

Report

Subject	Proposed Local Environmental Plan 2012 Amendment to Schedule 1 - service station at 1055 Bruxner Highway, Goonellabah
TRIM Record No	BP20/215:AF19/4732
Prepared by	Consultant Planner - Mike Svikis Planning
Reason	To obtain a Council resolution to seek a Gateway determination from the Department of Planning, Industry and Environment for the amendment of LEP 2012 Schedule 1 to permit a service station at 1055 Bruxner Highway, Goonellabah.
Strategic Theme	Our built environment
Strategy	Our land-use planning caters for all sectors of the community.
Action	Ensure a diverse range of land use and development opportunities are available.

Executive Summary

This report provides Council with an overview of a planning proposal for part of 1055 Bruxner Highway, Goonellabah (part Lot 42 DP 868366) that will, if approved:

- Amend Schedule 1 of Lismore LEP 2012 to permit a service station to be constructed on the northern side of the highway. The size of the service station will be limited by a maximum Gross Floor Area (GFA) of 150 m²;
- Amend the Minimum Lot Size Map to change part of the subject land from 40ha to 7,000m² (that part on the northern side of the highway) and the balance from 40ha to 27ha so the land on the northern side of the highway can be subdivided from the balance of the lot on the southern side of the highway;
- Add a new Additional Permitted Uses Map that covers the subject land and identify the subject land on it (that part of Lot 42 DP 868366 north of the Bruxner Highway).

The planning proposal affects land identified in the Lismore Growth Management Strategy 2015-2035, which has been endorsed by Council and the (then) Department of Planning and Environment.

The application as submitted largely relies on information from a previous planning proposal that did not proceed. This information needs to be updated and made specific to the subject land. Additional studies or updates are documented in this report and the revised planning proposal.

It is recommended that Council support the attached planning proposal for the purposes of seeking a Gateway determination from the NSW Department of Planning, Industry and Environment. This support is conditional on the applicant supplying the additional studies or updates after Gateway determination and prior to public exhibition. It is also conditional on that information reinforcing that the site is suitable for use as a service station and that any impacts will be acceptable. It is also recommended that staff report back to Council prior to the planning proposal being placed on public exhibition.

Recommendation

That:

1. Council support the planning proposal to enable part of 1055 Bruxner Highway, Goonellabah (part Lot 42 DP 868366) to be used for a service station (and subdivided) as detailed in Attachment 1 to this report for the purposes of seeking a Gateway determination from the NSW Department of Planning, Industry and Environment, requesting it issue a Gateway determination. This support is conditional on the applicant supplying additional studies or updates after Gateway determination and prior to public exhibition, and on that information reinforcing that the site is suitable for use as a service station and that any impacts will be acceptable; and
2. The proponent is to provide the following information post Gateway determination:
 - a) Land Use Conflict Risk Assessment;
 - b) Flora and fauna assessment;
 - c) Traffic Generation report;
 - d) Slope analysis report;
 - e) On-Site Wastewater Management assessment;
 - f) European and Aboriginal Cultural Heritage assessment specific to the subject site;
 - g) Bushfire hazard assessment;
 - h) Agricultural land assessment; and
3. Staff bring a report back to Council outlining the Gateway determination as well as the outcomes of the applicant's additional studies and reports prior to the public exhibition of the planning proposal and government agency consultation.

Background

Council received an initial planning proposal in November 2019 which was revised in January 2020. The purpose of the planning proposal is to enable a development application to be submitted for a service station on the subject land on the northern side of the Bruxner Highway and allow that small piece of land to be subdivided from the balance of the parent lot. This will require an LEP Amendment to nominate 'service station' as an additional permitted use and change the minimum lot size.

This site was part of a broader proposal in 2015/2016 that involved a manufactured home estate on the southern side of the Bruxner Highway. In 2019, the site was mooted as a Highway Service Centre with associated shops and facilities. These proposals did not proceed for various reasons.

The current planning proposal is based on a service station with a Gross Floor Area (GFA) of less than 150 m². This is a size that is more likely to be focussed on servicing the local community and reflects the constraints of the subject land.

The subject site

Figure 1 shows the subject land, being 1055 Bruxner Highway, Goonellabah (part Lot 42 DP 868366).



Figure 1: Subject site location (the subject land is north of the highway)

The planning proposal applies to part of 1055 Bruxner Highway, Goonellabah (part Lot 42 DP 868366). The area of the subject land is approximately 8,300 m². It is triangle shaped and separated from the balance of the lot by the Bruxner Highway. The subject land is mostly open disturbed bushland. It is at the head of a gully with steep land around the edges. No dwellings or structures exist on the subject land, but it is subject to a 5-metre easement on its southern boundary for a Rous County Council main that links back to the water reservoir located immediately east of the site.

The subject land is currently zoned RU1 Primary Production. Figure 2 is the existing Zone Map for the subject land. The current minimum lot size for RU1 land is 40 hectares. Other relevant mapping is in the “LEP Maps” section of this report.

Surrounding land to the south and east is within Zone RU1 Primary Production and is used for agriculture. Land adjoining to the north is also within Zone RU1; however, it is used for rural residential. Surrounding land to the west and south west within Zone R1 General Residential is developed for residential use. Land to the northwest is within Zone SP2 Infrastructure (Educational Establishment) and is occupied by the Summerland Christian College.

