

STATEMENT OF ENVIRONMENTAL EFFECTS

IOR – YASS

DEVELOPMENT APPLICATION FOR SERVICE STATION (UNMANNED TRUCK REFUELLING FACILITY)



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STATEMENT OF ENVIRONMENTAL EFFECTS

IOR – Yass

Statement of Environmental Effects

CLIENT: IOR Pty Ltd (IOR)
ADDRESS: 10 Industrial Close, Yass NSW 2582
TFA REFERENCE: 25119
TFA CONTACT: Jacob McRae

Document Control

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	5
1.0 INTRODUCTION	7
2.0 BACKGROUND.....	8
2.1 Prelodgment Meeting.....	8
3.0 THE SITE	9
3.1 Site Description.....	9
3.2 Covenants and Easements.....	9
3.3 Surrounding Uses.....	11
4.0 PROPOSED DEVELOPMENT.....	12
4.1 Description of the Proposal	12
4.1.1 Access and Site Queuing.....	12
4.1.2 Aboveground Storage.....	12
4.1.3 Ablutions Block	13
4.1.4 Signage.....	13
4.1.5 Oily Water Treatment System	13
4.1.6 Outdoor Lighting.....	13
5.0 STATUTORY CONTEXT.....	14
5.1 Environmental Planning & Assessment Act 1979 (EP&A Act)	14
5.1.1 Integrated Development	14
5.1.1 Bushfire Prone Land	15
5.2 Yass Valley Local Environmental Plan 2013	16
5.2.1 Site Zoning	16
5.2.2 Groundwater Vulnerability	17
5.3 Yass Valley Development Control Plan 2024 (DCP 2024)	18
5.4 State Environmental Planning Policy (Resilience and Hazards) 2021	27
5.4.1 Chapter 3 - Hazardous and Offensive Development	27
5.5 State Environmental Planning Policy (Transport and Infrastructure) 2021	28
5.5.1 Chapter 2 - Infrastructure	28
5.6 State Environmental Planning Policy (Industry and Employment) 2021	30
5.6.1 Chapter 3 – Advertising and Signage	30
6.0 ENVIRONMENTAL ASSESSMENT	33
7.0 CONCLUSION	35

APPENDICES

APPENDIX A – TITLE SEARCH

APPENDIX B – DEVELOPMENT APPLICATION DRAWINGS

APPENDIX C – ABLUTION BLOCK DRAWINGS

APPENDIX D – OILY WATER MANAGEMENT STATEMENT

APPENDIX E – TRAFFIC ASSESSMENT

APPENDIX F – BUSHFIRE ASSESSMENT

FIGURES

<i>Figure 1: Aerial View – subject site highlighted (Source: Near Map).....</i>	<i>9</i>
<i>Figure 2: Sewer Easement Extract</i>	<i>10</i>
<i>Figure 3: Powerline Easement Extract</i>	<i>10</i>
<i>Figure 4: Bushfire-prone land (Source: NSW Planning).....</i>	<i>15</i>
<i>Figure 5: Zoning Map (Source: NSW Planning).....</i>	<i>16</i>
<i>Figure 6: Groundwater Vulnerability Map (Source: NSW Planning)</i>	<i>18</i>
<i>Figure 7: s4.15 Environmental Assessment.....</i>	<i>33</i>

TABLES

<i>Table 1: Integrated Development List.....</i>	<i>14</i>
<i>Table 2: Development Control Plan Assessment Responses – Industrial and Commercial Development.....</i>	<i>19</i>
<i>Table 3: Development Control Plan Assessment Responses – Car parking and Access</i>	<i>24</i>
<i>Table 4: Development Control Plan Assessment Responses – Car parking and Access</i>	<i>24</i>
<i>Table 5: Traffic Generating Development.....</i>	<i>29</i>

EXECUTIVE SUMMARY

Applicant

Applicant Details	IOR Pty Ltd
Contact Details	C/- Jacob McRae TfA Project Group PO Box 2339 FORTITUDE VALLEY QLD 4006

Site

Address	10 Industrial Close, Yass NSW 2582
Site Details	Lot 5 on DP1278625
Site Area	5,000m ²
Current Land Use	Vacant Lot

Proposal

Proposal Description	Development Application for Service Station (Unmanned Truck Refuelling Facility)
Application Type	Development Application (Permitted with Consent)

Local Government

Determining Authority	Yass Valley Council
Local Environmental Planning Instrument	<i>Yass Valley Local Environmental Plan (LEP) 2013</i> <i>Yass Valley Development Control Plan (DCP) 2024</i>
Zone	E4 – General Industrial

State Government

SEPPs	<ul style="list-style-type: none">▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i><ul style="list-style-type: none">○ <i>Chapter 2 - Infrastructure</i>▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i><ul style="list-style-type: none">○ <i>Chapter 3 – Hazardous and Offensive Development</i>▪ <i>State Environmental Planning Policy (Industry and Employment) 2021</i><ul style="list-style-type: none">○ <i>Chapter 3 – Advertising and Signage</i>
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1.0 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by TfA Project Group on behalf of IOR Pty Ltd (IOR) (the applicant). The application is made over land located at 10 Industrial Close, Yass NSW 2582, formally described as Lot 5 on DP1278625. The application seeks approval for an unmanned truck refuelling facility (service station). The facility will refuel heavy vehicles via a pre-paid card arrangement for customers and operate 24 hours a day, seven days a week.

This report, which is submitted in support of the application, provides details of the proposed development and addresses relevant planning, design, engineering and environmental matters associated with the proposal. The application is accompanied by the following consultant reports/documentation:

- **Appendix A** – Title Search;
- **Appendix B** – Development Application Drawings, prepared by IOR;
- **Appendix C** – Ablution Block Drawings, prepared by ATCO;
- **Appendix D** – Oily Water Management Statement, prepared by TFA;
- **Appendix E** – Traffic Assessment, prepared by TTPP; and
- **Appendix F** – Bushfire Assessment, prepared by Cool Burn.

To assist in Council’s determination of the development application, this SEE covers the following matters:

- **Section 2:** a site description including site characteristics and the context of the surrounding area;
- **Section 3:** a description of the proposed development;
- **Section 4:** an assessment of the proposed development against the relevant planning provisions; and
- **Section 5:** an environmental assessment of the proposed development.

2.0 BACKGROUND

2.1 Prelodgment Meeting

A pre-lodgement meeting was held with Yass Valley Council on 10/06/2025 to discuss the proposed development. In summary of this meeting, the following matters were raised:

- In principal support of the development is not able to be provide, however, based on the proceedings of the meeting, no significant concerns were identified;
- The proposed development is anticipated to require referral to:
 - Essential Energy
 - Transport for New South Wales
- The covenants prevailing over the site restricting the sale of fuel do not impact council's ability to approve the development in accordance with section 1.9A of the Yass Valley LEP;
- The industrial estate is currently not approved under the NHVR for the purpose of a B-Double route, as council has not been requested to include it on the NHVR to date – in order to have the route to the development site included on the NHVR, the following is required as part of the Development Application:
 - A formal request to the roadways being included on the NHVR within the SEE;
 - Swept path diagrams of the roadways for the design vehicle.

The subject development application has been prepared with these matters in mind.

3.0 THE SITE

3.1 Site Description

The site is located at 10 Industrial Close, Yass NSW 2582, formally described as Lot 5 on DP1278625 and comprises an area of approximately 5,000m². No foliage is present on the site and is made up of compacted dirt/soil. The site is a corner lot, with frontage to both Commercial Road and Industrial Close, comprising a frontage distance of approximately 88.38m and 48.99m respectively.

The site is located in the Yass Valley Council Local Government Area (LGA).

Refer to Figure 1 below, which provides an aerial view of the site.



