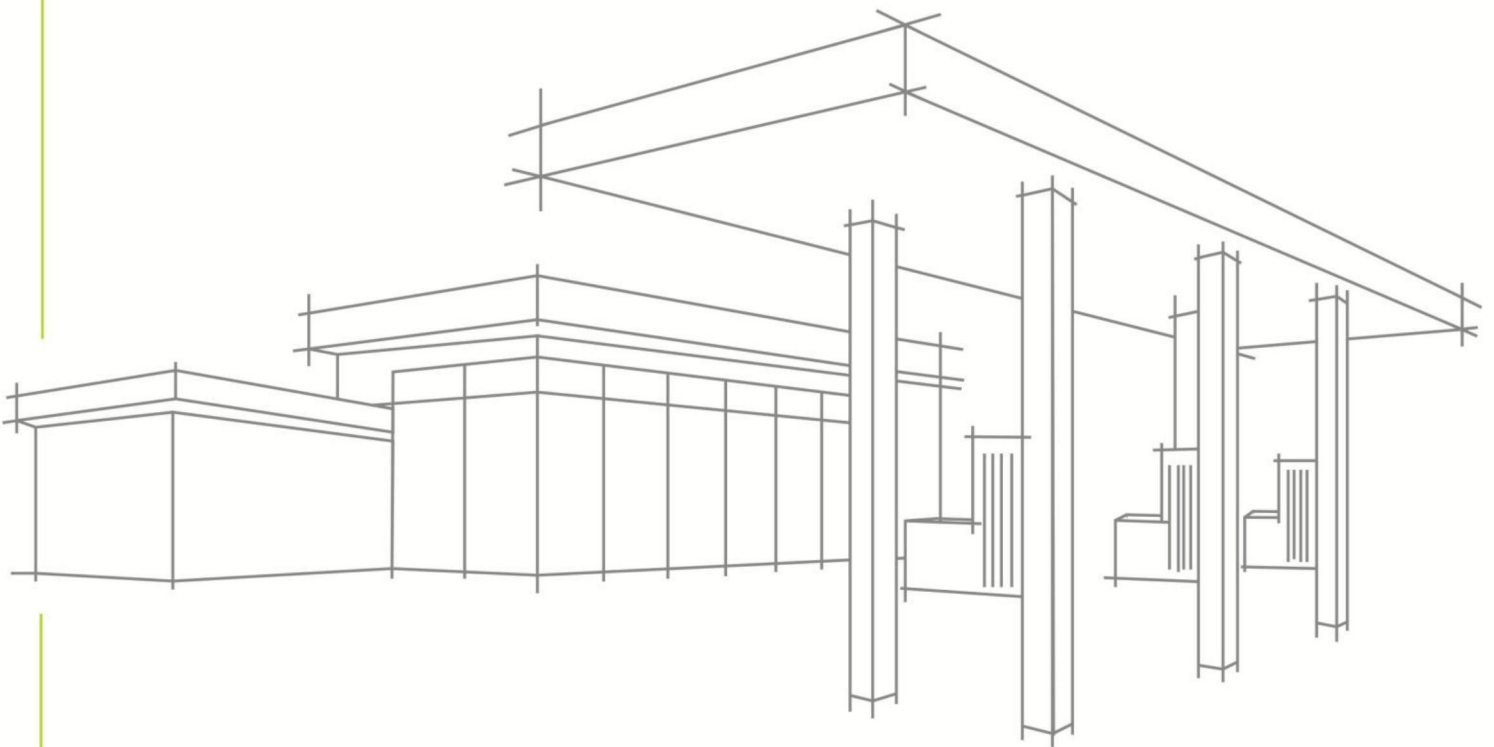


TOWN PLANNING REPORT

APPLICATION FOR LAND USE (SERVICE STATION), BUILDING AND WORKS AND SIGNAGE



CREATE • PLAN • DELIVER

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

TOWN PLANNING REPORT

Application for Land Use (Service Station), Building and Works and Signage

CLIENT:

ADDRESS: 116 Connewarren Lane, Mortlake VIC 3212

TFA REFERENCE:

TFA CONTACT:

Document Control

REVISION	DATE	PREPARED BY	REVIEWED BY	COMMENTS
A	28 Jan 2026	J. McRae	J. Rowell	Final
B	20 Feb 2026	J. McRae	J. Rowell	Final – Council RFI

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EXECUTIVE SUMMARY

Applicant

Applicant Details	
Contact Details	

Site

Site Details	116 Connewarren Lane, Mortlake VIC 3212
Lot and Plan Number	PC370654
Site Area	594,600m ² (59.46ha)
Current Land Use	Saleyard (Livestock Exchange Facility)
Landowner	

Proposal

Proposal Description	New Service Station (Unmanned Refuelling Facility)
Application Type	Planning Permit for New Use (Service Station), Building and Works, Signage

Local Government

Assessing Authority	Moyne Shire Council
Local Planning Instrument	<i>Moyne Planning Scheme</i>
Zone	Farming Zone (FZ)
Neighbourhood Plan / Precinct	N/A
Applicable Overlays	N/A

1.0 INTRODUCTION

_____ has prepared this planning assessment report on behalf of _____ and with the consent of the owner,

The application is made over land located as 116 Connewarren Lane, Mortlake VIC 3212, formally described as PC370654. The site currently functions as a Livestock Exchange Facility. The application seeks a planning permit to develop a service station (unmanned diesel refuelling facility).

