

1 March 2023

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Canterbury-Bankstown Council
PO Box 8
Bankstown NSW 1885

Attention: The General Manager

Dear Sir/Madam,

Statement of Environmental Effects Ancillary Electric Vehicle Charging 115 Fairford Road, Padstow NSW 2211

1 Introduction

SLR Consulting Australia Pty Ltd (SLR) have prepared this Statement of Environmental Effects (SEE) on behalf of Ampol Australia Petroleum Pty Ltd (Ampol) for the proposed installation of an electric vehicle (EV) charging station, solar panels and at the existing Ampol service station located at 115 Fairford Road, Padstow NSW 2211.

This Statement of Environment Effects (SEE) describes the site, surrounds, the proposed works and provides an assessment of the proposal in terms of the matters for consideration under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Refer to Architectural Plans at **Attachment A** for full details.

1.1 Background

The site was recently rebranded to Ampol and the Foodary. A search of the Canterbury-Bankstown Council DA Tracker found the following previous development applications available for the site:

Table 1 Application History

Application Number	Description
DA-294/1997	Conversion of existing workbays to sales floor space and storage
DA-442/2012	Demolition of Existing Service Station and the Construction of a New 24 Hour 7 Days a Week Service Station including associated Signage
CC-435/2013	Demolition of Existing Service Station and the Construction of a New 24 Hour 7 Days a Week Service Station including associated Signage
DA-442/2012/1	Demolition of Existing Service Station and the Construction of a New 24 Hour 7 Days a Week Service Station including associated Signage - S96(1a) Amendment: Modification to Approved Layout/Design Including Relocation of Plant to Shop Roof, Relocation of Pylon Sign and Fill Points, Removal of LPG Tanks and Increase Depth of Canopy Roof
CD-67/2017	Service station shop refit

This application does not intend to alter the existing use of the site as the EV charging stations are to be ancillary to the service station use.

2 The Site and Surrounds

The site is located off Fairford Road within the Canterbury-Bankstown Local Government Area (LGA). It is legally described as Lot 1 DP 1063453 and is commonly known as 115 Fairford Road, Padstow NSW 2211. Access to the site is provided via separate ingress/egress driveways on Fairford Road. Refer to **Figures 1** and **2** for details of the site and its surrounds.

The site currently contains an Ampol service station, Foodary which offers Boost Juice sales, and associated car parking. Land uses within vicinity of the site are a mixture of commercial and industrial uses. The site is surrounded to the north, south and west by various industrial and construction hardware retailers, showrooms and manufacturers, and to the east of the site across Fairford Road contains a metal processing warehouse.

Refer to **Photo 1** for the existing site and surrounding uses.

Figure 1 Site Aerial (Source: Nearmap)