Figure 1: Aerial View – subject site highlighted (Source: Near Map)

3.2 Covenants and Easements

The subject site is identified to be burdened by a number of easements and covenants, restricting the use of the subject site. In summary, the notable appurtenances to the subject site are identified to comprise the following:

- Covenant (U926385)
 - Restriction of the development of land comprising of access to the dominant tenement (understood to now be Yass Valley Way) without prior consent of the road authority
 - As no direct access to Yass Valley Way is proposed and referral to TfNSW is anticipated in any case (refer section 5.5.1), compliance with this covenant is considered to be achieved.
- Restriction(s) on the use of land (O852970)
 - Restriction on the use of land for the following purposes:

- Restaurant, takeaway food shop or outlet or as an establishment which sells food
- Sale or storage of motor fuel or the sale of automotive lubricants
- Restriction(s) on the use of land (DP1278625)
 - Restriction on the use of land for the following purposes:
 - Petrol filling service station;
 - Convenience store;
 - Car wash;
 - Food offer (including but not limited to restaurant and quick service restaurant);
 - Drinks offer (including but not limited to coffee).
- Easement (Sewer) 3 meters wide – as shown as E6 in the below extract

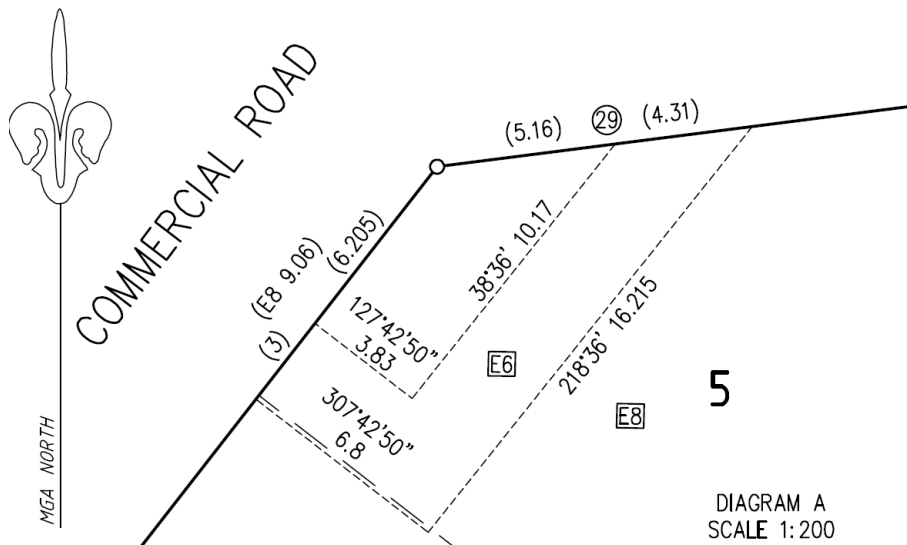


Figure 2: Sewer Easement Extract

- Easement (Overhead Power Line(s)) 20 meters wide – as shown as E8 in the below extract

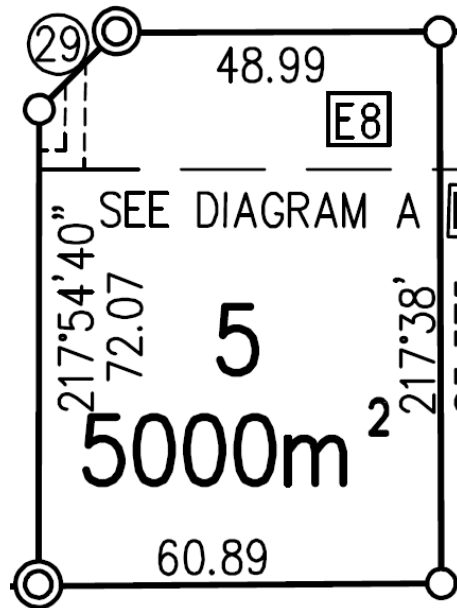


Figure 3: Powerline Easement Extract

In relation to the identified easements, it is noted that the proposed development has been designed to have all major structures located outside of the areas burdened by the easements, with the exception of some minor

components of the site (as discussed within section 5.5.1.1). In relation to the identified 'Restrictions on the Use of Land' (O852970 & DP1278625), it is noted that in accordance with section 1.9A of the *Yass Local Environmental Plan 2013*, that the effect of these covenants / restrictions does not apply, as per the below extract.

1.9A Suspension of covenants, agreements and instruments

- (1) For the purpose of enabling development on land in any zone to be carried out in accordance with this Plan or with a consent granted under the Act, any agreement, covenant or other similar instrument that restricts the carrying out of that development does not apply to the extent necessary to serve that purpose.*
- (2) This clause does not apply—*
 - a. to a covenant imposed by the Council or that the Council requires to be imposed, or*
 - b. to any relevant instrument within the meaning of section 13.4 of the Crown Land Management Act 2016, or*
 - c. to any conservation agreement within the meaning of the National Parks and Wildlife Act 1974, or*
 - d. to any Trust agreement within the meaning of the Nature Conservation Trust Act 2001, or*
 - e. to any property vegetation plan within the meaning of the Native Vegetation Act 2003, or*
 - f. to any biobanking agreement within the meaning of Part 7A of the Threatened Species Conservation Act 1995, or*
 - g. to any planning agreement within the meaning of Subdivision 2 of Division 7.1 of the Act.*
- (3) This clause does not affect the rights or interests of any public authority under any registered instrument.*
- (4) Under section 3.16 of the Act, the Governor, before the making of this clause, approved of subclauses (1)–(3).*

In accordance with the above, the identified restrictions on the use of land are not identified to be that imposed by council or enacted under the acts listed above. Accordingly, it is not considered that the restrictions attached to the subject premises impact the ability of the development to operate as proposed.

3.3 Surrounding Uses

The immediate surrounding is described as follows:

- North – adjacent to a four-way intersection connecting both Industrial Close and Commercial Road.
- North-East and South-West – adjacent to Industrial Close and opposite vacant lots.
- South-East – adjoining lot is of industrial use with a large warehouse and stockpiles.

4.0 PROPOSED DEVELOPMENT

4.1 Description of the Proposal

This development application seeks planning approval for a proposed unmanned truck refuelling facility (service station) within the vacant lot. The facility operates 24 hours per day, seven days per week and payment of fuel can be made via swipe card technology. All drawings of the proposal are attached in **Appendix B & C** of this application.

The facility involves the following main features:

- 1 x 80kL / 15kL above-ground, self-bunded tank for diesel storage (combustible and non-flammable) and AdBlue (non-combustible and non-flammable).
 - Diesel tank 80,000L;
 - AdBlue tank 15,000L;
 - AdBlue is a diesel exhaust fluid used in modern trucks to reduce oxides/nitrogen levels;
- Fuel canopy positioned over the bunded refuelling area;
- Fuel dispensing area located on a concrete hardstand area and allows for three (3) heavy vehicles to refuel at any time;
- Double Ablution Block (4.2m x 3.0m);
- 2 x Carparking Spaces;
- Enviro Australis OE30 oily water system to manage any potential spills over the fuel dispensing area, which will be appropriately drained and bunded;
- General on-site manoeuvring areas will utilise a bitumen seal internal driveway area;
- Ingress and egress to the site will be via Commercial Road and Industrial Close respectively;
- Erection of small entry/exit signage close to the ingress and egress points; and
- 24 hours / 7 days per week operation.

4.1.1 Access and Site Queuing

The site in its current form has frontage to Commercial Road and Industrial Close. As nominated on the drawings, the proposed development is to achieve access via the proposed crossover to Commercial Road and egress via the proposed crossover to Industrial Close. It is acknowledged that Commercial Road and Industrial Close are currently not formally approved for the purpose of B-Double access on the National Heavy Vehicle Register (NHVR). However, as illustrated within the drawings provided within **Appendix B**, the proposal is designed to permit the largest anticipated vehicle (a B-Double) to safely access, manoeuvre, and exit the site in forward gear. It is therefore requested that council seek to include these roadways on the NHVR for this vehicle type.

Directional signs will be installed as per the plans in **Appendix B** to effectively direct patrons through the one-way access to the refuelling facility.

4.1.2 Aboveground Storage

The proposal involves the installation of a dual-compartment 80KL/15 KL (diesel/Ad Blue) above-ground, double-walled, self-bunded tank for the storage of diesel (combustible and non-flammable) and Adblue (non-combustible/non-flammable). This tank will be designed and installed in accordance with AS1940, the Australian Standards for the design, installation, and operation of above-ground storage systems. These standards will ensure greater environmental controls, such as double-walled tanks, double-walled pressure pipework, automatic tank gauging, and electronic leak monitoring. The storage and handling of flammable and combustible liquids will be held up to standard.

4.1.3 Ablutions Block

A new 4.2m x 3m (12.6m²) 'uni-sex' ablutions block is proposed on site. This ablutions block will comprise of two toilet and shower facilities. Access to the ablutions block will be via swipe card / key-tag and pre-arranged with the fuel provider. Details of the proposed ablutions block is provided within **Appendix C**.

The ablutions block will be connected to the sewer and water supply currently servicing the site. The ablutions block and treatment system will be designed and installed to comply with the relevant codes and approvals.

4.1.4 Signage

The development application proposes the following signage:

- 2 x "ENTRY ONLY" signage (Illuminated)
- 2 x "EXIT ONLY" signage (Illuminated)
- 2 x "iOR" Tank Sign
- 2 x "iOR" Canopy Fascia Sign (illuminated)

Further, the proposed signage generally meets the advertising objectives. For a detailed assessment of the proposed signage, refer to section 4.6.1 of this report.

4.1.5 Oily Water Treatment System

The proposal will include controls for managing oily water to minimize impacts on water quality to receiving bodies of water. Fuel dispensing for the trucks will take place in a concrete bunded area. Stormwater runoff and any spills that may occur during fuel dispensing will be captured by grated gully pits located in the centre of these bunded areas. The collected water will be directed to an Enviro OE30 full retention oily water separator through an underground pipe network for hydrocarbon removal. This unit complies with the requirements of EN-858-1 "Class 1" oil/water separators.