This report, which is submitted in support of the application, provides details of the proposed development and addresses the relevant planning policy provisions and guidance. The following documentation accompanies this application:

- **Appendix A** - Title Search;
- **Appendix B** - Proposed DA Drawings, prepared by IOR;
- **Appendix C** – Oily Water Statement, prepared by TFA Project group.

In summary, the proposed development will provide a supporting function for the established Livestock Exchange Facility and be suitably located within the site so as not to detract from any of the existing facility's operations.

2.0 SITE DESCRIPTION AND SURROUNDING USES

The site is located at 116 Connewarren Lane, Mortlake VIC 3212, formally referenced as PC370654, and comprises an area of 594,600m². The site is on the northern side of Connewarren Lane and is currently occupied by a livestock exchange facility, owned and operated by the [redacted]. The subject site in its current form supports a main roofed structure functioning as the livestock exchange facility and associated amenities/office buildings and shed structures. Access to the site is via separate ingress and egress points along Connewarren Lane.

The site and surrounding context are of a rural nature and predominately surrounded by large vacant lots. The subject site and the surrounding environment are predominantly zoned as Farming Zone (FZ).

Refer to Figure 1 below for an aerial view of the site.



Figure 1: Aerial view of Subject Site (Source: NearMap, Jan 2026)

3.0 PROPOSED DEVELOPMENT

The proposed development involves the installation of an unmanned diesel truck refuelling facility within the existing livestock exchange operations at 116 Connewarren Lane, Mortlake VIC 3212, operating 24 hours a day, 7 days per week.

In summary, the proposed works are to comprise:

- Installation of a dual compartment 80KL/15 KL (Diesel / Ad Blue) above-ground doubled wall self-bunded tank for the storage of diesel (combustible and non-flammable) and AdBlue (non-combustible / non-flammable).
- Supporting double ablation block facility for patrons of the refuelling facility and associated onsite septic system to satisfy council standards.
- Access to the facility via the existing crossover and accessway. The current paved surfaces will remain, with the addition of 1,235m² of bitumen seal and 60m² of concrete bunding to cover to capture potential spills from the refuelling area.
- Provision for two truck refuelling positions. The design is intended for vehicles up to 35.4m B-Triples.
- The proposed hours of operation will be 24 hours a day / 7 days a week and an average truck patronage of 1 -2 vehicles refuelling per hour is expected.
- Installation of an oily water system to manage any potential spills over the fuel dispensing area which will be appropriately drained and bunded.

An extract of the proposed site layout is provided within Figure 3 below.

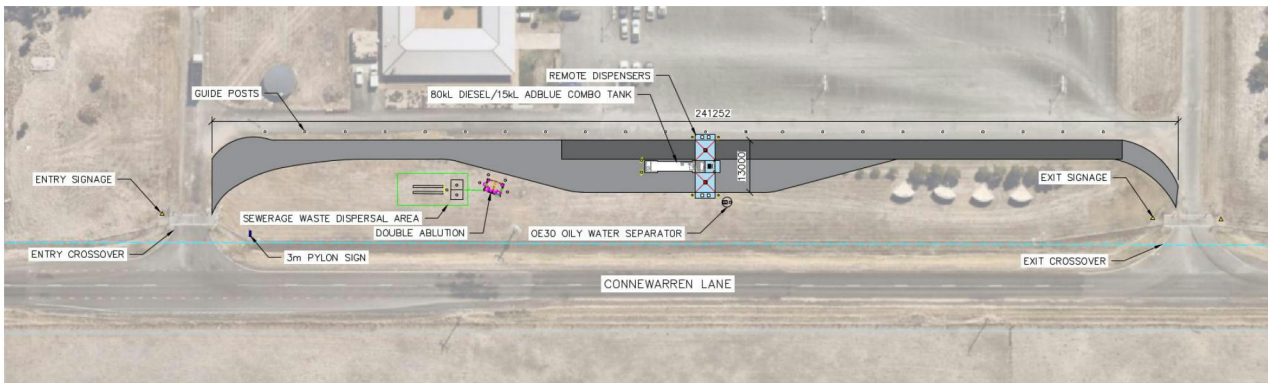


Figure 2: Proposed Site Layout (source: iOR)

3.1.1 Accessway

The proposed development will maintain access via Connewarren Lane through the site's existing southern boundary, providing additional linkages to the crossover to support ingress and egress from the proposed refuelling area.

The current paved surfaces will be utilised, with the addition of 1,235m² of bitumen seal and 60m² of concrete bunding to support a dedicated access path to the facility, appropriately separated from the main livestock access. This access pathway will provide a one-way vehicle thoroughfare for on-site safety purposes.

The purpose of the turning paths drawing in **Appendix B** is to illustrate how the largest anticipated vehicle (a B-Triple) can safely access, manoeuvre, and exit the site in forward gear. Further, the drawing indicates that the facility can accommodate up to two heavy vehicles refuelling at any one time.

