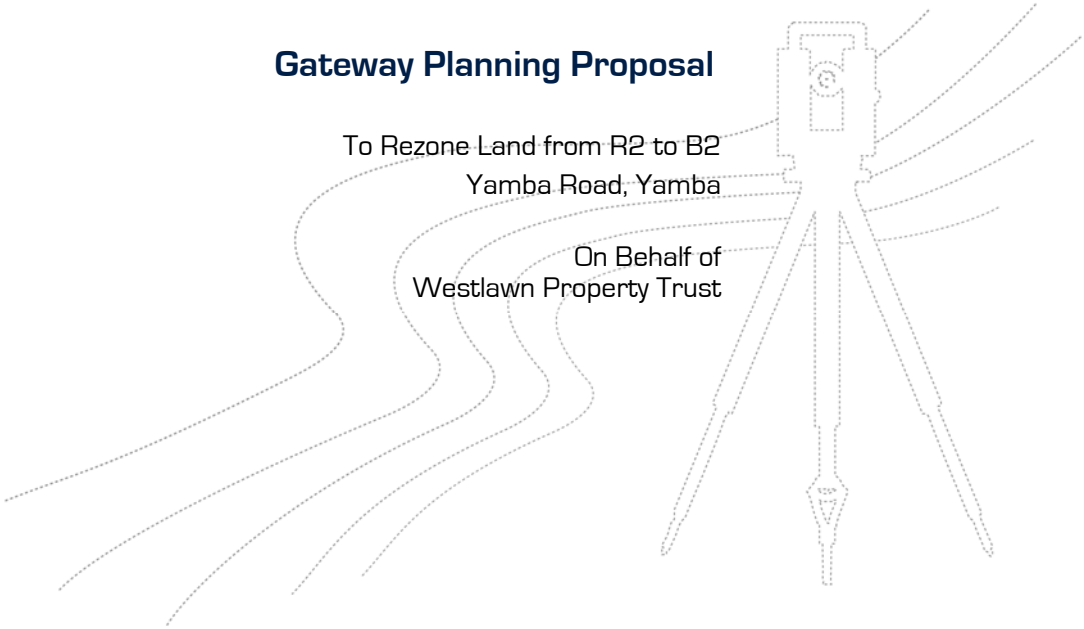
• JOHN NEWTON B. Surv; M.I.S. Aust. • TONY DENNY B. Surv; (Hons); M.I.S. Aust. • DAMIAN CHAPELLE BTP. CPP.

Gateway Planning Proposal

To Rezone Land from R2 to B2
Yamba Road, Yamba

On Behalf of
Westlawn Property Trust

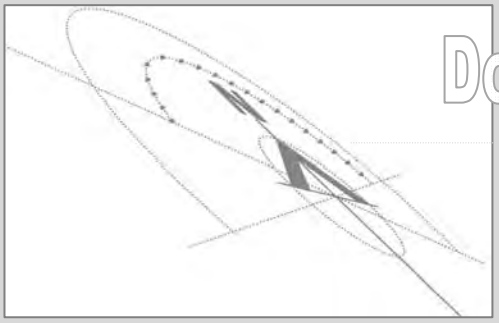


Site: Lot 3 DP 576021

Our Ref: 14/252 (Version B)
Date: May 2015

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

• P O Box 1138, Lismore, N.S.W. 2480 • Phone (02) 6622 1011 • Fax (02) 6622 4088 DX7779 Lismore
• Email office@newtondennychapelle.com.au • Also at: Cassino Court, 100 Barker St., Casino N.S.W. 2470 • Phone/Fax (02) 6662 5000



Document Control Sheet

Document Control Sheet

Document and Project Details	
Document Title:	Gateway Planning proposal to rezone Lot 3 DP 576021 from R2 Low Density Residential to B2 Local Centre under the Clarence Valley Local Environmental Plan 2011
Author:	Damian Chapelle
Project Manager:	Damian Chapelle
Date of Issue:	17 March 2015 – Version A 12 May 2015 – Version B
Job Reference:	14/252
Project Outline:	This document presents a Planning Proposal to rezone land to permit the development of a service station upon Lots 2 & 3 DP 576021.

Document Distribution				
Date	Status	Distribution – Number of Copies		
		Client	Council	Other
17/03/2015	Draft	1	0	0
24/03/2015	Final	1	2	0
12/05/15	Final Ver B	1	1	

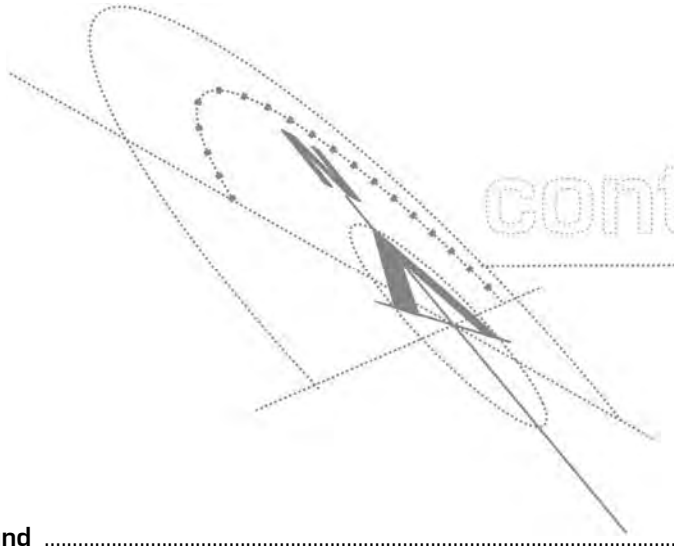
Documentation Verification	
Checked by:	Damian Chapelle – Newton Denny Chapelle Paul Rippon – Westlawn Property Trust

USAGE NOTE:

This document was prepared for the exclusive use of Westlawn Property Trust for the development of land described herein and is not to be used for any other purpose or by any other person or corporation. Newton Denny Chapelle accepts no responsibility for any loss or damage suffered howsoever arising to any person or corporation who may use or rely on this document for a purpose other than that described above.

The maps, development plans and exhibits shown in this report are suitable only for the purposes of this report. No reliance should be placed on this information for any purpose other than for the purposes of this report. All dimensions, number, size and shape of lots/buildings as shown on plans in this document are subject to detailed engineering design plans and final survey and may vary subject to conditions of consent issued by Council.

The information contained in this report is based on independent research undertaken by Newton Denny Chapelle. To the best of our knowledge, it does not contain any false, misleading or incomplete information.



contents

Attachments

1. Background

1.1 Summary of Project

Newton Denny Chapelle (NDC) has been engaged by Westlawn Property Trust to prepare a 'Planning Proposal' for lodgement with Clarence Valley Council for Lot 3 DP 576021, being 189 Yamba Road, Yamba ("subject land").

The purpose of the Planning Proposal is to change the town planning provisions applying to the subject land to enable its future development for the purpose of a service station. This will involve rezoning the subject land from the current R2 Low Density to B2 Local Centre Zone pursuant to Clarence Valley Local Environmental Plan 2011.

1.2 Property Description

The formal property description of the site is currently Lot 3 DP 576021, Parish of Yamba and County of Clarence, as illustrated on **Plate 1**. This Planning Proposal relates to the entirety of the subject land.

1.3 General Description of Site and Locality

The subject land is located approximately 30 metres east of the 'T' - intersection of Treelands Drive and Yamba Road within the urban area of Yamba (refer **Plan 1**).

Land uses that surround the site are a combination of urban residential (single dwellings and residential units), commercial uses and parklands. This location maximises the accessibility of the Treelands Drive retail precinct for the local community, and is a significant factor in the selection of the subject land for the development.

The subject site is relatively flat with only minor variations in levels existing on the site. The site is embellished primarily with grass cover with selected landscape species planted as part of the urban residential use of the land which comprises of a single

dwelling and outbuilding.

The development application process identified that the land is mapped as containing Class 2 - Acid Sulfate Soils. No other environmental constraints which prejudice this project have been identified in the preparation of the Planning Proposal.

Plate 1 – Locality Plan

Plate 2 – Land Subject to Planning Proposal

1.4 Development Concept

The broad development concept being considered by the proponent involves the development of a service station comprising nine (9) fill points, shop and associated structures upon the subject land. Development of the service station will also extend into Lot 2 DP 576021 which adjoins the land, being directly west and fronting Yamba Road and Treelands Drive.

Lot 2 DP 576021 is currently zoned B2 Local Centre and as such service stations are already identified as a permissible land use subject to the consent of Council.

A preliminary site layout by Meinhardt Australia Pty Ltd illustrates the development concept for the site and is provided at **Attachment 6**. As illustrated, the proposal involves the following:

- The northern portion of the site (adjacent to the existing commercial precinct on Treelands Drive) will contain a single storey shop and office area, with associated customer car parking;

- The central portion of the site will contain the canopy which covers the fuel despensing area;
- Vehicular access would be achieved from Yamba Road only with a single exit point to Treelands Drive;
- Landscape works will be completed to the street frontages; and
- The erection of associated signage.

It must be emphasised that the Meinhardt Australia Pty Ltd plan is preliminary in nature and has been prepared to illustrate the possible future development of the site, should the Planning Proposal be adopted by Council.

1.5 Why Rezone the Land?

The existing zoning of the land (namely R2 - Low Density Residential) enables a narrow range of land uses on the site. The range of permitted uses provide very limited opportunity to utilise the property in a manner which is commensurate to its strategic location in relation to the commercial precinct which borders Yamba Road and Treelands Drive.

NDC has attended a meeting with Council's Mr David Morrison to discuss the project. Verbal advice provided during the meeting was subject to detailed assessment, the proposed changes to the planning controls for the site were reasonable and had merit. With respect to the framework available under the Clarence Valley Local Environmental Plan (CVLEP) 2011, it was agreed that the B2 - Local Centre Zone was appropriate, as it aligns with the zoning of the balance of the Treelands Drive commercial area versus the inclusion of an additional permitted use on the land under Schedule 1 of the CVLEP.

2. Planning Proposal

Part 1 Objectives and Intended Outcomes

The objective of this Planning Proposal is to amend the planning controls applicable to Lot 3 DP 576021 located at 189 Yamba Road, Yamba to enable the development of the site for the purpose of a service station.

Part 2 Explanation of Provisions

As explained in the introduction, the purpose of this Planning Proposal is to change the town planning provisions applying to the subject land to enable its future development for the purpose of service station.

The Planning Proposal, this will involve rezoning the land to B2 - Local Centre pursuant to the CVLEP. No changes are required to the Lot Size or Building Height maps to provide for the future development.

Part 3 Justification

Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of a strategic study or report?

Lot 3 DP 576021 is not mapped within a specific strategy highlighting the future commercial use of the property. It is however noted that Lot 2 which forms part of the development is zoned B2 and this development outlined within this proposal is currently permissible with consent. As the land is within the Coastal Zone, the use of the flexible zone provisions is not available in this instance. The following policies / strategies apply to the subject land and surrounds.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. In order for a Development Application to be considered for the proposed service station, it is necessary to first amend the planning framework applying to the land – particularly the element of the Clarence Valley Local Environmental Plan 2011 relating to the land zoning.

As outlined in Section B the rezoning of the subject site for commercial purposes is not deemed to be antipathetic with a range local and regional planning strategies.

3. Is there a community benefit?

Positive social outcomes are evident in the development of the propose service station through the provision of an additional fuel provider within the Yamba locality at a location convenient to the primary access route into the Yamba town centre and adjacent to the existing Yamba Shopping Fair facility.

A further public benefit will be the ability to provide for the truncation of the south-western corner of the land to facilitate the future construction of a roundabout by either Clarence Valley Council or the Roads & Maritime Authority at the intersection of Yamba Road and Treelands Drive. As evidenced within the Traffic Impact Assessment prepared for this proposal, the future provision of a roundabout necessitates the need to undertake road widening, which may be integrated into the project design for the proposed service station.

The benefits of additional commercially zoned land are listed as follows:

- The subject sites adjoin commercial land and this is a natural extension of land use. To this end, the land use context of the locality will not be significantly modified in this instance.
- People rely on access to a wide range of retail and commercial premises to meet their business, employment, household and leisure needs.
- Lot 3 is occupied with single dwelling that is reaching the end of its economic life without substantial alterations and additions which is not deemed to be desirable given the frontage to Yamba Road and associated amenity issues.
- The zoned land, when integrated with the Treelands Drive commercial precinct

which is underpinned by the Yamba Shopping Fair.

- The nominated rezoning land can be serviced by existing infrastructure.
- The nominated rezoning land is able to address the adopted flood levels adopted by Council.
- The nominated rezoning land does not contain any known ecological constraints, endangered habitat or threatened flora and fauna.
- The lands including in this application do not include any Heritage listed items.
- The nominated rezoning land improves the ability to deliver the future construction of a roundabout by local or state government agencies through the proposed land dedication.

The location of the land, the subject of this Planning Proposal, adjoins the Treelands Drive Commercial Precinct, has access to required services, and will ensure a more efficient servicing and access to the community of a retail fuel facility.

Section B – Relationship to Strategic Planning Framework

4. Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A. Policy for Retail & Commercial Development

The NSW Department of Planning's (DoP) Draft Centres Policy "*Planning for Retail and Commercial Development"* April 2009, identified the need to continue to deliver strong economic growth, make the most use of investment in infrastructure and be environmentally sustainable. This planning proposal meets the States identified key planning principles to guide development and retail commercial development by:

- Locating future commercial zoned land adjacent to an existing commercial node of Treelands Drive thereby ensuring the efficient use of transport and infrastructure.

- The Yamba Retail /Commercial Strategy (2002) report acknowledges minor extensions to existing business zones will be considered on the merits of each proposal.

- Providing jobs closer to home, reducing car journeys by allowing accessibility to the retail area by residents with better access to public transport, walking or cycling to access goods and services.

B. Mid North Coast Regional Strategy

The "*Mid North Coast Regional Strategy*" (NSW Department of Planning 2009) identifies by 2031, an additional 59,600 dwellings will be required to satisfy population growth, the changing age structure and declining occupancy rates as well as some expected tourism demands. Specifically for the Clarence Valley area, an additional 7,100 dwellings will be required in this period.

The proposal is consistent with the *"Employment in centres"* component of the *"Economic development and employment growth"* section of the Regional Strategy.

The Strategy provides the following commentary in relation to retail floor space.

In order to meet employment capacity projections additional commercial floor space (including car parking and associated services) will need to be provided in a manner that maintains and reflects this hierarchy. Additional floor space will be established through the development and redevelopment of existing centres and business zones. However, it is recognised that some new commercial development will be needed to service new release areas and these areas will need to be consistent with the commercial hierarchy and integrated into the planning of these new areas.

The Planning Proposal in this instance is consistent with the provisions of the MNCRS in so far as the rezoning of the land will provide greater access to commercial services in a location associated with the very nature of the sought service station use. The proposal whilst permitting additional car parking also presents the stimulus for additional employment generating activities to be provided within the Treelands Drive commercial precinct.

5. Is the Planning Proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

***Yamba Retail / Commercial Strategy* (2002)**

Notwithstanding the fact the land (Lot 3) is not specifically identified within an existing Council strategy, we submit the project as outlined within this Planning Proposal is supported by the *Yamba Retail / Commercial Strategy* (2002) by virtue of the Strategy incorporating Lot 2 DP 576021 which itself is part of the development project which this proposal is seeking to permit.

In this respect, Lot 2 is mapped within the *Yamba Retail/Commercial Strategy* with the following provisions specifically addressing the commercial area within Treelands Drive retail precinct which the subject lands are located.

- *The two main centres, Yamba CBD and the Treelands Drive Commercial Centre are relatively strong and healthy, It is desirable to ensure that this is maintained.*

- *There should be no further large -scale or "greenfields" rezoning of land for business purpose, as this would fragment and weaken the existing retail hierarchy. Minor rezonings immediately adjacent to the existing CBD may be acceptable, if they reinforce the defined focus of the centre, subject to criteria.*

- *Minor extensions to existing business zones will be considered on the merits of each proposal, subject to the conditions set out in Part C of this Strategy.*

- *Yamba CBD and the Treelands Drive Commercial Centre should each develop as compact and cohesive centres.*

The proposed rezoning is consistent with the relevant provisions of the Yamba Retail /Commercial Strategy (2002) in so far as the proposal will strengthen the Treelands Drive commercial precinct through the supply of conveniently located service station which will directly service the customers of the existing commercial precinct (e.g. Yamba Shopping Fair). Furthermore, the proposal will provide for the creation of the gateway entrance into the Treelands Drive precinct which is not currently available due to the existing available land area of B2 zoned land which fronts Yamba Road directly

east of Treeland Drive combined with the existing built form upon B2 zoned land in the immediate area which negates the development proposal in this instance.

The development would also be located on land zoned B2 – Local Centre and thus does not comprise a large-scale or greenfield rezoning and will thereby result in the cohesive development of the Treelands Drive retail precinct.

Our Community Plan 2015-2024

Our Community Plan 2015-2024, (adopted by Clarence Valley Council on 24th June 2014) replaces the Council's Valley Vision 2020. The preparation of the Plan incorporated an exhaustive community consultation process which culminated in the development of five major themes, being; Society, Infrastructure, Economy, Environment and Leadership.

The Plan outlines a range of objectives, strategies and actions to address the overarching themes. With specific reference to the Economy, the Plan outlines Council's primary role in fostering economic growth and diversity and specifically planning land use that generates employment and promoting business and investment.

The proposed rezoning is in no way antipathetic to the goals and actions contained within the *Our Community Plan 2015-2024* strategic plan.

The Clarence Edge - Clarence Valley Economic Development Strategic Plan

The Clarence Valley Economic Development Strategic Plan (June 2006) is an action-orientated document to direct and form a work program for development within the region over the next three-five years. Clarence Valley Council commissioned this study to set a clear framework for growth across the Clarence Valley.

Whilst the Strategy provides a broader Local Government Area approach within its strategy initiatives, reference is drawn to Section 5.3 of the Strategy which highlights the goal to facilitate the retention and development of existing, and attraction and support of new business and industry to the Clarence Valley.

The rationale for the specific strategy is provided below:

Enhanced transport and communication services are decreasing the need for some business services in regional areas. Also a significant number of businesses in the Clarence Valley have a short to medium life cycle. Provision and support of existing business and active attraction of new business will create a regional vitality and add to the sustainability of the regional business structure.

