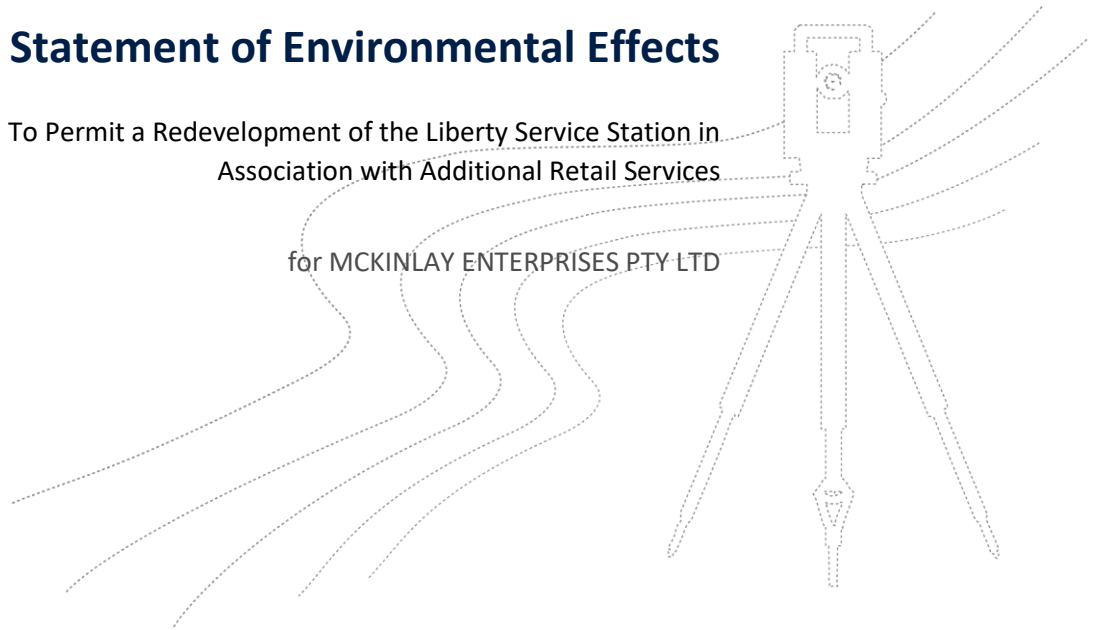


Statement of Environmental Effects

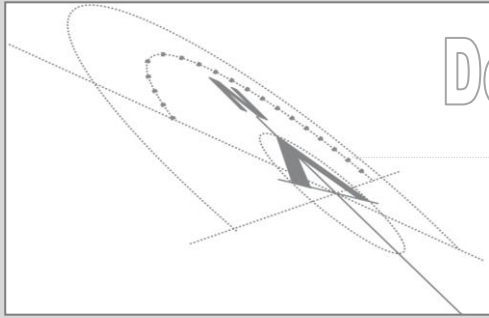
To Permit a Redevelopment of the Liberty Service Station in
Association with Additional Retail Services
for MCKINLAY ENTERPRISES PTY LTD



Site: 24 – 26, & 28 Glen Innes Road &
1, 3, 5, & 7 Chester Street, Inverell

Our Ref: 190225
Date: August 2022





Document Control Sheet

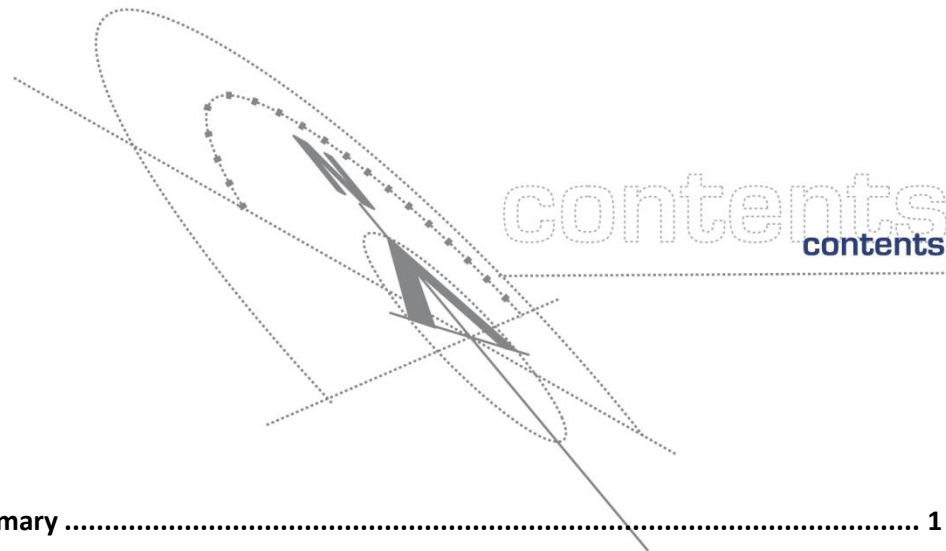
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1. Executive Summary

1.1 Development Application

Development consent is sought from Inverell Shire Council for the proposed redevelopment of the Liberty Service Station in association with additional retail services. The retail activities associated with the additional retail services are defined under the Inverell LEP 2012 as 'rural supplies' and also 'specialised retail premises'.

The land subject to the proposal is detailed in **NDC Plan 1** - Location and described in **Table 1** below:

Table 1: Land Holdings Subject to the Development Application

Address	Lot/DP
Lots 1 & 2 DP 1279101	24-26 Glen Innes Road, Inverell
Lot 1 DP 334109	28 Glen Innes Road, Inverell
Lot 2 DP 322074	1 Chester Street, Inverell
Lot 1 DP 326225	3 Chester Street, Inverell
Lot 2 DP 326225	5 Chester Street, Inverell
Lot 3D DP 360441	7 Chester Street, Inverell

1.2 Background

By way of background, as a result of the planned Gwydir Highway (i.e. Glen Innes Road), Bundarra Road, Chester Street roundabout, the Liberty Service Station was not capable of continuing operation in its previous form due to access and land acquisition matters. Accordingly, our clients undertook a review of development options for their land holding, in the context of redeveloping the Service Station whilst also incorporating a specialised retail premises.

To enable the subject land to be developed in the manner proposed, a Planning Proposal was subsequently lodged to facilitate the land redevelopment with this process now being formally completed. The Planning Proposal involved approximately 2,580m² of land being rezoned from the R1 – General Residential zoning to the B1 – Neighbourhood Centre zoning. A further amendment was made to amend Schedule 1 Additional Permitted Uses of the ILEP 2012 to permit a *specialised retail premises*.

The Planning Proposal also removed local heritage item (Item no. I096) Lot 1 DP 326225, 3 Chester Street, Inverell from Schedule 5 Environmental Heritage of the ILEP 2012 and the associated Inverell LEP 2012 Heritage Map. In this regard, development consent notice DA 86/2021 was issued on 29 July 2021 for the demolition of the dwelling on Lot 1 DP 326225, which has now been removed from the site.

