TOWN PLANNING REPORT

IOR MOUNT ISA

MATERIAL CHANGE OF USE APPLICATION (SERVICE STATION)

Project Group

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TOWN PLANNING REPORT

IOR Mount Isa

Material Change of Use Application (Service Station)

CLIENT: IOR Pty Ltd (IOR)

ADDRESS: 3 Kolongo Crescent, Kalkadoon Qld 4825

TFA REFERENCE: 18198

TFA CONTACT: Damien Mackay

Document Control

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EXECUTIVE SUMMARY

Applicant

Applicant Details	IOR Pty Ltd
Contact Details	C/- Damien Mackay (Senior Town Planner) TFA PROJECT GROUP PO Box 2339 FORTITUDE VALLEY QLD 4006

Site

Site Address	3 Kolongo Crescent, Kalkadoon Qld 4825
Site Details	Lots 41 and 43 on MPH40048
Site Area	7,848m^2 (Lot 41) and 8,539m^2 (Lot 43) Total – 16,387 m^2
Current Land Use	Vacant land over Lot 41 Existing aboveground fuel tank, industrial shed / activities over Lot 43

Proposal

Proposal Description	Unmanned refuelling facility (service station) comprising: 1 x 70kL diesel tank, 1 x 55kL diesel tank and 1 x 5L AdBlue tank with inbuilt refuelling dispensers and associated oily water treatment system (24/7 hours of operation)
Application Type	Material Change of Use for unmanned refuelling facility (service station)

Local Government

Assessing Authority	Mount Isa City Council
Local Planning Instrument	*City of Mount Isa Planning Scheme 2020*
Zone	Medium Impact Industry
Level of Assessment	Assessable Development (Code assessment)
Applicable Overlays	Airport Overlay

State Government

State Planning Policies	Nil
Referral Agencies	Nil
State Development Assessment Provisions (SDAP)	Nil
State Planning Regulatory Provisions	*Mount Isa City Council Charges Resolution (No. 3) 2020*

1.0 INTRODUCTION

This planning assessment report has been prepared by TfA Project Group (TFA) on behalf of IOR Pty Ltd (the Applicant).

The application is made over land located at 3 Kolongo Crescent, Kalkadoon Qld 4825 and formally described as Lots 41 and 43 on MPH40048. The application seeks retrospective approval for a Material Change of Use (code assessment) for the development of a service station (unmanned refuelling facility), which operates 24 hours per day, seven days per week. The unmanned refuelling facility includes the provision for heavy vehicles to refuel via key-tag facility (i.e. IOR customer card). This current facility involves both IOR vehicles themselves and IOR card-carrying heavy vehicle clients to refuel.

Access caters for A-Triple vehicles which we understand are approved along the Barkly Highway and separate approval will be obtained via NHVR where required for the Kolongo Crescent access.

This report, which is submitted in support of the application, provides details of the current development and addresses relevant town planning, architectural, environmental and preliminary engineering issues associated with the proposal. The application is accompanied by the following consultant reports / documentation:

- **Appendix A** Title Searches
- **Appendix B** DA Drawings prepared by IOR
- **Appendix C** Oily Water Management Statement (RPEQ) prepared by TFA
- **Appendix D** Tank Specifications
- **Appendix E** Local Code Responses

To assist in the consent authority's determination of this development application, this planning report covers the following matters:

- **Section 2:** a site description including site characteristics and the context of the surrounding area;
- **Section 3:** a description of the development;
- **Section 4:** an assessment of the applicable state planning instruments; and
- **Section 5:** an assessment of the relevant planning scheme provisions.

2.0 THE SITE

2.1 Site Description

The subject site, formally described as Lot 41 and 43 on MPH40048, comprises 18,711 m^2 in total area. Lot 41 is currently vacant of any uses and has been cleared of any significant vegetation. Lot 43 currently supports the aboveground fuel facility as well as separate industrial activities and shed over the site.

The site has frontages to Kolongo Crescent and an unnamed road off Killara Crescent with approximate lengths of 80m and 68m respectfully. The subject site is immediately adjoined by other Industrial land.

The site will connect to the reticulated water, reticulated sewer, stormwater network, electricity and telecommunication points as necessary.

Refer Figure 1 below for an aerial view of the subject area.

