

Statement of Environmental Effects

2B AND 2C SLOANE STREET,
GOULBURN

MAY 2025



QUALITY ASSURANCE

PROJECT: Statement of Environmental Effects – Industrial Subdivision

ADDRESS: Lot 2 in DP 1272658, Lot 1 in DP 131097 and 2 in DP1307721:
2B and 2C Sloane Street, GOULBURN

COUNCIL: Goulburn Mulwaree Council

AUTHOR: Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
27 May 2025	Co-Ordination	Draft	BD	BD
26 June 2025	DA Lodgement Issue	Final	BD	BD

Integrated Development (under S4.46 of the EP&A Act). Does the development require approvals under any of the following legislation?	
Coal Mines Subsidence Compensation Act 2017	No
Fisheries Management Act 1994	No
Heritage Act 1977	No
Mining Act 1992	No
National Parks and Wildlife Act 1974	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	No
Rural Fires Act 1997	No
Water Management Act 2000	No
Concurrence	
SEPP (Industry and Employment) 2021	No
SEPP (Resilience and Hazards) 2021	No
SEPP (Transport and Infrastructure) 2021	No
SEPP (Planning Systems) 2021	No
SEPP (Precincts—Central River City) 2021	No
SEPP (Precincts—Eastern Harbour City) 2021	No
SEPP (Precincts—Regional) 2021	No
SEPP (Precincts—Western Parkland City) 2021	No
SEPP (Biodiversity and Conservation) 2021	Yes

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EXECUTIVE SUMMARY

This Statement of Environmental Effects has been prepared in support of a subdivision Development Application that seeks to resubdivide existing allotments to create three Torrens Title allotments being:

- Proposed lot 1 – A 1,429m² allotment located on the corner of Sloane Street and Finlay Road. This allotment includes a proposed right of way to facilitate access to part of the largely constructed light industrial complex at 2A Sloane Street, Goulburn;
- Proposed lot 2 -A 8,155m² allotment that is known as 2B Sloane Street, Goulburn; and
- Proposed lot 3 -A 8,273m² allotment known as 2C Sloane Street, Goulburn.

The site comprises of three allotments and this application seeks development consent for boundary adjustments to facilitate 3 differently shaped allotments.

The site forms part of the former Goulburn Saleyards and is located on the corner of Sloane Street and Findlay Road. The site is located on the southern side of Finlay Road and the western side of Sloane Street. The site is located towards the southern edge of Goulburn and is located in close proximity to the Hume Highway. Access to the Hume Highway is available from the Goulburn South Exit and Hume Street.

The site is an irregular shaped corner allotment with a frontage of 62.09m to Sloane Street, a frontage of 121.47m to Finlay Road, resulting in a total site area of 7380m². The site adjoins industrial zoned land to the south, east and west, with both industrial zoned land and residential zoned land being to the north of the site.

The site is zoned E4 -General Industrial by the Goulburn Mulwaree LEP 2009. Clause 2.6 of the LEP permits subdivision with development consent.

The development proposal has been designed to substantially align with the provisions of the Goulburn Mulwaree LEP 2009 and the supporting Goulburn Mulwaree DCP 2009 including Section 4.2 that contains controls for industrial developments.

The proposal seeks to facilitate the ongoing delivery of an industrial estate within a disused stockyard to increase employment opportunities within Goulburn in accordance with relevant planning controls.

Having regard to the benefits of the proposal and considering the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well-located land; this development application is submitted to Council for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

SITE AND LOCALITY

LEGAL DESCRIPTION

The subject site is legally described as Lot 2 in DP 1272658, Lot 1 in DP 131097 and 2 in DP1307721 though more commonly known as 2B and 2C Sloane Street, Goulburn.

SUBJECT SITE

The site forms part of the former Goulburn Saleyards and is located on the corner of Sloane Street and Findlay Road. The site is located on the southern side of Findlay Road and the western side of Sloane Street. The site is located towards the southern edge of Goulburn and is located in close proximity to the Hume Highway. Access to the Hume Highway is available from the Goulburn South Exit and Hume Street.

