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URBIS

STATEMENT OF ENVIRONMENTAL EFFECTS

1-3 Quambone Road, Coonamble

Prepared for
LOC LAND PTY LTD
11 April 2023

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1. INTRODUCTION

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis Pty Ltd on behalf of LOC Land Pty Ltd (**Applicant**) in support of a Development Application (**DA**) for a service station including the installation of two above-ground self-bounded diesel fuel tanks, signage and minor associated works on the land at 1-3 Quambone Road, Coonamble (**Subject Land**).

The proposed works have an estimated cost of \$726,389.00 and development consent is sought in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This Statement of Environment Effects report includes:

- Identification of site and locality
- Description of the proposed development, and
- Assessment of the proposal against all relevant state and local controls.

This letter is accompanied by:

- Completed DA form, including owners consent signed by the Applicant.
- Site Plan prepared by Liberty Oil Pty Ltd.
- Traffic Impact Assessment prepared by Premise Group Pty Ltd.
- Cost Summary prepared by Liberty Oil Convenience.

1.1. PROJECT BACKGROUND

1.1.1. DA029/2017

On 5 December 2017, DA029/2017 was approved for use of the land as a Retail Fuel Sales Facility and demolition of an existing building, construction of two (2) fuel containers, sealing of the driveway, widening of the existing crossover to 12m, removal of an existing tree, installation of a canopy, installation of signage and associated parking on the Subject Land.

The Retail Fuel Sales Facility operated as an unmanned 24/7 service station.

1.1.2. DA0007/2022

On 5 May 2022, the Applicant lodged an application to modify the approved Retail Fuel Sales Facility under DA029/2017, pursuant to Section 4.55(1A) of the EP&A Act (**Modification Application**).

The Modification Application sought approval for minor design refinements including installation of two (2) above-ground diesel fuel tanks, widening of the Quambone Road and Aberford Street crossovers and creation of four (4) parking spaces.

The Modification Application was referred to Transport for NSW (**TfNSW**), pursuant to Clause 2.122 of State Environmental Planning Policy (Transport and Infrastructure) 2021 (**SEPP T&I**).

On 6 June 2022, TfNSW requested additional information in relation to the Modification Application (**RFI**). The RFI included operational queries and requested the preparation of a Traffic Impact Assessment (**TIA**) for the proposed works.

On 14 October 2022, the Modification Application was withdrawn to allow for preparation of additional documentation, including on traffic engineering matters raised by TfNSW.

On 5 December 2022, consent under DA029/2017 lapsed. Accordingly, a new DA and SEE has been prepared.

The TIA prepared by Premise Group, attached at Appendix B, addresses queries raised by the original RFI from TfNSW in June 2022.

1.2. REPORT STRUCTURE

This SEE is structured as follows:

- **Section 2 - Site Context:** provides a description of the site, existing development and the local and regional context.
- **Section 3 – Development Description:** describes the proposal, including the proposed works and operational criteria.
- **Section 4 - Statutory Context:** provides a detailed assessment of the State and local environmental planning controls relevant to the site and proposed development.
- **Section 5 - Section 4.15 Assessment:** provides an assessment of the proposal against the matters of consideration listed in section 4.15 of the EP&A Act.
- **Section 6 – Conclusion:** provides an overview of the development assessment outcomes and recommended determination of the DA.

This report should be read in conjunction with the supporting documentation lodged with the DA and listed on the Contents page.

