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Planning & Heritage Services

Statement of Environmental Effects

14 John Potts Drive Junee

44 Lot Torrens Title Subdivision of Land and Construction of A Dwelling

28 September 2023



CAMILLA ROCKS
Town Planner

This Statement of Environmental Effects has been prepared by Camilla Rocks, on behalf of the owners for the development of 14 John Potts Drive Junee.

Material is provided for the assessment of a Development Application only. If material is required for any other use, the user is to contact Camilla Rocks for permission.

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Version	Amendments	Date
1	Draft issued to Troy Raulston & Jenna Pollard	28.8.23
2	Addition of dwelling and traffic assessment	26.9.23
2.1	Add staging and fix typos	27.9.23

Contents

1 Introduction

1.1 Overview of the Proposal

This Statement of Environmental Effects (SEE) has been prepared by Camilla Rocks on behalf of the proponent to accompany a Development Application (DA) for the site located at 14 John Potts Drive Junee (the subject site). The DA has been prepared under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) for submission to Junee Shire Council (Council).

The proposed development seeks subdivision of the existing lot into 43 lots under Torrens title, with 2 new roads as well as the construction of a dwelling on the lot fronting John Potts Drive. The development will be staged.

1.2 Site Analysis

The site is formally identified as 14 John Potts Drive Junee, comprising of Lot 20 Deposited Plan 1282085. It is located on the southern side of John Potts Drive, as identified in Figure 1 below.

The site has a fall of approximately 7 metres from south to north and 11 metres west to east, although there have been earthworks in the past that have disturbed the natural topography.

Figure 1 Identification of subject site (Source: ePlanning Spatial Viewer)

The site is located in the Junee Council Local Government Area (LGA), in the township of Junee.

The site has undergone significant earthworks in the past, in order to create 2 flat sportsfields for the school, which is located south of the development site. There are planted treelines along the southern boundary, western boundary and northern boundary as well as in between the fields. Natural regeneration has occurred, particularly in the northern section of the lot and there are numerous exotic species such as agapanthus, olives, privet, palms and agaves scattered through the vegetation. These appear to have migrated from the Monte Cristo site to the north.

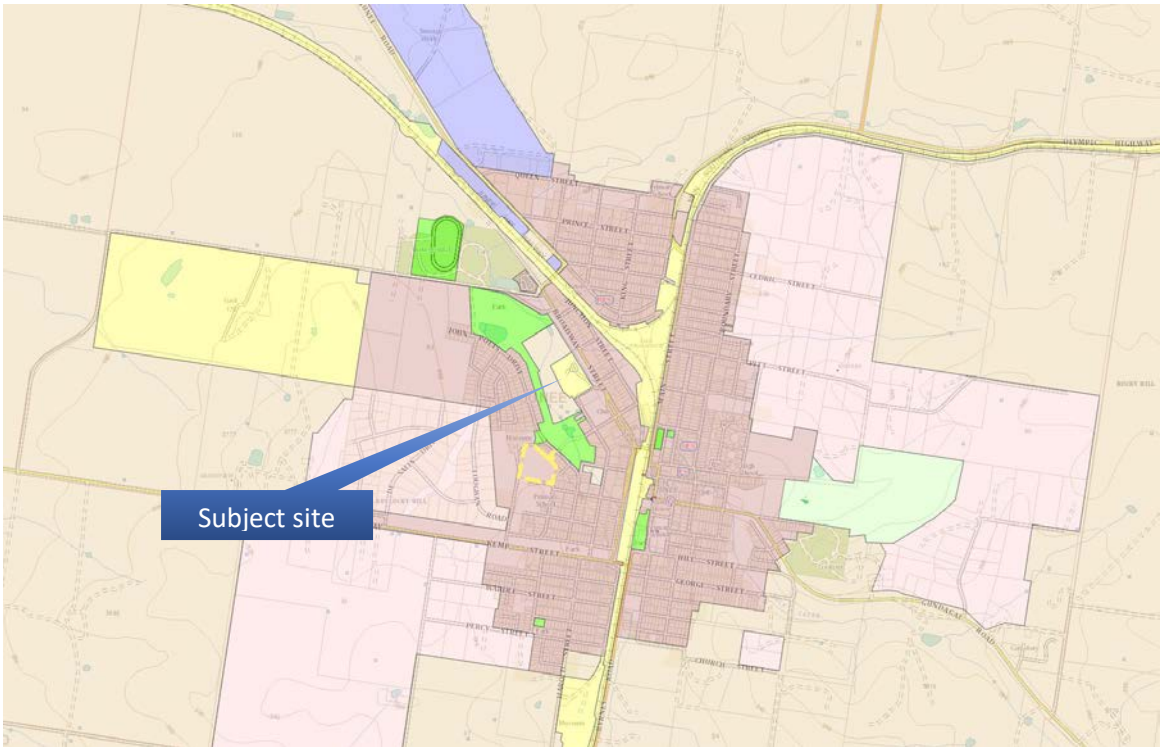

Figure 2 Location of subject site (Source: ePlanning Spatial Viewer)

There is residential development adjoining the site on the north-eastern boundaries, with recreational land beyond. There is a church and school directly adjoining the site to the south. The land on the northern and western sides of the site form part of the Monte Cristo homestead site, which is a listed heritage item. streetscape in the vicinity of the subject site is generally consistent as a residential precinct. Development is generally low to medium density residential.