The Enviro OE30 device is a fully integrated, inline system designed to remove pollutants, including oils, from stormwater runoff. It operates without requiring any external power, relying instead on the energy generated by the water flow to separate and contain pollutants for periodic removal by evacuation equipment. The internal surfaces of the device can be inspected and cleaned as needed, and screens can be removed for maintenance when required.

The device is designed for a service life of 100 years for its fixed parts and 25 years for its replaceable components. The Enviro OE30 claims a performance which can reach reductions of up to 95% for Gross Pollutants (GP), 90% for Suspended Solids (TSS), 97% for Total Phosphorous (TP), 85% for Total Nitrogen (TN), and 99.95% for Total Hydrocarbons. It also has an oil containment capacity of 8,000 litres. Hydrocarbon retention occurs in a separate chamber, functioning as a best-practice oil and grease arrestor.

For more details, please refer to the provided Oily Water Management Statement in **Appendix D**.

4.1.6 Outdoor Lighting

External lighting is to be provided in association with the facility, as to ensure that adequate security is supported for late night operations.

The development will be in accordance with AS4282 Control of Obtrusive Effects of Outdoor lighting where applicable.

5.0 STATUTORY CONTEXT

5.1 Environmental Planning & Assessment Act 1979 (EP&A Act)

Section 4.2 of the EP&A Act states that if an environmental planning instrument specifies that development may not be carried out except with development consent, consent must be obtained from a consent authority under Part 4 of the Act. Clause 2.3 and the associated Land Use Table of the *Yass Valley Local Environmental Plan 2013* (the Yass Valley LEP) require the proposed use to obtain development consent (see Section 4.2). The consent authority for the purpose of the Yass Valley LEP is the Yass Valley Council (Council).

Section 4.15 of the EP&A Act outlines the matters the consent authority must consider when determining a development application under Part 4. This SEE has been prepared in accordance with and considered all relevant provisions of Section 4.15.

5.1.1 Integrated Development

Section 4.46 of the EP&A Act lists all integrated development approval triggers and their jurisdictions. The table below provides an extract from the EP&A Act and identifies those referral triggers considered relevant to the proposed development.

Table 1 below shows that no referral triggers have been identified in this proposed development.

Table 1: Integrated Development List

Act	Provision	Development Response
Fisheries Management Act 1994 (NSW Fisheries)	s144	Not applicable
	s201	Not applicable
	s205	Not applicable
	s219	Not applicable
Heritage Act 1977 (NSW Office of Environment & Heritage)	s58	Not applicable
National Parks & Wildlife Act 1974 (NSW Office of Environment & Heritage)	s90	Not applicable
Protection of the Environment Operations Act 1997 (Environment Protection Authority)	ss43(a), 47 and 55	Not applicable
	ss43(b), 48 and 55	Not applicable
	ss43(d), 55 and 122	Not applicable
Roads Act 1993 (Roads & Maritime Services)	s138	Not applicable
Rural Fires Act 1997 (NSW Rural Fire Service)	s100B	Not applicable
Water Management Act 2000 (Department of Primary Industries – Water)	ss89, 90, 91	Not applicable

5.1.1 Bushfire Prone Land

Section 4.14 of the *Environmental Planning and Assessment Act 1979* pertains to the consultant and development consent in association with Bushfire Prone Land. In particular, the subject site is identified to be within category 3 land under the bushfire prone land map, as indicated in Figure 4 below.

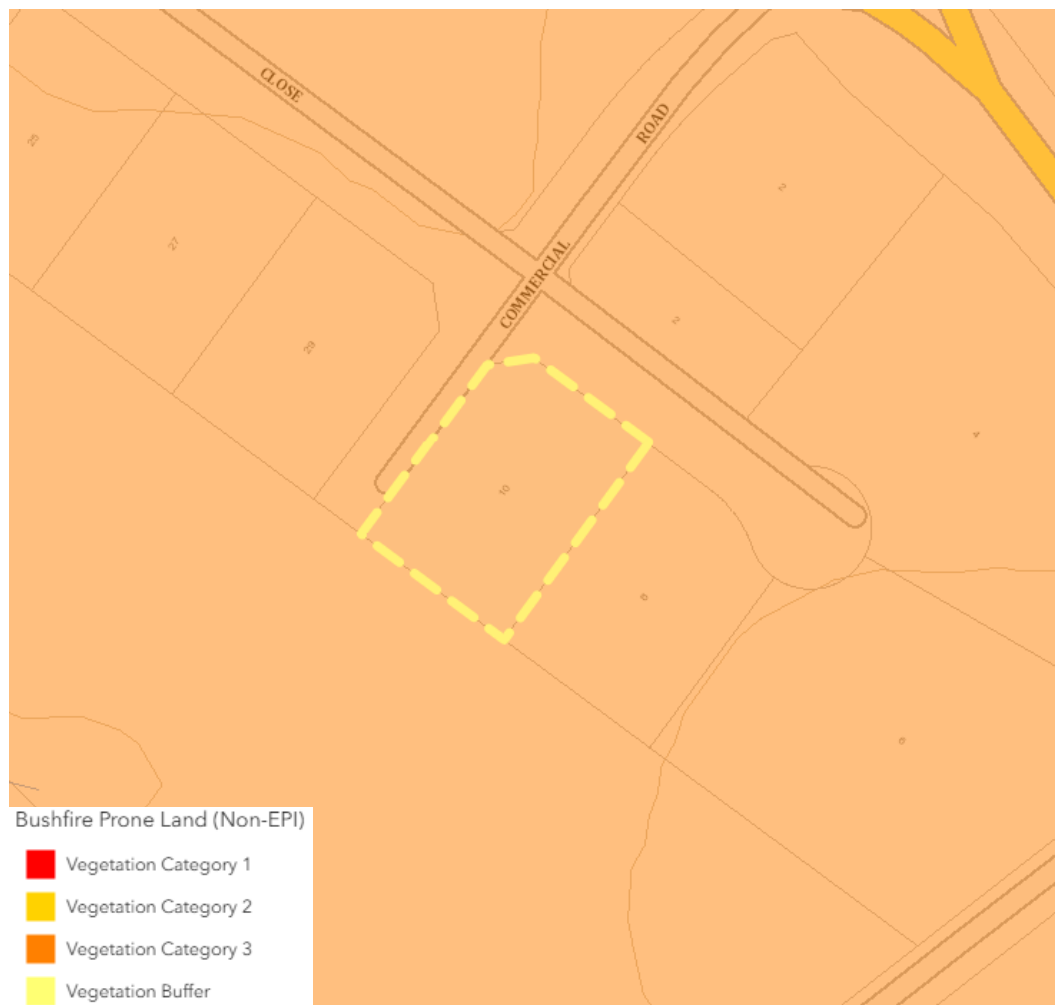


Figure 4: Bushfire-prone land (Source: NSW Planning)

In accordance with section 4.14 of the act, the consent authority is required to consider the following for development on bushfire prone land prior to granting consent:

- (a) *is satisfied that the development conforms to the specifications and requirements of the version (as prescribed by the regulations) of the document entitled Planning for Bush Fire Protection prepared by the NSW Rural Fire Service in co-operation with the Department (or, if another document is prescribed by the regulations for the purposes of this paragraph, that document) that are relevant to the development (the relevant specifications and requirements), or*
- (b) *has been provided with a certificate by a person who is recognised by the NSW Rural Fire Service as a qualified consultant in bush fire risk assessment stating that the development conforms to the relevant specifications and requirements.*

In response to the above, a Bushfire Assessment has been prepared and provided within **Appendix F** of this report.

5.2 Yass Valley Local Environmental Plan 2013

The Yass Valley Council makes local environmental planning provisions for land within the Yass Valley Council LGA (Council) and is the consent authority for the purposes of the Yass Valley LEP.

5.2.1 Site Zoning

Under the Yass Valley LEP, the subject site is zoned E4 (General Industry). Refer Figure 5 below.