2. SUBJECT AND LAND CONTEXT

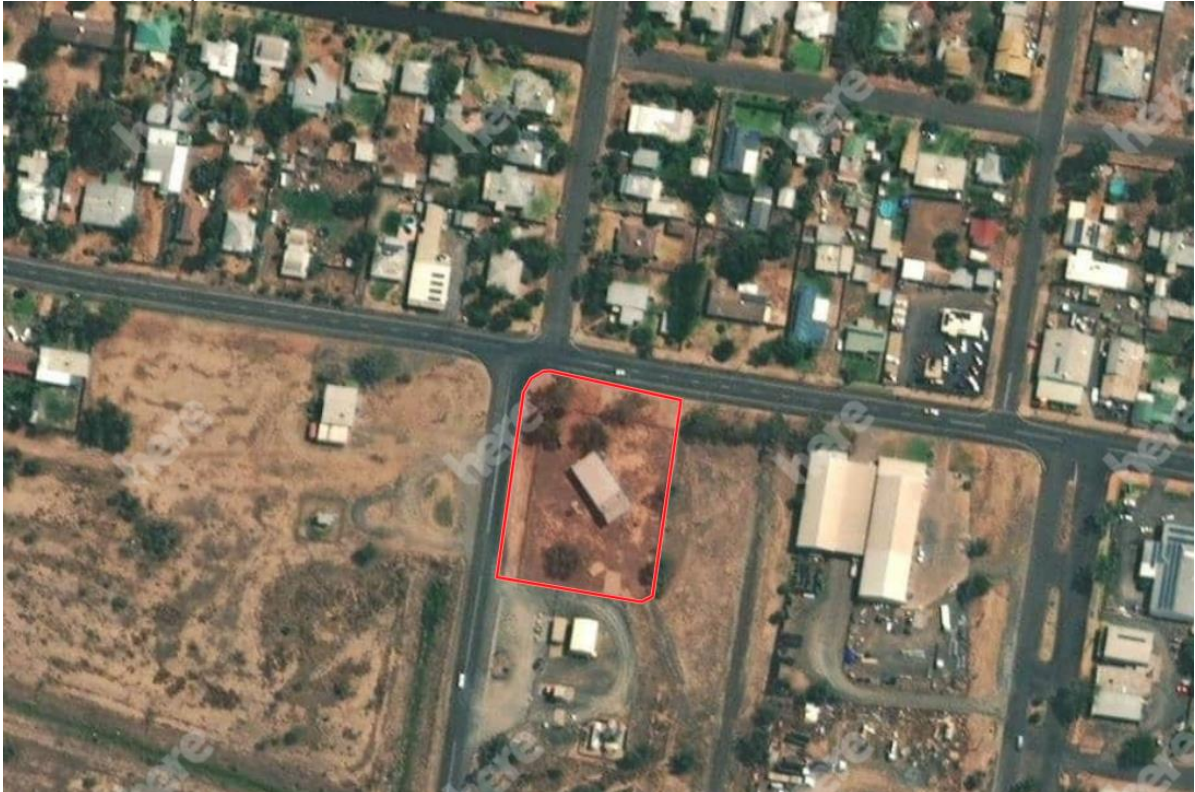
The Subject Land is located on the south-east corner of Quambone Road and Aberford Street, Coonamble on Castlereagh Country.

Rectangular in shape and with the Coonamble Railway Line along its eastern boundary, the Subject Land has a total area of 3,753 square metres, a 70 metres primary frontage to Quambone Road and a secondary frontage to Aberford Street of 53 metres.

The Subject Land is formally described as Lot 2 in Deposited Plan 831655.

Given the rural nature of the Subject Land, **Figure 1** shows current aerial imagery dated circa 2008. It is understood that the Subject Land is still improved with an existing building.

Figure 1 - Aerial Map



Source: Nearmap

The Subject Land is located on the fringe of Coonamble regional town.

Surrounding land uses are varied, including employment and light industrial uses within the B6 Enterprise Corridor along Aberford Street as well as low density residential.

The nearby road network is characterised by high traffic volumes relative to its rural surrounds, particularly along the Castlereagh Highway.

3. PROPOSAL

The proposal seeks approval for use and development of the Subject Land for a service station and is set out in detail in the accompanying Site Plan.