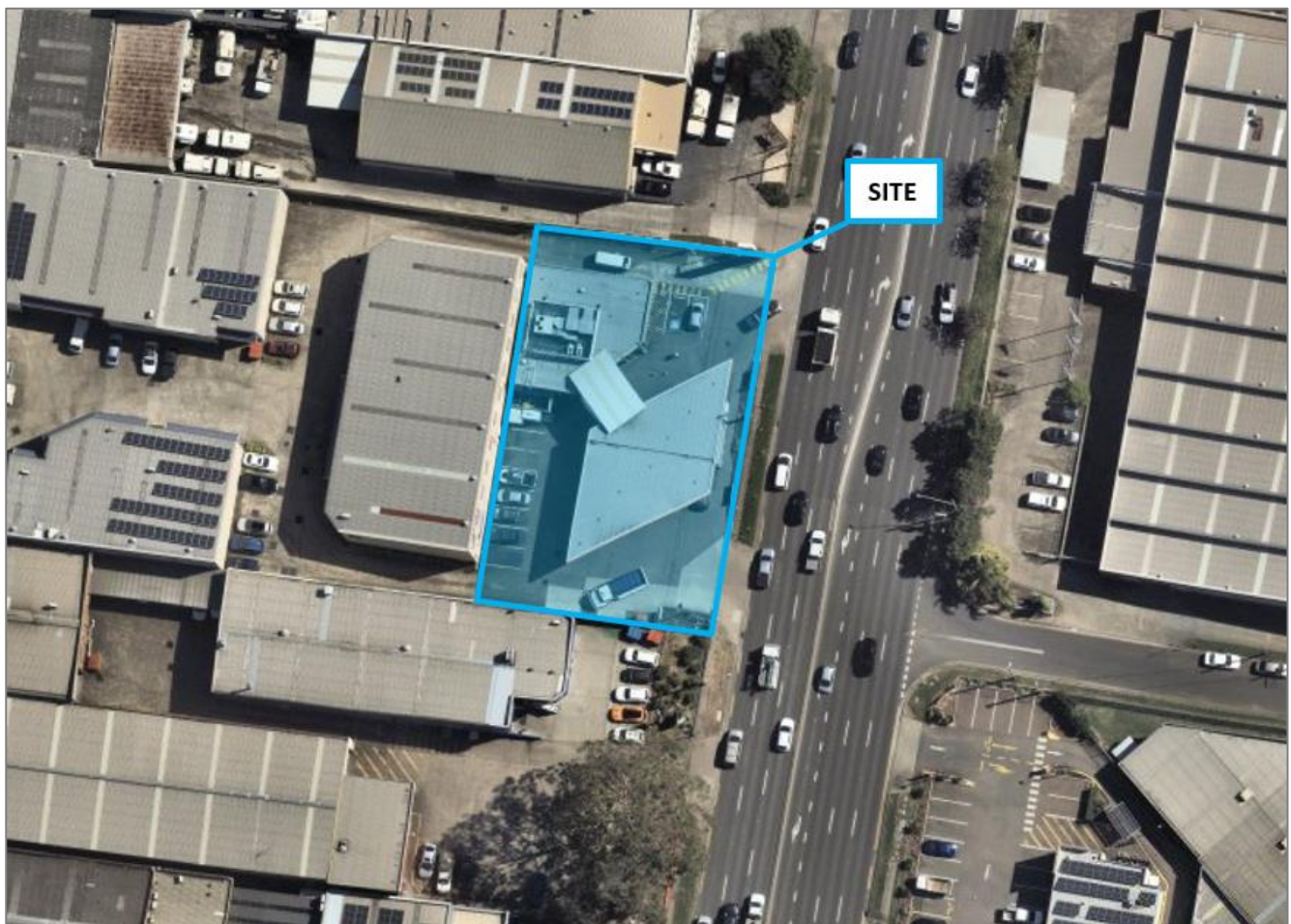


Figure 2 Site Cadastre (Source: SIX Maps)

