

Statement of Environmental Effects

Lots A & B DP 420132,
corner of Banna Ave & Bonegilla Rd, Griffith, NSW.



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Disclaimer:

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The client has authorised Planningmatters Development Service to liaise with Council regarding this proposal.

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1.0 DESCRIPTION OF THE SITE & LOCALITY:

The subject land comprises Lots A & B DP 420132, located on the corner of Banna Avenue & Bonegilla Road, Griffith, NSW. The site used to be occupied by a service station that comprised an awning above fuel dispensers on an apron/forecourt fronting Banna Avenue and a building adjoining the southern boundary that included a sales room, store rooms, office, amenities, workshop, rental car office & washbay.

The site has recently been occupied by a hand car washing facility and a shop that were approved as part of DA 69/2023 & DA 263/2023, respectively. The hand car washing operation is still occupying part of the site whereas the use of the former retail areas a shop has ceased.

With the exception of a motel to the west and some residential dwellings to the south & south-west, the surrounding locality is predominantly occupied by commercial buildings. Surrounding landuses comprise a: tyre repair business to the north; service station, car wash & fast food premises to the north-east; supermarket & general goods retailer to the east; shops & gym to the south; government office building to the west; and shops & offices to the north-west.

Vehicular access/egress to the site can currently be gained via existing driveways off Banna Avenue & Bonegilla Road. Vehicular parking has traditionally been provided along the site's western boundary. The existing concrete apron adjoining the eastern side of the building was traditionally used for intermittent parking & to check vehicle tyre pressures.

The subject land generally falls to towards the northern & eastern boundaries. Vegetation within the immediate locality comprises predominantly street trees and some landscaped areas on surrounding allotments.

The surrounding locality can be serviced with essential services such as reticulated potable water, sewerage, electricity, telecommunications & natural gas.

The site fronts Banna Avenue, which comprises a sealed split carriageway catering for the two-way movement of vehicles. Banna Avenue is classified as an 'arterial' road under the control of Transport for NSW (TfNSW) and has a speed limit of 50km/hr adjoining the site. Banna Avenue is gazetted as a B-Double route and caters for a considerable volume of traffic. Bonegilla Road comprises a sealed carriageway catering for the two-way movement of vehicles. Bonegilla Road is classified as a 'local' road under the control of Griffith City Council and has a speed limit of 50km/hr.



Source: maps.six.nsw.gov.au

Figure 1.1: Aerial image of the immediate locality identifying the subject site.

2.0 DESCRIPTION OF THE PROPOSAL:

2.1 Nature of the proposal & land-use:

The proposed development relates to the partial use of premises for the purposes of a drive-thru coffee operation on Lots A & B DP 420132, which is located on the corner of Banna Avenue & Bonegilla Road, Griffith. The portion of the existing building to be occupied by the drive-thru coffee operation comprises the former retail sales room located in the north-eastern corner of the building that was recently approved to be used for the purposes of a shop as part of DA 263/2023.

The proposal relates to fit-out of the former retail area with benches, shelves & sinks to enable the preparation of take-away beverages. Customers looking to purchase beverages will place an order via an 'Application' (app) using their mobile phone(s) before arriving at the site. Unlike conventional drive-thru operations associated with restaurants and coffee outlets in other cities/towns, this proposed operation will not cater for customers looking to place an order via a window or an ordering pillar that uses a microphone & speaker to liaise with staff. If on occasions customers arrive at this site without having first placed an order ordered using the business' app they will be provided with a business card and asked to leave the site, park and place an order before returning to the site so as to avoid congestion. Whilst this may initially inconvenience the odd customer the proponent believes that the likelihood of customers visiting the site without having first placed an order via the businesses app will be low, especially once customers learn how the business operates. A number of other businesses in Griffith that sell take-away coffee already offer a service allowing customers to order via an app or by sending a text message. This means that customers looking to collect a coffee as quickly as possible via a drive-thru and already familiar with the need to per-order via an app.

The proposed landuse does not include the preparation/cooking of food.

This DA does not relate to the partial use of the subject premises for the purpose of a hand car washing & detailing operation or the parking of food van(s).