Following the completion of the Planning Proposal, the proposed development for a service station and rural supplies is enabled via the B1 – Neighbourhood Centre zoning framework now applying to the site, in conjunction with Schedule 1 of the Inverell LEP 2012 (Item 1) which specifies that development for the purpose of a specialised retail premises is permitted with development consent.

To further enable the land to be redeveloped, development consent has been obtained via DA 86/2021 for the demolition of dwellings and structures situated on 1, 3, 5, & 7 Chester Street, and also 28 Glen Innes Road, Inverell. The removal of these structures has now been completed.

1.3 Site Details

The site details relevant to the proposed development are provided within the below table.

Table 2: Site Details

Property Address	1, 3, 5, & 7 Chester Street & 24-26, & 28 Glen Innes Road, Inverell
Property Description	Lots 1 & 2 DP 1279101, Lot 1 DP 334109, Lot 2 DP 322074, Lots 1 & 2 DP 326225, Lot 3D DP 360441 Parish of Inverell County of Gough
Registered Owner	McKinlay Properties Pty Ltd Leadbeatter Pastoral Pty Ltd
Proponent	McKinlay Enterprises Pty Ltd
Applicant	Newton Denny Chapelle for and on behalf of the proponent
Local Authority	Inverell Shire Council
Site Area	4,300.8m ²
Easements	No
Existing Land Use	Vacant

Local Planning Instrument	Inverell Local Environmental Plan 2012
Land Zoning	B1 Neighbourhood Centre
Integrated Referrals	Nil

1.4 Purpose

This Statement of Environmental Effects (SEE) is intended to accompany the Development Application prepared by Newton Denny Chapelle for and on behalf of the proponent of the subject development being McKinlay Enterprises Pty Ltd.

The intent of this report is to describe the site, its existing and proposed uses and to address all the issues relevant to this application's assessment and subsequent determination.

This report should be read in conjunction with the following plans, drawings and assessments identified within **Table 3**, which support the development proposal:

Table 3: Plans and Assessments

Company	Component
Newton Denny Chapelle	Location Plan Site Layout Plan Vehicle Manoeuvring Plans
North Coast Petroleum	Design Plans Preliminary Hazard Analysis
ASON Group	Transport Assessment
ENV Solutions	Validation Report

1.5 Further Information

Should Council require any additional information or wish to clarify any technical matter raised by this proposal or submissions made to same, Council is requested to consult with **Mr Luke Fittock** on (02) 6622 1011 or lfittock@ndc.com.au prior to determination of this application.

2. Site Description

2.1 Location & Land Use

The subject site is located at 1, 3, 5, & 7 Chester Street & 24-26, & 28 Glen Innes Road, Inverell. The land is located just outside of the Inverell Town Centre as illustrated within **Plate 1** which provides an aerial view of the site and surrounds. A location plan is provided at **NDC Plan 1**.

The subject lands being Lots 1 & 2 DP 1279101, Lot 1 DP 334109, Lot 2 DP 322074, Lots 1 & 2 DP 326225, & Lot 3D DP 360441 contain a total area of 4,300.8m². The land previously comprised of various buildings used for the purpose of a service station, residential dwellings, with a building situated on Lot 1 DP 334109 which was formerly used as a commercial premises.

Development consent has been obtained via DA 86/2021 for the demolition of dwellings and structures situated on 1, 3, 5, & 7 Chester Street, and also 28 Glen Innes Road, Inverell. These structures have now been removed.

The service station buildings and associated UPSS have also been removed. A validation report has been completed by ENV Solutions and is contained within **Attachment 1**.

The land holding consisting of seven lots is bounded by Glen Innes Road to the south, Chester Street to the west and Chester Lane to the east. **Plate 1** illustrates the land is urbanised with a mix of commercial and residential land uses and surrounding public road network.



Plate 2: Aerial View of the Subject Site
(Source: NSW Planning Portal)

2.2 Site Analysis

Preliminary investigations and searches of local government records indicate the key site characteristics as outlined within **Table 4** below.

Table 4: Site Analysis

Land Use & Associated Structures	<p>The land previously comprised of various buildings used for the purpose of a service station, residential dwellings, with a building situated on Lot 1 DP 334109 which was formerly used as a commercial premises.</p> <p>Development consent has been obtained via DA 86/2021 for the demolition of dwellings and structures situated on 1, 3, 5, & 7 Chester Street, and also 28 Glen Innes Road, Inverell. These structures have now been removed. The service station buildings and UPSS associated with the service station have also been removed.</p>
Easements	Nil
Infrastructure Services	Connections are available including water, sewer, telecommunications and electricity. Reference should be made to Attachment 2 which contains the infrastructure service locations sourced from DBYD.
Hazard Mapping applicable to the subject site	Nil Bushfire Nil Flooding
Adjoining land uses	<p>The subject site is adjoined by the following land uses.</p> <ul style="list-style-type: none">• North – residential lots;• East – Chester Lane;• South – Glen Innes Road;• West – Chester Street
Biodiversity Conservation	The subject site does not contain any significant trees or vegetation and the site is not included on the Biodiversity Value Map. Further consideration of the Biodiversity Conservation Act 2016 is not required.

2.3 Consent Register

A review of Council's online development consent register is provided in **Table 5** below.

Table 5: Development Consent Register

Subject Land	Application	Status
7 Chester Street, Inverell – Lot 3D on DP 360441	DA-46/2009 Additions to a Class 1a Dwelling and use of habitable room	Approved 19/05/2009
1, 3, 5, & 7 Chester Street, and 28 Glen Innes Road, Inverell.	DA 86/2021 Demolition of existing dwellings and structures	Approved 28/07/2021

3. Development Proposal

3.1 Description of Development

3.1.1 Overview

Development consent is sought from Inverell Shire Council for the proposed redevelopment of the Liberty Service Station in association with additional retail services. The retail activities associated with the additional retail services are defined under the Inverell LEP 2012 as 'rural supplies' and also 'specialised retail premises'.

As identified earlier in Section 1.2, following the completion of the Planning Proposal, the proposed development is enabled via the B1 – Neighbourhood Centre zoning framework now applying to the site, in conjunction with Schedule 1 of the Inverell LEP 2012 (Item 1) which specifies that development for the purpose of a specialised retail premises is permitted with development consent.

The following components form part of the proposed development:

- Building works for the construction and operation of a Service Station and associated retail activities (rural supplies and specialised retail premises);
- Civil works;
- Business Identification Signage;
- Landscaping.

The proposed land uses to be undertaken on the site will be as follow:

- Service Station;
- Rural supplies;
- Specialised retail premises.

3.1.2 Land Use, Site Layout & Building Works

The application proposes the construction of two purpose-built buildings to facilitate the proposed use of the site. The eastern building (432m²) will be utilised for the purpose of rural supplies and specialised retail premises, whilst the western building (282m²) will be used for the purpose of general service station transactions i.e. shop, forecourt, canopy and bowers. A display area (94m²) will also be located on the eastern end of the shop that will display products available for purchase. A number of other components will make up the site layout including a service yard, outdoor seating area, landscaped area, loading/unloading and vehicle parking areas.

