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BUSINESS PAPER

Ordinary Council Meeting

3 September 2019

Warwick Bennett
General Manager

We hereby give notice that an Ordinary Meeting of Council will be held on:
 Tuesday, 3 September 2019 at 6pm
 in the Council Chambers, Civic Centre
 184 - 194 Bourke Street, Goulburn

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Cr Bob Kirk
Mayor

Warwick Bennett
General Manager

1 OPENING MEETING

The Mayor will open the meeting and notify that this meeting is webcast live on the Council’s website.

2 ACKNOWLEDGEMENT OF COUNTRY

The following acknowledgement will be made by the Mayor or General Manager.

“I would like to Acknowledge and pay our respects to the Aboriginal Elders both past and present, as well as emerging leaders, and Acknowledge the traditional custodians of the Land on which we meet today.”

3 COUNCILLORS DECLARATION AND/OR PRAYER

The Mayor will ask a Councillor to read either the following Declaration or Prayer on behalf of the Councillors present.

Declaration

“On behalf of the elected Councillors present here tonight I solemnly and sincerely declare and affirm that we will undertake the duties of the office of Councillor in the best interests of the people of Goulburn Mulwaree and that we will faithfully and impartially carry out the functions, powers, authorities and discretions vested in us to the best of our ability and judgement.”

OR

Prayer

“We thank thee, Lord, for this position of honour and trust. Give us the courage to serve our Council and community with honesty and integrity; and to discharge the duties entrusted to us for the common good of all mankind.”

4 APOLOGIES

The Mayor will call for any apologies.

Council will resolve to accept any apology.

5 APPLICATIONS FOR A LEAVE OF ABSENCE BY COUNCILLORS

The Mayor will call for applications for a leave of absence by councillors.

Council may also resolve that leave of absence granted.

6 LATE ITEMS / URGENT BUSINESS

The Mayor will call for any Late Items, Information or Urgent Business.

Council may resolve to accept any late item, information or urgent business to be discussed and/or determined at this meeting.

7 DISCLOSURE OF INTERESTS

With reference to Chapter 14 Local Government Act 1993, and Council’s Code of Conduct, Councillors are required to declare any conflicts of interest in the matters under consideration by Council at this meeting.

8 PRESENTATIONS

Nil

9 PUBLIC FORUM

- (1) In accordance with Council's Public Forum Guideline, Council permits members of the public to address Council meetings in open forum at every Ordinary Council meeting.
- (2) A person wishing to address a meeting must contact staff in Council's Executive Section by 5.00pm [either in writing or via telephone call] on the day of the meeting and provide their name, their contact details and summary details of the item they wish to speak about.
- (3) The Mayor or Chairperson will call members of the public to address the meeting in accordance with the order of business. The address should be for no more than 5 minutes duration.
- (4) Members of the public addressing Council must abide by similar standards that apply to Councillors under the Council's Code of Conduct and this Code of Meeting Practice.
- (5) If a member of the public addressing the meeting fails to comply with the Mayor or Chairperson's call to order, the Mayor or Chairperson may withdraw that person's right to address the meeting.
- (6) In making the address:
 - a. If the chairperson is the Mayor he or she should be addressed as 'Mr Mayor' or 'Madam Mayor' or 'Mayor Surname' or 'Mayor First Name'.
 - b. When the chairperson is not the Mayor they should be addressed as Mr. or Madam Chair or Mr. or Madam Chairperson.
 - c. Councillors must be addressed as 'Councillor Surname or Councillor First Name'.
 - d. Officers must be addressed as Mr. or Madam [job title or surname] e.g Mr. General Manager.

The general standards that apply in Council's Code of Conduct and Code of Meeting Practice (Section 4) are applicable to addresses made by the public in Public Forum.

10 CONFIRMATION OF MINUTES

10.1 MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 20 AUGUST 2019

Author: Warwick Bennett, General Manager

Authoriser: Warwick Bennett, General Manager

Attachments: 1. Minutes of the Ordinary Meeting of Council held on 20 August 2019

RECOMMENDATION

That the Council minutes from Tuesday 20 August 2019 and contained in Minutes Pages No 1 to 23 inclusive and in Minute Nos 2019/299 to 2019/333 inclusive be confirmed.



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OUR MISSION TO BE EASY TO DO BUSINESS WITH

MINUTES

Ordinary Council Meeting

20 August 2019

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	Nil	
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	Nil	
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	Nil	
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	Nil	
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16	Closed Session	23
	There were no closed session reports for determination.	
17	Conclusion of the Meeting	23

**MINUTES OF GOULBURN MULWAREE COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE COUNCIL CHAMBERS, CIVIC CENTRE, 184 - 194 BOURKE STREET,
GOULBURN
ON TUESDAY, 20 AUGUST 2019 AT 6PM**

PRESENT: Cr Bob Kirk (Mayor), Cr Peter Walker (Deputy Mayor), Cr Andrew Banfield, Cr Sam Rowland, Cr Leah Ferrara, Cr Alfie Walker, Cr Margaret O'Neill, Cr Carol James, Cr Denzil Sturgiss

IN ATTENDANCE: Warwick L Bennett (General Manager), Brendan Hollands (Director Corporate and Community Services), Marina Hollands (Director Utilities), Scott Martin (Director Planning and Environment), Matt O'Rourke (Director Operations) & Amy Croker (Executive Officer)

1 OPENING MEETING

Mayor Bob Kirk opened the meeting 6pm. The Mayor advised that the meeting would be webcast live.

2 ACKNOWLEDGEMENT OF COUNTRY

Mayor Bob Kirk made the following acknowledgement.

"I would like to Acknowledge and pay our respects to the Aboriginal elders both past and present as well as emerging leaders, and Acknowledge the traditional custodians of the Land on which we meet today."

3 COUNCILLORS DECLARATION AND/OR PRAYER

The opening prayer was read by Cr Andrew Banfield.

4 APOLOGIES

Nil

5 APPLICATIONS FOR A LEAVE OF ABSENCE BY COUNCILLORS

Nil

6 LATE ITEMS / URGENT BUSINESS

Nil

7 DISCLOSURE OF INTERESTS

Cr Andrew Banfield made a statement in relation to the Business Paper. He has assessed the Business Paper and does not perceive any declaration of interest is required to be declared in relation to his employment with Denrith Group of Companies.

Cr Carol James declared a pecuniary conflict of interest in Item 15.1 "Review of B2 Local centre zoning in Marulan and Mistful Park post exhibition report" as her company manages property for Ganter Construction who own land which is addressed in this report. Cr Carol James will leave the meeting while discussion and determination on this item takes place.

8 PRESENTATIONS

Nil

9 PUBLIC FORUM

Susan Conroy from Southern Tablelands Arts addressed the Council regarding Item 15.8 Performing Arts Centre.

Chrisjohn Hancock from the Lieder Theatre addressed the Council regarding Item 15.8 Performing Arts Centre.

Tempe Hornibrook from the Lieder Theatre addressed the Council regarding Item 15.8 Performing Arts Centre.

10 CONFIRMATION OF MINUTES**10.1 MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 6 AUGUST 2019****RESOLUTION 2019/299**

Moved: Cr Leah Ferrara

Seconded: Cr Denzil Sturgiss

That the Council minutes from Tuesday 6 August 2019 and contained in Minutes Pages No 1 to 18 inclusive and in Minute Nos 2019/268 to 2019/298 inclusive be confirmed.

CARRIED

11 MATTERS ARISING**11.1 MATTERS ARISING FROM COUNCIL MEETING MINUTES FROM THE 6 AUGUST 2019**

Nil

11.2 OUTSTANDING TASK LIST FROM ALL PREVIOUS MEETINGS**RESOLUTION 2019/300**

Moved: Cr Peter Walker

Seconded: Cr Carol James

That Council notes the Matters Arising and authorises the deletion of completed tasks.

CARRIED

12 MAYORAL MINUTE(S)

Nil

13 NOTICE OF MOTION(S)

Nil

14 NOTICE OF RESCISSION(S)

Nil

15 REPORTS TO COUNCIL FOR DETERMINATION**15.1 REVIEW OF B2 LOCAL CENTRE ZONING IN MARULAN AND MISTFUL PARK POST EXHIBITION REPORT**

Cr Carol James declared an interest in this item and took no part in the discussion or voting on the matter. At 6:28 pm, Cr Carol James left the meeting.

RESOLUTION 2019/301**Moved: Cr Margaret O'Neill****Seconded: Cr Sam Rowland****That Council Move into Committee of the Whole.**

Council moved into Committee of the whole at 6:29pm.

CARRIED**RESOLUTION 2019/302****Moved: Cr Andrew Banfield****Seconded: Cr Leah Ferrara****That Council move back into Open Council.**

Council moved back into Open Council at 6:45 pm.

CARRIED

RESOLUTION 2019/303**Moved: Cr Andrew Banfield****Seconded: Cr Peter Walker****That**

1. The post exhibition report from the Graduate Strategic Planner regarding the review of B2 Local Centre zoning in Marulan and Mistful Park be received.
2. Council endorse the planning proposal to amend the *Goulburn Mulwaree Local Environmental Plan 2009* to:
 - (a) Rezone lots 6-8 DP 1220973 in the Mistful Park locality from B1 Neighbourhood Centre to R3 Medium Density Residential with a minimum lot size of 1500m²;
 - (b) Rezone the detention pond (Lot 9 DP 1220973) in the Mistful Park locality from B1 Neighbourhood Centre to RE1 Public Recreation;
 - (c) Rezone lots 1-5 DP 1220973 in the Mistful Park locality from B1 Neighbourhood Centre and part R5 Large Lot Residential to B2 Local Centre with a floor space ratio of 0.5:1;
 - (d) Add '*tourist and visitor accommodation*', '*camping ground*' and '*caravan park*' as an additional permitted use for Lot 6 DP 1220973 in the Mistful Park locality;
 - (e) Amend the floor space restriction for 'neighbourhood shops' from 1000m² to a maximum of 250m²;
 - (f) Rezone the land currently zoned B2 Local Centre with a floor space ratio of 1.2:1, north of the rail line in Marulan to B6 Enterprise Corridor with a floor space ratio of 0.8:1;
 - (g) Rezone lots 3-12 section 1 DP 3012 and lots E, F and G DP26410 in Marulan from B2 Local Centre with a floor space ratio of 1.2:1 to R1 General Residential with a 700m² minimum lot size and no floor space ratio.
3. The General Manager use Council's delegated plan-making authority to implement the amendment described above as soon as practicable.
4. The amendment to the *Goulburn Mulwaree Development Control Plan 2009* attached to this report be adopted, which contains the following amendments being made after the public exhibition period;
 - (a) Removal of any reference to trade waste.
 - (b) Correction of inconsequential spelling and formatting errors.

CARRIED

At 6:46pm, Cr Carol James returned to the meeting.

15.2 DOSSIE STREET PLANNING PROPOSAL AMENDMENT**RESOLUTION 2019/304****Moved: Cr Andrew Banfield****Seconded: Cr Peter Walker****That:**

- 1. The report from the Graduate Strategic Planner regarding the rezoning of land at Dossie Street be received.**
- 2. Council prepare a planning proposal to amend the *Goulburn Mulwaree Local Environmental Plan 2009* to:**
 - (a) Rezone part of Lot 1 DP 1034565 and Lot 3 DP1008818 from RU2 Rural Landscape with a minimum lot size of 100 hectares to part R5 Large Lot Residential with a minimum lot size of 10000m², part E4 Environmental Living with a minimum lot size of 20000m² and part IN1 General Industrial with no minimum lot size.**
 - (b) Rezone Lot 3 DP 1238214 from RU2 Rural Landscape with a minimum lot size of 100 hectares to RE1 Public Recreation with no minimum lot size.**
 - (c) Rezone part of Lot 2 DP 1238214 from RU2 Rural Landscape with a minimum lot size of 100 hectares to part IN1 General Industrial with no minimum lot size and part R5 Large Lot Residential with a minimum lot size of 2000m², with the exact zone boundary to be confirmed after engaging with affected landowners.**
- 3. Council forward the planning proposal to the Department of Planning, Industry and Environment for a gateway determination.**
- 4. In the event that the Department of Planning, Industry and Environment issues a gateway determination to proceed with the planning proposal, consultation be undertaken with the community and government agencies in accordance with any directions of the gateway determination.**
- 5. The Department of Planning, Industry and Environment be advised that Council is willing to defer any part of this planning proposal referred to under item 2 of this resolution to a later stage, if complying with government agency requirements for that particular zone or zones is likely to significantly delay the processing of the remainder of the planning proposal.**
- 6. The Department of Planning, Industry and Environment be advised that Council wishes to be issued with an authorisation to use delegation for this planning proposal.**
- 7. Council waive any standard lodgement and processing fees payable under Council's fees and charges in relation to the planning proposal.**
- 8. The proponent for the privately owned land be requested to provide a Preliminary Site Investigation/ Phase 1 Assessment in accordance with *State Environmental Planning Policy No 55—Remediation of Land* to address the potential land contamination on their site.**
- 9. The amendment to the *Goulburn Mulwaree Development Control Plan 2009* attached to this report relating to large lot residential and industrial development at Dossie Street be placed on public exhibition for a minimum period of 28 days commencing the same day as the public exhibition period for the aforementioned planning proposal.**
- 10. Following the exhibition period of the draft amendment to the *Goulburn Mulwaree Development Control Plan 2009* and planning proposal, a report will be presented to Council advising of the outcomes of the consultation and any amendments made to the document as a result of consultation.**

CARRIED

15.3 COMMUNITY TRANSPORT SERVICE**RESOLUTION 2019/305****Moved: Cr Sam Rowland****Seconded: Cr Margaret O'Neill****That:**

- 1. The report by the Director of Corporate & Community Services on the Community Transport Service be received.**
- 2. A working party be established to investigate the viability of a new community transport service to be funded by Council. The working party will be comprised of two Councillors, two community members and the General Manager or his nominee.**
- 3. Councillor Sam Rowland and Councillor Margaret O'Neill be appointed members of the Working Party.**
- 4. An expression of interest be called for two community members for the 'Community Transport Service Working Party' and a report on nominations be presented to Council on 1 October 2019.**

CARRIED**15.4 ACQUISITION OF PART 1232 POMEROY ROAD, POMEROY****RESOLUTION 2019/306****Moved: Cr Andrew Banfield****Seconded: Cr Peter Walker****That:**

- 1. The report from the Business Manager of Assets & Design and Business Manager Property & Community Services on the proposed acquisition of part 1232 Pomeroy Road, Pomeroy for road purposes be received.**
- 2. Council approve in-principal acquisition of approximately 2,232 m² of 1232 Pomeroy Road, Pomeroy (Lot 40 in DP 1158376) pending outcome of negotiations with the landowner and/or their legal representative.**
- 3. Council meet all costs associated with preparing the Plan of Subdivision and registration fees with NSW Land Registry Services.**
- 4. Council meet all legal fees, including the property owner's independent legal fees, associated with this land acquisition.**
- 5. Council meet all costs associated with reinstatement of fencing on the new property boundary.**
- 6. The General Manager be delegated authority to finalise this land acquisition negotiation.**
- 7. Council's seal be affixed to all documentation necessary to complete this land acquisition and road realignment.**

CARRIED**15.5 SALE OF 1/1 DOSSIE STREET AND 10 BEN BULLEN PLACE, GOULBURN****RESOLUTION 2019/307**

Moved: Cr Leah Ferrara

Seconded: Cr Peter Walker

That Council Move into Committee of the Whole.

Council moved into Committee of the whole at 7:26 pm.

CARRIED

RESOLUTION 2019/308

Moved: Cr Andrew Banfield

Seconded: Cr Peter Walker

That Council move back into Open Council.

Council moved back into Open Council at 7:30pm.

CARRIED

RESOLUTION 2019/309**Moved: Cr Leah Ferrara****Seconded: Cr Carol James****That:**

1. The report from the Business Manager Property & Community Services on the sale of 1/1 Dossie Street and 10 Ben Bullen Place, Goulburn be received.
2. An updated market valuation be obtained for 1/1 Dossie Street, Goulburn and a report come back to Council to consider a Reserve Price for auction of this property.
3. Council delegates to the General Managers authority to appoint a real estate agent after an expression of interest process to market the sale by auction of 1/1 Dossie Street, Goulburn.
4. A Right of Carriageway be registered over 2/1 Dossie Street, Goulburn in favour of 1/1 Dossie Street, Goulburn to provide continued legal access to this property via the existing access road.
5. Council approves in-principal registration of 5 x 1 hectare R5 – Large Residential lots and 1 x 3.6 hectare Environmental Living lot comprising 2/1 Dossie Street, Goulburn (Lot 1 DP1034565) and Finlay Road, Goulburn (Lot 3 DP10088180) subject to these parcels of land being re-zoned accordingly.
6. The current listed price of \$315,000 (plus GST) for 10 Ben Bullen Place, Goulburn be reduced to \$270,000 (plus GST).
7. All reasonable offers come back to Council in writing for further consideration.
8. The Council seal be affixed to all documentation necessary to complete this sale.

CARRIED**AMENDMENT****Moved: Cr Andrew Banfield****Seconded: Cr Margaret O'Neill****That:**

1. The report from the Business Manager Property & Community Services on the sale of 1/1 Dossie Street and 10 Ben Bullen Place, Goulburn be received.
2. Council delay the sale of all land at Dossie Street until it is zoned to reflect the resolution 2019/304 of Council and then place the total land package for sale by way of expressions of interest.
3. The current listed price of \$315,000 (plus GST) for 10 Ben Bullen Place, Goulburn be reduced to \$270,000 (plus GST).

The amendment was put and lost and the motion above then was put and carried and became the resolution of Council.

RESOLUTION 2019/310**Moved: Cr Andrew Banfield****Seconded: Cr Sam Rowland****That Item 15.8 be dealt with as the next item before the dinner break.****CARRIED**

15.8 PERFORMING ARTS CENTRE

RESOLUTION 2019/311

Moved: Cr Alfie Walker
 Seconded: Cr Peter Walker

That the motion in regard to the Performing Art Centre be put.

CARRIED

RESOLUTION 2019/312

Moved: Cr Andrew Banfield
 Seconded: Cr Peter Walker

That

1. The report by the Director of Operations on the Goulburn Performing Arts Centre construction be received.
2. That Council increase the construction budget of the Goulburn Performing Arts Centre from \$18,500,000 to \$18,950,000 to include the fly tower.
3. That Council accepts the construction price from Zauner Construction for construction of the Goulburn Performing Arts Centre, including the fly tower.
4. That Council award a construction contract to Zauner Construction for construction of the Goulburn Performing Arts Centre at a tender price of \$16,466,243 (excluding GST). This tender price to include the fly tower, less design costs attributable to the tenderer (\$181,980), less insurance costs of \$68,100.
5. The funding of the Goulburn Performing Arts Centre be approved at \$18,950,000 to be funded as follows

(a)	General Fund Revenue	\$1,450,000
(b)	Grant Funding	\$7,500,000
(c)	Reserve Fund	\$1,252,081 (Lilac Time Hall)
(d)	Reserve Fund	\$ 488,123 (Multi-Purpose Venue)
(e)	Reserve Fund	\$ 459,796 (S94A)
(f)	Loan Funding	\$6,300,000
(g)	Land Sales	<u>\$1,500,000</u>
		\$18,950,000

6. That Council engage Brewster Hjorth Architect to prepare detail design plans for the amended design of the Goulburn Performing Arts Centre to include the fly tower for \$420,000.
7. The General Manager be delegated authority to approve variations up to the total amount of \$800,000 which is the equivalent of the approved contingencies. All variations to be reported to Council in the monthly status report.
8. The General Manager seek variations to the funding agreements with the Regional Cultural Fund and the National Stronger Region Fund to reflect the construction program for the amended design.
9. Council provide its own insurance for the Contracts Works Policy and Public Liability Policy for the physical works construction of the Performing Arts Centre.

CARRIED

A division was called.

In Favour: Crs Bob Kirk, Peter Walker, Andrew Banfield, Leah Ferrara, Alfie Walker, Carol James and Denzil Sturgiss

Against: Crs Sam Rowland and Margaret O'Neill

Meeting was adjourned at 7.53pm for 30 minute dinner break.

The meeting reconvened at 8.30am

15.6 BULK TRANSFER OF CROWN ROADS TO COUNCIL (URBAN & RURAL)

RESOLUTION 2019/313

Moved: Cr Peter Walker
Seconded: Cr Denzil Sturgiss

That:

1. The report from the Business Manager Property & Community services and the Business Manager Works on the bulk transfer of Crown Roads be received.
2. Council agrees to the transfer of the following part or whole sections of Crown Roads from the Department of Industry – Lands & Water by way of publishing a notice in the NSW Government Gazette:

URBAN - GOULBURN	FROM	TO
Sloane Street	Dossie Street	Garrorigang Road
Pockley Road	Ducks Lane	Knowlman Road
River Street	Wheeo Road	End (Water Filtration)
Clinton Street	Deccan Street	College Street
Gannon Street	Clifford Street	End (Goulburn Plaza Car Park)
Phillip Street	Lower Sterne Street	Cole Street
Long Street	Rifle Range Road	1km toward Chiswick Street
Hetherington Street	Memorial Road	250m toward Chiswick Street
Arthur Street	Hetherington Street	End of formed section
Long Street	Sydney Road	End (north)
Hawthorne Street	Fitzroy Street	End
The Avenue	Hawthorne Street	End
Walker Street	Sloane Street	End (cul de sac)

RURAL	FROM	TO
MARULAN		
Brayton Road	George Street	Maclura Drive
Goulburn Street	George Street	Portland Avenue
Wollondilly Street	Brayton Road	End
Wilson Drive (Shepherds Lane)	Waste Management	1km toward Portland Avenue
TALLONG		
Memorial Drive	Highland Way	Bumballa Street

Highland Way	Huon Street	Bumballa Street
BUNGONIA		
Hay Street	Bedford Street	End of formed (130m)
TIRRANNAVILLE		
Tirranna Lane	Braidwood Rd	End of formed (280m)
OTHER RURAL LOCATIONS		
Grays Road	Marble Hill Road	End of formed (1,100m)
McLellands Road	Marble Hill Road	End of formed (840m)
Steins Lane	Middle Arm Road	First 300m (remainder already Council)
Crowthers Lane	Federal Hwy	End of formed (580m)
Willandra Lane	Bungendore Road	110m section in the middle (remainder is Council)
Red Hills Road	Abrose Road	Multiple sections totalling 150m (remainder is Council)
Tickner Valley Road	Jerrara Road	Extend 400m (first 800m already Council Road)
Hawks Lane	Windellama Road	340m (remainder is Council)
Dewsbury Lane	Glenoval Road	220m (remainder is Council)
Readers Road	Windellama Road	First 3,100m (remainder is Council)
Galey Flat Road	Jacqua Road	End of formed (280m)
		Oallen Ford Road; 2 sections totalling 2,200m (remainder is Council)
Jacqua Road	Lumley Road	
Granger Road	Federal Highway	End of formed (1,800m)
Sunninghill Road	Jacqua Road	First 1,700m (remainder is Council)
Rosevale Road	Sunninghill Road	End of formed (1,000m)
Trappers Way	Woodhouselee Road	2 sections total 1,450m (remainder is Council)

CARRIED

15.7 POLICY FOR LEASING OF COUNCIL PROPERTIES TO COMMUNITY ORGANISATIONS AND LEASING OF COMMUNITY CENTRE - BOURKE STREET GOULBURN**RESOLUTION 2019/314****Moved: Cr Leah Ferrara****Seconded: Cr Carol James****That:**

- 1. The report from the General Manager on Policy for Leasing Council Buildings to Community Organisations and Leasing of Community Centre - Bourke Street Goulburn be received**
- 2. Council endorse the draft Leasing of Council Properties to Community Organisations Policy and place the policy on public exhibition for a period of 28 days. If no submissions or comments or requests are received during the public exhibition period then the policy be endorsed as formal policy of Council**
- 3. The General Manager write to the following organisations offering them accommodation at Bourke Street Community Centre premises at \$10 per square metre on the condition they forward in writing to Council the criteria for financial relief as defined on page 3 of the draft policy.**
 - Rotary Club of Goulburn Inc - 97.7 square metres**
 - Goulburn Lions Club - 68.4 square metres**
 - Rocky Hill Musical Theatre Comp - 157.7 square metres**
- 4. The General Manager negotiate with Windellama CWA for the rental of 18.2 square metres and determine a lease amount that reflects the amount of capital expenditure required.**
- 5. The General Manager write to Goulburn Rose Committee, Grandparents & Family Foster Carers, Pollie Pedal, Wires, St Johns NSW & Goulburn Gem and Lapidary Club Inc. offering them the opportunity to make an application to Council in accordance with the draft Leasing of Council Properties to Community Organisations Policy.**
- 6. The Council advertise that it still has available space at the Bourke Street Community Centre for storage facilities to community organisations.**

CARRIED**15.9 WORKS PROGRAM 2019/20****RESOLUTION 2019/315****Moved: Cr Peter Walker****Seconded: Cr Denzil Sturgiss****That the report from the Director of Operations on the Operations Directorate capital work program be received.****CARRIED**

15.10 SECTION 64 DEVELOPER CONTRIBUTIONS - 1 RACECOURSE DRIVE GOULBURN (DA/0263/0607)**RESOLUTION 2019/316****Moved: Cr Andrew Banfield****Seconded: Cr Alfie Walker****That:**

- 1. The report from the Director Utilities and Director Planning and Environment on Section 64 Developer Contributions – 1 Racecourse Drive Goulburn be received.**
- 2. The Section 64 developer contribution fees for 1 Racecourse Drive (DA/0263/0607) be charged at the current development servicing rates for Water, Sewer and Stormwater.**

CARRIED**15.11 EMERGENCY REPAIRS AT GOULBURN HISTORIC WATERWORKS****RESOLUTION 2019/317****Moved: Cr Leah Ferrara****Seconded: Cr Carol James**

- 1. That the report of the Business Manager Marketing, Events & Culture on the Emergency Repairs at Goulburn Historic Waterworks be received.**
- 2. Council note that due to the urgent nature of these works, these works have been scheduled to be completed by Council staff and private contractors as urgent works.**
- 3. Funding for these works be identified as part of the September Quarterly Budget Review.**

CARRIED**15.12 GRANTS UPDATE****RESOLUTION 2019/318****Moved: Cr Carol James****Seconded: Cr Andrew Banfield****That the report of the Senior Grants Officer and the Director of Corporate and Community Services be received and noted.****CARRIED**

15.13 BUDGET CARRY-OVERS**RESOLUTION 2019/319**

Moved: Cr Denzil Sturgiss

Seconded: Cr Leah Ferrara

That

1. The report by the Director Corporate & Community Services on the Budget Carry-overs be received
2. Council approve carry-overs of unspent project funds up to the maximum amounts reflected in the following table.

<i>Business Unit</i>	<i>Project</i>	<i>Carry Over</i>
<i>Operating Budget Carry - Overs</i>		
<i>Innovation & Technology</i>	<i>Technical Services – TechOne Support Contract</i>	<i>20,000</i>
<i>Innovation & Technology</i>	<i>Technical Services – Asset Vision Software</i>	<i>16,200</i>
<i>Marketing, Events & Culture</i>	<i>Rocky Hill Precinct – Savings toward fit out of new museum</i>	<i>4,000</i>
<i>Strategic Planning</i>	<i>Flood Plain Study (G)</i>	<i>23,200</i>
<i>Strategic Planning</i>	<i>LEP & DCP Program</i>	<i>30,000</i>
<i>Waste Management</i>	<i>Organic Collections Grant (G)</i>	<i>220,720</i>
<i>Total Operating Carry Overs</i>		<i>314,120</i>
<i>Capital Budget Carry-Overs</i>		
<i>Innovation & Technology</i>	<i>Floor Coverings Records Store</i>	<i>27,000</i>
<i>Marketing, Events & Culture</i>	<i>VIC Replacement Assets – Finalise Cabinetry</i>	<i>5,000</i>
<i>Marketing, Events & Culture</i>	<i>Museum Capital Works Renewal – Water Works Jetty</i>	<i>10,000</i>
<i>Waste Management</i>	<i>Environmental Improvement Works – Goulburn WMC</i>	<i>131,500</i>
<i>Waste Management</i>	<i>Environmental Improvement Works – Marulan WMC</i>	<i>94,420</i>
<i>Waste Management</i>	<i>Replacement Bin Lifters</i>	<i>21,000</i>
<i>Waste Management</i>	<i>Organics Infrastructure (G)</i>	<i>195,545</i>
<i>Waste Management</i>	<i>Community Recycling Centre (G)</i>	<i>20,000</i>
<i>Operations</i>	<i>Heavy & Light Fleet Replacements</i>	<i>433,725</i>
<i>Operations</i>	<i>CBD Masterplan Implementation</i>	<i>140,000</i>
<i>Operations</i>	<i>Guardrails – Urban – Local (May Street)</i>	<i>24,800</i>
<i>Operations</i>	<i>Urban Resealing</i>	<i>78,500</i>
<i>Operations</i>	<i>RRP – Taralga Road SRR Repair (G)</i>	<i>18,000</i>
<i>Operations</i>	<i>Drainage – Hetherington Street Depot</i>	<i>37,400</i>
<i>Operations</i>	<i>Urban Roads – Bungonia Road Reconstruction</i>	<i>331,700</i>
<i>Operations</i>	<i>Drought Relief Grant Funding – Parkesbourne/Gap Road (G)</i>	<i>172,227</i>
<i>Operations</i>	<i>New Footpath – George Street Marulan (G)</i>	<i>23,617</i>
<i>Community Facilities</i>	<i>Electrical Renewal – Recreation Area</i>	<i>11,000</i>
<i>Community Facilities</i>	<i>Playground Facilities Renewal</i>	<i>32,600</i>

<i>Community Facilities</i>	<i>Seiffert Oval Lighting Renewal (G)</i>	<i>27,117</i>
<i>Community Facilities</i>	<i>Memorial Garden Beams</i>	<i>12,000</i>
<i>Community Facilities</i>	<i>Irrigation & Turfing – General Cemetery</i>	<i>32,900</i>
<i>Community Facilities</i>	<i>Civic Centre Carpet Upgrade</i>	<i>9,000</i>
<i>Community Facilities</i>	<i>Victoria Park Lighting (G)</i>	<i>1,950</i>
<i>Projects</i>	<i>Rocky Hill Museum Extension (G)</i>	<i>517,312</i>
<i>Projects</i>	<i>Wollondilly River Walking Track Stage 2</i>	<i>43,620</i>
<i>Projects</i>	<i>May Street Bridge</i>	<i>30,015</i>
<i>Projects</i>	<i>Wollondilly Walking Track Lighting (G)</i>	<i>369,420</i>
<i>Projects</i>	<i>Stronger Country Communities – Hudson Park Amenities (G)</i>	<i>47,610</i>
<i>Projects</i>	<i>Growing Local Economies Project (G)</i>	<i>28,429</i>
<i>Projects</i>	<i>Riverside Park (G)</i>	<i>4,096</i>
<i>Water</i>	<i>Goulburn Water Treatment Plant Ladder Hatch Renewal</i>	<i>54,710</i>
<i>Water</i>	<i>Goulburn Telemetry Upgrade</i>	<i>131,357</i>
<i>Water</i>	<i>Goulburn Water Treatment Plant Mechanical Works and Entrance</i>	<i>23,109</i>
<i>Water</i>	<i>Goulburn Water Treatment Plant Raw Water Augmentation</i>	<i>645,092</i>
<i>Water</i>	<i>Chlorine Dosing Trailer</i>	<i>40,409</i>
<i>Water</i>	<i>Hetherington Street Depot Improvements</i>	<i>58,538</i>
<i>Water</i>	<i>Potable Low Level Standpipes</i>	<i>130,125</i>
<i>Water</i>	<i>Water Quality Sampling System</i>	<i>47,359</i>
<i>Sewer</i>	<i>Marulan Pump Station Improvements</i>	<i>37,324</i>
<i>Sewer</i>	<i>Demolition of Old Waste Water Treatment Plant</i>	<i>460,812</i>
<i>Sewer</i>	<i>Goulburn Waste Water Treatment Plant Telemetry Upgrade</i>	<i>118,866</i>
<i>Total Capital Carry Overs</i>		<i>4,679,204</i>
		<i>4,993,324</i>
<i>Total carry Overs</i>		

CARRIED

15.14 MONTHLY FINANCIAL REPORT

RESOLUTION 2019/320

Moved: Cr Denzil Sturgiss

Seconded: Cr Alfie Walker

That the report by the Director Corporate & Community Services and the Business Manager Finance & Customer Service on the Financial Statements to 31 July 2019 be received and noted for information.

CARRIED

15.15 STATEMENT OF INVESTMENTS AND BANK BALANCES**RESOLUTION 2019/321****Moved: Cr Leah Ferrara****Seconded: Cr Alfie Walker**

That the report by the Director Corporate & Community Services and the Business Manager Finance & Customer Service on the Statement of Investments and Bank Balances report for the month of July 2019 be received.

CARRIED**15.16 MINUTES OF THE TRAFFIC COMMITTEE MEETING HELD ON 1 AUGUST 2019****RESOLUTION 2019/322****Moved: Cr Andrew Banfield****Seconded: Cr Peter Walker****That:**

- 1. The report from the Director Operations in regards to the Traffic Committee minutes from Thursday 1 August 2019 be received.**
- 2. Council undertake the following works on the new Tait/Lockyer Street connection:**
 - (a) Council install a vehicle dimension sign at each approach to this link road restricting vehicle dimensions to less than 5.5 metres.**
 - (b) Council install 'No Truck Signs' at each approach to this link road.**
 - (c) Council grant exemptions to business along this link road for deliveries by heavy vehicles for operational purposes**
 - (d) Council investigate threshold treatments to assist with delineation of light vehicle designation**
- 3. Council install signage to reflect 'Parking is restricted to cars only', at 90 degrees, nose to fence between Gate 1 & Gate 2 at the Recreation Area fronting Braidwood Road.**

CARRIED**15.17 COUNTRY MAYORS MEETING MINUTES - 2 AUGUST 2019****RESOLUTION 2019/323****Moved: Cr Alfie Walker****Seconded: Cr Sam Rowland**

That the report from the General Manger on the minutes from the Country Mayors Association meeting held on the 2 August 2019 be received.

CARRIED

15.18 MINUTES OF THE SPORTS COUNCIL MEETING HELD ON 5 AUGUST 2019

RESOLUTION 2019/324

Moved: Cr Margaret O'Neill

Seconded: Cr Sam Rowland

That the report from Business Manager Community Facilities in regards to the Sports Council minutes from Monday 5 August 2019 be received.

CARRIED

15.19 NORTH PARK WORKING PARTY MINUTES - 5 AUGUST 2019

RESOLUTION 2019/325

Moved: Cr Peter Walker

Seconded: Cr Margaret O'Neill

That the report from the Business Manager Community Facilities in relation to the North Park Working Party Meeting Minutes – 5 August 2019 be received.

CARRIED

15.20 CANBERRA REGION JOINT ORGANISATION MINUTES - 5 AUGUST 2019

RESOLUTION 2019/326

Moved: Cr Leah Ferrara

Seconded: Cr Denzil Sturgiss

That the minutes from the Canberra Region Joint Organisation of the 5 August 2019 be noted.

CARRIED

15.21 LOCAL EMERGENCY MANAGEMENT COMMITTEE MEETING MINUTES 6 AUGUST 2019

RESOLUTION 2019/327

Moved: Cr Peter Walker

Seconded: Cr Denzil Sturgiss

That the report from the Director Operations on the minutes from the Local Emergency Management Committee meeting held on the 6 August 2019

CARRIED

15.22 MINUTES OF THE RECREATION AREA COMMITTEE MEETING HELD ON 7 AUGUST 2019

RESOLUTION 2019/328

**Moved: Cr Margaret O'Neill
Seconded:Cr Denzil Sturgiss**

That:

- 1. That the report from the Business Manager Community Facilities in regards to the Recreation Area Committee minutes from Wednesday 7 August 2019 be received**
- 2. Council allocate \$25,000.00 toward the upgrading of the entry doors to Veolia Arena to establish an airlock to address safety concerns from the Recreation Area capital Budget. This amount is subject to quotations being received with any shortfall taken from the balance of the annual Recreation Area Capital Works budget and further delay any other expenditure from this account until the cost of the upgrade to the entry doors is known.**

CARRIED

15.23 OPERATIONS DEPARTMENTAL REPORT - JULY 2019

RESOLUTION 2019/329

**Moved: Cr Denzil Sturgiss
Seconded:Cr Andrew Banfield**

That the activities report by the Director Operations be received and noted for information.

CARRIED

15.24 UTILITIES DIRECTORATE REPORT - JULY 2019

RESOLUTION 2019/330

**Moved: Cr Peter Walker
Seconded:Cr Leah Ferrara**

That the report from the Director Utilities be received and noted for information.

CARRIED

15.25 PLANNING AND ENVIRONMENT DIRECTORATE REPORT - JULY 2019

RESOLUTION 2019/331

**Moved: Cr Alfie Walker
Seconded:Cr Leah Ferrara**

That the activities report from the Director Planning and Environment be received and noted for information.

CARRIED

15.26 CORPORATE & COMMUNITY SERVICES DIRECTORATE REPORT JULY 2019

RESOLUTION 2019/332

**Moved: Cr Carol James
Seconded: Cr Denzil Sturgiss**

That the activities report by the Director Corporate & Community Services be received and noted for information.

CARRIED

15.27 COUNCILLOR BRIEFING SESSION SUMMARY

RESOLUTION 2019/333

**Moved: Cr Denzil Sturgiss
Seconded: Cr Carol James**

That the report from the General Manager on Councillor Briefing Session Summary be received.

CARRIED

16 CLOSED SESSION

Council must resolve to move into Closed Session to deal with any items under s10 *Local Government Act 1993*.

There were no closed session reports for determination.

17 CONCLUSION OF THE MEETING

The Meeting closed at 9.05pm.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 3 September 2019.

.....
**Cr Bob Kirk
Mayor**

.....
**Warwick Bennett
General Manager**

11 MATTERS ARISING

11.1 OUTSTANDING TASK LIST FROM ALL PREVIOUS MEETINGS

Author: Warwick Bennett, General Manager

Authoriser: Warwick Bennett, General Manager

Attachments: 1. Matters Arising - 3 September 2019 [↓](#) 

RECOMMENDATION

That Council notes the Matters Arising and authorises the deletion of completed tasks.

Item/Task	Responsible Officer	Status
<p><u>Ducks Lane and Run-O-Waters Traffic Management Plan</u></p> <p>1. The General Manager to commence without prejudice to the determination by the Council of their development application to commence discussions with developers in the Shannon Drive area to determine their intended dates to commence physical works and seek if there is any appetite for the developers to enter into a voluntary planning agreement (VPA) that would allow Council to undertake the physical works generally known as Shannon Drive extension in the 2018/19 financial year.</p> <p>2. Future intersection improvement works along Hume Street be undertaken in consultation with RMS.</p>	<p>General Manager and Director of Operations</p>	<p>The DA for this subdivision will be presented to Council for determination when NSW Water and RFS issues have been addressed by the applicant and approved by those Government agencies.</p> <p>Discussions continue with RMS</p>
<p><u>Recreation Area</u></p> <p>Investigate promotional sign at VIC Centre</p>	<p>Director Corporate and Community Services</p>	<p>Report presented to 16 April Council meeting with further report requested</p>
<p><u>Lansdowne Street Development</u></p> <p>The decision on any zoning matter for Lot 10 DP 1247119 be deferred at this time.</p> <p>A development control plan be prepared that is consistent with the planning proposal</p> <p>That the applicant be requested to consider a proposed alternate access to this subdivision directly on to both Cathcart and Robinson Streets and to consider proposing the closure of Theatre Drive access onto Lansdowne Street.</p>	<p>Director Planning & Environment</p>	<p>Report included in this Business Paper RECOMMEND COMPLETION</p>

Item/Task	Responsible Officer	Status
<p><u>Draft Urban and Fringe Housing Strategy</u></p> <p>That Council endorse the Draft Urban and Fringe Housing Strategy for public exhibition subject to:</p> <ul style="list-style-type: none"> (a) Further document editing/corrections; (b) The inclusion of the irrigation area for the decommissioned sewer treatment plant on Gorman Road for rezoning recommendations, including potential for residential development; (c) Inclusion of Water NSW constraint mapping; and (d) Further assessment of the planning proposal for E4 section of Mistful Park, including potential for residential development. <p>That Council resolve to place the Draft Urban and Fringe Housing Strategy on Public Exhibition from 10 January 2019 to 22 February 2019.</p> <p>Council refer the Draft Strategy to relevant government and statutory agencies for comment.</p>	<p>Director Planning & Environment</p>	<p>Briefing sessions held with Councillors on the 27 August 2019</p>
<p><u>Veolia Host Fee</u></p> <p>The Mayor and the General Manager be given delegated authority to negotiate with Veolia Australia. The Mayor and General Manager to report back to Council on the draft Host Fee agreement once the negotiations with Veolia have reached a stage where a firm recommendation can be made to enter into such an agreement.</p>	<p>General Manager</p>	<p>A document has been returned to Veolia with amendments that are representative of the Council resolution</p>
<p><u>Draft Recreation Needs Strategy</u></p> <p>Council adopts the attached draft Recreation Needs Strategy and places the draft document on public exhibition for 28 days</p>	<p>Director Planning and Environment</p>	<p>Further consultation is underway and a further report will be presented via a Briefing Session to Council</p>
<p><u>Community Transport</u></p> <p>A working party be established to investigate the viability of a new community transport service to be funded by Council.</p> <p>An expression of interest be called for two community members for the 'Community Transport Service Working Party' and a report on nominations be presented to Council on 1 October 2019.</p>	<p>Director Corporate and Community Service</p>	<p>The calling for expressions of interest has commenced.</p>
<p><u>Leasing of Council Property</u></p> <p>The policy for the Leasing of Council Properties to community organisations be put on public exhibition.</p>	<p>General Manager</p>	<p>Public exhibition process has commenced.</p>

11.2 MATTERS ARISING FROM COUNCIL MEETING MINUTES FROM THE 20 AUGUST 2019

Author: Warwick Bennett, General Manager

Authoriser: Warwick Bennett, General Manager

Attachments: Nil

12 MAYORAL MINUTE(S)

Nil

13 NOTICE OF MOTION(S)

Nil

14 NOTICE OF RESCISSION(S)

Nil

15 REPORTS TO COUNCIL FOR DETERMINATION

15.1 LEAVE OF ABSENCE - CR SAM ROWLAND & CR ALFIE WALKER

Author: Warwick Bennett, General Manager

Authoriser: Warwick Bennett, General Manager

Attachments: 1. Cr Sam Rowland - Leave of Absence Request  
 2. Cr Alfie Walker - Leave of Absence Request  

Link to Community Strategic Plan:	CL1 Our Civic Leadership
Cost to Council:	Nil
Use of Reserve Funds:	Nil

RECOMMENDATION

That:

1. The report of the General Manager on Leave of Absence be received.
2. Council grants leave of absence to Cr Sam Rowland & Cr Alfie Walker for this meeting and the next Council meeting being the 17 September 2019.

REPORT

The adopted Code of Meeting Practice requires Councillors to make application for leave of absence additional to the standard acceptance of apologies. The recommendation in this report needs to be considered as Item 5 in the order of Business. Please find attached requests from both Councillors Sam Rowland & Cr Alfie Walker for leave of absence for this meeting and the next Council meeting. Cr Rowland is absent because of work commitments and Cr Alfie Walker is on leave including attending the City of Goleniow, Poland in which Council has resolved to become a friendship city with. Cr Alfie Walker is delivering a letter to the Mayor of the City of Goleniow, Poland from Mayor Kirk offering to become a friendship city.

Amy Croker

From: Warwick L Bennett
Sent: Wednesday, 21 August 2019 1:57 PM
To: Amy Croker
Subject: FW: Leave of Absence - September 2019

Warwick L Bennett
General Manager

P: 02 4823 4486

Goulburn Mulwaree Council | Locked Bag 22 Goulburn NSW 2580

W: www.goulburn.nsw.gov.au | [Find us on Facebook](#)



From: Sam Rowland [mailto:sam@johnsonandsendall.com.au]
Sent: Wednesday, 21 August 2019 1:48 PM
To: Warwick L Bennett <Warwick.Bennett@goulburn.nsw.gov.au>
Cc: Bob Kirk <Bob.Kirk@goulburn.nsw.gov.au>; Peter Walker <Peter.Walker@goulburn.nsw.gov.au>
Subject: Leave of Absence - September 2019

Hi Warwick,

I have a Trial in Sydney which commences on 2 September 2019 with a 4 – 5 week estimate. The Trial may run for a shorter (or even longer) period of time but at this stage I will be unable to attend the Council meeting on 3 and 17 September 2019. I would like to tender my apology and request a leave of absence for both meetings.

It is also unlikely that I will be able to attend the Councillor Briefing Session on 24 September 2019 and I would ask my apology be tendered in that briefing. Is it possible to be emailed a copy of the presentations in this briefing? I will have my iPad and email access.

I will keep you updated on any changes – if there are any.

I have also copied in the Mayor and Deputy Mayor into this email for their information.

Yours faithfully,
Sam

Amy Croker

From: Warwick L Bennett
Sent: Tuesday, 16 July 2019 8:13 PM
To: Amy Croker
Subject: Fwd: Application for Leave & Meeting Apologies

Report to council please

Sent from my iPhone

Begin forwarded message:

From: Alfie Walker <alfiew15@hotmail.com>
Date: 16 July 2019 at 5:39:53 pm AEST
To: "Warwick.Bennett@goulburn.nsw.gov.au" <Warwick.Bennett@goulburn.nsw.gov.au>, "Bob.Kirk@goulburn.nsw.gov.au" <Bob.Kirk@goulburn.nsw.gov.au>
Subject: Application for Leave & Meeting Apologies

Good evening,

I'd like to submit my application for leave and apologies for the entirety of September including Council Meetings and Workshops/Briefing sessions

I will be in Poland with the Lieder Theatre visiting their local theatre festival, as they attended ours in 2018

As you might remember, in 2018, 4 representatives from Goleniow, Poland met with the Mayor, Deputy Mayor and Warwick Bennett to bring greetings from Goleniow and sang a song in the GMC chambers from Goleniow

One of the representatives, Jenny Crissey, was elected as a Local Government Councillor in Goleniow while she was visiting Goulburn last year. During my trip in September of this year, Jenny was hoping to meet with me to discuss a formalised relationship with Goulburn and Goulburn Mulwaree Council

My question is, is this something I could investigate and discuss with Jenny & Goleniow Council while I was in Goleniow? I would like to confirm with her if she is considering a 'friendship' city style arrangement or something more formal - what are your thoughts?

Thanks

Cr Alfie Walker
0411219296

Ngadhu banhi-gu gulburra ngumbaay-dyil mayiny-galang Australia (Wiradjuri)

I would like to acknowledge all Aboriginal peoples of Australia

15.2 MODDA/0010/1819 - AMEND DEVELOPMENT SITE LAYOUT - 966 TOWRANG ROAD, TOWRANG

Author: Dianne James, Senior Development Assessment Officer

Authoriser: Warwick Bennett, General Manager

Attachments: 1. **Supporting Documentation**  

DA Number:	MODDA/0010/1819
Address:	966 Towrang Road, Towrang
Proposal Description:	Amend development site layout
Type of Development:	Intensive Agriculture - Horticulture
Zone:	Zone RU1, Primary Production
Variations to Policy:	Nil
Submissions:	Three (3) initial submissions were received with one additional submission following referral of additional information by way of objection from an original objector.
Key Issues:	<p>An assessment under a Modification can only consider those details as modified from the original Development Application.</p> <ul style="list-style-type: none"> • Visual amenity • Noise • Flooding • Stormwater • Material and chemical storage • Waste management

RECOMMENDATION

That:

1. The staff assessment report for development application MODDA/0010/1819 for the proposed amended development site layout to an Intensive Agriculture (Horticulture) be received.
2. Consent be granted for MODDA/0010/1819 for the proposed amended development site layout to an Intensive Agriculture (Horticulture) located at 966 Towrang Road, Towrang subject to the following conditions.

GENERAL CONDITIONS

1. Revised Condition

The development shall be carried out substantially in accordance with the approved stamped and signed plans and/or documentation listed below except where modified by the modified application or any of the following conditions.

Reference No	Title/Description	Prepared By	Date
	Statement of Environmental Effects	Laterals Planning	March 2018
1805	Statement of Environmental Effects – Modification Application	Laterals Planning	April 2019

1805	Plan of Management	Laterals Planning	May 2018
0319 – 2001-A00, A01, A02 & A03 Rev D	Site Development Plans	Tim Lee Architect	25/06/2019
18000088 Sheet 1- 5 Rev 4	Water Cycle Management Study and associated MUSIC stormwater quality modelling	Strategic Environmental & Engineering Consulting	01/04/2018
	Additional Information Letter	Laterals Planning	10/09/2018
	Additional Information Letter	Laterals Planning	07/08/2018
1805	Modification Cover letter	Laterals Planning	23/04/2019
1805	Additional Information Letter	Laterals Planning	02/07/2019
1805	Additional Information Letter	Laterals Planning	29/07/2019

In the event of any inconsistency between conditions of this approval and the plans and documentation referred to above, the new plans and details shall prevail over the older plans and details and the conditions of this approval prevail over the plans.

Approval is granted for construction of:

- 7 growing structures and 1 handling structure (each 40m x 48m x 4.8m high) and each with an area of 1,920 m²;
- New internal road;
- Maximum disturbance footprint area 18,156 m²;
- Total building floor area 15, 360 m²;
- Fruits and vegetables are to be grown hydroponically in raised beds in pre-packaged soil medium that sits on metal racks;
- Staging as follows:
 - Stage 1 comprising the northern four greenhouses, road and water infrastructure; and
 - Stage 2 comprising the southern four greenhouses.

2. Revised Condition

There shall be no more than five employees (full-time or part-time) on the site at any one time. If there is to an increase in employees at the site, then other wastewater management facilities shall be provided (such as portable toilets). All appropriate approvals must first be obtained from Council and WaterNSW.

Reason for Condition - To ensure that all wastewater is managed in a manner that has a sustainable neutral or beneficial effect on water quality over the longer term.

2a. New Condition

The growing and handling structures must be relocated to ensure a minimum setback of 30m from the southern boundary is achieved.

Reason: To ensure the buildings setback is not reduced more than originally approved and not increase any potential impact on the neighbour.

3. Revised Condition

Water from the bore shall not be used to supply the dwelling.

Reason for Condition - To ensure that all wastewater is managed in a manner that has a sustainable neutral or beneficial effect on water quality over the longer term.

4. Revised Condition

The site layout, staging and works shall be as specified in the Statement of Environmental Effects for modification application prepared by Laterals Planning (dated April 2019), and shown on the proposed Site Plan (Drawing Identification Number: 0319-2001-A01 of 4; Amendment D; dated 25.06.19) prepared by Tim Lee Architects. No revised site layout, staging or external works that may impact on water quality, shall be permitted without the agreement of Water NSW.

Reason for Condition - Water NSW has based its assessment under the State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 on this version of the development.

5. Revised Condition

All water management measures shall be implemented as specified in the Water Cycle Management Plan (Project No. 18000088; Sheets 1 to 4; Rev 04; dated 01/04/2018) prepared by Strategic Environmental & Engineering Consulting.

6. No variation to water management that will impact on water quality shall be permitted without the agreement of Water NSW.

Reason for Conditions 5 & 6 - To ensure the water management measures are appropriately designed and implemented so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

7. Revised Condition

Water from the bore must not be used to supply the greenhouses. Separate approval from Water NSW (and any other necessary approval authority) must be obtained prior to use of the bore water for the Intensive Agriculture (Horticulture) operation.

Reason for Condition – a licence is required for the intensification of the use from domestic consumption and stock watering to intensive agriculture (horticulture).

8. In accordance with clause 145 of the *Environmental Planning and Assessment Regulation 2000*, the plans and specifications submitted with a Construction Certificate must not be inconsistent with this consent.

9. In accordance with Division 8A of the *Environmental Planning and Assessment Regulation 2000* compliance with the following prescribed conditions are required:

- Clause 98 Compliance with Building Code of Australia and insurance requirements under the *Home Building Act 1989*
- Clause 98A Erection of signs
- Clause 98B Notification of *Home Building Act 1989* requirements
- Clause 98E Condition relating to shoring and adequacy of adjoining property

PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE FOR EACH STAGE (UNLESS OTHERWISE STATED)**10. Revised Condition**

A Construction Certificate pursuant to Section 6.3 of the *Environmental Planning and Assessment Act 1979*, as amended from either Council or an accredited certifying authority certifying that the proposed works are in accordance with the *Building Code of Australia* is required prior to any works commencing.

11. Hydraulic Engineers details of the stormwater drainage which show compliance with conditions of consent and Goulburn Mulwaree Councils *Stormwater Drainage & Rain Water Collection Systems Policy* are to be submitted to and approved by the Principal Certifying Authority prior to issue of a Construction Certificate.

12. Revised condition

An Erosion and Sediment Plan for each stage shall be prepared by a person with knowledge and experience in the preparation of such plans for all works required as part of the development. The Plan shall:

- meet the requirements outlined in Chapter 2 of NSW Landcom’s Soils and Construction: Managing Urban Stormwater (2004),
- be prepared prior to Council issue a Construction Certificate for each stage and be to the satisfaction of Council, and
- incorporate controls to prevent sediment or polluted water leaving the construction site or entering any natural drainage lines or stormwater drain.

Reason for Condition - To manage adverse environmental and water quality impacts during the construction phase of the development and to minimise the risk of erosion, sedimentation and pollution within or from the site during this construction phase, and to ensure the water management measures are appropriately designed, implemented and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

13. Deleted condition

~~All water management measures shall be implemented as specified in the Water Cycle Management Plan (Project No. 18000088; Sheets 1 to 4; Rev 03; dated 04/09/2018) prepared by Strategic Environmental & Engineering Consulting, except where varied by these conditions.~~

14. Revised Condition

Prior to issue of the Construction Certificate, plans and details must demonstrate compliance with Water NSW conditions of concurrence for each stage and Council’s *Standards For Engineering Works* for proposed road and access works for Stage 1.

15. Revised Condition

In accordance with the provision of Section 4.17 and Section 7.12 of the *Environmental Planning and Assessment Act 1979* contributions are required towards the provision of community facilities and infrastructure in accordance with the *Section 94A Levy Development Contributions Plan 2009*. The contributions are to be paid prior to the release of the Construction Certificate.

The current contributions (2019/2020) under the *Section 94A Levy Development Contributions Plan 2009* are based on the cost of construction of the development as follows:

Cost of construction	Rate of levy
\$0 - \$100,000	0%
\$100,001 - \$200,000	0.5%
In excess of \$200,000	1%

Details of the cost of the construction of the development shall be submitted with the application for a Construction Certificate. A cost summary report must be completed for works with a value no greater than \$200, 000.

Where the value of the work is greater than \$200,000 the cost shall be certified by a Quantity Surveyor or an equivalent or acceptable alternative agreed to by Council. Refer to Appendix A of the *Goulburn Mulwaree Section 94A Levy Development Contributions Plan 2009* for further details.

For Staged construction works a detailed summary cost of construction report is required for the whole development, with costs allocated against the two (2) stages. Payment will be required relative to the cost of construction for each stage and the value of the works are cumulative for each stage.

16. The Applicant shall ensure that all external lighting associated with the development is mounted, screened, and directed in such a manner so as not to create a nuisance to the

surrounding environment, properties and roadway. The lighting shall be the minimum level of illumination necessary and shall comply with AS 4252 (*as amended*) *Control of Obtrusive Effects of Outdoor Lighting*.

16a. New Condition

Written evidence of approval of any “controlled activities” as defined under *ISSC-20 Guideline for the Management of Activities within Electricity Easements and Close to Electricity Infrastructure* must be obtained from Essential Energy prior to issue of any Construction Certificate. The Applicant must comply with the requirements of Essential Energy as outlined in their response dated 16 May 2019.

16b. New Condition

The water pump must be located, designed and/or acoustically attenuated so that noise emitted does not exceed a sound pressure level of 5dB LAeq (15 minute) above the ambient background level when measured on or within any other residential property boundary. Details to be provided to the Private Certifying Authority for review with the application for a Construction Certificate.

PRIOR TO THE COMMENCEMENT OF WORK

17. Revised Condition

The Erosion and Sediment Plan shall be implemented for each stage of the development and effective erosion and sediment controls shall be installed prior to any construction activity. Erosion and sediment controls shall be regularly inspected, maintained and retained until works have been completed and groundcover established.

Reason for Condition - To manage adverse environmental and water quality impacts during the construction phase of the development and to minimise the risk of erosion, sedimentation and pollution within or from the site during this construction phase.

18. Nominate a Principal Certifying Authority (PCA) and the PCA is to notify the consent authority and Council of their appointment, two (2) days prior to commencing work.

DURING CONSTRUCTION

19. In accordance with Section 6.5 of the *Environmental Planning and Assessment Act 1979* and Clause 162A of the Regulations 2000 the following Mandatory, Critical Stage Inspections need to be carried out by the Principal Certifying Authority (PCA.)

Forty-eight (48) hours notice is required prior to these inspections.

- a) After excavation for, and prior to the placement of any footings; and
- b) Prior to pouring any in-situ reinforced concrete building element; and
- c) Prior to covering of the framework for any floor, wall, roof or other building element (truss and bracing details required prior to inspection); and
- d) Prior to covering waterproofing in any wet areas; and
- e) Prior to covering any stormwater drainage connections; and
- f) After the building work has been completed and prior to any Occupation Certificate being issued in relation to the building.

20. The proposal is to be set out by a Registered Surveyor and a Survey Report is to be submitted to the Principal Certifying Authority to ensure compliance with the Development Application. No part of the building including eaves or guttering and any proposed retaining walls are to encroach over the boundaries or easements. If the Principal Certifying Authority has concerns with the set out of the building a Survey Report may be requested prior to pouring of the slab or once the outer wall location is determined.

21. All construction and demolition work shall be carried out in accordance with the ‘*Noise Guide for Local Government*’ published by the NSW EPA as amended from time to time. That all construction and demolition work shall be carried out only between the hours of 7.00am and

6.00pm Mondays to Fridays inclusive and on Saturdays between 7.00am and 1.00pm if inaudible on residential premises, otherwise 8.00am to 1.00pm. No construction or demolition work shall take place on Sundays or Public Holidays.

22. Revised Condition

Any proposed fencing must be on existing ground level. Cutting and filling is restricted to that shown on the Modified Development Consent approved plans. Any further cutting or filling will require separate approval.

23. In the erection or demolition of a building, if the soil conditions require it, retaining walls or other approved methods of preventing movement of the soil must be provided and adequate provision for drainage must be made. Approval is required for any retaining walls over 600mm in height or within 1000mm of the boundary.

24. Activities occurring at the site must be carried out in a manner that will minimise emissions of dust from the premises. Trucks entering and leaving the premises that are carrying excavated dusty materials, including clays, sands and soils, must be covered at all times, except during loading and unloading.

25. In accordance with the *Plumbing and Drainage Act 2011*, a plumbing and drainage *Notice of Work (NoW)* must be completed and returned to Council for its records, no later than 2 business days before the work concerned is carried out. The *Notice of Work* is to identify what plumbing and drainage work is carried out by a particular plumber/drainer. On completion of the plumbing and drainage work and prior to Council's Final Inspection of the plumbing and drainage work, the plumber/drainer is to submit to Council a *Certificate of Compliance (CoC)* and a *Sewer Service Diagram*.

26. All sanitary drainage, plumbing and backflow prevention is to be carried out in accordance with AS 3500 and the *Plumbing and Drainage Act 2011* and the following stages of construction are to be inspected by Council as the Water and Sewer Authority.

Forty Eight (48) hours notice is required prior to these inspections.

- Plumbing and Drainage before backfilling.
- Pressure testing or waterpipes within the building prior to fixing of linings.
- Final inspection of water plumbing and sewer drainage.

Inspection fees for plumbing and sanitary are to be paid to Council prior to commencing plumbing and drainage work.

27. Rainwater tanks must be installed in accordance with the Goulburn Mulwaree Councils Development Control Plan 2009, Stormwater Drainage & Rain Water Collection Systems Policy and Water NSW Requirements.

28. Revised Condition

The gateway entrance off Towrang Road to the lot shall be bitumen sealed from the edge of the bitumen road to the property gate.

A site distance of 181m is required in each direction as required by *safe intersection site distance* of *Austroads Guide to Road Design*. Should the site distance need to be increased a separate section 138 application under the Roads Act will be required for vegetation removal. A vegetation Assessment shall be submitted with the s138 Application.

29. Revised Condition

The access way to the green house site shall:

- be constructed with compacted roadbase (aggregate) as a minimum
- be located so as to minimise drainage line crossings, cut and fill, and length
- have vegetated swales or a grassed buffer on both sides of its entire length, which:
 - include appropriately spaced level spreaders, sills and mitre drains
 - divert water onto a stable surface capable of accepting concentrated water flow and

providing efficient sediment trapping and energy dissipation, and

- are stabilised by an energy dissipater where outlets of swales discharge near drainage lines, and
- have swales, batters and verges that are vegetated and stabilised with bitumen and jute matting or similar as soon as possible after construction.

Reason for Condition - To ensure the access and associated drainage works and water quality control measures are appropriately managed and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

30. If any previously undetected Aboriginal site or relic is uncovered or unearthed during any activity, work at that location must cease immediately and advice on appropriate action be obtained from the Pejar LALC in conjunction with NSW Office of Environment and Heritage.

If there are any changes to the design or plan, then Pejar will need to be contacted, and further investigation will need to be carried out

PRIOR TO OCCUPATION (FOR EACH STAGE)

31. The applicant must obtain an Occupation Certificate, pursuant to Section 6.3 of the *Environmental Planning and Assessment Act 1979*, from either Council or an accredited certifying authority, prior to occupation of the building/commencement of the use.

32. A final inspection of water plumbing and sewer drainage must be conducted by Council as the Water and Sewer Authority. Only after advice that the final water and sewer inspection has been completed in a satisfactory manner may an Occupation Certificate be issued.

33. A Certificate of Compliance (CoC) and a Sewer Service Diagram prepared by the plumber(s) who submitted the Notice of Work must be issued to Council prior to issue of the Occupation Certificate.

34. Prior to the issuing of any Occupation Certificate, the applicant must demonstrate that the drinking water supplied to the site will consistently meet the Australian Drinking Water Guideline requirements through the development and submission of a Quality Assurance Program to NSW Health, prepared in accordance with the requirements of the *Public Health Act 2010*, and the *Public Health Regulations 2012*. (NSW Health). Further information can be obtained at: <http://www.health.nsw.gov.au/environment/water/Pages/private-supplies.aspx>

35. Prior to the issue of an Occupation Certificate it will be necessary to submit to the Principal Certifying Authority, a Fire Safety Certificate in respect of the fire safety measures installed within the building. A Fire Safety Certificate is to state, in relation to each essential fire or other safety measure implemented in the building or on the land on which the building is situated that the measure has been assessed by a person (chosen by the owner of the building) who is properly qualified to do so, and that, as at the date of the assessment, the measure was found to be capable of performing to a standard not less than that required by the schedule to the relevant approval.

36. Revised condition

The proposed landscaping approved in this development consent shall be installed prior to the issue of any Occupation Certificate.

37. Revised Condition

Prior to the issue of any Occupation Certificate, all work indicated on the approved plans relevant for that stage and all requirements of this development consent relevant for the stage shall be completed/satisfied.

38. Revised Condition

A suitably qualified consultant or engineer shall certify in writing to Water NSW and Council prior to the issuance of any Occupation Certificate for Stage 1 of the development that all water management structures have been installed as per these conditions of consent and are in a functional state.

