



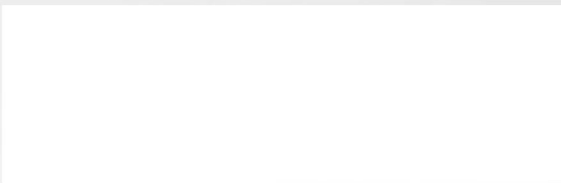
PLANS IN MOTION

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# TOWN PLANNING REPORT

**92 Princes Street  
Rosedale VIC 3847**



**Urban Planning & Design**

28 May 2024



# Table of Contents

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<b>Table of Contents</b> .....	<b>2</b>
<b>About the Document</b> .....	<b>3</b>
<b>Contact Us</b> .....	<b>4</b>
<b>Executive Summary</b> .....	<b>5</b>
<b>Introduction</b> .....	<b>6</b>
<b>The Site</b> .....	<b>7</b>
<b>Surrounding Context</b> .....	<b>8</b>
<b>Proposal</b> .....	<b>9</b>
Convenience Shop .....	10
Petrol Bowsers.....	10
Diesel Truck Stop .....	10
Hours of Operation and Operational details .....	10
Materials and Finishes.....	11
Car Parking .....	11
Signage .....	11
<b>Permit Triggers</b> .....	<b>12</b>
<b>Zone</b> .....	<b>13</b>
<b>Particular Provisions</b> .....	<b>14</b>
<b>General Provisions</b> .....	<b>14</b>
<b>Operational Provisions</b> .....	<b>14</b>
<b>Planning Assessment</b> .....	<b>15</b>
<b>Built Form Considerations</b> .....	<b>15</b>
<b>Amenity Considerations</b> .....	<b>16</b>
<b>Traffic Considerations</b> .....	<b>16</b>
<b>Signage Considerations</b> .....	<b>17</b>
<b>CONCLUSION</b> .....	<b>18</b>

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FIGURE 2  
92 PRINCE STREET ROSEDALE  
(LASSI MAPS 2024)

The subject land is zoned Commercial 1 Zone and General Residential Zone 1 and not affected by any overlays.

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

## The Site

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FIGURE 3  
SUBJECT SITE

The land is rectangular in shape, having a frontage of 100 metres to Prince Street (south), a depth of 100 metres, and a total site area of 10,145 square metres.



The site is currently used as a United Service Station. As such existing use rights exist to use the land for the purpose of a Service Station.

Access to the site is available via existing crossovers to Prince Street as well as to Wood Street.

## Surrounding Context

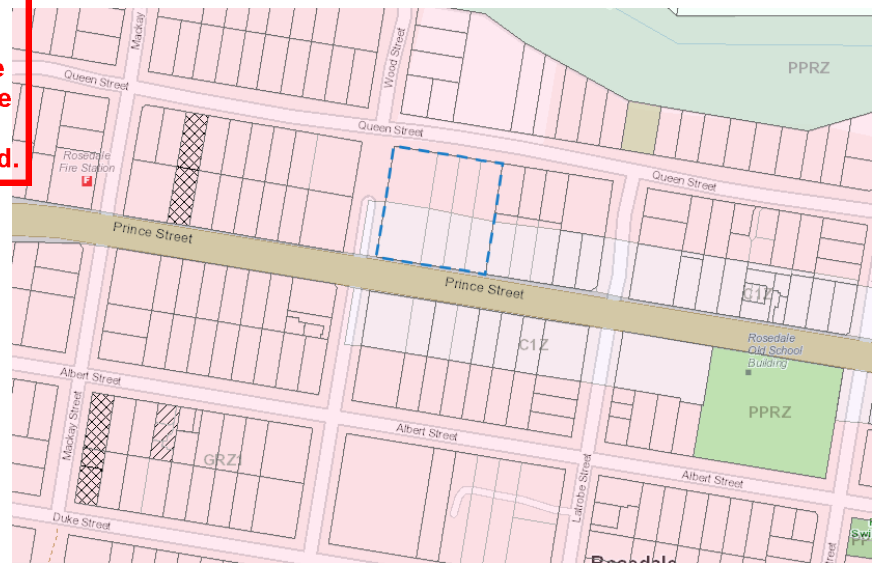


FIGURE 4  
SITE AND SURROUNDS (VICPLAN  
2022)

The site is located on the northern side of Prince Street. It is land in two zones with the majority of proposed works located within the Commercial 1 Zone.