The proposal can be summarised as follows:

- Installation of two 2.4m (wide) x 14.8 m (long) 110kL above-ground, self-bounded diesel fuel tanks.
- Installation of one 8kl underground SPEL Puraceptor.
- Installation of one 5kL AdBlue Self Bounded Above Ground Tank.
- Installation of three (3) new fuel bowsers and one (1) new air point.
- Creation of three new car parking spaces.
- Creation of one truck parking bay.
- Widening of the driveway crossover at Quambone Road from the approved 12.1m to 14.7m.
- A crossover to Aberford Street from 11.8m to 18.4m.
- Removal of three trees.
- Installation of new illuminated Pylon Sign, and
- Installation of associated electrical services and site/pavement works.

The service station will operate between the hours of 5am to 9pm, 7 days a week as follows:

- Manned – 7:30am to 5pm, Monday to Friday.
- Delivery Service with loading hours occurring between 5am to 9pm, 7 days a week.

The Service Station will operate two services on the Subject Land.

Delivery Service

Farmers operate their businesses using their own fleet of vehicles and machinery. Usually operating on diesel, the machinery is refilled on the farm using fuel stored in small onsite tanks. Farmers typically do not have the requisite equipment to pick up their own fuel to refill these farm tanks. Further, the time spent in travel to and from their farm would result in an extremely inefficient process.

The proposal will offer a delivery service to local farming customers using 12.5m tanker trucks to load and deliver fuel door-to-door. This will allow the local farming community to operate important machinery and vehicles required in the farming process without the large cost and lengthy time required to travel to the site itself. Loading for the service will occur approximately four times per day between the hours of 5am and 9pm.

It is expected that fuel will be reloaded on the Subject Land overnight via one (1) delivery per day from Sydney.

An Outdoor Payment Terminal (**OPT**) allows staff to track fuel quantities across their deliveries throughout the day.

Authorised Coonamble Liberty Oil Account Holders

There will be no refuelling available to the general public onsite.

However, the OPT infrastructure will allow authorised farming customers with specific Coonamble Liberty Oil Accounts to refill onsite, using BYO portable tankers, if required under exceptional circumstances. For example, during harvest season, an unexpected increase in workload may require additional fuel than a customer's usual allocation. On average, this is expected to occur approximately 6-8 times a year.

The Site Plan shows other works, including a landscaping buffer along the boundary consistent with the expired 2017 approval. In an additional change from the previous approval, the relocation of fuel tanks will facilitate a simpler and wider passage for truck movement and parking.

The cost of works for the proposed development is estimated to be \$726,389.00.

4. STATUTORY CONTEXT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act.

- State Environmental Planning Policy (Industry and Employment) 2021;
- State Environmental Planning Policy (Transport and Infrastructure);
- Coonamble Local Environmental Plan 2011; and
- Coonamble Development Control Plan No. 1.

4.1. STATE ENVIRONMENTAL PLANNING POLICY (INDUSTRY AND EMPLOYMENT) 2021

The State Environmental Planning Policy (Industry and Employment) 2021 aims to ensure advertising and signage is compatible with the desired amenity and visual character of an area; provides effective communication in suitable locations; and is of high-quality design and finish.

Chapter 3 outlines the requirements and considerations relating to advertising and signage.

Criteria	Assessment	Compliance
Chapter 3: Policy Aims and Objectives		
This Chapter aims to ensure that signage (including advertising):		
(i) is compatible with the desired amenity and visual character of an area		Yes
(ii) provides effective communication in suitable locations		Yes
(iii) is of high-quality design and finish		Yes
Schedule 5 Assessment Criteria		
Character of the area <ul style="list-style-type: none"> ▪ <i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i> ▪ <i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i> 	<p>The pylon sign is considered compatible with the existing and desired future character of the area and locality. It is located within the Enterprise Corridor Zone which promotes a mix of business and employment uses. The proposal will facilitate these uses through the provision of fuel services to the local farming community.</p> <p>The sign is consistent with the character of a service station assisting with identifying the service it provides.</p>	Yes
Special areas <ul style="list-style-type: none"> ▪ <i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space</i> 	<p>The signage for the service station is suited to the Subject Land, especially given its position on the corner of two major roads. One road is arterial with major traffic movements and characteristics, well the other is a Collector Road which also distributes traffic.</p> <p>The Subject Land is not located near any environmentally sensitive areas, heritage areas,</p>	Yes

