

LOCKHART SHIRE COUNCIL

RURAL SETTLEMENT AND INDUSTRIAL LAND REZONING



Agribusiness and
Environmental Solutions

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LOCKHART SHIRE COUNCIL

Rural Settlement and Industrial Land Rezoning Study

Submitted to: Lockhart Shire Council
PO Box 21
LOCKHART NSW 2656

Attention: Mr B Crawford
Director Environmental Services

Ph: 0269 205 305
Fx: 0269 205 247
Em: mail@lockhart.nsw.gov.au

Submitted by: Booth Associates Pty Ltd
Agribusiness & Environmental Consultants
PO Box 1458
Level 1
61 – 63 Yambil Street
GRIFFITH NSW 2680

Ph: 02 6964 9911
Fx: 02 6964 5440
Em: admin@boothassociates.com.au
Web: www.boothassociates.com.au
ABN: 79 095 414 065

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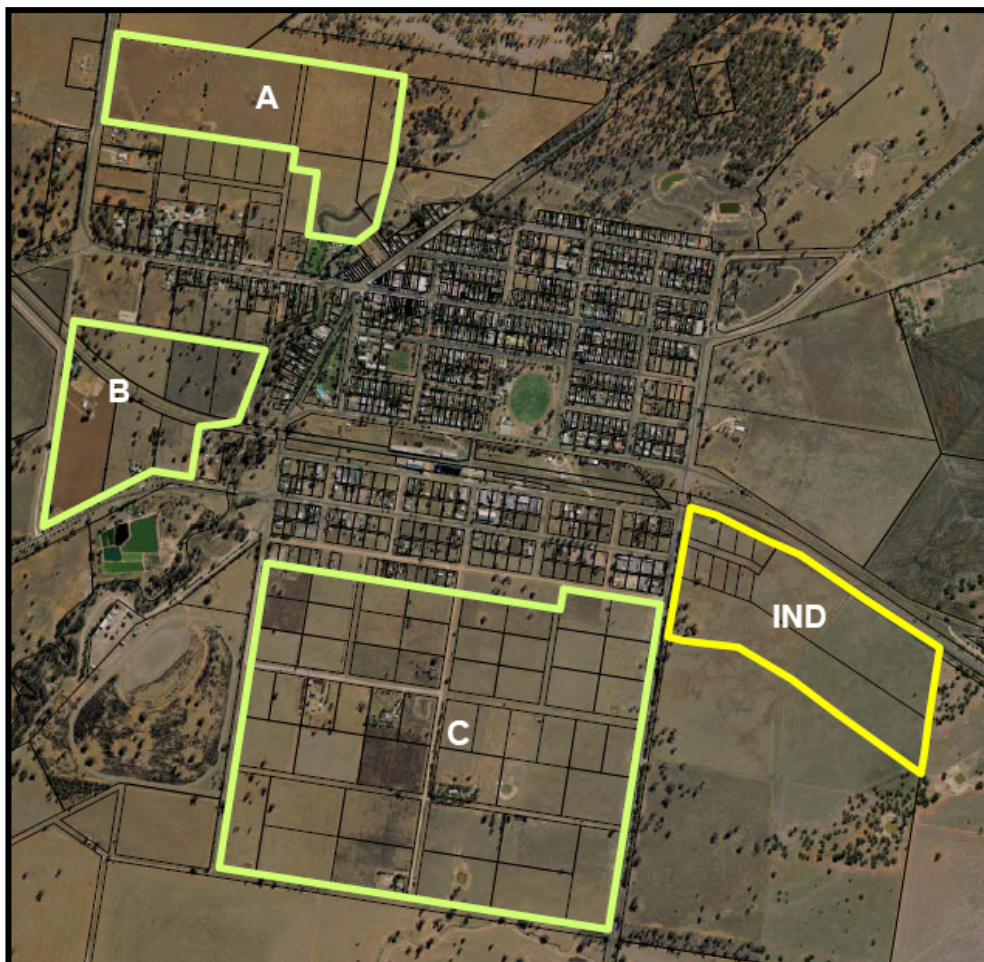
1.0 EXECUTIVE SUMMARY

This report has examined the need for and best location of Large Lot Residential (Rural Residential) and Industrial land at Lockhart and The Rock within the Lockhart Shire.

There is currently no large lot residential land at Lockhart and this report has recommended rezoning of three parcels of land located on the northern, western and southern edges of Lockhart as shown as areas A, B and C in Figure 1. The rezoning of part of these lands is subject to further consideration of flood affectation and proximity to the Lockhart sewage treatment plant.

There is no land zoned industrial at Lockhart, though a general industrial area has been established on rural land on the eastern side of Lockhart. This report has recommended the rezoning of that land and adjoining land as industrial as area IND Figure 1.

Figure 1: Lockhart Recommended Areas

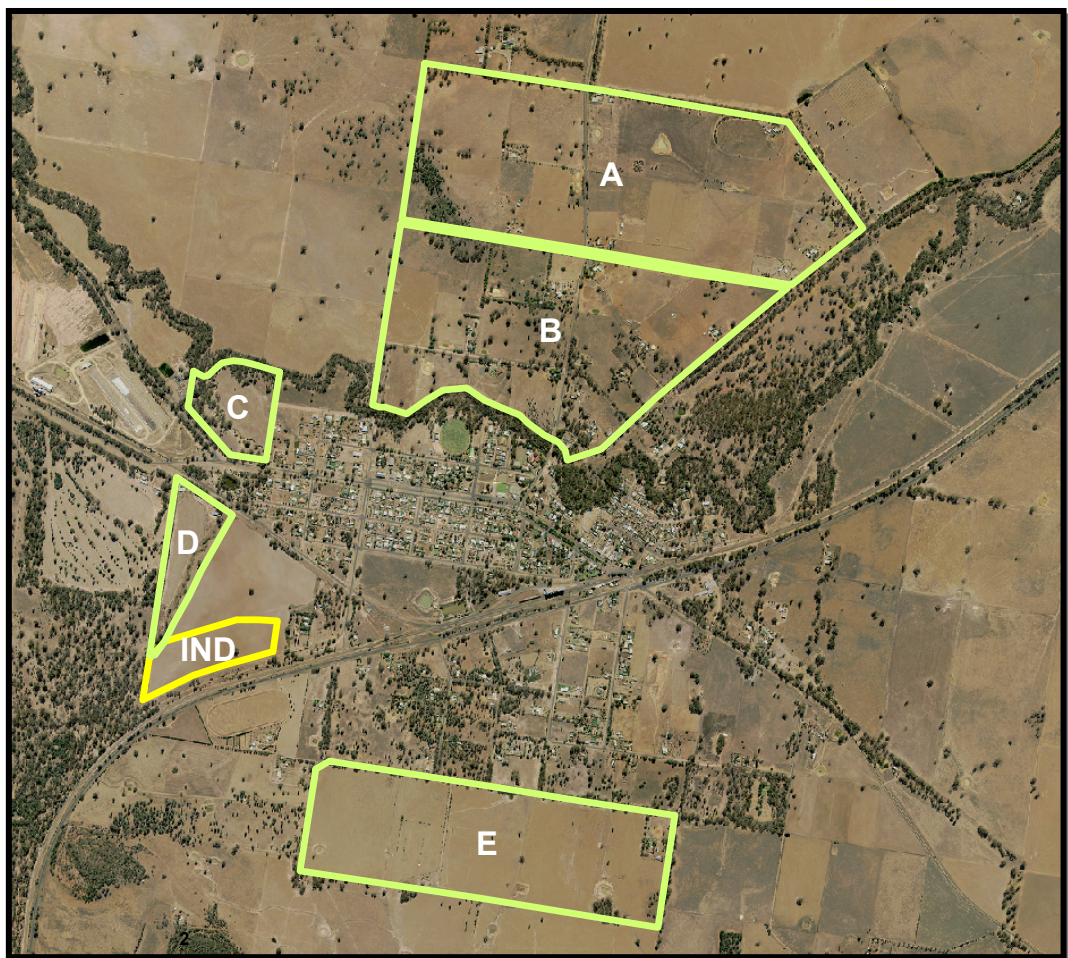


There is a large area presently zoned large lot residential on the northern side of The Rock. This area is marked as “A” and “B” in Figure 2. Council records show only two development applications for a dwelling have been approved for this area in the past 10 years. Given The Rock’s potential for growth driven by its location on the Olympic Way, close to the City of Wagga Wagga, this report has recommended:

- Altering the average lot size of part of the existing large lot residential area north of The Rock to allow subdivision but decrease the overall lot yield. This area is marked as “A” in Figure 1. No changes are proposed to the Large Lot Residential area marked as “B” in Figure 2; and
- Rezoning land to Large Lot Residential south of Burkes Creek and west of the township (marked as “C” in Figure 2), west of The Rock (next to the golf course and marked as “D” in Figure 2), and south of the Rock urban area (marked as “E” in Figure 2). The rezoning of part of the land west of the township is subject to further consideration of flood affectation and proximity to The Rock sewage treatment plant.

There is no land zoned Industrial at the Rock. This report has recommended the rezoning of land to light Industrial and General Industrial, west of The Rock as shown as area IND in Figure 2.

Figure 2: The Rock Recommended Areas



The basis for these recommendations is contained in the body of this report.

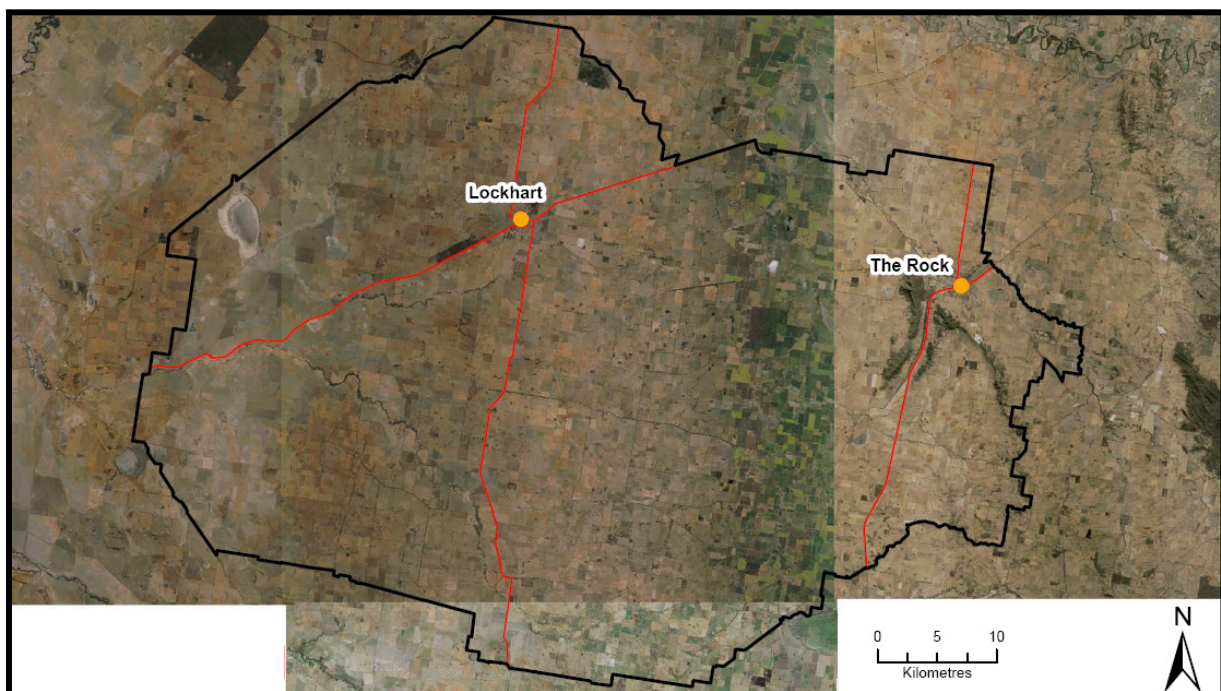
2.0 INTRODUCTION

Following the gazettal of Lockhart Shire's Local Environmental Plan (LEP) in 2012 Booth Associates were commissioned by the NSW Department of Planning and Infrastructure (the Department) and Lockhart Shire Council (the Council) in late 2012 to carry out a number of land use studies, including the subject of this report - a Rural Settlement Study and Industrial Land (Rezoning) review. These two studies were to particularly focus on the Shire townships of Lockhart and The Rock. A Rural Lands Study was also concurrently prepared by Booth Associates which looked at land zoned RU1 – Primary Production.