The land area schedule for the proposal is as follows in **Table 6**.

Table 6: Land Area Schedule

Subject Land	Area (m ²)
Shop	282
Display Area	94
Service Yard	19.5
Petrol Canopy	372
Shed	432
Outdoor Seating	81
Landscaping	253
Gravel Area	181.2
Hard Paved Area	2975.4

Eastern Building (Rural Supplies & Specialised Retail Premises)

The use of the eastern building will facilitate the display and sale of items permitted under the definition of rural supplies i.e. stockfeeds, grains, seed, fertilizers, veterinary supplies and other goods or materials used in farming and primary industry production.

The enabling of a specialised retail premises on the site via Schedule 1 of the Inverell LEP 2012 will further enable the display and sale of the following items;

- Boots, gardening supplies including mulch and potting mix.
- Feed for all types of animals including poultry, birds, dogs, cats, horses, cows, pigs and animal supplements.
- Fertiliser, hay, vet products, feed containers, fishing equipment, groceries. Some chemicals like rat poison.

Products will be stored within the building in the form of pallet racking. A hay storage area will be located within the south eastern corner of the building, and a trucker's shower facility within the south western corner.

Access through the building will be provided via 2 independent drive through lanes. Associated loading/unloading activities will be accommodated within the building.

The building will contain dimensions of 14.39m x 30.06m, with a maximum roof height of 8.091 metres including a 5° roof pitch. The enclosed design plans illustrate a building setback of 1.89 metres to the southern property boundary and a 3.027 metre setback to the eastern property boundary to provide an appropriate clearance to the sewer main.

Reference should be made to the design plans prepared by North Coast Petroleum which provides the external finishes schedule for the building.

Western Building (Service Station)

The western building will facilitate the service station activities including fuel and retail transactions, including the display and purchase of general convenience shop items, together with food and drink items. Various internal components of the building include:

- Retail area
- Product display room
- Amenities
- Store room
- Freezer
- Coolroom
- Counter display (including 'point of sales' – POS)
- Kitchen
- Washing area/storage
- Cleaners sink
- Office

The building will contain dimensions of 10m x 37.66m, with an overall roof height of 5m. The enclosed design plans illustrate a building setback of 1.887 metres to the southern property boundary. The associated service station forecourt will include a bowser canopy with an overall height of 6.5 metres.

An additional canopy is proposed to connect the proposed eastern and western buildings.

Reference should be made to the design plans prepared by North Coast Petroleum which provides the external finishes schedule for the building.

3.1.3 Civil Works

The redevelopment of the service station involves earthworks to be undertaken which will be ancillary to the construction of the development. The works as detailed in the enclosed design plans, will facilitate the installation of the service station infrastructure i.e. building footings, underground tank farm (2 x 110,000 litre tanks compartmentalised to 6 products), UPSS and Class 1 Separator. Earthworks will be carried out in accordance with best practice including consideration of controls contained in the NSW Landcom Managing Urban Stormwater – Soils and Construction (the Blue Book).

The proposed civil works have been designed in conjunction with the Gwydir Highway / Chester Street Roundabout and are in keeping with the existing topography of the site. A small retaining wall up to 0.4m is expected adjacent to Chester Lane and is required to enable access to the shed. A maximum fill height of 0.7m is expected along the western edge of the site. This fill is required to comply with the disabled access grades between the carpark and onsite shop. Details of the proposed civil works are illustrated on the Site Layout Plan prepared by NDC in conjunction with NCPT as contained in this report (Drawing No. 190225-01-DA-CI-01).

3.1.4 Hours of Operation & Staff

Operating Hours

Operating hours as follows:

- Monday to Friday: from 4.30am to 8pm;
- Saturday and Sunday: from 6am to 8pm.

The retail activities and the service station will maintain the same hours of operation.

Staff

Business operations of the development will involve in the order of 9 staff.

This includes:

- 2 x Full-time staff;
- 7 x Part-time staff;
- The maximum number of employees rostered on at any one-time are 4.

3.1.5 Access, Parking & Loading/Unloading

As noted above, access to the eastern building will be provided via 2 independent drive through lanes. Associated loading/unloading activities will be accommodated within the building.

Regarding the operational components of the service station site, access, parking & loading/unloading has been addressed within the Transport Assessment prepared by Ason Group as contained within **Attachment 3**. The following components make up the service station operational components:

- 1 vehicular access crossover and 1 exit crossover to/from Chester Street;
- 14 refuelling positions that will comprise the following:
 - 12 refuelling positions for light vehicles;
 - 2 refuelling positions for heavy vehicles;
- Associated car parking facility including 9 car parking spaces plus one air and water refuelling space;
- Dedicated loading bay for the proposed convenience store; and
- A keep clear manoeuvring area for ancillary loading/unloading facilities on-site.

Note: An emergency access crossover along Chester Lane is referenced in the Ason Group Transport Assessment, however has since been removed from the final version of the development application plans prepared by North Coast Petroleum.

Section 7.1 of the Transport Assessment provides the following key findings and conclusions:

Key Findings

- The proposed site plan suggests that overall, the Site would provide for the development of:
 - A total built up Gross Floor Area (GFA) of 808 m² including:
 - A service station shop of 282 m² GFA;
 - A display area of 94 m² GFA; and
 - A rural supply shop / shed of 432 m² GFA, which is expected to stock packaged livestock food, bird seed, dog food, unpackaged hay, etc.
- A total of 14 petrol pumps, comprising:
 - 12 petrol pumps for light vehicles, and
 - 2 petrol pumps for heavy vehicles.
- A commitment has been made by Australian Government to upgrade the intersection of Glen Innes Road (Gwydir Highway) / Tingha Road / Chester Street to a roundabout to improve safety and efficiency at this junction. This upgrade is currently in Planning stage and the construction is expected to commence in early 2022 and be completed by late 2022.
- SIDRA modelling has been undertaken to confirm that the future new roundabout would operate at a satisfactory LoS A and B during all peak periods with the Proposal in the future 'Project Case' (Year 2032) scenario.
- To account for traffic generated by the additional GFA from retail area and potential increase of passing trade and as well as the increase on traffic along surrounding road network, an annual compound growth rate of 2.5% per annum has been adopted for the site traffic generation under the future 'Project Case' assessment. Therefore, the traffic analysis contained in this TA is based on a conservative assessment.
- Having regard to the above, the car parking spaces required as per Inverell DCP based on the proposed GFA are as follows:
 - 14 spaces for the Convenience Store;
 - 0 spaces for the Shed; and
 - 0 (4 for worst-case assessment) spaces for the Display Area.
- In response, the proposal provides for more than 23 on-site spaces to accommodate cars and trucks, indicating a surplus of car parking spaces, irrespective of the assessment case.
- The Proposal will also provide an emergency only access on Chester Lane.
- All heavy vehicles (up to 20.0m AVs) are expected to enter the Site via the northern access from Chester Street, and exit the Site via the left-out access to the future roundabout of Chester Street and Glen Innes Road.