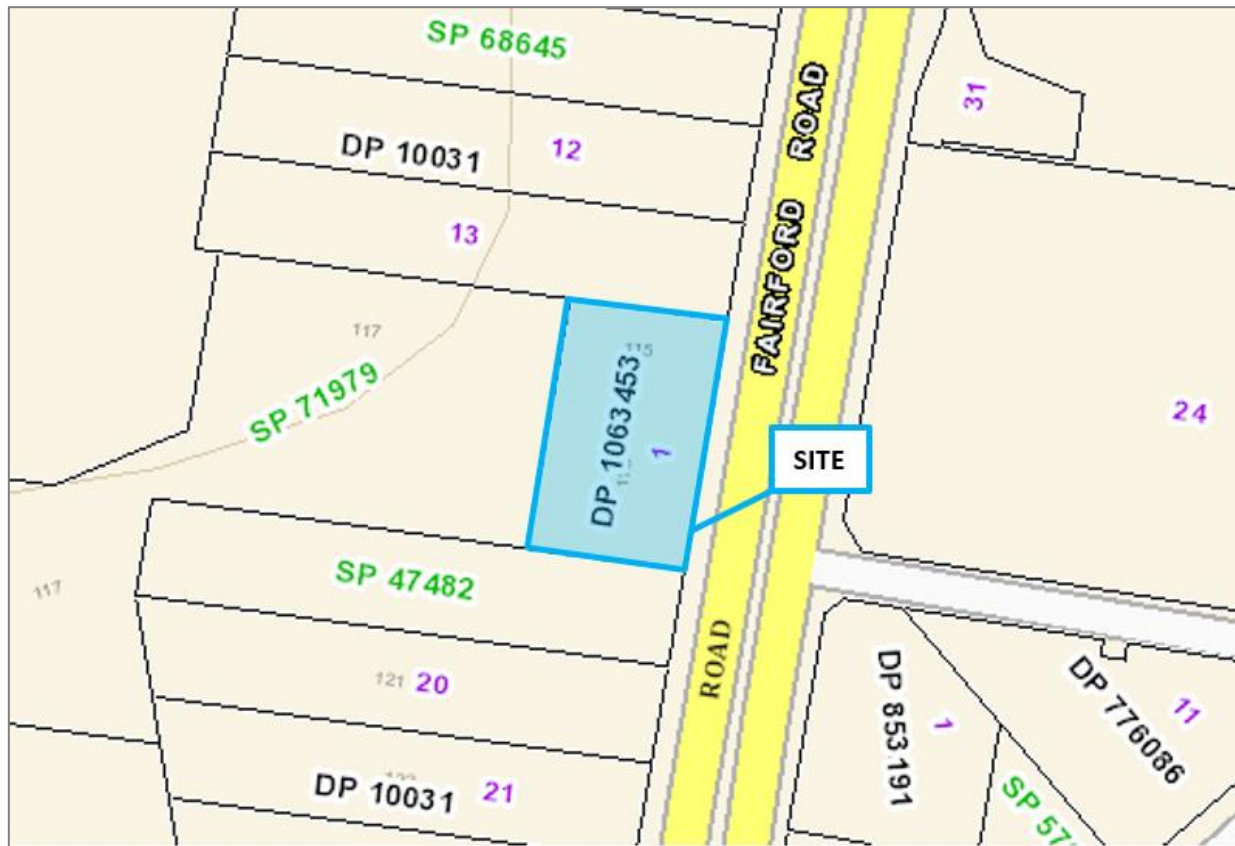


Photo 1 View of Existing Site from Fairford Road (Source: Google Street View)



3 Proposal

The proposed development is for the installation and operation of EV charging points at the existing Ampol service station as well as the installation of solar panels and marking of existing car parking spaces. The development forms part of a nationwide rollout of EV charging points to help provide added infrastructure to Australia's EV network.

The proposed works specifically include:

- Installation of one (1) EV charging station;
- Marking of two (2) associated parking/charging bays;
- Installation of solar panels to the fuel canopy;
- Trenching for laying cables for the EV charging station(s);
- Installation of bollards, located in front of the EV charging stations and battery modules;
- Additional 'AMPOL AMPCHARGE' panel installed to the existing pylon sign; and
- Other minor works specified on the Architectural Plans at **Attachment A**.

The charging station will be placed in a current car parking space, between two (2) existing car parking spaces, with two (2) ports available (one for use in each adjacent space).

The proposal will result in two (2) marked spaces for the purpose of the EV charging, which will continue to contribute to the parking demand at the site.

As discussed in Section 4.3 below, there are exemptions available for erection of EV chargers and solar energy systems under Clause 2.41 and 2.123 of the *Transport and Infrastructure SEPP* which enables the proposed works to proceed without consent and can be reasonably considered minor with negligible impact to the effect and/or ameliorated impacts of the existing service station. However, the above proposed works trigger a development application due to the groundworks associated with the installation and the reduction in car parking spaces on site.

The proposal will result in a nominal decrease in car parking spaces from nine (9), including one (1) accessible space, to six (6) spaces. It is noted that the EV charging bays will be used by motorists who would ordinarily place demand on the service station in any case. The spaces are also available to all customers, noting that fuel customers would likely only use the space briefly, making them generally available for EV users. Therefore, the EV bays continue to contribute to the car parking supply at the site.

No changes to the internal configuration or built form of the existing fuel station are proposed. The EV charging station will be subordinate to the principal use and is appropriately considered ancillary to the Ampol service station operation. The proposal will not impact operational factors such as deliveries, waste management, operational hours nor staffing. The proposal does not alter existing access nor egress to the site.

Refer to the Architectural Plans at **Attachment A** for full details of the proposed works.

4 Legislation and Planning Controls

The following legislation, Environmental Planning Instruments (EPI's) and Development Control Plan (DCP) are relevant to the proposed development and have been addressed below:

- *Environmental Planning and Assessment Act 1979*;
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*;
- *State Environmental Planning Policy (Resilience and Hazards) 2021*;
- *State Environment Planning Policy (Industry and Employment) 2021*;
- *Bankstown Local Environmental Plan 2015* (LEP); and
- *Bankstown Development Control Plan 2015* (DCP).

4.1 Environmental Planning and Assessment Act 1979

The proposal is subject to the provisions of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Section 4.15 of the EP&A Act provides criteria which a consent authority is to take into consideration, where relevant, when considering a DA.