The proposal provides the scope to introduce a new business into the Treelands Drive commercial precinct and thus will add to the continued commercial vitality of this area.

6. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

State Environmental Planning Policies

The Planning Proposal is consistent with the provisions of applicable State Environmental Planning Policies. An assessment of the project against these policies is provided at **Attachment 1.**

Specific reference has been made to State Environmental Planning Policy No 33 – Hazardous and Offensive Development given the nature of the development proposal. In this respect, an assessment under SEPP 33 has been completed by JM Environments Pty Ltd (refer **Attachment 3**).

The assessment has had regard to the development of the site including the storage of 160-165 kL of petroleum in either 2 x 80 kL or 3 x 55kL underground tanks, whilst recognising no LPG storage is proposed. This PHA has been undertaken to support the planning proposal by demonstrating that risk levels do not preclude development.

It has been assessed by JM Environments that SEP33 applies to the development of the site as a service station. The PHA satisfies the provisions within SEPP33 up to the submission of the development application. JM Environments further note if the site layout is altered the findings of this PHA may also change.

The assessment has recommended a multi-level risk assessment is required to be undertaken for the final development should Council approve the development application, thus presenting no prejudice to the continuation of this Planning Proposal.

7. Is the Planning Proposal consistent with applicable Ministerial Directions (S.117 directions)?

S117 Ministerial Directions

The Planning Proposal is consistent with the provisions of applicable S117 Ministerial Directions. An assessment of the project against these requirements is provided at **Attachment 2.**

Section C – Environmental, Social and Economic Impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Given the urbanised nature of the land there is little likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be affected as a result of the proposal.

The subject lands contain no Koala food trees.

9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Traffic

A Traffic Impact Assessment (TIA) has been completed for the Planning Proposal and is contained within **Attachment 4** of this document.

The (TIA) report has assessed the service station facility comprising of the building GFA in the order of 142m^2 and five (5) car parking bays (including an air/water parking bay and a disabled parking bay). The five (5) car parking bays comply with the Clarence Valley Council Business Zone DCP 2011 requirement of 1 space per 30m^2 GFA.

A single entry access into the site shall be provided via Yamba Road and a single exit access from the site via Treelands Drive. Location of the driveway entry and exits comply with Figure 3.1 of *AS2890.1 Parking Facilities – Off Street Car Parking*. A

swept path template analysis has been undertaken to confirm that a B99 car vehicle can continue to access the site when a B19m truck service vehicle is unloading fuel at the sites fill point - thereby no queing of vehicles onto Yamba Road is anticipated as a consequence of normal deliveries of bulk fuel supplies.

Assessment of peak traffic usage of the site is calculated within the TIA as 54vph, of which 11vph will be newly created trips. Hence the nett increase in new trips represents nominally 1% of the existing traffic flows through the Yamba Road / Treelands Drive intersection (being 1180 vph in peak hour). Such minor nett increase in traffic peak, combined with the variability of seasonal/daily change in traffic volumes, has resulted in the TIA recommending no further detailed analysis of intersection traffic capacity is required for this type of land use.

Discussion with Clarence Valley Council technical officers have identified that the Yamba Road / Treelands Drive intersection has received community requests for upgrade to a roundabout from time to time and that this development should have regard for such future works.

Newton Denny Chapelle have prepared a conceptual LATM roundabout footprint and checked turning swept paths with a 19m AV template. It was found that the left turn movement from Treelands Drive to Yamba Road would encroach upon the footpath verge which fronts the proposed service station site.

Further design investigation found that the existing boundary truncation on this site was a 3m x 3m and would need to be widened to 5m x 5m. This widening to 5m x 5m would then be commensurate with the current land truncation on the shopping centre lands located on the western side of Treelands Drive.

It is proposed that dedication of land for road reserve to create an ultimate 5m x 5m truncation would be required for any future service station use of the land.

Acid Sulfate Soil Assessment

An acid sulfate soil assessment has been completed for the project as provided in **Attachment 5** of this document. The assessment has identified a management plan for the treatment of acid sulfate soil on the site in a manner which does not prohibit the development of the future intended use. In this regard, industry practice may be

applied in this instance associated with the storage and treatment of any acid sulfate soil found during the excavation works associated with the building footings and fuel storage tanks.

The attached management strategy will require detailed soil testing to be required at Development Application stage to confirm the liming rates required for the project, with such investigation to involve drilling 4 boreholes and testing at 0.5m levels down to a depth of 4m.

The key aspects of the ASS is that once topsoil materials are removed (ie typically the top 200mm of the site), acid sulphate soil is likely to be found.

Areas brought to the attention of the contractor which are more likely to generate acid sulphate soils are:

(a) Excavation for the installation of stormwater pipelines
(b) Excavation for the installation of GPT or similar devices for stormwater quality control
(c) Excavation for the installation of storage tanks
(d) Excavation of service trenches (electrical/water) deeper than 300mm
(e) Dewatering of parts of the site, in particular for the installation of storage tanks.

NDC Drawing No AS1 identifies an area which can be bunded and used for the stockpiling and treatment of acid sulphate soils with lime and a site area for the storage/treatment of groundwater (i.e. dewatering when installing the tanks). A conservative minimum liming ratio of 18 kg/m^3 has initially been assigned, however as subsequent testing and assessment of the liming ratio is performed, this table maybe modified a lessor/higher ratio is determined. It is important to note that the contractor is required to have up to 1000kg of lime onsite at any given time to enable treatment of 50m^3 of excavated materials whenever directed.

10. How has the Planning Proposal adequately addressed any social and economic effects?

The rezoning will result in the loss of a single dwelling lot (Lot 3) with the dwelling to be demolished given the need to undertake the development of the service station. To this

end, given the dwelling is adjoined to the west and north by commercial land uses and fronts Yamba Road to the south, the continued use of the land for residential purposes is not considered to be commercially viable or sustainable.

The community benefit of the Planning Proposal can be summarised as follows:

- it meets market demand for a service station on Yamba Road and in close proximity to the Yamba Fair Shopping Centre;
- it generates additional consumer spending, investment and employment in the locality;
- it has no significant public infrastructure costs or environmental costs;
- it does not undermine the viability of existing centres in the locality.
- it is considered that the proposal will result in an increase in convenience for residents.

Section D – State and Commonwealth Interests

11. Is there adequate public infrastructure for the Planning Proposal?

Utility services are available in the locality and the proponent advises that connections to utilities to service the proposed service station are feasible. Road access is currently available to the site.

There are not intended to be any significant public infrastructure costs associated with the Planning Proposal.

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12. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

This section of the Planning Proposal will be completed following consultation with the State and Commonwealth Public Authorities identified in the Gateway Determination.

Part 4 Mapping

1. Introduction

This Planning Proposal provides for amendments to the Clarence Valley Local Environmental Plan 2011 as outlined below.

i. Zoning Map

NDC Map 1 illustrates the proposed changes to the zoning framework pursuant to the existing CVLEP 2011 (refer **Attachment 7**).

Part 5 Community Consultation

A. Community Consultation

It is expected that the Planning Proposal will be exhibited for a period of 28 days in accordance with standard procedures.

B. Agency Consultation

No issues have been identified through the preparation of this Planning Proposal which warrant consultation with State government agencies, with the exception of the Roads & Maritime Services given the lands frontage to Yamba Road.

Part 6 Project Timeline

Plan Making Step	Estimated Completion (Before)
Council Resolution	TBA
Gateway Determination (Anticipated)	TBA
Government Agency Consultation	Nil Proposed
Public Exhibition Period	TBA
Submissions Assessment	TBA
RPA Assessment of Planning Proposal and Exhibition Outcomes	TBA
Submission of Endorsed LEP to DP&E for finalisation	TBA
Anticipated date RPA will make plan (if delegated)	TBA
Forwarding of LEP Amendment to DP&E for notification (if delegated)	TBA

(Note: The above table will be completed following completion of Council's assessment).

REFERENCES

- A Guide to Preparing Local Environmental Plans NSW Planning and Infrastructure October 2012.
- Yamba Retail / Commercial Strategy (2002)
- Clarence Valley Council Social Plan 2010–2014.
- Our Community Plan 2015-2024
- The Clarence Edge - Clarence Valley Economic Development Strategic Plan

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ATTACHMENT 1

Assessment Against State Environmental Planning Policies

Assessment Against State Environmental Planning Policies

State Environmental Planning Policy	Applies?	Comments
SEPP 1 Development Standards.	N/A	-
SEPP 4 Development Without Consent and Miscellaneous Complying and Exempt Development.	N/A	-
SEPP 6 Number of Storeys in a Building.	N/A	-
SEPP 14 Coastal Wetlands.	N/A	-
SEPP 15 Rural Land-Sharing Communities.	N/A	-
SEPP 19 Bushland in Urban Areas.	N/A	-
SEPP 21 Caravan Parks.	N/A	-
SEPP 22 Shops and Commercial Premises.	N/A	-
SEPP 26 Littoral Rainforests.	N/A	-
SEPP 29 Western Sydney Recreation Area.	N/A	-
SEPP 30 Intensive Agriculture	N/A	-
SEPP 32 Urban Consolidation (Redevelopment of Urban Land).	N/A	-
SEPP 33 Hazardous & Offensive Development.	N/A	-
SEPP 36 Manufactured Home Estates.	N/A	-
SEPP 39 Split Island Bird Habitat.	N/A	-
SEPP 44 Koala Habitat Protection.	N/A	-
SEPP 47 Moore Park Showground.	N/A	-
SEPP 50 Canal Estate Development.	N/A	-
SEPP 52 Farm Dams & Other Works in Land & Water Management Plan Areas.	N/A	-
SEPP 55 Remediation of Land.	Applies	No contamination is known to exist on the subject lands. The land has historically been utilised as a residential dwelling and as such no historical land uses for the land are listed as being potentially

State Environmental Planning Policy	Applies?	Comments
		contaminating. A Preliminary Contaminated Land Assessment in accordance with the requirements of SEPP 55 will be prepared prior to the exhibition of the Planning Proposal.
SEPP 59 Central Western Sydney Economic & Employment Area.	N/A	-
SEPP 60 Exempt & Complying Development.	N/A	-
SEPP 62 Sustainable Aquaculture.	N/A	-
SEPP 64 Advertising & Signage.	N/A	Additional signage will be required in association with the proposed development on the rezoned land. Hence, any further signage associated with the service station will need to adhere to the "Assessment Criteria" outlined within Schedule 1 of the SEPP.
SEPP 65 Design Quality of Residential Flat Buildings.	N/A	-
SEPP 70 Affordable Housing (Revised Schemes).	N/A	-
SEPP 71 Coastal Protection	N/A	The subject land is located within the coastal zone. The development of the nominated land for a service station will not be anti-pathetic to the objectives of the SEPP nor will it be inconsistent with Part 4 of the SEPP pertaining to public access, effluent disposal and stormwater management standards which are contained within the SEPP. As outlined previously within this report, Clause 13 of the SEPP prevents the opportunity of seeking development consent for the sought use under Clause 5.3 of the CVLEP which provides for development near zone boundaries. In this case the second lot party to the development is already zoned B2 and as such is not required to be included within this application in order to permit the development.
SEPP (Affordable Rental Housing) 2009	N/A	-
SEPP (Building Sustainability Index: BASIX) 2004	N/A	-
SEPP (Exempt and Complying Development Codes) 2008	N/A	-

State Environmental Planning Policy	Applies?	Comments
SEPP (Housing for Seniors or People with a Disability) 2004	N/A	-
SEPP (Infrastructure) 2007	N/A	Pursuant to Clause 104 of ISEPP, any future application will be required to be forwarded to the RMS for comment as the development of a service station fronting a classified road is listed within Schedule 3 – Traffic Generating Development to be referred to the RMS. A detailed traffic impact assessment will be required to be prepared as part of the Gateway determination in order to assess the proposed access arrangements for the service station.
SEPP (Kosciuszko National Park — Alpine Resorts) 2007	N/A	-
SEPP (Kurnell Peninsula) 1989	N/A	-
SEPP (Major Development) 2005	N/A	-
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	-
SEPP (Penrith Lakes Scheme) 1989	N/A	-
SEPP (Port Botany and Port Kembla) 2013	N/A	-
SEPP (Rural Lands) 2008	N/A	-
SEPP (SEPP 53 Transitional Provisions) 2011	N/A	-
SEPP (State and Regional Development) 2011	N/A	-
SEPP (Sydney Drinking Water Catchment) 2011	N/A	-
SEPP (Sydney Regional Growth Centres) 2006	N/A	-
SEPP (Temporary Structures) 2007	N/A	-
SEPP (Urban Renewal) 2010	N/A	-
SEPP (Western Sydney Employment Area) 2009	N/A	-
SEPP (Western Sydney Parklands) 2009	N/A	-

State Environmental Planning Policy	Applies?	Comments
Deemed SEPP North Coast Regional Environmental Plan	N/A	

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ATTACHMENT 2

Assessment Against S117 Ministerial Directions

Assessment Against S117 Ministerial Directions

Section 117 Direction	Applies?	Comments
1. Employment and Resources		
1.1 Business and Industrial Zones	Applies	The proposal seeks to draw on the capabilities provided through the current land zoning of lot 2 DP 576021. In this respect, the rezoning of Lot 3 will provide the opportunity to undertake a development which provides opportunities for employment in a manner which strengthens the existing Treelands Drive retail/commercial precinct. The proposal provides for the minor extension of the Treelands Drive Retail/Commercial precinct, however this may be achieved in a manner which is not antipathetic towards the aims/objectives of the *Yamba Retail/Commercial Strategy (2002)* The need for the lodgement of a Planning Proposal is directly associated with the inability to utilise the zone boundary extension provisions under the Clarence Valley LEP due to the land mapped under SEPP 71.
1.2 Rural Zones	N/A	-
1.3 Mining, Petroleum Production and Extractive industries	N/A	-
1.4 Oyster Aquaculture	N/A	-
1.5 Rural Lands	N/A	-
2. Environment and Heritage		
2.1 Environmental Protection Zones	N/A	-
2.2 Coastal Protection	Applies	The proposal is not inconsistent with the applicable provisions relating to coastal protection
2.3 Heritage Conservation	N/A	-
2.4 Recreation Vehicle Areas	N/A	-
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	N/A	–
3.2 Caravan Parks and Manufactured Home Estates	N/A	-

3.3 Home Occupations	N/A	-
3.4 Integrated Land Use and Transport	Applies	The land subject to the proposed rezoning is located within 50 metres of existing public transport (designated bus stops) located adjacent to Yamba Shopping Fair. The rezoning request is not antipathetic towards the objectives of this principal.
3.5 Development Near Licensed Aerodromes	N/A	-
4. Hazard and Risk		
4.1 Acid Sulfate Soils	Applies	Clarence Valley Council Acid Sulfate mapping identifies the land as Class 2. No issues have been identified within the acid sulfate soil management plan which would prejudice the development of the land. In this regard, the extent of earthworks associated with the development is limited to the fuel tanks and associated building footings. Having regard to development projects occurring in recent times in the immediate locality which have involved excavation works, not environmental issues have resulted associated with acid sulfate soil management. Pursuant with Clause 7.1 of the Clarence Valley Local Environmental Plan, the future development of the land which occurs below the natural ground surface will require consent and associated technical assessment pursuant to the attached management plan.
4.2 Mine Subsidence and Unstable Land	N/A	-
4.3 Flood Prone Land	Applies	The nature of the future planning for the land is such that no impact upon the function of the floodplain is envisaged. In this respect, it is noted the building footprint identified within the preliminary site layout will be below that which currently exists with the existing dwellings and outbuildings.
4.4 Planning for Bushfire Protection	N/A	-
5. Regional Planning		
5.1 Implementation of Regional Strategies	Applies	<u>Mid North Coast Regional Strategy</u> The subject land is located within the "existing urban footprint" as illustrated on Map 1 of the *Growth*

		Areas Map. Other elements of the MNCRS of particular relevance to the proposal are as follows: <u>Section 4 Settlement and Housing</u> Section 4 includes a requirement that Local Environmental Plans will ensure that new development reinforces the existing urban and rural centres, towns and villages. The planning proposal is located within the existing footprint of Yamba Village and is consistent with this requirement. <u>Section 6 Economic Development and Employment Growth</u> Section 6 includes a requirement that LEPs should facilitate employment growth in major centres and major towns, whilst being integrated with transport, public domain and infrastructure opportunities. The proposal to rezone the subject land and as such permit a "service station" is consistent with these requirement. <u>Section 7 Environment and Natural Resources</u> Section 7 incorporates a series of requirements which seek to ensure that land with significant environmental qualities is zoned appropriately. In this instance, the land comprises a single residential dwelling and accordingly, does not exhibit significant environmental qualities.
5.2 Sydney Drinking Water Catchments	N/A	-
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	-
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	-
5.5 Development in the Vicinity of Ellalong, Paxton and Milifield (Cessnock LGA).	N/A	-
5.6 Sydney to Canberra Corridor	N/A	-
5.7 Central Coast	N/A	-
5.8 Second Sydney Airport: Badgerys Creek	N/A	-
6. Local Plan Making		

6.1 Approval and Referral Requirements	N/A	No referral or concurrence requirements proposed within the Planning Proposal.
6.2 Reserving Land for Public Purposes	N/A	-
6.3 Site Specific Provisions	N/A	-
7. Metropolitan Planning		
7.1 Implementation of the Metropolitan Plan for Sydney 2036	N/A	-

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

ATTACHMENT 3

State Environmental Planning Policy No. 33 Assessment

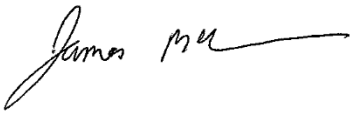
JM ENVIRONMENTS ABN 67 166 341 288
0427 893 668
www.jmenvironments.com

PRELIMINARY HAZARD ANALYSIS

Proposed Service Station
189 Yamba Road, Yamba

14 May 2015

Prepared by



James McMahon

Principal Environmental Scientist

RECORD OF DISTRIBUTION

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1xpdf	JME15036 Preliminary Hazard Assessment Yamba Road Yamba	Draft	3 May 2015	Clarence Property Corporation Ltd.	PR
1xpdf	JME15036 Preliminary Hazard Assessment Yamba Road Yamba	Final	1 May 2015	Newton Denny Chapelle	DC
1xpdf	JME15036 Preliminary Hazard Assessment Yamba Road Yamba	Final	3 May 2015	Clarence Property Corporation Ltd.	PR

CONTENTS

ATTACHMENTS

1 INTRODUCTION

1.1 General

This report presents the findings of a Preliminary Hazard Assessment (PHA) undertaken by JM Environments (JME) for the proposed Service Station at 189 Yamba Road, Yamba NSW (the site) as shown in Figure 1. The work was commissioned by Newton Denny Chapelle (NDC).