Directional signs will be installed as per the plans in **Appendix B** to effectively direct patrons through the one-way access to the refuelling facility.

3.1.2 Oily Water Separator Treatment System

The proposal will include effective controls for managing oily water to minimize impacts on water quality in receiving bodies of water. Fuel dispensing for the trucks will take place in a concrete bunded area. Stormwater runoff and any spills that may occur during fuel dispensing will be captured by grated gully pits located in the centre of these bunded areas. The collected water will be directed to an Enviro OE30 full retention oily water separator through an underground pipe network for hydrocarbon removal. This unit complies with the requirements of EN-858-1 "Class 1" oil/water separators.

The Enviro OE30 device is a fully integrated inline system designed to remove pollutants, including oils, from stormwater runoff. It operates without requiring any external power, relying instead on the energy generated by the water flow to separate and contain pollutants for periodic removal by evacuation equipment. The internal surfaces of the device can be inspected and cleaned as needed, and screens can be removed for maintenance when required.

The device is designed for a service life of 100 years for its fixed parts and 25 years for its replaceable components. The Enviro OE30 boasts impressive performance claims, achieving reductions of up to 95% for Gross Pollutants (GP), 90% for Suspended Solids (TSS), 97% for Total Phosphorous (TP), 85% for Total Nitrogen (TN), and 99.95% for Total Hydrocarbons. It also has an oil containment capacity of 8,000 litres. Hydrocarbon retention occurs in a separate chamber, functioning as a best-practice oil and grease arrestor.

For more details, please refer to the Oily Water Management Statement in **Appendix C**.

3.1.3 Above Ground Storage

The proposal involves the installation of a dual compartment 80KL/15 KL (diesel / Ad Blue) above-ground doubled wall self-bunded tank for the storage of diesel (combustible and non-flammable) and Adblue (non-combustible / non-flammable). The tank is 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). These standards will ensure greater environmental controls, such as double-walled tanks, double-walled pressure pipework, automatic tank gauging, and electronic leak monitoring. The storage and handling of flammable and combustible liquids will be held up to standard.

3.1.4 Signage

The development application proposes the following signage:

- 1 x "ENTRY ONLY" signage
- 2 x "EXIT ONLY" signage
- 1 x 3m high Pylon Sign (Internally Illuminated)

The proposed illuminated signage would be illuminated in alignment with the operational hours of the proposed development, as to be identifiable by passing motorists.

Further, the proposed signage generally complies with the objectives for advertising. Refer section 4.2.4.1 of this report for a detailed assessment of the proposed signage.

3.1.5 Ablution Block / Sewage Treatment

A new double unit ablution block will be installed adjacent to the refuelling facility. These ablutions will include two toilets and shower facilities. Access to the ablution block will be controlled via a swipe card or key tag, which must be pre-arranged with the fuel provider.

The ablution block will be directly connected to an on-site sewage septic tank, and the sewage from this tank will be disposed of in accordance with local council regulations.

The proposed site layout drawings and ablutions block drawings in **Appendix B** include details of the ablutions block, including its location on the site and relevant layout/elevations.

3.1.6 Outdoor Lighting

As part of the proposed development, some existing lighting along the existing internal access-way will be relocated and the applicant will also install separate / new lighting around the refuelling tank. This is shown in the proposed plans in **Appendix B**. The image in Figure 4 below shows an example site of the lighting proposed near the tank.



Figure 3: Example lighting around tank (source: IOR)

3.1.7 Operational Waste Management

Solid waste generated in association with the service station operation is to be temporarily stored within proximity to bowlers for patron use and regularly transferred to the waste storage area at the livestock exchange for collection by waste personnel. Waste generated from the operations will be collected either by designated personnel or through the existing waste management system for the site, ensuring that disposal processes align with relevant regulations and standards.

4.0 STATUTORY CONTEXT

4.1 Planning and Environment Act 1987 (P&E Act)

The Planning and Environment Act 1987 (P&E Act) is the primary land use planning legislation in Victoria. The Act establishes a framework for planning the use, development, and protection of land in Victoria in the present and long-term interest of all Victorians. The P&E Act provides the base framework to inform the development of the planning scheme.

4.2 Moyne Planning Scheme

The Moyne Planning Scheme (the planning scheme) makes local environmental planning provisions for land within the council's jurisdiction. The Moyne Shire Council is the consent authority for the purposes of the planning scheme.

4.2.1 Municipal Planning Statement

With regard to the Municipal Planning Statement, it is determined that consideration against the following clauses would be relevant to the proposed development:

- Natural resource management
- Economic Development
- Transport

An assessment of the relevant provisions of the above mentioned clauses is undertaken within *Table 1* below.

