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STATEMENT OF ENVIRONMENTAL EFFECTS

FREIGHT TRANSPORT FACILITY

2 NASHS LANE, COOTAMUNDRA

CLIENT: SUTHERLANDS TRANSPORT



CONSULTING ENGINEERS
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Project:
 Freight transport facility
 2 Nashs Lane, Cootamundra

| Revision | Date | Prepared By | | Checked By | | Approved By | |
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1 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared in accordance with the *Environmental Planning and Assessment Regulation 2000*, Schedule 1, Part 1, clause (2)(4). It responds to the relevant considerations under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (the Act), as well as the Cootamundra Local Environmental Plan 2013.

It has been prepared to support a development application for a proposed freight transport facility at 2 Nashs Lane, Cootamundra.



Figure 1 Aerial image of development site and surrounds (Source: SixMaps)

2 DESCRIPTION OF DEVELOPMENT

The proposed development relates to the establishment of a freight transport facility and vehicle repair station at 2 Nashs Lane, south of Cootamundra.

A freight transport facility, as defined by the Cootamundra Local Environmental Plan 2013 (CLEP), refers to:

“a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.”

A vehicle repair station, as defined by the Cootamundra Local Environmental Plan 2013 (CLEP), refers to:

“a building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises.”

The proposed facility would include four warehouses, a vehicle repair workshop, a wash-down bay and unmanned fuel tank (for the exclusive use of vehicles provided with a Pacific Petroleum account card, including those associated with the operation of the facility only – not open to the general public). The facility would be used for the transport and temporary storage of a range of goods, predominantly agricultural goods and chemicals, timber and cement products. The development would also involve the demolition of the existing shed in the south-western corner of the property.

It is proposed that the unmanned fuel tank and associated access and vehicle movement areas would be constructed in the first instance, with the remaining development being undertaken in two stages, as indicated on the accompanying Sheet BD1/Site Plan.

Warehouse A is located at the northern end of the site, would be entirely open inside and includes a large drive-through

awning to the southern side. The proposed warehouse would be 26 metres wide and 51 metres long, approximately 1,265sqm in size and includes a staff lunchroom and facilities in the north-eastern corner. The warehouse would have seven rollers doors (6 metres high x 5 metres wide) along the southern side to facilitate loading/unloading from delivery vehicles parked under the adjacent awning. The height of the building would be 8 metres to the pitching point. The proposed awning would be around 42 metres wide and 50 metres long. The proposed warehouse would be a steel-framed structure with Colorbond steel Trimdeck cladding in neutral colour. The proposed awning would be a steel-framed structure with a Colorbond steel roof and only be enclosed on the northern and southern sides by the adjoining warehouses.

Warehouse B is located immediately south of the proposed drive-through awning. It would have an area of 391sqm, with the reception and office areas comprising a further 156sqm. Warehouse B has two access roller doors (5 metres high x 5 metres wide) along the western façade to facilitate loading/unloading from delivery vehicles. The height of the building would be 6 metres to the pitching point. The proposed warehouse would be a steel-framed structure with Colorbond steel Trimdeck cladding in neutral colour.

Warehouse C adjoins the southern side of Warehouse C. It has an area of 553sqm, with the reception/office areas and facilities comprising a further 65sqm. Warehouse C has two access roller doors (5 metres high x 5 metres wide) along the western façade to facilitate loading/unloading from delivery vehicles. The height of the building would be 6 metres to the pitching point. The proposed warehouse would be a steel-framed structure with Colorbond steel Trimdeck cladding in neutral colour.

Warehouse D adjoins the southern side of Warehouse C. It would have an area of 565sqm, with the reception/office areas and facilities comprising a further 65sqm. Warehouse D has three access roller doors (5 metres high x 5 metres wide) along the western façade to facilitate loading/unloading from delivery vehicles. The height of the building would be 6 metres to the pitching point. The proposed warehouse would be a steel-framed structure with Colorbond steel Trimdeck cladding in neutral colour.

The proposed workshop would be separated from the warehouses and located in the south/south-eastern portion of the property. The workshop would be used as a vehicle repair station for the repair and maintenance of both vehicles associated with the development and vehicles of the general public. It would have an area of 907sqm, with the reception/office areas and facilities comprising a further 68sqm. The proposed workshop would have three access roller doors (6 metres in height x 5 metres wide) to the western façade, two to the northern façade and a further two to the eastern façade. The height of the building would be 8 metres in height to the pitching point. The proposed workshop would be a steel-framed structure with Colorbond steel Trimdeck cladding in neutral colour.

A proposed enclosed washbay comprising 428sqm would adjoin the southern side of the workshop. It would have an access roller door (6 metres in height x 5 metres wide) at each end, with an overall height of 8 metres to the pitching point. The enclosed washbay would be a steel-framed structure with Colorbond steel Trimdeck cladding in neutral colour. It would drain to two wastewater pits within the bay, which would be discharged to the on-site detention basin in the south-eastern corner.

A roofed ancillary unmanned diesel refuelling tank consisting of one fuel bowser is proposed near the centre of the north eastern property boundary, for the purpose of refuelling heavy vehicles associated with this facility and heavy vehicles with Pacific Petroleum account cards. Fuel will not be offered by wholesale or retail to the general public and the bowser would only work with Pacific Petroleum account cards, not general debit or credit cards. This would allow the use of the fuel tank to be controlled and limited to specific users. It is considered that the average maximum usage of the tank would be ten users per day. Spillage would be concentrated within the bunded area which would drain to a 5,000L blind pump out tank which would be pumped out by a licensed contractor on a monthly, or as required basis. A photograph is provided on the following page of a similar unmanned fuel tank. Please note the tank proposed as part of this development would only have one bowser rather than the two depicted in the photograph.



Figure 2 Similar proposed unmanned fuel tank (Source: Pacific Petroleum)

There is an informal access driveway located on the property that is currently used to access the existing shed at the south-western corner. This access point to Gundagai Road (a classified road) is located at the very southern corner of the property frontage. It is proposed to abandon this informal access point and create two new access points to Gundagai Road. Both accesses would be able to be utilised as in/out for passenger vehicles, utes and delivery vehicles. The proposed in/out usage of both accesses would allow sufficient area for turning paths of B-double trucks utilising the site, including the fuel tank.

The development site would have access to a 100mm water main located on Gundagai Road. Rainwater will also be harvested from the extensive roof area of the proposed buildings and re-used as needed on-site, to reduce the use of potable water resources. Stormwater management would through the use of drainage pits, which the on-site pavements would be graded towards, with discharge to the on-site detention basin. The on-site unmanned refuelling station will utilise a self-contained, banded, evaporation system for management of stormwater. A sewer connection is not available to the development site and thus on-site effluent disposal is proposed. These arrangements have been discussed with CGRC officers.

The establishment of the proposed facility would include the development of 28 car parking spaces across the site as well as 10 truck parking spaces and 7 bus parking spaces.

The warehousing aspect of the proposed facility and the unmanned fuel tank would be operated 24 hours per day, 7 days per week. The workshop and office hours would be limited to approximately 7am to 5pm. It is expected that the facility would require 26 on-site staff at any one time (approximately 10 within the warehouses, 10 within the offices and 6 within the workshop).

An Operational Management Plan accompanies this application to address impacts of the development associated with 24 hour use of the warehouse and unmanned fuel tank. A copy of the management plan would be provided to users of the warehousing aspect of the site as well as Pacific Petroleum card holders who would likely utilise the fuel tank.

3 DEVELOPMENT SITE & LOCALITY

3.1 SITE DETAILS & CHARACTERISTICS

The subject land is known as 2 Nashs Lane, Cootamundra and is owned by Anthony & Vicki Sutherland. The site is located on the northern side of Nashs Lane at its eastern extent, the intersection with Gundagai Road (a classified road).

The site is legally described as Lot 301 DP 1213777, which is irregular in shape and has a total area of 4.52 hectares. The site is encumbered by one registered easement for electrical purposes, located along the eastern boundary of the property. The easement would not be disturbed by the proposed development.

The subject site is presently host to an existing shed in the south-western corner, proposed for demolition. The remainder of the site is presently vacant, free of woody vegetation and is used for primary production activities. The site is considered to be generally flat, falling away to a small extent of approximately 4 percent along the southern boundary where it adjoins Muttama Creek.