Figure 3 Looking south from site to Kitchener St

Figure 4 Entrance to site from Kitchener St (looking north)

Figure 5 View from subject site to eastern residential development

Figure 6 Cricket pitch in northern portion of lot

Figure 7 Looking west across former sports court

Figure 8 Example of area of earlier earthworks

Figure 9 Looking north-west across northern paddock with Monte Cristo beyond

Figure 10 Looking east towards Junee from northern field

Figure 11 View of site from John Potts Drive (proposed Lot 44)

The site hosts some remnant infrastructure but is largely vacant. There is vegetation clustered at the northern end of the site, with treelines along the western boundary and through the middle of the site. Boundary fencing is partly in place as surrounding lots are developed. There is a remnant agricultural style fence that separates the vegetated area from the sports field and this has concrete gate posts towards the middle of the fenceline.

The site 14 John Potts Drive Junee has an area of approximately 3.5 hectares. The site is an irregular shape, with an access handle to John Potts Drive, of approximately 23 metres.

1.3 Supporting Documentation

- Site and Subdivision Plans, prepared by LRCE
- Statement of Environmental Effects, prepared by Camilla Rocks
- Transport Impact Statement, prepared by ason group
- Safe Systems Assessment, Rigor Engineering Services
- Statement of Heritage Impact, prepared by Camilla Rocks

2 The Proposal

2.1 Proposed Development

This proposal involves:

- The subdivision of the site into 44 residential lots
- Construction of 2 roads
- Related site preparation and installation of infrastructure for the subdivision
- Removal of trees
- Demolition of former sportsfields structures such as retaining walls, hoops, scoreboard frames etc
- Construction of a single storey, 4 bedroom dwelling with attached garage

Torrens title subdivision will be undertaken.

The development will be staged as follows:

- Stage 1 – construction of dwelling on proposed Lot 44
- Stage 2 – Roads 1 and 2 Lots 1-19
- Stage 3 – Road 1 Lots 20-43

The proposed residential lots vary in size from 501m² to 1022m² and are generally regular in shape apart from the lots on corners/bulbs:

Lot 1 – 602m² - irregular triangular shape with 58m frontage to Road 1

Lots 2-7 – 502m² - rectangular with 16.42m frontage to Road 2

Lot 8 – 503m² - rectangular with 16.62m frontage to Road 2

Lot 9 – 501m² - generally rectangular with a curved18.86m frontage to Road 1 southern bulb

Lot 10 – 554m² - generally rectangular with curved 14.44m frontage to Road 2 bulb end

Lot 11 – 572m² - generally rectangular with 14.68m frontage to Road 2 bulb end

Lot 12 – 518m² - generally rectangular with curved 18.48m frontage to Road 2 northern bulb

Lots 13-18 – 518m² - rectangular with 16.14m frontage to Road 2 (Lot 13 16.28m)

Lot 19 – 574m² - generally rectangular with splayed corner to intersection of Roads 1 and 2

Lot 20 – 590m² - irregular shape with splayed corner to Road 1

Lots 21 – 24 – 518m² - generally rectangular with 16.14m frontage to Road 1

Lot 25 – 516m² - generally rectangular with 16.16 frontage to Road 1

Lot 26 – 519m² - generally rectangular with curved 15.24m frontage to Road 1 corner

Lot 27 – 922m² - irregular shape with curved 8m frontage to Road 1 corner

Lot 28 – 554m² - irregular shape with curved 11.85m frontage to Road 1 corner

Lot 29 – 536m² - generally rectangular with curved 19.33m frontage to Road 1

Lot 30 – 523m² - generally rectangular with curved 21.32m frontage to Road 1 bulb

Lot 31 – 708m² - generally rectangular with drainage easement to rear and curved12.7n frontage to Road 1 bulb

Lot 32 – 871m² - irregular shape with drainage easement to rear and curved 12.34m frontage to Road 1 bulb