Table 1: Municipal Planning Statement Review

Policy	Relevant Strategic Directions	Response
<ul style="list-style-type: none"> • Natural resource management 	<ul style="list-style-type: none"> • <i>Limit the use of productive agricultural land for non-productive agricultural purposes.</i> • <i>Ensure development in high potential groundwater recharge areas is compatible with site capability and retains native vegetation.</i> 	<p>The proposed development is co-located with an existing livestock exchange facility and is not considered to utilise any currently non-developed parts of the site.</p>
<ul style="list-style-type: none"> • Economic Development 	<ul style="list-style-type: none"> • <i>Promote agriculture as the primary industry of the economy.</i> • <i>Protect agricultural land from non-productive use and development.</i> • <i>Support the growth, diversification and value-adding of primary industry, including agriculture, aquaculture and agroforestry, and processing of agricultural products grown within the municipality or harvested offshore.</i> • <i>Encourage industries servicing local communities and primary producers to locate in existing settlements.</i> 	<p>As above, the proposed development is co-located with an existing livestock exchange facility, therefore not detracting from the availability of agricultural land.</p> <p>The proposed facility will have capacity to provide servicing to the broader locality, including patrons accessing the site for the purpose of visiting the livestock exchange facility.</p>
<ul style="list-style-type: none"> • Transport 	<ul style="list-style-type: none"> • <i>Ensure that use and development does not prejudice the levels of service, safety and amenity of the transport network.</i> 	<p>The proposed development is anticipated to comprise a high level of patronage associated with the livestock exchange, with the balance from the</p>

Policy	Relevant Strategic Directions	Response
		broader community. The adjoining road network is anticipated to be capable of catering for the additional traffic generated by the proposed development works as there will only be an estimated 1-2 heavy vehicles refuelling per hour over a flexible 24 hour period.

4.2.2 Planning Policy Framework

With regard to the Planning Policy Framework, it is determined that consideration against the following clauses would be relevant to the proposed development:

- Clause 13.02 – Bushfire
- Clause 14.01 – Agriculture
- Clause 14.02 - Water
- Clause 15.01 – Built Environment
- Clause 15.02 - Heritage
- Clause 18.01 – Land Use and Transport

An assessment of the relevant provisions of the above mentioned clauses is undertaken within Table 2 below.

Table 2: Planning Policy Framework Review

Policy	Relevant Policy Objectives	Response
Clause 13.02 – Bushfire <ul style="list-style-type: none"> • Clause 13.021S – Bushfire Planning 	<i>To strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.</i>	The site is identified to be located within a Designated Bushfire Prone Area. The impact of bushfire on the proposed development works is mitigated on the basis of: <ul style="list-style-type: none"> • The proposal comprising no additional habitable structures. • The operation of the development works comprises of short stays by patrons for refuelling purposes. • The portion of the site which the works are located within comprise only minor vegetation established as part of the original livestock exchange facility development. This vegetation is to be removed from the site as a result of the proposed works.
Clause 14.01 – Agriculture <ul style="list-style-type: none"> • Clause 14.01-1S - Protection of agricultural land 	<i>To protect the state's agricultural base by preserving productive farmland.</i>	The proposed works are confined to a predominantly developed portion of the existing Livestock Exchange site, therefor not promoting the loss of any agricultural land.
Clause 14.02 – Water <ul style="list-style-type: none"> • Clause 14.02-1S - Catchment planning and management 	<i>To assist the protection and restoration of catchments, waterways, estuaries, bays, water bodies, groundwater, and the marine environment.</i>	The proposed works are to manage the quality of water generated within the development area through the following actions:

Policy	Relevant Policy Objectives	Response
<ul style="list-style-type: none"> Clause 14.02-2S - Water quality 	<i>To protect water quality.</i>	<ul style="list-style-type: none"> Installation of a 'Class 1' oily water separator for the treatment of spills within the bunded areas. Utilisation of an above-ground, double walled fuel tank.
Clause 15.01 – Built Environment <ul style="list-style-type: none"> Clause 15.01-6S - Design for rural areas 	<i>To ensure development respects valued areas of rural character.</i>	The proposed works are integrated into the broader livestock exchange facility, therefore posing no further impact to the rural character of the locality.
Clause 15.02 – Heritage <ul style="list-style-type: none"> 15.03-1S - Heritage conservation 	<i>To ensure the conservation of places of heritage significance.</i>	The subject site is identified to adjoin a site of heritage significance. The proposed works are wholly separated from this site, therefore not posing any impact on its heritage integrity.
Clause 18.01 – Land Use and Transport <ul style="list-style-type: none"> 18.01-2S - Transport system 	<i>To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.</i>	The proposed service station is designed to be well integrated with the existing internal vehicle manoeuvring arrangement and road access connection. The proposed access arrangement permits all vehicles to access and exit the site in a forward gear.

4.2.3 Site Zoning

Under the Planning scheme, the subject site is located within the Farming Zone (FZ), as illustrated by Figure 4.