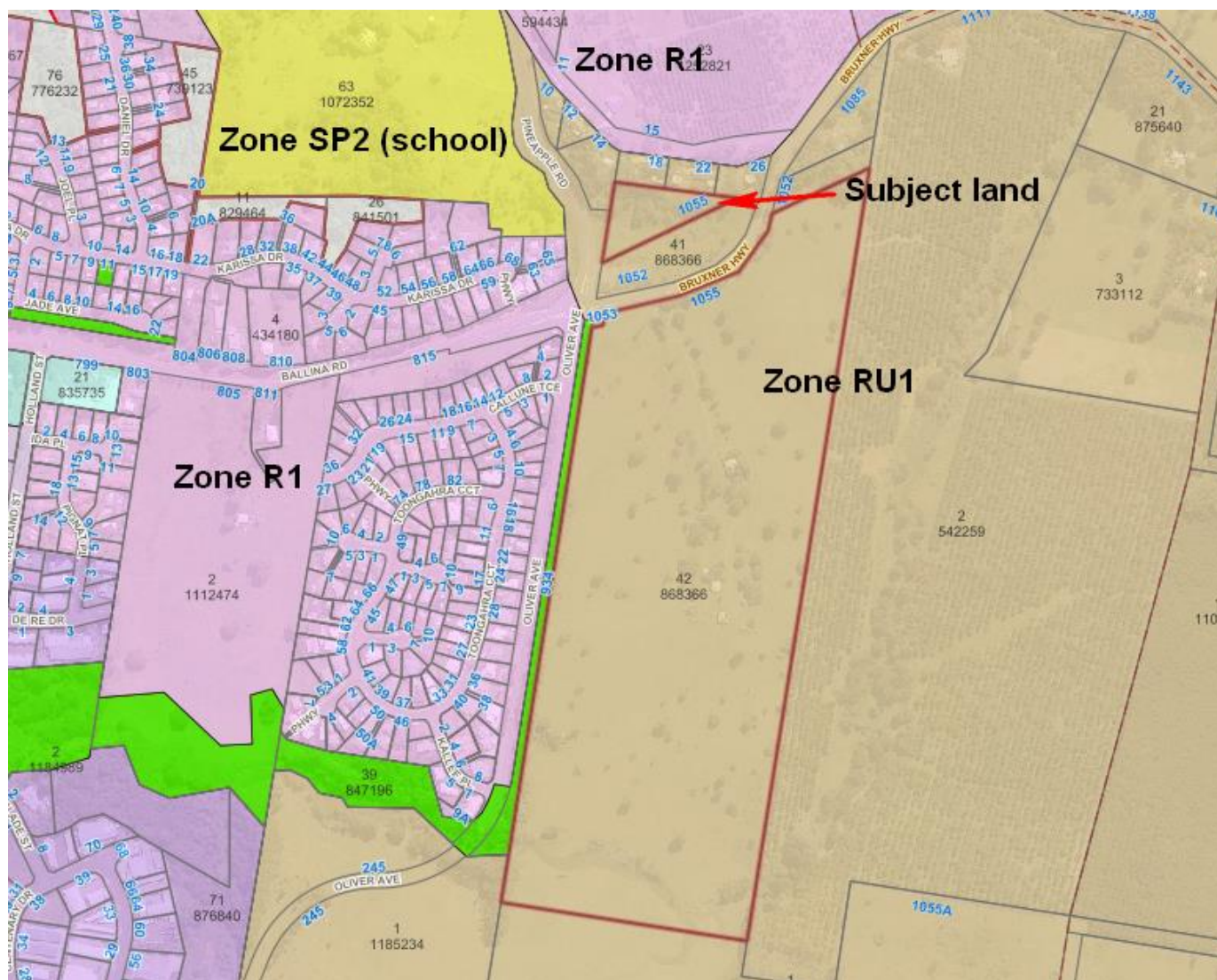


Figure 2: Existing Zone Map

Environmental, Social and Infrastructure Assessment

The applicant has relied on various studies undertaken as part of a broader proposal in 2015/2016 that involved a manufactured home estate in a different location (southern side of the Bruxner Highway) at the same allotment. Most of these studies are not related to the triangular portion of the lot that forms the subject of this planning proposal and consequently additional reporting will be required for this planning proposal as detailed below.

Ecology

An ecological assessment has been undertaken over a broad area (that includes the subject land) by the land owner's consultant. This assessment found that the subject land has limited ecological values. No threatened fauna was identified on the site. There is no evidence of koalas using the site. This assessment described the site as disturbed bushland. This community occurs as a small patch of young/regrowth, mostly native small trees and a weedy ground cover.

This study is five years old and needs to be updated and made specific to the subject land, which is considerably smaller than the original study area.

Roads and Traffic

Traffic is a key issue with this site because it is close to the roundabout on the Bruxner Highway and the Pineapple Road connection to this roundabout is expected to deliver a lot of residential traffic and school traffic to this intersection. A detailed traffic assessment has not been included with the planning proposal. The applicant has offered to undertake this work after the Gateway determination and before public exhibition. Council has specifically asked for a Traffic Generation Report inclusive of expected AM peak trips / PM peak trips / and average daily trips. A breakdown of how this is derived should be provided (i.e. number of bowzers / number of bays / GFA m² / other site uses / servicing). It needs to be confirmed that the Traffic Generation Report is based on 150 m² of GFA as most recently proposed. Once Council has this Traffic Generation Report, it would commission a model to include network and planning horizons (i.e. +10 year, etc) with key focus on the Bruxner Highway/Pineapple Road roundabout.

Consultation with Roads and Maritime Services in relation to the Bruxner Highway intersection is also required. Another matter that needs to be considered is the long-term possibility of the Bruxner Highway being realigned to occupy the Council land immediately adjacent to the proposed service station site. Refer to Figure 3 below.

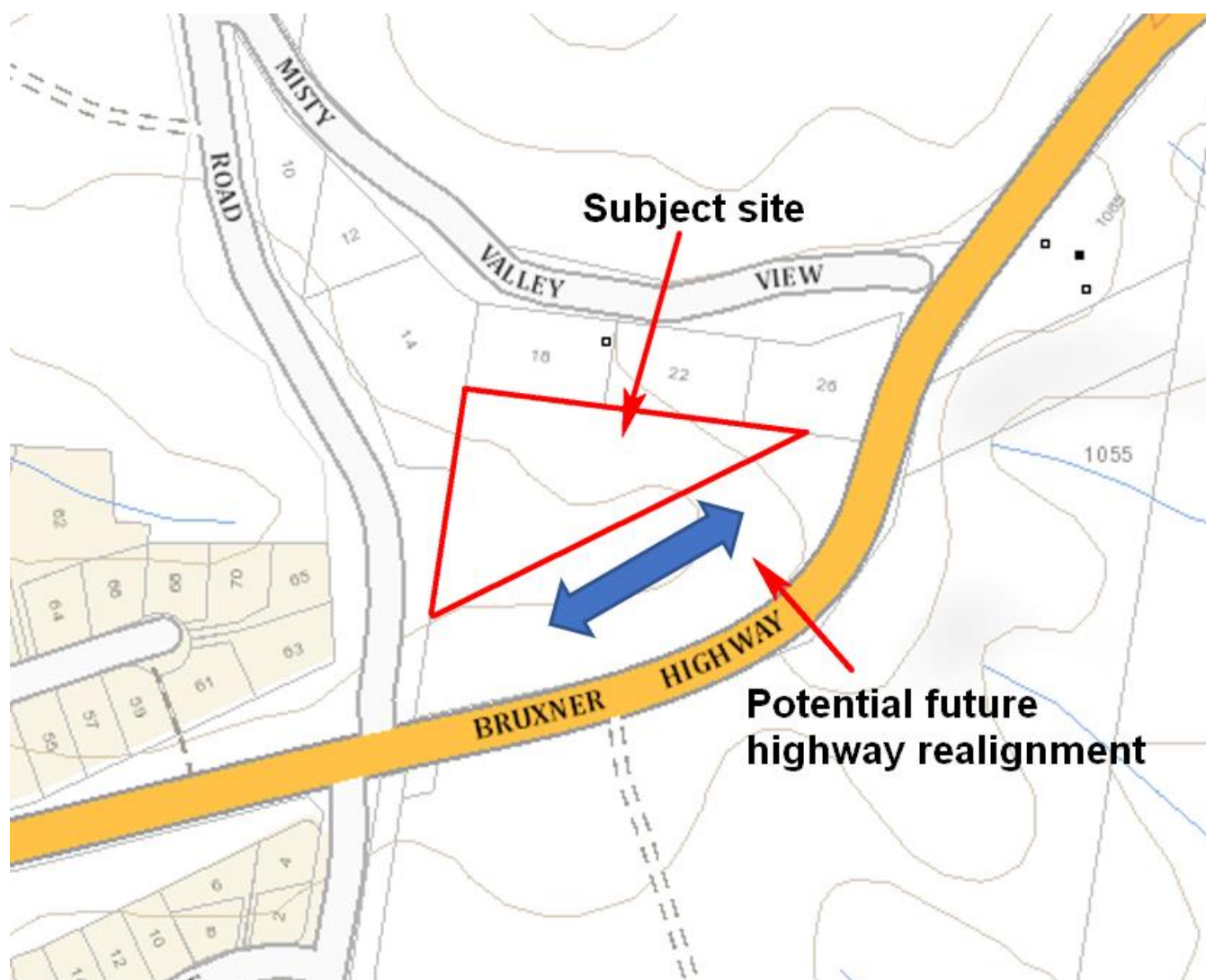


Figure 3: Possible long term Bruxner Highway realignment

Pineapple Road Shared Path

Pineapple Road at the subject land is identified in the Pineapple Rd Structure Plan (DCP chapter 5A) as being a location for a shared path (pedestrian and bicycle). Clause 1.5.1 of the DCP states that the Structure Plan provides “indicative locations for infrastructure”. The intent is that the future residential subdivision along Pineapple Road will construct the path in the road reserve. Given the location of a school site along the western side it may be appropriate to locate the shared path on the western side. This is a matter for a future DA and is not a prohibition to the service station proceeding on the subject land. Refer to Figure 4 below.