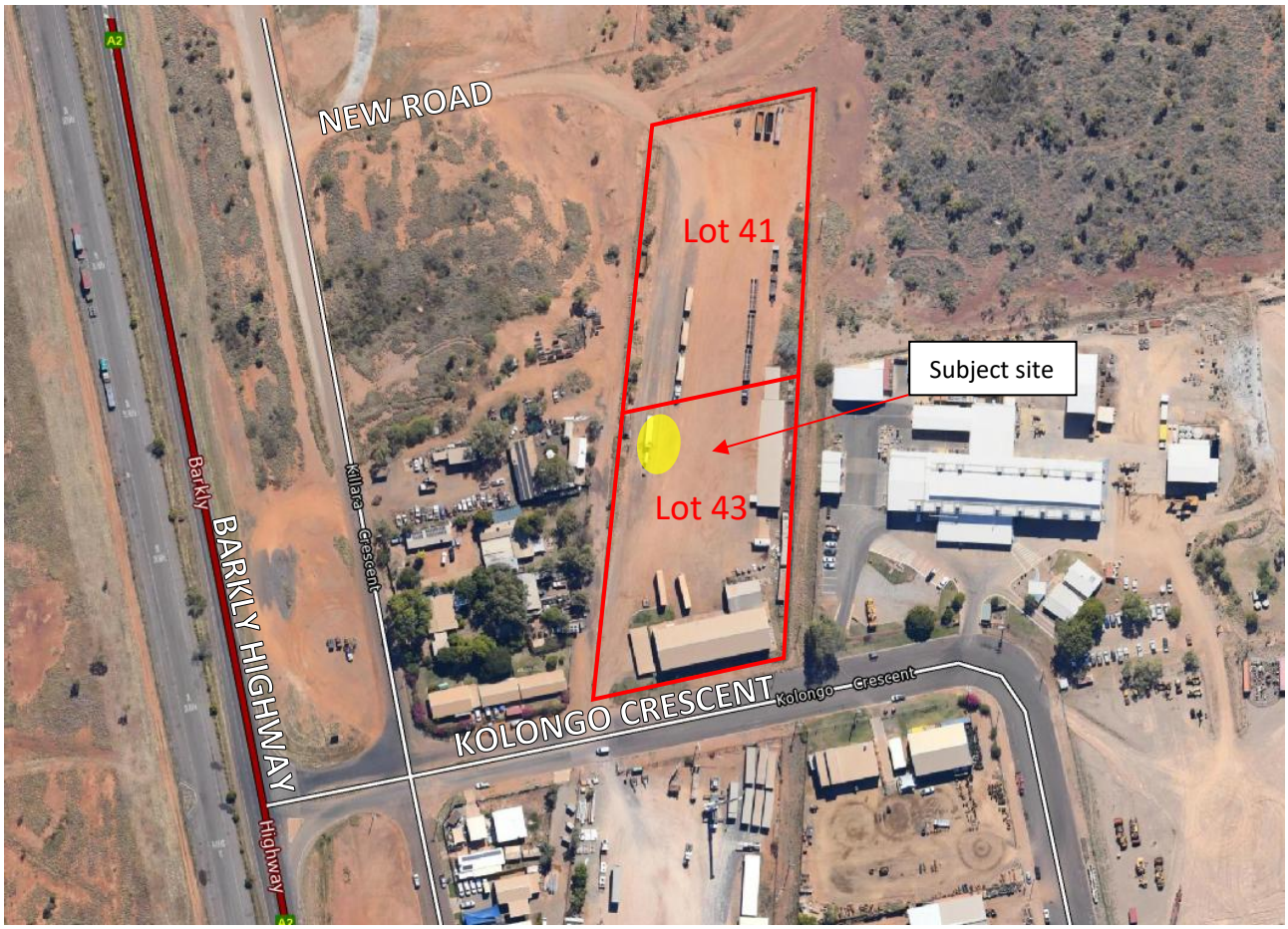

Figure 1: Site Overview (Source: Qld Globe)

Refer to the drawings in **Appendix B** of this report for further details of the existing site layout for an illustration of the site.