Lot 33 – 503m² - generally rectangular with curved 15.1m frontage to Road 1 bulb

Lot 34 – 504m² - generally rectangular with 15.44m curved frontage to Road 1

Lot 35 – 504m² - generally rectangular with splayed corner to Road 1

Lot 36 – 632m² - generally rectangular with rear drainage easement and splayed rear corner, 15m frontage to Road 1

Lot 37 – 519m² - irregular shape with rear drainage easement and 15m frontage to Road 1

Lot 38 – 613m² - irregular shape with rear drainage easement and angled frontage to Road 1

Lot 39 – 653m² - irregular shape with drainage easement to side and angles frontage to Road 1

Lot 40 – 530m² - generally rectangular shape with angled 15.32m frontage to Road 1

Lots 41 – 42 – 502m² - generally rectangular with 13.44 (Lot 41) and 15m (Lot 42) frontage to Road 1

Lot 43 – 1022m² - quadrant shape with 51m curved frontage to Road 1, 3m wide right of way in favour of adjoining property which has a shed on the northern end

Lot 44 – 1086m² - rectangular with access to John Potts Drive, 21m frontage

The proposed subdivision provides a variety of allotments sizes and frontages, which will encourage an interesting streetscape and diversity in residential accommodation for future development.

2.2 Proposed Infrastructure

Overhead and underground electricity mains are in the vicinity of the subject land and would be available for extension to the proposed subdivision.

The proposed subdivision is to be included in the Register of developments exempted from Part 20A of the Telecommunications Act 1997 under the Telecommunications (Fibre-ready Facilities – Exempt Real Estate Development Projects) Instrument 2021.

The proposed lots would also be provided with individual connections to Council's reticulated sewer and drainage networks.

2.3 Proposed Access

2 options for access to the subdivision were considered in the design:

- Option 1 Access from Kitchener Street
- Option 2 Access from John Potts Drive

Council expressed a preference for vehicle and pedestrian access from John Potts Drive. Rigor Engineering Services were engaged to investigate the options for access. Rigor we recommend that Option 1, access via Kitchener St and Anzac Ave be considered the preferred location for the access to the site. Option 2, access from John Potts Drive, was not recommended due to increased safety concerns. Additionally, by adopting Option 1 an opportunity is presented to address outlying issues related to the quality and adequacy of the infrastructure related to the St

Joseph's School Zone and operations. The proponent intends to implement the recommendations in the traffic report, which is submitted separately in the portal.

The recommendations are:

- To raise existing safety issues with council
- Provide a raised threshold to provide speed calming and visual prompts to approaching road users;
- Provide control through signage and delineation of the intersection of Anzac Ave and Kitchener Street;
- Provide an extension of the existing school zone; and
- Provide footpath connectivity to the Pike Place cul-de-sac alleyway.

Access is proposed from Kitchener Street with a 20m wide road reserve to Road 1, which travels north from Kitchener Street, then bends left before terminating in a bulb at the northern end of the site. Road 2 branches off Road 1, one allotment in to the subdivision and terminates in a bulb at the western end of the road. The road alignment responds to the topography of the site.

3 Assessment of the Development

This section provides our assessment of the proposed development against the relevant matters for consideration under section 4.15 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The following Environmental Planning Instruments are applicable to the proposed development:

- ❖ Junee Local Environmental Plan (JLEP) 2012
- ❖ Junee Development Control Plan (JDCP) 2021

however other legislation and policy is referenced here for clarity.

3.1 NSW Environmental Planning and Assessment Act, 1979

The NSW Environmental Planning and Assessment Act 1979 (EP&A Act) provides the legislative framework for the preparation of State Environmental Planning Policies (SEPPs), Regional Environmental Plans (REPs), and Local Environmental Plans (LEPs). The latter includes the JLEP. An assessment against the relevant provisions of the JLEP is included within Section 3.5 below.

Section 4.46 of the Act states that development requiring consent and another activity approval is defined as Integrated Development. The proposed subdivision would not trigger the requirement for any additional approval to be issued under a separate Act and as such the development is not classified as Integrated Development.

3.2 NSW Local Government Act, 1993

New sewer and stormwater work will require consent under Section 68 of the Act.

3.3 State Environmental Planning Policy (Resilience and Hazards) 2021

A preliminary site investigation has not been undertaken.

The site is not listed as contaminated land. There is no evidence of dumping of any materials. Likewise, there is no physical evidence of contamination of the site.

No further assessment of potential land contaminating activities is considered warranted. It is considered that Council can be satisfied that the site is not likely to be contaminated and is suitable for the proposed residential use.

3.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

The development is not traffic-generating development as defined within the SEPP Schedule 3.

3.5 Junee Local Environmental Plan 2012

3.5.1 Part 1 Preliminary

Part 1 confirms that the subject site falls under the provisions of this plan and provides administrative information for the application of the TLEP.

