuums associated with the vacuum bays
- Operation of the auto car wash bay.

The noise model input sound data and operational assumptions are provided in APPENDIX H and APPENDIX I respectively.

7.3 Predicted noise levels

Table 5 overleaf provides the predicted NIRV noise levels from noise sources associated with the operation of the subject site. Receivers are grouped together based on predicted noise exposure and only predicted noise levels for the most affected dwellings of each group have been presented.

The predicted noise levels account for the proposed built form of the subject site and account for the mitigation measures outlined in Section 5.0. Predicted noise levels include a 2 dB adjustment for tonality associated with delivery vehicle reversing beepers.

Table 5 – NIRV RMNLs assessment, dB

Receiver	Predicted noise level, L_{eff}	NIRV RMNLs, L_{eff}	Compliance
<i>Day time operation</i>			
R1	48	55	Yes
R2	49	55	Yes
R3-R5	49	55	Yes
R6	51	55	Yes
R7	50	55	Yes
R8-R10	52	55	Yes
<i>Evening time operation</i>			
R1	41	47	Yes
R2	41	47	Yes
R3-R5	43	47	Yes
R6	46	47	Yes
R7	45	47	Yes
R8-R10	47	47	Yes
<i>Night time operation</i>			
R1	40	42	Yes
R2	40	42	Yes
R3-R5	41	42	Yes
R6	42	42	Yes
R7	41	42	Yes
R8-R10	40	42	Yes

As outlined in Table 5 compliance with the NIRV RMNLs for each time period is predicted to be achieved at the nearest residential receivers based on the recommended mitigation measures and managerial controls provided in Section 5.0. Detailed predictions are provided in APPENDIX J.

8.0 SLEEP DISTURBANCE ASSESSMENT

Noise from night time activity associated with the proposed development should be assessed against the sleep disturbance criterion at the nearest affected dwellings. Night time noise associated with the use of the subject site could include delivery vehicles, operation of the auto car wash and car movements on the subject site (including within car parking and car wash areas), cars braking, doors closing and cars accelerating away from a stationary position. Noise from patrons talking on the service station and car wash forecourt and car parking area also needs to be considered.

Predicted maximum noise levels from the above activities are provided in Table 6.

Table 6 - Predicted maximum noise levels from late night activity, dB L_{Amax}

Receiver	'Normal' car	Worst case car	Patron voices	Car pass by	LRVs	Auto car wash	Compliance with 65 dB L _{Amax} ?
R1	46	57	49	46	51	43	Yes
R2	54	63	58	51	52	46	Yes
R3-R5	47	56	53	45	50	47	Yes
R6	52	60	58	49	53	51	Yes
R7	46	55	53	44	50	50	Yes
R8-R10	52	62	56	52	52	51	Yes

It can be seen from Table 6 that the night-time maximum levels from deliveries, voices, operation of the auto car wash and vehicle movements associated with the development will comply with the sleep disturbance criterion at the nearest affected receivers.

9.0 SUMMARY

It is proposed to develop the land at 2120-2128 Frankston-Flinders Road in Hastings to include a service station with associated convenience store, car wash and an additional tenancy. A portion of the site to the north is set aside for future development.

Clarity Acoustics has carried out a planning stage noise assessment of the proposed development considering NIRV and sleep disturbance criterion from NSW EPA's *Road Noise Policy*.

The relevant noise criteria for the proposed development can be met by implementing the following noise controls:

- Provision of a 2.4 m high acoustic barrier to the western site boundary. The acoustic barrier must be constructed in accordance with the recommendations provided in Section 5.1 of this report
- Providing doors to the entry and exit of the auto car wash bay which must remain closed during wash cycles. The doors must meet the minimum insertion loss requirements detailed in Table 3 of this report
- Restricting waste collection from the subject site to the SEPP N-1 day time period only (0700-1800 hours, Monday to Friday and 0700-1300 hours, Saturdays)
- Restricting fuel deliveries to the service station to the SEPP N-1 day and evening time periods (0700-2200 hours, 7 days)
- Restricting deliveries via MRVs to the convenience store and Tenancy 1 to the SEPP N-1 day time period (0700-1800 hours a day, Monday to Friday and 0700-1300 hours, Saturdays). There are no restrictions on delivery times for LRVs to the site
- Restricting the use of the manual car wash bays to the SEPP N-1 day and evening time periods only (0700-2200 hours, 7 days). The auto car wash and vacuum bays can operate during the night time period with the incorporation of the doors recommended above to the auto car wash bay.
- Providing a door with solid core construction and perimeter seals to the car wash plant room. Any ventilation paths associated with the car wash plant room should also be treated so as to note de-rate the sound insulation of the plant room
- Designing all mechanical plant associated with the proposed development to be compliant with the SEPP N-1 noise limits at the nearest affected receiver location in conjunction with all other noise sources associated with the subject site.