Criteria	Assessment	Compliance
<i>areas, waterways, rural landscapes or residential areas?</i>	natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas.	
Views and vistas <ul style="list-style-type: none"> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers? 	<p>The sign is located away from the intersection and is of a modest scale (6 metres high and 2.1 metres wide).</p> <p>Considering the flat topography of the surrounding vicinity, the pylon sign will not obscure or compromise important views, surrounding advertisers, dominate the skyline or reduce the quality of vistas.</p>	Yes
Streetscape, setting or landscape <ul style="list-style-type: none"> <i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i> <i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i> <i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i> <i>Does the proposal screen unsightliness?</i> <i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i> <i>Does the proposal require ongoing vegetation management?</i> 	<p>The proposal is for a service station that is located on a major road, which suits the enterprise corridor zone that promotes a mix of business and employment uses.</p> <p>The sign will be located fully within the Subject Land.</p> <p>The hazard of the signage is considered minimal due to:</p> <ul style="list-style-type: none"> its location on a straight road; the signage being along a flat topography; and the use for a service station identification being consistent with standard pylon signs used for service stations. <p>There will be no vegetation management required.</p>	Yes
Site and building <ul style="list-style-type: none"> <i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i> <i>Does the proposal respect important features of the site or building, or both?</i> <i>Does the proposal show innovation and imagination in its</i> 	<p>The sign is located appropriately and will not detract from the proposed works. The 6-metre sign is consistent with a typical service station and the existing one storey building.</p>	Yes

Criteria	Assessment	Compliance
<i>relationship to the site or building, or both?</i>		
Associated devices and logos with advertisements and advertising structures <ul style="list-style-type: none"> Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	<p>The sign will comply with the building structure requirements and codes to ensure that it is safe.</p>	Yes
Illumination <ul style="list-style-type: none"> Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of accommodation? Can the intensity of the illumination be adjusted, if necessary? 	<p>The illumination of the sign will be constant and will not flash or have scintillating light display formats. The proposed level of illumination will not negatively affect safety for pedestrians, vehicles or aircraft.</p> <p>The illumination will not detract from the surrounding land uses such as amenity of any residence or other forms of accommodation. The illumination is appropriate and will not require adjusting.</p>	Yes
Safety <ul style="list-style-type: none"> Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists? Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>The proposed sign is located within the Subject Land and not within the road reserve. There is minimal hazard potential given Aberford Street is a straight road along this section with good visibility and 30m wide road reserve.</p> <p>The 12-metre separation from the road pavement to the boundary of the Subject Land further mitigates safety concerns.</p> <p>It is considered that the sign will not affect road safety for any public road, pedestrians or bicyclists or obscure any sightlines from public areas.</p>	Yes

4.2. STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE)

The SEPP T&I aims to facilitate the effective delivery of infrastructure across New South Wales. The SEPP T&I identifies matters for consideration in the assessment of infrastructure development as well as new traffic-generating development.

The Subject Land has a frontage along two classified roads Castlereagh Highway (B55) (known as Aberford Street along this part of the Highway) and Quambone Road (MR129).

Clause 2.119 of the SEPP T&I aims to ensure that new development does not compromise the effective and ongoing operation and function of classified roads; and to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.

Clause 2.122 and Schedule 3 of the SEPP T&I requires that a service station use, with heavy vehicle refuelling or maintenance of any size or capacity, be referred to TfNSW within 7 days after the application is made. Accordingly, this proposal is supported by a TIA that outlines reference to this clause and accompanies this DA.