Reason for Condition - To ensure the water management measures are appropriately designed and implemented so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

39. Revised Condition

An Operational Environmental Management Plan (OEMP) shall be prepared in consultation with and to the satisfaction of Water NSW by a person with knowledge and experience in the preparation of such plans. The Plan shall:

- be prepared prior to the issuance of an Occupation Certificate for Stage 1 of the development
- identify the location of, and provide details about:
 - all water management structures such as pits, pipes, irrigation system, rainwater tanks, swales, absorption trenches and storage dam
 - chemical management and storage, and
 - the management of waste, including waste vegetation matter
- identify the responsibilities and detailed requirements for the inspection, monitoring and maintenance of all water management structures, including the frequency of such activities
- identify the individuals or positions responsible for inspection and maintenance activities including a reporting protocol and hierarchy, and
- include checklists for recording inspections and maintenance activities.

Reason for Condition – To ensure the water management measures are appropriately designed, implemented and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

40. Revised Condition

The OEPM prepared for Stage 1 shall also include the following:

- a) frequency of review in consultation with WNSW and Goulburn Mulwaree Council;
- b) identification of all statutory and other obligations that the Applicant is required to fulfil in relation to the operation of the development, including all consents, licences, approvals and consultations;
- c) a description of the roles and responsibilities for all relevant employees involved in the operation of the development;
- d) overall environmental policies and principles to be applied to the operation of the development;
- e) staff and visitor requirements;
- f) hours of operation and activities;
- g) notification protocol to Council of any non-compliance or complaints received;
- h) complaint receipt and management protocol;
- i) biosecurity requirements defined and roles and responsibilities the individuals or positions responsible for inspection and maintenance activities including a reporting protocol and hierarchy;
- j) compliance with the requirements of DPI Food Transport Vehicle;
- k) dust control;
- l) noise minimisation and control including traffic, staff, water pump and the like;
- m) traffic and vehicular movements;
- n) visual impact including lighting and vegetative screening and their management;
- o) odour;
- p) include strategies and measures for managing pest infestations and contingency actions for pest problems that may arise. Pest management shall incorporate controls other than pesticides, where possible, and minimise the use of chemicals. Examples include the use of insect screening if feasible, quarantine and hygiene protocols, biological and/or biorational controls and develop co-operative pest management programs in the local area for key pests;

- q) identify design requirements that demonstrate that the pump facility, access, power supply and equipment are capable of withstanding the 1% Average Recurrence Interval (ARI) flood;
- r) identify design requirements that comply with the *Planning for Bushfire Protection 2006*. The development shall comply with NSW Rural Fire Service document *Planning for Bushfire Prone Areas, 2006* including:
 - i. Water, electricity and gas are to comply with section 4.1.3 of *Planning for Bushfire Protection 2006*;
 - ii. The onus will be on the property owner to provide suitable water supply arrangements, maintained at a minimum volume of 20,000 litres capacity for firefighting purposes;
 - iii. A suitable connection for firefighting purposes is to be made available. This water supply is to be provided with a 65mm Storz fitting and ball valve for firefighting purposes;
 - iv. Above ground tanks are to be manufactured of concrete or metal and raised tanks have their stands protected. Plastic tanks are not to be used;
 - v. Access from the road boundary to the development shall be constructed and maintained in accordance with section 4.1.3 of *Planning for Bushfire Protection 2006*;
- s) incorporate a flood and/or fire emergency evacuation plan and staff responsibilities
- t) Details of the results from the computerised water management system shall be monitored and logged;
- u) Requires for record keeping purposes the ongoing retention of receipts for disposal of waste at licenced waste facilities;
- v) Vegetation screening planting and management including:
 - all screened landscaping to be protected from frost and animals; and
 - all failed plantings must be replaced by the same species of plants as approved to the similar height as existing adjacent plantings (unless otherwise agreed to by Council);
- w) Weed management;
- x) Repair and maintenance to the structures including disposal of the structure cover/sheeting;
- y) Any staging of works and conditions of approval; and
- z) Requirements of decommissioning including removal of all structures within 3 months of closing (unless otherwise agreed to by Council).

40a. New Condition

Prior to the occupation of the development or the issue of an Occupation Certificate the water pump equipment must be installed in accordance with the manufacturer's specification and all required noise attenuation measures implemented to ensure that the equipment complies so that noise emitted does not exceed a sound pressure level of 5dB LAeq (15 minute) above the ambient background level when measured on or within any other residential property boundary. Certification must be provided by a qualified acoustic engineer that all work associated with the installation of the acoustic measures has been carried out so that noise emitted does not exceed a sound pressure level of 5dB LAeq (15 minute) above the ambient background level when measured on or within any other residential property boundary.

ONGOING OPERATION

41. The owner of the building shall:

- Furnish to the Council an Annual Fire Safety Statement in respect to each essential service installed in the building;
- Ensure that essential services installed within the building are performing to a standard no less than to which the measure was originally designed;
- Ensure the safety of fire exits;
- Ensure doorways and paths of travel are not obstructed;
- Ensure that offences relating to fire exits do not occur within the building.

The owner of the building shall:

- cause a copy of the certificate to be furnished to Fire and Rescue NSW it is preferred this is done electronically via the following email address afss@fire.nsw.gov.au; and
- cause a further copy of the certificate to be kept at the building.

42. All water management structures and processes including management of hydroponic wastewater shall be monitored, maintained and managed as per the Operational Environmental Management Plan referred in Condition 39 above.

Reason for Condition 42 – To ensure the water management measures are appropriately designed, implemented and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

43. The Applicant shall commission an independent audit and pay the full cost of an Independent Environmental Auditor **within twelve months of the date of Occupation Certificate for each stage.**

The audit must:

- be conducted by a suitably qualified, experienced and independent environmental auditor endorsed by Water NSW and Council
- assess whether it is complying with the requirements of Water NSW's conditions in this consent (including any assessment, plan or program)
- review the adequacy of requirements by Water NSW's conditions in this consent, and
- as appropriate, recommend measures or actions to improve the environmental performance of the development.

44. Within six weeks of the completion of the audit, or as otherwise agreed by Water NSW and Council, the Applicant shall submit a copy of the audit report to Water NSW and Council.

Reason for Conditions 43 & 44 – To ensure the water management measures are appropriately designed, implemented and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

45. Revised Condition

The audit must also assess compliance against the Council applied conditions. Should there be any issues of non-compliance or near non-compliance, a revised audit will be required for the following 12 month period for each stage and subsequently annually where non-compliance or near non-compliance is achieved.

46. Revised Condition

The Applicant must not install or operate an incinerator or burn waste product on site for the purposes of disposal of waste without the authorised approval of Council. The Applicant must not dry waste material on site prior to disposal. All plant waste and soil waste material must be removed off site, unless separately approved by Council.

47. Revised condition

The owner of the building must ensure that the approved landscaping is maintained in accordance with the maintenance schedule required by this consent for the life of the development.

48. Revised Condition

To protect the amenity of the area, hours of operation of fruit and vegetable picking shall be limited generally to 7.00am – 1.00pm and 4.00pm – 5.00pm Monday to Friday and where longer period required 7.00am – 5.00pm Monday to Friday, 7.00am – 1.00pm Saturday with no work on Sunday or Public Holidays.

49. Revised condition

Noise associated with the operation of any activities on the site, shall not give rise to

transmission of “offensive noise” as defined in the Protection of the Environment Operations Act 1997 to any place of different occupancy.

The Applicant shall design, construct, operate and maintain the development to ensure that the noise contributions from the development to the background acoustic environment do not exceed the maximum allowable noise contributions as specified in and in accordance with *Noise Policy for Industry (2017)* and *Noise Guide for Local Government*.

50. Revised Condition

The storage of any goods, articles or materials must only occur within the buildings to maintain a suitable streetscape impact and to avoid any adverse visual impact or potential for pollution.

51. All waste shall be stored only within the waste enclosures and be regularly removed in accordance with the approved and reviewed OEMP.

52. There shall be no heavy vehicle movement (including 12.5m ridged truck) to or from the site during school bus pick up or drop off hours.

52a. New Condition

The water pump must be located, designed and/or acoustically attenuated so that noise emitted does not exceed a sound pressure level of 5dB LAeq (15 minute) above the ambient background level when measured on or within any other residential property boundary. Ongoing - All equipment must be operated and maintained in accordance with 'A' above.

For the water pump: At all times between the hours of 8.00pm and 8.00am on weekends and public holidays and 8.00pm and 7.00am any other day, noise emitted must not be heard within any residence with its windows and/or doors open or closed.

Receipt of a noise complaint from the operation of this equipment will result in the requirement for certification from an acoustic engineer that the equipment is operating in accordance with the requirements of this condition. If the acoustic assessment reveals that the equipment is not operating in accordance with the consent it must make recommendations on what remediation measures are required to bring the equipment into compliance.

Note: The method of measurement of sound must be carried out in accordance with Australian Standard 1055.1.

Section 375A of the *Local Government Act 1993* requires General Managers to record which Councillors vote for and against each planning decision of the Council, and to make this information publicly available.

BACKGROUND

Development application DA/0384/1718 was approved by Council on 4 December 2018 subject to 53 conditions. The proposed development was for the erection of three (3) greenhouses each 52m long by 96m in width for the purpose of intensive agriculture (horticulture).

MODDA/0010/1819 was lodged with Council on 24 April 2019. The modification involves a reduction in the:

- total footprint of the buildings;
- size of the buildings, and
- growing area within the buildings,

and an increase in the:

- handling area
- number of buildings
- total floor area of the buildings

The proposal was referred to six (6) government agencies on 1 and 2 May 2019, publicly notified to nine neighbours in the vicinity of the development and placed on Council’s web site. Three (3) submissions were received, with the main concerns centred on the visual and amenity impacts on the rural landscape, rural impacts, material and chemical storage, flooding and stormwater.

On 11 June 2019 a preliminary assessment of the application was completed and additional information was requested from the proponent to address the issues identified and submissions received.

The additional information was received dated 4 July 2019 and forwarded to the four (4) of the NSW Government Agencies as well as the public submitters. Further information was received by Council’s Development Engineer on 29 July concerning access and site line distances. Only one (1) public submission was received in response to the additional information. Copies of the submissions are included in the Attachment.

The proposed modification is considered further in detail in the subsequent sections of the Council Report.

REPORT

Proposed Development

MODDA/0010/1819 was lodged with Council on 24 April 2019. A comparison of the development as approved and as modified is included below:

	DA/0384/1718	MODDA/0010/1819
Sheds	3 x 4,992 m ² (rounded 5,000m ²)	8 x 1,920 m ²
- Growing area	13,830 m ²	13,440 m ²
- Handling area	1,170 m ²	1,920 m ²
Development Footprint	27,216 m ²	18,156 m ²
Total building floor area	15,000 m ²	15,360 m ²
Tanks	3 x 110,000L rainwater tanks	
Waste water treatment	1x 1,100m ³ pond	

The development remains as proposed originally to grow fruit and vegetables on raised platforms from bags of growing medium, the plants will be watered by a drip irrigation system that will also supply the nutrients.

The fruit and vegetables proposed to be grown include plants such as eggplants, cucumbers, tomatoes, chilli and zucchini.

Site Context

The site is located at 966 Towrang Road, Towrang. The area has a distinct rural landscape, with predominantly small rural lots used for lifestyle/hobby type farms with some more traditional agriculture in the wider surrounds contributing to the rural feel of the area. The site and immediate surrounding properties are Zoned RU1 Primary Production.

The site is relatively flat with a slight slope from the street (west) down to the river (east) across the site and there is a 4.5 metre slope across the site, steepest in the north-west corner. The land to the west of Towrang Road is on the eastern slope of the hill which looks out to the wider landscape and over the subject land. This steeper land to the west is zoned a mixture of RU1 Primary Production (immediately to the west) to E3 Environmental Management (further west) and RU2 Rural Landscape (south west). Refer to extract of the land zones below.

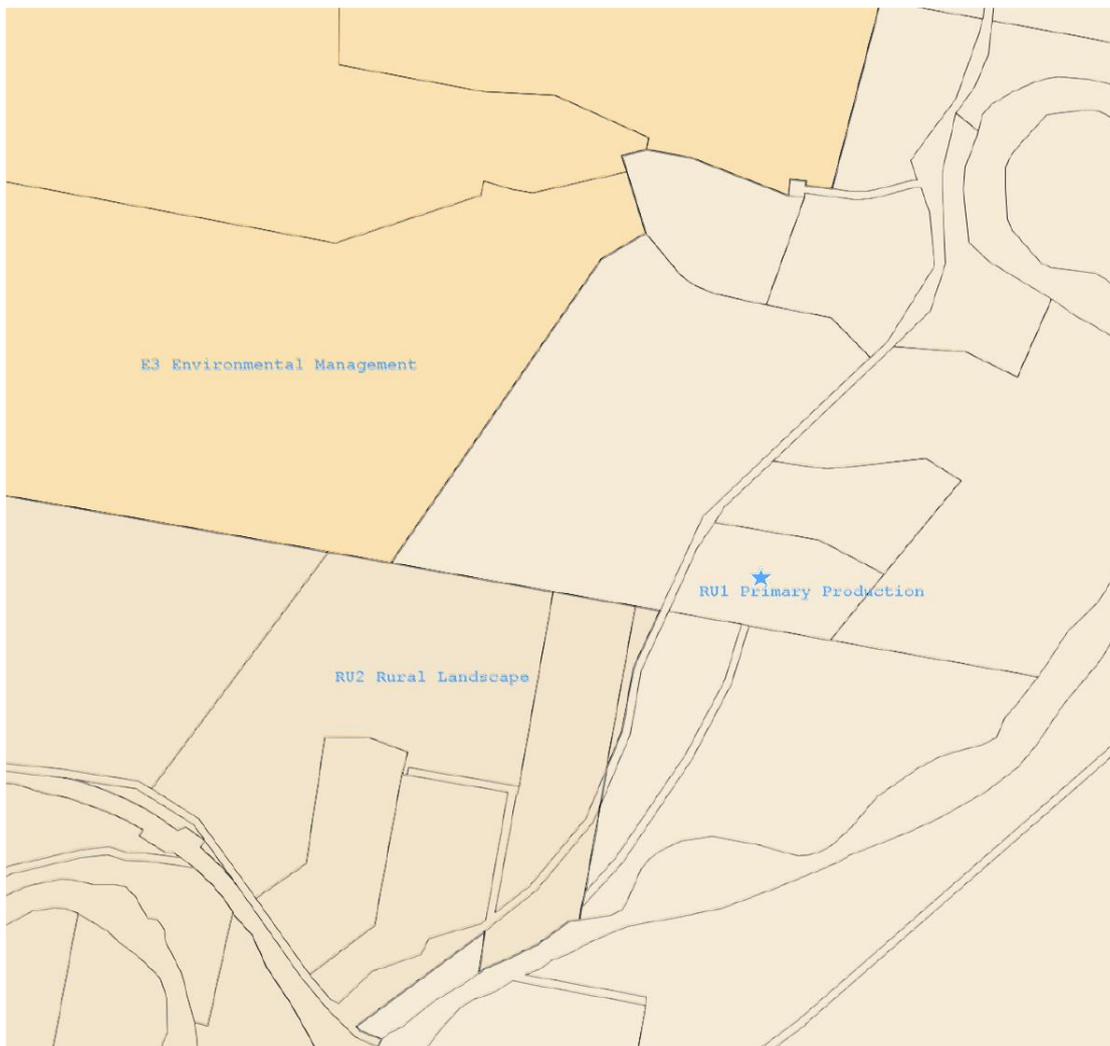


Figure 1: Indicative plan of zone boundaries adjacent to 944 Towrang Road, Towrang.

The site is cleared with vegetation along the road partly screening the site from the road and newly planted Leyland cypress trees around the perimeter boundary of the allotment (approximately 600). The neighbouring allotment to the north has vegetation along the adjoining boundary, however it is noted none of this vegetation is on the subject site.

A locality plan of the development site and plans of the proposal are included in the Attachment.

Consultation and Submissions made in accordance with Act or Regulations

Public Submissions

The proposed development was notified to nine (9) adjoining and nearby residents. It was also advertised in the local paper and on Council’s website. Public exhibition of the proposal resulted in three submissions being received (refer Attachment). A further one submission was received following referral of the additional information response (from a previous submitter). The Applicant’s response to the issues raised is also included in the Attachment.

The following table shows a summary of the issues raised in the submissions and the planning response:

Issue	Response
<p>Internal water treatment</p>	<p>Issues raised: Reference was made to changes in the original application from “no absorption trench” to “absorption trench barely visible” and the modified application with “internal water reticulation sump.”</p> <p>Applicant’s response: There appears to be no direct response in relation to the issue raised.</p> <p>Staff response: It is understood that the original application was revised to include on-site absorption trenches through consultation with Water NSW which was not shown on the initial plans notified on Council’s web site. The modified DA has a water recirculation sump shown on the plans.</p> <p>Water NSW have reviewed the water treatment proposed as a result of the modified application and have provided their concurrence subject to conditions.</p> <p>It is therefore considered that the treatment of water meets the “neutral or beneficial effect” test under the Sydney Drinking Water SEPP and wholly within the site. This matter is considered resolved.</p>
<p>Landfill and chemical use</p>	<p>Issues raised: The submissions are concerned with potential seepage or migration of chemicals and waste water onto the neighbouring properties, particularly as it may impact their application to become a certified organic beef producer.</p> <p>Applicant’s response: The fertilizers listed for use are for the plants grown for human consumption. “There will be no contamination of the environment or soils and no other chemicals will be used.”</p> <p>Staff response: It is agreed that the response does not clearly distinguish the potential use of chemicals other than fertilizers such as pesticides. It is acknowledged that the plants will be contained within the structures.</p> <p>The Department of Primary Industries Agriculture (DPI Ag) web site contains information concerning horticultural use and identifies that “<i>Greenhouse horticulture</i> is the production of horticultural crops within, under or sheltered by structures to provide modified growing conditions and/or protection from pests, diseases and adverse weather.” Greenhouse horticulture includes the proposed development of plastic sheeting structures.</p> <p>DPI Ag) web site also has information with regards to “controlled environment horticulture” dated 2005 which identifies the growing of horticulture in “greenhouse” structures and hydroponics as the fastest growing horticulture industry. They also note the enterprises are being developed in close proximity to urban areas and this interface with residential areas raises many issues for growers, planners and residents alike. The guide identifies that “as the technology level of structures improves, the use of pesticides can be significantly reduced, water and fertiliser efficiency increases.”</p> <p>The DPI Ag web site also details alternative measures available instead of pesticides which includes biological controls (such as natural predator including insects) and biorational controls (such as oils or soaps).</p> <p>Requirements and offences are included under the Pesticides Act 1999. It should be noted that there is often no control on the use of pesticides on traditional agricultural land and the use of the land for agricultural purposes without consent would still permit pesticide use which could impact the submitter’s organic certification application.</p> <p>It is therefore considered that the proposed use does not necessarily increase the potential impact on the neighbour or their application for organic certification and it is encouraged that the neighbours work together to enable a mutually beneficial outcome.</p> <p>The DPI Ag have provided a link to the organic certifiers for which more information may be obtained. In the absence of details preventing the use of pesticides on the subject site and absence of a current organic certification there is no evidence that pesticide use will impact the adjoining neighbour.</p>

	<p>Measures are available and will be encouraged through the requirement for a Plan of Management known as an Operational Environmental Management Plan to avoid and where possible minimise the use of pesticides on the site and install insect screening on structures if feasible.</p>
Potential use of chemicals and pesticides	<p>Issues raised: The submission is concerned with potential use of chemicals and pesticides which may impact their application to become a certified organic beef producer.</p> <p>Applicant's response: Refer above.</p> <p>Staff response: Refer above.</p>
Visual impact of the proposal	<p>Issues raised: The submissions raise concerns with regards to the visual impacts from the surrounding properties and outlook.</p> <p>The submission raises concern with the likely time for the recently planted peripheral landscaping to establish and reach a 2m height (i.e. likely to be 2-3 years) and that there will be no additional visible vegetation screening until the trees become established for 2-3 years.</p> <p>Applicant's response: The Applicant has identified there will be a reduction in the horizontal width from 108m to 98m with photographs of likely views from Towrang Road included in the response. The view from Carrick Road is approximately 800m away. The Applicant requests the landscaping condition be removed and be consistent with the recent planting undertaken and that there was a misunderstanding on the species planted.</p> <p>Staff response: Given smaller plants often establish better, the recent planting although not as originally conditioned is considered acceptable for the type of development and result in a satisfactory visual impact. There will be no storage of material outside of the buildings and all works will occur within the buildings. There is a reduction in the footprint of the development site and there is no change to the height of the structures. This matter is considered resolved.</p>
Trading hours	<p>Issues raised: Concerned with potential trading hours early in the morning and early to late evening which may generate noise and traffic. Also raise a question with regard to potential use of machinery and pumps after hours.</p> <p>Applicant's response: The hours proposed are 7.00am – 5.00pm Monday to Friday, 7.00am – 1.00pm Saturday and no operation Sunday or Public Holidays. The electric water pump will operate when required (by sensor). The System will be similar to a pressure pump operating on a rural water tank.</p> <p>Staff response: The development was conditioned</p> <p><i>To protect the amenity of the area, hours of operation of fruit and vegetable picking shall be limited generally to 7.00am – 1.00pm and 4.00pm – 5.00pm Monday to Friday and where longer period required 7.00am – 5.00pm Monday to Friday, 7.00am – 1.00pm Saturday with no work on Sunday or Public Holidays.</i></p> <p>Loading and transport times shall be restricted to the approved picking times. This matter is considered resolved.</p> <p>The water pump is conditioned to comply with current industry operating conditions with the requirement for an audit to be undertaken by an acoustic engineer. This matter is considered resolved.</p>
Traffic safety	<p>Issues raised: The submissions are concerned with the location and visibility of the access on a 100km/hr speed limit road.</p> <p>Applicant's response: The Applicant has agreed to undertake additional clearing to increase the site distance from 140m to the north and 180m to the south to 181m in both directions.</p> <p>Staff response: In light of the safety concerns raised, Council will require the site lines increased to 181m in both directions as offered and agreed by the Applicant. This matter is considered resolved.</p>

<p>Truck turning area and staff parking conflict</p>	<p>Issues raised: The submission is concerned with the location of the staff parking area within the truck turning area.</p> <p>The submission questions that sufficient swept path area is available for 12.5m rigid trucks to turn into and out of the property boundary.</p> <p>The driveway entrance is not shown as required to be sealed despite the consent requiring the access to be sealed.</p> <p>Applicant’s response: This is a low level of traffic generation and will have a negligible additional impact on the existing public road infrastructure. Traffic entering and exiting the site will be able to do so in a forward direction and loading and unloading will be undertaken on site.</p> <p>Staff response: Council’s Development Engineer has advised that although “There are no curve radii indicated on the drawings, however, based on the dimensions at the end of the driveway which has a note, “turning circle suitable for 12.5m rigid truck”, the two curves indicated on the drawings are of sufficient radius` for the proposed truck. “ There is sufficient area for a turning circle to be provided at the development site. The condition for sealing prevails over the plans. These matters are considered resolved.</p>
<p>Unsustainable development without the use of Bore water</p>	<p>Issues raised: The submitter raises concerns with regards to the limit of water source to rainwater tanks and dam water particularly during droughts.</p> <p>Applicant’s response: The matter is not really discussed in the response other than “the bore water will not be used for the intensive agricultural activity or potable purposes.”</p> <p>Staff response: The Department of Primary Industries Agriculture and Water NSW considered water usage under the original application. The draft conditions retain the requirement that the water is not to be used for the dwelling or the intensive agricultural activity.</p> <p>A new condition is recommended that prior to use of any bore water, separate approval is required from Department of Primary Industries Water (with the approval authority now located within Water NSW) under the Water Management Act and Council as part of a modification to the development proposal. As Water NSW is the water bore licence authority this matter is considered resolved.</p>
<p>Internal access ways and paths required between the buildings</p>	<p>Issues raised: The submitter has identified that between the buildings and drying area there is no paths shown and would be required for machinery to access the buildings.</p> <p>Applicant’s response: This refers to dot point 2 above.</p> <p>Staff response: There does not appear to be a response concerning pathways between the buildings in dot point 2 above.</p> <p>Pathways shall be provided to the minimum extent possible. This matter is considered resolved.</p>
<p>Extent of site area required for the development</p>	<p>Issues raised: The submission raises the potential for one third of the site to be taken up by the proposed development.</p> <p>Applicant’s response: The Applicant illustrated the reduction in the footprint of the development site from approximately 50% to approximately 25%.</p> <p>Staff response: This is a positive outcome from the proposed modification. This matter is considered resolved.</p>
<p>Potential for windblown material and contaminated material from leaving the site</p>	<p>Issues raised: A particularly valid comment is made in relation to potential material stored for drying having the potential to become windblown and leave the site or spread contaminated material onto neighbouring properties.</p> <p>Applicant’s response: The drying area is removed from the Application.</p> <p>Staff response: With the removal of the drying area from the Application, this matter is considered resolved.</p>
<p>Likely intensification of</p>	<p>Issues raised: The submission raises concern on the potential future intensification of the use</p>

use	<p>Applicant's response: There is no proposed intensification of the development.</p> <p>Staff response: Any future intensification will require consideration under a separate application and Council can only consider the matters as directly proposed. This matter is considered resolved.</p>
Quality of life	<p>Issues raised: potential for intensification and nature of the development</p> <p>Applicant's response: This is a proposed rural activity in a rural locality and there will be no impact on the quality of life or amenity for residents in the area.</p> <p>Staff response: There will be noise generated as a result of the development as with any proposed use. Having considered the issues raised in the submissions and the proposed mitigating impacts raised by the Applicant and the recommended draft conditions of consent and in particular those which address traffic safety, minimisation of noise and management to best industry standards as well as a requirement for independent auditing and reporting of non-compliance or near non-compliance is considered that the development will mitigate any potential impacts to acceptable standards and this matter is considered resolved.</p>
Amenity facilities for staff	<p>Issues raised: Concerned that there was no mention of the location of facilities for staff.</p> <p>Applicant's response: Workers facilities are available in the existing dwelling.</p> <p>Staff response: Workers facilities are available in the existing dwelling and hand washing facilities available at the plant growing structures. This matter is considered resolved.</p>
Plan inconsistencies	<p>Issues raised: Concerned that there inconsistencies between the plans.</p> <p>Applicant's response: This does not appear to be addressed in the Applicant's response.</p> <p>Staff response: The Water NSW have provided their conditions of concurrence, with certain plans to be approved by Water NSW and construction certified by a consultant. This matter is considered resolved.</p>

External Referrals

The Application was referred to:

Water NSW	Concurrence received and included in the Attachment.
Essential Energy	Recommendations received and incorporated into the draft conditions of consent.
DPI Agriculture	Recommendations received and incorporated into the draft conditions of consent.
DPI Water	No separate response received and considered satisfied by WNSW conditions.
NSW Health	Recommendations received no change and incorporated into the draft conditions of consent.
Pejar LALC	No response received. Previous recommendations retained in the draft conditions of consent.

Assessment against Legislation and Policies

- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011

The site is located within the Sydney Drinking Water Catchment. The proposal has been assessed as having a neutral or beneficial impact on water quality. Water NSW have considered the modification and revised concurrence was granted on 18 July 2019 subject to conditions. Further advice was received on 7 August 2019 that the submissions did not vary the concurrence of 18 July 2019.

- State Environmental Planning Policy (Rural Lands) 2008

The proposed development aligns with this Policy. The proposed development will facilitate the orderly and economic use and development of rural lands for a rural or related purpose. The proposal broadly aligns with the aims and principles of this policy. While the proposal has had objections from neighbouring owners the Applicant has addressed the potential for landuse conflict and a response was received by the NSW Department of Primary Industries Agriculture dated 31 July 2019 that the additional information received had been reviewed and the position of the previous advice was unchanged.

- Planning for Bushfire Protection 2006

At the time of lodgement the land was not included on the Goulburn Mulwaree Bushfire Prone Land maps. The Council maps were recently revised by the NSW Rural Fire Services and the site is now mapped as Bushfire Prone. As a consequence the development is required to be assessed against the current NSW Planning for Bushfire Protection (PBP) is 2006. It is noted that a new PBP 2018 is yet to be adopted and the 2006 PBP will continue to be in force until the adoption of PBP 2018.

In accordance with s4.14 of the *Environmental Planning and Assessment Act*, Council has considered the PBP 2006 and is satisfied that the development, as conditioned, conforms with PBP 2006 (other development) including s 1.1 aims and objectives, s4.3.5 performance criteria. Consultation with NSW Rural Fire Services was not required for this development category.

A reduction in the footprint of the development and building size are both advantageous in building in bushfire prone areas as is the defensible space available onsite. The development will be conditioned to provide a defensible space onsite. The BCA does not provide for any specific construction standard for this development type. Internal access, water and services as well as landscaping and emergency planning will be conditioned to comply with the PBP standards.

- Goulburn Mulwaree Local Environmental Plan 2009

1.2 Aims of Plan

The proposed development aligns with and contributes well to all aims of the *Goulburn Mulwaree Local Environmental Plan 2009*, particularly the following;

- (a) to promote and co-ordinate the orderly and economic use and development of land in the area,
- (b) to provide a framework for the Council to carry out its responsibility for environmental planning provisions and facilitate the achievement of the objectives of this Plan,
- (c) to encourage the sustainable management, development and conservation of natural resources,
- (d) to promote the use of rural resources for agriculture and primary production and related processing service and value adding industries,
 - (i) to allow development only if it occurs in a manner that minimises risks due to environmental hazards, and minimises risks to important elements of the physical environment, including water quality.

All of these relevant aims are met or enhanced by the proposed development. The proposed development likely being of economic benefit to the region and agriculture production which utilises natural resources and will be adequately sited and screened to the surrounding environment and water quality measures proposed to minimise risks to the environment and protect the drinking water catchment.

Land Use Table – Zone RU1 Primary Production

1 Objectives of zone

- To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.
- To encourage diversity in primary industry enterprises and systems appropriate for the area.
- To minimise the fragmentation and alienation of resource lands.
- To minimise conflict between land uses within this zone and with adjoining zones.
- To promote the use of agricultural land for efficient and effective agricultural production.
- To avoid or minimise impacts on the natural environment and protect environmentally sensitive land.
- To allow the development of non-agricultural land uses which are compatible with the character of the zone.
- To allow the development of processing, service and value-adding industries related to agriculture and primary industry production.
- To protect and enhance the water quality of receiving watercourses and groundwater systems to reduce land degradation.
- To minimise the visual impact of development on the rural landscape.

The proposed development is defined as '*intensive plant agriculture*' which is identified as permitted with consent in the land use table, as such the proposal is permissible within the zone of the land legally described as lot 1 DP 816758. Having consideration of the zone objectives the proposed development is consistent and provides for sustainable primary industry while addressing potential impacts on the environment and locality.

4.3 Height of buildings

The land does not have a height of building control. The proposed buildings have a height of 4.8m as originally proposed. This is considered appropriate for the area.

4.4 Floor Space Ratio

The land does not have a floor space ratio control under the LEP. The Applicant has advised the development footprint is reduced from 50% to 25% of the site area. This is considered an improvement and reduction in the impact of the site and locality and remains appropriate for the area.

5.10 Heritage Conservation

The proposal is not on land with a known heritage item, nor is it in a Heritage Conservation Area. It is located one lot separated from a Heritage Item allotment being Local Heritage Item 033 (Lockyersleigh homestead and gardens and remains of Kyle). The Homestead is more than 3.5km from the development site and the Kyle Ruins over 1.5km away. Council must consider the effect of the proposed development on the heritage significance of the item. The development is considered sufficiently distant to not significantly impact the local heritage item including its associated fabric, settings and views and as such meets the objectives outlined in clause 5.10 of the *Goulburn Mulwaree Local Environmental Plan 2009*.

The site however is identified as having possible archaeological significance. The application was referred to Pejar Local Aboriginal Land Council (Pejar LALC) and at the time of writing the report no response had been received. It was noted that an inspection had been carried out on the site with the Applicant and a report dated 23 August 2018 received. No Aboriginal sites were located at the site inspection and standard conditions were proposed. These conditions have been incorporated into the recommendations modified consent conditions.

As the Pejar Report and inspection were undertaken last year and generally meet the OEH practice guidelines, the previous conditions applied under DA/0384/1718 will be retained in the recommended draft conditions of consent and it is considered the revised design together with the conditions of approval would not have an adverse impact on the potential for Aboriginal cultural heritage.

5.11 Bushfire Hazard Reduction

Council's Bushfire Prone Lands Map has recently been revised, and as a result the land is now identified as bushfire prone due to the grassland nature of the site and surrounds. It is noted that bushfire control works authorised by NSW Rural Fire Services Act may be undertaken without consent.

7.1 Flood Planning Land

The site is not mapped as being flood planning land due to its rural location. The site could potentially be affected by flooding however no record is available over the last 30 years. Further consideration is given below in response to section 3.7 of the Goulburn Mulwaree Development Control Plan 2009.

7.1A Earthworks

Limited earth works are required for the proposed internal access, water control measures and building.

It is considered the modified design, together with the revised conditions will address the earthworks required as a result of the development and suitably protect the:

- existing drainage patterns and soil stability;
- likely future use or redevelopment of the land;
- amount of source and destination and extent cut and fill on site;
- amenity of the area;
- any potential Aboriginal cultural heritage; and
- nearby watercourse and Sydney Drinking Water Catchment.

7.2 Terrestrial Biodiversity

The site is identified within the Terrestrial Biodiversity Map as "Biodiversity". Having considered the degree of disturbance under the original application and limited value of existing vegetation, including native vegetation communities, potential for threatened species, population or communities and habitat corridor the development is considered consistent with the objectives of this clause. The original application was conditioned to landscape using native species. Landscaping has been undertaken, albeit introduced species. The commencement of the horticultural use may reduce the potential for stock grazing and increase the potential for regeneration of any remaining native grasses and the like. Due to the limited extent of clearing proposed, recent landscaping (although introduced) and little remaining native vegetation on the site worthy to protect; the maintain or improve objective is considered satisfied with no adverse environmental impact identified.

Goulburn Mulwaree Development Control Plan 2009

1.7 – Public Participation

The Development Application was notified to adjoining and nearby residents and advertised in the local paper. Three submissions were received with an additional one submission received in response to the additional information. The submissions have been addressed earlier in this report.

2.4 – Rural Development

As outlined in the original application *'Agricultural operations are considered key land uses across the LGA. The area is zoned RU1 Primary Production and this development proposes to use the land for agricultural purposes being horticulture, albeit in an intensive manner. This development will not conflict with other forms of agriculture conducted in surrounding areas.'* This development broadly meets all rural development objectives, and while the development will impact the landscape (as buildings do) this can be mitigated by planting and will bring benefit through utilising the regions agricultural assets.

The Applicant has identified that the use of the structures to grow the fruit and vegetables for human consumption in and the use of drip irrigation system promotes an efficient form of agriculture, able to adapt to climate change with little direct impact on the surrounding environment. As such the development meets the aim of the plan while minimising the potential for landuse conflict and is considered substantially the same development with the added benefit of reduced visual and environmental impacts.

The construction material ultimately being metal frames with 2mm plastic film cover is considered unobtrusive and will blend with the colour of the landscape as compared to full metal sheds which do not.

3.1 – Indigenous Heritage and Archaeology

The development is located within Council's mapped *Places of Aboriginal Significance*. The Application generally complies with the Office of Environment and Heritage 2010 guidelines for investigating and consulting requirements. The Application was forwarded to Pejar LALC and no comment was received at the time of writing the report. As the development reduces the building footprint, the impact area is reduced and the draft conditions provided previously by Pejar are recommended to be retained. Therefore, it is considered that part 3.1 of the plan is satisfied as no items were identified on the site within the last five years and precautionary conditions recommended in the event of an unanticipated find have been included in the draft conditions of consent.

3.2 European Heritage Conservation

The impacts of the proposed development on European Heritage Conservation, including local Heritage Items, have been addressed earlier in this report. Views from the Local Heritage Item are largely limited by adjacent landscaping and established of tree lines. The buildings will be most visible from Carrick Road, however, this is not the important view requiring protection from the nearby heritage items and considered acceptable in this circumstance.

Although the recently planted Leyland cypress screening is smaller than would normally be conditioned, from experience it is often the case that smaller plants can become better established than more advanced plantings. The Leyland screening will also more likely better screen the site than the previously recommended natives.

The assessment of the proposal together with the recommended conditions can allow Council to be satisfied that the provisions of this clause are met.

3.5 – Landscaping

A landscape plan was provided by the proponent with the modification. Clarification was sought as to whether the recent planting of Leyland cypress was additional to the native screening required under the original consent. Namely, *Callistemon viminalis* "Captain Cook" (up to 2m high),

Callistemon viminalis "Dawson River" (up to 6m high), Melaleuca linariifolia "Snow in Summer" (up to 6m high). The Applicant confirmed that the recent 600 plus tree planting was instead of the conditioned native screening.

Although Council would, where possible recommend native species, landscaping using Leyland planting will more likely better act as a screen than the native planting due to the denser foliage. This landscaping will complement an existing vegetation screen along the northern and western boundaries and as the land is zoned rural rather than environmental the revised planting is considered acceptable in this instance. Should Council want to require additional planting, further landscaping planting could be required, however distances to minimise overshadowing of the growing structures and what is deemed reasonable are all matters for consideration.

3.6 – Vehicular Access & Parking

Access will be via the current driveway onto Towrang Road. Towrang Road has sufficient capacity for the traffic generation of this development. The DCP and the *RTA Guide to Traffic Generating Developments* (2002) do not specify any parking requirements for the Intensive Agriculture (Horticulture) land use and it is appropriate for off-street parking to be based upon the expected traffic generation. The eight (8) spaces, including one (1) disabled space and one (1) parking space for a rigid truck is therefore considered sufficient for this development.

This proposal, submissions and additional information were referred to Council's Development Engineer for consideration. It was noted that the additional information received, explains that the existing sight distance is adequate, however, it also states that the applicant is prepared to remove regrowth vegetation within the road reserve to improve the sight distance. The access is currently shared with the adjoining property to the north and opposite is an existing access. In light of the concerns raised in the submissions, Council will require improvements to the sightlines at the intersection at 966 Towrang Road to 181m in both directions. This advice has been included in the draft conditions of consent and the need to obtain a separate s138 approval for works within the road reserve.

Council's Development Engineer raised no concerns with regard to the turning circle at the development site for the 12.5m rigid truck.

3.7 Crime Prevention through Environmental Design

Lighting has been conditioned to ensure no unacceptable impact on the surrounding neighbours. Passive surveillance will be largely available from the existing dwelling. Continued occupation will also minimise the risk of theft from the premises. Therefore, the development satisfies the principles of crime prevention through environmental design and no alteration to the development as originally approved.

3.8 Flood Affected Land

Council has no control requirements for building in flood liable land for non-habitable purposes. Furthermore, Council generally has no flood data for flooding in rural areas. The land is located approximately 540m from the Wollondilly River with no reported flooding over the last 30 years.

A Flood Study was undertaken for a property approximately 1.5km to the south-east of the subject site which identified an approximate 1% flood height at 619.3m AHD. The development site is located at a ground level of approximately 616.75m AHD. It is considered that the application, as modified, and subject to the draft recommended conditions is not expected to adversely impact on the water catchment or flood behaviour of the site and therefore meets the objectives of the plan.

3.12 Groundwater

The site has an existing bore for domestic consumption and stock watering. The Applicant has stated that "the bore water will not be used for the intensive agricultural activity or potable

purposes.” The application has, therefore, been recommended to condition to exclude use of bore water for the dwelling and for the intensive agriculture (horticulture) purposes.

The concern raised in the submission is therefore considered satisfied.

3.15 High Environmental Conservation Value areas

While the land was mapped as potentially containing high environmental conservation value areas, due to the site containing grasslands, the value of the site following assessment has not identified a high environmental conservation value. It is, therefore, considered that from the assessment made under the original application, the development will not impact existing high conservation value land and in the absence of any significance does not warrant refusal or additional planting.

3.16 Stormwater pollution

The development as approved with a drip feed watering system and as modified with Water NSW concurrence has been assessed as having a neutral or beneficial effect. The Applicant/developer is required to prepare an Operational Environmental Management Plan which will require independent auditing and reporting. Due to the submissions it is also recommended that the buildings be relocated to maintain the 30m setback as previously approved. Water NSW have been consulted and raised no objection to this requirement. It is therefore considered the development as modified meets the objectives and requirements under this plan.

3.17 Bushfire risk management

The site is now mapped as being Bushfire Prone. As a consequence the development is required to be assessed against the current *NSW Planning for Bushfire Protection* (PBP) 2006. Council has considered the PBP 2006 and is satisfied that the development, as conditioned, conforms with PBP 2006 (other development) including s 1.1 aims and objectives and s4.3.5 performance criteria. Consultation with NSW Rural Fire Services was not required for this development category.

A reduction in the footprint of the development and building size are both advantageous in building in bushfire prone areas and defending space on site. The development will be conditioned to provide a defensible space onsite while internal access, water and services as well as landscaping and emergency planning will be conditioned to comply with the PBP standards.

5.5 Rural Sheds

The proposed sheds will not be able to be used for human habitation.

5.9 – Rural Land Use Conflict

The revised plans have located the proposed farm buildings to the south east of the lot. This is the farthest point from neighbouring dwellings and the existing dwelling on site. The boundaries to the south and east which will be impacted the most do not have dwellings nearby. The previous approved sheds were located approximately 30m from the southern boundary. The revised modified plans show the sheds approximately 15m from the southern boundary. Whilst the DCP suggests a buffer of between 80-150m from rural dwellings, the width of the allotment is approximately 210m. It is suggested that the buffer should be varied as the proposal will have no spray drift as all watering will be done by drip irrigation within buildings and the proposed location of the holding/evaporative open tank and stormwater collection tanks remains generally the same. The absorption trenches for the treatment of recycled water has been considered and modelled by Water NSW as being treated wholly within the site.

The submissions received as a result of the modification raised a concern with regards to the potential impact on the application of an organic certification sought by the neighbour. The

Application and submissions were forwarded to Department of Primary Industries Agriculture which did not require any further variation to their previous conditions.

The response included:

DPI Ag is unable to comment on the requirements for, or appropriateness of, the neighbors now seeking organic certification. There are a number of organic certifying organisations in Australia and our understanding is that specific details would need to be sought from a relevant certifier. See [Department of Agriculture Organic Approved Certifying Organisations](http://www.agriculture.gov.au/about/contactus/phone/aco) <http://www.agriculture.gov.au/about/contactus/phone/aco>

Through its Right to Farm Policy, the Government supports primary producers in their right to farm. However, the right to farm only extends to what is lawful. This means compliance with the legislation and regulations that govern, for example, land uses, uses of chemicals, intensity and timing of lights and noise and management of odours. The suite of rules applies equally to all land users, including rural lifestyle land owners who also have obligations in relation to management of weeds, pests and other biosecurity risks. For example in this case the chemicals and water effluent from the horticultural development should not be allowed to impact any neighbors - this could be achieved by siting the development correctly, applying separation distances and or incorporating sufficient buffering elements into the site design.

It is, therefore, the responsibility of the farmer seeking organic certification to follow up the requirements to meet the certification. It is expected that given the review from Water NSW and drip irrigation system that there should be no significant impact on the neighbours. Therefore, refusal of the application based on the potential impact on the proposed organic certification is not warranted and any use should be consistent with industry standards. Having considered the issues raised in the submissions and that the buffer distances are only indicative and can be varied where supported by further assessment (as in this case), the Water NSW concurrence has been received and it is satisfied that water quality can be adequately managed and maintained wholly within the site, the variation to the buffer distance is considered acceptable and warranted. The chemicals to be used are suitable for use as the produce is for human consumption. The drying area has been deleted from the application which will reduce the potential for windblown plant disease/contamination.

The recent landscaping has been undertaken in advance of the development to maximise and allow establishment prior to operation, in a response to previous concerns from surrounding neighbours. A prior requirement for advanced planting prior to issue of an Occupation Certificate may not have screened the site as much as the current revised screening proposal. Despite this, the landscaping has been undertaken to minimise any potential for rural landuse conflict. The Council requirement to retain the 30m setback to the southern boundary will also minimise any potential rural landuse conflict. It is therefore considered the development as modified meets the objectives and requirements under this plan.

Likely Impact of Proposed Development

Context and Setting:

The proposed development consisting of plastic coating of metal structures and landscaping is considered satisfactory in this regard. Retention of the 30m setback will not increase any potential impact on the neighbour. The proposed development is considered satisfactory in this regard.

Access, Transport and Traffic:

The access, transport and traffic impacts of the proposal have been discussed previously and subject to the conditions of approval. The proposed development is considered satisfactory in this regard.

Visual Amenity:

Having regards to the submissions received and issues raised as well as the location and materials proposed, it is not anticipated that the proposed structure will have an adverse visual impact to warrant refusal of the application.

Visual impact could be considered somewhat subjective. Given that under the state planning laws for exempt rural sheds, sheds with an area of 200m² do not require Council approval where certain requirements can be met. Each building is proposed to have an area of 1,920m². The nominated materials and finishes are considered sympathetic to the rural landscape and will not be reflective. Subject to the conditions of approval the proposed development is considered satisfactory in this regard.

Noise & Acoustic Amenity:

There is not expected to be any change to the likely noise generated from the development as a result of the modified Application. An additional condition concerning pump operations has been applied to minimise any potential impact in line with current industry standards.

Natural Hazards:

Additional conditions have been included on the modified Application to address the potential for bushfire. There is no additional impact in terms of flooding. The proposed development as recommended with conditions is considered satisfactory in this regard.

Safety, Security and Crime Prevention:

There is no additional impact as a result of the modification.

Social Impact on the Locality:

The proposed development as modified will not have any adverse social impact.

Economic Impact on the Locality:

A positive economic impact on the locality is anticipated as a result of the development.

Site Design and Internal Design:

While the development as modified will consist of an increase in structures, the smaller structures will have a considerable reduction in the footprint of the development on site (reduced from 27,216m² to 18,156m²). It is, therefore, considered that the modified design together with the draft conditions of approval will result in a lesser impact on the landscape, therefore, in the absence of an increased impact the application does not warrant refusal.

Suitability of the Site for the Proposed Development

The site is zoned RU1 Primary Production, which is the zone in which Councils planning policy seeks to encourage agricultural enterprises. The site is approximately 10 hectares which makes the size of the site quite restrained for the purposes of traditional primary production enterprises and as such the proposed development for horticultural purposes is considered suitable for the site. It is worth noting the area does hold a typical rural landscape characteristic which has attracted many of the surrounding residents, not for agricultural purposes but rather for lifestyle and hobby farm type properties. The promotion of lifestyle lots over agricultural activities does not align with Councils planning policy for the zone and as such while this development will have an impact on the landscape and amenity of the area, the land is zoned Primary Production and the adjacent E3 Environmental Management zone is not a reason for refusal nor does it make the site unsuitable for the proposed development.

The site is considered suitable for the proposed development as the proposal is permissible development on the land. Potential design implications were raised in the original assessment and as a result of their consideration the buildings have been reduced in size to satisfy the BCA requirements. The modified design is substantially the same development and the revised design together with the proposed conditions of consent warrants approval.

Policy Considerations

- Goulburn Mulwaree LEP 2009 (as amended)
- Goulburn Mulwaree DCP 2009 (as amended)
- Goulburn Mulwaree Section 94A Levy Plan 2009

Conclusion and Recommendation

From the assessment of the application, consideration of the submissions and relevant policies, it is recommended that a conditional modified development consent be issued.

FINANCIAL IMPLICATIONS

Nil

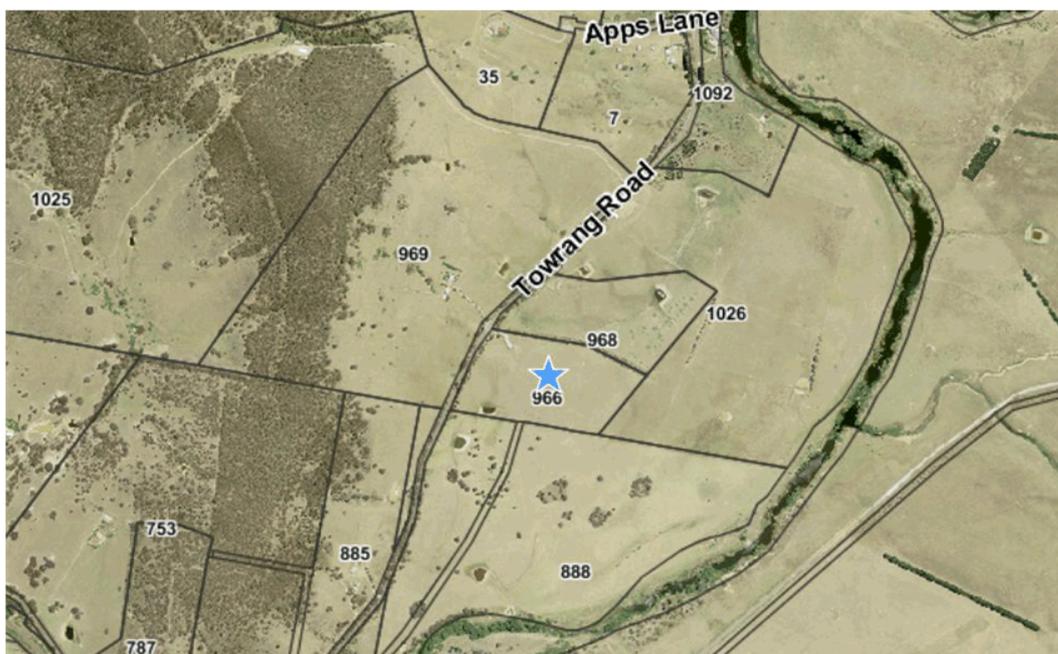
LEGAL IMPLICATIONS

The applicant is entitled to appeal the Council endorsed recommendation to the Land and Environment Court within 6 months after the determination date of the Development Application.

Attachment

Application No.	MODDA/0010/1819 (modification to DA/0384/1718)
Location	966 Towrang Road, Towrang
Current approval:	Intensive Agriculture - Horticulture
Proposed Modification:	Amend development site layout
Attached documents	<ul style="list-style-type: none"> • Submitted Plans • Supporting Information • Submissions • Agency Responses

Locality Plan



Submitted Plans

SCHEDULE OF FIRE SAFETY MEASURES

- AS 2293.1, E4.2 & E4.4 OF NCC (BCA)
- AS 2441 & E1.4 OF NCC (BCA)
- AS 2293.1, E4.5, E4.6 & E4.8 OF NCC (BCA)
- AS 2444 & E1.6 OF NCC (BCA)
- AS 2444 & E1.6 OF NCC (BCA)
- D2.19, D2.20 & D2.21 OF NCC (BCA)

EMERGENCY LIGHTING

FIRE HOSE REELS (IF REQUIRED)

EXIT SIGNS

PORTABLE FIRE EXTINGUISHERS

FIRE BLANKETS

EXIT DOORS

TYPICAL ELEVATION
SCALE 1:500 on A3

THE GREENHOUSES (IGLOOS) ARE TO BE BUILT ON NATURAL GROUND LEVEL. LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCING ANY WORKS.

NOTE:
ALL LEVELS SHOWN ARE BASED ON SUPPLIED 3RD PARTY SURVEY INFORMATION. TIM LEE ARCHITECTS ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF SUPPLIED SITE INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM ALL LEVELS ON SITE PRIOR TO COMMENCING ANY EXCAVATION OR SITE WORK. TIM LEE ARCHITECTS TO BE NOTIFIED OF ANY ANOMALIES PRIOR TO THE CONTRACTOR STARTING ANY WORKS.

NOTE: INFRASTRUCTURE IS TO INCLUDE COUNCIL SPECIFIED REQUIREMENTS IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA.

NOTES:
THE CONTRACTOR IS TO ENSURE COMPLETE COMPLIANCE WITH ALL RELEVANT NCC CODES, AUSTRALIAN STANDARDS AND LOCAL REGULATIONS AND BY-LAWS AS REQUIRED.
ALL MATERIALS AND WORKMANSHIP ARE TO BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S CURRENT PRINTED INSTRUCTIONS.
IT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SUB-CONTRACTORS TO MAKE THEMSELVES FULLY AWARE OF CONDITIONS WHICH WILL AFFECT THE EXECUTION OF THE WORKS.
ALL LEVELS TO BE CONFIRMED ON SITE. SURVEYOR TO ESTABLISH BOUNDARY & SET OUT BUILDINGS. ALL DIMENSIONS SUBJECT TO SITE SURVEY.

ISSUED
MODIFIED DEVELOPMENT APPLICATION

COMPLIANCE NOTES

NOTES
ALL BUILDING WORKS, SIGNAGE, FITTINGS & FIXTURES TO BE INSTALLED IN STRICT ACCORDANCE TO MEET AS 1428.1 & BE INSTALLED TO MANUFACTURER'S CURRENT PRINTED INSTRUCTIONS.
EMERGENCY EXITS MUST REMAIN CLEAR AT ALL TIMES.
BUILDER TO SHOW FULL COMPLIANCE WITH ALL CURRENT REQUIRED CODES, STANDARDS & PARTS OF THE NCC (BCA), INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

- FIRE RESISTANCE
- ACCESS AND EGRESS
- SERVICES AND EQUIPMENT
- HEALTH AND AMENITY
- SPECIAL USE BUILDINGS
- ENERGY EFFICIENCY
- ALL SURFACES
- ALL DOORS
- EMERGENCY LIGHTS & EXIT SIGNS
- EMERGENCY LIGHTING SYSTEM
- EXIT SIGNS
- FACILITIES FOR PEOPLE WITH DISABILITIES
- LIGHT & VENTILATION
- GLAZING MATERIALS
- MECHANICAL VENTILATION
- WET AREAS
- TERMITES
- ELECTRICAL INSTALLATIONS / WIRING

SECTION C OF THE NCC

SECTION D OF THE NCC

SECTION E OF THE NCC

SECTION F OF THE NCC

SECTION H OF THE NCC

SECTION J OF THE NCC

C1.10 & SPECIFICATION C1.10 NCC

D2.19, D2.20 & D2.21 OF THE NCC

E4.2 OF THE NCC

E4.5, E4.6 & E4.8 OF THE NCC

F2.4 OF THE NCC

F4 OF THE NCC

AS 1288 & F1.13 OF THE NCC

AS 1668 & AS 3666

AS 3740

AS 3600.1

AS 3000

LANDSCAPE / SCREENING VEGETATION

Existing trees are to be retained.

Boundary landscape / screening tree species are proposed to include - Cupressus x Leylandii "Leyland Cypress" (up to 10/15m high)

This species needs little watering once established and are heat and frost hardy.

Trees will be advanced tube stock planted and maintained to establishment. Watering will be by water cart using onsite dam water. Trees will be planted at a maximum spacing of 3m and any dead plants will be replaced.

Vegetation Guidelines for Power Lines do not permit tree planting within a transmission corridor.

1 FLOOR PLAN
SCALE: NTS on A3

THIS DRAWING HAS BEEN PRODUCED USING EXISTING DRAWINGS. ALL DIMENSIONS SUBJECT TO SITE SURVEY.

DRAWING AMENDMENTS

AMENDMENT No.	ISSUED FOR MOD. DA	DATE
A/AW	ISSUED FOR MOD. DA FINAL REVIEW	19.03.19
B/TL	ISSUED FOR MOD. DA	20.03.19
C/AW		
D/AW	ISSUED FOR MOD. DA - TREES UPDATED	25.06.19

PROJECT TITLE
PROPOSED INTENSIVE AGRICULTURE

CLIENT
A. CHAN

PROPOSED DEVELOPMENT APPLICATION

DATE
19.03.19

ISSUED FOR MOD. DA
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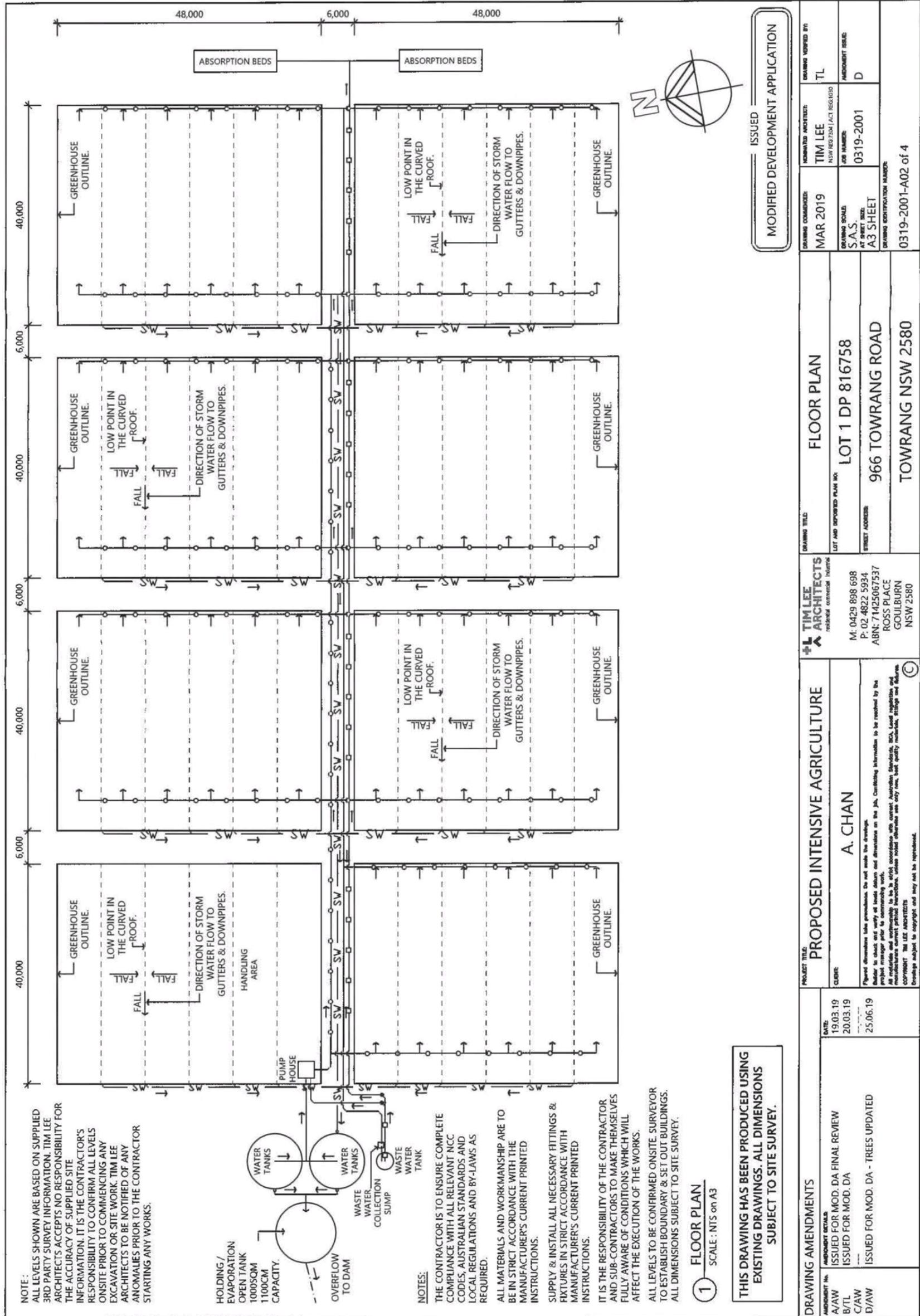
PROPOSED DEVELOPMENT APPLICATION

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25.06.19

Submitted Plans



NOTE :
 ALL LEVELS SHOWN ARE BASED ON SUPPLIED 3RD PARTY SURVEY INFORMATION. TIM LEE ARCHITECTS ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF SUPPLIED SITE INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM ALL LEVELS ON-SITE PRIOR TO COMMENCING ANY EXCAVATION OR SITE WORK. TIM LEE ARCHITECTS TO BE NOTIFIED OF ANY ANOMALIES PRIOR TO THE CONTRACTOR STARTING ANY WORKS.

HOLDING / EVAPORATION OPEN TANK 1000SQM 1100CM CAPACITY.
 OVERFLOW TO DAM
 WATER TANKS
 WASTE WATER COLLECTION SUMP
 WASTE WATER TANK
 PUMP HOUSE

NOTES:
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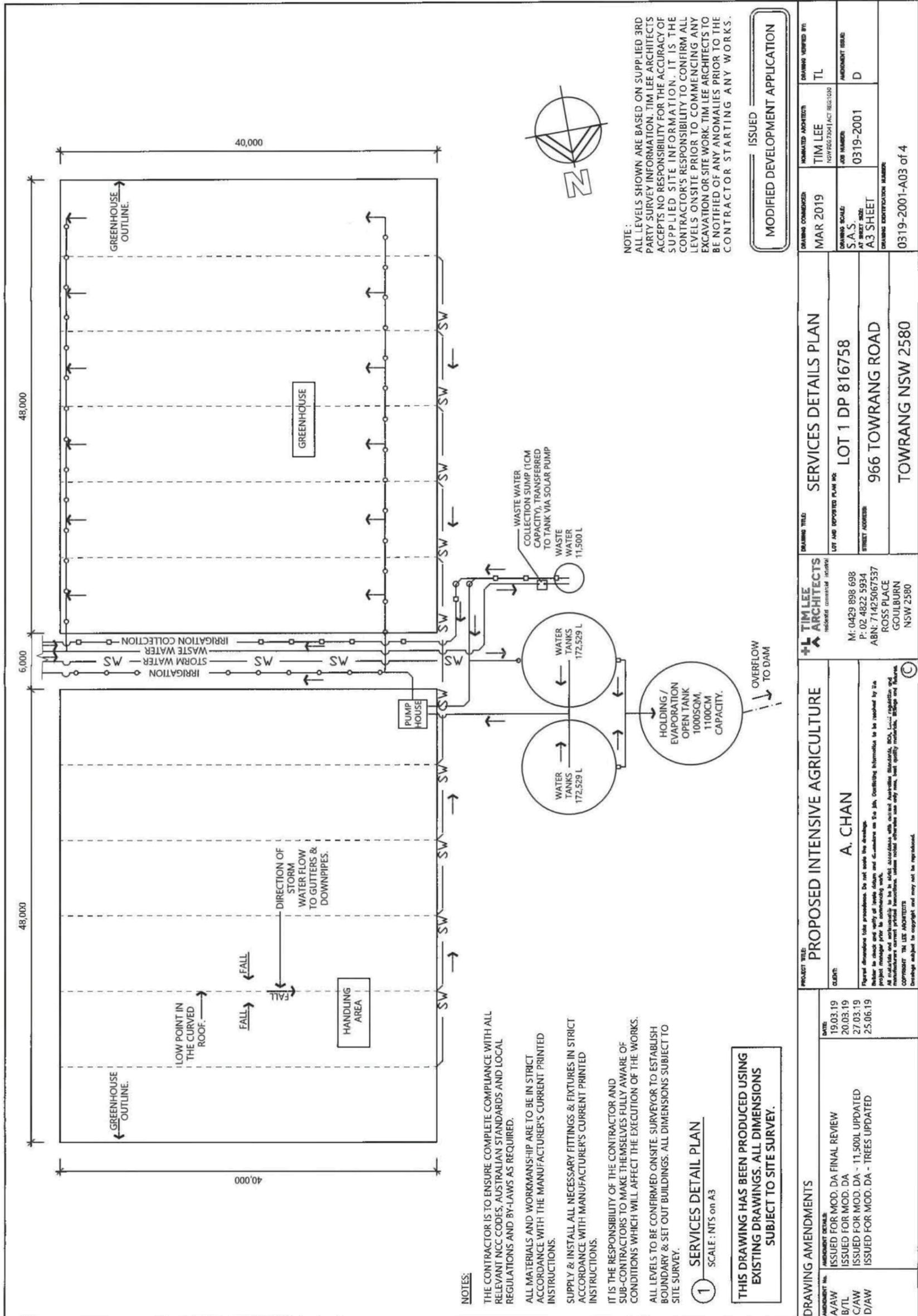
1 FLOOR PLAN
 SCALE : NTS on A3

THIS DRAWING HAS BEEN PRODUCED USING EXISTING DRAWINGS. ALL DIMENSIONS SUBJECT TO SITE SURVEY.