It is understood that the development of the site includes the storage of 160-165 kL of petroleum in either 2 x 80 kL or 3 x 55kL underground tanks. There is no plan to store LPG on the site. Clarence Valley Council have requested that *planning proposal should provide sufficient confidence that that development as proposed can meet the SEPP 33 requirements.* This PHA has been undertaken to support the planning proposal by demonstrating that risk levels do not preclude development.

1.2 Objectives

The objective was to provide a PHA in accordance with the *Hazardous Industry Planning Advisory Paper No. 6— Hazard Analysis* (HIPAP6) for the storage and dispensation of 160-165kL of petroleum. This assessment specifically covers risks from fixed installations and does not encompass transportation by pipeline, road, rail or sea.

1.3 Site Location and Identification

General site information is provided below in Table 1.

TABLE 1 – SUMMARY OF SITE DETAILS

SITE ADDRESS:	189 Yamba Road, Yamba NSW
SITE AREA:	Approximately 1.309hectares
CURRENT ZONING	R2 Low Density
PROPOSED ZONING	B2 Local Centre Zone
SITE IDENTIFICATION:	Lot 3 DP 576021, Parish of Yamba and County of Clarence.
ADJOINING SITE USES:	• Residential adjoining the site to the east and north east and across Yamba Road to the south; • Light commercial adjoining the site to the north and across Treelands Drive to the west ;

2 STUDY METHODOLOGY

The methodology employed during the preparation of this PHA was as follows:

- formal identification of hazards;
- analysis of the magnitude and likelihood of possible hazardous incidents; and
- consideration of the adequacy and relevance of the proposed safeguards.

2.1 Identification of hazards associated with the project

The primary hazard is the storage and dispensing of 160-165kL of petroleum. It has been assumed that the petroleum stored on site will be ethanol 10, 98 and 95 research octane number (RON) petrol. These fuels are Liquid Class C3, Package Group II hazardous substances.

Based on the preliminary proposed site layout the distances of fill points and dispensers to the site boundaries are summarised in Table 2.

Table 2: Proposed Minimum Distance of Fill Point and Dispensers to Site Boundaries

Boundary (land use)	Minimum Distances	
	Dispensers	Fill Point
North (commercial)	21.2	21.2
East (residential)	11.3	7.3
South (residential)	15	15
West (commercial)	6.8	35.9

2.2 Threshold screening

2.2.1 Storage Screening

The *Applying SEPP33 Guidelines* indicates the fuel storage capacity for underground tanks should be divided by 5 before applying the screening levels. Therefore the total tank capacity for screening purposes becomes 165kL/5= 33kL. The specific gravity of petroleum is approximately 0.72 hence the maximum weight of petroleum for screening purposes is 0.72x33kL=24 tonnes. Using Figure 9 from *Applying SEPP33 Guidelines* the minimum allowable distance to a sensitive receptor is 8.9m and other uses is 6m.

Figure 9: Class 3PGII and 3PGIII Flammable Liquids

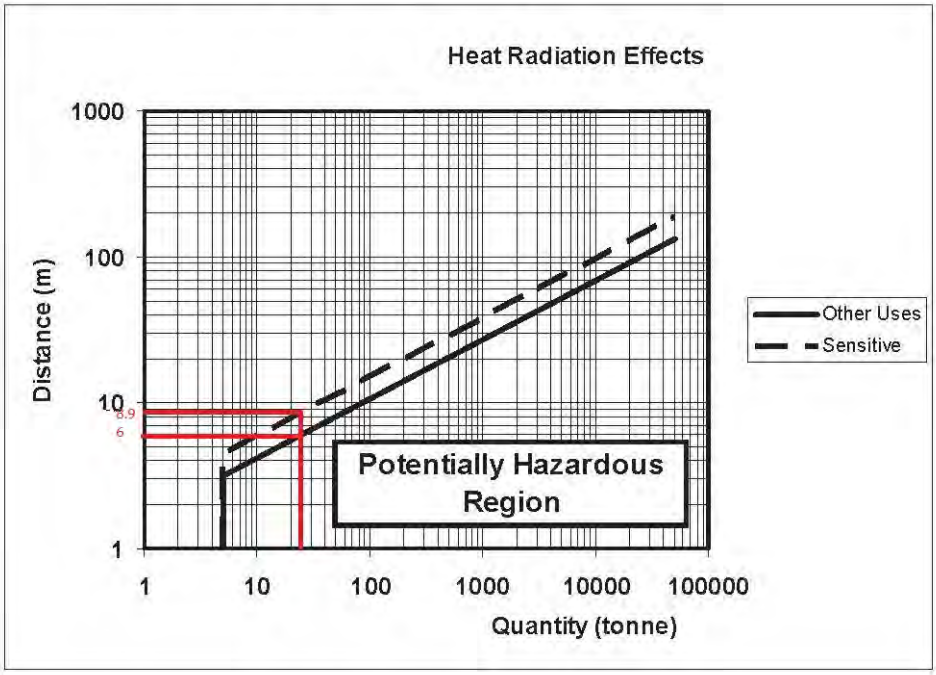


Figure 9 from *Applying SEPP33 Guidelines*

Since there are site boundaries within this separation distance, the storage and dispensing of the fuel does not pass initial screening.

2.2.2 Transport Screening

For substances of class 3 PG II, the screening value for cumulative vehicle movements per annum is 750. (Refer Applying SEPP 33 Table 2).

Since the expected number of deliveries is less than 300 per annum, transport threshold figures do not exceed required amount.

2.2.3 Risk Screening Assessment

If any of the above tests results in a screening threshold being exceeded, the proposed development should be considered potentially hazardous and SEPP 33 will apply. As the storage screening threshold is exceeded, a preliminary hazard analysis (PHA) is required to be submitted with the development application. The PHA is presented in Section 3.

3 PRELIMINARY HAZARD ASSESSMENT

Table 3 presents a qualitative analysis of the magnitude and likelihood of possible hazardous incidents. The analysis evaluates the off-site risks of the Project with potential to impact on the environment, members of the public and their property.

Table 3: Preliminary Hazard Assessment

Potential Incident	**Hazard Prevention Equipment**	**Hazard Response Procedures**
Underground Tanks Leak	Tank farm monitoring wells	Checked on a regular maintenance program
	Automatic tank gauging	Tanks constantly monitored by automatic tank gauging system
	Submersible pump & pipeline leak detector	If leak detected, pump system shuts down automatically
	Integral tank precision test system	Checked on a regular maintenance program
	Statistical Stock Control system	Daily stock control with automatic tank gauge system
Underground Pipe Leaks	All joints welded and / or terminate in tank turrets or dispenser sumps	Submersible pump system automatically shuts down when leak detected by electronic leak detector
	Product delivery lines installed with approved flexible materials	Submersible pump system automatically shuts down when leak detected by electronic leak detector
	Statistical stock control system	Daily stock control with automatic tank gauging system
Delivery vehicle hose leaks at underground tank fill point	Liquid retention spill system at tank	Leak captured into liquid retention spill system inner spill box and drains into tank via drain valve and pipe
Delivery vehicle overfills underground tanks	Overfill protection valves in vent system	Overfill valves close when excessive pressure builds up in vent system & prevent further filling of tanks
	Overfill prevention valves fitted into tank fill pipes	Overfill valves close when excessive pressure builds up in fill pipe & prevent further filling of tanks
Fuel spilt by customer at dispenser	Environmental Spill Kit	Spillage mopped up with spill kit
	PA communication system	Site manager advises customers via PA system
	Forecourt Drainage Pollution control	Spillage controlled and drained into pollution control system
	Automatic shut off nozzles	Nozzle automatically shuts off

Potential Incident	**Hazard Prevention Equipment**	**Hazard Response Procedures**
Dispenser nozzle or hose leak	Emergency stop at Manager's counter	Site Manager shuts off site with emergency stop
	PA communication system	Site Manager advises customers via PA system
	Forecourt drainage pollution control	Spillage controlled and drained into pollution control system
	Environmental Spill Kit	Spillage mopped up with spill kit
Dispenser damaged by customer	Protection bollards in forecourt concrete	Bollards prevent vehicle damage to dispensers
	Under dispenser impact shear valve	Shear valve automatically shuts down fuel supply on vehicle impact
	Emergency stop at Site Manager counter	Site Manager shuts down site with emergency stop
	PA communication system	Site Manager advises customers via PA system
Fire at dispenser pumps	All equipment and electrical works petroleum industry approved and flameproof where required	Fire controlled initially on site by portable fire extinguishers and emergency services contacted if necessary
	Mandatory safety sign on forecourt canopy columns and main building	Emergency response instruction sheet on site
	Emergency stop at Site Manager counter & outside building	Site Manager shuts down site with emergency stop
	PA communication system	Site Manager advises customers via PA system
Fire at fuel filling point	2 x 4.5 kg dry chemical fire extinguishers at canopy columns and an additional inside building.	Fire controlled initially on site by portable fire extinguishers and emergency services contacted if necessary

Potential Incident	Hazard Prevention Equipment	Hazard Response Procedures
	All equipment and electrical works petroleum industry approved and flameproof where required	Emergency response instruction sheet on site
	Air operated shut down valves on delivery tanker	Emergency response instruction sheet on site
	Emergency stop at site manager's counter and outside on building wall	Site Manager advises customers via PA system
	PA communication system	Site Manager advises customers via PA system
	Approved firewall or vapour barrier (where required) to protect next door buildings	Fire wall to a Fire Resistance Level (FRL) of 240 / 240 / 240

4 CONCLUSIONS AND RECOMMENDATIONS

It has been assessed that SEP33 applies to the development of the site as a service station. This PHA satisfies the provisions within SEPP33 up to the submission of the development application. It should be noted that if the site layout is altered the findings of this PHA may also change.

A multi-level risk assessment is required to be undertaken for the final development should Council approve the development application.

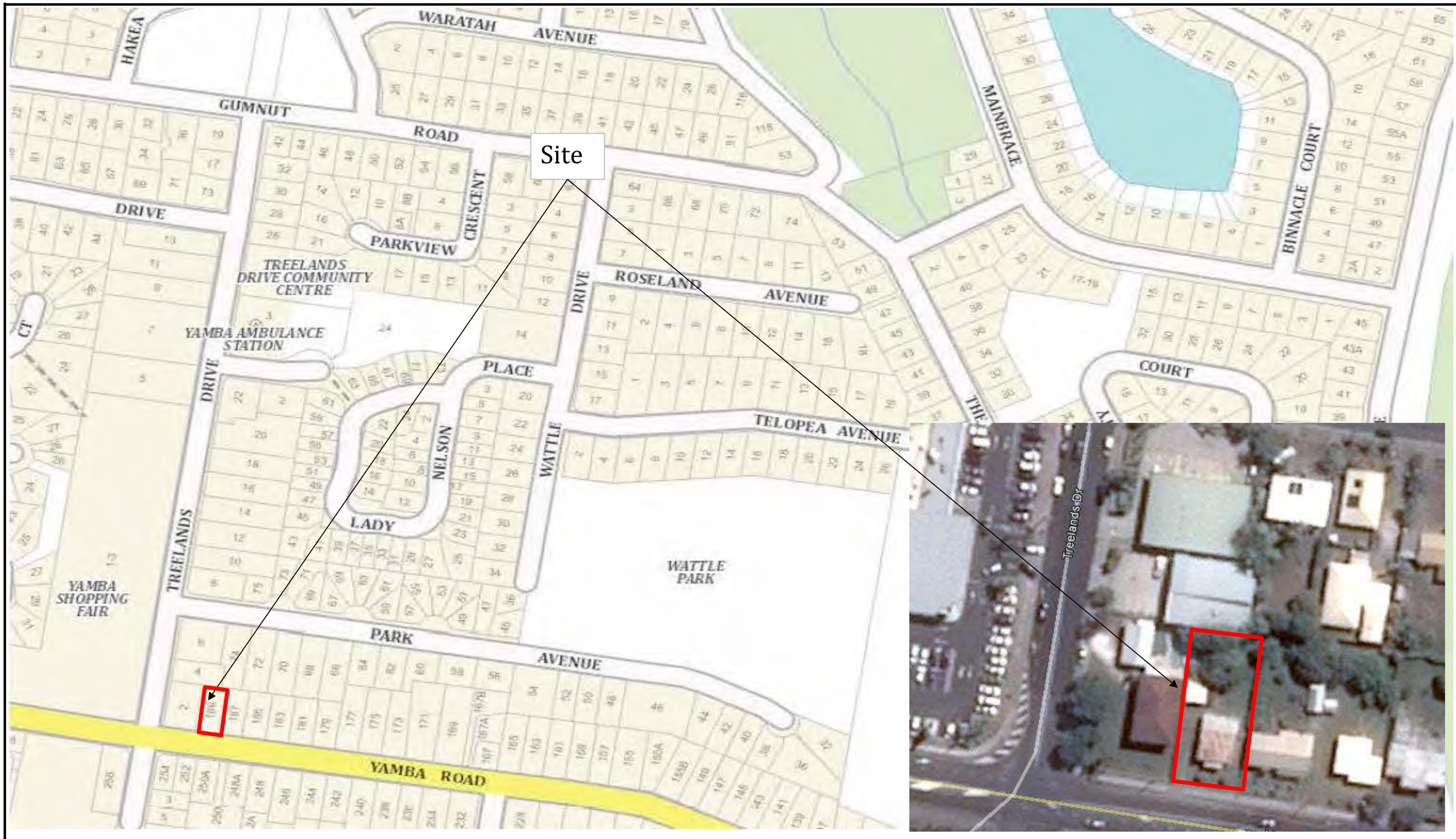
5 LIMITATIONS

The findings within this report are the result of site specific details. Under no circumstances, however, can it be considered that these findings represent the conditions at other locations.

In preparing this report, current guidelines for assessment and management of potential hazards were followed. This work has been conducted in good faith in accordance with JME understanding of the client's brief.

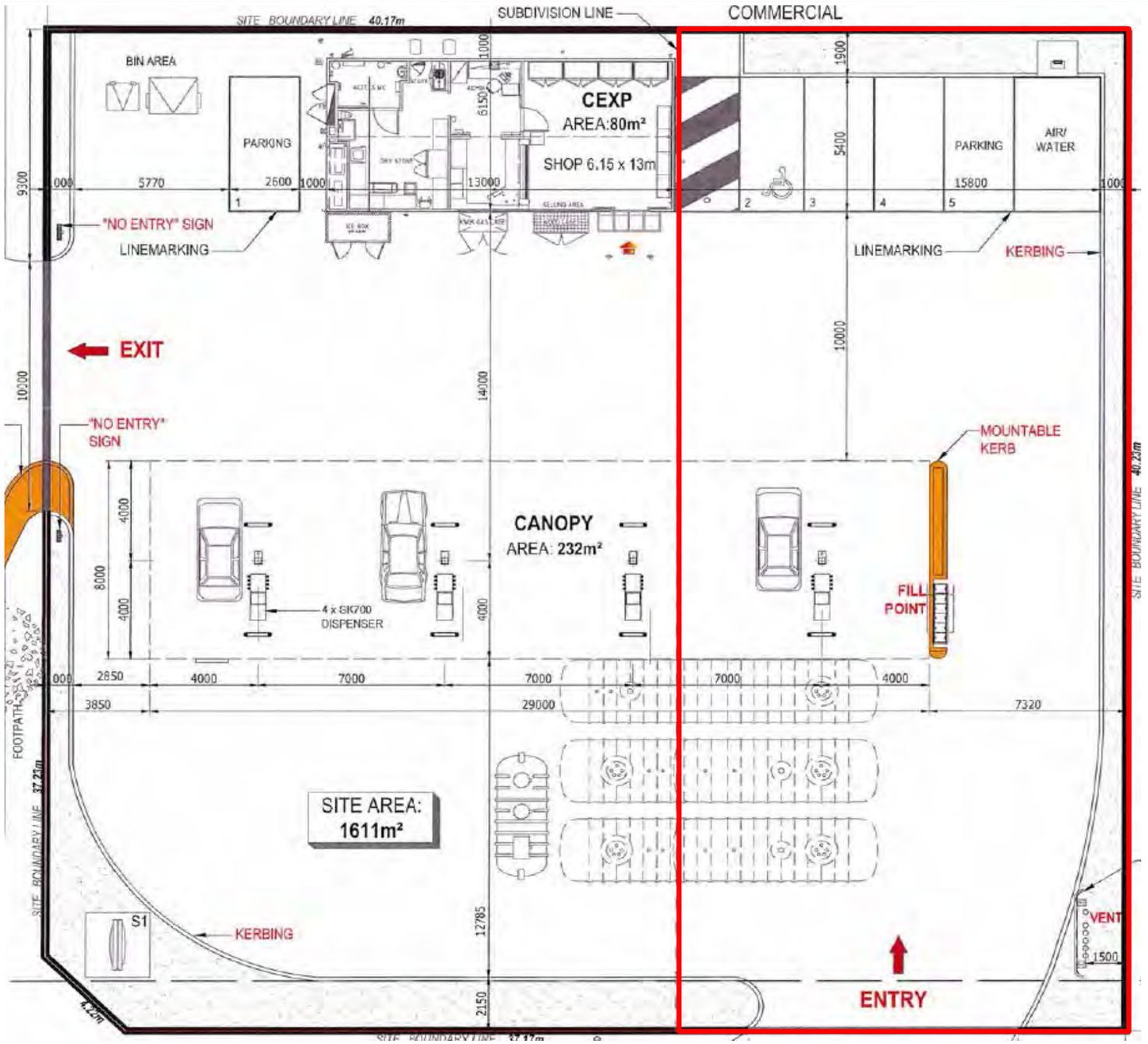
This report was prepared for Clarence Property Corporation Ltd. with the objective of assessing whether SEPP33 applies to the development of a service station at the site. No warranty, expressed or implied, is made as to the information and professional advice included in this report. The report is not intended for other parties or other uses. Anyone using this document does so at their own risk and should satisfy themselves concerning its applicability and, where necessary, should seek expert advice in relation to the particular situation.

