



Planning Proposal

Rezoning for Industrial Development

395 & 423 Wagga Road, Springdale Heights

September 2013

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INTRODUCTION

This is a Planning Proposal relating to a 10.2 hectare parcel of land on the northern urban fringe of Albury (see Figure 1) addressed as 395 & 423 Wagga Road, Springdale Heights ("the subject land"). The subject land is comprised of Lot 108 in DP 1146428 and Lot 1 in DP 107393 (see Figure 2).

The Planning Proposal seeks to change the zoning of the subject land from R2 Low Density Residential to an appropriate zoning that will facilitate industrial development outcomes.

The Planning Proposal has been prepared in accordance with the Department of Planning's *A Guide to Preparing Planning Proposals* ("the Guide") and other information specified in Council's correspondence dated 13th December 2012.

Figure 1 – Location of subject land within the context of Albury (Source: Google Maps)

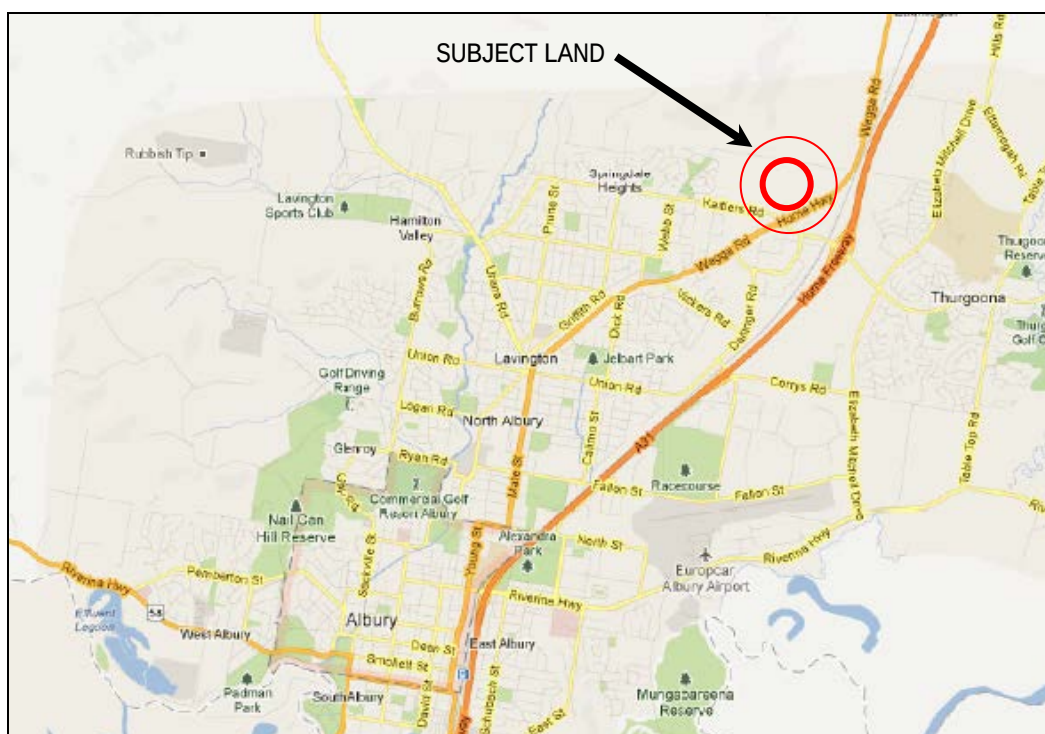


Figure 2 –Subject land within the context of its immediate surrounds (Source: SIX Maps)



1. INTENDED OUTCOMES

The intended outcome of this planning proposal is to enable development on the subject land for industrial purposes consistent with adjacent lands to the west and south. This Planning Proposal seeks to add to the supply of industrial land in Albury-Wodonga and provide additional choice in location for future industrial development.

2. EXPLANATION OF THE PROVISIONS

The proposed outcome will be achieved by amending the following elements of *Albury Local Environmental Plan 2010* (ALEP):

- Land Zoning Map LZN 006 relating to 395 & 423 Wagga Road (being Lot 108 DP 1146428 & Lot 1 in DP 107393) to zone the land as IN1 Industrial; and
- Lot Size Map LSZ 006 relating to 395 & 423 Wagga Road (being Lot 108 DP 1146428 & Lot 1 in DP 107393) to remove the minimum lot size 'W' (4000).

3. JUSTIFICATION

This section of the Planning Proposal sets out the justification for the intended outcomes and provisions, and the process for their implementation. The questions to which responses have been provided are taken from the Guide.

3.1. Need for the Planning Proposal

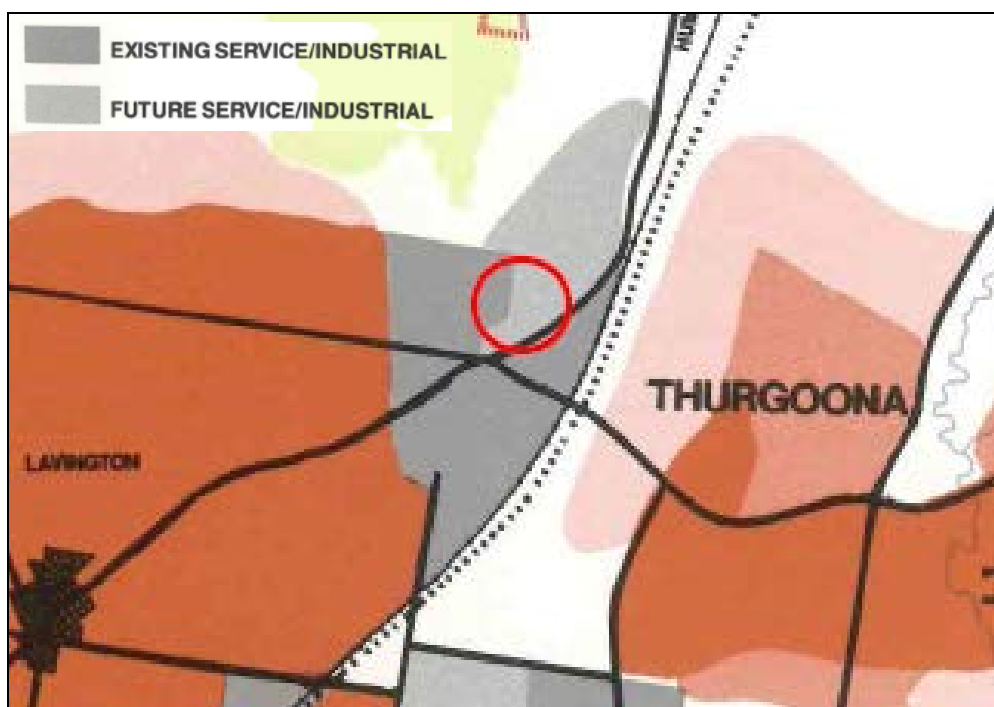
Is the Planning Proposal a result of any strategic study or report?

As far back as 1991 the subject land has been identified for future use as industrial.

Albury Wodonga Region Planning Strategy

The *Albury Wodonga Region Planning Strategy* (AWRPS) in 1991 identified the subject land as “*Future service/industrial*” (see Figure 3) representing an extension of the existing industrial development around the Kaitlers and Wagga Roads intersection. The AWRPS remains a valid base document for the strategic planning of the Albury-Wodonga region.

Figure 3 –Location of subject land within the context of the Albury-Wodonga Region Planning Strategy



Albury Land Use Strategy

The more recent 2007 *Albury Land Use Strategy* (ALUS) generally supports the Planning Proposal by recognising adjoining land in the Springdale Heights area as an industrial development opportunity because of “*excellent access to the Freeway and to Albury suburbs as well as the rail line*”. In terms of the suitability for future development the Springdale Heights location is “*suitable for further general industry*”.¹

The overall strategy plan (see Figure 4) confirms the existence of an established industrial node immediately to the west and south of the subject land. It also shows that the rezoning would ‘fill-in’ a large part of the gap (of industrial land) between land already preferred for industrial use to the east and west.

¹ Page 38 of Albury Land Use Strategy 2007

Figure 4 –Subject land within the context of the Albury Land Use Strategy



The subject land is not shown on the *Working in Albury* map of the ALUS as an industrial employment area (see Figure 5). However, it is immediately adjacent to the developed industrial hub situated around the intersection of Kaitlers and Wagga Roads. This hub is identified in the ALUS as having “*limited off-site impacts*” and therefore ideal for industrial type activities. The rezoning of the land will in fact ‘fill-in’ this hub in the northeast sector and make it even more coherent. Figure 5 also shows the land being located between the Springdale Heights/Dallinger Industrial hub and another hub to the north straddling the former Olympic Highway and including the substantial Norske Skog paper mill. The two hubs are linked by a narrow strip of undeveloped land on the eastern side of Wagga Road that is also preferred for light industrial development.

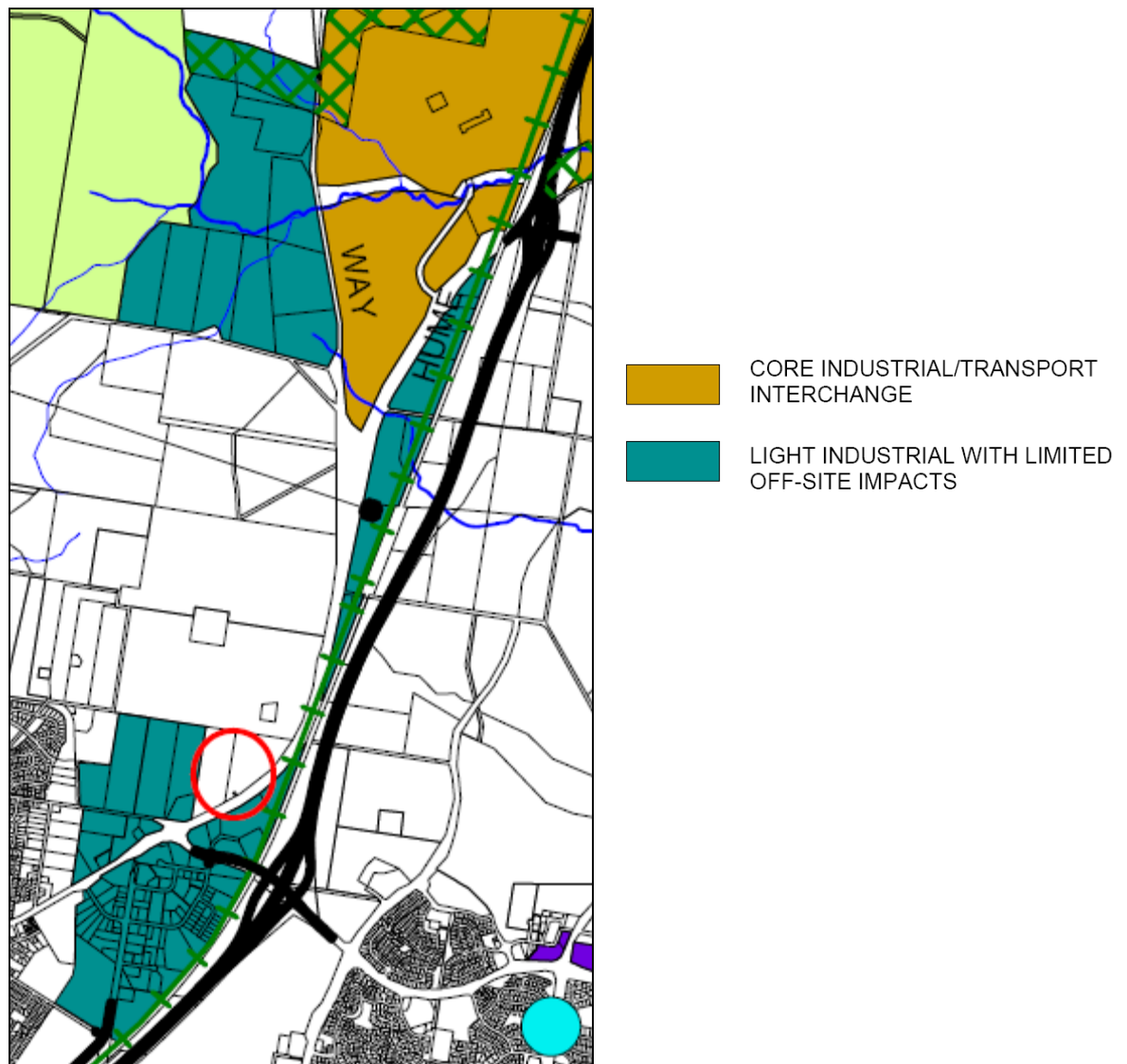
The ALUS places a strong emphasis on Ettamogah “*to provide for Albury’s future major industrial and business park activities*”². Further it is Council’s recommended strategic position that:

Ettamogah should be encouraged as a premier transport logistics centre in the centre of the south eastern Australian transport network, offering strategic advantages for the location of transport and logistics facilities. It should also offer ongoing opportunities for major industrial and manufacturing facilities in close proximity to accessible transport, labour force and physical resources.

Whilst the subject land is not within the Ettamogah precinct, it is in very close proximity and has the potential to complement the future development of this preferred industrial area, particularly in the area of transport with such excellent links to the Hume Freeway at Thurgoona Drive and Davey Road further to the north.

² Page 80 *ibid*

Figure 5 –Location of subject land within the context of *Working in Albury* map (part of Albury Land Use Strategy)



Albury Development Control Plan 2010 – Area Specific Development Plans

A more locally specific strategic plan for the area containing the subject land is the *Ettamogah Development Plan* (EDP) at Appendix 'E' of the *Albury Development Control Plan 2010* (ADCP). The EDP seeks:

to ensure the orderly and sustainable development of land in the Ettamogah area, as well as, identifying distinct opportunities and constraints regarding the special nature and character of the area, which need to be addressed. In order to reflect the site's opportunities and constraints, guidelines need to be developed that are based on the findings of the Environmental Study previously undertaken for the land.

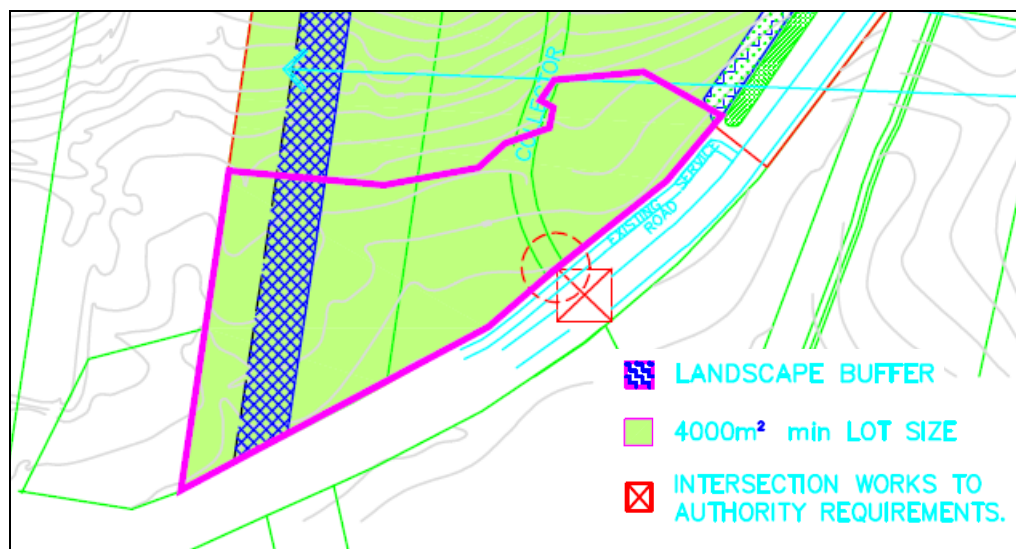
An extract of the outline development plan accompanying the EDP is shown at Figure 6. This plan supports the current low density residential zoning of the land with a 4,000m² minimum lot size for subdivision. The requirements of the EDP in so far as they relate to the subject land include a 50 metre wide "pedestrian/cyclist reserve" along the western boundary followed by a 50 metre wide "landscape buffer" (also referred to as a "no build area"). It is noted that the purpose of this combined low density development and 100 metre buffer is to provide separation between

residential development within the current R2 zone and the large industrial facility adjoining the subject land on the western side. These buffers would not be considered necessary if the subject land is rezoned because the potential land use conflict associated with residential land use in proximity to industrial zoned land will be removed.

The intersection of a collector road servicing all of the land within the EDP is also shown in Wagga Road. The standard of this intersection would be commensurate with the traffic volumes it is anticipated to provide for and the much reduced volumes in Wagga Road since the opening of the Hume Freeway. Access to the subject under different development scenarios is addressed in the attached infrastructure report.

Having regard for the incompatibility of the controls expressed in the EDP for this location with the future use of the land for industrial purposes, it is envisaged that the EDP will be removed from the subject land. This process would be undertaken separately to the zone change envisaged by the Planning Proposal.

Figure 6 – Subject land within the context of the Ettamogah Development Plan
(part of the Albury DCP)



Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The objective and intended outcome is to facilitate the development of the subject land for industrial purposes consistent with adjoining land uses. The land use table to the current R2 zoning applied to the subject land prohibits such development as freight transport facilities, heavy industrial storage establishments, industrial training facilities, industries, storage premises, transport depots, truck depots, vehicle body repair workshops, vehicle repair stations and warehouse and distribution centres. All of these activities are suitable for the subject land having regard for its location.

Consequently a change of zoning is necessary, as is sought by this Planning Proposal.

Is there a net community benefit?

On balance, there is a net community benefit to be gained from the Planning Proposal. This is considered in greater detail within the below table.

Table 4.1 – Net Community Benefit Test

Evaluation Criteria	Comment
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?	There is no state or regional strategy applicable to Albury or the subject land specifically. It is noted the draft <i>Murray Regional Strategy</i> was exhibited in late 2009 and no further progress has been made towards its adoption. Comments on the draft strategy closed more than three and a half years ago and consequently no weight can be given to this document in consideration of the Planning Proposal. There is no update on DPI's website as to the status of this draft Strategy since it was exhibited.
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	See above.
Is the LEP likely to create a precedent or create or change in expectations of the land owner or other land owners?	The Planning Proposal seeks to facilitate industrial development outcomes on the subject land. The proposed industrial zoning is already utilised within the ALEP, and as such the proposal will not introduce any new zoning mechanism. The proposal is unlikely to create a precedent as the subject land is an isolated parcel in a zoning context. Land adjoining to the north is zoned E3 Environmental Management as well as land on the opposite side of Wagga Road. This land is not suitable for urban development and consequently will not be supported for future rezoning. The existing industrial zoned land adjoining to the south and west is already developed for purposes encouraged by the zone (with the exception of the old motel). Consequently this land is also unlikely to be supported for a different type of zone. The proponent of the proposal is the current landowner and consequently the proposed rezoning will not be unexpected. It is not known whether it will be unexpected by other landowners.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Given the draft LEP was under preparation for several years prior to commencement in August 2010, there were minimal spot rezonings of land in Albury, as much of the land use change was consolidated through the preparation of the new LEP. Notwithstanding this, recent rezoning proposals in Albury generally, including publicly land owned land, have been completed without significant detriment to the surrounding locality or public interest. There have been no other spot rezonings within the vicinity of the subject land.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	The proposal will result in provision of additional employment generating lands for Albury by provision of additional industrial lands within the LGA. The rate of employment will be dependent on the specific nature of future industrial development.

Evaluation Criteria	Comment
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	The proposal will result in a net loss of residential land through the change in zoning to industrial. The subject land is currently zoned R2 with a minimum lot size for subdivision of 0.4 hectares. At this density the subject land has a potential yield of around 20 residential lots. The <i>2011-2012 Albury Land Monitor</i> shows there being 462 vacant residential lots. The current potential of the subject land under the R2 zone is around 20 lots, which would increase this supply to 482. Removing the residential zoning would therefore result in a 4% reduction in supply of vacant residential lots in Albury. This is not considered significant amount. The R2 zone is for low density residential development, which is at the upper end of the residential housing market. A decline in the supply of these types of lots will therefore not affect housing affordability.
Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?	The subject land is located on the northern urban fringe of Albury, and can access existing urban infrastructure. The attached infrastructure report addresses the feasibility of providing adequate road, water and sewer infrastructure relating to a number of different development scenarios. The subject land has an extensive frontage to Wagga Road, which is constructed to a high standard having previously functioned as a national highway. Within the general context of whether the land is suitable for an industrial zoning, Wagga Road is <i>"clearly capable of servicing the proposed site"</i>. The road pavement is located close to the eastern boundary of what is a very wide road reserve in this location. This provides for a range of access opportunities to the subject land depending on the type of development undertaken, including the provision of a service road. Specific traffic and access arrangements will be detailed for assessment as part of the future subdivision and/or development of the subject land (i.e. when the type of industrial development for the land is better defined). Reticulated water is available in Kaitlers Road just south of the subject land and can be extended to service the subject land (see attached infrastructure report). Reticulated sewerage is available in Thurgoona Drive that can also be accessed utilising a new main taken under Wagga Road (see attached infrastructure report). Formed pedestrian and cycling facilities are not presently provided along Wagga Road given the location on the urban fringe. The width of the existing road reserves means that there is adequate area for 'informal' pedestrian and cycling movements. It is not expected that the provision of additional industrial land will result in demand for new pedestrian and cycling infrastructure in this part of the city. Public transport does not service this part of Wagga Road, given its largely undeveloped characteristics. It is noted that bus services operate along Kaitlers Road and Thurgoona Drive, both of which are in close proximity to the subject land.
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The rezoning of this land will result in provision of new industrial lands adjacent to like development. The introduction of new industrial opportunities within close proximity to the urban area is considered to be a preferred outcome and will minimise the likely future emissions. The subject land is not centrally located within the context of Albury-Wodonga but industrial land rarely is because of its very nature. Consequently future workers on the subject land are likely to drive to the location resulting in a small increase in Greenhouse gases. Road safety will not be compromised given the high standard of Wagga Road and proximity of the Hume Freeway.