ISSUED
 MODIFIED DEVELOPMENT APPLICATION

DRAWING AMENDMENTS	AMENDMENT No.	ISSUED FOR MOD. DA FINAL REVIEW	DATE:	19.03.19	PROJECT TITLE: PROPOSED INTENSIVE AGRICULTURE	TIM LEE ARCHITECTS residential commercial tourism	DRAWING NUMBER: MAR 2019	NOMINATED ARCHITECT: TIM LEE NSW REGISTRATION NO. 10000	DRAWING NUMBER BY: TL
	A/AW	ISSUED FOR MOD. DA	20.03.19						
	B/TL	ISSUED FOR MOD. DA	25.06.19						
	C/AW								
	D/AW	ISSUED FOR MOD. DA - TREES UPDATED							
DRAWING TITLE:		FLOOR PLAN			DRAWING IDENTIFICATION NUMBER: 0319-2001-A02 of 4				
LOT AND REPERTURED PLAN No.:		LOT 1 DP 816758			STREET ADDRESS: 966 TOWRANG ROAD				
STREET ADDRESS:		TOWRANG NSW 2580			DRAWING IDENTIFICATION NUMBER: 0319-2001-A02 of 4				
M: 0429 898 698 P: 02 4822 5934 ABN: 71425067537		A. CHAN			GOLDBURN NSW 2580				
<p><small>Please note that permission does not make the drawings. Builder is to check and verify all levels shown and dimensions on the job. Certifying information to be provided by the project manager prior to commencing work. The drawings are provided as a guide only. The contractor is to verify all dimensions and levels on site. The contractor is to be notified of any anomalies prior to the contractor starting any works. The drawings are provided as a guide only. The contractor is to verify all dimensions and levels on site. The contractor is to be notified of any anomalies prior to the contractor starting any works.</small></p>									

Submitted Plans



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1 SERVICES DETAIL PLAN
SCALE: NTS on A3

THIS DRAWING HAS BEEN PRODUCED USING EXISTING DRAWINGS. ALL DIMENSIONS SUBJECT TO SITE SURVEY.

NOTE:
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ISSUED
MODIFIED DEVELOPMENT APPLICATION

<p>DRAWING AMENDMENTS</p> <table border="1"> <tr> <th>AMENDMENT NO.</th> <th>DATE</th> </tr> <tr> <td>A/AW</td> <td>19.03.19</td> </tr> <tr> <td>B/TL</td> <td>20.03.19</td> </tr> <tr> <td>C/AW</td> <td>27.03.19</td> </tr> <tr> <td>D/AW</td> <td>25.06.19</td> </tr> </table>		AMENDMENT NO.	DATE	A/AW	19.03.19	B/TL	20.03.19	C/AW	27.03.19	D/AW	25.06.19	<p>PROJECT TITLE: PROPOSED INTENSIVE AGRICULTURE</p> <p>CLIENT: A. CHAN</p> <p><small>Figural dimensions take precedence. Do not scale the drawings. Refer to each and every of these plans and documents on the job. Coordinate information to be received by the project manager prior to commencing work. Consultation with Council Authorities (Councils, BSA, LGA) regarding the manufacturer's current printed instructions, unless noted otherwise, is the responsibility of the contractor. COPYRIGHT © TIM LEE ARCHITECTS. Drawings subject to copyright and may not be reproduced.</small></p>		<p>TIM LEE ARCHITECTS <small>REGISTERED CONSULTING ENGINEER</small></p> <p>M: 0429 898 698 P: 02 4822 5934 ABN: 71425067537 ROSS PLACE GOULBURN NSW 2580</p>		<p>DRAWING TITLE: SERVICES DETAILS PLAN</p> <p>LOT AND REPORTED PLAN NO.: LOT 1 DP 816758</p> <p>STREET ADDRESS: 966 TOWRANG ROAD</p> <p>TOWRANG NSW 2580</p>		<p>DRAWING COMPILED BY: MAR 2019</p> <p>NOMINATED APPLICANT: TIM LEE <small>NSW REG 25041 ACT REG 1000</small></p> <p>DRAWING SCALE: S.A.S. AT SHEET SIZE: A3 SHEET</p> <p>JOB NUMBER: 0319-2001</p> <p>AMENDMENT ISSUE: D</p> <p>DRAWING IDENTIFICATION NUMBER: 0319-2001-A03 of 4</p>	
AMENDMENT NO.	DATE																		
A/AW	19.03.19																		
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Supporting Information*Laterals*

Our Ref: 1805

The General Manager
Goulburn Mulwaree Council
Locked Bag 22
GOULBURN NSW 2580

Attention: Dianne James

**RE: Development Application MODDA/0010/1819 (DA/0384/1718)
Lot 1 DP 816758; 966 Towrang Road, TOWRANG
Intensive Agriculture - Horticulture**

Dear Dianne

I refer to letter dated 5 June 2019 requesting additional information in response to the public notification of the application and it is advised:

- (i) **Proposed Development:**
It is confirmed that the development comprises 7 growing structures and 1 handling structure.
- (ii) **Construction Materials:**
The growing structures and the handling structure will comprise of a steel frame with a plastic film cover being 2mm thick – see typical internal depictions below and existing greenhouses at Windellama.



Typical Greenhouse Internal Depiction

Planning, Engineering & Management, Environmental**Goulburn Office:**

1st Floor - 139 Auburn Street, PO Box 1326, Goulburn NSW 2580 • Phone: (02) 4821 0973 • Fax: (02) 4821 0954

Mid North Coast Office:

21 Station Street, Johns River NSW 2443 • Phone: (02) 6556 5194 • Fax: (02) 6556 5094

laterals.com.au

Supporting Information



Typical Growing System



Typical Grow Bag



Existing Greenhouse Structures at Windellama

The plans prepared by Tim Lee Architects (version D separately attached) show the height of the structures to be 3.0m to the wall height and will have a maximum height of 4.8m as advised at clause 3.2 in the Statement of Environmental Effects dated March 2018.

Supporting Information

- (iii) **Drying Area:**
 The proposed drying area has been removed from the proposed development – see Tim Lee Architects plan version D Sheet A01 of 4. The harvested plants will be taken to the Goulburn Waste disposal area immediately after harvesting the produce and without drying in a covered small truck / utility.

- (iv) **Landscaping:**
 It is confirmed that *cupressus leylandii* (Leyland Cypress) have been planted around the boundaries of the property. The property owner misunderstood the definition of native vegetation and considered the cypress trees to be native to Australia as they were available in this country. The property owner has planted approx. 600 of the Leyland Cypress trees and it is unreasonable to remove these plantings. The use of Leyland Cypress in this area for wind breaks and visual screening is quite common – a typical existing screening is shown in the photograph below:



Typical Existing Leyland Cypress Screening

The plantings undertaken by the property owner are shown in the photographs below which will provide a substantial wind break and visual screening for the property.

Supporting Information



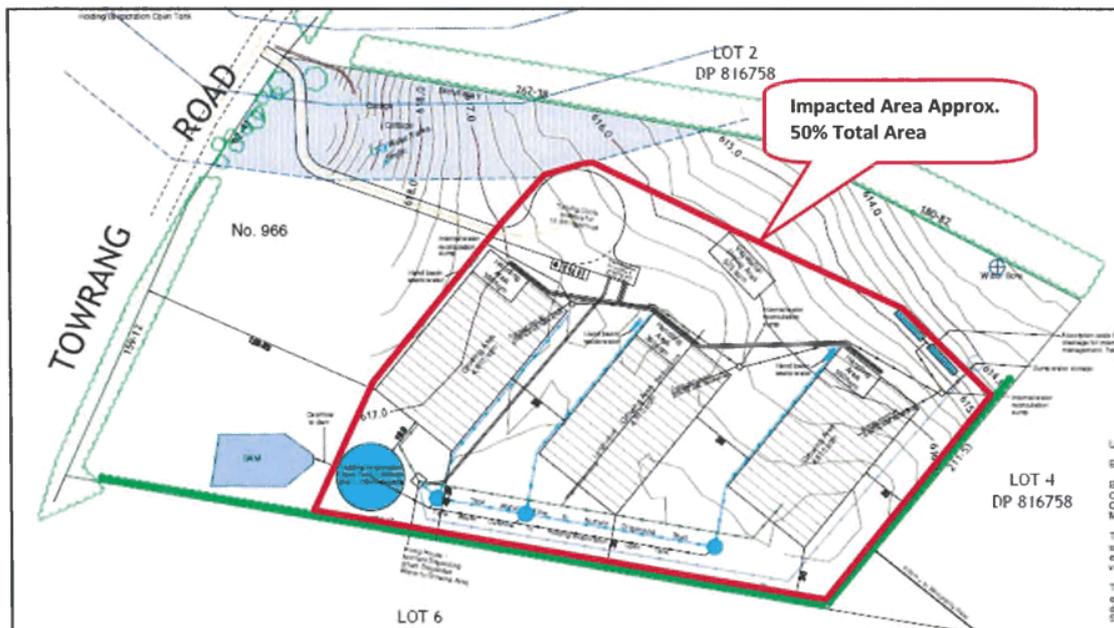
Leyland Cypress Plantings

Supporting Information

- (v) **Bore Water:**
The water bore on the property has been licenced by the NSW Department of Industry for domestic consumption and stock watering. The Licence also states that the water must not be used for potable water supplies. It is therefore confirmed that the bore water will not be used for the intensive agricultural activity or potable purposes.

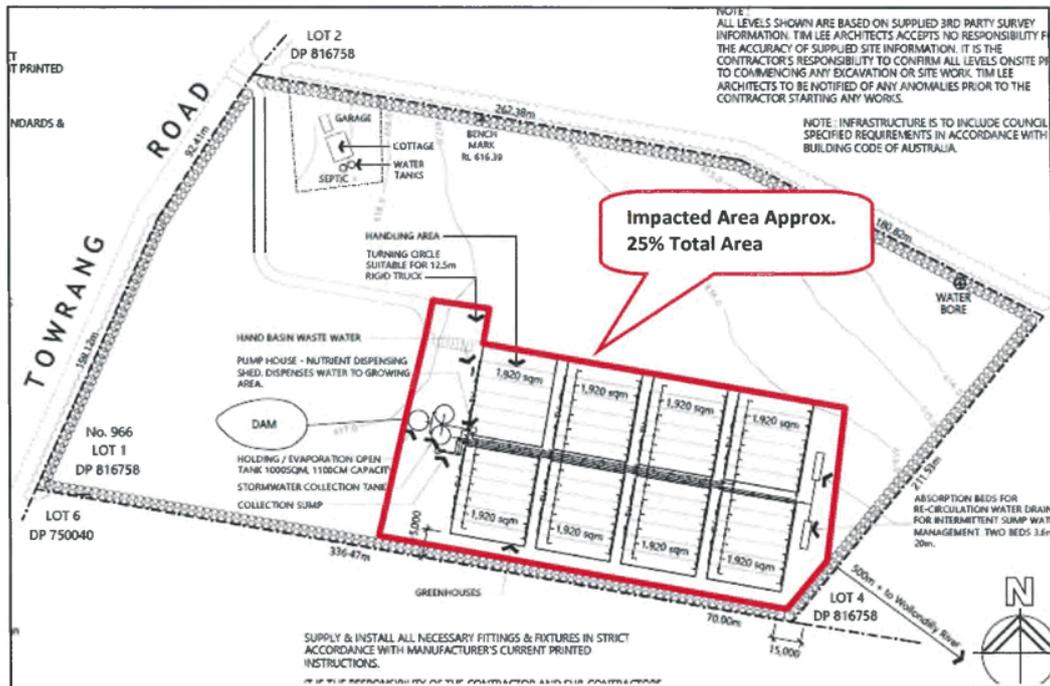
- (vi) **Noise Control Measures:**
Vehicles proposed to be used are a tray top utility and a small tractor as depicted in the photograph above in addition to a small rigid truck to be used for the delivery of the produce to market. All motor vehicles will be road registerable and will comply with normal noise regulations and requirements. Pumps to be used will be electric pumps generating minimal noise – certainly no more noise than a water pressure pump which exists at all rural dwellings.

- (vii) **Impact on Rural Landscape:**
The modification application includes a reduction in the footprint of the development from 27,216m² to 18,156m². It is considered that this reduction will have a significant benefit to the rural landscape of the locality. The sketches below indicate that the apparent impacted area of the site has been reduced from approx. 50% of the total area to approx. 25% of the total area.



Initial Proposed Development Layout
(Plan Source: Laterals Planning)

Supporting Information



Modified Proposed Development Layout
(Plan Source: Tim Lee Architects)

The public view of the development site will only be possible from Towrang Road until the Leyland Cypress planting reach a height to screen the greenhouses. From Towrang Road, the modified layout for the greenhouses will have an apparent horizontal width of 98m and the apparent horizontal width of the initial greenhouses was 108m – there is a reduction in the visual impact by the modified greenhouse layout. The following photographs show existing views of the development site from Towrang Road. There is existing vegetation along Towrang Road to obscure the view of the greenhouses.



Supporting Information



Towrang Road Photographs - Lot 1 DP 816758

The site is momentarily visible from Carrick Road which is approx. 800m away – see photograph below:



Carrick Road Photograph - Lot 1 DP 816758

Supporting Information

- (viii) Potential for contamination:
The growing of the produce in the greenhouses may utilise the following fertilisers:
- Ammonium Nitrate
Ammonium nitrate is a chemical compound, the nitrate salt of the ammonium cation. It has the chemical formula NH_4NO_3 , simplified to $\text{N}_2\text{H}_4\text{O}_3$. It is a white crystal solid and is highly soluble in water. It is predominantly used in agriculture as a high-nitrogen fertilizer.
(Source: Wikipedia)
 - Calcium Nitrate
Calcium nitrate, also called Norgessalpeter, is an inorganic compound with the formula $\text{Ca}(\text{NO}_3)_2$. This colourless salt absorbs moisture from the air and is commonly found as a tetrahydrate. It is mainly used as a component in fertilizers but has other applications. Nitrocalcite is the name for a mineral which is a hydrated calcium nitrate that forms as an efflorescence where manure contacts concrete or limestone in a dry environment as in stables or caverns. A variety of related salts are known including calcium ammonium nitrate decahydrate and calcium potassium nitrate decahydrate. (Source: Wikipedia)
 - Magnesium Nitrate (Magnisol)
Magnesium nitrate refers to inorganic compounds with the formula $\text{Mg}(\text{NO}_3)_x$, where $x = 6, 2,$ and 0 . All are white solids. The anhydrous material is hygroscopic, quickly forming the hexahydrate upon standing in air. All of the salts are very soluble in both water and ethanol. (Source: Wikipedia)
 - Magnesium Sulphate (Epsom Salt)
Magnesium sulfate is an inorganic salt with the formula MgSO_x where $0 \leq x \leq 7$. It is often encountered as the heptahydrate sulfate mineral epsomite, commonly called Epsom salt. The overall global annual usage in the mid-1970s of the monohydrate was 2.3 million tons, of which the majority was used in agriculture. (Source: Wikipedia)
 - Monoammonium Phosphate (MAP)
Monoammonium Phosphate (MAP) Monoammonium phosphate (MAP) is a widely used source of phosphorus (P) and nitrogen (N). It's made of two constituents common in the fertilizer industry and contains the most phosphorus of any common solid fertilizer.
(Source: Wikipedia)
 - Monopotassium Phosphate (MKP)
Monopotassium phosphate, MKP, KH_2PO_4 , is a soluble salt of potassium and the dihydrogen phosphate ion which is used as a fertilizer, a food additive and a fungicide. It is a source of phosphorus and potassium. It is also a buffering agent. When used in fertilizer mixtures with urea and ammonium phosphates, it minimizes escape of ammonia by keeping the acidity at a relatively low level. (Source: Wikipedia)
 - Potassium Chloride (WSM)
Potassium chloride is a metal halide salt composed of potassium and chlorine. It is odorless and has a white or colorless vitreous

Supporting Information

crystal appearance. The solid dissolves readily in water and its solutions have a salt-like taste. KCl is used as a fertilizer, in medicine, in scientific applications, and in food processing, where it may be known as E number additive E508. (Source: Wikipedia)

○ Sulphate of Potash (solupotash)

Potassium sulfate is the inorganic compound with formula K_2SO_4 . It is a white water-soluble solid. It is commonly used in fertilizers, providing both potassium and a source of sulfur. (Source: Wikipedia)

It needs to be noted that this intensive agricultural enterprise is intended to produce vegetables for human consumption and the above fertilisers are an aid to the vegetable production – these are common fertilisers used widely by rural producers. There will be no contamination of the environment or soils and no other chemicals will be used.

(ix) Potential for Flooding:

Laterals Planning letter dated 7 August 2018 advised that the previous owner of the land provided a written statement that this subject land had not flooded during the 30 years that he owned the property. The greenhouses will be located on the natural ground level on the site at approx. 616.75 AHD. The advised 1% flood level of 619.3 AHD would obviously impact on the site but will only be affected by flood inundation in lieu of strong flood flows. The steel supporting framework for the greenhouses and the Leyland Cypress plantings will mitigate any inundation impact.

(x) Potential Landuse Conflict:

In respect to clause 2.3 zone objectives to the landuse table for RU1 Primary Production zone of the GMLEP 2009, it is advised that the development is able to be constructed and operated without any impact on the surrounding rural lifestyle and agricultural land uses. The development will be well screened from the Towrang Road and adjoining neighbours – see item (iv) above. In respect to Section 5.1 of the GMDCP 2009 the principles of sustainable agriculture addressed as:

- *farm productivity is sustained or enhanced over the long term.*
The use of the greenhouses ensures that the produce is not subject to the variance of climate and productivity is sustained and enhanced over time.
- *adverse impacts on the natural resource base of agriculture and associated ecosystems are ameliorated, minimised or avoided.*
Any impacts on the natural resource base will be minimised by the use of the greenhouses, the structures are constructed with minimal soil disturbance and all growing is off the ground on tables/benches.
- *residues resulting from the use of chemical in agriculture are minimised.*
Only fertilisers to be used as required which will be minimised and nutrients are dispensed to the growing plants by a drip system and recirculated.

Supporting Information

- *the net social benefit derived from agriculture is maximised.*
The development will employ 4 additional persons from the local area at full capacity.
- *farming systems are sufficiently flexible to manage risks associated with the vagaries of climate and markets (Standing Committee on Agriculture 1993).*
The system has flexibility to manage the risks of climate change and markets, the use of the greenhouses puts control of the climate into the hands of the farmer and also allows the applicant to change the types of produce grown to suit market demand.

(xi) Public submission:

The following aspects have been raised in the public submissions:

- Visual impacts.
Comment: See Items (iv) and (vii) above.
- Aural impacts:
Comment: The location of the existing access to Lot 1 DP 816758 was approved by Council at the time of completion of the subdivision in 1992 – this will not change. The sight distance available is greater than 180m being the required stopping sight distance specified in Austroads for a 85%tile design speed of 80kph being the applicable intermediate design speed specified by Austroads for this location. See photographs below:



Sight Distance North



Sight Distance South



Access Driveway to Lot 1 DP 816758

Supporting Information

- Use intensification:
Comment: There is no proposed intensification of the development.
- Chemicals:
Comment: See Item (viii) above.
- Quality of life:
Comment: This is a proposed agricultural activity in a rural locality and there will be no impact on the quality of life or amenity for residents in the area.
- Operating hours:
Comment: Works for the development will be carried out during the hours of 7am to 5pm Monday to Friday, 7am and 1pm Saturday with no work on Sunday or Public holidays and actual work hours will vary depending on the crop being grown. Water pumps associated with the development will be electric and will only operate when required – not for 24 hours. The system will be similar to a pressure pump operating on a rural water tank. Noise for the development would be no more than is expected with any rural enterprise.
- Contamination:
Comment: See Item (viii) above.
- Access:
Comment: See dot point 2 above.
- Water bore:
Comment: See Item (v) above.
- Traffic:
Comment: The development will have a small rigid truck (up to 12.5m) to transport produce to market locally and to Sydney and to bring materials back to the site. The truck will make a maximum of 2 inward and 2 outward movements per day, however, there will be days when there are no truck movements. There will also be a maximum of 5 employees including the owner working on the site at its full capacity. Assuming each motor vehicle makes a single inward and outward movement per day, the expected traffic generation will be 7 inward and 7 outward movements per day. Occasional visitors are also expected to visit the site which will increase the total traffic generation to 8 inward and 8 outward movements per day. This is a very low level of traffic generation and will have a negligible additional impact on the existing public road infrastructure. Traffic entering and exiting the site will be able to do so in a forward direction and loading / unloading will be undertaken on site.
- Worker facilities:
Comment: Worker facilities are available in the existing dwelling.
- Amenity:
Comment: This is a proposed agricultural activity in a rural locality and there will be no impact on the quality of life or amenity for residents in the area.
- Heritage:
Comment: Indicated below are parts of GMLEP 2009 Heritage Maps HER_001 and HER_003 identifying Heritage Item No. 1033 on the eastern side of the Wollondilly River – this item is the

Supporting Information

“Lockyersleigh” Homestead Gardens being Lot 1 DP 574255 and the gardens are approx. 4km from the development site.



Heritage Map HER_001

Heritage Map HER_003

The “Lockyersleigh” property is substantially a rural grazing property with the gardens located around the homestead located in the eastern area of the property. The proposed development will have no impact on this heritage item.

- Noise:
Comment: See Item (vi) above.

Amended plans prepared by Tim Lee Architects (version D) are separately attached and If you require any additional information or clarification, please contact me on 0428483558 or at robert@laterals.com.au.

This development represents a small scale intensive agriculture (horticulture) development which is a permitted land use in the RU1 Primary Production zone and this response to the Council request for additional information and the public submissions confirms that the proposed development will have no significant impacts on the surrounding properties and will not adversely affect their enjoyment or amenity.

Yours sincerely


Robert Mowle
LATERALS ENGINEERING and MANAGEMENT
 2 July 2019

Supporting Information

Laterals

Our Ref: 1805

The General Manager
Goulburn Mulwaree Council
Locked Bag 22
GOULBURN NSW 2580

Attention: Ian Aldridge
RE: Development Application MODDA/0010/1819 (DA/0384/1718)
Lot 1 DP 816758; 966 Towrang Road, TOWRANG
Intensive Agriculture - Horticulture

Dear Ian

I refer to your email dated 12 July 2019 regarding the above matter and particularly the sight distance at the access point. The photographs shown below were included in my letter dated 2 July 2019 and indicate the access as well as sight distance north and south and the general road geometry at this location.



Sight Distance North



Sight Distance South



Access Driveway to Lot 1 DP 816758

Planning, Engineering & Management, Environmental

Goulburn Office:

1st Floor - 139 Auburn Street, PO Box 1326, Goulburn NSW 2580 • Phone: (02) 4821 0973 • Fax: (02) 4821 0954

Mid North Coast Office:

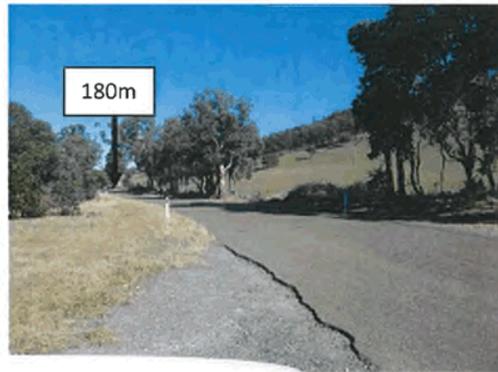
21 Station Street, Lobar River NSW 2442 • Phone: (02) 6556 5104 • Fax: (02) 6556 5094

Supporting Information

The location of the existing access to Lot 1 DP 816758 was approved by Council at the time of completion of the subdivision in 1992 – this will not change. The sight distance available at a location 3m from the southbound travel lane is indicated on the photographs below being 180m south and 140m north. The available sight distance has been impacted by the growth of vegetation over the years and can be restored by the removal of the regrowth vegetation within the road reserve.



Sight Distance North



Sight Distance South



View to Access from 180m North



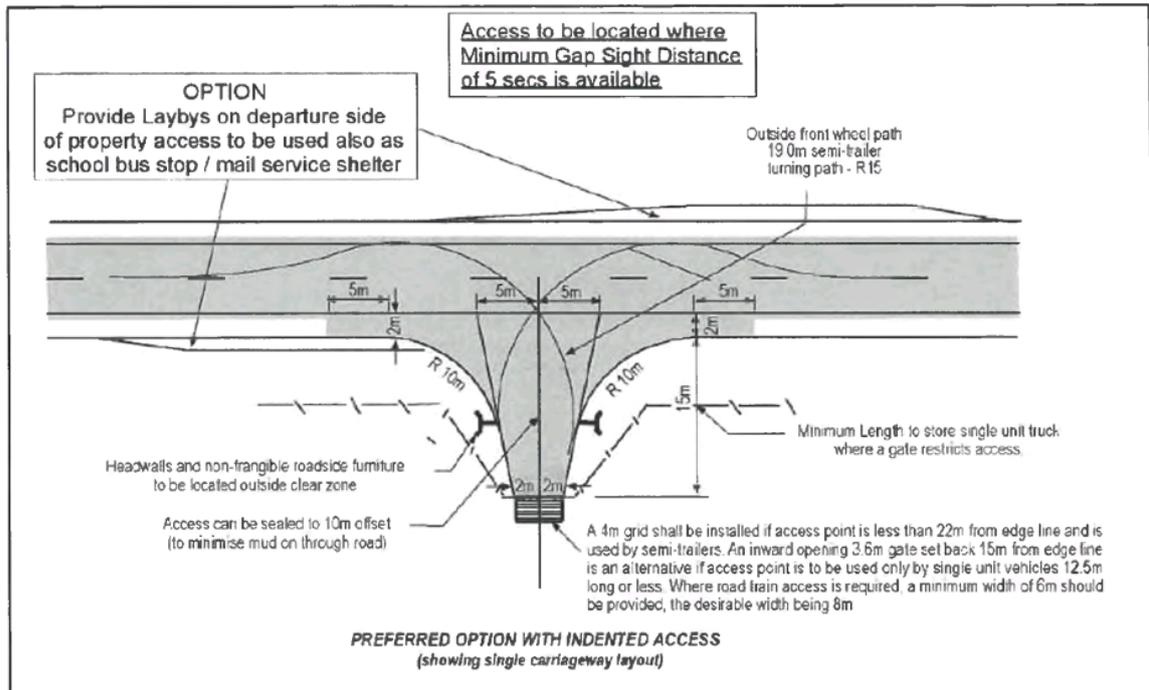
View to Access from 180m South

Figure 7.2 from Austroads Guide to Road Design Part 4 includes an example of a rural property access where articulated vehicles do not use the driveway on single and dual carriageway roads or infrequently use the driveway on two-lane two-way roads that have an AADT <2000 see below. In this instance, the maximum sized truck proposed to use the driveway is a single unit vehicle up to 12.5m in length – see below.



Design Truck

Supporting Information



Clause 3.4 of Austroads Guide to Road Design Part 4A states that “desirably, sight distances at accesses should comply with the sight distance requirements for intersections, i.e. that approach sight distance (ASD), safe intersection sight distance (SISD) and minimum gap sight distance (MGSD) are achieved”.

In this instance, the distances for a 85%tile design speed of 80kph are:

▪ Sight Distance (ASD)	Table 3.1	Distance	114m
▪ Safe Intersection Sight Distance (SISD)	Table 3.2	Distance	181m
▪ Minimum Gap Sight Distance (MGSD)	Table 3.5	Distance	111m

The rural property driveway detailed above indicates a required minimum gap sight distance of 5 seconds which equates to 111m.

The sight distance currently available at the access exceeds this requirement. However, the applicant is prepared to remove the regrowth vegetation within the road reserve to provide a sight distance of 181m as required for the SISD.

Supporting Information

If you require any additional information or clarification, please contact me on 0428483558 or at robert@laterals.com.au.

Yours sincerely



Robert Mowle

LATERALS ENGINEERING and MANAGEMENT
29 July 2019

Submissions

Part B – To be Published

Important Information:

Prior to submitting this form, please read the *Guide to Making Submission* on the back to help you understand how to make a submission, and what Council will be doing with any personal information you provide in your submission. Council's Privacy Management Policy may also help assist with your considerations when making a submission.

Your Details

Name: Peter Kalamvdkis
Organisation: PK Angus PTY LTD

Development application details

DA Number: MODDA/0010/1819
DA Address: 966 TOURANG RD TOURANG

Political Donations and Gifts (Please refer to part 2 -Guide to Making a Submission)

Have you or has any person associated with you, made a political donation or gift to a councillor or council employee within the last two years? (Please refer to section 147 of the *Environmental Planning & Assessment Act 1979* for further information in this regard).

Yes

No

Your Submission (please attach additional pages if required)

*First DA submitted had no absorption trench. 2nd DA submitted absorption trench barely visible.

*2ND DA noted as internal water recirculation sump.

*Land fill chemicals seeping into neighbouring properties.

Goulburn Mulwaree Council

Date Received: 31/5

Signature: eh

Page 2

Submission to Development Application Effective from 30 June 2018 to 30 June 2019

Submissions

From: Aris Giotas
Sent: Thursday, 30 May 2019 8:50 PM
To: Submissions
Subject: Submission Objection to Development Application- 966 Towrang Rd, Towrang

Dear Sir/madam,

I Peter Kalamvokis own the property _____, Towrang which neighbours and borders the subject property.

We object to the fact the recently submitted application does not specify any trading hours which will affect the neighbouring properties which are occupied by local families with children, especially if there was any trading hours very early in the mornings and early to late evenings creating greater truck movements and noise disturbance issues. Also, will there be continual use of machinery and pumps after hours?

We object to the proposed absorption trenches/beds located at the rear of the property which significantly impacts our property and current use, as these proposed absorption trenches/beds can seep the contaminated waste water into my property. I have livestock (Black Angus beef cattle). These absorption trenches/beds were also absent in the original development application. In the original application they proposed an enclosed re-articulation system to deal with the contaminated waste water. We will be impacted directly by these proposed changes as our livestock roam freely on our land. We have submitted an application to become a certified Organic Beef Producer, this contaminated waste water could affect us adversely in running our Organic primary producer beef cattle business.

We object to the fact that they have not disclosed in their development application of any specific details of what chemical and pesticides they will be using in the day to day running of their business, this will again impact us directly especially that we will be an organic primary producer.(PK Angus Pty Ltd - our trading business) in the local area.

We object to the proposed change to the access road because it will impact the local traffic safety as it is not clearly visible from Towrang rd where the speed limit varies up to 100km per hour, creating a dangerous hazard.

We object to the proposed plans that provide a turning circle for a 12.5m rigid truck , which clearly illustrates that the turning circle proposed also encompasses the proposed car parking that is set aside for the workers.

We object that in the application there is no mention of a water license to serve this proposed business, we understand that representations have been made that the water will be collected from the roofs and dam, we argue that we are in the midst of a drought, and this will be an unsustainable development, without a water license for the domestic bore.

We object to the current application as to the rigid truck movements to and from the property along Towrang Road, This is a considerable impact on safety with families and children using Towrang Rd.

Submissions

We object that the trees that are planted will take a 2-3 year period to reach 2 metres and they are not the tree specie that has been specified in the development application. The impact is that there will be no visible vegetation screening.

We further object that in this application there has been no facilities mentioned or provided for the workers, including toilets, disabled toilets and access, lunch rooms and change rooms. This will impact the current residential dwelling which is currently being used as a principle place of residence.

We object to this development application as set out in the above as it fundamentally impacts the local amenity.

We strongly urge the council to consider the above matters raised as significant impacts to the local Towrang village community.

Kind Regards

Mr. Peter Kalamvokis

Submissions

Part B – To be Published

Important Information:

Prior to submitting this form, please read the *Guide to Making Submission* on the back to help you understand how to make a submission, and what Council will be doing with any personal information you provide in your submission. Council's Privacy Management Policy may also help assist with your considerations when making a submission.

Your Details

Name: Andrew J Hayley Muller
Organisation: _____

Development application details

DA Number: MODDA/0010/1819.
DA Address: 966 Towrang Rd, Towrang NSW 2580

Political Donations and Gifts (Please refer to part 2 -Guide to Making a Submission)

Have you or has any person associated with you, made a political donation or gift to a councillor or council employee within the last two years? (Please refer to section 147 of the *Environmental Planning & Assessment Act 1979* for further information in this regard).

Yes No

Your Submission (please attach additional pages if required)

Please see attached objection
to Development application

Submissions

The General Manager
 Goulburn Mulwaree Council
 Locked Bag 22
 Goulburn NSW 2580

Mr A & Mrs H Muller

27 May 2019

RE: OBJECTION TO DEVELOPMENT APPLICATION NO. MODDA/0010/1819
PROPOSAL: DEVELOPMENT APPLICATION FOR THE USE OF THE SITE FOR INTENSIVE AGRICULTURE
ADDRESS: 966 TOWRANG ROAD, TOWRANG NSW 2580

To the General Manager,

Our property is located directly north of the subject property (see below diagram). We are writing to Council to object to Development Application No. MODDA/0010/1819 for the reasons outlined in this submission.



Our dwelling highlighted in yellow arrow.

Shared boundary with subject site highlighted in red.

Visual Impacts

We have serious concerns with the existing outlook currently enjoyed from our property being adversely impacted by the proposed development. The outlook enjoyed from our property was one of the main reasons we purchased the site. Whilst the applicant states that there is existing

Submissions

screening along the site boundary, and additional screening will be proposed – essentially our outlook will be significantly impacted either way.

Aural Impacts

We strongly object to the location of the driveway entering and exiting the property as stated in original proposal as there isn't a clear line of site in either direction.

I think a serious safety risk for school buses/general public due to dangerous position of driveway proposed to enter/exit onto Towrang Rd.

We have young children and it is not acceptable given the **current quiet enjoyment** of our property and surrounds to have vehicle entering/exiting/unloading/manoeuvring noises along with other aural impacts including the operational noises i.e. water pump noises/staff noise at the early hours of 7am, particularly on a weekend. We live in a quiet rural area and as such our young family should not have to be awoken at the early hours of day and night.

Use Intensification

It is requested that Council gives serious consideration to the fact that approval of this development will likely result in further applications being submitted to Council for the intensification of the development in the future. Council should not only assess the development at hand, but also carefully consider the future impacts of the intensification of the land use proposed and condition the development accordingly.

Chemical/Hazardous Materials storage/Odour emissions/Contamination potential

The DA makes no mention of any chemicals or hazardous materials used in association with the development. The development is for "intensive agriculture" and in this regard, it can only be assumed that there will be a requirement for the use of chemicals.

We are concerned with the type of chemicals to be used, the location for the storage of these chemicals, the effect on our livestock and pasture, the potential for odour impacts upon our property from the use of these chemicals and the seepage of these chemicals into the ground/groundwater table.

In the original DA the absorption trenches were not in the plans that we were given. I cannot understand how the overflow into dam can be used with the potential for my land and also Wollondilly river which is approx. 300m away with the potential for contamination.

Quality of Life

It is understood that the subject site, and our property are Zoned RU1 – Primary Production, and that the proposed development is permissible within the zone, with the Consent of Council.

We are however, objecting to the nature of the development and the potential for intensity of the development in the near future.

Submissions

We purchased our property for the quiet scenic outlook, the privacy, the country life/hobby farm for our young family. At no point did we expect to be living next to a commercial/industrial grade land use which will be likely as above discussed, to intensify over the years along.

We would have not purchased our property if this development was in existence.

Hours of Operation – The hours of operation are not clearly outline in New proposal as from what I understand pumps will be required to run 24 hours day for Hydroponic growing

Chemical Storage – Very limited details of what chemicals will be used and what effect overflow during heavy rain will affect my livestock and pastures.

We thank you for the opportunity to express our concerns with the proposed development.

Sincerely,

Andrew and Hayley Muller

Submissions

31st May 2019
Goulburn Mulwaree Council
Locked Bag 22
Goulburn NSW 2580
submissions@goulburn.nsw.gov.au

Dear Sir/Madam,

Subject: MODDA0010/1819
966 Towrang Road, Towrang NSW 2580
Proposal: Amend Development Site Layout

In response to the proposed amendment to the site layout for the Intensive Agriculture development proposed for Towrang Road, I would like to register our concerns and objections as follows:

Access Roads:

- The site plans show a revised swept access path change that is inconsistent with the area required to turn a 12.5m rigid truck. I propose that the truck would have insufficient room to safely turn from Towrang road into the proposed drive access in one motion, and subsequently have even less room to negotiate its return to Towrang road (due to the even tighter circle available to return to the left side of the road).
- I would also propose that the area suggested would be insufficient to allow a truck to present squarely to the road at the junction of drive and road when leaving the proposed development. If the truck has insufficient room to present at a 90 degree angle to the road it will further limit the view of oncoming traffic from the south, compounding the difficulty of having a safe minimum of 150m of viewing available. I would further suggest that it would need a better than 90 degree access to the said road, as the driver is on the left side of the truck cab, trying to view a road that effectively sweeps back to his left away from his vision.
- The drive way as noted in 6.6 Access, Traffic and Parking notes the driveway from Towrang road is not sealed – but the DA consent advised “the gateway entrance off Towrang Road to the lot shall be sealed to the gate” - this is not shown on the plans or in the written intention.

Internal Roads:

- The turning circle and parking area shown is inconsistent with the area required to turn a 12.5m truck.
- If the parking/turning area shown is to include the staff parking, disabled parking and truck parking, the area shown is inconsistent with an area required to turn the truck, and has no allowance for the truck to be able to turn into, or reverse into the parking bay shown.
- There are no roads or pathways shown to access the Picking and Packing area or the Vegetation Drying area. I would suggest that a minimum of compressed road base would be required for use of lifting/transport machinery, and as such should be shown as a road on the site proposal.
- Every addition of a road increases the impact on the area and the footprint of this proposal would now indicate close to a third of the area will be disturbed or require excavation.

Vegetation Drying Area:

- No fence or structure is noted for the vegetation drying area – what will stop the dry (light) beds from blowing across the property and onto neighbouring properties?
- If the drying area is open, as we understand it to be, there is nothing preventing the old contaminated beds filling with rain water and spilling this contaminated water onto the ground. Should this happen, there is no drainage or sump/disposal shown to manage the result. This further compounds the risk of unknown disease, or chemicals affecting

Submissions

neighbouring properties. As we have breeding stock in the neighbouring paddock – the type of chemicals and effect they may have on stock has still not been advised or addressed.

- The Staging advise does not mention the Drying area at all. When is this to be facilitated?

Chemical Storage and Absorption Trench:

- No advise has been given as to the compounds the applicant intends to use, and/or any know effects these may have on stock – both in physical contact and/or impacts on growth etc. (i.e. breeding/growing stock as well as mature).
- The modification has brought the Absorption Trench so much closer in relation to position in development and closer to boundary due to the reduction in buffer area, that we have serious concerns as to the safety of our stock with the use of unknown/not advised chemicals.
- Location of the Picking/Packing area also shows all Grey water will flow into an absorption trench, that also flows onto the paddock containing our stock. Again this is of concern regarding our stock's safety.
- The proposal advised “Periodically unsuitable recirculation water would be drained to the Absorption Beds”, and the suggested time required to drain would be approximately 1 month. How often is this needed? And what is the effect of rain or other water during this time? Will this mean contaminant and Disease will be released onto neighbouring properties?
- The Absorption trench is to be the means of disposal for water if it “becomes contaminated with potential disease” - what is the affect of releasing desiesed water into an agricultural area? The proposed release is 16,130l of contaminated/diseased water?

Proposed Site set back and Vegetation:

- The proposal has been condensed and moved closer to the boundary – this has raised our concerns for chemical contamination as raised above.
- The proposed 15m set back from the boundary is inconsistent with the distance needed to maintain the existing Leylandii tree line, and allow sufficient space to accommodate the proposed boundary vegetation consisting of Calistemons and Melaleuka (predicted to grow to a hight of 6m).

Heritage Map:

- Does the Heritage Map indicate the area over the river is Heritage listed – in which case, it also overlooks the development and as such is impacted by the visual detriment this development proposes.

Plan Inconsistencies:

- The Floor plan shows water flowing in both directions on the line to the absorption trenches.
- The Service Details plan shows the “Waste Water” and the “Irrigation Collection” on opposite pipes than the Floor Plan, which is not in keeping with the apparent operation of the plan.
- No facilities for Disabled people are shown.

Water management:

- The bore is noted as a Domestic Bore and has been noted that it is not to be connected to the house or used to fill the dam. What is this to be used for and how will this be monitored – pump noise is already noted at the site (watering existing trees?).
- The Modeling Tables suggest the Rain water tanks and Holding tanks will only supply 98% of Stage 1 and 88% of Stage 2's water requirements. The remaining water is to be sourced from the properties dam. The Dam is also noted to be the source of the water for the tree line

Submissions

(but no estimated quantity has been provided). How is the Dam expected to be the supplier of what seems like and excessive water supply short fall? How is the Bore usage going to be monitored in relation to this?

- If all water sources are exhausted, what is the expectation of this proposal?

Noise:

- The proposal has advised that the “Picking and Packing” will only be conducted during the hours of 7am-1pm and 4pm-5pm. However it has still not advised the loading or transport times. These are the times that are of most concern to the neighbours as they would be considered to be the loudest part of the operation.
- The pump noise at site is already evident – what are the proposed operation times for the nutrient pump and what is considered acceptable for the neighbours? As the noise is already noted, and this is only to facilitate watering the existing trees, I would suggest that it is only going to get worse. What is proposed to minimise the impact on neighbours?

In summary, there are significant safety risks that are presented with this proposal, and continuing communal concern regarding the unanswered question. We do not support this proposal, and request revision or refusal based on our concerns.

Regards,

Sue and David Searle

Submissions

16th July 2019
Goulburn Mulwaree Council
Locked Bag 22
Goulburn NSW 2580
submissions@goulburn.nsw.gov.au

Dear Sir/Madam,

Subject: MODDA0010/1819
966 Towrang Road, Towrang NSW 2580
Proposal: Amend Development Site Layout

In response to the reply to the objections raised concerning the amendment to the site layout for the Intensive Agriculture development proposed for Towrang Road, I submit the following notes (additional information or concerns in red):

Access Roads:

- The site plans show a revised swept access path change that is inconsistent with the area required to turn a 12.5m rigid truck. I propose that the truck would have insufficient room to safely turn from Towrang road into the proposed drive access in one motion, and subsequently have even less room to negotiate its return to Towrang road (due to the even tighter circle available to return to the left side of the road). **Not answered.**
- I would also propose that the area suggested would be insufficient to allow a truck to present squarely to the road at the junction of drive and road when leaving the proposed development. If the truck has insufficient room to present at a 90 degree angle to the road it will further limit the view of oncoming traffic from the south, compounding the difficulty of having a safe minimum of 150m of viewing available. I would further suggest that it would need a better than 90 degree access to the said road, as the driver is on the left side of the truck cab, trying to view a road that effectively sweeps back to his left away from his vision. **Not answered.**
- The drive way as noted in 6.6 Access, Traffic and Parking notes the driveway from Towrang road is not sealed – but the DA consent advised “the gateway entrance off Towrang Road to the lot shall be sealed to the gate” - this is not shown on the plans or in the written intention. **Not answered.**

Internal Roads:

- The turning circle and parking area shown is inconsistent with the area required to turn a 12.5m truck. **Not answered.**
- If the parking/turning area shown is to include the staff parking, disabled parking and truck parking, the area shown is inconsistent with an area required to turn the truck, and has no allowance for the truck to be able to turn into, or reverse into the parking bay shown. **Not answered.**
- There are no roads or pathways shown to access the Picking and Packing area or the Vegetation Drying area. I would suggest that a minimum of compressed road base would be required for use of lifting/transport machinery, and as such should be shown as a road on the site proposal. **Not answered.**
- Every addition of a road increases the impact on the area and the footprint of this proposal would now indicate close to a third of the area will be disturbed or require excavation. **Not answered.**

Vegetation Drying Area:

- No fence or structure is noted for the vegetation drying area – what will stop the dry (light)

Submissions

- beds from blowing across the property and onto neighbouring properties?
- If the drying area is open, as we understand it to be, there is nothing preventing the old contaminated beds filling with rain water and spilling this contaminated water onto the ground. Should this happen, there is no drainage or sump/disposal shown to manage the result. This further compounds the risk of unknown disease, or chemicals affecting neighbouring properties. As we have breeding stock in the neighbouring paddock – the type of chemicals and effect they may have on stock has still not been advised or addressed.
 - The Staging advise does not mention the Drying area at all. When is this to be facilitated?
 - **Drying area removed from plan – material to be removed immediately from site to landfill.**

Chemical Storage and Absorption Trench:

- No advise has been given as to the compounds the applicant intends to use, and/or any know effects these may have on stock – both in physical contact and/or impacts on growth etc. (i.e. breeding/growing stock as well as mature). **Answered in regards to chemical composition – impact on stock being investigated..**
- The modification has brought the Absorption Trench so much closer in relation to position in development and closer to boundary due to the reduction in buffer area, that we have serious concerns as to the safety of our stock with the use of unknown/not advised chemicals. **Answered in regards to chemical composition – impact on stock being investigated..**
- Location of the Picking/Packing area also shows all Grey water will flow into an absorption trench, that also flows onto the paddock containing our stock. Again this is of concern regarding our stock's safety. **Answered in regards to chemical composition – impact on stock being investigated..**
- The proposal advised “Periodically unsuitable recirculation water would be drained to the Absorption Beds”, and the suggested time required to drain would be approximately 1 month. How often is this needed? And what is the effect of rain or other water during this time? Will this mean contaminant and Disease will be released onto neighbouring properties? **Not answered.**
- The Absorption trench is to be the means of disposal for water if it “becomes contaminated with potential disease” - what is the affect of releasing desiesed water into an agricultural area? The proposed release is 16,130l of contaminated/diseased water? **Not answered.**

Proposed Site set back and Vegetation:

- The proposal has been condensed and moved closer to the boundary – this has raised our concerns for chemical contamination as raised above. **Answered in regards to chemical composition – impact on stock being investigated..**
- The proposed 15m set back from the boundary is inconsistent with the distance needed to maintain the existing Leylandii tree line, and allow sufficient space to accommodate the proposed boundary vegetation consisting of Calistemons and Melaleuka (predicted to grow to a hight of 6m). **The response from the applicant indicates that he does not intend to maintain the existing Leylandii tree lines planted, AND plant the native screening plants as required by the previous approval. He sites a “misunderstanding” in regards to the nature of the requirements, however the previous approval required the planting of the native screen in ADDITION to the current existing Leylandii trees. The approval also states that “no trees are to be removed”, confirming the necessity of BOTH existing Leylandii and Native screen. In addition to this requirement, the trees are to be of an “advanced” stage and a height of approx 2m prior to occupancy being granted, but the current plants are below 1m in height – these trees have a projected growth capacity of approximately 30cm/year (in ideal circumstances), indicating the current planting is insufficient for potentially the next 3-4 years? The maximum wall height proposed is 4.8m – the time required for these plants to screen this development is already approximately 12 years! As the concerns regarding this**

Submissions

proposal have always been related to the visual impact, the smell and the noise, it is unreasonable to remove the promised full vegetative screen. We request the FULL native screen (in addition to the Leylandii trees) are required to screen the development and the buffer between greenhouses and boundary are INCREASED to accommodate this.

Heritage Map:

- Does the Heritage Map indicate the area over the river is Heritage listed – in which case, it also overlooks the development and as such is impacted by the visual detriment this development proposes. **Answered – indicates the proposed development IS viable from the Heritage listed site.**

Plan Inconsistencies:

- The Floor plan shows water flowing in both directions on the line to the absorption trenches. **Not corrected.**
- The Service Details plan shows the “Waste Water” and the “Irrigation Collection” on opposite pipes than the Floor Plan, which is not in keeping with the apparent operation of the plan. **Not corrected.**
- No facilities for Disabled people are shown. **Not answered.**

Water management:

- The bore is noted as a Domestic Bore and has been noted that it is not to be connected to the house or used to fill the dam. What is this to be used for and how will this be monitored – pump noise is already noted at the site (watering existing trees?). **Not answered. Applicant continues to site this bore is licensed for Domestic and stock use, but in prior consents, the bore was not to be connected to the house (i.e. there is no domestic use), and there is no stock on this holding... so what is the bore being used for? Still unanswered...**
- The Modeling Tables suggest the Rain water tanks and Holding tanks will only supply 98% of Stage 1 and 88% of Stage 2's water requirements. The remaining water is to be sourced from the properties dam. The Dam is also noted to be the source of the water for the tree line (but no estimated quantity has been provided). How is the Dam expected to be the supplier of what seems like and excessive water supply short fall? How is the Bore usage going to be monitored in relation to this? **Not answered.**
- If all water sources are exhausted, what is the expectation of this proposal? **Not answered.**

Noise:

- The proposal has advised that the “Picking and Packing” will only be conducted during the hours of 7am-1pm and 4pm-5pm. However it has still not advised the loading or transport times. These are the times that are of most concern to the neighbours as they would be considered to be the loudest part of the operation. **Not answered. Yes the applicant has advised the times for picking, but as the loading is the time for use of machinery, it is not an unreasonable request to be advised of the intended loading times! Is the applicant intending to load during the “picking and packing” times – or will the truck/tractor/fork lift be operated outside of these hours?**
- The pump noise at site is already evident – what are the proposed operation times for the nutrient pump and what is considered acceptable for the neighbours? As the noise is already noted, and this is only to facilitate watering the existing trees, I would suggest that it is only going to get worse. What is proposed to minimise the impact on neighbours? **Answered incompletely. The answer of “only operate when required” is not an indication of actual time this is intended to run – if it was “required” 24 hours a day, does this make it acceptable?**

In summary, our concerns are largely unanswered. There are significant safety risks that are

Submissions

presented with this proposal, and continuing concern regarding the unanswered question. In addition to the concerns raised, the reply also indicates a refusal to comply with prior approved requirements. We do not support this proposal, and request revision or refusal based on our concerns.

Regards,

Sue and David Searle



22 May 2019

Agency Responses

PO Box 398, Parramatta NSW 2124
Level 14, 169 Macquarie Street
Parramatta NSW 2150
www.watnsw.com.au
ABN 21 147 934 787

Our Ref: 18093-a3
Your Ref: 0384/1718

General Manager
Goulburn Mulwaree Council
Locked Bag 22
GOULBURN 2580

Attention: Dianne James

Dear Sir/Madam

**Subject: Sydney Drinking Water Catchment SEPP
DA No 0384/1718; Lot 1 DP 816758; 966 Towrang Road, Towrang**

I refer to Council's letter received 1 May 2019 with a Section 4.55 modification application to an existing consent for intensive agriculture (horticulture). The modification seeks to change the layout of the greenhouses and access.

The subject property is located within the Warragamba catchment which forms part of Sydney's water supply.

Water NSW has considered the amended statement of environmental effects, site plans and water cycle management study, along with previous documentation, in its assessment of the application.

The modification proposes the development to be staged as follows:

- Stage-1 comprising the northern four greenhouses and water infrastructure, and
- Stage-2 consisting of the southern four greenhouses.

WaterNSW has concerns about the ongoing management of the recycled hydroponic water which were not sufficiently addressed in the application documents. These concerns are addressed in the conditions below.

Based on site inspection and the information provided, Water NSW considers that the proposed development can achieve a neutral or beneficial effect on water quality, provided appropriate conditions are included in any development consent and are subsequently implemented.

Water NSW therefore does not object to the modification subject to the following conditions. This advice replaces Water NSW's previous concurrence advice to Council (dated 19 October 2018).

If, after receipt of this letter, revisions are made to any of the DA plans, Council does not need to refer the plans to Water NSW if the revisions would have no impact on water quality. Council is requested to amend the relevant Water NSW's condition/s to reference the revised plans and notify the assessing officer by email.

General

1. The site layout, staging and works shall be as specified in the Statement of Environmental Effects for modification application prepared by Laterals Planning (dated April 2019), and shown on the Site Plan (Drawing Identification Number: 0319-2001-A01 of 4; Amendment B; dated 20.03.19) prepared by Tim Lee Architects. No revised site

Agency Responses

layout, staging or external works that may have any impacts on water quality, shall be permitted without the agreement of Water NSW.

Reason for Condition 1 - Water NSW has based its assessment under the State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 on this version of the development.

Wastewater Management

2. There shall be no more than five employees (full-time or part-time) on the site at any one time. If there is to be an increase in employees at the site, then other wastewater management facilities shall be provided (such as portable toilets).
3. Water from the bore shall not be used to supply the dwelling.

Reason for Conditions 2 & 3 - To ensure that all wastewater is managed in a manner that has a sustainable neutral or beneficial effect on water quality over the longer term.

Access Way

4. The access way to the green house site shall:
 - be constructed with compacted roadbase (aggregate) as a minimum
 - be located so as to minimise drainage line crossings, cut and fill, and length
 - have vegetated swales or a grassed buffer on both sides of its entire length, which:
 - include appropriately spaced level spreaders, sills and mitre drains
 - divert water onto a stable surface capable of accepting concentrated water flow and providing efficient sediment trapping and energy dissipation, and
 - are stabilised by an energy dissipater where outlets of swales discharge near drainage lines, and
 - have swales, batters and verges that are vegetated and stabilised with bitumen and jute matting or similar as soon as possible after construction.

Reason for Condition 4 - To ensure the access and associated drainage works and water quality control measures are appropriately managed and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

Water Management

5. All water management measures shall be implemented as specified in the Water Cycle Management Plan (Project No. 18000088; Sheets 1 to 4; Rev 04; dated 01/04/2018) prepared by Strategic Environmental & Engineering Consulting.
6. No variation to water management that will have any impacts on water quality shall be permitted without the agreement of Water NSW.
7. A suitably qualified consultant or engineer shall certify in writing to Water NSW and Council prior to the issuance of an Occupation Certificate for Stage 1 of the development that all water management structures have been installed as per these conditions of consent and are in a functional state.

Operational Environmental Management Plan

8. An Operational Environmental Management Plan shall be prepared in consultation with and to the satisfaction of Water NSW by a person with knowledge and experience in the preparation of such plans. The Plan shall:
 - be prepared prior to the issuance of an Occupation Certificate for Stage 1 of the development

Agency Responses

- identify the location of, and provide details about:
 - all water management structures such as pits, pipes, irrigation system, rainwater tanks, swales, absorption trenches and storage dam
 - chemical management and storage, and
 - the management of waste, including waste vegetation matter
 - identify the responsibilities and detailed requirements for the inspection, monitoring and maintenance of all water management structures, including the frequency of such activities
 - identify the individuals or positions responsible for inspection and maintenance activities including a reporting protocol and hierarchy, and
 - include checklists for recording inspections and maintenance activities.
9. All water management structures and processes, including the management of hydroponic wastewater, shall be monitored, maintained and managed as per the Operational Environmental Management Plan.

Reason for Conditions 5 to 9 - To ensure the water management measures are appropriately designed, implemented and maintained so as to ensure an overall and sustainable neutral or beneficial impact on water quality over the longer term.

Independent Audit

10. The Applicant shall commission an independent audit and pay the full cost of an Independent Environmental Auditor within twelve months of the date of Occupation Certificate for each stage of the development. The audit must:
- be conducted by a suitably qualified, experienced and independent environmental auditor endorsed by Water NSW and Council
 - assess whether it is complying with the requirements of Water NSW's conditions in this consent (including any assessment, plan or program)
 - review the adequacy of requirements by Water NSW's conditions in this consent, and
 - as appropriate, recommend measures or actions to improve the environmental performance of the development.
11. Within six weeks of the completion of the audit, or as otherwise agreed by Water NSW and Council, the Applicant shall submit a copy of the audit report to Water NSW and Council.

Reason for Conditions 10 & 11 – To ensure water management structures are monitored, managed and maintained so as to achieve a sustainable neutral or beneficial impact on water quality, particularly during wet weather, over the longer term.

Construction Activities

12. An Erosion and Sediment Plan for each stage shall be prepared by a person with knowledge and experience in the preparation of such plans for all works required as part of the development. The Plan shall:
- meet the requirements outlined in Chapter 2 of NSW Landcom's Soils and Construction: Managing Urban Stormwater (2004)
 - be prepared prior to Council issue a Construction Certificate for each stage and be to the satisfaction of Council, and
 - incorporate controls to prevent sediment or polluted water leaving the construction site or entering any natural drainage lines or stormwater drain.

Agency Responses

13. The Erosion and Sediment Plan shall be implemented for each stage of the development and effective erosion and sediment controls shall be installed prior to any construction activity. Erosion and sediment controls shall be regularly inspected, maintained and retained until works have been completed and groundcover established.

Reason for Conditions 12 & 13 - To manage adverse environmental and water quality impacts during the construction phase of the development and to minimise the risk of erosion, sedimentation and pollution within or from the site during this construction phase.

Water NSW would appreciate receiving a copy of Council's determination of the application for modification of consent.

If you wish to discuss this matter further, please contact James Caddey on 4824 3401 or email at environmental.assessments@waternsw.com.au.

Yours sincerely



CLAY PRESHAW
Manager Catchment Protection

Agency Responses

From: James Caddey [<mailto:James.Caddey@waternsw.com.au>]
Sent: Thursday, 18 July 2019 10:41 AM
To: Dianne James <dianne.james@goulburn.nsw.gov.au>
Cc: Council <Council@goulburn.nsw.gov.au>
Subject: MODDA_0010_1819_Additional Information Received_966 Towrang Road TOWRANG - WNSW: DAR 18093-a4

Dianne

The additional information has been reviewed. Please amend the site plan details contained in condition 1 of the concurrence advice (dated 22 May 2019) to the following

the Site Plan (Drawing Identification Number: 0319-2001-A01 of 4; Amendment D; dated 25.06.19) prepared by Tim Lee Architects

There are no additional impacts to water quality that are not already addressed in the concurrence advice (dated 22 May 2019).

If you have any questions please contact me at the above address

regards

Jim Caddey

Catchment Assessments Officer (Goulburn)
1st Floor Goulburn State Office Block
159 Auburn Street Goulburn
Phone: 02 4824 3401
Mobile: 0408 605 316

From: James Caddey [<mailto:James.Caddey@waternsw.com.au>]
Sent: Thursday, 22 August 2019 2:56 PM
To: Dianne James <dianne.james@goulburn.nsw.gov.au>
Subject: RE: MODDA_0010_1819 request review of condition 3 of concurrence

Dianne

WaterNSW would have no concerns if the nursery wastewater management structures were moved further away from the boundary than the 15m indicated on the latest plans

Regards

Jim Caddey

Catchment Assessments Officer (Goulburn)
1st Floor Goulburn State Office Block
159 Auburn Street Goulburn
Phone: 02 4824 3401
Mobile: 0408 605 316

From: Dianne James <dianne.james@goulburn.nsw.gov.au>
Sent: Thursday, 22 August 2019 2:22 PM
To: James Caddey <James.Caddey@waternsw.com.au>
Subject: RE: MODDA_0010_1819 request review of condition 3 of concurrence

Hi Jim

Thank you for confirming the bore water matter.

Would you also confirm if WNSW would have any concern in Council requesting the structures be moved off the southern boundary from 15m as proposed under this mod to 30m which is consistent with the previous application and approval?

Regards

Dianne James
Senior Development Assessment Officer

P: 02 4823 4413
Goulburn Mulwaree Council | Locked Bag 22 Goulburn NSW 2580
W: www.goulburn.nsw.gov.au | [Find us on Facebook](#)

Agency Responses

From: lilian.parker@dpi.nsw.gov.au [mailto:lilian.parker@dpi.nsw.gov.au] **On Behalf Of** Landuse Ag
Sent: Wednesday, 31 July 2019 3:18 PM
To: Dianne James <dianne.james@goulburn.nsw.gov.au>
Cc: PlanningEnquiries <PlanningEnquiries@goulburn.nsw.gov.au>; Landuse Ag <landuse.ag@dpi.nsw.gov.au>
Subject: Re: MODDA_0010_1819_Additional Information Received_966 Towrang Road_DPI Ag

Hi Dianne

The additional information has been reviewed and the position provided in our previous correspondence is unchanged.

DPI Ag is unable to comment on the requirements for, or appropriateness of, the neighbors now seeking organic certification. There are a number of organic certifying organisations in Australia and our understanding is that specific details would need to be sought from a relevant certifier. See [Department of Agriculture Organic Approved Certifying Organisations](http://www.agriculture.gov.au/about/contactus/phone/aco)
<http://www.agriculture.gov.au/about/contactus/phone/aco>

Through its Right to Farm Policy, the Government supports primary producers in their right to farm. However, the right to farm only extends to what is lawful. This means compliance with the legislation and regulations that govern, for example, land uses, uses of chemicals, intensity and timing of lights and noise and management of odours. The suite of rules applies equally to all land users, including rural lifestyle land owners who also have obligations in relation to management of weeds, pests and other biosecurity risks. For example in this case the chemicals and water effluent from the horticultural development should not be allowed to impact any neighbors - this could be achieved by siting the development correctly, applying separation distances and or incorporating sufficient buffering elements into the site design.

Lilian

Agricultural
Land Use Planning
DPI Agriculture | [Department of Primary Industries](#)
C/- 161 Kite Street | **Locked Bag 21** | Orange NSW 2800
T: 02 6391 3369 | F: 02 6391 3543 | E: landuse.ag@dpi.nsw.gov.au
www.trade.nsw.gov.au | www.dpi.nsw.gov.au

Agency Responses

Michelle Hughes

Subject: FW: MODDA_0010_1819_Additional Information Received_966 Towrang Road_DPI Ag

From: lilian.parker@dpi.nsw.gov.au [mailto:lilian.parker@dpi.nsw.gov.au] **On Behalf Of** Landuse Ag
Sent: Wednesday, 31 July 2019 3:18 PM
To: Dianne James <dianne.james@goulburn.nsw.gov.au>
Cc: PlanningEnquiries <PlanningEnquiries@goulburn.nsw.gov.au>; Landuse Ag <landuse.ag@dpi.nsw.gov.au>
Subject: Re: MODDA_0010_1819_Additional Information Received_966 Towrang Road_DPI Ag

Hi Dianne

The additional information has been reviewed and the position provided in our previous correspondence is unchanged.

DPI Ag is unable to comment on the requirements for, or appropriateness of, the neighbors now seeking organic certification. There are a number of organic certifying organisations in Australia and our understanding is that specific details would need to be sought from a relevant certifier. See [Department of Agriculture Organic Approved Certifying Organisations](http://www.agriculture.gov.au/about/contactus/phone/aco)
<http://www.agriculture.gov.au/about/contactus/phone/aco>

Through its Right to Farm Policy, the Government supports primary producers in their right to farm. However, the right to farm only extends to what is lawful. This means compliance with the legislation and regulations that govern, for example, land uses, uses of chemicals, intensity and timing of lights and noise and management of odours. The suite of rules applies equally to all land users, including rural lifestyle land owners who also have obligations in relation to management of weeds, pests and other biosecurity risks. For example in this case the chemicals and water effluent from the horticultural development should not be allowed to impact any neighbors - this could be achieved by siting the development correctly, applying separation distances and or incorporating sufficient buffering elements into the site design.

Lilian

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www.trade.nsw.gov.au | www.dpi.nsw.gov.au



Department of Primary Industries

Agency Responses

OUT19/6578

16/5/2019

Ms Dianne James
Development administration
Locked Bag 22
Goulburn NSW 2580
council@goulburn.nsw.gov.au

Dear Ms James,

Subject: Development Application No. MODDA/0010/1819 Location: 966 Towrang Road TOWRANG NSW 2580 Proposal: amend development site layout

Thank you for the opportunity to provide comment for the above proposal as per your correspondence dated 1 May 2019. The NSW Department of Primary Industries (NSW DPI) Agriculture provides advice to consent authorities about the protection and growth of agricultural industries and the resources upon which these industries depend to provide economic growth.