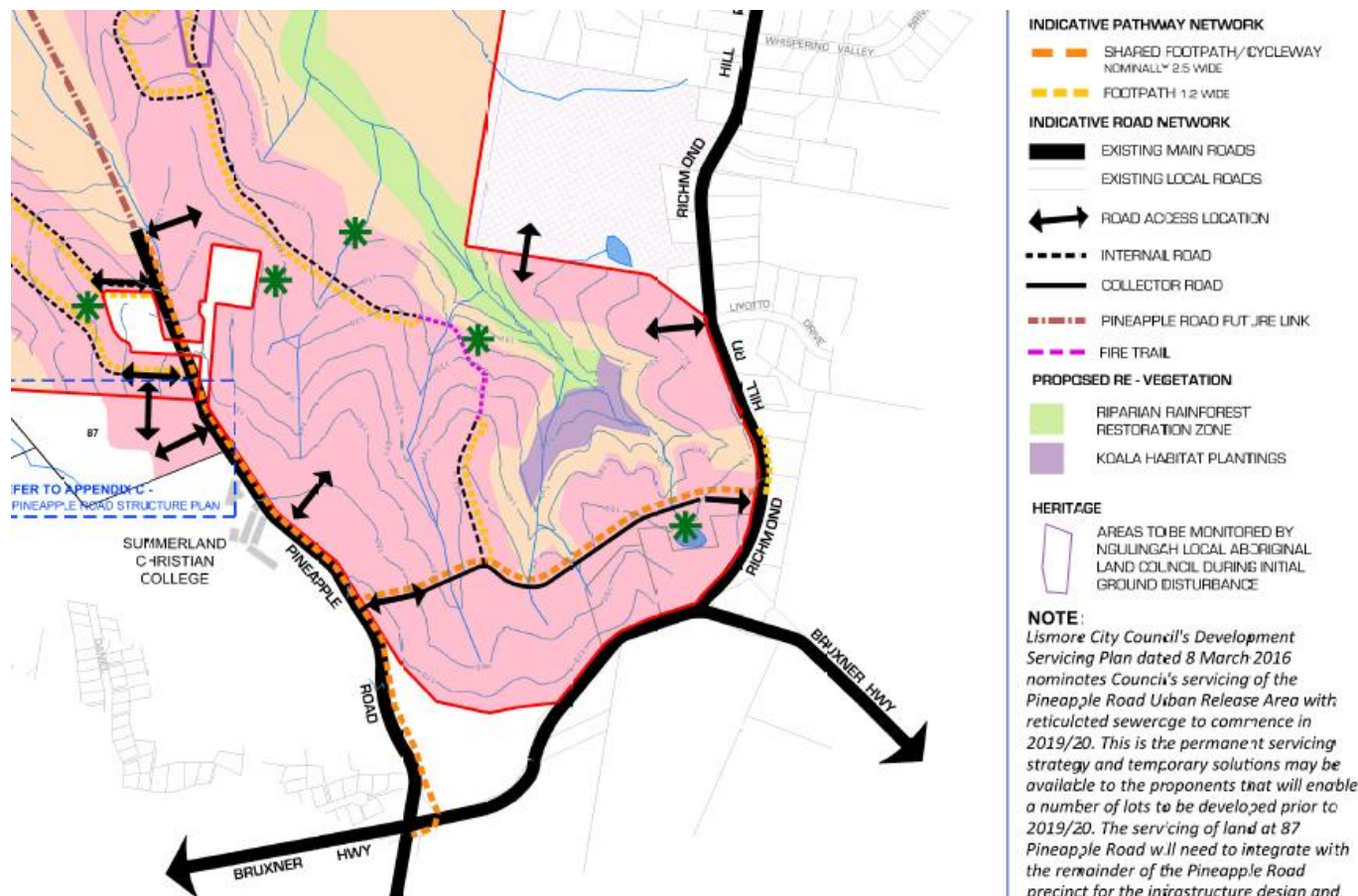


Figure 4: Pineapple Road Shared Path

Geotechnical / Slope issues

The site slope generally varies with some steeper land around the edges. A slope analysis study is required to establish that this specific site is not unstable land and is suitable for the proposed use without significant effects on adjacent land.