3.5.2 Part 2 Permitted or Prohibited Development

The site is zoned RU5 Village. The objectives of the zone are:

- To provide for a range of land uses, services and facilities that are associated with a rural village.
- To promote and encourage development that will strengthen the economies of Junee and the villages of Wantabadgery, Illabo, Bethungra and Old Junee in a manner that is compatible with their urban function.
- To enable a range of housing forms and complementary business uses taking into account the distinct character of each urban area.

The development is assessed as being consistent with the objectives as it proposes a residential subdivision. The provision of land for residential accommodation is consistent with the first stated objective to provide a range of land uses associated with a rural village. The development will provide for a minimum of 43 additional homes for existing and future residents of Junee, will provide for planning and construction work for the construction of the development as well as jobs for trades, designers, landscapers and others during the development of the lots for residential purposes. This element is consistent with the second stated objective to encourage development that will strengthen the economy of Junee in a manner that is compatible with its urban function. The development proposes a range of lot sizes that will satisfy the third stated objective to enable a range of housing forms. There is a variation of sizes proposed that will allow for low density housing, with opportunities for dual occupancies and multi dwelling housing.

The construction of a single dwelling is consistent with the objectives of the zone to provide a range of land uses and enable a range of housing forms.

3.5.2.1 Clause 2.6 Subdivision – consent requirements

Consent is required for the subdivision of land and the submission of this application will satisfy this requirement.

3.5.3 Part 3 Exempt and Complying Development

The proposal does not fall under the provisions of exempt or complying development.

3.5.4 Part 4 Principal Development Standards

3.5.4.1 Clause 4.1 Minimum subdivision lot size

The minimum lot size for the subject site is 500m². Each lot is more than 500m² therefore this provision is satisfied.

There are no other provisions in this Part that are applicable to the subject proposal.

3.5.5 Part 5 Miscellaneous Provisions

3.5.5.1 Clause 5.10 Heritage Conservation

The subject site is adjacent to a heritage item, I17 – "Monte Cristo". For the following, 'within the vicinity' has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works. The item is assessed as not being visible to and from the subject site. The proposed development is not considered to have an adverse impact on the heritage significance of the item.

The subject site is not located within the Junee Conservation Area.

A Statement of Heritage Impact has been submitted with the Development Application to assess the significance and impact of the development.

3.5.6 Part 6 Additional Local Provisions

3.5.6.1 Clause 6.1 Earthworks

Any earthworks will be for site preparation, ancillary to the proposed subdivision and construction of a dwelling and will not require separate consent.

It is considered that the proposed earthworks would not compromise the use of the land, rather, the work is a conventional, ancillary aspect of housing development.

Council-standard requirements for peak discharged stormwater quality and quantity would be implemented to avoid impacts to properties and watercourses downstream of the development site. This would be confirmed by detailed engineering design for Council approval and submitted together with the Construction Certificate application. A detailed Soil and Sediment Erosion Control Plan would be submitted with the Construction Certificate application and would be implemented and maintained onsite during the subdivision and dwelling construction phase.

3.5.6.2 Clause 6.3 Stormwater management

Stormwater within the development is to be managed primarily through a gravity network of pipes and overland flows generally following the roads and internal paths where flow volumes exceed the capacity of pipes in accordance with Council's Engineering Specification.

The overall stormwater drainage strategy has been modelled with the intent that post development flows do not exceed pre-development levels. An indicative stormwater plan is submitted with the application. An existing mains connection is situated in John Potts Drive. New mains systems are proposed in each road reserve and at the rear of lots to connect to John Potts Drive.

3.5.6.3 Clause 6.8 Salinity

The objective of this clause is to provide for the appropriate management of land that is subject to salinity and the minimisation and mitigation of adverse impacts from development that contributes to salinity. This clause applies as the land is identified as "Saline land" on the Salinity Map.

In preliminary discussions with council, the proponent was advised that a salinity report on the site would not be required as part of the DA submission. As the site is located on the hill, it is more likely to be a recharge area than a discharge area.

The development is not likely to have any adverse impact on salinity processes on the land, as the subdivision itself will require the construction of pits and pipes drainage, which will capture a good proportion of stormwater from the site and prevent it from entering the water table.

With appropriate measures, salinity is not likely to have an impact on the development. Road and building construction will need to be designed for the conditions. Junee Council has undergone significant research on building in the saline environment and those recommendations should be carried out for the construction of infrastructure.

From a heritage perspective, there has been a recommendation to retain the existing tree buffer at the northern end of the site. This will contribute to mitigation of salinity impacts as the deep roots soak up water that would otherwise enter the water table.