APPENDIX A GLOSSARY OF TERMINOLOGY

dB	Decibel (dB) a relative unit of measurement widely used in acoustics, electronics and communications. The dB is a logarithmic unit used to describe a ratio between the measured sound level and a reference or threshold level of 0 dB.
A-weighting	The A-weighting filter covers the full audio range - 20 Hz to 20 kHz and the shape is similar to the response of the human ear at lower levels. A-weighted measurements correlate well with the perceived loudness at low sound levels, as originally intended.
Hertz	Hertz (Hz) the unit of Frequency or Pitch of a sound. One hertz equals one cycle per second. 1 kHz = 1000 Hz, 2 kHz = 2000 Hz, etc.
$L_{A90}(t)$	The sound level exceeded for 90% of the measurement period, A-weighted and averaged over time (t) and commonly referred to as the background sound level.
$L_{Aeq}(t)$	A –weighted equivalent continuous sound Level is the sound level equivalent to the total sound energy over a given period of time (t). Commonly referred to as the average sound level.
L_{Amax}	The A-weighted maximum noise level. The highest sound level which occurs during the measurement period or a noise event.
L_{eff}	The level of noise emitted from the commercial, industrial or trade premises and adjusted, if appropriate, for character and duration.

APPENDIX E ENVIRONMENTAL LEGISLATION AND POLICY

E1 NIRV

For noise from commercial and industrial premises in regional Victoria, the EPA Publications *1411-1413 Noise from Industry in Regional Victoria* (NIRV) are relevant. NIRV provides criteria in the form of Recommended Maximum Noise Levels (RMNLS) which are non-statutory. However, statutory instruments such as a planning permits or notice can be used to give legal effect to RMNLS.

Under NIRV, in situations where either the noise emitter or noise receiver is located outside of the SEPP N-1 boundary but within the Planning UGB, the RMNLS applicable to the site are determined in accordance with the *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1).

In this case, the subject site and nearby dwellings are located outside of both the SEPP N-1 boundary and the Planning UGB and the Recommended Maximum Noise Levels (RMNLS) are defined using the methodology in NIRV.

Table 7 provides a summary of relevant NIRV definitions.

Table 7 - NIRV definitions

Term	Definition	
Commercial, industrial and trade premises	any premises except for residential premises, roads or railway lines.	
Noise sensitive area	an area of land within 10 m outside the external walls of a dwelling or residential building; or a dormitory, ward or bedroom of a caretaker's house, hospital, hotel, institutional home, motel, reformatory institution, tourist establishment or work release hostel.	
Day period	Monday-Friday	0700-1800 hours
	Saturday	0700-1300 hours
Evening period	Monday-Friday	1800-2200 hours
	Saturday	1300-2200 hours
	Sunday/Public Holidays	0700-2200 hours
Night period	Monday-Sunday/Public Holidays	2200-0700 hours

Once NIRV noise criteria is established, the noise level (L_{Aeq}) due to the commercial premises is measured or predicted and if necessary, the L_{Aeq} noise level is adjusted to account for the effects of duration, tonality, intermittency and impulsiveness where necessary to determine the effective noise level (L_{eff}).

The RMNLs for the subject site (the generator is within a Commercial 2 Zone and receivers are within a General Residential 1 Zone) provided in Table 8.

Table 8 - NIRV RMNLs, dB

Period	RMNL, L_{eff}
Day	55
Evening	47
Night	42

To comply with the NIRV, the total noise level from all of the subject site noise sources covered under NIRV must not exceed the relevant RMNL when assessed over a 30-minute period.

APPENDIX F NOISE MONITORING RESULTS

Table 9 provides the relevant hourly background data for the monitoring period (26 November – 28 November 2018) supplied by RTA.

Table 9 – Hourly background noise levels, dB L_{A90}

Start Time	End time	Day of the week		
(hours)		Monday	Tuesday	Wednesday
0000	0100		26	25
0100	0200		24	25
0200	0300		23	26
0300	0400		23	29
0400	0500		33	35
0500	0600		42	43
0600	0700		46	48
0700	0800		46	46
0800	0900		47	48
0900	1000		45	49
1000	1100		46	
1100	1200	47	46	
1200	1300	48	46	
1300	1400	46	46	
1400	1500	47	48	
1500	1600	48	49	
1600	1700	48	50	
1700	1800	47	48	
1800	1900	44	45	
1900	2000	40	42	
2000	2100	37	40	
2100	2200	35	35	
2200	2300	29	33	
2300	0000	28	29	
Day period (0700-1800 hours)		Minimum daily average	47 dB L_{A90}	
Evening Period (1800-1900 hours)		Minimum daily average	39 dB L_{A90}	
Night period (2200-0700 hours)		Minimum daily average	31 dB L_{A90}	

APPENDIX G PREDICTION METHODOLOGY

Predictions of noise from the subject site have been undertaken on the basis of:

- The sound emissions of noise sources associated with the development as outlined in APPENDIX H
- A digital noise model of the site and surrounding environment
- International standard(s) used for the calculation of environmental noise propagation.