Figures



Notes: 1) Base Map - Six Maps 2) Aerial photo - Six Maps	N	CLIENT: **Clarence Property Corporation**	PROJECT:	JME15036	DESIGNED:	JMc	FIGURE TITLE: **Site Location Plan**
			DWG #:	1	DRAWN:	JMc	
			REVISION:	1	STATUS:	NFC	
		PROJECT TITLE: **Proposed Service Station** **189 Yamba Road, Yamba**	SCALE:	NTS			
			DATE:	14/05/2015			FIGURE NUMBER: **1**

JM ENVIRONMENTS



Notes: 1) Meinhardt Project 110231 Drawing No. SK01 2) Site	N	CLIENT **Clarence Property Corporation**	PROJECT:	JME15036	DESIGNED:	JMc	FIGURE TITLE: **Proposed Layout**
			DWG #:	1	DRAWN:	JMc	
			REVISION:	1	STATUS:	NFC	
		PROJECT TITLE **Proposed Service Station** **189 Yamba Road, Yamba**	SCALE:	NTS			FIGURE NUMBER: **2**
			DATE:	14/05/2015			JM ENVIRONMENTS

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

ATTACHMENT 4

Traffic Impact Assessment

• JOHN NEWTON B. Surv; M.I.S. Aust. • TONY DENNY B. Surv; (Hons); M.I.S. Aust. • DAMIAN CHAPELLE BTP. CPP.

Traffic Impact Assessment

For a Proposed Service Station

at 189 Yamba Road

Yamba

ON BEHALF OF
WESTLAWN PROPERTY TRUST

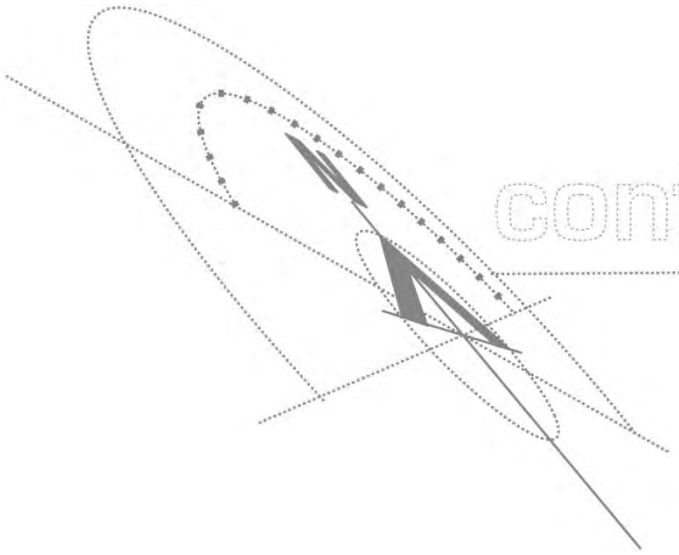
Site: Lot 2 and Lot 3 DP 576021

Date: May 2015

Our Ref: 14/252

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

• P O Box 1138, Lismore, N.S.W. 2480 • Phone (02) 6622 1011 • Fax (02) 6622 4088 DX7779 Lismore
• Email office@newtondennychapelle.com.au • Also at: Cassino Court, 100 Barker St., Casino N.S.W. 2470 • Phone/Fax (02) 6662 5000



contents

Executive Summary

This report is to accompany a planning proposal for the rezoning of Lot 3 DP 576021 so as to enable the consolidation with Lot 2 DP 576021 in facilitating the creation of a service station proposal upon the resultant 1614m^2 of land.

The service station facility will have a building GFA in the order of 142m^2 and will have five (5) car parking bays (including an air/water parking bay and a disabled parking bay). The five (5) car parking bays comply with the Clarence Valley Council Business Zone DCP 2011 requirement of 1 space per 30m^2 GFA.

A single entry access into the site shall be provided via Yamba Road and a single exit access from the site via Treelands Drive. Location of the driveway entry and exits comply with Figure 3.1 of *AS2890.1 Parking Facilities – Off Street Car Parking*. A swept path template analysis has been undertaken to confirm that a B99 car vehicle can continue to access the site when a B19m truck service vehicle is unloading fuel at the sites fill point - thereby no queing of vehicles onto Yamba Road is anticipated as a consequence of normal deliveries of bulk fuel supplies.

Assessment of peak traffic usage of the site is calculated as 54vph, of which 11vph will be newly created trips. Hence the nett increase in new trips represents nominally 1% of the existing traffic flows through the Yamba Road / Treelands Drive intersection (being 1180 vph in peak hour). Such minor nett increase in traffic peak and when combined with the variability of seasonal/daily change in traffic volumes, any further detailed analysis of intersection traffic capacity is not required for this type of land use.

Discussion with Clarence Valley Council technical officers have identified that the Yamba Road / Treelands Drive intersection has received community requests for upgrade to a roundabout from time to time and that this development should have regard for such future works.

Newton Denny Chapelle have prepared a conceptual LATM roundabout footprint and checked turning swept paths with a 19m AV template. It was found that the left turn movement from Treelands Drive to Yamba Road would encroach upon the footpath verge which fronts the proposed service station site.

Further design investigation found that the existing boundary truncation on this site was a 3m x 3m and would need to be widened to 5m x 5m. This widening to 5m x

5m would then be commensurate with the current land truncation on the shopping centre lands located on the western side of Treelands Drive.

It is proposed that dedication of land for road reserve to create an ultimate 5m x 5m truncation would be required for any future service station use of the land.

1.0 Introduction & Existing Layout

This report has been prepared to provide a traffic assessment based upon the proposed rezoning of Lot 3 DP 576021 and subsequent consolidation of two existing dwelling lots into a single 1614m^2 site area for a service station use.

The development lands will become a corner block with a 37m of frontage to Yamba Road and a similar 37m of frontage to Treelands Drive. A 3m x 3m splay exists on the south west corner of the site. Refer to *Figure 1 Site Locality Plan* below for location details.

Figure 1 – Site Locality Plan *Source: Six Viewer*

The intersection form is that of a four way intersection with the primary traffic flows being on Yamba Road and Treelands Drive. The southern leg of the four way intersection is Somerset Place, a no through road which services 26 dwellings.

Refer to *Plate 1 – Existing Intersection Configuration (view looking east on Yamba Drive).*

Plate 1 – Existing Intersection With Development Site In Background
(View Looking East on Yamba Drive)

2.0 The Development Proposal

The service station configuration for the site is likely to consist of:

(i) Four (4) bowser locations, with access to forecourt area being from Yamba Road

(ii) A 142m^2 GFA service building, being a payment counter and convenience groceries area

(iii) Five (5) designated car parking bays incorporating shared use air/water bay

The accessibility to the service station site shall be restricted to a one-way loop configuration, being ENTRY from Yamba Road and EXIT onto Treelands Drive.

The ENTRY to the service station will only occur for east bound traffic on Yamba Road (ie no right turn into site from Yamba Road). This will be a Left In only

configuration and the driveway width shall be 10m wide to accommodate the anticipated larger 19m B-Double truck. Location of the driveway is at the most eastward location so as to maximise separation from the Yamba Road / Treelands Drive intersection.

3.0 Review of Parking and Trip Generation Requirements

A review of available planning documents has found that Clarence Valley Council has a specific parking rate for Service Stations. In regards to traffic generation, it is proposed to use the Roads and Traffic Authority – *Guide To Traffic Generating Developments 2002.*

3.1 Parking Demand

Clarence Valley Council's Business Zone DCP 2011 lists the following car parking rates for this type of development:

Service Station	3 spaces per work bay, plus 1 space per 30m^2 GFA for a convenience store, plus 1 space per
	3 seats for a restaurant.

Extract: Clarence Valley Council DCP 2011 – Business Zones: Table F1

With the development having a 142m^2 service building, this equates to 4.7 spaces, say 5 spaces at the rate of 1 per 30m^2. The development proposal has 5 spaces available for use which incorporates the shared use of the parking space which also provides for an air/water refilling bay.

3.2 Trip Generation

The Roads and Traffic Authority – *Guide To Traffic Generating Developments 2002* has identified in Section 3.6.2 for Service Stations and Convenience Stores that:

"Evening peak hour vehicle trips = 0.04 A(S) + 0.3 A(F) "

Where A(S) is area of site m^2 and A(F) is area of convenience store in m^2

For this development, A(S) = 1614m^2 and A(F) = 142m^2, which equates to a peak usage of 107vph.

With the restricted form of access to this site and with the service station not being in a large metropolitan area, it is considered such peak hour usage is very much conservative. A review of a past Traffic Impact Assessment undertaken by Roadnet (*TIA for Service Station at Spring Street / Iolanthe Street 2013*) found that the RTA useage rates were in the order of 2 times greater than that calculated via Section 3.6.2 based upon data counts of a comparable existing Caltex site. Refer **Appendix C – Extract From Roadnet Traffic Impact Assessment Spring Street / Iolanthe Street 2013** for details. It is thereby considered that a peak hour usage rate of 107vph/2 = 54vph is appropriate for the site.

4.0 Impact Upon Yamba Road and Treelands Drive Intersection Performance

The type and nature of this service station proposal is primarily that of a diverted trip type, whereby the vehicle is considered to already be present on the local/adjacent road network and 'drops in' to use the facility, hence such a vehicle does not constitute as being additional traffic load.

Without undertaking a detailed local survey of similar service stations in regional areas, a definitive assessment of drop-in trips is not available. However, guidance can be found from Tweed Shire Council's *Tweed Road Contribution Plan 2014* trip generation rates (refer below) whereby new trips range between 10% to 15% for service stations uses (which do not have fast food outlets).

Allowance is made for diverted trip making, being shared purpose journeys, using factors given in Table 3.6.1B.

Table 3.6.1B - Modification Factors for Specific Land Uses

Category of Land Use	*Contribution Modification*
Child Minding Facilities	0.60
Primary School	0.75
High School	0.80
Suburban Service Station	0.10
Local Shops to 100 m^2	0.15
100 m^2 < Shop < 6,000 m^2	0.15 to 0.55 at 6,000 $m^{2(1)}$
6,000 m^2 < Shop < 10,000 m^2	0.55 to 0.60 at 10,000 $m^{2(2)}$
Shops >= 10,000 m^2	0.6
Fast food outlet with drive through facility	0.65

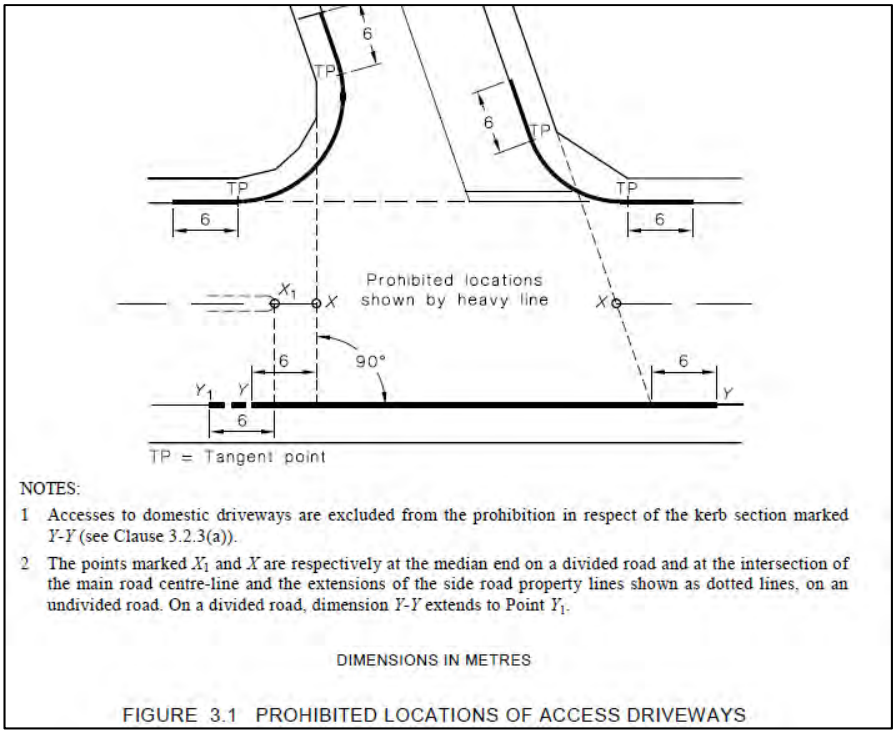
Extract Tweed Road Contribution Plan 2014 : Table 3.6.1B Modification Factors (Relevant Modification Factor Circled in RED)

Adopting a conservative generation of new trips of say 20%, this equates to the service station creating an additional trip generation upon the road network of 20% x 54vph = 11vph.

With the existing road network of having 770vph (Yamba Road) and 410vph (Treelands Drive), given the very low creation of new additional trips (ie 11vph/1180vph = 1%) upon the road network, no further detailed traffic modelling of road/intersection capacity is required. Details of existing traffic count data upon Yamba Road and Treelands Drive is attached in ***Appendix D – Traffic Count Data*** as supplied by Clarence Valley Council.

4.1 Driveway Location Impacts Upon Yamba Road and Treelands Drive

The entry driveway location on Yamba Road is located 23m east of the Treelands Drive road reserve and complies with locational requirements of *AS2890.1.Parking Facilities – Off Street Car Parking* as reproduced below.



NOTES:

1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked *Y-Y* (see Clause 3.2.3(a)).

2 The points marked X_1 and *X* are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension *Y-Y* extends to Point Y_1.

DIMENSIONS IN METRES

FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

Extract – AS2890.1: Figure 3.1 Identifying Areas Where Driveways Prohibited

A swept path template analysis has been undertaken to confirm that a B99 car vehicle can continue to access the site when a B19m truck service vehicle is unloading fuel at the sites fill point. Refer to ***Appendix A – Swept Path Diagrams***. This shall ensure that vehicles do not form a queue that could impact upon the through traffic using Yamba Road.

The exit driveway location on Treelands Drive is some 16m from the Yamba Road reserve. The exit location also complies with AS2890.1 – Figure 3.1. It is noted that with the available 16m separation distance, the service vehicle swept path (19m long) has the potential to partially obstruct the footpath verge should the service vehicle be delayed at the Treelands Drive / Yamba Road intersection. This partial obstruction does not create any danger to pedestrian activity given that vehicle movement from the service station is an exit only (ie oneway) to which good sight lines would be maintained.

4.2 Future Intersection Upgrade Considerations

Discussion with Clarence Valley Council technical officers have identified that the Yamba Road / Treelands Drive intersection has received community requests for upgrade to a roundabout from time to time. Clarence Valley Council have advised that no concept designs for such an intersection upgrade have been prepared, however that the development should have a reasonable regard for such a future roundabout upgrade.

Accordingly, Newton Denny Chapelle have prepared a conceptual local area traffic management (LATM) type roundabout (ie drive over type) and located the footprint of the roundabout within the existing road reserve boundaries. Refer to ***Appendix B – Conceptual LATM Roundabout Drawings***.

The conceptual LATM roundabout was checked with a swept path analysis for a 19m AV template and was found that the left turn movement from Treelands Drive to Yamba Road would encroach upon the footpath verge which fronts the proposed service station site. Further design investigation found that the existing boundary truncation on this site was a 3m x 3m and would need to be widened to 5m x 5m. This widening to 5m x 5m would then be consistent with the current land truncation on the shopping centre lands located on the western side of Treelands Drive.

5.0 Miscellaneous and Other Matters

The proposed developments car parking spaces meet with the dimensional requirements of AS2890.1 *Off Street Car Parking (2004)* including the provision of a designated disabled space.

A designated service loading bay has been provided and sized to cater for a Medium Rigid Vehicle. The location of the loading bay is adjacent to the exit from the forecourt area and is 'clear' from the primary pedestrian linkage for users from the bowsers to the payment booth.

6.0 Summary and Conclusion

The proposed conversion of the existing residential landholdings into a service station with 142m^2 convenience store is able to comply with the requirements of Clarence Valley Council such that:

(a) Traffic impacts from the facility result in only minor increase in traffic generation in the order of an additional 11vph (being in the order of 1% of existing intersection traffic flows) and will not be detrimental to the road capacity,

(b) The proposed service station driveway entry and exit complies with AS2890.1 Off Street Car Parking Facilities requirements,

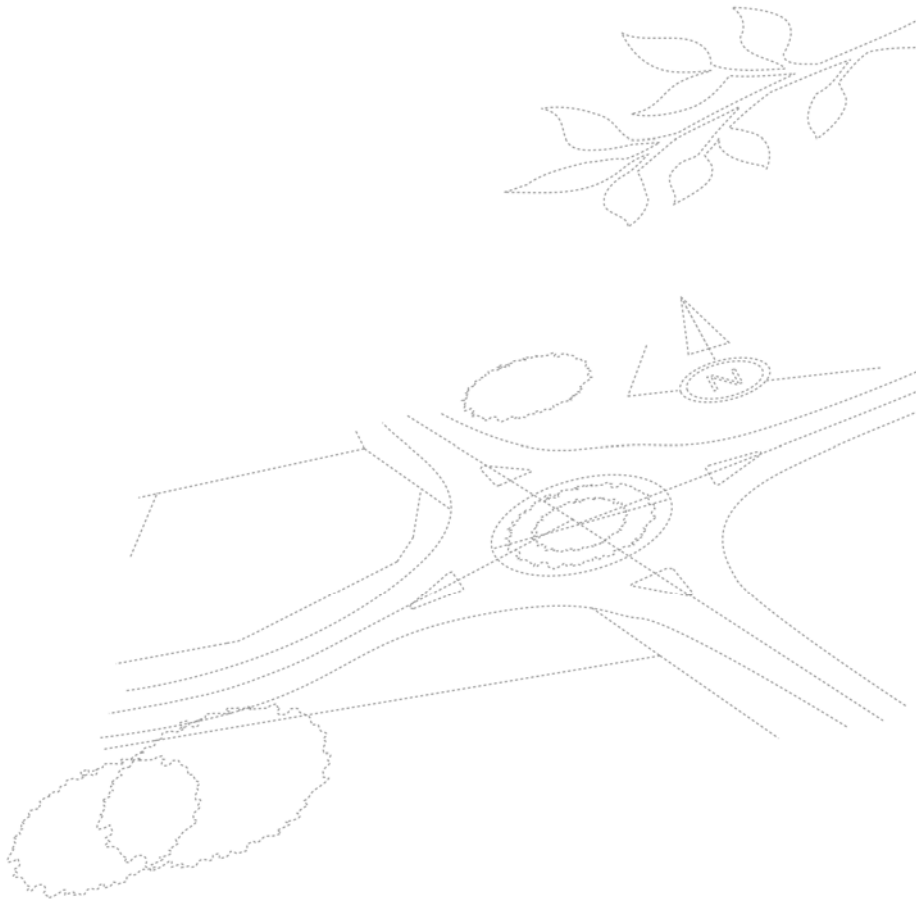
(c) Parking demands are able to meet that of Clarence Valley Council rate of 1 space per 30m^2,

(d) By dedicating an additional road reserve area to suit a 5m x 5m truncation, the development site has demonstrated that it has made provision for accommodating a LATM roundabout footprint to cater for future road improvements by others. This truncation shall ensure a uniform configuration of the intersection commensurate with that of the Yamba Fair Shopping Centre on the opposite (western) side of Treelands Drive.