The property north of the subject land is used for rural supplies and rural vehicle/equipment sales. The broader area to the north/north-west is industrial in nature. Land on all other sides is presently used for primary production, generally broadacre cropping.

The site is not bushfire prone, according to Cootamundra-Gundagai Regional Council records. A section of the property along its western boundary is flood affected land, being affected by flooding from Muttama Creek. This is further discussed later in this report.

3.2 SITE SUITABILITY

The subject land is considered to be well-suited to the proposed development. The land is free of significant design constraints and is generally level, avoiding the need for landform changes through fill and excavation.

The land is zoned IN1 General Industrial under the provisions of the Cootamundra Local Environmental Plan 2013 (CLEP) and the proposed development type is supported in the zone. The land is within a growing industrial area and there are very few sensitive receptors surrounding the subject land.

The subject land was selected strategically for its ready connections to major transport infrastructure including Gundagai Road the Olympic Highway and the Hume Highway.

4 INFRASTRUCTURE AND UTILITIES

4.1 SEWER AND STORMWATER MANAGEMENT

Stormwater will be harvested from the extensive roof area of the proposed buildings are re-used on-site as necessary, The remainder of the stormwater that cannot be harvested from buildings would be diverted to drainage pits, which the on-site pavements would be graded towards, with discharge to an interceptor and the on-site detention basin. A bund along the south-western edge of the development area will capture clean run-off from the undeveloped section of the land and discharge this to the detention basin also.

The on-site refuelling station will be roofed with captured stormwater directed to the proposed onsite detention via downpipes and an internal drainage network of pits and pipes. The area would be bunded to ensure separation of stormwater from the potential spillage area which would ensure no fuel product entered the stormwater network. Spillage would be concentrated within the bunded area which would drain to a 5,000L blind pump out tank which would be pumped out by a licensed contractor on a monthly, or as required basis.

The proposed development would rely on an on-site sewer management system as there is no sewer connection available to the subject site. It is proposed to provide an effluent disposal area, in accordance with a geotechnical engineer design.

These proposed sewer and stormwater management arrangements have been previously discussed with CGRC officers.

4.2 UTILITIES/SERVICES

The development site currently has access to overhead electricity and a fixed telecommunications line. Preliminary discussions with the respective service authorities indicate that a significant augmentation of the service networks would not be required in order to supply the proposed development.

An existing easement for overhead electricity does encumber part of the subject land. The development does not propose any structures within this easement.

A water connection is also available from a 100mm diameter water main located in Gundagai Road. As indicated above, stormwater will be harvested, temporarily stored in a 150,000L tank and re-used on-site as necessary. This would reduce the reliance on potable water resources.

4.3 ROAD INFRASTRUCTURE/TRAFFIC IMPACTS

The development proposes access to Gundagai Road which is a classified road. Traffic volume data provided by Cootamundra-Gundagai Regional Council reveals that the current traffic volumes on Gundagai Road in the vicinity of the development site are approximately 1,475 vehicles per day in each direction. Heavy vehicles comprise approximately 28 percent of the total traffic.

The proposed warehousing is expected to generate approximately 50 deliveries from the site per day on average (100 in/out vehicle movements). The proposed vehicle repair station will provide maintenance and repair services for trucks associated with the warehousing facility (which would not increase vehicle movements over and above those already periodically stored within the site) as well as maintenance and repair of vehicles from the general public. This is expected to generate approximately a further 8 vehicles on average per day or 32 in/out movements on average per day.

The unmanned fuel tank is not expected to increase vehicle movements along Gundagai Road as it would be utilised by users of the site or by passing heavy vehicle traffic.

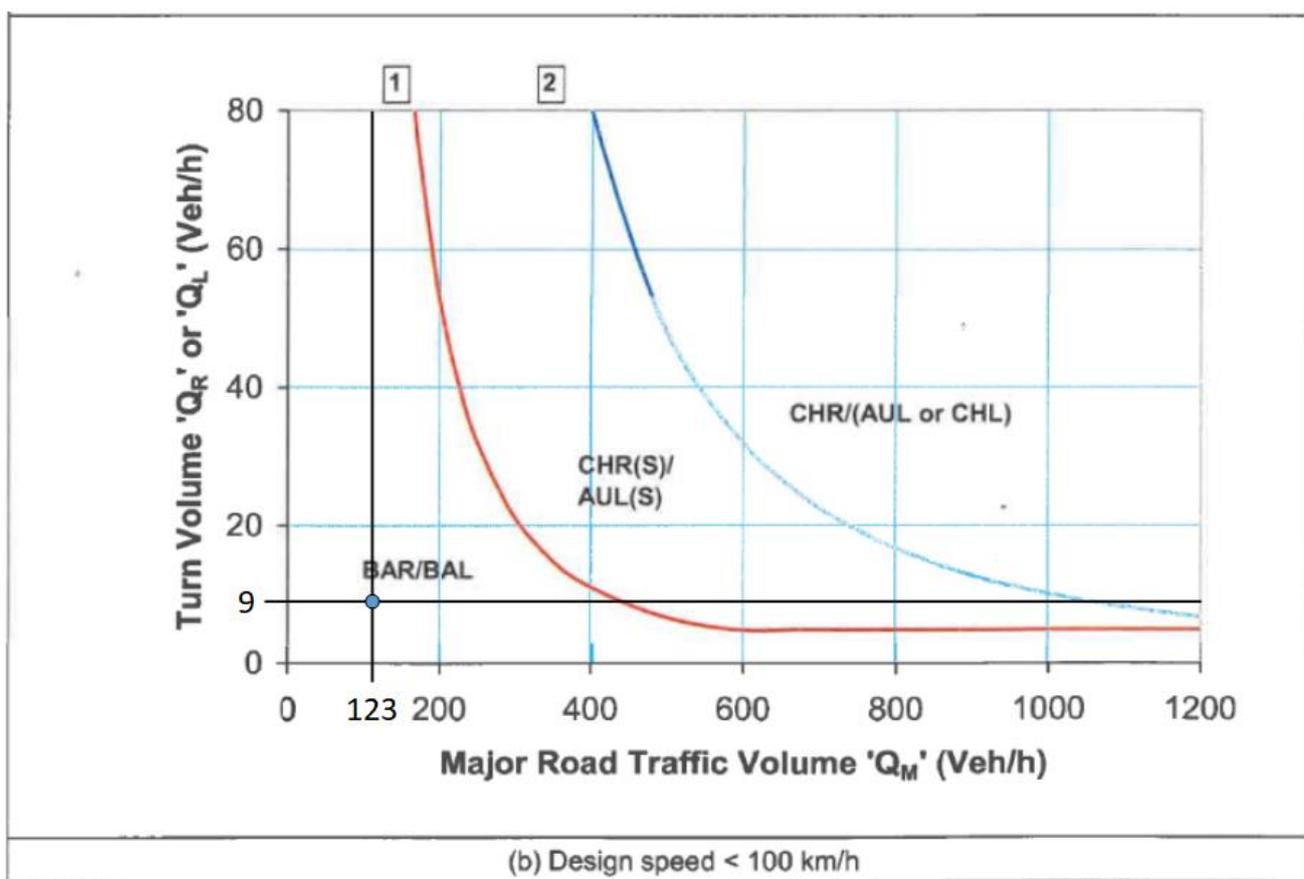
The facility will also require approximately 26 staff. For the calculation of traffic movements, it is estimated that 50 percent of the staff may leave and return to the facility during the day. The vehicle movements associated with staff are estimated to be 78 in/out movements per day (26 staff x morning arrival, 26 x afternoon departure, plus 50 percent (13 staff) leave and return rate during the day).

The proposed development would result in an increase in traffic on Gundagai Road by approximately 210 movements on average per day, or an increase of 14 percent. Further, traffic data reveals that Gundagai Road has experienced an increase in

traffic volumes by approximately 5 percent annually. The area surrounding the subject land has been rezoned to industrial in recent years and is a developing industrial estate. It is expected that traffic on Gundagai and other nearby roads will increase in connection with industrial development growth.