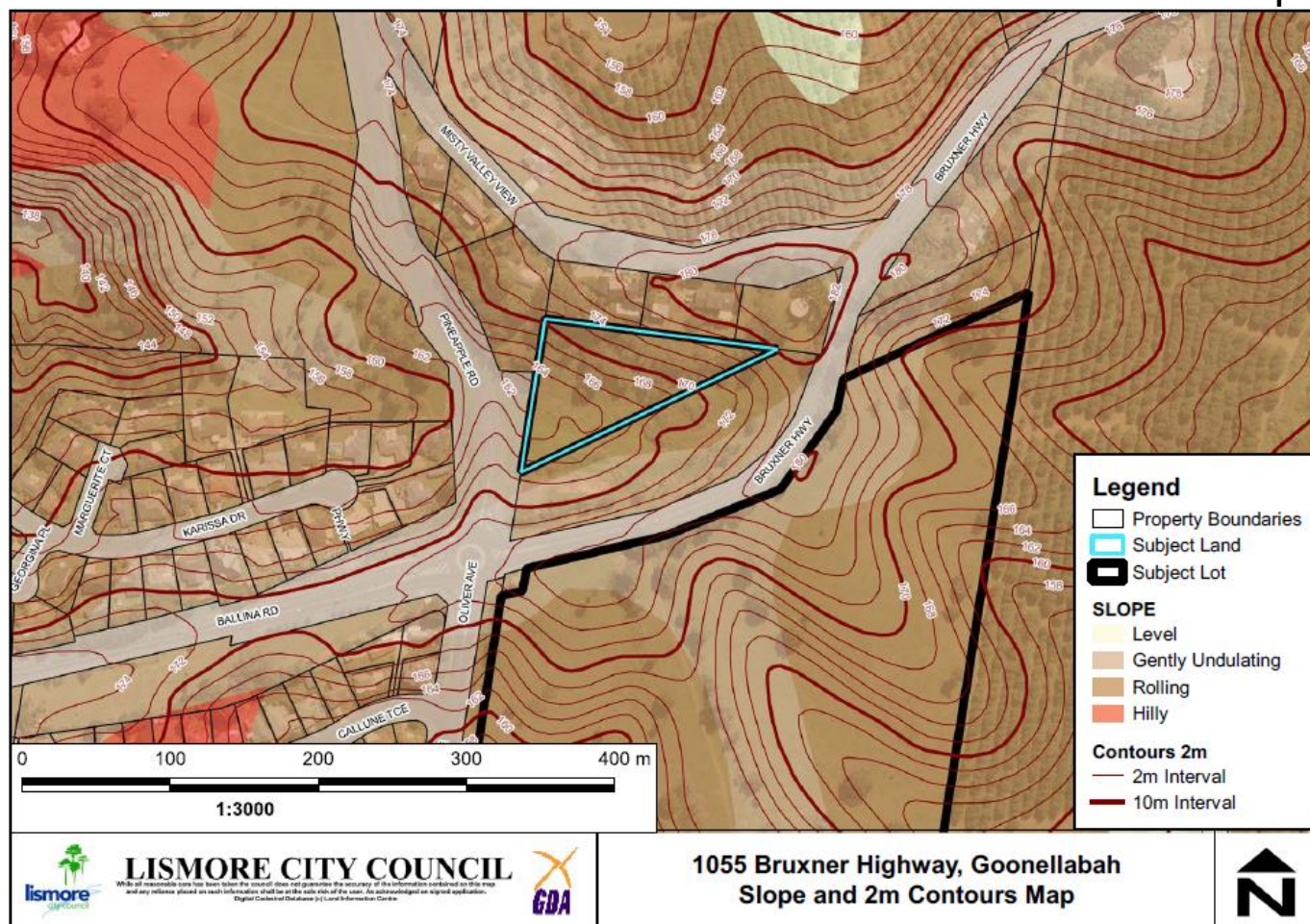


Figure 5: Slope and contours

Water and On-site Wastewater Disposal, Electricity and Communications

LCC water supply is not a major issue with a water main in the Pineapple Road reserve that could be accessed. Rainwater tanks could also be used to provide water to toilets and for external use in a future service station. However, the site is constrained by a Rous City Council main along the southern boundary where a 5.0m wide easement is located. Direct access to this water main is not anticipated. With respect to the Terms of the easement in favour of Rous County Council, no structures are permitted within this easement.

The subject site is not serviced by a reticulated sewerage system. The nearest sewerage service to the site is currently at capacity and no further connections will be permitted to this infrastructure. A sewerage system located to the south, in Holland Street, is near capacity and remote from the site. Any spare capacity available in the Holland Street network has been nominated for use by an approved yet to be developed, residential subdivision (DA16/45). New infrastructure referred to as "The Northern Trunk" is currently in the planning phase and due to commence construction in the 2019/2020 financial year. However, no contracts for this work have been issued or approved. An estimated time for completion of such works could be in the 2020/2021 horizon.

On-site wastewater management could be used on this site as an interim step before reticulated sewerage is available. The sewage disposal area must be located on the same lot to ensure appropriate management and control of the sewerage system. The site has physical constraints and is in a drinking water catchment. Additional information should be provided to Council after Gateway determination but before public exhibition, demonstrating that wastewater can be appropriately managed on-site with

reference to the Lismore City Council On-site Wastewater Management Strategy and the Rous County Council's On-site Wastewater Management Guidelines.

Electricity and communications are reticulated throughout the locality.

Contamination

The history of the site for grazing suggests a low probability that it will be contaminated from past land use. In compliance with SEPP 55, a preliminary contaminated land assessment was undertaken for a previous development proposal and it concluded the site has minimal risk of being contaminated. Given the information presented within the historical search of the previous report, and the detached nature of the development site, it is unlikely that the site has been used historically for potentially contaminating activities and the proposed commercial use of the site does not raise any concerns. No further assessment of this issue is required.

Stormwater

The site is in the Wilsons River drinking water catchment. Compliance will be required at development application stage with Council's Water Sensitive Design DCP Chapter 22. No further reporting is required.

Cultural Heritage

The applicant has supplied a European and Aboriginal cultural heritage assessment that includes the subject land. The site does not contain registered sites or places listed on the Aboriginal Heritage Information Management system (AHIMS) and has no obvious European features. The study by Everick Consultants found no evidence of European heritage and no evidence of Aboriginal cultural heritage. Consultation with the Ngulingah LALC has also taken place and it raises no objections. An updated European and Aboriginal heritage assessment specific to the subject land will be required prior to public exhibition.

Bushfire Hazard

Most of the subject land is mapped as Vegetation Category 1 and 2. Some of the subject land is within a buffer to this vegetation. No assessment of this matter has been supplied by the applicant. A bushfire hazard assessment suitable for consultation with the Rural Fire Service will be required prior to public exhibition.