Evaluation Criteria	Comment
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	The most significant Government infrastructure within proximity of the subject land is the Hume Freeway. The development of the land for industrial purposes may lead to an increase in traffic on the Hume Freeway, however this road has the capacity to absorb any such increase without impact.
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	Council identified a large area of land immediately to the north of the subject land as worthy of the E3 Environmental Management Zone in the ALEP. The E3 zone is restricted for development and essentially isolates the subject land from other developable land zoned R2 further to the north. In terms of zoning the use of subject land for industrial purposes will have no impact on the E3 zoned land. Consideration of the impact of future development on the subject land on the E3 zoned land would be made as part of the development application process. The potential impacts will depend on the nature of the development proposal and this cannot be anticipated as part of the Planning Proposal. The subject land is not constrained by flooding, however adjoining land is identified as Vegetation Category 1, and consequently also shown as vegetation buffer on the Albury Bushfire Prone Land Map 2013. This will necessitate consideration against the NSW Rural Fire Service <i>Planning for Bushfire Protection Guidelines</i> 2006 at the time of development. It is not anticipated that any related bushfire requirements will preclude development of the site for industrial purposes.
Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve?	It is considered that the future development of this area will be consistent in character to that of the adjacent established industrial area to the west and south. The nearest residential land will be buffered to the subject land by a strip of E3 zoned land approximately 150-200 metres wide. The development of the land for industrial purposes is not considered likely to have an adverse impact upon the amenity of the surrounding area because of the extensive existing and any future required buffers to sensitive uses. Presently, the subject land is used for low scale agricultural activity. The rezoning and subsequent establishment of the property for industrial purposes may provide a number of new internal streets and direct and indirect improvements to surrounding streetscapes. Further, it is also likely to contribute to an improved urban character through modern industrial properties within the land. Overall, it is considered that future development will lead to an improvement in public domain and character of the surrounding area.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	An industrial zone does not provide for retailing and commercial premises (unless in conjunction with, and subservient to, an industrial activity). In addition, there are no retail or commercial activities within the locality of the subject land.
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	The proposed rezoning essentially represents an expansion of the existing industrial zone to the west and south, however will be developed in isolation of the adjacent properties. The proposal will add to and consequently strengthen the existing industrial node around the Kaitlers Road/Thurgoona Drive intersection. The development of the subject land will not in itself develop into a 'centre'.

Evaluation Criteria	Comment
What are the public interest reasons for preparing the draft plan?	The public interest is served by this Planning Proposal as it will provide for additional industrial zoned land and subsequent employment generating activities for Albury-Wodonga.
What are the implications of not proceeding at that time?	Not proceeding with the proposal will prevent the forward supply of vacant zoned industrial land keeping pace with ongoing industrial development in Albury-Wodonga. Given the wide range of demand for industrial land (small lots for multiple uses through to large areas for single major developments), it is important to maintain a significant supply of land in a variety of locations. The Planning Proposal is contributing to that scenario.

Further to the above table, the proposal will result in the following additional benefits.

- The land would be available for development and therefore boost investment in the area and employment opportunities within the community. It is noted that manufacturing and industry are the largest employment sectors in this region.
- The rezoning would recognise the highest and best use of the land, achieving one of the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the promotion and co-ordination of the orderly and economic use and development of land and one of the aims of the Albury LEP to promote sustainable urban development by providing for efficient management of urban growth and resource utilisation.
- The land is located close to major transport infrastructure that will reduce travel times and distances for employees, suppliers and distributors. This in turn reduces costs and avoids conflicts with local traffic.

3.2. Relationship to strategic planning framework

Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including exhibited draft strategies)?

There is no adopted regional strategy applicable to the Planning Proposal.

However the draft *Murray Regional Strategy* was prepared by the Department of Planning (DoP) in October 2009 and despite it not having been finalised, it remains a matter to be considered in this planning proposal. It is noted that no progress has been made on this draft Strategy since its exhibition more than three years ago. There is no information on DPI's website as to the current status of the draft Strategy.

The table below considers the proposal against the main aims of the draft Strategy.

Table 4.2 - Consistency with draft *Murray Regional Strategy* (Department of Planning October 2009)

Aims	Response
Protect and manage the sensitive riverine environment of the Region's major waterways (such as the Murray River) to safeguard the future health and wellbeing of one of Australia's most important natural catchments, its associated \$1 billion agricultural industry, the needs of downstream users and the \$400 million tourism industry.	A critical objective of the draft Strategy is to protect and properly manage the sensitive riverine environment of the Murray. In addition, growth and development of the region must also be balanced in context to the important environmental conditions. The subject land is located more than 10km from the Murray River and therefore will have no direct impact on this riverine environment. Stormwater from the site will be conveyed to the Murray River by a series of drains, as is all stormwater within the urban area of Albury. The indirect impact of this stormwater is going to depend on the type of development undertaken on the land. This is a matter for future development applications for subdivision and development. The Planning Proposal is considered to be consistent with the objective.
Cater for a housing demand of 13,900 new dwellings by 2036 to accommodate the combined pressure of the forecast population increase, the needs of a significantly changing population and growing tourism demands for new dwellings.	Not relevant as the proposal does not relate to residential development. The provision of additional industrial land and employment generating development will indirectly contribute to an increase in population for Albury-Wodonga and in turn, encourage new residential development.
Prepare for and manage the significantly ageing population and ensure that new housing meets the needs of smaller households and ageing populations by encouraging a shift in dwelling mix and type.	The proposal will result in a small loss of residential land, however the current R2 zoning is unlikely to support affordable housing or housing for the aged in any case.

Aims	Response
Reinforce the role of Albury as the Region's major centre and the opportunities in taking advantage of its strategic location and emerging economic strengths, including transport, distribution, manufacturing, health services and education.	The Planning Proposal seeks to extend existing industrial zoned land at the northern urban fringe of Albury. The provision of additional industrial land in this location further diversifies the options available for industrial development. It is considered that the addition of new industrial lands within close proximity to the Hume Freeway and Albury Industrial Hub will further enhance Albury-Wodonga's role as the major centre of the region.
Ensure an adequate supply of employment land, particularly in Albury and other major towns to accommodate a projected 3,100 new jobs.	Assessment of industrial land in Albury³ generally has identified that there is presently 10 years supply of industrial zoned land in Albury, based on sales figures for the five year period to 2011/2012. A 10 year supply represents the preferred supply rate for Albury City. The recent sales history is considered to be low given the impact of the GFC, and as such forecast demand for industrial lots has been estimated at approximately 15 lots per year, meaning that additional land will be required to provide appropriate supply of industrial land. The addition of the subject land to the industrial land supply of Albury is considered to ensure Albury can meet the future demand for industrial land.
Protect the rural landscape and natural environment by limiting urban sprawl, focusing new settlement in areas identified on local strategy maps and restricting unplanned new urban or rural residential settlement.	The Planning Proposal, while rezoning existing R2 zoned land, promotes efficient and logical growth of the city by advocating new industrial activities adjacent to established industrial precincts. The land is also highly accessible to the Hume Freeway. As such, it is considered to be a logical location for provision of new industrial land. The subject land itself is largely cleared of vegetation (see Figure 2) but benefits from a backdrop of a prominent hill with remnant vegetation. Remnant vegetation along the frontage of the land to Wagga Road also makes a strong contribution to the rural landscape. None of this vegetation will be affected by the Planning Proposal and it is anticipated Council would also be seeking to retain this vegetation as part of any future development proposal on the land. The proposal is arguably contributing to urban sprawl by extending the existing industrial zone in a northwards direction. However Council has designated a major industrial precinct further to the north (the Albury Industrial Hub) that would negate this argument. Support for the proposal in terms of "local strategy maps" is discussed in Section 4.1 above.
Only consider additional development sites outside of agreed local strategies if they can satisfy the Regional Strategy's Sustainability Criteria [as provided in Appendix 1 of Draft Murray Regional Strategy 2009]	The AWRPS supports the future use of the land for industrial purposes. The ALUS identifies and recognises adjoining/adjacent land as having industrial development opportunities. This would suggest that use of the subject land for the same or similar purposes has planning merit. To avoid any doubt as to compliance with this aim, an assessment against the sustainability criteria of the draft strategy is provided at Appendix 'B'.

³. *East Albury Industrial Master Plan 2012*

Aims	Response
Ensure that the land use planning system can respond to changing circumstances for settlement and agricultural activity arising from water trading, by setting a strategic framework for decisions on land use change and investment in irrigation infrastructure	Not relevant. The proposal does not relate to a change in circumstances for settlement and agricultural activity arising from water trading.
Recognise, value and protect the cultural and archaeological heritage values of the Region for both Aboriginal and European cultures, including the visual character of rural towns and the cultural landscapes of Aboriginal people.	Not relevant. The proposal does not relate to a cultural or archaeological heritage site, or the visual character of a rural town (Albury is considered to be a 'city').
Where development or rezoning increases the need for State infrastructure, the Minister for Planning may require a contribution to the provision of such infrastructure, having regard to the NSW Government State Infrastructure Strategy and equity considerations.	Not relevant. No State infrastructure is required or affected by the proposal.

Further to the above assessment, the draft Strategy sets out a number of objectives and actions relating to areas such as employment, housing, transport, environment and public places.

In terms of the proposal, the draft Strategy recognises that the *eastern part of the region has a strong and growing manufacturing sector and is realising transport and distribution opportunities due to its strategic location on the main Sydney-Melbourne transport route*. The draft Strategy further identifies that some of the economic challenges are to:

- ensure an adequate supply of employment land to help cater for an expected 3,100 additional jobs by 2036; and
- build on or harness opportunities derived from the strategic location of the Region in relation to major cities of Sydney, Melbourne, Adelaide and Canberra.

The draft Strategy recognises the need for appropriately located employment lands, as well as a quantum supply to cater for economic growth, whilst protecting sensitive environmental lands, water resources and the Murray River system. The provision of additional industrial land in the location proposed is entirely consistent with these sentiments.

In conclusion, the proposal is considered to be consistent with the draft Strategy.

Is the Planning Proposal consistent with the local Council's community strategic plan or other local strategic plan?

Consideration of the Planning Proposal against Council's Community Strategic Plan (*Albury 2030*) is undertaken in the following table.

Table 4.3 - Consistency with *Albury 2030*.