An assessment in accordance with AUSTRROADS Guide to Road Design Part 4A indicates that the traffic volumes on Gundagai Road and the turning traffic volumes that would result from the proposed development are low. Information provided by Cootamundra-Gundagai Regional Council reveals traffic volumes on this section of Gundagai Road to be approximately 1,475 vehicles per day. For the purpose of analysing the required intersection treatment, the average number of vehicles per hour was calculated to be 123 vehicles, adopting a worse-case scenario for traffic use of 12 hours rather than 24.

The proposed development would result in an increase in traffic on Gundagai Road by approximately 210 movement; as stated in Section 4.8 of AustROADS, the warrants apply to turning movements from the major road only. As such the turn volume generated by the development is 105 vehicles per day, or 9 movements per hour on average for the worst case scenario of 12 hours. In accordance with AUSTRROADS Guide to Road Design Part 4A (figure reproduced below), a BAL/BAR treatment is suitable for both accesses of the proposed development site.



5 ENVIRONMENTAL ANALYSIS

5.1 ENVIRONMENTAL IMPACTS

Flora and fauna

The proposed development is expected to have no net impact on the biodiversity value of the subject land. The land has been historically cleared of native vegetation and is heavily modified as a result of primary production activities that have occurred across the entire property for many years. There are no trees proposed for removal as part of the development and there is no vegetation present that would provide habitat for native animals.

The design of the development can also be managed to ensure no impacts on the riparian value of nearby Muttama Creek. Refer to further comments located in the 'water quality' section below.

Air quality

The development proposal relates to the establishment of a freight transport facility and vehicle repair station on the property. There are no manufacturing or refining processes to be undertaken on the property and no other proposed activities that would be likely to generate air quality concerns in connection with the development.

The development would increase the presence of vehicles, particularly heavy vehicles, within the area and there may be some concern regarding emissions generated by these vehicles. However, the number of vehicle movements is not of an intensity that is likely to cause any noticeable difference in vehicle emissions in the surrounding area.

Meteorology data available from the Bureau of Meteorology for the Cootamundra area (station located at the Cootamundra Post Office) indicates that the prevailing winds at 9am and at 3pm are most likely to come from the west. The effect of this is that, for the most part, the prevailing winds will disperse any vehicle emissions/particulates in the ambient air in a westerly direction towards agricultural land where there is no existing dwellings located in the immediate vicinity.

In consideration of the above, there are no adverse air quality impacts anticipated to occur as a result of the proposed development.

Water quality

Stormwater from the development site will either be harvested from the extensive roof area of the proposed buildings and re-used on-site as necessary or be diverted to drainage pits about the site and discharged to an on-site detention basin. An interceptor will be located at the inlet of the detention basin in order to purify the water. A bund along the south-western edge of the area of development would capture clean run-off from the undeveloped area at the rear of the site.

The stormwater from the basin would then be discharged to Muttama Creek which adjoins the development site. The interceptor and water quality improvements of the detention basin will ensure that the nearby Muttama Creek riparian environment is not adversely affected by the proposed development.

The proposed development would rely on an on-site sewer management system as no sewer connection is available to the subject site. It is proposed to provide an effluent disposal area, in accordance with a geotechnical engineer design. This would avoid any adverse impacts to the land and nearby watercourse.

5.2 AMENITY IMPACTS

Acoustic Privacy

The proposed facility is likely to generate an increase in acoustic impacts to the surrounding area. Whilst the office would only be operated during standard business hours, deliveries, loading and unloading would potentially occur 24 hours per day, 7 days per week. The proposed facility is expected to generate approximately 50 truck deliveries on a daily basis, increasing the noise levels in the immediate area. It is anticipated that of the 100 in/out delivery movements per day, a maximum of 10 of these would occur between the hours of 6pm and 7am.

The closest receptor is located approximately 170 metres to the north-west of the subject land along Cowcumbra Street (Receptor A). The dwelling is located within an area that is zoned for heavy and light industrial development. The closest receptor on rural land is located approximately 330 metres to the south-west of the subject land, fronting onto Nashs Lane

(Receptor B).

The operators would be required to ensure that noise from the proposed facility does not exceed 5dB(A) above background noise levels at receptors. Receptor A would already be exposed to a reasonable level of industrial noise due to its location within an industrial area. It is expected that any noise emissions from the proposed facility would not exceed 5dB(A) above background noise levels at this receptor. Receptor B would not be exposed to as much industrial noise as Receptor A, but is located only 210 metres south of the industrial area so noise would be experienced presently. The proposed facility is a minimum of 330 metres from Receptor B and it is expected that any noise emissions from the proposed facility would not exceed 5dB(A) above background levels at this receptor also.

Lighting

The facility will require illumination during evening/night time hours for the safety of users of the site, as the proposed operational hours are 24 hours per day, 7 days per week.

Receptor A is located approximately 170 metres to the north-west of the subject land. The receptor is likely to already experience some indirect lighting impacts from the industrial area within which the dwelling is located. Given the separation distance to the proposed facility and the existing impacts, the proposed development would be unlikely to result in an adverse impact to the existing dwelling.

Receptor B is located approximately 330 metres to the south-west of the subject land. Given the distance to the facility and the presence of a substantial tree line immediately east of the existing dwelling, the proposed development would be unlikely to result in an adverse impact to the existing dwelling.

Any risk of lighting impacts to users of the Gundagai Road corridor during evening and night time hours, can be managed through lighting design compliance with AS 4282-1997 'Control of the obtrusive effects of outdoor lighting'.

Overshadowing

The development will have no implications for solar access and overshadowing to any other dwellings as there are none located immediately adjacent to the site.

Odour

The only potential odours associated with the facility and its operations include the storage and use of petroleum and other vehicle-related chemicals such as lubricants, etc. The use of such chemicals is not expected to create widespread odour issues. The odour associated with this would be fleeting and generally contained to the immediate vicinity of the workshop and fuel tank.

There are no odours which are likely to migrate outside of the boundary of the facility.

6 RELEVANT LEGISLATION & PLANNING CONTROLS

6.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The subject land is addressed to Nashs Lane but also has a significant frontage to Gundagai Road, which is a classified road. With frontage to a classified road, the provisions of cl. 101 of the State Environmental Planning Policy (Infrastructure) 2007 – the ‘Infrastructure SEPP’ – need to be considered.

(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

(a) where practicable, vehicular access to the land is provided by a road other than the classified road, and

The subject land has an existing vehicle access point to Gundagai Road at the southern end of the Gundagai Road frontage. It is proposed to make this access point redundant and replace it with two new vehicle access points. Both accesses would be able to be utilised as in/out for passenger vehicles, utes and delivery vehicles. The proposed in/out usage of both accesses would allow sufficient area for turning paths of B-double trucks utilising the site, including the fuel tank.

The subject land does have frontage to Nashs Lane; however, in its present form Nashs Lane is an unsealed, unformed rural lane. It is also subject to flooding from Muttama Creek and has an irregular formation. It is considered that Nashs Lane could not support a viable access point to service the subject facility. An upgrade of Nashs Lane could be required from the developer; however, this would necessitate bulk earthworks and roadworks to significantly improve the horizontal and vertical geometry of the road. This would also affect the riparian environment of Muttama Creek, which the remainder of the development can avoid impacts to.

It is considered that Nashs Lane does not present a practicable vehicular access option for the proposed development.

(b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:

(i) the design of the vehicular access to the land, or

(ii) the emission of smoke or dust from the development, or

(iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and

As indicated above, the subject land has an existing vehicle access point to Gundagai Road at the southern end of the Gundagai Road frontage. It is proposed to make this access point redundant and replace it with two new vehicle access points. Both accesses would be able to be utilised as in/out for passenger vehicles, utes and delivery vehicles. The proposed in/out usage of both accesses would allow sufficient area for turning paths of B-double trucks utilising the site, including the fuel tank.

As indicated in Section 4.3 of this report, the turning traffic volumes anticipated as a result of the proposed development would be satisfactorily catered for by a BAL/BAR intersection treatment. This was determined in accordance with the requirements of the AustROADS for intersection treatments. As such, the safety, efficiency and ongoing operation of the classified road is not expected to be adversely affected by the design of the vehicle access to the subject land.