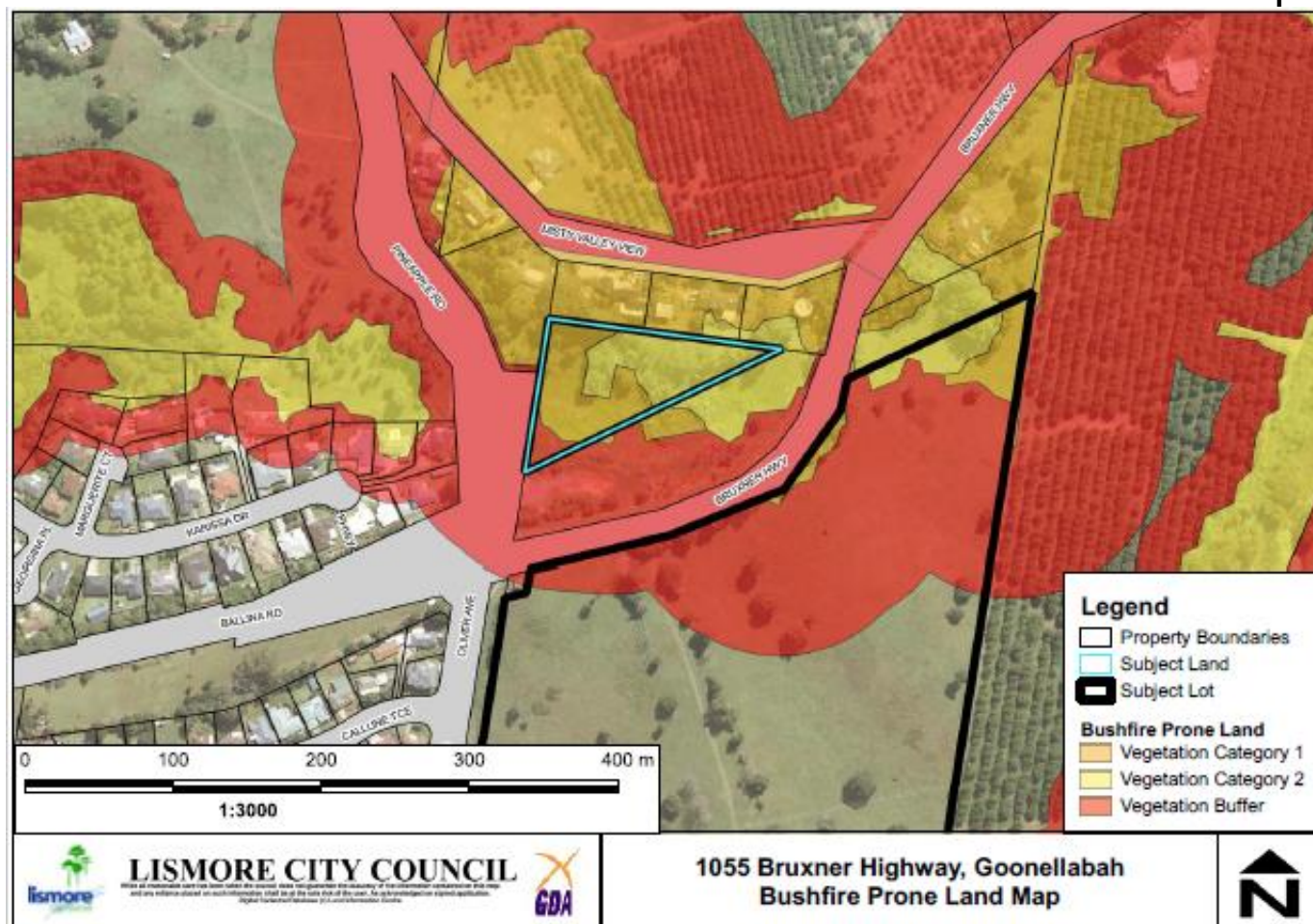


Figure 6: Bushfire prone land

Land Use Conflict

Rural industry conflicts are not anticipated with no agriculture (mostly grazing) or horticulture being undertaken near to the subject land. The potential interface with rural residential development at the northern boundary can be addressed in a Land Use Conflict Risk Assessment (LUCRA) specific to this site. The LUCRA undertaken in 2015 does not address the service station and surrounding land uses.

A LUCRA that addresses the interface with rural residential development at the northern boundary and other adjoining land uses is required. This report should incorporate a noise impact assessment on neighbours.

Agricultural Land

The subject land is mapped as State significant farmland under the Northern Rivers Farmland Protection Project. The applicant states that the mapping of the site is a cartographic error as the land does not exhibit the slope or size attributes to qualify as State significant (or regionally significant).

An agricultural land assessment that includes an assessment of the specific site against section 4 of the report titled *Northern Rivers Farmland Protection Project – Final Recommendations* is required prior to public exhibition.

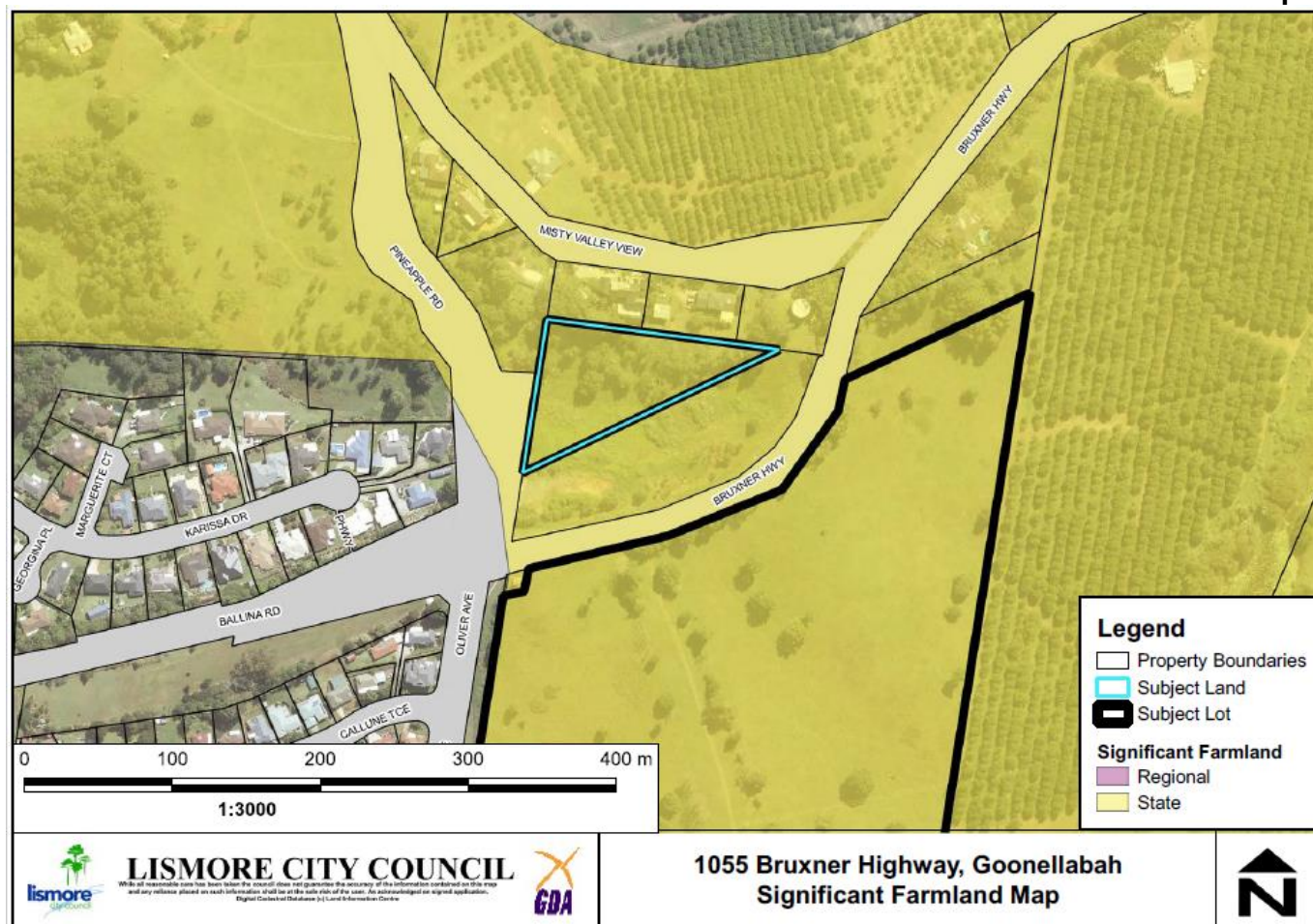


Figure 7: Significant Farmland

Overview of the planning proposal

The assessment provided in the previous sections of the report shows that a planning proposal can proceed to a Gateway determination, which would be subject to further studies. The planning proposal is to amend Local Environmental Plan 2012 as follows:

- Amend Schedule 1 to identify that part of Lot 42 DP 868366 (north of the Bruxner Highway) can be used for a service station subject to a limitation on the Gross Floor Area commensurate with the size and location of the land (150 m² GFA);
- Amend the Minimum Lot Size Map to change part of Lot 42 DP 868366 (north of the Bruxner Highway) from 40ha to 7,000m² and the balance of the land south of the highway from 40ha to 27ha to enable the service station site to be subdivided from the land south of the Bruxner Highway;
- Add a new Additional Permitted Uses Map that covers the subject land and identify the subject land on it (that part of Lot 42 DP 868366 north of the Bruxner Highway).

A summary of the planning proposal structured in accordance with DP&IE's guidelines for planning proposals is provided in Table 1.