2.2 Subdivision:

The subject land currently comprises two (2) Torrens title allotments. This proposal does not include subdivision or consolidation of the allotments. Likewise, this proposal does not include the creation of any easements on either the subject or adjoining allotments. Whilst the existing building is built over the common boundary line the proposal does not include any alterations or additions to the building which are considered to require consolidation of the allotments. The landowner is aware that Council may require consolidation of the existing allotments if building works are proposed in the future

2.3 Hours of operation and days of trade:

The business to initially occupy the shop is anticipated to trade between the hours of: 5:00am-11:00am Monday to Friday; and 7:00am-11:00am on Saturdays. Consent is not being sought at this point in time to trade on Sundays or Public holidays.

2.4 Employees & customers:

This proposed drive-thru coffee business that will occupy the former service station's retail area in the north-eastern corner of the building will generally only employ one (1) staff member at any one point in time. The number of employees associated with this new business is no more than what was proposed as part of DA 263/2023 and less than what would have been associated with the former use of the site as a service station, especially when driveway service was offered to customers purchasing fuel.

The proposed business will not generate any customers that will need to access the building. All customers associated with the proposed drive-thru coffee operation will be served whilst sitting in their vehicle via the new window located on the eastern side of the building.

Visitors associated with the drive-thru coffee business are anticipated to comprise delivery drivers, the odd sales representative & health inspectors. The majority of these visits can be co-ordinated so as to occur outside trading hours.

2.5 Advertising signage & outdoor lighting:

The proposal partial occupation of the premises by a drive-thru coffee outlet will involve the erection of signage. The exact location, type, size & colour of this signage has to date not been confirmed and will therefore be subject to a separate DA, if required. As a guide, it is anticipated that signage associated with the drive-thru coffee operation will be located on the building's eastern wall and potentially on the glazing located on the northern & eastern façades of the former retail area. Some of the anticipated future signage may comprise replacement signage from when the site was occupied by a service station and/or the shop approved as part of DA 263/2023.

Signage may be provided on the temporary barriers identified on the submitted plan that may be used to separate vehicles associated with the drive-thru coffee operation from vehicles associated with the hand car washing facility. This signage is anticipated to logo(s) of the drive-thru coffee business and/or their roasted coffee bean supplier. Details relating to signage on temporary barriers can be provided to Council prior to installation.

2.6 Construction:

The proposal does not include any major construction activity or building works. Minor works will be undertaken as part of the fit-out of the former retail area for the drive-thru coffee operation. These works will comprise the provision of new sinks, benches & shelves and the installation of water supply & drainage infrastructure.

Fit-out of the drive-thru coffee operation can be undertaken during daylight hours. Adequate provision exists to park contractors vehicles on-site during the fit-out period.

2.7 Landscaping:

The proposal does not include the provision of any new landscaped areas on the site.

2.8 External design:

With the exception of signage and the installation of an openable window in an existing glazing panel on the building's eastern façade, the proposal is not anticipated to otherwise alter the external appearance of the site.

2.9 Vehicular access:

Vehicular access/egress to the site can currently be gained via either of the two (2) existing driveways off Banna Avenue and/or the two (2) driveways off Bonegilla Road. The proposal includes formalisation of the site's existing driveways which can theoretically currently be used for two-way (ie: in & out) movements.

The proposal provides for vehicles associated with the proposed drive-thru coffee operation to enter via either the eastern-most driveway off Banna Avenue or the northern-most driveway off Bonegilla Road and exit via the southern-most driveway onto Bonegilla Road. The proposal provides for vehicles associated with the existing hand car washing operation to enter & leave the site via the site's western-most driveway off Banna Avenue.

It is proposed to place temporary barriers under the eastern edge of the awning to separate vehicles associated with the drive-thru coffee operation from the hand car washing business. Appropriate signage identifying the site's 'entry only', 'exit only' and combined 'entry/exit' driveways can be erected on the property boundary.

