

2016-2017 Budget & Financial Plan



Our Ref: 15076
Contact: Rohan Johnston

5 July 2016

Interim General Manager
Gundagai Council – Cootamundra Office
PO Box 420
Cootamundra NSW 2590

ATTN: Jan Godman

RE: PROPOSED LIQUID FUEL DEPOT AND SERVICE STATION – PART OF EXISTING RAILWAY LAND, HOVELL STREET, COOTAMUNDRA NSW 2590

Further to preliminary discussions, please find the attached Planning Proposal application. The proposal seeks to develop an unnamed parcel in an existing railway land as a Liquid Fuel Depot and Service Station as an additional permitted use under Schedule 1 of the Cootamundra LEP2013.

It is noted that the landowners consent is to be provided separately by NSW Transport at the request of the Australian Rail Track Corporation, at a later date. The consent will be provided to Council once it has been obtained by the applicant.

If you have any questions, please don't hesitate to contact me on (02) 6921 8588.

Yours sincerely

Rohan Johnston
Town Planner
Salvestro Planning

29/06/2016

The General Manager
Gundagai Council
ATTN: Cootamundra Office
PO Box 420
Cootamundra NSW 2590

Dear Sir/Madam,

**RE: PLANNING PROPOSAL FOR PROPOSED REZONING OF EXISTING
INFRASTRUCTURE SITE - UNDESCRIBED LOT - 76 HOVELL STREET,
COOTAMUNDRA**

Please be advised that I authorise Salvestro Planning to act on my behalf for the abovementioned property. A copy of any correspondence should also be forwarded to:

Salvestro Planning
PO Box 783
Wagga Wagga NSW 2650

Or

admin@salvestroplanning.com.au

This authority also extends to any enquiries, verbal or written, made on my behalf to enable the ongoing processing and consideration of this matter.

Please forward a scanned copy of Council's Notice of Determination to Salvestro Planning (admin@salvestroplanning.com.au) to assist with ongoing compliance matters.

Please contact me on 0427 484 817 if you require any clarification.

Yours sincerely,



Mr Rod Faulks
Applicant

Cootamundra Shire Council

PO Box 420 Cootamundra NSW 2590

Phone 02 6940 2100 Email mail@cootamundra.nsw.gov.au

Fax 02 6940 2127 Web www.cootamundra.nsw.gov.au



Planning Proposal/ LEP Amendment Request Proponent & Proposal Information Form

This form is to be completed and submitted when a request for an LEP amendment or planning proposal is lodged with Council.

Proponent Details

All correspondence will be forwarded to this name and address unless alternative details are specified below.


Proponent name Mr Rod Faulks

Address 30 Hovell Street, Cootamundra, NSW, 2590

Postal Address 30 Hovell Street, Cootamundra, NSW, 2590

Telephone 0427 484 817

Email rfaulks@swfc.com.au

Signature  Date 29/06/2016

Consultant / Representative Details

Details of consultants/representatives acting on behalf of the proponent are required. Please nominate whether the consultant/representative will be the principal contact for the proposal.

Name Salvestro Planning (Garry Salvestro)

Address 16 Fitzmaurice Street, Wagga Wagga, NSW, 2650

Telephone (02) 6921 8588

Email admin@salvestroplanning.com.au

Please check this box if consultant/representative is to be the principal point of contact with Council

Description of the Land

Property descriptions of all land holdings the subject of the LEP amendment request / planning proposal is required. Additional properties the subject of the proposal should be documented in the additional information field at the end of the form.

Property Address 76 Hovell Street, Cootamundra, NSW, 2590

Lot/Portion _____ Section _____ DP _____

Property Address _____

Lot/Portion _____ Section _____ DP _____

Property Address _____

Lot/Portion _____ Section _____ DP _____

Landholder Details and Consent

Details of all landholders are to be provided. If landholders do not sign this form, evidence of the consent of landholders for the nomination of their landholding as part of the LEP amendment/planning proposal is required in conjunction with this form. Space is provided at the end of this form for additional landholder details.

Name Landowners consent to follow from 'NSW Transport'.
Address -
Telephone -
Email -

I/we being the owner(s) of the property identified above, consent to the submission of this LEP amendment / planning proposal.

Signature - Date -

Signature - Date -

Summary of the LEP Amendment / Planning Proposal

Provide a brief outline of the concept or idea underpinning the LEP amendment request / planning proposal.

Planning proposal for additional permitted use within SP2 zoning.

List of information provided in support of the LEP Amendment Request / Planning Proposal

- Planning Proposal Information as Requested by Cootamundra Shire Council
- Concept Site Plan

Privacy Protection Notice

The completed application form contains personal information which is being collected for the purpose of assessing this LEP amendment request/planning proposal. Please be aware that information contained in this documentation is public information and may be accessed by other government agencies service providers, the general community or other organisations. The information will be processed by Council officers and may be made available to public enquiries under the Government Information (Public Access) Act. The information will be stored in Council's electronic document management system.

Disclosure of Political Donations and Gifts

A person who submits an LEP amendment request/planning proposal to Council is required to disclose the following reportable political donations and gifts (if any) made by any person with a financial interest in the proposal within the period commencing two years before the request is made and ending when the proposal is determined:

- All reportable political donations made to any Cootamundra Shire Councillor; and
- All gifts made to any local Councillor or employee of Cootamundra Shire Council.

A reference to a reportable political donation made to a 'Councillor' includes a reference to a donation made at the time the person was a candidate for election to the Council.

Significant penalties apply to non-disclosure. For more information and to obtain a political donations and gifts disclosure statement go to the Department of Planning and Infrastructure website at www.planning.nsw.gov.au.

Is a disclosure statement to accompany your application?

Yes

No

Additional Information

Nil.

ATTACHMENT 1 - INFORMATION CHECKLIST

▶ STEP 1: REQUIRED FOR ALL PROPOSALS (under s55(a) – (e) of the EP&A Act)

- | | |
|--|--|
| <ul style="list-style-type: none"> • Objectives and intended outcome • Mapping (including current and proposed zones) • Community consultation (agencies to be consulted) | <ul style="list-style-type: none"> • Explanation of provisions • Justification and process for implementation (including compliance assessment against relevant section 117 direction/s) |
|--|--|

▶ STEP 2: MATTERS – CONSIDERED ON A CASE BY CASE BASIS (Depending on complexity of planning proposal and nature of issues)

PLANNING MATTERS OR ISSUES			PLANNING MATTERS OR ISSUES		
	To be considered	N/A		To be considered	N/A
Strategic Planning Context			<ul style="list-style-type: none"> • Resources (including drinking water, minerals, oysters, agricultural lands, fisheries, mining) • Sea level rise 		<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> • Demonstrated consistency with relevant Regional Strategy • Demonstrated consistency with relevant Sub-Regional strategy • Demonstrated consistency with or support for the outcomes and actions of relevant DG endorsed local strategy • Demonstrated consistency with Threshold Sustainability Criteria 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	Urban Design Considerations		
Site Description/Context			<ul style="list-style-type: none"> • Existing site plan (buildings, vegetation, roads, etc) • Building mass/block diagram study (changes in building height and FSR) • Lighting impact • Development yield analysis (potential yield of lots, houses, employment generation) 	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
<ul style="list-style-type: none"> • Aerial photographs • Site photos/photomontage 	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	Economic Considerations		
Traffic and Transport Considerations			<ul style="list-style-type: none"> • Economic impact assessment • Retail centres hierarchy • Employment land 	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
<ul style="list-style-type: none"> • Local traffic and transport • TMAP • Public transport • Cycle and pedestrian movement 	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Social and Cultural Considerations		
Environmental Considerations			<ul style="list-style-type: none"> • Heritage impact • Aboriginal archaeology • Open space management • European archaeology • Social & cultural impacts • Stakeholder engagement 	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
<ul style="list-style-type: none"> • Bushfire hazard • Acid Sulphate Soil • Noise impact • Flora and/or fauna • Soil stability, erosion, sediment, landslip assessment, and subsidence • Water quality • Stormwater management • Flooding • Land/site contamination (SEPP55) 	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Infrastructure Considerations		
			<ul style="list-style-type: none"> • Infrastructure servicing and potential funding arrangements 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
			Miscellaneous/Additional Considerations		
			<i>List any additional studies</i>		



Planning Proposal

ADDITIONAL PERMITTED USE UNDER SCHEDULE 1 – COOTAMUNDRA LEP2013

Proposed Liquid Fuel Depot & Service Station

Part of Existing Railway Land, Hovell Street, Cootamundra



Prepared for South West Fuel
June 2016

15076: Document History

Revision	Revision Date	Authorised		
		Name/Position	Signature	Notes
Draft	29/06/16	Rohan Johnston Town Planner		
Final	30/06/16	Garry Salvestro Director		
REV A	29/03/17	Rohan Johnston Town Planner		

**This report is prepared by****Salvestro Planning**

16 Fitzmaurice Street

PO Box 783

WAGGA WAGGA NSW 2650

Telephone: (02) 6921 8588

Facsimile: (02) 6921 8388

Email: admin@salvestroplanning.com.auWebsite: www.salvestroplanning.com.au**Disclaimer**

While every reasonable effort has been made to ensure that this document is correct at the time of printing, Salvestro Planning and its employees make no representation, undertake no duty and accepts no responsibility to any third party who use or reply upon this document or the information contained in it.

