

Statement of Environmental Effects

Multiple lot industrial subdivision of
Lot 2 DP1283655 & Lot 724 DP 751709,
off Bridge Rd, Oxley St & Best St, Griffith, NSW

2021.25

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Prepared for:

Joslet Pty Ltd
c/- 78 Merrigal Street
Griffith NSW 2680
ABN: 74 643 666 684

Prepared by:

Planningmatters Development Service
23 Noorilla Street
Griffith NSW 2680
Telephone: 0427 844 374
Email: info@planningmatters.net.au
ABN: 95 707 366 151

Disclaimer:

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The client/proponent has authorised **Planningmatters** Development Service to liaise with Griffith City Council on their behalf regarding this proposal.

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1.0 DESCRIPTION OF THE SITE & LOCALITY:

The subject land comprises Lot 2 DP 1283655 & Lot 724 DP 751709, which front Bridge Road, Oxley Street & Best Street, Griffith in the western-riverina region of NSW. References in this document to the: subject allotments; site; or land are considered to relate to all of these allotments.

The subject allotments have a combined area of approximately 9.7 hectares (ha) and were previously occupied by horticultural plantings, which have been removed. The subject allotments adjoin the recently developed industrial subdivision that created Oxley Street & Best Street located on the southern side of Bridge Road.

The surrounding wider locality comprises predominantly industrial & commercial landuses to the north & west and mixture of horticultural operations and industrial landuses to the east & south. Scattered dwellings are located in all directions within the wider locality. The immediate locality comprises recently created industrial allotments to the north, horticultural land to the east and industrial land to the south & west.

The subject allotments generally fall from north to south-west. In saying that the western portion of Lot 2 DP 1283655 falls towards the south-west into the adjoining drainage channel on Lot 1 DP 1043149 whereas Lot 724 DP 751709 falls towards the south-east into the adjoining drainage channel on Lot 6290 DP 1199003.

Vegetation with the locality comprises scattered street trees & landscaping associated with residential properties, some trees & shrubs along the main raw water supply channel to the north and horticultural plantings within the locality.

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

Bridge Road is located to the north of the site and serves as the main road conveying traffic in an east-west direction within the locality. Bridge Road is classified as a 'local road' under the control of Griffith City Council and comprises a sealed road that caters for two-way traffic. Bridge Road intersects with The Irrigation Way(Mackay Avenue) to the north-east, Old Willbriggie Road to the west and Jondaryan Avenue further to the west. Bridge Road has a speed limit of 60km/hr and is gazetted as a B-Double route.

Oxley Street is located to the north of Lot 724 DP 751709 and acts as the main road servicing the industrial subdivision that was approved as part of DA 472/2004 off Bridge Road. Oxley Street is classified as a 'local road' under the control of Griffith City Council and comprises a sealed road that caters for two-way traffic. Oxley Street intersects with Bridge Road to the north & Best Street mid-way along its length. Oxley Street has a speed limit of 50km/hr. The northern portion of Oxley Street is permitted to be used by B-Doubles accessing McNabb Petroleum's fuel depot on Lot 1 DP 1189104.

Best Street is located to the east of Lot 2 DP 1283655 and acts as the secondary road servicing the industrial subdivision that was approved as part of DA 472/2004 off Bridge Road. Best Street is classified as a 'local road' under the control of Griffith City Council and comprises a sealed road that caters for two-way traffic. Oxley Street intersects with Oxley Street at it's eastern end. Best Street has a speed limit of 50km/hr and is not permitted to be used by B-Doubles.



Source: maps.six.nsw.gov.au

Figure 1.1: Aerial image of the wider locality identifying the development site.



Source: maps.six.nsw.gov.au

Figure 1.2: Aerial image of the immediate locality identifying the development site.

2.0 DESCRIPTION OF THE PROPOSAL:

2.1 Nature of the proposal:

The proposed development relates to the Torrens title subdivision of Lot 2 DP1283655 & Lot 724 DP 751709, which front Bridge Road, Oxley Street & Best Street, Griffith, NSW. The proposal includes a boundary adjustment between Lot 724 DP 751709 & Lot 6290 DP 11990003 so that the western-most portion of Lot 6290 DP 11990003 can be incorporated into the new industrial subdivision. This DA provides for the creation of 35 new allotments comprising 33 allotments to be occupied by future industrial & commercial type landuses and 2 allotments to be occupied by stormwater detention basins.

The proposal provides for all of the subject allotments to be subdivided and subsequently used (as part of separate Development Consents) for industrial purposes. The proposed subdivision comprises an extension of both Oxley Street & Best Street, which were created as part of Development Consent No.472/2004.

The proposal includes civil works associated with constructing public roads, installing essential services & drainage infrastructure, constructing stormwater detention basins and levelling the proposed allotments. Whilst the subdivision is at this point in time proposed to be constructed as one (1) stage, separate applications relating to Civil Works Construction Approval may be submitted to Council for different works. Likewise, separate applications for Subdivision Certificates may be submitted to enable the creation/release of certain proposed allotments.

It is proposed to create easements for essential services such as sewerage & drainage burdening some allotments in favour of Council & other allotments. It is also proposed to create easements for electricity & multi-purpose electrical substations burdening some allotments in favour of Essential Energy. Whilst an indication of some potential easements are shown on the submitted plans, confirmation of the exact location, width & terms of the proposed easements will be submitted to Council in conjunction with the Subdivision Certificate application.

The proposed industrial allotments range in size from approximately 1,102m² to 5,320m² whereas the allotments to be used to detain stormwater range in size from approximately 633m² to 4,978m². Confirmation of the size of allotments to be used to detain stormwater will be provided in conjunction with the submission of detailed civil design plans.

2.2 External Design:

The proposed subdivision will alter the appearance of the subject allotments throughout the construction phase(s), upon completion of civil works and once future buildings have been constructed on the proposed allotments. The final appearance of the subdivision once all of the road and essential services have been installed is considered to resemble what the Oxley & Best Street subdivision looked like until allotments were sold and built upon.