4.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

Division 4 under the State Environment Planning Policy SEPP 2021 relates to Electricity Generating Works or Solar Energy Systems. Clause 2.41 prescribe works that can be exempt development as follows:

4.2.1 Clause 2.41 Exempt development

(2) *Solar energy systems Development for the purpose of a solar energy system is exempt development if—*

- (a) *it complies with section 2.20 (other than section 2.20(2)(f)), and*
- (b) *in the case of development for the purposes of a photovoltaic electricity generating system—the system is installed in accordance with the manufacturer's specifications or by a person who is accredited by the Clean Energy Council for the installation of photovoltaic electricity generating systems, and*
- (c) *in the case of development for the purpose of any solar energy system other than a photovoltaic electricity generating system—the system is installed in accordance with the manufacturer's specifications, and*
- (d) *the system does not involve mirrors or lenses to reflect or concentrate sunlight, and*
- (e) *in the case of a system that is ground-mounted—*
 - (i) *the total area occupied by the system (together with any other ground-mounted solar energy system on the lot concerned) does not exceed 150m², and*
 - (ii) *the system has a height of not more than 5m above ground level (existing), and*
 - (iii) *the system is installed no less than 3m from any adjoining property boundary, and*

- (iv) *if the land contains a State or local heritage item or is in a heritage conservation area—the system is not visible from any road at the point where the road adjoins the property boundary concerned, and*
 - (v) *if the solar energy system is a photovoltaic electricity generating system having the capacity to generate 10kW or more—the system is installed no less than 10m from any dwelling that is not owned or occupied by the owner of the system, and*
- (f) *in the case of a system that is not ground-mounted—*
- (i) *the development does not reduce the structural integrity of, or involve structural alterations to, any building to which the system is attached, and*
- Note—**
- The term **building** is defined in the Environmental Planning and Assessment Act 1979 as including any structure.*
- (ii) *if the land is in a prescribed residential zone and the system is attached to a wall or roof facing a primary road—the system does not protrude more than 0.5m from the wall or roof (as measured from the point of attachment), and*
 - (iii) *if the land is in a prescribed residential zone and the system is not attached to a wall or roof facing a primary road—*
 - (A) *the system does not protrude more than 1m from any building to which it is attached (as measured from the point of attachment), and*
 - (B) *the system is installed no less than 1m from any adjoining property boundary if the system protrudes more than 0.5m from any building to which it is attached (as measured from the point of attachment), and*
 - (iv) *if the land contains a State or local heritage item or is in a heritage conservation area—*
 - (A) *the system is not attached to any wall or roof of a building facing a primary road, and*
 - (B) *the system does not protrude more than 0.5m from any building to which it is attached (as measured from the point of attachment), and*
 - (v) *the system does not protrude more than 1.5m from any building or structure to which it is attached (as measured from the point of attachment) if the land is in a land use zone other than a prescribed residential zone.*

The site and proposed installation of solar panels are considered to comply with Clause 2.20 (General requirements for exempt development).

Based on the above clauses, the proposed solar panel installation to the service station canopy can be considered exempt development. The panels will be fitted flat onto the canopy roof and will not create any adverse glare or reflectivity impacts on nearby properties. Moreover, there are no surrounding residential properties the proposed could adversely be affecting.

4.2.2 Clause 2.48 Determination of development applications – other development

Clause 2.48(2) requires the consent authority to give written notice to the electricity supply authority in certain circumstances, as well as give consideration to any response received within 21 days. The proposal does not include penetration of ground within 2m of an underground electricity power line or distribution pole or within 10m of an electricity tower, nor will development be carried out adjacent to an electricity easement, electricity substation or within 5m of an exposed overhead electrical line.

As such, it is considered the application does not require written notice to the electricity supply authority for the area.

4.2.3 Clause 2.119 Development with frontage to classified road

Clause 2.119 of this SEPP applies as the subject site has frontage to Fairford Road, which is identified as a State Classified Road. The purpose of Clause 2.119 is to maintain the efficiency and safety of classified roads and ensure that new development does not adversely affect the existing network. Under this clause, vehicular access to the site should be provided via a road that is not classified.

There are no changes to the existing vehicular access, and accordingly, the provisions of this Clause are not applicable in this case.

4.2.4 Clause 2.122 Traffic generating development

The proposed development (EV charging station) will not generate greater than 50 vehicle movements per hour and as such does not trigger traffic generating development under the SEPP. Referral under this clause to Transport for NSW is therefore not required.

4.2.5 Clause 2.123 Premises used for recharging or exchanging batteries

Clause 2.123 of this SEPP is as follows:

Development for the purpose of premises used for recharging or exchanging the batteries of electric vehicles may be carried out by any person with consent on any of the following land adjoining a public road –

(a) land in a prescribed zone,

(b) land on which there is an existing service station, highway service centre or car washing facility.