There are no aspects of the development that are likely to generate smoke that would affect the classified road. There is the potential for dust impacts as a result of the development, but the proposed treatment of all movement and storage areas as a concrete or sealed gravemente pavement is expected to reduce opportunities for dust generation within the proposed facility.

In consideration of the nature, volume or frequency of vehicles using the classified road, the proposed facility would result in an increase in both heavy and light vehicles utilising Gundagai Road. However, traffic volume data indicates that heavy vehicles constitute 28 percent of vehicles using the classified road and therefore the heavy vehicles associated with the proposed development will not be out of character with the nature of the existing use of Gundagai Road. Vehicles associated with the proposed facility include B-Double trucks, semi-trailers, medium rigid vehicles and staff passenger vehicles/utes.

The proposed warehousing is expected to generate approximately 50 deliveries from the site per day on average (100 in/out vehicle movements). The proposed vehicle repair station will provide maintenance and repair services for trucks associated with the warehousing facility (which would not increase vehicle movements over and above those already periodically stored within the site) as well as maintenance and repair of vehicles from the general public. This is expected to generate approximately a further 8 vehicles on average per day or 32 in/out movements on average per day.

The unmanned fuel tank is not expected to increase vehicle movements along Gundagai Road as it would be utilised by users of the site or by passing heavy vehicle traffic.

The facility will also require approximately 26 staff. For the calculation of traffic movements, it is estimated that 50 percent of the staff may leave and return to the facility during the day. The vehicle movements associated with staff are estimated to be 78 in/out movements per day (26 staff x morning arrival, 26 x afternoon departure, plus 50 percent (13 staff) leave and return rate during the day).

The proposed development would result in an increase in traffic on Gundagai Road by approximately 14 percent. Further, traffic data reveals that Gundagai Road has experienced an increase in traffic volumes by approximately 5 percent annually. The area surrounding the subject land has been rezoned to industrial in recent years and is a developing industrial estate. It is expected that traffic on Gundagai and other nearby roads will increase in connection with industrial development growth. The volume of vehicles associated with the proposed development is unlikely to pose a risk to the safety, efficiency and ongoing operation of the classified road.

The proposed facility will operate 24 hours per day, 7 days per week. As indicated on the previous page, approximately 210 vehicle movements per day on average are expected. During evening and night time hours, approximately 5 delivery trucks (10 in/out movements) and 4 staff movements are anticipated, with the remainder of movements expected between the hours of 7am to 6pm. Peak times will be the arrival and departure times of office staff, approximately 7.30am to 8.30am and 4pm to 5pm Monday to Friday. Delivery vehicles will be somewhat dispersed throughout the day. It is expected that the frequency of vehicles associated with the proposed development accessing Gundagai Road would not pose a risk to the safety, efficiency and ongoing operation of the road.

(c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

The proposed development is industrial in nature and is therefore not considered to be sensitive to traffic noise or vehicle emissions. The proposed buildings and yard area are also located a generous distance from the classified road.

6.2 STATE ENVIRONMENTAL PLANNING POLICY NO.55 – REMEDIATION OF LAND

The subject land has historically been used for agricultural purposes. Agricultural activities are listed in Table 1 of the Managing Land Contamination Planning Guidelines. It has been rezoned for industrial purposes in recent years and is therefore designated for the type of development as proposed.

A visual assessment of the proposed development footprint and immediate surrounds has been conducted and did not reveal any visible cues of soil contamination. Established groundcover is evident across the property. There are no areas of discoloured or stained soils. There are no signs of concerning waste or other material. At present, there is no evidence to suggest that the above referenced activities have contaminated the proposed development footprint of the facility.

The preliminary investigation indicates that further investigation comprising geotechnical investigation and further research is not warranted in this instance. We believe that Clause 7 of the SEPP 55 is satisfied in respect of the development site.

6.3 COOTAMUNDRA LOCAL ENVIRONMENTAL PLAN 2013

PART 2 PERMITTED OR PROHIBITED DEVELOPMENT

The subject land is zoned IN1 General Industrial, under the provisions of the Cootamundra Local Environmental Plan (CLEP) 2013, as illustrated in the figure on the following page.

The proposed development includes the establishment of a freight transport facility for the bulk handling of goods (predominantly agricultural goods and building inputs/products) by road. A freight transport facility is permitted with consent in the IN1 General Industrial zone. A freight transport facility refers to:

“a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved.”

The proposed development also includes a mechanic workshop in the south eastern portion of the site for the maintenance and repair of heavy and light vehicles. The workshop would not be considered a vehicle body repair workshop as it would not provide a service for body building, panel beating, spray painting and the like.

A vehicle repair station is an innominate use in the land use table and is therefore permitted with consent in the IN1 General Industrial zone. A vehicle repair station refers to:

“a building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises.”

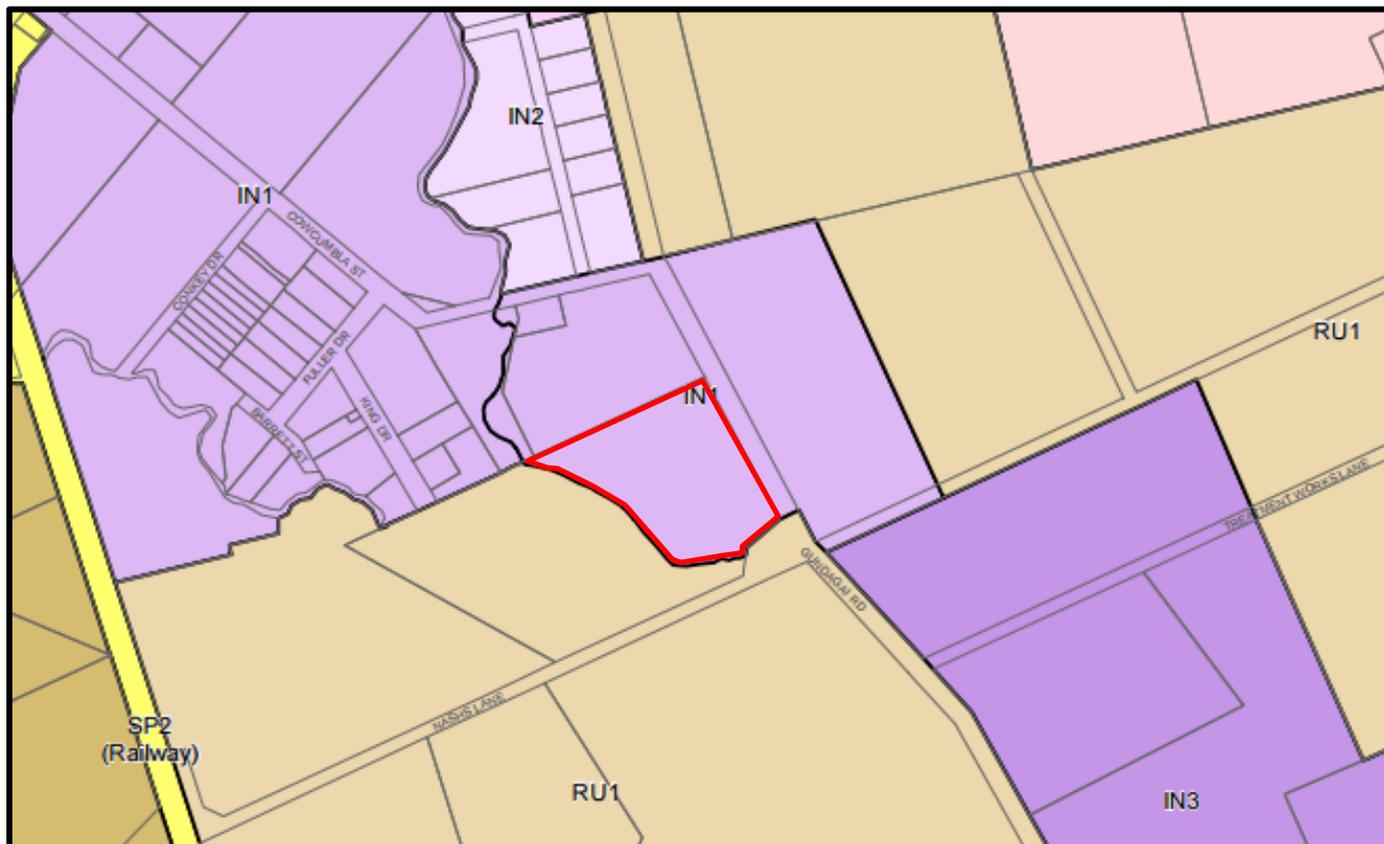


Figure 3 CLEP 2013 Land Zoning Map of development site and surrounding area (Source: CLEP2013)

The surrounding area has multiple uses. Land to the north and east is also zoned IN1 General Industrial and land to the south and west is zoned RU1 Primary Production. Land further to the north and south-east is zoned IN2 Light Industrial and IN3 Heavy Industrial respectively.