The site's driveway off Bonegilla Road is located immediately adjacent to (and undivided from) a driveway servicing adjoining Lot C DP 420132. Whilst the south-western most driveway servicing Lots A & B DP 420132 will be identified as an 'exit only' the driveway servicing Lot C DP 420132 will continue to be used to cater for incoming & outgoing vehicles associated with that site. There are currently four (4) line-marked parking spaces adjacent to the northern side of the building on Lot C DP 420132, which essentially block vehicles from travelling along this driveway and accessing the carparking spaces located at the rear of that site. It is anticipated that these line-marked parking spaces have not been approved (and/or required) by Council as it forces vehicles accessing these spaces, let alone the parking area at the rear of the site to make use of the driveway along the southern side of Lot B DP 420132. Considering that no easements for access are understood to burden either Lots B or C DP 420132 in favour of each other the landowner of Lots A & B DP 420132 intends to notify the landowner & occupier(s) of Lot C that they need to cease parking along their driveway & using Lot B DP 420132 to access their site. The proponent for this DA believes that if the four (4) parking spaces are removed from the driveway servicing Lot C DP 420132 that adequate provision exists for incoming vehicles associated with Lot C DP 420132 and outgoing vehicles associated with the drive-thru coffee operation on Lots A & B DP 420132 to pass each other. Especially if line-marking is implemented with arrows to identify the direction of vehicle movement associated with the driveways servicing Lots A, B & C DP 420132 off Bonegilla Road. A traffic management plan identifying the type & location of signage & line-marking can be submitted to Council for approval prior to the commencement of operations associated with the drive-thru coffee business.

2.10 Car parking:

Vehicles associated with the site's former use as a service station that needed to park for extended periods (eg: vehicles driven by staff & workshop customers) used to park adjacent to the site's western boundary whereas customer vehicles that were re-fueling used to park/stand in a stacked format under the awning located at the front of the site off Banna Avenue. The existing concrete apron adjoining the eastern side of the building fronting Bonegilla Road was traditionally used for intermittent parking (ie: customers not purchasing fuel but parking/standing for short periods (eg: when purchasing something from the shop, booking in a vehicle service, etc) and to check vehicle tyre pressures.

The Development Consent relating to the establishment of a hand car washing operation (ie: DA 69/2023) did not include a condition relating to the number of on-site parking spaces that needed to be provided to service that proposed landuse. The approved site plan associated with DA 69/2023 identified two (2) parking spaces in the north-western corner of the site and four (4) parking spaces adjacent to the site's eastern boundary. The Statement of Environmental Effects (SoEE) associated with DA 69/2023 did not comment on the number of on-site parking spaces that would be provided but did make reference to the submitted plan, which showed a total of six (6) on-site parking spaces.

The Development Consent relating to the use of the former service station's retail area as a shop (ie: DA 263/2023) included a condition requiring the provision of three (3) on-site parking spaces. This condition made reference to these three (3) parking spaces servicing the development, which implies that they were just associated with the partial use of the premises for the purpose of a shop and were not associated with the hand car washing operation. The approved site plan associated with DA 263/2023 identified three (3) parking spaces in the north-western corner of the site that could be used by the hand car washing operation and provision for at least eight (8) vehicles to stand/park in a stacked format under the awning.

The proposed drive-thru coffee business is considered to require the provision of only one (1) parking space. It is proposed that parking spaces 4 & 5 will be associated with the proposed drive-thru coffee business whereas parking spaces 1-3 and the area under the awning that can cater for at least 8 stacked vehicles will be used by the hand car washing operation. In this regard, it is proposed that parking spaces 1-3 will be occupied by vehicles being dropped off and that the stacked parking area under the awning will be used to park staff vehicles and customer's vehicles awaiting collection.

2.11 Traffic generation:

The proposed drive-thru coffee operation will generate a consistent volume of traffic during peak periods. Whilst it is difficult to anticipate the volume of traffic that may be associated with the proposed business during the busiest of peak hours the proposal is not anticipated to generate anywhere near the volume that drive-thru's associated with fast-food restaurants generate. Furthermore, the time that vehicles associated with this proposed drive-thru coffee operation are likely to be on-site is anticipated to be less than what is experienced at not only conventional drive-thru restaurants but also other drive-thru coffee outlets because this proposal does not provide for on-site ordering. The proposed business' intention to only service customers whom have placed an order via an app on their telephone is anticipated to significantly reduce the length of time that vehicles will be required to 'stand' on site waiting to collect their order. The requirement in DCP20 for drive-thru's that can serve customers within three minutes or less to cater for 4 stacked vehicles spaces per service point is anticipated to be based on assumed traffic generation rates for each service point. Considering that the proposed development provides for 5 stacked vehicles on-site, it is assumed that the proposed development will cater for what Council anticipates is the likely volume of traffic to be generated by a drive-thru, especially seeing though customers are not placing order via a window or kiosk before collecting their beverages.