© Salvestro Planning 2017

TABLE OF CONTENTS

1	LAND AND LOCALITY DESCRIPTION	1
2	OBJECTIVES OR INTENDED OUTCOMES.....	3
3	EXPLANATION OF PROVISIONS [ACT S.55(2)(B)]	3
4	JUSTIFICATION FOR THOSE OBJECTIVES, OUTCOMES AND PROVISIONS AND THE PROCESS FOR THEIR IMPLEMENTATION [ACT S. 55(2)(C)]	3
	A. Need for the planning proposal	4
	B. Relationship to strategic planning framework	4
	C. Environmental, Social and Economic Impact	6
	D. State and Commonwealth Interests	6
5	MAPPING	6
6	DETAILS OF THE COMMUNITY CONSULTATION THAT IS TO BE UNDERTAKEN ON THE PLANNING PROPOSAL [ACT S. 55(2)(E)]	7
7	PROJECT TIMELINE	7
8	CONCLUSION	8
9	ATTACHMENT 1: SITE PLAN	9
10	ATTACHMENT 2: SITE ANALYSIS PLAN.....	11
11	ATTACHMENT 3: CONCEPT PLAN	13
12	ATTACHMENT 4: ADDITIONAL INFORMATION TO THE PROPOSAL.....	15

TABLE OF FIGURES

Figure 1: Subject Land (Source: SIX Maps).....	1
Figure 2: Site Analysis Plan (Source: SIX Maps & SP).....	1
Figure 3: Aerial photo of Subject Land (Source: SIX Maps).....	2
Figure 4: Site frontage to Hovell Street – view from Western corner (Source: Google Maps).....	2
Figure 5: Site Zoning as Existing (Source: Cootamundra LEP)	7

TABLE OF TABLES

Table 1: s117 Directions.....	4
Table 2: Draft Project Task List and Timeline	8

1 LAND AND LOCALITY DESCRIPTION

The subject land involves part of the existing special uses (railway) land fronting Hovell Street, Cootamundra indicated in the figure below. The subject land comprises approximately 4000m², including 1370m² of disused tennis courts and 2630m² of vacant land.



Figure 1: Subject Land (Source: SIX Maps)

The general development character of the surrounding land is shown in the attached site analysis plan and the photographs below.



Figure 2: Site Analysis Plan (Source: SIX Maps & SP)



Figure 3: Aerial photo of Subject Land (Source: SIX Maps)



Figure 4: Site frontage to Hovell Street – view from Western corner (Source: Google Maps)



Figure 5: Hovell Street - looking North-East towards site (Source: SP 2016)



Figure 6: View of Northern boundary and disused Tennis Courts (Source: SP 2016)

2 OBJECTIVES OR INTENDED OUTCOMES

The planning proposal seeks to facilitate the redevelopment of a currently disused tennis facility and vacant land located within an existing Infrastructure (SP2) Zone, for the purpose of a Service Station and associated Liquid Fuel Depot that is generally not permissible in this zone. The proposal seeks to provide an Additional Permitted Use of a Service Station and Liquid Fuel Depot on the site in the Infrastructure (SP2) zone under Schedule 1 of LEP2013.

3 EXPLANATION OF PROVISIONS [ACT S.55(2)(B)]

The proposed outcome is to be achieved by the amendment of the Cootamundra LEP 2013, Schedule 1, to include a clause outlining the additional permitted use of the site for the purpose of a liquid fuel depot and a service station.

Identification of the subject site is an issue that can also be addressed by the amendment. A review of other LEP's throughout the state has provided examples of land that requires identification under Schedule 1 that is not clearly defined using the existing boundaries of the lot. The following example clause under Schedule 1 will be utilised to distinguish the subject land:

2. Use of certain land at Hovell Street, Cootamundra

(1) This clause applies to Railway Land at Hovell Street, Cootamundra, identified as "1" on the Additional Permitted Uses Map.

(2) Development for the purpose of a Service Station is permitted with development consent.

The site is also identified on the Additional Permitted Uses Map as per the attached survey plans, including approximate dimensions.

There will not be any other additional local provisions proposed as part of this Planning Proposal.

4 JUSTIFICATION FOR THOSE OBJECTIVES, OUTCOMES AND PROVISIONS AND THE PROCESS FOR THEIR IMPLEMENTATION [ACT S. 55(2)(C)]

The subject site is located within close proximity to the existing rail and road infrastructure and industrial area in Cootamundra, representing an opportunity for the redevelopment of an underutilized site in the main transport corridor of Cootamundra. The current special uses zoning does not permit the proposed use of a Service Station and Liquid Fuel Depot. The introduction of the proposed uses is appropriate on the site as it is located within close

proximity to the existing transport infrastructure and is not incompatible with the special uses zone purpose.

The redevelopment of an existing site limits the negative impact on environmental, social and economic aspects of the Cootamundra area and community. It is also noted that the applicant operates from a current site to the north of the subject, that is with close proximity to residential properties. It is considered that the relocation of the current operation to the subject site will have a net benefit to the community of Cootamundra.

A. Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

The planning proposal is not the result of a 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?

The planning proposal is consistent with the general zoning and character of the area and the outcomes have been developed in consultation with Council Officers.

B. Relationship to strategic planning framework

1. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

Gundagai Council is within the Riverina Region. The proposal is consistent with the Riverina Regional Action Plan, by contributing to the growth and development of a town centre, reinforcing the objectives of a diverse economy and coordinated provision of services available to residents and travellers passing through the region. The proposal also extends the provision of transport and freight facilities that support the local community throughout the region. The proposal will integrate well with existing transport infrastructure.

1. provision of serviced developable land. Is the planning proposal consistent with the local council's local strategy, or other local strategic plan?

The proposal is consistent with the Cootamundra Local Environmental Plan 2013, with the land currently designated for transport/rail use, providing an opportunity for the reuse of currently underutilized land within one of Cootamundra's designated transport areas.

2. Is the planning proposal consistent with the applicable state environmental planning policies?

The proposal has been measured against the applicable State Environmental Planning Policies (SEPP), and has been found to be consistent with all relevant SEPP's. The SEPP's relevant to the proposal include SEPP (Infrastructure) 2007, SEPP 44 Koala Habitat Protection, SEPP 55 Contaminated Land

3. Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?

Relevant s117 directions that impact or are applicable to this planning proposal are listed below. The planning proposal is generally consistent with the relevant s117 directions.

Table 1: s117 Directions		
Direction Title	Direction Objectives	Consistency
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of	The proposal is consistent with this s117 directive, as no impacts on heritage items

Table 1: s117 Directions		
Direction Title	Direction Objectives	Consistency
	environmental heritage significance and indigenous heritage significance.	will occur as a result of this Planning Proposal.
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	The proposal is consistent with the provisions of this s117 directive as it provides for the efficient movement of freight.
6.1 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The planning proposal will be consistent with this direction, subject to appropriate drafting of the instrument by Council. The proposed Schedule 1 provisions are intended to be minimal, addressing permissibility of the proposed land use activity only.
6.3 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The planning proposal will be consistent with this direction, subject to appropriate drafting of the instrument by Council. The proposal is for a site specific provision to allow a particular land use development to occur. No detailed drawings of the proposed land use development is to be included in the draft instrument.