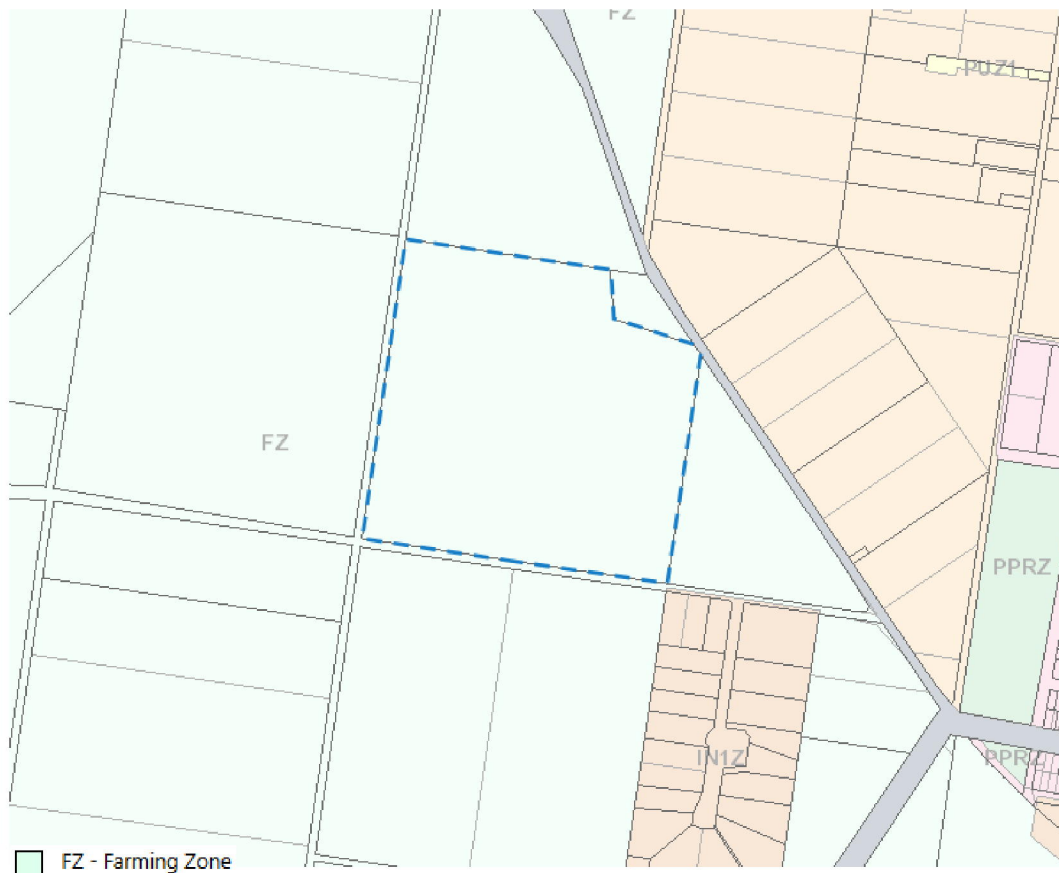


Figure 4: Zone Map Extract (source: VicPlan)

4.2.3.1 Objectives

The Objectives of the FZ Farming Zone are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for the use of land for agriculture.*
- *To encourage the retention of productive agricultural land.*
- *To ensure that non-agricultural uses, including dwellings, do not adversely affect the use of land for agriculture.*
- *To encourage the retention of employment and population to support rural communities.*
- *To encourage the use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*
- *To provide for the use and development of land for the specific purposes identified in a schedule for this zone.*

The proposed development is considered to satisfy the above zone objectives as follows:

- The primary use of the site remains for agricultural / livestock exchange purposes.
- The proposed use is a supporting function of the overarching livestock exchange facility as it will allow vehicles accessing the site to refuel.
- The proposed use will not adversely affect the land to be used for agricultural purposes as it is utilising a small footprint area within a larger existing site currently used primarily for Saleyard purpose.
- The proposed use strengthens the overall offer of the livestock facility, providing additional convenience to its patrons.
- The proposed use will manage all / any oily spills appropriately to ensure no impact to the surrounding environment.

4.2.3.2 Use Definition and Permissibility

The proposed use is defined under the planning scheme as:

Service Station –

Land used to sell motor vehicle fuel from bowsers or charge electric vehicles. It may include the:

- a) selling of motor vehicle lubricants, accessories or parts;*
- b) selling of food, drinks and other convenience goods;*
- c) hiring of trailers;*
- d) servicing or washing of motor vehicles; and*
- e) installing of motor vehicle accessories or parts.*

As above, the service station use is identified to be classified as 'Permit Required' within the FZ Farming Zone.

4.2.3.3 Building and Works

Clause 34.01-4 of the Planning Scheme requires a permit to construct or carry out works, including the following:

- *A building or works associated with a use in Section 2 of Clause 35.07-1. This does not apply to:*
 - *An alteration or extension to an existing dwelling provided the floor area of the alteration or extension is not more than the area specified in a schedule to this zone or, if no area is specified, 200 square metres. Any area specified must be more than 200 square metres.*

