DEMOLITION OF EXISTING STRUCTURES & TREES, RELOCATION OF EXISTING DWELLING AND CONSTRUCTION OF HIGHWAY SERVICE CENTRE & SIGNAGE

42-48 COOMA ROAD AND 31 PEELE STREET, NARRABRI

STATEMENT OF ENVIRONMENTAL EFFECTS

JUNE 2026

VERSION 2

WILSON PLANNING

Document Information

Client:	Pearl Investments
Project:	Demolition of existing structures and trees, relocation of existing dwelling, and construction of a highway service centre and signage.
Author:	PZ
Reviewed by Client:	-

Document History

Version	Date	Description	Author	Checked
1	23/06/26	DRAFT	PZ	WW
2	26/06/26	FINAL FOR COUNCIL SUBMISSION	PZ	WW

Wilson Planning Pty Ltd
ABN 38 517 405 672

Table of Contents

1.0 Introduction

1.1 Site Details

The subject site comprises Lots 171-173 in DP 540858 and Lot 18 in DP 285431 and is known as 31 Peele Street, Narrabri, and 42–48 Cooma Road, Narrabri. The site is located on the south-eastern side of Cooma Road (Newell Highway) and has a total combined site area of 8,105m². It has a combined frontage of 80.05 metres to Cooma Road and 80.05 metres to Peele Street, with an approximate depth of 100 metres.

The site contains three existing dwellings, outbuildings, vehicle access and parking areas. Several mature trees are located within the site, as well as domestic gardens. The site has a cross fall from the Cooma Road frontage to the Peele Street frontage of approximately 1.2 metres. The land appears to drain to the informal public drainage system within the Peele Street road reserve.

The site has multiple vehicle access points off Cooma Road, with no formal access points off Peele Street. Overhead powerlines are located along both Cooma Road and Peele Street frontages. The site is serviced by reticulated water, sewer, electricity, and communications infrastructure. A hydrant is also located within the site.

The site is partly zoned MU1 Mixed Use Zone and partly zoned RU1 Primary Production Zone under the Narrabri Local Environmental Plan 2012. The location of the site is shown in Figure 1.

Figure 1 – Location Plan Source: www.planningportal.nsw.gov.au/2026

1.2 Surrounding Development

The surrounding locality is characterised by a mix of dwellings, tourist accommodation, commercial development, and vacant rural land. An existing service station is located opposite the site on the western side of Cooma Road. The Aalbany Motel is situated immediately south of the site. Eathers Creek is located to the north-east and east of the site.

1.3 Proposed Development

Consent is sought for the demolition of existing structures and trees, the relocation of one of the existing dwellings slightly to the north to be used as a manager's residence, and the construction of a highway service centre containing a service station, café/restaurant, truck driver's lounge, public toilets, showers and laundry, separate light and heavy vehicle fuel dispensing areas (FDAs), parking for cars, caravans, and trucks, loading facilities, signage, and associated works. Details of the proposal follow.

Highway Service Centre

- Construction of a light vehicle fuel dispensing canopy (249.57m²) and a heavy vehicle fuel dispensing canopy (151m²).
- Construction of a convenience store building (474m²) incorporating a customer service counter, office, storeroom, cool room, truck driver's lounge/dining area, and public toilets, showers and laundry.
- Installation of four 8-hose multi-product fuel dispensers within the light vehicle FDA.
- Installation of four dual ultra-high-flow diesel dispensers and AdBlue dispensing facilities within the heavy vehicle FDA.
- Provision of 24 car parking spaces (6 of which can be used by caravans or small trucks also) and 16 large truck parking spaces.
- Installation of two underground fuel storage tanks with a combined capacity of 220kL (1x110kL and 1x110kL split into 90kl diesel and 20k with AdBlue.
- Provision of UPSS remote fill points within a spill-safe fill box and spill containment area. Fuel tankers will enter and exit the site in a forward direction and remain wholly within the site during fuel unloading activities.
- Installation of an inline gravity-flow stormwater treatment and spill containment system with a minimum capacity of 2,500 litres to prevent hydrocarbon contamination of Council's stormwater network, in accordance with AS 1940-2017.
- Provision of loading and service areas at the rear of the site.
- Vehicular access to and from the site is provided via entry and exit driveways connecting to Cooma Road. No vehicular access to Peele Street proposed.
- New 2.0m high solid fencing will be provided along the northern and southern boundaries for acoustic attenuation to neighbours.
- New 2.4m high solid fencing will be provided along the Peele Street boundary for acoustic attenuation to neighbours.
- Replacement tree planting and new landscaping throughout the site to offset the vegetation removal and enhance the overall amenity of the development.
- Consolidation of all lots into 1 lot.

The highway service centre will have the following hours of operation, delivery times and staff numbers:

Day	Operating Hours	Deliveries and Waste Collection	Staff Nos
Monday-Sunday	24 hours	24 hours	2-4 depending on shift.

Relocation of existing dwelling within Lot 1208 to become manager's residence

The existing dwelling within Lot 1208 will be relocated slightly to the north within the site and it will be used as a site manager's residence to support the operation of the highway service centre, with a 24-7 on-site manager. All of the details of the dwelling remain the same, the existing setback to and access point from Cooma Road will be maintained, and the dwelling will connected to the sewer main running through the site. A new parking space is to be provided in front of the dwelling and private open space at the rear. A new 2.0m high solid fence will be provided between the dwelling and highway service centre for acoustic attenuation during the night.

