

DEVELOPMENT APPLICATION

STATEMENT OF ENVIRONMENTAL EFFECTS

Use and Development of Transport Depot – Installation of 2 Diesel Fuel Tanks, a Concrete Slab & 2.4m Barbed Wire Fencing

Lots 45/-/DP1175457, 46/-/DP1175457, 47/-/DP1175457, and 48/-/DP1175457



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BACKGROUND

The subject application is seeking the use and development of a Transport Depot, and the erection of 2 diesel fuel tanks, a concrete pad, and 2.4m barbed wire fencing on the properties of Lot 45/-/DP1175457 (5282m²), 46/-/DP1175457 (5387m²), 47/-/DP1175457 (6089m²), and 48/-/DP1175457 (6040m²). Two self-bunded above ground diesel fuel cells (55,000 litres and 29,350 litres approx.) will be located within Lot 45 of DP1175457, which are currently evident on-site. The parcel is anticipated to be Consolidated upon approval of this Application.

It is anticipated that an additional application will be submitted to Council once the subject application has been approved. This proceeding matter will apply for the development of the land, which will consist of the construction of four sheds to undertake additional Transport Industry activities.

As stated above, this current application is seeking the Transport Depot use to allow refuelling of trucks and temporary parking of vehicles; whereas future development of the land will facilitate the ability to undertake activities related to daily servicing, trailer servicing, tyre fitting, and long-term maintenance. The lack of works required for this application indicates the aforementioned activities are not to be undertaken within the land at this stage; therefore, information relating to these activities are not relevant. This information will be provided upon approval of this application and the submission of any future Development Applications.

Proposed fencing is 2.4m in height total and will contain barbed wire. Mesh is evident up to 1.8m, with 3 lines of barbed wire between the peak of the fence and the mesh. The fence is currently evident and is considered Exempt and Complying Development SEPP; however, requires approval due to the use of barbed wire.

The respective parcels are located within the Moama Business Park, approximately 3.5km from the Moama Post Office. The subject parcels are zoned IN1 General Industrial 1 Zone, in accordance of the Murray River Local Environmental Plan. Chapter 3 of the Murray Development Control is applicable to this application.

All existing parcels have frontage to existing roads, which include Blyth Court, Gove Drive, and Wild Avenue. Infrastructure and services are evident within the immediate area, which will be connected to each respective parcel as required. A single entry and access will be available to each respective property. All trucks will have a drive through access to within the property, which has adequate manoeuvrability.

All subject parcels are essentially vacant and free of vegetation or significant features. Placement of crushed rock from a Council approved provider has been placed over the land to level the surface. See Quality of Materials Report provided.

All properties are deemed Bushfire Prone, and contain either Vegetation Category 1 and/or a Vegetation buffer mapping. No additional Overlays such as Flooding, Aquatic or Terrestrial Vegetation, or Salinity are evident over the subject parcels.

The current landowner is a large Agricultural distribution business which is located within Maffra, Gippsland Victoria. The development of land in Moama is proposed to allow growth and development of the business interstate from their current hub. The installation of the second Echuca-Moama Bridge - which is a weight bearing bridge – has been the catalyst for this application, as it reduces the need for detours to alternative border crossing towns.

The proposal will facilitate the opportunity for a large number of jobs to the area, whilst promoting economic growth within town. The development is positive for the region and is low impact in nature, and should be encouraged.

A Copy of the relevant Certificate of Title and Deposited Plan for each parcel has been submitted in support of this application.

Preliminary Contamination Review

The subject properties have no known issues of contamination. No issues were raised during the subdivision of the estate, and no parcels within the immediate area have been deemed to be contaminated either.

The material “fill” used on-site as indicated by Council is hardstand, which has been retrieved from the Lawrence Brothers Katandra quarry. This quarry is a Council approved quarry that supplies Brown rock sub-base material of a crushed class 4 40mm. The landowners saw no issues as this is a Council approved supplier.

Given the circumstances, the subject site is not deemed required to undertake a Preliminary Contamination Assessment.

Operation Particulars

Vehicle Movements:

It is estimated Trucks, trailers and dolly’s evident on site for refuelling will vary from 2 to 10 during the day.

Vehicle types will be predominantly trucks varying from single trailer to double trailers, with the possibility of triple trailer on occasion.

Deliveries:

Deliveries will consist of refuelling of the Diesel Tanks.

Waste Collection:

Waste collection will be standard. No special requirements or facilities are required. All waste products will be placed in the appropriate bins and will be removed to the street for collection by Council as appropriate.

A *Construction Management Plan* has been submitted in support of this application.

Bushfire Planning

All subject sites are considered bushfire prone in accordance with RFS and ePlanning Mapping. Although located in a bushfire prone area, it is considered that impacts from bushfires are unlikely to occur, due to the existing development within surrounding parcels, and their consistent site maintenance. In addition to this, land beyond the industrial estate is utilised for agricultural aspects, including cropping and viticulture, which are modified to an acceptable standard to ensure fuel loads are not hazardous. Access to and from each respective parcel is via a sealed road of suitable dimensions for emergency vehicles.

Potable and raw water is also available within close proximity to the land, and will be connected to the site as required.