The TIA addresses the following traffic engineering matters:

- Existing traffic and roadway conditions.
- Traffic generated by the service station.
- Details of proposed access arrangements.
- Impacts of proposed operating conditions, including impacts on the efficiency and safety of the surrounding road network.
- Mitigation measures to minimised impacts of the proposed development.

In summary, the TIA finds that the proposal will have a minimal impact on the surrounding road network.

Parking

Three vehicle parking spaces will be provided for employees and the dimension of the vehicle parking will be in accordance with the requirements of *AS2890.1 Parking Facilities – Off Street Carparking*.

A truck parking bay will also be provided in the unlikely scenario that a fuel delivery vehicle and a truck customer are present on the Subject Land at the same time.

4.3. COONAMBLE LOCAL ENVIRONMENTAL PLAN 2011

Coonamble Local Environmental Plan 2011 (LEP) is the primary environmental planning instrument applying to the Subject Land and the proposed development.

The Subject Land is zoned B6 Enterprise Corridor in accordance with the LEP. The proposed development is consistent with the zone objectives as outlined below:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*
- *To provide for residential uses, but only as part of a mixed-use development.*

Under the LEP, use for a Service Station is defined as:

“A building or place used for the sale by retail of fuels and lubricants for motor vehicles.”

Within the B6 Enterprise Corridor zone, a Service Station use is permitted with development consent.

The proposal is crucial in supporting employment opportunities given its farming and rural context where fuel is vital for many local business operations. It also builds on the previous approval in that it now offers manned hours allowing for additional employment generation.

The location of the Subject Land at an intersection of two main roads in and out of the town centre further strengthens the policy support for the proposal.

The proposal continues to be consistent with the previous expired approval and will complement Coonamble as a growing agricultural and farming community.

There are no additional LEP controls applying to the Subject Land and the following table assesses the compliance of the proposed development with other relevant clauses in the LEP.

Table 1 – LEP Compliance Table

Clause	Provision	Proposed	Complies
5.10 – Heritage Conservation	No identified heritage item or conservation area	The proposal does not impact any heritage item or conservation area.	Yes
6.1 Terrestrial Biodiversity	Maintain terrestrial biodiversity by— (a) protecting native fauna and flora, and (b) protecting the ecological processes necessary for their continued existence, and (c) encouraging the conservation and recovery of native fauna and flora, and their habitats.	The Subject Land is not covered by the mapped biodiversity area. Aerials also show vegetation is limited. Three existing trees will be removed to locate the driveway for refuelling. Other existing trees will be retained on the Subject Land.	Yes
6.5 Essential Services	The supply of essential services is provided, as follows: (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on site conservation, (e) suitable road access.	The Subject Land is improved by an existing building which is connected to relevant services. This building will be retained and utilised ancillary to the service station. Road access is provided from both Aberford Street and Quambone Road.	Yes
6.8 Stormwater Management	Minimise the impacts of urban stormwater on adjoining downstream properties, native bushland and receiving waters.	The works propose a concrete driveway. Considering the surface will no longer be permeable, a 8kl underground SPEL Purceptor is proposed to mitigate any stormwater issues.	

Based on the above, it is considered that the proposal complies with the relevant provisions within the LEP.

4.4. COONAMBLE DEVELOPMENT CONTROL PLAN

The Coonamble Development Control Plan No 1 (CDCP) provides detailed planning controls for specific development types and locations within the Coonamble township and surrounds. Most controls relate to character and streetscape. The proposed works do not trigger any of the development requirements within the CDCP.

Setbacks

“All land uses are to be set back a minimum of 9 metres from State Highways and a minimum of 7.5 metres from other roads.”

The existing building will be retained and is setback as per the requirements.

Building Height

“In all village residential zones buildings shall not exceed two storeys in height or 6 metres measured from finished floor level to the underside of ceiling linings.”