The Rural Settlement Study and Industrial Land Review was prepared in conjunction with town planning consultant Anthony Newland MPiA, Principal of Newland Planning and Development.

A map of the Lockhart Shire depicting the location of Lockhart and The Rock is included as Figure 3.

Figure 3: Rural Lands Lockhart



The Rural Settlement Study was to include a supply and demand analysis for each town, the identification of areas of existing land fragmentation and a physical constraints analysis to determine potential areas for large lot residential development, and the appropriateness of existing large lot residential zonings.

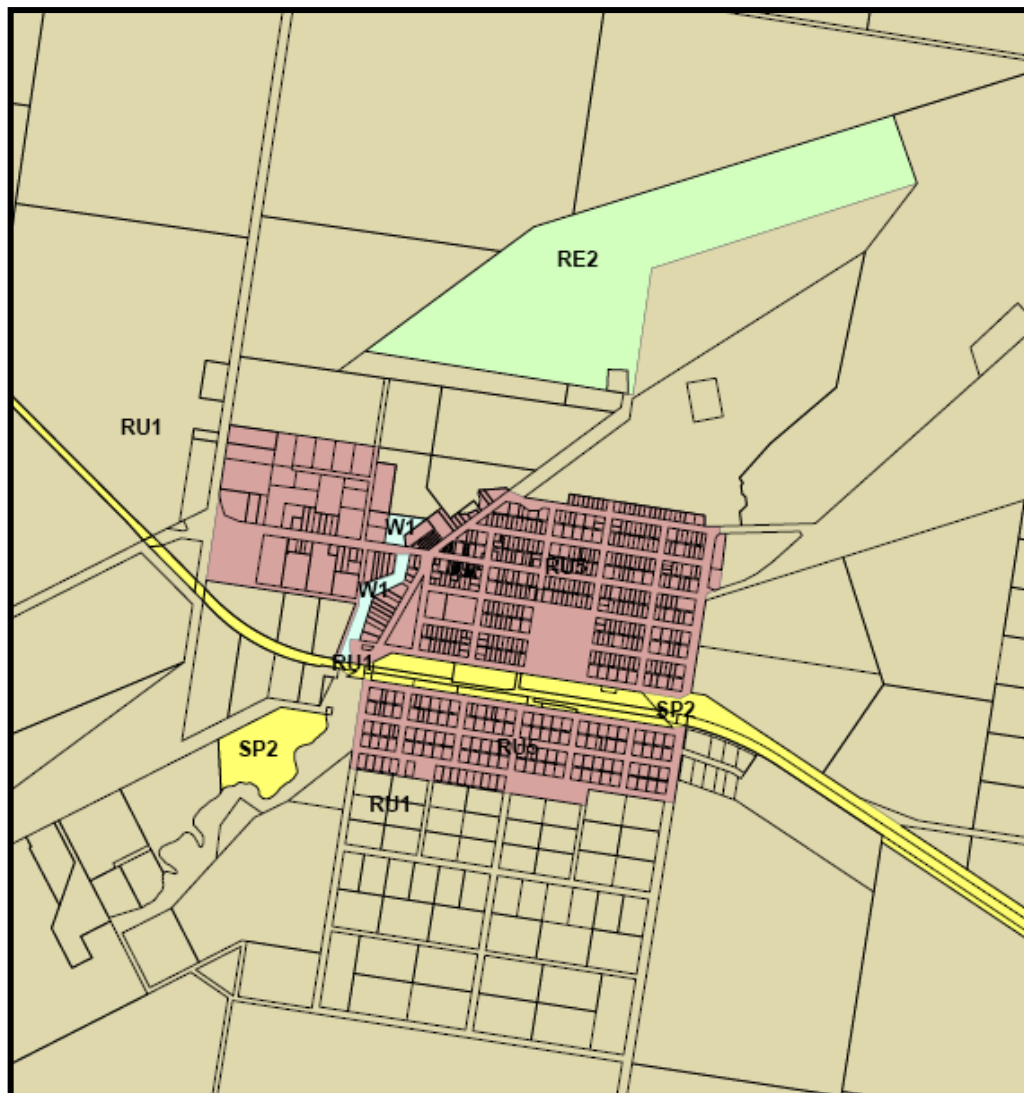
The Industrial Land review was to include a review of the existing general rural zoned industrial area adjacent to the town of Lockhart, and its potential zoning under the Shire's new Standard Instrument LEP 2012. The review was also to include a supply and demand analysis of industrial land at The Rock, a constraints analysis and recommendations for location of industrial land at The Rock if future or current demand is identified.

2.1 Profile of Lockhart Township

According to the 2011 Census, Lockhart had a population of 800 persons, a median age of 51, an average of 2.0 children per family and 216 families. Children aged 0 – 14 years made up 16.5% of the population and people aged 65 years and over made up 30.6% of the population.

In 2011 the town had 391 private dwellings with an average of 2.1 persons per dwelling. 89% of the private dwellings were occupied and 11% were unoccupied. 93% of occupied private dwellings were separate detached houses, with 3% flats or units. Less than 20% of houses had one or two bedrooms, 51% had three bedrooms and 24% had four or more bedrooms.

Figure 4: Lockhart Urban Centre





Approximately 63% of households were family based, and approximately 36% were single or lone person households – 120 persons.

Lockhart is located between the towns of Collingullie and Urana and is a rural service centre. The town is approximately 65km or 50 minutes' drive from the regional city of Wagga Wagga.

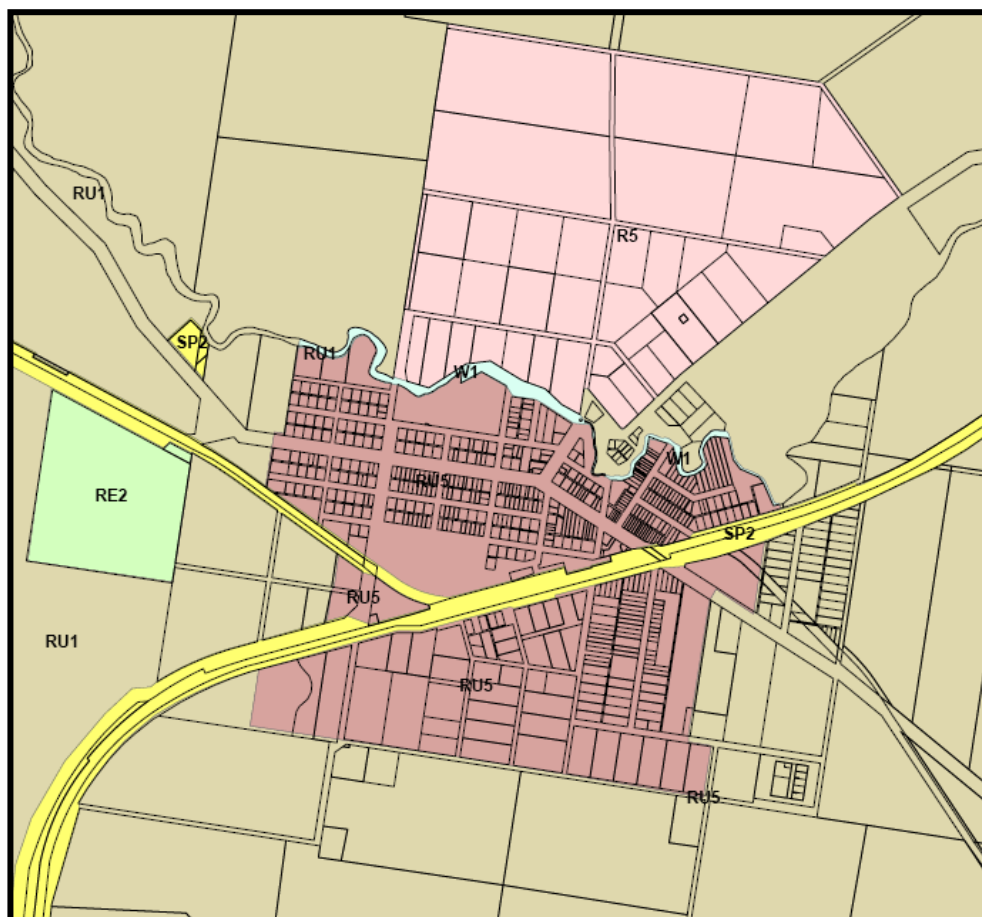
The town has an historic main street with renowned continuous verandahs which showcase heritage commercial buildings from the previous century. As a rural service centre it benefits from a variety of rural based businesses, though higher order shopping is typically carried out in Wagga Wagga. The town has an established industrial park located directly east of the urban area off East Street (the Albury Road). A number of industrial businesses are also located within the town's urban area.

The Rock/Oaklands rail line bisects the town east to west and allows the vital transport of grain through the Shire to the Great Southern Rail Line.

2.2 Profile of The Rock

According the 2011 Census, The Rock had a population of 862 persons, a median age of 46, an average of 1.8 children per family and 238 families. Children aged 0 - 14 years made up 18.2% of the population and people aged 65 years and over made up 20.7% of the population.

Figure 5: The Rock Urban Centre



In 2011 the town had 392 private dwellings and an average of 2.4 persons per dwelling. 88% of the private dwellings were occupied and 12% were unoccupied. Generally all occupied private dwellings were separate detached houses, which is typical for a rural town. Less than 20% of houses had one or two bedrooms, 53% had three bedrooms and 25% had four or more bedrooms.

Approximately 69% of households were family based, and approximately 29% were single or lone person households. The Rock has a younger population than the Lockhart township and a lower proportion of persons living in lone households.

The Rock is approximately 30km or half an hour's drive from the regional city of Wagga Wagga, and a significant portion of the population is commuter based, enjoying employment in Wagga but the benefits of a close local community and lower property prices.

The Rock benefits from its location adjoining both the Olympic Way (National Route 41) and the Great Southern intercity rail line. The Rock's location along an important transport corridor and close to Wagga provides potential for future residential growth and industrial lands development, if suitable industrial land is provided.





