

AGENDA

Limestone Coast Southern Regional Assessment Panel

Thursday 10 April 2025



I hereby give notice that a Limestone Coast Southern Regional Assessment Panel will be held on:

Time: 5:00 pm
Date: Thursday 10 April 2025
Location: George Street, Millicent

Tracy Tzioutziouklaris
ASSESSMENT MANAGER
03 April 2025

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1 ACKNOWLEDGEMENT OF COUNTRY

WE ACKNOWLEDGE THE BOANDIK PEOPLES AS THE TRADITIONAL CUSTODIANS OF THE LAND WHERE WE MEET TODAY. WE RESPECT THEIR SPIRITUAL RELATIONSHIP WITH THE LAND AND RECOGNISE THE DEEP FEELINGS OF ATTACHMENT OUR FIRST NATIONS PEOPLES HAVE WITH THE LAND.

2 APOLOGIES

That the apology from Mark Teakle be received.

3 CONFIRMATION OF MINUTES

3.1 CONFIRMATION OF MINUTES

RECOMMENDATION

That the minutes of the Limestone Coast Southern Regional Assessment Panel Meeting held on 20 March 2025 be confirmed as an accurate record of the proceedings of the meeting.

4 QUESTIONS WITHOUT NOTICE

5 INVITEES

Invitees for Item 6.1 - Lot A Ridge Terrace, Millicent

The Representor - John Drew

The Applicant - Phil Harnett – On behalf of Perry's Fuel Distributors c/o URPS

6 REPORTS

6.1 DA 24035502 - LOT A RIDGE TERRACE MILLICENT - VARIATION TO A RETAIL FUEL OUTLET

Author: Laura Goulden, Planning Consultant (Future Urban)

Authoriser: Tracy Tzioutziouklaris, Assessment Manager

RECOMMENDATION

1. That Limestone Coast Southern Regional Assessment Panel report titled 'DA 24035502 - Lot A Ridge Terrace Millicent - Variation to a Retail Fuel Outlet' as presented on Thursday 10 April 2025 be noted.
2. It is recommended that the Limestone Coast Southern Regional Assessment Panel resolve that:
 1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and

2. Development Application Number 24035502, by Perry's Fuel Distributors C/- URPS, at Lot A Ridge Terrace Millicent is granted Planning Consent subject to the following reserved matter and conditions:

RESERVED MATTERS

1. A revised landscaping plan shall be provided to the satisfaction of Council that provides a visual buffer to the adjoining reserve. The landscaping plan must clearly denote the number and types of species to be planted.

CONDITIONS

2. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

3. Except where varied by this approval, all other conditions, approved plans and details relating to Development Application 21033622 continue to apply to this amended application.

4. During construction, and at all times thereafter, stormwater shall be disposed of in accordance with recognised engineering practices and in such a manner that it does not flow or discharge onto land of adjoining owners or lie against any building or create insanitary conditions.

5. Landscaping shall be established prior to the use of the building(s) in accordance with an approved plan and shall be nurtured and maintained in good condition at all times to the reasonable satisfaction of Council.

6. The hours of operation for the drive-thru window at the premises shall be restricted to the following times:

- 7am and 9am, 7 days a week

7. All car parking areas shall be line marked or paved in a distinctive fashion to delineate each car parking space and maintained in good condition at all times to the reasonable satisfaction of Council.

8. No materials, goods or containers shall be stored in the carpark or driveways at any time.

9. All external lighting of the site, including car parking areas and buildings, shall be designed and constructed to conform with Australian Standards and must be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site.

CONDITIONS IMPOSED BY COMMISSIONER OF HIGHWAYS

1. Access to/from Ridge Terrace shall cater for left turn in, left turn out and right turn in movements only and the access points shall be designed and constructed to cater for 36.5m Road Trains as shown on CIRQA, Project No. 21475, Sheet #03_SH01 & SH02, Revision A dated 7 October 2024 and associated Traffic Impact Assessment Ref 21475/TAW dated 8 October 2024.