Table 1: Planning Proposal Summary

Part	Requirements	Description of Planning Proposal
1	Objectives or	The objective of this planning proposal is to enable a development

Part	Requirements	Description of Planning Proposal
	Intended Outcomes	<p>application for a service station and subdivision on part of 1055 Bruxner Highway, Goonellabah (part Lot 42 DP 868366).</p> <p>This objective will be achieved through an amendment to Lismore LEP 2012, specifically Schedule 1 and the maps for Minimum Lot Size and Additional Permitted Uses.</p>
2	Explanation of Provisions	<p>It is proposed that Lismore Local Environmental Plan 2012 be amended as follows:</p> <ul style="list-style-type: none"> Amend Schedule 1 to identify that part of Lot 42 DP 868366 (north of the Bruxner Highway) can be used for a service station subject to a limitation on the Gross Floor Area commensurate with the size and location of the land (150 m² GFA); Amend the Minimum Lot Size Map to change part of Lot 42 DP 868366 (north of the Bruxner Highway) from 40ha to 7,000m² and the balance of the land (south of the highway) from 40ha to 27ha to enable the service station site to be subdivided from the land south of the highway; Add a new Additional Permitted Uses Map that covers the subject land and identify the subject land on it (that part of Lot 42 DP 868366 north of the Bruxner Highway).
3	Justification Section A – Need for the Planning Proposal 1 Is the planning proposal a result of any strategic study or report? 2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	<p>The Lismore Growth Management Strategy (GMS) 2015-2035 states on pages 83/84, in relation to Strategy for Business, Industry and other Employment Lands (Goonellabah) that: <i>The proposal for a service station could have merit but this would, if approved, be achieved through an amendment to the Lismore LEP 2012 written instrument rather than a rezoning of the land to a commercial zone that could enable a range of other development that is not desirable in that location. Further detailed investigation of the potential for a service station at this location, addressing site constraints and any concerns from neighbouring residents, will be required with any Planning Proposal to amend the LEP.</i></p> <p>The Lismore Growth Management Strategy 2015-2035 was adopted by Council on 12 May 2015. It was conditionally approved by the (then) Department of Planning and Environment on 11 August 2015.</p> <p>A planning proposal is the only way to permit the service station and subdivision.</p>
3	Justification Section B – Relationship to Strategic Planning Framework 3 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy? 4 Is the planning	<p>The planning proposal is consistent with most Actions in the North Coast Regional Plan (NCRP). Where inconsistencies occur, they are justified. Additional or revised studies will need to be supplied by the applicant before public exhibition to ensure that Council can establish that the planning proposal can be assessed as consistent, or further justify any inconsistency before it is finalised. Refer to the checklist against these NCRP Actions provided in the planning proposal located at Attachment 1.</p> <p>The Lismore Growth Management Strategy 2015-2035 was adopted by Lismore City Council on 12 May 2015. It was conditionally approved by the (then) Department of Planning and Environment on 11 August 2015. This planning proposal is consistent with that strategy.</p> <p>It is consistent or where inconsistent, the inconsistency is justified with</p>

Part	Requirements	Description of Planning Proposal
	<p><i>proposal consistent with the council's local strategy or other local strategic plan?</i></p> <p>5 <i>Is the planning proposal consistent with applicable State Environmental Planning Policies?</i></p> <p>6 <i>Is the planning proposal consistent with applicable s9.1 Ministerial Directions?</i></p>	<p>SEPPs, as demonstrated in the checklist in the planning proposal located at Attachment 1.</p> <p>It is consistent with s9.1 Ministerial Directions or where inconsistent, the inconsistency is justified, as demonstrated in the checklist in the planning proposal located at Attachment 1.</p>
3	<p>Justification</p> <p>Section C – Environmental, Social and Economic Impact</p> <p>7 <i>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?</i></p> <p>8 <i>Are there any likely environmental effects as a result of the planning proposal and how are they proposed to be managed?</i></p> <p>9 <i>Has the planning proposal adequately addressed any social and economic effects?</i></p>	<p>An ecological assessment has been undertaken for the subject land by the land owner's consultant. This assessment found that the subject land has limited ecological values. No threatened fauna was identified on the site. There is no evidence of koalas using the site. This assessment described the site as disturbed bushland. However, this work needs to be updated and made more specific to this site.</p> <p>Most of the subject land is mapped as bushfire prone. A bushfire hazard assessment has not been prepared but will be required as a condition of Gateway approval. Consultation with the Rural Fire Service is also still required.</p> <p>All the subject land is incorrectly identified as State significant agricultural land under the Farmland Mapping Project. Rural industry conflicts are not anticipated with no agriculture (mostly grazing) or horticulture being undertaken near to the subject land. The potential interface with rural residential development at the northern boundary can be addressed in a LUCRA specific to this site. The LUCRA undertaken in 2015 does not address the service station and surrounding land uses.</p> <p>The site is in the Wilsons River drinking water catchment. Stormwater controls and on-site effluent disposal will be important issues at future development application stage. Compliance with Council's Water Sensitive Design DCP will be important.</p> <p>The social and economic effects are likely to be positive as the service station will supply fuel and electric vehicle (EV) recharging services to local residents of the Pineapple Road precinct as well as passing traffic on the Bruxner Highway. There will be some employment opportunities and there will also be a positive effect during construction.</p> <p>The applicant has supplied a European and Aboriginal cultural heritage assessment for the whole of the subject lot. The site does not</p>

Part	Requirements	Description of Planning Proposal
		contain registered sites or places listed on AHIMS and has no obvious European structures. The study by Everick Consultants found no evidence of European heritage and no evidence of Aboriginal cultural heritage. Consultation with the Ngulingah LALC has also taken place and it raises no objections. The study needs to be updated so that its focus is the land that forms the subject of this proposal.
3	Justification Section D – State and Commonwealth Interests 10 Is there adequate public infrastructure for the planning proposal? 11 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?	<p>Traffic is a key issue with this site because of its proximity to Bruxner Highway / Pineapple Road roundabout. This roundabout was a key piece of infrastructure constructed to facilitate future residential development and expansion of the nearby school. A detailed traffic assessment has not been included with the planning proposal. The applicant has offered to undertake this work after the Gateway determination and before public exhibition. The traffic assessment will also need to consider the potential future realignment of the Bruxner Highway through the adjoining southern lot (a linear allotment located between the subject land and the Bruxner Highway).</p> <p>LCC water supply is not a major issue with a water main in the Pineapple Road reserve that can be accessed. Rainwater tanks could also be used to provide water to toilets and for external use in a future service station.</p> <p>The subject site is not serviced by a reticulated sewerage system. The nearest sewerage service to the site is currently at capacity and no further connections will be permitted to this infrastructure. A sewerage system located to the south, in Holland Street, is near capacity and remote from the site. On-site wastewater management could be used on this site as an interim step before reticulated sewerage is available. Additional information should be provided to Council after Gateway determination but before public exhibition, demonstrating that wastewater can be appropriately managed on-site with reference to the Lismore City Council On-site Wastewater Management Strategy and Rous County Council's On-site Wastewater Management Guidelines.</p> <p>At this early stage, it appears unlikely that there will be any issues of interest to Commonwealth authorities.</p> <p>State authorities were consulted in the preparation of the Lismore Growth Management Strategy 2015-2035, and their views taken into account.</p> <p>It is proposed that the authorities listed below are consulted in relation to this planning proposal, and that this consultation is commenced prior to the public exhibition of the planning proposal:</p> <ul style="list-style-type: none"> • Transport for NSW, • Rural Fire Service, • Department of Primary Industries, and • Biodiversity and Conservation Division of the DPI&E. <p>As the land is located within the Wilsons River Drinking Water Catchment, the planning proposal will also be referred to Rous County Council for review and comment.</p>
4	Mapping	It is proposed to schedule the subject land to permit a service station

Part	Requirements	Description of Planning Proposal
		and to alter the Minimum Lot Size from 40ha to 7,000m ² and the balance of the land from 40ha to 27ha to permit subdivision of the service station site from its parent lot. This will be achieved by amending Lismore LEP 2012 map sheet LSZ_005. It is proposed to include the subject land in the Additional Permitted Uses Map.
5	Community Consultation	Council will commence community consultation post-Gateway determination. For the purposes of public notification, a twenty-eight (28) day public exhibition period is appropriate.
6	Project Timeline	If the planning proposal is considered by Council at the meeting in 14 April 2020, it should be completed by February 2021.
7	Delegations	Council's LEP making delegations apply to routine LEPs. Council should have delegation in this instance. This will be determined by the Gateway determination.