3.0 EXHISTING SCENARIO (SUPPLY AND DEMAND) FOR LARGE LOT RESIDENTIAL LAND

3.1 Lockhart

The town of Lockhart does not presently or historically have a specific zone for large lot residential (rural residential) land.

Notwithstanding this point the land immediately south of the town (south of Federal Street) is fragmented into Parish parcels ranging in size from approximately 1.36ha to 4ha. There are 52 parcels of land which were once part of the Village as originally laid out but which are presently zoned RU1 Primary Production and have no individual dwelling rights. This land contains two to three main ownership holdings and five dwellings.

In the absence of a current large lot residential zoned area and historic dwelling approvals (for large lot residential land) it is necessary to refer to anecdotal evidence - the results of a community forum held in Lockhart on 5 February, 2013, and subsequent written submissions, in relation to the issue of demand for such properties.

At the community forum held in Lockhart on 5 February, 2013 it was indicated by members of the public and Councillors that there was a consistent level of enquiry to release the existing allotments south of the township, without necessarily introducing re-subdivision, as the existing allotments were of a reasonable and desirable size for large lot residential housing. This was affirmed by a local real estate agent.

Booth Associates conclude on anecdotal evidence that there is some level of demand within the township (difficult to quantify) but certainly aspirational demand for existing land owners in South Lockhart to sell or develop which can be met by providing zoned areas for large lot residential development.

3.2 The Rock

The Rock has a considerable amount of large lot residential land (zoned R5), in the order of 240ha. This land is located north of Burkes Creek, which forms the northern border of the town area. The R5 land is located within an area which is an irregular square in shape, bordered by Leitch Lane to the north, Burkes Creek to the south, roadway to the east and north/south axis to the west.

Figure 6 is a map of the R5 area north of The Rock's town boundary, which indicates the location and relative size of the R5 area.



Figure 6: The Rock – Existing R5 Land Zone Area



The minimum lot size under the Lockhart LEP 2012 within the R5 area is 2 hectares (2ha), which provides a theoretical yield of 120 lots, not including land take of approximately 10% for roads. In practice the potential lot yield would be less due to the presence of native vegetation and existing infrastructure such as dwellings and sheds.

Lockhart Shire development records indicate that there have been two development applications for dwellings within the current R5 land since 2002. This is a low number, and perhaps reflective of comments at the community forum (see later in this report) that the land is held tightly (particularly the larger holdings north of Lagettie Lane), and the owners are not inclined to develop.

The indications are that The Rock has a large supply of large lot residential (R5) land and supply which is closely held. Servicing the land may be a potential cost impediment.

4.0 CONSULTATION WITH THE COMMUNITY

4.1 Lockhart

4.1.1 Community Forum – 5 February, 2013

A community consultation forum was held in Lockhart on the evening of 5 February, 2013. The forum was attended by four Councillors, two members of Council staff and nine members of the community (or representing members of the community).

Community members spoke individually with the consultant Anthony Newland, or spoke in the group forum.

At the community forum it was indicated by members of the public and Councillors that there was a consistent level of enquiry to release the existing allotments south of the township, without necessarily introducing re-subdivision, as the existing allotments were of a reasonable and desirable size for large lot residential housing.

Figure 7: Members of the Lockhart Community and Councillors at the Lockhart Consultation Meeting



Other key points raised in the forum and in subsequent written submissions were as follows:

- The land to the south of the town has existing formed roads and existing titles, and few constraints to development. There are a number of existing potable water mains which are available to connect to (at a price from Riverina Water);



- Land north of Bond Street, in the north part of the town is well placed for large lot residential development, as it is located next to the Council's recent development of larger dwelling lots in Bond Street; and
- The land south of the golf course is desirable for larger lot dwellings due to the aspect, tree views and proximity to town.

The Council received several letters from residents between late February, 2013 and early March, 2013 in support of large lot residential land uses in Lockhart and requesting that specific parcels of land be considered for rezoning.

The various submissions and properties concerned are summarised in Table 1:

Table 1: Lockhart Large Lot Residential Submissions

Resident	Property proposed for large lot residential	Planning response
Brideoke	Lots 98 and 101, DP756417 between Prichard Place and the rail line.	This land has been included in the selected land at Section 8.0.
Brookwell	Lots 137 – 148, DP756429 Lots 81 – 90, DP196696 Land south of Lockhart between Day, Federal and East Streets.	This land has been included in the selected land at Section 8.0. Some of the land is presently used for routine agriculture.
Lieschke	Lot 1, DP959455 Lot 76, DP756417 Lot 111, DP756417 Lot 5, DP9139 Lot 2, DP 501229 Lot 4, DP 218012 Land situated north of the town (between the creek and the golf course).	Part of Lot 1, DP 959455 and Lot 5, DP9139 were included in the selected land outlined in Section 8.0, however the remainder of Lot 1, and also Lot 4, DP218012 were not included due to local flooding from the main creek and the creek running south from the Golf Course. The extent of flood affectation is not known (as the latest flood study is not complete). It would be reasonable to consider the remainder of Lot 1, and Lot 4, DP218012 for large lot residential use following the conclusion of the flood study.
Matthews	Lots 131 – 134, DP756429.	This land has been included in the selected land at Section 8.0.
Matthews	Lots 125 and 127, DP756429.	This land has been included in the selected land at Section 8.0.
Mildren	Lots 75 – 78, 91 – 92, 99, 100 – 101, DP756429 adjoining Showground Road.	This land has been included in the selected land at Section 8.0.
Smith	Lots 126, 128 – 130, DP756429 Land between Treasure Street and Federal Street.	This land has been included in the selected land at Section 8.0.





Resident	Property proposed for large lot residential	Planning response
Smyth 1	Lot 1, DP9139 behind the Council Bond Street subdivision.	This land has been included in the selected land at Section 8.0.
Smyth 2	Lot 119 and Lot 153, DP756429	See Table 2 in Section 4.1.2 .
Smyth 3	Lots 1 and 2, DP531804 corner of Lockhart/Kywong Road and Spanish Avenue.	Lot 1 has an existing dwelling and is of large lot residential size. Lot 2 has an area of around 3ha and is directly opposite (west) of established large lot residential properties. Directly west of Lot 1 is a 10ha open woodland area, forming part of a broadacre rural holding. Lot 2 is quite narrow, around 100m wide. The open woodland forms a buffer to the adjoining rural land. On the basis that the land is opposite existing residential properties it would be reasonable for Lot 2 to have one building entitlement, selected to avoid removal of mature trees.

4.1.2 Draft Report Consultation – 4 April, 2013 and Public Exhibition

The Council considered a draft Large Lot Residential and Industrial Lands Report at their March 2013 meeting and placed the draft report on public exhibition during late March/early April 2013 for 14 days.

A consultation evening to discuss the draft report was held at the Lockhart Community Hall on 4 April, 2013 attended by 21 persons including the Mayor, five Councillors and the General Manager. The community were invited to make written submissions to the draft report in addition to comments made on the evening.

Discussion on large lot residential matters centred on the issue of “right to farm”, and the provision of a 150m buffer around existing active farming areas to new housing on large lots.

Issues raised both at the consultation evening and in later written are summarised in Table 2:

Table 2: Issues Raised on Draft Large Lot Residential Land at Lockhart

Issue	Planning response
What does the “right to farm” mean?	The “right to farm” allows a landholder to continue routine agricultural practices such as cropping and grazing, without undue restriction by new dwellings being approved close to the activity.
Is there a typical “right to farm” buffer?	The buffer imposed by a nearby regional Council is 150m. However the actual buffer is dependent on the local landform, wind direction and presence of trees, other noise and dust barriers, and the layout of the farm and nearby properties.
Who does the “right to farm” apply to?	The “right to farm” applies to all landholders who carry out routine agricultural practices without current undue restriction by dwellings. This includes persons who are close to town and are not full-time farmers or persons who farm, but have a primary off-farm income. The “right to farm” is Government policy to ensure the productivity of agricultural land.



Issue	Planning response
Should the “right to farm” buffer be within the actual property being farmed?	There is potential for this to occur, depending on the factors outlined above. Should any land rezoning proceed as a result of this Study, the Council should develop guidelines on the “right to farm”, including proposed building envelopes, in conjunction with all affected landowners.
A request was made in writing to rezoning Lots 119 and 153, DP756429 to allow a 27 acre small holding of one dwelling.	The land requested for rezoning is located immediately east of Lockhart between the road triangle formed by the Lockhart/The Rock Road, Napier Road and Kings Road (unmade). The land may be reasonable for a one-off small holding, subject to a detailed constraint analysis. However, it is the recommendation of this Report to not consider every parcel of rural land outside the immediate urban area for a dwelling, as there are likely to be many such properties, and the Study has focussed on being strategic by considering land areas adjoining the current Village area where there is presently a connection through roads, services or development pattern. It is recommended that Lots 119 and 153, DP756429 not be considered on this basis, notwithstanding other merits that the land may have.

4.2 The Rock

4.2.1 Community Forum – 6 February, 2013

A community consultation forum was held in The Rock on the evening of 5 February, 2013. The forum was attended by five Councillors, one member of Council staff and 8 members of the community (or representing members of the community).

Community members spoke individually with the consultant Anthony Newland or spoke in the group forum. Key points raised in the forum and in subsequent written submissions were as follows:

- The existing R5 land, particularly north of Lagettie Lane, is in large holdings and the owners have not been inclined to pursue subdivision to this point;
- There has been some interest in developing the R5 land south west of Lagettie Lane, but no development application lodged for subdivision; and
- There are other areas of land which may be suitable for large lot residential development, for example land adjoining the current Village zone (west) with no dwelling entitlement.





4.2.2 Draft Report Consultation – 3 April, 2013 and Public Exhibition

A consultation evening to discuss the draft report was held at The Rock Community Hall on 3 April, 2013, attended by 12 persons including three Councillors and Mark Parker from the Wollongong office of the Department of Planning & Infrastructure. The community were invited to make written submissions to the draft report in addition to comments made on the evening.

Later written submissions in relation to The Rock focussed on the industrial land. However there was discussion on the evening about The Rock sewage treatment plant and a buffer to residential development. As noted in this report (Section 6.1) the “rule of thumb” for separation between residential development and a sewage treatment plant is 400m.

4.2.3 Separate Community Meeting – 11 April, 2013

Arising from concerns over industrial land location, the Council convened a separate meeting at The Rock on 11 April, 2013. Industrial land matters are discussed in Section 10.3 of this report.





5.0 COUNCILLOR WORKSHOP

On Monday 4 March, 2013 a workshop was held at the Council Chambers with elected Councillors of the Shire. The workshop included discussion of broad acre subdivision matters, large lot residential land potential and industrial land potential within Lockhart and The Rock.

5.1 Lockhart

From the workshop some key themes emerged, as follows:

- Land south east of the golf course along a local creek line was significantly flood affected during the 2012 flood. This land should probably be discounted from consideration for residential purposes;
- Opportunity should be provided for more than one landholder to supply large lot residential land to the market;
- Land provided to the market should have a variety of characteristics to encourage choice for the consumer; and
- It is clear that the land in south Lockhart which has existing large lot title would be ideal for large lot residential land, and the Council has a definite desire to see this former Village cadastre opened up with dwelling rights.