The site is an irregular shaped corner allotment with a frontage of 33.4m to Findlay Road and a 154.4m frontage to Sloane Street and an overall site area of 17,857m².

As demonstrated by the photograph below, the development site is in transition from a former stockyard to an industrial precinct.

Photograph 1: Shows the general location of proposed lot 1 as viewed from Sloane Street



Photograph 2: Shows the general location of proposed lots 2 and 3 as viewed from Sloane Street



The site adjoins industrial zoned land to the south, east and west, with both industrial zoned land and residential zoned land being to the north of the site. The aerial photograph below illustrates the site, and its relationship to adjoining properties.

Figure 1: Locality Map illustrating recently constructed industrial complex at 2A Sloane Street, Goulburn (Source: Near Map 2025)



Figure 2: Locality Map illustrating the site noting dating Aerial Imagery (Source: SDT Employer 2025)



Subject Site - 

The site adjoins other general industrial zoned properties that are expected to be redeveloped as they are also part of the former stockyards. Properties to the north have been redeveloped for either light industrial purposes or are low density residential properties. The property to the east and across Sloane Street is used by Transport for NSW for train maintenance.

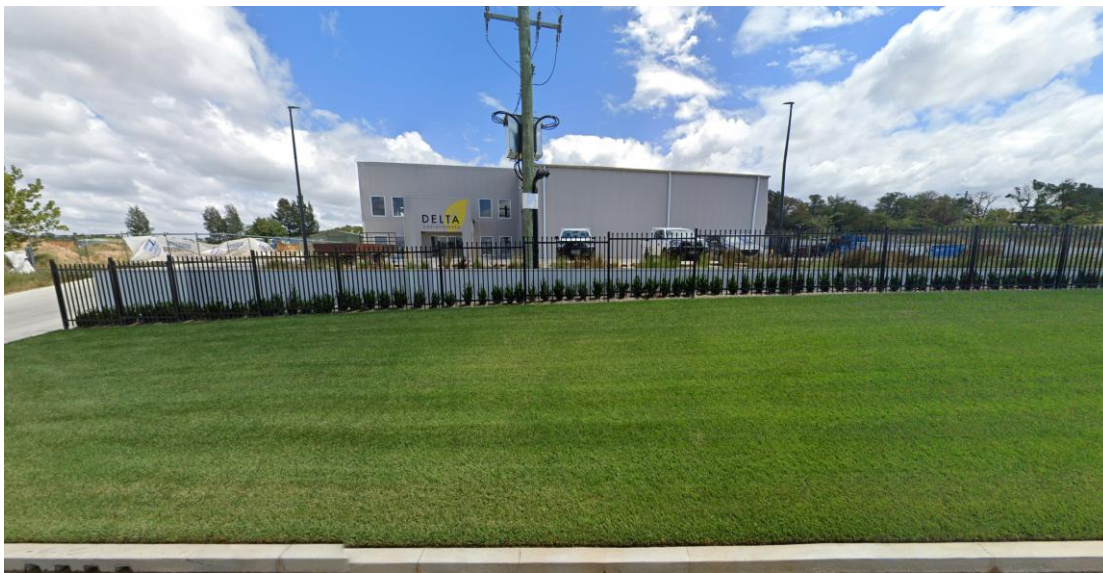
Photographs on the following pages provide the current context to the site.



Photograph 3: Shows a residential property opposite the site in Finlay Road



Photograph 4: Shows adjoining development at 2D Sloane Street as viewed from Sloane Street



Photograph 5: Shows the railway line and workshop opposite the site as viewed from Sloane Street



BROADER LOCALITY ANALYSIS

Consequently, the subject area is ideal for future urban intensification as it is located within close proximity to an industrial precinct and a short car trip to Goulburn Town Centre and Train Station.

Furthermore, key arterial roads such as The Hume Highway are located within proximity to the subject site.

The broader aerial map extract below gives context of the site in its broader setting.

Figure 3: Broad Locality Map (Source: Google Maps 2025)



The proposal seeks to utilise the land in accordance with the zoning and will positively contribute towards increasing housing opportunities within Goulburn by 29 additional dwellings.