NSW DPI has considered the amendments to the intensive horticulture development provided within the Statement of Environmental Effects, April 2019, prepared by Laterals Planning. The proposal does not raise any issues other than those already raised by NSW DPI in previous correspondence (OUT18/9326) and addressed by Laterals Planning. It is understood that the issue of water recycling and disposal of waste water raised in previous correspondence will be included within an OEMP to be prepared prior to an Occupation Certificate.

DPI Agriculture is working to ensure that the advice provided is of the highest quality. Please take some time to provide us with feedback on our work by completing a [short survey](#).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Wendy Goodburn'.

Wendy Goodburn
Agriculture Landuse Planning

Agency Responses

From: Tabitha Holliday [<mailto:Tabitha.Holliday@health.nsw.gov.au>]
Sent: Tuesday, 11 June 2019 4:33 PM
To: Dianne James <dianne.james@goulburn.nsw.gov.au>
Subject: RE: MODDA/0010/1819 at 966 Towrang Road, Towrang Submissions and request for additional information forwarded to Agencies

Good afternoon Dianne

My concerns with the revised proposal are covered by the additional information request, and so long as the condition remains regarding the submission of a Quality Assurance Plan in accordance with the *Public Health Act 2010* and *Public Health Regulation 2012*.

Thank you for providing this information for review.

Regards,

Tabitha Holliday

Environmental Health Officer | **Murrumbidgee & Southern NSW Local Health Districts**
Public Health Unit - Goulburn

T (02) 4824 1842 | F (02) 4824 1831 | M 0407 060 237

E Tabitha.Holliday@health.nsw.gov.au



Agency Responses

From: Michelle Murray **On Behalf Of** ConveyancingTeam
Sent: Thursday, 16 May 2019 1:56 PM
To: 'Shae Aliffi' <Shae.Aliffi@goulburn.nsw.gov.au>
Subject: RE: MODDA_0010_1819_Referral Issued_966 Towrang Road TOWRANG NSW 2580_Essential Energy_20190502

We refer to Council's correspondence seeking comment from Essential Energy in relation to the proposed development at the above property.

Strictly based on the documents submitted, Essential Energy has no comments to make as to potential safety risks arising from the proposed development.

Essential Energy makes the following general comments:

- If the proposed development changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment;
- Any existing encumbrances in favour of Essential Energy (or its predecessors) noted on the title of the above property should be complied with;
- In addition, Essential Energy's records indicate there is electricity infrastructure located within the property. Any activities within this location must be undertaken in accordance with the latest industry guideline currently known as ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure. Approval may be required from Essential Energy should activities within the property encroach on the electricity infrastructure. <https://energy.nsw.gov.au/sites/default/files/2018-09/ISSC-20-Electricity-Easements.pdf>
- Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of *Part 5E (Protection of Underground Electricity Power Lines)* of the *Electricity Supply Act 1995* (NSW).
- Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW (www.safework.nsw.gov.au) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice – Work near Overhead Power Lines and Code of Practice – Work near Underground Assets.

Should you require any clarification, please do not hesitate to contact us.

Regards,

Michelle Murray
Conveyancing Officer
Governance and Corporate Services



15.3 LOT 10 LANSDOWNE STREET PLANNING PROPOSAL AND DEVELOPMENT CONTROL PLAN AMENDMENT

Author: Nick Thistleton, Graduate Strategic Planner

Authoriser: Warwick Bennett, General Manager

Attachments: 1. **Lansdowne Street Rezoning Lot 10 DP 1247119 Kingsdale Consulting Pty Ltd 20190617**  
 2. **Lansdowne Street Site Specific DCP Provisions**  

Link to Community Strategic Plan:	EN4 Maintain a balance between growth, development and environment protection through sensible planning
Cost to Council:	\$2600 (amount to be refunded)
Use of Reserve Funds:	Nil

RECOMMENDATION

That

1. The report from the Graduate Strategic Planner regarding the planning proposal at Lot 10 Lansdowne Street be received.
2. Council endorse the planning proposal to amend the *Goulburn Mulwaree Local Environmental Plan 2009* to rezone Lot 10 DP1247119 from B6 Enterprise Corridor with a floor space ratio of 0.8:1 to R5 Large Lot Residential with no floor space ratio and a minimum lot size of 1000m².
3. Council forward the planning proposal to the Department of Planning, Industry and Environment for a gateway determination.
4. In the event that the NSW Department of Planning, Industry and Environment issues a gateway determination to proceed with the planning proposal, consultation be undertaken with the community and government agencies in accordance with any directions of the gateway determination.
5. The Department of Planning, Industry and Environment be advised that Council wishes to be issued with an authorisation to use delegation for this planning proposal.
6. Council refund the \$2,600 lodgement fee paid and waive any future planning proposal fees applicable.
7. The site specific amendment to the *Goulburn Mulwaree Development Control Plan 2009* attached to this report be placed on public exhibition for a minimum period of 28 days commencing the same day as the public exhibition period for the aforementioned planning proposal.

BACKGROUND

A proposed amendment to the *Goulburn Mulwaree Local Environmental Plan 2009* (GM LEP) to rezone land at Lansdowne Street and Theatre Drive from B6 Enterprise Corridor with a floor space ratio of 0.8:1 to part R5 Large Lot Residential with a minimum lot size of 1000m² and no floor space ratio and part E3 Environmental Management with a minimum lot size of 10000m² has been previously considered by Council.

The decision was made at the time to proceed with the rezoning as proposed with the exception of the proposed zoning for Lot 10 DP1247119, which surrounds the northern and western boundary of the Theatre Drive subdivision (**Figure 1**).

This lot was deferred pending consideration of an alternate access from Theatre Drive to Robinson Street instead of Lansdowne Street and the development of site specific development controls that are intended to minimise the potential for land use conflict and traffic hazards between the residential subdivision of Theatre Drive and businesses to the north that generate heavy vehicle movements along Lansdowne Street potentially 24 hours a day.

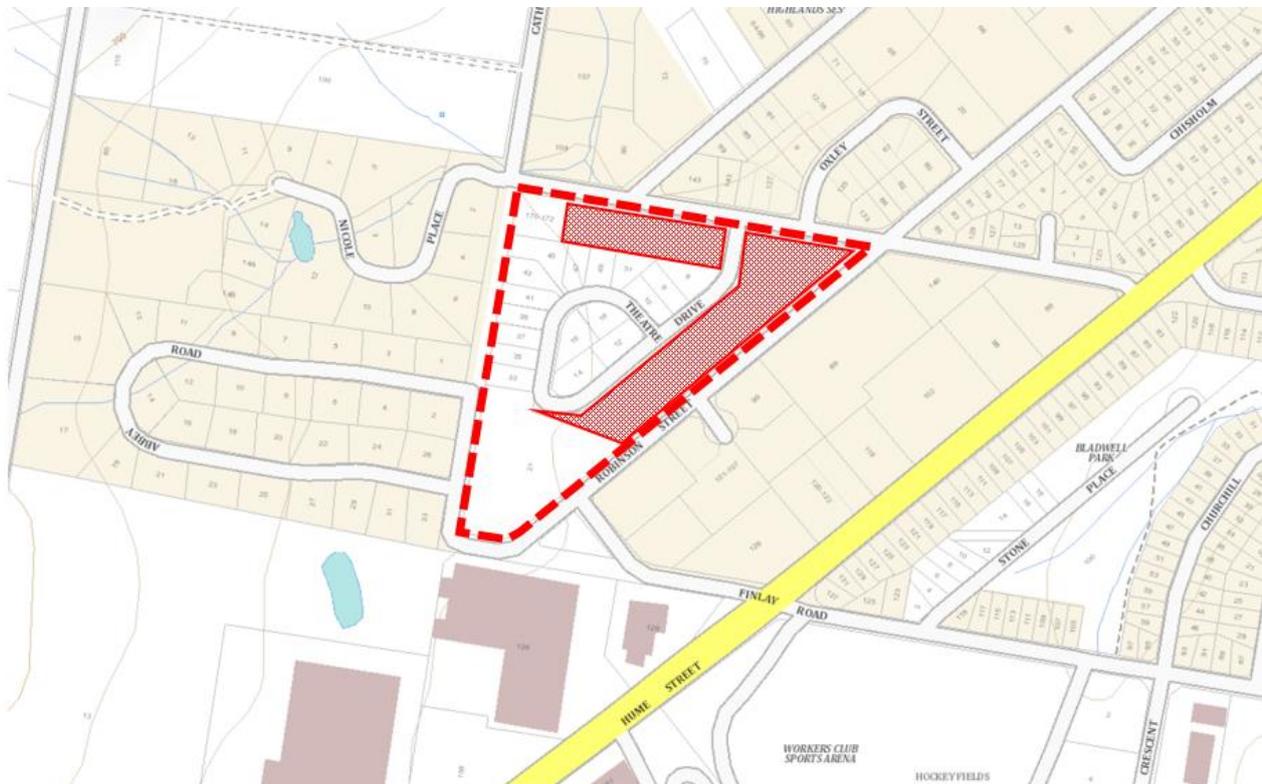


Figure 1: Subject area, Lot 10 DP1447119 is shown in hatched red.

Council resolved as follows on 18 December 2018:

That:

1. **The report of the Senior Strategic Planner regarding the Lansdowne Street Planning Proposal be received.**
2. **Council endorse the current Planning Proposal to amend the Goulburn Mulwaree Local Environmental Plan 2009 to:**
 - a) **Rezone land being Lots 11 - 27 DP1247119 (Theatre Drive Subdivision), 150 Lansdowne Street Goulburn (Lot 1 DP 1018281)**
 - b) **Rezone lot 28 DP 1247119 from B6 Enterprise Corridor to zone E3 Environmental Management;**
 - c) **Remove existing Floor Space Ratio (FSR) controls for lots no longer proposed to be rezoned B6 Enterprise Corridor; and**
 - d) **Apply a Minimum Lot Size of 1000 m2 (in R5 Large Lot Residential) and a 1 Hectare Lot Size (E3 Environmental Management) under Goulburn Mulwaree Local Environmental Plan 2009.**
3. **The decision on any zoning matter for Lot 10 DP 1247119 be deferred at this time.**
4. **A Draft Instrument be prepared that is consistent with the above Amendment;**
5. **The Planning Proposal and relevant documentation be forwarded to the Department of Planning and Environment for making as soon as possible.**
6. **Council thank those who made a submission and advise the proponent accordingly.**
7. **Future development applications for development on land in DP1247119 (Theatre Drive Subdivision), Lot 1 DP 1018281 (150 Lansdowne Street) and Lot 28 DP 1247119 include restrictions on the title of each lot as generally outlined in this report and in Attachment 2**

pursuant to Section 88B of the Conveyancing Act, 1919.

8. *In pursuance of paragraph 2 and 6 of this resolution, site specific development control plan (DCP) provisions are developed to ensure that the mitigation measures are considered as applicable in future development application assessment including:*
 - a) *Construction standards for all development and boundary fencing in relation to noise and vibration.*
 - b) *Restrictions on the title of lots on land identified in paragraph 7 above.*
9. *The DCP provisions in paragraph 4 are publicly exhibited.*

CARRIED

SUPPLEMENTARY RESOLUTION 2018/1

Moved: Cr Peter Walker

Seconded: Cr Andrew Banfield

That the applicant be requested to consider a proposed alternate access to this subdivision directly on to both Cathcart and Robinson Streets and to consider proposing the closure of Theatre Drive access onto Lansdowne Street.

CARRIED

The land at Lansdowne Street, with the exception of the deferred Lot 10 DP 1247119, was rezoned in accordance with the above resolution on 25 January 2019. That rezoning is now known as Amendment 12 to the GM LEP.

REPORT

Introduction

The purpose of this report is for Council to consider the:

1. Planning proposal lodged on 17 June 2019 for the deferred area that responds to **Part 3** of the above resolution and the above Supplementary Resolution,
2. Site specific development controls proposed for the site; and
3. Request to waiver the planning proposal lodgement and processing fees (\$2600).

The proponent has submitted their submission in support of the rezoning along with other supporting documents (Attachment 1).

Planning Proposal Details

This new planning proposal intends to rezone Lot 10 DP 1247119 from B6 Enterprise Corridor with a floor space ratio of 0.8:1 to R5 Large Lot Residential with a minimum lot size of 1000m² and no floor space ratio.

In support of the application, the proponent has provided additional information in response to some of the issues raised in submissions against the original amendment regarding traffic safety and noise impacts. The additional information includes the following (Attachment 1):

- *Industrial Noise Intrusion Assessment Proposed Planning Proposal – Land Rezoning For Residential Subdivision* prepared by *Harwood Acoustics* (5 March 2019), and
- *Traffic count data* provided by *Austraffic* for 18 February - 24 February 2019 (1 week)

In response to the supplementary resolution, the proponent has also provided a revised subdivision plan that includes closing the existing connection from Theatre Drive to Lansdowne Street with an alternative access to Robinson Street. A pedestrian access to Cathcart Street has also been included as indicated in Figure 2.

Revised Plan of Subdivision

In accordance with supplementary resolution this current planning proposal includes a revised plan of subdivision (**Figure 2**).

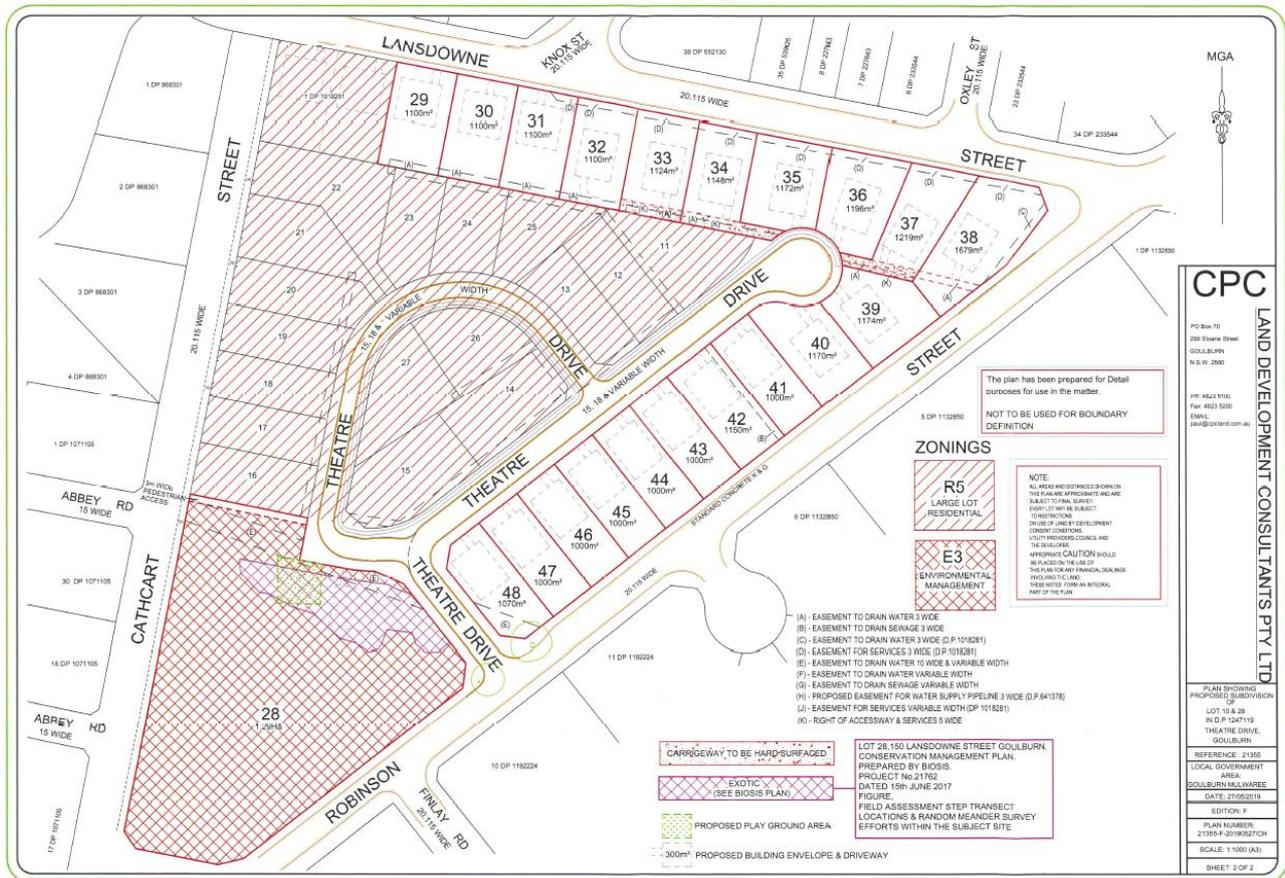


Figure 2 Revised Plan of Subdivision

The revised plan of subdivision includes the following elements:

- Closure of direct access to Lansdowne Street from Theatre Drive (now a cul-de-sac) to avoid conflict between residential and industrial vehicle traffic on Lansdowne Street;
- A new access to Robinson Street from Theatre Drive;
- A three (3) metre wide pedestrian access from Theatre Drive to Cathcart Street;
- Recommended dwelling location for Lot 28 (zoned E3 Environmental Management);
- Proposed playground equipment on Lot 28;
- Access to Proposed Lots 32, 33, 34 , 37 - 38 via right of carriageway; and
- Direct access to Lansdowne Street from Proposed Lots 29, 30 and 31.

Noise Constraints

The supporting *Harwood Acoustics: Industrial Noise Intrusion Assessment Proposed Planning Proposal – Land Rezoning for Residential Subdivision* found that the land is significantly constrained by noise with some recorded readings of up to 56 dBA. The assessment does concur with Council’s existing approach of including restrictions on the title of the land relating to dwelling construction and fencing requirements. However this assessment also recommends a 2.1 metre lapped and capped timber fence along the Lansdowne Street frontage and that other noise attenuation development controls be explored. In this respect refer to the Draft Site Specific DCP Provisions below.

Traffic Count

The supporting traffic count data provided by the proponent demonstrates that there is indeed a high volume of heavy vehicle traffic on Lansdowne Street during daylight hours and less heavy vehicle traffic on Robinson Street with minimal heavy vehicle movement between 6am and 6pm and on weekends.

The proponent suggests that traffic movements are not significant enough to warrant particular concern for the proposal. This assertion is not supported by the noise assessment that demonstrates the significant amount of noise levels being generated from heavy vehicles. Notwithstanding this, the noise constraint assessment assessed the noise impacts of heavy vehicle movements in its findings and has provided recommended mitigation measures.

Draft Site Specific Development Control Plan Provisions.

In order to further minimise land use conflict and to provide a mechanism for enforcing commitments made by the developer, a proposed amendment to the *Goulburn Mulwaree Development Control Plan 2009* (GM DCP applicable to the Theatre Drive subdivision is attached to this report (Attachment 2). This site specific development control chapter contains provisions that:

- Requires dwellings to provide acoustic reports, which demonstrate that noise levels will be kept to an acceptable level;
- Protects ecological values across the subject area; and
- Requires direct access to Robinson Street to be completed prior to dwellings being erected on Lot 10 with closure of the Lansdowne Street access to Theatre Drive).

The intention of this draft site specific development control chapter is to support the proposed rezoning.

Refund and Waiver of Planning Proposal Fees

Attached to their request for the planning proposal, the proponent has also requested a refund of the lodgement and processing fee to the value of \$2600, paid under Council's 2018/2019 fees and charges (Attachment 1).

In support of this request, the proponent has provided the following argument:

'This rezoning of Lot 10 DP 1247119 essentially comprises part of the Planning Proposal initiated by Council at its meeting held on 18 December 2016 and was only a deferred matter from the Council meeting of the 18th December 2018. Simgrow Pty Ltd will be responsible for all capital costs associated with the variations to the internal road layout and the development of this site has been ongoing for many years being the subject of discussions with various Councils and staff and Simgrow Pty Ltd have always cooperated with Council requirements. The current predicament has not been initiated by the land owners but was precipitated by Council's with a change to the LEP. Waiving of any fee is considered a reasonable request in this instance.

The last sentence refers to Council's approval of 17 lots in the Theatre Drive subdivision in 2012. This subdivision was approved as a residential subdivision at a time when the B6 Enterprise Corridor zone permitted dwellings under the GM LEP. The ability to erect dwellings on the site was removed a year later in 2013 following a planning proposal that removed dwellings as a permissible use in B6 Enterprise Corridor zone.

Given the above, it is recommended that the fees paid be refunded on the grounds that Council is rectifying the unintended negative effects of a previous planning proposal that did not properly take into account the Theatre Drive residential subdivision.

It is also recommended that any future planning proposal fees applicable are also waived (with the exception of fees for any supporting studies) on these grounds. Furthermore, it should be noted that Council's fees and charges for planning proposals were amended for the 2019/2020 financial year to include the following exemption:

"This fee does not apply to planning proposals initiated by Council or planning proposals that are consistent with a strategy adopted by Council."

In this instance, the proposed rezoning is consistent with a direct recommendation of Council's adopted *Employment Land Strategy* (p.17). It should also be noted that the intention of this exemption is to not charge proponents for carrying out the recommendations of Council's own adopted strategy.

Conclusion

Given that site specific development controls have been introduced to limit land use conflict between the proposed residential area and the nearby businesses to the north and to enforce the developer's commitments, it is recommended that Council endorse the planning proposal and the site specific development controls.

It is also recommended that the request to refund the fees paid and waive future applicable fees also be granted on the grounds that Council is rectifying the unintended site effects of a previous planning proposal and is carrying out a direct recommendation in the *Employment Land Strategy*.

Doc ID: 920477



SCANNED

Documents, plans, additional information taken at Customer Service Counter (including Subdivision Certificate Application)

Name and contact number of person delivering documentation:

Name: Robert Nowle

Contact Number: 48210973

Related Information:

Application number:

Property Address: lot 10 Jacobstone St.

Council Officer requesting documentation: Kate Woolf

Schedule of documents received: Rezoning

- (1) CD
(2) Plan
(3) Kingsdale Consulting P/L
(4) Hawwood Acoustics

Are these replacement /superseded plans Yes/No

Comments:

[Blank lines for comments]

Date Received: 17/6/19
Received by: [Signature]

KINGSDALE CONSULTING PTY LTD

ABN 12 148 887 647
ACN 148 887 647

P O Box 539
GOULBURN NSW 2580

The General Manager
Goulburn Mulwaree Council
Locked Bag 22
GOULBURN NSW 2580

Attention: Scott Martin / Kate Wooll

**RE: Lot 10 DP 1247119
LANSDOWNE STREET REZONING**

Dear Scott and Kate

I refer to previous discussions regarding the above matter and please find attached a submission in support of the rezoning of Lot 10 DP 1247119 from B6 Enterprise Zone to R5 Large Lot Residential Zone and for the land to have a minimum lot size of 1,000m². An Industrial Noise Intrusion Assessment report prepared by Harwood Acoustics is separately attached as well as plans prepared by CPC Land Development Consultants Pty Ltd and an electronic copy of the documentation.

If you require any additional information or clarification, please contact me on 0428 483 558 or at robansue@bigpond.net.au

Yours sincerely

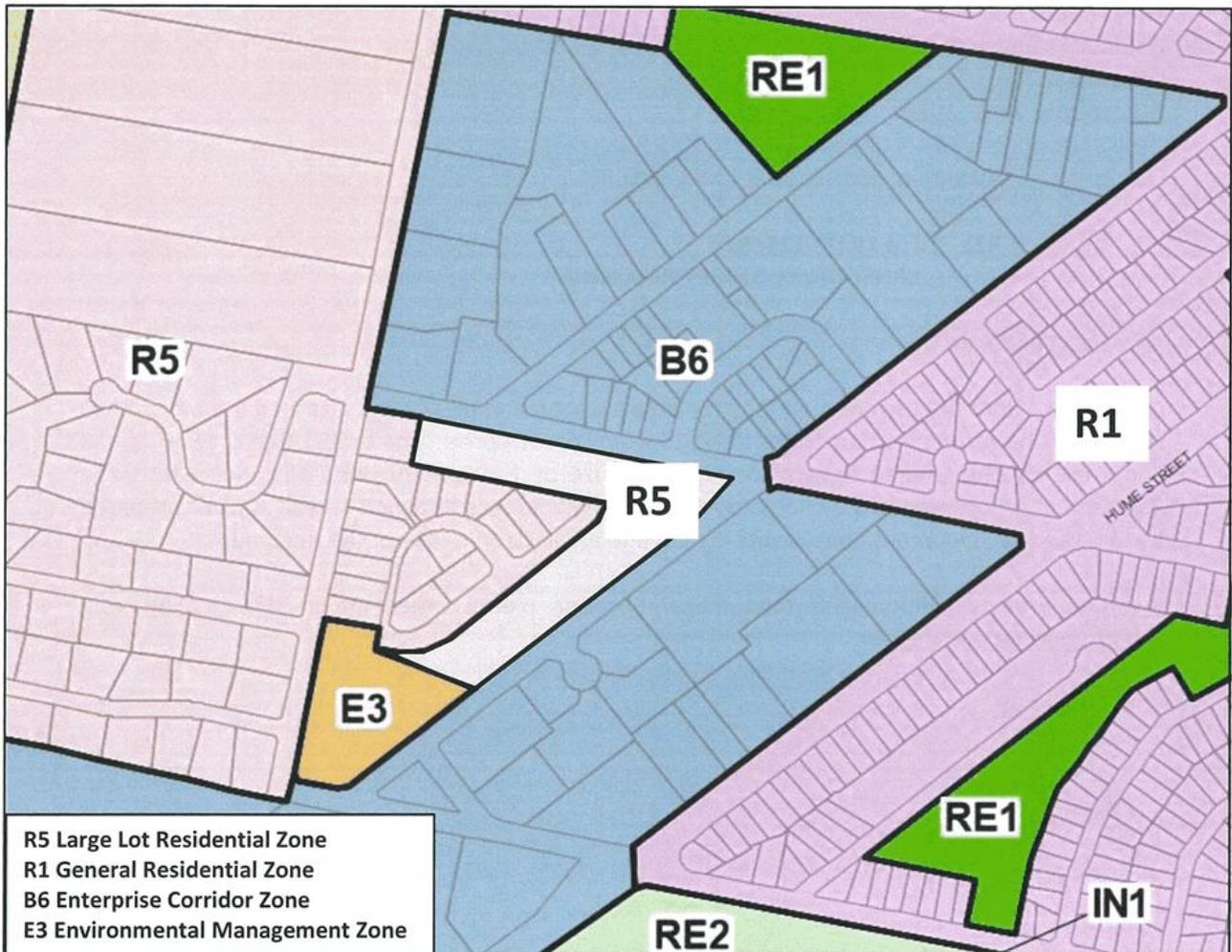


Robert Mowle
DIRECTOR
KINGSDALE CONSULTING PTY LTD
17 June 2019

SUBMISSION

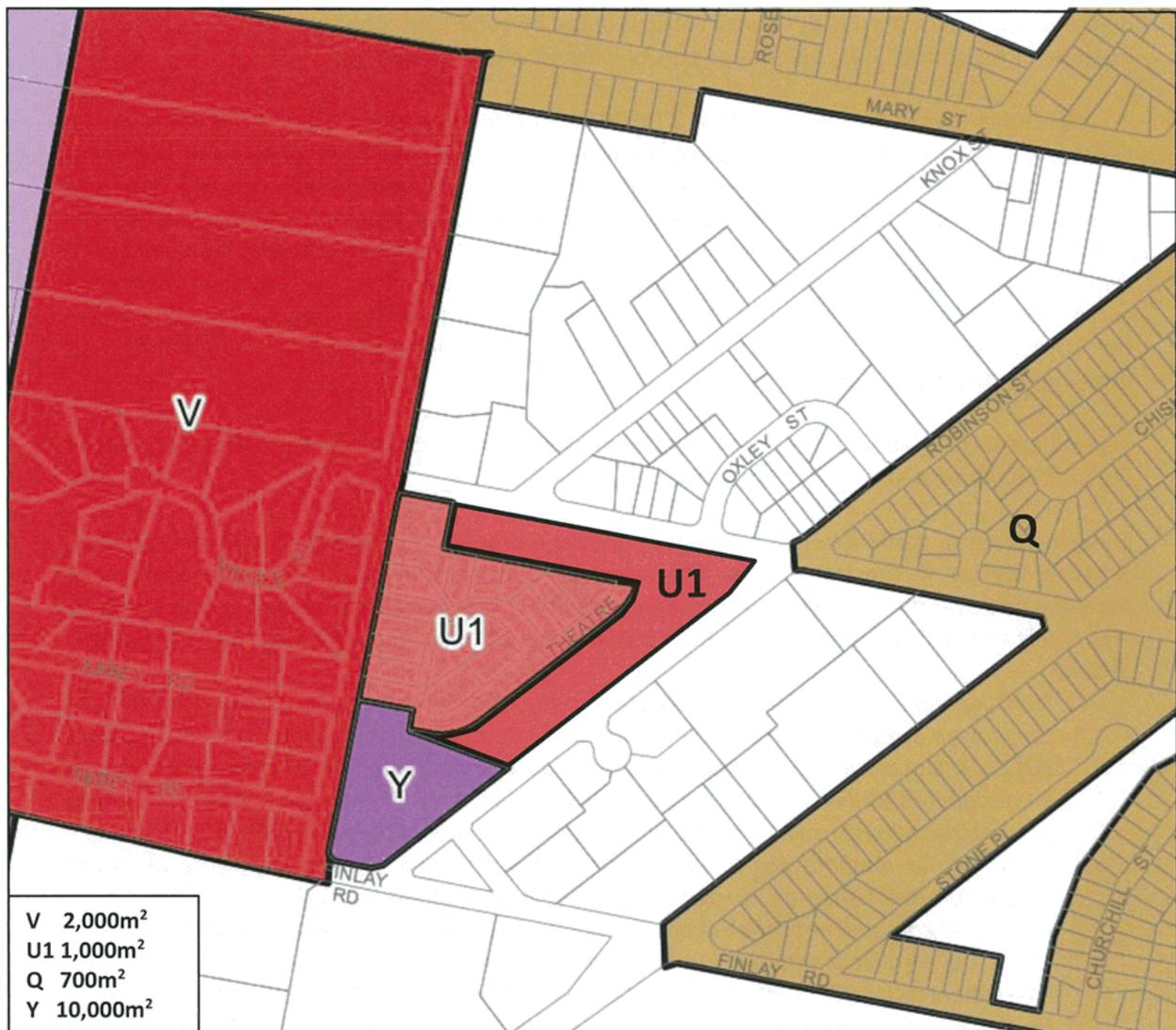
This submission on behalf of Simgrow Pty Ltd is submitted to the Goulburn Mulwaree Council to request an amendment to *Goulburn Mulwaree LEP 2009* (LEP) to rezone Lot 10 DP 1247119 from B6 Enterprise Zone to R5 Large Lot Residential Zone and to enable Lot 10 DP 1247119 to have a minimum lot size of 1,000m² – see maps below:

- (1) *Amending Goulburn Mulwaree Land Zoning Map Sheet LZN_001D by rezoning Lot 10 DP 1247119 from B6 (Enterprise Corridor Zone) to R5 (Large Lot Residential Zone).*



Amendment to Goulburn Mulwaree Land Zoning Map – Sheet LZN_001D
(Map Source: NSW Legislation website)

(2) Amending Goulburn Mulwaree Land Lot Size Map Sheet LSZ_001D by identifying Lot 10 DP 1247119 having a minimum lot size of 1,000m² (U1) – see map below.



Amendment to Goulburn Mulwaree Lot Size Map – Sheet LSZ_001D
(Map Source: NSW Legislation website)

Council is also advised that when the *Goulburn Mulwaree Local Environmental Plan (GLEP) 2009* was introduced the subject land was zoned B6 Enterprise Corridor and it had previously been zoned for 4 industrial development under Goulburn LEP 1990. When the GLEP 2009 commenced, dwellings were permitted with Council consent in the B6 zone. The zone also had an objective "To provide for residential uses, but only as part of a mixed use development."

An application for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street) was approved by Council on 7 December 2011. This approval (which had been commenced) consisted of 17 lots for residential purposes plus a single residue lot (with frontage to both Lansdowne and Robinson Streets) and a single lot in the southern corner being subject to a Conservation Management Plan. On 19 October 2012 Council amended its LEP without any consultation with the land owners to remove the objective relating to residential development and to prohibit residential accommodation in the B6 zone. This has created a situation where the subdivision for 17 lots (for the purpose of residential development) was lawfully permitted, but future applications for dwellings on those lots were not permitted.

This matter was considered by Council at its meeting held on the 18 December 2018 and a copy of the Council report is attached at Appendix 1.

Council will recall that the whole site was originally a drive-in theatre which was purchased by Simgrow Pty Ltd in the late 1980's. The proposed development of this land has seen many permutations over the years varying from light industrial / commercial to residential development. The report to the Council meeting of the 18 December 2018 included the following background details:

*"Development Application 50/1011/DA for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street - the site of the former drive-in theatre) was approved on 7 December 2011. The approved subdivision consisted of 17 Lots for residential purposes plus a single lot designated for future industrial commercial activities (with frontage to both Lansdowne and Robinson Street) and a single lot in the southern corner of the subject site for the purpose of protecting remnant native vegetation. The Subdivision Certificate for the approved subdivision was issued on 30 August 2018. It is understood that prior to this, the 17 Lot residential component of the subdivision had been put on the market with many lots sold. These lots were sold with Section 10.7 Planning Certificates (Environmental Planning and Assessment Act, 1979) that identified the land as being zoned B6 Enterprise Corridor under Goulburn Mulwaree Local Environmental Plan 2009 (GM LEP 2009) upon which Residential Accommodation (this definition including detached dwellings and dual occupancies) is prohibited. When the GM LEP 2009 was introduced the subject land was zoned B6 enterprise Corridor. It had previously been zoned "4 Industrial" under Goulburn LEP 1990. At the time LEP 2009 commenced, dwellings were permitted with Council consent in the B6 Enterprise Corridor zone. The zone also had an objective "to provide for residential uses, but only as part of a mixed use development". On October 2012 Council amended GM LEP 2009 to remove the objective relating to residential development and prohibit residential accommodation in the B6 Enterprise Corridor zone. This created a situation where the subdivision for 17 lots could still be enacted, but future applications for dwellings on those lots were prohibited. **It is this situation that Council is trying to address with a current Planning Proposal to rezone the land to zone R5 Large Lot Residential under GM LEP 2009.**" (bold text by writer).*

Council resolved as follows:

“RESOLUTION 2018/602

- 1. The report of the Senior Strategic Planner regarding the Lansdowne Street Planning Proposal be received.*
- 2. Council endorse the current Planning Proposal to amend the Goulburn Mulwaree Local Environmental Plan 2009 to:*
 - a) Rezone land being Lots 11- 27 DP1247119 (Theatre Drive Subdivision), 150 Lansdowne Street Goulburn (Lot 1 DP 1018281)*
 - b) Rezone lot 28 DP 1247119 from B6 Enterprise Corridor to zone E3 Environmental Management;*
 - c) Remove existing Floor Space Ratio (FSR) controls for lots no longer proposed to be rezoned B6 Enterprise Corridor; and*
 - d) Apply a Minimum Lot Size of 1000 m2 (in R5 Large Lot Residential) and a 1 Hectare Lot Size (E3 Environmental Management) under Goulburn Mulwaree Local Environmental Plan 2009.*
- 3. The decision on any zoning matter for Lot 10 DP 1247119 be deferred at this time.*
- 4. A Draft Instrument be prepared that is consistent with the above Amendment;*
- 5. The Planning Proposal and relevant documentation be forwarded to the Department of Planning and Environment for making as soon as possible.*
- 6. Council thank those who made a submission and advise the proponent accordingly.*
- 7. Future development applications for development on land in DP1247119 (Theatre Drive Subdivision), Lot 1 DP 1018281 (150 Lansdowne Street) and Lot 28 DP 1247119 include restrictions on the title of each lot as generally outlined in this report and in Attachment 2 pursuant to Section 88B of the Conveyancing Act, 1919.*
- 8. In pursuance of paragraph 2 and 6 of this resolution, site specific development control plan (DCP) provisions are developed to ensure that the mitigation measures are considered as applicable in future development application assessment including: a) Construction standards for all development and boundary fencing in relation to noise and vibration. b) Restrictions on the title of lots on land identified in paragraph 7 above.*
- 9. The DCP provisions in paragraph 4 are publicly exhibited.*

SUPPLEMENTARY RESOLUTION 2018/603

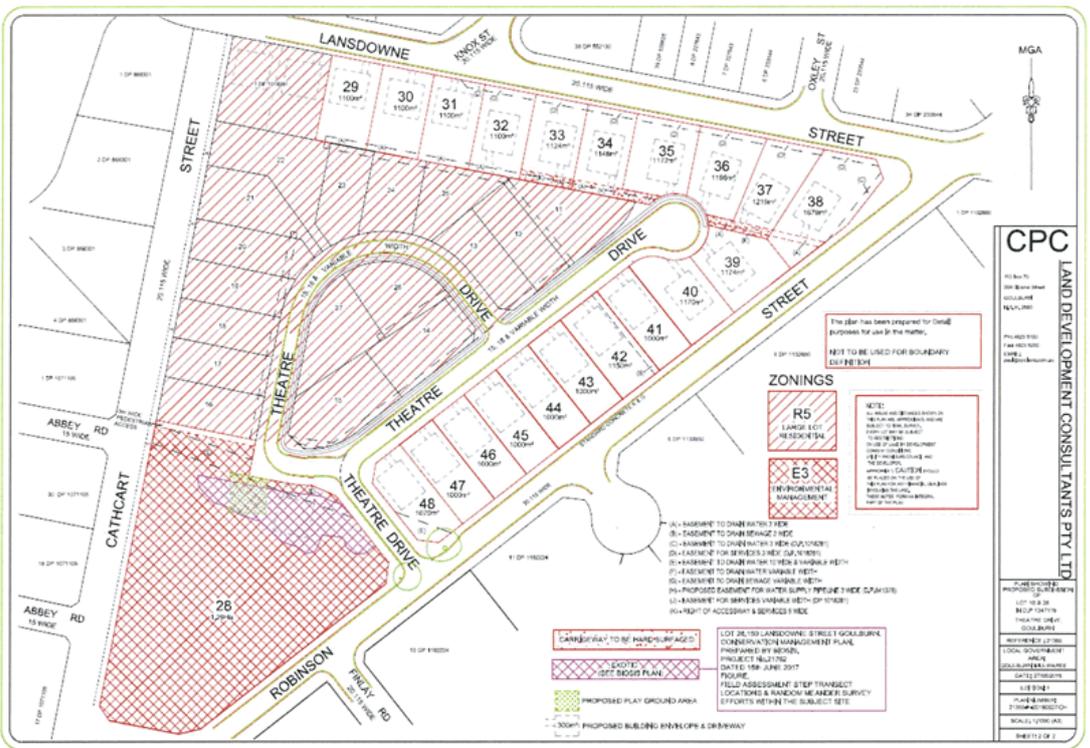
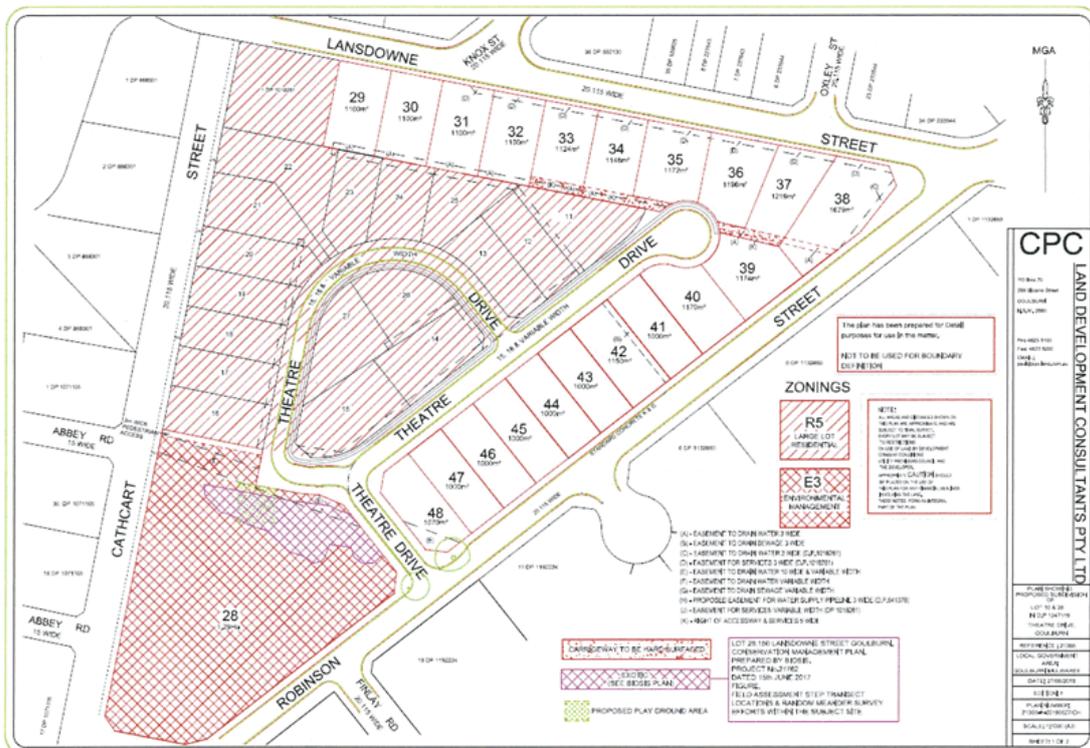
That the applicant be requested to consider a proposed alternate access to this subdivision directly on to both Cathcart and Robinson Streets and to consider proposing the closure of Theatre Drive access onto Lansdowne Street.”

In respect to this Resolution, Simgrow Pty Ltd have:

- 1. Redesigned the proposed subdivision of Lot 10 DP 1247119 and:**
 - Removed direct access from Theatre Drive to Lansdowne Street.
 - Provided direct access from Theatre Drive to Robinson Street.
 - Provided a range of lot sizes from 1100m² to 1679m² along Lansdowne Street with the larger lots being located to the east of Lansdowne Street.
 - Provided an area for the establishment of a playground area particularly for young children in the Theatre Drive and Abbey Road areas.
 - Provided for pedestrian access from Cathcart Street to Theatre Drive.

No direct vehicular access has been provided to Cathcart Street from Theatre Drive at this

stage although Simgrow Pty Ltd are prepared to have ongoing discussions with Council in respect to this matter. See plans below.



2. Carried out a Traffic Count Analysis:

It is noted that the report to the meeting of Council included the following comments:
The business operators also questioned whether traffic counts in Robinson or Lansdowne Street had been undertaken. Unfortunately, counts are unavailable for this section of Lansdowne St, but traffic counts were available for Robinson Street (undertaken in 2016) as follows:

ClassMatrix-382
Site: ST682-39.0.DSN
Description: 150m south of Mary St on Robinson St at number 39
Filter time: 10:21 Monday, 23 May 2016 => 13:56 Tuesday, 7 June 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Speed (km/h)	Class												Speed Totals	
	1	2	3	4	5	6	7	8	9	10	11	12		
10 - 20	70	-	3	4	2	-	-	-	-	-	-	-	79	0.5%
20 - 30	232	4	27	12	-	-	3	7	1	1	-	-	267	1.7%
30 - 40	1105	36	195	40	7	4	2	13	4	1	-	-	1407	8.5%
40 - 50	5981	141	693	43	9	18	18	1	5	1	-	-	6910	41.6%
50 - 60	6002	66	620	7	-	5	8	-	-	-	-	-	6709	40.4%
60 - 70	1034	5	80	-	-	-	-	-	-	-	-	-	1119	6.7%
70 - 80	75	-	6	-	-	-	-	-	-	-	-	-	81	0.5%
80 - 90	17	-	-	-	-	-	-	-	-	-	-	-	17	0.1%
90 - 100	3	-	-	-	-	-	-	-	-	-	-	-	3	0.0%
100 - 110	1	-	-	-	-	-	-	-	-	-	-	-	1	0.0%
110 - 120	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%
120 - 130	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%
130 - 140	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%
140 - 150	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%
150 - 160	-	-	-	-	-	-	-	-	-	-	-	-	0	0.0%
	14520	252	1624	106	18	27	31	21	11	3	0	0	16613	
	87.4%	1.5%	9.8%	0.6%	0.1%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%		
	Class Totals												AADT 1107	

The graph suggests a relatively high vehicle usage rate over the count period from 10.21 on Monday 23 May through to 1.56pm Tuesday 7 June being 16,613 vehicles (approximately 1,186 per day). Heavy vehicles are classes 3 – 12 using Austroads vehicle classification system. Therefore heavy vehicles accounted for 1,841 movements (131.5 per day). It is likely that the number of heavy vehicle and car movements has increased since that time. Essentially the traffic count demonstrates the relatively high level of vehicle and heavy vehicle usage of Robinson Street, it would be anticipated that Lansdowne Street would have a similarly high usage level. The issues raised above have been considered further in the options section of this report.

The report also includes the following comments:

It is considered that measures will be put in place via the proponent’s response (88B Instrument and lot configuration) to address some of the concerns of objectors. This would also necessitate site specific development control plan provisions being in place as a means of alerting assessment staff and purchasers to likely construction standards or restrictions on lots. However, the usage of Robinson Street and Lansdowne Street by heavy freight and other industrial type businesses is potentially going to be an ongoing cause for dispute between landowners. The measures outlined only go a part of the way to solving these ongoing land use conflicts. The activity and noise levels by 24 hour a day truck usage of Lansdowne and Robinson Street should not be underestimated. Whilst dwellings can be constructed with increased standards for noise and vibration, amenity levels of private open space etc. will still be reduced. The traffic counts for Robinson Street are very high in a residential context aside from the heavy vehicle component. This traffic activity will

be ongoing and whilst the mitigation measures proposed go some way to address the problems they are not a “complete” solution.

It is noted that this traffic count was undertaken in June 2016 and only in Robinson Street at a location 150m south of Mary Street – it is not considered appropriate to use this traffic count information to predict traffic levels adjacent to the subject development and traffic counts adjacent to the site should have been taken prior to the Council meeting. However, Council did undertake traffic counts during January 2019 in Robinson Street and Lansdowne Street as noted in the results shown below:

Class Speed Matrix

ClassMatrix-163

Site: ST682-99.0.1NS
 Description: Robinson Street 30m north of Finlay Rd
 Filter time: 13:53 Tuesday, 15 January 2019 => 13:53 Tuesday, 29 January 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	80	.	10	17	.	.	1	.	6	.	.	.	86	0.8%
20- 30	320	15	138	87	8	.	1	2	10	7	.	.	567	5.2%
30- 40	3146	103	457	43	6	9	10	14	6	.	.	.	3804	35.1%
40- 50	4339	57	390	7	.	2	1	1	.	.	.	.	4797	44.3%
50- 60	1237	5	90	1	.	1	.	.	.	.	.	.	1334	12.3%
60- 70	210	.	11	.	.	.	.	.	.	.	.	.	225	2.1%
70- 80	13	.	2	.	.	.	.	.	.	.	.	.	15	0.1%
80- 90	.	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
90-100	.	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
100-110	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
110-120	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
Total	9323	182	1101	135	11	12	15	17	24	13	0	0	10833	
	86.1%	1.7%	10.2%	1.2%	0.1%	0.1%	0.1%	0.2%	0.2%	0.1%	0.0%	0.0%		

Class Speed Matrix

ClassMatrix-164

Site: ST682-89.0.1SN
 Description: Robinson St 40m south of Lansdowne St
 Filter time: 13:53 Tuesday, 15 January 2019 => 13:57 Tuesday, 29 January 2019
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	210	5	22	2	.	.	.	1	.	.	.	.	246	1.8%
20- 30	438	11	119	68	11	.	3	11	10	1	1	.	668	5.0%
30- 40	2979	69	519	80	9	6	13	9	10	5	.	.	3729	27.9%
40- 50	6108	33	742	85	1	9	6	2	5	1	1	.	7019	52.6%
50- 60	1407	6	166	.	.	1	.	.	.	.	.	.	1580	11.8%
60- 70	88	.	15	.	.	.	.	.	.	.	.	.	100	0.7%
70- 80	11	.	1	.	.	.	.	.	.	.	.	.	12	0.1%
80- 90	.	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
90-100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
100-110	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
110-120	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Total	11230	194	1584	219	24	16	22	23	35	7	2	0	13356	
	84.1%	1.5%	11.9%	1.6%	0.2%	0.1%	0.2%	0.2%	0.3%	0.1%	0.0%	0.0%		

Class Speed Matrix

ClassMatrix-165

Site: ST593-125.0.1WE
Description: Lansdowne Street 20m west of Lansdowne Place
Filter time: 13:55 Tuesday, 15 January 2019 => 14:03 Tuesday, 29 January 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	120	0	0	18	1	1	.	.	.	3	.	.	170	0.7%
20- 30	1578	24	222	28	11	.	5	10	30	46	.	.	1965	8.0%
30- 40	2724	80	601	148	27	22	16	27	190	224	5	.	4064	16.5%
40- 50	8059	257	924	168	76	31	15	11	197	147	.	.	9887	40.2%
50- 60	6576	195	539	88	18	8	11	.	23	19	.	.	7374	30.0%
60- 70	625	17	77	8	1	.	.	.	.	.	.	.	1028	4.2%
70- 80	60	.	.	.	.	.	.	.	.	.	.	.	90	0.4%
80- 90	16	.	.	.	.	.	.	.	.	.	.	.	16	0.1%
90-100	3	.	.	.	.	.	.	.	.	.	.	.	3	0.0%
100-110	6	.	.	.	.	.	.	.	.	.	.	.	6	0.0%
110-120	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
120-130	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Total	20089	516	2398	400	134	59	47	48	452	449	11	0	24603	
	81.7%	2.1%	9.7%	1.6%	0.5%	0.2%	0.2%	0.2%	1.8%	1.8%	0.0%	0.0%		

ADT 1787

Class Speed Matrix

ClassMatrix-166

Site: ST593-137.0.1EW
Description: Lansdowne Street at the Intersection of Oxley St
Filter time: 13:54 Tuesday, 15 January 2019 => 14:06 Tuesday, 29 January 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	187	0	20	37	14	.	.	.	6	.	.	.	216	1.5%
20- 30	487	7	66	112	15	.	.	.	19	.	.	.	733	5.1%
30- 40	1305	55	194	69	14	8	11	2	71	63	.	.	1794	12.4%
40- 50	4616	123	396	99	59	15	16	6	97	87	1	.	5515	38.2%
50- 60	4248	115	367	25	15	2	15	.	21	15	.	.	4820	33.4%
60- 70	1021	24	110	4	.	.	3	.	.	.	.	.	1162	8.1%
70- 80	128	3	17	1	.	.	1	.	.	.	.	.	147	1.0%
80- 90	30	.	2	.	.	.	.	.	.	.	.	.	32	0.2%
90-100	4	.	.	.	.	.	.	.	.	.	.	.	4	0.0%
100-110	1	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
110-120	.	.	1	.	.	.	.	.	.	.	.	.	1	0.0%
120-130	1	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
130-140	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
140-150	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
150-160	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Total	11972	329	1173	347	117	25	49	10	215	188	1	0	14426	
	83.0%	2.3%	8.1%	2.4%	0.8%	0.2%	0.3%	0.1%	1.5%	1.3%	0.0%	0.0%		

ADT 1030

The Austroads Vehicle Classification System is detailed on the following page 10.

In respect to the Council traffic counts above, the following information is obtained:

- Robinson Street 30m North of Finlay Road:
 Classes 3 to 12 95 movements per day in both directions.
 AADT 774 movements per day in both directions.

- Robinson Street 40m South of Lansdowne Street:
 Classes 3 to 12 138 movements per day in both directions.
 AADT 954 movements per day in both directions.

- Lansdowne Street 20m West of Lansdowne Place:
Classes 3 to 12 285 movements per day in both directions.
AADT 1757 movements per day in both directions.

- Lansdowne Street 20m West of Lansdowne Place:
Classes 3 to 12 151 movements per day in both directions.
AADT 1030 movements per day in both directions.

The Austroads Vehicle Classification System is detailed below:

AUSTROADS Vehicle Classification System						
Level 1 Length (m)	Level 2 Axles and Axle Groups	Level 3 Vehicle Type	AUSTROADS Classification			
Type	Axles	Groups	Typical Description	Class	Parameters	Typical Configuration
LIGHT VEHICLES						
Short up to 5.5m	1 or 2	3	Short Sedan, Wagon, 4WD, Utility, Light Van, Bicycle, Motorcycle, etc.	1	$d(1) \leq 3.2m$ and axles = 2	
Medium 5.5m to 14.5m	3, 4 or 5	3	Short - Towing Trailer, Caravan, Boat, etc.	2	groups = 3 $d(1) \geq 2.1m$, $d(1) \leq 3.2m$, $d(2) \geq 2.1m$ and axles = 3, 4 or 5	
	2	2	Two Axle Truck or Bus	3	$d(1) > 3.2m$ and axles = 2	
	3	2	Three Axle Truck or Bus	4	axles = 3 and groups = 2	
Long 11.5m to 19.0m	> 3	2	Four Axle Truck	5	axles > 3 and groups = 2	
	3	3	Three Axle Articulated Three axle articulated vehicle, or Rigid vehicle and trailer	6	$d(1) > 3.2m$, axles = 3 and groups = 3	
	4	> 2	Four Axle Articulated Four axle articulated vehicle, or Rigid vehicle and trailer	7	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 4 and groups = 2	
	5	> 2	Five Axle Articulated Five axle articulated vehicle, or Rigid vehicle and trailer	8	$d(2) < 2.1m$ or $d(1) < 2.1m$ or $d(1) > 3.2m$ axles = 5 and groups = 2	
	≥ 6	> 2	Six Axle Articulated Six axle articulated vehicle, or Rigid vehicle and trailer	9	axles = 6 and groups > 2 or axles = 5 and groups = 3	
Medium Combination 17.5m to 36.5m	> 6	4	B Double B Double, or Heavy truck and trailer	10	groups = 4 and axles = 6	
	> 6	5 or 6	Double Road Train Double road train, or Medium articulated vehicle and one dog trailer (M.A.D.)	11	groups = 5 or 6 and axles > 6	
Large Combination Over 33.0m	> 6	> 6	Triple Road Train Triple road train, or Heavy truck and three trailers	12	groups > 6 and axles > 6	

Definitions:
 Group: Axle group, where adjacent axles are less than 2.1m apart
 Groups: Number of axle groups
 Axles: Number of axles (maximum axle spacing of 10.0m)

$d(1)$: Distance between first and second axle
 $d(2)$: Distance between second and third axle

Simgrow Pty Ltd have also had traffic counts undertaken in Robinson Street and Lansdowne Street by Austraffic which provide an hourly analysis of traffic during the period 18 February 2019 to the 24 February 2019. A volume summary and total average daily vehicle classification of these counts is shown on the pages 12 to 17 and a vehicle type summary is indicated in the tables on page 11 and schematically at page 18. The vehicle types have been categorized by Austraffic as:

- Light Vehicle Austroads Classes 1 and 2
- Small Truck Austroads Class 3
- Medium Truck Austroads Classes 4 and 5
- Large Truck Austroads Classes 6 to 12

(a) Robinson Street:

Vehicle Type	Southbound		Northbound	
	Weekday	Weekend	Weekday	Weekend
Light Vehicles	1301	782	817	482
Small Trucks	72	19	100	23
Medium Trucks	28	7	33	2
Large Trucks (LT)	12(0.8%)	2 (0.2%)	7 (0.7%)	1 (0.2%)
LT – 12.00am to 6.00am	1	1	1	1
LT –6.00pm to 12.00am	1	0	0	0

(b) Lansdowne Street (East of Oxley Street)

Vehicle Type	Westbound		Eastbound	
	Weekday	Weekend	Weekday	Weekend
Light Vehicles	1159	753	1228	781
Small Trucks	102	20	83	12
Medium Trucks	87	17	84	22
Large Trucks (LT)	68 (4.8%)	9 (1.1%)	76 (5.2%)	9 (1.1%)
LT – 12.00am to 6.00am	10	1	25	2
LT –6.00pm to 12.00am	4	1	6	2

(c) Lansdowne Street (East of Knox Street)

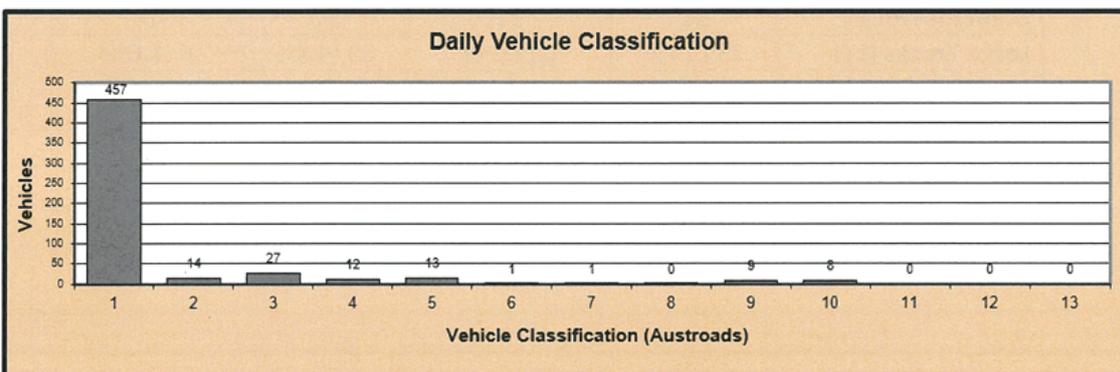
Vehicle Type	Westbound		Eastbound	
	Weekday	Weekend	Weekday	Weekend
Light Vehicles	518	355	542	343
Small Trucks	35	7	52	23
Medium Trucks	31	11	37	13
Large Trucks (LT)	23 (3.7%)	6 (1.6%)	29 (4.4%)	6 (1.6%)
LT – 12.00am to 6.00am	3	0	8	3
LT –6.00pm to 12.00am	1	0	2	0

(Data Source: Autraffic)

Road	Lansdowne St	Average Weekday	607
Location	Btw Knox St & Oxley St	All Day Average	542
Suburb	Goulburn	Weekday Heavy's	14.7%
Site No.	8602_2	All Day Heavy's	13.0%
Start Date	Monday 18/02/2019		
Direction	Westbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	52	53	43	39	48	50	25		
PM Peak	68	56	61	53	68	36	45		
0:00	2	2	1	1	0	1	3	1	1
1:00	0	2	3	5	2	2	2	2	2
2:00	0	2	1	1	2	0	0	1	1
3:00	3	4	3	4	3	0	1	3	3
4:00	2	6	1	2	1	1	0	2	2
5:00	5	7	14	10	6	4	2	8	7
6:00	30	28	27	27	20	8	3	26	20
7:00	13	21	20	31	21	9	4	21	17
8:00	32	53	40	36	48	23	8	42	34
9:00	40	34	30	33	42	37	14	36	33
10:00	38	36	37	39	42	47	25	38	38
11:00	52	32	43	37	39	50	24	41	40
12:00	53	36	46	46	38	36	45	44	43
13:00	36	36	41	36	43	30	29	38	36
14:00	52	49	44	49	54	23	25	50	42
15:00	68	50	61	53	68	30	24	60	51
16:00	59	45	53	52	62	32	27	54	47
17:00	46	56	53	41	55	23	31	50	44
18:00	31	33	33	39	24	17	17	32	28
19:00	14	24	20	25	22	15	12	21	19
20:00	17	20	12	10	15	11	13	15	14
21:00	11	14	8	14	12	11	7	12	11
22:00	5	3	13	3	8	7	9	6	7
23:00	2	1	3	1	3	9	5	2	3
Total	611	594	607	595	630	426	330	607	542
% Heavies	15.1%	14.6%	14.0%	16.3%	13.7%	7.5%	4.2%	14.7%	13.0%

Lansdowne Street – Westbound – Between Knox Street and Oxley Street
Volume Summary

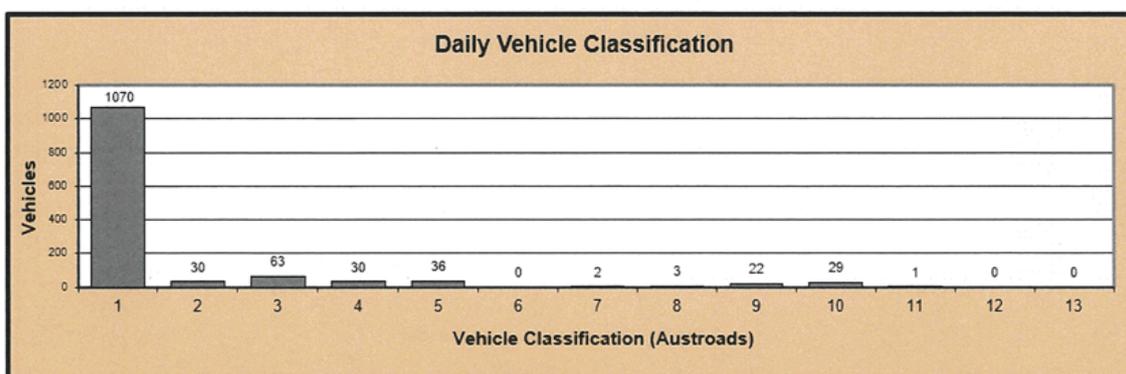


Lansdowne Street – Westbound – Between Knox Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Lansdowne St	Average Weekday	659
Location	Btw Knox St & Oxley St	All Day Average	580
Suburb	Goulburn	Weekday Heavy's	17.7%
Site No.	8602_2	All Day Heavy's	16.4%
Start Date	Monday 18/02/2019		
Direction	Eastbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Sat 23-Feb	Sun 24-Feb		
AM Peak	54	64	52	60	69	63	37		
PM Peak	66	56	77	50	77	44	34		
0:00	2	1	2	3	0	2	1	2	2
1:00	1	2	1	2	4	2	2	2	2
2:00	5	1	2	1	4	0	1	3	2
3:00	3	5	5	7	3	0	0	5	3
4:00	5	10	7	6	10	2	0	8	6
5:00	21	17	24	27	20	10	2	22	17
6:00	27	38	35	26	33	11	11	32	26
7:00	41	46	45	51	40	13	14	45	36
8:00	44	64	47	60	69	37	14	57	48
9:00	54	57	52	43	49	37	37	51	47
10:00	49	34	46	38	45	63	31	42	44
11:00	47	36	47	43	60	40	33	47	44
12:00	48	38	45	41	39	44	26	42	40
13:00	48	37	52	40	46	31	34	45	41
14:00	58	56	37	36	43	24	32	46	41
15:00	60	53	77	50	77	24	27	63	53
16:00	66	42	62	48	55	23	13	55	44
17:00	35	34	45	32	32	19	23	36	31
18:00	16	25	21	25	22	12	16	22	20
19:00	13	15	23	17	19	7	15	17	16
20:00	7	14	7	14	12	2	12	11	10
21:00	4	6	2	2	5	6	4	4	4
22:00	5	2	1	2	3	2	5	3	3
23:00	2	1	2	1	7	3	1	3	2
Total	661	634	687	615	697	414	354	659	580
% Heavy's	17.2%	17.4%	18.8%	17.1%	18.1%	11.8%	9.3%	17.7%	16.4%

Lansdowne Street – Eastbound – Between Knox Street and Oxley Street
Volume Summary