The objectives of the IN1 General Industrial zone are;

| ZONE OBJECTIVES | COMMENTS |
|--|---|
| <i>To provide a wide range of industrial and warehouse land uses.</i> | The objective is achieved as the development is for an industrial purpose. |
| <i>To encourage employment opportunities.</i> | The objective is achieved as the proposed facility will require approximately 26 staff. The facility will also directly underpin employment for transport drivers and indirectly for other businesses that rely on the movement of their goods to other centres and/or ports. |
| <i>To minimise any adverse effect of industry on other land uses.</i> | The objective is achieved as the development would have minimal adverse effect on non-industrial land uses. The closest receptor is located approximately 170 metres to the north-west of the subject land along Cowcumbra Street (Receptor A). The dwelling is located within an area that is zoned for heavy and light industrial development. The closest receptor on rural land is located approximately |

| | |
|--|--|
| | <p>330 metres to the south-west of the subject land, fronting onto Nashs Lane (Receptor B).</p> <p>The anticipated impacts of the development are discussed in Section 5 of this report. The proposed development is not expected to pose a notable risk to the amenity of these properties.</p> <p>The design of the development provides for satisfactory arrangements for the management of stormwater and effluent and other surrounding properties would not be affected. Impacts such as odour and emissions are not expected to pose an adverse impact to any surrounding land uses as the prevailing winds will easily disperse these away from developed areas.</p> <p>Noise is a potential concern for the proposed development; however, it is expected that the operations of the facility could occur within statutory limits given the separation distances to other development and the intensity of the proposed transport operations.</p> |
| <p><i>To support and protect industrial land for industrial uses.</i></p> | <p>The objective is achieved as the development proposes a preferred land use type for industrial land.</p> |

Clause 2.7 Demolition requires development consent

The application seeks consent for the demolition of the existing shed located in the south-western corner on the property.

PART 3 EXEMPT AND COMPLYING DEVELOPMENT

The development is not exempt or complying development, as provided by the CLEP.

PART 4 PRINCIPAL DEVELOPMENT STANDARDS

There are no clauses under this Part that are relevant to the proposed development.

PART 5 MISCELLANEOUS PROVISIONS

There are no clauses under this Part that are relevant to the proposed development.

PART 6 ADDITIONAL LOCAL PROVISIONS

Clause 6.2 Flood Planning

Part of the subject land is mapped as being within the Flood Planning Area, as illustrated in the figure on the following page. Cl. 6.2(3) of the CLEP provides that development consent must not be granted for development on flood planning land unless the following matters have been considered and are satisfied:

- (a) is compatible with the flood hazard of the land, and***
- (b) will not significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and***
- (c) incorporates appropriate measures to manage risk to life from flood, and***
- (d) will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and***
- (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.***

The proposed facility is considered to be compatible with the flood hazard of the land as the development would be industrial in nature and therefore less sensitive to a potential flood threat compared with residential and special purpose development.

As per the Muttuma Creek flood model provided to us by Cootamundra-Gundagai Regional Council (indicated on the accompanying Site Plan) the extent of flooding from Muttuma Creek for the design event would not encroach on any of the proposed buildings or any areas where staff would be working. Further, the flood affected area is located at the rear of the property and not at the front; thus egress from the site would not be affected in a flood event.

The proposed buildings would not alter the flood behaviour as they are located outside of the flow path. The proposed detention basin will include a discharge point to Muttuma Creek, but in accordance with the accompanying plans, the extent of work to facilitate this and the extent of the permanent discharge outlet would be minor and would not alter the behaviour of Muttuma Creek in normal flows or during times of flooding.

The risk to life from flood is considered to be low for the proposed development, given that the nature of the facility would be industrial and that all work areas and proposed buildings would not be positioned within the flood-affected area.

All stormwater will either be re-used within the site or will be captured within the on-site detention basin before being discharged to Muttuma Creek. The interceptor and detention basin together will ensure that flows into Muttuma Creek are of adequate quality to avoid impacts to the riparian environment and watercourse. The detention basin and bunding about the site will also capture suspended sediments and prevent these from entering the waterway. It is also expected that the proposed discharge of stormwater to the creek would not result in erosion or a reduction in the stability of the watercourse banks because the velocity of discharged stormwater entering the creek would be slowed by the detention basin.

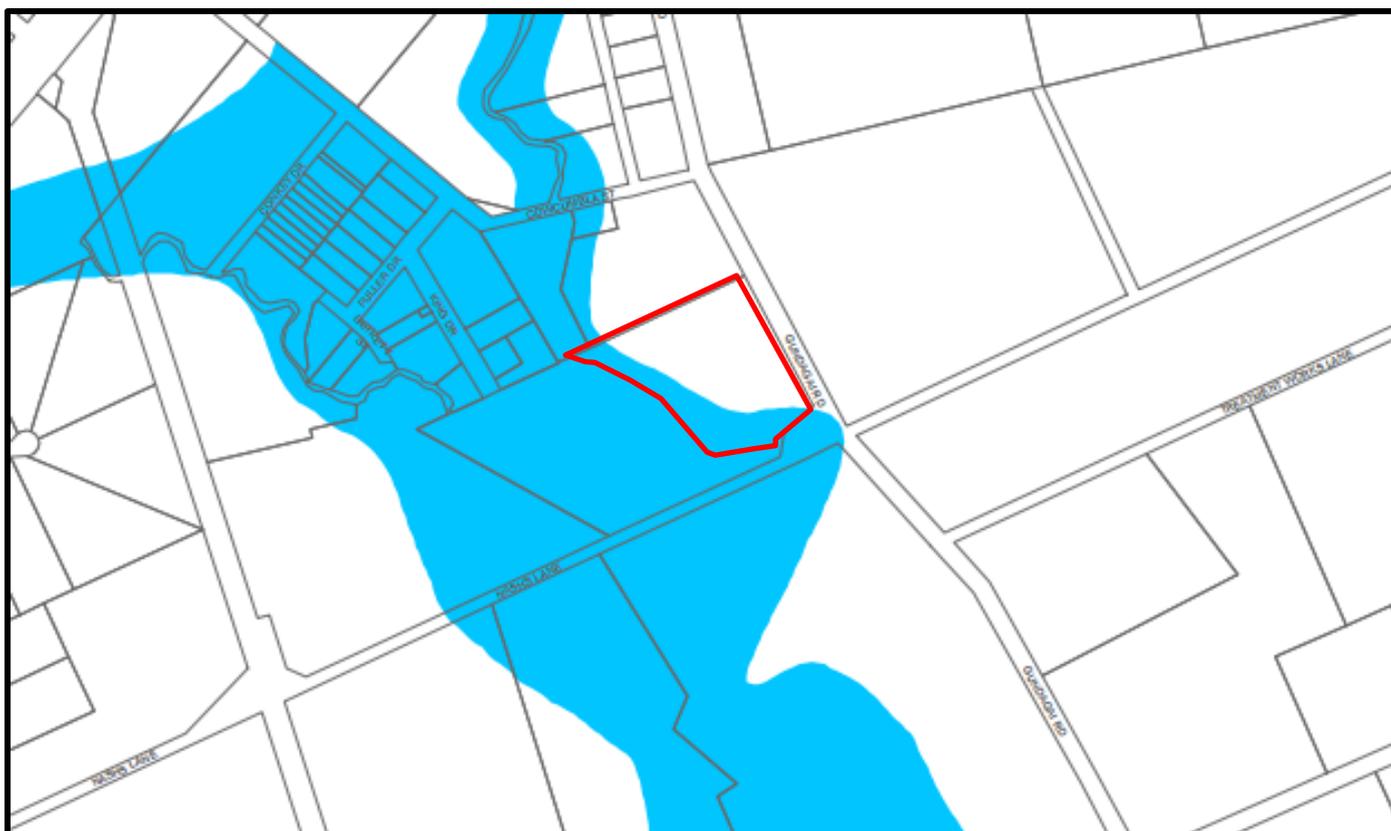


Figure 4 CLEP 2013 Flood Planning Map of development site and surrounding area (Source: CLEP2013)

Clause 6.4 Groundwater vulnerability

The entire site is mapped as having groundwater vulnerabilities, according to the CLEP Groundwater Vulnerability Map.