5.2 The Rock

- Use of lot averaging clauses is considered reasonable by the Department for large lot residential land close to the township, and may assist in limiting potential supply to that existing if used carefully for existing large lot residential land;
- Opportunity should be provided for more than one landholder to supply large lot residential land to the market. There are current landowners who wish to enter the market;
- As for Lockhart, land provided to the market should have a variety of characteristics to encourage choice for the consumer; and
- It was indicated that The Rock could have attractive land with views over the town and northern aspect opened up for large lot residential use, as well as land adjoining the Golf Course, and near to the creek on the town boundary, subject to a constraint analysis.





6.0 PHYSICAL CONSTRAINTS TO DEVELOPMENT

In order to consider the potential for land to be used for large lot residential purposes Booth Associates examined physical constraints to the development of land within Lockhart and The Rock.

6.1 Lockhart

The Lockhart township has no existing large lot residential zoned land. Generally the physical constraints to development in Lockhart are as follows:

Land to the north east of Lockhart and south of the golf course is partly affected by creek flooding. The full extent of flood affectation is not known at this point. It is noted that the flood mapping presented in Figure 8 is yet to be fully validated, as the present mapping consists of former LEP flood mapping for the town which is outdated, and unverified data from the large 2012 flood event, which is yet to be formally studied and qualified. The Council is presently carrying out a detailed formal flood study of Lockhart and the results of this study will greatly inform any future Planning Proposals arising from this report.

Land within east of and south of the golf course features native vegetation, including Cypress Pine and Box-Gum Woodland. This vegetation introduces mild bushfire affectation as shown in Figure 9 however the land is relatively flat and asset protection zone buffers would not be substantial.

Land west of the town along the Urana Road is part flood affected and the above comments on flooding apply. Land in this area is also potentially constrained by the proximity to the town's sewage treatment plant. An accepted planning rule (established by the Department of Planning and Sydney Water) is that residential development should be located at least 400m from the open treatment tanks and ponds of the plant, or otherwise from the site boundary. However this distance could be more or less depending on the type of plant, intensity of use, prevailing wind direction, and local topography, noting that odour travel can be worse on still winter evenings due to cold air drainage. In the absence of a specific odour assessment by a qualified person the 400m buffer should be used to new residential zonings.

Land south of the urban area of the town (south of Federal Street) has little elevational relief but is otherwise free of constraints such as bushfire, flooding and biodiversity.

Sensitive natural resources of biodiversity and watercourses are presented in Figure 10 and do not generally impose additional constraints to the land discussed above.

A general constraint to new housing is the current mixed farming use by land owners in the vicinity of proposed large lot residential areas. The "Right to Farm" is an important issue for agricultural lands, and an existing land owner who carries out routine agricultural activities, such as cropping and grazing, whether full or part-time, should not be disadvantaged by new residents building nearby. The "Right to Farm" applies to land near to settlement areas as well as broadacre rural areas, and of course applies equally to The Rock.



Figure 8: Lockhart Flooding Constraint

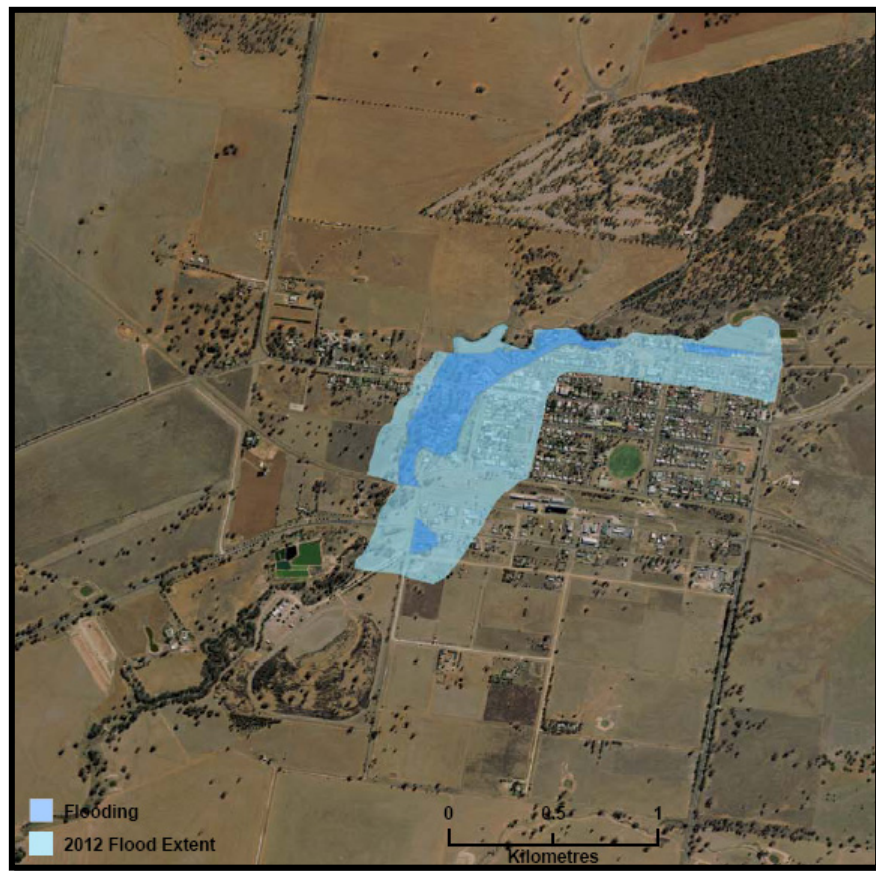


Figure 9: Lockhart Bushfire Constraint

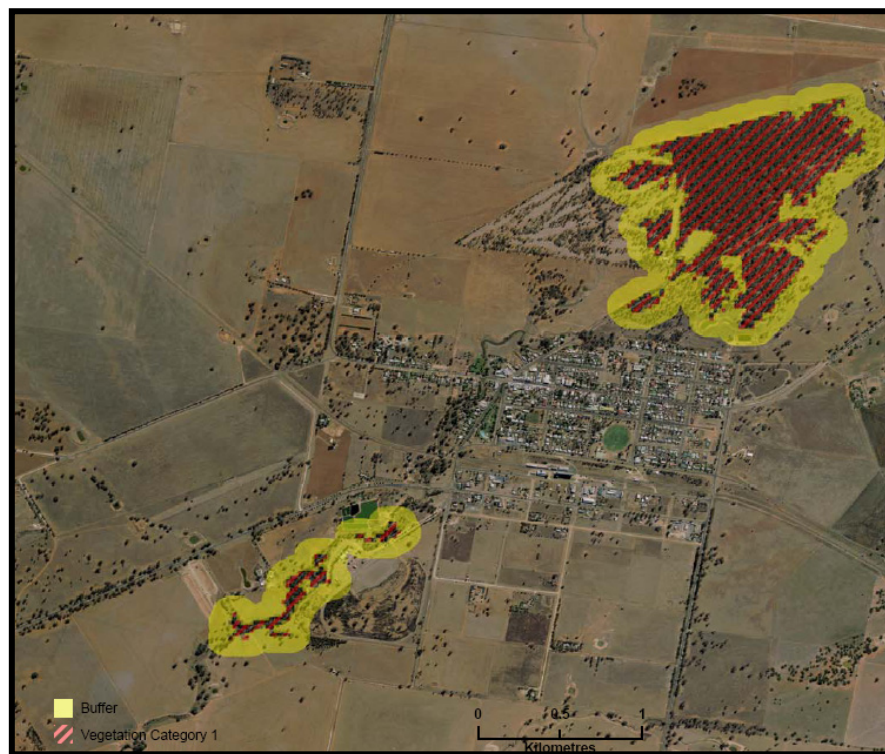


Figure 10: Lockhart Sensitive Natural Resources Constraint



6.2 The Rock

The existing large residential land (see Figure 7) is mildly undulating, rising to the north, and is bisected north to south by The Rock Collingullie Road and west to east by Lagettie Lane. The land has been significantly cleared of native vegetation, particularly within the northern portion, however there is a diagonal strip of remnant box-gum woodland which runs north west to south east across the site, from above Lagettie Lane to the south east corner. There are also stands of native vegetation in the eastern portions of the zoned area.

This woodland provides some interest to the land, and introduces a mild bushfire risk to future dwellings, and biodiversity attributes which should be protected through minimal clearing.

The lower part of the existing large lot residential land is flood affected from Bourkes Creek, though the floodplain in this area along Chaplin Lane is confined a small distance to the north due to the topography.

Land in and adjoining the Village zone (current urban area) is part flood affected from Burkes Creek as shown in Figure 11. Land adjoining the golf course has stands of native vegetation which poses a mild bushfire risk.

Land adjoining the urban area and directly east of the town's sewage treatment plant is also potentially constrained by proximity to that plant. Refer to the discussion on buffers regarding the Lockhart plant in Section 6.1.

Elevated lands to the south and south east of The Rock have bushfire risk where native vegetation exists and some grassfire risk on unmanaged semi-rural land.

Provided in Figure 11, Figure 12 and Figure 13 are flood prone land mapping, bushfire prone land mapping and sensitive natural resource mapping (that is native vegetation biodiversity mapping) for The Rock.

The Figures indicate where constraints may lie to development of the land. It is noted that the flood mapping is yet to be fully validated, as the present mapping consists of former LEP flood mapping for the town which is outdated and unverified and data from the large 2012 flood event, which is yet to be formally studied and qualified. The Council is presently carrying out a detailed formal flood study of The Rock and the results of this study will greatly inform any future Planning Proposals arising from this report.