Changes to the LEP Written Instrument

This planning proposal, if approved, will modify Schedule 1 of the written instrument (LEP 2012) by adding the following:

- 6 *Use of certain land at 1055 Bruxner Highway, Goonellabah*
- (1) *This clause applies to land at 1055 Bruxner Highway, Goonellabah, being part of Lot 42 DP 868366, identified as "6" on the Additional Permitted Uses Map.*
 - (2) *Development for the purpose of a service station is permitted with development consent.*
 - (3) *Development consent must not be granted under this clause if it would result in more than 150 square metres of gross floor area of all buildings on the land to which this clause applies being used for the purpose specified in subclause (2).*

Changes to the LEP Maps

The planning proposal will not alter the RU1 Primary Production zone. The Additional Permitted Uses Map and the Minimum Lot Size will need to be amended if the Planning Proposal is approved.

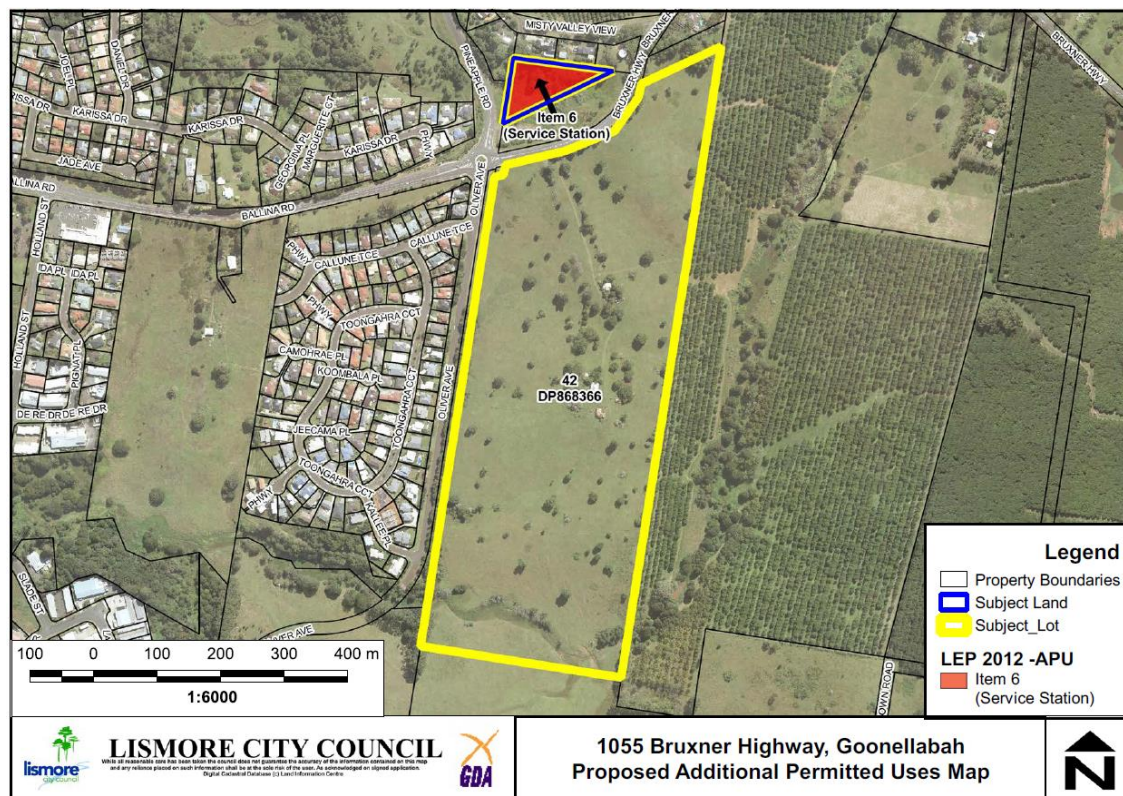


Figure 8: Proposed Additional Permitted Uses Map

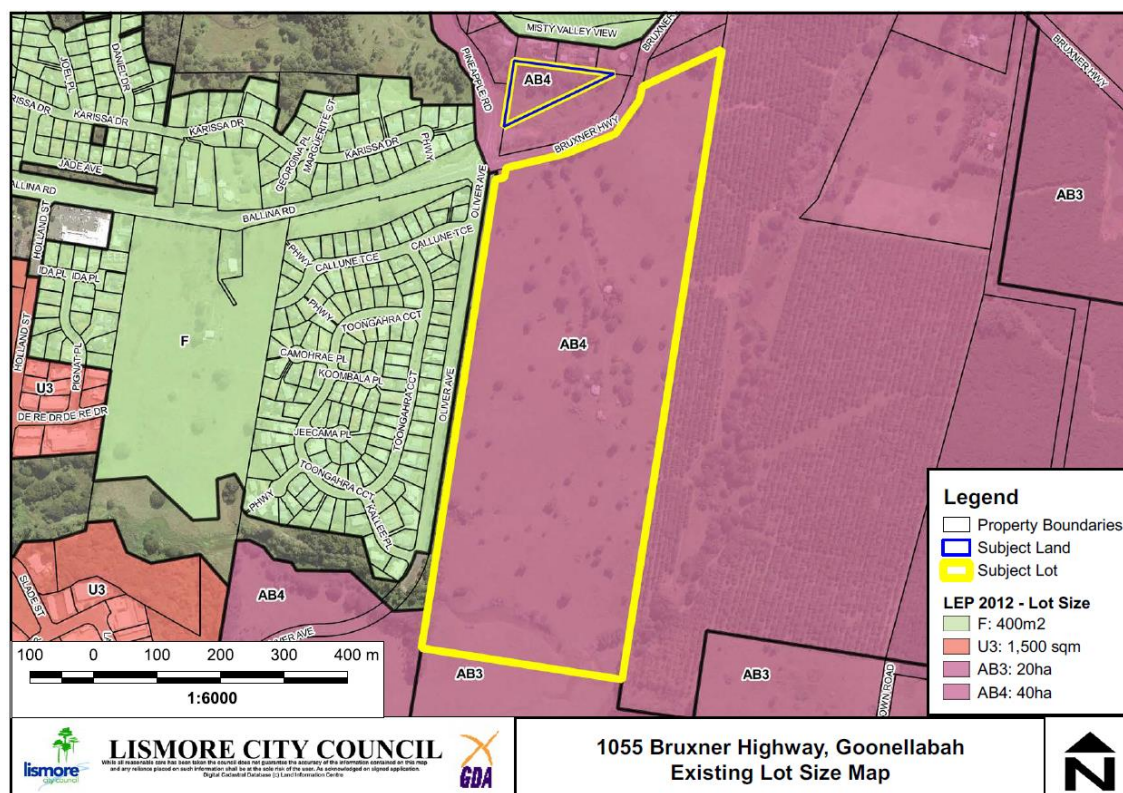


Figure 9: Existing Lot Size Map

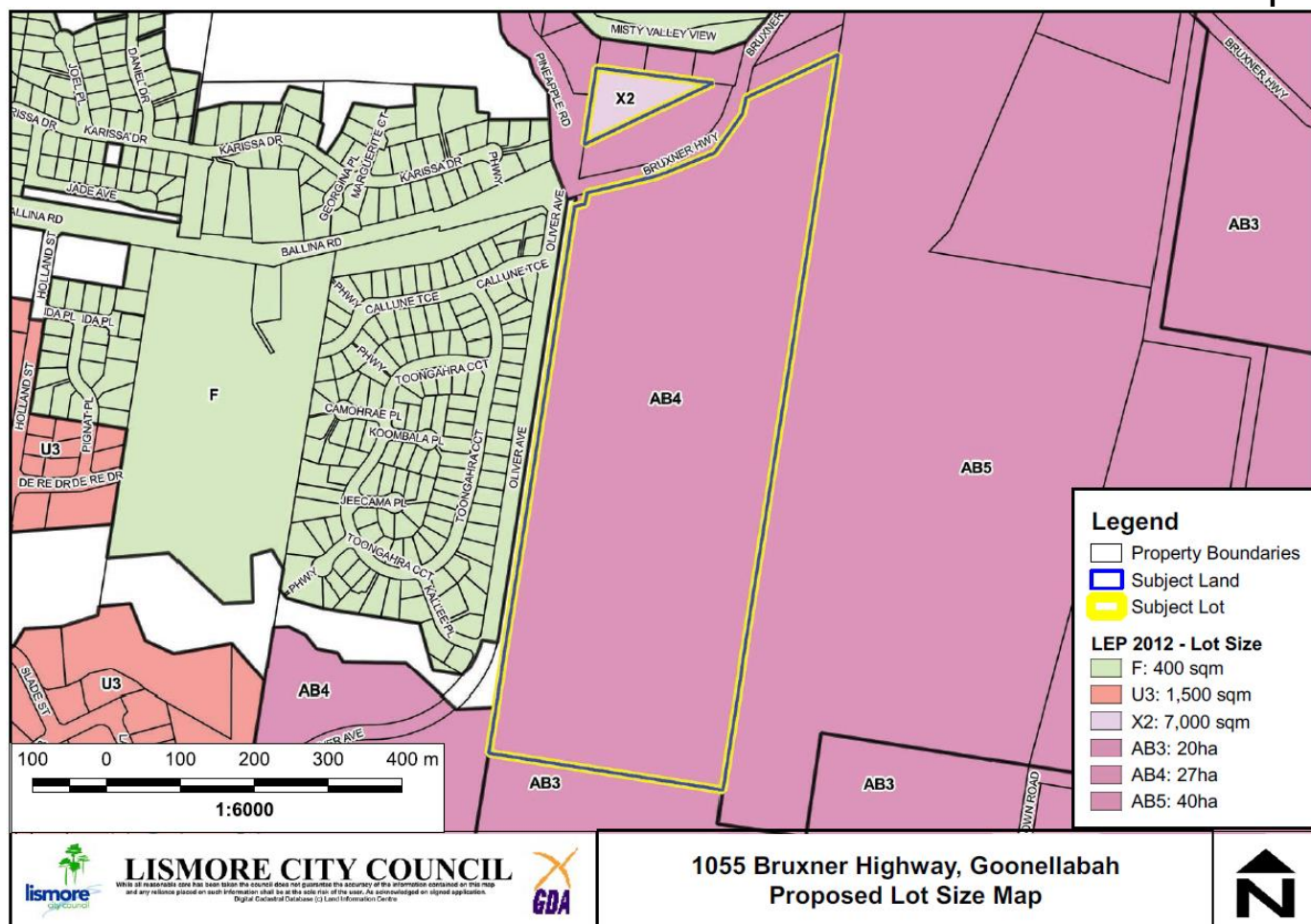


Figure 10: Proposed Lot Size Map

Comments

Finance

Finance is supportive of the recommendations contained within this report.

Other staff comments

Council staff have assessed the proposal as required and their assessment is incorporated in the Environmental, Social and Infrastructure Assessment in this report.

Public consultation

The planning proposal and supporting information will be publicly exhibited for twenty-eight (28) days or as required by the Department of Planning, Industry and Environment in its Gateway determination. Notification of the exhibited planning proposal will include:

- publication in Council's Local Matters that circulates in the area affected by the planning proposal,
- the web sites of Lismore City Council and the Department of Planning, Industry and Environment,
- letter to adjoining land holders.

The written notice will nominate the land that is the subject of the planning proposal along with a brief description of the objectives of the proposal and will state where and when the planning proposal can be inspected and how the community can make a submission.

Exhibition material will include the planning proposal and related studies in accordance with the Gateway determination.

Prior to or concurrent with the public exhibition of the planning proposal, Council will consult with:

- Transport for NSW,