DESCRIPTION OF PROPOSAL

This Development Application seeks approval to resubdivide existing allotments to create three Torrens Title allotments being:

- Proposed lot 1 – A 1,429m² allotment located on the corner of Sloane Street and Finlay Road. This allotment includes a proposed right of way to facilitate access to part of the largely constructed light industrial complex at 2A Sloane Street, Goulburn;
- Proposed lot 2 -A 8,155m² allotment that is known as 2B Sloane Street, Goulburn; and
- Proposed lot 3 -A 8,273m² allotment known as 2C Sloane Street, Goulburn.

The site comprises of three allotments and this application seeks development consent for boundary adjustments to facilitate 3 differently shaped allotments.

PLANNING CONTROLS

STATUTORY CONTROLS

The relevant Statutory Planning Controls include:

- State Environmental Planning Policy (Resilience and Hazards) 2021;
- Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP);
- State Environmental Planning Policy (Transport and Infrastructure) 2021; and
- Goulburn Mulwaree Local Environmental Plan 2009

POLICY CONTROLS

The applicable policy control document is:

- Goulburn Mulwaree Development Control Plan 2009

CONSIDERATION OF PLANNING CONTROLS

The following summarises the relevant planning controls in relation to the proposal and the compliance of each.

STATE ENVIRONMENTAL PLANNING POLICY RESILIENCE AND HAZARDS

This SEPP came into effect on 1 March 2022 and incorporated the provisions of three now repealed SEPP's being:

- State Environmental Planning Policy (Coastal Management) 2018;
- State Environmental Planning Policy No 33—Hazardous and Offensive Development; and
- State Environmental Planning Policy No 55—Remediation of Land.

Chapter 2 of the SEPP contains controls for coastal management and it not applicable to this development.

Chapter 3 of the SEPP contains controls for Hazardous and Offensive Development. This development is not for Hazardous and Offensive development and accordingly this chapter is not applicable to this development.

Chapter 4 of the SEPP contains a state-wide planning framework for the remediation of contaminated land and to minimise the risk of harm.

The following table considers the risk of the site being contaminated:

Matter for consideration	Yes	No
Does the application involve re-development of the site or a change of land use?	X	The use remains an industrial use in an industrial zone
Is the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?		X
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site?		X
acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill		

sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation

Is the site listed on Council's Contaminated land database?	X
Is the site subject to EPA clean-up order or other EPA restrictions?	X
Has the site been the subject of known pollution incidents or illegal dumping?	X
Does the site adjoin any contaminated land/previously contaminated land?	X
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	NA.

Given the above and subject to Council imposing the recommended conditions, the development will satisfy the requirements of the SEPP

STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of eleven now repealed SEPP's being:

- SEPP (Vegetation in Non-Rural Areas) 2017 (Vegetation SEPP)
- SEPP (Koala Habitat Protection) 2020 (Koala SEPP 2020)
- SEPP (Koala Habitat Protection) 2021 (Koala SEPP 2021)
- Murray Regional Environmental Plan No 2—Riverine Land (Murray REP)
- SEPP No 19—Bushland in Urban Areas (SEPP 19)
- SEPP No 50—Canal Estate Development (SEPP 50)
- SEPP (Sydney Drinking Water Catchment) 2011 (Sydney Drinking Water SEPP)
- Sydney Regional Environmental Plan No 20 – Hawkesbury – Nepean River (No 2 – 1997) (Hawkesbury–Nepean River SREP)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour Catchment SREP)

- Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment (Georges River REP)
- Willandra Lakes Regional Environmental Plan No 1 – World Heritage Property (Willandra Lakes REP).

Chapter 2 of the SEPP contains planning rules and controls from the former Vegetation SEPP relating to the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application.

This chapter seeks to protect the biodiversity values of trees and other vegetation in non-rural areas of the state, and to preserve the amenity of non-rural areas of the State through the appropriate preservation of trees and other vegetation.

The site has been largely cleared and this subdivision application does not seek approval for any vegetation removal.