Signage

- Signage tower 8m in height and 3m in width attached to the convenience shop containing indicative business identification signage 'P Express'
- Freestanding 8m high and 3m wide Pylon Sign on Cooma Road frontage with business identification signage 'Mobil', fuel prices, and small panels of advertising of products
- Canopy Signage 2.6 x 830mm within northeast, northwest and southwest elevation
- 'Mobil Narrabri' business signage on western elevation of the convenience shop
- "Mobil" signage on the truck refuelling canopy measuring 2.4m x 750mm.

Tree removal

The proposed development requires the removal of seven small and mature trees to facilitate the approved site layout and construction works. A landscape plan has been prepared by Tolero Landscape Design, which incorporates replacement planting and new landscaping throughout the site to offset the vegetation removal and enhance the overall amenity of the development.

The full proposal is shown on the set of architectural plans prepared by Brown Commercial Building and accompanying the application.

2.0 The provisions of any environmental planning instruments

2.1 Protection of the Environment Operations Act 1997 (POEO Act)

Schedule 1 of the POEO Act lists a number of 'scheduled activities' which require an Environmental Protection Licence (EPL) under this Act. Under Clause 9 of Schedule 1 the following storage chemicals are considered to be a scheduled activity:

Activity	**Criteria**
General chemicals storage	Capacity to store more than 20 tonnes (pressurised gases), 200 tonnes (liquefied gases) or 2,000 tonnes (chemicals in any other form)
Petroleum products storage	Capacity to store more than 200 tonnes (liquefied gases) or 2,000 tonnes (chemicals in any other form)

Clause 50 of the POEO Act also identifies interactions between the POEO Act and the Act. Clause 50 provides that:

1. "This section applies to development that cannot be carried out without development consent under the Environmental Planning and Assessment Act 1979. This development is called controlled development in this section.

2. A licence that relates to controlled development must not be granted or varied (other than on the initiative of the EPA) by the appropriate regulatory authority, unless development consent has been granted for the controlled development. However, this section does not prevent the consideration of a licence application by the appropriate regulatory authority before development consent is granted."

Installation of the additional underground fuel tank and related infrastructure will result in a maximum fuel storage capacity at the site of 2200,000 litres. The proposed underground tank will provide storage for 110,000 litres of unleaded petrol. Combined storage on the site will be:

Tank/ Storage No.	Type	Description	Capacity (litres)	Type or category of hazardous chemical	Equivalent Dangerous Goods Class/ Division/ Packaging Group	UN Number.	Hazchem
T1	Underground	Unleaded Petrol (91 Octane)	110,000	Flammable Liquids Category 2	3 PGII	UN 1203	3[Y]E
T2	Underground	Automotive Diesel	80,000	Flammable Liquids Category 4	C1	UN 1202	3Z
T2	Underground	Diesel Exhaust Fluid (Adblue)	20,000	n/a	n/a	n/a	n/a
P1	Exchange bottle cage (30 bottles)	Liquefied Petroleum Gas	200	Flammable Gases Category 1	2.1	UN 1075	2YE
other	Small Package Store	Miscellaneous Automotive Fluids	270	Flammable Liquids Category 4	C2	Varies	Varies

2.2 Road Act 1993

Under Section 138 of the Road Act, consent is required from the appropriate road's authority to:

(a) erect a structure or carry out a work in, on or over a public road, or
(b) dig up or disturb the surface of a public road, or
(c) remove or interfere with a structure, work or tree on a public road, or
(d) pump water into a public road from any land adjoining the road, or
(e) connect a road (whether public or private) to a classified road,

Therefore, an approval under Section 138 will be required once a consent has been granted. This can be addressed at the Construction Certificate stage.

2.3 Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2014 (POEO Regulation)

The POEO Regulation is relevant to the operation of the service station. It requires owners and operators of underground petroleum storage systems (UPSS) to regularly check for leaks in the fuel tanks and pipes used to store and handle petroleum products. Owners and operators also need to meet minimum standards in their day-to-day environmental management of these storage systems. The owner / operator of a UPSS is required to have in place (which will be provided):

- A system for detecting and monitoring leaks.
- Groundwater monitoring wells at sensitive locations and a program to test them.
- An Environment Protection Plan for the facility.
- Systems in place for record keeping, reporting of leaks and notifying the local council when a UPSS is decommissioned.

Responsibility for compliance with the provisions of the UPSS Regulation lies with the person responsible for the system.

All equipment will be designed and installed to the latest technology and techniques available to date from approved suppliers.

The design, construction, operation and supply of Hazardous Materials to service stations in NSW shall comply with, but not be limited to, the latest edition of the following policies, regulations, standards and codes. Risk Screening Documentation has been prepared by WDE Fuel Industry Consulting and accompanies the application. A Hazard Analysis can be found in Appendix A of the Risk Screening Documentation.

The design & installation of the underground petroleum storage system to comply with AS 4897 2008 and with Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulations 2014 and Protection of the Environment Operations (Clean Air) Regulation 2010 (if required by legislation).