Measures to appropriately deal with the disposal of solid and liquid waste are incorporated into the development. Solid general waste will be collected by a licensed company and either recycled or disposed of at a licensed landfill site as appropriate. Any empty chemical receptacles will also be collected by an appropriate licensed contractor and disposed of as necessary. Effluent will be managed through the use of an on-site sewer management system, constructed in accordance with the design specifications from a geotechnical engineer. There will be no storage of other hazardous wastes (excepting those vehicle related chemicals, petroleum and lubricants as identified above).

Vehicle movement and storage areas are to be of a concrete pavement or sealed gravel surface. Hydrocarbons and other chemical residues that occur on-site will be cleansed by the interceptor at the inlet to the detention basin. Any use of petroleum, chemicals and the like will be undertaken within the workshop or in the fuel tank area, both of which are underlain by a thick concrete slab and connected to an effluent disposal area. Any chemical/petroleum spills would also be immediately attended to.

In consideration of this, the risk of adverse impact to groundwater reserves and groundwater dependent ecosystems as a result of the proposed development would be low. The development incorporates measures to avoid and manage potential impacts to groundwater.

Clause 6.5 Riparian lands and watercourses

Part of the site is mapped as a watercourse and within 40 metres of a watercourse, according to the CLEP Watercourses Map.

Muttama Creek is located along the rear boundary of the development site. The proposed workshop is located close to the creek line and maintains a distance of approximately 25 metres to the bank. The proposed detention basin is located a similar distance to the bank of the Muttama Creek, with the discharge outlet located on the bank

All stormwater will either be re-used within the site or will be captured within the on-site detention basin before being discharged to Muttama Creek. The interceptor and detention basin together will ensure that flows into Muttama Creek are of adequate quality to avoid impacts to the riparian environment and watercourse. The detention basin and bunding about the site will also capture suspended sediments and prevent these from entering the waterway. It is also expected that the proposed discharge of stormwater to the creek would not result in erosion or a reduction in the stability of the watercourse banks because the velocity of discharged stormwater entering the creek would be slowed by the detention basin.

There are no proposed works that would prevent the free passage of fish and other aquatic organisms within or along the watercourse. There are also no proposed works that would prevent future rehabilitation activities for the watercourse and riparian areas.

7 RELEVANT DEVELOPMENT CONTROL PLANS

7.1 COOTAMUNDRA SHIRE DEVELOPMENT CONTROL PLAN 2013

The proposed development also falls under the *Cootamundra Shire Council Development Control Plan 2013*. The relevant controls are outlined on the following pages.

CHAPTER 3 – BUSINESS AND INDUSTRIAL DEVELOPMENT

| GENERAL REQUIREMENTS | |
|--|--|
| ACCEPTABLE SOLUTIONS | COMMENTS |
| Car parking is provided at the rate set out in the Table in Chapter 5. Car parking is provided on the site of the development. | There are no relevant off-street parking rates for this type of development contained within the table in Section 5. Off-street parking is discussed later in this report with respect to Section 5 of the DCP. |
| Provision is made on-site at a convenient location for the type of delivery service vehicles appropriate to the type of development, and according to the requirements of the particular land use as shown in the "Parking Requirements" Table in Chapter 5. | The safe loading and unloading of delivery vehicles is an integral feature of the site design, configuration of the proposed buildings and vehicle movement paths. |
| Waste is to be disposed of in an environmentally acceptable manner to the satisfaction of Council and in accordance with relevant provisions of the Protection of the Environment Operations Act 1997 and Council's Trade Waster Policy. | All general waste will be collected by a licensed contractor and disposed of to landfill, or recycled as necessary. Effluent will be managed through the use of an on-site sewer management system. Any empty chemical receptacles will also be collected by an appropriate licensed contractor and disposed of as necessary. There is no proposed storage of hazardous wastes. |

CHAPTER 5 – CAR PARKING AND VEHICLE ACCESS

| CAR PARKING AND VEHICLE ACCESS REQUIREMENTS | |
|---|--|
| ACCEPTABLE SOLUTIONS | COMMENTS |
| Car parking is provided at the rate set out in the table below. | The proposed development most closely aligns with a 'road transport terminal' as referenced in Table 1. There are no identified parking rates for this type of development in the table, but attention is directed to comparison with similar developments. A comparison of other development control plans has been undertaken to determine average requirement. A rate of 1 space per two employees plus 1 space per vehicle associated with the development was found to be generally applied. Based on this rate, the development would require 13 spaces for employees (given approximately 26 employees) and 10 spaces for vehicles associated with the facility. The development complies with this by providing 28 car parking spaces, 10 truck parking bays, 7 bus parking bays and a considerable yard area for the storage of truck trailers as required. |
| Vehicles enter and leave the site in a forward direction. | The proposed facility is of adequate size to ensure that all vehicles can exit the site in a forward direction. |
| All parking spaces are suitably marked by lines or spaces indicated by other approved means. | All parking spaces will be line marked. |
| Unless specified to a different standard elsewhere in this DCP, all car parking areas, driveways, turning areas and loading areas are paved in either bitumen seal coat, asphaltic or bituminous concrete, cement concrete, | The proposed driveways and vehicle movement areas will be of concrete construction and sealed gravel pavement. |

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| <p>concrete paving blocks, or brick paving blocks. Note: The standard of paving required will be dependent upon the type of development proposed, with regard to traffic loadings including turning movements of heavy vehicles. For specific details refer to Council’s Engineering Subdivision and Development Guidelines;</p> | |
| <p>Free and uninterrupted access to car parking areas is maintained at all times.</p> | <p>All parking spaces will be line marked.</p> |

CHAPTER 6 – ENVIRONMENTAL MANAGEMENT

6.2 Flood Prone Land

The proposed facility is considered to be compatible with the flood hazard of the land as the development would be industrial in nature and therefore less sensitive to a potential flood threat compared with residential and special purpose development.

As per the Muttuma Creek flood model provided to us by Cootamundra-Gundagai Regional Council (indicated on the accompanying Site Plan) the extent of flooding from Muttuma Creek for the design event would not encroach on any of the proposed buildings or any areas where staff would be working. Further, the flood affected area is located at the rear of the property and not at the front; thus egress from the site would not be affected in a flood event.

In accordance with the Acceptable Solutions under this Section of the DCP, a minimum finished floor level is not required for the development as there is no habitable space proposed.

8 STATEMENT OF ENVIRONMENTAL EFFECTS

The likely impacts of the development are considered below.

| SECTION 79C(1)(B) SCHEDULE – LIKELY IMPACTS OF THE DEVELOPMENT | | | | |
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| | SATISFACTORY | NOT SATISFACTORY | NOT APPLICABLE | COMMENTS |
| CONTEXT + SETTING | ✓ | | | <p>The subject land is located on the southern fringe of an established industrial area to the south of the town of Cootamundra. Additional area around the industrial estate is transitioning from agriculture to industrial as a result of land use zone changes in recent years.</p> <p>The proposed development is an industrial use that is desirable within the IN1 General Industrial zone. It is considered to be suited to the proposed location, would not have a significant impact on surrounding uses and would make best use of the attributes of the site, particularly the significant frontage to Gundagai Road.</p> |
| STREETScape | ✓ | | | <p>The proposed buildings would be approximately 8 metres in height above natural ground level at the gutter line/pitching point and would have a very low roof pitch. The proposed buildings would also be neutral in colour. It is proposed to set the buildings back a minimum of 24.7 metres from the front boundary. The storage of all materials, goods and unused trailers would occur behind the warehouse buildings and would not be visible from Gundagai Road. It would be visible from Nashs Lane, however this is a relatively low-trafficked road.</p> <p>Whilst the development would considerably alter the presentation of the site to Gundagai Road, it is considered that the type of development proposed is expected based on the zone of the site IN1 General Industrial. The development as viewed from the public domain is not inconsistent with other nearby industrial buildings.</p> |
| TRAFFIC, ACCESS + PARKING | ✓ | | | <p>The subject land does have frontage to Nashs Lane; however, in its present form Nashs Lane is an unsealed, unformed rural lane. It is also subject to flooding from Muttama Creek and has an irregular formation. It is considered that Nashs Lane could not support a viable access point to service the subject facility.</p> <p>The site design includes two accesses to Gundagai Road which would both allow in/out traffic movements which would ensure sufficient area is available for turning paths of B-double trucks utilising the site, including the fuel tank.</p> <p>Traffic volume data provided by Cootamundra-Gundagai Regional Council, existing volumes along Gundagai Road are approximately 1,475 vehicles per day. The proposed development would result in an increase of approximately 210 in/out movements on average per day, with delivery vehicles accounting for</p> |