2.12 Pedestrian access:

The proposal does not include any change to arrangements for pedestrian access past and/or to/from the site. Concrete footpaths currently run along the nature strip on the northern & southern side of Banna Avenue and the eastern side of Bonegilla Road. There is currently no footpath along the western side of Bonegilla Road adjoining the site's eastern boundary. The proposal does not include any change to existing public footpaths in the locality or the provision of a new concrete footpath along the nature strip on the western side of Bonegilla Road.

Pedestrian access to the former retail area that will be occupied by the drive-thru coffee outlet will continue to be gained via the existing PA door on the eastern side of the building under the main awning. Considering that the proposal only relates to a drive-thru coffee operation customers will remain in their vehicles and will not need to access the building.

Considering that the proposal does not include any building works it is not proposed to replace the existing step into the former retail area off the former service station's apron under the awning with a ramp. Likewise, it is not proposed to widen or replace the existing PA door servicing the former retail area that will be occupied by the drive-thru coffee operation.

2.13 Deliveries:

The proposed drive-thru coffee business will require deliveries to replenish stock on an as needs basis. Deliveries are initially anticipated to be made by a light vehicle such as a car, ute or van. Whilst deliveries may be made from time to time by a small rigid truck the relatively low volume and non-bulky nature of goods to be delivered means that the likelihood of the premises being serviced by this size of vehicle is reduced.

Considering the relatively small size of the operation and the relatively low volume of stock that will be used by the business the number of deliveries associated with the operation are anticipated to be low. Deliveries are anticipated to be a couple of times a week and no more than a couple of times on any given day if different supplies arrive on the same day. Adequate provision exists to park delivery vehicles in a parking space located adjacent to the site's eastern boundary and/or in the drive-thru coffee lane if the delivery is made outside the business' trading hours. Delivery vehicles are not anticipated to be on-site for extended periods.

2.14 Drainage:

The proposal does not include any change to the current arrangements for the collection & disposal of stormwater from roofs & hardstand areas on the site. The proposal is not considered to result in an increase in the volume of stormwater generated from the site.

2.15 Noise:

The proposal is not anticipated to result in the generation of excessive or offensive noise that is likely to impact nearby sensitive landuses such as residential dwellings to the south & the motel to the west of the site. Noise associated with the proposed operation is anticipated to comprise vehicles entering & leaving the site and voices when customers collect their orders. Given that customers will place their order via an app on their phone the proposal does not require the provision of an ordering window or microphone/speaker that drive-thru restaurant's use. The absence of an ordering microphone/speaker will reduce the extent of noise associated with voices on the site.

2.16 Waste:

Waste to be generated by the operation of the proposed business is anticipated to be similar to the type(s) of waste generated by other food & drink premises throughout the city. Solid & recyclable waste will be stored in separate receptacles at the rear of the site whilst awaiting collection. Any food waste will be stored in the general waste receptacle in such a manner that prevents access by vermin. Solid & recycling waste will be disposed of via either Council's kerb-side collection services or by a waste contractor on an as needs basis. The volume of solid waste likely to be associated with the business is not anticipated to be excessive and unlikely to result in a build-up awaiting collection. The proposed drive-thru coffee operation will generate some liquid trade waste, which will be generated through the washing up of equipment & utensils.

2.17 Essential services:

Electricity:

Overhead electricity is available within the locality and is connected to the site. The proposal does not include any change to the current arrangements for the supply of electricity to the site.

Water:

Potable water supply is available within the locality and is connected to the site. The proposal does not include any change to the current arrangements for the supply of potable water to the site. Fit-out of the drive-thru coffee operation will involve the installation of new sinks & water supply infrastructure.

Sewerage:

Reticulated sewerage is available within the locality and is connected to the site. The proposal does not include any change to the current arrangements for the discharge of sewerage from the site. Fit-out of the drive-thru coffee operation will involve the installation of new sinks & drainage infrastructure.

Telecommunications:

Underground telecommunications are available within the locality and can be connected to the site. The proposal does not include any change to the current arrangements for the provision of telecommunications to the site. The tenant is initially looking to use the mobile telecommunications network to service their business.

Natural Gas:

Underground natural gas is available within the locality and can be connected to the site. The proposal does not require the supply of natural gas to the site.

3.0 CONSIDERATION OF RELEVANT LEGISLATION:

3.1 Local Government Act 1993:

3.1.1 Section 68 Approvals:

This DA does not include an application to Council for any new connections to Council's reticulated water supply service under the provisions of Section 68 of the Local Government Act 1993. Fit-out of the drive-thru coffee operation will involve the installation of new sinks & water supply infrastructure.