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

APPENDIX A

Swept Path Diagrams



PROJECT MANAGEMENT BY switch

TREELANDS DRIVE

LINEMARKING

SITE BOUNDARY LINE 40.17m

SUBDIVISION LINE

COMMERCIAL

RESIDENTIAL

LANDSCAPING

12964

1000

RECYCLE BIN

BIN AREA

CEXP
AREA:142m²

SHOP 6.15 x 13m

LOADING BAY

"NO ENTRY" SIGN

4018

PARKING

AIR/ WATER

5400

1 2 3

EXIT

8836

MOUNTABLE KERB

11000

7000

CANOPY
AREA: 232m²

4 x SK700 DISPENSER

FILL POINT

r3000

4000

8000

1000

1842

2842

4000 7000 7000 7000 4000

29000

7935

SITE BOUNDARY LINE 37.23m

FOOTPATH

SITE AREA:
1611mį

9621

S1

2150

4.22m

SITE BOUNDARY LINE 40.23m

"ARMCO" GUARD RAIL

VENT

1500

LINE OF EASEMENT

ENTRY

EASEMENT TO BE CONFIRMED

SITE BOUNDARY LINE 37.17m

10000

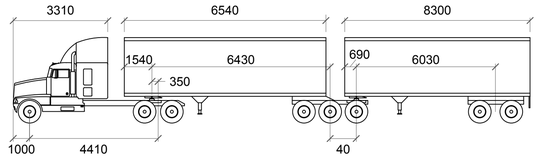
4000

FOOTPATH

FOOTPATH

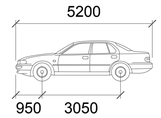
EXISTING POWER POLE
LOCATION TO BE CONFIRMED
WITH SITE SURVEY

YAMBA ROAD



19m B-Double Truck

	mm		
Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 37.0
Tractor Track	: 2450	Articulating Angle	: 70.0
Trailer Track	: 2410		



CAR

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.5

NOTE:
ROAD MARKINGS ARE APPROX.
& SHOULD BE TREATED AS SUCH

NOTE:
GRADIENTS NEED TO COMPLY WITH AUSTRALIAN STANDARDS WITH REGARDS TO HEAVY VEHICLES.

* PROPERTY DIMENSIONS TO BE CONFIRMED WITH SITE SURVEY.

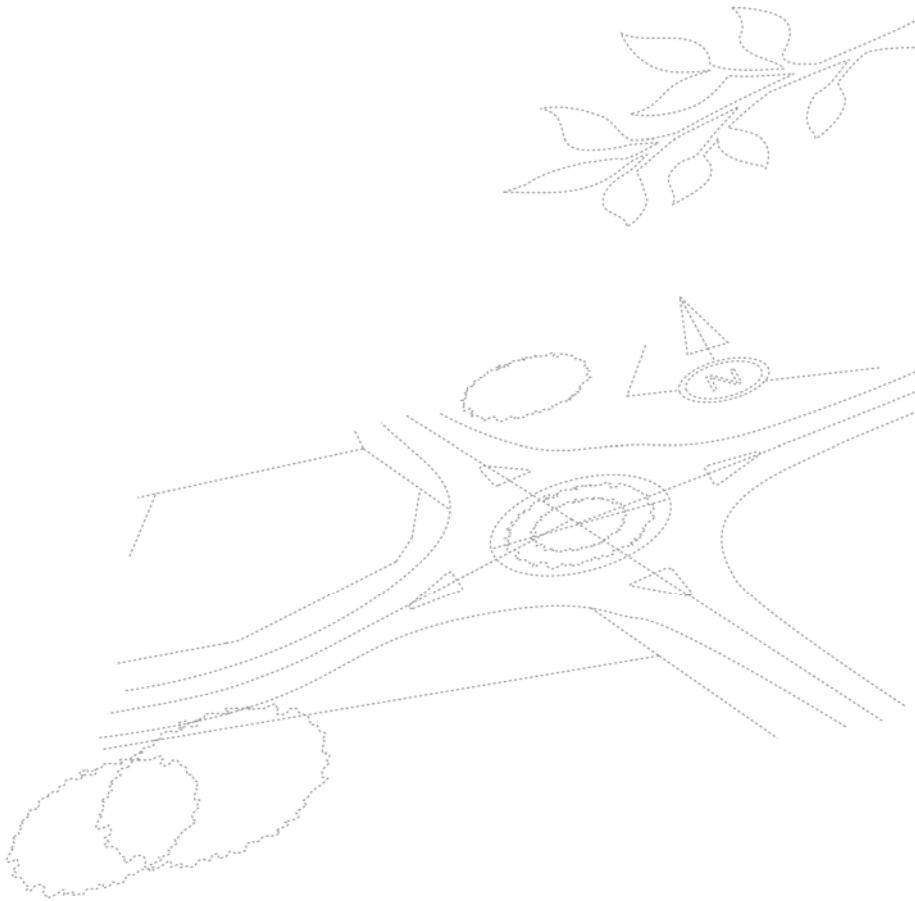
ADDRESS	PROJECT No.	DRAWING	DRAWING No.	SCALE	DATE
CNR YAMBA RD & TREELANDS DRIVE	1073	PROPOSED SITE PLAN 19m B-DOUBLE	SK-001	1:100 @ A1	05 March 2014

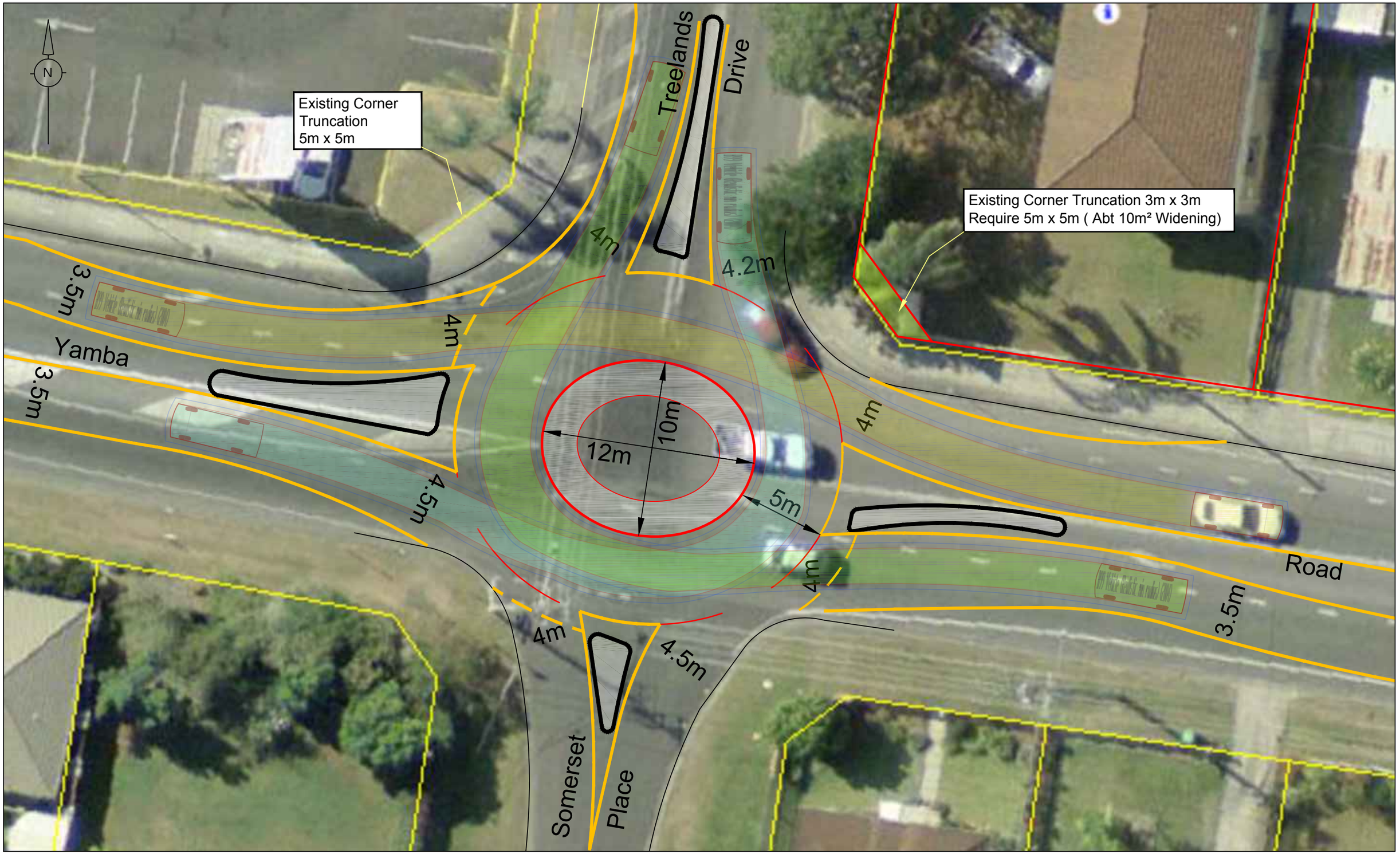
Coles GROUP PROPERTY DEVELOPMENTS

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

APPENDIX B

Conceptual LATM Roundabout Drawings





REV	DATE	AMENDMENT
B		
C		
D		
E		
F		

SOURCE PLAN: www.maps.six.nsw.gov.au - accessed

k:\jobs\2014\14252 - jestermond\engineering\prelim engineering plans\roundabout concept.dwg - a3 plan

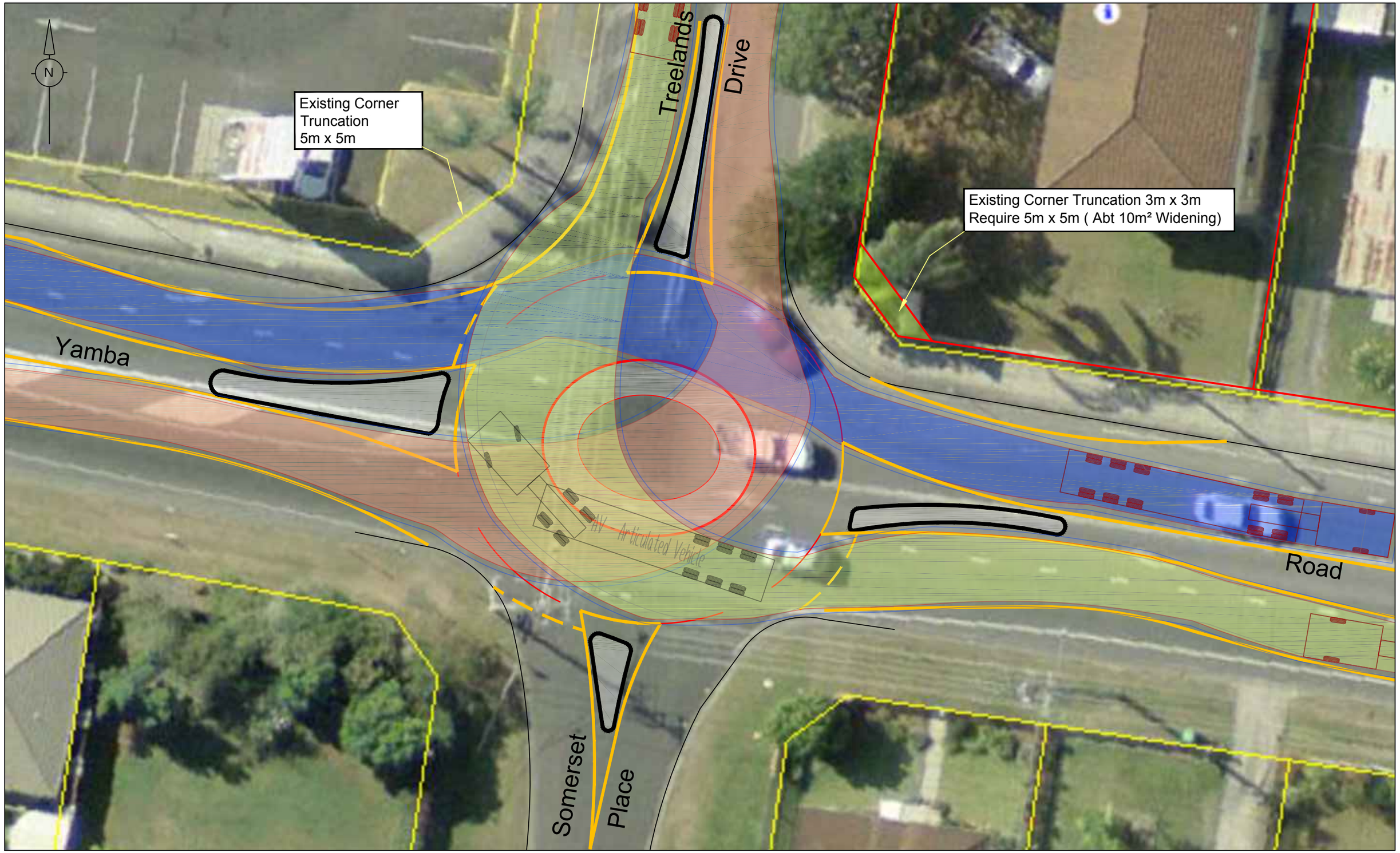
Newton Denny Chapelle
Surveyors Planners Engineers
Email: office@newtondennychapelle.com.au
LISMORE 31 Carrington St. Lismore 2480 PH: 6622 1011
CASINO 100 Barker St. Casino 2470 PH: 6662 5000
ABN: 86 220 045 469

SK1 - Conceptual LATM Roundabout
(and B99 Vehicle Paths)

CLIENT: Westlawn Property Trust

LOCATION: LOTs 2 & 3 DP576021
189 Yamba Road
YAMBA

DATE: 7th May 2015 REF: 14/252
SCALE: 1:200 @ A3 DRAWN: ps



REV	DATE	AMENDMENT
B		
C		
D		
E		
F		

SOURCE PLAN: www.maps.six.nsw.gov.au - accessed

k:\jobs\2014\14252 - jestermond\engineering\prelim engineering plans\roundabout concept.dwg - a3 plan (2)

Newton Denny Chapelle
Surveyors Planners Engineers
Email: office@newtondennychapelle.com.au
LISMORE 31 Carrington St. Lismore 2480 PH: 6622 1011
CASINO 100 Barker St. Casino 2470 PH: 6662 5000
ABN: 86 220 045 469

SK2 - 19m AV Turning Templates

CLIENT: Westlawn Property Trust

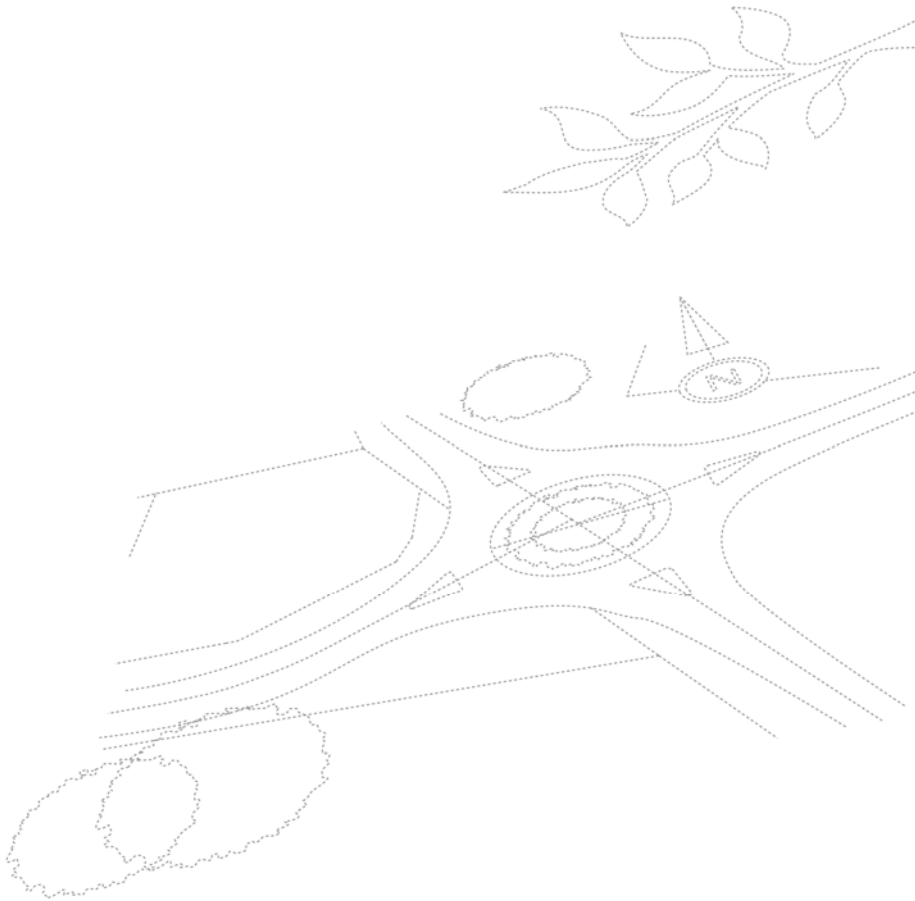
LOCATION: LOTs 2 & 3 DP576021
189 Yamba Road
YAMBA

DATE: 7th May 2015 REF: 14/252
SCALE: 1:200 @ A3 DRAWN: ps

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

APPENDIX C

Extract From Roadnet Traffic Impact Assessment Spring Street / Iolanthe Street 2013



RoadNet

Traffic Impact Assessment

of

Proposed Service Station, Fast Food Restaurant

& Cafe

at the

Intersection of Spring Street & Iolanthe Street,

South Grafton

for

Freestar Properties Pty Ltd

December 2013

Rear Parking (Parallel Parking)

Bay width	2.10m minimum (0.30m clearance to wall or fence)
Bay length	5.90m
End Bay length`	5.40m (unobstructed)
	6.20m (obstructed)

Based on the proposed layout plans provided to RoadNet the carparking layout conforms to the requirements of the Australian Standard.