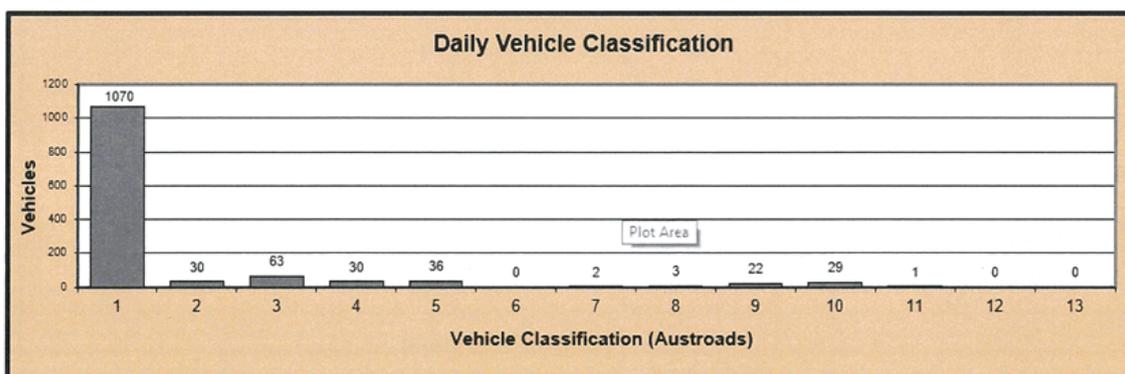


Lansdowne Street – Eastbound – Between Knox Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Lansdowne St	Average Weekday	1470
Location	Btw Robinson St & Oxley St	All Day Average	1286
Suburb	Goulburn	Weekday Heavy's	16.5%
Site No.	8602_1	All Day Heavy's	14.4%
Start Date	Monday 18/02/2019		
Direction	Eastbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	122	134	122	140	140	106	64		
PM Peak	148	114	162	116	174	78	100		
0:00	4	2	6	8	10	6	2	6	5
1:00	2	6	4	4	6	6	4	4	5
2:00	14	4	10	4	12	2	2	9	7
3:00	6	16	12	24	12	6	2	14	11
4:00	12	32	16	16	24	8	0	20	15
5:00	46	38	52	62	36	18	12	47	38
6:00	54	78	90	52	60	30	24	67	55
7:00	86	110	102	124	102	44	18	105	84
8:00	78	134	122	140	140	68	16	123	100
9:00	122	134	112	100	124	106	58	118	108
10:00	102	90	102	94	92	86	50	96	88
11:00	100	84	106	110	70	78	64	94	87
12:00	110	86	90	104	100	78	64	98	90
13:00	98	86	116	92	92	54	78	97	88
14:00	114	114	82	78	106	74	70	99	91
15:00	124	110	162	116	174	54	100	137	120
16:00	148	102	160	110	104	46	54	125	103
17:00	74	84	100	86	76	50	46	84	74
18:00	34	56	40	52	38	34	26	44	40
19:00	34	30	50	36	38	18	24	38	33
20:00	18	30	22	28	24	18	16	24	22
21:00	8	12	8	8	16	2	12	10	9
22:00	12	8	4	4	6	6	10	7	7
23:00	4	4	4	2	10	2	2	5	4
Total	1404	1450	1572	1454	1472	894	754	1470	1286
% Heavies	15.4%	16.6%	15.8%	17.6%	17.3%	6.3%	4.0%	16.5%	14.4%

Lansdowne Street – Eastbound – Between Robinson Street and Oxley Street
Volume Summary

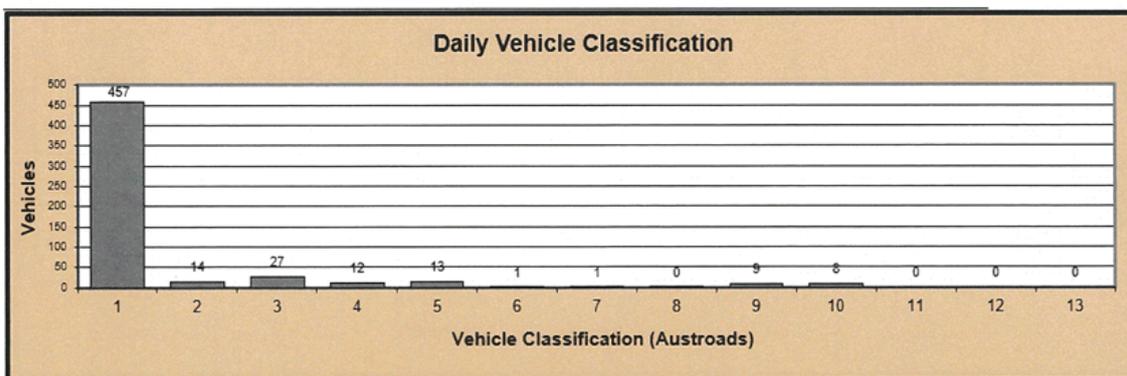


Lansdowne Street – Eastbound – Between Robinson Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Lansdowne St	Average Weekday	1416
Location	Btw Robinson St & Oxley St	All Day Average	1239
Suburb	Goulburn	Weekday Heavy's	18.1%
Site No.	8602_1	All Day Heavy's	15.9%
Start Date	Monday 18/02/2019		
Direction	Westbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Sat 23-Feb	Sun 24-Feb		
AM Peak	112	120	106	98	102	86	168		
PM Peak	154	124	154	128	142	74	78		
0:00	4	6	2	12	12	2	4	7	6
1:00	0	12	12	8	4	12	2	7	7
2:00	2	10	2	10	8	8	6	6	7
3:00	6	8	12	12	10	2	0	10	7
4:00	6	22	2	6	8	6	4	9	8
5:00	20	26	42	34	26	6	6	30	23
6:00	68	66	68	72	52	14	6	65	49
7:00	40	58	68	82	70	30	8	64	51
8:00	78	120	106	80	86	38	16	94	75
9:00	98	76	80	84	102	72	26	88	77
10:00	86	78	78	92	80	70	168	83	93
11:00	112	84	90	98	98	86	52	96	89
12:00	122	90	110	100	104	66	44	105	91
13:00	88	82	98	78	104	52	62	90	81
14:00	108	120	96	116	114	68	40	111	95
15:00	154	108	154	128	142	74	52	137	116
16:00	136	108	130	122	130	62	78	125	109
17:00	102	124	122	86	104	58	64	108	94
18:00	68	80	44	82	52	30	50	65	58
19:00	32	48	44	46	32	24	22	40	35
20:00	32	40	24	26	36	22	20	32	29
21:00	22	32	16	32	18	8	22	24	21
22:00	10	8	26	6	18	16	10	14	13
23:00	4	4	4	2	16	4	6	6	6
Total	1398	1410	1430	1414	1426	830	768	1416	1239
% Heavy's	17.2%	17.3%	17.9%	19.4%	18.9%	7.5%	3.9%	18.1%	15.9%

Lansdowne Street – Westbound – Between Robinson Street and Oxley Street
Volume Summary

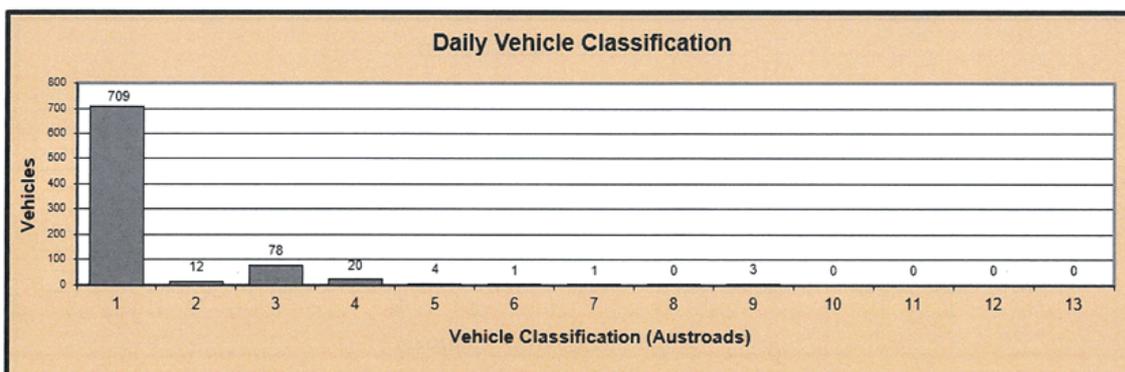


Lansdowne Street – Westbound – Between Robinson Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Robinson St	Average Weekday	957
Location	South of Lansdowne St	All Day Average	829
Suburb	Goulburn	Weekday Heavy's	14.6%
Site No.	8602_3	All Day Heavy's	12.9%
Start Date	Monday 18/02/2019		
Direction	Northbound		

Starting Time	Day of Week							Ave W/day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	98	92	70	78	78	70	46		
PM Peak	116	96	108	114	108	66	48		
0:00	2	2	2	0	0	0	0	1	1
1:00	0	0	2	2	2	2	6	1	2
2:00	2	4	0	2	4	4	0	2	2
3:00	2	2	8	4	0	2	0	3	3
4:00	2	4	2	0	8	2	2	3	3
5:00	2	4	2	2	0	2	4	2	2
6:00	24	18	22	16	18	4	2	20	15
7:00	38	28	40	46	44	22	12	39	33
8:00	86	92	58	78	66	20	2	76	57
9:00	98	72	66	56	78	50	16	74	62
10:00	60	58	68	66	64	70	46	63	62
11:00	62	64	70	58	70	64	46	65	62
12:00	82	80	78	114	74	44	48	86	74
13:00	74	58	70	72	62	46	48	67	61
14:00	54	56	76	62	76	34	44	65	57
15:00	84	78	72	86	86	42	40	81	70
16:00	116	80	98	114	108	66	34	103	88
17:00	86	96	108	86	88	40	26	93	76
18:00	46	34	34	58	40	24	34	42	39
19:00	20	28	32	26	28	8	18	27	23
20:00	20	24	10	14	12	16	12	16	15
21:00	12	4	10	12	8	8	0	9	8
22:00	8	22	8	8	14	2	4	12	9
23:00	4	0	6	4	14	0	0	6	4
Total	984	908	942	986	964	572	444	957	829
% Heavies	14.2%	16.1%	14.6%	13.2%	14.9%	6.6%	3.2%	14.6%	12.9%

Robinson Street – Northbound – South of Lansdowne Street
Volume Summary

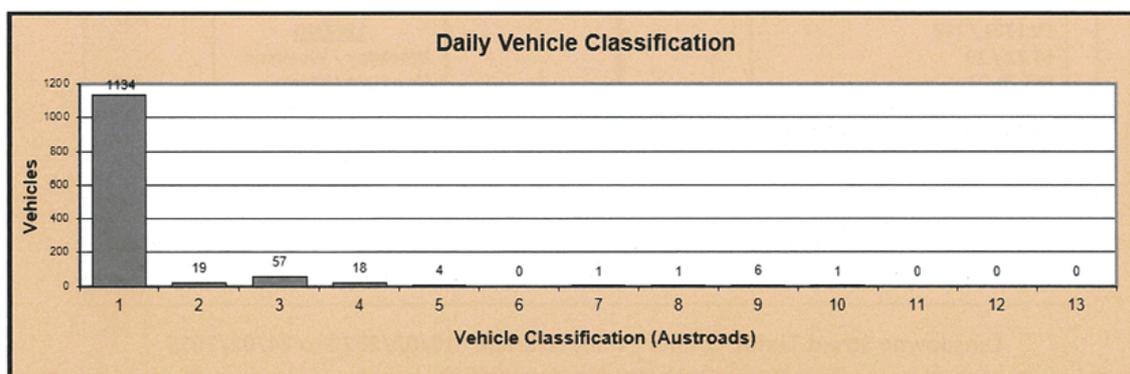


Robinson Street – Northbound – South of Lansdowne Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

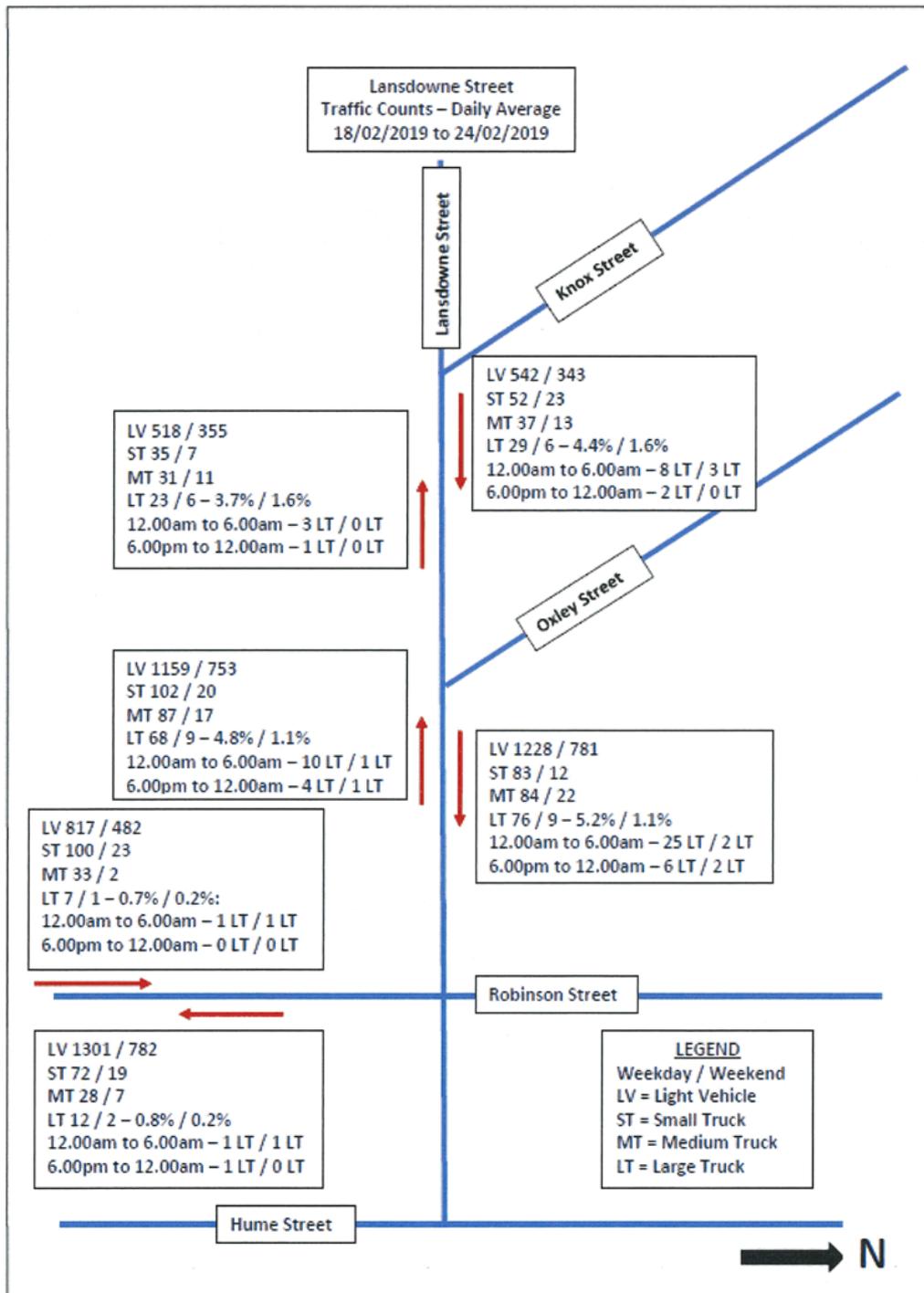
Road	Robinson St	Average Weekday	1414
Location	South of Lansdowne St	All Day Average	1241
Suburb	Goulburn	Weekday Heavy's	8.0%
Site No.	8602_3	All Day Heavy's	7.1%
Start Date	Monday 18/02/2019		
Direction	Southbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Sat 23-Feb	Sun 24-Feb		
AM Peak	130	164	118	160	138	108	84		
PM Peak	148	130	160	138	168	102	76		
0:00	2	2	0	4	0	4	0	2	2
1:00	0	0	2	6	0	4	2	2	2
2:00	0	4	0	4	6	2	0	3	2
3:00	2	0	4	0	0	4	2	1	2
4:00	10	12	10	14	16	6	0	12	10
5:00	20	20	28	26	14	2	4	22	16
6:00	44	44	40	40	54	14	8	44	35
7:00	124	108	84	126	106	36	16	110	86
8:00	130	164	118	160	138	68	20	142	114
9:00	122	122	112	102	108	86	38	113	99
10:00	92	112	92	118	80	108	76	99	97
11:00	96	84	88	78	90	90	84	87	87
12:00	64	94	94	94	104	102	62	90	88
13:00	104	74	126	64	92	38	64	92	80
14:00	114	98	100	94	108	56	76	103	92
15:00	140	130	160	124	168	68	66	144	122
16:00	148	102	124	138	132	48	58	129	107
17:00	92	78	92	96	74	66	40	86	77
18:00	38	60	40	58	52	44	32	50	46
19:00	30	28	32	50	46	18	32	37	34
20:00	22	28	22	18	24	16	24	23	22
21:00	12	16	14	20	20	4	14	16	14
22:00	4	8	2	2	12	12	2	6	6
23:00	0	0	0	2	6	2	2	2	2
Total	1410	1388	1384	1438	1450	898	722	1414	1241
% Heavies	6.2%	6.6%	9.0%	9.6%	8.4%	3.8%	3.0%	8.0%	7.1%

Robinson Street – Southbound – South of Lansdowne Street
Volume Summary



Robinson Street – Southbound – South of Lansdowne Street
Total Average Daily Vehicle Classification
(Data Source: Autraffic)



Lansdowne Street Traffic Counts – Daily Average - 18/02/2019 to 24/02/2019
(Data Source: Austraffic)

Some observations from this data:

- The majority of the traffic on Lansdowne Street is between Robinson Street and Oxley Street.
- There is a significant reduction in traffic during weekends on Lansdowne Street and Robinson Street.
- There is minimal large truck traffic between 6.00pm and 6.00am.
- There is minimal large truck traffic in Robinson Street.
- Traffic volumes are not considered to be high particularly in respect to large trucks.
- The vast majority of traffic in Lansdowne Street and Robinson Street is class 1 sedan motor vehicles

3. Carried out a Noise Assessment

Simgrow Pty Ltd engaged Harwood Acoustics to undertake a Noise Assessment (copy attached) which includes the following comments and recommendations:

“The author visited the Site on several occasions throughout November and December 2018 and January 2019 to carry out attended noise surveys of noise emission from industrial activity at various locations across the development Site, as shown in Figure 1.

The acoustical environment during all noise surveys was dominated by activity at Boral Concrete which included the loading of cement trucks from the hoppers, washing cement trucks (or adding water to the mix).

Other industrial activity included noise emanating from Goulburn Farm Machinery, Allmac Welding and heavy vehicle movements along Lansdowne Street. The level of noise emission from premises along Robinson Street was significantly lower than those along Lansdowne Street, particularly near to Boral Concrete. The level of noise emission from the eastern end of Lansdowne Street was considerably less than the Boral site.” (Page 9)

“6. CONCLUSION

An industrial noise intrusion assessment has been undertaken in relation to a planning proposal seeking to rezone land at Lot 10 in DP 1018281 Lansdowne and Robinson Streets, Goulburn, NSW to facilitate residential subdivision.

Industrial noise levels and heavy vehicle movement noise levels have been established across the Site based on attended noise surveys undertaken in November and December 2018 and January 2019. Industrial noise levels range from 51 to 62 dBA during the day and noise emitted from heavy vehicles are from 54 to 56 dBA at night at the least exposed and most exposed potential future dwellings respectively. These measured and established noise levels have been used to determine the potential for compliance with the internal noise design goals derived from Australian Standard AS2107:2016 ‘Acoustics – Recommended design sound levels and reverberation times for building interiors’ (AS2107).

These design goals can be achieved for any future residences based on typical example constructions outlined in Section 5 of this report. Individual assessments of future dwellings may be undertaken prior to issue of construction certificates.

This may be facilitated by the inclusion of 88b instruments on burdened lots.

Any acoustical treatment, where required will not be onerous and result typically in

an upgrade to standard glazing thicknesses and or standard plasterboard thickness in some ceilings.

The approach of including 88b instruments that require internal noise design goals to be met in accordance with AS2107:2016 is in keeping with the approved residential subdivision on the adjoining parcel of land at Theatre Drive.

This assessment does not address potential for compliance with external noise goals derived from the EPA’s Noise Policy for Industry (2017) for noise emission arising from industrial premises impacting on future residents. However, advice is provided in Section 5.3 to reduce external noise impacts in the design stage of future dwellings so far as is reasonably practicable.” (Page 14)

As a response to the traffic and noise assessments, Simgrow Pty Ltd have initiated the following actions:

- Removed direct access from Theatre Drive to Lansdowne Street.
- Proposed the erection of a lapped and capped timber fence (density 15kg/m²) 2.10m high along the Lansdowne Street boundary of lots 32 to 38 inclusive as a sound barrier as well as to provide privacy and amenity to the area – see example below. The attached Industrial Noise Intrusion Assessment report includes the following statement regarding this barrier - *“This will provide attenuation of between 5 and 6 dB from noise emission arising from industrial sites and trucks passing on Lansdowne Street. The proposed boundary fence will provide a reduction in external noise levels which will improve external noise amenity in gardens and courtyards and also potentially reduce the level of construction required to meet the recommended internal noise design goals.”*
- Proposed the erection of a lapped and capped timber fence 1.8m high along the Robinson Street boundary of lots 38 to 48 inclusive to provide privacy and amenity to the area – see example below.

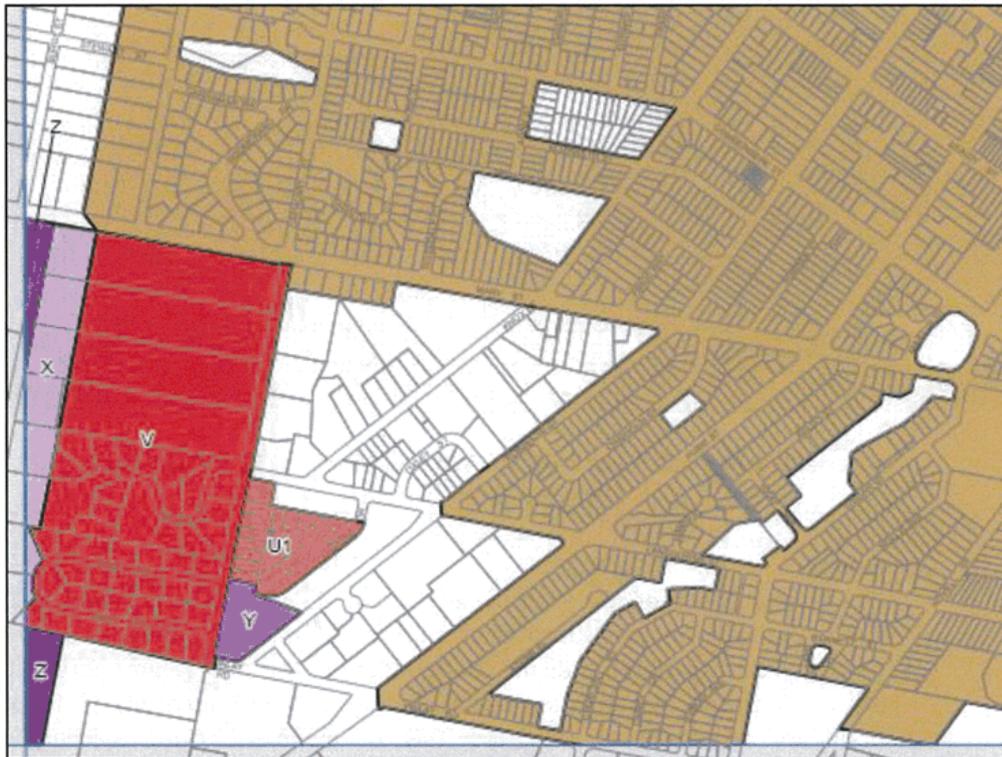


Typical Lapped and Capped Timber Fence

In respect to other matters associated with this rezoning request:

1. Lot Size

The minimum lot size proposed by Simgrow Pty Ltd is 1000m² and is consistent with that applying to the existing Theatre Drive development. The proposed conceptual subdivision proposes lots having a boundary with Lansdowne Street having areas varying between 1100m² (similar area to the subdivision of Lot 1 DP 1018281) located towards the west to 1679m² being the eastern most lot with lots progressively increasing in area towards the east. Lots fronting Robinson Street are proposed to be generally 1000m² with larger lots towards the north. These lot sizes are consistent with the Theatre Drive development and will have no impact on the amenity of the area. It is also noted that the minimum lot size in the Abbey Road development to the west is 2000m² (V) and 700m² (Q) in the residential areas to the north and east – see map below. The proposed 1000m² (U1) minimum lot size is a sensible size for lots located between these areas.

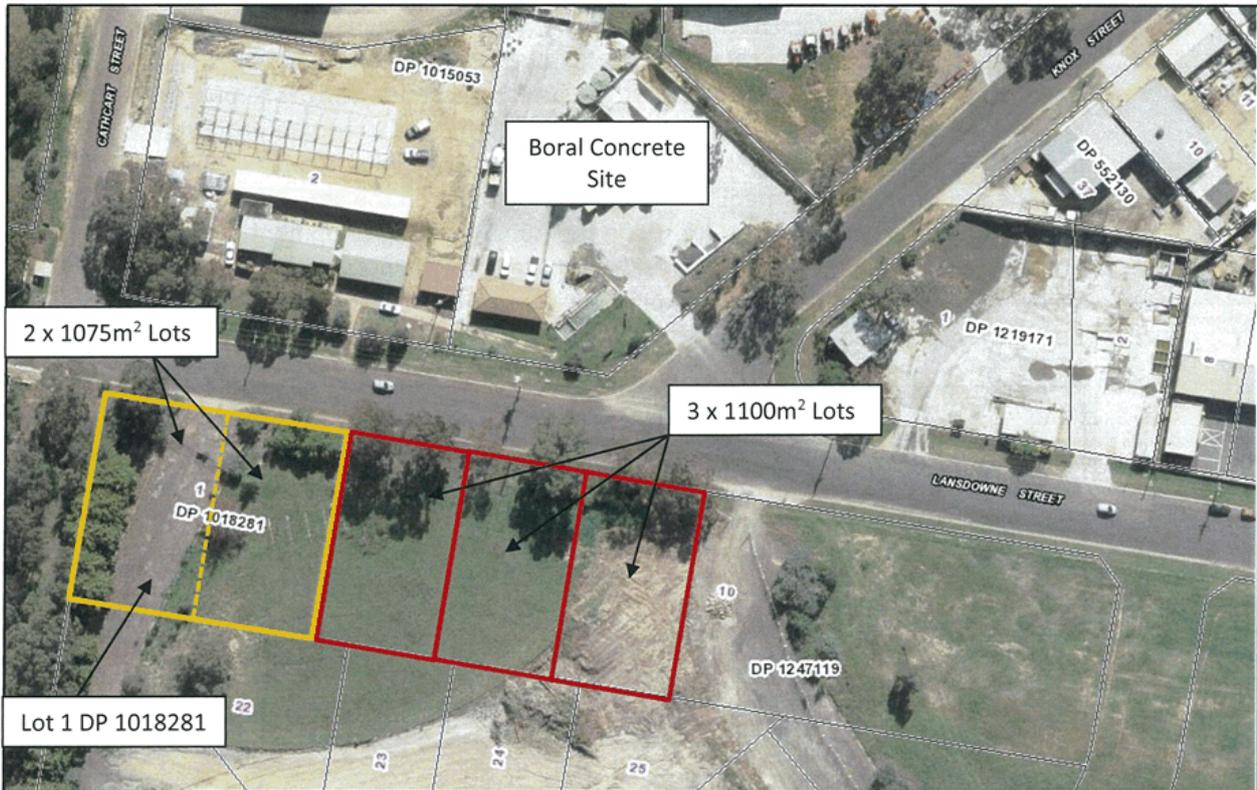


Lot Size Map

(Map Source: NSW Legislation website)

It is also noted that Council resolved to include 150 Lansdowne Street Goulburn (Lot 1 DP 1018281) as part of the R5 rezoning and 1000m² minimum lot size. The rezoning of this parcel of land certainly sets a precedent for the Simgrow Pty Ltd land being within the impact area to the Boral site insofar that it is reasonable to assume that proposed allotments fronting Lansdowne Street generally west of Knox Street can have direct access to Lansdowne Street as well. Lot 1 DP 1018281 has an area of 2150m² and on

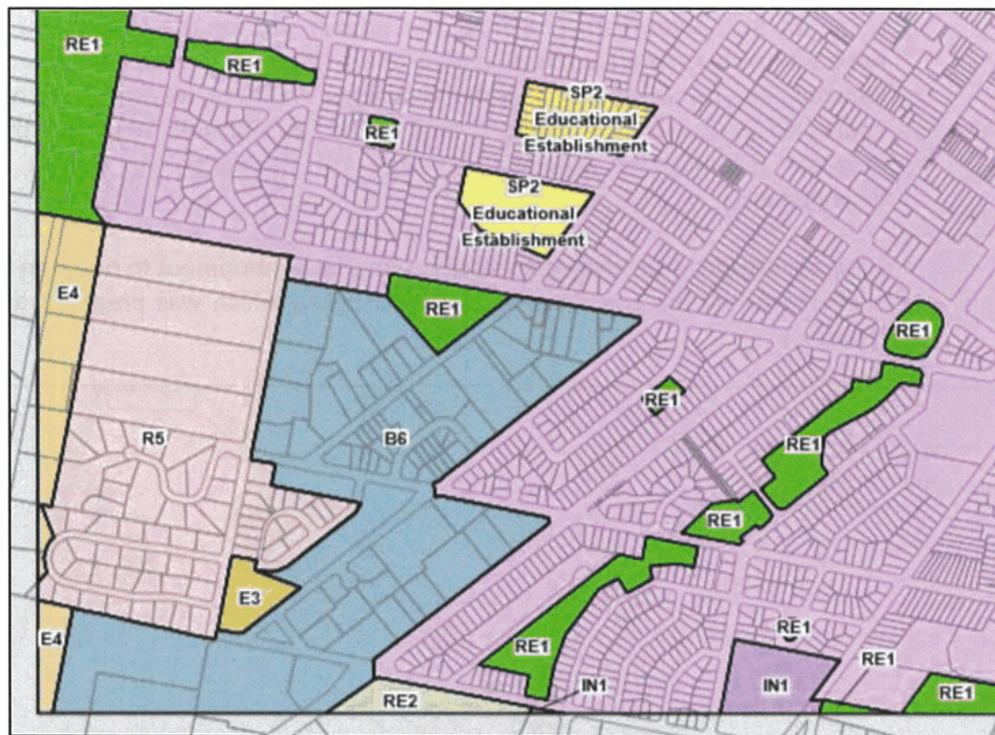
the assumption that this lot will be subdivided in the future, each lot will have an area of 1075m² with access from Lansdowne Street. It is logical to assume that the Simgrow Pty Ltd land generally west of Knox Street should be able to have a similar development potential – see aerial photograph below.



Aerial Photograph – Lot 1 DP 1018281 and Part Lot 10 DP 1247119
(Map Source: Six Maps)

2. Zoning

The zoning proposed by Simgrow Pty Ltd is R5 Large Lot Residential Zone to be consistent with the zoning located and adjoining the land to the west – see map below on page 23. It is noted that the B6 boundary in this area (Hume Street, Lansdowne Street, Robinson Street, Mary Street, Cathcart Street) generally all follow a street boundary to, at least, separate this development from adjacent residential development by a 20m wide road reserve. There is no logical reason why this should not happen in this area with the controls detailed above in this submission.



Zoning Map

(Map Source: NSW Legislation website)

3. Council Fees

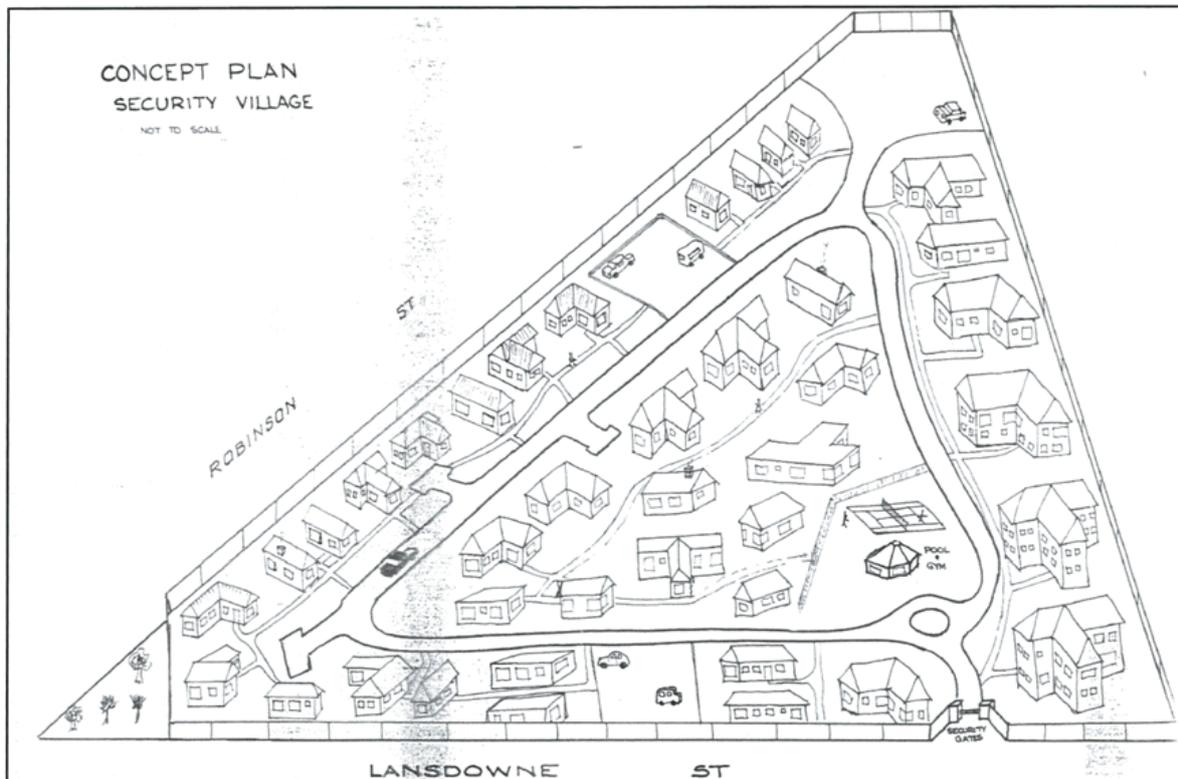
Subject to this request being supported by Council, Council is requested to waive any fees for the processing of this request for the rezoning the subject land. This rezoning of Lot 10 DP 1247119 essentially comprises part of the Planning Proposal initiated by Council at its meeting held on the 18 December 2016 – see Item 4 (History) below. Simgrow Pty Ltd will be responsible for all the capital costs associated with the variations to the internal road layout and the development of this site has been ongoing for many years being the subject of discussions with various Councils and staff and Simgrow Pty Ltd have always cooperated with Council requirements. This current predicament has not been initiated by the land owners but was precipitated by Council with a change to the LEP. Waiving of any fee is considered a reasonable request.

4. History

As indicated in this submission above, the whole site was originally a drive-in theatre which was purchased by Simgrow Pty Ltd in the late 1980's. The proposed development of this land has seen many permutations over the years varying from light industrial / commercial to residential development. Development Application 50/1011/DA for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street - the site of the former drive-in theatre) was approved on 7 December 2011. The approved subdivision consisted of 17 Lots for residential purposes plus a single lot designated for future industrial commercial activities (with frontage to both Lansdowne and Robinson Street) and a

single lot in the southern corner of the subject site for the purpose of protecting remnant native vegetation. The situation where the subdivision for 17 lots could still be enacted, but future applications for dwellings on those lots were prohibited was addressed by Council at its meeting held on the 18 December 2018 with the Planning Proposal rezoning the 17 lots R5 Large Lot Residential to permit residential development.

Simgrow Pty Ltd have always expected residential development to occur on this land as is evidenced by the concept plan indicated below which was prepared during 2004 (approx.).



Preliminary Residential Concept Plan
(Plan Source: Unknown)

It is therefore erroneous to suggest that, historically, the land adjacent to Lansdowne Street and Robinson has been intended for industrial / commercial use. The current approved plan of subdivision was the result of discussions between Council staff and Simgrow Pty Ltd being a compromise between residential and industrial / commercial development on the B6 zoned land – it really is not a desirable long term development concept. The rezoning of this parcel of land was initially considered by Council at its meeting held on the 20 December 2016 and a copy of this report is attached at Appendix 2. Some relevant statements within this report are:

1. *The purpose of the report is to recommend that Council initiate a planning proposal to amend the Gou/burn Mulwree Local Environmental Plan 2009 to*

alter the zone, minimum lot size and floor space ratio controls for land at 150 and 170 Lansdowne Street, Goulburn (Lots 1 and 2 DP 1018281). The proposal is that the subject land be rezoned from B6 Enterprise corridor to part RS Large Lot Residential and part E3 Environmental Management.

Comment: The Planning Proposal prepared by Council included the whole of Lot 2 DP 1018281 to be rezoned for residential development.

- II. *The objective of the B6 zone including residential development (when it was first brought in) was to provide some flexibility to development where residents can work and live in the same locality. This can reduce the potential for a clash of incompatible uses as workers and residents have a shared interest. It can act as a small business incubator for "start-up" businesses to keep their costs down in the establishment phase. In this case the rezoning to R5 will probably lead to the entire site being subdivided for large lot residential development. This is fine on the western side where it abuts existing rural residential development. However the existing development across Lansdowne Street and Robinson Street includes uses such as a concrete batching plant and truck depots. These may not be compatible with the lifestyle expectations of new residents. Council may need to consider generous setbacks, landscaping and noise attenuation measures in any future development application for lots that have frontage to Lansdowne Street and Robinson Street. Avoiding the potential conflict between residential traffic and industrial / business related traffic will also be a challenge.*

Comment: Simgrow Pty Ltd have initiated measures for noise attenuation in Lansdowne Street and Robinson Street by the erection of a timber lapped and capped fence having a minimum density of 15kg/m² as well as removing the opportunity for traffic conflict in Lansdowne Street particularly.

CONCLUSION

The inclusion of the following measures being:

- Removed direct access from Theatre Drive to Lansdowne Street.
- Provided direct access from Theatre Drive to Robinson Street.
- Provided a range of lot sizes from 1100m² to 1679m² with the larger lots being located to the east of Lansdowne Street and north of Robinson Street.
- Provided an area for the establishment of a playground area particularly for young children in the Theatre Drive and Abbey Road areas.
- The erection of a lapped and capped timber fence (density 15kg/m²) 2.10m high along the Lansdowne Street boundary of lots 32 to 38 inclusive as a sound barrier as well as to provide privacy and amenity to the area.
- The erection of a lapped and capped timber fence 1.8m high along the Robinson Street boundary of lots 38 to 48 inclusive to provide privacy and amenity to the area.

will ameliorate any concerns of the existing businesses in the area and in particular will:

- Create a permanent interface barrier between existing businesses in Lansdowne Street and Robinson Street and this residential development.
- Remove any interaction between traffic in Lansdowne Street with residential and pedestrian traffic from Theatre Drive.
- Not create an environment for on-going conflict between the existing businesses and this residential development.
- Result in a buffer between the residential development and existing businesses being provided by the proposed timber lapped and capped timber (15kg/m²) boundary fence in Lansdowne Street and Robinson Street.

Appendix 1

Council Meeting Report 18 December 2018

Ordinary Council Meeting Agenda

18 December 2018

12.2 LANSDOWNE STREET REZONING POST EXHIBITION REPORT

Author: Bennett Kennedy, Senior Strategic Planner
Authoriser: Warwick Bennett, General Manager
Attachments: 1. Summary of Submissions [↓](#) 
 2. Summary of Proponents response to submissions [↓](#) 

Link to Community Strategic Plan:	EN4 Maintain a balance between growth, development and environmental protection through sensible planning.
Cost to Council:	The cost of rezoning will be from operational budgets
Use of Reserve Funds:	Nil

RECOMMENDATION

That

1. The report of the Senior Strategic Planner regarding the Lansdowne Street Planning Proposal be received.
2. Council endorse the current Planning Proposal to amend the Goulburn Mulwaree Local Environmental Plan 2009 to:
 - a) Rezone land being Lots 11- 27 DP1247119 (Theatre Drive Subdivision), 150 Lansdowne Street Goulburn (Lot 1 DP 1018281) from zone B6 Enterprise Corridor to zone R5 Large Lot Residential;
 - b) Retain the existing B6 Enterprise Corridor zoning applying Lot 10 DP 1247119;
 - c) Rezone lot 28 DP 1247119 from B6 Enterprise Corridor to zone E3 Environmental Management;
 - d) Remove existing Floor Space Ratio (FSR) controls for lots no longer proposed to be rezoned B6 Enterprise Corridor; and
 - e) Apply a Minimum Lot Size of 1000 m2 (in R5 Large Lot Residential) and a 1 Hectare Lot Size (E3 Environmental Management) under Goulburn Mulwaree Local Environmental Plan 2009.
3. A Draft Instrument be prepared that is consistent with the above Amendment;
4. The Planning Proposal and relevant documentation be forwarded to the Department of Planning and Environment for making as soon as possible.
5. Council thank those who made a submission and advise the proponent accordingly.
6. Future development applications for development on land in DP1247119 (Theatre Drive Subdivision), Lot 1 DP 1018281 (150 Lansdowne Street) and Lot 10 DP 1247119 and Lot 28 DP 1247119 include restrictions on the title of each lot as generally outlined in this report.
7. In pursuance of Paragraph 2 above, site specific development control plan (DCP) provisions are developed to ensure that the mitigation measures are considered in future development application assessment including:
 - a) Construction standards for dwellings and boundary fencing in relation to noise and vibration.
 - b) A limitation on the further subdivision of Lot 10 with an indicative lot layout identified to limit the number of accesses to Lansdowne and Robinson Streets.
 - c) Provisions requiring development on Lot 10 include mitigation measures to reduce interface impacts on adjoining residential through building and car parking location, landscaping etc.

- Cont'd.*
- d) Consideration of the potential for a dedicated road access from Theatre Drive to Cathcart Street.
 - 8. The DCP provisions in Recommendation 3 are publicly exhibited.

BACKGROUND

Development Application 50/1011/DA for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street - the site of the former drive-in theatre) was approved on 7 December 2011.

The approved subdivision consisted of 17 Lots for residential purposes plus a single lot designated for future industrial commercial activities (with frontage to both Lansdowne and Robinson Street) and a single lot in the southern corner of the subject site for the purpose of protecting remnant native vegetation.

The Subdivision Certificate for the approved subdivision was issued on 30 August 2018. It is understood that prior to this, the 17 Lot residential component of the subdivision had been put on the market with many lots sold. These lots were sold with Section 10.7 Planning Certificates (Environmental Planning and Assessment Act, 1979) that identified the land as being zoned B6 Enterprise Corridor under *Goulburn Mulwaree Local Environmental Plan 2009* (GM LEP 2009) upon which *Residential Accommodation* (this definition including detached dwellings and dual occupancies) is prohibited.

When the GM LEP 2009 was introduced the subject land was zoned B6 enterprise Corridor. It had previously been zoned "4 Industrial" under Goulburn LEP 1990. At the time LEP 2009 commenced, dwellings were permitted with Council consent in the B6 Enterprise Corridor zone. The zone also had an objective "to provide for residential uses, but only as part of a mixed use development".

On October 2012 Council amended GM LEP 2009 to remove the objective relating to residential development and prohibit *residential accommodation* in the B6 Enterprise Corridor zone. This created a situation where the subdivision for 17 lots could still be enacted, but future applications for dwellings on those lots were prohibited. It is this situation that Council is trying to address with a current Planning Proposal to rezone the land to zone R5 Large Lot Residential under GM LEP 2009.

REPORT

Council is currently processing a Gateway Determination issued by the Department of Planning and Environment (DPE) to rezone the subject land from the current zone B6 Enterprise Corridor to part zone R5 Large Lot Residential and part (1 lot) zoned E3 Environmental Management, remove existing Floor Space Ratio (FSR) controls and apply minimum lot sizes of 1,000 m² (area of R5) and 1 Hectare (area of E3) under GM LEP 2009. This amendment is supported by *Council's Employment Lands Strategy 2016* however, concerns have been raised with the current Planning Proposal regarding the potential for land use conflict with nearby industrial land uses.

This report outlines the Public Exhibition process undertaken thus far, what measures have been put in place to mitigate identified land use conflicts and what options are available to progress the Planning Proposal.

In the context of the current circumstances it is worth considering that the current Planning Proposal is nearing completion.

The current Planning Proposal underwent Community Consultation from 25 January 2018 to 23 February 2018. Eight (8) submissions were received objecting to the proposal from owners/occupiers located in proximity to the subject site and a meeting held (attended by the Mayor, the then Manager of Planning and Strategic Outcomes and staff) on 12 February 2018.

The written objections (made anonymous) were summarised and forward to the proponent for a response in May 2018 (Attachment 1). The response from the proponent was received in September 2018. The proponent's response was forwarded to those who made a submission on 5 October 2018.

Council held a meeting with several objectors on Friday 7 December 2018 to discuss their continuing concerns with the current Planning Proposal and the proponent's response.

To address the concerns of objectors from the first exhibition period in Jan-Feb 2018, Council requested that the proponent consider measures that would mitigate the concerns of objectors on properties where the greatest impacts from their operations would be felt, thereby reduce the perception of land use conflicts by future residents. These mitigation measures are:

1. Consolidated access to certain lots (for a proposed future subdivision – refer Attachment 2).
2. Restrictions to be registered, via an 88B Instrument (refer Attachment 2), on the titles of future lots for the use of the land for residential purposes. In summary these include:
 - (a) No habitable rooms (as defined by the Building Code of Australia (BCA) to be constructed to provide separation from industrial operations opposite,
 - (b) Raised construction standards,
 - (c) Increased minimum rear setbacks to Robinson Street (26m) and Lansdowne Street (17m),
 - (d) No direct access to Lansdowne or Robinson Streets from these lots and
 - (e) Construction of lapped and capped timber paling fences along the Lansdowne and Robinson Street boundaries.

In addition to these measures, on 7 August 2018 Council resolved to include an attachment with all 10.7 Planning Certificates advising that 'Council would not support any action that would unreasonably interfere with the existing use or ongoing operation of land uses, particularly where such activities or uses are carried out in accordance with existing approvals, industry standards and relevant legislation'.

The 10.7 Certificates issued when the lots were sold (from the original lot) would not contain these attachments, however now that the lots have been registered any new Planning Certificate would include them.

It should be noted that these restrictions (apart from higher construction design for acoustics/vibration) will not be placed on 170 Lansdowne Street Goulburn (Lot 1 DP 1018281).

To provide a transparent planning framework for development applications on affected sites, it is recommended that site specific development control plan (DCP) provisions be prepared for inclusion in *Development Control Plan 2009*. These provisions based on the mitigation measures above and those identified in Attachment 2 to be placed on exhibition in January 2019.

Consultation

The Gateway Determination for the Planning Proposal was issued on 21 July 2017.

The Gateway Determination included a pre-condition for a Preliminary Site Investigation (PSI) to determine the presence or otherwise of any contamination on the site. This means that if contamination is detected, further investigation (Stage 2) is required.

A Preliminary Site Investigation was undertaken by Zoic Pty Ltd on behalf of the proponent. The PSI concluded that a Stage 2 investigation is not required.

The subject Planning Proposal was placed on Public Exhibition in accordance with the Gateway determination for 28 days by placing an advertisement in the Goulburn Post on 1 February 2018. Submissions were invited until 23 February 2018.

In response to this advertisement, 8 submissions were received (Attachment 1).

As previously stated, a meeting was held with objectors representing various truck and freight companies and landowners operating businesses around the subject site on 7 December, 2018. Key concerns raised by this group were:

- Residential/ industrial land use interface issues due to existing businesses operating on approvals which allow 24 hour a day and 7 day a week operations. Thereby creating an environment from the outset that will lead to conflicts relating, to noise, dust, vibration, traffic etc.
- Safety with the interaction between B doubles and semi-trailers with residential vehicle and pedestrian traffic.
- Potential ongoing complaints and regulatory issues for Council and the businesses due to fundamental interface issues.
- Historically proposed Lot 10 (the peripheral lot) was approved as a commercial/industrial lot and not for residential.

The position of this group of representative businesses was:

1. That Lot 10, the peripheral lot retain a B6 Enterprise Corridor rezoning to provide a buffer between existing businesses (with more intensive operational activities) and dwelling houses. New business development on Lot 10 would be required to mitigate impacts on residential land within Theatre Drive from the outset.
2. Limit the amount of further subdivision on Lot 10 so that the number of access points onto Lansdowne and Robinson Street are also limited (given heavy existing traffic volumes).
3. Restrictions relating to noise and vibration etc. for construction and fencing should apply to land to be rezoned R5 fronting Theatre Drive via a DCP and potential 88B restrictions.
4. Council consider providing an alternate entry to Theatre Drive via Cathcart Street and the portion of the site proposed to be zoned E3.

The business operators also questioned whether traffic counts in Robinson or Lansdowne Street had been undertaken. Unfortunately, counts are unavailable for this section of Lansdowne St, but traffic counts were available for Robinson Street (undertaken in 2016) as follows:

ClassMatrix-382
Site: ST682 99.0.05N
Description: 150m south of Mary St on Robinson St at number 30
Filter time: 10:21 Monday, 23 May 2016 -> 13:56 Tuesday, 7 June 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cln(1 2 3 4 5 6 7 8 9 10 11 12) ; Dr(NESW) Sp(10,160) Headway(-0)

Speed (km/h)	Class												Speed Totals	
	1	2	3	4	5	6	7	8	9	10	11	12		
10 - 20	70												79	0.5%
20 - 30	232	4	27	12			5	1	1	1			287	1.7%
30 - 40	1105	16	195	40	7	4	2	13	1	1			1407	8.5%
40 - 50	5981	141	823	82	9	19	18	1	5	3			6709	41.0%
50 - 60			66	829	7		5						1119	6.7%
60 - 70	1034	5	80										1119	6.7%
70 - 80	75		6										81	0.5%
80 - 90	17												17	0.1%
90 - 100	3												3	0.0%
100 - 110	1												1	0.0%
110 - 120													0	0.0%
120 - 130													0	0.0%
130 - 140													0	0.0%
140 - 150													0	0.0%
150 - 160													0	0.0%
	14520	268	1624	106	18	27	31	21	11	3	0	0	14613	
	87.4%	1.5%	9.9%	0.6%	0.1%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%		
	Class Totals												AUST 11:07	

The graph suggests a relatively high vehicle usage rate over the count period from 10.21 on Monday 23 May through to 1.56pm Tuesday 7 June being 16,613 vehicles (approximately 1,186 per day). Heavy vehicles are classes 3 – 12 using Austroads vehicle classification system. Therefore heavy vehicles accounted for 1,841 movements (131.5 per day). It is likely that the number of heavy vehicle and car movements has increased since that time. Essentially the traffic count demonstrates the relatively high level of vehicle and heavy vehicle usage of Robinson Street, it would be anticipated that Lansdowne Street would have a similarly high usage level.

The issues raised above have been considered further in the options section of this report.

Government Agency Response

The Gateway Determination required referral to Water NSW, Office of Environment and Heritage, Water NSW and the Rural Fire Service. The Gateway process requires responses from these agencies to be exhibited with the Public Exhibition documents. Responses from these agencies were also publicly exhibited.

<p>Water NSW: Advised that the conditions provided in response to the subdivision of the subject site remain relevant and applicable. Further, Strategic Land and Water Capability assessment mapping shows no risk to water quality from sewer residential development therefore public infrastructure (sewer) must be retained. They further advised that the proposed amendment would not result in the creation of any development permissible with or without development consent that would be in conflict with the SLWCA mapping and that any future development must have a neutral or beneficial effect (NorBE) on water quality.</p>	<p>Response: It is considered that the Planning Proposal is satisfactory with regard to the response from WaterNSW.</p>
<p>Office of Environment and Heritage (Biodiversity): OEH supported the rezoning of the southern lot to an environmental zone however had concerns regarding the level of protection the proposed E3 Environmental Management zone would provide the remnant Box-gum Woodland (EEC).</p>	<p>Response: Both the E3 Environmental Management and E4 Environmental Living zones offer a greater level of protection than the E2 Environmental Conservation by providing an additional objective within the respective zones. Any future development application on Lot 28 DP 1247119 (the southern lot) would require</p>

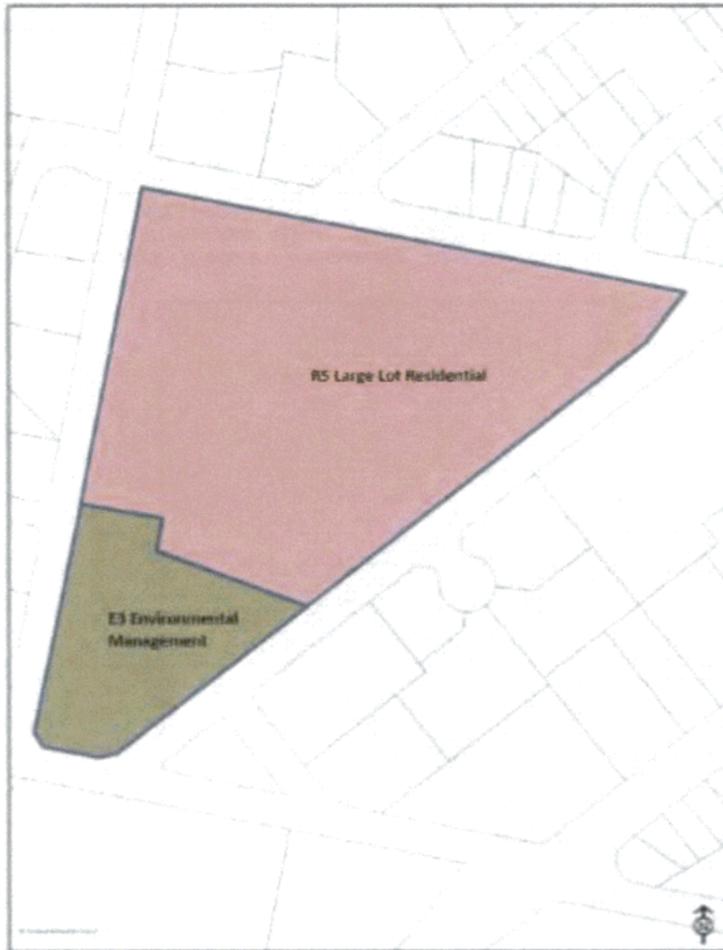
<p>OEH make further reference to the <i>Goulburn Mulwaree Council, South Goulburn Endangered/threatened Species Management Plan November 2004</i> that specifically identifies this site.</p>	<p>development assessment and thereby reference the above species management plan, although Biodiversity legislation has been considerably tightened since that Management Plan was prepared. Any future development application assessment would therefore be even more rigorous. Further to this, Council considered a modification of the original development consent on 2 April 2013 and resolved that amongst other things that, <i>Retention of proposed lot 28 in private ownership subject to provision of a Conservation Management Plan and other measures to protect the remnant vegetation.</i> The E2 zone prohibits dwelling houses and therefore, is inconsistent with Council's resolution.</p> <p>It is considered that the proposed E3 Environmental Management zoning and the <i>Conservation Management Plan</i> are satisfactory measures to protect the remnant Box-gum Woodland vegetation on the site</p>
<p>Office of Environment and Heritage (Heritage): OEH advised in this regard that due to the separation of the site from any dated built form, there would unlikely be any impact on European heritage. With regard to Aboriginal Cultural Heritage their advice recommended applying their due diligence guidelines (<i>Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW DECCW 2010</i>) to consider the need for any further investigation.</p>	<p><i>Response:</i> Council applied the due diligence guidelines by undertaking a search of the AHIMS database. No areas or objects of significance were identified in the search results.</p>
<p>Rural Fire Service (NSW RFS): No response received.</p>	<p><i>Response:</i> Nil</p>

Options

The options available to Council are as follows:

Option 1: This would involve no change to the current Planning Proposal.

It is considered that measures will be put in place via the proponent's response (88B Instrument and lot configuration) to address some of the concerns of objectors. This would also necessitate site specific development control plan provisions being in place as a means of alerting assessment staff and purchasers to likely construction standards or restrictions on lots. However, the usage of Robinson Street and Lansdowne Street by heavy freight and other industrial type businesses is potentially going to be an ongoing cause for dispute between landowners. The measures outlined only go a part of the way to solving these ongoing land use conflicts. The activity and noise levels by 24 hour a day truck usage of Lansdowne and Robinson Street should not be underestimated. Whilst dwellings can be constructed with increased standards for noise and vibration, amenity levels of private open space etc. will still be reduced. The traffic counts for Robinson Street are very high in a residential context aside from the heavy vehicle component. This traffic activity will be ongoing and whilst the mitigation measures proposed go some way to address the problems they are not a "complete" solution. The following is a map of Option 1:



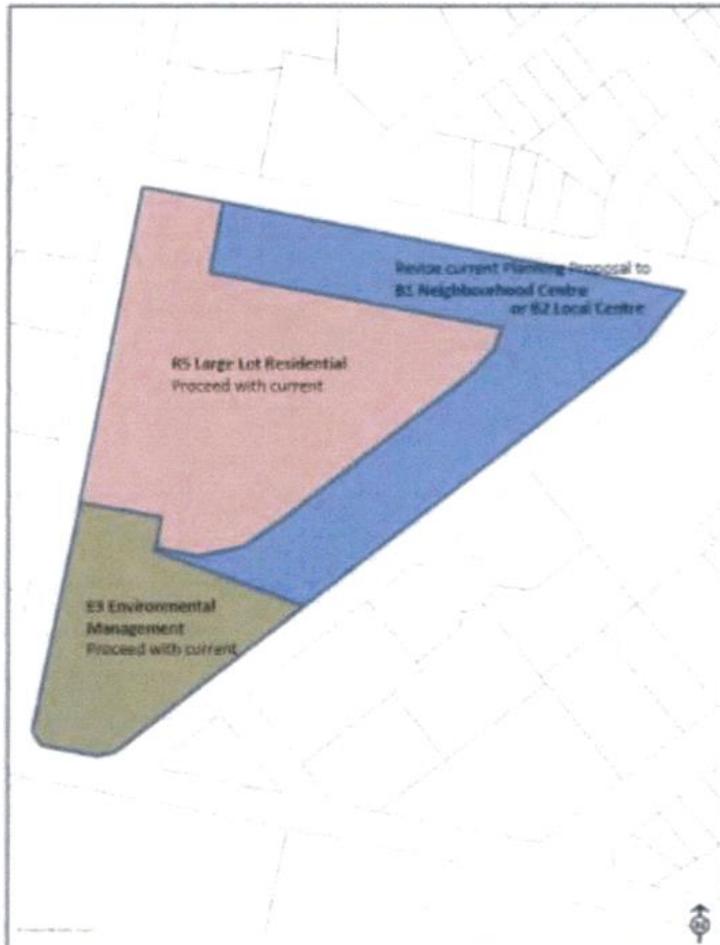
Option 1 Outcomes Map

The finalisation process could commence if this option is chosen but it may result in a situation where land use conflict will still occur. This process requires Council to instruct Parliamentary Counsel Office's to draft a suitable amendment that is consistent with Council's resolution and mapping data to amend Council's GM LEP 2009. When these have been prepared and submitted, the package of material can then be forwarded to the DPE for making. This process would take around two (2) months to complete (March - April 2019). Whilst this is in progress Council could have prepared and exhibited site specific draft DCP provisions.

If the concerns of objectors raised at the meeting of 7 December 2018 cannot be overcome in a timely fashion the following options are also available.

Option 2: This would involve splitting the Planning Proposal to separate the residential land use envisaged by the approved subdivision, including Lot 28 DP 1247119 (proposed E3 Environmental Management) and 150 Lansdowne Street (Lot 1 DP 1018281) from the remainder of the B6 Enterprise Corridor land (Lot 10 DP 1247119).

This would require a revised (1st) Planning Proposal (including only the identified land) to be forwarded to DPE for the Department to justify issuing a revised Gateway Determination. The revised Gateway Determination may require a further exhibition period (14 or 28 days) and following that, a post exhibition report to Council to address the public interest component. However it would be anticipated that any objections would be similar to those already lodged and would be addressed by similar measures identified above. These may also be included in the review of Council's *Development Control Plan 2009*. The following is a map of Option 2:



Option 2 Outcomes Map

If further exhibition is not required in the revised Gateway Determination, following receipt of the revised Gateway Determination, a revised a post exhibition report for the internal residential land would be presented to Council early next year. This would likely expedite the processing of the rezoning for the existing subdivision (to R5 Large Lot Residential, Lot 28 DP 1247119 (to E3 Environmental Management zone) and 150 Lansdowne Street (Lot 1 DP 1018281) to finalisation (April – May 2019).

Council would also need to prepare a new and separate (2nd) Planning Proposal with consideration given to an appropriate zone that excludes rezoning to R5 Large Lot Residential, for the balance of the land (Lot 10 DP 1247119). This Planning Proposal would include what Council recommends this land be rezoned to. The main criteria of any zoning Council would need to address the issues raised above and potential for land use conflict between the industrial land uses opposite and the future residential land use within the Theatre Drive subdivision. Any zoning would however provide a degree of separation from the industrial land uses opposite. A Gateway Determination would also need to be issued for this Planning Proposal and again any Community Consultation would be required (14-28 days) to address the public interest.

Option 3: The third option is to proceed only with the rezoning of the existing land identified in the Lots 11 – 27 DP 1247119 (Theatre Drive Subdivision), Lot 28 DP 1247119 (proposed to E3 Environmental Management zone) and 150 Lansdowne Street (Lot 1 DP 1018281).

A revised Planning Proposal would also be require justifying the DPE issuing a revised Gateway Determination and may also require further consultation however, as above, this would expedite the processing of the Planning Proposal for the identified lands to finalisation.

This would leave the remainder of the site (Lot 10 DP 1247119) zoned B6 Enterprise Corridor. To rezone this land, the proponent would need to re-lodge the Planning Proposal with what they consider is an appropriate zone. Again their proposed zoning should address the potential for land use conflict with industrial land uses opposite and the transition to the residential land uses to its south. The concerns raised in submissions to the current planning proposal indicate that this would require further exhibition, consultation and a post exhibition report.

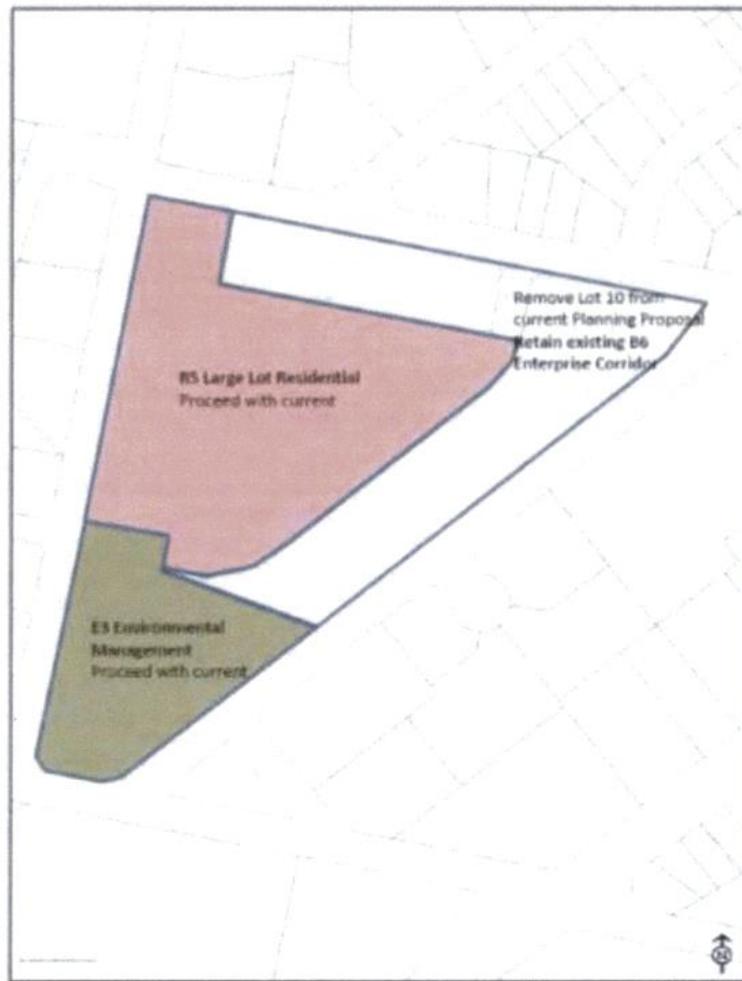
This option would expedite the processing of the Planning Proposal for the subject lands to finalisation (as outlined above) however, due to the requirement for the proponent to resubmit their documentation; it would considerably elongate the processing of rezoning of the outstanding land (Lot 10 DP 1247119) should this be proposed.