2.3 Open Space:

The proposed development does not include the creation of any open space areas that will be used for recreational purposes. The proposal does however, include the construction of two (2) stormwater detention basins on proposed Lots 9 & 23, as shown on the submitted plan.

It is understood that the stormwater detention basin on Lot 12 DP 1189104 that services existing allotments off Oxley & Best Streets is owned by the developer of the subdivision that was approved as part of DA 472/2004 and that Council staff are thinking that proposed Lots 9 & 23 will be owned by the developer of this subdivision. Whilst it is acknowledged that Council has generally not accepted ownership of small detention basins that only service a small number of allotments in rural-residential precincts Council has generally accepted ownership of detention basins that service relatively large subdivisions in residential release areas. Considering that the detention basins on proposed Lots 9 & 23 are associated with a subdivision comprising over 30 allotments and that the proposed basins have been purposefully located in prominent areas with street frontage so that they look like open space areas, the proponent is hoping that Council is willing to accept ownership of the basins associated with this subdivision. This request is made on the basis that the proposed detention basins will cater for stormwater from not only the proposed allotments but also off the new public roads.

There is concern that if a pollution spill were to occur on any of the new public roads that contaminants may enter the detention basins before they are noticed. This means that the responsibility for any discharge of these pollutants into MI's adjoining drainage channel would rest with the landowner(s) of proposed Lots 9 & 23, not Council even though the contaminants may have come via the drainage network located in Council's road reserve. If proposed Lots 9 & 23 were to be owned by Council the responsibility for dealing with any potential spills on the public road carriageways or that travel via Council's drainage infrastructure would rest with the same entity (ie: Council). We believe that this would make it considerably easier for Council as: the owner of the detention basins; the owner of the drainage infrastructure within the road reserves; and the appropriate regulatory authority under the provisions of the Protection of the Environment Operations Act 1997 to investigate any spills. Considering the confusion that seems to have arisen in recent weeks after MI discovered that Council didn't infact own the stormwater detention basin on Lot 12 DP 1189104 and that the current owner apparently didn't have an agreement to discharge stormwater from that basin into MI's drainage network we believe that Council should accept ownership for the stormwater basins to be constructed on proposed Lots 9 & 23. The proponent is willing to discuss the potential for them to install lawn sprinklers and some landscaping around these basins if Council were to agree to accepting ownership of these allotments.

2.4 Pedestrian movement:

The proposed subdivision does not include the provision of any footpaths along the nature strips of the new public roads. Pedestrian movements associated with future buildings on the proposed allotments are proposed to be assessed as part of DAs relating to future buildings on the proposed allotments.

2.5 Traffic generation:

Whilst the subject allotments would have previously generated traffic associated with farming operations the proposed subdivision will result in a significant increase in the volume & type of traffic generated within the immediate & wider locality. This increase in traffic is considered to comprise vehicles associated with construction of the proposed allotments and vehicles associated with future industrial landuses on the proposed allotments.

Construction related traffic will comprise light vehicles and heavy vehicles: floating plant/equipment; transporting fill and/or waste; and delivering materials. These vehicles will travel to & from the site on a daily & infrequent basis throughout the construction period(s). Whilst it is difficult to predict anticipated daily construction traffic volumes, it is anticipated that daily movements could range from anywhere between 0-20 initially to 50-200 per day when there may be a number of different contractors on the site. Considering that daily movements will be spread out over the course of the day, the traffic associated with the construction period is not anticipated to significantly impact upon passing traffic travelling along Bridge Road, Oxley Street or Best Street.

Traffic associated with future industrial landuses on the proposed allotments will generally comprise light & heavy vehicles during the construction of future buildings and both heavy & light vehicles after occupation of these future buildings.

Transport for NSW's (TfNSW's) *Guide to Traffic Generating Developments* provides for warehouses & factories to generate approximately 4-5 daily vehicle trips per 100m² of Gross Floor Area (GFA) and 0.5-1.0 hourly vehicle trips per 100m² of GFA during peak periods. The overall subdivision provides for 33 industrial allotments with a total lot area of approximately 58,000m². Based on approximately 40% of the subdivision's total lot area being occupied by buildings, the subdivision could potentially comprise approximately 18,000m² of GFA. Using the traffic generation rates provided in TfNSW's *Guide to Traffic Generating Developments* the subdivision could potentially generate approximately 720-900 vehicle trips per day and 90-180 vehicle trips per hour during peak periods.

In the absence of a MasterPlan and/or a Traffic Impact Assessment relating to the creation of an industrial precinct off Bridge Road let alone a Traffic Impact Assessment relating to DA 472/2004 it is difficult to predict what traffic volumes Council assumed would be created by the existing industrial allotments that front both Oxley & Best Streets. In saying that, it could be assumed that approximately 203 vehicle trips might have been associated with the allotments created as part of DA 472/2004 if 40% of the allotments associated with DA 472/2004 were occupied by buildings.

We understand that the Traffic Impact Assessment associated with DA 25/2020 for the establishment of a fuel depot & service station on Lot 1 DP 1189104 anticipated that approximately 168 vehicle trips could be associated with that facility alone per hour, which is considerably more than the 27 vehicle trips that might have otherwise been associated with Lot 1 DP 1189104 if it were to be occupied by industrial buildings. Taking into consideration the additional 141 vehicle trips that the fuel depot & service station development generates per hour, the total number of vehicle trips generated by the existing allotments which front both Oxley & Best Streets could be considered to be approximately 344 per hour if all business had the same peak period.

Based on approximately 344 vehicle trips per hour being associated with the existing allotments that front Oxley Street & Best Street and approximately 180 new/additional vehicle trips per hour being associated with the allotments proposed as part of this DA it could be presumed that approximately 524 hourly vehicle trips could turn in/out from/off Oxley Street off Bridge Road & Oxley Street during the busiest of peak periods, if all businesses within the immediate locality have the same peak periods.