C. Environmental, Social and Economic Impact

1. 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?

No critical habitat or threatened species, populations or ecological communities, or their habitats will be negatively impacted by this planning proposal. The planning proposal is targeted at an existing industrial site within an urban locality with a pronounced industrial character and context.

2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

There are no other likely environmental effects as a result of the planning proposal. The planning proposal is targeted at an undeveloped site within an urban locality with a pronounced industrial character and context.

The proposal does not negatively impact on heritage items in the vicinity, as discussed in the additional information attached to this planning proposal. Noise impacts have also been taken into consideration, with the attached additional information showing that noise impacts on surrounding residential properties can be mitigated. Estimated traffic generation rates and flows have also been generated, demonstrating the suitability of the site for the future proposed use.

3. How has the planning proposal adequately addressed and social and economic effects?

There are no other negative social or economic impacts that are likely to occur as a result of this planning proposal. The proposal will likely have a net positive impact and benefit to the economic and social aspects of the community of Cootamundra.

D. State and Commonwealth Interests

1. Is there adequate public infrastructure for the planning proposal?

There is adequate public infrastructure available to accommodate this planning proposal. The site will reutilize the existing service connections provided to the site or in the vicinity of the site.

2. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal? (Note: The views of State and Commonwealth Public Authorities will not be known until after the initial gateway determination. This section of the planning proposal is completed following consultation with those public authorities identified in the gateway determination).

Pre-consultation has been conducted with RMS & OEH regarding issues identified by Council in relation to the proposed use on site. These issues have been addressed in the additional information attached to this proposal.

No other consultation has been conducted with any other relevant State or Commonwealth Public Authorities.

5 MAPPING

The mapping below indicates the current zoning on the site and surrounding area. This proposal does not seek to change the zoning of the current site.

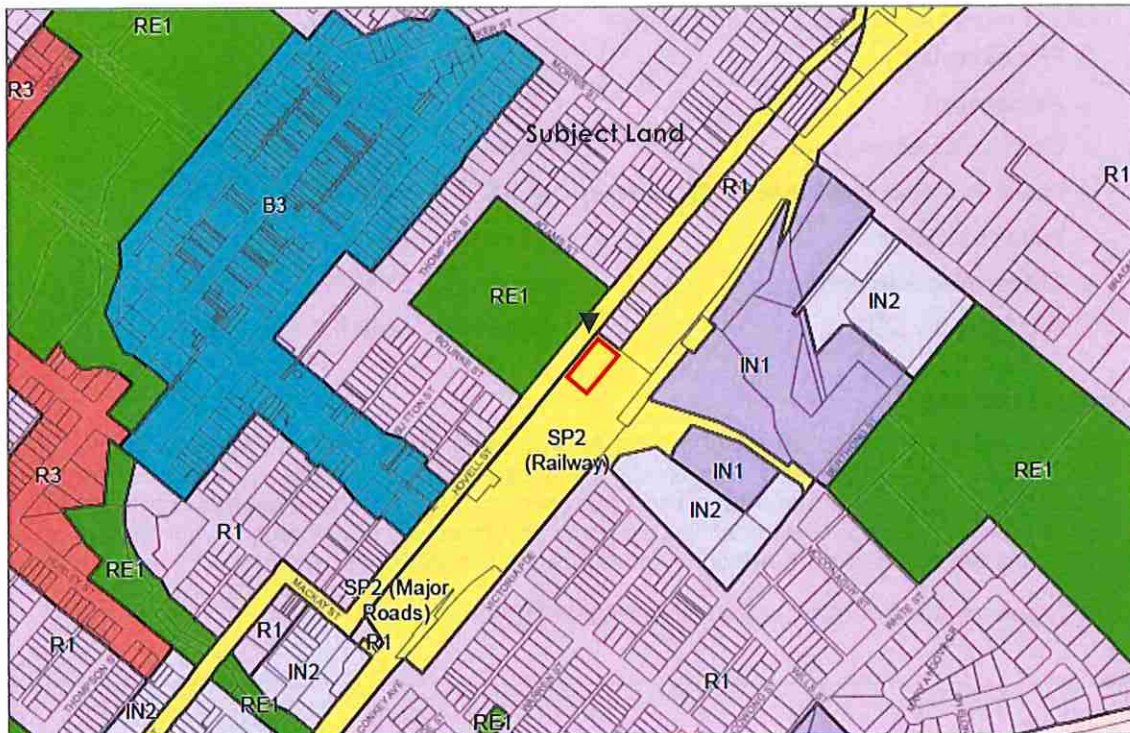


Figure 7: Site Zoning as Existing (Source: Cootamundra LEP)

6 DETAILS OF THE COMMUNITY CONSULTATION THAT IS TO BE UNDERTAKEN ON THE PLANNING PROPOSAL [ACT S. 55(2)(E)]

Community consultation is to consist of a standard notification period of adjoining landowners, and also to be accompanied by all required advertising in local news outlets.

7 PRE-CONSULTATION WITH REGULATORY AUTHORITIES

During the preparation of the planning proposal, a number of discussions were had with the relevant government bodies regarding the planned proposal. These bodies included:

- Cootamundra – Gundagai Regional Council
- Roads and Maritime Services
- Australian Rail and Track Corporation

This consultation provided the applicant with feedback regarding the layout of the site and the main issues facing the future development. In response to this feedback, a set of preliminary layout plans were prepared and are provided as an attachment to this planning proposal. Preliminary feedback from the provision of the concept plan set indicated that the proposed design and concept would be able to be supported, subject to a future development application and associated assessment.

8 PROJECT TIMELINE

The project timeline will be consistent with other Gateway processing times, Subject to Council and NSW Planning resourcing, the proposal would follow the sequence and timing indicated below.

Table 2: Draft Project Task List and Timeline

✦ PP Lodgement	29/03/17	29/03/17	1d
✦ Assessment	30/03/17	15/05/17	32d
✦ Gateway Determination	15/05/17	31/07/17	55d
✦ Revision of Planning Proposal (if required)	31/07/17	11/09/17	30d
✦ Public Exhibition	11/09/17	23/10/17	30d
✦ Assessment & Reporting	23/10/17	27/11/17	25d
✦ Finalising the LEP	27/11/17	08/01/18	30d

9 CONCLUSION

It is considered that the proposal to add an additional permitted use via Schedule 1 of the local LEP is permissible and represents an acceptable use of the currently underutilised subject land. The additional information attached to this proposal indicates that the impacts to the nearby heritage items can be reduced and that the development will not negatively impact on the existing road network and highway through Cootamundra.

The proposal is submitted to Council for consideration.

HOVELL STREET FUEL STORAGE
HOVELL STREET FUEL STORAGE

9 ATTACHMENT 1: SITE PLAN

ATTACHMENT 1: SITE PLAN
PROPOSED PLAN OF
BUILDING ENVELOPE

R FAULK
UNDESCRIBED LOT
HOVELL STREET, COOTAMUNDRA

Reference 15076
Scale NTS

Rev	Date	Initials - Comment
A	29/6/16	RJ - Draft

Notes:

- 1 - All dimensions in metres
- 2 - All dimensions subject to survey
- 3 - Refer to Planning Report & SEE for further details



UNOFFICIAL COPY
FROM PUBLIC MEETING

10 ATTACHMENT 2: SITE ANALYSIS PLAN

**ATTACHMENT 2:
SITE ANALYSIS
PLAN**

**R FAULKES
UNDESCRIBED LOT
HOVELL STREET, COOTAMUNDRA**

Reference: 15076
Scale NTS (A3)

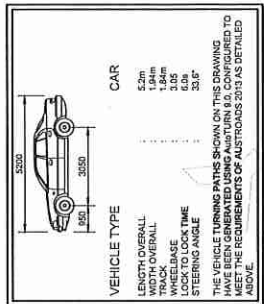
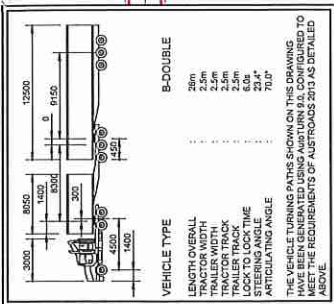
Rev	Date	Initials - Comment
A	29/6/16	RJ - Draft
B	15/3/16	RJ - Rev A