- NSW State Environmental Planning Policy (Resilience and Hazards) 2021.
- NSW State Environmental Planning Policy 33 Hazardous & Offensive Development Guidelines.
- NSW Protection of the Environment Operations (Clean Air) regulation 2022
- NSW Work Health and Safety Regulation 2017
- NSW EPA Environmental Action for Service Stations

- Protection of the Environment Operations (UPSS) Regulation 2019 (NSW)
- NTC Australian Dangerous Goods Code 7th edition.
- National Construction Code.
- AS1692-2006 Tanks for flammable and combustible liquids.
- AS1940-2017 The storage and handling of flammable and combustible liquids.
- AS4897-2008 Design Installation and Operation of Underground Petroleum Storage Systems.
- AS4977-2008 Petroleum Products - Pipeline, road tanker compartment and underground tank
- identification.
- AS/NZS60079.10.1-2022 Explosive atmospheres, Classification of areas.
- AS/NZS1841.5-2007 Portable fire extinguishers - Specific requirements for powder type extinguishers.
- AS2444-2001 Portable Fire Extinguishers and fire blankets - Selection and location.
- NSW Code of Practice 2005 for Storage & Handling of Dangerous Goods.

Underground Storage Tanks:

The Underground Petroleum Storage System (UPSS) consists of 2x 110kL double-contained fibreglass underground storage tanks (USTs) complying with AS 1692-2006.

An inline, gravity flow, stormwater polishing and spill collection, containment and treatment device/or holding tank shall be installed to collect any potential contamination or spills to prevent hydrocarbons from entering the council stormwater system. This system shall have a minimum spill capacity of 2,500 litres in the event of a fuel tanker compartment rupture.

The UPSS remote fill points are contained within a spill safe fill box and located within the spill catchment area of the heavy vehicle FDA.

Filling of the underground fuel tanks will be conducted by a tanker that will enter and depart in a forward direction onto the hardstand area and is wholly contained within the boundaries on the property during fuel discharging activities.

Leak Detection

Auto tank gauging and line leak detection is to be provided to tanks and pipework.

Underground Pipe Work – Fuel

- The liquid fuel tanks are constructed from non-corrosive materials to ensure structural integrity and environmental protection. Automatic tank gauging and line leak detection systems will be provided for both the tanks and associated pipework, enabling continuous monitoring for potential leaks.
- Product reconciliation procedures will include both automatic tank gauging and manual dipping to ensure accurate inventory control and early detection of losses. Observation wells within the tank excavation area will be checked regularly in accordance with regulatory requirements.

Above Ground Vents

- To be galvanized steel and supported to specification.
- Vent terminations to be minimum 4.5 metres high, with up draft vents caps and located to meet AS1940 – 2017 and AS/NZS 60079.10.1:2009 requirements.

- Bollards to be installed around vents to provide mechanical protection.
- Installed away from any potential ignition source.
- Provide signage near the vents forbidding smoking on site.

Fuel Vapour Recovery System Stage 1

Underground tanks vent system to be connected to a vapour recovery system to return vapours from underground tanks into delivery vehicle tank vapour recovery system, during product deliveries from delivery vehicle.

Overfill Prevention on Fill Line

Underground tanks to have overfill prevention valves to stop delivery of product, if a delivery vehicle tries to overfill during product deliveries.

Fuel Dispenser Units

The light vehicle FDA includes 4 x 18 hose multi-product fuel dispensers.

PA System

PA system to be installed in the forecourt area and retail building to enable the site operator to communicate in the event of an emergency with client vehicles on the forecourt area.

Fuel Filling Points for Underground Tanks

Filling of the underground fuel tanks will be carried out by a fuel tanker, which will enter and exit the site in a forward direction. During fuel discharge activities, the tanker will be positioned on the designated hardstand area and will always remain wholly within the boundaries of the property, with the following measures:

- Filling Points to be an aboveground system installed to ensure that any minor spills from delivery hoses are captured in the bunded area, and with a drain valve and pipe work to allow fuel to drain into an underground tank.
- Steel bollards to protect and to prevent damage from vehicles.
- Overfill prevention valves fitted into tank fill pipe to prevent accidental overfill of tanks.
- Overfill protection valves fitted into tank vent system to prevent accidental overfill of tanks.

Installation Comments

- A minimum of two observation wells must be installed within the tank excavation area in accordance with *AS 4897 – The design, installation and operation of underground petroleum storage systems*. These wells are to be regularly inspected and maintained to monitor for potential leaks or contamination.
- All equipment is to be installed in accordance with the manufacturer's specifications, supplier guidelines, and the relevant oil company standards. Installation must be carried out by accredited and experienced contractors.
- All installation works must be tested, checked, and certified by qualified Fuel System Certifying Consultants to ensure compliance with applicable standards and site-specific requirements.

Pavement Area of under canopy areas

The area is to be concreted to Australian Standards, with a pollution control drainage system incorporated to capture any spills on the forecourt area to a pollution control unit.

Fuel Spill Control

An emergency spill kit is to be held outside main building for any small spills on the forecourt area. The console operator is responsible for monitoring all forecourt activity and must promptly clean up any minor spills using the spill kit, which is to be kept readily accessible from the dispenser.
In the event of a major spill, the operator must immediately shut down the site and initiate the site's emergency procedures.

An under-canopy catchment area is to be installed, draining to a treatment system designed to contain and manage spillages in accordance with site-specific emergency response protocols.
Highly visible warning signage and clear operational instructions are to be provided at each dispenser to guide appropriate responses in the event of a spill.