This DA does not include an application to Council for a new connection to Council's reticulated sewerage system under the provisions of Section 68 of the Local Government Act 1993. Fit-out of the drive-thru coffee operation will involve the installation of new sinks & drainage infrastructure.

This DA does not include an application to Council to dispose of stormwater under the provisions of Section 68 of the Local Government Act 1993.

3.2 Roads Act 1993

The proposal does not include the opening of any new public roads or driveways. Nor does the proposal include any works in the adjoining road reserves.

3.3 Environmental Planning & Assessment Act, 1979:

3.3.1 Section 4.15 – Evaluation of matters for consideration:

3.3.1.1 Provisions of any Environmental Planning Instruments:

State Environmental Planning Policy (Transport & Infrastructure) 2021:

cl 2.108: Noted.

cl 2.109: Not Applicable.

cl 2.110: Not Applicable.

cl 2.111: Not Applicable.

cl 2.112: Not Applicable.

cl 2.113: Not Applicable.

cl 2.114: Not Applicable.

cl 2.115: Not Applicable.

cl 2.116: Not Applicable.

cl 2.117: Not Applicable.

cl 2.118: Not Applicable.

cl 2.119: (1): The proposal is not considered to compromise the effective & ongoing operation or function of Banna Avenue.

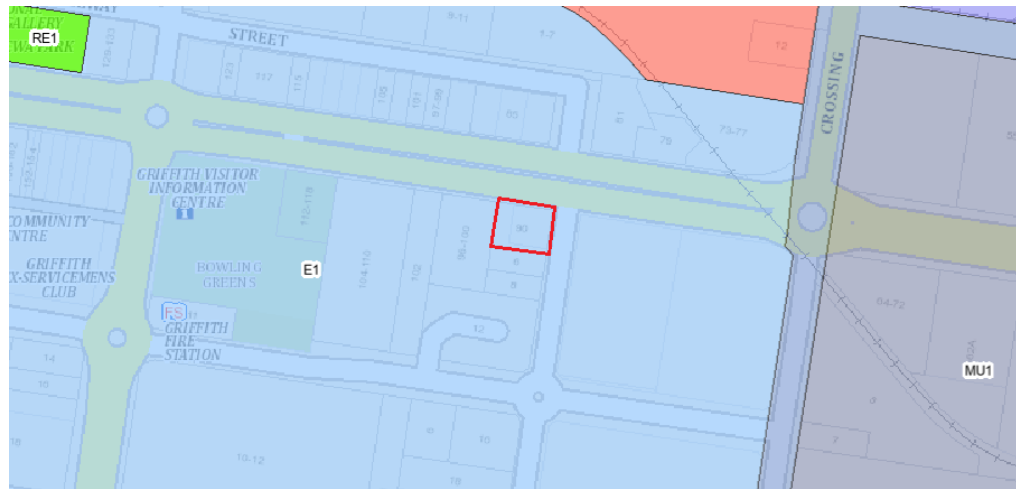
The proposed development is not considered to be impacted by traffic noise or vehicle emission from traffic travelling along Banna Avenue.

(2): Vehicular access to the site can currently be gained off Banna Avenue & Bonegilla Road. The safety, efficiency and ongoing operation of Banna Avenue is not anticipated to be adversely affected by the continued use of the site's existing driveways off Banna Avenue & Bonegilla Road; the emission of smoke or dust from the site; or the nature, volume or frequency of vehicles using Banna Avenue to gain access to the site. The proposed development is not considered to be sensitive to traffic noise or vehicle emissions.

- cl 2.120: Not Applicable.
- cl 2.121: Not Applicable.
- cl 2.122: The proposal is considered to be listed in Schedule 3 of the SEPP. In this regard, the proposal relates to a take away food and drink premises with drive-thru facilities on a site with access to classified road and a road that connects to a non-classified road within 90m of the classified road. On this basis, it is anticipated that Council will refer this DA to Transport for NSW (TfNSW) for comment.

Griffith Local Environmental Plan 2014 (GLEP2014):

Part 2: The subject site was zoned *B2 – Local Centre* under the provisions of the GLEP2014, which has changed to *E1 – Local Centre*. Below is an image identifying the zoning of the subject site and surrounding land:



Source: planningportal.nsw.gov.au/spatialviewer

Figure 1.1: Image of the locality identifying the subject site and landuse zones.