- Rural Fire Service,
- Department of Primary Industries,
- Biodiversity and Conservation Division of the DPI&E,
- Rous County Council,
- Ngulingah Local Aboriginal Land Council.

All submissions will be reported back to Council with a planning comment and recommended response or changes to the planning proposal, if required.

LEP delegations

Council resolved at its Ordinary meeting of 11 December 2012 to accept the delegations which enable Council to process the final stages of a planning proposal (LEP amendment). The delegations only extend to routine LEPs. Council should have delegation in this instance. This will be confirmed with the Gateway determination.

Conclusion

The planning proposal attached to this report has been prepared in accordance with Department of Planning, Industry and Environment requirements.

The planning proposal complies with relevant SEPPs. It is consistent with most section 9.1 directions and the inconsistency with others is well justified at this stage in the process or is expected to be when additional studies are supplied. It is mostly consistent with the North Coast Regional Plan 2036 and inconsistencies are justified or are expected to be when additional studies are supplied. Details of those inconsistencies are contained in the planning proposal. It is substantially consistent with the Lismore Growth Management Strategy 2015-2035 and Imagine Lismore.

The applicant has relied on a range of studies to support the planning proposal. These studies were prepared for a different development over a wider land area some years ago and need to be updated and focused on the subject land and the service station development specifically.

There is enough information to enable Council to support the planning proposal and forward it to the Department of Planning, Industry and Environment seeking Gateway determination. However, this support is conditional on the applicant supplying additional information to an acceptable standard prior to public exhibition of the planning proposal.

Staff will review required post Gateway reports/studies and report back to Council outlining the Gateway determination as well as the outcomes of the applicant's additional studies and reports prior to the public exhibition of the planning proposal and government agency consultation. If Council is not satisfied with the additional information, it can resolve whether the planning proposal should proceed to public exhibition.

Attachment/s

1. Planning proposal report (Over 7 pages)