Relevant Aims of Albury 2030	Comment
Theme No. 1 – A Growing Economy ▪ Grow the city and its population to provide confidence to local business expansion and growth ▪ Provide integrated transport routes to meet the needs of the expanding city ▪ Provide for connections with key transport routes; ▪ Enhance promote and maintain the built environment to serve the needs of the city; ▪ Become a leader in health and education services ▪ Support Albury's population and employment growth ▪ Support and promote business opportunities across all sectors of the economy; ▪ Promote Albury as a 'hub' for regional investment ▪ Encourage new manufacturing and commercial businesses to Albury with a focus on 'green industry'.	The Planning Proposal is generally consistent with this theme of Albury 2030 as it supports economic growth of the city by providing opportunities for industrial development and consequently employment generation. More specifically, the proposal consistent with the following strategic actions. 1.11 Support Albury's population growth. The proposal will provide employment opportunities that in turn promotes population growth. 1.17 Promote Albury as an inland city that is attractive to visit live and invest in. The proposal will provide additional industrial land that will create business investment within the industrial and commercial sectors of Albury's economy. 1.19 Economic Development Strategy Priorities. The location of the subject land adjacent to existing industrial land will consolidate the northern industrial precinct of Albury with its excellent access to interstate transport routes.

Relevant Aims of Albury 2030	Comment
Theme No. 2 – An Enhanced Natural Environment - Improve the health of the Murray River - Become a leader in water and waste-water management and protecting local plants and animals - Manage access to sensitive areas to protect and promote the natural assets of Albury; - Raise community awareness of relevant climate change issues; - Promote energy efficient building design and operation; - Implement strategies to minimise waste generation.	The Planning Proposal is generally consistent with this theme of Albury 2030 as the subject land has no environmentally sensitive attributes. More specifically, the proposal consistent with the following strategic actions: 2.4 Enhance, protect and promote natural assets. The site is remote from the Murray River environs and flood free. The land has no environmentally sensitive characteristics such as remnant vegetation. Depending on the type of development proposed once the land is rezoned, any required buffers to the E3 zoned land to the north for environmental and bushfire attenuation purposes can be addressed as part of the development application process. 2.7 Resource efficient building design and refurbishment. Future detailed design work of both the subdivision infrastructure and subsequent building design will be encouraged to meet best practice design standards through compliance with relevant matters within the ALEP and ADCP. 2.9 Regional waste minimisation strategies. Unlike residential development for example, the type of industrial development to be undertaken on the land is not known and therefore waste generation is also unknown. Matters relating to waste would be considered as part of any future development application.
Theme No. 3 – A Caring Community - Become a cultural and creative city that embraces and celebrates diversity. - Provide quality health care, aged care services, encourage health lifestyles and provide community services. - Become a city which values lifelong learning and knowledge. - Provide quality education. - Support skills and development and provide incentives for employers. - Promote multi use of facilities and services. - Facilitate a safe and caring community.	The Planning Proposal is generally consistent with this theme of Albury 2030 as future development of this land will only have an indirect impact upon the population growth and consequently investment in community facilities and services. There are no specific strategic actions relevant to this Planning Proposal.
Theme No. 4 – A Leading Community - Promote strong government and regional networks - Empower the community to contribute to the future direction of the city and providing inclusive decision making processes - Develop strategies to allow young people to contribute to the city's future - Council consult with the community on all major changes that will affect them.	The Planning Proposal is generally consistent with this theme of Albury 2030 as future development of this land in terms of rezoning and subsequent detailed development, will be subject to notification and consultation. More specifically, the proposal consistent with the following strategic actions: 4.1 A central communication resource, 4.2 Community engagement strategies and 4.3 Evaluate ongoing effectiveness of community strategy. The proposal, by way of this Planning Proposal and subsequent exhibition processes, will provide adequate communication to the surrounding community of changes affecting this area of Albury.

The other local strategic plan with an influence on the Planning Proposal is the ALUS, which has already been addressed in Section 4.1 of this report.

Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

There are a number of State Environmental Planning Policies (SEPP's) relevant to the Planning Proposal.

Table 4.4 - Consistency with relevant State Environmental Planning Policies

	SEPP Title	Applicable to Planning Proposal	Assessment
1	Development Standards	No, does not apply to Albury LGA since gazettal of ALEP.	
4	Development without consent & Miscellaneous Exempt & Complying Development	No, does not apply to Albury LGA since gazettal of ALEP.	
6	Number of Storeys in a Building	Not applicable to this proposal.	
14	Coastal Wetlands	No, does not apply to the Albury LGA	
15	Rural Landsharing Communities	No, does not apply to the Albury LGA	
19	Bushland in Urban Areas	No, does not apply to the Albury LGA	
21	Caravan Parks	Not applicable to this proposal.	
22	Shops & Commercial Premises	Not applicable to this proposal.	
26	Littoral Rainforests	No, does not apply to the Albury LGA	
29	Western Sydney Recreation Area	No, does not apply to the Albury LGA	
30	Intensive Agriculture	Not applicable to this proposal.	
32	Urban Consolidation (Redevelopment of Urban Land)	Not applicable (applies to urban land only)	
33	Hazardous & Offensive Development	No, applies to development matters.	
36	Manufactured Home Estate	Not applicable to this proposal.	

	SEPP Title	Applicable to Planning Proposal	Assessment
39	Spit Island Bird Habitat	No, does not apply to the Albury LGA	
41	Casino Entertainment Complex	No, does not apply to the Albury LGA	
44	Koala Habitat Protection	Not applicable. Only applies to part of the Albury LGA (former Hume Shire LGA).	
47	Moore Park Showground	No, does not apply to the Albury LGA	
50	Canal Estate Development	Not applicable to this proposal.	
52	Farm Dams and Other Works in Land and Water Management Plan Areas	No, does not apply to the Albury LGA	
53	Metropolitan Residential Development	No, does not apply to the Albury LGA	
55	Remediation of Land	Yes, as Council needs to assess the potential contamination of the land having regard for its proposed use.	The subject land is currently zoned R2, which is a residential zone. It can be assumed from this zoning that Council is satisfied that it can be developed for residential purposes (i.e. there is no potential contamination). In addition, the Planning Proposal seeks to have the land zoned for industrial purposes, which is a less sensitive land use than residential and requires less consideration of potential contamination. It is noted the Local Environmental Study undertaken for the rezoning of an area including the subject land to residential in 2001 concluded: <i>There is no visual or anecdotal evidence to suggest that any part of the study area is contaminated through the historical use of the land for agriculture. The use of the land for grazing would indicate that the likelihood of contamination from this source is extremely low. However, two areas have been identified within the Study area as worthy of more detailed investigation at the subdivision stage. These areas relate to where infrastructure is or has been evident on the land.</i> The two areas referred to as worthy of further investigation are not located within the subject land.

	SEPP Title	Applicable to Planning Proposal	Assessment
59	Central Western Sydney Regional Open Space and Residential	No, does not apply to the Albury LGA	
60	Exempt & Complying Development	No, applies to development matters.	
62	Sustainable Aquaculture	No, applies to development matters.	
64	Advertising & Signage	Not applicable to this proposal.	
65	Design Quality of Residential Flat Development	Not applicable to this proposal.	
70	Affordable Housing (Revised Schemes)	No, does not apply to the Albury LGA	
71	Coastal Protection	No, does not apply to the Albury LGA	
	Affordable Rental Housing 2009	Not applicable to this proposal.	
	Building Sustainability Index: (BASIX) 2004	Not applicable to this proposal.	
	Exempt & Complying Development Codes 2008	Not applicable to this proposal.	
	Housing for Seniors & People with a Disability 2004	Not applicable to this proposal.	
	Infrastructure 2007	No, applies to development matters.	Development for the purposes of a telecommunications facility does not require consent in any zone courtesy of this SEPP. Consequently the change in zoning for small Lot 1 in DP 107393 containing the Telstra facility has no effect.
	Kosciuszko National Park – Alpine Resorts 2007	No, does not apply to the Albury LGA	
	Major Development 2005	Not applicable to this proposal.	

SEPP Title	Applicable to Planning Proposal	Assessment
Mining, Petroleum Production & Extractive Industries 2007	Not applicable to this proposal.	
Rural Lands 2008	Not applicable to this proposal.	
Sydney Region Growth Centres 2006	No, does not apply to the Albury LGA	
Temporary Structures 2007	Not applicable to this proposal.	
Western Sydney Employment Area 2009	No, does not apply to the Albury LGA	
Murray Regional Environmental Plan No. 2 – Riverine Land	Not applicable to the land to which this proposal relates.	

Is the Planning Proposal consistent with applicable Ministerial Directions (S.117 Directions)?

Section 117 of the EP&A Act provides for the Minister for Planning to give directions to Councils regarding the principles, aims, objectives or policies to be achieved or given effect to in the preparation of draft LEPs. A Planning Proposal needs to be consistent with the requirements of the Direction but can be inconsistent if justified using the criteria stipulated such as a Local Environmental Study or the proposal is of “*minor significance*”. An assessment of the Planning Proposal against the requirements of the S117 Directions is undertaken in Table 4.5.

Table 4.5 - Consistency with Section 117 Directions

No.	Direction Title	Applicable to Planning Proposal	Consistency
1. Employment and Resources			
1.1	Business & Industrial Zones	Yes, as the proposal will rezone the land to an Industrial zone.	The Planning Proposal will support the provision of additional industrial land in Albury, without impacting upon the viability of other industrial land releases. The proposal will further diversify the availability of industrial land in Albury that is highly accessible to the Hume Freeway. This Direction also seeks to ensure that existing lands are retained for that purpose and that the total potential floor space of industrial areas is not reduced. However, it further requires that <i>proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.</i> As previously noted, the land is indirectly supported by the ALUS and other strategies for rezoning to industrial. In addition the proposal is of minor significance having regard for the relatively small area of land to be rezoned and its location adjacent to other industrially zoned land insofar as adjoining/adjacent land in Springdale Heights being recognised as having industrial development opportunities.
1.2	Rural Zones	Not applicable	
1.3	Mining, Petroleum Production & Extractive Industries	Not applicable	
1.4	Oyster Aquaculture	Not applicable	
1.5	Rural Lands	Not applicable	
2. Environment and Heritage			
2.1	Environmental Protection Zones	Not applicable	
2.2	Coastal Protection	No (does not apply to land in the Albury LGA)	
2.3	Heritage Conservation	Yes, applies to all Councils where a Planning Proposal is prepared	The Planning Proposal does not affect or alter any heritage items or heritage conservation areas or relevant controls contained in clause 5.10 of ALEP.