Notes:

- 1 - All dimensions in metres
- 2 - All dimensions subject to survey
- 3 - Refer to Planning Report & SEE for further details



11 ATTACHMENT 3: CONCEPT PLAN

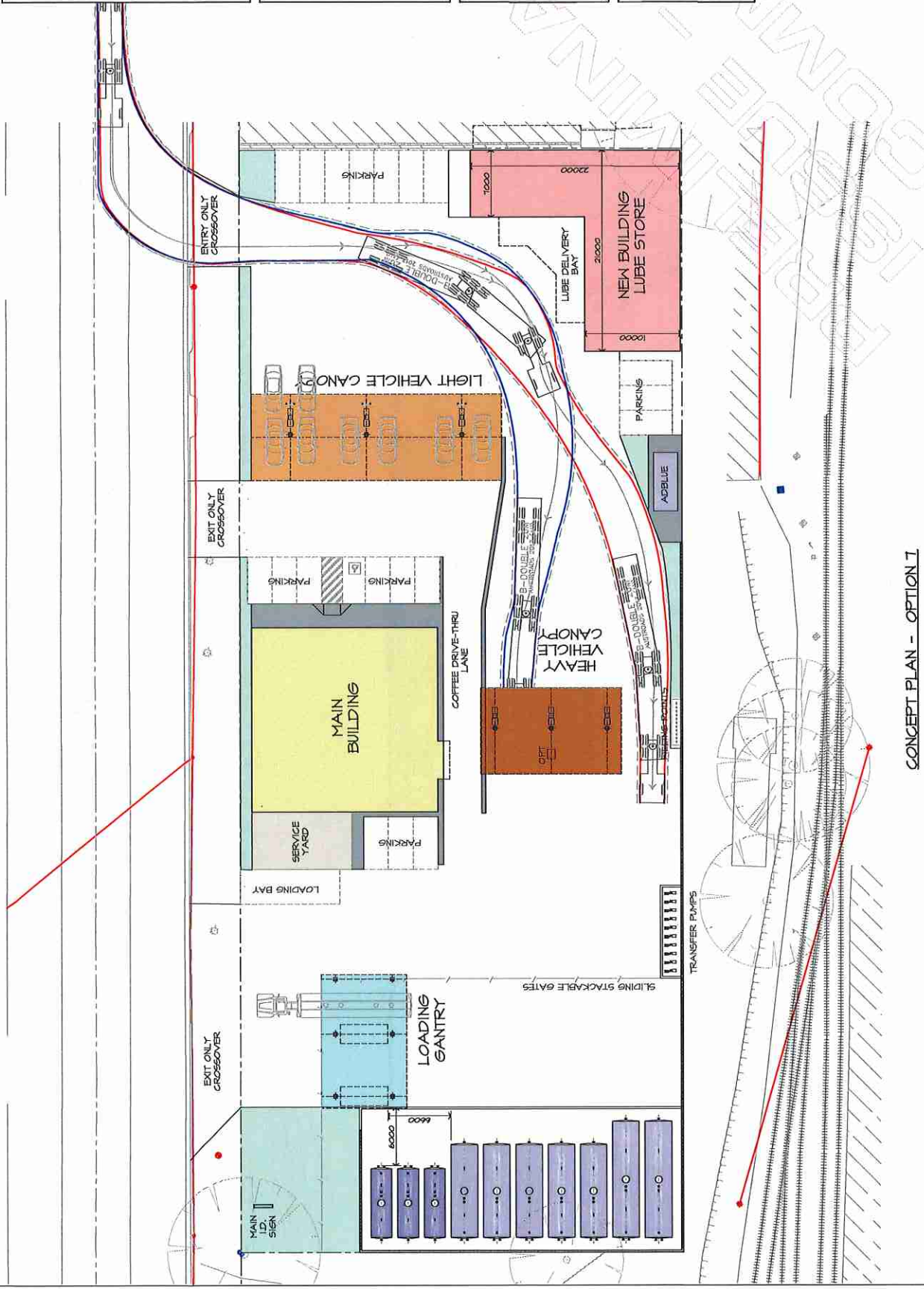


CONCEPT DESIGN NOTES

- CONCEPT IS BASED ON SK-C05 WITH A NEW LUBE STORE BUILDING.
- TRUCK EXIT DRIVEWAY CLASHES WITH EXISTING S4H.
- GOOD GROUNDING FOR HEAVY VEHICLE CANOPIES.
- 6 X LIGHT VEHICLE REPELLING BAYS WITH 6000' QUEUING.
- FIRE WALLS TO EXISTING BUILDINGS HEAVY VEHICLE CANOPY, LUBE STORE AND A65 TANK FARM REQUIRED, NOT SHOWN FOR CLARITY.

APPROXIMATE AREAS

LIGHT VEHICLE REPELLING CANOPY *	285m ²
MAIN BUILDING *	360m ²
NEW LUBE BUILDING *	204m ²
HEAVY VEHICLE CANOPY *	185m ²
HEAVY VEHICLE CANOPY (BOTTOM LOADING) *	110m ²
PARKING SPACES *	20 spaces



PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY
NOT FOR CONSTRUCTION

Approved	Designed	PJ.S
Date	Drawn	VP
Scale	Check	VP
Project No.	1: 200 @ A1 & 1: 400 @ A3	
Sheet No.	16 - 04E	Sk - 01
	16 - 04E	Sk - 01

Project: SERVICE STATION + FUEL DEPOT
NOVELL STREET
COOTAMUNDRA NSW
SOUTHWEST FUEL CENTRE Pty Ltd
CONCEPT PLAN - OPTION 1

R.J. SINCLAIR Pty Ltd
Building Design
1/111-113
New Business Ave
RELA WETA, NSW 3111
ROUND CORNER, NSW 1584
Phone: 02 888 8999
Email: info@rjsinclair.com.au
Website: www.rjsinclair.com.au
A/C/S/Engineer/Designer - Project Management

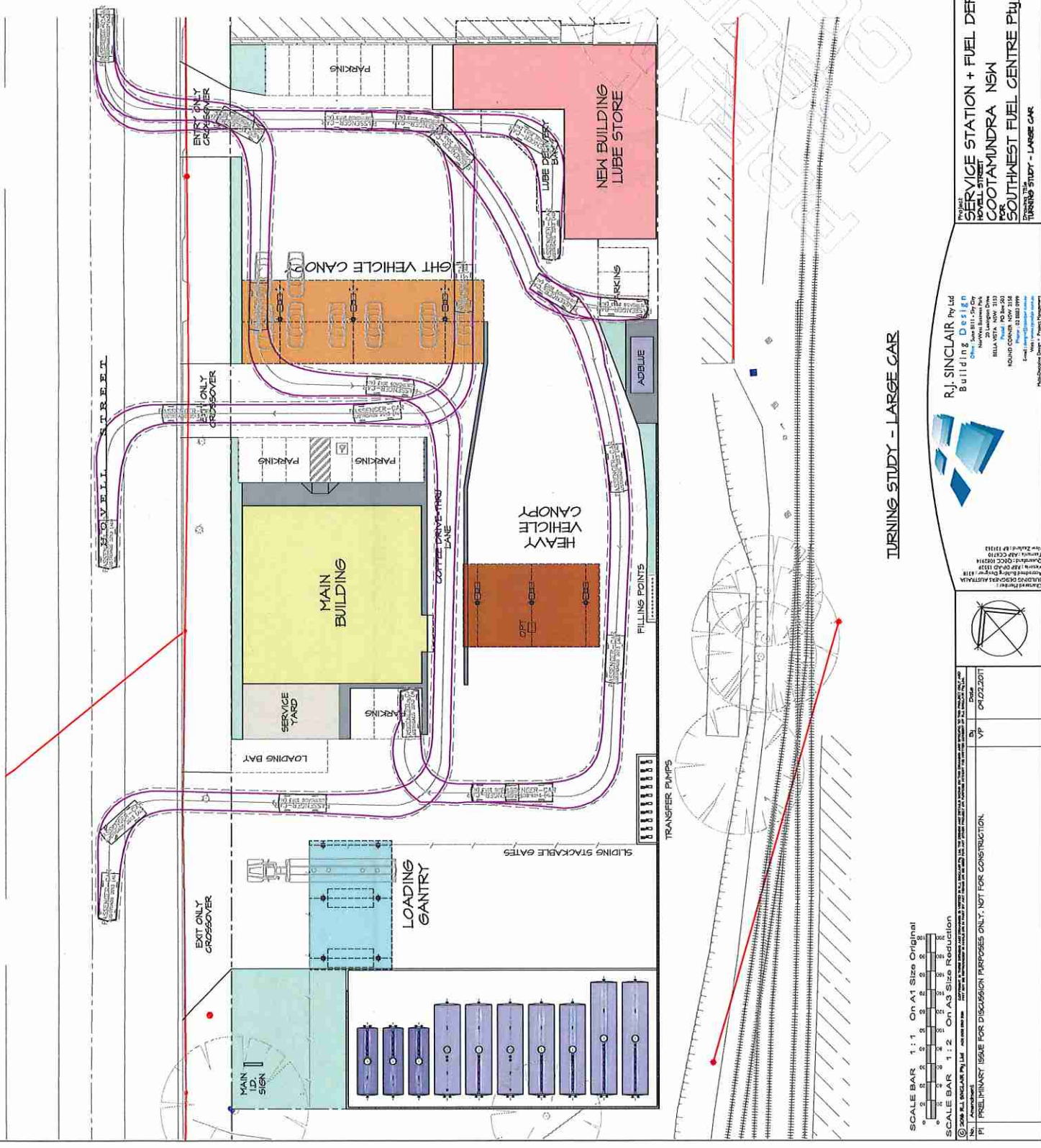
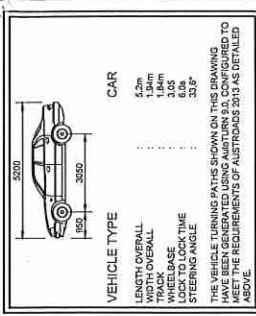