These works shall be designed and constructed in accordance with the relevant Austroads Guides, Australian Standards and DIT Master Specifications with all

associated costs (including and not limited to project management and any necessary road lighting, signage and drainage upgrades) to be borne by the applicant.

Note: The applicant shall contact DIT Road Assets - South, Asset Manager, Mr Victor Ling (08) 7133 1969 or mobile 0467 784 657 (victor.ling@sa.gov.au) to obtain approval and discuss any technical issues regarding the required works. The applicant shall enter into a Developer Agreement with DIT to undertake and complete this work.

2. All vehicles shall enter and exit the site in a forward direction.
3. Any infrastructure within the road reserve (including stobie pole, street light and directional sign/s) that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.
4. All off-street parking and vehicle manoeuvring areas shall be designed in accordance with AS/NZS 2890.1:2004, AS/NZS 2890.6:2022 and AS2890.2:2018. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
5. Any floodlighting associated with the site shall be positioned and/or shielded so as to not produce glare or create a distraction for passing motorists on the abutting roads.
6. Any land required from the subject site for the construction of footpaths etc. shall be dedicated to road at no cost to DIT or Council.
7. A final stormwater management plan shall be developed in conjunction with DIT. All drainage infrastructure is to be to the satisfaction of Council and DIT.
8. Stormwater run-off shall be collected on-site and discharged without impacting the safety or integrity of Ridge Terrace and Cattle Bridge Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

CONDITIONS IMPOSED BY EPA

1. The relevant authority is directed to retain EPA directed Conditions 10, 11 and 12 of the Planning Consent for DA 21033622 and replace Condition 13 with the following condition:

13. Stormwater runoff from all high risk hardstand areas of the petrol station (including the refueling and fuel delivery areas) must be managed in accordance with the Site Drainage Plan, Drawing No. C-211104-01 and C211104-02, revision G, dated 08/09/2023, prepared by Epic Projects and Consulting and must be directed via grates and grade changes to the Protector HYD.40.DC.R6-1 full retention oil/water separator (no bypass function) that:

- a) has a minimum spill capture capacity of 10,000 litres
- b) reduces oil content in the outlet to less than 5mg/L at all times (as confirmed by independent third-party scientific testing), and
- c) operates effectively in the event of a power failure

DEVELOPMENT NO.:	24035502
APPLICANT:	Perry's Fuel Distributors c/o URPS
ADDRESS:	Lot A Ridge Terrace Millicent
NATURE OF DEVELOPMENT:	Variation to Application ID 21033622 - Retail Fuel Outlet (addition of control building/convenience shop with drive-thru and additional car parking) and Associated Fascia Advertisement.
ZONING / OVERLAY INFORMATION:	<p>Zone:</p> <ul style="list-style-type: none"> • Community Facilities <p>Overlays:</p> <ul style="list-style-type: none"> • Hazards (Bushfire - Urban Interface) (Urban Interface) • Hazards (Flooding - Evidence Required) • Key Outback and Rural Routes • Native Vegetation • Prescribed Wells Area • Water Protection Area • Water Resources
LODGEMENT DATE:	16 October 2024
RELEVANT AUTHORITY:	Regional Assessment Panel at Limestone Coast Southern Regional Assessment Panel
COUNCIL AREA:	Wattle Range Council
PLANNING & DESIGN CODE VERSION:	27 March 2025 Version 2025.6
CONSENT SOUGHT:	Planning Consent
CATEGORY OF DEVELOPMENT:	Code Assessed – Performance Assessed
NOTIFICATION:	Yes – three representations received One representor wishes to be heard.
RECOMMENDING OFFICER:	Laura Goulden Planning Consultant
REFERRALS STATUTORY:	Environment Protection Authority (EPA) Commissioner of Highways
REFERRALS NON-STATUTORY:	Engineering

DETAILED DESCRIPTION OF PROPOSAL:

The development application seeks to vary the previous development authorisation of an unstaffed retail fuel outlet (DA 21033622). The nature of the previous development is as follows:

“Fuel Outlet including:

- Provision of underground fuel storage tanks.
- Provision of a canopy over the proposed refuelling area. The canopy will have a total height of 6.8 metres.
- Provision of a price-board to advertise the fuel available. The sign will have a total height of 2.4 metres.
- Provision of on-site car parking.”