Fire Protection (minimum)

Fire extinguishers are to be installed in well-lit locations that are clearly visible from the console or security cameras. This placement allows for continuous monitoring, ensuring that the equipment is easily located and accessible in an emergency.

Pumps and Dispensers Emergency Stops

An emergency spill kit is to be provided on-site in a location that is readily accessible from the dispensers, pumps, and fill point. All site staff and tanker drivers are to receive training on the proper use of the spill kit. Fill points must be located within a spill-safe fill box designed to drain back into the fuel system, ensuring containment and environmental protection in the event of a spill.

Emergency Response

Step by step emergency response Instructions, complete with telephone numbers and contacts, to be placed near site operator in retail building.

Safety Signage

Statutory signage is to be installed at all fuel dispensers, clearly forbidding smoking on site. Mandatory safety signs, including operating instructions, must be affixed to all canopy columns and dispensers in accordance with relevant safety standards and regulations.

Fuel and LPG Work Practices and Training Procedures

All site staff are required to complete work practices and safety training, with the relevant manual kept on-site for inspection and auditing by the appropriate authorities.

LPG exchange bottle cages and cylinders will be located in areas unlikely to be struck by vehicles. Bollards are to be installed around the LPG exchange bottle cage and cylinders to provide adequate mechanical protection.

Groundwater Monitoring Wells

The number and location of wells are to be determined by a suitably qualified person on a site-specific basis and to comply with the relevant authorities' requirements and Australian Standards.

Inspections and Certification of Works

The works to be inspected and documented at the following stages:

- Before and during underground tank installation, which includes observing, checking methods and equipment employed to ensure correct installation to specifications and standards. Works to be carried out by accredited installers.
- After underground tanks and pipe work installation which includes witnessing of the pressure integrity testing of tanks and pipe work to approved standard and specifications, prior to backfilling.
- After submersible turbine pumps, leak detectors and dispensers are installed, including checking for leaks and correct operation of all fittings and pump systems inside underground tank turrets and dispenser containment sumps.

2.4 Work Health and Safety Act 2011 and Work Health and Safety Regulation 2011

A notification by the service station operator in conjunction with the contractor who installs the fuel system will be required to enable Workcover to regulate the management of the fuel on the site in accordance with the provisions of these pieces of legislation.

2.5 Biodiversity Conservation Act 2016

The site is not identified as having biodiversity values and does not contain any remnant native vegetation that will be impacted. As such, no further biodiversity assessment is required.

2.6 Environmental Planning and Assessment Act 1979 (the Act)

2.6.1 Section 4.46 'Integrated Development'

Integrated Development	Section	Applicable
Fisheries Management Act 1994	s144 s201 s205 s219	No
Heritage Act 1977	s58	No
Coal Mine Subsidence Compensation Act 2017	s22	No
National Parks & Wildlife Act 1974	s90	No
Protection of the Environmental Operations Act 1997	ss43 (a), 47, 55 ss43 (b), 48, 55 ss43(d), 55,122	No
Roads Act 1993	s138	Yes - Cooma Road (Newell Highway) is a classified State Road and the proposal is therefore integrated development and will require

		referral to Transport for NSW for concurrence.
Rural Fires Act 1997	s100B	No
Water Management Act 2000 & Water Management Amendment (General Regulation 2018)	s89,90,91	Yes – Eathers Creek is within 40m of part of the truck parking area at the rear of the site and therefore constitutes Waterfront Land. Referral to the Natural Resource Approvals Regulator (NRAR) is necessary.

2.7 State Environmental Planning Policies (SEPPs)

2.7.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 2 – Vegetation in Non-Rural Areas

The site is not identified as having biodiversity values on the Biodiversity Values Map. The site is not in a Non-Rural Area.

Chapter 4 – Koala Habitat Protection

The site does not contain mapped or identified Koala Habitat under the relevant provisions. Therefore, Chapter 4 does not apply to the proposed development.

2.7.2 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 - Advertising and Signage

The proposal involves the following signage:

- Signage tower 8m in height and 3m in width attached to the convenience shop containing indicative business identification signage 'P Express'
- Freestanding 8m high and 1.9m wide Pylon Sign on Cooma Road frontage with business identification signage 'Mobil', fuel prices, and small panels of advertising of products
- Canopy Signage2.6 x 830mm within northeast, northwest and southwest elevation
- 'Mobil Narrabri' business signage on western elevation of the convenience shop
- "Mobil" signage on the truck refuelling canopy measuring 2.4m x 750mm.

The following table provides an assessment of the proposed signage against the provisions of Chapter 3 and Schedule 5.

Chapter 3 Advertising and Signage		
Clause	**Provision**	**Comment**
3	Aims, objectives etc	The proposed signage is considered to meet the aims and objectives of the chapter in that it;

Chapter 3 Advertising and Signage		
Clause	**Provision**	**Comment**
		• is compatible with the current and desired visual amenity of the MU1 and RU1 zoned within which the site is situated, • complements the overall theme of the highway service centre, • is considered to be in the best location for effective communication with users of the highway service centre, • uses high quality design and materials.
Schedule 5 Assessment Criteria		
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?	The proposed signage is considered to be compatible with existing and desired local centre character.
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 signage does not have a negative impact on any of the listed areas.
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?	The proposed signage does not obscure or compromise important views, dominate the skyline or reduce the quality of any views or vistas. The proposed signage has no impact on existing signage within, or in close proximity to, the site.
4	Streetscape, setting or landscape Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signage is very standard for a highway service centre and is considered to be acceptable in terms of scale, height, and appearance.