Figure 11: The Rock Flooding Constraint

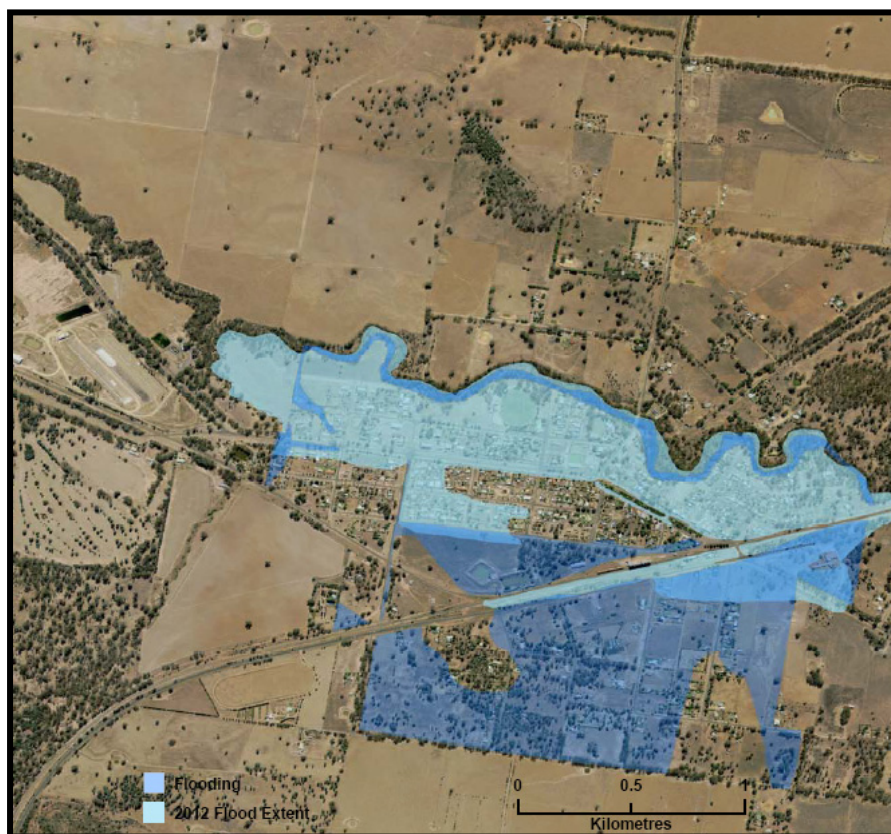


Figure 12: The Rock Bushfire Constraint

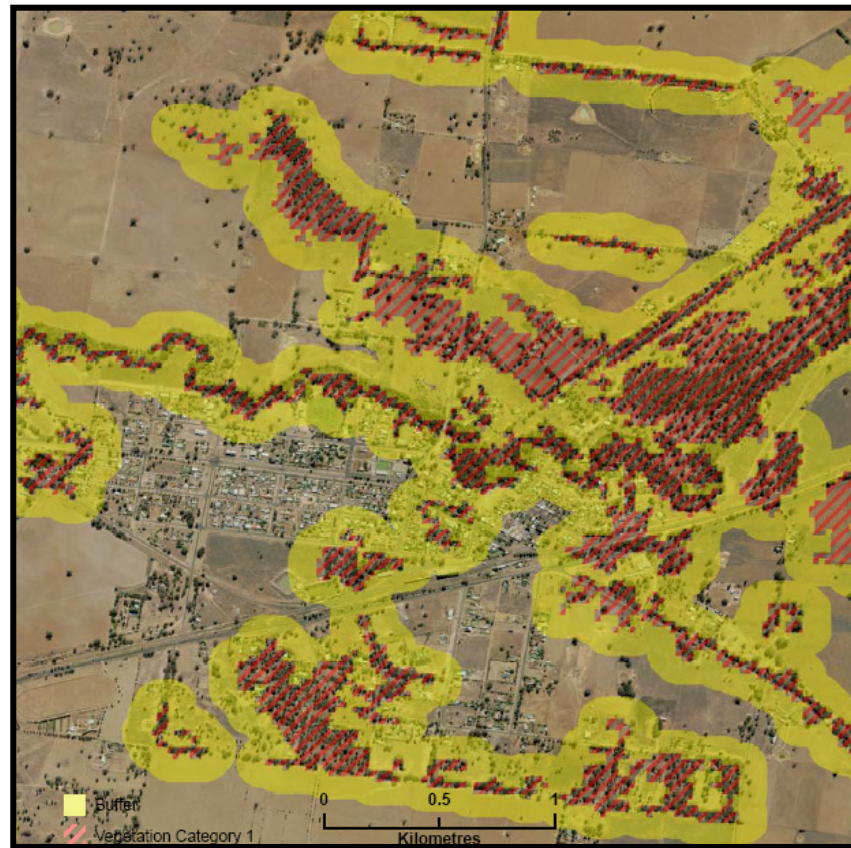


Figure 13: The Rock Biodiversity Constraint



7.0 RATIONALE FOR SELECTING INVESTIGATION AREAS

The rationale for selecting potential large lot residential areas within each town is as follows:

- The land should be relatively free of physical constraints such as flooding, bushfire, native habitat, excessive slope or rock, and proximity to industry or other land uses which may affect amenity;
- The land should be within reasonable proximity to the town, close enough to enable persons to use the town as their service centre, and minimise the potential for future residents to demand town facilities in more isolated areas, and strategically located to not block future town growth;
- The land should not be prime agricultural land, and conversely the land should not be selected on the basis that it has lesser agricultural quality;
- The land should preferably have elevational relief to add to its attractiveness;
- The land should where possible utilise localities which are already fragmented through prior subdivision or where previous town cadastre is evident;
- The land bank should be sufficient for 20 – 25 years;
- The land should be readily serviceable with town water, and preferably have formed roads in existence; and
- More than one land area and landowner should be considered, to avoid placing all potential lot yield in an area which may not develop, despite the initial intentions of the landowner.



8.0 PROPOSED LARGE LOT RESIDENTIAL LANDS

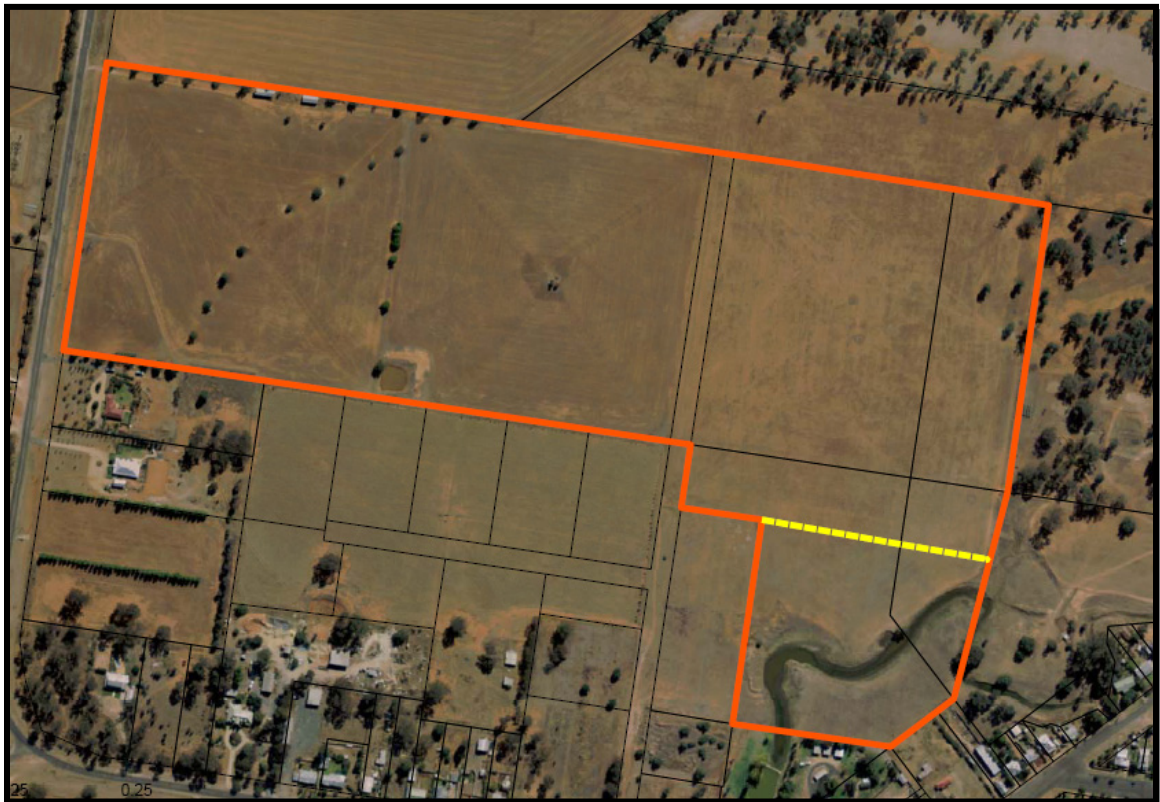
8.1 Lockhart

Having regard to the previous discussion various lands have been nominated within Lockhart to be considered for rezoning to large lot residential via a Planning Proposal from the Council to the Department. These areas are depicted in Figure 14, Figure 15 and Figure 16.

Area A is shown in Figure 14 and is approximately 30ha of mostly cleared and gently undulating land north of the township and south west of the golf course. The land in the south east is traversed by Brookong Creek and has some flood affectation. The land connects directly with the town urban area. The land has no existing dwellings.

The land is presently zoned RU1 Primary Production.

Figure 14: Proposed Area for new Large Lot Residential Zoning North of Lockhart Urban Area



Area B is shown in Figure 15 and is approximately 26ha of mildly undulating land with scattered paddock tree vegetation. The land is bisected by The Rock/Oaklands rail line and is located between Prichard Place and the Urana Road. The north eastern part of the land is partly flood affected, with limited details available.

The land south of the rail line is within 400m of the sewage treatment plant and odour emission from the plant may be a major constraint. The sewage plant is visible in Figure 15 south of the Urana Lockhart Road.

The land is presently zoned RU1 Primary Production, and has three existing dwellings.

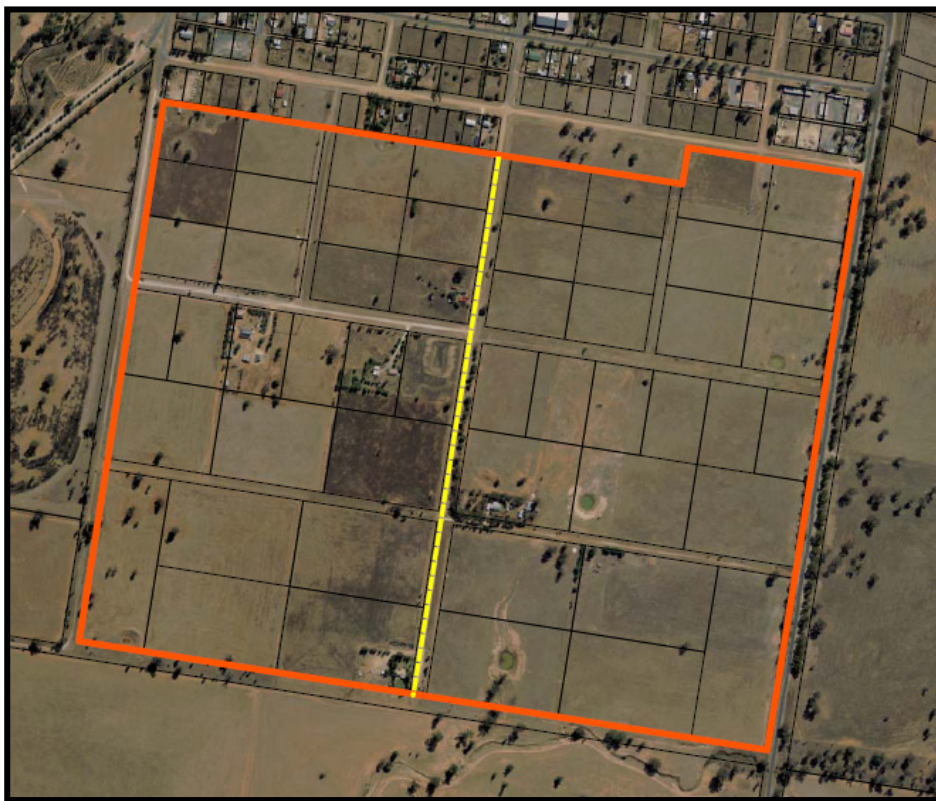
Figure 15: Proposed Area for new Large Lot Residential zoning west of Lockhart urban area



Area C is shown in Figure 16 and is approximately 124ha in area and comprises a large number of existing titles. The eastern half of the land is actively used for mixed farming. The remainder of the land is used for low intensity grazing and pasture. The land is mostly cleared and has five existing dwellings, some with shed and machinery complexes.

The land is presently zoned RU1 Primary Production.