The proposed application seeks to establish a control building/convenience shop with drive-thru and additional car parking. The proposed structure will facilitate the sale of retail food, drink and convenience goods with associated advertisement/wall graphics on the building’s façade.

The proposal would be expanding on the existing fuel outlet land use and will be available 24 hours per day, 7 days a week, as per the already authorised use of the land.

No changes are proposed to the approved access arrangements with an updated stormwater plan and traffic report prepared in support for the development.

PROCEDURAL MATTERS:

Section 128 Variation

We confirm that the development authorisation of DA 21033622 is, and will remain, operative until September 6, 2025, thereby satisfying the requirements of Section 128(2)(a) of the Planning Development and Infrastructure Act 2016 (the Act).

Further to the above, we note that Section 128(2)(b) of the Act states that a variation is to be assessed only to the extent of the proposed variation. The Act does not provide for the consideration of other elements or aspects of the development that are not being varied.

SUBJECT LAND & LOCALITY:

The subject land is formally identified as follows:

Location reference: LOT A RIDGE TCE MILLICENT SA 5280

Title ref.: CT 6277/338 **Plan Parcel:** R1074 ACA **Council:** Wattle Range Council

Location reference: LOT A RIDGE TCE MILLICENT SA 5280

Title ref.: CT 6277/337 **Plan Parcel:** R708A ACB **Council:** Wattle Range Council

The subject site comprises two allotments, which together total an area of approximately 3,518 square metres, with a primary frontage of approximately 42 metres to Ridge Terrace and secondary frontage of approximately 87 metres to Cattle Bridge Road.

The land is relatively flat, with a minor fall towards Ridge Terrace. The land is vacant of development, noting that the large trees to the north have since been removed and a non-operational rail line runs through the site.

The site appears to be part of a larger open space area, characterised by large trees which provide a visual feature to the township of Millicent.



Figure 1: Subject Land (in blue)



Figure 2: Streetscape

The locality comprises a mix of uses within the Community Facilities (CF) Zone, including the Council offices building, civic and visitor centre, gallery, sporting fields and a nursery to the south of the site. Neighbouring to the west of the subject site is a restaurant, car wash and Mobil fuel outlet. These uses are captured within the Neighbourhood Zone.

CATEGORY OF DEVELOPMENT:

• PER ELEMENT:

Retail Fuel Outlet: Code Assessed - Performance Assessed

Advertisement: Code Assessed – Performance Assessed

• OVERALL APPLICATION CATEGORY:

Code Assessed - Performance Assessed

• REASON

None of the elements were identified as an accepted or impact assessed development within the Community Facilities Zone.

PUBLIC NOTIFICATION

The proposal does not fall within any of the listed public notification exemptions contained in Table 5 of the CF Zone.

The proposal was therefore required to undergo public notification, with all adjoining and adjacent landowners directly notified, a sign placed on the land and a notice placed on the Plan SA Website.

The application was publicly notified on 10 February to 28 February 2025 and 3 representation/s were received during the statutory public notification period. A summary of the representation and the applicant's response is summarised in the table below and full copies of both are included as attachments to this report:

Representor	Address	Summary of Representation	Applicant's Response
Wenging Weng	Box 96, Millicent SA 5280	Supports with some concerns: <ul style="list-style-type: none"> - Noise, smell and traffic safety 	Traffic: The proposed variation does not seek to change the already approved vehicle access or egress point, which have been reviewed and supported by DIT.
John Drew	34 Aitken Street, Millicent SA 5280	Support with some concerns: <ul style="list-style-type: none"> - Impacts on visual amenity of the area and entry to the township. - Increased traffic generation. - Appreciates the improved fuel competition and employment opportunities - Would like to see additional landscaping 	A Traffic Impact Assessment has been prepared by CIRQA which anticipates a generation of very low traffic volumes which are readily accommodated by the existing access/egress points and local road network. Visual Impact:
Brain and Glenda Murby	22 Belt Road, Millicent SA 5280	Do not support the development: <ul style="list-style-type: none"> - Disagrees with the location of the fuel outlet. - Concerns around pedestrian safety and traffic volumes. 	The proposed control building is relatively small in footprint with a simple form, finished in a grey low-light cladding. Furthermore, the control building is setback 55 metres from the primary street frontage which is much greater than most buildings in the locality with a primary street frontage to Ridge Terrace. Accordingly, the proposed building is limited and considered acceptable in this context of the locality and other buildings adjacent the site. Landscaping: A detailed landscaping plan has been provided and is sufficient to soften the

