

Statement of Environmental Effects

16330 Newell Highway, Gillenbah

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1.0 Introduction

URPS has been engaged by the applicant to provide this Statement of Environmental Effects for the proposed development as described further below.

Together with this report I enclose:

- Architectural Plans by Richmond + Ross Consulting Engineers.
- Civil Plans by Richmond + Ross Consulting Engineers.
- Site Plan by Richmond + Ross Consulting Engineers.
- Vehicle Turn Path Plans by Richmond + Ross Consulting Engineers.
- Arborist Report by Future Tree Health.
- Cultural Heritage Assessment by Andrew Long + Associates.
- Bushfire Assessment Report by Bushfire Environmental Management Consultancy.
- Flood Impact Report by Richmond + Ross Consulting Engineers.
- Traffic Report by Traffix.
- Site Survey by PHL Surveyors.

An appraisal of the proposal's performance against the most pertinent provisions is set out within this Statement of Environmental Effects.

2.0 Subject Land and Locality

The subject land is allotment Lot 1 (DP200087) Newell Highway, Gillenbah.

The land is situated on the corner of Newell and Sturt Highways, with existing vehicle access from the northern frontage to Newell Highway.

The land is irregular in shape as somewhat dictated by the angles of the surrounding road network.

The land is generally flat yet has subtle gradients throughout and comprises an approximate area of 27,750 square metres.

The land is currently vacant of any buildings. It currently houses a business identification sign for the adjoining caravan park to the west. The land is quite vegetated with mature trees in both planted and self-seeding patterns.

The locality is primarily characterised by the following features:

- The Newell Highway which accommodates heavy vehicle movements travelling north and south.
- The Sturt Highway which accommodates heavy vehicle movements travelling east and west.
- Large allotments comprising a range of land uses such as:
 - Existing retail fuel outlets.
 - Tourist accommodation.
- Large allotments used for primary production.
- Electrical infrastructure at 48-54 Parkes Road to the south.

The wider locality comprises land surrounding the Murrumbidgee River and the town centre of Narrandera approximately 1.9 kilometres north of the subject land.

3.0 Proposed Development

The proposed development is for:

- Highway Service station including truck canopy and refuelling stations.
- Food and drink premises, including the provision of takeaway.
- Signage, to advertise the proposed land uses on the land.
- Vehicle manoeuvring areas, including car, truck and caravan parking.
- Vegetation removal.

The Narrandera Local Environmental Plan 2013 ('the LEP') defines these types of development as follows:

"Highway service station means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following—

- (a) a restaurant or cafe,*
- (b) take away food and drink premises,*
- (c) service stations and facilities for emergency vehicle towing and repairs,*
- (d) parking for vehicles,*
- (e) rest areas and public amenities.*

"Signage means any sign, notice, device, representation or advertisement that advertises or promotes any goods, services or events and any structure or vessel that is principally designed for, or that is used for, the display of signage, and includes any of the following—

- (a) an advertising structure,*
- (b) a building identification sign,*
- (c) a business identification sign,*

but does not include a traffic sign or traffic control facilities".

Specifically, the proposal includes:

- Removal of existing trees on the land.
- Provision of "service station buildings", including a control building for the sale of fuel and convenience goods, separate car and truck canopies, associated car, caravan and truck parking areas, above ground fuel tanks and a covered outdoor seating area.

- Provision of a free-standing pylon sign to advertise the fuels available and other services available on the land (i.e. convenience goods and foodstuffs). The free-standing sign will have a total height of 8 metres.
- Provision of other wall and fascia mounted signs on the control building and canopies.
- The proposed development will be available for use 24 hours per day, 7 days a week.

The proposed development is best presented on the attached architectural plans by Richmond + Ross Consulting Engineers.

4.0 Procedural Matters

4.1 Council and Zone

The subject land is situated in the Narrandera Shire Council, meaning that the following documents apply to the development for assessment purposes:

- Narrandera Local Environmental Plan 2013 (LEP)
- Narrandera Development Control Plan 2013 (DCP)
- State Environmental Planning Policy (Biodiversity and Conservation) 2021

The land is situated in Zone RU5 – Village as per the LEP.

4.2 Assessment Pathway

The proposal is not prescribed as “permitted” or “prohibited” development in the Zone.

The proposal is therefore prescribed as “permitted with consent” as it falls within the category of “any other development not specified in item 2 or 4”.

The removal of vegetation can be assessed and permitted by Council in accordance with Part 2.3 of the Biodiversity and Conservation policy.

5.0 Development Assessment

Section 9.1.4 'Newell Highway and North Narrandera Industrial and Commercial Uses' of the Narrandera Development Control Plan 2013 ('the DCP') states that:

"There are no specific development controls for these businesses. The Council's policy is to allow new and existing Highway based business to be proposed on its merits. Key issues for Highway based development include:

- *No significant adverse effects on the operation of the Highway.*
- *Developer pays basis for traffic, safety or drainage or servicing works generated by the proposed development.*
- *No significant adverse effects on nearby residential properties.*

The proposed development is consistent with the above criteria because:

- The land use is envisaged in the Zone and is consistent with the objective of the Zone as it provides a convenient service associated with a rural village.
- All buildings and structures are single storey and are of a consistent height with existing development in the locality noting the following breakdown of proposed structure heights:
 - Main building (i.e. shop) = 5.2 metres.
 - Car canopy = 5.6 metres.
 - Truck canopy = 6.4 metres.
 - Sign = 8 metres.
- The proposed development is sufficiently setback from allotment boundaries. The proposal would not impact the operation of the Highway and would maintain motorist safety. The proposed buildings and structures feature the following setbacks:
 - A 17.5-metre setback from the nearest section of the main building to the Newell Highway.
 - A 166.5-metre setback from the nearest section of the main building to Surt Highway.
 - A 33.5-metre setback from the nearest section of any canopy to the Newell Highway.
 - A minimum side setback of 40.5 metres (from nearest canopy section).
- The provided vehicle turn path analysis show that the development would facilitate safe and effective traffic movements and would not impact the broader traffic systems.
- The subject site is distanced some 140 metres to the nearest residential property. No adverse amenity impacts would arise.