No.	Author	By	Date
P1	PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY, NOT FOR CONSTRUCTION.	VP	30/01/2017
P2	PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY, NOT FOR CONSTRUCTION.	VP	01/02/2017
P3	PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY, NOT FOR CONSTRUCTION.	VP	01/02/2017

SCALE BAR 1:1 On A1 Size Original
SCALE BAR 1:2 On A3 Size Reduction

© 2016 R.J. SINCLAIR Pty Ltd. All rights reserved. This drawing is the property of R.J. SINCLAIR Pty Ltd and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of R.J. SINCLAIR Pty Ltd.

CONCEPT PLAN - OPTION 1



TURNING STUDY - LARGE CAR



PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY, NOT FOR CONSTRUCTION.



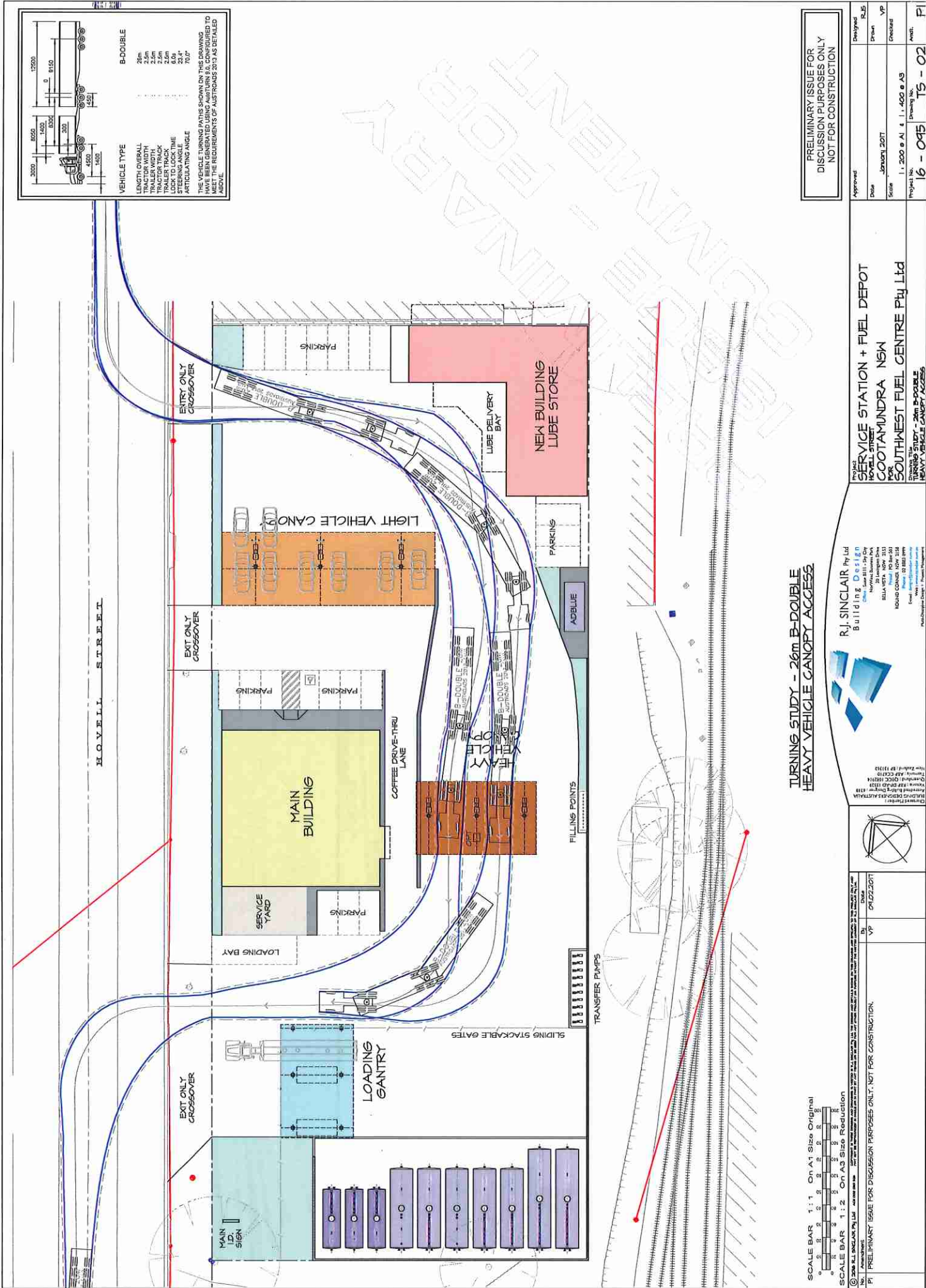
© 2016 R.J. SINCLAIR Pty Ltd. All rights reserved. This drawing is the property of R.J. Sinclair Pty Ltd. It is to be used only for the project and site identified in the title block. It is not to be used for any other project or site without the written consent of R.J. Sinclair Pty Ltd.

R.J. SINCLAIR Pty Ltd
 Building Design
 11/111 Sturt Street
 North Melbourne, VIC 3048
 Phone: 03 9388 9999
 Email: info@rjs.com.au

PROJECT
 SERVICE STATION + FUEL DEPOT
 11/111 STURT STREET
 GOOTAMUNDRA NSW
 SOUTHWEST FUEL CENTRE Pty Ltd
 TURNING STUDY - LARGE CAR

Approved	Designed	RJS
Date	Drawn	VP
Scale	Created	VP
Project No.	Drawing No.	15-01
16-045		

PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY NOT FOR CONSTRUCTION



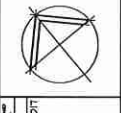
**TURNING STUDY - 26m B-DOUBLE
HEAVY VEHICLE CANOPY ACCESS**

PROJECT: SERVICE STATION + FUEL DEPOT
 100/110 HAY STREET
 COOTAMUNDRA NSW
 SOUTHWEAST FUEL CENTRE PTY LTD

R.J. SINCLAIR Pty Ltd
 Building Design
 21/11/2017
 100/110 HAY STREET
 COOTAMUNDRA NSW 3333
 ROUND CORNER NSW 1158
 PHONE: 08 8883 8999
 FAX: 08 8883 8998
 WWW: www.rjsinclair.com.au

PRELIMINARY ISSUE FOR DISCUSSION PURPOSES ONLY
 NOT FOR CONSTRUCTION

Approved	Designed	PL
Date	Drawn	VP
Scale	Created	VP
Project No.	Drawing No.	PL
16 - 04E	15 - 02	



© 2017 R.J. SINCLAIR Pty Ltd
 ALL RIGHTS RESERVED
 THIS DRAWING IS THE PROPERTY OF R.J. SINCLAIR Pty Ltd
 IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED
 IN THE TITLE BLOCK AND NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS
 WITHOUT THE WRITTEN PERMISSION OF R.J. SINCLAIR Pty Ltd

ATTACHMENT 4: ADDITIONAL INFORMATION TO THE PLANNING PROPOSAL

Proposed Liquid Fuel Depot & Service Station

Part of Existing Railway Land, Hovell Street, Cootamundra

1 INTRODUCTION

Further to the main planning proposal document content, the following information seeks to address the potential impacts as identified through discussions with Council staff and pre-consultation with the appropriate authorities. The additional information provided constitutes a preliminary assessment only, with more detailed assessment to be carried out in any future development application.