The future development of the lots for residential accommodation is the stage where much can be done to limit adverse impacts on the salinity of the land. Examples would be limiting the area of land that can be irrigated, requiring any swimming pools to have cartridge filters rather than sand filters (as they do not need backwashing and can save thousands of litres of water entering the system), requirement for rainwater tanks to capture stormwater and be connected to fittings in the house e.g. toilets, washing machine, requiring deep soil zones on each lot.

3.5.6.4 Clause 6.11 Essential services

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required—

a) the supply of water,
b) the supply of electricity,
c) the disposal and management of sewage,
d) stormwater drainage or on-site conservation,
e) suitable vehicular access.

The site is capable of being serviced with water, electricity and will be connected to the stormwater and sewer systems. An indicative servicing plan is submitted with this application. The site will have vehicle access from Kitchener Street therefore council can be satisfied that the clause has been complied with.

3.6 Junee Development Control Plan 2021

JDCP 2021 Chapter	Relevance to this proposed development
Part A Introduction	Relevant sections of the chapter are discussed below
Part B Notification/Advertising	Relevant sections of the chapter are noted
Part C Residential & Rural Residential Development	Relevant sections of the chapter are noted
Part D Commercial, Community and Industrial Development	This chapter is not relevant to this proposal
Part E Other Land Uses	This chapter is not relevant to this proposal
Part F Subdivision	Relevant sections of the chapter are discussed below
Part G Environmental Management and Hazards	Relevant sections of the chapter are discussed below
Part H Heritage Conservation	Relevant sections of the chapter are discussed below

3.6.1 Part A Introduction to the DCP

The application is being lodged with all required supporting plans and documentation. Pre-lodgement advice was sought from council on several occasions and has been incorporated into the application.
The application does not seek to vary any of the DCP controls.
We acknowledge that the council may impose developer contributions in accordance with the contributions plans.

3.6.2 Part B Notification

According to the provisions in this section, the application will be notified and advertised development.

3.6.3 Part C Residential & Rural Residential Development

This application includes the construction of the first dwelling in the subdivision therefore this Part is applicable.

3.6.3.1 C1 Introduction

There is a proposal for a dwelling on the site. The dwelling complies with the definition of a dwelling as it is a suite of rooms that are capable of being used as a separate domicile. Other sections of the DCP have been referenced in this report.

3.6.3.2 C2 Site Planning, Earthworks and Utilities

The building designer responsible for the design of the dwelling undertook a site analysis and has designed the dwelling to respond to the topography of the site. There is a 3000mm wide stormwater easement along the north-eastern boundary of the dwelling site.

The building has been designed with reference to resource efficiency and a current BASIX Certificate is submitted with the application.

An area of cut is shown on the plans, with a maximum 1m cut, retained by sleepers, with a batter to the yard area. Cut and fill will be balanced on the site, resulting in no requirement for import/export of fill. Appropriate drainage will be installed in retaining walls, with details provided as part of the Construction Certificate application.

The proposed building is well clear of the stormwater easement. Utilities provided as part of the subdivision will be extended to the site to allow for the connection of water, power and telecommunications.

The dwelling will be connected to the existing reticulated sewage system and there is no proposal for water re-use.

The site is serviced by council's waste collection service for the disposal of solid waste, recycling and green waste. The fenced area to the west of the garage is suitable for the storage of bins and will be screened from the street.

The dwelling will be identified by a street number as determined by council and provided with a mailbox.

3.6.3.3 C3 Single Dwellings in Urban Areas and Villages

As a new single dwelling house, this section is relevant to the proposal.

The minimum setbacks for this site, as set out in the table are 4.5m or average for the front setback, 900mm or NCC standard for side setbacks and NCC standard for rear setback. The dwelling is proposed with a front setback of 5m, an eastern side setback of 1.05m, western side setback of 3.05m and a rear setback of over 25m therefore will comply with the standards.

The dwelling is provided with an area of low water use lawn and is not dominated by impermeable surfaces. Site cover is less than 25%. There is no significant vegetation in existence on the site. The maximum allowable site area for driveways and off street parking is 50%. The lot is approximately 1090m². The proposed driveway area is 24m² and the garage providing off street parking is 39m². The total area for vehicle access and parking is 63m² and complies with this standard.

The proposed dwelling is single storey, with attached garage. As illustrated in Figure 12, this design and site layout is consistent with existing development in the vicinity. The external cladding is proposed in weatherboards, with a Colorbond roof. There is a gable front over the main entrance and living room.

Figure 12 View of existing development on John Potts Drive

The building façade presents 4 large windows to the street, as well as the front door. The façade is articulated with an entrance portico linked to a larger porch, gable features and a variety of roof planes. A mix of materials (brick, weatherboards, timber trim and metal roof) adds visual interest to the building. Side elevations are similarly treated with windows and varying roof planes to provide interest from the street. The materials are not noted as being highly reflective and are not expected to interfere with neighbour amenity.