Chapter 3 – Koala habitat protection contains provisions from the Koala SEPP 2020 and, as an interim measure, applies in the NSW core rural zones of RU1, RU2 and RU3, except within the Greater Sydney and Central Coast areas. Given the sites location and zoning this chapter is not applicable to the development.

Chapter 4 – contains the land-use planning and assessment framework from the former Koala SEPP 2021 for koala habitat within Metropolitan Sydney and the Central Coast and applies to all zones except RU1, RU2 and RU3 in the short term. The site is not identified as containing koala habitat and accordingly this chapter is not applicable to this development.

Chapter 5 – contains the provisions from the former Murray REP, which establishes a consistent and co-ordinated approach to environmental planning and assessment along the River Murray. Given the sites location, this chapter is not applicable to this development.

Chapter 6 – contains the provisions from the former Sydney Drinking Water Catchment SEPP to support the water quality objectives for this catchment. The entire town of Goulburn is located within a water catchment.

This chapter has three main aims being:

- To provide for healthy water catchments that will deliver high quality water and permit development that is compatible with that goal;
- To ensure that consent authorities only allow proposed developments that have a neutral or beneficial effect on water quality; and
- To support water quality objectives in the Sydney drinking water catchment

In respect of this development, the SEPP requires that the proposed development have a neutral or beneficial effect on water quality

The application does not seek approval for any physical works and on this basis will have a neutral impact on water quality.

STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

This SEPP came into effect on 1 March 2022 and incorporated the provisions of four now repealed SEPP's being:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017;
- State Environmental Planning Policy (Major Infrastructure Corridors) 2020; and
- State Environmental Planning Policy (Three Ports) 2013.

Chapter 2 – contains planning rules and controls from the former Infrastructure SEPP for infrastructure in NSW, such as for hospitals, roads, railways, emergency services, water supply and electricity delivery. The relevant sections of this chapter are addressed below:

The following table discussed the requirements of division 15.

Clause	Response
2.96 Development involving access via level crossings (1) This section applies to development that involves— (a) a new level crossing, or (b) the conversion into a public road of a private access road across a level crossing, or (c) a likely significant increase in the total number of vehicles or the number of trucks using a level crossing as a result of the development.	In accordance with clause 2.96 the development does not propose a level crossing or increase traffic generation across an existing level crossing. Accordingly no further consideration of this clause is required.
2.97 Development adjacent to rail corridors (1) This section applies to development on land that is in or adjacent to a rail corridor, if the development— (a) is likely to have an adverse effect on rail safety, or (b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or (c) involves the use of a crane in air space above any rail corridor, or	The site is located adjacent to a rail corridor, however given the separation from the proposed building to the rail corridor the proposal will not: <ul style="list-style-type: none"> • Have an adverse effect on rail safety; • Create concerns with the metal finishes on the rail corridor • Does not involve work within 5m of an exposed powerline utilised for rail infrastructure.

(d) is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities

2.98 Excavation in, above, below or adjacent to rail corridors

(1) This section applies to development (other than development to which section 2.100 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land—

- (a) within, below or above a rail corridor, or
- (b) within 25m (measured horizontally) of a rail corridor, or
- (c) within 25m (measured horizontally) of the ground directly below a rail corridor, or
- (d) within 25m (measured horizontally) of the ground directly above an underground rail corridor.

The site is not located within 25m (horizontally or vertically) of a rail corridor). Accordingly no further consideration of this clause is required.

2.99 Impact of rail noise or vibration on non-rail development

(1) This section applies to development for any of the following purposes that is on land in or adjacent to a rail corridor and that the consent authority considers is likely to be adversely affected by rail noise or vibration—

- (a) residential accommodation,
- (b) a place of public worship,
- (c) a hospital,
- (d) an educational establishment or centre-based child care facility.

(2) Before determining a development application for development to which this section applies, the consent authority must take into consideration any guidelines that are issued by the Secretary for the purposes of this section and published in the Gazette.

(3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded—

- (a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am,
- (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

The development is not impacted by rail noise or vibration give the distance to a rail corridor. Accordingly no further consideration of this clause is required.