2.2 Surrounding Uses

The surrounding uses to the site are located within industrial zoned land. The site is adjoined by 10m wide vacant lots to the east and west. Further east, locates Hasting Deering CAT industrial office and vehicle operations. Further west, locates dwellings within the industrial zone and the Mount Isa airport and runway beyond.

The Barky Highway provides access into the Mount Isa town centre heading south for 8km.

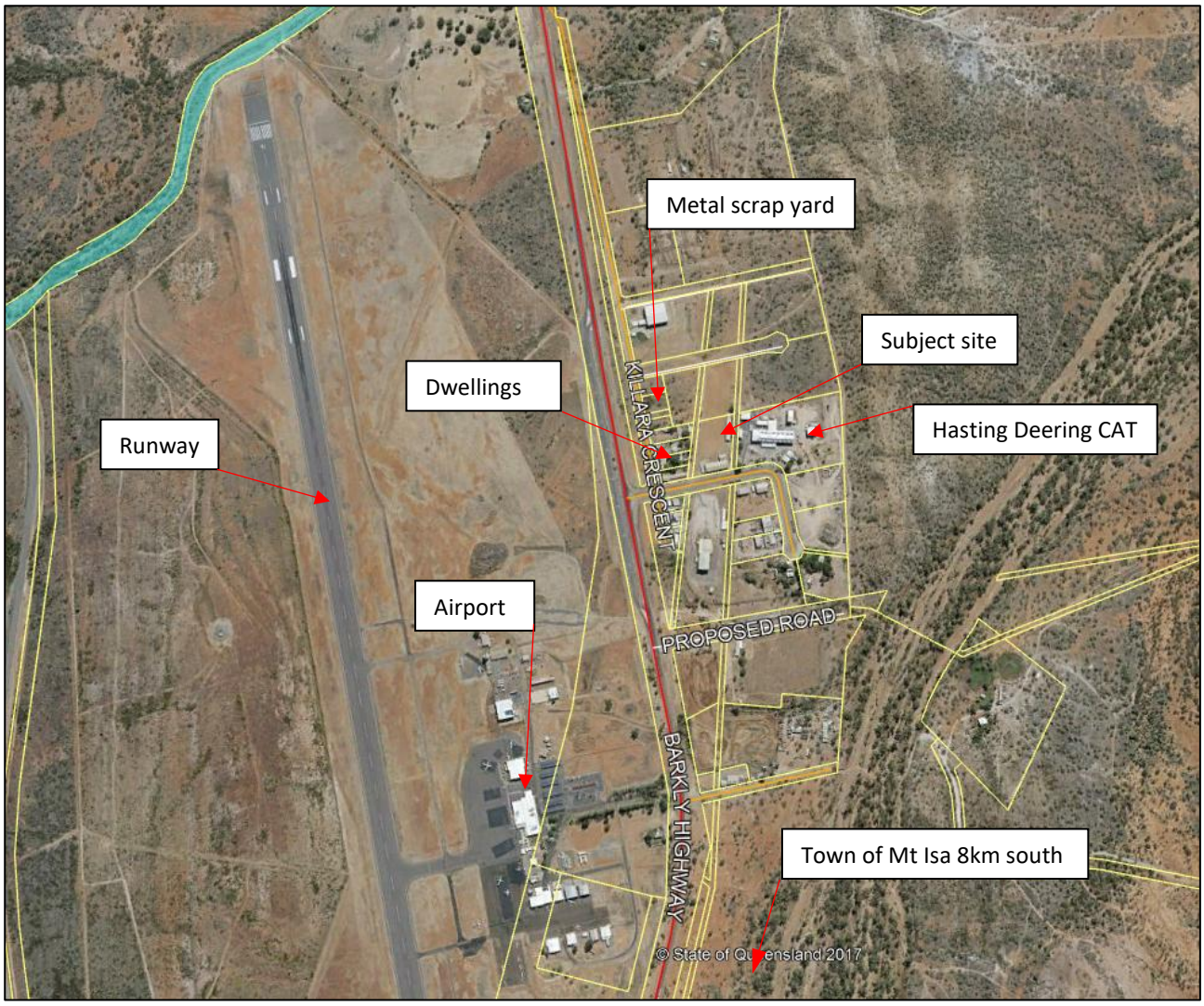

Figure 2: Surrounding Uses (source: Google)

3.0 PROPOSED DEVELOPMENT

3.1 Description of Proposal

This development application seeks planning approval for the current unmanned refuelling facility (service station) over the site which will operate 24 hours, seven days per week. The facility will operate 24 hours per day, seven days per week and payment of diesel fuel will be made via swipe card technology. The facility will be for the refuelling of heavy vehicles only and, as a result, only diesel fuel (combustible and non-flammable) and the related AdBlue product (non-combustible / non-flammable) will be available. All drawings of the proposal including all relevant plans, elevations and sections are attached in **Appendix B** of the report.