5.1 Parking

The applicant has engaged Traffix to prepare a Traffic Impact Assessment. Turn path diagrams have also been prepared by Richmond + Ross Consulting Engineers.

The Traffic Impact Assessment provides an assessment against the applicable car parking guidelines and explains the following:

- The DPC does not provide car parking rates for this form of development. The DCP refers assessment to be undertaken against Section 5 of the Guidelines for Traffic Generating Development. This has since been superseded by the Guide to Transport Impact Assessment and thus the following assessment is undertaken against said document.
- The Guide to Transport Impact Assessment does not provide parking rates for service stations, however, it does provide the following parking rates for standard petrol stations and their ancillary components:
 - 6 spaces per work bay;
 - 5 spaces per 100m² GFA for convenience stores; and
 - 15 spaces per 100m² GFA or 1 space per 3 seats (whichever is greater) for restaurants.

The operation of the proposal would only require two-staff be on site at any given time working in the proposed shop building.

The proposed development provides 12 light vehicle spaces, 4 trucks spaces, 2 caravan spaces and a loading bay which is considered more than enough for the proposed development.

The Traffic Impact Assessment further explains that all car parking, truck parking and loading facilities comply with the applicable Australian Standards.

5.2 Traffic

As above, the applicant has engaged Richmond + Ross to provide vehicle turn path diagrams to assess the feasibility of vehicle movements.

The diagrams indicate:

- The proposed internal configuration satisfies the applicable Australian Standards.
- Proposed access arrangements comply with Austroads Guidelines.
- The intersection of the Newell Highway and Sturt Highway will continue to perform with spare capacity.
- The proposed access arrangements have been designed to minimise impacts to the intersection of the Newell Highway and Sturt Highway.
- Sight distances at the Newell Highway ingress/egress driveways are sufficient.

Overall, it is considered that the proposal provides safe, efficient, and convenient vehicle movements.

5.3 Stormwater Management

The applicant has engaged Richmond + Ross Consulting Engineers to prepare the attached Civil Plans.

The plans demonstrate how stormwater will be managed from the proposed development, including its treatment via two Atlan Exoceptor traps to prevent the discharge of contaminants into the wider locality.

All stormwater will be managed and discharged from the land in a controlled and orderly manner.

5.4 Interface between Land Uses

Development should generally be located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. In this respect, I note the following:

- The proposal will not produce unreasonable levels of smoke, dust, fumes or other air-quality impacts.
- Vehicle manoeuvring areas will be suitably surfaced such that they are durable and free from mud and dust.
- The proposal will not produce vibration or electrical interference.
- All lighting will be directed to minimise light spill and prevent distraction to motorists in the wider area.
- The proposal will generate acceptable traffic volumes as explained above, particularly noting that most generation will be existing passing vehicles.
- The proposal will not overshadow upon a residential property given it's appropriate siting and compliant building height.
- The proposal will not cause privacy issues for nearby residential properties.

For these reasons, the proposal is reasonably located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

5.5 Vegetation Removal

Part 2.3 of the Biodiversity and Conservation SEPP guides that consent for vegetation removal can be assessed and issued by Council.

Future Tree Health has been engaged to prepare an arborist report assessing vegetation removal and retention. The report summarises:

- 31 trees are to be retained on the site with Tree Protection Zones established in accordance with Australian Standards visible on P. 13-14 of the attached report.

- 69 trees are being removed on the site. It is our understanding that, most if not all, of these trees have been planted on the site at a previous point.
- All trees identified on site are River Red Gums.
- Vegetation clearance facilitates the proposed service station which would handle predominantly interstate freight vehicles – although the vegetation clearance is not ideal, the land use is constrained to by the requirement to be sited along a freight route and thus choosing another, less vegetated allotment is not feasible.

5.6 Other Matters

I also note the following:

- All fuel tanks and associated fuel lines will be self-contained to minimise the risk of leaks.
- Any waste collected will be removed by qualified people and disposed at a licensed waste depot.

6.0 Summary

In summary:

- The proposed land use will provide a service that complements surrounding gateway to the Narrandera township. The proposal will offer an essential fuel service to the surrounding land uses such that it enhances their efficiency and supports their ongoing activities.
- The subject site is part of an important interstate freight route that transfers interstate commodities.
- Each proposed building is low-rise and single storey, reducing amenity impacts.
- The proposed advertisements will not impose proliferation, are of a suitable scale to the locality and are safely positioned. They will also advertise lawful activities occurring on the land.
- The proposal comprises ample on-site parking for all anticipated vehicles.
- The proposal provides safe, efficient, and convenient vehicle movements in accordance with applicable standards and rules.
- All stormwater will be managed and discharged from the land in a controlled, orderly and environmentally sound manner.
- The proposal has been suitably designed and positioned such that it is not potentially hazardous.
- The proposal is reasonably located and distanced from sensitive receivers or conflicting land uses. The proposal will not inhibit the lawful and ongoing use of other land.

The proposed development warrants Planning Approval.

Please contact me on (08) 8333 7999 if you have any queries.

Yours sincerely

Michael Grogan
Consultant