This option is consistent with the original Council development consent for this site which provided for a peripheral lot being a commercial /industrial lot.

The benefit of this option is that potentially a development control plan could be put in place providing:

- a. Development controls requiring noise and vibration controls on residential lots within Theatre Drive.
- b. Site specific provisions requiring that the further subdivision of Lot 10 be limited in order to restrict the amount of access conflicts with existing freight and industrial businesses/activities.
- c. Future development on Lot 10 can provide a buffer with the residential properties on Theatre Drive. Mitigation measures will be required with new development applications.
- d. Consideration of opening access to Cathcart Street as an alternate access to the residential area in Theatre Drive instead of via Lansdowne Street.

The following is a map detailing Option 3:



Option 3 Outcomes Map

CONCLUSION

In conclusion, the fundamental issue is that there is an approved residential subdivision on this site which has now been on sold. The separate ownerships of the affected lots will make it extremely difficult to rectify the situation (i.e. the site is unlikely to be redeveloped now in a layout that suits the range of permissible uses in the B6 zone).

The original subdivision approved 17 residential lots, 1 environmental lot and 1 business/commercial lot (lot 10). Council's role as a land manager and decision maker in this instance should include consideration of the historical situation decision making process. In this instance the peripheral lot (Lot 10) fronting Lansdowne and Robinson was approved as a commercial/business lot and not as a residential lot. This lot was intended from the outset to provide a buffer between residential and existing businesses. New development applications for businesses within Lot 10 would be subject to higher mitigation measures.

The land use interface concerns of surrounding businesses in the B6 zone are understood and mitigation measures are recommended to address these issues. It is recommended that Council proceed with the rezoning as proposed in Option 3, and that the mitigation measures be put in place via inclusion in a site specific DCP.

Appendix 2

Council Meeting Report 20 December 2016

Officers' Reports to Ordinary Meeting of Council to be held on 20 December 2016

Item 10.5 Proposed amendment to Goulburn Mulwaree LEP 2009 - 150 and 170 Lansdowne Street, Goulburn (Attachment)

Reporting Officer

Business Manager Planning & Strategic Outcomes – Emma-Jayne Leckie

Purpose of Report

The purpose of the report is to recommend that Council initiate a planning proposal to amend the *Goulburn Mulwaree Local Environmental Plan 2009* to alter the zone, minimum lot size and floor space ratio controls for land at 150 and 170 Lansdowne Street, Goulburn (Lots 1 and 2 DP 1018281). The proposal is that the subject land be rezoned from B6 Enterprise corridor to part R5 Large Lot Residential and part E3 Environmental Management.

Report

Background

When *Goulburn Mulwaree Local Environmental Plan 2009* was introduced the subject land was zoned B6 Enterprise Corridor. It had previously been zoned 4 Industrial under Goulburn LEP 1990. At the time LEP 2009 commenced dwellings were permitted with Council consent in the B6 zone. The zone also had an objective "To provide for residential uses, but only as part of a mixed use development."

An application for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street) was approved on 7 December 2011. The approval (which has been commenced and therefore remains current) consists of 17 lots for residential purposes plus a single lot designated for future industrial or commercial activities (with frontage to both Lansdowne and Robinson Streets) and a single lot in the southern corner for the purpose of protection of native vegetation.

On 19 October 2012 Council amended its LEP to remove the objective relating to residential development and prohibit *residential accommodation* in the B6 zone. This has created a situation where the subdivision for 17 lots (for the purpose of residential development) was lawfully permitted, but future applications for dwellings on those lots may not be permitted. It is this situation that Council is trying to address with this planning proposal.

Site and Proposal Information

• The Planning Proposal

The planning proposal (if Council agrees to initiate it) will amend *Goulburn Mulwaree Local Environmental Plan 2009* (GMLEP) as it applies to 150 Lansdowne Street, Goulburn (Lot 2 DP 1018281) as follows:

Officers' Reports to Ordinary Meeting of Council to be held on 20 December 2016

- a. Alter the land use zone from B6 Enterprise Corridor to part R5 Large Lot Residential and part E3 Environmental Management
- b. Alter the minimum lot size from none to part 1000 m² (the R5 part) and part 10000 m² (the E3 part)
- c. Alter the floor space ratio from 0.8:1 to none for all of the lot.

It will amend *Goulburn Mulwaree Local Environmental Plan 2009* (GMLEP) as it applies to 170 Lansdowne Street, Goulburn (Lot 1 DP 1018281) as follows:

- a. Alter the land use zone from B6 Enterprise corridor to R5 Large Lot Residential
- b. Alter the minimum lot size from none to part 1000 m²
- c. Alter the floor space ratio from 0.8:1 to none for all of the lot.

The proposed amendments (other than the E3 zoning) are consistent with existing residential land to the west (Nicole Place and Abbey Road).

A map showing the location of the land affected and a set of maps showing the proposed zone, minimum lot size and floor space ratio of the land can be found in the Attachment (Figures 1-4).

• Current zones and controls

Goulburn Mulwaree Local Environmental Plan 2009 (GMLEP) applies to 150 and 170 Lansdowne Street, Goulburn (Lot 1 and 2 DP 1018281) as follows:

- a. The site is zoned entirely B6 Enterprise Corridor
- b. The site has no minimum lot size
- c. The site has a floor space ratio of 0.8:1

There are no height controls applying to the subject site and it is not identified as 'flood planning area' on the Flood Planning Map.

A set of maps showing the current zone, minimum lot size and floor space ratio of the land can be found in the Attachment (Figures 5-7).

The land adjoins a R5 Large Lot Residential area to the west along Cathcart Street and B6 Enterprise Corridor to the north (along Lansdowne Street) and east (along Robinson Street).

• Site information

The subject land consists of two lots with a combined area of approximately 6.76 hectares. Lot 1 is approximately 0.2165 hectares and Lot 2 is approximately 6.547 hectares. Lot 2 has consent for a 19 lot subdivision being 17 lots of between 0.1 and 0.17 hectares plus a proposed conservation lot of approximately 1.42 hectares and a future development lot of approximately 2.26 hectares.

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The subject land was the site of a drive in theatre which has not been in use for many years. The southern corner was identified in the South Goulburn Endangered / Threatened Species Management Plan (2004) as a significant area of remnant bushland.

The significance of this portion of the site was reinforced by it being identified for conservation in the existing subdivision approval. A draft conservation management plan prepared for the site also confirms its value.

- **Site servicing information**

The subject land has access to both reticulated water and sewerage. It has vehicle access from three public roads. Power and communications are also available.

How does the planning proposal relate to the Strategic Planning Framework?

The strategic and statutory planning framework has been examined and an assessment is provided in the Attachment.

In summary, the planning proposal is consistent with the *Goulburn Mulwaree Strategy 2020* and the *Goulburn Mulwaree Community Strategic Plan 2030*. It is also consistent with the *Sydney-Canberra Corridor Regional Strategy 2006-2031*. It is consistent with the relevant S.117 Directions except for Direction 1.1 Business and Industrial zones. In this case the inconsistency is justified on the basis it is a minor matter. It is consistent with the relevant SEPP's other than SEPP 55 – Remediation of Land. A preliminary contaminated land assessment should be able to resolve this inconsistency.

What are the key issues?

The key issues with these sites are compatibility of the proposed large lot residential use with neighbouring land uses; possible contamination from past land use, dumping or neighbouring land uses; protection of the remnant bushland in the southern corner; and the Goulburn Employment Lands Strategy.

Compatibility with neighbouring land use

The objective of the B6 zone including residential development (when it was first brought in) was to provide some flexibility to development where residents can work and live in the same locality. This can reduce the potential for a clash of incompatible uses as workers and residents have a shared interest. It can act as a small business incubator for "start-up" businesses to keep their costs down in the establishment phase. In this case the rezoning to R5 will probably lead to the entire site being subdivided for large lot residential development. This is fine on the western side where it abuts existing rural residential development. However the existing development across Lansdowne Street and Robinson Street includes uses such as a concrete batching plant and truck depots. These may not be compatible with the lifestyle expectations of new residents.

Officers' Reports to Ordinary Meeting of Council to be held on 20 December 2016

Council may need to consider generous setbacks, landscaping and noise attenuation measures in any future development application for lots that have frontage to Lansdowne Street and Robinson Street. Avoiding the potential conflict between residential traffic and industrial / business related traffic will also be a challenge.

Contamination

The site was zoned for industrial purposes before the current B6 zone was applied in 2009. Possible contamination from past land use was addressed very briefly in supporting information for a development application in 2003. It does not appear to have been addressed in subsequent applications. There is no detailed timeline of past land uses. There is no assessment of adjacent land uses that could affect the site now or in the past. There are no soil tests provided. The draft conservation management plan identified that part of the site (as observed in February 2016) had been used for dumping of rubbish including organic waste, building waste and general rubbish. The extent and type of waste dumping and options for its "clean up" needs to be verified.

Given that the site has been zoned for industrial or business purposes for many years and this planning proposal is to change the prevailing land use to residential development then Council will require a more detailed assessment of this issue. This can be undertaken post a positive Gateway Determination.

Protection of remnant bushland

The 2004 South Goulburn Endangered /Threatened Species Management Plan identified the vegetation in the southern corner of the subject land as remnant Eucalypt woodland that is a significant contributor to biodiversity in this locality. It is a box gum woodland (White –Yellow Box – Blakelys Red Gum) that is listed as an endangered ecological community under the Threatened Species Conservation Act, 1995. A condition of the current subdivision required a conservation management plan be prepared. A draft was submitted to Council and OEH for review and comment.

It is appropriate that the remnant bushland be included in an E3 Environmental Management zone to reflect its biodiversity values. The relevant objectives of this zone are to: "Protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values; and Provide for a limited range of development that does not have an adverse effect on those values."

Employment Lands Strategy recommendations

Council recently exhibited a draft Employment Lands Strategy that considered the role of the South Goulburn Enterprise Corridor Precinct. A submission from the owner of 150 Lansdowne Road requested that the land be rezoned to R1 General Residential. Council's consultant agreed that the circumstances warrant a change of zone. However, the R1 zone would permit multi dwelling housing, residential flat buildings and serviced apartments.

Officers' Reports to Ordinary Meeting of Council to be held on 20 December 2016

It would also typically be coupled with a minimum lot size of 700 m². It is questionable as to whether this density of residential development is appropriate in this locality. A compromise is to change the zone to R5 large Lot Residential but with a 0.1 hectare minimum lot size (to reflect the existing consent). Although 170 Lansdowne Road was not considered in the submissions to the draft Employment Lands Strategy, it is located such that whatever happens to 150 Lansdowne Road should also apply to 170 Lansdowne Road given its small size and location.

Are there any risks or legal considerations?

If Council does not undertake the planning proposal there is a risk that it may not be able to approve dwellings on lots that have been lawfully approved in the past with the intention of being used for a dwelling.

What community engagement is proposed?

This planning proposal is not anticipated to be complex or controversial. A standard 28 day exhibition is foreshadowed.

Budget Implications

The Strategic Planning Unit has initiated the planning proposal and prepared the report using a consultant paid for by Council. If Council agrees to proceed then a consultant will be used to prepare the planning proposal. This will also be paid for by Council and can be accommodated within the existing strategic planning budget.

It is anticipated that the cost of a preliminary SEPP 55 contaminated land assessment would be passed on to the landowners. It is not recommended that Council pay for this assessment.

All other costs associated with the processing and assessment (including public exhibition costs) of the planning proposal will be Council's responsibility.

Recommendation

That:

1. **The report from the Business Manager Planning & Strategic Outcomes be received.**
2. **In accordance with Section 55 of the Environmental Planning and Assessment Act, 1979 Council resolve to prepare a Planning Proposal to amend the *Goulburn Mulwaree Local Environmental Plan 2009* to alter the zone, minimum lot size and floor space ratio controls for land at 150 and 170 Lansdowne Street, Goulburn (Lots 1 and 2 DP 1018281) consistent with the details in this report.**
3. **Once prepared, the planning proposal be submitted to the NSW Minister for Planning and Environment for a Gateway Determination.**

**Officers' Reports to Ordinary Meeting of Council to be held
on 20 December 2016**

4. The Department of Planning and Environment be advised that Council wishes to be issued with an authorisation to use delegation for the Planning Proposal.
5. In the event NSW Planning & Environment issues a Gateway Determination to proceed with the Planning Proposal, consultation be undertaken with the community and government agencies in accordance with Section 57 of the Environmental Planning and Assessment Act 1979 and any directions of the Gateway Determination.
6. The matter be reported back to Council after the public exhibition with details of submissions and consultation.

Item 10.5 Attachment

Attachment Proposed Amendment to GMLEP – Lansdowne Street

Figure 1 - Area Subject to Planning Proposal



Figure 2 – Proposed LEP 2009 zoning



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Attachment Proposed Amendment to GMLEP – Lansdowne Street

Figure 3 - Proposed LEP 2009 minimum lot size



Figure 4- Proposed LEP 2009 floor space ratio



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Proposed Amendment to GMLEP – Lansdowne Street

Figure 5 – Existing LEP 2009 zoning



Figure 6 - Existing LEP 2009 minimum lot size



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Attachment Proposed Amendment to GMLEP – Lansdowne Street

Figure 7 - Existing LEP 2009 floor space ratio



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In the following pages the proposal is assessed against the strategic planning framework.

Local

Goulburn Mulwaree Strategy 2020

The Strategy identifies the subject land (South Goulburn) on the map at page 22 as an area of land zoned partly R5 Large Lot Residential and partly B6 Enterprise Corridor. It specifically states:

“Areas west and south west of Goulburn also present the potential to accommodate large lot residential development and provide an alternative residential choice to Mary’s Mount.” It also states that future employment areas need to be located to provide “adequate separation from sensitive land uses.. to minimise potential for land use conflict and enable extended hours of operations for freight and distribution facilities.”

On balance the planning proposal will reduce the likelihood that the subject land will generate employment opportunities but will enable the residential use of an approved subdivision. This can be best achieved by applying the R5 large Lot Residential zone to the land and this is consistent with the Strategy.

Goulburn Mulwaree Community Strategic Plan 2030

Relevant Strategies:

Key Direction 2 – Business and Industry

2.4.1 to provide opportunity for residential and rural residential development and encourage affordable housing.

2.5.1 To provide opportunity and encouragement for the development of employment lands

Key Direction 4 – Sustainable Environment

4.2.1 to protect, maintain and improve the diversity of our native fauna and flora provided there is a balance between environmental protection, population growth and development

Given the relatively small size of the subject land the planning proposal should allow Council to achieve its performance indicators, viz:

- P4 Adequate supply of employment lands are provided within the local planning framework; and
- P5 Adequate supply of housing is provided within the local planning framework

On balance, the planning proposal is consistent with the Goulburn Mulwaree Community Strategic Plan 2030.

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Proposed Amendment to GMLEP – Lansdowne Street

Regional

Sydney-Canberra Corridor Regional Strategy 2006-2031

The planning proposal is consistent with the regional economic challenge to “manage the location and impacts of rural residential development.” (page 9).

The planning proposal will assist Council in achieving the strategy aim to “Cater for a housing demand of up to 25 200 new dwellings by 2031 to accommodate the additional 46 350 people expected in the Region over the period 2031.”(page 13).

The planning proposal will assist Council in achieving the strategy aim to ensure that “No new rural residential zones will be supported unless as part of an agreed structure plan or local settlement strategy.” (page13).

The planning proposal will assist in achieving the housing and settlement outcome to ensure that “Planning for rural residential land must be integrated with the supply of relevant infrastructure and transport services.” (page 40).

The land has a development approval for 17 rural residential lots and this planning proposal will facilitate a zone that allows for dwellings to be constructed on the approved lots that still addresses environment protection (the box gum woodland is to be protected) and efficient use of infrastructure and services.

Overall, this is consistent with the Sydney-Canberra Corridor Regional Strategy 2006-2031.

State

Section 117 Ministerial Directions

When preparing LEPs (including amendments) Councils are to required to comply with Section 117 Ministerial Directions. The following directions are most relevant to the proposal.

1.1 Business and Industrial zones

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).

A planning proposal must:

- (a) give effect to the objectives of this direction,
- (b) retain the areas and locations of existing business and industrial zones,
- (c) not reduce the total potential floor space area for employment uses and related public services in business zones,
- (d) not reduce the total potential floor space area for industrial uses in industrial zones, and

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Proposed Amendment to GMLEP – Lansdowne Street

(e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.

This planning proposal is inconsistent with this direction. However, the inconsistency is justified because it is a minor matter.

The entire site is only 6.76 ha and 1.4 ha of that contains an endangered ecological community. Although 5.36 hectares will be lost from the B6 zone it is consistent with the draft Employment Lands Strategy (not yet approved by the Department of Planning and Environment) to do so. It is anticipated that this planning proposal will not undermine the objectives to “encourage employment growth in suitable locations and support the viability of identified strategic centres.”

1.5 Rural Lands

This direction applies when:

- (a) a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed rural or environment protection zone (including the alteration of any existing rural or environment protection zone boundary) or
- (b) a relevant planning authority prepares a planning proposal that changes the existing minimum lot size on land within a rural or environment protection zone.

A planning proposal to which clauses (a) or (b) apply must be consistent with the Rural Planning Principles listed in State Environmental Planning Policy (Rural Lands) 2008.

The planning proposal will create a 1.4 ha area of E3 Environmental Management and apply a minimum lot size (MLS) of 10,000 m² to the proposed E3 land. The proposed MLS will not permit further subdivision of the E3 zoned land allowing it to be managed as a single entity. It is consistent with the following relevant Rural Planning Principles in State Environmental Planning Policy (Rural Lands) 2008:

“in planning for rural lands, to balance the social, economic and environmental interests of the community, and the identification and protection of natural resources, having regard to maintaining biodiversity, the protection of native vegetation, the importance of water resources and avoiding constrained land.”

It is consistent with this direction.

2.1 Environment Protection Zones

A planning proposal that applies to land within an environment protection zone or land otherwise identified for environment protection purposes in a LEP must not reduce the environmental protection standards that apply to the land (including by modifying development standards that apply to the land).

The planning proposal will introduce an E3 zone to the subject land for the first time. This will increase the environmental protection standards that apply to the land.

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It is consistent with this direction.

3.1 Residential Zones

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within:

- (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary),
- (b) any other zone in which significant residential development is permitted or proposed to be permitted.

A planning proposal must include provisions that encourage the provision of housing that will:

- (a) broaden the choice of building types and locations available in the housing market, and
- (b) make more efficient use of existing infrastructure and services, and
- (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and
- (d) be of good design.

The planning proposal will broaden the housing choice and will be an efficient use of existing infrastructure and services in this locality. It will provide for housing close to the Goulburn urban area and be subject to existing design controls in relevant DCP's.

A planning proposal must, in relation to land to which this direction applies:

- (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and
- (b) not contain provisions which will reduce the permissible residential density of land.

Goulburn LEP already contains a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it). This land has been fully serviced for some time. It does not contain provisions which will reduce the permissible residential density of land. The proposed MLS reflects the existing lot size in the approved subdivision.

It is consistent with this direction.

5.1 Implementation of Regional Strategies

The planning proposal is consistent with the *Sydney-Canberra Corridor Regional Strategy 2006-2031* (see above).

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5.2 Sydney Drinking Water Catchment

A planning proposal must be prepared in accordance with the general principle that water quality within the Sydney drinking water catchment must be protected, etc. (See also SEPP - Sydney Drinking Water Catchment comments below).

The planning proposal will include 1.4 ha of the subject land in an E3 zone which should allow it to act as a surface water infiltration area and assist with water quality in the locality. Most of the subject land will change from one urban zone (B6) to another urban zone (R5). This is expected to have neutral effect on water quality in the catchment. Should Council support the planning proposal it will be sent to Water NSW for review prior to being submitted for a Gateway Determination. In exhibiting the planning proposal Council will need to consult with Water NSW.

State Environmental Planning Policies

SEPP 55 – Remediation of Land

When rezoning land Council needs to be satisfied that the land is suitable for the use proposed or can be remediated to a level suitable for that use.

The site was zoned for industrial purposes before the current B6 zone was applied in 2009. Possible contamination from past land use was addressed very briefly in supporting information for a development application in 2003. It does not appear to have been addressed in subsequent applications. There is no detailed timeline of past land uses. There is no assessment of adjacent land uses that could affect the site now or in the past. There are no soil tests provided. The conservation management plan identified that part of the site (as observed in February 2016) had been used for dumping of rubbish including organic waste, building waste and general rubbish. The extent and type of waste dumping and options for its "clean up" need to be verified.

Given that the site has been zoned for industrial or business purposes for many years and this planning proposal is to change the prevailing land use to residential development then a more detailed assessment of this issue is required.

This can be undertaken after Council makes its decision to support the planning proposal and it receives a Gateway determination, but before public exhibition.

SEPP (Sydney Drinking Water Catchment) 2011

The SEPP requires that development consent cannot be granted unless there is a neutral or beneficial effect on water quality. Water NSW was consulted in relation to the existing subdivision approval and subsequent modifications to it. It did not object to the subdivision subject to conditions being imposed. Further consultation with Water NSW will occur should the planning proposal proceed. Future development applications will be subject to the SEPP.



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Industrial Noise Intrusion Assessment Proposed Planning Proposal – Land Rezoning For Residential Subdivision

Lot 10 DP 1018281, Lansdowne Street and Robinson Street
Goulburn, NSW 2580

Prepared For:-

Simgrow Pty Ltd
PO Box 539
Goulburn NSW 2580

Attention: Mr Robert Mowle

Reference: 1810009T-R1

Prepared by:-

Matthew Harwood MAAS
5th March 2019



Environmental Occupational Architectural Transportation



Document Control Page

Revision	Author	Released By	Date
Draft	MH	MH	29/01/2019
Draft 2	MH	MH	05/03/2019
Draft 3	MH	MH	22/05/2019
Final	MH	MH	17/06/2019

Harwood Acoustics was requested by Simgrow Pty Ltd, to carry out an Industrial Noise Intrusion Assessment for a proposed residential development to be developed at Lansdowne Street and Robinson Streets Goulburn, NSW 2580

Harwood Acoustics has prepared this report for the exclusive use of the Client identified on the title page. The report was prepared in accordance with the brief and scope of works agreed between the Client and Harwood Acoustics and may not be suitable for use beyond that scope.

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1. INTRODUCTION AND SUMMARY

Harwood Acoustics was engaged by Simgrow Pty Ltd to carry out an Industrial Noise Intrusion Assessment in relation to a planning proposal that will seek to rezone land located at Lot 10 in DP 1018281, (hereafter the Site) Goulburn, in order to facilitate a residential subdivision.

The Site is located on the southern side of Lansdowne Street and the western side of Robinson Street approximately 2.4 kilometres south west of the CBD of Goulburn.

The Site in question is located on land that adjoins and partially surrounds a recent residential subdivision which is serviced by Theatre Drive. The overall Site is in a predominantly industrial area and there are industrial premises located opposite Lansdowne Street to the north and opposite Robinson Street to the west and south east as shown in Figure 1.

Industrial premises in the estate include, but are not limited to, Boral Concrete, Allmac Welding, Goulburn Farm Machinery, Storage King and Millennium Windows. The closest proposed lots fronting Lansdowne Street are at a distance of approximately 30 metres from the nearest industrial premises to the north. Those lots fronting Robinson Street are at a distance of approximately 25 metres from the nearest industrial premises to the south east.

The rezoning proposal seeks to have the remaining land on the site, being Lot 10, rezoned so as to allow for residential development similar to the adjoining lots serviced by Theatre Drive. This Industrial Noise Intrusion assessment will be submitted with the rezoning request. The assessment is to determine the potential for noise emanating from the existing industrial premises to impact on any future residences.

Noise arising from industrial premises is typically assessed against the NSW EPA's *Noise Policy for Industry* 2017. This is particularly relevant for new industrial sites potentially affecting existing residential areas. The policy provides a method for establishing project specific noise goals in order to assess the potential impact of noise from industry. The policy includes a framework for considering feasible and reasonable noise mitigation measures. However, the policy is designed for large industrial and agricultural sources and specifies substantial monitoring and assessment procedures that may not always be applicable to the types of sources that Councils need to address. Neither is it intended for use as a mandatory requirement, but rather as a guide in determining the potential for noise impact and to identify reasonable and feasible noise mitigation measures.

Given the close proximity of the existing and proposed residential allotments to the existing industrial premises in this instance, it may not be practicable to expect that the level of noise emission arising from the operation of the existing industrial premises would not exceed the project trigger levels that would be established under the Policy, at least for some premises, on some occasions.

That being said, the existing approved residential lots within the existing subdivision each have restrictions placed on them via 88b instruments. The 88b instruments on the subject land require that any future dwellings are to be constructed such that external noise intrusion will achieve the recommended internal noise levels derived from Australian Standard AS2107:2016 '*Acoustics – Recommended design sound levels and reverberation times for building interiors*' (AS2107).

AS2107 provides a list of recommended design sound levels for different areas of occupancy in various buildings. The appropriate indoor noise design goals in this instance are considered

to be 35 dBA ($L_{eq, 1 \text{ hour}}$) inside bedrooms between 10 pm and 7 am and 40 dBA ($L_{eq, 1 \text{ hour}}$) inside all habitable spaces at any time. External noise levels are the energy average sound pressure levels of noise emission arising from the nearby industrial premises when measured or established over a typical worst-case one-hour period ($L_{eq, 1 \text{ hour}}$).

It is assumed that each of the residential lots within the proposed subdivision of Lot 10, if approved by Council, will have similar restrictions placed on each lot via a similar 88b instrument.

This assessment therefore establishes typical existing industrial noise levels across the development site and provides an assessment of the potential for compliance with the internal design goals set by AS2107 for typical future dwellings.

The author visited the site on several occasions throughout November and December 2018 and again in January 2019 to measure the level of noise emission from the various industrial premises in proximal of the future proposed lots.

Industrial noise levels range from 51 to 62 dBA $L_{eq, 1 \text{ hour}}$ during the day at the furthest and closest future dwellings to the noise producing industrial premises. Consideration is also given to noise associated with heavy vehicle movements prior to 7 am based on attended noise measurements and acoustical modelling. The predicted noise level from passing trucks at the closest future residential lots to Lansdowne Street is 56 dBA ($L_{eq, 1 \text{ hour}}$) at night and for those lots closest to Robinson Street the predicted level is 54 dBA ($L_{eq, 1 \text{ hour}}$).

The as-measured and predicted external industrial and heavy vehicle noise levels have been used to determine the potential for compliance with the internal noise limits within typical future dwellings. An assessment of the potential noise intrusion from industrial activity into a selection of potential future dwellings on the Site has been undertaken based on typical living room and bedroom sizes.

Individual assessments for dwellings will be required once the subdivision is created prior to the issue of Construction Certificates for each dwelling. This may be done through the inclusion of 88b instruments on those lots and examples of such instruments are provided in Section 3.1.

Acoustical treatment of these dwellings will be dependent upon, for example, room sizes; ratio of glazing to the overall façade; orientation of windows and rooms to the respective roads; floor coverings and shielding from other dwellings, boundary fences, etc.

It is proposed to erect a minimum 2.1-metre-high timber lapped and capped fence, (noise barrier with a minimum surface density of 15 kg/m²) along the entire Lansdowne Street frontage. The sound barrier fence will therefore achieve an effective height of **2.1 metres** above the finished ground level of the proposed lots adjacent to Lansdowne Street. This will provide varying level of noise attenuation from noise emission from industrial premises and heavy vehicles. A similarly constructed noise barrier is proposed for the Robinson Street frontage and will be erected to a minimum height of 1.8 metres.

In any event, for even the most exposed future dwellings to industrial noise, acoustical treatment where required, will not be significantly onerous and examples are given in Section 5 of this Report.

2. SITE AND PLANNING PROPOSAL DESCRIPTION

The Site is located on the southern side of Lansdowne Street and the western side of Robinson Street approximately 2.4 kilometres south west of the CBD of Goulburn.

The Site in question is located on land that adjoins a recent residential subdivision serviced by Theatre Drive. The overall Site is in a predominantly industrial area and there are industrial premises located opposite Lansdowne Street to the north and opposite Robinson Street to the west and south east as shown in Figure 1.

Industrial premises in the estate include, but are not limited to, Boral Concrete, Allmac Welding, Goulburn Farm Machinery, Storage King and Millennium Windows. The closest proposed lots fronting Lansdowne Street are at a distance of approximately 30 metres from the nearest industrial premises to the north and those fronting Robinson Street are at a distance of approximately 25 metres from the nearest industrial premises to the south east.

The rezoning proposal seeks to have the remaining land on the site, being Lot 10, rezoned so as to allow for residential development of approximately 20 lots as shown in Figure 2.



Figure 1. Location Plan – Lot 10 in DP 1018281, Goulburn, NSW



Figure 2. Planning Proposal – Proposed Subdivision

(source: CPC Land Development Consultants Pty Ltd, plan no. 21355-D-20190527/CH, May 2019)

3. NOISE CRITERIA

Noise arising from industrial premises is typically assessed against the NSW EPA’s ‘Noise Policy for Industry’ 2017. This is particularly for new industrial sites potentially affecting existing residential areas. The policy provides a method for establishing project specific noise goals in order to assess the potential impact of noise from industry and includes a framework for considering feasible and reasonable noise mitigation measures. However, the policy is designed for large industrial and agricultural sources and specifies substantial monitoring and assessment procedures that may not always be applicable to the types of sources Councils need to address. It is not intended for use as a mandatory requirement but rather as a guide to regulatory authorities. Given the close proximity of the existing and proposed residential allotments to the existing industrial premises in this instance, it may not be practicable to expect that the level of noise emission arising from the operation of the existing industrial premises would always meet the project trigger levels that would be established under the policy, at least for some premises, on some occasions.

As such, the existing approved residential lots within the existing subdivision each have restrictions placed on them via 88b instruments. The 88b instruments on the subject land requires that any future dwellings are to be constructed such that external noise intrusion will achieve the recommended internal noise levels derived from Australian Standard AS2107:2016 ‘Acoustics – Recommended design sound levels and reverberation times for building interiors’ (AS2107).

3.1 88B Instrument DP 1247119

An example of the 88b instrument applied to burdened lots on Theatre Drive is as follows:-

“all future dwellings on burdened lots are to be designed and constructed such that external noise intrusion will achieve the recommended internal noise levels in accordance with AS2107.”

3.2 AS 2107:2016

Australian Standard AS 2107:2016 ‘Acoustics – Recommended design sound levels and reverberation times for building interiors’ provides a list of recommended design sound levels for different areas of occupancy in buildings. The recommended internal noise levels and reverberation times for various relevant rooms are shown in Table 1 below.

Table 1 Recommended L_{eq} Design Sound Level (AS2107-2016)

Type of Occupancy/Activity	Recommended Design Sound Level, L _{eq} dB(A)		Recommended Reverberation Time (T).s
	Satisfactory	Maximum	
RESIDENTIAL BUILDINGS			
Houses and apartments in suburban areas or near major roads –			
Living areas	35	45	-
Sleeping (night time)	35	40	-
Houses and apartments in suburban areas or near minor roads –			
Living areas	30	40	-
Sleeping (night time)	30	35	-

Given the location of the development site with respect to the industrial area and Hume Street to the south, it is considered that **35 dBA** is a realistic noise design goal for bedrooms (at night) and **40 dBA** is a realistic noise design goal for all habitable rooms during day time hours. These levels are also in line with those set by Clauses 87 and 102 of SEPP Infrastructure 2007 relating to rail and road noise intrusion respectively.

- a) Day is defined as the period from 7 am to 10 pm; and
- b) Night is defined as the period from 10pm to 7am.

4. INDUSTRIAL NOISE LEVELS

4.1 Measured Noise from Industrial Premises

The author visited the Site on several occasions throughout November and December 2018 and January 2019 to carry out attended noise surveys of noise emission from industrial activity at various locations across the development Site, as shown in Figure 1.

The acoustical environment during all noise surveys was dominated by activity at Boral Concrete which included the loading of cement trucks from the hoppers, washing cement trucks (or adding water to the mix).

Other industrial activity included noise emanating from Goulburn Farm Machinery, Allmac Welding and heavy vehicle movements along Lansdowne Street. The level of noise emission from premises along Robinson Street was significantly lower than those along Lansdowne Street, particularly near to Boral Concrete. The level of noise emission from the eastern end of Lansdowne Street was considerably less than the Boral site.

The highest measured noise level at the closest proposed lots to Lansdowne Street was 62 dBA whilst typical Boral activities occurred simultaneously for a minimum 15 minutes.

As a conservative worst-case scenario this assessment assumes this level is representative of any given one-hour period. In practice this is unlikely to occur regularly as once the cement mixer trucks leave the site the level of noise producing activity is considerably lower.

It is reported that Boral Concrete and other surrounding industries do not commence operating until 7 am. Noisy activities prior to 7 am are dominated by heavy vehicle movements, predominantly in Lansdowne Street. Heavy vehicle noise emission is detailed in Section 4.2 below.

The noise levels measured from nearby industry during the noise surveys have therefore been used to establish the octave band and overall ‘A’ frequency weighted sound pressure levels, in decibels re: 1 pW, shown in Table 1 below.

Table 1 $L_{eq, 1 \text{ hour}}$ Industrial Noise Levels – Various locations across the Site

Industrial Noise Levels	dBA	Sound Pressure Levels (dB) at Octave Band Centre Frequencies (Hz)							
		63	125	250	500	1k	2k	4k	8k
<i>Most exposed future dwellings to Industrial Noise</i>									
Day Time $L_{eq, 1 \text{ hr}}$	62	65	63	58	54	57	56	53	43
<i>Least exposed future dwellings to Industrial Noise</i>									
Day Time $L_{eq, 1 \text{ hr}}$	51	54	52	47	43	46	45	42	32

4.2 Heavy Vehicle Noise Levels

During the noise surveys the author measured the level of noise emission from a number of heavy vehicle movements along Lansdowne Street. Trucks included semi-trailers and smaller rigid trucks approximately 13 metres in length. There is potential for a variety of heavy vehicle types and movements to occur in both Lansdowne Street and Robinson Street, prior to 7 am.

A calculation based on the sound exposure level for various vehicles has therefore been carried out. The sound exposure level (L_{Ae}) is a summation of the sound energy produced during a single event (i.e. a motor vehicle pass-by, train pass-by, etc).

In addition to the measurements taken on site, the author has measured the level of noise emission from numerous heavy vehicles including, for example, truck and trailer, semi-trailer, b-double, refrigerated rigid trucks.

The average maximum measured sound exposure levels of a range vehicles, normalised to a distance of 15 metres is as follows:-

- Truck – 85 dBA;

Once established, a sound exposure level (L_{Ae}) can be used to calculate an energy average, sound pressure level ($L_{eq, time}$) using the following formula:-

$$L_{eq, 1\ hour} = L_{ae} - 10 \log_{10} (T) + 10 \log_{10} (N)$$

Where T is time in seconds (1 hour in this instance in line with the requirements of AS2107) and N is the number of vehicle trips. For the purpose of establishing a typical worst-case scenario, it is assumed that there may be five (5) heavy vehicle movements along Lansdowne Street and three (3) along Robinson Street in any given one-hour period prior to 7 am (e.g. between 6 am and 7 am – which is within the night time shoulder period).

The predicted octave band and overall ‘A’ frequency weighted sound pressure levels, in decibels re: 1 pW from heavy vehicle movements are shown in Table 2 below.

Table 2 $L_{eq, 1\ hour}$ Heavy Vehicle Noise Levels – Various locations across the Site

Heavy Vehicle Noise Levels	dBA	Sound Pressure Levels (dB) at Octave Band Centre Frequencies (Hz)							
		63	125	250	500	1k	2k	4k	8k
<i>Closest future dwellings to Heavy Vehicle movements – Lansdowne Street</i>									
Night Time $L_{eq, 1\ hr}$	56	66	56	51	50	53	48	45	38
<i>Closest future dwellings to Heavy Vehicle movements – Robinson Street</i>									
Night Time $L_{eq, 1\ hr}$	54	64	54	49	48	51	46	43	36

Instrumentation used during the noise survey is shown in the attached Appendix A.

4.3 Required Noise Reduction

The required noise reduction is as follows:

For the future dwellings most exposed to noise from industrial activity and heavy vehicles

- (62 – 40 =) 22 dB for all Living areas; and (industry during the day)
- (56 – 35 =) 21 dB for all sleeping areas (heavy vehicles prior to 7 am – i.e. at night)

For the future dwellings least exposed to noise from industrial activity and heavy vehicles

- (51 – 40 =) 11 dB for all Living areas; and (industry during the day)
- (54 – 35 =) 19 dB for all sleeping areas (heavy vehicles prior to 7 am – i.e. at night)

The higher noise levels at night arise from heavy vehicle movements as it is reported that the industrial premises, particularly Boral Concrete do not operate prior to 7 am, other than truck movements to the Site. Traffic count information provided also indicated that there are minimal truck movements between 6 pm and 6 am.

5. NOISE MODELLING AND RECOMMENDED ACOUSTICAL TREATMENT

5.1 Noise Modelling Methodology

Design and layout of any potential future dwellings are unknown at this stage. For the purpose of modelling and assessment, typical living areas and bedroom sizes have been assumed as follows:-

- Open-plan Living / Dining / Kitchen, timber or tile flooring – 8 metres x 7 metres x 2.7 metres with:-
 - sliding glass door (2000 mm x 2700 mm);
 - one main window (2200 mm x 2100 mm); and
 - one highlight window (600 mm x 2400 mm).
- Bedroom, carpeted – 3.5 metres x 4.5 metres x 2.7 metres with:-
 - one window (2400 mm x 1800 mm); and
 - one sliding door (2000 mm x 2700 mm).

The internal noise levels can be calculated using the formula: -

$$L_{p2} = L_{p1} - R_w + 10 \log_{10} (S/A) - K + 6 \text{ dB}$$

Where:

- L_{p1} is the external freeway noise level;
- R_w is the weighted sound reduction index of the partition;
- S is the area of the partition (e.g. wall, roof, window or glazed door);
- A is the acoustic absorption of the room;
- K is an angle of view correction.

5.2 Building Construction Recommendations

The level of noise intrusion has been calculated through the roof, floor, walls, glazed doors and windows.

The recommended internal noise levels from AS2107:2016 can be met using the following construction methods and materials.

5.2.1 Walls

- External walls may be of brick veneer or other masonry construction; or
- Cement composite external cladding, for example Hardies 'Scyon', 'Linea', 'Stria', or CSR Cemintel or equivalent with similar minimum mass; and
- Internal plasterboard wall lining may be of standard 13 mm thick plasterboard construction with standard thermal insulation in the external wall cavity.

5.2.2 Ceiling and Roof System

- Concrete tile or metal deck roof with 13 mm thick standard or 10 mm thick sound rated plasterboard ceiling below and minimum 50 mm thick glasswool insulation (minimum 11 kg/m³) in the ceiling cavity will be acceptable;

5.2.3 Windows and Glazed Doors

Glazing

- Windows and glazed doors may be fixed, sliding, awning, casement or double hung style in aluminium or timber frames;
- Based on the above example room dimensions and window sizes, windows for dwellings at various locations should achieve the following weighted sound reduction index ratings (R_w):-
 - Most exposed – living room R_w 32 (e.g. 6.38 mm thick laminated glass);
 - Most exposed – Bedroom R_w 30 (e.g. 6.38 mm thick laminated glass);
 - Least exposed – living room R_w 25 (e.g. 4 mm thick float glass);
 - Least exposed – Bedroom R_w 26 (e.g. 5 mm thick float glass).

Discussion

The required acoustical performance of future building elements is dependent upon, for example, the rooms sizes; the proportion of glazing to the remaining walls; the orientation of the rooms and windows to the external noise source; the floor coverings within the rooms; any shielding from other buildings, boundary fences, etc.

Individual assessments for future dwellings will be required once the subdivision is created, prior to the issue of Construction Certificates for each dwelling.

This may be done through the establishment of 88b instruments on those lots, along the lines of the example provided in Section 3.1 of this Report.

5.3 External Noise Reduction

As stated previously it is unlikely that external intrusiveness project noise levels that would be established under the EPA's Noise Policy for Industry 2017 would be met at the closest future dwellings to some industrial premises, at least on some occasions for 15 minute periods during the day.

Practical steps to minimise external noise impacts include:-

Boundary Screening

- Erecting boundary fences along shared boundaries with Lansdowne Street and Robinson Street;
 - Fences may be constructed from any impervious materials including lapped and capped timber, corrugated sheet steel, masonry, or proprietary modular wall systems;
- At this stage it is proposed to erect a minimum 2.1-metre-high barrier along the entire Lansdowne Street frontage. This will provide attenuation of between 5 and 6 dB from noise emission arising from industrial sites and trucks passing on Lansdowne Street.

The proposed boundary fence will provide a reduction in external noise levels which will improve external noise amenity in gardens and courtyards and also potentially reduce the level of construction required to meet the recommended internal noise design goals.

Outdoor Areas & Building Design

- Locate outdoor areas such as courtyards, patios, barbeque areas as far from the respective roads as practicable;
- Avoid elevated decking;
- Shield outdoor areas and noise sensitive rooms from the road or industrial premises by service rooms (see Figure 3 below as an example)

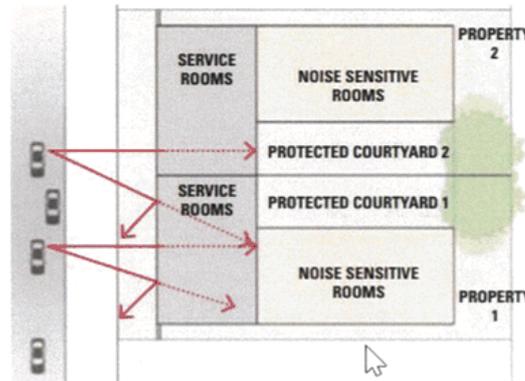


Figure 3.17: Noise shielded courtyards

Figure 3. Building Layout and Design to Reduce Noise Impact

(source: NSW Department of Planning’s Development Near Rail Corridors and Busy Roads – Interim Guideline 2008, Figure 3.17)

Important note:-

These recommendations are given to minimise external noise impacts through the construction of boundary fences and building design so far as may be reasonably practicable for the builder or home owner. This assessment does not provide advice and recommendations to ensure compliance with any external noise limits at future dwellings from existing industrial operations.

Previously approved residential allotments on Theatre Drive, adjoining the subject Site, are restricted via 88b instruments requiring internal noise design goals to be met. This assessment adopts the same approach to the proposed subdivision of Lot 10.

6. CONCLUSION

An industrial noise intrusion assessment has been undertaken in relation to a planning proposal seeking to rezone land at Lot 10 in DP 1018281 Lansdowne and Robinson Streets, Goulburn, NSW to facilitate residential subdivision.

Industrial noise levels and heavy vehicle movement noise levels have been established across the Site based on attended noise surveys undertaken in November and December 2018 and January 2019. Industrial noise levels range from 51 to 62 dBA during the day and noise emitted from heavy vehicles are from 54 to 56 dBA at night at the least exposed and most exposed potential future dwellings respectively.

These measured and established noise levels have been used to determine the potential for compliance with the internal noise design goals derived from Australian Standard AS2107:2016 '*Acoustics – Recommended design sound levels and reverberation times for building interiors*' (AS2107).

These design goals can be achieved for any future residences based on typical example constructions outlined in **Section 5** of this report. Individual assessments of future dwellings may be undertaken prior to issue of construction certificates.

This may be facilitated by the inclusion of 88b instruments on burdened lots.

Any acoustical treatment, where required will not be onerous and result typically in an upgrade to standard glazing thicknesses and or standard plasterboard thickness in some ceilings.

The approach of including 88b instruments that require internal noise design goals to be met in accordance with AS2107:2016 is in keeping with the approved residential subdivision on the adjoining parcel of land at Theatre Drive.

This assessment does not address potential for compliance with external noise goals derived from the EPA's *Noise Policy for Industry* (2017) for noise emission arising from industrial premises impacting on future residents. However, advice is provided in **Section 5.3** to reduce external noise impacts in the design stage of future dwellings so far as is reasonably practicable.



Matthew Harwood, MAAS

Principal Acoustical Consultant

Attachments:-

Appendix A – Noise Survey Instrumentation

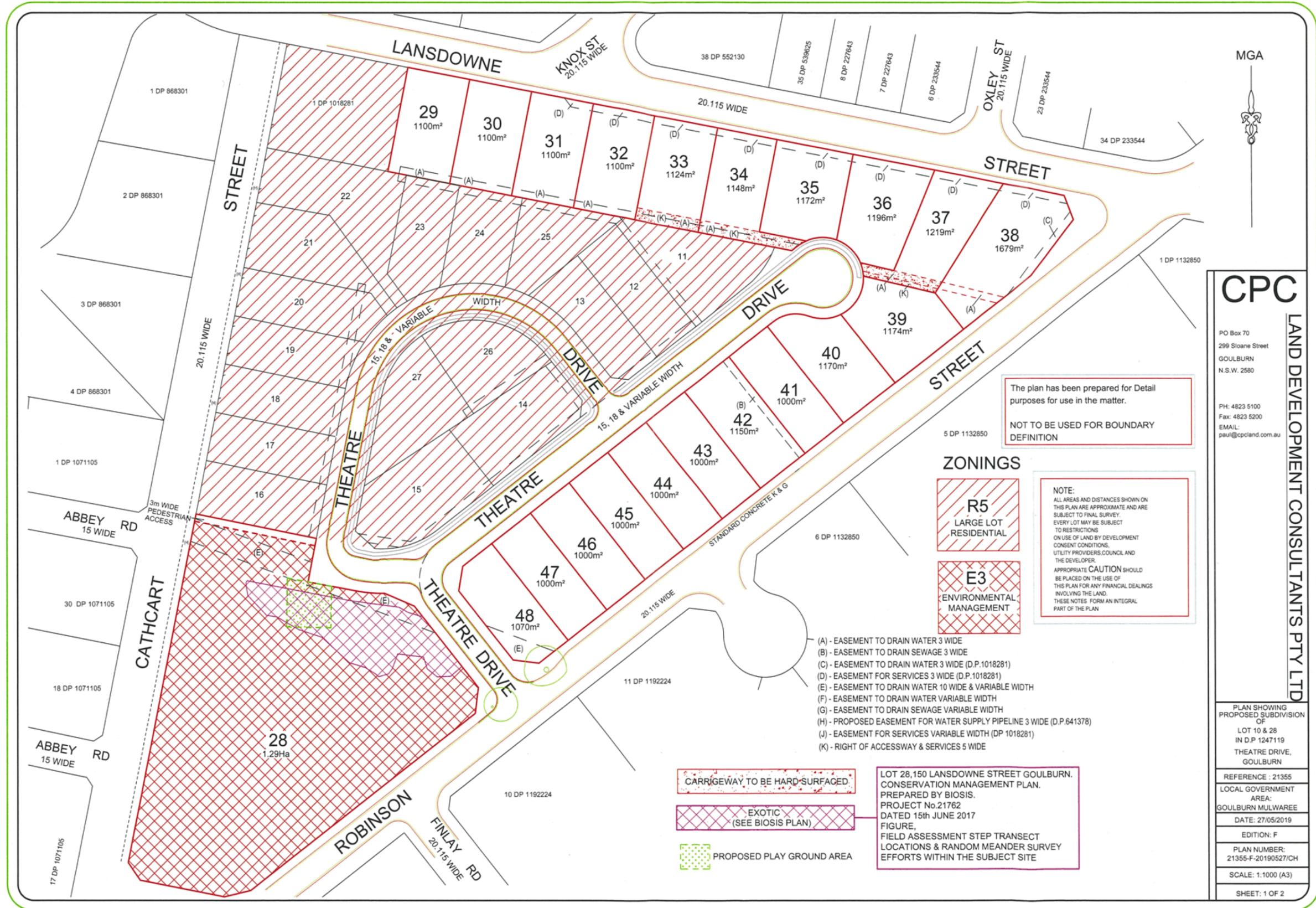
Noise Survey Instrumentation	Appendix A
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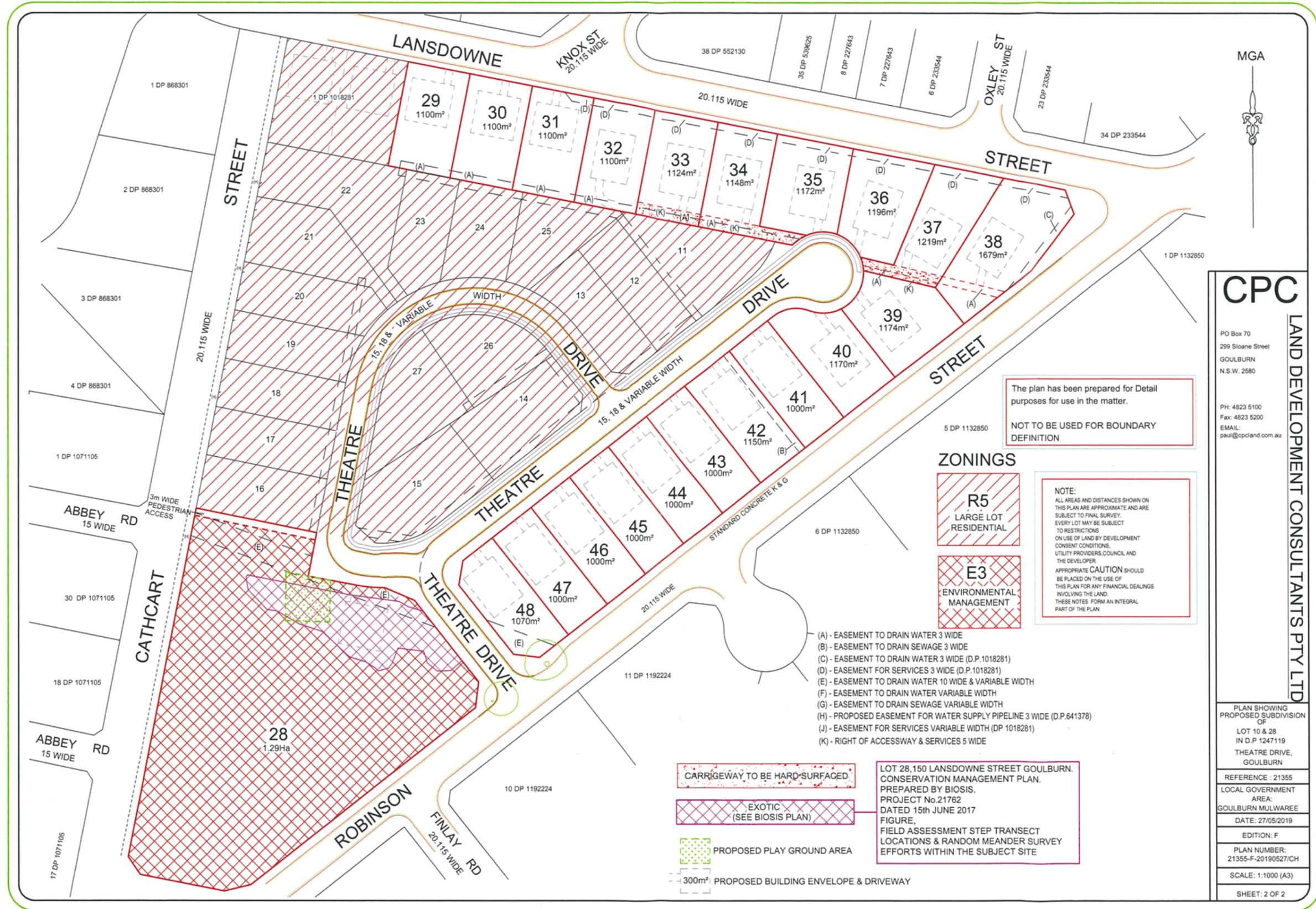
The instrumentation used during the noise survey consisted of the following:-

Description	Model No.	Serial No.
SvanTek Sound Level Meter	SVAN 957	15395
Bruel & Kjaer Sound Level Meter	2260	244 3406

The sound level meters conform to Australian Standard AS IEC 61672.1-2004 : ‘Electroacoustics - Sound level meters – Specifications’ as a Class 1 precision sound level meter.

The calibration of the meter was checked before and after the measurement period. No significant system drift occurred over the measurement period. The sound level meter and calibrator have been checked, adjusted and aligned to conform to the factory specifications and issued with conformance certificates as required by the regulations.





Lansdowne Street – Draft Site Specific DCP Provisions

8.10 Lansdowne Street

Objectives

The objectives of this chapter are to:

- Reduce land use conflicts between residential development in the subject area and existing light industrial and industrial activities to the north and east.
- Protect the ecological values of the site, namely the Box Gum Woodland Endangered Ecological Community that includes known habitat for the vulnerable Varied Sittela.
- Protect the North – South landscape and ecological connectivity from the Mulwaree River, including the unformed section of road on Cathcart Street adjoining the site.

8.10.1 Land to which Plan applies

This chapter applies to the land indicated in **Figure 8-10-1** below. The subject land is bound by Lansdowne Street to the north, Robinson Street to the east, Cathcart Street to the west and incorporates Theatre Drive

Figure 8-10-1 : Land to which Plan applies- *Lansdowne Street*



8.10.2 Development Potential

The majority of the subject site is zoned R5 Large Lot Residential to support the development of dwellings on lots no smaller than 1000m² provided that measures are taken to limit the impact of noise on any proposed future dwelling. The remainder of the site is zoned E3 Environmental Management to protect the ecological value of the site and support no more than one (1) dwelling.

8.10.3 Access

Direct access from any lot onto Lansdowne Street or Robinson Street is to be limited.

Dwellings are not to be erected in the area identified in **Figure 8-10-2** until the road connection from Theatre Drive to Lansdowne Street is closed and replaced with a road connection from Theatre Drive to Robinson Street.

Pedestrian access should be allowed for between Cathcart Street and Robinson Street through the subject area as indicated in **Figure 8-10-2** (indicative only).

Figure 8-10-2 : Lansdowne and Robinson Street frontage (in red) and indicative pedestrian access (in blue).



No dwelling in the subject area is to have access driveway access directly onto Cathcart Street.

8.10.4 Cathcart Street

The vegetated unformed section of Cathcart Street is to remain closed so as to provide ecological connectivity with the E3 Environmental Management zone portion of the site.

8.10.5 Noise Management for Residential Development

Residential dwellings are to be designed to meet Australian Standards for noise (AS 2107) and to provide appropriate measures to ensure that the following LAeq levels are not exceeded:

- a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am,
- b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

Bedrooms in dwellings should be located at the furthest point from noise sources in the B6 Enterprise Corridor zone.

All boundary fencing in land zoned R5 Large Lot Residential must consist of hard wood timber lapped and capped fencing to a height of no less than 1.8m except for any fencing adjacent to Lansdowne Street, where it must be built to a height of no less than 2.1m.

An acoustic report is to be submitted with each development application for a dwelling to address the controls above.

8.10.5 Development in the E3 Environmental Management zone

Residential dwellings are not to be constructed in the E3 Environmental Management zone until public playground equipment is provided on the land.

Residential dwellings are not to be constructed in the E3 Environmental Management zone until public pedestrian access is provided from Theatre Drive to Cathcart Street and any direct road access from Theatre Drive to Lansdowne Street is sealed.

Residential dwellings are only to be located on land designated as MZ03 in the *Conservation Management Plan* prepared by Biosis and dated 15 June 2017 on behalf of Simgrow Pty Ltd (**Figure 8-10-3**). The MZ03 area being the northern section of the subject site which has been highly disturbed and previously cleared and is dominated by introduced grasses and forbs.

Figure 8-10-3 : Land suitable for residential development (in green)



During the construction phase of any development in the E3 Environmental Management zone the following management activities are to be undertaken to minimise potential impacts within the site. These activities include:

- Use of appropriate dust suppression to minimise deposition of dust on vegetation within the subject site.
- Implementation of weed hygiene control measures for vehicles and machinery to minimise the risk of new weeds establishing within the subject site – this activity will reduce the risk of novel weed introductions and subsequent habitat degradation within the subject site.
- Run-off and erosion controls to be implemented to prevent soil erosion or discharge of loose sediment to the subject site – this activity will minimise the risk of erosion, smothering and/or nutrient enrichment and subsequent habitat degradation within the site.

15.4 DRAFT COMMUNITY PARTICIPATION PLAN

Author: Nick Thistleton, Graduate Strategic Planner

Authoriser: Warwick Bennett, General Manager

Attachments: 1. **DRAFT Community Participation Plan** [↓](#) 
 2. **Community Participation Plan DCP Amendment** [↓](#) 

Link to Community Strategic Plan:	Strategy CL2 Encourage and facilitate open and respectful communication between the community, the private sector, Council, and other government agencies.
Cost to Council:	Nil
Use of Reserve Funds:	Nil

RECOMMENDATION

That

1. The report from the Graduate Strategic Planner regarding the *Draft Community Participation Plan* be received.
2. Council place the *Draft Community Participation Plan* on public exhibition for a period of no less than 28 days.
3. Council place the amendment to the public exhibition requirements of the *Goulburn Mulwaree Development Control Plan 2009* attached to this report on public exhibition for 28 days alongside the *Draft Community Participation Plan*.
4. Council publicly exhibit its proposed repeal of the *Publication of Public Notices Policy* alongside the *Draft Community Participation Plan*.
5. A report be put back to Council following the public exhibition period detailing the outcomes of the public exhibition period.

BACKGROUND

Section 2.23 of the amended *Environmental Planning and Assessment Act 1979* (EP&A Act) requires all Councils in NSW to prepare and adopt a *Community Participation Plan* by 1 December 2019. This requirement was inserted as part of the overall amendment to the EP&A Act that took effect in 2018.

Council must adopt a *Community Participation Plan* by 1 December 2019.

REPORT

The *Draft Community Participation Plan* (Attachment 1) will detail how Goulburn Mulwaree Council will engage the community for planning matters. This *Draft Community Participation Plan*:

- Details the general community participation objectives, prepared in accordance with s2.23(2) of the EP&A Act.
- Details the general community engagement process for planning matters.
- Details how planning matters are to be placed on public exhibition.
- Provides guidance on how to make a submission.
- Sets out the public exhibition and notification requirements for planning matters, including development applications.

It is important to note that the *Draft Community Participation Plan* does not replace Council's existing *Community Engagement Strategy & Communications Plan*, which contains Council's overarching community engagement strategy and objectives. This strategy and plan is a separately legislated requirement for all Councils under s402 of the *Local Government Act 1993*. This strategy and plan is also shared with Yass Valley Council and Upper Lachlan Shire Council, while the *Draft Community Participation Plan* is specific to the Goulburn Mulwaree local government area.

It is also important to note that there are many instances, particularly when preparing strategic documents, where community engagement activities cannot be standardised in the *Draft Community Participation Plan*. In these instances, the method of community engagement must be tailored depending on the scope of the content, level of affectation etc. In this sense, the *Draft Community Participation Plan* is only useful in that it contains specific responses to standard planning processes.

Once this plan is adopted by Council, it will supersede and replace any existing Council policy or development control plan requirement relating to community engagement for planning matters. It has therefore also been recommended that the public exhibition requirements in the *Goulburn Mulwaree Development Control Plan 2009* and the *Publication of Public Notices Policy* also be proposed to be repealed in the same public exhibition period as the Draft Community Participation Plan.

The Community Participation Plan will not supersede or repeal Council's Development Assessment and Decision Making Policy, which determines what development applications required for presentation at a Council Meeting for determination.



DRAFT Community Participation Plan

Goulburn Mulwaree Council



DRAFT Community Participation Plan

Version	Comment	Date Effective
1	Draft	03.09.2019



DRAFT Community Participation Plan

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DRAFT Community Participation Plan

1. Application of this plan

This *Community Participation Plan* applies to the various planning functions Goulburn Mulwaree Council (Council) undertakes. This includes the processing of planning proposals, amendments to the Development Control Plan and the assessment of Development Applications.

This plan is prepared in accordance with Division 2.6 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This plan does not outline Council's overarching community engagement commitments for non-planning related matters. These commitments are dealt with separately under Council's *Community Engagement Strategy & Communications Plan*, found under the Integrated Planning & Reporting section of Council's website. This plan also does not detail the circumstances when a Development Application is to be determined at a Council meeting, which are detailed separately in Council's *Development Assessment and Decision Making Policy*.

This plan supersedes the advertising and notification requirements in the *Goulburn Mulwaree Development Control Plan 2009*.



Photo: Mulwaree River Crossing, Braidwood Road.



DRAFT Community Participation Plan

2. The Community Participation Plan

Council recognises that community participation is an integral part of making transparent and well-informed planning decisions.

The *Community Participation Plan* is designed to make participation in planning matters clearer for the community by setting out in one place how the community can participate in the planning system.

The *Community Participation Plan* also establishes community participation objectives that Council will use to guide the approach to community engagement.

It is important to note, however, that the planning process is but one part of an overall project lifecycle in which the community can participate. Outside of this standard process, Council undertakes post-determination, compliance and enforcement activities; to ensure that planning laws and decisions are implemented correctly.



DRAFT Community Participation Plan

3. Our community participation objectives

Council has established eight (8) community participation objectives developed in accordance with the community participation principles set out in section 2.23(2) of the EP&A Act. Each objective has been given corresponding actions that Council will observe when dealing with various planning matters.

The community participation objectives are to:

Objective	Action	Example
Uphold the community's right to information.	<ul style="list-style-type: none"> • Keep accurate records of engagement activities and community input. • Comply with any statutory obligations. 	<ul style="list-style-type: none"> • Use of Councils own website to exhibit relevant information. • The community is given access to all information relevant to the item on exhibition in a manner, where not restricted under various forms of privacy legislation.
Encourage effective and on-going partnerships with the community.	<ul style="list-style-type: none"> • Build strong partnerships with the community. • Clearly set out the purpose of any engagement and how and when the community can participate in respect of a planning matters. • Protect privacy and respect confidentiality. 	<ul style="list-style-type: none"> • Ongoing community engagement activities. • Clearly detail how and when the community can be engaged. • Include accurate summations of all submission and engagement activities in reports.



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Objective	Action	Example
<p>Ensure all information is easily accessible.</p>	<ul style="list-style-type: none"> • Prepare information for the community that is relevant, concise and written in plain English. 	<ul style="list-style-type: none"> • Reports, advertisement, public exhibitions and notifications are all written in easily understood terms. • Written notifications issued or advertised clearly indicate what is proposed and details how the community can provide comment.
<p>Provide the community with early opportunities to participate in strategic planning.</p>	<ul style="list-style-type: none"> • Start community engagement as early as possible and continue this engagement for an appropriate period. • Ensure the community has reasonable time to provide input. 	<ul style="list-style-type: none"> • Draft strategic plans/policies are put on public exhibition. • Exhibition durations are reflective of the size and scope of proposals. • Exhibitions are provided extra time to allow for holiday periods.
<p>Actively seek views that are representative of the community.</p>	<ul style="list-style-type: none"> • Ensure community engagement accurately captures the relevant views of the community. • Ensure information is accessible and seek input from groups who may find it difficult to participate in standard engagement activities. 	<ul style="list-style-type: none"> • Workshops, surveys and drop-ins are utilised where appropriate to gather community input. • Offer a variety of different ways in which the community can provide comments.