The facility involves the following main features:

- One (1) x 70,000L above-ground, double-walled diesel tank to refuel via key-tag facility (i.e. IOR customer card);
    - This facility would involve both IOR vehicles themselves and IOR card-carrying heavy vehicle clients to refuel;
- One (1) x 55,000L above-ground, double-walled diesel tank via key-tag facility;
- One (1) x 5,000L AdBlue tank for heavy vehicles via key-tag facility;
    - AdBlue is a diesel exhaust fluid used in modern trucks to reduce oxides / nitrogen levels;
- In-built fuel dispensing equipment located at the front of the tank;
- Fuel dispensing area located on a concrete hardstand area and allows for four (4) heavy vehicles to refuel at any time;
- Fuel dispensing area to be drained to the proposed oily water treatment separator (nominated on the plan as an Enviro-Australis oily water treatment system) and treated water will be discharged to Kolongo Crescent;
- Ingress via the new road off Killara Crescent and egress via existing site access onto Kolongo Crescent;
- Access will cater for A-Triple vehicles which we understand are approved along the Barkly Highway and separate approval will be obtained via NHVR where required for the Kolongo Crescent access; and
- New 2m high double-lapped fence along the western property boundary for the length of 92m (to assist in screening the facility from the adjoining properties to the west).

3.1.1 Access and Manoeuvrability

Vehicular entry to the site is via the rear access point from the new road off Killara Crescent and exit via the existing access point onto Kolongo Crescent. The internal driveways will be sealed with a bitumen surface to reduce dust generation on site. The new road off Killara Crescent is to be upgraded and sealed by others.

The purpose of the turning path drawings in **Appendix B** is to illustrate how the largest anticipated vehicle (an A-Triple) can safely access, manoeuvre throughout and exit the site in a forward gear. The majority of vehicles accessing the site are anticipated to be B-double heavy vehicles. Further, the turning path drawings in **Appendix B** indicates that the facility can accommodate up to four heavy vehicles refuelling at any one time.

It is understood that on average between 10-15 vehicle will visit the site per day.

The existing road network and site dimensions (site frontage and depth) of the proposed facility within the site, is considered to be sufficient for the scale and nature of the intended use without compromising the safety and function of the surrounding road network.

3.1.2 Oily Water Management Provisions

The proposal will include appropriate controls for oily water management so that the impacts on water quality in receiving waters is minimised.

Dispensing of fuel for the trucks will occur in concrete bunded areas. Stormwater runoff and any spillage that may occur during the dispensing of fuel will be captured by grated gully pits located at the centre of the bunded areas and directed to an Enviro OE30 full retention oily water separator via underground pipe network for hydrocarbon removal. This unit is compliant with the requirements of EN-858-1 "Class 1" oil/water separators. Treated water from the Enviro OE30 unit will be then discharged to Kolongo Crescent.

The Enviro OE30 device is a fully integrated in-line device capable of removing pollutants including oils from run-off. The device does not require any power, utilising the energy of the water flow to separate and contain pollutants for periodical removal by evacuation equipment. The internal surface can be inspected and washed as required, whilst screens can be removed and cleaned if and as required.

For further information, refer to the proposed site plan (Drwg No. KADA25-002) in **Appendix B** and the Oily Water Management Statement in **Appendix C**.

3.1.3 Fuel Storage

The development includes three (3) x above-ground, double-walled, self-bunded tanks. The first and second tanks will hold a total volume of 77,000L (approx.) and 55,000L(approx.) respectively of diesel fuel (combustible) and the third tank will hold 5,000L (approx.) of AdBlue product (non-combustible / non-flammable) used for refuelling / fuel unloading purposes. Dispensers will be in-built into the side of the diesel tank as shown on the relevant elevation drawings.

