

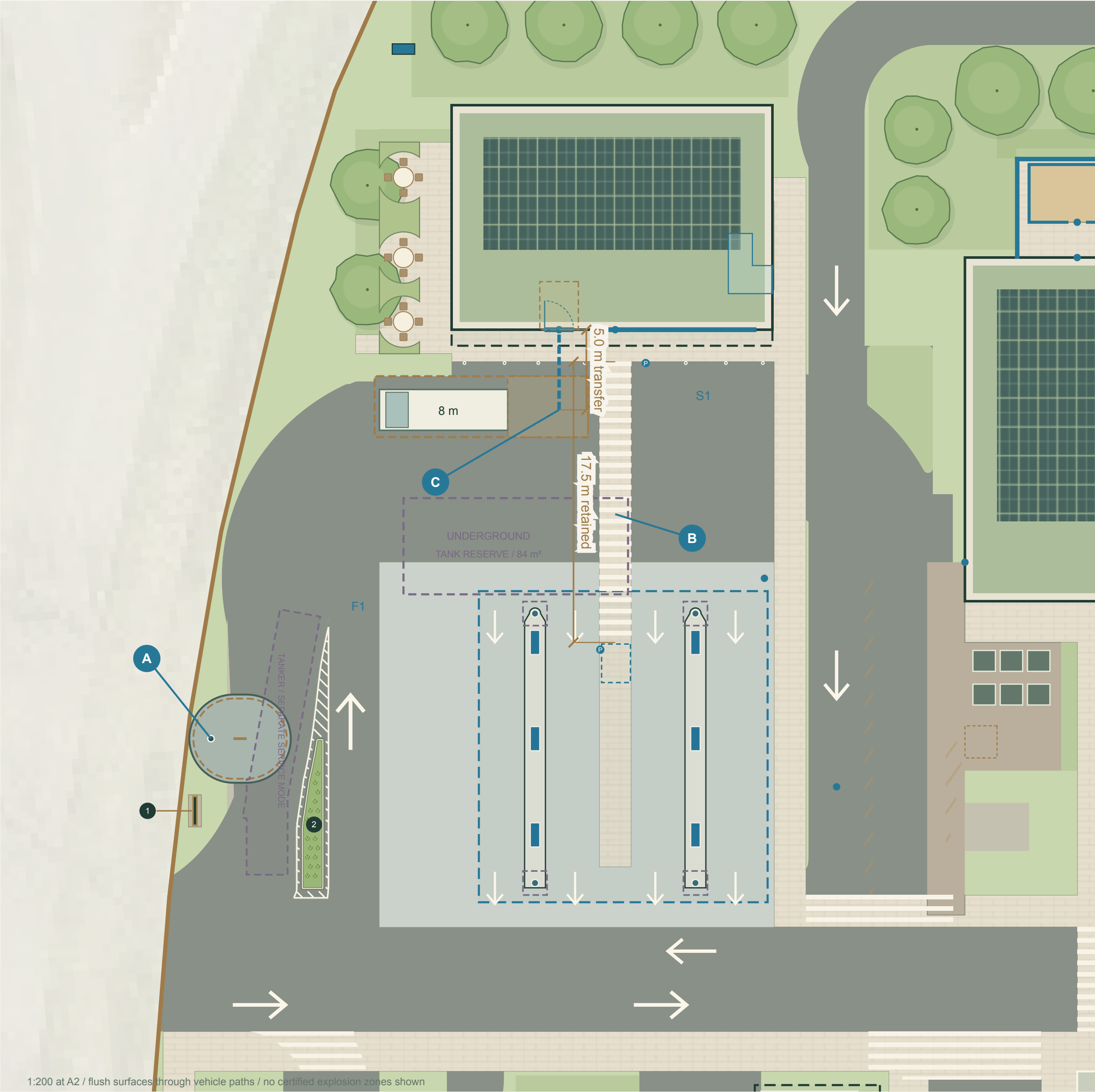


1:500 at A2 / print at 100% / dimensions refer to supplied concept geometry

The arrangement is retained

Measured corrections, with the remaining decisions clearly identified

- A Contained fuel unloading**
The full inherited hose operating area now sits on a 28.26 m² fuel-resistant collection pad. No planted ground remains inside it. The fill point and tanker position stay in place.
- B An explicitly controlled crossing**
The 17.5 m crossing remains. A separate pedestrian phase holds conflicting fuel and service movements, with a clear waiting space and request points. No kerb is inserted into a vehicle sweep.
- C Short, local shop receiving**
The normal trolley trip becomes 5 m instead of 48.5 m. A timed local 8 m delivery option, inward door and working area are drawn. Larger-vehicle fallback access remains paved.
- D Greenery and seating preserved**
About 3,001 m² planted ground remains. All 218 scheduled plants, three café tables and twelve chairs retain their positions. The café edge is shaped around 1.6 m chair-use allowances and a 2 m passage.
- E Waste handling made legible**
Six bin reservations, a clear handling aisle and an inward gate fit the existing screened court. Refuse, food receiving and tanker servicing have separate booked modes.
- F No invented approvals**
Road access, operator layouts, crossing control/throughput, fire, water, fuel engineering and acoustics remain explicit release conditions. This is a corrected coordination proposal, not a permit plan.