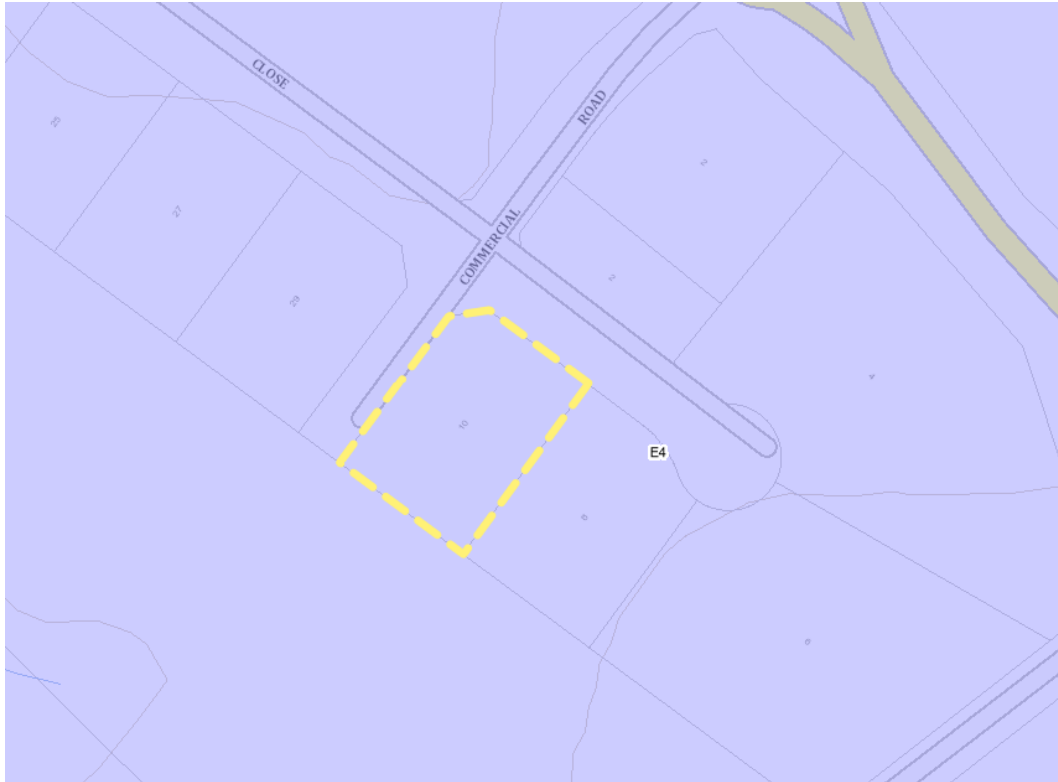


Figure 5: Zoning Map (Source: NSW Planning)

5.2.1.1 Objectives

The objectives of the E4 (General Industrial) zone are:

- *To provide a range of industrial, warehouse, logistics and related land uses.*
- *To ensure the efficient and viable use of land for industrial uses.*
- *To minimise any adverse effect of industry on other land uses.*
- *To encourage employment opportunities.*
- *To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.*

The site's use as an unmanned refuelling facility (service station) aligns with the zone's objectives in accordance with the below:

- The proposed facility is expected to provide support to the expanded industrial land uses in the locality; and
- The development is adequately located with other industrial land uses.

5.2.1.2 Permissibility

Under the Yass Valley LEP, 'service station' is defined as follows:

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 motor vehicles (other than bodybuilding, panel beating, spray painting, or chassis restoration),
- (e) the ancillary retail selling or hiring of general merchandise or services or both.

The proposed development is for the sale by retail of fuels and, as such, is defined as a 'service station'.

The site is zoned E4 – General Industrial under the *Yass Valley Local Environmental Plan 2013* (Yass Valley LEP). The land use table for the E4 zone lists development that is permitted with consent and includes any development that is specified as 'permitted without consent' or 'prohibited'. The land use table for the E4 zone in the Yass Valley LEP is shown below:

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Depots; Freight transport facilities; Garden centres; General industries; Goods repair and reuse premises; Hardware and building supplies; Hotel or motel accommodation; Industrial retail outlets; Industrial training facilities; Light industries; Liquid fuel depots; Local distribution premises; Neighbourhood shops; Oyster aquaculture; Take away food and drink premises; Tank-based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat launching ramps; Boat sheds; Business premises; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Community facilities; Correctional centres; Eco-tourist facilities; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Home-based child care; Home businesses; Home occupations; Jetties; Marinas; Markets; Mooring pens; Moorings; Office premises; Open cut mining; Plant nurseries; Public administration buildings; Pubs; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Roadside stalls; Shops; Specialised retail premises; Tourist and visitor accommodation; Veterinary hospitals; Wharf or boating facilities

5.2.2 Groundwater Vulnerability

Refer to Figure 6 below which indicates that the entire site and surrounding environment have been identified as environmentally sensitive land as per the Yass Valley LEP Groundwater Vulnerability Map.

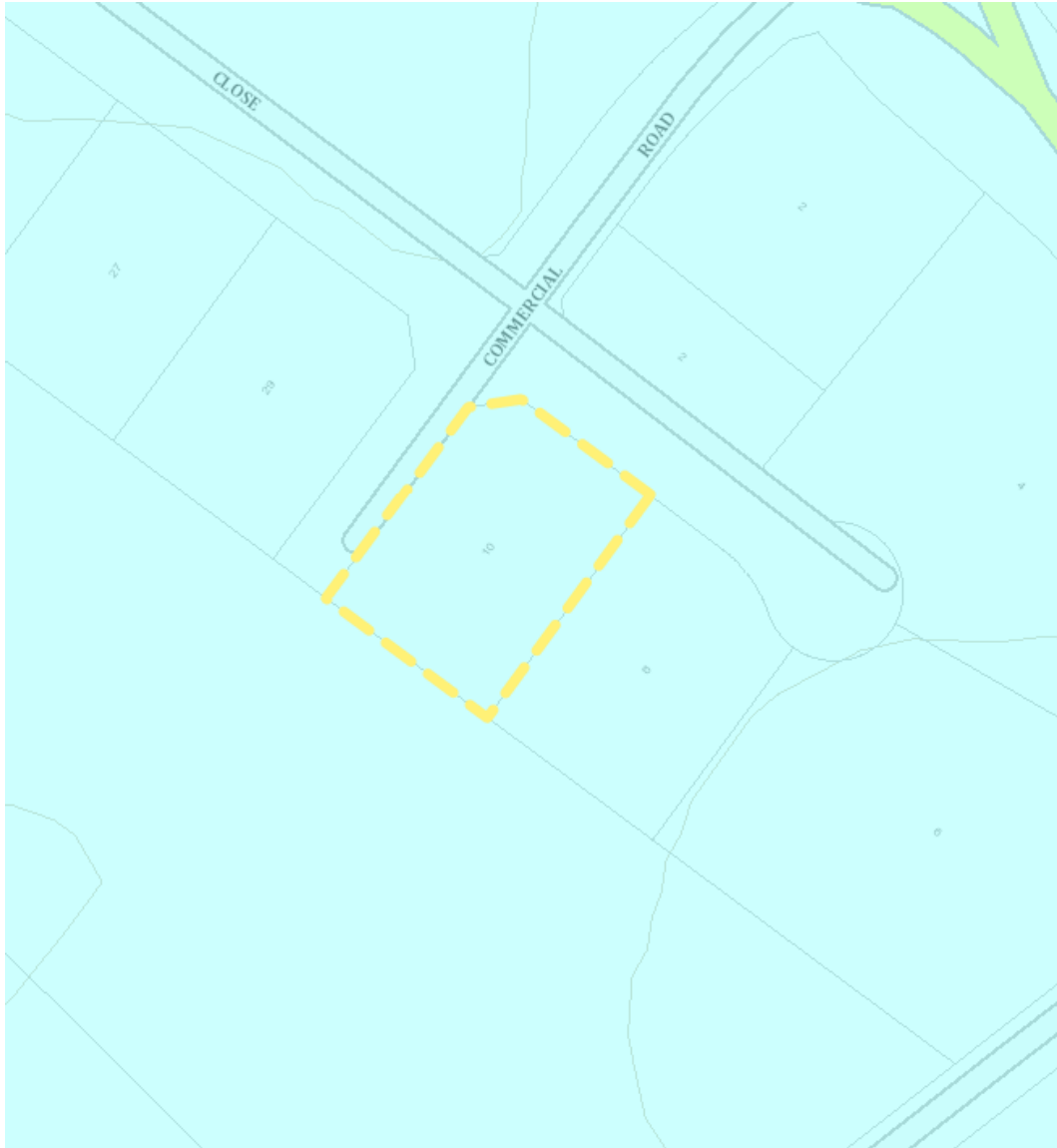


Figure 6: Groundwater Vulnerability Map (Source: NSW Planning)

In accordance with section 6.4 of the YLEP, the impact to groundwater on the site is to be appropriately managed on the following grounds:

- The proposal is to support the use of an above-ground, self-bunded tank for the storage of diesel and AdBlue;
- The proposed bunded areas are to flow to a 'class 1' oily water separator to treat any spill before discharge to the sites stormwater system in accordance with the oily water statement provided in **Appendix D**.

5.3 Yass Valley Development Control Plan 2024 (DCP 2024)

The *Yass Valley Development Control Plan 2024* (DCP 2024) provides details and criteria for assessing development to support the provisions of the Yass Valley LEP. This section provides a brief commentary as to how the proposed development will fulfil the purpose of the DCP 2024.