2 DESCRIPTION OF FUTURE DEVELOPMENT

The planning proposal seeks to facilitate the redevelopment of a currently disused tennis facility and vacant land located within an existing Infrastructure (SP2) Zone, for the future purpose of a Service Station and associated Liquid Fuel Depot that is generally not permissible in this zone. The service station and liquid fuel storage depot specific site details and assessment will be subject to a further development application once the subject planning proposal has been determined. The operators of the site currently utilise an existing site to the north of the subject site, with the relocation of this facility to occur as a result of this process. A concept Site Layout has been provided in the plan set as above.

3 TRAFFIC IMPACTS

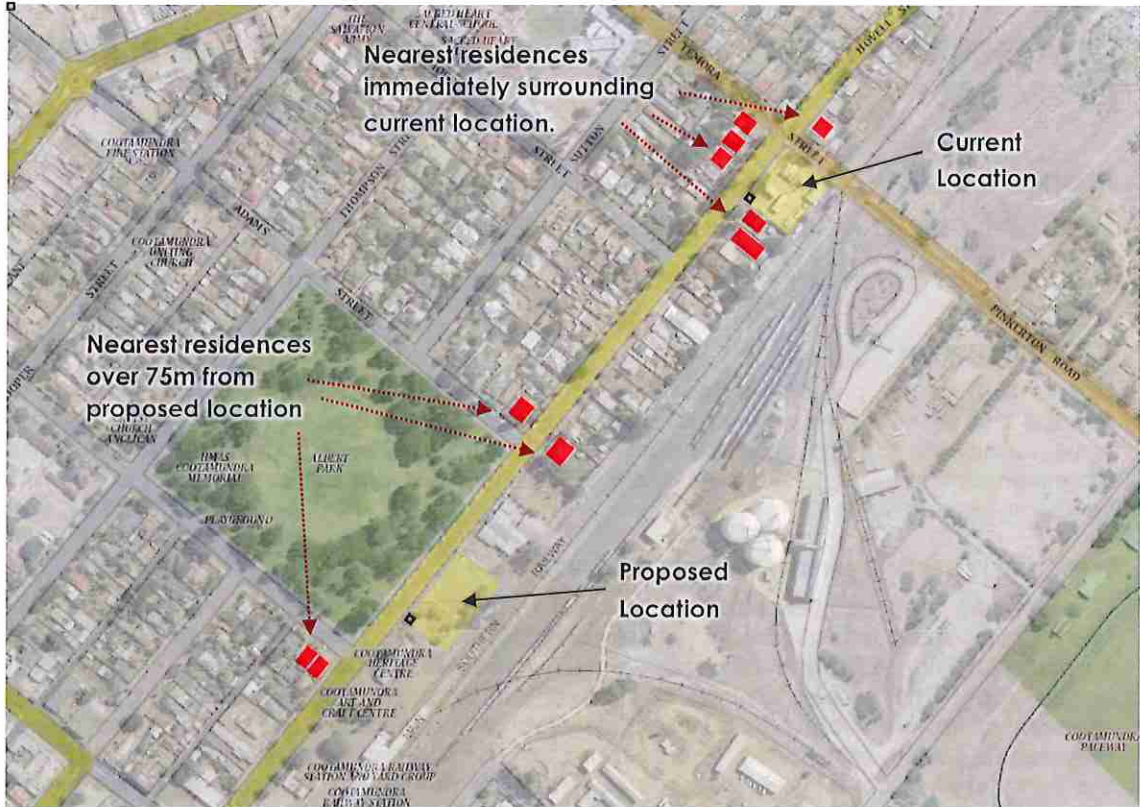
The proposed driveways and access to Hovell Street are shown in the attached plan set above. The anticipated traffic types to utilise the site will be passenger vehicles and heavy vehicles, including liquid fuel tankers.

The expected traffic flows for the development include approximately 250 vehicle movements per day, with variations likely depending on external factors such as harvest and school holidays. The site is expected to provide onsite parking for customers and all required loading and turning areas. The net additional impact to the community is proposed to be reduced, when the current site of operations is taken into consideration.

During the formulation of the Planning Proposal, RMS was contacted for comment on the proposed land use. RMS advised that there were no issues with the proposed land use on the site, but would require some revision of the site layout. These revisions have been undertaken as per the attached plan set.

4 NOISE

The proposed activities that are to occur on the subject land will not have any negative impacts on the nearby residential properties. Noise generating activities from the liquid fuel depot will be limited to working hours, with minimal noise to be generated from the service station. The hours of operation are proposed to be 6.00am to 8.30pm, 7 days a week. The proposal has a buffer of over 75m between the site and the nearest receptors, which is greater than the buffer to the current site of operations.



5 HERITAGE

There are a number of heritage items within proximity to the site, including the state listed Cootamundra Railway Station. An extract of the Cootamundra LEP Mapping for Heritage Items is provided below.

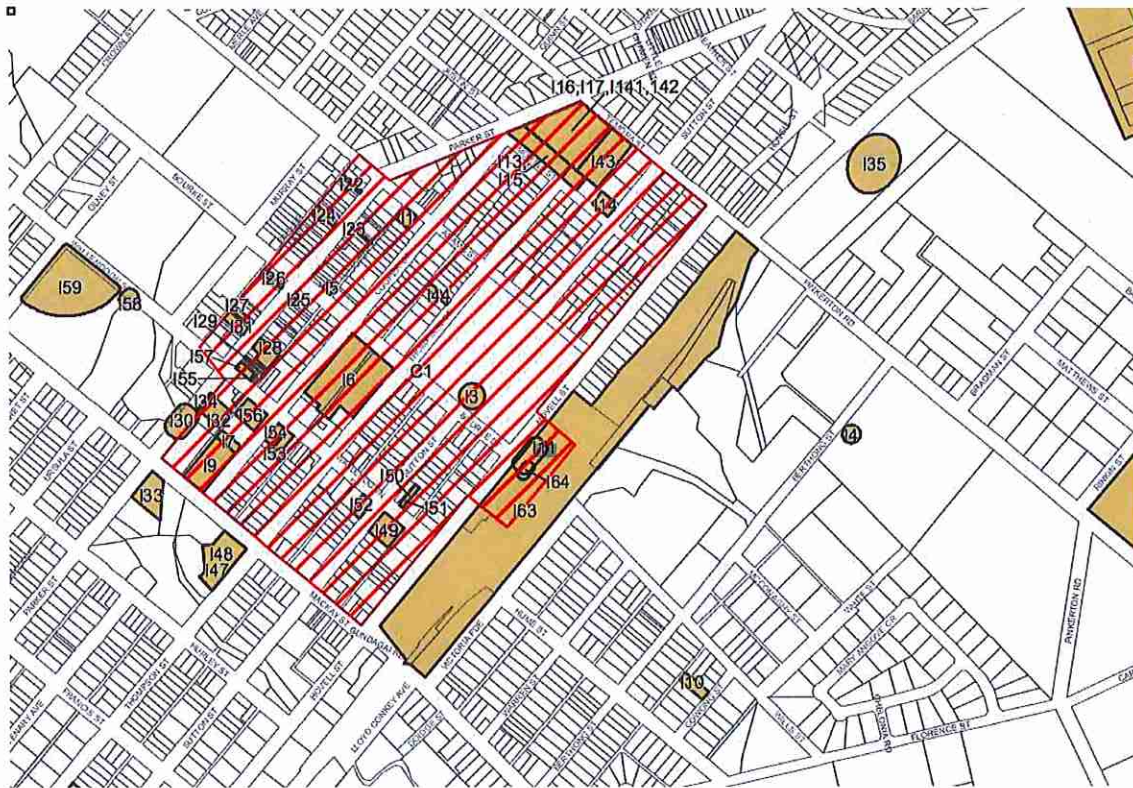


Figure 1: Heritage Items (Source: Cootamundra LEP Heritage Maps)