Chapter 3 Advertising and Signage		
Clause	**Provision**	**Comment**
	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?	
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?	The proposed signage is compatible with, and complements, the overall scale, proportion, design and character of the development.
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?	These are not considered necessary.
7	Illumination Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	Low impact lighting will be provided to illuminate the signage at night. The closest residential development will not be impacted by the lighting.

Chapter 3 Advertising and Signage		
Clause	**Provision**	**Comment**
	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?	
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?	Safety would not be compromised by the location, size or nature of the proposed signage. The signage located at the vehicular entrance to the site will not impact on sight lines.

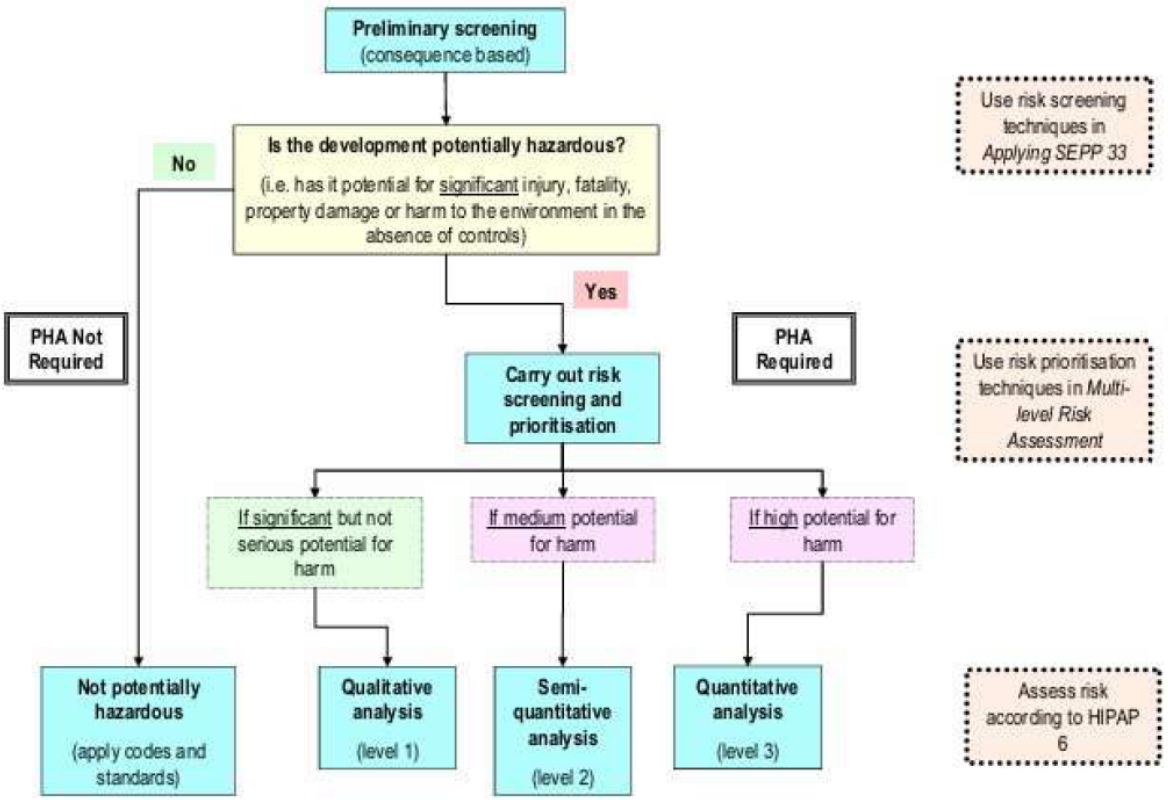
2.7.3 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 3 Hazardous and Offensive Development

A Risk Screening Report, prepared by WDE Fuel Industry Consulting, accompanies the application. The assessment was undertaken in accordance with the *NSW State Environmental Planning Policy (Resilience and Hazards)* and the *NSW Applying SEPP 33 Guidelines*. Based on this assessment, the site is deemed to be not potentially hazardous.

All identified on-site hazards are located with boundary setbacks that fall well within the thresholds specified under the Guidelines. As such, the facility design is considered not to impose a significant level of risk on the surrounding community.

A Preliminary Hazard Analysis (PHA) is not required. The Risk Screening Report includes an assessment of 'SEPP 33' risk factors, a Risk Procedure Summary Sheet, a flowchart of Screening Thresholds, and a Level 1 Qualitative Analysis. These are illustrated in Figure 4 of the report.



Multi-Level Risk Assessment Flow Chart Source: WDE Fuel Consulting

Chapter 4 Remediation of Land

The subject site is currently used for residential purposes and there is no evidence or contaminating land uses occurring historically, prior to the construction of the existing dwellings. The site is considered suitable for the proposed highway service centre development.

2.7.4 State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)

Chapter 2 Infrastructure

Division 5 Subdivision 2 Development likely to affect an electricity transmission or distribution network

Clause 2.48 - The site has overhead powerlines along its frontage and works are proposed within 5 metres of these. Referral to Essential Energy will be required.