		<p>development and enhance the overall appearance as viewed from both Ridge Terrace and Cattle Bridge Road.</p> <p>Noise:</p> <p>The proposed control building is of a size and scale which is subordinate to the approved use and does not introduce additional noise sources or impacts beyond the land use assessment completed as part of DA 21033622.</p> <p>Any noise generated by the proposed development will be minimal and acceptable.</p> <p>Odour:</p> <p>The proposed variation does not include any additional fuel storage or bowsers and therefore no additional odours are anticipated to be encountered in this respect.</p> <p>Potential odours from the control building will not exceed other land uses already established in the locality (i.e. Asia House Restaurant and existing petrol filling stations)</p>
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AGENCY REFERRALS

The application was referred to Commissioner of Highways and Environmental Protection Authority in accordance with Section 102 of the *Planning, Development and Infrastructure Act* as the development involves a change in the previous development authorisation stormwater conditions (imposed by the EPA) and vehicular movement through the site would increase. Both authorities had no objection to the development, subject to conditions (**refer to condition list below**).

INTERNAL REFERRALS

The application was referred internally to Council’s engineering department who provided the following comments:

The traffic engineering matters and proposed interface with the road network all look fine to us.

Stormwater is the only area where we need changes:

- *The proposal currently shows all stormwater on-site being captured and sent to the Council SEP at the corner of Princes Highway and Cattlebridge Road. The council pipe leading away from the SEP is 300 mm, which joins another 300mm pipe that drains to the Main Drain open drain. There is already a catchment, drained by these and other upstream pipes, of significant size and these pipes are of minimal size. We do not want additional stormwater added to that network and request:*

- *That all stormwater collected on-site be directed to the rear boundary of the site that adjoins Main Drain.*
- *That all stormwater is discharged to Main Drain via a headwall structure, to be vested with Council. Standard drawings SD 345 and SD 370 in the attached provide headwall detail alternatives that council may find acceptable; Council needs to review the design.*
- *That a 6 m wide easement be created for drainage (or is it a ROW or other? – please advise) purposes in favour of Council, along the full length of the rear boundary – to allow us to maintain our drain.*

Whilst the comments raised by Councils engineers are acknowledged, the stormwater management arrangement needs to be considered in the context of DA 21033622 which has already been authorised.

Section 128(2)(b) of the Act states that a variation is to be assessed only to the extent of the proposed variation. The Act does not provide for the consideration of other elements or aspects of the development that are not being varied.

The only change proposed to the previously approved stormwater management plan is the control building, however the development will not increase impervious surfaces across the land. Therefore, the already authorised method of stormwater management must be adopted.

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in **Attachment X**. The following assessment considers the proposal against the relevant policies contained within the Zone, Overlays and General Development Policies.

Land Use

The desired outcome (DO) for the CF Zone is:

DO 1 *Provision of a range of community, educational, recreational and health care facilities.*

Subsequently, the envisaged land uses provide a range of intensities and commercial uses which support the community (i.e. childcare facilities, hospital, place of worship, shop, education facilities etc.). Although a retail fuel outlet is not explicitly envisaged for the zone, the development has been considered within the broader context, aligning with associated uses that are desired and is not considered to be out of character with similar development forms existing on neighbouring sites.

Furthermore, there is an existing retail fuel outlet on 6 Adelaide Road (approx. 93 metres away), situated within a Neighbourhood Zone. A Neighbourhood Zone is arguably more sensitive than a Community Facilities Zone with greater reference to residential amenity and character. Thus, emphasising the appropriateness of the land use.