3.5 Traffic Generation

The following assessment for the traffic generation for the development is based on the prescribed rates provided in the RMS Guide to Traffic Generating Developments with some assumptions / concessions introduced as required.

Service Station

Evening peak hour vehicle trips = 0.04 A(S) + 0.3 A (F)

A(S) Area of Site = 3072m²

A(F) GFA of Convenience Store = 185m²

(0.04 x 3072) + (0.3 x 185) = 179 evening peak hour trips

Due to the close proximity of other service stations to the site

- Caltex at the Pacific Highway / Spring Street Intersection, and
- BP Road House, approximately 1.50km north of Spring Street on the Pacific Highway.
- Liberty Service Station, approximately 0.75km south of Spring Street on the Pacific Highway.

It is assumed that as a result of the close proximity of competition service stations the traffic generation for this site will not be high as what would normally be expected if the proposal was isolated.

As part of the intersection counts conducted for this development at the intersection of the Pacific Highway and Spring Street AM and PM peak trip generation can be derived for the Caltex service station opposite the intersection.

AM peak	49 Trips (22 In / 27 Out)
PM Peak	36 Trips (17 In / 19 Out)

The existing Caltex operation is similar in scope to the development proposal being assessed. This service station is equipped with 4 petrol and 2 diesel bowsers. The proposed site will be equipped with 8 petrol and 2 diesel bowsers. Approximatelt 1.70 times bidgger than the Caltex operation. Therefore it can be estimated the traffic generation for the proposal to be 36 trips + 100% (4 extra bowsers) = 72 PM peak hour trips in relation to the service station component of the development.

The use of the factor of 2 in making this assessment is a conservative approach in determining the traffic generation for this component.

Restaurant (Fast Food)

For similar types of establishment the RMS Guide to Traffic Generating Developments prescribes traffic generation rates for an evening peak hour between 100 (KFC) and 180 (McDonalds) for an average size development. This proposed development will add to the already operating cluster of like establishments in the area. The proposal is a combined service station / restaurant / drive thru and café development. A reduction in the amount of traffic generated by the whole development is warranted due to linked trips purchasing petrol who will attend the restaurant / drive thru or café and visa versa.

The RMS guide prescribes a reduction typically of 35% to be applied for linked trips (eg. passing traffic when assessing traffic impacts external to the development).

Based on the above assumption a (reduction) for the generated traffic of 30% (a rate of 70 trips) has been used for this development from the 100 vehicles per hour rate.

Café

The RMS Guide to Traffic Generating Developments prescribes the traffic generation rate for cafes to be 5 trips per 100m² for the evening peak hour.

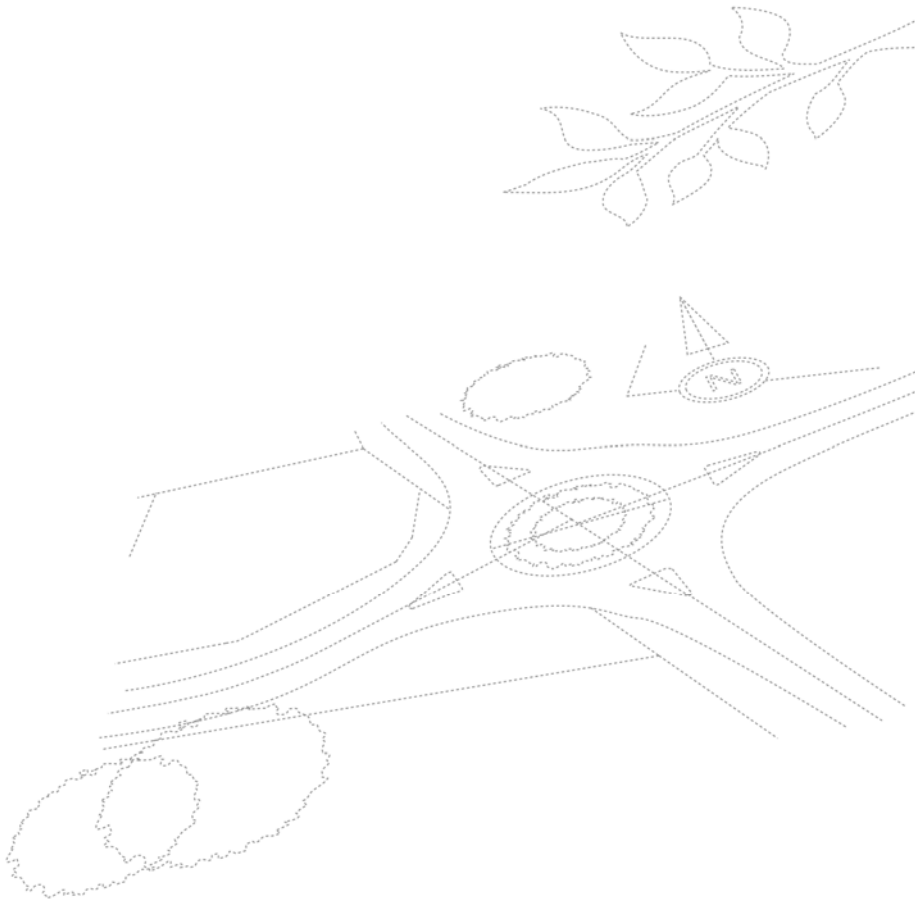
Therefore the traffic generation for this component is 5 x 78 / 100 = 3.90 evening peak hour trips (say 4)

Total Traffic Generation for Proposed Development

Component	RMS Guidelines	Proposed Development
Service Station	179 Trips	72 Trips
Restaurant	100 Trips	70 Trips
Cafe	4 Trips	4 Trips
Total	**283 Trips**	**146 Trips**

APPENDIX D

Traffic Count Data



MetroCount Traffic Executive
Daily Classes

DailyClass-217 -- English (ENA)

Datasets:

Site:	**[0020] 50k sign MR152 near Osprey Dr**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 2
Survey Duration:	8:58 Monday, 14 January 2013 => 13:30 Monday, 21 January 2013
File:	002022Jan2013.EC2 (Plus)
Identifier:	E50888RY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:58 Monday, 14 January 2013 => 23:00 Sunday, 20 January 2013**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 54365 / 58863 (92.36%)

Daily Classes

DailyClass-217
Site: 0020.2EW
Description: **50k sign MR152 near Osprey Dr**
Filter time: **8:58 Monday, 14 January 2013 => 23:00 Sunday, 20 January 2013**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 14 January 2013

	1	2	3	4	5	6	7	8	9	10	11	12	
Total													
Mon*	9	6144	142	261	40	5	12	6	5	9	0	1	6634
(%)	0.1	92.6	2.1	3.9	0.6	0.1	0.2	0.1	0.1	0.1	0.0	0.0	
Tue	36	7930	222	380	48	3	18	5	11	13	0	2	8668
(%)	0.4	91.5	2.6	4.4	0.6	0.0	0.2	0.1	0.1	0.1	0.0	0.0	
Wed	49	7561	201	370	33	6	13	5	10	9	2	1	8260
(%)	0.6	91.5	2.4	4.5	0.4	0.1	0.2	0.1	0.1	0.1	0.0	0.0	
Thu	38	7816	231	361	31	10	20	6	6	19	4	1	8543
(%)	0.4	91.5	2.7	4.2	0.4	0.1	0.2	0.1	0.1	0.2	0.0	0.0	
Fri	41	8206	220	398	33	18	19	2	11	20	5	2	8975
(%)	0.5	91.4	2.5	4.4	0.4	0.2	0.2	0.0	0.1	0.2	0.1	0.0	
Sat	30	6751	340	211	7	2	20	3	1	10	1	1	7377
(%)	0.4	91.5	4.6	2.9	0.1	0.0	0.3	0.0	0.0	0.1	0.0	0.0	
Sun*	25	5490	188	168	15	1	11	3	0	5	0	2	5908
(%)	0.4	92.9	3.2	2.8	0.3	0.0	0.2	0.1	0.0	0.1	0.0	0.0	

Average daily volume

Entire week													
	38	7652	242	343	29	7	17	4	7	13	2	1	8364
(%)	0.5	91.5	2.9	4.1	0.3	0.1	0.2	0.0	0.1	0.2	0.0	0.0	
Weekdays													
	41	7878	217	377	36	9	17	4	9	15	2	1	8611
(%)	0.5	91.5	2.5	4.4	0.4	0.1	0.2	0.0	0.1	0.2	0.0	0.0	
Weekend													
	30	6751	340	211	7	2	20	3	1	10	1	1	7377
(%)	0.4	91.5	4.6	2.9	0.1	0.0	0.3	0.0	0.0	0.1	0.0	0.0	

*** - Incomplete**

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-213 -- English (ENA)

Datasets:

Site:	**[0020] 50k sign MR152 near Osprey Dr**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 2
Survey Duration:	8:58 Monday, 14 January 2013 => 13:30 Monday, 21 January 2013
File:	002022Jan2013.EC2 (Plus)
Identifier:	E50888RY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Monday, 14 January 2013 => 9:00 Monday, 21 January 2013**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 55763 / 58863 (94.73%)

* Monday, 14 January 2013 - Total=6634 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	**598**	**687**	**744**	**666**	**704**	**624**	**666**	**659**	**557**	**339**	**159**	**107**	**61**	**41**	**22**
-	-	-	-	-	-	-	-	-	119	168	190	173	**174**	157	177	170	145	109	39	34	19	10	11
-	-	-	-	-	-	-	-	-	149	169	181	173	**170**	148	160	159	158	91	43	32	15	7	2
-	-	-	-	-	-	-	-	-	158	163	186	170	**166**	155	156	155	123	68	39	19	16	10	6
-	-	-	-	-	-	-	-	-	172	187	187	150	**194**	164	173	175	131	71	38	22	11	14	3

PM Peak 1300 - 1400 (704), PM PHF=0.91

* Tuesday, 15 January 2013 - Total=8668, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
9	**7**	**12**	**9**	**21**	**93**	**238**	**416**	**589**	**721**	**691**	**767**	**652**	**710**	**687**	**703**	**765**	**602**	**401**	**193**	**139**	**118**	**82**	**43**
3	2	4	3	5	12	44	83	120	163	167	**205**	179	179	178	176	**194**	146	120	73	42	31	34	19
3	2	2	0	4	14	53	88	139	164	168	**197**	180	163	153	176	**217**	179	98	41	36	25	21	11
2	1	3	2	3	27	65	106	157	183	188	**200**	153	190	174	160	**187**	153	94	32	41	27	15	5
1	2	3	4	9	40	76	139	173	211	**168**	165	140	178	182	**191**	167	124	89	47	20	35	12	8

AM Peak 1045 - 1145 (770), AM PHF=0.94 PM Peak 1545 - 1645 (789), PM PHF=0.91

* Wednesday, 16 January 2013 - Total=8260, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
14	**8**	**7**	**9**	**25**	**92**	**248**	**435**	**598**	**645**	**719**	**633**	**617**	**658**	**592**	**671**	**663**	**601**	**407**	**230**	**154**	**127**	**76**	**31**
6	2	4	1	2	8	42	93	123	158	**171**	167	183	173	133	169	165	**177**	126	67	44	39	23	14
3	1	0	2	3	14	38	89	130	151	**186**	154	175	166	142	163	**166**	157	122	49	36	36	14	7
0	4	2	1	6	27	81	123	162	175	**193**	139	135	170	155	169	**149**	140	79	57	45	35	22	6
5	1	1	5	14	43	87	130	183	161	**169**	173	124	149	162	170	**183**	127	80	57	29	17	17	4

AM Peak 1000 - 1100 (719), AM PHF=0.93 PM Peak 1615 - 1715 (675), PM PHF=0.92

* Thursday, 17 January 2013 - Total=8543, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
17	**15**	**5**	**8**	**27**	**93**	**276**	**418**	**599**	**624**	**713**	**691**	**674**	**677**	**620**	**671**	**704**	**638**	**412**	**258**	**180**	**127**	**65**	**31**
5	9	2	1	6	9	48	86	119	140	176	**170**	174	149	162	167	**179**	161	134	73	56	43	20	13
3	3	0	1	4	20	59	94	128	160	169	**184**	169	167	156	167	**199**	173	100	67	47	22	14	4
5	1	1	2	6	24	87	114	171	167	**194**	155	177	180	145	166	**167**	158	109	55	37	32	17	3
4	2	2	4	11	40	82	124	181	157	**174**	182	154	181	157	**171**	159	146	69	63	40	30	14	11

AM Peak 1030 - 1130 (722), AM PHF=0.93 PM Peak 1545 - 1645 (716), PM PHF=0.90

* Friday, 18 January 2013 - Total=8975, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
17	**12**	**3**	**10**	**26**	**94**	**260**	**431**	**639**	**683**	**740**	**752**	**701**	**682**	**732**	**693**	**668**	**673**	**437**	**254**	**160**	**134**	**110**	**64**
6	5	0	3	4	11	53	81	148	154	183	168	**189**	177	**169**	161	168	178	113	61	45	32	31	10
2	1	2	3	3	19	53	97	161	159	172	**202**	178	170	**204**	171	184	207	125	70	43	37	31	14
4	2	1	3	9	28	77	113	158	178	180	**194**	177	172	**170**	197	143	158	108	59	38	33	27	18
5	4	0	1	10	36	77	140	172	192	205	**188**	157	163	**189**	164	173	130	91	64	34	32	21	22

AM Peak 1115 - 1215 (773), AM PHF=0.96 PM Peak 1400 - 1500 (732), PM PHF=0.90

* Saturday, 19 January 2013 - Total=7377, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
40	**23**	**14**	**6**	**18**	**58**	**136**	**282**	**459**	**636**	**695**	**725**	**736**	**637**	**577**	**545**	**514**	**414**	**294**	**192**	**132**	**112**	**72**	**60**
14	8	2	1	1	5	27	45	74	162	156	173	**198**	159	149	160	114	118	88	61	42	30	25	20
8	13	7	2	1	3	12	22	72	98	141	174	187	**180**	150	134	115	127	112	88	54	31	26	13
15	5	6	3	6	3	5	17	33	73	130	160	179	171	**197**	161	143	145	151	94	66	39	29	25
21	12	9	7	5	4	1	9	24	54	92	157	173	186	**194**	**161**	167	151	125	122	90	52	38	30
31	13	13	7																				

AM Peak 1145 - 1245 (769), AM PHF=0.97 PM Peak 1200 - 1300 (736), PM PHF=0.93

* Sunday, 20 January 2013 - Total=5929, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
29	**24**	**28**	**19**	**13**	**50**	**108**	**159**	**264**	**416**	**557**	**596**	**594**	**562**	**569**	**484**	**425**	**343**	**232**	**168**	**116**	**95**	**57**	**21**
8	5	10	4	5	2	18	26	58	76	139	134	**156**	143	149	114	117	111	71	47	24	29	19	8
3	5	7	3	4	2	9	13	36	49	107	145	**160**	**140**	140	145	133	111	84	56	50	24	27	14
3	4	9	5	7	3	2	12	22	44	72	109	141	**143**	**147**	140	132	122	107	81	60	39	27	19
13	2	1	7	7	8	8	4	27	55	53	85	124	132	**159**	**151**	139	143	115	90	67	45	32	41	20
11	8	2																					

AM Peak 1115 - 1215 (618), AM PHF=0.97 PM Peak 1200 - 1300 (594), PM PHF=0.95

* Monday, 21 January 2013 - Total=1377 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
10	**4**	**14**	**7**	**28**	**90**	**238**	**420**	**566**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
3	0	3	0	4	10	47	81	99	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
4	0	6	2	4	17	44	100	148	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
1	1	3	1	6	27	71	110	156	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
2	3	2	4	14	36	76	129	163	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

MetroCount Traffic Executive
Daily Classes

DailyClass-386 -- English (ENA)

Datasets:

Site:	**[00056] Treelands Dr BWS Yamba**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:44 Friday, 24 April 2015 => 8:26 Friday, 1 May 2015
File:	0005601May2015.EC0 (Plus)
Identifier:	E6959M69 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:44 Friday, 24 April 2015 => 8:26 Friday, 1 May 2015**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 31718 / 31960 (99.24%)

Daily Classes

DailyClass-386
Site: 00056.0NS
Description: **Treelands Dr BWS Yamba**
Filter time: **8:44 Friday, 24 April 2015 => 8:26 Friday, 1 May 2015**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 20 April 2015

	1	2	3	4	5	6	7	8	9	10	11	12	
Total													
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	29	4442	47	270	19	8	8	3	1	2	0	0	4829
(%)	0.6	92.0	1.0	5.6	0.4	0.2	0.2	0.1	0.0	0.0	0.0	0.0	
Sat	27	3823	52	192	7	5	2	2	0	4	0	0	4114
(%)	0.7	92.9	1.3	4.7	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	
Sun	25	3252	62	177	6	7	4	1	1	1	0	0	3536
(%)	0.7	92.0	1.8	5.0	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week

	25	3537	57	184	6	6	3	1	0	2	0	0	3825
(%)	0.7	92.5	1.5	4.8	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.0	

Weekdays No complete days.
Weekend

	25	3537	57	184	6	6	3	1	0	2	0	0	3825
(%)	0.7	92.5	1.5	4.8	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-386
Site: 00056.0NS
Description: **Treelands Dr BWS Yamba**
Filter time: **8:44 Friday, 24 April 2015 => 8:26 Friday, 1 May 2015**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 27 April 2015