Division 12A Subdivision 2 Development adjacent to pipeline corridors

Clause 2.77 - The proposed activity will not impact on pipelines, or pipeline corridors.

Division 15 Subdivision 2 Development in or adjacent to rail corridors and interim rail corridors

Clauses 2.98, 2.99, and 2.100 - The proposed activity is not adjacent to a rail corridor.

Division 17 Roads and traffic – Subdivision 2 Development in or adjacent to road corridors and road reservations

Clause 2.119 Development with frontage to classified road - The site has frontage to and access from a classified road (Newell Highway) and referral to Transport for NSW (TfNSW) is required. The DA is integrated development.

Clause 2.122 Traffic-generating development - Pursuant to column 3 of the Table to Schedule 3, the proposed 'service station with heavy vehicle refuelling or maintenance services' is classified as traffic generating development, and the application will need to be referred to TfNSW. A Traffic Impact Assessment has been prepared by Seca Solution and accompanies the application.

2.8 Narrabri Local Environmental Plan 2012 (LEP)

2.8.1 Zone and Zone Objectives

The subject site is zoned MU1 Mixed Use and RU1 Primary Production under the NLEP, as shown in Figure 2.

Figure 2 – Zone extract showing the site in the MU1 and RU1 zone Source: NSW Planning Portal Spatial Viewer 2026

The objectives of MU1 zone are:

- To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.

- To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.

The proposed highway service centre is consistent with the objectives of the MU1 zone. The development supports employment-generating land uses, provides active frontage to the street, and contributes to a functional and accessible commercial area. It is also compatible with surrounding land uses within the zone and land uses fronting the Newell Highway.

The Objectives of zone RU1 Primary Production

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and land uses within adjoining zones.
- To allow for non-agricultural land uses that will not restrict the use of other land for agricultural purposes.

The proposed truck parking area is located within the RU1 Primary Production zone and is not inconsistent with the zone objectives. It is ancillary to the highway service centre and will not impact on surrounding agricultural land uses or restrict primary production activities in the broader locality. The land is not large enough to be used for sustainable agricultural purposes.

2.8.2 Land Use Table

The proposal is defined as a 'highway service centre', which means *'a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following—*

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

The site fronts the Newell Highway, will provide refreshments and fuel to highway users, including local residents, tourists, business travellers, and truck drivers. It incorporates a service station, food and drink premises, parking for trucks, caravans and cars, and public amenities including toilets, showers, and a laundry.

A highway service centre is not listed as a prohibited land use in the MU1 Mixed Use and is therefore permitted with consent. The use of the RU1 zoned part of the land as highway service centre is addressed under Clause 5.3 of the LEP – see Section 2.8.3 below.

2.8.3 Principal Development Standards

The following table provides an assessment of the proposal against other relevant clauses of the LEP, including consideration of Principal Development Standards.

Narrabri Local Environmental Plan 2012		
Clause	**Provision**	**Comment**
2.7	Demolition Requires development consent	The proposed development includes the demolition of the existing structures, as illustrated in the demolition plan provided within the architectural plan set accompanying the application. Consent is sought for this.
4.3	Height of buildings	There is no applicable height limit for the site.
4.4	Floor space ratio	There is no applicable FSR control for the site.
5.3	Development near zone boundaries	This clause allows flexibility for a 50-metre distance into an adjoining zone where it can be shown that extension of the permitted use in the adjoining zone is logical and appropriate and compatible with the objectives and land uses for the adjoining zone. The truck parking area at the rear of the site is partly located within the RU1 Primary Production zone but is within 50 metres of the MU1 Mixed Use zone. The truck parking is an integral part of a highway service centre provided on the Newell Highway on the outer edge of the township of Narrabri, where there is ample land for this purpose. The proposed highway service centre is considered compatible with both land use zones and does not result in unacceptable land use conflicts, particularly with amelioration measures proposed.
5.10	Heritage conservation	The site does not contain any listed items of heritage significance, nor is it located within a heritage conservation area. The site is also not located in close proximity of any locally listed heritage item. An AHIMS search reveals no Aboriginal sites or places recorded within or near the site. No further assessment or studies required.
5.21	Flood Planning	The subject sites are identified as being subject to flood risk, with mapped 1% AEP (1 in 100 year) flood levels ranging between 213.34 m AHD and 213.45 m AHD. The Flood Planning Level for the site ranges from 213.83 m AHD to 213.95 m AHD, and the site is classified as having a high flood risk. The proposal is designed to be constructed

Narrabri Local Environmental Plan 2012		
Clause	**Provision**	**Comment**
		above the Flood Planning Level and in accordance with Council's flood requirements.
6.1	Earthworks (2) Development consent is required for earthworks. (3) Before granting development consent for earthworks, the consent authority must consider the following matters— (a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality, (b) the effect of the proposed development on the likely future use or redevelopment of the land, (c) the quality of the fill or of the soil to be excavated, or both, (d) the effect of the proposed development on the existing and likely amenity of adjoining properties, (e) the source of any fill material or the destination of any excavated material, (f) the likelihood of disturbing Aboriginal objects or other relics, (g) proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.	The proposal involves earthworks, as shown on the Bulk Earthworks Cut and Fill Plan prepared by Eclipse Consulting Engineers and consent is sought for these earthworks under this application. The proposed earthworks for the service station have been carefully designed to minimize any adverse impacts on the surrounding environment and neighbouring properties. The extent of earthworks is considered necessary to establish appropriate site levels for safe vehicle access, stormwater management, flood risk management and installation of the underground fuel tank. Appropriate erosion and sediment control measures, such as silt fences, sediment basins, and stabilised access points, be implemented throughout the construction phase. A new stormwater quality device and oil separator are proposed to ensure the downstream environment is not impacted.
6.5	Essential services Development consent must not be granted to development unless the consent authority is satisfied all of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required— (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, (e) suitable vehicular access.	The site has access to reticulated water, sewer and electricity services. The proposed highway service centre has legal access from Cooma Road (Newell Highway). Stormwater drainage has been designed to connect to the existing drainage system in Peele Street, with treatment of pollutants and quantity proposed.