No.	Direction Title	Applicable to Planning Proposal	Consistency
2.4	Recreation Vehicle Areas	Not applicable	
3. Housing Infrastructure and Urban Development			
3.1	Residential Zones	Yes, because the proposal affects land proposed for residential development.	
3.2	Caravan Parks & Manufactured Home Estates	Not applicable	
3.3	Home Occupations	Not applicable	
3.4	Integrating Land Use and Transport	Yes, applies to any Planning Proposal which will create, alter or remove a zone or a provision relating to urban land.	The Direction requires that: (1) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001). The location of the site within a kilometre of a full interchange with the Hume Freeway, and in close proximity to walking and cycling trails along the freeway corridor, assists in efficiently facilitating transport by employees, suppliers and distributors. Public transport is available in Kaitlers Road, less than 500 metres to the south of the site. This service provides connections to the Albury CBD and Thurgoona. The location of the site is consistent with the objectives and principles of the Guidelines and Policy identified in this Direction.
3.5	Development Near Licensed Aerodromes	Not applicable	Not applicable
3.6	Shooting Ranges	Not applicable	Not applicable
4. Hazard and Risk			
4.1	Acid Sulphate Soils	No (does not apply to land in the Albury LGA)	Not applicable

No.	Direction Title	Applicable to Planning Proposal	Consistency
4.2	Mine Subsidence & Unstable Land	No (does not apply to land in the Albury LGA)	Not applicable
4.3	Flood Prone Land	Not applicable as the land is not flood prone.	
4.4	Planning for Bushfire Protection	Yes because the northern boundary of the subject land is within the vegetation buffer of the Albury Bushfire Prone Land Map.	The proposal is inconsistent with this Direction to the extent that the LEP giving effect to the rezoning will not include provisions relating to fire fighting and hazards as these are non-existent within the ALEP. Consideration of Asset Protection Zones and other preventative measures are matters for future development applications as they will depend on the type of development proposed. Buffers and the like cannot be determined at the zoning stage of industrial development because of the vast range of industrial development. Compliance with this Direction can be achieved through referral of the Planning Proposal to the NSW Rural Fire Service.
1. Regional Planning			
5.1	Implementation of Regional Strategies	No (there is no adopted regional strategy applicable to the Albury LGA)	See Section 4.2 and Table 4.2 above.
5.2	Sydney Drinking Water Catchment	No (does not apply to the Albury LGA)	
5.3	Farmland of State & Regional Significance on the NSW Far North Coast	No (does not apply to the Albury LGA)	
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	No (does not apply to the Albury LGA)	
5.5	Development in the Vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Not applicable. Revoked 18 June 2010	

No.	Direction Title	Applicable to Planning Proposal	Consistency
5.6	Sydney to Canberra Corridor	Not applicable. Revoked 10 July 2008.	
5.7	Central Coast	Not applicable. Revoked 10 July 2008.	
5.8	Second Sydney Airport: Badgerys Creek	No (does not apply to the Albury LGA)	
6.	Local Plan Making		
6.1	Approval and Referral Requirements	Yes	The Planning Proposal does not propose any additional provisions that will require referral of development applications to the Minister or any other public authority, over and above what is already required.
6.2	Reserving Land for Public Purposes	Not applicable	
6.3	Site Specific Provisions	Not applicable	
7.	Metropolitan Planning		
7.1	Implementation of Metropolitan Strategy	Not applicable	

3.3. Environmental, Social & Economic Impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposal will not result in any disturbance of habitat areas or natural features of the area because it relates to the rezoning of a land that is devoid of natural habitat. The land to be rezoned has been subject to ongoing agricultural activity for possibly more than 100 years.

Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

There are few environmental effects anticipated as a result of the Planning Proposal. Land adjoining to the north features remnant vegetation and is zoned E3 as a consequence. The development of the subject land will need to have consideration at this interface, particularly if the type of activity could have a negative impact on this native habitat (e.g. through noise).

How has the Planning Proposal adequately addressed any social and economic effects?

The social and economic benefits of the Planning Proposal are considered to be positive (see assessment earlier in the report). The Planning Proposal relates to provision of well located, serviceable urban land for industrial uses. This is the largest employment sector in this region and the Planning Proposal represents an opportunity to create more employment generating development. It is also noted that there are few vacant industrial sites available in this industrial precinct centred on the intersection of Kaitlers and Wagga Roads, being located so close to interstate transport networks, represents an ideal opportunity to provide industrial land which is proximate to the Albury-Wodonga urban area and population.

Economic assessment of industrial land in Albury generally has been undertaken as part of the *East Albury Industrial Master Plan*. The assessment identifies that there is presently 10 years supply of industrial zoned land in Albury, based on sales figures for the five year period to 2011/2012. A 10 year supply represents the preferred supply rate for Albury City. The recent sales history is considered to be low given the impact of the GFC, and as such forecast demand for industrial lots has been estimated at approximately 15 lots per year, meaning that additional land will be required to provide appropriate supply of industrial land.

At present, industrial land is predominantly contained within several estate environs, being Airport Industrial Estate (East Albury), Airside North (Thurgoona/East Albury) and Nexus (Ettamogah). The subject land will offer further choice of industrial land location in Albury. The provision of greater variety and choice is considered to be a significant factor in ensuring opportunities for diversification of industrial activities and providing opportunities for attracting new industrial activities to Albury.

The majority of current industrial land in Albury is generally associated with the airport (i.e. Airport Industrial and Airside North), or rail freight (Nexus). As such, the proximity and visibility of the subject land from the Hume Freeway provides a clear point of difference to other industrial land and allows Albury to offer differing industrial land opportunities.

The social and economic effects of the Planning Proposal are considered to be entirely positive.

3.4. State & Commonwealth interests

Is there adequate public infrastructure for the Planning Proposal?

Yes, the site can be provided with all required urban infrastructure and this is confirmed by the attached Infrastructure Report (notwithstanding that water and sewer are provided by Council and not a State government agency).

What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Having regard for the circumstances of the subject land and nature of the Planning Proposal, it is anticipated that public authority consultation will be required with:

- NSW Roads & Maritime Service
- NSW Rural Fire Service
- NSW Department of Trade & Investment (Crown Lands)

It is acknowledged that the Gateway determination may specify consultation with other public authorities.

4 MAPS

The following maps assist in determining the context of the subject land and its current zoning and minimum lot size.

Whilst LEP Maps have not been prepared to date, mapping and other information provided in support of this Planning Proposal clearly and accurately identify at an appropriate scale, relevant aspects of the proposal including; the subject land, current zoning, current development standards and the extent of any proposed zoning and development standards to enable an assessment for Gateway determination purposes. Proper LEP Maps (consistent with DoPI Standard Technical Requirements) will be prepared, prior to exhibition, to support further community consultation.

Figure 7 –Aerial view showing features of the subject land and surrounds (Source: SIX Maps)



Figure 8 –Map view of the subject land and surrounds (Source: SIX Maps)