Fuel, crossing and receiving

Exact local adjustments / selected equipment still to be coordinated

- A Collection surface, not cosmetic paint**

The pad covers the hose operating envelope plus 0.25 m. Sealed joints, fuel-resistant construction, isolated collection and no overflow into planting are design requirements. Final falls, volume and outlet are not invented.
- 1 Tank and canopy separation**

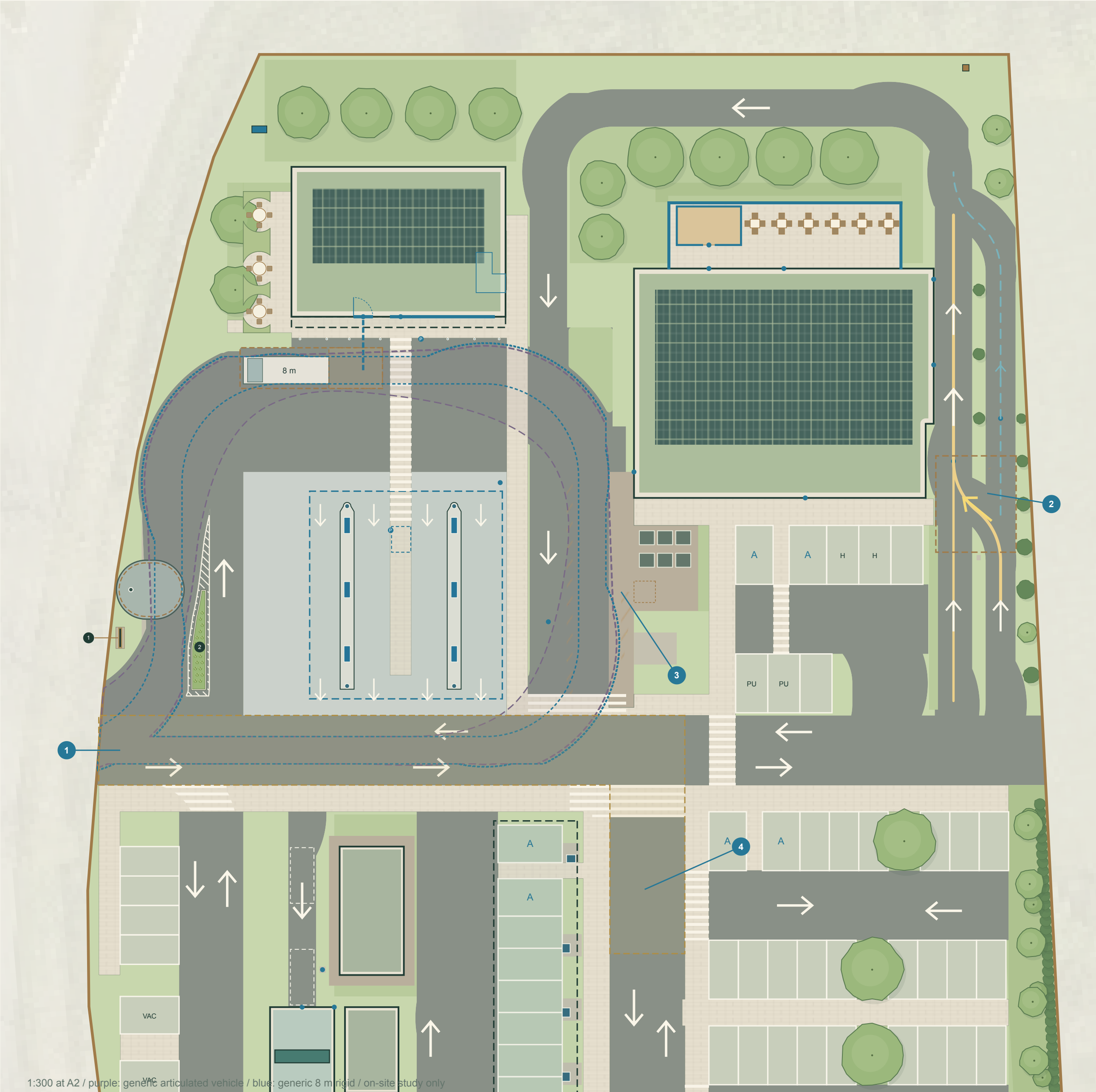
The 84 m² tank/excavation reserve moves 1 m north. Four separate 1.5 × 1.5 m footing study boxes retain a 0.45 m minimum plan gap. Those boxes are allowances, not structural foundation sizes.
- B Protected crossing phase**