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| | | | | <p>48 percent of this.</p> <p>Traffic data reveals that Gundagai Road has experienced an increase in traffic volumes by approximately 5 percent annually. The area surrounding the subject land has been rezoned to industrial in recent years and is a developing industrial estate. It is expected that traffic on Gundagai and other nearby roads will increase in connection with industrial development growth. The volume of vehicles associated with the proposed development is unlikely to pose a risk to the safety, efficiency and ongoing operation of Gundagai Road and surrounding roads.</p> <p>Off-street parking is made available within the development site, including 10 truck parking spaces, 7 bus parking spaces and 28 car parking spaces. This exceeds the likely demand for parking for the proposed development.</p> |
| PUBLIC DOMAIN | ✓ | | | <p>The potential traffic and road safety impacts of the development are discussed earlier in this report. The proposed development is not expected to have an adverse impact on the public domain.</p> |
| UTILITIES | ✓ | | | <p>The development site currently has access to overhead electricity and a fixed telecommunications line. Preliminary discussions with the respective service authorities indicate that a significant augmentation of the service networks would not be required in order to supply the proposed development. A water connection is also available from a 100mm diameter water main located in Gundagai Road. As indicated above, stormwater will be harvested, temporarily stored in a 150,000L tank and re-used on-site as necessary.</p> <p>The development would rely on an on-site sewer management system for the disposal of sewage and wastewater.</p> <p>An existing easement for overhead electricity does encumber part of the subject land. The development does not propose any structures within this easement.</p> |
| HERITAGE | | | ✓ | <p>The development proposal is not subject to the heritage provisions of the DCP.</p> |
| OTHER LAND RESOURCES | ✓ | | | <p>The subject land has historically been used for agricultural purposes. It has been rezoned for industrial purposes in recent years and is therefore designated for the type of development as proposed. The development is unlikely to adversely affect the ability to farm neighbouring agricultural land. The development is separated from surrounding agricultural land by existing roads and by Muttuma Creek. The impacts of the development are generally contained within the boundaries of the subject land.</p> |
| WATER QUALITY + STORMWATER | ✓ | | | <p>Stormwater from the development site will either be harvested from the extensive roof area of the proposed buildings and re-used on-site as necessary or be diverted to drainage pits about the site and</p> |

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| | | | | <p>discharged to an on-site detention basin. An interceptor will be located at the inlet of the detention basin in order to purify the water.</p> <p>A bund along the south-western edge of the area of development would capture clean run-off from the undeveloped area at the rear of the site.</p> <p>The stormwater from the basin would then be discharged to Muttama Creek which adjoins the development site. The interceptor and water quality improvements of the detention basin will ensure that the nearby Muttama Creek riparian environment is not adversely affected by the proposed development.</p> <p>The proposed development would rely on an on-site sewer management system as no sewer connection is available to the subject site. It is proposed to provide an effluent disposal area, in accordance with a geotechnical engineer design. This would avoid any adverse impacts to the land and nearby watercourse.</p> |
| SOILS, SOIL EROSION | ✓ | | | <p>The development is unlikely to pose a risk to the soil substrate as the entire area of development will be surfaced as either concrete pavement or gravel sealed pavement.</p> <p>Runoff from the site is diverted to a detention basin where suspended sediment will be prevented from reaching Muttama Creek.</p> <p>Furhter, erosion and sediment control can be established during the construction phase.</p> |
| AIR + MICROCLIMATE | ✓ | | | <p>The development is not anticipated to have adverse impacts on air and microclimate.</p> <p>The only potential odours associated with the facility and its operations include the storage and use of petroleum and other vehicle-related chemicals such as lubricants, etc. The use of such chemicals is not expected to create widespread odour issues. The odour associated with this is fleeting and is contained to the immediate vicinity of the workshop and fuel tank.</p> <p>The development would increase the presence of vehicles, particularly heavy vehicles, within the area and there may be some concern regarding emissions generated by these vehicles. However, the number of vehicle movements is not of an intensity that is likely to cause any noticeable difference in vehicle emissions in the surrounding area.</p> <p>Meteorology data available from the Bureau of Meteorology for the Cootamundra area (station located at the Cootamundra Post Office) indicates that the prevailing winds at 9am and at 3pm are most likely to come from the west. The effect of this is that, for the most part, the prevailing winds will disperse any vehicle emissions/particulates in the ambient air in a westerly direction towards agricultural land where there is no existing dwellings located in the immediate vicinity.</p> <p>In consideration of the above, there are no adverse air quality impacts anticipated to occur as a result of the</p> |

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| | | | | proposed development. |
| FLORA + FAUNA | ✓ | | | <p>The proposed development is expected to have no net impact on the biodiversity value of the subject land. The land has been historically cleared of native vegetation and is heavily modified as a result of primary production activities that have occurred across the entire property for many years. The grasses present on the site include exotic grasses and improved pasture.</p> <p>There are no trees proposed for removal as part of the development and there is no vegetation present that would provide habitat for native animals.</p> <p>The design of the development can also be managed to ensure no impacts on the riparian value of nearby Muttama Creek.</p> |
| WASTE | ✓ | | | <p>The building contractor will be responsible for the proper disposal of any construction waste as required. All general waste will be collected by a licensed contractor and disposed of to landfill, or recycled as necessary. Any empty chemical receptacles will also be collected by an appropriate licensed contractor and disposed of as necessary. There is no proposed storage of other hazardous wastes.</p> <p>Effluent will be managed through the use of an on-site sewer management system.</p> |
| NOISE + VIBRATION | ✓ | | | <p>The proposed development would result in an increase in industrial noise in the area, in particular noise associated with heavy vehicles and loading/unloading activities on the site.</p> <p>The operators would be required to ensure that noise from the proposed facility does not exceed 5dB(A) above background noise levels at receptors.</p> <p>Receptor A would already be exposed to a reasonable level of industrial noise due to its located within an industrial area. It is expected that any noise emissions from the proposed facility would not exceed 5dB(A) above background noise levels at this receptor.</p> <p>Receptor B would not be exposed to as much industrial noise as Receptor A, but is located only 210 metres south of the industrial area so noise would be experienced presently. The proposed facility is a minimum of 330 metres from Receptor B and it is expected that any noise emissions from the proposed facility would not exceed 5dB(A) above background levels at this receptor also.</p> <p>The noise associated with the facility is not expected to unreasonably impact surrounding uses.</p> |
| HOURS OF OPERATION | ✓ | | | <p>The proposed warehouse facility and fuel tank would be operated 24 hours per day, 7 days per week. The office hours would be limited to approximately 7am to 5pm.</p> |
| NATURAL HAZARDS (FLOOD + BUSHFIRE) | ✓ | | | <p>The development site is not categorised as being bushfire prone land.</p> <p>Land along the western boundary of the subject site is mapped as being flood prone land, affected by</p> |