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Objective	Action	Example
<p>Oversee consultations by proponents and members of the community.</p>	<ul style="list-style-type: none"> Encourage proponents for major developments to consult with the community early on. 	<ul style="list-style-type: none"> When appropriate, Council facilitated consultations are held between interested groups and proponents. Consultations are focused on clarifying or resolving issues before they are escalated.
<p>Make planning decisions in an open and transparent way.</p>	<ul style="list-style-type: none"> Explain how community input was taken into consideration, and ensure the response to community input is relevant and proportionate. Give genuine and proper consideration to community input. 	<ul style="list-style-type: none"> All post exhibition council reports include how community input was factored into decision making. Post exhibition assessments are conducted transparently, with reasonable notifications of all parties.
<p>Use appropriate community participation methods.</p>	<ul style="list-style-type: none"> Use best practice engagement methods and techniques. Adjust engagement activities in response to community input. Regularly review the effectiveness of community engagement. 	<ul style="list-style-type: none"> Engagement methods are relative to the size and scale of proposals. Reviews of engagement processes are ongoing where improvements or issues are identified.



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4. The community engagement process

Council actively encourages community participation through a five-step process that is applied to planning matters. To assist in achieving fair and just resolutions for all planning matters, Council adheres to the following five (5) step process.

1	Inform	The first step is to inform all relevant parties. This is done through direct written correspondence, exhibitions and public meetings; depending on the needs of a proposal.
2	Consult	This step involves consulting with the community and stakeholders to invite them to provide their insight on a proposal. Details on this written submission process can be found later in this plan. This is by far the most important part of the process, as it allows Council to accurately gauge the concerns and expectations of stakeholders and the community at large.
3	Engage	Through submissions and feedback received through the previous step, we identify key planning issues and concerns that require further consideration prior to determination. In most instances, concerns can be addressed by incorporating minor modifications into the proposal. In circumstances where these issues or concerns are great, Council can seek meetings with the relevant stakeholders and/or the community to discuss options on how to proceed. This may involve repeating this engagement process with an alternate proposal.
4	Determine	This step is where Council determine whether or not the proposal should proceed and subject to what conditions or amendments. The steps leading up to these determinations ensure that the final decision has been considered against both the community views and against the regulatory planning framework. Details of how this determination has been reached are available to the public, including how community views have been considered.



DRAFT Community Participation Plan

5	Review	<p>This step involves the ongoing review of the planning decision and/or Council’s processes in making the determination. For most planning strategies, a review period is specified for when the strategy must be reviewed. For other planning matters such as development applications, the determination and community engagement process can help inform better planning processes.</p>
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5. Public exhibition periods

Public exhibition periods play an important role in the planning process they are used to encourage community participation and generate interest in current and future projects. The length of the exhibition period reflects the window of time where the community may provide feedback. The duration of the notification period varies depending on the nature of a specific project or planning matter being advertised. Council will utilise a combination of some or all of the following methods:

- Advertising on the Council’s website;
- Letters to affected landowners or neighbours;
- Letters sent via email where the email address is known;
- Erecting site notices to advertise the proposed development; and
- Advertising in the Goulburn Post Weekly newspaper.

Minimum exhibition timeframes for certain planning matters are prescribed in Appendix 1 and 2 of this *Community Participation Plan*. Council will exhibit a proposal for the minimum timeframe specified and will consider an extended timeframe for the exhibition period based on the scale and nature of the proposal and the level of community interest. An extended public exhibition period may also be considered to accommodate public holidays or holiday periods. The period between 20 December and 10 January is also excluded from the calculation of public exhibition periods, in accordance with the EP&A Act.

Any written or published notice for an advertised development must contain the information required under section 89 of the *Environmental Planning and Assessment Regulation 2000*.



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6. Who gets notified about development?

Appendices 1 and 2 set out the minimum requirements for the notification and advertising periods for certain development and application types.

Neighbour notification typically includes letters to landowners immediately adjacent to the proposed development. Council acknowledges, however, that there are some instances where the neighbour notification area should be expanded due to the potential impact of the proposed development. In these circumstances, Council will expand the notification area to include those properties it believes are materially affected by the proposed development. Examples of when the notification area may be expanded can include:

- Land in close proximity to the site that may be potentially affected.
- When a recreational facility is proposed.
- When a residential flat building is proposed.
- When a large event is proposed.
- When traffic or other impacts may extend beyond the notification area.
- When the bulk and scale of the development will significant affect the streetscape.

The above is not to be taken as an exhaustive list merely a guide.

It should be noted that if you are not directly notified, the details of the proposal will be publicly available on Council's website. You do not need to be directly notified in order to view the proposal or make a submission.



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7. Who gets notified about other planning matters?

For other planning matters, including plans, strategies and other non-development related matters in Appendix 1, Council will focus on extensively advertising the matter through a variety of means rather than mailing out individual notification letters. This is done due to the sheer impracticality, inefficiency and waste generation that occurs in sending out individual notification letters to large parts or all of the local government area each time a planning matter is placed on exhibition.

To advertise other planning matters, Council will typically employ the following techniques:

- Advertising in the Goulburn Post Weekly newspaper.
- Regular posts on Council's social media platforms.
- Use of pamphlets or posters at the library, Civic Centre, and Community Centres.
- Use of Council's yoursay webpage.
- Media releases.

Notwithstanding the above, Council will notify key stakeholders if they represent a group of people that are likely to be significantly impacted by the proposal. Some key stakeholder groups that may be contacted can include:

- Chambers of Commerce.
- Local Aboriginal Land Councils.
- Historical Societies.
- Local planning consultants.
- Individuals affected by a planning proposal (where the planning proposal is not a broader review of the Local Environmental Plan).



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8. Some important notes regarding public exhibitions

In some circumstances, there may be development matters not subject to the mandatory exhibition timeframes put forward in the *Community Participation Plan*. This can include developments that are exempt from approval or simply have no public exhibition requirement. Additionally, there are some occasions where a government priority or administrative requirement demands immediate action on proposals that prevents the implementation of the community participation process.

Other notes to consider:



Photo: Goulburn Local Court

- Due to a combination of State and Commonwealth privacy and copyright legislation, Council may be limited in its ability to provide documentation, reproduce documentation and keep documentation on public record past the public exhibition period. It is your responsibility to ensure you have your own copies of this information.
- Not all planning matters in Goulburn Mulwaree are governed or controlled by Council. Some developments, such as large quarries, can be considered to be State Significant Development and are assessed by the Department of Planning, Industry and Environment (DPIE). When DPIE is responsible for the proposal, the proposal’s details will be made available separately on DPIE’s major projects website.
- Timeframes are in calendar days and include weekends.
- If the exhibition period is due to close on a weekend or a public holiday, Council will extend the exhibition to finish on the first available work day.
- The period between 20 December and 10 January (inclusive) is excluded from the calculation of a period of public exhibition.
- This document does not prevail over any other legislated requirements for public exhibitions, unless otherwise specified under the EP&A Act.



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9. How to provide submissions

Submissions can be made in the following ways:

- Handed to the Customer Service Team at the Civic Centre 184-194 Bourke Street, Goulburn. Customer Service is open from 8:30am to 4:30pm Monday to Friday, excluding public holidays.
- Posted to Locked Bag 22 Goulburn NSW 2580.
- By email. The advertisement for the item on public exhibition will specify the email address.

When making a submission towards a development application, it is recommended that you fill in the 'Submission to Development Application' form, available on Council's website. This form will ensure that Council has your contact details and can keep you informed.



Photo: Old Victoria Inn, Bungonia



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10. Guide to making submissions

Submissions can raise local issues and make a positive contribution to the planning process. These guidelines will assist in the processing of your feedback and help to expedite our response. Please consider each point carefully before submitting feedback to Council.

- Please ensure that your submission includes the reference number or title of the proposal you are lodging your submission on and must be addressed to the contact person listed. If you are lodging a submission in relation to a development application, you should include the development application number (e.g. DA/1234/1819) and the property address.
- Please make sure that your submission is lodged by the closing date for public exhibition. The closing date will be on the public exhibition notice, website or notification letter.
- Please clearly state and detail the reasons or grounds for your support or objection to the proposal. Council needs to know the reasons why you object to or support a proposal before taking it into consideration.
- Section 10.4 of the EP&A Act, requires you to disclose reportable political donations and gifts if you are making a relevant public submission to Council. Failure to disclose relevant information is an offence under the EP&A Act. Council is required to make any disclosure made under this section publicly available on its website. Further information about the requirement to disclose any political donations and gifts is outlined in Section 10.4 of the EP&A Act. If disclosure of a political donation or gift is necessary, a Disclosure Statement Form must be completed and included with your submission (available from Council's website).
- If submitting to a development application, Council may forward your submission to the applicant for a response in addition to any government agency that is a referral authority for the development application.
- Council will send you an acknowledgement of your submission, however, Council does not make individual and personalized responses to submissions. If your submission relates to a development application, Council will also notify you of the outcome of the determination or the likely date of any Council meeting determination (whichever is applicable).
- In accordance with the provisions of the *Government Information (Public Access) Act 2009* (GIPA Act), Council may place the public submission you provided on its website in full. Any personal details or contact information, will not be redacted on Council's website. Members of the public are entitled to copies of your submission under the GIPA Act. A copy of your submission may be reproduced and published in the Council reports or in Court proceedings. Refer to Council's Privacy Management Policy.



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- It is voluntary for you to provide contact information when making a submission. However, if no name or address is provided, the submission will be set aside. If providing a submission for a development application, the 'Submission to Development Application' form allows you suppress all of your contact details other than your name.
- If a submission is made on behalf of multiple people or it contains a petition, only the designated contact person will be given any subsequent acknowledgement or correspondence. The first person with legible contact details will be used if no designated contact is assigned.
- If you cannot provide a submission by the closing date of the public exhibition period, contact Council to request an extension. Extensions are considered on a case by case basis and are decided on a discretionary basis. If no extension is granted, Council may also decide to consider or disregard the submission on a discretionary basis.
- If you wish to make a presentation at a Council meeting to discuss a matter listed in the meeting agenda, you must contact Council prior to the meeting and register to speak. However you should note that not all planning matters are determined at Council meetings. Council's *Development Assessment and Decision Making Policy* separately identifies when development applications will be determined at a Council meeting rather than being determined by Council staff.



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Appendix 1: Minimum notification and advertising requirements (plans and other matters)

Proposal	Method	Minimum Period
Draft Community Participation Plans	Council website The Post Weekly	28 days
Draft Regional or District Plans	Council website The Post Weekly	28 days
Draft Local Strategic Planning Statements	Council website The Post Weekly	28 days
Planning Proposals (Amendments to the Local Environmental Plan)	Council website The Post Weekly	28 days unless otherwise specified in the gateway determination
Draft Development Control Plans (including amendments)	Council website The Post Weekly	28 days
Draft Contributions Plans	Council website The Post Weekly	28 days
Designated Development	Council website Notification to neighbours The Post Weekly Site Notice	28 days



DRAFT Community Participation Plan

Proposal	Method	Minimum Period
State Significant Development*	Department of Planning, Industry and Environment's website Notification to neighbours Site Notice	28 days
Environmental Impact Statement obtained under Division 5.1*	Department of Planning, Industry and Environment's website Notification to neighbours Site Notice	28 days
Environmental Impact Statement for State Significant Infrastructure obtained under Division 5.2*	Department of Planning, Industry and Environment's website Notification to neighbours Site Notice	28 days
Review of Determination	Letter to submitters same methods as used when application originally notified/advertised	14 days
Development Applications	Advertising and notification discretionary unless otherwise specified in Appendix 2	14 days (unless otherwise specified in Appendix 2)
Integrated Development requiring approval under the Heritage Act 1977 or Water Management Act 2000 or the Protection of the Environment Operations Act 1997.	Council website Notification to neighbours The Post Weekly Site Notice	28 days



DRAFT Community Participation Plan

Proposal	Method	Minimum Period
All other Integrated Development	Council Website The Post Weekly (unless otherwise specified in Appendix 2)	14 days (unless otherwise specified in Appendix 2)
Modifications made under s4.55(1)	No requirement	No requirement
Modifications made under s4.55(1A)	No requirement, unless the original development was approved by the Court on appeal, where the Court must be notified in addition and the same notification/advertising method being used as for the original development.	No requirement, unless the original development was approved by the Court on appeal, where the Court must be notified in addition and the same notification/advertising method being used as for the original development.
Modifications made under s4.55(2)	Advertising and notification discretionary unless otherwise specified in Appendix 2	14 days (unless a longer period is specified in Appendix 2)
Modifications made under s4.56	Council Website The Post Weekly The Court Notification to each person who made a submission to the original development application Any other advertising or notification required for the development in accordance with Appendix 2.	14 days (unless a longer period is specified in Appendix 2)



DRAFT Community Participation Plan

Proposal	Method	Minimum Period
Voluntary Planning Agreements	Council website Notification to neighbours The Post Weekly	28 days
Variations under Clause 4.6 of the Goulburn Mulwaree Local Environmental Plan	Council website Notification to neighbours The Post Weekly	28 days

* The Department of Planning, Industry and Environment is responsible for the exhibition of these proposals



DRAFT Community Participation Plan

Appendix 2: Exhibition requirements for specific development types

Note: Refer to Appendix 1 before applying this table. If the development is not listed in the table below, a minimum public exhibition period of 14 days is applied and advertising and notification is made at the development assessment officer’s discretion.

Proposal Type	Method of notification				Min duration
	Council Website	Letters to neighbours	The Post Weekly	Site Notices	
Amusement centres	✓	✓	✓	✓	14 Days
Animal boarding or training establishments	✓	✓			21 Days
Boarding house or hostel	✓	✓			14 Days
Boundary adjustments (only where both lots are owned by the applicant)					No requirement
Caravan parks and camping grounds	✓	✓	✓	✓	21 Days
Cemeteries (other than private burial) crematorium and mortuaries	✓	✓	✓	✓	28 Days
Change of use in B3 Commercial Core zone to commercial premise					No requirement
Change of use to office premises					No requirement
Commercial premises floor area greater than 500m ²	✓	✓	✓	✓	14 Days
Demolition or work to a local heritage item	✓	✓	✓	✓	14 days
Demolition or work to a state heritage item	✓	✓	✓	✓	28 Days
Educational establishments	✓	✓	✓	✓	28 Days
Entertainment facilities (major, indoor, outdoor)	✓	✓	✓	✓	21 days
Extractive industries	✓	✓	✓	✓	28 Days



DRAFT Community Participation Plan

Proposal Type	Method of notification				Min duration
	Council Website	Letters to neighbours	The Post Weekly	Site Notices	
Food and drink premises	✓	✓	✓	✓	14 Days
Function centres	✓	✓	✓	✓	21 Days
Health service facilities	✓	✓	✓	✓	14 Days
Haulage routes – all developments with direct access (see footnote) ¹	✓	✓			14 Days
Industries or industrial premises with a floor area greater than 500m ²	✓	✓	✓		14 days
Intensive livestock & plant agriculture	✓	✓	✓	✓	28 Days
Neighbourhood shop	✓	✓	✓	✓	14 Days
Places of public worship	✓	✓	✓	✓	21 Days
Recreation facility (major, indoor, outdoor)	✓	✓	✓	✓	21 Days
Residential accommodation up to two additional dwellings (excluding single storey dwellings and secondary dwellings)	✓	✓			14 Days
Residential accommodation (three or more additional dwellings including boarding houses, multi dwelling housing, residential flat buildings etc.)	✓	✓	✓	✓	21 Days
Residential – group homes	✓	✓			14 days
Residential – new two storey	✓	✓			14 days
Residential single storey dwellings (not including secondary dwellings)					No requirements
Restricted premises	✓	✓	✓	✓	21 Days
Rural industries	✓	✓	✓	✓	14 days
Service stations	✓	✓			14 Days
Sex services premises	✓	✓	✓	✓	28 Days



DRAFT Community Participation Plan

Proposal Type	Method of notification				Min duration
	Council Website	Letters to neighbours	The Post Weekly	Site Notices	
Shop top housing	✓	✓	✓	✓	21 days
Signage	✓	✓			14 Days
Subdivision Strata or Community Title (no new works proposed)					No requirement
Subdivisions of land no more three (3) lots	✓	✓			14 Days
Subdivisions of land four (4) or more lots	✓	✓	✓	✓	21 Days
Telecommunication facility towers	✓	✓	✓	✓	14 Days
Temporary use of Land	✓	✓	✓	✓	14 Days
Tourist and visitor accommodation	✓	✓	✓	✓	21 days

¹Development proposed on a known haulage route will be notified to the haulage operator/generator

Development Control Plan Amendment

Remove Clause 1.7, replace instead with:

Notification and advertising requirements for developments are detailed separately in Council's *Community Participation Plan*. This plan is available on Council's website.

15.5 HERON WOODLAWN TRAFFIC UPDATE

Author: Matthew O'Rourke, Director Operations

Authoriser: Warwick Bennett, General Manager

Attachments: 1. Heron Woodlawn Mine Traffic Report Final 11 July 2019  

Link to Community Strategic Plan:	IN3.2 Implement road infrastructure capital works and maintenance programs.
Cost to Council:	The available budget for the Heron-Woodlawn traffic assessment is \$40,000.00, with Heron-Woodlawn and Goulburn Mulwaree Council contributing 50% each.
Use of Reserve Funds:	Nil

RECOMMENDATION

That

1. The report from the Director of Operations on the final Heron-Woodlawn traffic impact assessment report be received.
2. The final Heron-Woodlawn traffic impact assessment report be presented to the Heron CCC on 25 September 2019.
3. The final Heron-Woodlawn traffic impact assessment report be presented to the Roads and Maritime Services for review and action.

BACKGROUND

Heron Resources Limited's (Heron) Woodlawn zinc-copper project involves re-establishing mining and processing operations at the former Woodlawn base metal mine located near Tarago, between Goulburn and Canberra.

The Woodlawn project comprises large, medium grade tailings resource plus a high-grade underground resource which are to be processed at a new facility to produce three separate sulphide concentrates for export.

Full containers will be loaded onto trucks at the Woodlawn mine site and then transported to port by road using a single fleet of B-Double combinations. Empty containers will be transported back to Woodlawn mine.

This report is to update Council on the final Heron-Woodlawn Traffic Impact Assessment Report. A copy is included as an attachment for information.

REPORT

The draft Traffic Impact Assessment (TIA) report was presented to Council at the 4 June 2019 Council Meeting. The recommendations from this meeting included that feedback from the 5 June 2019 stakeholder meeting be incorporated into the final report and separate report be prepared on the following:

- A preferred Tarago bypass route.
- A slow vehicle lane in a southerly direction from Crisps Creek toward Woodlawn.
- A roundabout at the intersection of Lumley and Braidwood Road.
- Alternative access from Braidwood Road onto the Hume Highway.

In 2013, Veolia investigated whether a climbing lane was required on the incline from Crisps Creek to Woodlawn. The report concluded that a climbing lane was not required based on the frequency, length of climb limited delay to motorists and the constructability of a suitable lane. The NSW Department of Planning, Industry and Environment now require Veolia to be review this given the increase in waste delivered by road to Woodlawn.

Therefore, Council will work with Veolia during this review to satisfy this requirement. A follow up report on the preferred Tarago bypass route, a roundabout at the intersection of Lumley Road and Braidwood Road plus an alternative access point from Braidwood Road onto the Hume Highway will be presented to Council before the end of 2019.

Given the roads mentioned in the TIA report are either regional or state roads, the Roads and Maritime Services (RMS) will be consulted in developing the follow up report.

The draft TIA report was presented at a stakeholder meeting on 5 June 2019 at the Heron site on Collector Road. This meeting gave the stakeholders an overview of the draft report plus provided a forum for feedback on the report. Feedback has since been incorporated into final report, with the general findings of the TIA as follows:

- Road network capacity is adequate for volume of traffic generated by Heron.
- Some intersections require minor improvements to cater for heavy vehicle turning paths.
 - Wallace Street / Braidwood Road
 - Finlay Road / Hume Street
- Conditions along the road require minor maintenance in places.
- Tarago bus stop to be relocated improve safety

Following are the recommendations from the final TIA report which will be actioned from the abovementioned reports, liaison with Heron and RMS.

- Proposed development/improvements:
 - Further consideration of genuine bypasses surrounding Tarago.
 - Development of key intersections along the route.
 - Minor improvement of road condition along the route
- Management Strategies:
 - RMS be informed of this report and recommendations given Braidwood Rd is a state road and Bungendore Rd is a regional road.
 - Implement a Code of Conduct for Heron drivers.
- Draft Tarago Village Plan:
 - Alignment of road and road side improvements within Tarago Village with objective of safe travel movement within and through Tarago.
- Further Data Collection:
 - Data is required for the area of Tarago and Lake Bathurst.
 - Data will need to be collected in order to fully assess the future impacts on the existing route.

The final TIA report will be presented to Heron CCC on 25 September 2019.

11/07/2019



Heron Woodlawn Project

Traffic Impact Assessment

CREATING CERTAINTY.

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Document Information

Contact Details

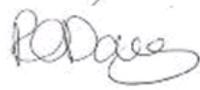
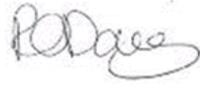
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Document Control

Rev.	Date	Author	Reviewer	Signed Approval	Notes
1.0	11/03/2019	Jayden Boege	Dave Lavers		Initial Draft
1.1	5/04/2019	Dave Lavers	Rhys Davies		Draft Report – for comment
1.2	26/04/2019	Dave Lavers	Rhys Davies		Final Draft Report
2.0	11/07/2019	Dave Lavers	Rhys Davies		Final Report

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1. Introduction

1.1 Background

Onto it were engaged by Goulburn Mulwaree Council (Council) to undertake a Traffic and Transport Impact Assessment (TIA) to assist with the re-opening of the Woodlawn Mining Facility near Tarago, NSW. Onto it were advised that the current proposal is to transport material from the Woodlawn facility to the rail yard in Goulburn (see Figure 1), NSW, then by rail to the Port of Botany in Sydney. This TIA will inform the proposal for an increase in freight transport along the existing route from Collector Rd South-West of Tarago to Goulburn rail yards and through to the Hume Highway.

The purpose of the study is to examine existing traffic and transport network conditions and to assess the future traffic impacts arising from an increase in freight vehicle movements along the route. The study has assessed existing and future traffic conditions to ensure the transport infrastructure has sufficient capacity and is in adequate condition to support the proposed increase freight vehicle movements along the existing route.

This report presents a summary of the analysis and results that have been undertaken as part of the TIA. The assessment of traffic impacts generated by the increase in freight vehicular movements has been based on the following information and guidelines:

- The NSW Roads and Maritime (RMS) Guide to Traffic Generating Developments (Version 2.2, October 2002);
- Data and information provided by Council; and
- Review of existing traffic and parking conditions on the surrounding road network.

The draft report was provided to Council in mid-April 2019 and circulated to the members of the Heron Community Consultative Committee (HCCC) for comment. Onto it delivered a presentation to a specially convened meeting of the HCCC on 5 Jun 19, and talked through the observations and judgements contained within the draft report. Inputs from meeting participant were captured. This forum was important for socialising and validation of the TIA and recommendations in context of the draft Tarago Village Plan. It was agreed at the CCC meeting that an additional chapter would be added to this report, capturing Community Observations and Comments. It was agreed that this section would include matters not directly related to the general terms of reference for the report, where these matters were raised.

Following the meeting, a survey was distributed to HCCC meeting attendees to provide an additional avenue for inputs into this final version of the report.

This report has been updated and finalised to incorporate inputs from the HCCC meeting, individual stakeholder inputs and outputs from the survey.

1.2 Site Context

The proposed route for the transportation of the mine materials is an approximate 50km drive from the Woodlawn Mines on Collector Rd approximately 4.5km South-West of Tarago, NSW to Hume St Goulburn, NSW. The proposed route will travel through the village of Tarago that is currently home to approximately 426 residents and offers a rural lifestyle in close proximity to the ACT. Direct access into Bungendore is available South of Tarago via Bungendore Rd which then leads onto Kings Highway into the ACT.

Direct access to Goulburn is via Braidwood Rd from Tarago which then allows access to Hume Hwy via Hume St. Goulburn currently has a population of approximately 22,890 and provides a regional city lifestyle for its residents. Goulburn is near two major cities, Sydney being approximately 195km North-East and Canberra approximately 90km South-West of the City.

– 5 –

Figure 1 illustrates the route from Collector Rd through Tarago to Hume St in Goulburn, this being the proposed route freight vehicles will travel from Woodlawn Mines through to the rail yard in Goulburn. The map shows the range of environmental features and small towns which are a part of the route including Tarago, Lake Bathurst, Lake George and Turrannville.

1.3 Report Structure

This report provides advice and analysis on the potential future traffic and transport conditions which would potentially result along the proposed route from the additional freight vehicular traffic resulting from the re-opening of the mine facility. The report has been structured as follows:

- **Chapter 2 – Existing Conditions** – this section provides an overview of the current traffic and transport conditions along the route and within the area of the proposed mine;
- **Chapter 3 – Transport and Traffic Impact Assessment** – this section provides an overview of the proposed route provided by Heron Resources Ltd;
- **Chapter 4 – Potential Mitigation Measures** – this section provides an overview of the likely impacts to the transport and traffic network as a result of an increased freight vehicular traffic use along the route;
- **Chapter 5 – Estimate of Probable Costs** – outlines the high-level costs potential costs involved in the project;
- **Chapter 6 – Community Observations and Comments** – this section provides a record of observations and judgements made by the community through the lens of the CCC members. This section includes matters that have been captured but are not aligned with the terms of reference for this body of work. These observations and comments are intended to support Council's broader body of community engagement activities; and
- **Chapter 7 – Summary and Recommendations** – this section summarises the analysis and key conclusions/ recommendations of the study and the consultation activities.

2. Existing Conditions

A comprehensive review of the existing transport and traffic network along the proposed route alignment has been undertaken to establish a baseline of conditions. This section outlines and summarises the findings from this review.

2.1 Proposed Route

The route under investigation is in the vicinity of Tarago and Goulburn, NSW (see **Figure 1**). The proposed route is approximately 47km long and consists of:

- Collector Rd between the Woodlawn facility entrance and Bungendore Rd;
- Bungendore Rd between the intersection with Collector Rd and Goulburn St;
- Goulburn St/Wallace St within the village of Tarago;
- Braidwood Rd between the village of Tarago and Goulburn;
- Sloane St between Braidwood Rd and Finlay Rd, Goulburn;
- Finlay Rd between Sloane St and Hume St, Goulburn; and
- Hume St between Finlay St and the Hume Hwy, Goulburn.

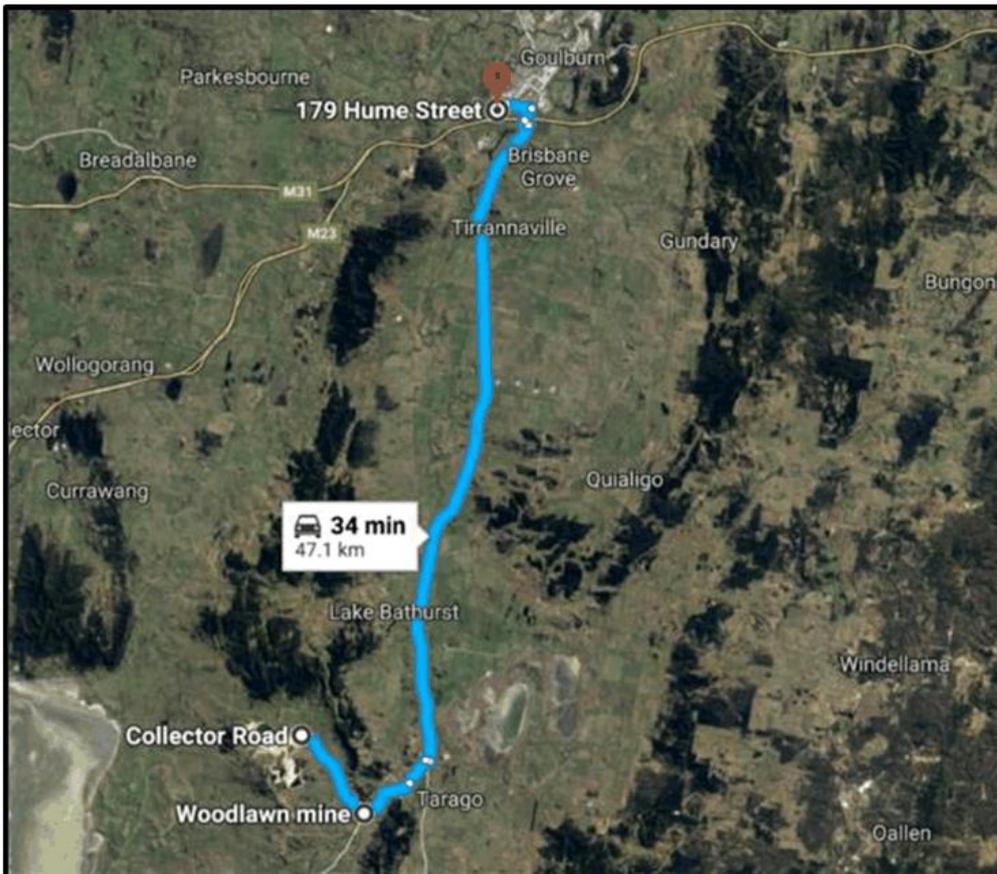


Figure 1 Route from Collector Rd to Hume St, Goulburn, NSW (credit: Google Maps)

2.2 Approved Status of Existing Route

The Route is currently approved by RMS for B-Double trucks. A copy of the route map is shown at **Figure 2**. It is noted that the entirety of the route proposed to be used by the Proponent is approved for use by B-Double trucks.

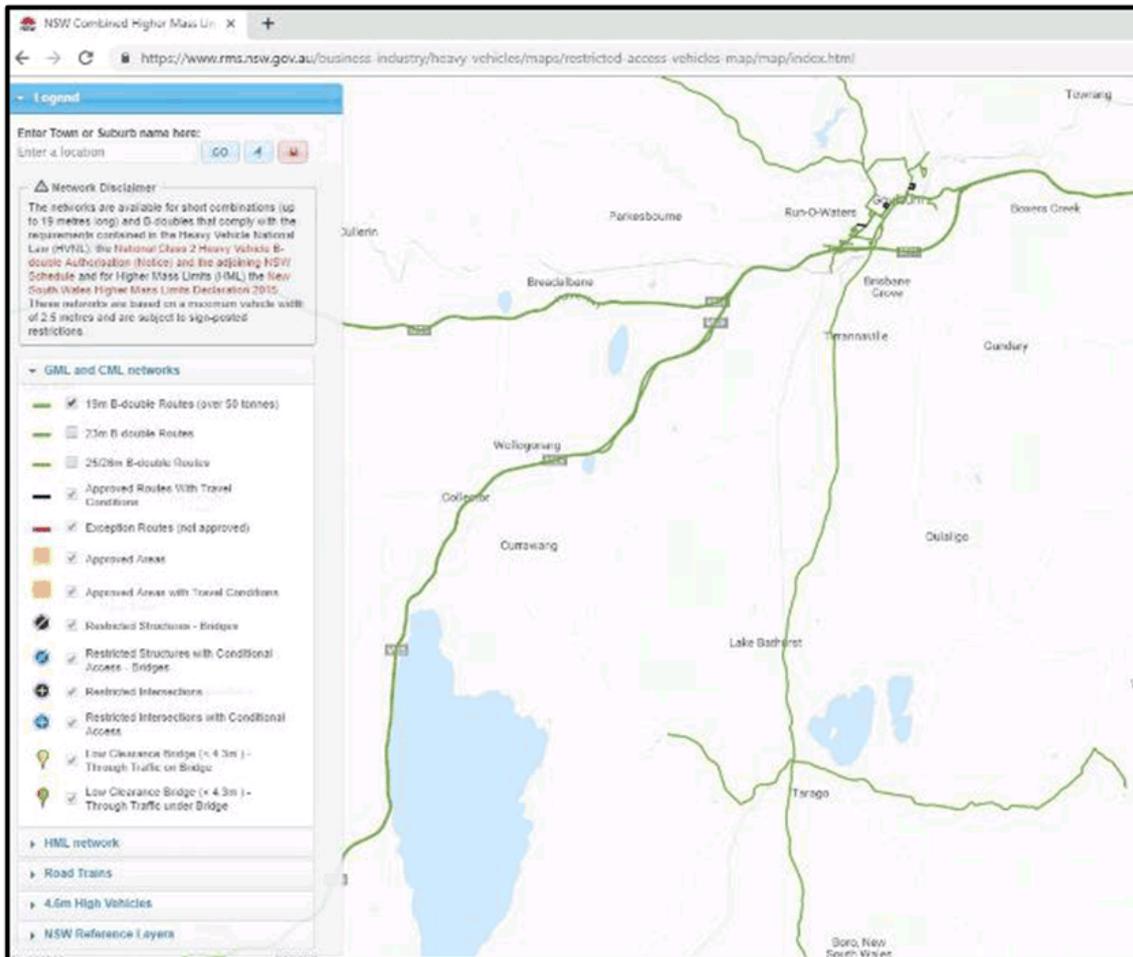


Figure 2 - RMS Approved B-Double Route (NSW Government, 2019)

Most of the roads along the route are classified differently and as such have different road characteristics, a summary of these is provided in the following sections.

2.2.1 Site Observations and Condition Assessment

Table 1 provides a technical assessment of the existing conditions observed along the proposed road corridors that are within the route proposed for the movements of freight vehicles to and from the mining facility. This assessment has been undertaken generally in accordance with the Guide to Pavement Technology Part 5: Pavement Evaluation and Treatment Design, based on photos of sections of the road and / or aerial maps such as Six Maps. The table provides brief overview of each road corridor including site photos as well as a brief technical assessment of major observations from the site visit and pictures contained below.

Table 1 Site Observations and Condition Assessment Summary Table (credit: SIX Maps, NSW)

Location	Photo of Location	Comment	Technical Assessment
Collector Rd		<p>Collector Rd/Bungendore Rd intersection SW of Tarago, facing east toward Woodlawn Mines</p>	<p>Road appears to be recently re-sealed, new line marking required to be applied around island and edge lines to be painted.</p> <p>Some loose gravel to be swept from road.</p>
Bungendore Rd		<p>Bungendore Rd SW of Tarago facing North toward Tarago</p>	<p>Road surface appears to be in reasonable condition.</p> <p>Minimal edge break.</p> <p>Shoulders appear low and may need additional gravel.</p> <p>Centre separation line and edge lines visible but faded, possibly require re-line marking.</p>
Goulburn St		<p>Goulburn St South of Tarago, facing North toward Tarago Entering Tarago Village</p>	<p>Road surface appears to be in reasonable condition.</p> <p>Some edge break evident.</p> <p>Shoulders appear low and may need additional gravel.</p> <p>Centre separation line, edge-lines and RAIL AHEAD painted sign are visible but faded, possibly require re-line marking.</p> <p>Road signs appear in reasonable condition.</p>

Wallace St		Wallace St/Braidwood Rd intersection facing NW toward Wallace St	<p>Road surface appears to be in reasonable condition.</p> <p>Priority control of intersection by GIVE WAY sign set well back from the intersection – possibly to aid larger vehicles turning through the intersection.</p> <p>Development controls / adequate setback for any building on the block on the north west corner of the intersection should be considered to preserve sight lines (see section 2.1.8 Swept Path Analysis for road / boundary proximity).</p>
Braidwood Rd		Braidwood Rd bend in Tarago	<p>Intersection too narrow for two B-Double trucks to negotiate bend simultaneously – refer to section 2.1.8 Swept Path Analysis.</p> <p>Parking restrictions should be considered for some 50m from the intersection on both sides of Wallace Rd in front of the hotel.</p>
Braidwood Rd		Braidwood Rd/Wallace St/Lumley St intersection facing North toward Braidwood Rd	<p>Same intersection as above.</p> <p>NO PARKING signs should be considered to restrict carparking too close to the intersection to aid sight distances and vehicle turning.</p>

<p>Braidwood Rd</p>		<p>Braidwood Rd facing North toward Goulburn.</p> <p>Bus shelters and school zone noted.</p> <p>NB. Bus stop is outside of School Zone</p>	<p>Movement of Bus Stop into School Zone would enhance pedestrian safety. Bus stop immediately adjacent to the school would be an improvement for safety and control of children waiting for the bus. Bus set down within the school grounds would be best option but considered not to be essential.</p> <p>This should be addressed as a general safety measure.</p>
<p>Sloane St</p>		<p>Sloane St/Braidwood Rd intersection facing South toward Sloane St</p>	<p>Road surface and traffic islands appear to be in reasonable condition.</p> <p>Central splitter island or triangular island in photo foreground to be modified to permit B-Double turning movement – refer to section 2.1.8 Swept Path Analysis.</p> <p>Reconstruction could be concrete 50mm above pavement to restrict standard vehicles but allow larger vehicles to mount island to effect turn movement.</p>

<p>Finlay Rd</p>		<p>Finlay Rd/Sloane St intersection facing West toward Finlay Rd</p>	<p>Road surface except at driveway and traffic islands appear to be in reasonable condition. Pavement repair appears to be required at driveway.</p> <p>Central splitter island to Sloane St to be modified to permit B-Double turning movement – refer section 2.1.8 Swept Path Analysis.</p> <p>Reconstruction could be concrete 50mm above pavement to restrict standard vehicles but allow larger vehicles to mount island to effect turn movement. Hold line assoc. with GIVE WAY sign to be moved west to TP on Finlay St, and new line marking at the intersection appears to be required.</p>
<p>Hume St</p>		<p>Birds-eye view of Hume St</p>	<p>Photo appears to have been taken during roadworks on Findlay Rd hence the lighter colour of the road pavement around the intersection.</p>

2.3 Road Corridor Characteristics

2.3.1 Collector Rd

Collector Rd marks the beginning of the route from the Woodlawn Mines which continues through to Bungendore Rd. It connects Bungendore Rd to the Hume Hwy and is one of the less significant roads along this specific route regarding impact of increased traffic. Collector Rd will act as a corridor for trucks, allowing them access to Bungendore Rd from the Woodlawn Mines which then leads into Tarago (see **Figure 2**). Being a minor road in the route to Goulburn, the road reflects these characteristics:

- Sealed single lanes in both directions with approximately 7m width (2 x 3.5m traffic lanes);
- Posted speed limit of 100kph;
- Median of approximately 1.5m toward the end of Collector Rd at Bungendore Rd intersection; and
- Posted give way sign at Collector Rd/Bungendore Rd intersection (turning left onto Bungendore Rd)



Figure 3 Collector Rd/ Bungendore Rd intersection (credit: SIX Maps, NSW)

2.3.2 Bungendore Rd

Bungendore Rd is a major part of the route which allows access from Collector Rd into Tarago. It is part of a State and Regional road network and allows direct access onto Goulburn St which then leads into Tarago Village (see **Figure 3**).

- Sealed single carriageway in each direction which is approximately 7m and slightly wider in some areas (3.5m each lane);
- No central median; and
- Posted speed sign 100kph.

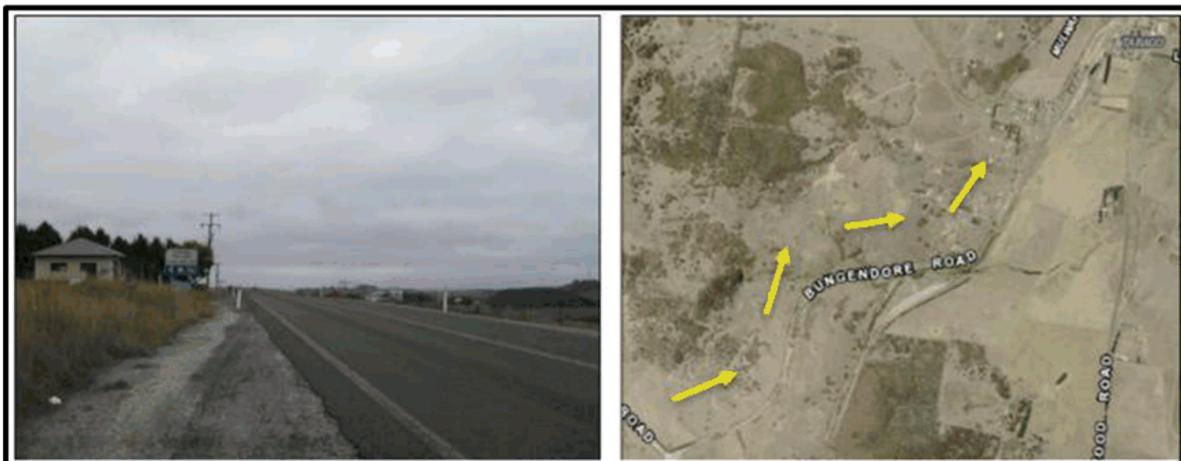


Figure 4 Bungendore Rd heading North onto Goulburn St (credit: SIX Maps, NSW)

2.3.3 Goulburn St/Wallace St/Braidwood Rd

Goulburn St allows access into Tarago and connects onto Wallace St which creates a passage through Tarago onto Braidwood Rd. The intersections between these roads appear to provide a safe environment for traffic and pedestrians coming in and out of Tarago. Characteristics of these roads include:

- Single sealed carriageway in each direction in all roads in the area of interest, which is approximately 10m (5m each lane);
- Posted speed sign of 50kph around the vicinity of Tarago (some areas may be 60kph);
- No central median; and
- All intersections are priority controlled and are generally providing access to dwellings.

Images in **Figure 4** illustrate perspective of the intersection between Wallace St, Braidwood Rd and Lumley Rd from each corner of the intersection, displaying the condition of the road and characteristics of the intersection.



Figure 5 Goulburn St/Wallace St/Braidwood Rd (credit: SIX Maps, NSW)

2.3.4 Sloane St

Sloane St is a local access street which allows for traffic to access a majority of the residential areas in Goulburn. It provides access to Finlay St for traffic coming from Braidwood Rd, which then provides easy access onto the Hume Hwy. Characteristics include:

- Provides access to residential and industrial properties;
- Sealed single carriageway each way with a width of approximately 9 to 10m (4.5-5m each lane);
- Appear to be a fading of line markings further down the road;
- Small median strips near intersection (appear to be a small median strip at the southern end of the road near Finlay Rd);
- Appear to be signs of cracked pavement; and
- Posted speed limit of 60kph.

Images in **Figure 5** illustrate the characteristics and condition of Sloane St intersection from a range of different angles.



Figure 6 Sloane St intersection from a variety of angles (credit: SIX Maps, NSW)

2.3.5 Finlay Rd

Finlay Rd is another vital road which allows access into a small industrial area in the south and a residential area to the north of the road in Goulburn. It also provides access to Hume St which then connects onto Hume Hwy. Characteristics include:

- Provides access to residential and industrial properties;
- Sealed single carriageway each way with a width of approximately 12m (6m each lane);
- Appear to be a fading of line markings;
- Small median strip near intersection (Finlay Rd and Hume St intersection);
- Appear to be signs of damaged pavement; and
- Posted speed limit of 60kph.

It is understood that RMS are currently investigating the Finlay Rd / Hume Rd intersection.

Images in **Figure 6** illustrate the characteristics and condition of the intersection between Finlay Rd and Sloane St from a range of angles.



Figure 7 Finlay Rd/Sloane St intersection from a variety of angles (credit: SIX Maps, NSW)

2.3.6 Hume St

Hume St is a major road which provides access into Goulburn for traffic that is travelling along Hume Hwy. Hume St, being a major access point in and out of Goulburn from the Highway, must accommodate for a range of vehicle classes. It reflects these characteristics:

- Provides access to commercial and industrial properties;
- Sealed dual carriageway each way with a width of approximately 20m (3.5m each lane, designated area for stopping on both sides of road)
- Median strip approximately 2-4m width (width changes along the road)
- Round-a-bout approximately 18m in diameter (able to accommodate B-Double vehicle movements by utilising both lanes - refer section 2.1.8 Swept Path Analysis)
- Appears to be clear road markings with designated turning lanes
- Poster speed sign of 60kph

Images in **Figure 7** illustrate the general condition and characteristics of different sections of Hume St.



Figure 8 Overview of sections of Hume St (credit: SIX Maps, NSW)

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2.4 Existing Vehicle Volumes

Existing traffic volumes were obtained from traffic counts that were provided and collected by GMC for the locations, date and times displayed in **Table 2**.

Note: Class 9 vehicles are 6 Axle Articulated Trucks. Class 10 Vehicles are Rigid & 5 Axle Dog, Twin steer & 5 Axle Dog and B-Doubles.

Table 2 Summary of traffic count locations, date and times

Location	Date and Time of Survey	Traffic Data
Collector Rd 180m west of Bungendore Rd intersection	14:05 Wed, 25 Oct 17 to 14:01 Thu, 23 Nov 17	Cls 9 Veh – 33.8% Cls 10 Veh – 3.9%
Bungendore Rd 100m south of Lime St	14:41 Fri, 21 Sep 18 to 12:53 Thu, 18 Oct 18	Cls 9 Veh – 1.5% Cls 10 Veh – 0.7%
Bungendore Rd (Wallace St) 90m west of Braidwood Rd	8:47 Wed, 21 Nov 18 to 11:44 Wed, 5 Dec 18	Cls 9 Veh – 1.4% Cls 10 Veh – 0.8%
Lumley Rd 90m east of Braidwood Rd	8:03 Wed, 21 Nov 18 to 11:34 Wed, 5 Dec 18	Cls 9 Veh – 0.5% Cls 10 Veh – 0.9%
Sloane St between Verner and Montague St	7:26 Tue, 7 Feb 17 to 1:00 Thu, 16 Feb 17	Cls 9 Veh – 0.7% Cls 10 Veh – 0.6%
Finlay Rd 200m east of Hume St at number 121 Finlay Rd	16:00 Fri, 10 May 13 to 0:00 Wed, 19 Jun 13	Cls 9 Veh – 1.7% Cls 10 Veh – 0.8%
Hume St 160m south of Sowerby St at No180	0:00 Wed, 29 Mar 17 to 16:58 Fri, 7 Apr 17	Cls 9 Veh – 2.6% Cls 10 Veh – 2.2%

The data collected provides traffic volumes along the key roads for the proposed primary vehicular route for transporting the mining materials. The following limitations are noted with the available data:

- The data collection times are varied with some traffic counts dating back to 2013;
- The data collection periods are also varied with only two data sets covering the same period between Nov and Dec 18;
- The data collection durations are varied with the shortest collection period being ten days and the longest being one month and nine days; and
- All data sets however have been undertaken over a prolonged period with the shortest being ten days of collection.

Notwithstanding the noted limitations, the data is suitable to gain a basic level of understanding of the current transport and traffic demands across the study. A summary of the traffic count data is provided in **Figure 8**.

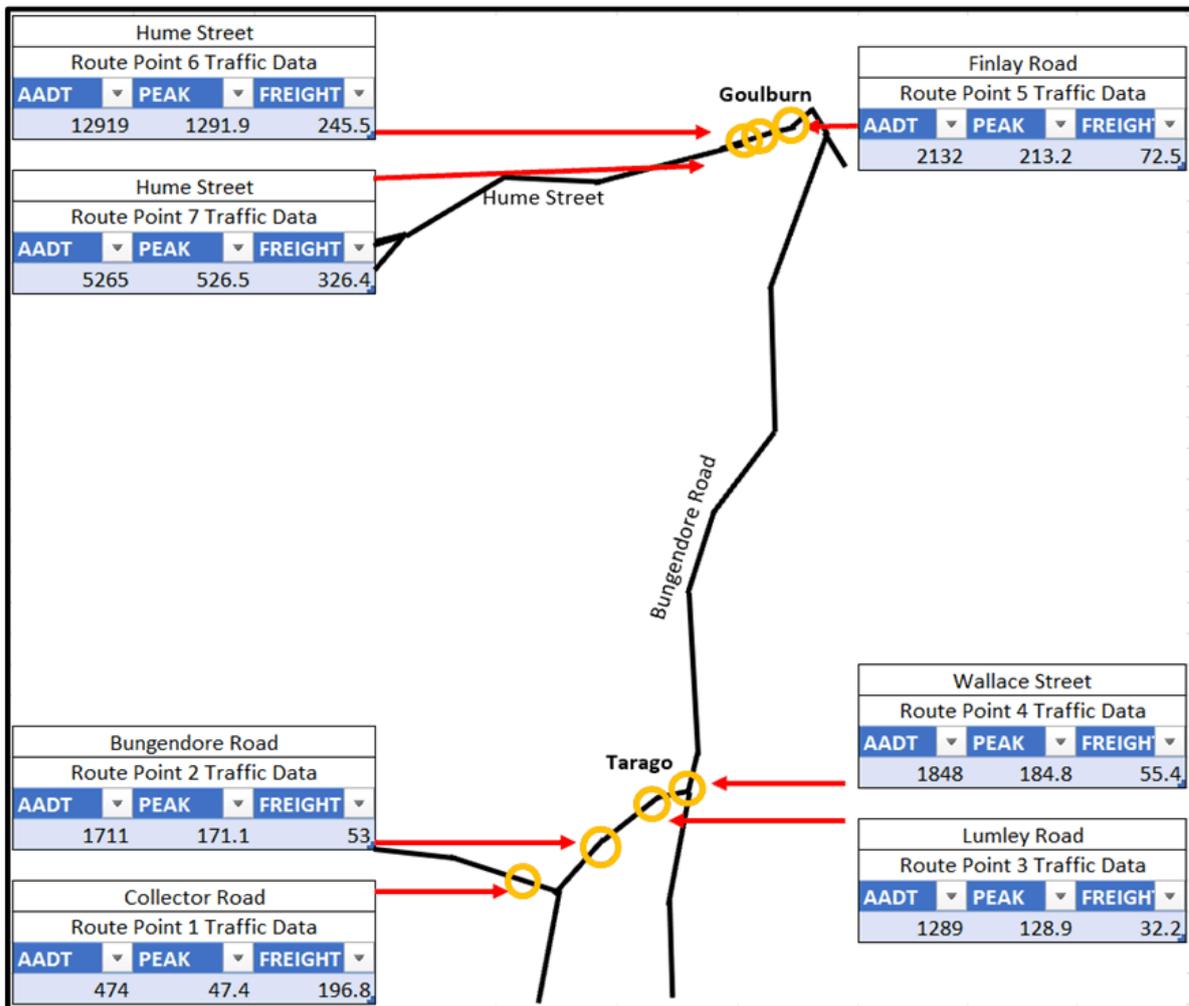


Figure 9 Summary of existing traffic data across the study area as provided by GMC

Figure 8 illustrates the peak traffic volumes, Annual Average Daily Traffic volumes and peak freight vehicles flows along the proposed route between the mine and the Hume Hwy.

2.5 Existing Intersections

Due to the length and nature of the proposed route alignment, there are several existing intersections along its length. **Table 3** provides an overview of the key intersections along the route and their characteristics.

Table 3 Summary of existing key intersection and their characteristics

Intersection	Key Characteristics
Collector Rd / Bungendore Rd	<ul style="list-style-type: none"> - Three-way priority-controlled intersection with priority for traffic on Bungendore Rd - Extremely large footprint approximately 2500m² - Dedicated right turn lane for traffic travelling westbound along Bungendore Rd turning into Collector Rd - Minor movements are controlled with give way signage - All movements are permitted - Good lines/sight distance from all directions
Goulburn St/Wallace St Intersection	<ul style="list-style-type: none"> - Three-way priority-controlled intersection with priority movements for traffic travelling eastbound or westbound - Wallace St is on a right angle to Goulburn St which results in a tight radius around the corner - Intersection is bounded by properties on the south and west side of the intersection - Minor movements are controlled with give way signage - All movements are permitted - Sight lines/distances restricted by existing dwelling
Wallace St/Braidwood Rd/Lumley Rd Intersection	<ul style="list-style-type: none"> - Four-way priority-controlled intersection with priority for northbound and southbound traffic travelling along Braidwood Rd - No dedicated right turn lanes on any movements - Wallace St entry is bounded by property on both the north side and south side of the road corridor - Lumley Rd bounded by property in north side of road corridor - Minor movements are controlled with give way signage - All movements are permitted - Some sight lines/distances restricted by existing hotel
Braidwood Rd/Sloane St Intersection	<ul style="list-style-type: none"> - Four-way priority-controlled intersection with the priority for vehicles travelling along Sloane St - Slip lanes are provided between Sloan St into Braidwood Rd and from Broadwood Rd into Sloan St, both are controlled with give way signage yielding to traffic approaching from the right; - Right and through movements out of Braidwood Rd are controlled with a stop sign - There are no dedicated right turn lanes on Sloan St however the road carriageway is wide enough to enable vehicles travelling through the intersections to pass right turning vehicles - Vehicles exiting Mundy St are controlled with give way signage

Intersection	Key Characteristics
	<ul style="list-style-type: none"> - Intersection is bounded by properties and a rail corridor on wider side of the intersection - All movements are permitted - Good lines/sight distance from Braidwood Rd to Sloane St and vice versa
Sloane St/Finlay Rd Intersection	<ul style="list-style-type: none"> - Three-way priority-controlled intersection with priority movements for traffic travelling on Sloane St - Vehicle existing Finlay St are controlled with give way signage - No dedicated right turn lane is provided on Sloan St and road corridor appears to narrow for through vehicles to pass traffic yielding before turning right into Finlay Rd - Intersection is bounded by properties and a rail corridor on either side of the intersection - All movements are permitted - Sight lines/distances restricted by existing dwelling
Finlay Rd/Hume St Intersection	<ul style="list-style-type: none"> - Four-way priority-controlled intersection with the priority for vehicles travelling along Hume St - Dedicated slip lane for vehicle movements turning left from Hume St into Finlay Rd (east) - Left, right and through movements out of Finlay Rd are controlled with a give way sign (both sides of Hume St) - Intersection is bounded by properties on all sides of the intersection - All movements are permitted - Good lines/sight distance from all directions
Hume St Round-a-bout	<ul style="list-style-type: none"> - Three-way priority-controlled roundabout with two entry and exit lanes on Hume St approaches and a single lane entry and exit on Ducks Ln approach - Dedicated slip lane for left turn movements between Hume St (west) and Ducks Ln - All movements are permitted - Good lines/sight distance from all directions

During the site visits conducted as part of the study and as a result of the existing traffic volume data provided by GMC the following observations are made:

- There appears to be potential geometric issues with the Wallace St/Braidwood Rd/Lumley Rd intersection, Braidwood Rd/Sloane St intersection, Sloane St/Finlay Rd intersection and Finlay Rd/Hume St intersection (this is explored further in **Section 3.3.1**);
- No localised queuing on any of the arms appear to be occurring at any of the intersections; and
- No delays were observed at any of the intersections.

The perspective of the community was gauged via the HCCC Meeting conducted 5 Jun 19. Relevant community observations and comments are detailed in Chapter 6. These observations and comments should be considered when reviewing this report.

2.6 Parking

There is no existing formal / dedicated parking along the entirety of the existing route. However, the site visit indicated informal parking occurring at built up areas of Tarago and Goulburn particularly along Wallace St and Sloane St in front of existing properties.

The perspective of the community was gauged via the HCCC Meeting conducted 5 Jun 19. Relevant community observations and comments are detailed in Chapter 6. These observations and comments should be considered when reviewing this report.

2.7 Active Travel

There are no existing dedicated bicycle travel or parking facilities along the entirety of existing route. Site observations identified formal road markings that appear to denote the outer edge of the traffic lanes. These lines do provide an informal area for on road cyclists. It should be noted however this is not a formal facility and would not meet the minimum standards to be classified as a cycling facility in accordance with Austroads. There are no other active travel facilities along the existing route besides the footpaths within the village of Tarago and Goulburn.

2.8 Public Transport

There is an active railway station in both Tarago and Goulburn which does not have an immediate impact on traffic along the existing route due to the infrequent services along the rail line. There are no other public transport services in Tarago Village, although there are regular bus routes that currently operate in Goulburn however none appear to travel along the proposed route alignment.

2.9 School Bus Services

The bus stop at Tarago on Braidwood Rd is not marked, despite being on an approved B-Double route, on a left turning trajectory. Advice from the HCCC Meeting on 5 Jun 19 is that this bus stop is used by four bus companies and five separate buses for periods of up to 30 mins each day. It is understood that the bus operators judge this stop to be dangerous and that they have implemented local management arrangements to improve safety for school children. It is noted that possible space is inadequate if five busses are waiting at the same time – this could add to the “danger” noted by the drivers.

Discussions have reportedly occurred with Tarago Public School P&C about moving the bus stop. It is understood that the School Principal is supportive of creating a dedicated bus pull in lane on the School grounds on Braidwood Rd from the Boyd St intersection. This arrangement would have a positive impact upon pedestrian safety and is judged as a prudent measure. It is noted that this is a general matter of safety, not a matter specifically related to this proposal.

Possible alternative would be bus stop on the near side verge of Boyd street with path within school grounds from school to Boyd street. The buses leaving the school could then turn right or left into Braidwood Rd – no need for a turn-around or “U” turn. Buses could drive around the block if coming from the north to be able to pull up on the near side verge. Boyd St should have considerably less traffic than Braidwood Rd – with a little inconvenience to locals, Boyd St could also be made

- one way,
- a shared zone, and
- Slow way with speed humps and be posted at 20km/hr.

There may need to be a shelter constructed for the children to stay dry in inclement weather or in the shared during summer months.

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2.10 School Zone Extension

Advice from the HCCC Meeting on 5 Jun 19 pointed to the inadequacies of the current school zone in respect to the Preschool. It is noted that the Preschool is located within the school zone however there may be a case to extend the length of the school zone to enhance general safety and amenity for drop-off and pick-up. It is noted that this is a general matter of safety, not a matter specifically related to this proposal.

3. Transport and Traffic Impact Assessment

This section of the report considers the likely impacts that may result from the additional freight vehicular traffic forecasted by the re-opening of the Woodlawn Mine.

3.1 Proposed Development Scenario

The proposed development is predicting to have 25 truck movements a day moving to and from the Mine on Collector Rd and the train yard in Goulburn. This will result in an increase in peak period of about 2.5 vehicles. The relevant data regarding an increase in traffic movement are illustrated **Figure 9**.

3.2 Future Road Capacity

As noted in **Section 2** of this report and based upon the existing traffic data, all roads that the proposed transport route runs along currently operate well within their daily operational capacity. However, there will need to be further surveys to more effectively understand the future impact on the road network for specific time periods of the day, particularly peak periods. This can only be determined with more detailed traffic data. This is particularly the case related to heavy vehicle uses and intended future use and projections. The generation of fresh traffic data would be prudent measure to inform broader development in and around Tarago, although it is not specifically required in relation to this proposal.

Figure 9 illustrates existing traffic data and displays the predicted traffic distribution post development implementation.

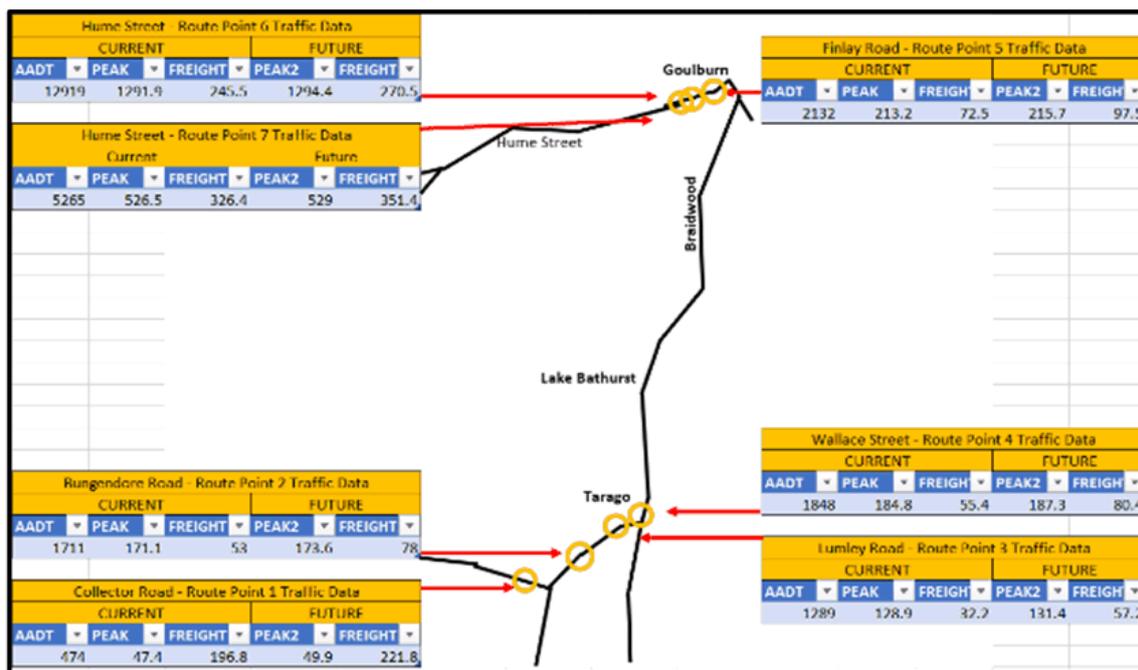


Figure 10 Current and predicted future traffic volumes along the existing route

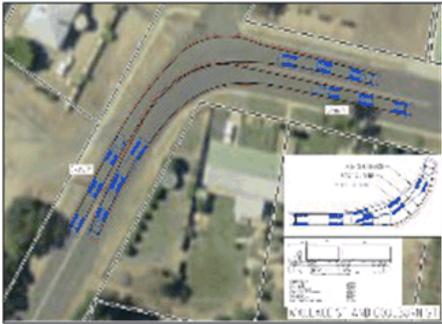
3.3 Intersection Arrangements

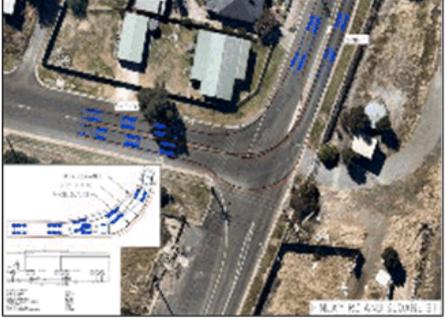
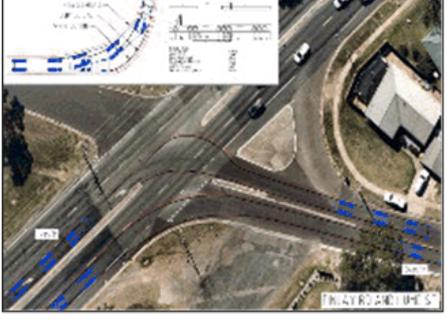
3.3.1 Geometric Assessments

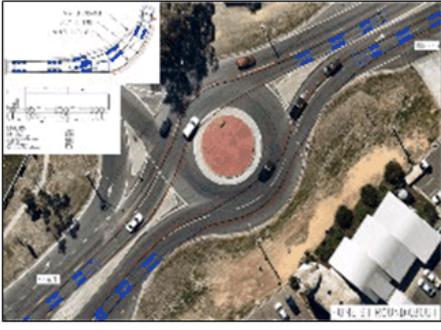
In order to assess the potential impacts and upgrades required to accommodate the proposed freight vehicles that will be utilised for transport mining material between the mine and the Hume Hwy, a swept path analysis was undertaken using AUTOTURN software at key intersections along the proposed alignment. The swept path analysis displays the projected turning ability of a class 10 vehicles (B-Double truck). A technical assessment of the suitability of each intersection to accommodate a B-Double movement is also addressed.

This analysis identified that there are no major works required along the route, or impediments to the development. A summary of this analysis is presented in **Table 4**.