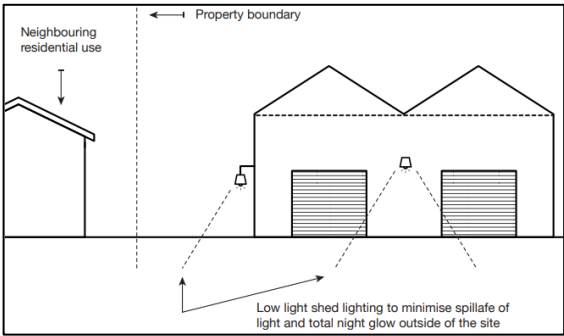
Table 2 below provides an assessment against the relevant development control plan provisions for industrial and commercial development.

Table 2: Development Control Plan Assessment Responses – Industrial and Commercial Development

Planning Outcome	Development Response
Part F - Industrial and Commercial Development	
<i>F1 Streetscape and Character</i>	
<ul style="list-style-type: none"> a) street elevations should feature customer service areas, merchandise displays and advertising facing the primary street frontage; b) where infill development is proposed to adjacent buildings with awnings, the development shall also feature an awning to provide continuous weather protection for pedestrians; c) where adjoining buildings feature parapets, infill development should also feature parapets; d) long blank walls facing the street are to be avoided by means of wall projections, change of material, windows, and the like to add visual appeal; e) development on corner lots and with two street frontages shall address both street frontages, this may include windows, building articulation or materials; f) development should be consistent with the adopted masterplans for the area (where applicable); g) Building elevations visible from the Barton or Hume Highway or Sydney-Melbourne Rail Line should incorporate walls of varied colours or materials, or alternative treatments for visual interest; h) Staff and customer entries should be identified by signage and lighting; i) The customer entry to the building should provide continuous, barrier free access to the ground floor and be clearly differentiated from staff, trade and vehicle entrances; j) Approaches and entrances to ATMs should be highly visible and well lit; k) Bollards or landscaping should be used outside ATMs to limit the risk of vehicle 'smash and grab' raids 	<ul style="list-style-type: none"> • The proposed development is orientated primarily towards Industrial Close, clearly displaying the refuelling area of the site. • No buildings are proposed as part of this application, with the exception of the canopy structure, which is a lightweight, non-habitable building, with no external walls. • The proposed development is considered to adequately address both street frontages. • The site is to be adequately signed for site navigation by patrons.
<i>F2 Setbacks</i>	
<ul style="list-style-type: none"> • The front wall of the development should have a setback from the front boundary of at least 10 metres; Side setback of at least 5 metres (if on a corner); The Side or Rear setback to Yass Valley Way, Hume Highway (on ramp) and Sydney-Melbourne Railway Line should be at least 50 metres; (car parking can be provided within this 50 metres). • Development with a height greater than one storey higher than an adjacent residence or motel building shall have a side setback an increased setback to enable solar access and protection of privacy. A shadow diagram and measures proposed to protect the privacy of adjoining land users is required. 	<p>The proposed tank is separated from Industrial Close by a minimum of 20m, Commercial Road by a minimum of 27m and the side boundary by a minimum of 22m.</p> <p>The proposed canopy support similar setbacks to the tank with the exception of the south-eastern side boundary, whereby a minim setback of 4m is proposed. As this is a lightweight structure with no external walls, this setback is considered to be suitable.</p> <p>The proposed ablution block is similarly setback to the proposed tank, with the exception of the setback to the southern boundary, whereby over 20m of separation is understood to be achieved.</p>
<i>F3 Site Coverage and floor space ratio</i>	

Planning Outcome	Development Response
<p><i>Site coverage allows a development to respond to the topography and characteristics of the site and adjacent properties. It also allows design for stormwater disposal and landscaping to be incorporated on site. To also allows for the planting of deep-rooted vegetation to assist with water management, soil structure, shade and visual variation.</i></p> <p>a) <i>Site coverage shall allow for deep-rooted plantings to provide shade and visual relief.</i></p> <p>b) <i>Site coverage should allow for the infiltration of water and can be used to manage stormwater runoff.</i></p> <p>c) <i>Site coverage should allow for landscaped areas of various grasses, shrubs and trees.</i></p> <p>d) <i>The maximum floor space ratio, including all ancillary buildings, is not to exceed 1:1, or as prescribed on the Yass Valley Local Environmental Plan 2013 (YLEP) Floor Space Ratio Map.</i></p>	<ul style="list-style-type: none"> • Adequate unoccupied space is provided onsite (near street frontages and common boundaries) to provide adequate landscaping, to the extent required. • The proposed floor space ratio is less than 1:1.
F4 Character and Built Form	
<p>a) <i>With the exception of buildings in heritage conservation areas, new buildings should incorporate attractive contemporary design with a mix of materials and/or finishes on the façade. New buildings should not seek to replicate historic styles;</i></p> <p>b) <i>Industrial or bulky goods development should locate office or showroom areas at the front of the building</i></p> <p>c) <i>Office and/or showroom areas should be constructed primarily of glass or masonry materials, and the main pedestrian entry should be prominent and easily identifiable from the both the road and visitor car parking area;</i></p> <p>d) <i>Metal used as external cladding should be low reflective and factory pre-coloured (Zincalume® and Surfsmist® are not permitted);</i></p> <p>e) <i>All glazing on the façade or facing sensitive uses should be low reflective glass;</i></p> <p>f) <i>The building and site layout should ensure there are no entrapment spots (i.e. in loading areas, ATM alcoves) - small, confined areas, which may be used for hiding or to trap potential victims;</i></p> <p>g) <i>All services and plant including fire booster assemblies should be integrated into the building or screened from view;</i></p> <p>h) <i>Windows and openings on the western walls of the building should be minimal, or screened with permanent awnings or window shading devices;</i></p> <p>i) <i>Windows should be located to allow surveillance of internal driveway and carparking areas;</i></p> <p>j) <i>Blank or poorly articulated walls should be confined to the side or rear of the building;</i></p> <p>k) <i>Bulk storage, waste disposal areas and plant should be located behind the front wall of the building, and screened from public view through walls, fencing or landscaping. They should also be located to prevent access to windows;</i></p> <p>l) <i>In E1 Local Centre and RU5 Village Zones where security fittings, shutters and doors are fitted they should be at least 50% transparent at street level to allow passive surveillance;</i></p>	<ul style="list-style-type: none"> • The proposed buildings and structures are to support a built form consistent with expectations of the industrial locale, utilising a mix of colours/finishes. • Any metal finish will ensure low reflectivity and will be factory pre-coloured (as relevant). • No entrapment spots are considered to result from the proposal. • Lighting provided in association with the development will be designed to minimise off-site light spill in accordance with AS4282. • The buildings are positioned with clear lines of site between the public realm and relevant entrances; • Appropriate lighting will be provided as to ensure adequate security for late night access.

Planning Outcome	Development Response
<p>m) If an electricity sub-station is required within the front setback of a building, it should be located and/or landscaped so it is not a dominant feature on the site;</p> <p>n) New businesses/commercial buildings with more than 10 Fulltime Equivalent (FTE) staff should provide an external paved and landscaped area for employee meal and rest breaks. This should be located conveniently to the staff tearoom;</p> <p>o) Buildings should be designed to promote safety and security by providing a high level of vibrancy and activation to the street, employing clear and direct lines of sight between the street and building entries;</p> <p>p) Staff and customer entries should be identified appropriately by signage and lighting;</p> <p>q) Lighting shall be designed and located so as to direct light into the property and not into adjoining properties or roadways, sensor lighting for internal carparking and pedestrian areas is preferred;</p> <p>r) Sensor or solar lighting should be provided adjacent to entries for commercial, industrial and multi dwelling development;</p> <p>s) Security fittings, shutters and doors, where fitted, should be at least 50% transparent at street level to allow surveillance in commercial industrial and multi dwelling development;</p> <p>t) For cafe/dining uses openable window areas should be provided in association with seating overlooking the street, to create the effect of outdoor dining (having regard to any heritage provisions or footpath requirements).</p>	
F5 Access	
<p>a) Accesses shall be designed and located to comply with the Safe Intersection Sight Distance for the prevailing speed limit.</p> <p>b) Accesses shall allow for two way vehicle movement or separate entry and exit points;</p> <p>c) Accesses shall allow for vehicles to enter and exit the site in a safe manner without impeding traffic flow.</p>	<ul style="list-style-type: none"> • The proposed crossovers are located as far as practical from the Commercial Road / Industrial Close intersection. • Separate entry and exit points are proposed. • The site forms part of a low speed industrial area, of which vehicles accessing the site are not anticipated to impede the flow of traffic.
F6 Landscaping	
<p>a) Landscaping should be provided along rear and side boundaries which form an interface with a more sensitive uses (such as a creek, dwelling, motel or open space areas);</p> <p>b) Wherever possible existing significant vegetation is to be retained on site to ensure continued environmental benefits, shading and visual softening;</p> <p>c) At least 20% of the area in front of the building should be landscaped with low maintenance plantings that allow surveillance of public areas from inside the building;</p> <p>d) The following standards should be incorporated into the landscaping design:</p> <ul style="list-style-type: none"> • opportunities for water infiltration; 	<ul style="list-style-type: none"> • To the extent required, landscaping can be provided along rear and side boundaries.