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| | | | | <p>Muttama Creek.</p> <p>The proposed development is considered to be compatible with the flood hazard of the land as the development would be industrial in nature. There is no required minimum FFL, in accordance with Section 6.2 of the CDCP.</p> <p>As per the Muttama Creek flood model provided to us by Cootamundra-Gundagai Regional Council, the extent of flooding from Muttama Creek for the design event would not encroach on any of the proposed buildings or any areas where staff would be working.</p> <p>Further, the flood affected area is located at the rear of the property and not at the front; thus egress from the site would not be affected in a flood event.</p> |
| TECHNOLOGICAL HAZARDS | ✓ | | | <p>There will be no storage of hazardous waste on the property, except those relating to vehicle chemicals, petroleum and lubricants. Any empty chemical receptors will be collected and disposed of accordingly by authorised personnel and any chemical spills will be immediately attended to in accordance with the relevant MSDS.</p> <p>As an industrial activity, the proposed development does include potential technological hazards such as an industrial accident. Industrial risks to safety have been mitigated to the extent possible through design of the building, ensuring that personal and vehicles are separated where possible, heavy vehicles and other vehicles are separated where possible and heavy vehicles have defined movement paths.</p> <p>The proponent will be responsible for ensuring the operation complies with WHS legislation as required.</p> |
| SAFETY, SECURITY + CRIME PREVENTION | ✓ | | | <p>The intersection treatment for the development has been determined in accordance with the requirements of AustROADS and is considered to provide for the continued safe operation of Gundagai Road and surrounding roads.</p> <p>As indicated above, safety impacts to users of the site have been prevented and minimised in the development of the development by ensuring that personal and vehicles are separated where possible, heavy vehicles and other vehicles are separated where possible and heavy vehicles have defined movement paths.</p> <p>There is no additional safety and security risks identified as part of the proposal.</p> |
| SOCIO-ECONOMIC IMPACT IN THE LOCALITY | ✓ | | | <p>The proposed development relates to an existing business in the Cootamundra area; however, the new site would give the proponent the ability to expand operations and create new employment opportunities in the town. This includes direct benefits and indirect benefits up and down the supply chain.</p> <p>There will also be an economic benefit associated with the use of local contractors and the purchase of materials locally during the construction phase.</p> |
| SITE DESIGN + INTERNAL DESIGN | ✓ | | | <p>The design of the proposed buildings are integrated well with the proposed site layout and logical vehicle</p> |

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| | | | | <p>movement paths through the site.</p> <p>The internal design of the warehouses and workshop are considered to be compatible for their intended use and can comply with the requirements of the NCC/BCA.</p> |
| OVERLOOKING + OVERSHADOWING | ✓ | | | <p>There will be no implications for overlooking and overshadowing as there are no dwellings located immediately adjacent to the site.</p> |
| LANDSCAPING | ✓ | | | <p>The development site includes landscaped areas located around the carparking and truck parking areas.</p> |
| CONSTRUCTION | ✓ | | | <p>All work will be carried out to relevant BCA and Aust. Standards.</p> <p>Work will be carried out during approved construction hours only.</p> |
| PRIVATE OPEN SPACE | | | ✓ | <p>Not applicable</p> |
| CUMULATIVE IMPACTS | ✓ | | | <p>The cumulative impact of the development is considered marginal. The development is located within an established industrial area that is continuing to grow in response to recent land use zoning changes.</p> <p>The cumulative impact of the development is consistent with the nature of development in the area and is not expected to unreasonably impact other surrounding uses.</p> |
| DISABLED ACCESS | ✓ | | | <p>The design of the proposed buildings and carpark will be compliant with the Access to Premises Standards.</p> |
| SIGNAGE | ✓ | | | <p>A business identification sign and directional signage would be erected at each entrance to the property, totalling approximately 3 metres in width and 1.5 metres in height each.</p> |
| SETBACKS + BUILDING ENVELOPES | ✓ | | | <p>The property does not have a registered building envelope.</p> <p>A setback of 24.7 metres would be provided to the front boundary and a setback of approximately 27 metres would be provided to the secondary frontage along Nashs Lane.</p> <p>A setback of 18 metres would be provided to the northern side boundary as well as a rear setback of 22 metres.</p> <p>The development maintains a generous setback to all boundaries; it avoids imposing on neighbouring properties and allows impacts of the development to be contained within the boundaries.</p> |

9 SUMMARY

This Statement of Environmental Effects has been prepared to support a development application for a proposed freight transport facility and vehicle repair station at 2 Nashs Lane, Cootamundra.

The proposed facility would include four warehouses, a vehicle repair workshop, a wash-down bay and unmanned fuel tank (for the exclusive use of vehicles provided with a Pacific Petroleum account card, including those associated with the operation of the facility only – not open to the general public). The facility would be used for the transport and temporary storage of a range of goods, predominantly agricultural goods and chemicals, timber and cement products. The development would also involve the demolition of the existing shed in the south-western corner of the property.

The warehousing aspect of the proposed facility and the unmanned fuel tank would be operated 24 hours per day, 7 days per week. The workshop and office hours would be limited to approximately 7am to 5pm. It is expected that the facility would require 26 on-site staff at any one time (approximately 10 within the warehouses, 10 within the offices and 6 within the workshop).

The subject land does have frontage to Nashs Lane; however, in its present form Nashs Lane is an unsealed, unformed rural lane. It is also subject to flooding from Muttama Creek and has an irregular formation. An upgrade of Nashs Lane could be required from the developer; however, this would necessitate bulk earthworks and roadworks to significantly improve the horizontal and vertical geometry of the road and would adversely affect the riparian environment of Muttama Creek. In consideration of cl. 101 of the Infrastructure SEPP, Nashs Lane does not present a practicable vehicular access option for the proposed development.

The development proposes the abandonment of the existing access point to Gundagai Road and creation of two new accesses which would both allow in/out traffic movements and therefore ensure adequate turning paths were present for B-double vehicles utilising the site. An assessment in accordance with AustROADS indicates that the traffic volumes on Gundagai Road and the turning traffic volumes that would result from the proposed development are low. A BAL/BAR intersection treatment for each access would be adequate to support the proposed development and would provide for the continued safe operation of the road.

The proposed development would result in an increase in traffic on Gundagai Road by approximately 210 movements on average per day, or an increase of 14 percent on the current volumes of 1,475 vehicles per day. Further, traffic data reveals that Gundagai Road has experienced an increase in traffic volumes by approximately 5 percent annually. The area surrounding the subject land is an established industrial area that is growing in response to land use zoning changes in recent years and will continue to see increases in traffic movements as a result of industrial development growth. The volume of vehicles associated with the proposed development is unlikely to pose a risk to the safety, efficiency and ongoing operation of Gundagai Road and surrounding roads.

The facility would rely on an on-site sewer management system as no sewer connection is available to the subject site. The establishment of an effluent disposal area, in accordance with a geotechnical engineer design, would avoid any adverse impacts to the land and nearby watercourse. With regard to the management of stormwater, some of this will be captured from the extensive roof area of the proposed buildings and re-used on-site as necessary or be diverted to an on-site detention basin. This would then be discharged to Muttama Creek, with an interceptor located at the inlet of the detention basin to purify the water and avoid impacts to the riparian environment and watercourse.

The proposed development would result in an increase in industrial noise in the area, in particular noise associated with heavy vehicles and loading/unloading activities on the site. The operators would be required to ensure that noise from the proposed facility does not exceed 5dB(A) above background noise levels at receptors. Nearby receptors to the north-west and south-west would already be exposed to a reasonable level of industrial noise due to their location within and proximity to the industrial area. It is expected that any noise emissions from the proposed facility would not exceed 5dB(A) above background noise levels at these receptors and that the facility would not unreasonably impact surrounding uses.

The development would increase the presence of vehicles, particularly heavy vehicles, within the area and there may be some concern regarding emissions generated by these vehicles. However, the number of vehicle movements is not of an intensity

that is likely to cause any noticeable difference in vehicle emissions in the surrounding area. Further, meteorology data from the Bureau of Meteorology for the Cootamundra station indicates that the prevailing winds at 9am and at 3pm are most likely to come from the west. The effect of this is that, for the most part, the prevailing winds will disperse any vehicle emissions/particulates in the ambient air in a westerly direction towards agricultural land where there is no existing dwellings located in the immediate vicinity. In consideration of the above, there are no adverse air quality impacts anticipated to occur as a result of the proposed development.

The development is permissible in the IN1 General Industrial zone and would achieve the objectives for the zone. The proposed development can be approved by Council, subject to merits assessment.