Considering that not all business that occupy existing allotments fronting both Oxley & Best Streets, let alone business that will occupy the new industrial allotments proposed as part of this DA may have the same peak period, the number of hourly vehicle movements associated with traffic turning in/out of Oxley Street from/to Bridge Road may not be as high as 524. Especially if development on proposed Lots 4 & 5 gain vehicular access directly off Bridge Road, which would reduce the number of peak hourly vehicle trips to approximately 503.

In the absence of a Traffic Impact Assessment relating to DA 472/2004 it is difficult to determine whether the intersection treatment & turning lanes that were originally constructed on Bridge Road as part of DA 472/2004 were sufficient to cater for the expected volume of traffic likely to be generated by development on allotments created as part of DA 472/2004, let alone potential future allotments that would have been assumed to be created on vacant industrial land to the west & south of Best & Oxley Streets, which this DA relates to. It also means that we cannot determine whether the upgraded intersection treatment & turning lanes that were provided as part of DA 25/2020 took into consideration any spare capacity that may have existed (and presumably was reserved for future industrial allotments to be developed off both Best & Oxley Streets).

It is acknowledged that Council would like a Traffic Impact Assessment to be prepared for this DA to determine whether the existing turning lanes that are provided at the intersection of Bridge Road & Oxley Street will cater for the expected increase in traffic likely to turn in/out of Oxley Street as a result of this DA. Whilst the proponent appreciates why Council would like a Traffic Impact Assessment to accompany this DA, they cannot understand why such an assessment did not accompany DA 472/2004. The proponent was concerned that they may be required to upgrade an existing intersection which they believe should have been initially designed as part of DA 472/2004 to cater for an extension of the Best & Oxley Street industrial precinct. For this reason the proponent has previously indicated that if they are required to submit a Traffic Impact Assessment as part of this DA and that if report determines that: the original turning lanes constructed as part of DA 472/2004 did not have any spare capacity to accommodate future industrial subdivision at the end of Best Street & Oxley Street; or that the upgraded turning lanes constructed as part of DA 25/2020 did not incorporate the same spare capacity (which the proponent believes should have been reserved for future industrial subdivision at the end of Best & Oxley Streets when the turning lanes were built as part of DA 472/2004), that they will contest that they should not be responsible for upgrading the current turning lanes on Bridge Road.

A Traffic Impact Assessment report relating to this proposed subdivision has been prepared and submitted to Council. This report anticipated that the proposed subdivision could generate approximately 2000 movements per day and up to 240 movements per hour during peak periods.

2.6 Vehicular access:

Vehicular access to the site can currently be gained off both Oxley Street & Best Street, via a bridge off Potter Place or informally off Bridge Road.

The proposed development provides for both Oxley Street & Best Street to be extended towards the south & west (ie: Roads 1 & 6) respectively and for a new link road (ie: Roads 3 & 4) to join the proposed extensions of Oxley & Best Streets. The proposed new link road will have cul-de-sacs at each end (ie: Roads 2 & 5), as shown on the submitted plan. It is proposed that all new public roads will have a carriageway width of at least 13m to match the width existing carriageway widths on Oxley & Best Streets.

Vehicular access to all of the proposed allotments will be gained off the new public roads. Whilst it was initially proposed to gain vehicular access off Bridge Road to two (2) allotments that fronted a section of Bridge Road, it is acknowledged that Council won't permit such as part of this DA. On this basis, the proponent has amended the lot layout plan to consolidate the allotments that were going to front Bridge Road with the adjoining allotments that were going to front the cul-de-sac at the northern end of Road 2.

It is not proposed to provide laybacks for the proposed allotments when the kerb & gutter is installed given that the location of future buildings & driveways is not known. Laybacks will be installed by future landowners of the proposed allotments in conjunction with the construction of their future buildings.

It is acknowledged Council may require the provision of kerb & guttering in front of proposed Lots 3 & 4 on the southern side of Bridge Road. Considering that Council will not permit vehicular access to proposed Lots 3 & 4 as part of this DA the proponent has asked that Council not require the provision of kerb & guttering along the Bridge Road frontage of these two (2) allotments.

With the exception of McNabb Fuel's facility on Lot 1 DP 1189104 at the northern end of Oxley Street, it is understood that the maximum size of vehicle that is currently permitted to access both Oxley Street & Best Street is a 19m long semi-trailer. It is acknowledged that Council's position is that the maximum size of vehicle permitted to access proposed Roads 1-5 inclusive will also be a semi-trailer unless the proponent can demonstrate that B-Doubles can travel along the new public roads and access some proposed allotments. The proponent's traffic engineer believes that adequate provision exists for B-Doubles to travel throughout the proposed subdivision. This includes turning into & out of Best Street, Road1 & Road 5, even though a B-Double may need to cross to the incorrect side of the carriageway.

Notwithstanding the proponent's traffic engineer's position it is understood that Council is not in favour of B-Doubles crossing to the incorrect side of the road carriageway to turn at intersections. For this reason, the lot & road layout has been amended to enable B-Doubles to turn at all of the new intersections so that the subdivision can cater for B-Doubles. Considering that the existing intersection at the eastern end of Best Street cannot be widened it is understood that Council may not permit B-Doubles to travel along Best Street or as a minimum travel in an easterly direction along Best Street. Whilst it is understood that the purchasers of the proposed allotments will need to seek consent to service their sites with any size of heavy vehicle, turning path plans have been submitted to identify allotments that are anticipated to potentially accommodate B-Doubles if their future owners wish to service those sites with that size of vehicle.

Road carriageway widths & design (ie: curvature) shown on the submitted plans are indicative only and subject to confirmation on the civil design plans to be submitted to Council in conjunction with the application for Civil Works Construction Approval.