Planning Outcome	Development Response
<ul style="list-style-type: none"> not obscure views from windows and doors facing public areas and carparks to allow for surveillance. 	
F7 Amenity	
<p>a) Plant and equipment, including air conditioning units, should be insulated and located to minimise noise impacts on the surrounding area. Noise attenuating materials or devices may be required such as silencers, enclosures, louvres or panels;</p> <p>b) Machinery and plant, down pipes, bin storage, balconies and fences should be located in such a way that they prevent access to windows;</p> <p>c) Delivery areas or loading bays should be located away from sensitive uses or living areas of dwellings;</p> <p>d) Storage and waste areas should be screened from residential uses and streets, where possible they should be located behind the building and away from the boundaries of sensitive land uses;</p> <p>e) For commercial and industrial development toilets should be integrated into a development with their entries highly visible and well lit, and not be in an isolated location;</p> <p>f) A designated screened enclosure for recyclable and non-recyclable material is to be provided on site in a site that is accessible by collection vehicles;</p> <p>g) Separate waste storage areas for residential and business uses must be provided in mixed use developments;</p> <p>h) Hours of operation are to be such that the development is compliant with the requirements of The Protection of the Environment Operations Act 1997;</p> <p>i) For uses which will operate after dark, clear sightlines should be provided from the building entrance to parking areas and/or public streets;</p> <p>j) Lights or illuminated signage adjacent to, or facing sensitive uses should be suitably baffled and timer operated to prevent glare or light spill to nearby dwellings or motels at night:</p> 	<ul style="list-style-type: none"> The unmanned refuelling facility consists of minimally built structures and is appropriately set back from the main road frontage, ensuring that it does not detract from the existing character of the surrounding industrial environment. Lighting will be established to support appropriate levels of visibility over all areas intended for use at night. The proposed lighting for the development will be in accordance with AS4282, Control of Obstructive Effects of Outdoor Lighting, where applicable. The site is not located within proximity to sensitive land uses.
F8 Footpath Dining and Trading	Not Applicable
F9 Fences and Retaining Walls	Not Applicable – No new fence or retaining wall is proposed.
F10 Signage	

Planning Outcome	Development Response
<p>a) Signage should directly relate to the name and type of business undertaken on the site; Business identification signage should not exceed 2.5m² in area;</p> <p>b) Signage is to be constructed of new material only, old and redundant signage must be removed as part of the installation of new signage;</p> <p>c) Signage should not reduce road safety by distracting or confusing the operation of traffic lights or authorised road signs, through excessive size, flashing or moving images;</p> <p>d) Signs within 50 metres of, or facing towards a dwelling or residential, rural or environmental zone, should not be illuminated, unless suitably baffled and timer operated to switch off between 10pm and 7am to prevent glare or light spill to nearby dwellings at night;</p> <p>e) Signs which advertise products sold or serviced on the site may form part of the signage, but should not dominate the business name;</p> <p>f) Signage should avoid repetition of names, logos, pictures, street and phone numbers, and use legible, uncluttered fonts and graphics;</p> <p>g) Signage should not be duplicated- particularly above verandah level, with the exception of sites with more than one frontage;</p> <p>h) Signage should not visually dominate the building or site;</p> <p>i) Signs should be fixed, non-rotating, with no moving parts</p> <p>j) Signs should not comprise LED, neon, animated, scrolling, flashing or running lights, and must comply with AS 4282—1997 'Control of the obtrusive effects of outdoor lighting';</p> <p>k) Proposed signage will be considered in the context of all existing signage on the building/site. Existing redundant or unsafe located signage is to be removed prior to installation of new signage;</p> <p>l) Signage for multiple occupancies within a building should be co-located and consistently sized; m. Directory/index boards should be located near the site entrance and not contain advertising signage, however, may contain the logo, site/street number and colours relating to a respective business.</p> <p>m) Signage on shop front windows should ensure a high level of visibility and not dominate or obscure the windows. It should not cover more than 20% of the area of the window, or 6m² whichever is the lesser.</p>	<ul style="list-style-type: none"> The proposed signage directly relates to the business premises – the signage sizes are considered in subsequent sections. All signs will be constructed of new materials. The signage is not illuminated, flashing or moving as to cause distraction The site is not in proximity to any sensitive land uses The signage is not considered to dominate the site
F10.1 'A' Frame signs	Not Applicable
<p>F10.2 Wall signs</p> <p>a) A wall sign should not exceed 16m², and is limited to one per elevation;</p> <p>b) Architectural features, including windows and verandahs should dominate the façade and not be obscured by signage. Signage should not cover mechanical ventilation inlet or outlet vents;</p>	<ul style="list-style-type: none"> The proposed tank sign is expected to comprise an area of approximately 2.64m² per elevation The proposed canopy signage comprises of size of approximately 2.64m². The signage is integrated into the design of the proposed structures.

Planning Outcome	Development Response
<p>c) Signage should not extend beyond the height of a fence, roofline, parapet or fascia of a building, to which it is attached;</p> <p>d) Signage located above the awning/verandah should be attached flush to the parapet, and limited to one sign per premises. Projecting wall signs are generally not supported above the awning/parapet;</p>	
<p>F10.3 Pole signs</p> <p>a) A freestanding pole or pylon sign should not exceed 9 metres in height (measured from ground level to top of sign), is limited to one per site, and must not extend over the boundary onto public land;</p> <p>b) Signs within building setback areas should be limited to a single pole sign which should not exceed 6 metres in height.</p>	The proposed entry and exit signs are low rise (approx. 1.51m). As these are largely wayfinding signs, the location and scale of these signs is considered to be adequate for the site.
F10.4 Under awning signs	Not Applicable
F10.5 Signs for home business, home occupation or home industry	Not Applicable
F10.6 Community signs	Not Applicable
F10.7 Signs in non-commercial/industrial areas	Not Applicable
F10.8 Tourism signs	Not Applicable

Table 3 below evaluates the proposed development against the relevant Development in Hazard Affected Areas provisions of the DCP 2024.

Table 3: Development Control Plan Assessment Responses – Car parking and Access

Planning Outcome	Development Response
Part H - Development in Hazard Affected Areas	
H1 Flooding	Not Applicable – No Flooding identified for site
H2 Bushfire Prone	Subject site assessment against Planning for Bushfire Protection 2019 in Appendix F .
H3 Contaminated Land	Not Applicable – Site not identified to be contaminated

Table 4 below evaluates the proposed development against the relevant Car parking and Access provisions of the DCP 2024.

Table 4: Development Control Plan Assessment Responses – Car parking and Access

Planning Outcome	Development Response
Part I - Car parking and Access	
<p>I1 Carpark Design</p> <p>a. Off street parking should be provided on the same site as the development, parking on adjoining land may be considered where there are legal mechanisms in place to ensure the use for carparking associated with the development;</p> <p>b. All parking areas must be designed to avoid concentration of water run off;</p>	<p>In response to this item, the following is noted with regard to the proposed carparking area:</p> <ul style="list-style-type: none"> All required parking is provided on the same site as the development; As required, the parking area will be appropriately graded to minimise concentration of water run-off; The parking area is to comply with the requirements of AS 2890.

Planning Outcome	Development Response
<p>c. Carpark design shall be in accordance with AS/NZS 2890.1 Parking facilities – Off Street Carparking and consider the location of pedestrian and vehicle entry points, load areas and the like, to minimise conflict between users;</p> <p>d. Pedestrians should be physically separated from vehicle traffic, through the use of pathways and landscaping</p> <p>e. Heavy vehicles should not conflict with passenger vehicle maneuvering in carparks, where heavy vehicles need to access loading docks and the like via carparks additional aisle width of carparks may be required;</p> <p>f. Carpark design should take account of the size, type and frequency of vehicles (including service and delivery vehicles) likely to enter and use the site;</p> <p>g. Tandem car parking arrangements should be avoided except in very low turnover uses, such as vehicle sales or repairs;</p> <p>h. Vehicle turning areas must be provided in carparks to allow vehicles to enter and leave the site safely in a forward direction;</p> <p>i. Loading docks are not to be used for parking, nor relied upon for vehicle turning or maneuvering;</p> <p>j. For every twenty (20) car parking spaces, one bicycle parking rack should be provided located next closest the access point of the development, after the required disabled parking space(s);</p> <p>k. Parking for disabled persons must maintain a clear height of 2.5 metres and shall be the closest parking space to the access point of the development;</p> <p>l. Off street carparking is to be provided for staff and customers;</p> <p>m. Security lighting is to be provided to public accessways and parking areas and conform to AS1158.1 'Vehicular Traffic Lighting' in commercial and industrial developments;</p> <p>n. Where developments incorporate night time operations illumination must be in accordance with Australia Standard 4282, control of obtrusive effects of outdoor lighting;</p> <p>o. Any lighting provided must be directional internal the site and not cause nuisance to road users or nearby dwellings;</p> <p>p. Shade trees are to be provided in carparks at a rate of 1 per 6 spaces or part thereof;</p> <p>q. Carparking spaces are to have the flowing dimensions (AS2890.1 Off Street Parking).</p>	<ul style="list-style-type: none"> • Light vehicle parking associated with the site is expected to be predominately used by iOR staff for maintenance, and therefore are not considered to be of concern for being within proximity to heavy vehicle manoeuvring areas. • Cars are considered to have sufficient manoeuvring areas to enter and exit the site in a forward gear. • Appropriate lighting is to be provided for parking areas; • As only two parking spaces are provided, the establishment of shade trees is not considered to be necessary, particularly, as the spaces are predominately for short-term staff usage.
I2 Loading Docks	Not Applicable – No loading dock is proposed
I3 Carpark Construction	<p>The proposed carparking area is to be constructed in accordance with the requirements under this section, notably,</p> <ul style="list-style-type: none"> • Incorporating appropriate drainage. • Will utilise an asphalt surface treatment. • Will be line marked / delineated as necessary.
I4 Carparking Credits and Contributions	
I5 Carparking Ratios	