The site is at the edge of the Commercial 1 Zone, with allied commercial uses such as the 'Garden Station' located to the west, Caravan Sales to the south and an existing BP Service station servicing west bound traffic.

The subject site is bound by Prince Street to the south, Queen Street to the north and Wood Street to the west.

To the east, lots 86-90 Prince Street are vacant.

Number 45 Queen Street shares a boundary (northwestern) with the subject site.

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# Proposal

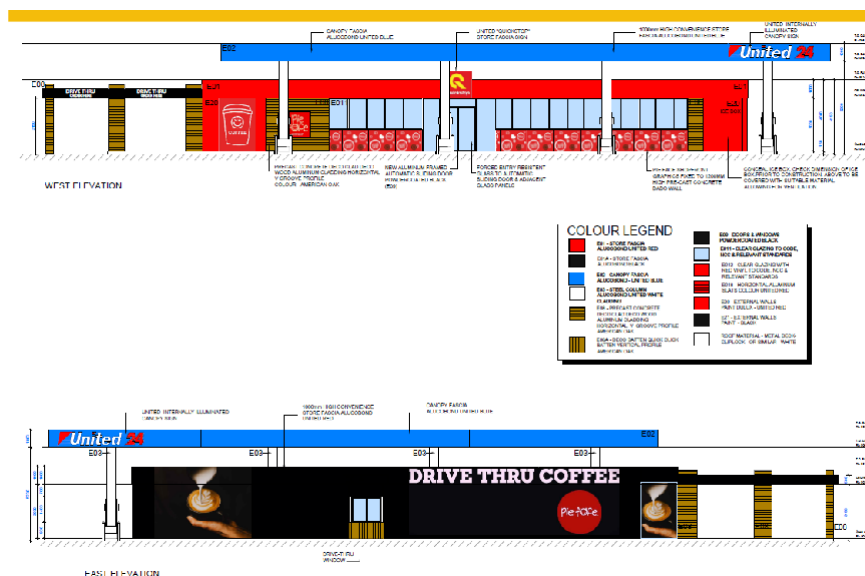


FIGURE 5  
ELEVATIONS (EAST AND WEST)  
PREPARED BY SHA PREMIERE  
CONSTRUCTION

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

The proposal is for the construction of a new Service Station with a drive-through component and associated car parking.

Two canopies are proposed, one is located to the west of the convenience shop, above four standard bowsers.

The other is located to the north of the convenience shop and is above three diesel bowsers.

Entry to the drive-through is available from both Wood Street and Prince Street.

Drivers navigate north of the convenience shop and order at one of six (6) order bays. Order collection is on the eastern side of the convenience shop collection window.

Waiting bays are provided on the southern elevation of the convenience shop.

Bin storage is located on the eastern boundary of the site.

Gas and firewood are located along the western site boundary.

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## Convenience Shop

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The proposal features a 470m<sup>2</sup> convenience shop with associated drive-through.

The drive-through is for the convenience shop and allows customers to buy goods available within the convenience store, including 'pie-face' pies and coffee.

The convenience shop includes 'pie-face' pies and associated hot food. These are prepared off-site and cooked to 90%. They are delivered frozen to the subject site.

Existing joinery would include high speed ovens which will complete the remaining 10% cooking time.

No food preparation is done on site.

## Petrol Bowsers

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A total of four (4) bowsers are provided in starter gate formation.

A 6.2m canopy is provided above the bowsers, providing well-lit, all-weather shelter to motorists while refuelling.

## Diesel Truck Stop

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Three (3) Diesel bowsers are provided at the northern end of the site.

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

Four (4) truck stop bays are provided at the northern boundary of the subject land.

## Hours of Operation and Operational details

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The Convenience Store is proposed to operate 24 hours a day 7 days a week.

Fuel deliveries, stock deliveries and waste collection would occur outside of peak times.

It is anticipated that between 1-3 staff would attend the service station at any one time.

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## Materials and Finishes

The station would be clad with Alucobond in United red, with details in aluminium and deco wood cladding.

Aluminium windows and doors will be framed in black powder coat.