- *An out-building associated with an existing dwelling provided the floor area of the out-building is not more than the area specified in a schedule to this zone or, if no area is specified, 250 square metres. Any area specified must be more than 250 square metres.*
- *An alteration or extension to an existing building used for agriculture provided the floor area of the alteration or extension is not more than the area specified in a schedule to this zone or, if no area is specified, 250 square metres. Any area specified must be more than 250 square metres. The building must not be used to keep, board, breed or train animals.*
- *A rainwater tank.*
- *Earthworks specified in a schedule to this zone, if on land specified in a schedule.*
- *A building which is within any of the following setbacks:*
 - *The setback from a Transport Zone 2 or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the purpose of the acquisition is for a road specified in a schedule to this zone or, if no setback is specified, 50 metres.*
 - *The setback from any other road or boundary specified in a schedule to this zone.*
 - *The setback from a dwelling not in the same ownership specified in a schedule to this zone.*
 - *100 metres from a small second dwelling not in the same ownership.*
 - *100 metres from a waterway, wetlands or designated flood plain or, the distance specified in the schedule to this zone. Any distance specified must be less than 100 metres.*
- *Permanent or fixed feeding infrastructure for seasonal or supplementary feeding for grazing animal production constructed within 100 metres of:*
 - *A waterway, wetland or designated flood plain.*
 - *A dwelling or small second dwelling not in the same ownership.*
 - *A residential or urban growth zone.*
- *A building or works associated with accommodation located within one kilometre from the nearest title boundary of land subject to:*
 - *A permit for a wind energy facility; or*
 - *An application for a permit for a wind energy facility; or*
 - *An incorporated document approving a wind energy facility; or*
 - *A proposed wind energy facility for which an action has been taken under section 8(1), 8(2), 8(3) or 8(4) of the Environment Effects Act 1978.*
- *A building or works associated with accommodation located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.*

As above, given that the proposal comprises of a Section 2 land use, is located within 20m of Connewarren Lane and may comprise some earthworks for the management of stormwater within the site, it is determined that a permit for building and works is required.

4.2.3.4 Decision Guidelines

Clause 35.07-6 lists the decision guidelines for development within the Farming Zone. Having reviewed the relevant points within this clause, the following is noted in support of the proposal under Table 3 overleaf.

Table 3: Extract from Farming Zone Decision Guidelines

RELEVANT MATTER	RESPONSE
General Issues	
The Municipal Planning Strategy and the Planning Policy Framework.	The municipal planning strategy and planning policy framework have been considered in subsequent sections of this report.
Any Regional Catchment Strategy and associated plan applying to the land.	No change to the general management of water within the site is proposed, with any discharge generated from the refuelling area to be appropriately treated before discharging to the existing stormwater network. Please refer to Oily Water Statement, provided in Appendix C .
The capability of the land to accommodate the proposed use or development, including the disposal of effluent.	The proposed development is confined to a currently unutilised portion of the site. Any effluent generated within the ablution block will be appropriately dispersed to the site in accordance with council requirements.
How the use or development relates to sustainable land management.	The proposed development is confined to a currently highly developed site within the region, reducing the loss of other valuable farmland.
Whether the site is suitable for the use or development and whether the proposal is compatible with adjoining and nearby land uses.	The proposed development is intended to provide refuelling services to both patrons of the applicant and to users of the Saleyard, minimising overuse of the road network within the region on sales days.
How the use and development make use of existing infrastructure and services.	The proposed works are to utilise the existing driveway crossovers between the site and Connewarren Lane. Additionally, any power and water is anticipated to utilise existing on-site services.
Agricultural issues and the impacts from non-agricultural uses	
Whether the use or development will support and enhance agricultural production.	The proposed service station use is to be accessible to both users of the existing livestock sale facility and passing traffic which are customers of the applicant.
Whether the use or development will adversely affect soil quality or permanently remove land from agricultural production.	The proposed facility is to utilise above ground, double walled, steel fuel tanks as to prevent loss of containment. The facility is also to use a class 1 oily water separator for the treatment of any hydrocarbons generated within the bunded areas before discharge. Accordingly, the quality of soil is to be appropriately managed.
The potential for the use or development to limit the operation and expansion of adjoining and nearby agricultural uses.	The proposal is not anticipated to limit the expansion of existing nearby agricultural uses.
The capacity of the site to sustain the agricultural use.	The site is currently occupied by a livestock exchange facility. The proposed works are contained to part of the site which generally aligns with the existing built form. As such, the proposal is not considered to further limit the capacity of the site for an agricultural use.
The agricultural qualities of the land, such as soil quality, access to water and access to rural infrastructure.	As above.
Any integrated land management plan prepared for the site.	Not Applicable. An integrated land management plan is not considered relevant to this proposal.