Planning Outcome	Development Response
<i>Service Station - 1 space per 6 fuel bowzers plus one space for oil and air plus 1 space per employee and 6 spaces per work bay (for any vehicle servicing)</i>	<p>The proposed development comprises of the establishment of 2 parking spaces, which is taken to comply with the parking requirements under this part.</p> <p>The parking supply is further supported by the Traffic Assessment provided in Appendix E.</p>
<i>I6 Residential Carparking</i>	Not applicable - No residential car parking is proposed.
<i>I7 Property Access Crossings</i>	
<p>a) <i>Accesses shall be located clear of power poles, any existing services, the dripline of existing street trees, and maximise the available area for on street footpaths and parking;</i></p> <p>b) <i>Accesses must be located to provide safe site distances in both directions for the prevailing speed limit of the area;</i></p> <p>c) <i>Accesses shall be cross the footpath at right angles to the centerline of the road;</i></p> <p>d) <i>Industrial development shall not be granted direct vehicle access to lots from Yass Valley Way or Black Range Road;</i></p> <p>e) <i>Where an access is located over Council's water, sewer or stormwater infrastructure a minimum of 450mm cover is required;</i></p> <p>f) <i>Accesses should be designed to avoid headlight glare into habitable rooms of adjacent dwellings</i></p> <p>g) <i>No more than one third of the width of the frontage of a property should be used for access;</i></p> <p>h) <i>Accesses should be located at least 6 metres from the kerb tangent point of any intersection;</i></p> <p>i) <i>Access to a development should be limited to a single driveway;</i></p> <p>j) <i>The grade of the driveway from the kerb or edge of seal to the lot boundary shall be +2.5% (i.e. 2.5% sloping upwards from the kerb to the property boundary);</i></p> <p>k) <i>The maximum allowable longitudinal change in grade is 12%;</i></p> <p>l) <i>Cut and fill batters within the road verge shall be graded to a maximum of 1 in 8;</i></p> <p>m) <i>All areas of common vehicle access, parking and associated landscaping should be well defined to facilitate easy maintenance;</i></p> <p>n) <i>Driveways should comprise an all-weather pavement, such as a minimum 50mm thick gravel base with 100mm thick concrete layer (25 MPA with SL72 mesh), or similar.</i></p>	<ul style="list-style-type: none"> • The proposed crossovers are identified to be located away from existing power poles and street trees. The crossover to Industrial Close passes beneath power infrastructure, however, as this is a prevailing feature along industrial Close, this is considered to be suitable. • Site locale is considered to be a low speed environment. • The site does not get direct access of Yass valley Way. • The site is not located within proximity to sensitive land uses. • The proposed crossovers comprise a total width of approximately 38.85% the total frontage width – the width of the crossovers is dictated by the turnpaths of the design vehicle. Accordingly, this is considered to be suitable. • The crossovers are located as far as practical from the Commercial Road / Industrial Close Intersection. • To the extent that the crossovers are established over any assets, appropriate coverage will be provided. • Access and egress is provided via two separate crossovers due to the size of the design vehicles – as the site is benefitted by two frontages this is considered to be suitable. • The grade of the subject driveways will be such that they are suitable for the safe and efficient access of the design vehicle. • The crossovers are to be constructed of an all-weather pavement.

5.4 State Environmental Planning Policy (Resilience and Hazards) 2021

5.4.1 Chapter 3 - Hazardous and Offensive Development

Chapter 3 of State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) applies to applications that fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. The subject application seeks approval for:

- One (1) x 80kL / 15kL above-ground, self-bunded tank for the storage of diesel (combustible and non-flammable) and AdBlue product (non-combustible / non-flammable);
 - Diesel tank 80,000L;
 - AdBlue tank 15,000L;
 - AdBlue is a diesel exhaust fluid used in modern trucks to reduce oxides/nitrogen levels.

A review of the 'Applying SEPP33' (Jan 2011) guideline document prepared by the State government provides the following key points:

- Section 2.1 (page 3) of the guideline suggests that a hazardous storage establishment is included in the definition of 'potentially hazardous industry'.
- Section 7.1 (page 16) of the guideline states that *"If combustible liquids of class C1 are present on site and are stored in a separate bund or within a storage area where there are no flammable materials stored, they are not considered to be potentially hazardous. If, however, they are stored with other flammable liquids, that is, class 3PGI, II or III, then they are to be treated as class 3PGIII, because under these circumstances they may contribute fuel to a fire."*

In this instance, the former SEPP33, now SEPP (Resilience and Hazards) 2021, is not applicable as the proposed storage of diesel is not considered 'potentially hazardous'.

The tank is manufactured to comply with Australian Standard AS1692 (*Steel tanks for flammable and combustible liquids*) and once installed, will comply with Australian Standard AS1940 (*The storage and handling of flammable and combustible liquids*).

5.5 State Environmental Planning Policy (Transport and Infrastructure) 2021

5.5.1 Chapter 2 - Infrastructure

The aim of the Chapter 2 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 is to provide regulation for the design and planning of works as it relates to relevant NSW infrastructure. Particularly, under the Transport and Infrastructure SEPP, particular regard is given to clauses 2.48 and 2.122, relating to electrical distribution infrastructure and traffic generating development respectively.

5.5.1.1 Determination of development applications—other development

Section 2.48 of the Transport and Infrastructure SEPP pertains to development undertaken within proximity to electrical distribution infrastructure. Notably, the following works triggers assessment / consideration against this section:

- (1) *This section applies to a development application (or an application for modification of a consent) for development comprising or involving any of the following—*
 - (a) *the penetration of ground within 2m of an underground electricity power line or an electricity distribution pole or within 10m of any part of an electricity tower,*
 - (b) *development carried out—*
 - (i) *within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists), or*
 - (ii) *immediately adjacent to an electricity substation, or*
 - (iii) *within 5m of an exposed overhead electricity power line,*
 - (c) *installation of a swimming pool any part of which is—*
 - (i) *within 30m of a structure supporting an overhead electricity transmission line, measured horizontally from the top of the pool to the bottom of the structure at ground level, or*
 - (ii) *within 5m of an overhead electricity power line, measured vertically upwards from the top of the pool,*
 - (d) *development involving or requiring the placement of power lines underground, unless an agreement with respect to the placement underground of power lines is in force between the electricity supply authority and the council for the land concerned.*

As per item (b), as the proposed development comprises of the undertaking of works within or directly adjacent to the subject power easement, referral to the electricity supply authority is taken to be relevant for the purposes of this application.

In this regard, the following is considered in relation to the proposed works:

- the extent of works proposed within the confines of the easement are considered to be of low risk to the power infrastructure and includes:
 - Hardstand areas for vehicle circulation;
 - Stormwater infrastructure, which is to be located wholly underground;
 - Small scale signs and bollards, comprising an overall height of less 1.51m or less.
- All other structures proposed are to be located completely outside of the easement area.

5.5.1.2 Traffic Generating Development

Section 2.122 of the Transport and Infrastructure SEPP applies to new or enlarged premises that comprise a size or scale in excess of the traffic generation thresholds outlined within Schedule 3 of the SEPP. In accordance with Schedule 3, the proposed land use of a 'service station' is identified as a relevant land use under this schedule. The relevant criteria for the proposed service station use are outlined in Table 5.

Table 5: Traffic Generating Development

Purpose of Development	Size of Capacity – Site with Access to a Road (Generally	Size or capacity—site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)
Service stations with heavy vehicle refuelling or maintenance services	Any Size or Capacity	Any Size or Capacity

In accordance with the above, as the facility is for a facility with heavy vehicle refuelling, it is determined that referral to TfNSW would be required for the assessment of the subject application.