It is anticipated that Roads 1 & 6 will become extensions of Best Street & Oxley Street, respectively. Roads 3 & 4 are proposed to be given one (1) new street name whereas Roads 2 & 5 are each proposed to be given separate new road names. Confirmation of preferred street names for Roads 2, 3/4 & 5 will be decided in consultation with Council prior to the issue of a Subdivision Certificate.

2.7 Essential services:

Potable water is available within the locality and will need to be extended along Best Street & Oxley Street to service the proposed allotments. The new watermain will be able to form a loop linking the existing watermain running along Best Street & Oxley Street. The new watermain can also link with the existing watermain that runs along Potter Place to the south-west of the site, if required. Detailed design plans relating to the location, size & capacity of proposed potable watermain can be submitted in conjunction with the application for Civil Works Construction Approval. It is understood that Council will require the payment of monetary contributions towards Water Headworks. Consent is sought to defer the payment of monetary contributions for each allotment until the respective allotments have been sold.

Reticulated sewerage is available within the locality and will be extended to service the proposed development. It is anticipated that Council's preference will be for low pressure (ie: grinder pump) sewermain to be provided throughout the subdivision. It is proposed that new sewermain will be located within the nature strips of the new roads and connect into Council's main that runs within Lot 6290 DP 1199003. Detailed design plans relating to the location, size & capacity of proposed sewermain can be submitted in conjunction with the application for Civil Works Construction Approval. It is understood that Council will require the payment of monetary contributions towards Sewer Headworks. Consent is sought to defer the payment of monetary contributions for each allotment until the respective allotments have been sold.

Overhead electricity is available within the locality and will be extended along Best Street & Oxley Street to service the proposed development. Confirmation is sought from Council whether new electricity lines need to be located underground or whether the existing overhead electrical network can be extended. Detailed design plans relating to electricity and streetlighting will be submitted to Council for endorsement prior to approval being granted by Essential Energy. An infrastructure provisioning letter from Essential Energy can be submitted to Council prior to the issue of any Subdivision Certificates.

Telecommunications are available within the locality and will be extended along Best Street & Oxley Street to service the proposed development. Detailed design plans can be submitted to Council for review prior to the commencement of work, if required. An infrastructure provisioning letter from NBNCo can be submitted prior to the issue of any Subdivision Certificates.

Natural gas is available within the wider locality. It is not proposed to extend the natural gas network to the site to service the proposed development.

2.8 Construction:

The proposed subdivision will require a significant amount of construction activity to be undertaken during daylight hours. This activity will comprise the: construction of new roadways; provision of essential services & drainage infrastructure; and the levelling of the proposed allotments and adjoining nature strips. It is acknowledged that Council will impose a condition of consent requiring the submission of a Construction Management Plan prior to the commencement of civil works.

2.9 Air Quality:

Construction activity associated with civil works & building future industrial premises on the proposed allotments will result in the generation of dust. Construction activity that generates dust is anticipated to occur over a relatively short term and unlikely to affect nearby residential receptors for an extended period of time, providing that adequate dust suppression measures are implemented. Adequate arrangements can be implemented throughout the construction phases of the subdivision to minimise the extent of dust likely to be generated on the site. It is anticipated that Council will impose a condition of consent requiring the submission of a Construction Management Plan that needs to address the proposed arrangements to mitigate the generation of dust whilst civil works associated with the subdivision are undertaken.

2.10 Noise:

Whilst the subdivision itself when complete will not result in any increase in the type or volume of noise that is generated from the subject allotments, construction activity associated with civil works & building future industrial premises on the proposed allotments will result in the generation of noise. So too may the use & operation of future industrial premises on the proposed allotments. Construction noise associated with civil works could occur over a relatively short period of time (eg: up to approximately 1-2 years) if the entire subdivision is constructed at one time.

Construction noise associated with building future industrial premises is anticipated to occur over an extended period of time (eg: many years) depending upon the up-take (ie: sale) of proposed allotments and when purchasers decide to build. It is anticipated that Council will require future industrial landuses to comply with the provisions of the NSW Industrial Noise Policy for Industry 2017

Noise associated civil & building construction activity is anticipated to occur during daylight hours.

2.11 Drainage:

The subject allotments generally fall from north to south-west. In saying that, the western portion of Lot 2 DP 1283655 falls towards the south-west into the adjoining drainage channel on Lot 1 DP 1043149 whereas Lot 724 DP 751709 falls towards the south-east into the adjoining drainage channel on Lot 6290 DP 1199003. It is proposed to grade the proposed finished allotments so lots located on the northern side of roads fall to their respective roadways' street gutter and lots located on the southern side of road fall to their rear boundary into a piped inter-allotment drainage system. Stormwater from the development will be directed towards the new detention basins to be constructed in the western & south-western corners of the site before being discharged into the existing drainage channels on Lot 1 DP 1043149 & Lot 6290 DP 1199003, respectively. Consent is sought to hand ownership & on-going maintenance responsibility for the two (2) detention basins over to Council.

Detailed design drawings & calculations relating to the proposed arrangements for the collection, detention & discharge of stormwater will be submitted to Council in conjunction with the application for Civil Works Construction Approval.

The subject allotments are understood to be not affected by flood waters.

2.12 Waste:

Whilst the proposed subdivision itself will not result in any increase in the type or volume generated from the subject allotments, construction activity associated with civil works & building future industrial premises on the proposed allotments will result in the generation of waste. So too may the use & operation of future industrial premises on the proposed allotments.

Civil construction related waste will comprise packaging & off-cuts from materials associated with the installation of essential services & infrastructure. Adequate arrangements can be made to store waste on-site in receptacles during the construction phase and for this waste to be removed on a regular basis to a licensed waste facility. It is acknowledged that waste materials shall not be burnt on-site and that Council may impose a condition of consent requiring documentary evidence relating to disposal of waste at an approved facility to be retained by the proponent's contractor(s) until after each stage of the subdivision has been constructed.