Note: The emergency access crossover along Chester Lane as referenced in the Ason Group Transport Assessment has now been removed from the final version of the development application plans prepared by North Coast Petroleum.

We also note that construction of the roundabout referred to above has now commenced.

Conclusion

On the basis of the above, the DA is supportable on Traffic Engineering and Transport Planning grounds and will not result in any adverse impacts on the surrounding road network or the availability of parking.

Note: The eastern building proposed to be used to accommodate specialised retail and rural supplies activity has been repositioned since the completion of the Ason Group Transport Assessment. The building was proposed with a setback of 1.5 metres to the eastern property boundary, however has since been repositioned to contain a 3.0 metre setback to provide an appropriate clearance to the sewer main.

Accordingly, NDC has undertaken a review of the vehicular swept paths which takes into consideration the repositioned shed with the revised swept path plans contained within Attachment 4. These vehicle templates demonstrate that operation of the site as demonstrated in the Ason Group Transport report are not impacted by the new position of the shed.

3.1.6 Business Identification Signage

Full details (dimensions & wording) of the proposed signage and their locations are shown on the design plans prepared by North Coast Petroleum as submitted as part of the development application. The proposal includes the following signage:

- 2 x internally illuminated pylon price board signs:
 - The pylon sign at the Glen Innes Road frontage is designed with a 7.2m total height;
 - The pylon sign at the Chester Street frontage is designed with a 3.3m total height;
- Fuel forecourt signs (canopy fascia signs) containing the service station logo. Some elements are to be internally illuminated;
- Various internally illuminated wall signage on the service station building containing the service station name and logo;
- Wall signage on the façade of the shed;
- Various traffic/directional signage.

3.1.7 Landscaping

The proposal incorporates areas of landscaping along part of the northern, eastern, and western property boundaries with a collective area totalling 253m². Whilst indicative landscaping locations are shown on the enclosed design plans, more detailed landscaped plans may be submitted with the Construction Certificate if required by Council through a condition of development consent.

3.1.8 Waste Management

The service yard for refuse storage/collection is located to the east of the service station building and can be conveniently accessed by waste related collection vehicles. By virtue of its enclosure it will be appropriately screened from public view from Glen Innes Road.

All materials required for the construction works would be stored on-site. Surplus material would be disposed of appropriately and would not be left on any land on or around the site following the completion of the development.

All reuse and recycling options would be investigated for waste generated as part of the construction works. If re-use or recycling options do not exist then the waste would be disposed of at an appropriately licensed waste facility.

3.2 Utilities

Sewer & Water

The proposal shall be connected to necessary infrastructure including reticulated sewer and water services.

Stormwater

The lawful point of discharge for the site has been identified as the stormwater pit detailed on the SMEC roundabout engineering drawings (on the western boundary of the site). Stormwater within the site will be collected in an underground pipe network and discharged to this pit. The bowser and fill area have been bunded with the flows from this zone being directed through a Class 1 separator to remove contaminants. The emergency overland flow paths are away from adjacent properties towards the Road Reserve.

Electricity & Telecommunications

The previous development on the site was serviced with a power supply and telecommunication services. These services will be adapted as necessary to service the proposal.

A DBYD search (**refer to Attachment 2**) undertaken identifies a number of underground cables within the development footprint which appear to have serviced previous development on the site. Any underground services impacting the site will be relocated by an approved subcontractor if required by the service provider.

Erosion & Sediment Control

Conventional erosion and sediment controls will be required to be put in place at the time of development construction to meet the requirements of the Landcom's '*Soils and Construction Volume 1 – Managing Urban Stormwater: Soils and Construction*' (ie. blue book).

3.3 Architectural Design Plans

The proposed development has been designed by *North Coast Petroleum* with the following plans forming the basis of the sought development.

Table 7: Architectural Design Plans

Plan Title	Drawing No.	Rev	Plan Date
Proposed Site Layout	A101	C	20/06/2022
Proposed Convenience Store Floor Plan	A102	B	20/06/2022
Proposed Shed Floor Plan	A103	C	20/06/2022
Proposed Elevations Sheet 1	A200	B	20/06/2022
Proposed Elevations Sheet 2	A201	C	20/06/2022
Proposed Buildings Elevations	A202	C	20/06/2022
Finishes Schedule	A203	B	20/06/2022
Signage Details	A204	B	20/06/2022

4. Planning Assessment

4.1 Introduction

Section 4 documents the range of planning controls applicable to this application pursuant to Section 4.15 of the *Environmental Planning and Assessment Act 1979* and considers the consistency of the proposal with these requirements. The following planning documents have been considered in this report:

- Inverell Local Environmental Plan 2012;
- Inverell Development Control Plan 2013;
- SEPP (Resilience and Hazards) 2021;
- SEPP (Planning Systems) 2021;
- SEPP (Transport and Infrastructure) 2021;
- SEPP (Industry and Employment);
- Section 4.15 Environmental Planning & Assessment Act 1979.

4.2 Inverell Local Environmental Plan 2012 (ILEP)

Clause 2.3 – Zone Objectives and Land Use Table

Land Zoning

The site is zoned *B1 – Neighbourhood Centre* pursuant to the Inverell Local Environmental Plan 2012.

Plate 2 illustrates the current zoning.



Plate 3: Land Zoning (Source: NSW Planning Portal)

Following the completion of the Planning Proposal, the proposed development for a service station and rural supplies is enabled via the B1 – Neighbourhood Centre zoning framework now applying to the site, in conjunction with Schedule 1 of the Inverell LEP 2012 (Item 1) which specifies that development for the purpose of a specialised retail premises is permitted with development consent.

Land Use Definitions

The following land use definitions are contained within the Inverell LEP 2012 which characterise the proposed development:

service station means a building or place used for the sale by retail of fuels and lubricants for motor vehicles, whether or not the building or place is also used for any one or more of the following —

- (a) the ancillary sale by retail of spare parts and accessories for motor vehicles,
- (b) the cleaning of motor vehicles,
- (c) installation of accessories,
- (d) inspecting, repairing and servicing of motor vehicles (other than body building, panel beating, spray painting, or chassis restoration),
- (e) the ancillary retail selling or hiring of general merchandise or services or both.

rural supplies means a building or place used for the display, sale or hire of stockfeeds, grains, seed, fertilizers, veterinary supplies and other goods or materials used in farming and primary industry production.

specialised retail premises means a building or place the principal purpose of which is the sale, hire or display of goods that are of a size, weight or quantity, that requires—

- (a) a large area for handling, display or storage, or
- (b) direct vehicular access to the site of the building or place by members of the public for the purpose of loading or unloading such goods into or from their vehicles after purchase or hire,

but does not include a building or place used for the sale of foodstuffs or clothing unless their sale is ancillary to the sale, hire or display of other goods referred to in this definition.

B1 Neighbourhood centre zone objectives

The objectives of the zone are:

- *To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.*

Comment: Prior to the land acquisition and building demolition, the service station historically sold goods and merchandise, consistent with the definition of a ‘specialised retail premises’, in accordance with existing consents. The redevelopment of the site which incorporates a ‘specialised retail premises’ will formalise the historical retail activities which will continue from the new premises.