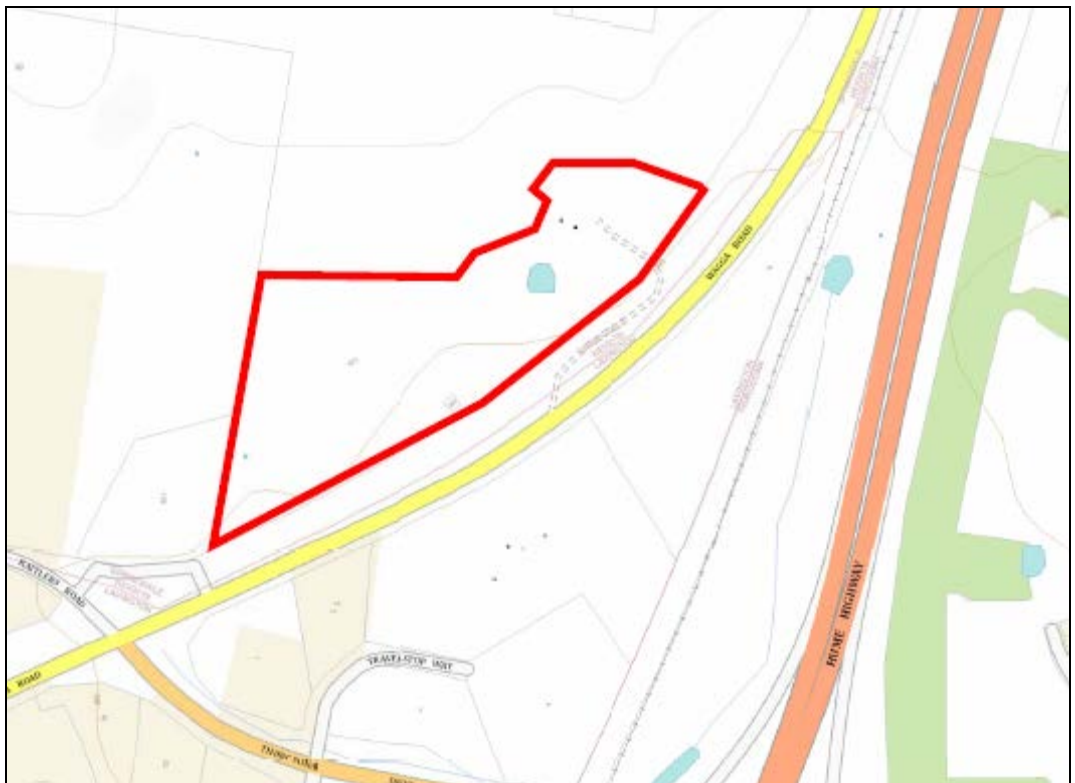


Figure 9 –Current zoning of the subject land and location of major development

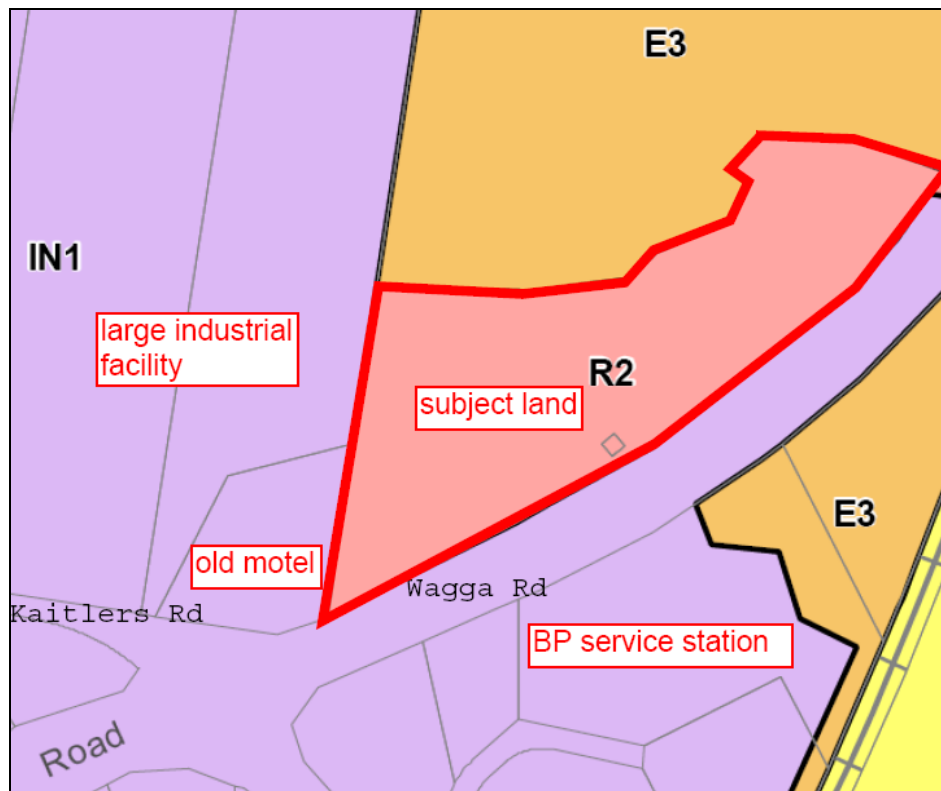
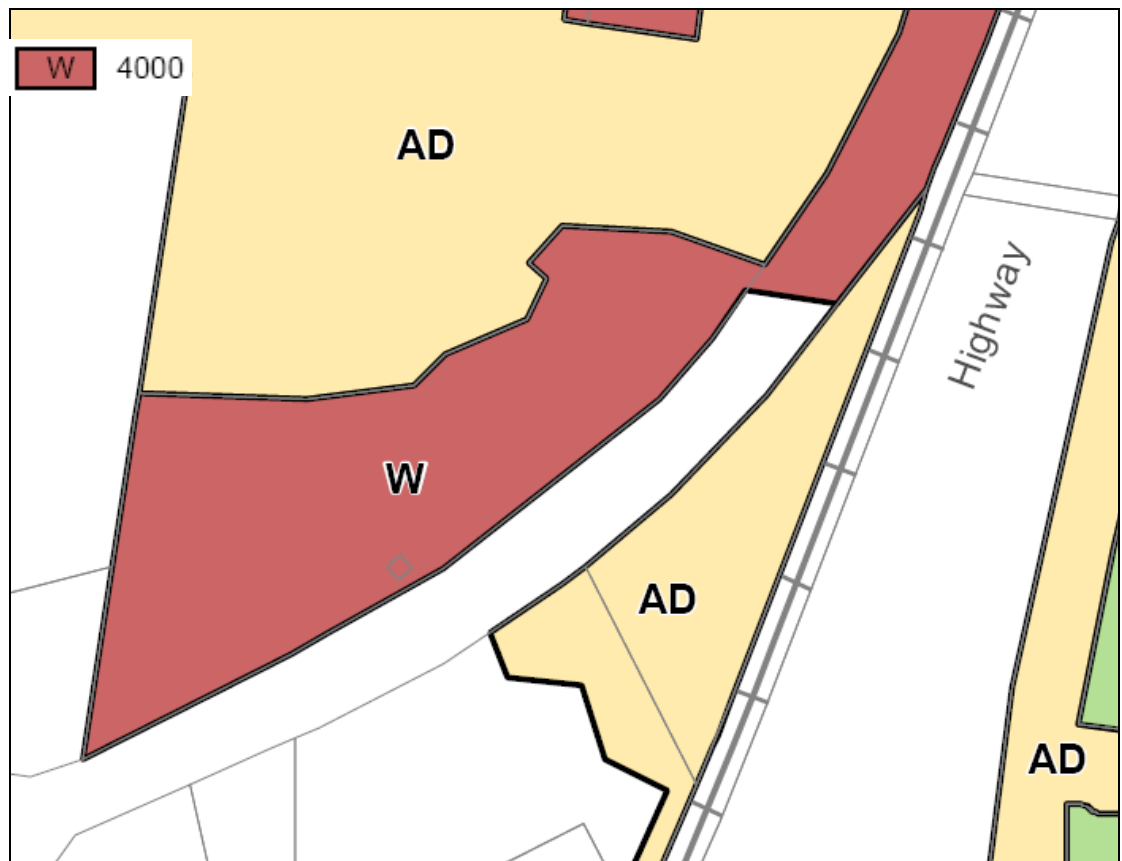


Figure 10 –Current Minimum Lot Size Map for the subject land



5 COMMUNITY CONSULTATION

The Planning Proposal will be subject to public exhibition and agency consultation as part of the Gateway process. The gateway determination will specify the community consultation that must be undertaken on the planning proposal. As such, the exact consultation requirements will be determined upon receipt of the gateway determination.

This Planning Proposal is considered to be on a minor scale given it will result in only a relatively small area of land being rezoned for industry. As such, the proposal will be exhibited for a period of 28 days in accordance with the requirements of section 57 of the EP&A Act and the NSW Department of Planning's: *A guide to preparing local environmental plans* (April 2013).

At a minimum, the future consultation process is expected to be in accordance with the consultation requirements set out the Department's guide, being:

- written notification to adjoining and surrounding landowners who may be directly or indirectly impacted by the proposed development, with a minimum notification period of 28 days;
- consultation with relevant Government Departments and agencies, service providers and other key stakeholders, as determined in the gateway determination;
- public notices to be provided in local media, including in a local newspaper and on Councils' website;
- static displays of the Planning Proposal and supporting material in Council public buildings, including (at a minimum) the Albury City Administration Building and the Albury Library Museum;
- electronically available via Albury City's website including provision for electronic submissions; and
- electronic copies of all documentation being made available to the community free of charge.

At the conclusion of the notification and public exhibition period Council staff will consider submissions made with respect to the Planning Proposal and prepare a report to Council.

It is considered unlikely that a Public Hearing will be required for the proposal although this can't be conformed until after the exhibition/notification process has been completed.

6 PROJECT TIMELINE

The project timeline for the planning proposal is as follows. There are many factors that can influence compliance with the timeframe including the cycle of Council meetings, consequences of agency consultation and consequences of public exhibition. Consequently the timeframe should be regarded as indicative only.

Milestone	Date/timeframe
<i>Anticipated commencement date (date of Gateway determination)</i>	September 2013
<i>Anticipated timeframe for the completion of required studies</i>	2 months from Gateway determination
<i>Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)</i>	2 months from Gateway
<i>Commencement and completion dates for</i>	Commence 3 months from Gateway

<i>public exhibition period</i>	determination and complete 1 week after commencement
<i>Dates for public hearing (if required)</i>	Within 2 weeks of public exhibition completion
<i>Timeframe for consideration of submissions</i>	2 weeks following completion of exhibition
<i>Timeframe for the consideration of a proposal post exhibition</i>	1 month following completion of exhibition
<i>Anticipated date RPA will make the plan (if delegated)</i>	2 weeks following consideration of proposal
<i>Anticipated date RPA will forward to the department for notification (if delegated).</i>	1 month following consideration of proposal

CONCLUSION

The subject land is ideally located for urban industrial development, being situated adjacent to other land zoned for industry and developed for that purpose. The subject land has extensive frontage to a major arterial road and excellent access to a full interchange on the Hume Freeway. The supporting documentation demonstrates that the land can be serviced with all urban infrastructure and there are no environmental constraints.

In conclusion, the Planning Proposal is worthy of support and will deliver a net positive social and economic benefit for the Albury community.

Appendix A

Infrastructure Assessment



July 2013

Infrastructure Assessment Report for 423 Wagga Road, Springdale Heights – Lot 108 DP 1146428.

This report has been prepared to demonstrate that the services of reticulated water and sewerage to the subject site will accommodate the proposed uses of the proposed industrial land.

Capacity of reticulated services

Reticulated water is located in Kaitlers Road along the northern side, with the existing water main size being a 100mm dia AC main. An extension of this water main is proposed along a similar offset to the existing main to the north western corner of the subject site. It is proposed to extend the water main as a 150mm dia. main for approximately 200m. Refer to plan on page 4 for details.

An existing sewerage main is located in Thurgoona Drive along the northern side approximately 500m south of Wagga Road/Thurgoona Drive intersection. The existing sewerage manhole has a depth of 2.220m. It is proposed to construct a new manhole on this existing sewerage main and extend a new sewerage main along Thurgoona Drive, underbore Wagga Road and construct the new sewerage main along the northern side of Wagga Road to the south western corner of the subject site. The proposed sewerage main will be extended as a 150mm dia main. Refer to plan on page 4 for details of proposed sewerage main extension.

Costs of reticulated services

The water main extension is proposed to be extended in a 150mm diameter main to service the future industrial development. The length of the proposed water main extension is 200m. Refer to Table 1. below for details on the cost of water mains.



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Ron Emptage & Associates Pty Ltd ABN 42 632 289 540 – Trading as SJE Consulting

E-Mail: consulting@sjc.com.au

Website: www.sjc.com.au

The estimated cost to extend the sewerage main from Thurgoona Drive to the south western corner of the proposed industrial subdivision, approximately 350m in length is shown below, refer Table 1.

TYPE OF SERVICE	SIZE OF SERVICE	COST \$/ m	LENGTH OF SERVICE	TOTAL COST \$
Water main	150 mm dia.	\$130/m	200m	\$26,000
Sewerage main	150 mm dia.	\$155/m	350m	\$55,000

Table 1. – Costs for reticulated services.

Proposed Subdivision Layout Options

Three layout options are proposed for the subject site which include;

- Option 1 – One (1) large industrial lot.
- Option 2 – Ten (10) lot industrial subdivision.
- Option 3 – Twenty six (26) lot industrial subdivision.

Refer to pages 4, 5, 6 and 7 for proposed subdivision layout options.

The entrance location shown on the plans provides the best option for safe sight distance and area for construction of right and left turn treatments as required, subject to RTA approval.

Servicing Proposed Layout Options with Water and Sewerage Mains

Sewerage

In accordance with Albury City Council's Engineering Guidelines the minimum grade of the sewerage main servicing Option 1, a single lot, would need to be at 1 in 80. This grade can be achieved with sufficient cover over the main at the south western corner of the subject site. Full command of the lot may not be achieved. A full feature and level survey will allow the extent of the command to be determined.

For Option 2 the minimum grade of the sewerage main is 1 in 120. This grade can be achieved for the proposed ten (10) lot industrial subdivision. Refer plan on Page 5 & 6.

For Option 3 the minimum grade required for the sewerage main is 1 in 150. This grade can be achieved for the proposed twenty six (26) lot industrial subdivision. Refer plan on Page 7 including proposed internal sewerage main layout.

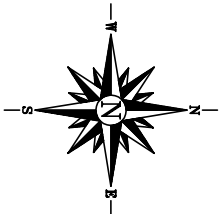
The proposed grades for the sewer are subject to detailed design including location of trees and the on site location of all underground services.