Notwithstanding the above, the land use has already received development authorisation, and with it, is acceptance that the land use has already been considered appropriate for the site and locality.

Therefore, the development as a whole is considered necessary to facilitate community benefit, aligning with the DO of the Zone through the provision of providing a service to the community which is needed to the public.

Building Height and Setbacks

The retail fuel outlet shop is single storey and positioned towards the rear of the site, well distanced from boundaries. The character provisions of the Zone seek:

PO 2.1 *Building height is consistent with the maximum height expressed in any relevant Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer or is generally consistent with the prevailing character of the locality and height of nearby buildings.*

PO 2.4 *Buildings are set back from all boundaries (other than street boundaries) to minimise impacts on neighbouring residential properties, including access to natural light and ventilation*

The closest residential property (unit 5, 1 Fifth Street) is setback approximately 70 metres from the site. The simple designed development will not overshadow any dwellings given the single storey nature, restrict access to sunlight nor create unreasonable visual impact on residential properties and is generally consistent with the prevailing character of the locality and height of nearby buildings.

Accordingly, the development is considered to satisfy PO 2.1 and 2.4.

Advertisement

Future fascia advertisements/wall graphics are proposed on the side and rear of the building, noting that the front facing advertisements is accepted development. As per the Advertisement Module, PO 1.1 and 1.5 state:

PO 1.1 *Advertisements are compatible and integrated with the design of the building and/or land they are located on.*

PO 1.5 *Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.*

The proposed wall graphics/advertisement are attached to the building, flushed with the wall, do not have any part rising above the roof, are not attached to the roof of the proposed building and range in size from 4 to 7 square metres.

Overall, the proposed advertisements are considered acceptable in size and are appropriately integrated into the design of the proposed building, achieving the above PO's.

Hazards (Bushfire – Urban Interface) Overlay

As noted in DO 1, this Overlay encourages development to allow access through to bushfire risk areas, ensure development is designed to protect life and property from the threat of bushfire and the dangers posed by ember attack, and facilitate evacuation to areas safe from bushfire danger. PO 2.1 of the Overlay states the following:

PO 2.1 *Roads that are within 100 metres of a Hazards (Bushfire - General Risk) Overlay, Hazards (Bushfire - Medium Risk) Overlay or Hazards (Bushfire - High Risk) Overlay are designed and constructed to facilitate the safe and effective:*

- a) *access, operation and evacuation of fire-fighting vehicles and emergency personnel*
- b) *evacuation of residents, occupants and visitors.*

Existing roads surrounding the subject site are approximately 280 metres away from a Hazards (Bushfire – General Risk) Overlay, satisfying the above.

As such, the design of the proposed development, along with its siting is considered to meet the desired outcome of the Overlay and is sufficiently setback from areas of greater bushfire risk.

Hazards (Flooding – Evidence Required) Overlay

In principle, this Overlay is a precautionary approach to mitigate potential impact on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.

The development has proposed a 350mm finished floor level (FFL) above the highest point of top of kerb of the primary street. DPF 1.1 of the Overlay specifies a minimum FFL of 300mm above the highest point of top of the primary street.

Therefore, the development is considered to be sited, designed and constructed to minimise the risk of entry of potential floodwaters by achieving the DPF requirement of the Overlay.

Water Protection Area Overlay

The entirety of Millicent is subject to a Water Protection Area Overlay, which encourages the following:

DO 1 ***Safeguard South Australia's public water supplies and ecologically significant areas by protecting regionally and locally significant surface and underground water resources in Water Protection Areas from pollution. This includes considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.***

Although a retail fuel outlet land use is inherently a site contaminating activity, should any operational issues arise as a consequence of the development, these are proposed to be managed via the conditions and advisory notes imposed by the EPA.

Noting that an environmental authorisation (licence) is required for this type of development and the application/owner/operator is held to a general environmental duty (as required by section 25 of the Environment Protection Act 1993) to take all reasonable and practicable measures to ensure that activities on the site do not pollute the environment in a way which causes (or may) cause environmental harm.

