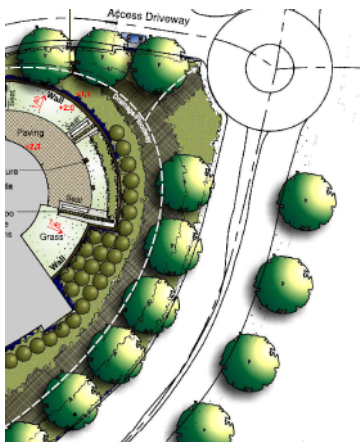


## The Development Proposal

*This section of the report defines the site planning objectives utilised in schematic design. Further, this section describes the project by way of text, mapping and statistical information.*

### 3.1 Site Planning Objectives



The primary objectives of the proposed development are to establish an environmentally, socially and economically sound proposal which provides for:

- a service centre, offering fuel and food services for local and through traffic and which is convenient to use based on its location;
- an automotive repair station and regional expo centre both easily accessible to local resident's and motorists travelling along the Pacific Highway;
- the commencement of the Ballina Western Bypass, and
- the creation of an attractive southern gateway into the township of Ballina, providing visitors with a sense of arrival, principally through the use of landscaping.

For the purposes of project design criteria the following site planning objectives have been adopted:

- Acknowledge the sites proximity to the Pacific Highway Bypass and its potential to serve motorists;
- To maintain the ecological integrity of the site;
- To ensure waste storage areas are available for each proposed building, and that these areas are readily accessible to waste contractors for servicing;
- Enhance the visual appearance of the proposed development through contemporary design and landscape planting;
- Provide for public utilities to the site, including reticulated water and sewer, electricity and telecommunications;
- Ensure that traffic movements from the development do not unduly impact on the efficiency of the surrounding road network, or its safety;

- Ensure that traffic movement within the site is efficient;
- Provide a development which is easily accessible and therefore convenient;
- Ensure that construction works are appropriately managed to minimise site erosion and maintain the current quality of water exiting the site, and to ensure the proper management of acid sulfate soils;
- Ensure that the quality and quantity of stormwater exiting the site does not adversely affect nearby properties or water bodies (Emigrant Creek) and that existing drainage patterns are not materially altered, and that water sensitive urban design and best practice engineering is employed;
- Review and mitigate potential site planning hazards with respect to contamination and flooding;
- Provide a development which offers employment opportunities and which has a multiplier effect on the local economy;
- Ensure that development does not impact on items of early European or Aboriginal significance;
- Commence the Ballina Western Bypass; and
- Ensure that the cumulative impact of the development is appropriately considered.

### 3.2 General Description of Proposal

This Development Application seeks consent to develop an integrated development comprising:

- a Service Centre, offering fuel and food services for local and through traffic and which is convenient to use based on its location;
- an automotive repair station and regional expo centre both easily accessible to local resident's and motorists travelling along the Pacific Highway;
- the commencement of the Ballina Western Bypass;
- the creation of an attractive southern gateway into the township of Ballina, providing visitors with a sense of arrival, principally through the use of landscaping; and
- advertisement structures for the purposes of advertising tenants and service offering.

Architectural and engineering drawings documenting the project accompany this report as an A3 sized **Plan Set**.

The Service Centre is to comprise a petrol station (565m<sup>2</sup>) including the offer of ancillary convenience goods, with awnings to petrol pumps; and, a separate truck service centre building (827m<sup>2</sup>) including lounge, seating, ancillary food outlet and amenities.

The 3 x fast food outlets (Buildings E, F and G) are proposed as part of the service centre. They are each stand alone buildings, with respective GFA's of 749m<sup>2</sup>, 455m<sup>2</sup> and 386m<sup>2</sup>. A playground is proposed immediately to the west of Building F.

The automotive repair station (372m<sup>2</sup>) is located adjacent the truck service centre and includes a loading bay and 6 x car repair bays.

In general, the layout of the proposed development is such that an arc is formed by Buildings B-F around Building A (the fuel servicing component) and the majority of car parking.

The overall architectural design of buildings has been considered as part of a cohesive whole, as opposed to buildings individually designed. In this regard the subtle use of design elements ensures each building works as part of the whole, enhancing the amenity and overall character of the proposed development.

Generally, buildings are to be constructed with painted precast concrete external walls, with an internal steel portal frame supporting a prefinished steel roof. Reinforced concrete is to be used for floor slabs and foundations.

A variety of architectural façade treatments have been used to provide character and interest, with vertical blades provided throughout the development to add vertical interest. As well, a large proportion of glass has been provided throughout buildings in order to provide a well lit, open feel to them.