Waste generated by future industrial premises on the proposed allotments will be similar to that generated by other landuses throughout the city's industrial areas and is anticipated to comprise solid & recyclable materials. It is proposed that each future industrial premises will be provided with waste receptacles by Council or a waste contractor that will be emptied on a regular basis by Council or the contractor. Provision has been made to ensure that all new public roads and in particular cul-de-sacs can accommodate a rigid truck so that waste receptacles can be emptied by waste collection vehicles.

Construction of the subdivision is not anticipated to generate any liquid waste that would require pre-treatment. Whilst some future landuses on the proposed allotments may result in the generation of liquid trade waste that may require pre-treatment, it is anticipated that Council will impose conditions relating to this matter as part of separate DA relating to the construction of future buildings & the use of the proposed allotments.

2.13 Street trees & landscaping:

Street trees can be planted along the nature on each side of the new public road carriageways. The type, location & spacing of street trees can be confirmed on a landscaping plan to be submitted to Council for approval prior to planting.

It is not proposed to provide landscaping within or through the stormwater detention basins on proposed Lots 9 & 23. Whilst landscaping can be provided around the perimeter of the stormwater detention basins it is noted that Council didn't require the stormwater detention basin on Lot 12 DP 1189104 that services the existing allotments off Oxley & Best Streets to be landscaped or screened. On this basis, clarification is sought from Council whether landscaping is required around and/or within the stormwater detention basins on proposed Lots 9 & 23.

It is not proposed to provide any street furniture (eg: benches, seats, tables, garbage bins, etc) within proximity of the stormwater detention basins on proposed Lots 9 & 23 or throughout the subdivision.

3.0 CONSIDERATION OF RELEVANT LEGISLATION:

3.1 Local Government Act 1993:

3.1.1 Section 68 Approvals:

This DA does not include an application to Council for any new connections to Council's reticulated water supply system under the provisions of Section 68 of the Local Government Act 1993. Detailed design plans & calculations relating to this infrastructure to service the proposed allotments can be submitted to Council in conjunction with the submission of the application for Civil Works Construction Approval. Separate applications to install new potable water meters on the water services that will be installed as part of this subdivision can be submitted to Council by future landowners at a later date.

This DA does not include an application to Council for any new connections to Council's reticulated sewerage system under the provisions of Section 68 of the Local Government Act 1993. Detailed design plans & calculations relating to sewerage infrastructure to service the proposed allotments can be submitted to Council in conjunction with the submission of an application for Civil Works Construction Approval. Separate applications to connect future industrial premises to the new sewer mains that will be installed as part of this subdivision can be submitted to Council by future landowners at a later date.

This DA does not include applications to Council to install or operate any on-site wastewater treatment systems under the provisions of Section 68 of the Local Government Act 1993.

This DA does not include an application to Council to dispose of stormwater from the proposed subdivision or the future allotments under the provisions of Section 68 of the Local Government Act 1993. Detailed design plans & calculations relating to stormwater infrastructure that will be installed to service this subdivision can be submitted to Council in conjunction with the application for Civil Works Construction Approval. Separate applications relating to the disposal of stormwater associated with future development on the proposed allotments can be submitted to Council by future landowners at a later date.

3.2 Roads Act 1993

The proposal includes the construction of new public roads to service the proposed allotments. These new roads will comprise an extension of both Oxley Street & Best Street and a new link road. The new link road includes cul-de-sacs at its northern & south-eastern ends. It is anticipated that Roads 1 & 6 will become extensions of Best Street & Oxley Street, respectively. Roads 3 & 4 are proposed to be given one (1) new street name whereas Roads 2 & 5 are each proposed to be given separate new road names. Confirmation of preferred street names for Roads 2, 3/4 & 5 are proposed to be decided in consultation with Council prior to the issue of a Subdivision Certificate.

3.3 Environmental Planning & Assessment Act, 1979:

3.3.1 Section 4.10 – Designated Development:

The proposal is not considered to be classified as 'Designated Development'.

3.3.2 Section 4.11 – The development consent process:

Noted.

3.3.3 Section 4.12 – Application:

Noted.

3.3.4 Section 4.13 – Consultation and Concurrence:

Noted.

3.3.5 Section 4.14 – Consultation and development consent—certain bush fire prone land:

Not Applicable.

3.3.6 Section 4.15 – Evaluation of matters for consideration:

3.3.6.1 Provisions of any Environmental Planning Instruments:

State Environmental Planning Policy (Transport & Infrastructure) 2021:

- cl 2.108: Not Applicable.
- cl 2.109: Not Applicable.
- cl 2.110: Not Applicable.
- cl 2.111: Not Applicable.
- cl 2.112: Not Applicable.
- cl 2.113: Not Applicable.
- cl 2.114: Not Applicable.
- cl 2.115: Not Applicable.
- cl 2.116: Not Applicable.
- cl 2.117: Not Applicable.
- cl 2.118: Not Applicable.
- cl 2.119: The subject land does not front a classified road
- cl 2.120: Not Applicable.
- cl 2.121: Not Applicable.
- cl 2.122: The proposal is not considered to be listed in Schedule 3 of the SEPP given that it comprises less than 50 allotments.