The Subject Land adjoins the residential zone. With this in consideration, the proposal will comply with this requirement. The existing building is one storey, and the proposed pylon signage will be 6 metres.

In summary, it is considered that the proposal complies with the relevant provisions within the CDCP.

5. SECTION 4.15 ASSESSMENT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act.

5.1. ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed development has been assessed in accordance with the relevant State and local environmental planning instruments in **Section 4**.

The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments.

5.2. DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft environmental planning instruments are relevant to this proposal.

5.3. DEVELOPMENT CONTROL PLAN

The CDCP provides relevant detailed planning controls and is assessed in **Section 4.4**.

The assessment concludes the proposal complies with the relevant provisions within the CDCP.

5.4. PLANNING AGREEMENT

No planning agreements are relevant to this proposal.

5.5. REGULATIONS

This application has been prepared in accordance with the relevant provisions of the *Environmental Planning and Assessment Regulations 2021*.

5.6. LIKELY IMPACTS OF THE PROPOSAL

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined in the following two sections.

5.6.1. Traffic

A Traffic Impact Assessment has been prepared by Premise and accompanies this DA. The TIA examines the traffic implications of the project.

Vehicle Access Arrangements

The proposal considers alterations to the existing access arrangements at Quambone Road and Aberford Street to widen both crossovers. One-way vehicle movement around the Subject Land is proposed, with entry via the Quambone Road and exit via Aberford Street.

It is expected that the operator will receive 1 fuel delivery from Sydney per day. Four (4) farmer tanks will deliver fuel from the Subject Land to local farming customers per day.

Swept paths accompany the TIA and demonstrate that vehicle movements to and around the Subject Land can be accommodated.

Operational Traffic Generation

The TIA outlines the expected maximum traffic generation for the proposed use as follows:

- One (1) x 25m long 55kL fuel tanker delivery per day;
- Four (4) x 12.5m distribution tankers per day; and
- Three (3) staff vehicles per day.

Traffic counts conducted alongside the TIA indicate that the existing network produces daily traffic flow of 8,168 vehicles per day along Aberford Street at an average of 1,225 vehicles per hour.

Post development traffic flow modelling indicates that the existing network is currently performing adequately, and the proposed traffic generation will have minimal impact on Aberford Street.

Given the limited scope of authorised farming customers to use the service station and the minor instances when this may occur, the TIA does not include these trips in the daily or peak hour traffic generation count.

It is estimated that the daily traffic volume will increase by 20 vehicles trips (0.24%) and the peak hour traffic volume will increase by 5 vehicles per hour (0.41%). Accordingly, the increased traffic volumes will be easily absorbed into the surrounding road network with minimal impact on the existing road capacity.

In summary, the TIA finds the following:

- The increase in traffic volumes on the Aberford Street, Quambone Road and the surrounding road network will not change the classification of the roads under a functional road hierarchy.
- The percentage increase in post development Annual Average Daily Traffic and peak hour traffic volumes on Aberford Street are not significant.
- The intersection of the Aberford Street and Quambone Road will continue to operate satisfactorily under Give Way control.
- The additional traffic generated by proposal will have minimal impact on the operation of Aberford Street and the surrounding road network.
- This Traffic Impact Assessment has determined that the development of the Liberty Oil Convenience fuel depot will see the operation of the fuel depot with minimal impact on the surrounding road network.

Parking

The proposal will provide three (3) onsite parking bays which will service the ancillary existing building.

5.6.2. TfNSW RFI response

The previous Modification Application was referred to TfNSW, pursuant to Section 2.122 of the SEPP T&I.

To assist in Council's consideration of this new DA, comments received by TfNSW are summarised in the table below along with a summarised response in relation to the new DA.