The proposed works are ancillary to an existing service station. Therefore, recharging batteries of EV at the service station is permitted with consent. However, there are exemptions available for erection of EV chargers and solar energy systems under Clause 2.41 and 2.124 of the SEPP which enables the proposed works to proceed without consent and can be reasonably considered minor with negligible impact to the effect and/or ameliorated impacts of the existing service station.

4.3 State Environmental Planning Policy (Resilience and Hazards) 2021

4.3.1 Chapter 3 – Hazardous and Offensive Development

This policy aims 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.

It is noted that the storage of petroleum on site is considered a potentially hazardous industry, however, no hazardous or offensive development is involved as a part of this proposal. As such the provisions of chapter 3 are not likely to be triggered.

4.3.2 Chapter 4 – Remediation of Land

The site has been operating as a service station, with the current works allowing for the continued operation of a service station. This will not change the risk profile of the existing land. Furthermore, risk of underlying potential contaminants are remediated by the sealed surfaces providing a barrier between land of differing levels of remediation.

4.4 State Environmental Planning Policy (Industry and Employment) 2021

The proposal will require additional 'AMPOL AMPCHARGE' panel installed to the existing pylon sign.

It is considered that the proposed addition to the existing pylon sign is consistent with the requirements outlined within this SEPP as detailed below:

3.6 Granting of consent to signage

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—

- (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and*
- (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.*

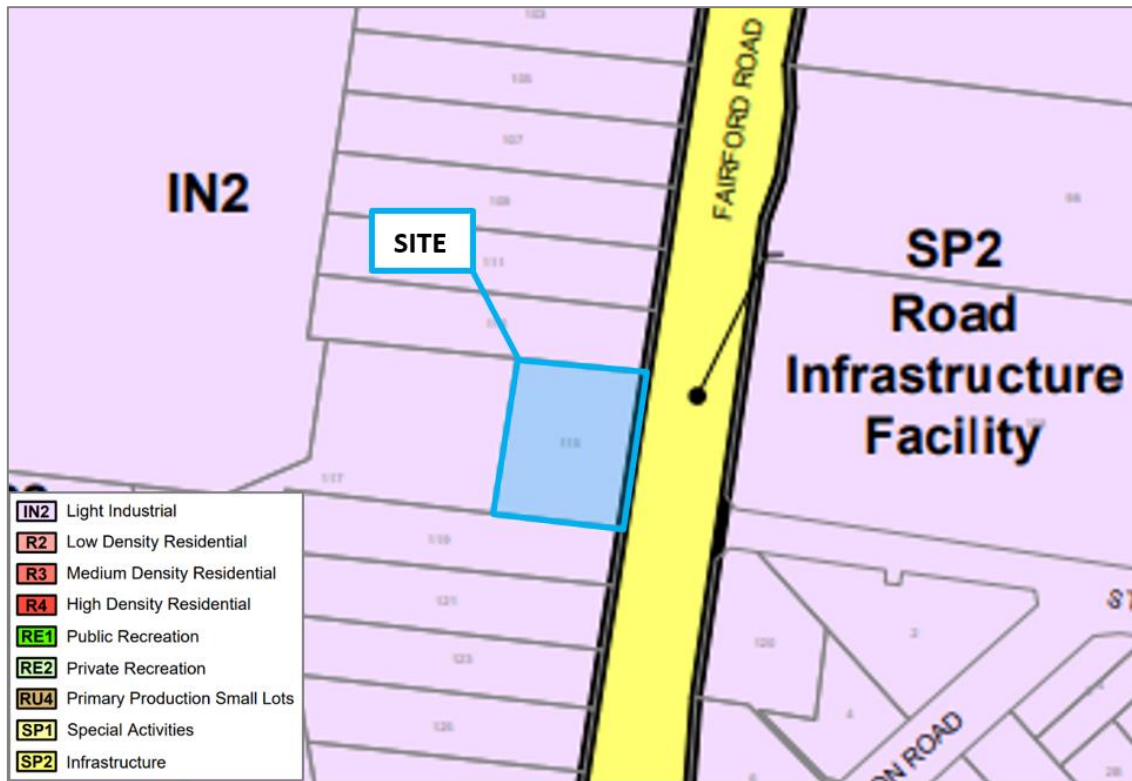
The assessment criteria in Schedule 5 of the SEPP relates to matters for consideration such as character of the area; amenity of residential areas; views and vistas; streetscape, setting and landscape; site and building compatibility; illumination; and safety.

A detailed assessment of the proposal against the provisions of this SEPP is provided in **Attachment C** of this SEE. Overall, the proposed signage meets the applicable criteria of the Industry and Employment SEPP and is consistent with the aims of this SEPP.