<p>2.100 Development within or adjacent to interim rail corridor</p> <p>(1) This section applies to development that is—</p> <p>(a) on the land shown as “Zone A” on a rail corridors map and has a capital investment value of more than \$200,000, or</p> <p>(b) on the land shown as “Zone B” on a rail corridors map and—</p> <p>(i) involves the penetration of ground to a depth of at least 2m below ground level (existing), or</p> <p>(ii) has a capital investment value of more than \$200,000 and involves the erection of a structure that is 10 or more metres high or an increase in the height of a structure so that it is more than 10m, or</p> <p>(c) on the land shown as “Sydney Metro West Tunnel” on a rail corridors map and involves the penetration of ground to a depth of at least 2m below ground level (existing).</p>	<p>The development is not located within or adjacent to an interim rial corridor. Accordingly no further consideration of this clause is required.</p>
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Division 17 relates to Development in or adjacent to road corridors and road reservations

The following table discussed the requirements of division 17.

Clause	Response
<p>2.115 Development other than road facilities on public roads</p> <p>(1) Development may be carried out with consent on a public road that is unzoned land for any purpose that may be carried out (either with or without consent) on land adjoining the road.</p> <p>(2) Development for any purpose may be carried out by a public authority without consent on a public road that is unzoned land.</p>	<p>The development is not proposed on part of a public road that is to be reclassified as part of this application. Accordingly no further consideration of this clause is required.</p>
<p>2.116 Highway service centres in road corridors</p> <p>(1) Development for the purpose of a highway service centre may be carried out in a road corridor for a freeway, main road or tollway only with consent</p>	<p>The development is not proposed in a road corridor. Accordingly no further consideration of this clause is required.</p>
<p>2.117 Development on proposed classified road</p> <p>(1) Consent for development for any of the following purposes on land reserved for the</p>	<p>The development site is not located on a proposed classified road. Accordingly no further consideration of this clause is required.</p>

purposes of a classified road (but before the land is declared to be a classified road) may be granted only with the concurrence of TfNSW—

- (a) subdivision that results in the creation of an additional lot with dwelling entitlements,
- (b) development with a capital investment value greater than \$185,000,
- (c) development for the purpose of dwellings that are, or any other building that is, to be held under strata title.

2.118 Development with frontage to classified road

(1) The objectives of this section are—

- (a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and
- (b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.

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

- (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and
- (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—
 - (i) the design of the vehicular access to the land, or
 - (ii) the emission of smoke or dust from the development, or
 - (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and
- (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

The development site does not have frontage to a classified road. Accordingly no further consideration of this clause is required.

2.119 Impact of road noise or vibration on non-road development

(1) This section applies to development for any of the following purposes that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles (based on the traffic volume data published on the website of TfNSW) and that the

The site is not located on a classified road or freeway and is not located in proximity to road that has an annual daily traffic volume greater than 20,000 vehicles per day. Accordingly no further consideration of this clause is required.

consent authority considers is likely to be adversely affected by road noise or vibration—

- (a) residential accommodation,
- (b) a place of public worship,
- (c) a hospital,
- (d) an educational establishment or centre-based child care facility.

(2) Before determining a development application for development to which this section applies, the consent authority must take into consideration any guidelines that are issued by the Secretary for the purposes of this section and published in the Gazette.

(3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded—

- (a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10 pm and 7 am,
- (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

2.120 Excavation in or immediately adjacent to corridors

(1) This section applies to development that involves the penetration of ground to a depth of at least 3m below ground level (existing) on land that is the road corridor of any of the following roads or road projects (as described in Schedule 2)—

- (a) the Eastern Distributor,
- (b) the Cross City Tunnel,
- (c) the Lane Cove Tunnel,
- (d) the Tugun Bypass,
- (e) the Liverpool—Parramatta Transitway,
- (f) the North-West Sydney Transitway Network,
- (g) the Gore Hill Freeway,
- (h) the Western Distributor,
- (i) Southern Cross Drive,
- (j) the Cahill Expressway,
- (k) General Holmes Drive,
- (l) the Hume Motorway,
- (m) the M1 Pacific Motorway,
- (n) the M2,
- (o) the M4,
- (p) the M5,
- (q) the M4—M5 link,
- (r) the M7,
- (s) NorthConnex,
- (t) the Sydney Harbour Tunnel,

The proposal is not located in or immediately adjacent to a corridor. Accordingly no further consideration of this clause is required.