Figure 16: Proposed area for new Large Lot Residential zoning south of Lockhart urban area



8.2 Potential lot yield for Large Lot Residential land in Lockhart

The potential yield for land within Area A (at 30ha), based on an average lot size of 3ha and a minimum lot size of 2ha, is 10 lots.

The potential yield for land within Area B (at 26ha), based on an average lot size of 3ha and a minimum lot size of 2ha, is 8 lots. This assumes that flood issues and the proximity of the sewage treatment plant can be overcome. It is unlikely that this yield will be achieved.

The potential yield for land within Area C (at 124ha), based on a minimum lot size of 1 ha, is a minimum of 52 existing lots (as each lot is at least 1ha in area), and a maximum of 83 lots, having regard to the mix of existing lot sizes between 1.36 and 4ha.

The total theoretical yield from the proposed large lot residential zones in Lockhart would be between 70 lots and 101 lots. The latter figure is unlikely to be achieved and a realistic yield is probably closer to 66 lots. This should be sufficient to supply Lockhart for a 25 year term.

8.3 The Rock

8.3.1 Description of Proposed Large Lot Residential Land

Having regard to the previous discussion various lands have been nominated within The Rock to be considered for rezoning to large lot residential, or to have a lot yield variation of the existing large lot residential zone via a Planning Proposal from the Council to the Department.

Area A is shown in Figure 17 and comprises approximately 133ha of undulating land north of the township between Lagettie Lane and Leitch Lane. The land is mostly cleared but has a large ridge of native vegetation running through the south west corner, and further native vegetation along the eastern zone border.

The area comprises eight parcels of land, ranging in size from 24ha to 1.8ha, each with a dwelling.

The land is presently zoned R5 Large Lot Residential.

Figure 17: Existing Large Lot Residential land north of Lagettie Lane



Area B is shown in Figure 18 and comprises approximately 109ha of undulating land north of the township between Burkes Creek and Lagettie Lane. The land is dominated by the creek to the south and the ridge of native vegetation bisecting the area in a north west to south east direction. The area has approximately 29 land parcels and 10 dwellings.

The land is presently zoned R5 Large Lot Residential.

Figure 18: Existing Large Lot Residential land south of Lagettie Lane



Area C is shown in Figure 19 and comprises approximately 11ha of gently undulating land on the western edge of the urban area. The north border is Burkes Creek, from which the land is flood affected. An actively eroding drainage line runs through the south western corner of the land. To the immediate west is a tree line and The Rock sewage treatment plant, which will have an impact on the ability of the land to be developed.

The land is presently zoned RU1 Primary Production.

Figure 19: Proposed Large Lot Residential land south of Burkes Creek



Area D is shown in Figure 20 and comprises approximately 10ha of mildly undulating land to the west of the town golf course. The land area is long and narrow.

The eastern portion of the site is dominated by an eroding drainage line with conservation plantings, and a fence line bordering cropping land. The land is presently used for cropping, and is in the one ownership, with one dwelling in the far northern corner.

The land is presently zoned RU1 Primary Production.

Figure 20: Proposed Large Lot Residential land adjoining The Rock golf course



Area E is shown in Figure 21 and comprises approximately 76 ha of undulating land situated south of the Highway with north facing views over the township.

The land is mostly cleared, with some paddock trees and a row of trees along the southern border. A number of farm dams are on the land, and some minor drainage lines. The land is used for grazing and is rectangular in shape, with one main landholding on two large lots, and one dwelling.

The land is presently zoned RU1 Primary Production.

Figure 21: Proposed Large Lot Residential land overlooking The Rock to the north



8.3.2 Potential Lot Yield for Large Lot Residential Land in The Rock

As noted previously, the minimum lot size within the current large lot residential area is 2ha, which provides a theoretical yield of 120 lots, not including land take of approximately 10% for roads. In practice the potential lot yield would be less due to the presence of native vegetation and existing infrastructure such as dwellings and sheds.

Booth Associates are of the view that a principle of development of large lot residential land at The Rock is that new zoned/development land should not significantly increase the available lot yield over that existing, given the large supply and apparent slow demand in existing large lot residential areas.

However this provides opportunity for lot averaging in areas where land is held closely in larger holdings, in particular the land between Lagett Lane and Leitch Lane. This land has an area of approximately 133ha, and comprises eight parcels of land, ranging in size from 24ha to 1.8ha, each with a dwelling. If the average lot size is set at 6ha, and the minimum lot size at 2ha, the potential lot yield decreases from 66 to 22, allowing each of the six larger lots to subdivide a number of lots (first in best dressed) and retain a suitable curtilage to the dwelling, but freeing up 44 entitlements for other land areas.

The potential yield for Area A, with an average lot size of 6ha and a minimum lot size of 2ha, is 22 lots.

The potential yield for Area B, retaining a minimum lot size of 2ha, is 54 lots (noting that native vegetation constraints will lower the actual yield potential).

The potential yield for Area C, assuming flood and nearby sewage treatment plant constraints can be overcome, is 5 lots at 2ha each.

The potential yield for Area D, at a minimum lot size of 0.8ha, is 12 lots.

The potential yield for Area E, with an average lot size of 5ha and a minimum lot size of 2ha, is 15 lots.

The theoretical yield of the current large lot residential area is **120 lots**.

The proposed yield, incorporating lot size averaging and new zoned areas, is **108 lots, less than at present**.

The potential yield having regard to flood and biodiversity constraints is likely to be closer to 95 lots. This should be sufficient to supply The Rock for a 25 year term.





9.0 RECOMMENDATIONS – LARGE LOT RESIDENTIAL

9.1 Lockhart

Booth Associates recommend that the Council consider preparing a Planning Proposal to rezone areas A, B and C to R5 Large Lot Residential as indicated in Figure 14 to Figure 16, subject to the following matters being noted and further investigated as required.

1. Area A be subject to further consideration and necessary study of the impact of Brookong Creek flooding in the south east portion of the land, prior to that portion being included in the final Proposal to be issued to the Department.
2. Area A, subject to the above otherwise have a minimum lot size of 2ha and an average lot area of 3ha.
3. Area B be subject to further consideration and necessary study in relation to the proximity of the land to and odour impact of the existing town sewage treatment plant, prior to being included in the final Proposal to be issued to the Department. The minimum lot size should be 2ha.
4. Area C be subject to a minimum lot size of 1ha, which approximately reflects the size of the smallest existing parcels in the area and prevents re-subdivision of those small parcels.
5. The eastern landowner in Area C should be the subject of detailed engagement by the Council prior to the final decision on any Planning Proposal. If that land owner wishes to preserve their right to farm the Council should modify the proposed large lot residential area to provide a suitable buffer to active farmland, or some other reasonable solution to ensure that new dwellings do not compromise the right to farm.
6. The eastern portion of Lot 1 and Lot 4, DP218012, located between the town and the golf course, be considered for large lot residential use only following the conclusion of the current flood study, and only if the flood affectation of the land is acceptable for residential use.
7. Lot 2, DP531804, corner of Lockhart/Kywong Road and Spanish Avenue, Lockhart be permitted a building entitlement for one dwelling.

9.2 The Rock

Booth Associates recommend that the Council consider preparing a Planning Proposal to rezone areas A, B, C, D and E to R5 large Lot Residential as indicated in Figure 17 to Figure 21, subject to the following matters being noted and further investigated as required.

1. Area A, between Lagettie Lane and Leitch Lane, retain the current 2ha minimum lot size but have an average lot size of 10ha over that area.
2. Area B retains the current 2ha minimum lot size.





3. Area C be subject to further consideration and necessary study of the impact of creek flooding on the land, and also be subject to further consideration and necessary study in relation to the proximity of the land to and odour impact of the existing town sewage treatment plant, prior to being included in the final Proposal to be issued to the Department.
4. Area C, subject to the above otherwise have a minimum lot size of 2ha, with building envelopes for dwellings set at the far eastern edge of the land.
5. Area D be subject to a minimum lot size of 8,000m², with the building envelopes for dwellings set a minimum of 100m from the eastern/south eastern border of the zone, or within 40m of the golf course boundary of the zone, whichever sets the building envelope further from the eastern/southern zone boundary.
6. Area E will be subject to a minimum lot size of 2ha, and an average lot size of 5ha.



10.0 INDUSTRIAL LANDS REVIEW

10.1 Introduction

Under the Consultant's Brief from the Department, the Industrial Lands review is to include a review of the existing 'General Rural' zoned industrial area adjacent to the town of Lockhart, and its potential zoning under the Shire's new Standard Instrument - Lockhart Local Environmental Plan 2012. The review was also to include a supply and demand analysis of industrial land at the Rock, a constraints analysis and recommendations for location of industrial land at The Rock if future or current demand is identified.

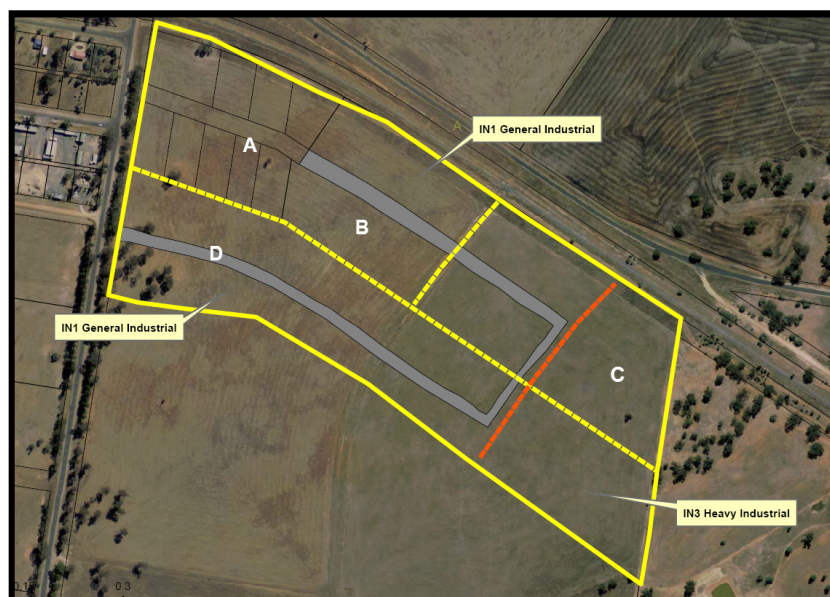
10.2 Lockhart

Lockhart has an existing industrial estate which has been established for several years. The estate is located opposite (east) the Council depot on East Street, also known as Albury Road, and features nine allotments with areas ranging from 9,000m² to 3,200m² located on a sealed road – Harry Davies Drive. Businesses within the estate include Delta Agricultural, MWS Fabrication, Essential Energy and fertiliser suppliers.

The Council has recently surveyed and is in the process of developing and registering 10 additional lots within the industrial area.

The industrial estate is shown in Figure 22 below. The existing developed lots (Area A) and additional 10 proposed lots (Area B) are indicated by yellow dotted highlight. The Council presently owns the land east of Harry Davies Drive out to the tree line (Area C) of adjoining land in a rectangular alignment. With the development of an additional 10 lots the Council will have sufficient land under current ownership (approximately 10ha) for a further 20 lots in Area C, assuming an average lot size, including road, of 5,000m².