Details of the prediction methodology are summarised in Table 10 below.

Table 10 - Noise prediction methodology

Detail	Description
Software	Proprietary noise modelling software SoundPLAN v8.0
Method	International Standard ISO 9613-2:1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO 9613-2).
Ground conditions	Ground factor of $G = 0$ i.e. 100 % hard ground
Atmospheric conditions	Temperature 10°C and relative humidity 70% This represents conditions which result in relatively low levels of atmospheric sound absorption.
Receiver heights	1.5 m above floor level

APPENDIX H EQUIPMENT AND ACTIVITIES NOISE LEVEL ASSUMPTIONS

Noise from waste collection, vehicle movements and patron activity has been sourced from measurements at similar sites conducted by Clarity Acoustics.

The sound power level data used in our assessment is summarised in Table 11.

Table 11 - Sound power level of proposed equipment and activity, dB L_w

Noise source	Octave band centre frequency							A
	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	
Equivalent Average Noise Level, L _{eq}								
Light Rigid Vehicle	95	92	87	84	84	83	77	89
Medium Rigid Vehicle	103	97	92	89	90	91	85	96
Semi-Trailer (Fuel delivery)	102	101	96	98	99	98	94	104
Garbage Truck	97	95	95	96	96	94	90	100
Rubbish Collection	101	93	90	93	92	91	85	96
Auto Car Wash Cycle	99	98	95	90	90	91	89	97
High Pressure Spray	84	80	83	83	82	86	84	90
Vacuum	75	74	73	78	84	90	90	95
Maximum Noise Level Events, L _{max}								
'Normal' car ¹	108	96	95	90	90	86	79	94
'Worst-case' car ^{1,2}	110	108	101	96	99	98	91	104
Car pass by	104	95	88	88	89	85	79	93
Patron maximal shout	83	92	98	97	92	87	87	98
Auto Car Wash Cycle	112	109	105	99	97	98	95	105

¹ Includes door closing and vehicle start up from stationary

² A 'worst-case' car includes a V8 or high-powered vehicle driving in an aggressive manner

APPENDIX I OPERATIONAL ASSUMPTIONS

Deliveries to the convenience store and Tenacy 1 are to occur via MRVs and LRVs. Fuel deliveries are expected to occur via semi-trailers.

Table 12 outlines the worst case 30-minute period operational assumptions used in the noise assessment for the subject site.

Table 12 – Operational assumptions for worst case 30-minute period

Period	Delivery and Waste collection	Car wash operation
Day	1 fuel delivery to service station 1 main goods delivery by MRV 1 small goods delivery by LRV 1 Site waste collection	4 cycles of the auto car wash (approximately 17 minutes) 2 manual car wash high pressure sprays operating continuously for 30 minutes 2 vacuum bays operating continuously for 30 minutes
Evening	1 small goods delivery by LRV	3 cycles of the auto car wash (approximately 13 minutes) 2 manual car wash high pressure sprays operating continuously for 15 minutes 2 vacuum bays operating continuously for 15 minutes
Night	1 small goods delivery by LRV	2 cycles of the auto car wash (approximately 10 minutes) 1 manual car wash high pressure spray operating continuously for 15 minutes 1 vacuum bay operating continuously for 7.5 minutes

APPENDIX J SEPP N-1 DETAILED NOISE PREDICTIONS

Table 13 provides the predicted noise levels for each noise source category and compares them to the NIRV RMNLs.

Table 13 – NIRV detailed noise predictions, dB

Receiver		Predicted noise level, L_{eff}			NIRV RMNL, L_{eff}	Compliance
<i>Day operation</i>	Deliveries	Waste Collection	Car wash operation	Cumulative noise level ¹		
R1	35	44	37	48	55	Yes
R2	37	45	38	49	55	Yes
R3-R5	39	44	42	49	55	Yes
R6	40	44	48	51	55	Yes
R7	38	41	48	50	55	Yes
R8-R10	42	44	50	52	55	Yes
<i>Evening operation</i>	Deliveries	Waste Collection	Car wash operation	Cumulative noise level ¹		
R1	28	-	35	41	47	Yes
R2	29	-	33	41	47	Yes
R3-R5	34	-	39	43	47	Yes
R6	35	-	45	46	47	Yes
R7	33	-	44	46	47	Yes
R8-R10	39	-	46	47	47	Yes
<i>Night time operation</i>	Deliveries	Waste Collection	Car wash operation	Cumulative noise level ¹		
R1	26	-	27	40	42	Yes
R2	29	-	32	40	42	Yes
R3-R5	29	-	34	41	42	Yes
R6	31	-	37	42	42	Yes
R7	26	-	34	40	42	Yes
R8-R10	31	-	36	40	42	Yes

Note 1: Includes a 2 dB correction for tonality as well as an allowance for contribution from mechanical plant.