The site's former use is considered to be defined as a "service station" whereas the last approved use of the former service station's retail area that will be occupied as part of this DA was considered to be defined as a "shop, which is a type of "commercial premises". The proposed drive-thru coffee operation is considered to be defined as a food and drink premises", which is a type of "retail premises" that is a form "commercial premises" as listed in the in the GLEP2014 Dictionary. Both the former use of the premises for the purposes of a "service station" and the proposed partial use of premises for the purposes of a "food & drink premises" are considered to be permitted with consent on land zoned *E1*. The proposal is not considered to be inconsistent with the objectives of the zone. In this regard, the proposal is considered to comply with the zone's 1st, 2nd, 4th & 6th objectives and not be incompatible with the zone's 3rd, 5th & 7th objectives.

- Part 3: Not Applicable.
- Part 4: cl 4.1: Not Applicable.
- cl 4.1AA: Not Applicable.
- cl 4.1A: Not Applicable
- cl 4.1B: Not Applicable
- cl 4.1C: Not Applicable
- cl 4.2: Not Applicable.
- cl 4.2A: Not Applicable.
- cl 4.2B: Not Applicable.
- cl 4.2C: Not Applicable.
- cl 4.2D: Not Applicable.
- cl 4.2E: Not Applicable.
- cl 4.2F: Not Applicable.

- cl 4.2G: Not Applicable.
- cl 4.3: Noted.
- cl 4.4: Noted.
- cl 4.5: Noted.
- cl 4.6: Noted.
- Part 5: cl 5.1: Not Applicable.
- cl 5.2: Not Applicable.
- cl 5.3: Not Applicable.
- cl 5.4: Not Applicable.
- cl 5.5: Not Applicable.
- cl 5.6: Not Applicable.
- cl 5.7: Not Applicable.
- cl 5.8: Not Applicable.
- cl 5.9: Not Applicable.
- cl 5.9AA: Noted.
- cl 5.10: Not Applicable.
- cl 5.11: Not Applicable.
- cl 5.12: Not Applicable.
- cl 5.13: Not Applicable.
- cl 5.14: Not Applicable.
- cl 5.15: Not Applicable.
- cl 5.16: Not Applicable.
- cl 5.17: Not Applicable.
- cl 5.18: Not Applicable.
- cl 5.19: Not Applicable.
- cl 5.20: Not Applicable.
- cl 5.21: Not Applicable.
- cl 5.22: Not Applicable.
- cl 5.23: Not Applicable.
- cl 5.24: Not Applicable.
- cl 5.25: Not Applicable.
- Part 6: cl 6.1: Not Applicable.
- cl 6.2: Not Applicable.
- cl 6.3: Not Applicable.
- cl 6.4: Noted.
- Part 7: cl 7.1: Noted.
- cl 7.2: Not Applicable.
- cl 7.3: Not Applicable.
- cl 7.4: Not Applicable.
- cl 7.5: Not Applicable.
- cl 7.6: Not Applicable.
- cl 7.7: Not Applicable.
- cl 7.8: Not Applicable.
- cl 7.9: Not Applicable.
- cl 7.10: Noted.
- cl 7.11: Not Applicable.
- cl 7.12: Not Applicable.
- cl 7.13: Not Applicable.

3.3.1.2 Provisions of any proposed Environmental Planning Instruments:

There are no draft Environmental Planning Instruments (EPI's) that are considered to relate to the proposed development.

3.3.1.3 **Provisions of any Development Control Plans (DCPs):**

Griffith Development Control Plan No.3 – Industrial Development

DCP 3 relates to land zoned 4(a) – *General Industrial* or land where industries are permissible. Considering that “industries” are not permitted on land zoned E1, the provisions of DCP 3 have not considered to relate to this DA.