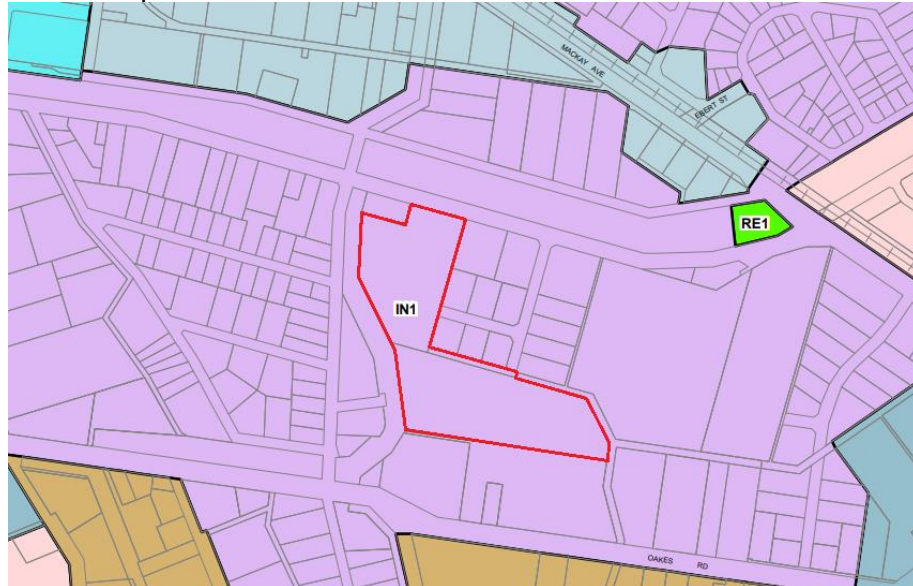
State Environmental Planning Policy (Resilience & Hazards) 2021:

- cl 4.6: It is proposed to submit a Land Contamination Assessment report to Council prior to determination of this DA.

Griffith Local Environmental Plan 2014 (GLEP2014):

The following commentary is provided in relation to clauses of the GLEP2014 that are considered to apply to the proposal:

Part 2: The subject site is zoned *IN1 – General Industrial (E4 – General Industrial)* under the provisions of the GLEP2014.



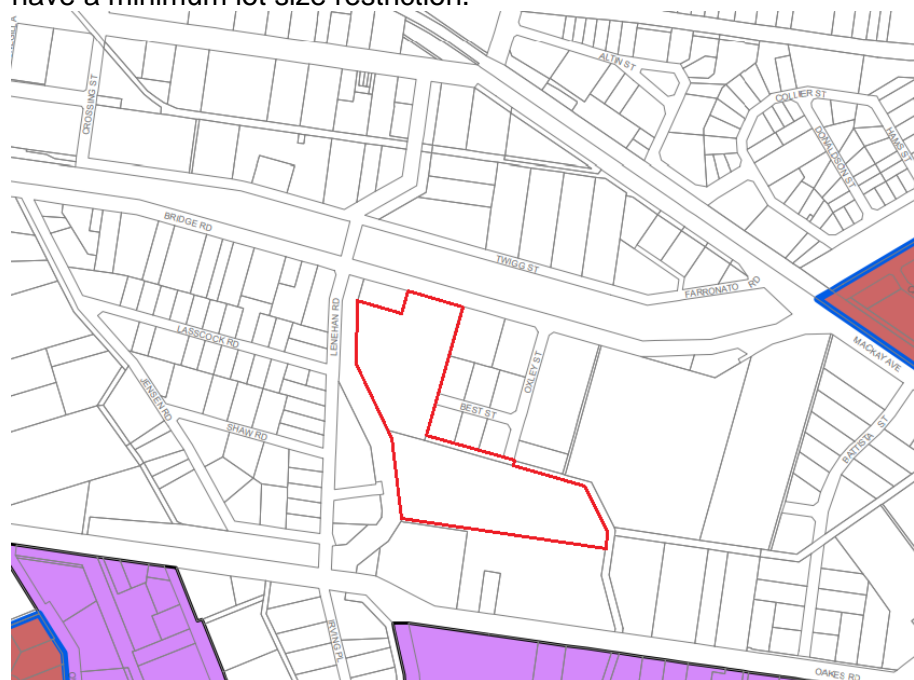
Source: legislation.nsw.gov.au

Figure 3.1: Extract of Sheet LZN_004A from the GLEP2014 Land Zoning Map identifying the development site.

The subdivision of land zoned *IN1 (E4)* is considered to be permitted with consent. The proposal is not considered to be inconsistent with the objectives of land zoned *IN1 (E4)*.

Part 3: Not Applicable.

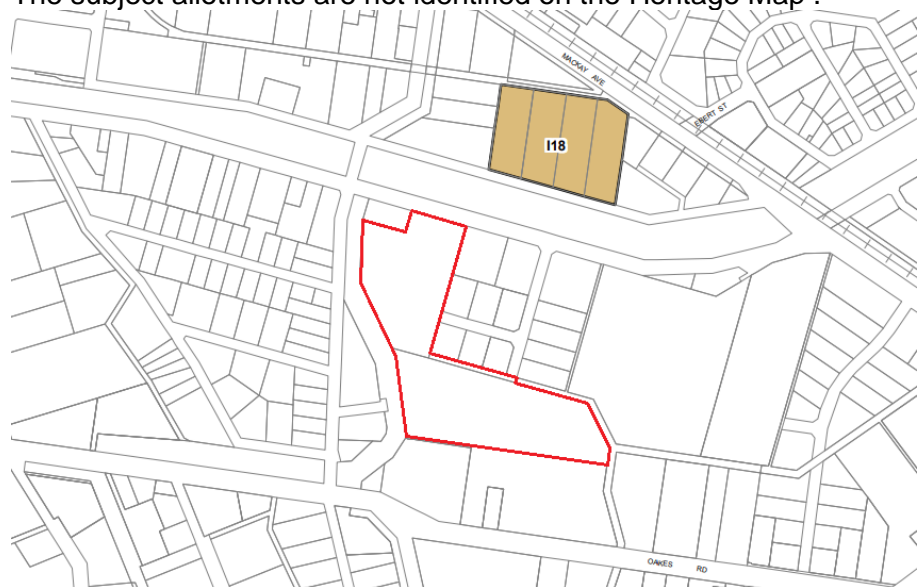
Part 4: cl 4.1: The precinct within which the subject allotments are located does not have a minimum lot size restriction.



Source: legislation.nsw.gov.au

Figure 3.2: Extract of Sheet LSZ_004A from the GLEP2014 Land Lot Size Map identifying the development site.