Strategically, the endorsed Planning Proposal provided a logical extension of the B1 zone to capture the proposed redeveloped service station. The economic impact assessment that was prepared by IQ and submitted with the Planning Proposal, supported the application of the B1 zone over the site to facilitate the service station, and specialised retail premises.

The economic impact assessment addressed and satisfied the B1 zoning objective in the following way: “The bulk of the other B1 zoned land in the immediate area is located on the opposite side of Chester Road and is occupied by self-storage. Consequently, existing uses in the B1 Neighbourhood zoned area would typically be serving a larger area than the immediate neighbourhood, reflective of their location along Glen Innes Road and comprising a service station and self-storage facilities which would attract business from a broader area rather than the immediate location.” The economic impact assessment appropriately concludes that service stations are generally acceptable uses in a range of zonings within the town.

Council’s strategic planning framework and the ILEP 2012 have established this area for neighbourhood business as demonstrated through the LEP land zoning and land use history for business activity. The proposal to develop the site in the manner proposed is consistent with Council’s strategic intent for the subject site, and therefore the proposal is consistent with the B1 zoning objectives.

Clause 2.5 – Additional Permitted Uses on Particular Land

Comment: Schedule 1 of the Inverell LEP 2012 (Item 1) specifies that development for the purpose of a specialised retail premises is permitted with development consent.

Clause 2.7 – Demolition Requires Development Consent

Comment: This proposal does not include building demolition. Demolition works have already been completed on the site in respect to the service station buildings and UPSS infrastructure.

To enable the land to be redeveloped, development consent has been obtained via DA 86/2021 for the demolition of dwellings and structures situated on 1, 3, 5, & 7 Chester Street, and also 28 Glen Innes Road, Inverell. These structures have now been removed.

Clause 5.10 – Heritage Conservation

Comment: The endorsed Planning Proposal removed local heritage item (Item no. I096) Lot 1 DP 326225, 3 Chester Street, Inverell from Schedule 5 Environmental Heritage of the ILEP 2012 and the associated Inverell LEP 2012 Heritage Map. In this regard, development consent notice DA 86/2021 was issued on 29 July 2021 for the demolition of the dwelling on Lot 1 DP 326225. This dwelling has now been removed.

Clause 5.21 - Flooding

As addressed within the endorsed Planning Proposal, the subject land is not identified as being on flood prone land on Council's online public mapping system.

Clause 6.1 - Earthworks

Comment: The earthworks to be undertaken will be ancillary to the construction of the development as previously stated. Earthworks will be carried out in accordance with best practice including consideration of controls contained in the NSW Landcom Managing Urban Stormwater – Soils and Construction (the Blue Book).

Clause 6.6 – Essential Services

Comment: By virtue of the previous development upon the subject site, water and sewage services are able to be adapted to the proposed development.

Stormwater drainage has been addressed by NDC within this Statement of Environmental Effects. Access, parking & loading/unloading has been addressed within the Transport Assessment prepared by Ason Group as contained within **Attachment 3**

4.3 Inverell Development Control Plan 2013 (IDCP)

4.3.1 Introduction

The Inverell Development Control Plan (IDCP) 2013 applies to the Inverell Shire and as such the subject site. The provisions contained within the DCP are intended to form a guideline under which development can take place which meet the underlying objectives of the Inverell Local Environmental Plan 2012. Where demonstrated, scope exists to allow meritorious assessment through alternate solutions where practicable.

4.3.2 Assessment

Table 8 summarises the applicable standards and demonstrates where compliance is achieved, or a variation sought for the proposal.

Table 8: Inverell DCP

Element	DCP Requirement	Comment
Chapter 4 – Commercial and Industrial Development		
4.2 – Intent	Neighbourhood Centres - A range of small scale precincts zoned B1 Neighbourhood Centre under the ILEP containing retail, business and community uses designed to serve the surrounding neighbourhood.	<p>The proposed development is not located within the Town Centre Core Area or Town Centre Outer Area. The site is zoned B1 Neighbourhood Centre.</p> <p>The redevelopment of the site for a 'specialised retail premises' will formalise the historical retail activities which will continue from the new premises.</p> <p>Council's strategic planning framework and the ILEP 2012 have established this area for neighbourhood business as demonstrated through the LEP land zoning and land use history for business activity. The proposal to develop the site in the manner proposed is consistent with Council's strategic intent for the subject site.</p>
4.3 – Location	<p>To ensure that commercial and industrial development is compatible with the current and desired future character of the area.</p> <p>To maintain the standing of Inverell's Town Centre Core Area as the commercial and retail focus of the Shire.</p>	As provided above, the proposal to develop the site in the manner proposed is consistent with Council's strategic intent for the subject site. The proposal is consistent with the Planning Proposal prepared for the site as endorsed by Council and the NSW DPIE.
4.4 – Streetscape	<ul style="list-style-type: none"> Walls along a street frontage must provide visual interest through articulation and use of varied building materials and colours. 	The proposal adopts a modern contemporary design that will make a positive contribution to the streetscape. The design adopts a variety of building

	<ul style="list-style-type: none"> Any proposed use of the footpath for advertising signs, dining and/or display of goods is to be specified in the Development Application and must not detrimentally affect the streetscape or pedestrian safety. Industrial buildings must present to, and have the main customer entrance, at the primary frontage. Provision of quality landscaping where appropriate. 	<p>materials and colours whilst representing the associated brand of the service station. The design does not result in glass shopfronts dominating the street.</p> <p>The service station incorporates a site layout and Architectural design to allow interaction with customers.</p> <p>Landscaping is proposed to the street frontage.</p>
4.5 – Setbacks	<ul style="list-style-type: none"> Buildings are to be constructed to the street boundary in the Town Centre Core Area. The setbacks for buildings in the Town Centre Outer Area are subject to appropriate design in response to providing an active street frontage, pedestrian access and quality design. Buildings in the IN1 General Industrial zone should be set back 10 metres from the primary frontage, or consistent with the setbacks of adjoining buildings. In the case of a corner lot, the minimum setback for a secondary frontage may be reduced, provided that this frontage does not address a main road. 	<p>The site is not located within the Town Centre Core Area or Town Centre Outer Area, and is not zoned IN1 General Industrial.</p> <p>Despite the above, the proposal is considered to comply with the ‘Outcome’ of the setback provision which is <i>‘To maintain the existing character in commercial and industrial areas through consistency in setbacks.’</i> In this regard, the proposal is not inconsistent with the previous setbacks on the subject site pre-acquisition and commercial building demolition.</p>
4.6 - Parking and Traffic	<p>Parking to be provided in accordance with the requirements expressed in Chapter 5 of the IDCP.</p> <p>A concrete or paved footpath may be required at the front of the site for pedestrian use.</p>	<p>See Chapter 5 below in respect to car parking.</p>
4.7 - Advertising Signs	<ul style="list-style-type: none"> Signs are to be kept to a minimum and commensurate with the type of activity being undertaken. Signs are to be of a scale in proportion to the building (ie not to dominate the building). Signs are to be modest in size and colour and not provide a distraction to motorists. 	<p>A range of signage is proposed to identify the business to customers which is considered commensurate for a business of this kind.</p>
4.8 - Amenity	<ul style="list-style-type: none"> Cooling and heating units are to comply with the relevant noise standard for such equipment. Natural and artificial lighting is to be used to reduce poorly lit or dark areas to deter crime and vandalism, without causing a nuisance to adjoining properties. Materials and finishes of external walls are to be complementary to the surrounding buildings. 	<p>Lighting will be adopted as necessary for the service station to address and deter potential for crime and vandalism. Lighting will be required to be sited and orientated in a manner to avoid creating a nuisance to adjacent properties.</p> <p>As noted above, the proposal adopts a modern contemporary design that will make a positive contribution to the streetscape.</p>