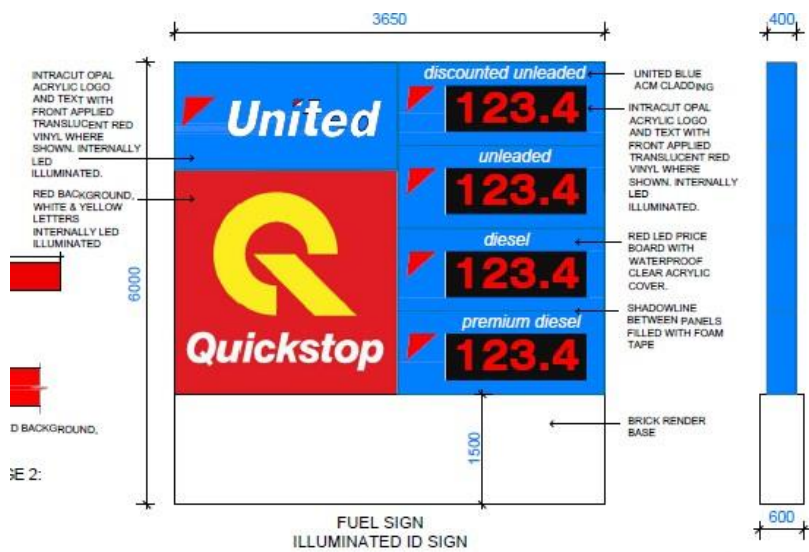
## Car Parking

A total of sixteen (16) car spaces are provided (11) car parking spaces are provided located along the frontage (western elevation) of the convenience shop. An additional five (5) spaces are provided along the western site boundary.

Four (4) Truck parking spaces are provided along the site's northern boundary.

## Signage

A 6m high internally illuminated ID promotion sign is proposed to be located at the southwest corner of the site.



The sign includes business identification signs 'Quickstop', 'United' and 'Pie Face'. Promotion signs 'Drive Thru' and fuel price board.

One 8m high business identification 'lollipop sign' is located along the Prince Street frontage.

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Canopies are internally illuminated and include business identification branding 'United 24'.

The northern elevation includes business identification branding ribbon beneath the shop glazing.

Direction signage is provided at the entrance to the drive through.

"Drive Through Coffee" promotion sign is included on the eastern elevation along with business identification signage.

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## Zone

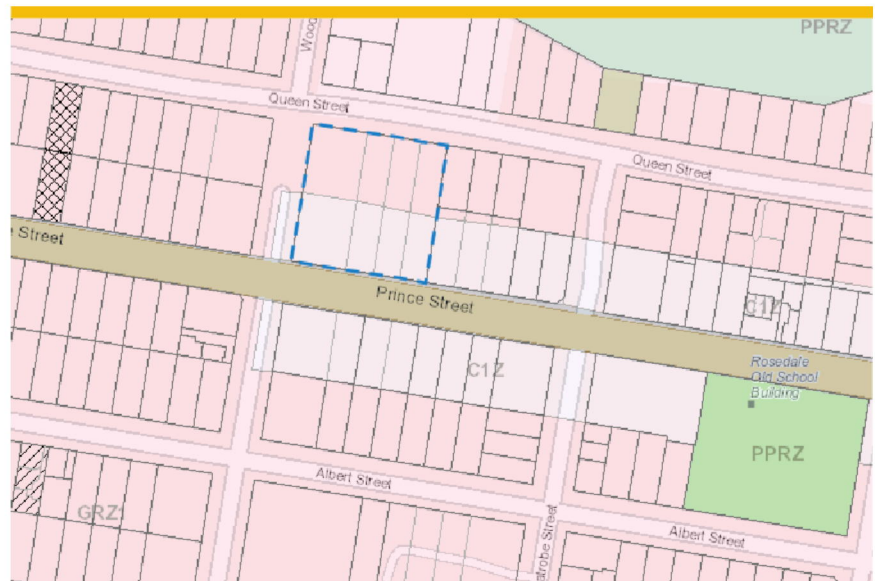


FIGURE 6  
ZONING (DELP 2022)

The site is zoned Commercial 1 Zone and General Residential Zone Schedule 1 (GRZ1) under the Wellington Planning Scheme.

The purpose of the zone is to create vibrant mixed use commercial centres for retail, office, business, entertainment, and community uses.

A permit is required to construct a building and carryout works subject to Clause 34.01-4.

Signage is in Category 1.

As most works are located within the Commercial Zone weight should be given to the decision guidelines in this zone.

The land is also zoned General Residential 1 Zone. The purpose of the zone is to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations. While also respecting neighbourhood character.

Signage requirements are in Category 3.

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TOWN PLANNING REPORT

92 Princes Street  
Rosedale VIC 3847  
M240125-R-001



## Planning Assessment

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The application responds well to the requirements of the Wellington Planning Scheme by facilitating well located Service Station (existing use) that will be upgraded to include convenience shop and associated drive thru.