- cl 4.1AA: Not Applicable.
- cl 4.1A: Not Applicable.
- cl 4.1B: Not Applicable.
- cl 4.2: Not Applicable.
- cl 4.2A: Not Applicable.
- cl 4.2B: Not Applicable.
- cl 4.2C: Not Applicable.
- cl 4.2D: Not Applicable.
- cl 4.2E: Not Applicable.
- cl 4.2F: Not Applicable.
- cl 4.2G: Not Applicable.
- cl 4.3: Noted.
- cl 4.4: Noted.
- cl 4.5: Noted.
- cl 4.6: Noted.
- Part 5: cl 5.1: Not Applicable.
- cl 5.2: Not Applicable.
- cl 5.3: Noted.
- cl 5.4: Noted.
- cl 5.5: Noted.
- cl 5.6: Noted.
- cl 5.7: Noted.
- cl 5.8: Not Applicable.
- cl 5.9: Noted.
- cl 5.9AA: Not Applicable.
- cl 5.10: The subject allotments are not identified on the Heritage Map .



Source: legislation.nsw.gov.au

Figure 3.3: Extract of Sheet HER_004A from the GLEP2014 Heritage Map identifying the development site.

- cl 5.11: Noted.
- cl 5.12: Not Applicable.
- cl 5.13: Not Applicable.
- Part 6: cl 6.1: Not Applicable.
- cl 6.2: Not Applicable.
- cl 6.3: Not Applicable.
- cl 6.4: Not Applicable.

- Part 7: cl 7.1: Noted.
cl 7.2: Noted.
cl 7.3: The subject allotments are not identified on the Terrestrial Biodiversity Map .



Source: legislation.nsw.gov.au

Figure 3.4: Extract of Sheet BIO_004 from the GLEP2014 Terrestrial Biodiversity Map identifying the development site.

- cl 7.4: Not Applicable.
cl 7.5: Not Applicable.
cl 7.6: Not Applicable.
cl 7.7: Noted.
cl 7.8: Noted.
cl 7.9: Noted.
cl 7.10: Noted. Adequate provision will be made for essential services and drainage.
cl 7.11: Not Applicable.
cl 7.12: Not Applicable.

3.3.6.2 Provisions of any proposed Environmental Planning Instruments:

There are no draft Environmental Planning Instruments that are considered to relate to the proposed development.

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

Griffith Development Control Plan No.3 – Industrial Development (Griffith DCP3) 1995:

DCP 3 relates to land zoned 4(a) – *General Industrial* or land where industries are permissible. Considering that “light industry” is permitted on land zoned IN1, the following discussion is provided in relation to the requirements listed in Attachment A of DCP 3:

1. Noted that future buildings on the proposed allotments are required to be setback 10m from the front boundary and have a landscaping area equal to 25% of the area in front of the future buildings. Building setbacks and landscaping will be assessed as part of separate DAs relating to the construction of future buildings.
2. Noted.
3. Driveways servicing the proposed allotments will be constructed as part of DAs relating to the construction of future buildings.
4. Carparking associated with development on the proposed allotments will be assessed as part of DAs relating to the construction of future buildings.
5. The external appearance & design of development on the proposed allotments will be assessed as part of DAs relating to the construction of future buildings.
6. The external appearance & design of development on the proposed allotments will be assessed as part of DAs relating to the construction of future buildings.
7. Waste & pollution control measures associated with development on the proposed allotments will be assessed as part of DAs relating to the construction of future buildings.
8. Landscaping associated with development on the proposed allotments will be assessed as part of DAs relating to the construction of future buildings.

Griffith Development Control Plan No.11 – Urban Subdivision (Griffith DCP11) 1995:

DCP11 requires new industrial allotments to have a depth to frontage ratio of 2:1-3:1. Whilst some of the proposed allotments don't have a depth to frontage ratio of at least 2:1, these proposed allotments have widths exceeding 20m, which affects their depth to frontage ratio. In any case the overall width, area and depth to frontage of these proposed allotments means that they will be able to cater for accommodate future industrial buildings. On this basis, a concession is sought from ensuring that all of the proposed allotments have a frontage to depth ratio of at least 2:1.

DCP11 requires new industrial allotments to have an area of at least 800m². With the exception of proposed Lot 9 the remainder of the proposed allotments will have an areas of at least 800m². A concession is sought in relation to proposed Lot 9 having a site area of less than 800m² on the basis that it will only be used to detain stormwater and not be used for industrial purposes.

DCP11 requires new industrial allotments to have a minimum width of 20m. With the exception of proposed Lot 3 all of the proposed allotments have a frontage of at least 20m. Considering that proposed Lot 3's access handle has a width of over 12m and that the allotment widens to more than 20m at the end of the access handle the design & dimension of proposed Lot 3 are considered to be acceptable. On this basis a concession is sought to permit proposed Lot 3 to have an access handle that has a width of less than 20m.

DCP11 specifies a building line setback of 10m for future development on industrial allotments fronting 'local access roads'. The setback of future buildings on the proposed allotments will be assessed as part of separate DAs relating to further development.

Griffith Development Control Plan No. 20 – Off-Street Parking Policy (Griffith DCP20) 2011:

The following discussion is provided in relation to the requirements listed in the revised version of DCP20:

- 1.7.1 The subdivision of land for industrial purposes is not considered to require the provision of any dedicated parking spaces. Carparking associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.7.2 (a) Not Applicable.
(b) Not Applicable.
(c) Not Applicable.
- 1.7.3 Not Applicable.
- 1.7.4 Not Applicable.
- 1.7.5 Not Applicable.
- 1.8.1 Not Applicable.
- 1.8.2 Not Applicable.
- 1.9.1 Not Applicable.
- 1.9.2 Driveways associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.9.3 Driveways & carparking associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.9.4 Not Applicable.
- 1.9.5 Vehicle manoeuvrability associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.9.6 Carparking for disabled persons associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.9.7 Loading & unloading areas associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.9.8 Not Applicable.
- 1.9.9 Parking for motorcycles & bicycles associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.10.1 Not Applicable.
- 1.10.2 Not Applicable.
- 1.10.3 Not Applicable.
- 1.10.4 Landscaping around carparks associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.10.5 Lighting & signage around carparks associated with development on the proposed allotments will be assessed as part of separate DAs relating to the construction of future buildings.
- 1.10.6 (a) Not Applicable.
(b) Not Applicable.
(c) Not Applicable.
- 1.11.1 Noted.
- 1.11.2 Noted.
- 1.11.3 Noted.