	<ul style="list-style-type: none"> Outdoor storage areas are to be substantially screened from public view. 	The service area will be located within the site and can be conveniently accessed by waste related collection vehicles. By virtue of it's enclosure it will be appropriately screened from public view from Glen Innes Road.
4.9 - Earthworks & Stormwater Drainage	<ul style="list-style-type: none"> Proposals should be designed to take into consideration the sites natural topography to minimise the development footprint and amount of earthworks required. Any changes to the natural surface level are to incorporate measures to ensure the natural or existing stormwater regime is appropriately managed. A stormwater concept plan with accurate site levels should be submitted with any application. 	<p>The earthworks to be undertaken will be ancillary to the construction of the development. Earthworks will be carried out in accordance with best practice including consideration of controls contained in the NSW Landcom Managing Urban Stormwater – Soils and Construction (the Blue Book).</p> <p>Stormwater drainage has been addressed by NDC within this report.</p>
4.10 - Landscaping	<ul style="list-style-type: none"> Where landscaping is proposed or required to be part of a development, a landscaping concept plan should be submitted with a Development Application. Industrial development must incorporate a minimum 2 metre landscaping strip along a street frontage (excluding driveways) and a 1 metre landscape strip along the side boundaries up to the building line. 	The proposal incorporates areas of landscaping along part of the northern, eastern, and western property boundaries with a collective area totalling 253m ² . Whilst indicative landscaping locations are shown on the enclosed design plans, more detailed landscaped plans may be submitted with the Construction Certificate if required by Council through a condition of development consent.
Chapter 5 – Parking and Traffic		
5.2 - Intent	To ensure that development/s provide adequate and well-designed on-site carparking.	Car parking spaces are illustrated on the enclosed design plans prepared by North Coast Petroleum.
5.3 - Parking Space Requirements	<p><u>Service Stations</u></p> <p>4 spaces per work bay, plus 5 spaces per 100m² of GFA for convenience stores, plus 15 spaces per 100m² of GFA or 1 space per 3 seats for restaurant, whichever is greater.</p> <p><u>Retail Premises</u></p> <ul style="list-style-type: none"> Shops (where the total GFA is less than 4000 m²) - 1 space per 25m² of GFA. Shops (where the total GFA is greater than 4000 m²) - 1 space per 40m² of GFA. 	Car parking to the development has been addressed in Section 4.1 of the Transport Assessment prepared by Ason Group as contained within Attachment 3 .
5.4 - Provision of Car Parking	<p><u>New Development</u></p> <p>The total number of on-site parking spaces provided must be in accordance with Clause 5.3.</p> <p><u>Multiple Use</u></p> <ul style="list-style-type: none"> Where a development contains more than one land use, the total parking requirement will be calculated by adding together the number of spaces required for each separate use. 	Car parking to the development has been addressed in Section 4.1 of the Transport Assessment prepared by Ason Group as contained within Attachment 3 .

	<ul style="list-style-type: none"> Reduction in requirements for multiple uses may be considered where it can be demonstrated that the peak parking demand for each land use component of the development is staggered. 	
5.5 - Design	<ul style="list-style-type: none"> All parking, loading or unloading of vehicles is to be carried out on the development site. Loading facilities are to be located at the rear or side of the building and where possible not adjacent to residential properties. Car parks should be designed to provide pedestrian connectivity and minimise conflicts between vehicles and pedestrians. 	Reference should be made to the Transport Assessment prepared by Ason Group as contained within Attachment 3 .
5.6 Stormwater	- A stormwater concept plan, including pollution control devices and on-site stormwater detention may be required to be submitted with any Development Application.	Stormwater drainage has been addressed by NDC within this report.
5.7 Landscaping	<ul style="list-style-type: none"> Parking areas are to be suitably landscaped to reduce the visual impact of expansive hard stand areas. Where landscaping is required, a concept landscape plan should be provided with a Development Application. 	<p>The proposal incorporates areas of landscaping along part of the northern, eastern, and western property boundaries which will provide landscape screening to the carpark and hardstand area.</p> <p>Indicative landscaping locations are shown on the enclosed design plans. Detailed landscaped plans may be submitted with the Construction Certificate if required by Council through a condition of development consent.</p>
5.8 Access and Frontage to Laneways	<ul style="list-style-type: none"> No new development shall have frontage to and/or primary access from a laneway; The use of rear lanes in the Town Centre Outer Area may be supported where it can be demonstrated that it is necessary for the development and that the lane is of a suitable standard for traffic, or can be upgraded to a suitable standard; In situations of extenuating circumstances application may be made to Council seeking a variation to this requirement. Any such application should, at a minimum, address the following matters: <ul style="list-style-type: none"> Impacts on privacy, amenity and streetscape; Suitability of access (including service vehicles); – Availability and standard of service infrastructure; Traffic movements and potential conflict; and 	The development does not propose access to a laneway. The initial proposal for an emergency access to Chester Lane has now been removed.

	<ul style="list-style-type: none"> ○ Precedent impacts if such a development was allowed to occur in the area. • Council recognises that laneways serve a purpose in providing secondary access to properties particularly where vehicle storage areas are located at the rear of a property. Providing suitable access is available, Council will permit secondary access from laneways. 	
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4.4 State Environmental Planning Policies

4.4.1 SEPP (Resilience and Hazards) 2021

Chapter 3 – Hazardous and Offensive Development

This Chapter contains various aims and objectives, and amongst others contains the following:

- *to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account, and*
- *to ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact, and*

A Preliminary Hazard Analysis has been prepared by North Coast Petroleum and provided within **Attachment 5**.

Chapter 4 – Remediation of Land

Chapter 4 of the SEPP relates to the remediation of land. The objective of Chapter 4 is to promote the remediation of contaminated land for the purpose of reducing risk of harm to human health or any other aspect of the environment. Clause 4.6 requires that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated, based on a preliminary investigation of the land carried out in accordance with the Contaminated Land Planning Guidelines.

Reference should be made to the Validation Report prepared by ENV Solutions contained within **Attachment 1**.

4.4.2 SEPP (Planning Systems) 2021

Chapter 2 – State and regional development

The SEPP identifies development that is considered either State Significant or Regional Development. The proposal is not considered State Significant Development or State Significant infrastructure.