With the proposed land shaping and setbacks, the dwelling is not likely to overlook neighbouring properties. No additional screening is required.

No front fencing is proposed, consistent with the pattern on the street.

BASIX commitments relating to landscaping are shown on the architectural plans.

3.6.3.4 C8 Access and Parking

The proposal complies with the car parking requirements, making provision for 2 vehicles to park in the double garage attached to the dwelling. No visitor parking is required for a single dwelling.

The proposed driveway is located on the north-western side of the lot, over 100m from the nearest intersection. The driveway is opposite the intersection with Crawley Street to the north-east however this is a low traffic road and we do not expect any conflicts as a result. The driveway is proposed to be 4m wide and is on a straight stretch of road with clear sightlines in each direction.

3.6.4 Part F Subdivision

3.6.4.1 F1 Introduction

The proposal is for a Torrens title subdivision of 44 lots.

3.6.4.2 F2 Site Planning & General Subdivision Requirements

3.6.4.2.1 F2.1 Site Planning

The development has been designed to respond to the topography and drainage characteristics of the site and integrate with the existing subdivision pattern of the area. There is a legible road and pedestrian/cycle network and connection to surrounding networks. No land use conflicts have been identified in this assessment. There will be no unreasonable constraints on any of the proposed lots.

3.6.4.2.2 F2.2 Topography & Earthworks

The proposed subdivision is generally consistent with the objectives of this section. The site has already undergone significant cut and fill in the past. Earthworks are limited to shaping of the ground to smooth extreme level changes as a result of the previous earthworks and to create the proposed roads and paths. No retaining walls are proposed and there is no requirement identified to export or import fill.

3.6.4.2.3 F2.3 Lot Size & Arrangement

The proposed subdivision is generally consistent with the objectives of this section.

Performance Criteria

1. All proposed lots satisfy the minimum lot size for the site set out in the Junee LEP, with a range of sizes from 501m² to 922m²
2. All proposed lots have an appropriate size, shape and road frontage to permit construction of dwellings with sufficient setbacks, solar access and private open space
3. The majority of the lots in the proposed subdivision are rectangular and the pattern reflects the established pattern along John Potts Drive. All lots have sufficient road frontage to provide expected vehicle access, servicing and utilities are able to be provided without requiring easements or other interventions in the subdivision and each lot will be able to host a dwelling that faces the street

3.6.4.2.4 F2.4 On-site Effluent Management

The land is able to be service by the reticulated sewerage system and no on-site disposal is required. An indicative servicing plan is submitted with this application.

3.6.4.2.5 F2.5 Access & Entrances

The proposed subdivision is generally consistent with the objectives of this section.

Performance Criteria

1. There will be a public road adjacent to every lot.
2. There are no battle-axe lots or lots relying on easements for access
3. NA

3.6.4.2.6 F2.7 Utilities/Easements

The proposed subdivision is generally consistent with the objectives of this section.

Performance Criteria

1. Each lot in the subdivision will be able to be connected to water supply, power, telephone and data and sewer
2. The proposed plan of subdivision indicates proposed easements for drainage
3. All lots are designed to permit the construction of a dwelling that is contained within the unencumbered part of the lot
4. All new utility wiring will be located underground. The location of cabinets will be determined in consultation with Essential Energy and minimised.

The developer will provide evidence that the lots can be adequately serviced as part of the Construction Certificate application. Preliminary discussions indicate there should be no barrier to efficient provision of services.

3.6.4.2.7 F2.8 Staging

The development is proposed to be staged, as outlined in Part 2 of this report. The proposed stages are:

- Stage 1 – construction of dwelling on proposed Lot 44
- Stage 2 – Roads 1 and 2 Lots 1-19
- Stage 3 – Road 1 Lots 20-43

There is only one landowner involved in this subdivision. There are 2 entrances to the subdivision so the staging will not impede access to other stages. The stages are progressive and will allow for independence at each phase.

3.6.4.3 F3 Residential Subdivision in Urban Areas

This section applies to subdivision of land in the RU5 zone therefore is applicable to the proposed development.

3.6.4.3.1 F3.1 Lot Size & Arrangements

The proposed subdivision is generally consistent with the objectives of this section.

Performance Criteria

1. The lots are designed to allow each future dwelling to have a north facing living area. Widths are sufficient to allow 2 storey dwellings.
2. All rectangular lots have a minimum 15m width at the building line. The irregular shaped lots have a minimum 8m street frontage and all provide for at least 14m at the building line (6m) setback.
3. Not applicable as lots are connected to reticulated sewer.