RELEVANT MATTER	RESPONSE
<p>Whether Rural worker accommodation is necessary having regard to:</p> <ul style="list-style-type: none"> The nature and scale of the agricultural use. The accessibility to residential areas and existing accommodation, and the remoteness of the location. 	Not Applicable
The duration of the use of the land for Rural worker accommodation.	Not Applicable
Accommodation Issues	Not Applicable
Environmental Issues	
The impact of the proposal on the area's natural physical features and resources, particularly soil and water quality.	As discussed in the above points the proposed use will effectively manage all environmental impacts so as not to harm the surrounding receiving environment.
The impact of the use or development on the flora and fauna on the site and its surroundings.	The proposed works are anticipated to result in the loss of some existing planting located along the frontage of the site. These trees are understood to have been planted at the development of the site and therefore are not considered to pose any significant biodiversity impacts.
The need to protect and enhance the area's biodiversity, including retaining vegetation and faunal habitat and revegetate land, including riparian buffers along waterways, gullies, ridgelines, property boundaries and saline discharge and recharge areas.	As above.
The location of on-site effluent disposal areas to minimise the impact of nutrient loads on waterways and native vegetation.	The ablation block will be directly connected to a sewage septic tank, and disposed of through an on-site dispersal system.
Design and Sitting Issues	
The need to locate buildings in one area to avoid any adverse impacts on surrounding agricultural uses and to minimise the loss of productive agricultural land.	The proposed works are separated from any nearby agricultural uses, being positioned adjacent to the road. This is not considered to result in any loss of productive agricultural land
The impact of the siting, design, height, bulk, colours, and materials to be used on the natural environment, major roads, vistas, and water features, as well as the measures to be undertaken to minimise any adverse impacts.	The unmanned refuelling facility, comprising of minimal built form structures, and by virtue of its appropriate setback from the main road frontage, will not detract from the existing rural fabric and does not impede the natural environment, major roads, vistas, or water features. Overall, no adverse impacts due to the proposal have been identified.
The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.	As above.
The location and design of existing and proposed infrastructure including roads, gas, water, drainage, telecommunications and sewerage facilities.	The proposed development is to utilise existing water, drainage and access arrangements benefitting the site. Additionally, sewerage is to be disposed of via an on-site dispersal system.
Whether the use and development will require traffic management measures.	Traffic management measures are not considered relevant. The facility will be effectively sign-posted for clear wayfinding within the site.

RELEVANT MATTER	RESPONSE
<p>The need to locate and design buildings used for accommodation to avoid or reduce noise and shadow flicker impacts from the operation of a wind energy facility if it is located within one kilometre from the nearest title boundary of land subject to:</p> <ul style="list-style-type: none"> • Permit for a wind energy facility or • An application for a permit for a wind energy facility; or • An incorporated document approving a wind energy facility; or <p>A proposed wind energy facility for which an action has been taken under sections 8(1), 8(2), 8(3) or 8(4) of the Environment Effects Act 1978</p>	<p>Not Applicable.</p> <p>No accommodation buildings are considered in the proposed development.</p>
<p>The need to locate and design buildings used for accommodation to avoid or reduce the impact from vehicular traffic, noise, blasting, dust and vibration from an existing or proposed extractive industry operation if it is located within 500 metres from the nearest title boundary of land on which a work authority has been applied for or granted under the Mineral Resources (Sustainable Development) Act 1990.</p>	<p>Not Applicable.</p> <p>No accommodation buildings are considered in the proposed development.</p>

4.2.4 Particular Provisions

4.2.4.1 Signs

Clause 52.05 of the Moyne Planning Scheme regulates land development for signs and associated structures. The purpose of the clause is:

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance, or efficiency of a road.*

The purpose of this category is to identify and promote signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character. For the purpose of this application, the signage applied for as part of this application is understood to be defined as follows:

- Direction Sign - Entry and exit Signs
- Internally Illuminated Sign & Pole Sign – 3m High Pylon Sign

Under 35.07-7, the subject site has been identified as a sensitive area (Category 4). A Category 4 identification aims to promote unobtrusive signs in areas requiring strong amenity control. Category 4 provides the maximum limitation for signage. The relevant permit requirements for the proposed signage are outlined within Table 4.

Table 4: Signage Permit Requirement

SIGN TYPE	PERMIT REQUIREMENT	CONDITION	RESPONSE
Direction Sign	Permit Not Required	None Specified	The proposed directional signs do not require any permit for the purpose of this application.

SIGN TYPE	PERMIT REQUIREMENT	CONDITION	RESPONSE
Business Identification Sign	Permit Required	The total display area to each premises must not exceed 3 sqm. This does not apply to a Business identification sign on land used for a Freeway service centre or Service station.	The proposed pylon sign is for a service station use.
Internally Illuminated Sign	Permit Required	Must be on land used for a Freeway service centre or Service station	The proposed internally illuminated pylon sign is associated with a service station use and therefore is permitted to be established in association with the proposed development.

As above, the only sign determined to require permitting for this application is considered to be the proposed business identification sign. In accordance with the decision guidelines, the proposed sign is considered to be suitable having regard to the following:

- *The character of the area*
 - The site forms a part of a predominately rural locale and is only proposed to comprise minimal signage as to not detract from the look and feel of the area.
- *Impacts on views and vistas*
 - The proposed signage is to be low form as to minimise impacts to views and vistas.
- *The relationship to the streetscape, setting or landscape*
 - Only 1 pylon sign is proposed, reducing cluttering within the site.
- *The relationship to the site and building*
 - The proposed sign is generally low form, similar to that of the proposed tank and ablution block.
- *The impact of structures associated with the sign*
 - The proposed pylon sign comprises minimal built form as to minimise the potential impact of the structure.
- *The impact of any illumination*
 - The proposed pylon sign is to be internally illuminated and not comprise of any flashing or moving parts.
 - The site does not directly adjoin any residential land uses which would be impacted by the proposed sign.
- *The impact of any logo box associated with the sign*
 - No logo box is proposed
- *The need for identification and the opportunities for adequate identification on the site or locality*
 - The proposed pylon sign provides site identification for passing motorists, as to clearly discern the proposed refuelling facility from the road environment.
- *The impact on road safety*

- The proposed sign is located to face a lower order road (Connewarren Lane) and is sufficiently separated from the road alignment.
- The sign comprises a minimal sign face area and comprises no flashing or moving parts.

