

From: [Rebecca Stockley](#)
To: [Mitchell, Joanne](#)
Cc: [Lauc, Katrina](#)
Subject: FW: Fuel station block locations
Date: Wednesday, 9 April 2014 5:56:00 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[KF Molonglo Site Plan.pdf](#)

Hi Joanne

Thought you might like to see where we are up to.

Attached is the site plan with the Federal Highway layout superimposed. It's not perfect (access into and out of the service station for customers is a little awkward, and obviously some topography issues to be worked out adjacent Cotter Road) but it demonstrates that it can work.

We will take off all the detail, leaving just the site boundaries and layout, and superimpose on an aerial for tomorrow.

Kind regards
Rebecca

From: Anneliese McClelland
Sent: Wednesday, 9 April 2014 2:36 PM
To: Anna Nagalingam
Cc: Rebecca Stockley; Lindsay Callaghan
Subject: RE: Fuel station block locations

Hi Anna,

Attached is a rough site plan showing where we are up to on the Molonglo Petrol Station.

Kind Regards,
Anneliese McClelland

From: Anna Nagalingam [<mailto:Anna.Nagalingam@indesco.com.au>]
Sent: Tuesday, 1 April 2014 3:08 PM
To: Rebecca Stockley
Cc: Anneliese McClelland; Lindsay Callaghan
Subject: RE: Fuel station block locations

Hi Bec,

Thanks for the update, we will continue with Option 1.

The truck dimensions for fuel tankers appear to be the same as those for other articulated vehicles. Looking at some of the manufacturers websites, the dual trailer fuel tankers are still referred to as B doubles. The dual trailer tankers come in 19m and 25m lengths. We have used a 25m truck to date, however, if we could reduce it to 19m the block dimensions could be reduced. Is there any way to clarify the specific truck requirements?

30 April is fine, please send through more details closer to the date.

If you want to read more about fuel tankers see the following:
<http://www.tieman.com.au/products/road-tankers/fuel-road-tankers>
<http://www.cimc.com.au/ProductsRTEAluminiumFuelTankers.htm>

Kind regards,

Anna Nagalingam

Project Manager

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Please consider the environment before printing this e-mail.

From: Rebecca Stockley [<mailto:Rebecca.Stockley@au.knightfrank.com>]
Sent: Tuesday, 1 April 2014 1:58 PM
To: Anna Nagalingam
Cc: Anneliese McClelland; Lindsay Callaghan
Subject: RE: Fuel station block locations

Hi Anna

The LDA want to proceed with Option 1. Anneliese will start liaising with you vis design work.

ESDD made mention that trucks servicing the site are not B Doubles, but are articulated dual fuel tankers (apologies if I have the terminology horribly wrong). Can you please double check the vehicle types and whether modelling for B Doubles covers off the fuel tankers?

Jo will advise input into the presentation to Weston Creek Community Council – I anticipate it will be mostly words around planning processes/prior investigations from me but will let you know if something crops up for your attention, other than the indicative site location mentioned below. Are you still ok to attend the presentation on 30 April?

Cheers
Bec



Rebecca Stockley

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From: Anna Nagalingam [<mailto:Anna.Nagalingam@indesco.com.au>]
Sent: Thursday, 27 March 2014 4:48 PM
To: Rebecca Stockley; Lindsay Callaghan; Anneliese McClelland
Subject: Fuel station block locations

Hi guys,

Here is some preliminary information/ideas on the fuel station block location; I have attached a few quick sketches to explain. The sketches show how a B-Double might maneuver through the site.

Option 1

The block is set out with $\sim 2,500\text{m}^2$ for fast food outlet on the intersection and an adjacent $\sim 3,000\text{m}^2$ fuel station.

The constraints in this area will be vehicle access points, I have highlighted areas that will be restricted along Kirkpatrick Street and Cotter Road. Importantly, we don't think TAMS would support a left-in access from Cotter Road this close to the signalized intersection. Austroads provides guidance on locating new accesses in the order of 185+m back from the intersection in this type of scenario. The driveways on Kirkpatrick St are also constrained in that they should start 6m back from the existing intersections.

As a result of the 2 driveways (positioned as close to the existing intersections as possible), and using the rough dimensions of the example EPIC site, the fuel station block would be in the order of $\sim 3,000\text{m}^2$. Also note that the fast food outlet would need to use the same accesses i.e. the site would serviced and released as a single block.

Option 2

Option 2 takes a more regular block shape, further along Kirkpatrick St. The blocks are closer to the example EPIC site is set out with approximately $\sim 2,500\text{m}^2$ for each function.

I positioned the blocks using the same driveway positions as Option 1, i.e. this is the closest that sites could be located to Cotter Road in this block configuration. The blocks could move west, if required. There would also be scope to release these as 2 separate blocks (or even have the

road divide them?) although we would need a little more area for the fuel station exit.

The new local access street from Cotter Road could be positioned midway along the existing block and either form a intersection within the existing intersection, or be offset to the west (or east if the blocks were to be split). The block configuration as sketched could be moved west to allow corner frontage for the Fast food outlet, or the block boundaries could be increased.

Advantages/Disadvantages

Option 1 would obviously be more commercially attractive and will reduce the amount of road widening required, so will be cheaper to release. The earthworks will be cheaper too, as the site is positioned across the hill, rather than along it. However, the site is larger and there isn't much opportunity to reduce the block sizes because of the driveway positions. The site would also have to be released as one block.

Option 2 requires less area, but is positioned further from Cotter Road. The road works required are more significant (further along Kirkpatrick St and new local access street) and there will be more earthworks. However, there is more flexibility with block positioning (to the west only) and the blocks could be released separately if required.

Other information

The maximum height of the B-doubles is the same as other road vehicles, at 4.3m. The roof height of the canopy in the previous site we worked on was 6.8m, I have attached an elevation for your reference. We have a full set of architectural drawings for this site if you need further information.

Could you please review the sketches and discuss these options with the client. We can tidy up the preferred option and will need to layout an example bowser set-up to confirm accesses in more detail prior to finalizing boundaries (will you do this?). In terms of the community consultation I would propose that we provide an aerial layout with a hatched boundary area only, we can prepare this as required.

Finally, I hope to have the survey information back next week, I will pass on when I receive it.

Cheers,

Anna Nagalingam

Project Manager

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