The corner lots are not suitable for further subdivision however there is a selection of lots within the subdivision that are larger and would enable medium density housing.

3.6.4.3.2 F3.2 Access to Battle-Axe Lots (Limited Road Frontage)

There are no battle-axe lots proposed in this subdivision.

3.6.5 Part G Environmental and Natural Hazard Management

3.6.5.1 G1 Introduction

The information is noted and there are no controls within this section.

3.6.5.2 G2 Buffers to Sensitive Land Uses

There are no higher impact land uses proposed or in existence in the vicinity of the site.

3.6.5.3 G3 Stormwater & Drainage

The proposed subdivision is generally consistent with the objectives of this section. The subject land is not affected by any defined watercourses. Drainage of the land occurs via the natural surface towards the east and eventually to the wetlands on the eastern side of John Potts Drive.

3.6.5.3.1 G3.3 Stormwater Management

A concept stormwater plan is submitted with the application. Stormwater is managed so as not to concentrate flow onto adjoining properties. Stormwater will flow to council's stormwater system and appropriate infrastructure will be constructed for connection to the existing system.

3.6.5.4 G4 Flooding

The site is not noted as being within the flood planning area.

3.6.5.5 G5 Bushfire

The site is not identified on the RFS mapping as being bushfire prone.

3.6.5.6 G6 Land Contamination

The site has not been identified as contaminated.

3.6.5.7 G7 Groundwater Vulnerability

The site is not identified as being affected by this matter.

3.6.5.8 G8 Land & Soils

The site is affected by salinity, as detailed on the EPlanning Spatial Viewer.

3.6.6 Part G: Heritage Conservation

As the development is in proximity to a heritage item, this part of the DCP applies. Junee Shire Council staff confirmed that a Heritage Impact Statement would be required to support the development application. This is provided separately and uploaded to the Planning Portal as part of the application.

The proposed development will not obscure views from the public domain to important elements of the adjoining heritage site, which is not clearly visible from Kitchener Street or John Potts Drive or from within the lot.

3.7 Draft Environmental Planning Instruments

There are no draft EPIs applicable to this proposal.

4 Assessment of Environmental Impacts

4.1 Site Design

The subject land is of sufficient size and configuration to accommodate subdivision based on the adopted minimum lot size in Junee LEP. The development is proposed in stages as outlined in Part 2.

The terrain does not pose a constraint to future buildings or internal driveway construction. A traffic study has been undertaken to demonstrate the adequacy of the immediate road network to accommodate traffic increases attributed to the proposed subdivision.

Town water and electricity exist in the locality and are available for extension to the proposed lots. Such extension is not expected to cause undue burden to the community or the subdivider.

Lots are all a size and shape that would enable a dwelling to be flexibly oriented and positioned to achieve optimal solar access. A solar study of potential future development on the lots illustrates that the lots are of adequate area and width such that solar access is not compromised. The proposed lots achieve minimum lot areas and site cover that can accommodate building area, landscaped area and private open space.

The proposed lots are in close proximity to the Junee urban area with access to its services and facilities.

4.2 Transport, Access and Parking

The site is located on between Kitchener Street and John Potts Drive, neither of which is a classified road. Both streets have 2 lanes of traffic, 2 lanes of parking and no median strip. The speed limit in this vicinity is 50km/h. Parking is unrestricted.

The site is walking distance from the commercial precinct of Junee. There is an existing pedestrian laneway from Kitchener Street through to Pike Place that shall be retained. This connection provides pedestrian access to John Potts Drive and onwards to Crawley Street and the local shopping area to the north-east of the site. To assist speed reduction in advance of the entry road curvature and pedestrian connectivity generally, the Traffic Impact Assessment recommended that a Raised Threshold treatment be provided to the northern leg of the Anzac Avenue / Kitchener Street intersection.

The proposal is for a 44 lot residential subdivision. Roads are designed with reference to Junee engineering guidelines and will accommodate expected traffic, emergency and service vehicles.

Traffic impact assessment was undertaken and the reports are submitted as part of this application. We have summarised the findings here briefly however more detail can be found in the reports from Ason Group and Rigor Engineering.

There will be an increase of visitors to the site as the residents will increase from vacant land to at least 44 households. This is to be expected in the Village zoned development area. The Traffic Impact Assessment report indicated that future occupation of the subdivided lots is expected to generate the following traffic volumes:

- AM peak 31 vehicles/hr
- PM peak 34 vehicles/hr.

This level of traffic will have no adverse effect on any nearby intersections and can be readily accommodated within the existing road network with minimal impact in terms of traffic flow efficiency and road safety considerations. The area can accommodate the development without significant negative amenity impacts, as it has access to the principal public transport network, taxis, parking and appropriate separation from the nearest dwellings.