The tanks are manufactured to comply with Australian Standard AS1692 (Steel tanks for flammable and combustible liquids) and, once installed, will comply with Australian Standard AS1940 (The storage and handling of flammable and combustible liquids).

For further details of the tanks, refer to the DA drawings in **Appendix B** and tank specifications in **Appendix D**.

4.0 STATE GOVERNMENT PROVISIONS AND ASSESSMENT

4.1 State Planning Policy July 2017

The State Planning Policy July 2017 (SPP) is a statutory instrument developed by the State government under the *Planning Act 2016* on matters of State interest in land use planning and development. Where a particular SPP provision is not incorporated within a local government planning scheme, and where the relevant trigger for the SPP applies, the proposed development must satisfy the relevant provisions of the SPP. In relation to development assessment, Part E of the SPP discusses 'assessment benchmarks.'

As per Part 2 of the City of Mount Isa Planning Scheme 2020 (the planning scheme), the Minister has confirmed that the SPP is appropriately reflected within the planning scheme. Therefore, no assessment is required against the SPP.

4.2 Referral Agencies

Schedule 10 of the Planning Regulation, 2017 (the Regulation) lists all potentially relevant referral triggers and their jurisdictions. For this development, no referrals are identified.

4.3 State Development Assessment Provisions (SDAP)

None relevant.

4.4 State Planning Regulatory Provisions (SPRP)

Further to the above addressed state planning instruments, additional areas of state interest are regulated through SPRPs. This particular application triggers assessment against the following items identified in Table 1 below.

Table 1: SPRP Development Requirements

Requirement	Applicability
State Planning Regulatory Provision (adopted charges) 2012 (SPRP)	**Applicable** The development will be subject to infrastructure charges levied through the *Mount Isa City Council Charges Resolution (No. 3) 2020.*

5.0 LOCAL GOVERNMENT PROVISIONS AND ASSESSMENT

5.1 City of Mount Isa Planning Scheme 2020

Any assessable development over the site is subject to the provisions of the City of Mount Isa Planning Scheme 2020 (the planning scheme). The planning scheme commenced on 12 February 2020. The planning scheme sets out the relevant zoning and overlay provisions which guide development within the council area.

5.2 Use Definitions

Under the Planning Scheme, a **'Service station'** is defined as follows:

'Service station means the use of premises for—

(a) Selling fuel, including for example, petrol, liquid petroleum gas, automotive distillate or alternative fuels; or

(b) A food and drink outlet, shop, trailer, hire, or maintaining, repairing, servicing or washing vehicles, if the use is ancillary to the use in paragraph'

The retrospective unmanned refuelling facility is considered to fall within the parameters of this definition.

5.3 Planning Scheme Zoning

The subject site is currently included the *Medium Impact Industry zone*. Refer to Figure 3 below.

Figure 3: City of Mount Isa Planning Scheme – Zoning map extract (Source: MICC)

5.3.1 Zone – Level of Assessment

The Table of Assessment for the following zones designates the proposed 'Service station' as:

- Code Assessable Development (Code Assessment) within the medium impact industry.

This application will therefore follow the code assessable process and be assessed against the relevant assessment benchmarks.

5.4 Overlays

The following overlay for the site is called up against relevant council planning scheme and SPP mapping:

- Airport environs overlay.

This overlay is addressed below with comment provided as to whether the overlay is considered to be relevant to the assessment of the development.

5.4.1 Airport Environs Overlay (SPP)

As shown in the relevant SPP interactive mapping extracts in Figure 4 below, the development is located within the obstacle limitation surface area, light restriction zone, lighting area buffer 6km, wildlife hazard buffer zone, and aviation facility areas. This is assessed further against the relevant overlay code, discussed in section 5.5.3 below.

Figure 4: State Planning Polices (SPP) – Airport environs overlay (Source: Qld Gov)

5.5 Assessment of Relevant Planning Scheme Codes

The following codes are considered relevant to the development:

- Medium Impact Industry Zone Code
- Centre and Entertainment Activities Code
- Airport Environs Overlay Code
- Parking, Access and Loading Code
- Engineering Works and Services Code

The following code was reviewed for applicability and have not been given a detailed assessment for reason as follows:

- *Excavation and Filling Code*
  - Considered not applicable given no substantial excavation or filling is proposed.