Table 2 – TfNSW RFI

TfNSW response	Proposal comment
A detailed description of the development clearly outlining what works are proposed as part of the development and how the development will operate, compared to that which was previously approved by Council.	<p>The proposal seeks to:</p> <ul style="list-style-type: none"> ▪ Installation of two 2.4m (wide) x 14.8 m (long) 110kL above-ground, self-bounded diesel fuel tanks. ▪ Installation of one 8kl underground SPEL Puraceptor. ▪ Installation of one 5kL AdBlue Self Bunded Above Ground Tank. ▪ Installation of three (3) new fuel bowsers and one (1) new air point. ▪ Creation of three new car parking spaces. ▪ Creation of one truck parking bay.

TfNSW response	Proposal comment
	<ul style="list-style-type: none"> ▪ Widening of the driveway crossover at Quambone Road from the approved 12.1m to 14.7m ▪ A crossover to Aberford Street from 11.8m to 18.4m ▪ Removal of three trees; ▪ Installation of new illuminated Pylon Sign, and ▪ Installation of associated electrical services and site/pavement works. <p>Due to the proposal being a development application the works will now operate similarly to the originally approved works apart from the following:</p> <ul style="list-style-type: none"> ▪ Amending the design and layout of the two (2) existing fuel-tanks to include two above ground diesel tanks; ▪ Installing fuel bowzers and a SPEL pit to facilitate construction and operation of the fuel tanks; ▪ Widening of the approved widened crossover to Quambone Road and widening the crossover to Aberford Street; ▪ Amending to the layout of the approved car parking bays; ▪ Not provide fuel to the general public; ▪ Provide a manned service period; and ▪ Removal of the canopy.
<p>A site plan, drawn to scale, that accurately depicts the approved components, and the additions and alterations proposed. All components of the development proposed to be changed, including use, from the existing approved development, are to be clearly articulated within the Statement of Environmental Effects and associated plans.</p>	<p>A Site Plan that fulfils the requirements outlined by TfNSW has been prepared by Liberty Oil Pty Ltd and accompanies this DA. Further articulation is provided in Section 3 where the development is described.</p>
<p>The DA is to be accompanied by a Traffic Impact Assessment (TIA) prepared by a suitably qualified person in accordance with the Austroads Guide to Traffic Management Part 12, Roads and Maritime Supplements to Austroads and the RTA Guide to</p>	<p>A Traffic Impact Assessment (TIA) has been prepared by Premise Group Pty Ltd and accompanies this DA. Section 5 also further addresses the environmental impact assessment that the proposal has on traffic.</p>

TfNSW response	Proposal comment
<p>Traffic Generating Developments. The TIA is to include, but limited to, the following information:</p> <ul style="list-style-type: none"> ▪ Project details, including: <ul style="list-style-type: none"> – Days and hours of operation – Phases and stages of the project, including construction and operation – Staffing numbers – Servicing/delivery requirements ▪ Traffic Volumes, including: <ul style="list-style-type: none"> – Existing background traffic – Project related traffic for each stage of the development – Projected cumulative traffic at commencement of operation and a 10 year horizon post commencement. ▪ Traffic Characteristics, including: <ul style="list-style-type: none"> – Number and ratio of heavy vehicles to light vehicles, – Peak times for existing traffic, – Peak times for project-related traffic, including commuter periods – Proposed hours for servicing vehicles. ▪ Assessment of the need for improvements to the road network, and the improvements proposed such as road widening and intersection treatments, to cater for and mitigate the impact of project related traffic. Any vehicular access connection to the classified road network must comply with Austroads provision including but not limited to: <ul style="list-style-type: none"> – Part 7.2 Austroads Guide to Road Design Part 4 – Intersections and Crossing – General (ARGD Part 4) any proposed access to Castlereagh Highway is to be designed as a road intersection including the provision of adequate area to provide necessary deceleration and turn treatments outside the intersection's functional area. The assessment of intersection treatments is to be carried out in accordance with Austroads Guide to Traffic Management Part 6 Intersections, Interchanges and Crossings Management (AGRD Part 6) for a design speed of 60km/h which requires a deceleration length of 50m. 	<p>The TIA has addressed the broad issues as outlined in TfNSW response as well as the following:</p> <ul style="list-style-type: none"> ▪ Proposed service station development; ▪ Existing traffic conditions and traffic generated by the proposal; ▪ Access to and from the development via the Castlereagh Highway (Aberford Street) and Quambone Road. ▪ Impact on the operation, safety and amenity of the surrounding network. <p>The TIA also provided an assessment against the relevant policies, guidelines and requirements as outlined by TfNSW including swept paths analysis.</p>