Given the localised study area and absence of planned infrastructure or significant developments, in the immediate area, the Traffic Impact Assessment noted it is not expected that consideration of

additional background traffic growth on the study area network is warranted for the purposes of this assessment.

The subject land would be well-connected to, and adequately supported by, existing road infrastructure. The overall Traffic Impact Assessment indicates that the infill development of the entire site would not have an adverse impact on the established road network.

4.3 Noise

The site is located within the Junee residential precinct and adjacent to a school and a tourist attraction. The development is not expected to significantly impact any sensitive landuses in the vicinity.

4.4 Privacy and Overshadowing

The development will not create adverse impacts on adjoining development due to overshadowing. Due to the topography, there is an existing opportunity for overlooking from the subject site into adjacent lots. Once developed, it is likely that lots will be landscaped to mitigate the overlooking.

4.5 Waste

General waste and recycling will be collected by the council provided waste collection service. Roads are of sufficient width to accommodate commercial waste removal vehicles.

Any construction waste would be recycled or disposed of as appropriate by the civil works contractor.

4.6 Odour

The subdivision for residential purposes is not expected to increase odour in the vicinity as there are no odour producing activities are proposed for the site.

4.7 Social Impact

New housing developments may result in a larger population in the regional town.

The construction of new houses can increase the availability of housing options for both existing and new residents. This can potentially contribute to improved affordability, making it easier for individuals and families to find suitable accommodation.

4.8 Physical and Chemical Impacts

Appropriate sediment and erosion control measures will be put in place before the demolition of buildings and construction of buildings and infrastructure.

The proposal is not likely to impact on soil quality or land stability as there is minimal excavation.

The activity is not likely to affect any waterbody, watercourse, wetland or natural drainage system as there are no such systems in the immediate vicinity.

The construction phase may involve the emission of dust, odours, noise or vibration in the proximity of urban areas however these will be short term and temporary and regulated under the conditions of consent. These impacts are not expected to occur following occupation.

4.9 Biological Impacts

Due to a long history of use for playing fields, the majority of the land is devoid of native vegetation. There is a woodland area at the northern end of the site that is made up of a mix of native and

exotic species. The proposal will require the clearing of vegetation. No threatened species been identified on the site.

A street tree masterplan will be developed in consultation with council officers, to identify the most appropriate species. Each lot will be provided with a street tree, with corner lots provided with 1 tree only.

4.10 Environmental Hazards

The subject site has not been identified as being bushfire prone.

The site is not within the flood planning area.

4.11 Construction

All work would be designed and constructed in accordance with Council's engineering guidelines. Construction work would be managed with minimal nuisance to the surrounding properties and undertaken only within approved construction hours.

4.12 Services

All required services are connected to the site and will be upgraded to the capacity required for the development.

Internal stormwater pipes will be installed to capture a 1 in 10 year capacity. Stormwater pits will be installed along the road to capture runoff from the site. Runoff will be conveyed, where a new junction will be installed to the main stormwater line. On site detention will not be required for the development. Overland flow patterns will be depicted on the civil plan for the site.

A new internal sewer line will be installed along the driveway to convey sewerage to the main sewer line in John Potts Drive.

Essential Energy have provided the proponent with advice that the development can be supplied with adequate power.

4.13 Cut and Fill

No cut and fill is proposed.

4.14 Heritage

The subject site is not identified as having any heritage significance and is within the vicinity of a heritage item. A Statement of Heritage Impact was prepared and concluded that the development would not have an adverse impact on the heritage significance of the item, Monte Cristo. Impacts are outlined in detail in that report and recommendations were made to protect the item.

Aboriginal Cultural Heritage

A search of the Aboriginal Heritage Information Management Systems (AHIMS) on 27 July 2023 indicated there are no Aboriginal sites or places reported or declared on the subject land, or within a 1,000-metre buffer of the subject land.

5 Conclusion

The proposal has been considered under the provisions of Section 4.15 of the EP&A Act and is considered acceptable and worthy of approval for the following reasons:

- The proposal is in keeping with surrounding development.

- The proposed development has been designed in accordance with the provisions of the JLEP 2012 and JDCP 2021.
- The proposal will have minor detrimental impact on surrounding amenity.
- The proposal is in the public interest. The proposed subdivision aligns with Council's strategic priorities related to the provision of housing opportunities to cater for expected growth, ensuring orderly development of urban land and the optimal use of serviced land.

Having considered all the relevant considerations under Section 4.15 of the EP&A Act 1979, we conclude that the proposal represents a positive outcome that would result in no significant environmental impacts. The proposed development should therefore be recommended for approval.