This will serve the needs of the established community through providing convenience shopping within the established commercial centre.

The proposal represents a considered response to the site, complies with the provisions of the zones, particular provisions.

It responds well to Planning Policy Framework, is appropriate within the existing commercial context and should be supported.

## Built Form Considerations

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The site continues to provide for a service station and convenience shop.

It is well connected to the established movement network. Cars, trucks, pedestrians, waste removal and bicycles can easily circulate into, within and out of the site.'

Sixteen (16) car parking bays inclusive of one (1) bay for people with limited mobility. Additionally, four (4) truck stop parking bays are also provided.

The convenience shop is easily accessible from a pedestrian perspective. The shop integrates well with the site and street in terms of scale, aesthetic, and function.

Refuelling areas are protected by all-weather 6.5m high illuminated canopy's which provide well-lit external spaces that also light the public realm, increasing safety and visibility for pedestrians along Prince Street.

Waste area is located discretely along the eastern boundary, allowing waste collection vehicles to collect from the service station without disturbing the operations on site.

Waste collection will occur during non-peak times to ensure that efficiency of onsite circulation.



## Amenity Considerations

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The subject site is bound by Prince Street to the south, Queen Street to the north and Wood Street to the west. The interfacing property is 45 Queen Street, which interfaces the site's northwestern boundary.

In general, no buildings are located close to the common boundary, however the permit applicant is prepared to accept a condition on permit requiring the construction of a 2.1m high fence on the common boundary to ensure residential privacy.

There appears to be rooftop solar on 43 Queen Street which faces the subject site. Given building and works are remote from this interface there will be no shadow impact on these solar panels.

Similarly, dwellings on the northern side of Queen Street (54, 56 and 48-52 Queen Street (Uniting Church) are unlikely to be adversely affected by shadow impacts or traffic. This because buildings and access are located on the southern part of the subject site (C1Z).

Further, these dwellings have generous setbacks from Queen Street, ensuring generous setbacks from the subject site of approximately between 35 – 40m. This is an appropriate separation of uses.

## Traffic Considerations

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The subject site can be accessed via one double crossover on Prince Street and a crossover on Wood Street.

Exit for vehicles is provided via 10m wide crossover on Prince Street.

Truck and heavy vehicle egress is also provided via 9.3m wide crossover to Price Street.

Drive-thru circulation is provided in a clockwise direction with cars entering the drive-thru on the northern side of the convenience shop and navigate around the shop, exiting from the standard vehicle crossover on Prince Street.

Similarly, trucks will enter the site via Prince Street, navigate to the Diesel canopy on the northern side of the site and exit via the truck exit (eastern site boundary) on Prince Street.

Truck movements are shown on TP01, demonstrating easily achievable truck movements on the subject land.

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The proposal includes altering access to a Transport Zone 2 and will require referral to the Department of Transport and Planning for comment.

The site is designed into four distinct zones:

- 1) Refuelling Zones
- 2) Convenience Shop and Drive-thru
- 3) Circulation
- 4) Parking

These zones have been carefully allocated to minimise traffic and circulation conflict and ensure the efficient and smooth running of the activities on site.

Further the ingress and egress crossovers are generally existing, and the proposal does not alter the established movement patterns into and out of the subject site.

## Signage Considerations

Signage is located within the Commercial 1 Zone as such it falls within signage Category 1 Minimum Limitation.

Business Identification Signs and Promotion Signs are in Section 1, no permit required. With the condition that all signs on site do not exceed 8m<sup>2</sup>.

As these signs will exceed 8m<sup>2</sup> they require a permit subject to Section 2.

Similarly, internally illuminated signs are in Section 1 and must not exceed 1.5m<sup>2</sup>. As the proposal has internally illuminated signs exceeding this area, they require a permit subject to Section 2.

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

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

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

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

## CONCLUSION

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The proposed buildings and works and signage associated with an existing service station is appropriate for the following reasons:

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The proposal is consistent with relevant policies, objectives and strategies contained within the Planning Policy Framework.

The proposal is in keeping with the relevant policies, objectives and strategies contained within the Local Planning Policy Framework.

The proposal is consistent with the purpose, objectives, and decision guidelines of the General Residential Zone (GRZ1).

The proposal complies with Clause 52.05 in meeting the requisite signage provisions.

The proposal complies with Clause 52.06 in meeting the requisite parking and access provisions.

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