- (u) the King Georges Road Interchange,
- (v) the Pacific Highway.

2.121 Traffic-generating development

(1) This section applies to development specified in Column 1 of the Table to Schedule 3 that involves—

- (a) new premises of the relevant size or capacity, or
- (b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.

The development does not meet the threshold requirements outlined in schedule 3 and accordingly a referral to RMS is not required,

Chapter 3 – contains planning provisions from the former Education and Childcare SEPP for child-care centres, schools, TAFEs and Universities. Given the proposed use of the development, this chapter is not applicable.

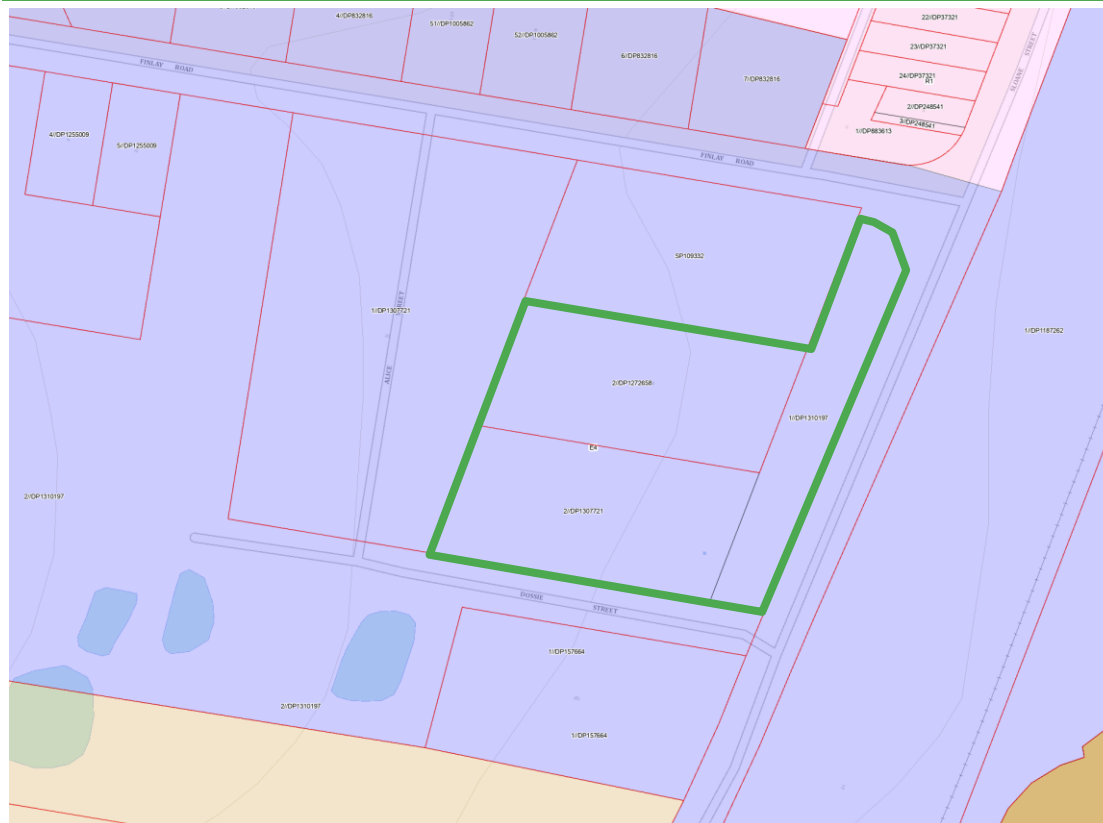
Chapter 4 – contains provisions from the former Corridor SEPP, including planning controls and reserves land for the protection of 3 corridors (North South Rail Line, South West Rail Link extension and Western Sydney Freight Line). The site is not identified as being within any of these corridors and accordingly this chapter is not applicable to this development.