Schedule 6 of the SEPP outlines development for which a Regional Planning Panel (RPP) exercises consent authority functions of Council. A review of the schedule identifies the SEPP is not triggered in this instance and Inverell Shire Council are the consent authority for the proposal.

4.4.3 SEPP (Transport and Infrastructure) 2021

Chapter 2 – Infrastructure

The aim of the SEPP is to facilitate the effective delivery of infrastructure across the State.

In addressing Clause 2.121 – Traffic Generating Development, the development involves a Service Station with heavy vehicle refuelling. Accordingly, Council will refer the Development Application to TfNSW in accordance with Clause (4).

4.4.4 SEPP (Industry and Employment) 2021

Chapter 3 – Advertising and Signage

The objective of Chapter 3 is to provide development standards in relation to advertising and signage. The relevant clauses and the proposal's response to these matters are outlined within **Table 9**.

Table 9: Schedule 5 – Assessment Criteria

State Environmental Planning Policy (Industry & Employment) 2021	
Section	Comment
3.15 Advertisements with display area greater than 20 square metres or higher than 8 metres above ground (1) This section applies to an advertisement— (a) that has a display area greater than 20 square metres, or (b) that is higher than 8 metres above the ground. (2) The consent authority must not grant consent to an application to display an advertisement to which this section applies unless— (a) the applicant has provided the consent authority with an impact statement that	The maximum area of the individual illuminated price board signs are less than 20m ² per side, and the overall sign heights are less than 8 metres.

<p>addresses the assessment criteria in Schedule 5 and the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and</p> <p>(b) the consent authority gave a copy of the application to TfNSW before the application is exhibited if the application is an application for the display of an advertisement to which section 3.16 applies.</p>	
<p>3.16 Advertisements greater than 20 square metres and within 250 metres of, and visible from, a classified road</p> <p>(1) This section applies to the display of an advertisement to which section 3.15 applies, that is within 250 metres of a classified road any part of which is visible from the classified road.</p> <p>(2) The consent authority must not grant development consent to the display of an advertisement to which this section applies without the concurrence of TfNSW.</p> <p>(3) In deciding whether or not concurrence should be granted, TfNSW must take into consideration—</p> <p>(a) the impact of the display of the advertisement on traffic safety, and</p> <p>(b) the Guidelines.</p> <p>(4) If TfNSW has not informed the consent authority within 21 days after the copy of the application is given to it under section 3.15(2)(b) that it has granted, or has declined to grant, its concurrence, TfNSW is taken to have granted its concurrence.</p> <p>(5) Nothing in this section affects section 3.14.</p> <p>(6) This section does not apply when the Minister for Planning is the consent authority.</p>	<p>The maximum area of the individual illuminated price board signs are less than 20m² per side.</p>
<p>3.20 Wall advertisements</p> <p>(1) Only one wall advertisement may be displayed per building elevation.</p> <p>(2) The consent authority may grant consent to a wall advertisement only if—</p> <p>(a) the consent authority is satisfied that the advertisement is integrated with the design of the building on which it is to be displayed, and</p> <p>(b) for a building having—</p> <p>(i) an above ground elevation of 200 square metres or more—the advertisement does not exceed 10% of the above ground elevation, and</p>	<p>The eastern shed proposed within the application will be limited to a small wall sign on the northern elevation and one on the western elevation. Various wall signs are proposed for the respective facades of the service station building depicting the name of the service station and logo.</p> <p>The proposed signage is integrated with the design of the buildings on which they are to be displayed.</p>

<p>(ii) an above ground elevation of more than 100 square metres but less than 200 square metres—the advertisement does not exceed 20 square metres, and</p> <p>(iii) an above ground elevation of 100 square metres or less—the advertisement does not exceed 20% of the above ground elevation, and</p> <p>(c) the advertisement does not protrude more than 300 millimetres from the wall, unless occupational health and safety standards require a greater protrusion, and</p> <p>(d) the advertisement does not protrude above the parapet or eaves, and</p> <p>(e) the advertisement does not extend over a window or other opening, and</p> <p>(f) the advertisement does not obscure significant architectural elements of the building, and</p> <p>(g) a building identification sign or business identification sign is not displayed on the building elevation.</p> <p>(2A) In the case of the display of a wall advertisement on transport corridor land, subsection (2) does not apply and the consent authority may grant consent only if satisfied that the advertisement is consistent with the Guidelines.</p> <p>(3) In this section, building elevation means an elevation of a building as commonly shown on building plans.</p>	
<p>3.21 Freestanding advertisements</p> <p>(1) The consent authority may grant consent to the display of a freestanding advertisement only if the advertising structure on which the advertisement is displayed does not protrude above the dominant skyline, including any buildings, structures or tree canopies, when viewed from ground level within a visual catchment of 1 kilometre.</p> <p>(2) This section does not prevent the consent authority, in the case of a freestanding advertisement on land within a rural or non-urban zone, from granting consent to the display of the advertisement under section 3.13.</p>	<p>The illuminated price board signs will not protrude above the highest building point proposed within the redevelopment of the site. The highest building point is from the eastern shed and will contain a height of 8.091 metres, whilst the highest price board sign is proposed at 7.2 metres.</p>
<p align="center">Schedule 5 Assessment Criteria</p>	
<p>1 Character of the area</p> <ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or 	<p>The proposed signage is considered to be compatible with the planned strategic character of the subject site for commercial purposes, and is typical of service station signage along the Gwydir Highway. In this regard, the proposed</p>

<p>locality in which it is proposed to be located?</p> <ul style="list-style-type: none"> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	<p>signage is considered to be compatible with the existing and planned character of the area.</p>
<p>2 Special areas</p> <ul style="list-style-type: none"> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	<p>The proposed signage is not considered to detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas.</p> <p>The proposed signage is akin to other service station developments located along the Gwydir Highway network.</p>
<p>3 Views and vistas</p> <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 location of the signage is not considered to obscure or compromise important view sheds, nor dominate the skyline or reduce the quality of any vistas.</p> <p>The location of the subject site and position of the proposed signage is not considered to impede or impact upon the viewing rights of other advertisers.</p>
<p>4 Streetscape, setting or landscape</p> <ul style="list-style-type: none"> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management? 	<p>The proposed signage is considered to be of a scale and form that is appropriate for the streetscape and commercial setting of the subject site.</p> <p>The illuminated price board signs will not protrude above the highest building point proposed within the redevelopment of the site. The highest building point is from the eastern shed and will contain a height of 8.091 metres, whilst the highest price board sign is proposed at 7.2 metres.</p> <p>The freestanding price board signs will be located within the landscaped areas within the perimeter of the site which will be maintained.</p>
<p>5 Site and building</p> <ul style="list-style-type: none"> 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? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>The proposed signage is considered to be compatible with the scale, proportion and design characteristics of the service station it will represent.</p>

<p>6 Associated devices and logos with advertisements and advertising structures</p> <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 signage encompasses the service station logo (i.e. Liberty) as an integral part of the signage.</p>
<p>7 Illumination</p> <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? • Is the illumination subject to a curfew? 	<p>The proposal involves various signage elements which are to be illuminated. The illumination will need to be in accordance with <i>AS4282:1997 Control of Obtrusive Effects of Outdoor Lighting</i> and in accordance with relevant conditions of development consent.</p>
<p>8 Safety</p> <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 signage will be retained entirely on private land and in a location which negates any obstruction concerns for pedestrians or bicyclists.</p>

4.5 Section 4.15 - Evaluation

In determining a Development Application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the Development Application:

(a) the provisions of:

(i) any environmental planning instrument, and

Comment: The relevant aspects of the Inverell Local Environmental Plan 2012 have been addressed within Section 4.2 of this report.