MURRAY RIVER LOCAL ENVIRONMENTAL PLAN

Zone IN1 General Industrial

- *‘To provide a wide range of industrial and warehouse land uses.’*
- *‘To encourage employment opportunities.’*
- *‘To minimise any adverse effect of industry on the other land uses.’*
- *‘To support and protect industrial land for industrial uses.’*
- *‘To define and consolidate the existing industrial area in and near Moama.’*

The subject application is seeking to construct a number of minor developments on the property, in order to establish and support the commencement of a Transport Depot on the subject land, in order to provide opportunities for industrial development within the Moama Business Park. The proposed use of the land will facilitate the growth of the industrial area, and support employment opportunities for the town. As highlighted above, additional application/s are anticipated to fully utilise the land use as a Transport Industry which will maximise economic and job opportunities for the town and region.

Given the nature of the development, it is appropriately located for the Business Park and for the Industrial area. The development does not negatively impact or influence Industrial uses, or land beyond the site.

The proposal is considered in alignment with the IN1 General Industrial Zone objectives, and should be supported.

3 Permitted with consent

- *Transport Depot:* a building or place used for the parking or servicing of motor powered or motor drawn vehicles used in connection with a business, industry, shop or passenger or freight transport undertaking.

The proposal is seeking to implement a refuelling cell and temporary parking for a transport business which regularly uses Moama’s road network. This is all that is sought for this application; additional approvals which will further align the property with the land use will arise as required – e.g., sheds for maintenance and servicing.

The subject development is an appropriate use within the Industrial Zone. The subject parcels are adequately located to ensure surrounding parcels – which are all within the General Industrial Zone - are not negatively impacted.

The proposal is considered in alignment with the IN1 General Industrial Zone Objectives, is considered an appropriate Land Use, and therefore should be supported.

MURRAY RIVER DEVELOPMENT CONTROL PLAN

CHAPTER 3 INDUSTRIAL DEVELOPMENT

Provision	Compliance	Comments
3.1 Appearance	Compliant	No buildings are proposed for this application. All development will be non-structural or the placement of prefabricated assets. Sufficient space within the property will remain for the placement of future structures.

		<p>None of the proposed aspects within this application are in conflict with the objectives or controls of this provision. Appropriate colouring and the use of landscaping ensures the appearance of the development does not detract from the streetscape or neighbourhood character.</p>
<i>3.2 Landscaping</i>	<i>Compliant</i>	<p>All landscaping is to be undertaken in accordance with the attached Landscaping Plans. Vegetation will reduce the visual impacts of future hard structures, and will provide an aesthetic visual appearance from the streetscape.</p> <p>The subject proposal is considered compliant with this Clause.</p>
<i>3.3 Building Setbacks</i>	<i>Compliant</i>	<p>The proposed built aspects of this application are sufficiently setback from property boundaries. See attached Site Plans for confirmation of setback compliance.</p> <p>The subject proposal is considered compliant with this Clause.</p>
<i>3.4 Parking and Access</i>	<i>Compliant</i>	<p>No parking has been allocated within the site at this stage. Appropriate car parking will be provided on-site as necessary – i.e., through future development application which seeks buildings. The proposed development ensures appropriate area for parking is available, which does not interfere with loading and unloading of vehicles, internal manoeuvring, or the ingress and egress of vehicles.</p> <p>A point of entry and a point of exit are to be provided for the development, allowing all vehicles ingress and egress in a forward motion. An emergency access has also been provided. See attached Site Plan.</p> <p>The car park and accessways have been designed with consideration of aesthetics, practicality, and the environment.</p> <p>The subject proposal is considered compliant with this Clause.</p>
<i>3.5 Outdoor areas</i>	<i>Compliant</i>	<p>No areas of outdoor storage are provided at this stage.</p> <p>Any vehicles within the property are to be there for temporary parking or short-term parking for refuelling purposes.</p> <p>Vehicles within the property are not anticipated to be clearly evident from the streetscape due to landscaping along the chain wire mesh fence.</p>

		<p>The development is to be appropriately screened to ensure the visual amenity of the industrial area is not compromised</p> <p>The subject proposal is considered compliant with this Clause.</p>
<i>3.6 Amenity</i>	<i>Compliant</i>	<p>The use of the land and proposed development is not identified as offensive industry. The structures are therefore suitably located within the Moama Business Park.</p> <p>Offsite impacts are not anticipated to be detrimental to existing or future developments.</p> <p>The subject proposal is considered compliant with this Clause.</p>
<i>3.7 Signage</i>	<i>Compliant</i>	<p>No signage is required or proposed.</p> <p>The subject proposal is considered compliant with this Clause.</p>
<i>3.8 Non-industrial activities</i>	<i>Compliant</i>	<p>The proposed activities to be undertaken on-site are associated with a Transport Depot use, which is considered an Industry use. Therefore, the proposed land use and activities are suitably located within the Moama Business Park.</p> <p>The subject proposal is considered compliant with this Clause.</p>

Concluding Comments

Assessed against the Murray LEP 2011 and Murray DCP 2012, and Part 4 of the EP&A Act, it is concluded that the proposed development meets all the requirements of Murray River Council and relevant State Environmental Planning Instruments. The development is permitted with Council's consent, and it is suggested that the application should be supported. The development is the first step in providing a substantial economic benefit to the town, and a number of jobs for the community. It is therefore requested that Council consider this application favourably, and provide support for the proposed development.