

ATTACHMENT 2 – 6B

Addendum to Planning Proposal

Addendum to:

Planning Proposal – Rezoning to Industrial 1 Zone – Willowbank, South Albury

As the Relevant Planning Authority, AlburyCity is ultimately responsible for the content of the Planning Proposal and the quality of information provided in support. Accordingly, in response to current omissions within Planning Proposal content and subject matter, this Addendum commits the proponent to further investigations and the provision of documented evidence (via Technical Report) to address reticulated water and sewer provision, groundwater and traffic/transport matters as a demonstration of land capability.

Further investigations to be undertaken post Gateway Determination and prior to consultation with agencies and the general community, as follows:

- Technical Report to be prepared that identifies options and costs associated with the **provision of reticulated water and sewer** to any likely industrial development (including subdivision) on the site to demonstrate capacity of the land to be developed in the manner sought;

Technical Report investigations to include but not be limited to:

- a determination of the capacity of the existing reticulated network of main infrastructure and Sewer Pump Stations to accommodate anticipated development on the site in addition to existing/future development in the surrounding wider area;
 - a determination of the costs of any likely new and/or upgraded network of main infrastructure and Sewer Pump Stations (and associated works) required to accommodate anticipated development on the site in addition to existing/future development in the surrounding wider area;
 - a determination of cost apportionment attributed to development on the site in relation to any new and/or upgraded network of main infrastructure and Sewer Pump Stations required to accommodate anticipated development on the site in addition to existing/future development in the surrounding wider area;
- Technical Report to be prepared that undertakes, documents and confirms by way of a further more detailed **geotechnical assessment** that the site is capable of accommodating anticipated industrial land use activities without having a degrading affect on potential water supplies, groundwater system and/or salinity levels;
- **Traffic and Transport Report** accompanying the Planning Proposal to be revised, as follows:
 - traffic volume data (existing and future projected) has been provided following only one day of traffic survey, the scale of development likely to be accommodated by this proposal warrants as a minimum one weeks traffic survey. Consequently, a further one week of traffic survey will be required and any necessary changes to traffic volume data is to be inserted as an update;
 - as an update the derivation of the traffic volumes are to be provided in a diagrammatic format (instead of tabular as currently shown), midblock volumes are to be presented as total 2 way flows and existing and future volumes are to be provided for both AM and PM peak periods;

- the current analysis assumes an even split between inbound and outbound traffic in the AM and PM peak periods, AlburyCity expects any split will be uneven insofar as the majority of traffic will be inbound during the AM period whilst the majority of traffic will be outbound during the PM period. Consequently, a further review of the traffic split methodology will be required and any necessary changes to existing and future traffic split data is to be inserted as an update;
 - assumed traffic origins and destinations from the site are dissimilar to existing traffic flow patterns, in that the proponent assumes that a disproportionately large amount of traffic will come from and go to Doctors Point Road to the west, whereas AlburyCity is of the view that more traffic would come from and go to Schubach Street to the north (to capitalise on proximity to the Bridge Street/Hume Highway interchange). Consequently, a further review of the traffic origins and destinations data will be required and any necessary changes to existing any future traffic origins and destination data is to be inserted as an update;
 - no needs assessment relating to the channelization of the Schubach Street, Doctors Point Road and Willowbank Road intersection has been undertaken. Consequently, an assessment against the Austroads Guide to Road Design is to be undertaken and documented to determine if a BAR/AUR/CHR is required, a concept plan of the upgraded intersection (including possible channelization) is to be included, along with turning movement templates and the plan is to indicate the location of the intersection treatment in relation to proposed accesses onto Doctors Point Road as an update;
 - the Traffic and Transport Report states that the double solid lines on Doctors Point Road will need to be converted to single lines to allow vehicles to lawfully enter and exit the site in both directions, this is incorrect, in NSW it is perfectly legal for vehicles to turn across a double solid line when entering or exiting streets and property accesses. Consequently, further review of this statement is to be undertaken and any necessary changes to be inserted as an update;
 - the Traffic and Transport Report indicates that sight distance is adequate, but it is unclear where this assessment is being made from. Sight distance for southbound traffic on Schubach Street to the east along Doctors Point Road may be restricted, and this would be a further reason for channelization. Consequently, further documented evidence of investigations undertaken in relation to site distance is required and where necessary any changes are to be inserted as an update.
- *Table 4.4: Consistency with relevant State Environmental Planning Policies* to be revised, as follows:
 - an assessment, response, discussion to be inserted in relation to State Environmental Planning Policy 62 (Sustainable Aquaculture) (SEPP 62) and/or alternatively SEPP 62 be notated as 'Not applicable to this proposal';
 - the assessment, response, discussion provided in relation to State Environmental Planning Policy (Infrastructure) 2007 be amended to acknowledge that consultation with RMS will be undertaken as part of the agency and community consultation processes as part of the Planning Proposal and not at time of development.

- *Table 4.1: Net Community Benefit Test, Table 4.2: Consistency with draft Murray Regional Strategy and Table 4.5: Consistency with relevant Section 117 Directions* be revised by insert of a reference to source data (currently not provided) to substantiate claims made in the Planning Proposal relating to industrial land supply, existing and forecast demand;
- *Table 4.5: Consistency with relevant Section 117 Directions – 3.4 Integrating Land Use and Transport* statement that purports the location of the site is consistent with the aims, objectives and principles of '*Improving Transport Choice – guidelines for planning and development (2001)*' and '*The Right Place for Business and Services – Planning Policy (2001)*' be substantiated by a detailed audit of relevant aims, objectives and principles to be inserted as an Appendix to the Planning Proposal.