Figure 22: Current planned area and future potential future industrial land at Lockhart





10.2.1 Lot Sizes

The size of the lots in the estate may depend on the type of business proposed, and the Council has the flexibility in marketing the estate to provide a land area of a particular size or location. For example the Council has the option of retaining land adjoining the existing rail line to the north within future stages of development. The Council also has the option of an alternate heavy industrial zone, see below.

10.2.2 Road Pattern

The Figure indicates that the potential future road pattern will comprise the extension of Harry Davies Drive to the east, and eventually, subject to demand, the looping of Harry Davies Drive back to the Albury Road (area D). The future intersection location with Albury Road would be set to provide sufficient clearance to the nearby intersection of Albury Road and Federal Street.

10.2.3 General Industry -vs- Heavy Industry

The Figure indicates by solid yellow highlight that the potential zoned area of the industrial estate extends east to the tree line (land presently owned by the Council comprises areas A, B and C) and south into current agricultural land – Area D.

The land including Areas A, B, C and D is proposed to be zoned IN1 General Industry under the Lockhart LEP 2012. This zoning allows general and light industrial land uses.

However the Council has the option of providing an alternate zone of IN3 Heavy Industrial for hazardous and offensive land uses. These land uses typically require separation from other industrial and urban uses due to potential risk to life and property and amenity reasons. Under the Standard Instrument Local Environmental Plan, Heavy Industry includes offensive industry and hazardous industry, and may include a hazardous storage or offensive storage establishment.

The potential for an area of land to be allocated to heavy industry has arisen due to current discussions between the Council and a firm concerning a proposed industry which requires a Preliminary Hazard Analysis under State Environmental Planning Policy No.33 – Hazardous and Offensive Development.

This potential area is indicated on the Figure by bold dashed red line and is labelled 'IN3 Heavy Industrial'. This zoning is optional for the Council and depends on the findings of the Preliminary Hazard Analysis (PHA) as to whether it is required. It is in the Council's best interest to retain business within the Shire, and it may be possible to accommodate the business if required within Lockhart in a suitably zoned area with adequate separation to other industrial and urban uses. The area labelled IN3 Heavy Industrial on the Figure is located approximately 700m from Albury Road. Separation distances to other industrial land uses will depend on the outcomes of the PHA.





10.2.4 Physical land use constraints

The land shown in Figure 22 above is generally of flood and bushfire affectation and native vegetation refer to Figure 8, Figure 9 and Figure 10. The land is able to be adequately serviced by the Council.

10.2.5 Recommendation

Booth Associates recommend that the Council consider the zoning of the land indicated in Figure 22 to IN1 General Industry. The Council has the option of providing a separate adjacent area of land zoned IN3 Heavy Industry, depending of the outcomes of current discussions with industry.

10.3 The Rock

10.3.1 Demand and supply of industrial land

The Rock has a small number of industrial businesses, mainly related to earthmoving, freight transport, steel fabrication and supplies. The town also has a number of persons employed in the trucking industry, who park their prime movers locally.

The main town industry is the bulk storage and distribution of grain via The Rock/Oaklands rail line and adjacent grain storage and handling depot – west of the urban area.

The local industries are situated within the town's urban area, and evidence from the industrial land workshop held in The Rock on February 6, 2013 indicates that the industries co-exist with residential uses without significant adverse complaint.

From the initial community workshop of February 6 there was a strong view within the town and the Shire that a dedicated industrial park is needed in The Rock, preferably located on the Olympic Way and main rail line. The aim of the industrial park is not so much to accommodate local business (although this would also be the case) but to take advantage of the growth corridor along the Olympic Way, and to provide an alternative to industrial land within nearby Wagga Wagga. The Rock is strategically positioned along the Olympic Way growth corridor between Albury and Wagga Wagga.

This view has led to the consideration of a new industrial park in The Rock within this Report.

In the following pages four sites around The Rock are reviewed for industrial land potential. One of these sites, on Mangoplah Road was added following community consultation. For each site the public submissions received are canvassed. The public submissions include comments and written submissions arising from the initial community workshop at the Memorial Hall on 6 February, 2013, the draft report consultation meeting at the Memorial Hall on 3 April, 2013 and the separate consultation meeting convened by the Council on 11 April, 2013.



10.3.2 Potential locations and constraint analysis

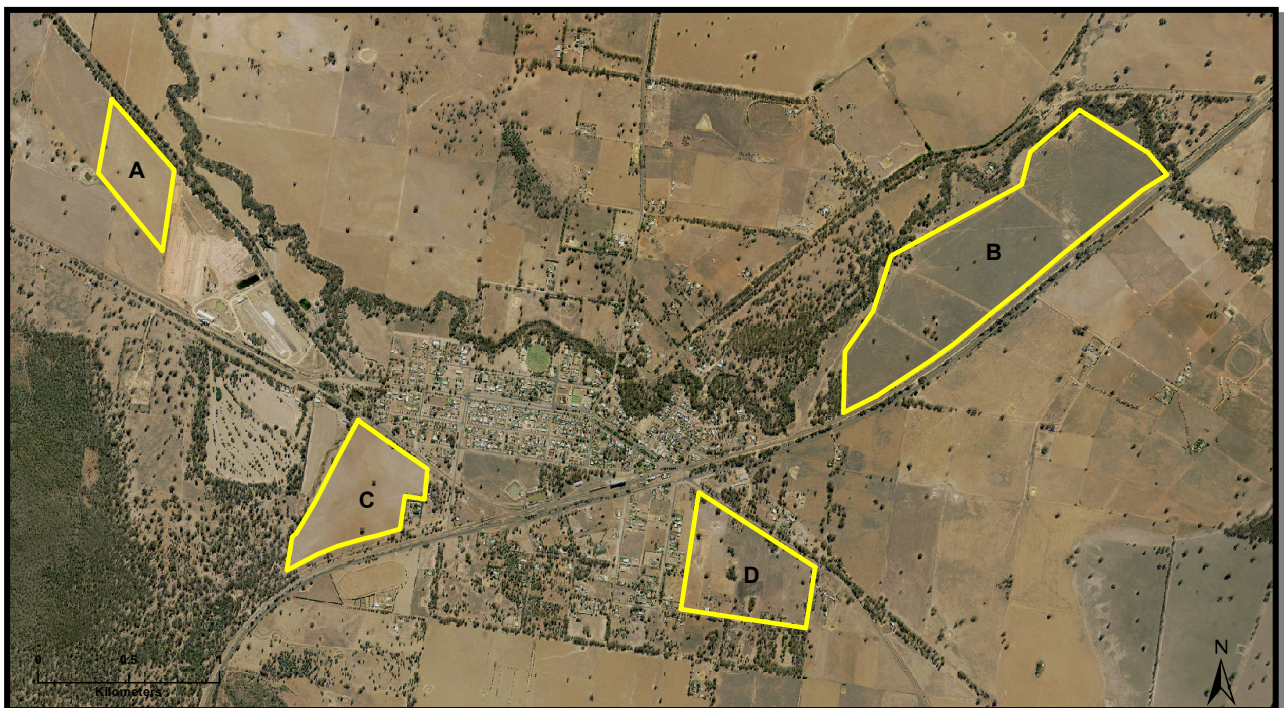
Booth Associates have considered a number of locations for industrial land around the Rock township, and have considered the views expressed by the community in relation to various sites.

Quality and best practice industrial land has a number of key attributes which should be pursued and demonstrated.

- The land should be free of major constraints such as flooding, bushfire potential and native vegetation.
- The land should be relatively flat but well drained.
- The land should have excellent and safe transport links to a major road and preferably rail. Ideally the land should access the main road without heavy vehicles travelling through urban areas.
- The land should be located some distance from other urban land to minimise disturbance from noise and dust created by industry.
- The land should ideally be located in one parcel and ownership to enable more efficient development.

Booth Associates have considered a number of potential industrial sites around The Rock township, and have chosen four for closer consideration, shown in Figure 23 below.

Figure 23: Potential locations for industrial land around The Rock township





10.3.3 Area A

Area A comprises land west of the existing grain handling depot in the western part of the town. The land comprises approximately 18ha of part Lot 3, DP1089578 Bullenbung/The Rock Road. The land is relatively free of constraints such as drainage lines and significant vegetation, and has access to the main road running through town to the Olympic Way. The land is close to the existing sewage treatment works, and is used for cropping and grazing.

The land is some distance from the town and is unlikely, with current environmental controls, to generate noise, dust, vibration or other amenity impacts sufficient to affect the urban area. The land may be able to access the rail line through the adjoining grain terminal site.

Potential constraints are the location – not having visibility and relatively direct access to the Olympic Way, and the potential to push heavy traffic through the town's main street, which would be more prevalent during non-harvest periods (the harvest generates significant levels of traffic through town).

Generally Area A is an acceptable site for industrial land uses, due to its separation from the township and direct access to a main through road.

Public Comment

Area A received support in a written submission due to its position outside the town and access to the Boree Creek rail line.

At the meeting held in The Rock on 11 April, 2013 seven persons out of 19 favoured Site A for town industrial land.

10.3.4 Area B

Area B comprises approximately 90ha of land adjoining (west of) the Olympic Way and main rail line, on the north eastern side of the township. The land has some native vegetation constraints and potentially flood constraints. The land is well visible to the Highway, and clear of the town, however its main constraint is having no existing rail crossing. New rail crossings must be provided with a grade separation, which is cost prohibitive for all but the largest, most strategic industrial projects.

Area B is not a preferred site for this reason.

Public Comment

Area B did not receive public comment or written submissions during the consultation period.



10.3.5 Area C

Area C is shown in Figure 24 comprises land in one ownership and is located south west of the urban area. It is separated from the main urban area by The Rock/Oaklands rail line; however there are two residential properties on their own title in close proximity to the area eastern border. The land is gently undulating and drains to the north. The land is able to be sewered by the Council and provided with reticulated water and electricity.

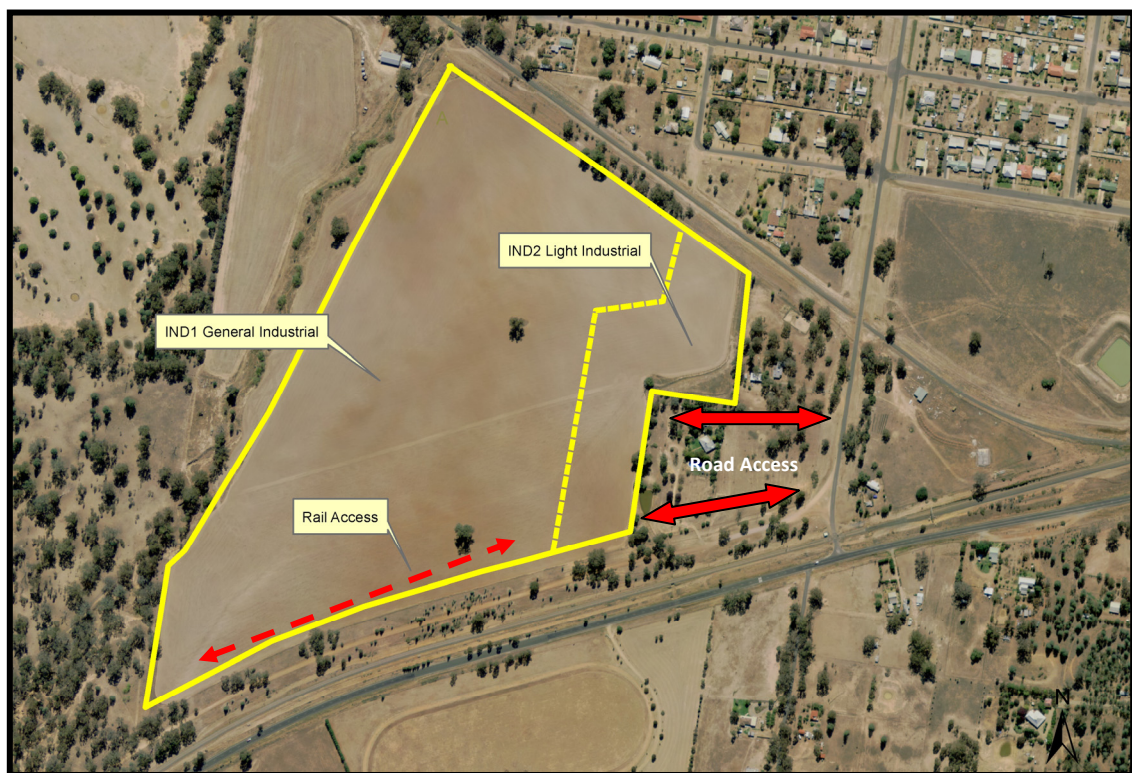
The land is presently used for mixed farming and is clear of significant native vegetation. According to current and historic information the land is flood free.