4.5 Bankstown Local Environmental Plan 2015

The site is subject to the provisions of the Bankstown Local Environmental Plan 2015 (LEP) and is applicable to all land within the former City of Bankstown LGA (now part of the consolidated City of Canterbury-Bankstown LGA). The site is zoned IN2 Light Industrial under the Bankstown LEP 2015 (refer to **Figure 3**).

Figure 3 Land Zoning Map Extract from Bankstown LEP 2015 (LZN_005)



The objectives and land use table of the IN2 Light Industrial Zone are as follows:

1 Objectives of zone

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To support and protect industrial land for industrial uses.

2 Permitted without consent

Nil

3 Permitted with Consent

Agricultural produce industries; Building identification signs; Business identification signs; Depots; Food and drink premises; Garden centres; Hardware and building supplies; Hospitals; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Markets; Medical centres; Neighbourhood shops; Oyster aquaculture; Places of public worship; Plant nurseries; Roads; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; **Any other development not specified in item 2 or 4**

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Biosolids treatment facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Eco-tourist facilities; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Pond-based aquaculture; Port facilities; Recreation facilities (major); Residential accommodation; Resource recovery facilities; Respite day care centres; Restricted premises; Rural industries; Schools; Sewage treatment plants; Signage; Tourist and visitor accommodation; Transport depots; Truck depots; Waste disposal facilities; Water recreation structures; Water recycling facilities; Wharf or boating facilities; Wholesale supplies

A service station is a use that is permitted with consent in IN2 Light Industrial Zone as 'Any other development not specified in item 2 or 4'. The electric vehicle charging station is considered ancillary to the service station site upon which it is located and will not alter or intensify the use.

4.6 Bankstown Development Control Plan 2015

The Bankstown Development Control Plan 2015 (DCP) provides detailed guidelines to guide the design and assessment of development applications for land covered by the Bankstown LEP 2015.

The DCP controls relevant to the proposed development are:

- Part B3 – Industrial Precincts
 - Section 5 – Ancillary development
- Part B5 – Parking
 - Section 2 – Off-street parking
- Part B13 – Waste management and minimisation
 - Section 2 – Demolition and construction

An assessment of the relevant development controls has been carried out and a table of compliance is located at **Attachment B** of this SEE.

The proposal will result in a nominal decrease in car parking spaces from nine (9) to six (6) spaces. However only one of these spaces will be completely unusable for parking (due to the positioning of the charger). Thereby, the true reduction in parking is only by one (1) space. It can be considered that this will not significantly alter the use of the site for parking. Furthermore, patrons can continue to use fuel filling bays within the service station as short-term parking spots, thus adding to the parking supply on site. It should also be noted that the EV charging bays will continue to contribute to the parking supply at the site given that motorists would likely be utilising the service station had they not been driving an EV. The spaces are also available to all customers, noting that fuel customers would likely only use the space briefly, making them generally available for EV users. Further, the encouragement of EV use reduces the overall demand on the service station as they require recharging less frequently than a normal vehicle would require refuelling, noting that EV are ordinarily charged overnight. Therefore, the EV bays continue to contribute to the car parking supply at the site.

5 Assessment of Planning Issues

The following is an assessment of the environmental effects of the proposed development as described in the preceding sections of this SEE. The assessment considers only those matters under Section 4.15(1) of the EP&A Act that are relevant to the proposal.

5.1 Visual Impact

The proposed additions to the service station will result in a minor change to the visual appearance of the service station however is not considered to impact the visual amenity of the site or the area.

The EV charging station has been designed to integrate with the existing parking and built form features and results in an overall simple and uncluttered external appearance. The proposed solar panels are located on the fuel canopy and convenience store roof tops and will not be readily visible from the surroundings. As such no glare or reflectivity will affect the surrounding roads or development. The proposed pylon panel will integrate into the existing signage structure and is considered to have a negligible impact on the overall effect of the sign.

The development will not detract from surrounding development. Additionally, the development will utilise high quality materials that are sympathetic to the existing building and built form of the area.

5.2 Waste Management

Construction waste will be minimal, limited to packing and small offcuts only as the charging station will be prefabricated off site. Construction waste will be appropriately managed on site and recycled where possible in accordance with sustainability principles. Operational waste management will remain unchanged by the proposal.