Water

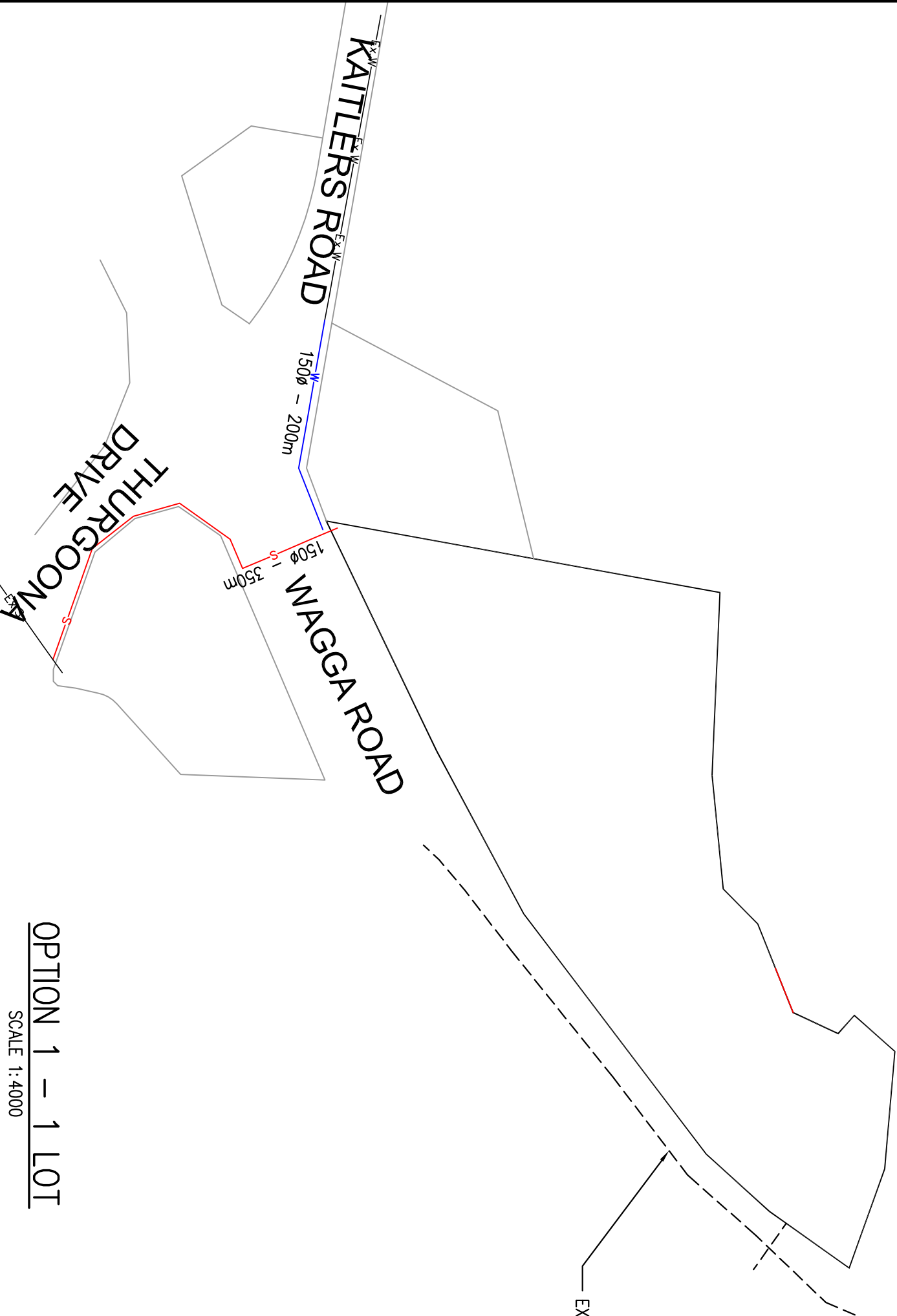
The three layout options for the subject site are proposed to be serviced with a 150mm dia. water main extended to the south western corner of the site and further extended to suit the subdivision layout option chosen.

For Option 2 the water main will be extended and located at the front of the proposed lots in conjunction with the construction of the roadway to service the industrial subdivision.

For Option 3 the proposed water main will be extended along to the proposed entrance road for access into the twenty six lot subdivision with the internal water main layout shown as per Albury City Council Engineering guidelines.



NOTE:
ACCESS – LOCATION OF SITE ACCESS
TO BE DETERMINED WHEN
USE OF LAND IS ESTABLISHED



FOR PLANNING ONLY

OPTION 1 – 1 LOT

SCALE 1: 4000

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CLIENT:
HABITAT PLANNING

A	ISSUE FOR COMMENTS	06/03/13	MD
REV.	AMENDMENTS	DATE	INIT.



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PROJECT REFERENCE: **60476**

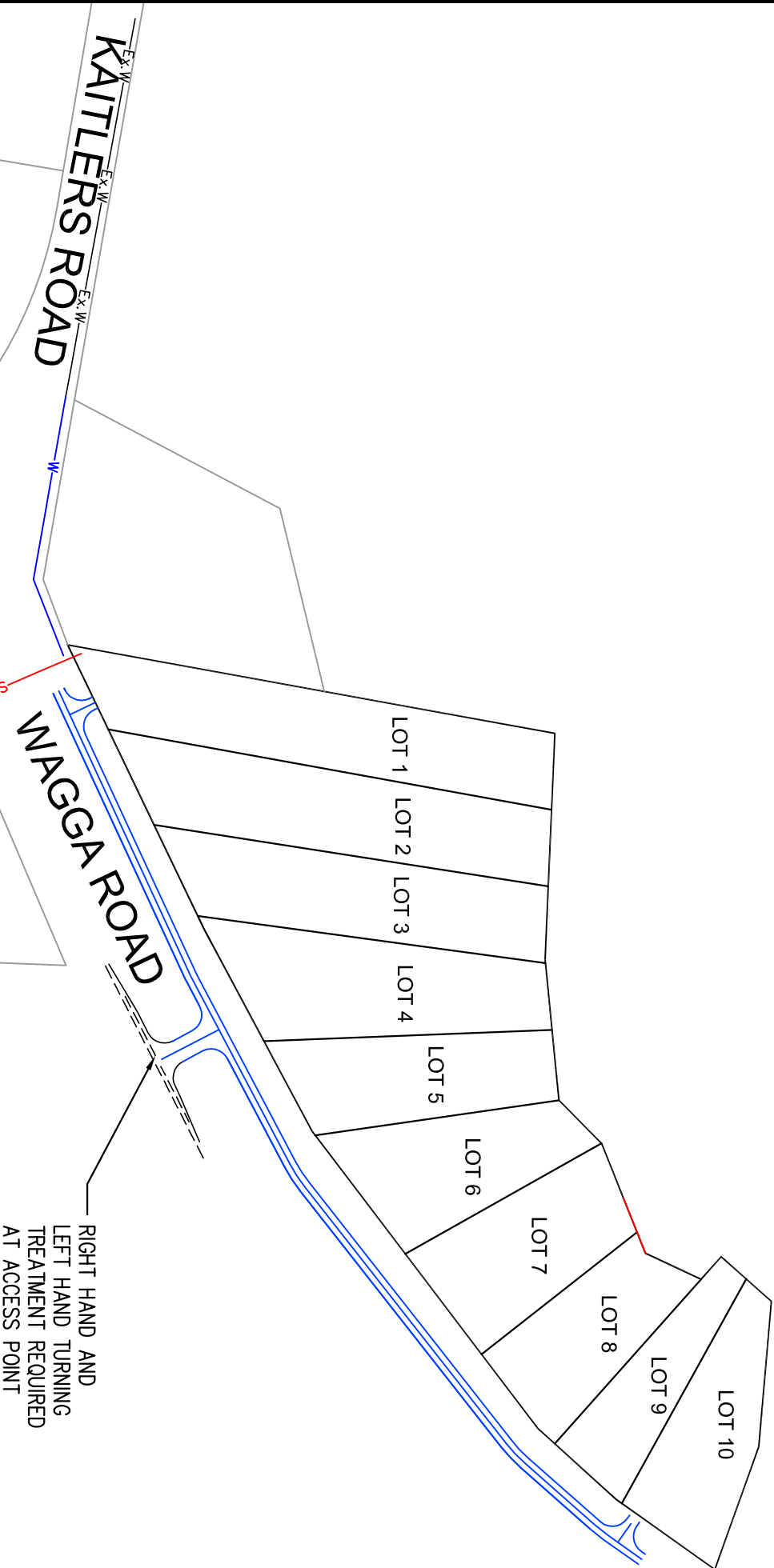
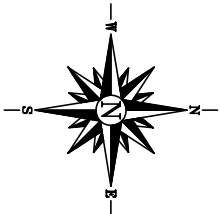
PRINTED : 06/03/2013 BY: MARK DUNLOP

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OPTION 1
PROPOSED LOT LAYOUT - 1 LOT
423 WAGGA ROAD
SPRINGDALE HEIGHTS, 2641