Chapter 5 – Contains the land-use planning and assessment framework from the former Three Ports SEPP for appropriate development at Port Kembla, Port Botany and Port of Newcastle. The site is not identified as being within any of these port precincts and accordingly this chapter is not applicable to this development.

GOULBURN MULWAREE LOCAL ENVIRONMENTAL PLAN 2009

As shown on the zoning map extract overleaf, the development site is zoned E4 – General Industrial under the provisions of the Goulburn Mulwaree Local Environmental Plan 2009.

Figure 4: Land Zoning Map Sheet Extract (Source: Goulburn Mulwaree LEP 2009)



Subject Site -

Clause 2.6 of the LEP permits subdivision with development consent.

The development proposal is consistent with the prescribed zone objectives that are stipulated as:

- To provide a range of industrial, warehouse, logistics and related land uses.
- To ensure the efficient and viable use of land for industrial uses.
- To minimise any adverse effect of industry on other land uses.
- To encourage employment opportunities.
- To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.

The proposed development is consistent with the objectives as it will facilitate the continued redevelopment of the former stockyards and increase employment opportunities without unduly impacting on nearby residential properties.

The table below provides detail on the development standards relevant to the current proposal as well as other relevant provisions contained within the LEP.

Goulburn Mulwaree Local Environmental Plan 2009 – Compliance Table			
Clause	Controls	Comment	Complies
Zoning	E4 – General Industrial	The subdivision will facilitate the future use of the lots for industrial purposes.	Yes
Part 2 Permitted or Prohibited Development			
2.3	Zone Objectives and Land Use Table	The proposed is consistent with the zone objectives of the E4 Zone as it will facilitate the continued redevelopment of the former stockyards and increase employment opportunities without unduly impacting on nearby residential properties.	Yes
2.6	Subdivision	The application seeks development consent for boundary adjustments to facilitate 3 differently shaped allotments.	Yes
2.7	Demolition	No physical works are proposed as part of this development application.	N/A
Part 4 Principal Development Standards			
4.1	Minimum subdivision lot size:	The development site is not identified as containing a minimum subdivision size.	N/A
4.3	Height of Buildings	No height control applies to the subject site. Not applicable.	N/A
4.4	Floor Space Ratio	No FSR control applies to the subject site. Not .	N/A
Part 5 Miscellaneous Provisions			
5.10	Heritage Conservation	<p>The site is not identified as containing a heritage item, and it is not located within a heritage conservation area.</p> <p>The site is located within the vicinity of heritage listed rail infrastructure opposite the site in Sloane Road.</p>	Yes

		The development is sufficiently separated from the rail infrastructure and as such the current proposal will have no undue impact on the heritage curtilage associated with these heritage items.	
Part 7 Additional Local provisions			
7.1	Flood Planning	The subject site is not identified as being affected by Flooding. Not applicable.	N/A
7.1A	Earthworks	No physical works are proposed as part of this development application.	N/A
7.2	Terrestrial Biodiversity	The subject site is not identified as containing Biodiversity Land under the Goulburn Mulwaree Local Environmental Plan 2009.	N/A
7.4	Restrictions on Development Adjoining Mineral Resources Areas	The subject site is not identified as Mineral Resources on the Mineral Resources Area Map under the Goulburn Mulwaree Local Environmental Plan 2009.	N/A
7.5	Active Street Frontage	The subject site is not identified as Active Street Frontage on the Active Street Frontage Map under the Goulburn Mulwaree Local Environmental Plan 2009.	N/A

GOULBURN MULWAREE DEVELOPMENT CONTROL PLAN 2009

The table below provides detail on the development standards relevant to the current proposal.