Fuel admission F1 and service movement S1 remain held until the whole crossing is clear. A 1.8 × 2.4 m waiting area stays clear of moving vehicles. Pay-at-pump is an equipment option, not a substitute for safe shop access.
- C Receiving without the long public detour**

An 8.0 × 2.55 m representative truck stands beside the shop in a booked slot. The rear work area is 5 m deep. The new 1.8 m door opens inward; one bollard moves 0.4 m to clear the transfer.
- 2 Retained public and service functions**

The main entrance, ATM inset, secure ATM room and east private staff/cash door remain. The new receiving vestibule requires coordination of the illustrative counter and internal stock route before 3D changes.
- 3 Separate service modes**

The ghost tanker and shop truck show different booked modes; they do not unload together. No new fuel arrivals during tanker movement/connected unloading in this review mode. Controls, throughput and service bookings need operator acceptance.



Movement and service modes

Preserved routes, explicit stop conditions and a tested smaller delivery option

- 1 Actual K72 turns are still a hold**

The old straight off-site stub is no longer presented as proof of road access. Survey both road edges and levels; track selected vehicles from both directions and establish usable visibility. No highway widening is proposed on assumed land.
- 2 McDrive geometry retained**

Both orders, shared payment/collection, nine queue positions, two holding bays and the controlled escape retain their approved geometry. Release into the merge only when downstream is clear; test a failed car and occupied holding bays with McDonald's.
- 3 Service slots are mutually exclusive**

Shop receiving, tanker, refuse and grease collection do not run as independent uses of the same circulation. The normal short shop trip avoids the McDrive exit. Larger trucks still use the original shared stand and controlled transfer, subject to operator agreement.
- 4 Emergency override**

Keep the main/rear access corridor clear of deliveries, stored bins and customer queues. The existing response reserve is retained. Appliance manoeuvres, hydrant/flow, load capacity and building exits still need the fire planner and local fire service.
- 5 Checks and operating limits**

The generic 8 m rigid clears fixed objects with its 0.30 m buffer; small flush edge corrections retain 0.34 m in the drawing. These sampled geometry checks do not certify supplier steering, public-road turns or operating capacity.



1:500 at A2 / conditional screening only / source K72 edge is schematic

The decisions that stay open

Architecture and landscape retained; approvals and engineering made explicit

- 1

Roadside shop and signs

B199: conditional 20 m / 40 m bands. K72: conditional 15 m / 30 m bands. Confirm official road-section status, survey, applicable plan provisions and any exception. Retained positions are not described as approved or unlawful.
- 2

Municipality and public arrival

Confirm the planning route, site/control boundaries and southwest addition. Agree safe pedestrian/cycle arrival from the public road as part of the access design; no connection over uncontrolled third-party land is assumed.
- 3