Griffith Development Control Plan No. 20 – Off-Street Parking Policy:

The following discussion is provided in relation to the requirements listed in the revised version of Development Control Plan No.20 (DCP20):

- 1.7.1 DCP20 lists a parking ratio of 1 space per 10m² of Gross Floor Area (GFA) or 1 space per 4 seats where on-site dining is provided whichever is the greater for ‘take away food & drink premises’. In instances where the food & drink premises includes both a restaurant and take-away facilities the parking rate shall be calculated using both components. Considering that this proposal only relates to take-away sales and that beverages will not be consumed on-site, only the parking rate of 1 space per 10m² of GFA is considered to apply. Based on the drive-thru coffee business occupying only 38m² of the building’s total area, the proposed business would require the provision of 3.80 \equiv 4 parking spaces if the rate of 1 space per 10m² were to be applied.
- DCP20 lists a parking ratio of 1 space per 50m² of GFA for ‘retail premises’ within the city’s Central Business District (CBD). This is the parking rate that was applicable for the recent use of the former service station’s retail area as a “shop”. Based on the drive-thru coffee business occupying only 38m² of the building’s total area, the proposed business would require the provision of 0.76 \equiv 1 parking spaces if the rate of 1 space per 50m² were to be applied.
- Considering that the portion of the building to be occupied by the drive-thru coffee operation has a floor area of less than 40m² and that only one (1) employee is anticipated to generally be on-site, the application of a parking rate of 1 space per 10m² of GFA is considered to be excessive. Especially seeing though customers won’t enter the building let alone consume beverages on-site. A more appropriate parking rate for the proposed business is considered to be 1 space per 50m² of GFA, which was applied to the last business that occupied the former service station’s retail area.
- 1.7.2 (a) Noted.
- (b) The subject site is located within Precinct 2, which provides for a 50% maximum reduction in the number of required parking spaces. Considering that the site fronts Banna Avenue a 30% reduction of the number of required spaces can be applied to this proposal. Depending on whether Council considers that the proposed drive-thru coffee business requires 1 or 4 parking spaces based on the commentary provided above, a reduction of 30% equates to either 0.3 or 1.2 parking spaces respectively. Considering that the proposed business will employ one (1) staff member, the provision of 1 on-site parking space is considered to be appropriate. Provision exists to locate this parking space adjacent to the site’s eastern boundary.
- (c) Noted.

- 1.7.3 Noted. It is understood that Council didn't require the provision of any on-site parking spaces to service the hand car washing facility as part of DA 69/2023 but that 3 on-site parking spaces were required to service the use of the former service station's retail areas as shop as part of DA 263/2023. Of the 3 on-site parking spaces required to service the shop approved as part of DA 263/2023, only 1 of these spaces is considered to be required to cater for the proposed drive-thru coffee business. Either car space 4 or 5 that is identified on the submitted plans can be allocated for staff parking associated with the drive-thru coffee business.
- 1.7.4 Noted.
- 1.7.5 Noted.
- 1.8.1 Not Applicable.
- 1.8.2 Not Applicable.
- 1.9.1 Not Applicable.
- 1.9.2 Noted.
- 1.9.3 Noted.
- 1.9.4 Consent sought to permit parking spaces 4 & 5 to be provided in a stacked format because they can manoeuvre around the western side of these spaces. Consent sought for vehicles waiting to collect beverages to 'stand' in a stacked format as shown on the submitted plan. The submitted plan identifies that at least 4 cars to 'stand' in a stacked format.
- 1.9.5 Noted.
- 1.9.6 Provision has not been made for any dedicated disabled parking spaces given that no existing disabled spaces are provided on the site and considering that disabled access is not available or proposed to be provided to the portion of the building to be occupied by the drive-thru coffee operation.
- 1.9.7 Provision has not been made for dedicated un/loading bays. Provision exists for light vehicles delivering goods to park in either parking spaces 4 or 5 during trading hours or to the west of parking spaces 4 & 5 and/or in the drive-thru lane outside trading hours.
- 1.9.8 Provision has not been made for any bus or coach parking spaces.
- 1.9.9 Provision has not been made for dedicated motorcycle & bicycle parking.
- 1.10.1 Noted.
- 1.10.2 Noted.
- 1.10.3 Not Applicable.
- 1.10.4 No landscaped areas exist on the site.
- 1.10.5 Noted. No new/additional security lighting is proposed as part of this DA.
- 1.10.6 (a) Noted.
(b) Not Applicable.
(c) Not Applicable.
- 1.11.1 Noted.
- 1.11.2 Noted.
- 1.11.3 Noted.

Griffith Community Participation Plan (2019):

It is noted that Appendix 1 of the Griffith Community Participation Plan provides for DAs relating to drive-thru restaurants and food & drink premises to be publicly notified.

3.3.1.4 Any Planning Agreements:

There are understood to be no Planning Agreements that relate to the subject land.

3.3.1.5 Any matters prescribed by the Regulations:

There are not considered to be any matters prescribed by the Regulations that relate to the proposed development.