Goulburn Mulwaree Development Control Plan 2009 – Part 3 General Controls Compliance Table			
Clause	Controls	Comment	Complies
3 General Development Controls			
3.1	Indigenous Heritage and Archaeology	The site is highly disturbed and is not identified as potentially containing Indigenous Archaeology.	N/A
3.2	European (non-indigenous) heritage conservation	<p>The site is not identified as containing a heritage item, and it is not located within a heritage conservation area.</p> <p>The site is located within the vicinity of heritage listed rail infrastructure opposite the site in Sloane Road.</p> <p>The development is sufficiently separated from the rail infrastructure and as such the current proposal will have no undue impact on the heritage curtilage associated with these heritage items.</p>	Yes
3.5	Landscaping	The Development Application does not seek approval for any physical works and landscaping will occur as part of future applications for the site.	N/A
3.6	Vehicular Access and Parking	<p>The Development Application does not seek approval for any physical works and this issue will be further considered as part of future approvals for development of the lots.</p> <p>The development facilitates formal access to a portion of the light industrial complex at 2A Slone Street,</p>	Yes
3.7	Crime Prevention through Environmental Design	The proposed development will facilitate the future activation of this unused site and contribute to the passive surveillance of the public domain,	Yes

3.8	Flood Affected Lands	The development site is not identified as being flood prone land.	N/A
3.9	Tree and Vegetation Preservation	The application does not seek approval for any physical works and accordingly no vegetation is proposed to be removed as part of this application	N/A
3.10	Dry Salinity	Due to the nature and location of the site, it is not likely to be affected by Saline Soils. Not relevant.	N/A
3.11			
3.11	Waterbody and Wetland Protection	Not relevant.	N/A
3.12	Groundwater	The application does not seek approval for any physical works and accordingly will not impact on groundwater.	N/A
3.14	Biodiversity Management	The subject site is not located within a riparian corridor, regional corridor, key fish habitat, or within areas of high/medium conservation valued areas. Not relevant.	N/A
3.14	Stormwater Pollution	The application does not seek approval for any physical works and accordingly will not result in stormwater pollution.	N/A
3.15	Impacts on Drinking Water Catchments	This has been discussed previously in this SEE.	Yes
3.16	Bushfire Risk Management	The development site is not identified as containing bushfire prone land. Not applicable.	N/A
4 Principal Development Controls – Urban			
4.2.2	Design Principles -industrial Large blank wall surfaces visible from a public place (e.g. road) shall be articulated by structural variations and/or blend of external finishes. significant architectural and design merit, with special attention to scale, form, external	The development creates industrial allotments that will be capable of providing a landscaped setback to both Finlay Road and Sloane Street.	Yes

	finishes, setbacks, height limits and landscaping.		
4.2.3	Visual quality industrial External storage areas shall not be visible from a public place.	The application does not seek approval for any physical works.	N/A
4.2.4	Building Setbacks Frontage – 6 metres and reduced for secondary side and rear – setbacks required for corner allotments (secondary road frontage) and in areas of visual importance	The development facilitates allotments that are capable of complying with the setbacks suggested by the DCP.	Yes
4.2.5	Building height On land not affected by the height of building maps, no height limit is specified, however the height (as defined above), shall take into account and address the following matters in the development application's, statement of environmental effects: <input type="checkbox"/> the proposed height is in keeping with the character of the locality <input type="checkbox"/> it is not visually obtrusive <input type="checkbox"/> the height is required due to the nature of the proposal <input type="checkbox"/> the overall design, including landscaping and building materials, reduces the impact of height and bulk	The application does not seek approval for any physical works.	N/A
4.2.6	External materials and finishes The external walls of industrial buildings shall be profiled colour treated cladding or masonry materials, or a combination of both and incorporate visual relief elements. Particular consideration shall be given to the design and use of materials for the street elevation of industrial buildings.	The application does not seek approval for any physical works.	N/A

	Where the side or rear elevation of an industrial building is visible from residential or public areas, colours and wall profiles should be selected to minimise their visual impact.		
4.2.7	Noise and Vibration	The application does not seek approval for any physical works.	N/A
4.2.8	Air Pollution	The application does not seek approval for any physical works.	N/A

CONCLUSION

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents.

Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and considering the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.