Quiet garden and four sleeping rooms

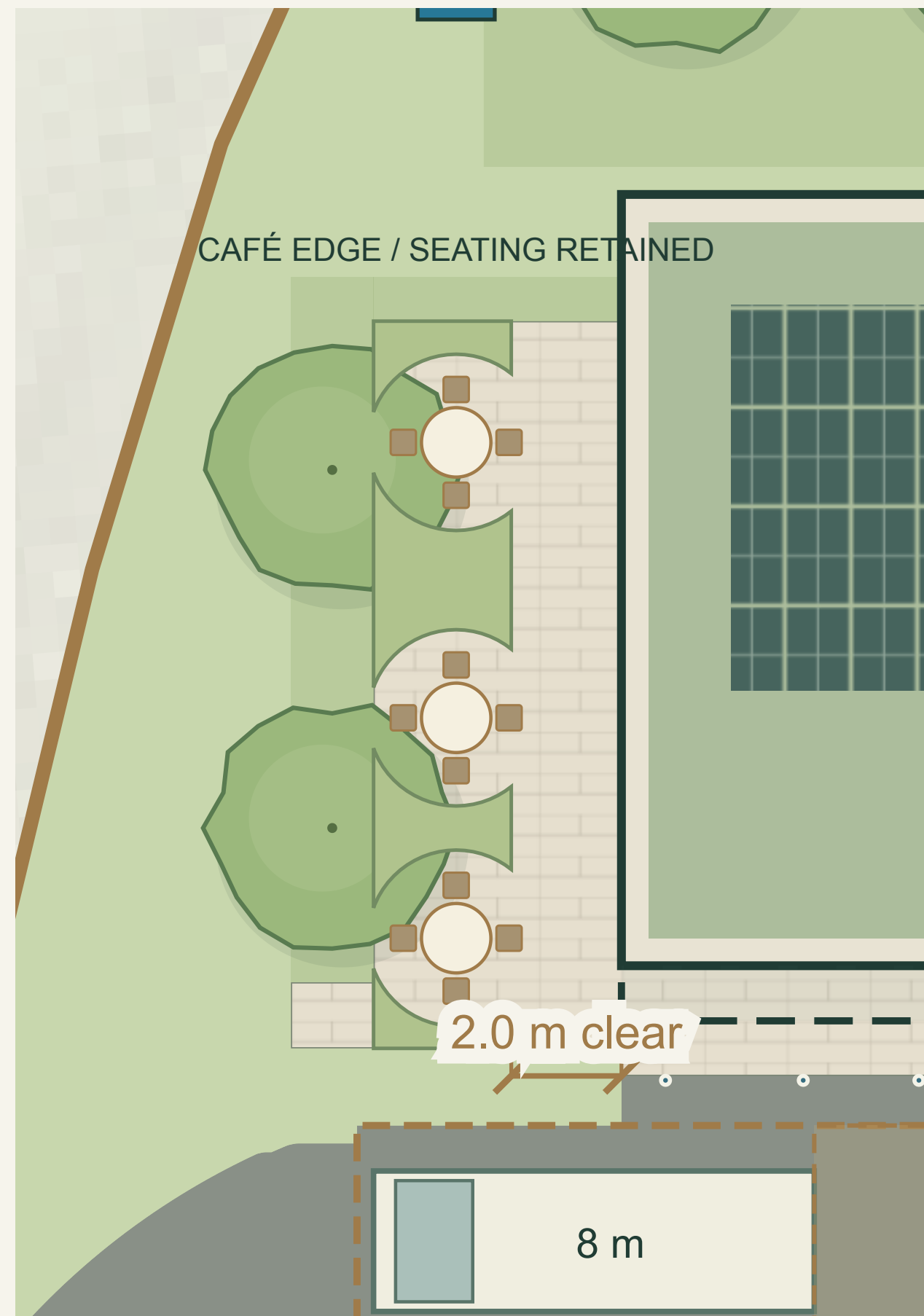
Assess wash dryers, vacuums, speakers, plant, servicing and parking together at actual receivers. Establish hours and lighting limits. Trees retain visual enclosure; acoustic compliance is not credited to foliage.
- 4

Gantry and maintenance

Two conservative waiting positions, including payment, fit the 18 m approach. Display availability before commitment; close the approach during failure/recovery. The selected gantry must establish rail/gate clearance, forward release, plant access and maintenance.
- 5

One coordinated technical base

Obtain operator floor plans, tanker and fuel equipment, explosion zones, drainage/retention and ground data. Coordinate grades, accessible doors/WCs, roof/plant clearances and grid power. Eight EV spaces do not establish eight simultaneous full-power chargers.



Café detail / 1:100 at A2

Primary basis: BAuA TRBS 3151/TRGS 751; AwSV §18; FStrG §9;
SH StrWG §§29–30; SH LBO §5; TA Lärm; official operator sources.
Exact source links and limitations accompany the separate issue register.

- Building shells
UNCHANGED
- General parking
36 shared bays
- EV / staff
8 / 4
- Pickup / holding / vacuum
2 / 2 / 2
- Woody plants
218 retained
- Ground green + rain
3,001.43 m²
- Baseline green + rain
3,001.30 m²
- Normal shop trolley trip
5.0 m; previously 48.5 m
- Pump/shop crossing
17.5 m; controlled phase
- 3D models
UNCHANGED

33 spatial / preservation checks passed

No detected regression in the checked model geometry.
This does not certify the remaining technical holds.

Re-review and release conditions

Measured preservation, deliberate trade-offs and the evidence still required

- 1 Corrections verified on the actual geometry
Complete unloading coverage; no new planted-ground loss; clear receiving transfer; inward door/gate; retained bays, building shells, road routes, context and all plant/root positions.
- 2 Second-pass corrections retained
The larger-vehicle fallback paving was kept after dependency review. The 8 m rigid envelope received its own small paving corrections. Café planting respects actual retained table/chair positions rather than only an empty terrace outline.
- 3 New conditions are not hidden
The short receiving option depends on an accepted 8 m supplier vehicle and internal fit-out. The long crossing depends on selected controls and peak throughput testing. Conservative tanker admission holds may affect capacity; no unchanged revenue or queue performance is claimed.
- 4 Operator and authority evidence
All eight review findings are mapped in ISSUE-REGISTER.json. Remaining holds cover surveyed access, road/signage decisions, operator prototypes, actual vehicles, fire/water, civil/fuel engineering, grid power, noise and ownership.
- 5 Next revision stays under your control
Review this 2D arrangement first. The current Blender model, GLB and offline viewer remain untouched. A later 3D revision must also coordinate the receiving fit-out, control hardware, surface levels, heights and sightlines.