An important attribute of the land is its existing connection to the Olympic Way via Yerong Street and an existing at-grade crossing (with signalled boom gates) over the main rail line. From Yerong Street access to the land would best be gained from Braithwaites Lane.

The subject land has sufficient length adjacent to the main rail line to provide a rail siding for an appropriate business opportunity (however this activity would have to be very significant to warrant the capital investment).

The overall land area is about 25ha – 30ha, sufficient for local business and larger transport based businesses who wish to locate along the Highway.

Figure 24: Potential General Industrial Zone at The Rock (Area “C”)





The proximity of the two residential properties suggests that part of the land should be utilised for light industrial purposes (as defined by the Standard Instrument LEP), where the emission of noise, dust, odour, vibration and the like will be minimised by the type of land use. The area for light industry nominated on Figure 24 has a width of approximately 120m, sufficient for lots of 40m width and 100m depth (about 1 acre), with a 20m road reserve on the western side of the lots. Alternatively the industrial land could be confined to the southern third of Area C – about 10ha of land directly adjoining the rail line, and no industrial or light industrial development take place within the area marked for light industry on Figure 24.

The location of the two residential uses also suggests that heavy traffic to the land should utilise an upgraded form of Braithwaites Lane, and that only weight limited traffic should utilise Yerong Street, to prevent heavy vehicles from travelling past the two residences.

Public Comment

Area C was the subject of significant discussions and discussion at the Rock consultation forum on 3 April, 2013, to the extent that the Council organised a further consultation evening on 11 April, 2013 at The Rock. At this meeting a fourth site, on Mangoplah Roads was put forward (see Section 10.3.6).

Written submissions and consultation meeting comments concerning Area C are provided in Table 3.

Table 3: Community Comments and Responses to Area “C”

Questions	Response
Strong winds come down the Olympic Way, the land is located in a wind tunnel.	The initial work by Booth Associates did not include detailed wind analysis and the localised conditions are better known to residents. The Council may complete a more detailed investigation into the local wind tunnel effect caused by local landforms , and whether this will have implications for industrial noise carry.
Weight limits on Braithwaites Lane will not stop heavy traffic going through town, B-doubles do this now.	The paragraph could have been better worded (the Lane was mentioned instead of Yerong Street). The intent was to apply a weight limit to Yerong Street to prevent heavy vehicles travelling past the residences to or from the town. This paragraph now reflects that intent.
A branch line or siding on the land is unlikely given the existing facilities at The Rock.	Agree, any activity providing a new siding would have to be very significant to warrant the capital investment.
Put the industrial area investigation on hold until the flood study is complete.	The current flood study should certainly inform all the Council’s strategic land use planning. Area C is not shown on available flood maps as being flood affected, and consultation has not provided anecdotal evidence of flooding.
Booth Associates do not give ideas on how impact on residential land can be managed.	The draft report discussed an area of light industrial land surrounding the two dwellings. An alternate portion of Area C is canvassed in this report.
The Booth Associates’ report makes no mention of the impact of industrial land on a rare plant on The Rock Hill National Park or impact on bird life such as the “Pedigree Falcon”.	The land was in part selected because it comprises cropped agricultural land with minimal biodiversity impact. The land is not identified on biodiversity mapping included in this study.

Questions	Response
The Shire needs to do a better study. If the Shire wants people to live in The Rock the industry should be further away so it is not as easy to travel to, such as French Park or Yerong Creek.	One of the submitters noted that 75% of the workers at the grain depot live outside the town. It is agreed that most workers in an industrial estate based around the transport industry (the intent of Area C) would live out of town, however some would live in town and most would spend money in the town, with multiplier effects on local business.
Area C is a valuable residential area close to town.	Area C would be certainly used for residential development, and there are other areas of the town south of the Olympic Way where residential subdivision could take place along established roads. If there was significant demand for new housing estates with new roads and services then Area C would be reasonable. However this type of residential demand is not apparent.
Use of the land for industrial purposes will have visual impact looking from the town to The Rock landscape feature.	There may be some visual impact from shed structures in an industrial area, which will be visible in the immediate foreground, however confining building envelopes to land near to the rail line will limit potential impact. To some extent the elevated bushland backdrop of the Nature Reserve and The Rock itself rise above the local landscape. The Council should consider this issue in more detail in the final selection of areas.

10.3.6 Area D

Area D was added to the industrial lands review following the consultation meeting at The Rock on 11 April, 2013. The land has an area of approximately 35ha and has several land owners, one of whom is the Council (on the western end of the area). Booth Associates understands the Council intends promotion of its land for large lot housing purposes.

The Council land is part of The Rock town area (RU5 Village zone). The remaining land is zoned RU1 Primary Production, although the land is in relatively small holdings and does not appear to have regular cropping use, more grazing. Anecdotal evidence at the consultation meetings indicated that some of the land experiences water seepage from the more elevated land to the south. The area is shown in Figure 25.

Figure 25: Potential General Industrial Land at The Rock (Area “D”)





The land has the capacity for industrial use, however there are residential land uses located on all four sides. This makes the land generally unacceptable for industrial use.

10.3.7 Additional Public Comment

At the consultation evening at The Rock on 11 April, 2013 a number of questions were asked by those present and a number of comments made in relation to industrial land at The Rock.

Table 4 is a summary, provided by the Council, of the questions/statements and response by Booth Associates. Generally matters discussed above or elsewhere are not duplicated.

Table 4: Community Questions and Comments from 1 April, 2013 Meeting

Questions	Comments
All sites were flooded in 2012.	Flooding is addressed in this report.
The industrial park will stifle business. The town does not have the infrastructure to cope. There are elderly and small businesses in the town. It is not meant for big business. What happens to businesses already in town?	The original intent of the industrial park was to provide land close to the Olympic Way for transport based businesses to establish, including local businesses that may relocate from town. Apart from transport related uses the expected occupancy of the industrial area is expected to be similar to that of Lockhart.
Small house blocks would be a better outcome for the Shire due to rates income.	This report has discussed residential demand briefly. The rates income for business versus residential has not been calculated.
A family indicated they would start a trucking business if an industrial park was created.	Noted.
An industrial park is needed to ensure future development.	Noted.
Do meeting attendees want an industrial park?	13 persons answered Yes, 5 persons answered No.
Where would meeting attendees like to see the industrial park?	4 persons preferred Area C (SW of town), 7 persons preferred Area A (west of town), 8 persons preferred Area D (Mangoplah Road).
Is the Yerong Street rail crossing closing?	Booth Associates understand there is no current plan to close the crossing.
Where is the watercourse?	A defined watercourse runs through the north west corner of the land.
How is the land acquired? What was the process at Lockhart?	At Lockhart the Council negotiated with the land owner to purchase suitable land. The Council will not necessarily acquire land in The Rock, but may instead rely on the private sector. The Council may have a role in assisting the land owner with advice and marketing of any estate. Decisions on purchase or acquisition have not been made (or considered at this point).
Have the land owners been approached?	The individual land owners have not been approached as this is a strategic level study.



Public Comment – Nicolas Street Residents

During the public exhibition period, a petition containing 10 signatures was received from residents of Nicolas Street, The Rock, requesting that the land to the south of the street not be used for industrial purposes (on the basis of flooding, traffic, noise, visual impact and diversion of stormwater flow). Booth Associates note that this land is not included in the site review due to known flood affectation.

10.3.8 Discussion

Early discussions concerning industrial land at The Rock at the initial consultation session in February 2013 and at the Councillor Workshop in March 2013, focussed on providing an industrial estate which would be positioned with direct access and visibility to the Olympic Way to take advantage of the strategic transport corridor running between the Albury and Wagga Wagga regions. The aim of the industrial estate was to attract transport and agribusiness related businesses from outside the Shire who utilised that transport route. Area C was considered to have the best initial aptitude for this purpose. Any potential industrial area would be open for use by local businesses.

Area C has the main constraint of proximity to two residential premises. This constraint, subject to more detailed analysis of local conditions, may be able to be addressed through separating distance and planting buffers, and land use choice – light industrial followed by general industrial use further from the residences.

The continued use of the grade crossing of the Great Southern Rail Line could be negotiated with rail authorities and Roads & Maritime Services (RMS), and limitations placed on truck access – for example, it is understood that the existing crossing may be utilised by semi-trailers but not B-doubles, until such time as the Highway alignment can be moved south to accommodate larger vehicles using the crossing.

The start-up cost of the industrial estate, including intersection treatments on the Highway, servicing and upgrade of local roads, will be significant, and the Council may have to apply for grant funds to assist the project. The Council would have to be fully behind such a project, with an initial feasibility supporting the project.

Area A is also suitable for an industrial estate, but will not have the same benefit of more direct access and visibility to the Olympic Way. In this respect Area A may not achieve the strategic goal of attracting out of town businesses to the Shire and The Rock. If this is indeed the Council's preferred direction.

The two potential industrial sites, A and C, subject to more detailed study and feasibility, therefore represent a choice between Area A, with less constraints and no direct access to the Olympic Way, and Area C, with two nearby houses, and potential noise and dust constraint to consider and mitigate, with more direct access and visibility to the Olympic Way.

Area C may have the better potential for providing additional income to the town through external businesses establishing.



10.3.9 Recommendation

Booth Associates recommend that the Council consider the zoning of the land indicated in Figure 26 to IN1 General Industry and IN2 Light Industry.

This change of use should be preceded by a feasibility analysis of costs, current land owner intentions, potential businesses and a key anchor business, industrial land layout and buffer areas, and consultation with RMS, the Australian Rail Track Corporation and the State Rail Corporation concerning future continued access through Yerong Street across the rail line and to the Highway.

Should Area “C” in Figure 26 not prove to be viable as industrial land, then Council could consider the rezoning of Area “A” (Figure 23) to IN1 General Industry.

Figure 26: Potential Light Industrial and General Industrial Land in Area C