Table 4 Swept path analysis

Location	Image	Comment	Technical Assessment
Goulburn St/Wallace St Intersection		Heading North on Goulburn St and turning right into Wallace St	<p>The intersection pavement is of insufficient width to allow two B-Double trucks to turn simultaneously. To affect the above the intersection would require to be modified, pavement widened, and shoulders constructed / upgraded.</p> <p>Should a B-Double negotiate the intersection without other vehicles being present the pavement width would be sufficient, however, the truck would require more than its carriageway to affect the turn.</p>
Wallace St/Braidwood Rd/Lumley Rd Intersection		Heading East on Wallace St and turning left onto Braidwood Rd	<p>The intersection pavement is of insufficient width to allow two B-Double trucks to turn simultaneously. To affect the above the intersection would require to be modified, pavement widened, and shoulders constructed / upgraded.</p> <p>Should a B-Double negotiate the intersection without other vehicles being present the pavement width would be sufficient, however, the truck would require more than its carriageway to affect the turn.</p>

<p>Braidwood Rd/Sloane St Intersection</p>		<p>Heading North-West on Braidwood Rd and turning left onto Sloane St</p>	<p>B-Double trucks turning into Braidwood Rd from Sloane St can negotiate the intersection comfortably.</p> <p>The intersection will require works to be completed to allow B-Double movements from Sloane St to Braidwood Rd.</p> <p>The splitter islands will need to be modified / removed and replaced with line marking or a mountable concrete island.</p>
<p>Sloane St/Finlay Rd Intersection</p>		<p>Heading South-West on Sloane St and turning right into Finlay Rd</p>	<p>The intersection will require works to be completed to allow B-Double movements.</p> <p>The island in Sloane St will require to be removed and replaced with line marking or a mountable concrete island.</p> <p>The NW kerb on the intersection could be eased to provide a tighter turning movement for trucks returning to the mine.</p> <p>The power pole on the SW corner of the intersection should be protected by a guardrail.</p>
<p>Finlay Rd/Hume St Intersection</p>		<p>Heading West on Finlay Rd turning left onto Hume St</p> <p>NB. RMS is currently assessing this intersection and works could be considered under this.</p>	<p>B-Double trucks turning into Hume St from Finlay Rd can negotiate the intersection comfortably.</p> <p>The intersection may require minor works to be completed to allow B-Double movements from Hume St to Finlay Rd.</p> <p>The splitter islands may need to be modified / removed and replaced with line marking or a mountable concrete island.</p>

<p>Hume St Round-a-bout</p>		<p>Heading South-West on Hume St</p>	<p>B-double trucks can negotiate the roundabout by the driver positioning the truck in the centre of the two carriageways and using the whole of the roundabout pavement to affect the movement.</p> <p>Should this be accepted then no modifications would be required to the roundabout</p>
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Feedback from the HCCC Meeting of 5 Jun 19 indicated a strong view that the findings of the swept path analysis do not match with the observations of locals. These observations are recorded in Chapter 6 of this report.

Swept path analysis was prepared with an assumed speed of the vehicle being slow – ie 5km per hr – possibly that is a little too slow but vehicles should be slowing considerably to make the manoeuvres particularly the 90 degree turns. If vehicles are travelling faster the arc will be larger hence the reason for the observations by the locals. There may need to be increased presence by the police for a short period of time then random visits to enforce driver behaviour. Installation of stop signs on some of the intersections could help reinforce slower movements.

3.3.2 Intersection Capacity

No traffic modelling has been undertaken as part of this report. However, a high level (first principles) assessment of the ability of the intersection to accommodate the increased vehicular movements is summarised in **Table 5**. This assessment includes consideration to the available traffic data and the impact of this upon the overall network.

Table 5 Future capacity and operational issues at intersection along the alignment

Intersection	Capacity and Operation Assessment
Collector Rd / Bungendore Rd	<ul style="list-style-type: none"> - Intersection is currently <u>well within operational capacity</u> - Peak vehicle volumes through the intersection are less than 240 vehicles - No impact on the operation of the intersection is anticipated to result from the additional freight vehicle movements
Goulburn St/Wallace St Intersection	<ul style="list-style-type: none"> - No impact on operational capacity anticipated as vehicles travelling along the priority corridor
Wallace St/Braidwood Rd/Lumley Rd Intersection	<ul style="list-style-type: none"> - No traffic data provided for Braidwood Rd therefore no operational assessment possible - Wallace St and Lumley Rd are currently <u>operating well within capacity</u> and unlikely to be significantly impacted by the additional freight traffic
Braidwood Rd/Sloane St Intersection	<ul style="list-style-type: none"> - No traffic data provided for Braidwood Rd therefore no operational assessment possible

Intersection	Capacity and Operation Assessment
	<ul style="list-style-type: none"> - Wallace St and Lumley Rd are currently <u>operating well within capacity</u> and unlikely to be significantly impacted by the additional freight traffic
Sloane St/Finlay Rd Intersection	<ul style="list-style-type: none"> - No traffic data provided for movements through this intersection therefore no definitive operational assessment possible - Based on local knowledge however, it is possible that this intersection could experience <u>some operational issues</u> due to the size and slow movement of the proposed vehicles through the intersection
Finlay Rd/Hume St Intersection	<ul style="list-style-type: none"> - No data provided for Sloane St therefore no operational assessment undertaken. - Finlay Rd corridor however is currently <u>operating well within capacity</u>
Hume St Round-a-bout	<ul style="list-style-type: none"> - Intersection is currently <u>well within operational capacity</u> - Peak vehicle volumes through the intersection are less than 1500 vehicles - Any impact on the operation of the intersection is likely to result due to the large vehicles having to make slow turning movements into and out of side roads - Likely to be <u>some impact</u> to the intersection operation.

Feedback from the HCCC Meeting of 5 Jun 19 indicated a feeling that whilst existing intersections may be considered to be technically operating within capacity, public sentiment was that improvements are required.

Based on the operational assessment minor improvements are anticipated at some intersections along the route. It is highly recommended that further traffic counts are undertaken to gain a comprehensive understanding of the existing operation of the intersections along the proposed alignment. Additional counts would provide broader utility to Council in making strategic decisions about the overall network and support future development applications.

3.4 Pavement Failures

Along the route, there is evidence of pavement failure as shown in **table 6**. However, there is no clear evidence as to the cause of this failure - detailed testing could be conducted along the route to ascertain the exact conditions of the pavement.

Table 6 Examples of typical pavement failure along the alignment

Road Section	Assessment & Possible Treatments
	<p>Braidwood Rd shows signs of pavement distress. Located adjacent to access gate to farm paddock.</p> <p>Possible Causes:</p> <ul style="list-style-type: none"> - Misapplication of seal - Some action assoc. with farm access <p>Possible Treatments:</p> <ul style="list-style-type: none"> - Reseal, including surface correction if rutting has occurred - Re-line-mark edge lines if reseal covers existing
	<p>Sloane St, Goulburn, shows signs of pavement distress – block and meandering cracking</p> <p>Possible Causes:</p> <ul style="list-style-type: none"> - Subgrade moisture / lack of functioning sub-soil drains - Reflection from underlying joints - Shrinkage or fatigue in an underlying bound (cemented) or macadam layer - Inadequate slab thickness - Ageing and hardening of bituminous surfacing. <p>Possible Treatments:</p> <ul style="list-style-type: none"> - Total reconstruction - Crack filling - SAM seals, reinforced seals, ultra-thin overlays - SAMI or geotextile seal plus asphalt overlay - Cold plane and overlay - In situ asphalt recycling and overlay.

3.5 Parking

As discussed in **Chapter 2**, informal parking was observed during site visits particularly in the village of Tarago along Wallace St and along the road corridor in Goulburn particularly Sloane St and Finlay Rd. As such, the following impacts are anticipated:

- The removal of some informal parking along Wallace St through the installation of 'No Parking' Signage particularly in the proximity to the intersection with Braidwood Rd. This would be required to ensure sufficient room is available to accommodate the B-Double turning movements through the intersection;
- The removal of some informal parking along Sloane St through the installation of 'No Parking' Signage particularly in the proximity to the intersection with Braidwood Rd and Finlay Rd. This would be required to ensure sufficient room is available to accommodate the B-Double turning movements through the intersection; and
- The removal of some informal parking along Finlay Rd through the installation of 'No Parking' Signage particularly in the proximity to the intersection with Sloane St and Hume St. This would be required to ensure sufficient room is available to accommodate the B-Double turning movements through the intersection.

Impacts to informal parking is anticipated to be minimal however measures will need to be undertaken to ensure that the larger freight vehicles can complete the required turning movements in a safe and timely manner minimising property damage and risks to other road users.

3.6 Active Travel Impacts

The exact extent of impacts to active travel users is unquantifiable at this stage. There may be impacts to both pedestrian and cyclist particularly within the built-up areas of Tarago and Goulburn as a result of an increase in vehicular movements in residential areas and as a result of possible changes to intersections to accommodate the larger vehicle movements.

3.7 Public Transport

No impacts to existing public transport services are anticipated as a result of the development.

The HCCC Meeting of 5 Jun 19 identified the need to look at all bus stops along the route as these are judged to be in need of improvement. This point is not disputed however it is noted that this is a general requirement, not a matter specifically related to this development proposal.

4. Potential Mitigation Measures

The proposal is to transport material from the Woodlawn facility to the rail yards in Goulburn, NSW, then by rail to the Port of Botany. This section outlines the proposals associated with the transport of material along the existing route. Some movements may be undertaken entirely by road, to reflect operational and commercial requirements. The route will see increased truck movements through Tarago Village.

4.1 Draft Tarago Village Plan

The draft Tarago Village Plan provides context within which to consider any road or traffic improvements. However, it is noted that the validity of the draft Tarago Village Plan will need to be assessed to enable informed judgements on solutions to be made.

The Draft Tarago Village Plan will be addressed in **Chapter 6** of this report.

4.2 Road Improvements

Two identified road improvements could be made to enhance the overall traffic amenity of the system. These include a climbing lane or similar treatment on Bungendore Rd and Road Realignment to bypass Tarago Village.

4.2.1 Climbing Lane

Bungendore Rd may experience an increase in traffic movement which may cause operational issues. **Figure 10** illustrates the general area for consideration of a potential climbing lane, or similar treatment, on Bungendore Rd near the Veolia waste facility towards Collector Rd. Implementing a climbing lane, or similar treatment, will reduce the impact of increased vehicle movements along the existing route.



Figure 11 General area where a climbing lane or similar treatment could be considered on Bungendore Rd

The warrants for a climbing lane (as detailed in the Guide to Road Design Part 3: Geometric Design) may not be met for this section of road. Such warrants include:

- long grades over 8%,
- truck speeds falling to 40 km/h or less, and
- volume of traffic.

The potential for a climbing lane, or similar treatment, was discussed at the HCCC Meeting on 5 Jun 19. It was noted that whilst the warrants may not be met, there is a consensus for the need to improve the general amenity for this area. Specific comments related to this area are detailed in Chapter 6.

Subject to further assessment, based upon the existing Austroads warrants, the climbing lane facility may meet the speed warrant. However, it is unlikely to meet the volume warrant.

It is judged that as a minimum a right turn storage lane should be considered at the intersection of Bungendore Rd and Collector Rd for the B-Double trucks that will be making this turn) A breakout lane could also be considered along the area of the route.

It is noted that this is a general matter of improved travel amenity, not a matter specifically related to this proposal. In respect to the proposal, increased truck movements up the hill will be unladen and accordingly significant reduction in speed is not anticipated.

4.2.2 Road Realignment to Bypass Tarago Village

The proposed route to be taken runs through the village of Tarago, Lake Bathurst and into the residential areas of Goulburn. Potential options for road realignment to bypass Tarago Village have been identified (Figure 11):

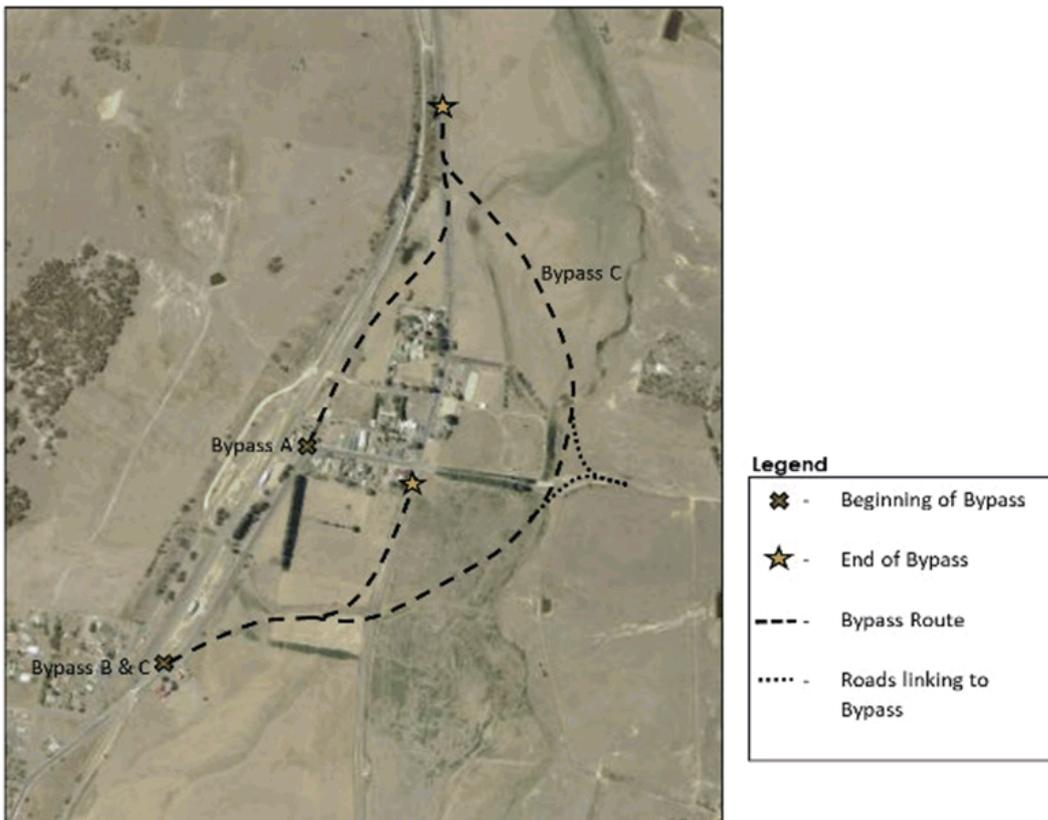


Figure 12 - Image illustrates options for potential bypasses A, B and C (credit: SIX Maps, NSW)

These proposed bypass options were discussed at the HCCC Meeting of 5 Jun 19. In respect to the options, the following is noted:

- Bypass A will improve traffic amenity around the school.
- Bypass B will improve traffic amenity for several residents within Tarago Village.
- Bypass C is a genuine bypass of Tarago Village from all directions.

Comments and observations related to the bypass options are detailed in Chapter 6.

Based upon the available traffic data and observations, there is not a clearly defined case for the need to create a bypass of Tarago. This report notes that the route is an approved B-Double route and that the network is currently operating well within capacity.

4.2.3 Council Resolution 2019/185 of 4 June 2019

A Council resolution was made on 4 June pertaining to this body of work. The wording of the Resolution is as follows:

14.12 WOODLAWN - HERON
 RESOLUTION 2019/185
 Moved: Cr Andrew Banfield
 Seconded: Cr Denzil Sturgiss
 That

1. The report from the Director of Operations on the status of the Heron-Woodlawn traffic impact assessment be received.
2. The feedback from the stakeholder meeting on 5 June 2019 be incorporated into the final report.
3. A separate report also considers the following issues:
 - The preferred route of the bypass be on the north west side of Tarago following the railway line exiting the Braidwood Road close to the 60kph sign entering Tarago from the Lake Bathurst side.
 - A slow vehicle lane be installed up the hill on a southerly direction from Crisps Creek toward Woodlawn.
 - A roundabout be installed at the intersection of Lumley and Braidwood Roads.
 - An alternate access from Braidwood Road to the Hume Highway be considered with a new part interchange at the intersection of Windellama Road (via Brisbane Grove Road) and the Hume Highway.
4. A follow up report be presented to Council based on the key findings from the final report, including identification of tasks for further investigation.

CARRIED

The following comments are made on the Resolution:

- The preferred route of the bypass be on the north west side of Tarago following the railway line exiting the Braidwood Road close to the 60kph sign entering Tarago from the Lake Bathurst side:
 - This can be done:
 - It will require to upgrade 150m existing road and build 350m of new road.
 - May need to fully rebuild 500m, if existing road is not of the required standard.
 - Construction of Intersection onto Braidwood Rd, suitable for trucks to turn.
 - No reason why this could not be done from an engineering perspective.

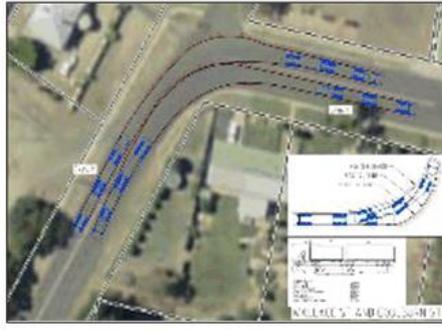
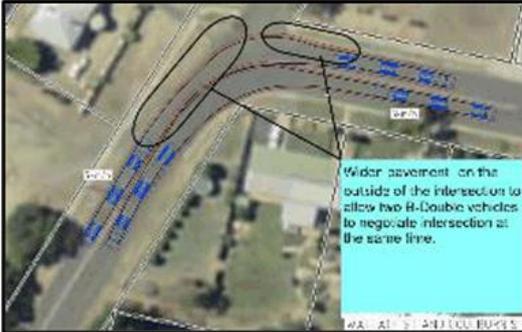
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- Land ownership needs to be determined.
 - Noted that school would now have a major road both front and back.
 - Noted that this will not alleviate school bus issue – move bus layby makes sense, including construction of footpath through school.
 - Further investigations recommended.
- A slow vehicle lane be installed up the hill on a southerly direction from Crisps Creek toward Woodlawn.
 - Can be done, provided terrain is not too difficult on either side of road.
 - Anticipate similar cost to that detailed in Chapter 5 of this report (subject to terrain either side of road).
 - Concept design required.
 - Further investigations recommended.
- A roundabout be installed at the intersection of Lumley and Braidwood Roads.
 - Current intersection appears to be operating appropriately.
 - The construction of a roundabout is not considered necessary from a project perspective.
 - AUSTRROADS does not provide warrants for roundabouts rather relies on a SIDRA analysis or similar to determine the intersection parameters. Notwithstanding, this does not mean a roundabout cannot be constructed if the Council requires it.
 - AUSTRROADS does support roundabouts as a speed control mechanism, in fact it states that it is the best form of intersection for speed control – provides deviation/deflection for the vehicle hence it needs to slow.
 - Roundabout would require lights to be installed.
 - updated traffic count needed to confirm warrant.
 - Land ownership needs to be determined.
 - Concept design required.
 - Further investigations recommended.
- An alternate access from Braidwood Road to the Hume Highway be considered with a new part interchange at the intersection of Windellama Road (via Brisbane Grove Road) and the Hume Highway.
 - Judged to be an expensive option – likely require several bridges (up to four) to be constructed.
 - Concept design would be required.
 - Further investigation recommended.

4.3 Intersection Improvements

Intersection improvements are proposed for four sites. The concept for the improvements is shown in **Table 7**.

Table 7 Proposed Intersection Improvement Concepts

Location	Image	Intersection Improvement Concept
Goulburn St/Wallace St Intersection		 <p data-bbox="1198 678 1385 768">Wider pavement on the outside of the intersection to allow two H-Double vehicles to negotiate intersection at the same time.</p>
Wallace St/Braidwood Rd/Lumley Rd Intersection		 <p data-bbox="863 887 1050 999">Relocate linemarking away from intersection and closer to giveaway sign to provide additional area for truck turning movement if another vehicle is at the intersection</p>
Braidwood Rd/Sloane St Intersection		 <p data-bbox="1198 1263 1385 1375">Remove a section of the splitter island (approx. 10m*2m) and construct reinforced concrete pavement 50mm proud of the existing AC.</p>



4.3.1 Further Traffic Surveys

To ensure a full understanding of the existing road usage across the study area and to assist in quantifying future operational impacts on the road network and intersection, further traffic counts are recommended. This is required to address a current gap in knowledge about the actual vehicles that travel through the study area.

An approach that would utilise traffic cameras installed across the study area to capture vehicular movements (rego plate surveys) through both Tarago and Lake Bathurst is recommended. This would be supported by tube counter at the same locations. It is suggested that the rego plate surveys are undertaken for a set period covering daytime hours and these surveys are further supported by tube counts which would be taken over a prolonged period. Two options for Council consideration are suggested Option 1: 5 days cameras with 2 weeks tube counter; or

- Option 2: 3 days camera with 3 weeks tube counter.

Ideally, traffic counters would be located along key corridors around the villages of Tarago and Lake Bathurst which are a significant part of the route of interest (see **Figure 12**). During the HCCC Meeting of 5 Jun 19, it was suggested that a traffic counter should be included at Crisps Creek and on Collector Rd before Woodlawn, to provide a true indication of Bungendore traffic.



Figure 13- Proposed additional traffic survey count locations

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The key corridors include:

- Bungendore Rd south-west of Tarago
- Braidwood Rd south of Tarago
- Lumley Rd east of Tarago
- Braidwood Rd north of Tarago
- Braidwood Rd south of Lake Bathurst
- Braidwood Rd north of Lake Bathurst

In addition, a full traffic count of the Sloane St / Braidwood Rd intersection in Goulburn, to enable a full operational assessment of the intersection to be complete, is recommended. Traffic volumes for all movements should be recorded for this survey.

The additional counts proposed will provide the required minimum data collection to allow accurate assessments to be made on the road movement patterns and existing traffic flows through the study area. Following completion, the data collected would enable more accurate assessments of vehicular movement patterns through the study area and as a result enhanced recommendation on required treatment. Importantly, this will generate the required data to justify future recommendations and support defensible attribution of contributions through development applications.

5. Estimate of Probable Costs

An estimate of the probable costs associated with the mitigation measures proposed in Chapter 4 of this report is provided within this chapter. In providing an estimate of the potential costs for each measure the following assumptions were made:

- Opinion of probable cost is for the intersection works only and does not include any failed pavements within or adjacent to the intersections
- Based on high level concept designs
- No detailed design undertaken
- No survey undertaken
- No Council fees or charges included
- Council inspects/manages construction
- No Geotech available
- No DBYD undertaken
- No service relocations required
- Contingency included in each amount
- Amount rounded to nearest \$000
- Rates reflect projects small in nature
- Amounts exclusive of GST
- No allowance for signalisation – to be determined once traffic volumes and frequency of B-Double vehicles are reviewed
- No allowance for pavement rectification to Sloane St between Braidwood Road and Finlay Rd
- No allowance for survey if required for design purposes
- No allowance for land / property acquisition
- Tarago by-passes assumed as 7.5m wide roads with 1.5m wide shoulders
- Tarago by-passes assumed to be sealed with two coat seal (10/14mm)
- Tarago by-pass Option C allows for two 35m crossings of Mulwaree River

The estimation of costs is summarised in **Table 8** below.

Table 8 Proposed data collection requirements

Proposed Improvement Location	Estimated High Level Costs
Finlay Rd and Sloane St Contractor OH&P, insurances etc, traffic management, survey and setout, ESC, saw cutting, remove island, excavation, compact base, construct reinforced concrete 50mm proud of road surface, semi-seal to concrete / pavement joint line marking, 30% contingency and design costs.	\$100,000
Sloane St and Braidwood Rd Contractor OH&P, insurances etc, traffic management, survey and setout, ESC, saw cutting, remove island, excavation compact base, construct reinforced concrete 50mm proud of road surface, semi-seal to concrete / pavement joint line marking, 30% contingency and design costs.	\$100,000
Wallace St/Braidwood Rd/Lumley Rd Intersection Contractor OH&P, insurances etc, traffic management, survey and setout line marking, 20% contingency and design costs.	\$35,000
Braidwood Rd bend at Tarago (road widening) Contractor OH&P, insurances etc, traffic management, survey and setout, ESC, saw cutting, excavation compact base, supply and place base and sub-base, supply and place prime and AC, line marking, 30% contingency and design costs.	\$195,000
Total	\$430,000
Traffic Surveys Increase knowledge of actual vehicle usage through Tarago – this will inform need for by-pass options and other solutions	Option 1: 5 days cameras with 2 weeks tubecounter - \$18,000 Option 2: 3 days camera with 3 weeks tubecounter - \$13,000
Tarago By-pass A	\$3,700,000
Tarago By-pass B	\$3,440,000
Tarago By-pass C	\$12,400,000
Bungendore Climbing Lane / Improvement Allowance including 30 per cent contingency	\$1,937,000
Agreed Signage Installation Allowance	\$30,000

6. Community Observations and Comments

- This chapter provides a record of observations and judgements made by the community through the lens of the HCCC members. This chapter includes matters that have been captured but are not aligned with the terms of reference for this body of work. These observations and comments are intended to support Council's broader body of community engagement activities. Where appropriate, community comments have been incorporated throughout the report.

The feedback from the HCCC Meeting of 5 Jun 19 was captured from notes taken during the meeting, supported by an online survey utilising the SurveyMonkey Enterprise tool. This survey was provided to meeting participants and achieved a 35 per cent response rate, which is statistically valid. The consolidated feedback from is detailed below.

6.1 Feedback from HCCC Meeting 5 Jun 19

6.1.1 The following points were made about the overall route:

The route as presented has an intrinsic failure - such heavy traffic flow through Tarago is wrong, wrong, wrong!! It would appear RMS may well have got it wrong.

On 3 Jan 19, in preparation for CCC's first meeting, other specific issues were raised. All points raised should be considered and responded to accordingly.

Truck Movements - need to include Heron truck movements and vehicle transporting equipment.

A traffic counter must include one at Crisps Creek and one on Collector Rd before Woodlawn, to provide indication of Bungendore traffic.

Need pull out lane for Crisps Creek; Need pull out lane before Woodlawn, on Collector Rd.

Bus stop issues along the route need to be addressed not just the main one at Tarago and Tiranna schools but the rural addresses along the route.

6.1.2 The following point was made about overtaking along the route:

Technically not required, however you cannot completely control driver behaviour - is this something this project can address?

No overtaking lane on road to Goulburn.

It is imperative an overtaking Lane is installed at least on Pooks Hill. This is an RMS issue for ALL traffic and a Major safety issue.

6.1.3 The following points were made about the schools and school bus stops:

The bus stop at Tarago on Braidwood Rd is not marked and is in the path of a B-Double turning left trajectory. This bus stop was not considered in the traffic study and needs to be as it is the most used one by 4 bus companies and 5 buses for periods of up to 30 mins each day. As this bus stop is so dangerous it requires one of the two local bus operators to park there to watch the school children until they have all been collected. There are however sometimes of up to 10 minutes where they are unsupervised due to delayed timing.

Discussions have occurred with Tarago Public School P&C about moving the bus stop and the school principal has suggested moving it to create a dedicated bus pull in lane on the School grounds on Braidwood Rd from the Boyd St intersection. This new option would be a better solution for the buses and may require less road construction as a turnaround point would not be required on Boyd St. The extension of the 40km zone past the Preschool is essential as this is a B-Double route.

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School drop off pick up at Tarago School is a Front to Kerb parking, which required then to reverse into oncoming traffic.

Move bus stop to Boyd street. Improve the Boyd St/Braidwood Rd Intersection - add a traffic bridge as the dip has caused damage to bus chassis when doing a left turn into Boyd St from Braidwood Rd.

There is scope to move the bus stop and this should be investigated in conjunction with RMS.

6.1.4 The following points were made about the possibility of climbing lanes:

Perhaps widened centre lane treatment similar to Gunlade had route/ Kings Hwy - does not require full lane but provides room to move around slow vehicles or breakdowns

Still need a climbing lane from Crisps Creek to Collector Rd - a pull-out lane 2 way up hill from Crisps Creek for heavy trucks at walking pace.

Triggers: Grade; Speed; Volume - need to detail.

Refer to Council resolution on 4 June for this for inclusion in final report.

In favour of a pullout lane.

6.1.5 The following points were made about the concepts discussed for a bypass of Tarago:

Point to why rail needs to be put back on the table.

Veolia build their own intermodal perhaps Heron should have to do the same.

Options for an Intermodal do exist.

Bypass A preferred.

Village Plan - economic impacts -> detracts from Options.

None of these bypasses as it would not work due to traffic movements and inclines and line of sight. However, a modification of option A would be worth investigation.

6.1.6 The following points were made about Lake Bathurst:

Need better visibility at the north end of Lake Bathurst - some tree maintenance required: RMS to be informed of maintenance for roadside vegetation.

Although Lake Bathurst Village is much smaller than Tarago, Resident views must be addressed!

Policing speed near Lake Bathurst

6.1.7 The following points were made about Loaded Dog Intersection:

Articulated vehicles cannot legally and safely turn at intersection.

Need to upgrade Pub intersection.

We need stop signs at this intersection.

The ability for a round-about or the like would be severely compromised due to the physical location of the pub.

This issue should be referred to RMS for further investigation.

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6.1.8 The following points were made about Braidwood Rd:

Improve Boyd St/Braidwood Rd intersection - add a traffic bridge (dip causes damage to vehicles)
Articulated vehicles cannot turn legally and safety at Wallace, Braidwood & Lumley intersection.
Comments and a plan have previously been provided to GMC – this is the only safe and feasible way to solve most problems.

6.1.9 The following points were made about Rail Yard Access:

Intermodal access entrance to be included.
Hasn't the end route changed to be loaded onto rail?
Use of rail to Goulburn dismissed?
Appears to have fallen off the Agenda.

6.1.10 The following points were made about Brisbane Grove Road:

Bypass for Goulburn
Not sure how this is relevant given that the route out of Goulburn is now by rail not road
Brisbane Grove Rd is currently being used as a detour during the construction of Lansdowne Bridge; it will revert to a local road when the new bridge is complete in Aug 19.
It should be noted Brisbane Grove Rd to Windellama, Windellama Road to a Northbound interchange onto the Hume Hwy; an underpass already exists.

6.1.11 The following points were made about Bungendore Rd:

Requires 1m gravel edging ASAP.
Becoming State Rd.
Definitely not a gravel edge - there is enough stone chip windshield damage now! Sealed width extension is the only option.
Veolia have paid s94 contributions to QPRC as part of their development - QPRC need to carry out the required works.
The section referred to may be in QPRC LGA.

6.1.12 The following General points were made:

Driver Code of Conduct for Heron Contractor.
Don't use heavy traffic route through Goulburn.
Point - traffic use is not only Heron.
RMS traffic growth for Regional Roads - Regional growth issues and likely road impact is becoming increasingly important.
How did the terms of reference be drawn up when the original brief was for a traffic analysis based on the traffic calming recommendations from the Tarago Village Plan?
Maybe the Traffic Committee is the way to go with many issues - this has emerged during tonight's meeting discussion.

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Maybe TADPAI (Tarago Community) should take another look at the rail option - it appears to have fallen off the common-sense agenda.

Stronger wording to be used to cause project initiative.

More signage for farm gate entries.

It is not TADPAI or the community responsibility to look at rail options we have no control or influence to rail options this has been made clear to us by the recent outcome to the Veolia rail siding this is a government issue.

Driver code of conducts are only as good as the paper they are written on. You cannot enforce to a code of conduct.

It would have saved a lot of time if the origin of the Traffic survey had been made clear to the HCCC at the beginning. Thank you for your patience and my apologies for the delay in sending this through.

Wanted to be clear on the options for the Tarago bus stop.

Tarago bypassing Turn out Lane and the intersection Lumley/ Braidwood needs at the very least a Stop Sign!!! All these issues relate to Safety!!!

6.2 Draft Tarago Village Plan

The draft Tarago Village Plan provides context within which to consider any road or traffic improvements. During the development of the report, it was noted that the validity of the draft Tarago Village Plan would need to be assessed to enable informed judgements on solutions to be made.

The following points were discussed during the CCC Meeting of 5 Jun 19 in relation to the Draft Tarago Village Plan:

6.2.1 Increased Freight movement through the village of Tarago will likely impact:

Street landscape construction

Ability to develop / improve access to Tarago Village

Condition of roads

Ability to manage traffic

Public transport services

Village Amenity

Tourism development goals

6.2.2 Project will likely result in:

Road development in Tarago and surrounding areas

Development of Wallace St / Braidwood Rd intersection

Increase in traffic flow

Development of road and business infrastructure

Increase in traffic along the proposed route will negatively impact the Tarago Village Plan

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6.2.3 Development of a bypass will improve:

Road Infrastructure

Traffic management

Streetscape development

Tourism industry

Access to services

Safety of residents

A bypass could facilitate the fulfillment of a range of goals associated with the Tarago Village Plan.

6.2.4 Development of a bypass may interfere with:

Housing growth

Scenery

Projected area development

6.2.5 Increased transport through Tarago would cause issues with proposed community developments

Bypass A will: somewhat impact town landscape development; impact access to railway station.

Bypass B will: slightly impact safety of residents; impact community centre development.

Bypass C will: eliminate majority of issues associated with the transport of freight vehicles through Tarago; may impact scenery of landscape surrounding Tarago.

6.3 The Draft Tarago Village Plan conclusions reached by HCCC Members

This is not relevant as we have been misled about the original terms of reference. This traffic impact is not to do with the TVP - it is a requirement of the project development application and GMC and the Dept of Planning.

This document should be looked at separate to the Village Plan.

It is a Living Document.

6.4 Conclusion Presented to HCCC Meeting Regarding the Overall Report

The route, from an operational capacity perspective, can accommodate the increased freight traffic associated with the proposal.

The project will have implications for the Draft Tarago Village Plan.

However, the right approach to minimising the impact could help Tarago meet its desired development goals.

7. Summary and Recommendations

7.1 Summary

A comprehensive traffic and transport assessment was undertaken for the existing transport route from Woodlawn Mine to Goulburn, NSW. It was noted that the route is comprised of relatively low trafficked roads. Further data is needed in order to effectively assess the following:

- Future impact on traffic;
- Parking requirements;
- Public transport; and
- Pedestrian and Cycle Impacts.

The current analysis has demonstrated the following key conclusions:

- The road network capacity will be able to operate effectively
- Several intersections require improvement to better catering for heavy vehicles (B-Bouble) movements:
 - > Wallace St / Braidwood Rd Intersection
 - > Finlay Rd / Hume St Intersection
- Conditions of roads along the existing route may be subject to minor improvements;
- Relocation of Tarago school bus stop would result in significant safety improvements;
- No immediate impacts to parking requirements;
- No anticipated impact to public transport;
- May be a slight impact on Pedestrian and Cyclist safety in Tarago and Goulburn; and
- Review of HCCC comments and observations identifies a range of improvements to the general amenity that Council could consider.

7.2 Recommendations

In undertaking this transport and traffic impact assessment, several recommendations for further consideration have been identified. The community engagement activity is important to validate traffic solutions against the draft Tarago Village Plan:

Proposed development/improvements:

- Further consideration of genuine bypasses surrounding Tarago;
- Development of key intersections along the route; and
- Minor improvement of road condition along the route.

Management Strategies:

- RMS be informed of this report and recommendations given Braidwood Rd is a state road and Bungendore Rd is a regional road; and
- Implement a Code of Conduct for Heron drivers.

Draft Tarago Village Plan:

- Alignment of road and road side improvements within Tarago Village with objective of safe travel movement within and through Tarago.

Further Data Collection:

- Data is required for the area of Tarago and Lake Bathurst; and
- Data will need to be collected in order to fully assess the future impacts on the existing route.

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Active Travel:

- Investigation into the impact an increase in heavy vehicles will have in residential areas in Tarago and Goulburn.

Council Resolution 2019/185 of 4 June 2019

Further investigations are required against each aspect of section 3 of the Resolution.

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15.6 1819T0011 HYDRO VACUUM EXCAVATION TRUCK RECOMMENDATION

Author: Andrew Cartwright, Business Manager Works

Authoriser: Warwick Bennett, General Manager

- Attachments:**
1. RFT Evaluation Report for Hydro Vacuum Excavation Truck GST Exclusive.docx - Confidential
 2. RFT Evaluation Report for Hydro Vacuum Excavation Truck - Confidential

Link to Community Strategic Plan:	IN3.2 Implement Road Infrastructure Capital Works and Maintenance Programs
Cost to Council:	To be funded from the 2018/19 Heavy Plant Replacement Program (budget carried over into 2019/20) The budget for this Hydro Vacuum Excavation Truck is \$334,000 excluding GST.
Use of Reserve Funds:	The funding comes from the internal plant replacement reserve which is fully budget. The balance of this reserve at the 30 th of June 2019 was \$1,271,792.

RECOMMENDATION

That

1. The report of the Business Manager of Woks on the purchase of Hydro Vacuum Excavation Truck be received
2. Council approve the purchase of Hydro Vacuum Excavation Truck from Vacvator Pty Ltd at a cost of \$351,803 excluding GST

BACKGROUND

Annually Council replaces and purchases new plant as part of the Heavy Plant Replacement program. Included in the 2018/19 program was the purchase of a Hydro Vacuum Excavation Truck. This piece of plant was identified as an essential resource for Council as the requirement to use non-destructive excavation techniques around underground services ensures the safety of staff and reduces the risks of service strikes. Currently these works are undertaken by contractors adding significant costs to Council works. The hydro vacuum excavation truck would be resource shared across Council’s Utilities and Works Departments.

Due to the lead time for the construction of the hydro vacuum truck the required budget of \$334,000 was carried forward from the 2018/19 financial year into the current 2019/20 financial year. The remaining \$17,803 required for the purchase will be sourced from the 2019/20 Heavy Plant Replacement budget.

REPORT

To achieve Councils level of service in attending to maintenance activities and Capital Works projects Council require a hydro vacuum excavation truck to assist Council staff in identifying and locating underground services prior to excavation of the surrounding ground.

Council undertook a quotation process under an agreement established by a prescribed person in accordance with Section 55 of the Local Government Act, 1993, Local Government (General) Regulation, 2005 and Tendering Guidelines of NSW Local Government (General) Regulation, 2009. For this contract the prescribed person was responsible for the contract was Local Government Procurement.

The RFT process started with an advertisement in the Goulburn Post on 4 April 2019 the Sydney Morning Herald on 2 April 2019 and on Tenderlink from 2 April 2019. The Closing Date for receipt of Tender was 23 April 2019.

Following the evaluation, the panel recommend to the Procurement Delegate the preferred tenderer / contractor with a view to making an engagement.

In total Three (3) Tenders were received by the Closing Date.

Tenders were received from the following companies:

Company	Address
The Trustee for Bellivan Unit T/as Bell Environmental	68 Berkshire Road, Sunshine VIC 3020
City Coast Plumbing Services Pty Ltd	Unit 1A, 139 Industrial Road, Oak Flats NSW 2529
Vacvator Pty Ltd	107 Cathcart Street, Goulburn NSW 2580

The Tender Evaluation Panel (TEP) was established. The TEP consisted of:

- Chair Carina Smith - Operations Depot Superintendent
- Member Mathew Jones - Business Manager Infrastructure, Water Services
- Member Anthony Dorsett - Networks Supervisor

The TEP met to evaluate the Tenders on 8/05/2019 and 16/07/2019. The evaluation criteria are set out in full in the RFT document. The evaluation criteria and respective weighting are as follows:

- Specification, Australian Standard & WHS Compliance 40 %
- Workshop Demonstration 10 %
- Operator Demonstration 10 %
- Price 40 %

Price was kept separate from the evaluation of the non-price criteria to avoid bias in evaluation.

Evaluation of the tenders received against the price and non-priced criteria established an overall value for money ranking as shown in the following table.

Ranking	Tenderer
1	Vacvator Pty Ltd
2	The Trustee for Bellivan Unit T/as Bell Environmental
3	City Coast Plumbing Services Pty Ltd

Tenders specified a minimum 2,000 stainless steel tank water tank plus a 15 tonne GVM truck. When tender submissions were received there were two different tank materials proposed, stainless steel and powder coat steel. The different tank materials had a significant impact on the price. To assist with evaluation, clarification was sought from tenderers to price an alternative tank material to stainless steel. The responses to this clarification request is as follows:

- Vacvator Pty Ltd provided an alternative offer with their initial submission that included a powder coated steel water tank. This submission also met all other specified requirements and for this reason Vacvator has been recommended as the preferred supplier.

- City Coast Plumbing Services Pty Ltd submission proposed a stainless steel tank only, they did not provide an alternative tank material option to stainless steel and therefore were not assessed any further for the alternative tank material. This price submission was also the highest.
- The Trustee for Bellivan Unit T/as Bell Environment initially proposed a stainless steel tank only. In response to the clarification request for an alternative tank material, a smaller water tank (1,600 litres) and smaller truck size (14 tonne GVM) was offered. Whilst their alternate price submission was the lowest, it did not satisfy the tender requirements for water tank size or truck GVM.

Based on this evaluation report it is recommended that Council accept Vacvator Pty Ltd as the preferred Tenderer for the supply of the Hydro Vacuum Excavation Truck.

15.7 DETERMINATION OF NUMBER OF COUNCILLORS FOR 2020 ORDINARY COUNCILLOR ELECTION

Author: Maria Timothy, Business Manager Governance

Authoriser: Warwick Bennett, General Manager

Attachments: Nil

Link to Community Strategic Plan:	CSP CL1 – Effect resourceful and respectful leadership and attentive representation of the community
Cost to Council:	Nil
Use of Reserve Funds:	Not Applicable

RECOMMENDATION

That

1. The report by the Business Manager Governance on the Determination of the number of Councillors for the 2020 Ordinary Councillor Election be received.
2. Council confirm that the Local Government Election in 2020 will be for a total of nine (9) Councillors.

BACKGROUND

Under s224 of the Local Government Act 1993 Council must determine the number of Councillors no less than 12 months before the next ordinary election.

REPORT

Section 224 of the Local Government Act 1993 is as follows:

224 How many councillors does a Council have?

- (1) *A Council must have at least 5 and not more than 15 Councillors (one of whom is the Mayor).*
- (2) *Not less than 12 months before the next Ordinary Election, the council must determine the number, in accordance with subsection (1), of its Councillors for the following term of office.*
- (3) *If the Council proposes to change the number of Councillors, it must, before determining the number, obtain approval for the change at a constitutional referendum.*

It is recommended that Council continue with its current number of Councillors, being nine.

15.8 DRAFT ANNUAL FINANCIAL STATEMENTS AND SPECIAL PURPOSE STATEMENTS FOR 2018/19

Author: Brendan Hollands, Director Corporate & Community Services

Authoriser: Warwick Bennett, General Manager

Attachments: 1. **GPFS Councillor Statement**  
 2. **SPFS Councillor Statement**  

Link to Community Strategic Plan:	Delivery Plan Action CL1.2 - Ensure the long term financial sustainability of Council through effective and prudent financial management (CSP Strategy CL1 - Effect resourceful and respectful leadership and attentive representation of the community)
Cost to Council:	Annual cost to Council for external audit is approximately \$60,000. This amount is included in the budget.
Use of Reserve Funds:	Not Applicable

RECOMMENDATION

That

1. The report from the Director Business Services on the Draft Financial Statements and Special Purpose Statements be received.
2. The Annual Financial Statements and Special Purpose Statements for Goulburn Mulwaree Council for the year ending 30 June 2019 be referred to Audit.
3. The Statements under s413(2) Local Government Act 1993 be endorsed and signed off by the Mayor, Deputy Mayor, General Manager and Responsible Accounting Officer to allow the Audit to proceed.

BACKGROUND

Prior to the external audit of Council’s financial records being undertaken Council needs to endorse the Statement by Councillors and Management relating to the Goulburn Mulwaree Council Annual Financial Statements and Special Purpose Statements for the year ended 30 June 2019 and to refer the Statements to Audit.

REPORT

Council’s draft Annual Financial Statements and Special Purpose Statements for the 2018/19 Financial Year are included as a Separate Enclosure.

It is important to note that these Statements are in draft form and are subject to change as Council Officers complete the work on the finalisation of workings in the Notes to the Accounts.

As invariably happens, minor alterations will also be made as the Audit process takes place.

In accordance with the Local Government Act 1993 the reports are required to be completed, audited and referred to the Division of Local Government within four months of the close of the financial year.

A resolution of Council and a signed statement under s413(2) Local Government Act 1993 is also required to refer the documents to audit (refer Attachment).

The Audit has been scheduled for the week commencing Monday 3 September 2019 and again on Monday 23 September 2019.

The actual statements will be sent to Council under separate cover.

Goulburn Mulwaree Council

General Purpose Financial Statements

for the year ended 30 June 2019

Statement by Councillors and Management made pursuant to Section 413(2)(c) of the Local Government Act 1993 (NSW) (as amended)

The attached General Purpose Financial Statements have been prepared in accordance with:

- the *Local Government Act 1993 (NSW)* (as amended) and the regulations made thereunder,
- the Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board
- the *Local Government Code of Accounting Practice and Financial Reporting*.

To the best of our knowledge and belief, these statements:

- present fairly the Council's operating result and financial position for the year
- accord with Council's accounting and other records.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 03 September 2019.

Cr Bob Kirk
Mayor
 03 September 2019

Cr Peter Walker
Councillor
 03 September 2019

Warwick Bennett
General Manager
 03 September 2019

Brendan Hollands
Responsible Accounting Officer
 03 September 2019

Goulburn Mulwaree Council

Special Purpose Financial Statements

for the year ended 30 June 2019

Statement by Councillors and Management made pursuant to the Local Government Code of Accounting Practice and Financial Reporting

The attached Special Purpose Financial Statements have been prepared in accordance with:

- the NSW Government Policy Statement 'Application of National Competition Policy to Local Government',
- the Division of Local Government Guidelines 'Pricing and Costing for Council Businesses – A Guide to Competitive Neutrality',
- the Local Government Code of Accounting Practice and Financial Reporting,
- the NSW Office of Water Best-Practice Management of Water and Sewerage Guidelines.

To the best of our knowledge and belief, these statements:

- present fairly the operating result and financial position for each of Council's declared business activities for the year, and
- accord with Council's accounting and other records.
- present overhead reallocation charges to the water and sewerage businesses as fair and reasonable.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 03 September 2019.

Cr Bob Kirk
Mayor
03 September 2019

Cr Peter Walker
Councillor
03 September 2019

Warwick Bennett
General Manager
03 September 2019

Brendan Hollands
Responsible Accounting Officer
03 September 2019

15.9 FLOODPLAIN RISK MANAGEMENT WORKING PARTY ACTION LIST - 21 AUGUST 2019

Author: Marina Hollands, Director Utilities

Authoriser: Warwick Bennett, General Manager

Attachments: 1. **Floodplain Risk Management Working Party Action List 21/08/2019**
 

Link to Community Strategic Plan:	CO2 – Encourage and facilitate active and creative participation in community life.
Cost to Council:	Nil
Use of Reserve Funds:	Nil

RECOMMENDATION

That the report from the Director Utilities in relation to the Floodplain Risk Management Working Party Action List 21 August 2019 be received.

BACKGROUND

A meeting of the Floodplain Risk Management Working Party was held on 21 August 2019. Please find attached the action list from this meeting.

Floodplain Risk Management Working Party Working Party Discussion Items & Action List

Meeting Details

Wednesday 21st August 2019 at 5:30pm
Council Chambers

Attendees

Des Rowley, Jason Shepherd, Jacki Waugh, Nathan Pomfret (Department Primary Industries), Joanne Humphries (SES), Beth Marson (GRC Hydro), Feiga He (GRC Hydro), Zac Richards (GRC Hydro), Lucy Henze, Marina Hollands, Nick Thistleton, Kate Wooll.

Apologies – Cr Sam Rowland

Discussion Items

- Brief welcome and introduction of all attendees.
- Discussion on the floodplain risk management process. During the flood study calibrated flood models were developed. This next stage uses this data to develop flood management options.
- The area that the flood model covered has been extended as part of this work to include Murrays Flat, 2 km further upstream of the Wollondilly River and several kilometres downstream on the Mulwaree River.
- Following the extension of the area, the 1% AEP model (100 year ARI) will be updated to ARR2019 requirements.
- Council has included the overland flow option as part of this project. This will assess the inundation of the city, through draining lines, in the 1% AEP event.
- The flood risk management process will develop flood mitigation measures that could include:
 - Flood modification measures – to modify flood behaviour, e.g. levees or channels
 - Property modification measures – this could involve voluntary purchase, house raising, development control measures
 - Response Modification measures – this is the response to the threat of flood by flood warning and emergency response systems
- Community consultation has commenced. A media release was released by Council in regards to the floodplain risk management works. A newsletter and questionnaire was sent to around 200 properties in the 1% AEP area to seek community feedback on development controls for flood affected land and preferred flood management options. These surveys are due on 13 September 2019 and a number have already been returned to Council.
- DPI discussed the role of the Working party that is to assist Council to develop and implement a Flood risk management plan by the contribution of ideas, expertise, experience and local knowledge. Also the role is to channel input from the wider community. A committee handbook was provided and an electronic version will be circulated to working party members.
- The program is running behind slightly due to the extension of the model area.
- The next meeting will be after the completion of the refinement of the model. Suitable notice will be provided.

Action List

No	Description	Responsible Person	Target Date	Completion Date
1	Circulate newsletter and questionnaire to all working party members.	Lucy Henze	30/8/19	
2	Circulate a copy of the committee handbook to all committee members.	Lucy Henze	30/8/19	
3	Review community engagement strategy to increase public awareness	Lucy Henze	30/8/19	

Meeting closed: 6:20pm

15.10 EXTERNAL MEETING MINUTES

Author: Warwick Bennett, General Manager

Authoriser: Warwick Bennett, General Manager

- Attachments:**
1. **Heron Woodlawn Community Consultative Committee Meeting Minutes held 17 July 2019** [↓](#) 
 2. **Southern Tablelands Zone Bush Fire Management Committee Meeting Minutes 6 March 2019** [↓](#) 

Link to Community Strategic Plan:	CL3 We actively collaborate with others in the region
Cost to Council:	There are no financial implications for this report
Use of Reserve Funds:	Nil

RECOMMENDATION

That the report from the General Manger on the minutes below be noted:

1. Heron Woodlawn Community Consultative Committee meeting held on the 17 July 2019
2. Southern Tablelands Zone Bush Fire Management Committee meeting held on the 6 March 2019

REPORT

Please find attached the minutes from the:

1. Heron Woodlawn Community Consultative Committee meeting held on the 17 July 2019.
2. Southern Tablelands Zone Bush Fire Management Committee meeting held on the 6 March 2019

These minutes are attached for your information.



WOODLAWN PROJECT
Community Consultation Committee
MEETING MINUTES
Wednesday 17th July 2019

Item	Minutes	Follow Up By
Meeting Opened:	6:35pm	Meeting Closed:
		7.40pm
Attendees		
1. David Johnson (Chair) 2. Cr Peter Walker (Goulburn Mulwaree Council) 3. Gill Shepherd 4. Denzil Sturgiss	5. Colin Dennett 6. Brian Hearne (Heron) 7. Andrew Lawry (Heron)	
Invited Observers		
8. Nil		
Apologies		
9. Wayne Taylor (Heron) 10. Scott Martin (Goulburn Mulwaree Council)	Absent	
	11. Adrian Ellson 12. Henry Gundry (Veolia)	
Pecuniary or non-pecuniary interests		
There were no declarations of potential conflicts or pecuniary interests from those in attendance.		
Previous Minutes		
Minutes from the previous meeting and the special meeting on 17 April 2019 were accepted with no changes.		
Matters Arising from previous minutes		
No issues were noted.		
Project update / New business		
Brian Hearne (and Andrew Lawry) presented a project update by way of a presentation to the meeting.		
1. Some general questions were addressed. 2. Ms Shepherd asked whether product had been transported from site. The company advised that first containers of concentrate had been transported to Goulburn and would remain there until a full train load (46 containers) was ready where it is railed to Pt Kembla or Pt Botany. Mr Hearne advised around 5 containers per day are moving that would ramp up. No one at the meeting had noticed Heron trucks moving through Tarago. 3. Cr Peter Walker asked whether the company had filled all positions. Mr Hearne advised most positions filled. Some staff had since departed and Heron continue to recruit as required. Some positions have been difficult to fill esp. professional roles. This group prefer to be city based and work on a FIFO roster. Other industries (such as Westconnex, Snowy 2) have soaked up resources. Heron has employed more locals than imports. Any locals interested in employment can contact Mr Hearne. 4. Mr Sturgiss asked questions about the mining operation. Mr Hearne advised the underground workforce is currently around 70 and will peak at 120 in around 12-months. The new development is 2.3km and a 60t loaded vehicle takes around 20mins to reach the surface and about an hour for a round trip.		
Community complaints and company response		
5. The meeting was advised that one community complaint had been received since the last CCC meeting. A resident on Taylor's Creek Road (approx. 8km from site) had reported cracks in their house thought to have been as a result from mine blasts. Company staff have visited the dwelling and photographed the cracks. The company has set-up and monitored ground vibration and noise at the dwelling and has not detected any vibration. The company has arranged two additional monitors and will report on its findings to the resident and the Committee.		



<p>General business / Other matters</p> <p>6. Traffic Study & Report</p> <p>7. Cr. Peter Walker provided an update on the Ontoit traffic study. The revised draft is expected in the coming week or so. Mat O'Rourke from council is coordinating and will review the report before distributing further. It was requested / suggested that Mr O'Rourke present the report findings at the next meeting which was agreed.</p> <p>8. It was further agreed that this report should be endorsed by this committee prior to distributing to a wider audience.</p> <p>9. Cr Peter Walker further advised that he and Mr Sturgiss are on SEATS (South Eastern Australia Transport Strategy) that covers an east-west transport link from Wollondilly to Bass (in Vic) and includes fast train services, Batemans Bay freight route upgrade and other possible freight links. The point being that any freight link upgrades could/would displace heavy vehicle transport from current roads to other dedicated roads.</p> <p>10. DPE The Chairman advised he had been in contact with DPE and invited Stephen O'Donoghue and Rose-Anne Hawkeswood to attend this meeting. They were unavailable and will be requested to attend the next meeting. This may be a more suitable meeting to attend esp. given the traffic study will be available. They were advised the main community concern is regarding wider traffic issues rather than with the mine specifically.</p>	
<p>Next meeting</p> <p>Next meeting: <u>Wednesday 25th September 2019; 6:30pm, Woodlawn Mine Office</u></p>	

Note: all CCC, community and associated documents are located on the company website:
<http://www.heeronresources.com.au/woodlawn-community.php>



UNDERGROUND MINING

- ✓ Underground development in line with schedule
- ✓ 2.3km of underground development completed
- ✓ Steady recent trend of above plan monthly advance continues
- ✓ First ore from underground delivered to run-of-mine (ROM) pad (G2 lens)
- ✓ Primary ventilation & second means of egress well advanced
- ✓ Paste plant commissioning mid-July 2019



HYDRO MINING

- ✓ Hydraulic mining circuit fully operational and in production
- ✓ Optimising performance – achieved 4332t (5 July 2019) Further optimisation required but almost there.
- ✓ Excellent flow densities and excavation control



13

July 18, 2019

PROCESSING PLANT



- ✓ Plant feed commenced on reclaimed tailings – 6 May 2019
- ✓ Initial attention on mechanical performance and reliability – pumps, valves, motors, pipes
- ✓ Throughput ramp-up - design (190t/hr) achieved 11 July 2019
- ✓ Full shift zinc concentrate production >55% Zn 10 July 2019
- ✓ Commissioning of UG only component (crushing & ball mill) to commence mid-July 5 2019



Concentrate transport

15 containers of Zinc concentrate has left site until 16th July 2019



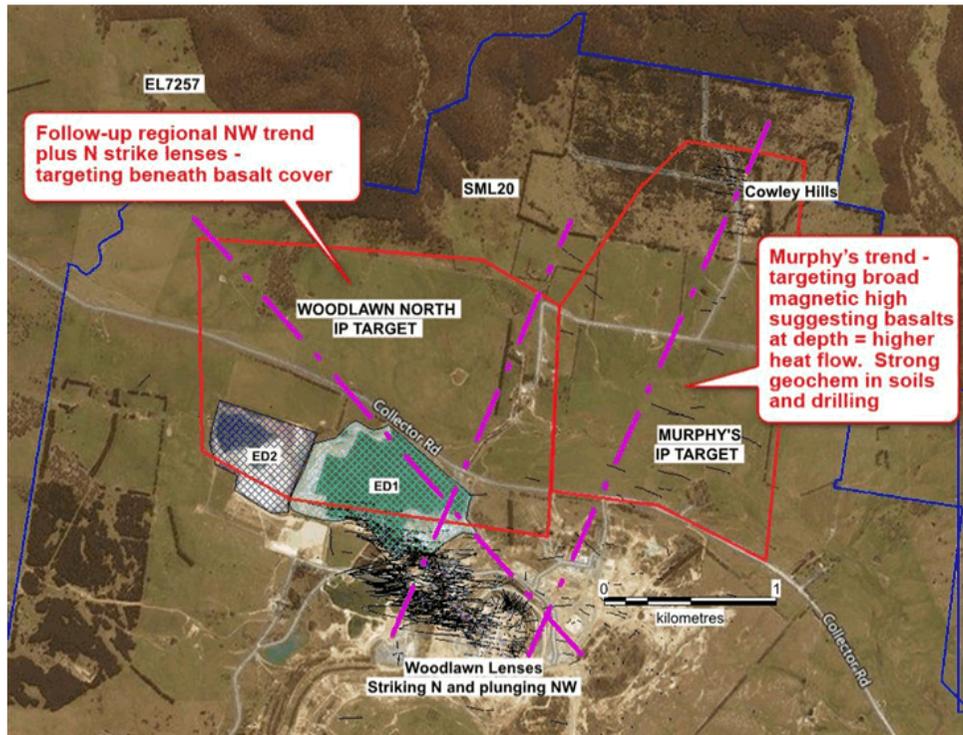
March 2018 ASX:HRR TSX:HER

5

WOODLAWN REGIONAL POTENTIAL

Woodlawn North IP Survey – March 2019

TARGET: WOODLAWN REPEATS NORTH OF EXISTING MINE ON GRANTED MINING LEASE



- ▶ 1970s surveys - good Induced Polarisation (IP) response
- ▶ Historical survey limited to ~150m depth. Modern surveys good to 700-800m depth (optimal conditions)
- ▶ IP measures broad patterns of conductivity also chargeability which measures disseminated sulphides
- ▶ Supporting evidence of mineralisation - surface geochem and limited shallow historical drilling
- ▶ Survey completed on 200-400m spaced lines
- ▶ Significant anomalies detected



NSW RURAL FIRE SERVICE



MEETING MINUTE

Meeting: Southern Tablelands Zone (STZ) Bush Fire Management Committee

Convened by: Greg Minahan (NSW RFS volunteer)

Attendees: Peter Alley (NSW RFS STZ Manager), George Shepherd (NSW RFS Operations Officer), Cherie Roach (NSW RFS District Officer), Mandy Franklin (Dept. of Primary Industries & Lands), James Wheelwright (U/L Shire Council), Denzil Sturgiss (G/M Council), Margaret Cameron (NSW Farmers Association, Goulburn), Ian McLennan (NSW Farmers Association, Lake Bathurst), Andrew Dickson (NPWS), Zane Hall (Essential Energy), Dean Campbell (NSW Fire & Rescue), Max Hedges (NSW RFS volunteer), John Sendall (NSW RFS volunteer), Denver Baines (NSW RFS volunteer), Barry Kennedy (NSW RFS volunteer)

Location: Yass FCC, 1410 Laidlaw Street, Yass NSW 2582

Date and time: 6 March 2019, 10:00

Apologies: Wayne Picker (NSW RFS volunteer), Stephen Watts (Industry, Lands, Forestry), Anthony Evans (Area Manager, National Parks & Wildlife Service NSW [NPWS]), Ian Dicker (Team Leader Fire, NPWS), Tom Freedom (NSW Fire & Rescue)

Non attendance: Greg Potts (ACT RFS), Mursaleen Shah (U/L Shire Council), Chris Harris (Local Land Services), Tony Kondek (Water NSW), Vincent Boer (Roads and Maritime Services), Curtis McClelland (Aust. Rail Track Corp.), Angela Lonergan (Office of Environment and Heritage, NPWS), Peter Gillam (NSW Pol), Cecil Burgess (Yass Valley Council), Sharon Hutch (Yass Valley Council), Peter Culhane (Upper Lachlan Council, Ken Wheeldon (Goulburn Mulwaree Council), David Ellison (Goulburn Mulwaree Council), Bradley Parker (Transgrid), Delise Freeman (Pejar Land Council), Trevor Watkins (John Holland Rail Pty Ltd), Charlie Taylor (Forestry Corp), Damien Dubrowin (NPWS, Nowra).

Minutes by: Linda Goodall (NSW RFS Administration Officer)

Minutes

1. Welcome

Meeting opened at 10:00am

2. Apologies

See above

3. Confirmation of Minutes of Meeting held 4 April 2018

Proposed: Denzil Sturgiss

Seconded: John Sendall

4. Business arising from previous minutes

- Margaret Cameron provided an update on the revision of the BFMC Handbook, which is on track to be finalised later this year.
- **Ian McLennan** asked for an update on the discussion about grazing some overgrown rail corridors in the Zone from the last meeting. Peter Alley advised that he has not yet received any further information identifying overgrown rail corridors, so this has not yet progressed.

5. Update on FAFT Plan

Cherie Roach provided an update on the FAFT Plan and advised that the approval process is progressing. Cherie also advised that a BFMC Sub Committee has been formed, which will meet today, after this BFMC meeting to finalise trails.

Peter Alley tabled the following motion:

The BFMC endorse the findings of the FAFT Sub Committee to be forwarded for approval/completion.

Moved: Barry Kennedy

Seconded: Mandy Franklin

Unanimously carried.

6. Agency Reports

George Shepherd gave an overview of the season including incidents and hotspots.

Dean Campbell advised that there have been some management changes in NSW Fire and Rescue and that he will now be the point of contact for operations in the Goulburn and Yass areas.

Margaret Cameron advised that the NSW Farmers Federation are supportive of hazard reduction in rail corridors.

Denzil Sturgess advised that he continues to try to contact the land holder of a property behind Tarago that might consider hazard reduction.

Peter Alley noted that Ian Kennerley has retired and George Shepherd is now the 2IC. Recruitment for a new Learning and Development Officer is underway.

Max Hedges noted that the Yass area is extremely dry, however it is generally only 'hobby blocks' that have fuel.

Andrew Dixon advised that he is currently acting for Maggie Sutcliffe in the role of Team Leader Rangers. Andrew tabled a report (Attachment 1) on behalf of the NSW Office of Environment and Heritage, NSW National Parks & Wildlife Service.

John Sendall noted that historically March and April are busy months for our area and he confirmed that Brigades are on standby.

Zane Hall spoke about the severe storm activity this season. Essential Energy have had 50% more customer outages this year compared to last year.

Mandy Franklin noted that the Crown Asset Protection Zones have been completed for this year.

Cherie Roach advised the meeting that STZ has completed two trails – Issabella and Peelwood and there is machinery on Burrinjuck at the moment. Webbs Bridge will be the next one to be looked at, however there is no start date at this stage. The Bush Fire Risk Management Plan is also now in the final stages of approval.

7. General Business

Peter Alley asked the Committee to consider extending the Bush Fire Danger period for the Southern Tablelands Zone, by another month. After discussion, it was unanimously agreed that the Bush Fire Danger period be extended until 30 April 2019.

8. Date of next meeting

10:00am, Wednesday 4 September 2019

9. Close

Meeting closed at 10:29am

Table 1: Action items

Ref.	Item description	Owner	Due date	Status
7	Extension of Bush Fire Danger period	P. Alley	30/03/2019	

Table 2: Documents referred to in the meeting

Document title	Author	Version	Date
STZ BFMC Minutes	NSW RFS – STZ	1	05/09/2018
Report to the BFMC	Office of Environment & Heritage (NSW NPWS)	1	06/03/2019

Table 3: Next meeting

Date	Start time	Finish time	Location
04/09/2019	10:00	11:30 (approx.)	Yass FCC, 1410 Laidlaw Street, Yass

16 CLOSED SESSION

Council must resolve to move into Closed Session to deal with any items under s10 *Local Government Act 1993*.

There were no closed session reports for determination.

17 CONCLUSION OF THE MEETING

The Mayor will close the meeting.