	1	2	3	4	5	6	7	8	9	10	11	12	
Total													
Mon	23	4335	47	251	29	9	6	4	1	6	0	0	4711
(%)	0.5	92.0	1.0	5.3	0.6	0.2	0.1	0.1	0.0	0.1	0.0	0.0	
Tue	20	4133	63	272	43	6	6	2	0	4	0	0	4549
(%)	0.4	90.9	1.4	6.0	0.9	0.1	0.1	0.0	0.0	0.1	0.0	0.0	
Wed	20	4346	38	282	23	5	7	1	0	4	0	0	4726
(%)	0.4	92.0	0.8	6.0	0.5	0.1	0.1	0.0	0.0	0.1	0.0	0.0	
Thu	18	4527	34	287	20	9	2	0	0	6	0	0	4903
(%)	0.4	92.3	0.7	5.9	0.4	0.2	0.0	0.0	0.0	0.1	0.0	0.0	
Fri*	1	305	2	27	10	2	0	0	0	3	0	0	350
(%)	0.3	87.1	0.6	7.7	2.9	0.6	0.0	0.0	0.0	0.9	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	20	4335	45	272	28	7	5	1	0	4	0	0	4722
(%)	0.4	91.8	1.0	5.8	0.6	0.1	0.1	0.0	0.0	0.1	0.0	0.0	
Weekdays													
	20	4335	45	272	28	7	5	1	0	4	0	0	4722
(%)	0.4	91.8	1.0	5.8	0.6	0.1	0.1	0.0	0.0	0.1	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Vehicle Counts (Virtual Day)

VirtVehicleCount-385 -- English (ENA)

Datasets:

Site:	**[00056] Treelands Dr BWS Yamba**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:44 Friday, 24 April 2015 => 8:26 Friday, 1 May 2015
File:	0005601May2015.EC0 (Plus)
Identifier:	E6959M69 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**8:44 Friday, 24 April 2015 => 8:26 Friday, 1 May 2015**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range:	10 - 160 km/h.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (ARX)
Units:	Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile:	Vehicles = 31718 / 31960 (99.24%)

* Virtual Day - Total=4541, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
10	**4**	**4**	**5**	**14**	**37**	**113**	**179**	**279**	**370**	**383**	**389**	**406**	**388**	**352**	**403**	**406**	**315**	**198**	**119**	**77**	**58**	**21**	**10**
7	2	1	1	2	6	22	37	58	84	101	91	**105**	93	95	96	**101**	83	63	36	21	18	8	4
1	1	1	1	2	6	27	47	66	91	97	96	**104**	96	80	104	**101**	85	52	28	21	17	5	2
1	1	1	1	3	9	32	46	66	93	95	93	**102**	100	81	98	**102**	77	45	29	21	13	4	2
1	0	1	2	7	16	33	49	89	103	90	**108**	94	99	97	**105**	101	70	38	26	14	10	4	2

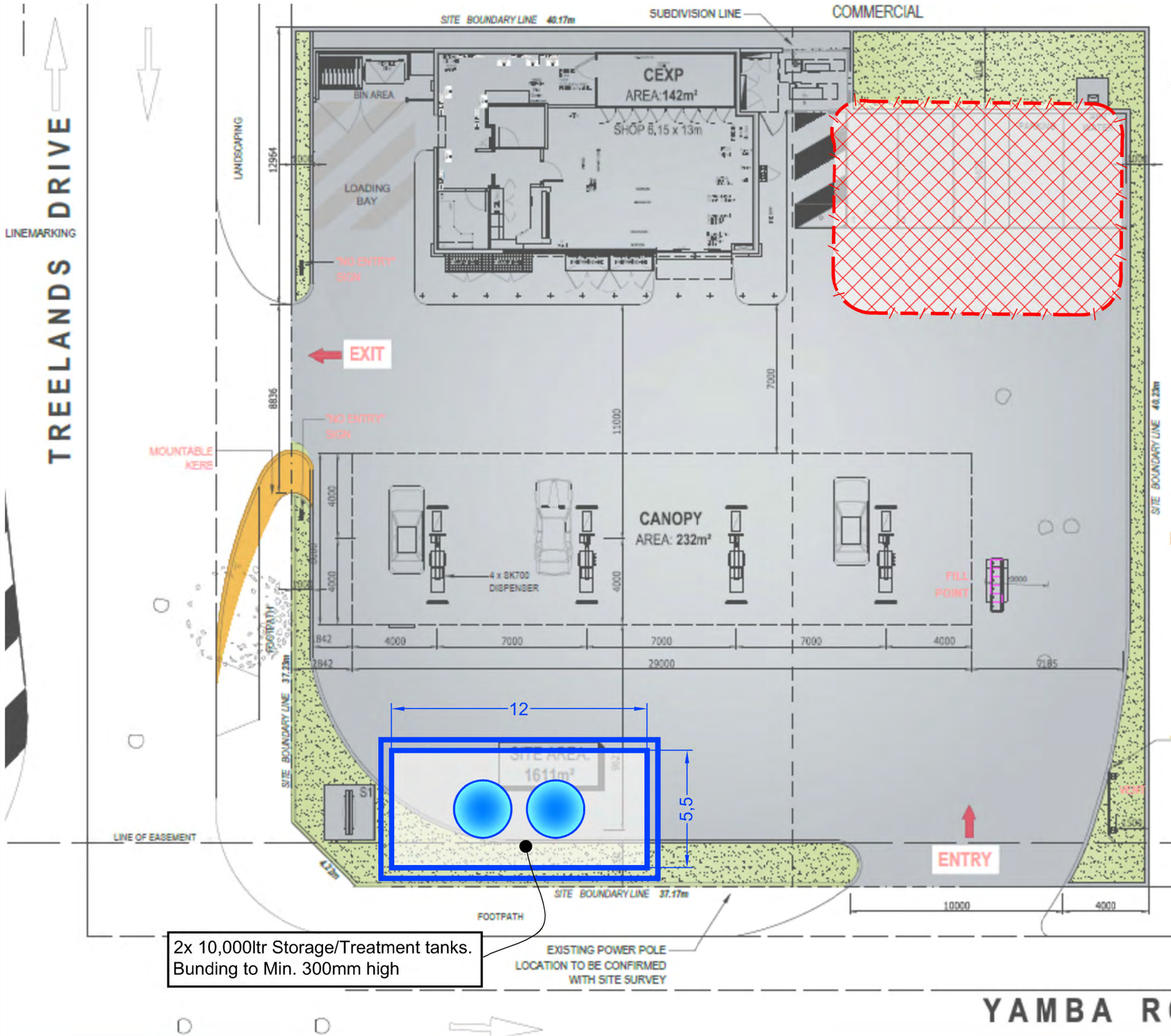
AM Peak 1145 - 1245 (419), AM PHF=0.97 PM Peak 1545 - 1645 (409), PM PHF=0.98

Numbers have been rounded to the nearest integer.

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

ATTACHMENT 5

Acid Sulfate Soil Management Plan



Acid Sulphate Management

1. All excavation (excepting topsoil to a depth of 300mm) shall be assessed for acid sulphate potential
2. Materials excavated from trenches shall be stockpiled within the designated acid sulphate treatment area
3. A minimum of 1000kg of lime to be available on site at all times
4. Refer to acid sulphate management strategy soil treatment during construction (ref: 14/252 May 2015) for work method details.
5. Any dewatering to be stored within storage treatment tanks and tested/treated prior to discharge.

Legend

Acid Sulphate Bunded Storage Area

10,000ltr Storage Treatment Tank (2 required)

REV	DATE	AMENDMENT
B		
C		
D		
E		
F		

SOURCE PLAN: Project Management By SWITCH Site Plan SK-001

crawing3.dwg - a3 plan

Newton Denny Chapelle
Surveyors Planners Engineers
Email: office@newtondennychapelle.com.au
LISMORE 31 Carrington St. Lismore 2480 PH: 6622 1011
CASINO 100 Barker St. Casino 2470 PH: 6662 5000
ABN: 86 220 045 469

AS1 Acid Sulphate Management Plan

CLIENT: Westlawn Property Trust

LOCATION: LOTs 2 & 3 DP 576021
189 Yamba Road
Yamba

DATE: May 2015 REF: 14/252
SCALE: 200@ A3 DRAWN: PS

ACID SULFATE MANAGEMENT STRATEGY – SOIL TREATMENT DURING CONSTRUCTION REF: 14252

This Acid Sulphate Soils (ASS) Management Plan has been prepared so as to provide a preliminary assessment to demonstrate that the site can readily be managed so as to cater for the presence of Acid Sulphate Soils – Class 2 as identified within Clarence Valley Council mapping.

Detailed soil testing would be required at Development Application stage to confirm the liming rates required for the project, with such investigation to involve drilling 4 boreholes and testing at 0.5m levels down to a depth of 4m.

The key aspects of the ASS is that once topsoil materials are removed (ie typically the top 200mm of the site), acid sulphate soil is likely to be found.

Areas brought to the attention of the contractor which are more likely to generate acid sulphate soils are:

(a) Excavation for the installation of stormwater pipelines
(b) Excavation for the installation of GPT or similar devices for stormwater quality control
(c) Excavation for the installation of storage tanks
(d) Excavation of service trenches (electrical/water) deeper than 300mm
(e) Dewatering of parts of the site, in particular for the installation of storage tanks.

NDC Drg No AS1 identifies an area which can be bunded and used for the stockpiling and treatment of acid sulphate soils with lime and a site area for the storage/treatment of groundwater (ie dewatering when installing the tanks). A conservative minimum liming ratio of 18 kg/m^3 has initially been assigned, however as subsequent testing and assessment of the liming ratio is performed, this table maybe modified a lessor/higher ratio is determined. It is important to note that the contractor is required to have up to 1000kg of lime onsite at any given time to enable treatment of 50m^3 of excavated materials whenever directed.

Tabulation of site specific management matters that would need to be implemented for the construction on site are:

ISSUE	PROCEDURE	SITE SPECIFIC CONSTRAINTS
Responsible Person	The earthworks manager shall be responsible for ensuring the appropriate management of acid sulfate soils as outlined in this document. Works are to occur onsite, however if off-site treatment is proposed, additional approvals need to be verified.	** IMPORTANT** All treatment to occur onsite.
Operational Policy	To effectively treat all excavated acid sulfate soil and avoid any adverse environmental impacts during the earthworks/construction phase.	
PerformanceCriteria	Verification sampling indicates that the appropriate treatment procedures have been employed such that results of these tests display excess acid neutralising capacity (ANC). Chromium suite acid base accounting will be used to verify treated material in accordance with Table A3.6 of the *Laboratory Methods Guidelines* (Ahern *et.al.* 2004). An ANC of 0.5 times the potential acidity of the soil is required. If the ANC is less than 0.2 times the potential plus existing acidity, the soil will be re-treated. Surface water discharged from the site will comply with the criteria specified in WATER TREATMENT requirements.	

ISSUE	PROCEDURE	SITE SPECIFIC CONSTRAINTS
Implementation Strategy	**Treatment pad design** • The treatment pad/s must be contained within bunded areas. The bunded areas will be located in such a way as to minimise surface runoff. • Bunds will be constructed of material that is known to be free of acid sulfate soils. • Leachate collection drains surrounding the treatment pad/s will be constructed within the bunded areas. Leachate will be directed to a holding pond and tested in accordance with WATER TREATMENT requirements prior to discharge from the site. • Treatment pads, bunds and collection drains will be prepared with a guard layer (bed of lime) at a minimum rate of 5 kg/m^2. • Total soil depth within the treatment pad/s must not exceed 1.0m. **Treatment procedure** • Excavated soil will be transported to the treatment pad/s for neutralisation. • Soil will be placed on the treatment pad/s to a depth of between150mm to 300mm to allow drying. • Excavated soil will be treated with fine agricultural lime at the following rates: Shallow disturbances (0.0m to 1.0m BSL) 18 kg lime/m^3 Deeper disturbances (>1.5m NSL) up to 80 kg lime/m^3 maybe required. Rate to be confirmed. All treated material will be thoroughly mixed. • Additional layers must not be applied to the treatment pad/s until verification testing indicates successful neutralisation. • An additional guard layer (5kg lime/m^2) must be applied to the treatment pad/s between each treatment layer. • The liming rates are calculated based on the highest net acidity values for the relevant treatment depths, and include a combined safety and neutralising factor of 1.5. • A minimum of 1000kg of fine agricultural lime must be stored on-site at all times during the earthworks phase to ensure that any potentially hazardous situations can be controlled. **Stockpiling** Temporary stockpiling of untreated ASS will be minimised. No untreated ASS will be stockpiled for more than a 12 hour period.	Lime treatment rate is to be confirmed by site testing on excavated soils..
	Backfill treatment • 5kg of lime /m^2 will be applied to the base of all excavated areas, whether known ASS or not. • A guard layer shall be placed as backfill around all concrete structures. This guard layer will be treated with excess neutralising agent at a rate of 18 kg/m^3 to prevent the premature deterioration of the structure due to the corrosive effects of ASS.	
Monitoring	**Soil validation** Validation sampling will be at the rate of not less than one sample per 50m^3 of treated material. All samples will be collected by a suitably qualified person and delivered to an approved laboratory for analysis by the Chromium Suite Verification Method. Testing shall include analysis for existing (including retained acidity), potential acidity and acid neutralising capacity.	

ISSUE	PROCEDURE	SITE SPECIFIC CONSTRAINTS
Auditing	The consulting engineer or environmental scientist will undertake fortnightly audits of the monitoring and acid sulfate soil verification test results to ensure that: • All disturbed ASS material is neutralised; and • No impacts associated with ASS disturbances are present.	
Reporting	The earthworks manager will keep records of all test results and quantities of lime used during treatment. All records will be available for inspection on site during the earthworks phase of the development. Validation reports will be prepared fortnightly and provided to Council on request.	
Corrective Action	If validation sampling indicates that ASS material has not been fully neutralised, then additional lime will be applied based on the validation test results. Additional validation testing will be undertaken until the treated soil records an ANC of greater than 0.2 times the potential plus existing acidity.	

ACID SULFATE MANAGEMENT STRATEGY – WATER TREATMENT

<table>
<tr><th>ISSUE</th><th>PROCEDURE</th><th>SITE SPECIFIC CONSTRAINTS</th></tr>
<tr><td>Responsible Person</td><td>The earthworks manager will be responsible for implementing the appropriate management of surface water as outlined in this document.</td><td>Contractor to nominate to PCA as to the Earthworks Manager details.</td></tr>
<tr><td>Operational Policy</td><td>To minimise impacts on groundwater and surface waters by effectively treating all leachate and water discharged from the site during the earthworks phase of the development.</td><td>A designated holding tank or pond required for water treatment</td></tr>
<tr><td>PerformanceCriteria</td><td>All surface water discharged from the site must comply with the following criteria:
<table>
<tr><th>Parameter</th><th>Release criteria</th></tr>
<tr><td>pH</td><td>7.0 – 8.4 [A]</td></tr>
<tr><td>Dissolved Oxygen (% saturation).</td><td>90 – 110 [A]</td></tr>
<tr><td>Turbidity ntu</td><td>0.5 - 10 [B]</td></tr>
<tr><td>Suspended Solids mg/L</td><td>50 [C]</td></tr>
<tr><td>Iron (soluble) mg/L</td><td>1.0[D]</td></tr>
<tr><td>Aluminium (soluble) mg/L</td><td><0.005 [If pH < 6.5][D]
<0.10 [If pH > 6.5][D]</td></tr>
</table>
Table Notes:
a) Freshwater Lakes and Reservoirs criterion from Australian New Zealand Environment and Conservation Council (ANZECC) / Agriculture and Resource Management Council of Australia and New Zealand (ARMCANZ) (2000) Australian and New Zealand Guidelines for Fresh and Marine Water Quality - Section 3 Aquatic Ecosystems (Table 3.3.2);
b) Department of Environment and Conservation (NSW) Marine Water Quality Objectives for NSW Oceans – North Coast (October 2005);
c) Adopted from Table 2.5.1.1 of the Queensland Water Quality Guidelines, March 2006 (Mid-estuarine and tidal canals, constructed estuaries, marinas and boat harbours).
d) Freshwater criteria from Table 5-B National Environment Protection (Assessment of Site Contamination) Measure 1999 Schedule B (1) Guideline on the Investigation Levels for Soil and Groundwater. No criteria are specified for marine waters.</td><td></td></tr>
<tr><td>Implementation Strategy</td><td>All surface water will be retained and monitored prior to discharge from the site. Monitoring data will be assessed for indications of acid sulfate and/or other relevant impacts. If monitoring indicates non-compliance with the above specified release criteria, then the water will be treated prior to discharge.</td><td></td></tr>
<tr><td>Monitoring</td><td>Collected surface water will be analysed at the specified frequencies for the following parameters:
<table>
<tr><th>Parameter</th><th>Frequency</th></tr>
<tr><td>pH</td><td>Daily</td></tr>
<tr><td>Suspended Solids</td><td>Weekly</td></tr>
<tr><td>Turbidity</td><td>Twice weekly</td></tr>
<tr><td>Dissolved Oxygen</td><td>Daily</td></tr>
<tr><td>Iron (soluble)</td><td>Weekly</td></tr>
<tr><td>Aluminium (soluble)</td><td>Weekly</td></tr>
</table></td><td></td></tr>
<tr><td>Auditing</td><td>The Consulting Engineer or Environmental Scientist will undertake fortnightly audits of the water quality monitoring data to ensure that all discharges comply with the performance criteria.</td><td></td></tr>
<tr><td>Reporting</td><td>All records will be available for inspection on site during the earthworks phase of development.