- *Landscape Code*
    - No landscaping is proposed given the scale and location of the use.

An assessment of the proposal against the relevant specific outcomes / acceptable outcomes of the above codes are contained in **Appendix E** with a summary of the code compliance detailed below.

5.5.1 Medium Impact Industry Zone Code

The following table provides an assessment of the proposal in relation to the overall outcomes of the medium impact industry zone code.

Table 2: Medium Impact Industry Zone Code – Overall Outcomes Assessment

Overall Outcome	Development Response
The purpose of the code will be achieved through the following overall outcomes: *(1) A range of medium impact industry uses that satisfy the purpose of the zone are facilitated.*	The unmanned refuelling facility (service station) is considered to be a consistent form of development within the medium impact industry zone by providing a diesel fuel service to the region and travelling customers while ensuring the proposal does not have a detrimental impact on the environment and surrounding rural area.
(2) Where possible, the Medium impact industry zone will provide a buffer between the Special industry zone and the Low impact industry zone. The potential impacts of development in this Zone are to be mitigated through appropriate design, environmental protection measures and landscaping.	The subject site does not contain any known environmental constraints. The proposal will include appropriate oily water management over the site to ensure no adverse impacts to any nearby environmental areas.
(3) Small-scale non-Industry activities that support medium impact industry uses or that are more suitable to an industrial area than other parts of the City are supported where appropriate.	The unmanned truck refuelling facility (service station) is considered to be compatible within the medium impact industry zone given the scale and industrial nature of the development.
(4) On-site non-industry activities that support the primary medium impact industry use on the site, such as office and sales areas: *(a) are of a scale that is ancillary to the primary use on the site; and* *(b) do not compromise the ongoing operation and viability of surrounding uses in the Zone; and* *(c) do not compromise the integrity of the zone.*	The unmanned truck refuelling facility (service station) is considered to be compatible within the medium impact industry zone and does not include office or sales areas.
(5) The viability of existing and future medium impact industry uses is protected from the intrusion of incompatible uses, including, but not limited to, residential activities, low impact industry uses and special industry uses.	The unmanned truck refuelling facility (service station) is considered to be compatible within the medium impact industry zone.
(6) The scale, character and built form of development contributes to a high standard of amenity on-site and off-site.	The proposed development will provide a 2m high double-lapped fence for the length of 92m along the western property boundary fronting the nearby dwellings to the west to mitigate noise from the facility.
(7) Development is located, designed, operated and managed to: *(d) maintain or enhance the safety of people and integrity of infrastructure; and* *(e) not result in environmental harm; and*	The subject site does not contain any known environmental constraint. The storage of the diesel and AdBlue is contained within a doubled walled, self-bunded aboveground tank. The proposal will comprise all the relevant measures to ensure that hydrological functions are not disturbed.

Overall Outcome	Development Response
(f) avoid adverse impacts on the surrounding area, including, but not limited to, adverse impacts caused by traffic generation, or emissions of noise, odour, lighting, dust or smoke; and *(g) avoid adverse impacts on nearby non-industrial zoned land; and* *(h) provide safe vehicle, cyclist and pedestrian access to, and egress from, the site; and* *(i) avoid adverse on-site and off-site impacts on natural features and processes, including, but not limited to, creeks, gullies, waterways, wetlands and vegetation; and avoid, or where avoidance is not practicable, minimise, any risk of air pollution or contamination of land or water.*	Further, the development will provide for an oily-water treatment system for all stormwater captured over the refuelling / fuel unloading areas to ensure the release of materials as a result of natural hazards are mitigated. For further details, refer to the site layout plan (Drawing No. KADA25-002) in **Appendix B** and the Oily Water Management Statement (RPEQ) in **Appendix C**.
(8) Development is appropriately designed and located to be responsive to the environmental constraints of the land, including, but not limited to, natural topography, bushfire and flooding.	The subject site does not contain any known environmental constraint. The proposal will comprise all the relevant measures to ensure that hydrological functions are not disturbed. The proposal will include appropriate oily water management over the site to ensure no adverse impacts to any nearby environmental areas.
(9) Development incorporates and facilitates sustainable practices including maximising energy efficiency and water conservation appropriate to Mount Isa's semi-arid environment.	The development will comply where required.
(10) Development maximises the use of existing transport infrastructure and has access to an appropriate level of transport infrastructure, including, but not limited to, railways, airports and highways.	Vehicular entry to the site is via the rear access point from the new road off Killara Crescent and exit via the existing access point onto Kolongo Crescent. The internal driveways will be sealed with a bitumen surface to reduce dust generation on site. The new road off Killara Crescent will be upgraded and sealed by others.
(11) Development is to be functional, and attractively designed and presented.	The development is of a low-scale and located within an existing industrial development.
(12) Development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use, safe cycling and walking.	It is considered unlikely that the development will be a bicycle or pedestrian destination given the scale and nature of the unmanned truck refuelling facility. As such, no bicycle parking or facilities are provided on-site as part of this application.
(13) Natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development.	The site does not include any natural features (creeks, gullies, waterways, wetlands or vegetation). The subject site is located outside of any of the defined flood hazard area shown in council's overlay mapping.
(14) Development is provided with appropriate infrastructure and services.	The subject site includes existing infrastructure services to connect into.