Griffith Community Participation Plan (Griffith CPP) 2019:

It is noted that Appendix 1 of the Griffith Community Participation Plan provides for DAs relating to the subdivision of land creating more than 5 allotments to be notified to nearby landowners and placed on public exhibition.

3.3.6.4 Any Planning Agreements:

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

3.3.6.5 Any matters prescribed by the Regulations:

There are not considered to be any matters prescribed by the Regulations that specifically relate to the proposal.

3.3.6.6 The likely impact of the proposed development:

Context and Setting:

The subject site is located within a precinct that comprises predominantly industrial & commercial landuses with scattered residential dwellings. The site adjoins the recently developed industrial subdivision that created Oxley Street & Best Street and is considered to be suitable for the proposed development.

Access, transport and traffic:

Adequate arrangements can be made for vehicular access to the site during construction and to the proposed allotments of the new public roads once civil works are complete. Provision is assumed to have been made by Council with regard to road hierarchy and the width of carriageways when Oxley Street & Best Street were constructed as part of DA 472/2004. Whilst no masterplan is understood to have been prepared for an industrial precinct on land located on the southern side of Bridge Road the design & layout of both Oxley Street & Best Street provides for a new road linking these two (2) roads on the subject allotments.

Public Domain:

The proposal is not considered to have a detrimental impact on the public domain. If anything, the proposed subdivision & subsequent construction of future industrial premises on the proposed allotments will complement the nature of the recently developed allotments on both Oxley Street & Best Street.

Utilities:

Adequate provision can be made for utilities to cater for the proposed allotments.

Heritage:

The site is not listed as a Heritage item or within a heritage conservation area.

Other land resources:

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

Water:

Whilst the proposal will result in an increase in the demand & volume of potable water used in the city, this increase is assumed to have been anticipated by Council when the subject allotments were zoned for industrial purposes.

Soils:

The proposal is not considered to have a significantly detrimental impact on soil conservation. It is acknowledged that Council requires the submission of a Land Contamination Assessment report prior to determination of this DA to demonstrate that there are no residual chemicals or pesticides present that would prevent the use of the site for non-agricultural purposes.

Air & Microclimate:

With the exception of dust generated during the construction phases associated with civil works & building future industrial premises, the proposal is not anticipated to result in the generation of excessive dust for extended periods of time.

Dust and/or odour that may be associated with future landuses on the proposed allotments will be assessed by Council as part of separate DAs relating to future landuses on the proposed allotments.

Flora & Fauna:

Horticultural plantings have previously been removed and the subject allotments currently comprise vacant paddocks. The proposed development does not include the removal of any vegetation and is not considered to have any significant impact on flora or fauna.

Waste:

Adequate arrangements can be made for the storage, collection & disposal of waste associated with civil works & building future industrial premises on the proposed allotments.

Energy:

The proposal is not considered to be significantly inefficient in terms of energy demand. Whilst street lighting & future industrial premises will require electricity, this infrastructure & future buildings are anticipated to be more efficient and sustainable in term of energy use than existing streetlights & industrial premises in older parts of the city.

Noise & Vibration:

With the exception of noise associated with civil works the subdivision itself is not anticipated to result in the generation of any "offensive noise" that could impact upon nearby residential dwellings for extended periods.

Natural hazards:

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

Technological hazards:

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

Safety, security & crime prevention:

The proposal is not considered to generate any significant safety or security issues. Whilst offices/amenities & plant/equipment stored on the site during the construction phase of the subdivision may be subject to vandalism or theft, the opportunity exists for these buildings & plant/equipment to be stored behind security fencing and/or in locations near streetlights on Oxley Street or Best Street.

Social impact:

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

Economic impact:

The proposal is not considered to have a detrimental economic impact. If anything, the release of more industrial allotments onto the market is anticipated to increase the overall supply of industrial and in the city, which in turn is hoped to make industrial land more affordable.

Site Design and Internal Design:

The proposed subdivision will result in a substantial change in the appearance of the subject allotments when viewed from adjoining land & nearby public roads. In saying that, development of the locality for industrial purposes was anticipated by Council when the precinct was re-zoned. The road layout of the proposed subdivision is considered to connect with the road layout of the adjoining subdivision that created Oxley Street & Best Street.

Construction:

The proposal will require construction activity to be undertaken during daylight hours.

Cumulative impacts:

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

3.3.6.7 The suitability of the site for the development:

The subject site is considered to be suitable for the proposed development.

3.3.6.8 Any submissions made in accordance with the Regulations:

It is requested that **Planning**matters Development Service and the proponent be given the opportunity to comment on any submissions received by Council.

3.3.6.9 The Public interest:

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

4.0 CONCLUSION:

The proposed development relates to the Torrens title subdivision of Lot 2 DP 1283655 & Lot 724 DP 751709, which front Bridge Road, Oxley Street & Best Street, Griffith, NSW. The proposal includes a boundary adjustment between Lot 724 DP 751709 & Lot 6290 DP 11990003 so that the western-most portion of Lot 6290 DP 11990003 can be incorporated into the new industrial subdivision. This DA provides for the creation of 35 new allotments comprising 33 allotments to be occupied by future industrial & commercial type landuses and 2 allotments to be occupied by stormwater detention basins.

Adequate provision can be made for vehicular access, essential services & drainage. The proposal is considered to be permissible within the zone and not incompatible with surrounding land-uses. On this basis, the subject site is considered to be suitable for the proposed development.