TfNSW response	Proposal comment
<ul style="list-style-type: none"> – Part 7.2 of AGRD Part 4 any vehicular access connection to the Castlereagh Highway is to be located outside the functional area of the Castlereagh Highway/Quambone Road intersection. – Confirmation that Safe Intersection Sight Distance (SISD), Approach Sight Distance and Gap Sight Distance is available and/or can be provided for the largest design vehicle and the largest through traffic on the classified road network. ▪ The layout of the internal road network, parking facilities and infrastructure, ensuring compliance with AS2890.1, AS2890.2, and AS2890.6. ▪ Review of existing crash data for the vicinity of the site and consideration of the development's impact on such history. ▪ Swept path diagrams demonstrating the following: <ul style="list-style-type: none"> – The width of the access and egress intersection with the classified roads can accommodate the swept path of the largest vehicle required to access the site. – All vehicles can enter and exit the site in a forward direction and lane correct when ingressing/egressing the site and are able to do so consistent with traffic control road markings and road signage. – The design vehicle (largest vehicle permitted to access the site) can access the site with all parking spaces in use and will not interfere with the function of the road network or pedestrian access. 	

5.6.3. Waste Management

On-site waste management will be managed in accordance with the existing operations of the Subject Land. It is considered that the current on-site operations will adequately cater for the waste and recycling.

5.7. SUITABILITY OF THE SITE

The Subject Land is considered highly suitable for the proposed development for the following reasons:

- The proposal is largely in keeping with the use and development approved under the former, now expired 2017 DA.
- Strong policy support for the proposal given its zoning under B6 Enterprise Corridor. The use and development are permissible with development consent within this zone.

- The proposal achieves the objectives of the B6 Enterprise Corridor zone, supporting the local community in a range of employment uses, generating additional economic benefits and upgrading necessary infrastructure.
- The location of the Subject Land proximate to a main road which services the local town and tourists travelling in and out of the town centre.

5.8. SUBMISSIONS

It is acknowledged that submissions arising from the public notification of this application will need to be assessed by Council.

5.9. PUBLIC INTEREST

The proposed development is considered in the public interest for the following reasons:

- The land is zoned B6 Enterprise Corridor which is intended to promote businesses along main roads and support the Coonamble town centre.
- The proposal will strengthen the local economy and the ability of local farmers to operate their own businesses.
- The proposal is consistent with relevant State and local strategic plans and complies with the relevant State and local planning controls.
- No adverse environmental, social or economic impacts will result from the proposal.

6. CONCLUSION

The proposed service station has been assessed in accordance with Section 4.15 of the EP&A Act and is appropriate considering:

- The proposal has strong policy support and complies with relevant objectives and controls of the relevant environmental planning instruments, including Coonamble LEP 2011 and Coonamble DCP No. 1.
- The location of the Subject Land at an intersection on the edge of the town centre.
- The works will not result in any adverse environmental impacts to any existing infrastructure.
- The works will improve the condition of the Subject Land.
- The DA is in keeping with the previously approved 2017 approval.
- The proposal is in the public interest and will benefit both the local community and its visitors.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the Subject Land and approval is recommended, subject to appropriate conditions of consent.

7. DISCLAIMER

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