Surface water monitoring reports will be prepared fortnightly and provided to Council on request.</td><td></td></tr>
<tr><td>Corrective Action</td><td>Treatment of water within leachate collection ponds and stormwater retention basins will be undertaken if required. Daily monitoring will be undertaken until the recorded value/s meets the performance criteria.</td><td></td></tr>
</table>

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

ATTACHMENT 6

Concept Design Plan

TREELANDS DRIVE

LANDSCAPING

LINEMARKING

SITE BOUNDARY LINE 40.17m

SUBDIVISION LINE

COMMERCIAL

BIN AREA

LANDSCAPING

PARKING

ACCESS WC

STAFF

ADMIN

DRY STORE

CEXP
AREA:80m²

SHOP 6.15 x 13m

SELLING AREA

ICE BOX

KWIK GAS CAGE

PARKING

AIR/
WATER

"NO ENTRY" SIGN

LINEMARKING

LINEMARKING

KERBING

EXIT

MOUNTABLE
KERB

"NO ENTRY"
SIGN

MOUNTABLE
KERB

CANOPY
AREA: 232m²

4 x SK700
DISPENSER

FILL
POINT

SITE BOUNDARY LINE 40.23m

FOOTPATH

SITE BOUNDARY LINE 37.23m

SITE AREA:
1611mį

S1

KERBING

"ARMCO" GUARD RAIL

VENT

LINE OF EASEMENT

4.20m

ENTRY

EASEMENT TO BE CONFIRMED

SITE BOUNDARY LINE 37.17m

FOOTPATH

FOOTPATH

EXISTING POWER POLE
LOCATION TO BE CONFIRMED
WITH SITE SURVEY

YAMBA ROAD

RESIDENTIAL

NOTE:
ROAD MARKINGS ARE APPROX.
& SHOULD BE TREATED AS SUCH

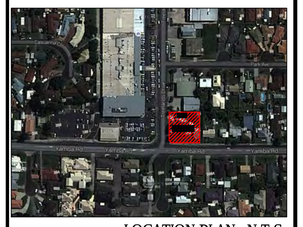
NOTE:
GRADIENTS NEED TO COMPLY WITH
AUSTRALIAN STANDARDS WITH
REGARDS TO HEAVY VEHICLES.

* PROPERTY DIMENSIONS TO BE
CONFIRMED WITH SITE SURVEY.

REV	DESCRIPTION	BY	DATE
A	PRELIMINARY	AWM	18.09.13
B	REDESIGN SITE	AWM	23.09.13

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION



LOCATION PLAN N.T.S.

coles

MEINHARDT

Meinhardt Australia Pty Ltd
A.C.N. 052 275 635

Level 12, 501 Swanston Street
Melbourne VIC 3000
Australia
T: +61 3 8676 1200
F: +61 3 8676 1201
info@meinhardtgroup.com
http://www.meinhardtgroup.com

COLES SITE NUMBER
-

PROJECT
PROPOSED SERVICE STATION
CNR YAMBA ROAD & TREELANDS DRIVE
YAMBA, NSW

CLIENT
COLES DEVELOPMENT GROUP

TITLE
PROPOSED SITE PLAN
.
.

NORTH

DESIGNED	DRAWN	APPROVED	SCALE @ A3	SCALE @ A1
AWM	AWM	MC	1:200	1:100

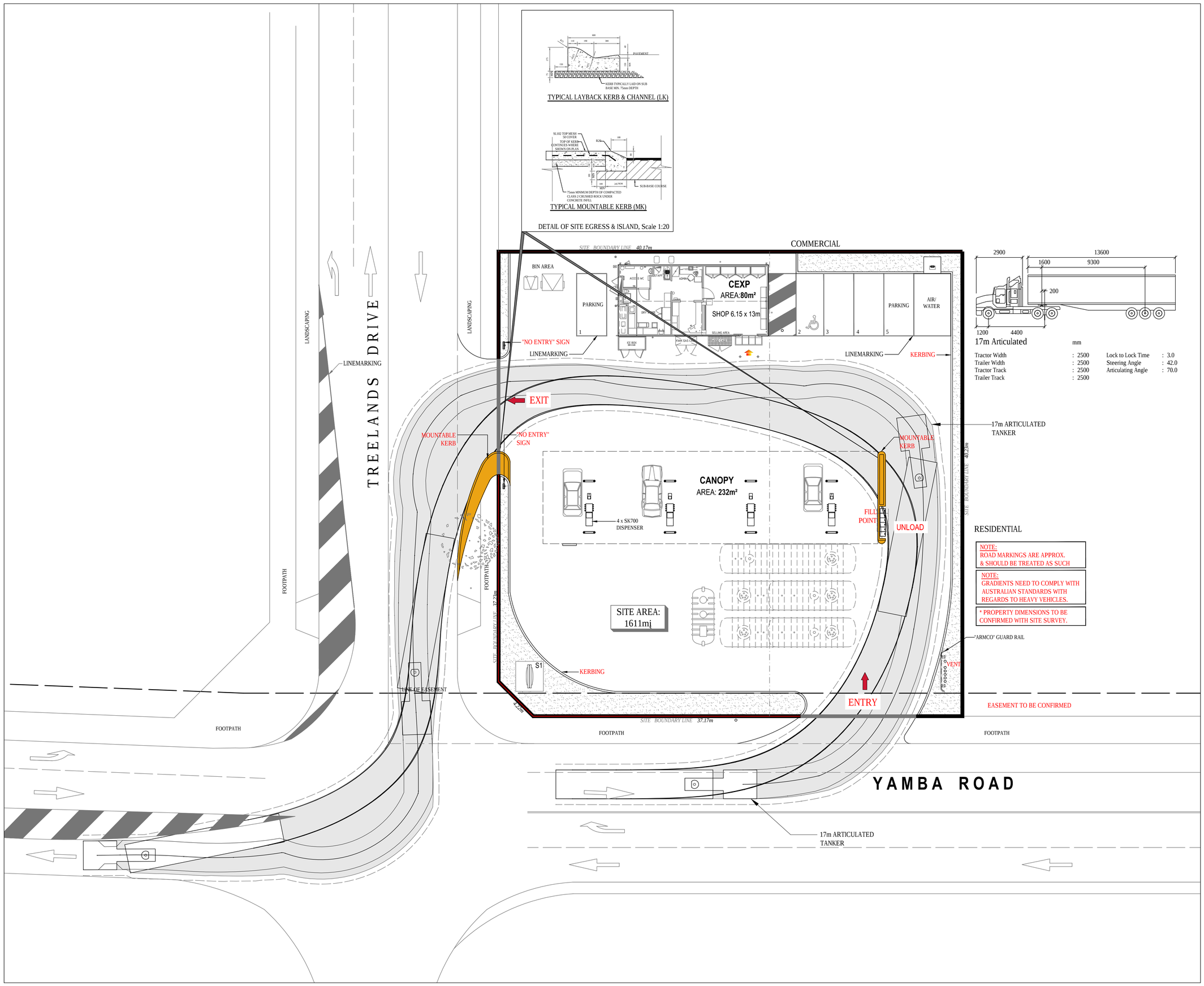
CONSULTANT'S PROJECT No
-A

PMC PROJECT No	DRAWING No	REV
110231	SK01	B

TYPICAL LAYBACK KERB & CHANNEL (LK)

TYPICAL MOUNTABLE KERB (MK)

DETAIL OF SITE EGRESS & ISLAND, Scale 1:20



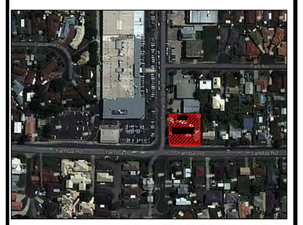
17m Articulated mm

Tractor Width	: 2500	Lock to Lock Time	: 3.0
Trailer Width	: 2500	Steering Angle	: 42.0
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

REV	DESCRIPTION	BY	DATE
A	PRELIMINARY	AWM	18.09.13
B	REDESIGN SITE	AWM	23.09.13

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION



LOCATION PLAN N.T.S.

coles

MEINHARDT
Meinhardt Australia Pty Ltd
A.C.N. 052 275 635

Level 12, 501 Swanston Street
Melbourne VIC 3000
Australia
T: +61 3 8676 1200
F: +61 3 8676 1201
info@meinhardtgroup.com
http://www.meinhardtgroup.com

COLES SITE NUMBER
-

PROJECT
PROPOSED SERVICE STATION
CNR YAMBA ROAD & TREELANDS DRIVE
YAMBA, NSW

CLIENT
COLES DEVELOPMENT GROUP

TITLE
SCHEMATIC DESIGN
17m ARTICULATED
TANKER TURNING PATH

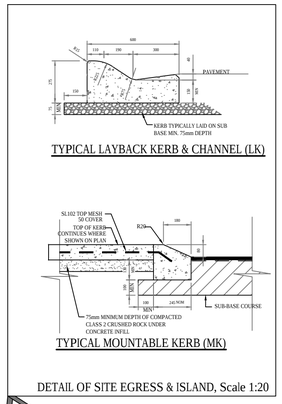
NORTH

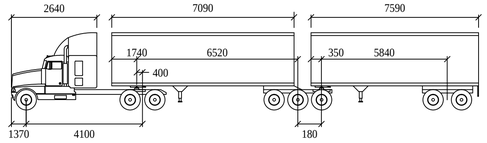
DESIGNED	DRAWN	APPROVED	SCALE @ A3	SCALE @ A1
AWM	AWM	MC	1:300	1:150

CONSULTANT'S PROJECT No
-A

PMC PROJECT No	DRAWING No	REV
110231	SK01A	B

DWG FILE: L:\Meinhardt Australia\Projects\25265 - Shell Robour Australia\CAD\Cad Blocks\0-Setup Colors\A1-V-1.dwg - MH PLOT TIME: 05 Jul 2010, 10:07am





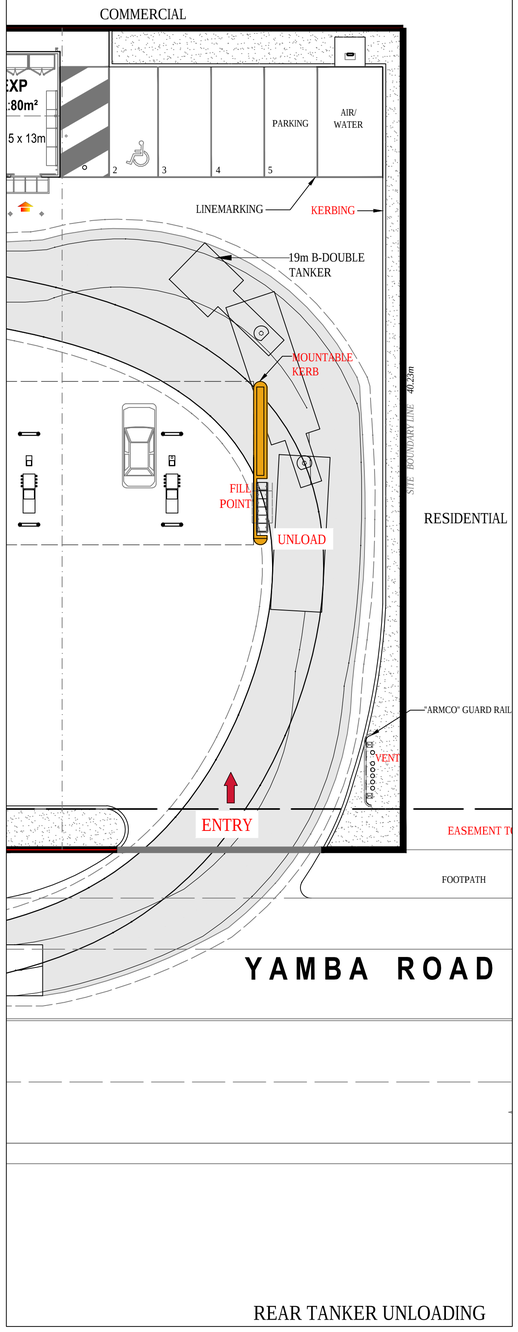
19M B-DOUBLE KW mm

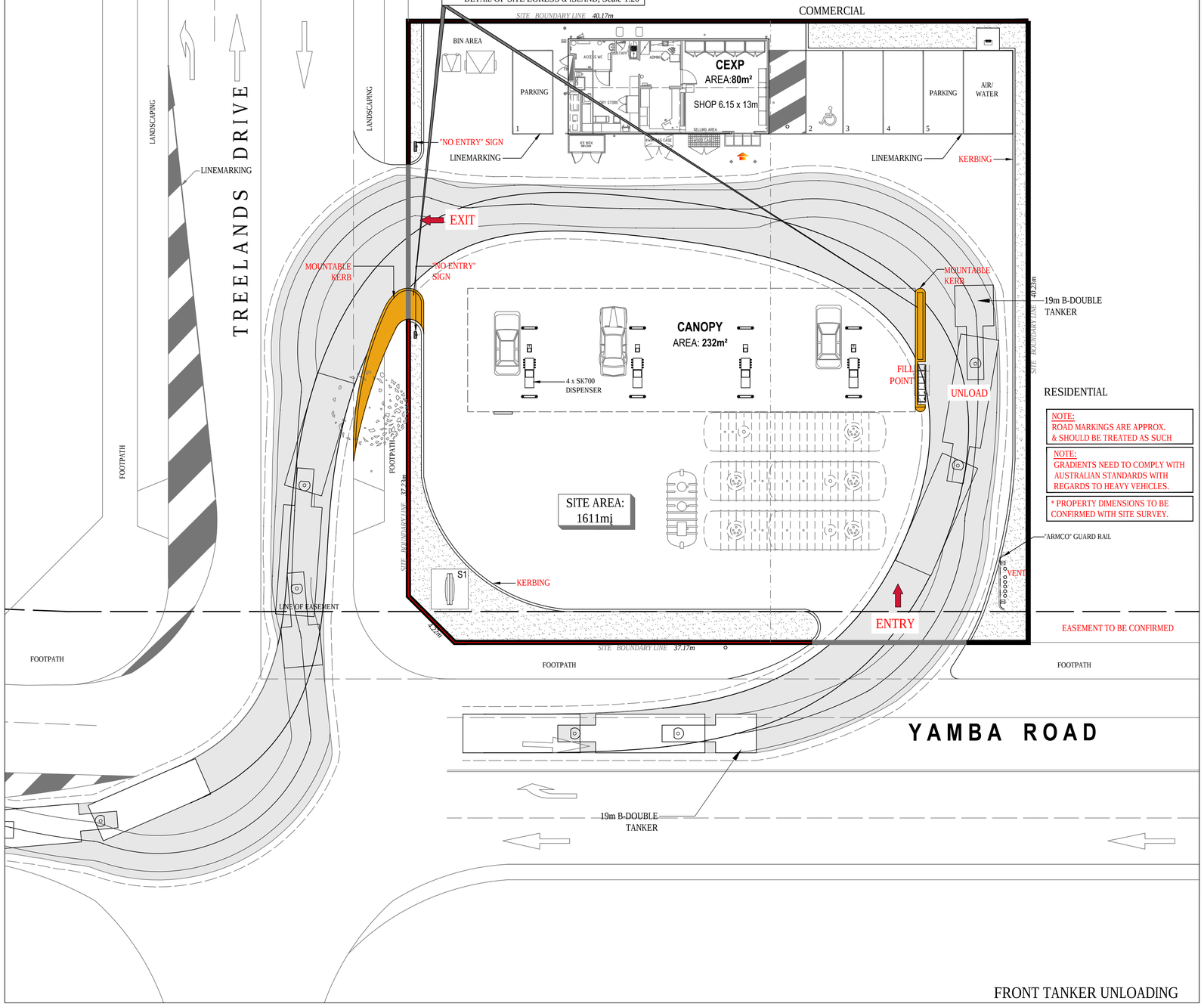
Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 23.5
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

REV	DESCRIPTION	BY	DATE
A	PRELIMINARY	AWM	18.09.13
B	REDESIGN SITE	AWM	23.09.13

STATUS

PRELIMINARY
NOT FOR CONSTRUCTION

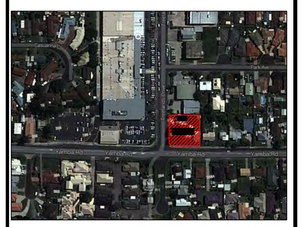




NOTE:
ROAD MARKINGS ARE APPROX. & SHOULD BE TREATED AS SUCH

NOTE:
GRADIENTS NEED TO COMPLY WITH AUSTRALIAN STANDARDS WITH REGARDS TO HEAVY VEHICLES.

* PROPERTY DIMENSIONS TO BE CONFIRMED WITH SITE SURVEY.



LOCATION PLAN N.T.S.

coles

MEINHARDT
Meinhardt Australia Pty Ltd
A.C.N. 052 275 635
Level 12, 501 Swanston Street
Melbourne VIC 3000
Australia
T: +61 3 8676 1200
F: +61 3 8676 1201
info@meinhardtgroup.com
http://www.meinhardtgroup.com

COLES SITE NUMBER
-

PROJECT
PROPOSED SERVICE STATION
CNR YAMBA ROAD & TREELANDS DRIVE
YAMBA, NSW

CLIENT
COLES DEVELOPMENT GROUP

TITLE
SCHEMATIC DESIGN
19m B-DOUBLE
TANKER TURNING PATH

NORTH

DESIGNED	DRAWN	APPROVED	SCALE @ A3	SCALE @ A1
AWM	AWM	MC	1:300	1:150

CONSULTANT'S PROJECT No
-A

PMC PROJECT No	DRAWING No	REV
110231	SK01B	B

Newton Denny Chapelle
SURVEYORS PLANNERS ENGINEERS

ATTACHMENT 7

Proposed Local Environmental Plan Maps

EXISTING LAND ZONE -
CLARENCE VALLEY LOCAL ENVIRONMENTAL PLAN 2011

PROPOSED LAND ZONE -
CLARENCE VALLEY LOCAL ENVIRONMENTAL PLAN 2011

REV	DATE	AMENDMENT
B		
C		
D		
E		
F		

SOURCE PLAN: www.maps.six.nsw.gov.au - accessed 16.02.15

k:\jobs\2014\14252 - westlawn property trust\planning\planning plans\ndc plans\cad files\14252 - jestermond.dwg - plan 2 - land zones

LEGEND

- PROPERTY BOUNDARY
- B2 - LOCAL CENTRE
- R2 - LOW DENSITY RESIDENTIAL

Newton Denny Chapelle
Surveyors Planners Engineers
Email: office@newtondennychapelle.com.au
LISMORE 31 Carrington St. Lismore 2480 PH: 6622 1011
CASINO 100 Barker St. Casino 2470 PH: 6662 5000

MAP 1 - LEP LAND ZONES

CLIENT: JESTERMOND PTY LTD

LOCATION: LOT 2 & 3 DP57602147
TREELANDS DRIVE & YAMBA RD
YAMBA NSW

DATE: 16.02.15 REF: 14/252
SCALE: nts DRAWN: bk