5.5.2 Centre and Entertainment Activities Code

The development has been assessed against the relevant acceptable outcomes / performance outcomes of the centre and entertainment activities code. The key findings of this assessment in **Appendix E** have been summarised below:

- The proposal does not include any buildings. The development includes an aboveground fuel tank for refuelling heavy vehicles. Refer to the site plan and elevations in **Appendix B** for further details of the development.
- Lighting will be appropriately positioned to ensure direct or reflected light emissions do not cause nuisance;
- The development is considered to achieve air quality objectives through appropriate design and locations as well as sealed internal driveway surfaces;
- The proposal is appropriately located within an existing industrial property surrounding by industry uses. The site is within proximity of dwellings to the west zoned medium impact industry and next to the highway. The proposed development will provide a 2m high double-lapped fence for the length of 92m along the property boundary to the west to mitigate noise from the facility;
- The development will reduce dust produced over the site by formalising the heavy vehicle truck parking area and seal truck manoeuvring hardstand areas as well as reinstate other existing driveway surfaces with new bitumen;
- The proposed development does not adjoin a pedestrian footpath area given the site's proximity to the highway and being located within an existing industrial area;
- The development is approximately 2.4m which is less than the maximum height of 8.5m;
- The fuel tanks are located more than 10m from Kolongo Crescent with a setback of approximately 100m;
- It is considered that the development does not require carparking spaces given the use does not include an ancillary shop or amenities on site;
- Development does not include any buildings;
- Bin refuse provided at refuelling area and serviced by IOR contractors;
- The development incorporates a design and layout which will promote passive surveillance over the site, be well illuminated and comprise minimal opportunities for concealment;
- The development is not considered to produce odour emissions off-site and generate additional noise than existing given the nature and location of the development;
- The design and layout will promote passive surveillance over the site, be well illuminated and comprise minimal opportunities for concealment; and
- The proposed development will utilise ingress access via the lowest order road being the new road off Killara Crescent.

The proposal is therefore considered to adequately address all relevant aspects of this code.

5.5.3 Airport Environs Overlay Code

The proposed development has been assessed against the relevant acceptable outcomes / performance outcomes of the airport environs overlay code. The key findings of this assessment in **Appendix E** have been summarised below:

- The proposed development will not penetrate or create any physical obstruction into strategic airport's operational airspace and create an obstacle to an aircraft operating to or from strategic airport's operational airspace.
- The proposed redevelopment will not emit gaseous plumes as well as smoke, dust, ash, steam or other airborne particulate. The proposal will not emit light that will exceed the maximum light intensity specified for the area.
- The proposed development will not emit gaseous plumes as well as smoke, dust, ash, steam or other airborne particulate. The proposal does not include any uses listed in Table 8.2.1.2 Land uses associated with increases in wildlife strikes and hazards. The proposed redevelopment will include refuse areas that are covered within an enclosed area. The proposed redevelopment is not considered to attract birds and bats into the area.
- The proposed redevelopment will not interfere with the function of aviation facilities given the location and nature of the development.

The proposal is therefore considered to adequately address all relevant aspects of this code.