5.3 Parking

It is noted that the development will result in a reduction in three (3) car parking spaces to allow room for the EV charging station. As mentioned in Section 4.6, the EV charging bays will continue to contribute to the parking supply at the site given that motorists would likely be utilising the service station had they not been driving an EV. The spaces are also available to all customers, noting that fuel customers would likely only use the space briefly, making them generally available for EV users. Further, the encouragement of EV use reduces the overall demand on the service station as they require recharging less frequently than a normal vehicle would require refuelling, noting that EV are ordinary charged overnight. Therefore, the EV bays continue to contribute to the car parking supply at the site. Given this, there is a nominal decrease on 1 parking space only to site the EV charging infrastructure. Patrons can continue to use fuel filling bays within the service station as short-term parking spots in addition to the formalised parking on the site.

5.4 Safety and Security

Due to being located on a service station site, potential impacts of safety and security must be considered. In this case, the Ampol service station trades 24 hours. Therefore, it is considered the addition of an EV charging station and other associated works will not exacerbate the safety and security risk on site. The service station will already be appropriately lit and has existing safety and security measures implemented.

5.5 Appropriateness of Charging Stations

The EV charging station development aims to help provide improved infrastructure to Australia's growing EV network and is in line with the NSW Government Electric Vehicle Strategy. By installing a charging station at the Padstow site, current and future EV drivers can utilise the benefits of having an additional location to recharge their vehicle, allowing them to ensure they arrive at their desired destination.

This proposal aims to help aid the feasibility of EV usage, from residents and visitors alike. Furthermore, the EV charging stations are to operate through solar panels, thus helping to reduce the overall carbon footprint of the site by creating a renewable alternative to traditional fuelling methods.

6 Conclusion

The proposed ancillary EV charging points at the existing service station at 115 Fairford Road, Padstow NSW 2211 will upgrade the site by providing infrastructure for Australia's growing EV network. The proposal is minor in nature and not considered likely to create any adverse impacts in terms of traffic, safety, and security. The development is also considered appropriate for the surrounding area and provide much-needed infrastructure for Australia's EV network.

The proposed development is generally consistent and compliant with the aims and objectives of all relevant legislation, planning instruments, controls and supporting NSW Government's plan to accelerate the State's vehicle fleet of the future. The proposed works are ancillary to the existing and approved service station on site and EV charging stations remain permissible in the IN2 Light Industrial Zone.

Given the merit of the proposal and the absence of any significant adverse impacts, the application is considered to be in the public interest and worthy of Council's support.

Should you have any questions please do not hesitate to contact the undersigned.

Yours sincerely,



KAVEEN WICKREMARATCHY
Project Consultant - Planning

Checked/
Authorised by: AK

Attachments

Attachment A – Architectural Plans

Attachment B – DCP Compliance Table

Attachment C – SEPP (Industry and Employment) Schedule 5 Assessment

Attachment D – Waste Management Plan

ATTACHMENT A

PROPOSAL PLANS

Ampol Australia Petroleum Pty Ltd

ATTACHMENT B

DCP COMPLIANCE TABLE
SLR Consulting Australia Pty Ltd

BANKSTOWN DEVELOPMENT CONTROL PLAN 2015 COMPLIANCE TABLE

Control	Requirement	Comment	Compliance
B3 – Industrial Precincts			
Section 5 – Ancillary development	<p>Business and building identification signs</p> <p>5.4 Development is limited to one pylon sign for each allotment boundary that adjoins a classified road, and must ensure:</p> <p>(a) the sign is predominantly rectangular in shape with a vertical proportion;</p> <p>(b) the envelope of the sign is 4 metres or 9 metres in height (to encourage two consistent heights rather than a variety of heights) and a maximum 2 metres in width; and</p> <p>(c) the sign only identifies the businesses on the allotment and the street number to assist customers and visitors.</p> <p>5.5 In addition to clause 5.4, Council may allow development to have other business or building identification signs provided:</p> <p>(a) the total permissible area of all signs must not exceed 1.1 square metres per 3 metres of street frontage; and</p> <p>(b) signs will not be permitted nearer to the street alignment than one third of the prescribed building line, and where permitted between the building line and the street must not exceed two thirds of what is normally permitted on or behind the building line; and</p> <p>(c) signs are suitably integrated with the architectural style of the building.</p>	<p>The proposed development includes alterations to the existing Main ID Pylon Sign, including an 'AMPOL AMPCHARGE' panel installed to the existing sign. A SEPP (Industry and Employment) 2021 – Schedule 5 assessment has been complete, refer to Attachment C.</p>	Y
Part B5 - Parking			
Section 2 – Off-street parking	<p>Schedule: Off-street parking requirements</p> <p><u>Service stations including convenience store -</u> 6 car spaces for each work bay; or if no work bay is provided, 1 car space for each employee; and</p> <p>Where a convenience store is provided, 1 car space per 20m² of gross floor area; and</p> <p>Where restaurant with greater than 100m² of total dining/bar area is provided, 0.15 car space per square metre in excess of 100m².</p>	<p>Approx. GFA = 210m², therefore: (210m² / 20m²) x 1 space = 10.5 = 11 car spaces</p> <p>The current site provides nine (9) parking spaces, including one (1) accessible space. The proposal will reduce the parking provision by one (1) space as a result of the placement of the charging station, resulting in a minor shortfall in terms of DCP parking requirements.</p>	N, justified