The traffic generation of the proposed development is assessed and considered in the Traffic Impact Assessment provided in **Appendix E** of this assessment.

5.6 State Environmental Planning Policy (Industry and Employment) 2021

The State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP) comprises the environmental planning provisions associated with employment land in Western Sydney and the advertising devices and signage devices in all of NSW and operates as the consolidation of the now superseded Western Sydney Employment SEPP and SEPP 64. The Industry and Employment SEPP comprises of 2 parts, as outlined below:

- Chapter 3 – Advertising and Signage.

5.6.1 Chapter 3 – Advertising and Signage

The development application proposes the following signage:

- 2 x “ENTRY ONLY” signage (Illuminated)
- 2 x “EXIT ONLY” signage (Illuminated)
- 2 x “iOR” Tank Sign
- 2 x “iOR” Canopy Fascia Sign (illuminated)

The proposed signage is considered to be of a scale and quantity generally consistent with a service station's expectations.

5.6.1.1 Part 3.2 – Signage Generally

Part 3.2 of State Environmental Planning Policy (Industry and Employment) 2021 states that a consent authority must not grant development consent for signage unless it is satisfied that the signage is consistent with both the objectives of this part of the SEPP and the assessment criteria of Schedule 5.

The proposed signage is compatible with the site's visual character, provides effective communication for the site, and has a high-quality design and finish. Therefore, it is consistent with the aims and objectives of this chapter.

The following section assesses the proposed signage against Schedule 5 (Assessment Criteria) of the SEPP.

5.6.1.1.1 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?”
- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?”

Development Response—The proposed signage is consistent with the expectations of signage for a service station. It will be of modern design and is not considered to appear incongruous within the context of the broader area.

5.6.1.1.2 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?”

Development Response—The proposed signage will not affect the amenity of the immediate area. The industrial expectations of the surround locality are considered to support the utilisation of site identification signage, as proposed for the development.

5.6.1.1.3 Views and Vistas

- “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?’

Development Response—Given the visual context of the locality, the proposed signage does not compromise any important views or vistas, and the viewing rights of other users will not be compromised.

5.6.1.1.4 Streetscape, setting or landscape

- “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?”

Development Response—The proposed signage is generally integrated into the design of the proposed structures, with the exception of the proposed wayfinding signage, which is low form and comprises limited face area. Given the length of the site frontage, the proposed signage is not considered to contribute to visual clutter.

5.6.1.1.5 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?”
- 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?”

Development Response—The proposed signage is considered proportional to the scale of the proposed development, providing site identification and directional indications.

5.6.1.1.6 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?”

Development Response—No safety devices, platforms, lighting devices, or logos are required as integral elements of the proposed signage.

5.6.1.1.7 Illumination

- “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?”

Development Response— The proposed illuminated signage is to be lit by internal static means and is to be sufficient separated from sensitive receivers.

5.6.1.1.8 Safety

- “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?”

Development Response – the proposed signage is of a scale and separation from the public realm to pose limited safety concerns.

On balance, the proposed signage is considered to satisfy the overall intent and relevant assessment criteria of chapter 3 of the SEPP.

5.6.1.2 Part 3 – Advertisements

Part 3.3 of the SEPP applies to all signage other than ‘business identification signs’ and ‘building identification signs’. These are defined under clause 4:

building identification sign means a sign that identifies or names a building, and that may include the name of a business or building, the street number of a building, the nature of the business and a logo or other symbol that identifies the business, but that does not include general advertising of products, goods or services.

business identification sign means a sign:

(a) that indicates:

- i. the name of the person, and
- ii. the business carried on by the person,
- iii. at the premises or place at which the sign is displayed, and that may include the address of the premises or place and a logo or other symbol that identifies the business, but that does not include any advertising relating to a person who does not carry-on business at the premises or place.

The proposed signage is defined as business identification signage as per the above definitions.

Part 3.3 of the SEPP, therefore, does not apply to the proposed signage.

The proposed signage is considered to satisfy Chapter 3 of the Industry and Employment SEPP's overall intent and relevant assessment criteria.

6.0 ENVIRONMENTAL ASSESSMENT

Section 4.15 of the EP&A Act sets out the matters a consent authority must take into account when assessing a development application. These include the likely impacts of the development on both the natural and built environments, any social and economic impacts in the locality, and whether the site is suitable for the proposed development.

These matters form the key planning issues for assessment and are addressed in the table below.

Figure 7: s4.15 Environmental Assessment

Section 4.15 Clause	Development Response
(1) (a)(i) – Provisions of any environmental planning instrument	<p>This SEE has provided an assessment against:</p> <ul style="list-style-type: none"> ○ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> <ul style="list-style-type: none"> ○ <i>Chapter 2 - Infrastructure</i> ○ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> <ul style="list-style-type: none"> ○ <i>Chapter 3 – Hazardous and Offensive Development</i> ○ <i>State Environmental Planning Policy (Industry and Employment) 2021</i> <ul style="list-style-type: none"> ○ <i>Chapter 3 – Advertising and Signage</i> <p>The proposal has been shown to comply with the provisions of the above instruments.</p>
(1) (a)(ii) – Provisions of any draft environmental planning instrument	None applicable.
(1) (a)(iii) – Provisions of any development control plan	<p>An assessment against the Yass Valley Development Control Plan 2024 has been provided in 5.3 of this SEE.</p> <p>In summary, the proposal is considered to comply with the relevant Council DCP provisions.</p>
(1) (a)(iiia) – Provisions of any planning agreement	None applicable.
(1) (a)(iv) – Provisions of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation 2000)	The proposal is consistent with the regulations for development applications.
(1) (b) – The likely impacts of the development, including environmental impacts on the natural and built environment and social and economic impacts in the locality	<p>(i) Environmental Impact</p> <p>The environmental impacts of the proposal on the natural and built environment are addressed under the DCP response (Section 5.3) in this SEE, as well as the Resilience and Hazards SEPP.</p> <p>(ii) Social Impact</p> <p>Given its size and nature, the proposed development is not considered to have a detrimental social impact on the locality.</p> <p>(iii) Economic Impact</p> <p>Considering the nature and scale of the use, the proposed development will not have a detrimental economic impact on the locality.</p>
(1) (c) – The suitability of the site for the development	The proposed unmanned truck refuelling facility aims to support the broader industrial context of the locality, providing refuelling services to the nearby land uses, as well as passing heavy vehicles utilising Yass Valley Way.

Section 4.15 Clause	Development Response
(1) (d) – Any submissions made in accordance with the EPA Act or EPA Regs	This is a matter that can be addressed following the notification of the application where necessary.
(1) (e) – The public interest	The proposal is considered to be in the public interest, given that the development is permissible in the zone and meets the zone objectives under the LEP. Further, the environmental impacts have been considered and can be appropriately mitigated.

7.0 CONCLUSION

This Statement of Environmental Effects (SEE) has been prepared by TfA Project Group on behalf of IOR Pty Ltd. The application is made over land located at 10 Industrial Close, Yass NSW 2582, formally described as Lot 5 on DP1278625. The application seeks approval for an unmanned truck refuelling facility (service station). The facility will primarily refuel heavy vehicles via a pre-paid card arrangement for customers and operate 24 hours a day, seven days a week.

The proposal has been assessed against the relevant provisions within the *Yass Valley Local Environmental Plan 2013* (Yass Valley LEP) and the relevant State Environmental Planning Policies. From this assessment, the following conclusions are able to be drawn:

- The proposed use is considered to be a consistent use within the E4 (General Industrial) zone.
- The proposal is considered to be well located to maximise safe and convenient access for trucks, being located within the emerging industrial estate.
- The proposal is of a sufficient design/layout to allow the largest anticipated vehicles to safely enter / exit and manoeuvre across the site in a forward gear.
- All storage and operation of diesel (combustible, non-flammable) will be carried out in accordance with the relevant Australian standard (AS1940).
- The proposed method of oily water treatment, in addition to the self-bunded / double-walled properties of the above-ground tank, is considered to appropriately preserve the environmental integrity of the site.
- The proposed use will be suitably distanced from any areas of environmental value/sensitivity.
- The proposed use will incorporate best practice environmental management principles to ensure all impacts are appropriately managed on-site.
- The application demonstrates compliance with all relevant local and State planning policies, including the Yass Valley LEP, DCP and the relevant SEPPs.

Based on the above, sufficient planning grounds exist to warrant the proposal, and the application is recommended for Council approval.

APPENDIX A – TITLE SEARCH

APPENDIX B – DEVELOPMENT APPLICATION DRAWINGS

APPENDIX C – ABLUTION BLOCK DRAWINGS

APPENDIX D – OILY WATER MANAGEMENT STATEMENT

APPENDIX E – TRAFFIC ASSESSMENT

APPENDIX F – BUSHFIRE ASSESSMENT