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26th June 2020

Cootamundra-Gundagai Regional Council
PO Box 720
COOTAMUNDRA NSW 2590

**RE: MODIFICATION OF DA2017/78– PROPOSED FREIGHT TRANSPORT FACILITY LOT 301 DP 1213777
NASHS LANE COOTAMUNDRA**

Dear Sir/Madam,

We are writing in relation to the accompanying application to modify DA2017/78. This modification proposes to:

1. Remove the proposed private fuel tank along southern boundary and propose an unmanned fuel tank within the front setback which would be utilised by the complex as well as Pacific Petroleum account card holders;
2. Amend operating hours of warehousing aspects to 24 hours 7 days per week;
3. Relocate proposed workshop and washbay and reduce parking on site; and
4. Amend access arrangements to allow in/out access within both site access points and therefore use of both accesses by both light and heavy vehicle traffic.

a. Unmanned fuel tank

The intention of this modification is to remove the proposed private fuel tank which consists of an aboveground tank and one bowser located towards the south eastern property boundary, and replace this with an unmanned aboveground fuel tank with one bowser to be located within the front property setback. This tank would be utilised for the purpose of refuelling heavy vehicles associated with this facility and heavy vehicles with Pacific Petroleum account cards. Fuel will not be offered by wholesale or retail to the general public and the bowser would only work with Pacific Petroleum account cards, not general debit or credit cards. This would allow the use of the fuel tank to be controlled and limited to specific users. Further to this, an Operational Management Plan prepared for the site would be provided to all Pacific Petroleum account holders to ensure any use of the fuel tank outside of daylight hours was managed as per the operation plan requirements.

It is considered that the average maximum usage of the tank would be ten users per day. Spillage would be concentrated within the bunded area which would drain to a 5,000L blind pump out tank which would be pumped out by a licensed contractor on a monthly, or as required basis. The proposed form, dimensions and location of the proposed fuel tank is outlined in the accompanying plans.

It is proposed that the unmanned fuel tank and associated access and hardstand vehicle movement areas would be constructed in the first instance, with security fencing erected between the remaining undeveloped freight and logistics complex area of the land. Following this, Stages 1 and 2 of the development, as identified in the accompanying plans, would then be undertaken in future.

The fuel tank is not expected to significantly increase traffic attending the complex as it would be utilised by users of the complex, or by passing heavy vehicle traffic which held Pacific Petroleum account cards.

The unmanned fuel tank would be able to be utilised 24 hours per day, 7 days per week, however it is not expected to be utilised by more than approximately 10 users in a 24 hour period. An Operational Management Plan has been prepared and accompanies this application which details measures which will be undertaken to mitigate the potential disturbance the proposed operating hours may have on the area.

b. Amend operating hours of warehousing aspect to 24 hours 7 days per week

The intention of this modification is to amend the operating hours of the warehousing aspect of the freight and logistics complex. Condition 4 of the existing consent states that the operations of the development may only be conducted between the hours of 6am to 10 pm Monday to Saturday and 8am to 6pm on public holidays and Sundays.

As identified in the original Statement of Environmental Effects (SEE), it is proposed for the warehousing aspect to operate 24 hours per day, 7 days per week. The after hours use is expected to be intermittent depending on freight demands however would be limited to an average maximum of 10 vehicles attending the site outside of daylight hours.

An Operational Management Plan has been prepared and accompanies this application which details measures which will be undertaken to mitigate the potential disturbance the proposed operating hours may have on the area.

c. Relocate proposed workshop and washbay:

Due to the proposed location of the unmanned fuel tank within the Cootamundra Road setback, the location and orientation of the workshop and washbay have been amended. The building was moved further east, and the parking within this area was reduced and relocated to ensure adequate vehicle movement and turning paths were available both about the site and to the fuel tank.

It is noted that the reduction in parking spaces was limited to car spaces which were reduced to 28. Given the proposed number of employees on the site (26) and the need for 0.5 spaces to be provided per employee, the proposed reduction to 28 car parking spaces would still adequately service the operation of the site.

d. Amend access arrangements to allow in/out access within both site access points.

Due to the proposed location of the unmanned fuel tank within the Cootamundra Road setback, it is proposed to allow both access driveways to service in/out traffic to enable adequate area for turning paths of heavy vehicles utilising the fuel tank. Due to this proposal, both accesses would then also be utilised for both heavy and light vehicle traffic.

It is considered that the majority of light vehicle traffic would be employees arriving for work at the beginning of the work day, and leaving the site at the end of the work day. It is also therefore considered that allowing both accesses to cater for in/out, both heavy and light vehicle traffic would be unlikely to result in safety issues or traffic conflicts both within the Cootamundra Road road reserve and within the site.

If you require any further information in order to process this application, please do not hesitate to contact our office.

Yours faithfully,

MJM CONSULTING ENGINEERS



JENNA AMOS
Planning Manager

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