Control	Requirement	Comment	Compliance
	<i>Note: For combinations of the above uses, the total requirement may be reduced if it can be proven that the times of peak demand for the various uses do not coincide.</i>	It can be considered suitable parking remains on the site to service the demand created by the use of the land, noting that patrons can continue to use fuel filling bays within the service station as short-term parking spots.	
B9 – Waste Management			
B9.2 – Waste Management Plan (Demolition and Construction Phases)	1.1 All development applications are to be accompanied by a Waste Management Plan prepared in accordance with the Waste Management Guide for New Developments and the Bankstown Demolition and Construction Guidelines.	A Waste Management Plan has been prepared for this application, refer to Attachment D .	Y

ATTACHMENT C

SEPP (INDUSTRY AND EMPLOYMENT) 2021

SCHEDULE 5 ASSESSMENT

SLR Consulting Australia Pty Ltd

SEPP (INDUSTRY AND EMPLOYMENT) 2021 SCHEDULE 5 ASSESSMENT

Assessment Criteria	Comment	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage, being an additional 'AMPOL AMPCHARGE' panel installed to the existing pylon sign, continues to be compatible with the existing and desired future character of the area.	Y
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no apparent advertising theme within the area.	N/A
2 Special areas		
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?	The proposed additional panel does not have a significant negative impact on the amenity of the location.	Y
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed signage, being an additional 'AMPOL AMPCHARGE' panel installed to the existing pylon sign, does not obscure or compromise important views.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?	The signage will not dominate the skyline or reduce the quality of vistas.	Y
Does the proposal respect the viewing rights of other advertisers?	The proposed signage does not obscure any advertising.	Y
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed additional panel is proportionate to the existing pylon sign and appropriate for the streetscape, setting and landscape.	Y
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage will continue to contribute to the visual interest of the site in context of its surroundings.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal remains consistent with the existing signage, which maintains a consolidated approach to signage on the site.	Y
Does the proposal screen unsightliness?	The proposal does not screen unsightliness.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage does not extend beyond the built form.	Y
Does the proposal require ongoing vegetation management?	The proposed signage does not require ongoing vegetation management.	N/A
5 Site and building		
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?	The signage has been designed to continue to be compatible with the existing built form and site characteristics.	Y

Assessment Criteria	Comment	Compliance
Does the proposal respect important features of the site or building, or both?	The proposed signage does not detract in any way from important features of the building or site.	Y
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage has been designed to be simple and uncluttered and complement the existing building and other structures on site.	Y
6 Associated devices and logos with advertisements and advertising structures		
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?	The proposed signage contains internally illuminated lighting elements, however these will be concealed.	Y
7 Illumination		
Would illumination result in unacceptable glare?	The proposed signs will not result in excessive glare.	Y
Would illumination affect safety for pedestrians, vehicles or aircraft?	The proposed signage will not be of a LUX level to affect the safety for pedestrians, vehicles or aircraft.	Y
Would illumination detract from the amenity of any residence or other form of accommodation?	The proposed signage will not be of a LUX level to detract from the amenity of surrounding residences.	Y
Can the intensity of the illumination be adjusted, if necessary?	The brightness of the signs will be fixed; however, the signs will only have a soft glow that is mostly visible at night.	Y
Is the illumination subject to a curfew?	The signs will operate during the operating hours of the service station and convenience store.	Y
8 Safety		
Would the proposal reduce the safety for any public road?	The signage will not affect road safety.	Y
Would the proposal reduce the safety for pedestrians or bicyclists?	The sign will not reduce the safety for pedestrians or cyclists.	Y
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Sightlines are not affected by the proposal.	Y

ATTACHMENT D

WASTE MANAGEMENT PLAN

SLR Consulting Australia Pty Ltd