3.0 Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority

There are no current draft or proposed instruments applicable to the proposal.

4.0 The provisions of any development control plans

4.1 Narrabri Regional Development Control Plan (The DCP)

The following table provides an assessment of the proposed development against relevant sections of the DCP.

Narrabri Development Control Plan		
Clause	**Provision**	**Comment**
Building Line		
Building Line	Policy-Building line (Set back of building from front property boundary) 2.1 Land zoned general business under a Local Environmental Plan applicable to the subject land shall not be required to observe a building line. 2.2 Land zoned 1(a) General Rural under a Local Environmental Plan applicable to the subject land Council recommends a minimum distance from a gravel/natural earth road of 200metres. 2.3 All other buildings are to be erected a minimum of 6m from the front boundary of an allotment, however, the Director of Environmental Services may vary this requirement under the following circumstances:- 2.3.1 Properties having frontages to two streets must observe the building line to the street which the building faces only.	The proposed fuel canopy has a setback of approximately 12 metres from the Cooma Road frontage. As the site is partly zoned MU1 Mixed Use, no minimum building line setback applies. The proposal therefore complies with the Building Line Policy. The relocated manager's dwelling will maintain its existing setback to the front boundary.

Narrabri Development Control Plan		
Clause	**Provision**	**Comment**
	2.3.2 Open type structures such as verandahs, patios, pergolas, trellises and carports may extend into the building line setback if Council considers there will be no significant detrimental affect on adjoining properties or the streetscape and that there are no other reasonable opportunities elsewhere on the allotment. 2.3.3 Existing buildings in the street are generally erected at a lesser distance and the proposed structure is intended to be erected in conformity with existing buildings. 2.3.4 Where there are no other viable opportunities on the site the application will be considered having regard to the likely affect on adjoining properties and streetscape. 2.3.5 The topography of the land and shape of the allotment will also be considered.	
Building near a sewer or stormwater main		
Building near a sewer or stormwater main	Building near a sewer or stormwater main 2. Where an application is received to erect or alter a building near a sewer or stormwater main the following will apply: 2.1 Generally the structure must be located clear of the main by a minimum distance of one (1) metre from the main centreline or the equivalent invert dept of the main, whichever is the greater. The minimum distance shall be measured from the external face of any footing or structural component to the centreline of the main. 2.2 Where there is no viable alternative or in exceptional circumstances, the General Manager may permit a building to be erected not in accordance with Sub Clause (i) subject to any additional works considered necessary to protect and allow	The proposal includes the relocation of the sewer main running through the site so that it is clear of all buildings. This will ensure the development complies with Council's requirements for building clearances from sewer infrastructure and maintains access for future maintenance and repairs.

Narrabri Development Control Plan		
Clause	**Provision**	**Comment**
	access to the main should the need for repair become evident.	
Drainage to the buildings		
2.1 Roof water Drainage	All buildings, (except those exempted from the need to obtain approval in the circumstances listed in Part 1.2) shall be fitted with roof guttering, downpipes and drainage system connected to either:- 2.1.1 The street gutter (using an approved outlet); or 2.1.2 A Council stormwater main (at an approved point of connection or to Council's direction); or where is not possible to comply with Subclause 2.1.1 or 2.1.2. 2.1.3 An absorption trench (located a minimum of 3 metres from any buildings and the boundaries of the allotment); or 2.1.4 3 metres from the Building in a downhill direction and splayed for even distribution (buildings on rural land only).	The proposal will be connected to the public drainage infrastructure in Peele Street, as detailed in the Stormwater Management Plan prepared by Eclipse Consulting Engineers. The plan demonstrates that roof water and surface drainage will be appropriately collected and discharged to Council's stormwater system at an approved point of connection. The proposal complies with the roof water drainage requirements and provides an adequate stormwater management solution for the development.
Sanitary Drainage	Where an application is received to erect or alter a building, all soil and waste fixtures shall be connected to either: 2.2.1 The sewer if sewer is available or 2.2.2 A septic tank (or sullage trench in the case of approved waste fixtures) if sewer is not available.	The proposal will be connected to the existing reticulated sewer system available to the site. All soil and waste fixtures will be connected to the sewer network in accordance with Council's sanitary drainage requirements. No septic system is required or proposed.
Effluent Disposal Effluent	2.3 Effluent Disposal Effluent is to be piped to a transpiration area of a type specified in AS 1547 – Small Septic Tanks and NSW Department of Health Guidelines or disposed of in accordance with written directions given by Council's Environmental Services Department to suit the particular conditions of the site. The number of persons deemed to occupy a dwelling shall be the greater of:- 2.3.1 the number of person specified in the application; or	Not applicable.