Building entrances have been emphasized with separate structures, and awnings and overhangs have been incorporated onto the external walls to provide weather protection for visitors, while bold colours are intended to help distinguish various building elements. The precast concrete walls are to have a variety of textures, indentations and colours to enhance the articulation of façades.

Access to and from the site is proposed as follows:

- left into the site from the southbound off ramp of the Pacific Highway Bypass interchange (north west corner of the site);
- left in/left out to the existing Pacific Highway (south west corner of the site); and
- via a road in the north of the site to the Ballina Western Bypass.

The left in/left out proposed for the south western corner of the site to the existing Pacific Highway, provides motorists with the opportunity to access the existing Pacific Highway and Pacific Highway Bypass interchange after performing a U-turn at the future two lane roundabout proposed at the intersection of the Ballina Western Bypass and existing Pacific Highway, or otherwise with access via the existing Pacific Highway to Ballina. This road is not proposed to be dedicated as public road as part of the proposed development.



It is also proposed to construct a road in the eastern portion of the site, intended to form part of the Ballina Western Bypass, and which is to intersect with the existing Pacific Highway. This intersection is to be controlled via a two lane roundabout and is to be dedicated to Council. Access is proposed to this road at the north eastern corner of the project site.

Two signs are proposed as part of the development, with these located in the north western and south portions of the site. These signs are intended to advertise the tenants and service offerings of the proposed development, and they have been sympathetically designed (as blades), with the proposed buildings.

A number of the blades of the proposed buildings are also to be used as 'graphic signage panels'.

The proposed buildings have been intentionally separated within the site not only to facilitate movement in and around them, but to provide opportunities for car parking to be provided in close proximity to each. A total number of 240 car parking spaces are to be provided, with these to be shared by the various uses.

The proposed development also includes 20 truck parking spaces, located between Buildings A and B, as well as parking spaces for caravans and B-Doubles.

It is proposed as part of development to provide an extensive amount of landscaping along the south western and southern part of the site so as to create a "gateway" into the western outskirts of Ballina, providing motorists with a sense of entry after passing the Pacific Highway Bypass interchange.

The locality is provided with power and telecommunications. In terms of connection to reticulated water and sewer, a water main extends along the frontage of the site (southern boundary), while connection to reticulated sewer may be via connection to the main within the eastern adjoining Riverbend development, or otherwise to the pump station located in front of the Coastline Ford Car Yard, along the existing Pacific Highway.

The proposed development will result in extensive areas of impervious material, and given the proximity of Emigrant Creek, measures to control the quality and quantity of stormwater runoff from the site are proposed. This includes the use of on-site detention in the form of rainwater tanks detaining runoff from roofed areas, and detention basins incorporated into the stormwater drainage network. As well, vegetated bioretention swales are proposed throughout the site to treat stormwater.

The site has been identified as having little ecological value, with the development unlikely to have a significant impact on the potentially occurring Vulnerable Grass Owl.

The site is flood prone, with the Q100 flood level approximately RL 2.14m AHD. The levels of the site range from RL 0.4m AHD to RL

1.8m AHD. It will be necessary as part of the proposed development to fill the site above the Q100 flood level in order to alleviate the potential for flooding. Cross sections of the site are included on the **Plan Set**.

The site has the potential to contain acid sulfate soils and a preliminary assessment has concluded that the bulk earthworks proposed are unlikely to disturb in-situ acid sulfate soils, while groundwater levels are unlikely to change given the extensive groundwater drainage network constructed in the locality. Notwithstanding, an acid sulfate soils management plan has been prepared, principally addressing the stripping of top soil and deeper excavations such as trenching for stormwater and sewer infrastructure.

The proposed development will also provide considerable economic benefits for the Ballina economy, through employment opportunities and wider multiplier effects.

**3.3 Statistical Description of Proposal**

Key site planning data applicable to Council's assessment of the development application is tabulated below in **Table 3.1**. This information is, of course, subject to final survey, detailed engineering design and Council's conditions of consent.

**Table 3.1 Land Use Budget**

<b>Land Use</b>	<b>Area (ha)</b>	<b>Gross Floor Area (m<sup>2</sup>)</b>	<b>Other Particulars</b>
Total Site Area	17.05		
Building A (Petrol convenience store)		565	
Building B (Truck service centre)		827	
Building C (Auto repair centre)		372	
Building D (Regional expo centre)		167	
		4	
Building E (Fast food)		749	
Building F (Fast food)		455	
Building G (Fast food)		386	
Signs (2)			Maximum height less than 13m (above natural ground level)
Vehicle Parking			240 spaces (cars)
Total Floor Space		5027	