(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

Comment: No draft EPI is considered to adversely impact the application as proposed.

(iii) any development control plan, and

Comment: Relevant aspects of the Inverell Development Control Plan 2013 have been addressed within Section 4.3 of this report.

(iiia) Any planning agreement that has been entered into or any draft planning agreement that a developer has offered to enter into under section 7.4.

Comment: No existing or draft planning agreements are applicable to the current application.

(iv) the regulations that apply to the land to which the Development Application relates,

Comment:

Clause 61 Provision		Comment
(1)	Demolition	N/A
(2)	Land subject to a Subdivision Order	N/A
(3)	Dark Sky Planning Guideline	N/A
(4) & (5)	Application for a manor house or multi dwelling housing (terraces).	N/A
(6)	Residential building in Penrith City Centre	N/A
(7)	Development in Wagga Wagga	N/A
(7A)	Development in Moree	N/A

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,

Primary Matters	Proposal
Context & Setting	Council's strategic planning framework and the ILEP 2012 have established this area for neighbourhood business as demonstrated through the LEP land zoning and land use history for business activity. The proposal to develop the site in the manner proposed is consistent with Council's strategic intent for the subject site.
Transport, Access & Parking	Transport, access and parking has been considered and addressed in the Transport Assessment prepared by Ason Group as contained within Attachment 3. Adequate access and parking arrangements have been provided within the development to accommodate the needs of the proposed use.
Utilities	Utility services have been addressed in this report.
Heritage	The endorsed Planning Proposal removed local heritage item (Item no. I096) Lot 1 DP 326225, 3 Chester Street, Inverell from Schedule 5 Environmental Heritage of the ILEP 2012 and the associated Inverell LEP 2012 Heritage Map. Development consent notice DA 86/2021 has been issued for the demolition of the dwelling on Lot 1 DP 326225, which has now been removed from the site.
Water	Reticulated water supply is available at the property and will be connected to the development. Stormwater has also been addressed within this report by NDC.
Soils	<p>The previous service station buildings and associated UPSS have been removed. A validation report has been completed by ENV Solutions and is contained within Attachment 1.</p> <p>Erosion and sedimentation controls will be required to be implemented by the proponent prior to construction of the development.</p>
Flora & Fauna	No impacts on flora or fauna are envisaged given the hard built form of the site.
Hazards	<p>The site is not identified as being subject to coastal erosion. Council online public mapping does not identify the site as being subject to bushfire or flood hazard.</p> <p>A Preliminary Hazard Analysis has been prepared by North Coast Petroleum and provided within Attachment 5.</p>
Social & Economic Impacts	As identified earlier in this report, the endorsed Planning Proposal provided a logical extension of the B1 zone to capture the proposed redeveloped service station. The economic impact assessment that was prepared by IQ and submitted with the Planning Proposal, supported the application of the B1 zone over the site to facilitate the service station, and specialised retail premises.
Safety, Security & Crime Prevention	The proponent will ensure all relevant security measures are put in place for the operation of the service station.
Waste	Waste management has been addressed in Section 3.1.8 of this report.
Noise & Vibration	<p>Construction activities will adhere to Council's specified hours of operation and consent conditions relating to the existing residential amenity.</p> <p>As the service station operations are proposed to extend outside of the 'day' period, the following comments are provided with regards to addressing the sensitive noise impacts:</p>

	<ul style="list-style-type: none"> The standard customer service operation hours will be undertaken in accordance with the times specified in Section 3.1.4 of this report, being <ul style="list-style-type: none"> Monday – Friday 4.30am – 8pm Saturday & Sunday 6am – 8pm Fuel tank deliveries will occur 2-3 times per week on weekdays, and will not typically occur during the late night or early morning periods. <p>Operational noise impacts will be addressed within a noise impact assessment to be submitted under separate cover as part of application process.</p>
Site Design & Internal Layout	The site contains a suitable area to facilitate the proposed development as outlined in this report and presented within the design plans prepared by North Coast Petroleum.
Construction	Construction activities will be completed in accordance with Council conditions of consent and Work Cover requirements. Appropriate sedimentation measures will be installed during the construction phase to mitigate opportunities for soil erosion impacts and water pollution.

(c) the suitability of the site for the development,

Primary Matters	Proposal
Does the proposal fit in the locality	As identified earlier, the proposal to develop the site in the manner proposed is consistent with Council's strategic intent for the subject site.
Site Attributes conducive to the development	<p>The site is not mapped as being subject to flooding or bushfire as previously submitted.</p> <p>No issues are raised concerning heritage impacts as discussed earlier in this report.</p> <p>It is not considered that the proposed development will contribute to the loss or adverse impact upon any critical habitats or threatened species, populations or communities having regard to the hard stand nature of the subject site.</p>

(d) any submissions made in accordance with this Act or the regulations,

Primary Matters	Proposal
Local, State and Federal Legislation	All issues deemed relevant to the proposal, having regard to the location, nature and impacts, have been addressed in this report. Council will consider any submissions to the application as part of the assessment process.

(e) the public interest.

Primary Matters	Proposal
The public interest	This project has been designed to be compatible with the existing and desired future amenity of the locality and will support the continued use of the land for a service station and additional retail activities. In addition, the development is consistent with the development controls for the locality. As such, the proposal is considered to be in the public interest.

5. Conclusion

This Statement of Environmental Effects, when read in conjunction with the accompanying documents, successfully addresses the issues relevant to Council's assessment of this application.

Having regard for the issues raised herein, it is considered that approval of the Development Application is warranted, subject to the application of reasonable and relevant consent conditions.

The grounds for this approval are summarised below:

- Council's strategic planning framework and the ILEP 2012 have established this area for neighbourhood business as demonstrated through the LEP land zoning and land use history for business activity. The proposal to develop the site in the manner proposed is consistent with Council's strategic intent for the subject site, and therefore the proposal is consistent with the B1 zoning objectives.
- The proposal is largely consistent with the relevant provisions of the Inverell Development Control Plan 2013;
- The proposed development can be adequately serviced by the provision of on-site car parking spaces;
- The proposal has been designed to accord with the building form and scale of surrounding developments in the area.


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LUKE FITTOCK

Town Planner (BTRP)


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DAMIAN CHAPELLE

Town Planner. BTP CPP

Date: 16th August 2022