3.3.1.6 Any coastal zone management plan:

There are no coastal zone management plans that relate to the proposal.

3.3.1.7 The likely impact of the proposed development:

Context and Setting:

The subject site is located within a precinct comprising a mixture of predominantly commercial land uses. The proposed development is not considered to be inconsistent with the former use of the site as a service station and is in keeping with nearby commercial landuses to the north-west, east & south.

Access, transport and traffic:

Adequate arrangements can be made for vehicular access & parking associated with both the proposed drive-thru coffee operation and the existing hand car washing business.

Public Domain:

The proposal is not considered to have a significantly detrimental impact on the public domain.

Utilities:

The proposal is not considered to require the provision of or new connections to any essential services.

Heritage:

The subject land is not listed as a Heritage item in Schedule 5 of the GLEP2014. The subject site is not considered to be located within a "heritage conservation area".

Other land resources:

The proposal is not considered to have any impact on other land resources.

Water:

The proposal is not considered to have a significant impact on the conservation of water.

Soils:

The proposal is not considered to have a significant impact on soil conservation.

Air & Microclimate:

The proposal is not considered to have a significant impact on air quality.

Flora & Fauna:

The proposal is not considered to have a significant impact on flora or fauna.

Waste:

Adequate arrangements can be made for the storage & disposal of waste generated by the drive-thru coffee operation.

Energy:

The proposal is not considered to be significantly inefficient in term of energy demand and is likely to be more energy efficient than the former use of the site for the purposes of a service station.

Noise & Vibration:

The proposal is not considered to detrimentally impact upon the surrounding locality by way of noise.

Natural hazards:

The proposal is not considered to result in any natural hazards.

Technological hazards:

The proposal is not considered to result in any technological hazards.

Safety, security & crime prevention:

The proposal is not considered to generate any significant safety or security issues.

Social impact:

The proposal is not considered to have a detrimental social impact on the locality.

Economic impact:

Whilst the drive-thru coffee business will compete with other food & drink premises located throughout the city, there are currently no stand-alone drive thru coffee operations in Griffith. That being said, the proposed business is anticipated to potentially result in a reduction in coffee sales from other established businesses in the city. Considering that customers associated with the proposed business may purchase coffee & beverages at any/many of the other businesses in Griffith the proposed land use is not likely to result in a significant loss of trade to any one particular business. Especially considering that other premises which sell coffee in Griffith also sell other products & food and also include the provision to drink/dine on their respective sites. In fact, the proposed drive-thru coffee operation may attract customers whom may not currently purchase a coffee in the mornings because of the need to park their vehicle to enter a premises to order/collect their beverage. For this reason, the proposed business is not anticipated to result in a significantly detrimental significant economic impact on a considerable number of existing businesses in the city.

Site Design and Internal Design:

The proposal will not result in a significant change in the appearance of the site.

Construction:

The proposal does not include any major construction activity.

Cumulative impacts:

The proposal is not considered to have a negative cumulative impact on the surrounding locality in terms of the provision of essential services, traffic or noise.

3.3.1.8 The suitability of the site for the development:

The subject site is located within a precinct comprising predominantly commercial land uses. The proposal will not result in any detrimental impact on the immediate locality by reason of the arrangements for vehicular access, drainage or essential services. On this basis, the subject land is considered to be suitable for the proposed development.

3.3.1.9 Any submissions made in accordance with the Regulations:

It is requested that the applicant & proponent be provided with the opportunity to address any issues raised in submissions received by Council during the public notification period.

3.3.1.10 The public interest:

There are not considered to be any Federal, State or Local Government nor Community interests regarding the proposed development.

4.0 CONCLUSION:

The proposed development relates to the partial use of premises for the purposes of a drive-thru coffee operation on Lots A & B DP 420132, which is located on the corner of Banna Avenue & Bonegilla Road, Griffith. The portion of the existing building to be occupied by the drive-thru coffee operation comprises the former retail sales room located in the north-eastern corner of the building that was recently approved to be used for the purposes of a shop as part of DA 263/2023. The proposed landuse does not include the preparation/cooking of food and does not relate to the partial use of the subject premises for the purpose of a hand car washing & detailing operation or the parking of food van(s).

Adequate arrangements can be made for vehicular access & parking associated with both the drive-thru coffee operation and the hand car washing business. On this basis, the subject land is considered to be suitable for the proposed development.