4.2.4.2 Car parking

Pursuant to clause 52.06 of the planning scheme, the purpose of this provision is to ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality. Clause 52.06 of the planning scheme is identified to be relevant to the proposed works due to the additional new use of the proposed service station. No parking specification for use is given under Table 1 of Clause 52.06, therefore, the number of parking spaces must be to council's satisfaction in accordance with Clause 52.06-6.

Due to the specific nature of the proposed "service station" use (ie. an unmanned truck refuelling facility) no separate or dedicated car parking is required to support the use on the following main grounds:

- The proposed facility is for the use patrons of the livestock exchange facility as well as passing heavy vehicles wishing to refuel.
- Patrons of the livestock exchange facility are capable of utilising the existing parking / loading facilities currently provided onsite.
- Outside of refuelling services for the livestock exchange facility patrons, the refuelling facility is anticipated to generate up to 1-2 vehicle trips per hour, for an average of 30 vehicles per day based on other similar facilities operated by the applicant. Accordingly, heavy vehicles are considered to be capable of temporarily standing within the refuelling area to access the ablution facilities.

Accordingly, no parking is considered to be required in association with the proposed facility.

In addition to the above though, it is noted that as part of the proposed works that the access associated with the service station is to utilise part of the existing parking area associated with the existing Livestock Exchange (defined as Saleyard). In this regard, accordance with clause 52.06-5 a permit is required to *Reduce (including reduce to zero) the minimum number of car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay*. Under clause 52.06-5, the minimum parking rate for a saleyard is 10% of the site area, which based on the current / proposed site arrangement the following is noted:

- The existing site area is approximately 594,600m² (59.46ha), which would require a minimum of 59,460m² of the site to be dedicated to car parking;
- Based on aerial imagery of the subject site, the existing carpark comprises an area of approximately 7,500m², which would not comply with the minimum parking requirement under the current version of the planning scheme;
- The proposed development would result in a reduction to the total area of the carpark of approximately 660m², or 8.8% of the total carpark area.

In accordance with the above, it is considered that a permit is not required to reduce the total number of carparks, as the existing saleyard use currently does not comply with the minimum requirement under the clause 52.06-5. It is additionally noted that the proposed works have been agreed with site operator, therefore the loss of parking is not considered to impact site operations.

4.2.4.3 Land Adjacent to the Principal Road Network

The zoning map in Figure 7 illustrates that the subject site is directly adjacent to the Principal Road Network, Road Zone TZ2.

In accordance with section 52.29 of the Planning Scheme, a permit is required to:

Create or alter access to:

- *A road in a Transport Zone 2.*

No alterations to the access to the subject site will be undertaken, with access to remain via Connewarren Lane. Accordingly, no permit for the creation or alteration of access to a Road in Transport Zone 2 is required.

4.2.4.4 Bicycle Facilities

In accordance with section 52.34 of the planning scheme, a new use must not commence without providing bicycle facilities in accordance with this clause. There is no parking rate for a service station, and therefore, bicycle parking must be provided at the discretion of the responsible authority.

To this extent, a service station of the nature proposed (ie. trucks only and no shop component) is not anticipated to generate any cycle trips to the site. Therefore, the provision of bicycle infrastructure is not considered necessary nor particularly safe for the proposed development.

4.2.4.5 Stormwater Management in Urban Development

As specified in the Oily Water Management Statement in **Appendix C** the proposed development is considered to satisfy the relevant provisions of Clause 53.18 of the planning scheme, assessing against the standards W1 - W3 of the clause.

5.0 CONCLUSION

_____ has prepared this planning assessment report on behalf of _____ and with the consent of the owner,

The application is made over land located as 116 Connewarren Lane, Mortlake VIC 3212, formally described as Lot PC370654. The site currently functions as a Livestock Exchange Facility. The application seeks a planning permit to develop a service station (unmanned diesel refuelling facility).

The proposal has been assessed against the relevant provisions of the Moyne Planning Scheme, and the findings are summarised as follows:

- The primary use of the site remains for agricultural purposes (Saleyard) and the proposed use is a supporting function of the overarching livestock exchange facility as it will allow trucks accessing the site to refuel.
- The proposed use will not adversely affect the land to be used for agricultural purposes as it is utilising a small footprint area within a larger existing site currently used primarily for a Saleyard purpose, being associated with the broader agricultural operations with the area.
- The proposed use will manage all / any oily spills appropriately to ensure no impact to the surrounding environment.
- The proposed use will not have any impact on the Connewarren Lane by virtue of utilising the existing / approved access points into the site.
- The application demonstrates compliance with all relevant local and state provisions, including all relevant clauses of the planning scheme.

Based on the above, sufficient planning grounds exist to warrant the proposal, and the application is recommended for Council approval.