The proposal will not directly impact on any nearby heritage items or detract from the character of the conservation area. Further measures to reduce any potential impact will be investigated during the development application assessment and in consultation with the Office of Environment and Heritage, Gundagai Council and any relevant historical advocates of the area and potentially impacted items. A Heritage Impact Assessment may need to be carried out to fully determine the extent of any potential impacts. A short Heritage Impact Statement has been prepared below in consultation with the Office of Environment and Heritage:

How is the impact of the new development on the heritage significance of the item or area to be minimised?

Screening landscaping can be utilised to reduce the visual impact of the new development from the existing heritage item. The proposed future use will not physically impact on the adjoining heritage item.

Why is the new development required to be adjacent to a heritage item?

The site represents an underutilized site on the main traffic route through Cootamundra. The surrounding and historical land use, of transport infrastructure and services, is compatible with the proposed land use, a service station and liquid fuel storage facility.

How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

The curtilage of the heritage item will not be affected, with all proposed development to occur on the adjoining lot.

How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

Some views from the heritage item will be modified, however minimisation of negative impacts can be achieved through the use of screening landscaping.

Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

There are no known or potentially significant archaeological deposits on the site. All due diligence has been carried out in regard to aboriginal heritage items.

Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, designs)?

The new development is sympathetic to the heritage item by considering matters as outlined above and ensuring clear visual separation of the sites including landscaping and fencing.

Will the development visually dominate the heritage item? How has this been minimised?

The proposal will not visually dominate the heritage item; appropriate screening landscaping will be used to separate the proposal from the existing heritage item.

Will the public, and users of the item, still be able to view and appreciate its significance?

The public and users of the heritage item will still be able to view and appreciate its significance. The location of the service station may even increase passing visitors to the heritage item.

6 CONSULTATION WITH GOVERNMENT AGENCIES

Consultation was undertaken with the following Government Agencies:

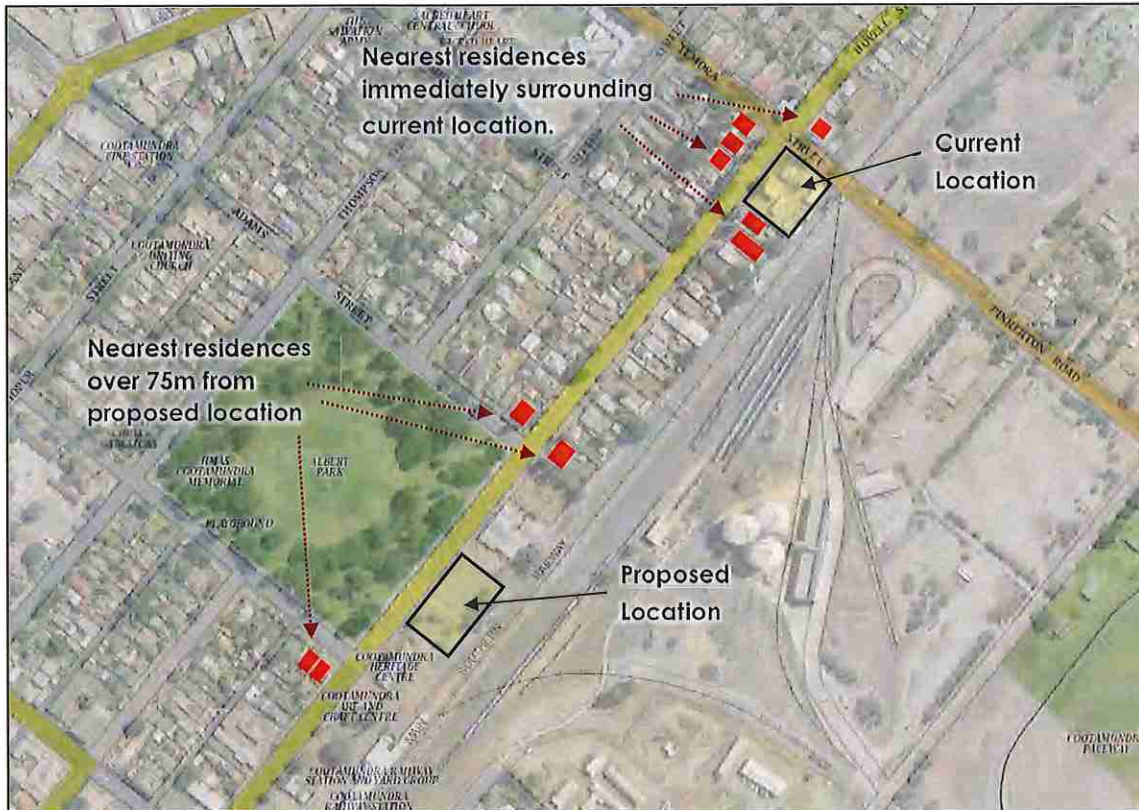
- Office of Environment and Heritage
- Roads and Maritime Services

A copy of each response is provided as attached where provided. The outcomes of the consultation have been provided in the information above.

During the formulation of the Planning Proposal, RMS was contacted for comment on the proposed land use. RMS advised that there were no issues with the proposed land use on the site, but would require some revision of the site layout as indicated in the figure above. These revisions will be undertaken during a future DA process.

4 NOISE

The proposed activities that are to occur on the subject land will not have any negative impacts on the nearby residential properties. Noise generating activities from the liquid fuel depot will be limited to working hours, with minimal noise to be generated from the service station. The hours of operation are proposed to be 6.00am to 8.30pm, 7 days a week. The proposal has a buffer of over 75m between the site and the nearest receptors, which is greater than the buffer to the current site of operations.



5 HERITAGE

There are a number of heritage items within proximity to the site, including the state listed Cootamundra Railway Station. An extract of the Cootamundra LEP Mapping for Heritage Items is provided below.