5.5.4 Parking, Access and Loading Code

The proposed development has been assessed against the relevant acceptable outcomes / performance outcomes of the parking, access and loading code. The key findings of this assessment have been summarised below:

- Vehicular entry to the site is via the rear access point from the new road off Killara Crescent and exit via the existing access point onto Kolongo Crescent;
- The purpose of the turning path drawings in Appendix B is to illustrate how the largest anticipated vehicle (an A-Triple) can safely access, manoeuvre throughout and exit the site in a forward gear;
- The majority of vehicles accessing the site are anticipated to be B-double heavy vehicles. Further, the turning path drawings in Appendix B indicates that the facility can accommodate up to two heavy vehicles refuelling at any one time;
- The proposed crossover off the new road off Killara Crescent will be designed and constructed in accordance with council standards;
- The proposal does not require removal of street trees for any new crossovers;
- Due to the nature of the facility (unmanned and for heavy vehicles) the proposal does not include any parking for persons with disabilities (given only trucks park at the site to refuel) and no dedicated on-site car parking spaces (given there is no retail shop / sales building / amenities);
- The internal driveways will be sealed with a bitumen surface to reduce dust generation on site. The new road off Killara Crescent is to be upgraded and sealed by others;
- The proposed development will provide a 2m high double-lapped fence for the length of 92m along the western property boundary fronting the nearby dwellings to the west to mitigate noise from the facility; and
- Fuel delivery vehicles can conveniently access the site via the rear access point from the new road off Killara Crescent, undertaking their operations and then exit the site via the existing driveway off Kolongo Crescent.

The proposal is therefore considered to adequately address all relevant aspects of this code.

5.5.5 Engineering Works and Services Code

The proposed development has been assessed against the relevant acceptable outcomes / performance outcomes of the engineering works and services code. The key findings of this assessment have been summarised below:

- The site is currently connected to the reticulated water supply. No change is proposed to this supply;
- The development does not require connection to sewer;
- The site is currently connected to the reticulated electricity infrastructure. No change is proposed to this supply;
- The site is currently connected to the telecommunication infrastructure. No change is proposed to this infrastructure;
- Dispensing of fuel for the trucks will occur in concrete bunded areas. Stormwater runoff and any spillage that may occur during the dispensing of fuel will be captured by grated gully pits located at the centre of the bunded areas and directed to an Enviro OE30 full retention oily water separator via underground pipe network for hydrocarbon removal. This unit is compliant with the requirements of EN-858-1 “Class 1” oil/water separators; and
- The Enviro OE30 device is a fully integrated in-line device capable of removing pollutants including oils from run-off. The device does not require any power, utilising the energy of the water flow to separate and contain pollutants for periodical removal by evacuation equipment. The internal surface can be inspected and washed as required, whilst screens can be removed and cleaned if and as required.

The proposal is therefore considered to adequately address all relevant aspects of this code.

6.0 CONCLUSION

This planning assessment report has been prepared by TfA Project Group (TFA) on behalf of IOR Pty Ltd (the Applicant).

The application is made over land located at 3 Kolongo Crescent, Kalkadoon Qld 4825 and formally described as Lots 41 and 43 on MPH40048. The application seeks retrospective approval for a Material Change of Use (code assessment) for the development of a service station (unmanned refuelling facility), which will operate 24 hours per day, seven days per week. The unmanned refuelling facility includes the provision for heavy vehicles to refuel via key-tag facility (i.e. IOR customer card). This facility would involve both IOR vehicles themselves and IOR card-carrying heavy vehicle clients to refuel.

The proposal has been assessed under the code assessment procedures of the City of Mount Isa Planning Scheme 2020 and all relevant State planning policy provisions. From this assessment, the following conclusions are able to be drawn:

- The proposed use, due to its purpose of refuelling of heavy vehicles and its industrial appearance, it is considered to be a consistent form of development within the medium impact industry zone;
- The proposed development will be constructed and operated in a manner which will not impact upon the safety and operation of the surrounding road network;
- The proposed development, through effective oily water treatment, will not impact adversely on any sensitive receiving environment; and
- The application demonstrates compliance with all relevant local and state provisions including all relevant codes.

On the basis of the above, it is considered sufficient planning grounds exist to warrant the proposal and the application is recommended for Council approval.

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