Accordingly, the proposed development is unlikely to cause adverse water quality risk and will not affect the long-term function of the Water Protection Area.

Water Resources Overlay

Situated at the rear, and directly adjoining the site is a declared watercourse which traverses through Millicent. This Overlay seeks the protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change. In addition to this, the Overlay encourages the maintenance, conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

The proposed development does not seek to alter the watercourse and its bed (which is contained within a separate allotment parcel), merely surfacing the area and providing landscaping along the rear and side boundaries of the site. The proposed building is setback approximately 30 metres from the watercourse with all surface water run-off managed on site.

It is also acknowledged that multiple structures within the locality (abutting the same water course) have setbacks less than what has been proposed. Thus, is it relatively uncontroversial for structures to be built near the water course with associated car parking and ancillary structures nearby.

Accordingly, the development seeks to maintain the conveyance function and natural flow path of watercourse adjoining the site with all stormwater runoff proposed to be managed and maintained onsite, achieving the Overlay.

Traffic Impact, Access and Parking – General Module

The applicant has provided a Traffic Impact Assessment prepared by CIRQA.

In summary, the Traffic Impact assessment demonstrates that the proposed internal roadways and carparking areas are considered to be appropriately designed so as to suitably accommodate for the volume of vehicles anticipated and types of vehicles. The carparking areas and internal access roads will be designed, constructed and maintained in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen in accordance with sound engineering practice and appropriately line marked.

The access points from Ridge Terrace and Cattle Bridge Road have not changed from the previous Development Authorisation and are considered to provide safe and effective access to the proposed development, minimise impacts upon the existing road network, and sensitive receivers within the locality.

In respect to carparking rates, the Code prescribes the following:

- Retail fuel outlet – 3 spaces per 100m² gross leasable floor area

The proposal has an approximate floor area of 180 square metres, and provides 19 carparking spaces, far exceeding the minimum requirement of the proposed land use.

The proposal is considered to accord with the relevant provisions of the Transport, Access, and Parking General Module.

Interface Between Land Uses – General Module

Development should be located and designed to mitigate adverse effects on or from neighbouring and proximate and uses (DO 1).

Although the subject land adjoins a Neighbourhood Zone to the east, the nearest sensitive receiver is approximately 70 metres to the north of the site, on the opposite side of Ridge Terrace.

As submitted in the planning statement, the proposal is confirmed to not produce the following:

- Smoke or dust, noting that all vehicle manoeuvring areas are sealed and vehicle movements throughout the land are already accommodated within the surrounding road network;
- Fumes or other air-quality impacts noting that no change is proposed to the already authorised fuel infrastructure, and that the proposal will continue to satisfy any requirements of the EPA;
- Vibration or electrical interference;
- Any unreasonable odours or noise acknowledging no change is proposed to the primary land use, being the retail sale of fuel;
- Any additional lighting will be designed to ensure no unreasonable light spill onto adjacent land; and
- The use of land is already approved to operate 24 hours a day, 7 days a week and this will not change as a result of the proposal; and

- The proposed drive-thru window will operate between 7am and 9pm, 7 days a week and supports the sale of food, drinks and other convenience goods associated with the retail fuel outlet land use.

Accordingly, the proposed development is considered to comply with the relevant provisions of the Interface Between Land Uses Module, with the majority of interface requirements already considered.

CONCLUSION

Having regard to the provisions of the Planning and Design Code, the proposed variation to a retail fuel outlet is supported in the Community Facilities Zone and warrants planning Consent.

The use is appropriately located within the existing character and amenity of the area. The siting and design of the proposal is considered to have limited visual impact and anticipated environmental impacts from the proposed development have been considered minimal and acceptable, in line with the already approved land use.

Furthermore, anticipated increased traffic volumes and movements are considered to provide safe and effective access to the proposed development, minimising impact upon the existing road network.

INVITES

The Representor – John Drew

The Applicant – Perry's Fuel Distributors c/o URPS (Phil Harnett)

ATTACHMENTS

1. Attachments DA 24035502 [6.1.1 - 146 pages]

7 URGENT MOTIONS WITHOUT NOTICE

8 MEETING CLOSE