Narrabri Development Control Plan		
Clause	**Provision**	**Comment**
	2.3.2 one person for each bedroom plus one person.	
Trade Waste Liquid wastes	2.4 Trade Waste Liquid wastes, other than from dwellings or human sanitary facilities may require pre-treatment before it can be discharged into the sewer. For example:- - Premises used for the preparation of food. - Mechanical workshops, services stations, carwashing facilities. - Photographic studios or processing. - Dental surgery. - Industrial waste etc. Where sewer is not available, then approval of the Environmental Protection Authority is required to dispose of Trade Waste Effluent.	The proposal will generate trade waste associated with fuel dispensing and food and drink operations. Any trade waste will be managed in accordance with Council requirements and will be subject to appropriate pre-treatment prior to discharge into the sewer system, where required.
Encroachments onto public roads		
Encroachments onto public roads	Various controls	There will be no encroachment into a road reserve.
Outdoor Advertising		
Outdoor advertising	All activities associated with and being part of, an Outdoor Advertising structure/message will comply with the requirements of the:- Department of Urban affairs and Planning Best Practice Guidelines Outdoor Advertising Policy	See Section 2.7.2 of this report.
Parking Code		
Construction	1. All parking areas are to be paved, and the maneuvering and parking spaces are to be clearly delineated. The parking area is to be drained to Council's stormwater network. 2. Upon an application being lodged, the paving required may be waived, if the applicant can demonstrate that the parking turnover will not adversely effect the proposed pavement.	The proposed highway service centre parking area is designed to be paved, with manoeuvring and parking spaces clearly delineated. The parking and access have been designed to comply with AS 2890.
Landscaping	It is suggested that carparking areas be landscaped, especially with shade trees.	A Landscape Plan has been prepared by Tolero Landscape Design. The development includes landscaped areas within the entry and exit points of the car park, as well as along the side and rear boundaries of the site, providing visual

Narrabri Development Control Plan		
Clause	**Provision**	**Comment**
		screening and softening of the built form. Replacement tree planting is also proposed.
Parking Requirement	Service stations and convenience stores Requirements are additive: • 6 spaces per work bay • 5 spaces per 100m2 GFA of convenience store (if restaurant present, then greater of: 15 spaces per 100m2 GFA, or 1 space per 3 seats)	The proposal includes a total of 40 on-site parking spaces, consisting of 24 car parking spaces and 16 heavy vehicle (truck) parking spaces including one accessible parking.
Water Supply to the buildings		
Water Supply to the buildings	2.1 Residential buildings erected on land not connected to Council's Water Supply shall have a minimum 45,000 litres of rainwater storage tank for domestic use. (45,000 litres of above ground water storage, being delivered to the household at a minimum 0.15 litres per second, with an annual sustainable supply capacity of 800 kilolitres or greater.) 2.2 Any fitting or appliance identified as a possible source of contamination in Table 4.2 of Part 1 – AS 3500 that is connected to Council's water supply or a private supply used for human consumption, shall be fitted with a back flow prevention device as specified in AS 3500 National Plumbing and Drainage Code.	The proposed development will be connected to a reticulated water supply and will be serviced in accordance with the requirements of the relevant water authority.

5.0 The likely impacts of the development, including environmental impacts on both the natural and built environment

5.1 Environmental impacts on both the natural and built environments

There are no additional environmental impacts other than those discussed in previous sections of this report.

5.2 Social impacts

The proposal will have positive social impact in that it will introduce an enhanced essential service for local people and highway users and provide activation and passive surveillance of Cooma Road.

5.3 Economic impacts

The proposal will have a positive economic impact in that it will create short term construction jobs and longer-term employment opportunities.

6.0 The suitability of the site for the development

The site is considered suitable for the proposed highway service centre, which is a permissible use within the MU1 Mixed Use and considered to meet the objectives of the zone, which utilising the zone flexibility controls of Clause 5.3 of the LEP for the RU1 Primary Production zone. The proposal is consistent with the relevant LEP and DCP controls.

The development is not expected to result in adverse impacts on the natural or built environment, subject to the implementation of appropriate mitigation and management measures. There are no significant physical, ecological, technological, or social constraints identified that would prevent the proposed development.

7.0 The public interest

The proposed development is considered to be in the public interest as it meets the objectives of the MU1 zone and complies with the relevant provisions of the LEP and DCP.

There are no broader public interest concerns relating to the proposed development.

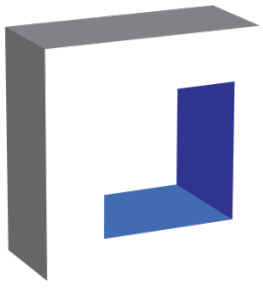
8.0 Conclusion

This Statement of Environmental Effects has considered all natural and built constraints and hazards and found the site to be suitable for the proposed highway service centre.

Additionally, it has been found that the proposal will have acceptable impacts on the natural and built environment, with the adoption of amelioration measures outlined in expert consultant reports submitted with the application.

The proposed development is permissible in, and consistent with the objectives of, the MU1 zone and utilises the zone flexibility controls of Clause 5.3 of the LEP for the RU1 Primary Production zone. The proposal is consistent with the relevant LEP and DCP controls.

Council's favourable consideration of the application is requested.



WILSON PLANNING