DESIGN: CHRISTIE FISHER
DRAWN: MARK DUNLOP
CHECKED: SHEET: 1 OF 4

DRAWING NO. **60476-C01** REVISION **A**



NOTE:
EXTERNAL ACCESS – UTILISE EXISTING TRACK
ALIGNMENT. FORMALISE
AS A ROAD WITH TURNING
T-HEAD AT EITHER END

FOR PLANNING ONLY

OPTION 2 – 10 LOTS

SCALE 1:4000

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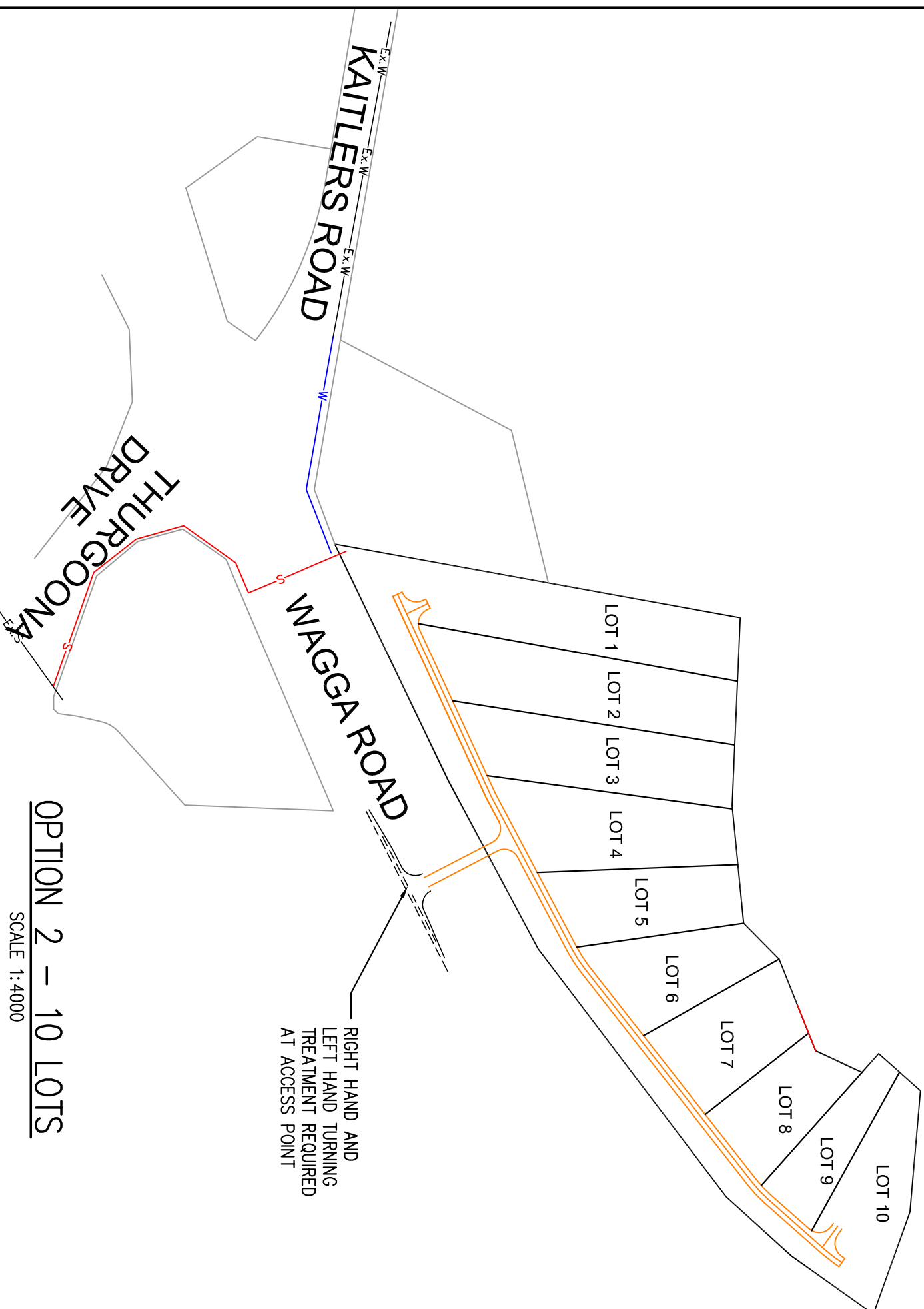
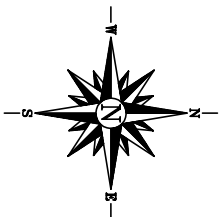
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**OPTION 2 - EXTERNAL ACCESS
PROPOSED LOT LAYOUT - 10 LOTS
423 WAGGA ROAD
SPRINGDALE HEIGHTS, 2641**

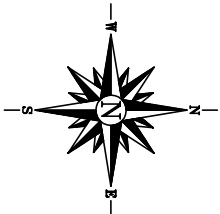
DESIGN: CHRISTIE FISHER	DRAWN: MARK DUNLOP	DRAWING NO. 60476-C02	REVISION A
CHECKED:	SHEET: 2 OF 4		



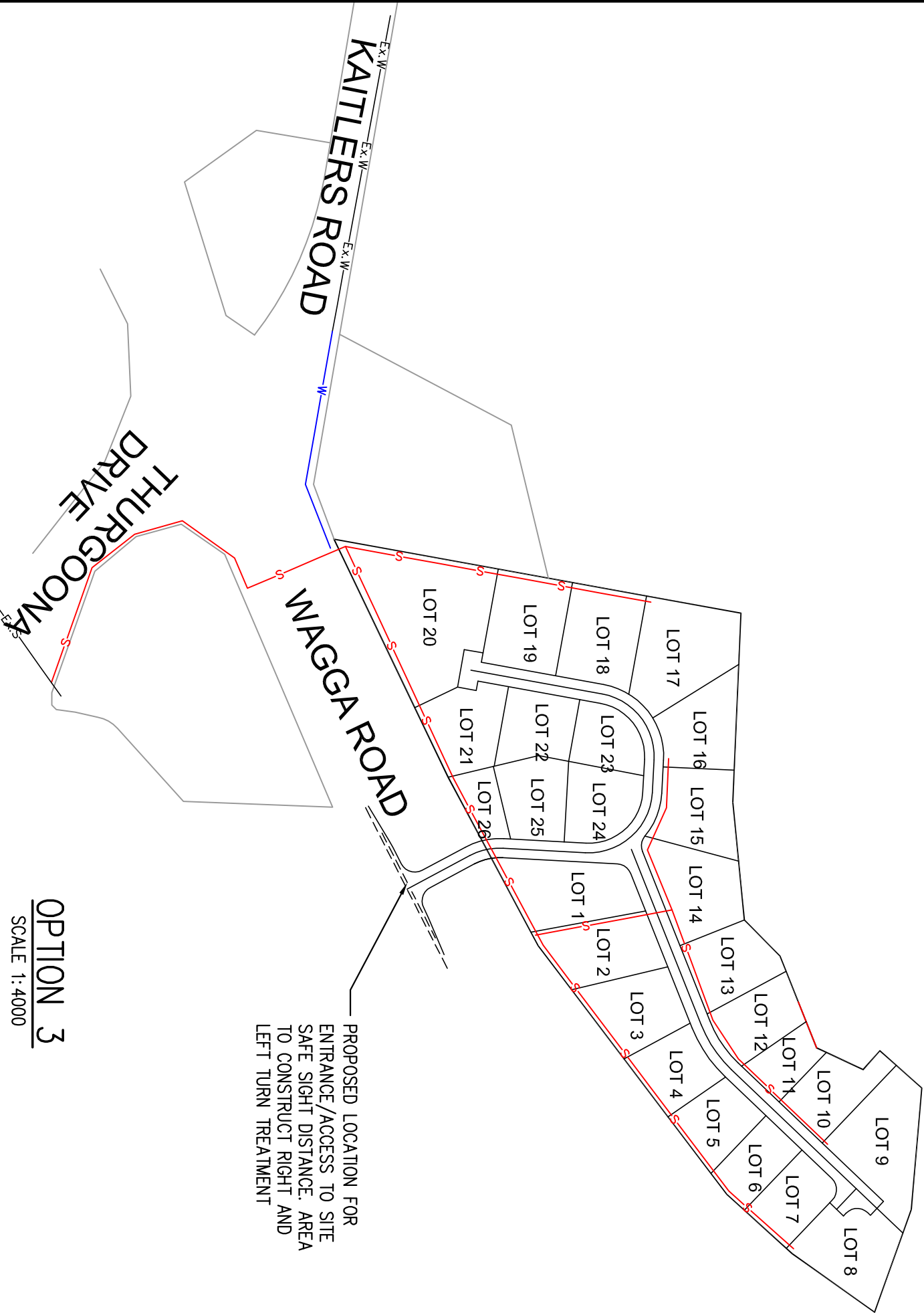
NOTE:
INTERNAL ACCESS – ROAD RESERVE IS HEAVILY
TREED. CONSTRUCT NEW
ROAD ALONG INSIDE FRONT
OF LOTS WITH A T-HEAD
AT EITHER ENDS

FOR PLANNING ONLY

[illegible]



NOTE:
26 LOTS
20m ROAD RESERVE
—S— SEWER LAYOUT



FOR PLANNING ONLY

OPTION 3
SCALE 1:4000

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PROJECT REFERENCE: **60476** PRINTED : 06/03/2013 BY: MARK DUNLOP

A3

OPTION 3
PROPOSED LOT LAYOUT
423 WAGGA ROAD
SPRINGDALE HEIGHTS, 2641

DESIGN: CHRISTIE FISHER	DRAWN: MARK DUNLOP	DRAWING NO.	REVISION
CHECKED:	SHEET: 4 OF 4	60476-C04	A

Appendix B

Draft Murray Regional Strategy – Sustainability Assessment

Aims	Response
1. <i>Infrastructure provisions</i>	
Mechanisms in place to ensure utilities, transport, open space and communications are provided in a timely and efficient way.	As discussed in Table 4.2 of the report, the proposal is considered to be consistent with the draft Strategy, and relevant directions. The site is located adjacent to established urban development, which ensures that the land can be provided with all required urban infrastructure (see separate Infrastructure Report at Appendix 'A'). Consultation with Council's engineers has confirmed that the existing infrastructure is generally adequate, however that the future development of the land may require upgrading and/or augmentation of some infrastructure provisions.
2. <i>Access</i>	
Accessible transport options for efficient and sustainable travel between homes, jobs, services and recreation to existing or provided.	In this instance, accessibility to the site for industrial activities and the like is considered to be of most significance, given the intended future zoning. The subject land is located directly adjacent to the former Hume Highway, and is highly accessible from the new Hume Freeway via the Thurgoona Drive full diamond interchange and existing urban roads. The land is also accessible to the broader Albury-Wodonga via this freeway and Wagga Road.
3. <i>Housing diversity</i>	
Provide a range of housing choices to ensure a broad population can be housed.	Not relevant as the proposal does not involve residential development.
4. <i>Employment lands</i>	
Provide regional/local employment opportunities to support the Murray Region's expanding role in the wider regional and NSW economies.	The proposal responds to the draft Strategy which states: <i>A significant proportion of new employment land will be required in the Albury area, supporting its role as a major regional centre.</i> The draft Strategy recognises the need for appropriately located employment lands, as well as a quantum supply to cater for economic growth, whilst protecting sensitive environmental lands, water resources and the Murray River system. Further, it also recognises Albury's significant economic strengths, including proximity to Melbourne, significant national transport infrastructure and opportunities for logistics and distribution due to having a highly accessible location. The proposal will offer further choice of industrial land in Albury in a parcel that could accommodate a broad range of industrial activities. Assessment of industrial land in Albury generally has identified that there is presently 10 years supply of industrial zoned land in Albury, based on sales figures for the five year period to 2011/2012. A 10 year supply represents the preferred supply rate for Albury City. The recent sales history is considered to be low given the impact of the GFC, and as such forecast demand for industrial lots has been estimated at approximately 15 lots per year, meaning that additional land will be required to provide appropriate supply of industrial land. The addition of this land to the industrial land supply of Albury is considered to ensure Albury can meet the preferred industrial land supply and employment rates.

Aims	Response
5. <i>Avoidance of risk</i> Land use conflicts, and risk to human health and life, avoided.	It is not expected that the proposal will result in any significant land use conflicts, given the area is already largely used for industry or industry compatible land uses.
6. <i>Natural resources</i> Natural resource limits not exceeded/environmental footprint minimised.	There are no known natural resources within the subject land.
7. <i>Environmental protection</i> Protect and enhance biodiversity, air quality, heritage and waterway health.	The proposal will not result in any disturbance of habitat areas or natural features of the area because it relates to the rezoning of a significantly altered site within an urban area. Future development of the land for both subdivision and individual development of allotments will also require additional consideration by Council, subject to the particular activities proposed and their specific functions.
8. <i>Quality and equity in services</i> Quality health, education, legal, recreational, cultural and community development and other Government services are accessible.	Not considered to be relevant as the land is proposed for industrial activities.