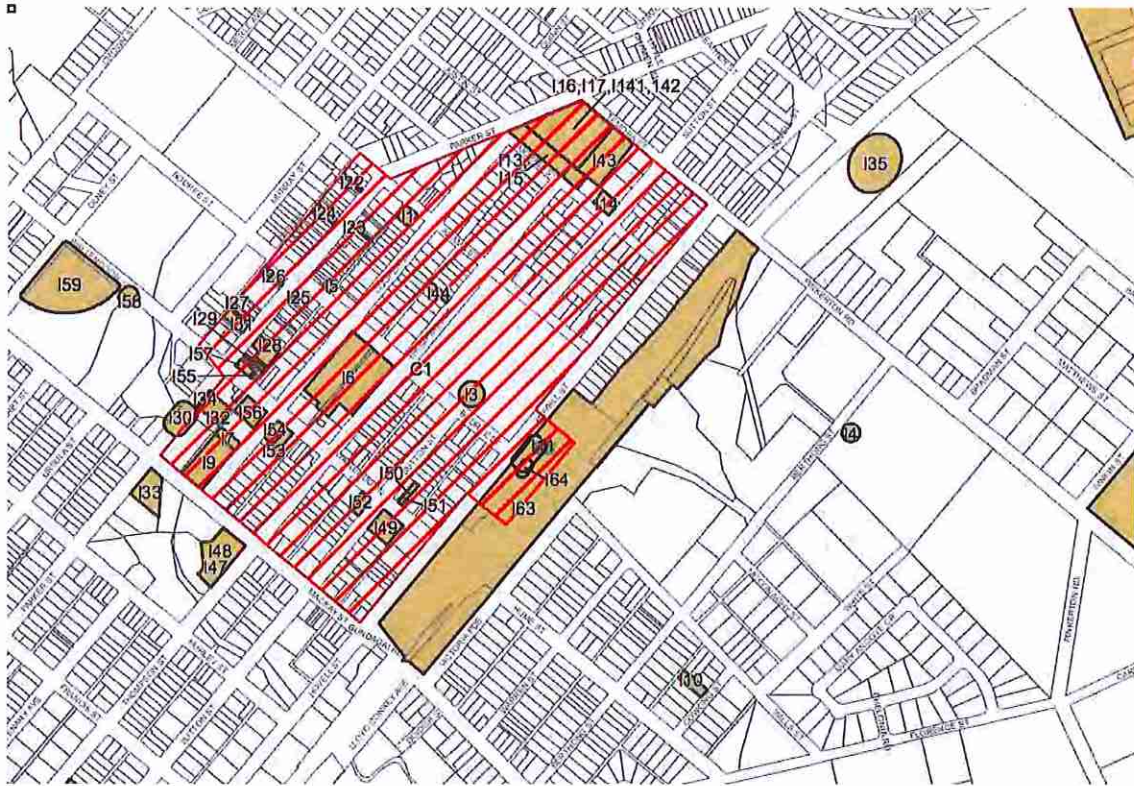


Figure 2: Heritage Items (Source: Cootamundra LEP Heritage Maps)

The proposal will not directly impact on any nearby heritage items or detract from the character of the conservation area. Further measures to reduce any potential impact will be investigated during the development application assessment and in consultation with the Office of Environment and Heritage, Gundagai Council and any relevant historical advocates of the area and potentially impacted items. A Heritage Impact Assessment may need to be carried out to fully determine the extent of any potential impacts. A short Heritage Impact Statement has been prepared below in consultation with the Office of Environment and Heritage:

How is the impact of the new development on the heritage significance of the item or area to be minimised?

Screening landscaping can be utilised to reduce the visual impact of the new development from the existing heritage item. The proposed future use will not physically impact on the adjoining heritage item.

Why is the new development required to be adjacent to a heritage item?

The site represents an underutilized site on the main traffic route through Cootamundra. The surrounding and historical land use, of transport infrastructure and services, is compatible with the proposed land use, a service station and liquid fuel storage facility.

How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

The curtilage of the heritage item will not be affected, with all proposed development to occur on the adjoining lot.

How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

Some views from the heritage item will be modified, however minimisation of negative impacts can be achieved through the use of screening landscaping.

Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

There are no known or potentially significant archaeological deposits on the site. All due diligence has been carried out in regard to aboriginal heritage items.

Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, designs)?

The new development is sympathetic to the heritage item by considering matters as outlined above and ensuring clear visual separation of the sites including landscaping and fencing.

Will the development visually dominate the heritage item? How has this been minimised?

The proposal will not visually dominate the heritage item; appropriate screening landscaping will be used to separate the proposal from the existing heritage item.

Will the public, and users of the item, still be able to view and appreciate its significance?

The public and users of the heritage item will still be able to view and appreciate its significance. The location of the service station may even increase passing visitors to the heritage item.

6 CONSULTATION WITH GOVERNMENT AGENCIES

Consultation was undertaken with the following Government Agencies:

- Office of Environment and Heritage
- Roads and Maritime Services

A copy of each response is provided as attached where provided. The outcomes of the consultation have been provided in the information above.

11/11/16 10:00 AM
11/11/16 10:00 AM

7 ATTACHMENT 4A: OEH RESPONSE

Subject: Cootamundra - Hovell Street

Date: Monday, 6 June 2016 at 12:21:10 PM Australian Eastern Standard Time

From: Bronwyn Smith

To: rohan@salvestroplanning.com.au

Hi Rohan,

Thank you for your email dated 27 May 2016 regarding the necessary heritage information required for the preparation of a planning proposal. The planning proposal is to rezone a portion of land in Cootamundra on Hovell Street for the purposes of a service station and associated fuel farm. The land subject of the planning proposal is located in proximity to the State Listed Heritage Item SHR No. #01118 – Cootamundra Railway Station.

The following list outlines the heritage requirements that would have to be addressed at the planning proposal stage:

Heritage Impact Statement should include but not be limited to the following:

- How is the impact of the new development on the heritage significance of the item or area to be minimised?
- Why is the new development required to be adjacent to a heritage item?
- How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?
- How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?
- Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?
- Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, designs)?
- Will the development visually dominate the heritage item? How has this been minimised?
- Will the public, and users of the item, still be able to view and appreciate its significance?

A historical Heritage Assessment should include but not be limited to the following:

- Statutory context and heritage listings
- Outline History
- Assessment of heritage significance
- Historical archaeological potential
- Built heritage
- Recommendations
- Archaeological context, impact, assessment and management strategies

I hope this information helps and if you need anything further please contact me on the number below or by email.

Regards

Bronwyn.

Bronwyn Smith
Heritage Planning Officer
Heritage Division
Office of Environment and Heritage
Locked Bag 5020 PARRAMATTA NSW 2124

T: (02) 9873 8604
E: bronwyn.smith@environment.nsw.gov.au
W: www.heritage.nsw.gov.au

Bronwyn Smith
Heritage Planning Officer
Heritage Division
Office of Environment and Heritage
Locked Bag 5020 PARRAMATTA NSW 2124

T: (02) 9873 8604
E: bronwyn.smith@environment.nsw.gov.au
W: www.heritage.nsw.gov.au

This email is intended for the addressee(s) named and may contain confidential and/or privileged information. If you are not the intended recipient, please notify the sender and then delete it immediately. Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment and Heritage.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Subject: RE: 15076 - Additional Information - Cootamundra
Date: Wednesday, 29 June 2016 at 4:58:17 PM Australian Eastern Standard Time
From: MORGAN Maurice W
To: Rohan Johnston
Attachments: image001.png

Rohan

I refer to both the original and additional information provided regarding the proposed rezoning of the subject site with frontage to Hovell Street.

Roads and Maritime Services has reviewed the information provided and would not object to the proposal to amend the Cootamundra LEP in principle however to allow for an informed decision it would be appropriate that a traffic impact assessment be undertaken and provided for consideration as part of the planning proposal process.

In relation to the preliminary draft plans that were submitted the following comments are provided:

- The development of the site as a depot and service station is to provide for rationalising of the number of access driveways from Hovell Street.
- The separation of the ingress and egress driveways and one-way movement through the site should be considered for ease of access through the site.
- Turning paths for large vehicles accessing the site and manoeuvring through the site need to be demonstrated
- The development needs to provide sufficient storage for queuing of vehicles accessing bowsers and parking of vehicles (including heavy vehicles) within the development site.
- The access arrangements and standing location for fuel delivery tankers to the site must be clear of access movement paths through the site.
- Landscaping is to be provided within the site along the frontage of the site to address presentation to the street
- Angled parking within the road reserve is not supported

Please note these are preliminary comments based on the information provided and subject to assessment of a Development Application and supporting documentation. The DA is required to be supported with the appropriate documentation (eg Statement of Environmental Effects and traffic report) and detailed and dimensioned plans.

Regards

Maurice Morgan
Manager Land Use
Network NSW | Journey Management
T 02 6923 1611 M 0428 471 824
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
193-195 Morgan Street, Wagga Wagga NSW 2650

From: Rohan Johnston [mailto:rohan@salvestroplanning.com.au]
Sent: Friday, 24 June 2016 4:11 PM
To: MORGAN Maurice W
Cc: Admin; Garry Salvestro
Subject: 15076 - Additional Information - Cootamundra

Hi Maurice,

In addition to the information provided earlier, please be advised that Southwest Fuels (the applicant) will be relocating to the subject site from an existing site on the corner of Pinkerton Road and Hovell Street, 30 Hovell Street, Lot 1 DP726068, Lot A and B DP327881.

Thanks,
Rohan

<p>Rohan Johnston Town Planner salvestro planning +61 2 69218588 +61 2 69218388 rohan@salvestroplanning.com.au www.salvestroplanning.com.au PO Box 783, 16 Fitzmaurice Street, Wagga Wagga, NSW 2650</p>	
---	---



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

