



Sustainability Criteria Assessment

Goulburn Mulwaree 2009 Amendment No.6

Kingsdale Locality

August 2012

Completed by:

Goulburn Mulwaree Council

1 Infrastructure Provision

Mechanism in place to ensure utilities, transport, open space and communication are provided in a timely and efficient way.

1.1 Development is consistent with the Sydney-Canberra Corridor Regional Strategy, any subregional strategy, the State Infrastructure Strategy and relevant section 117 directions.

The minor nature of this planning proposal makes the broad issues discussed in the Sydney-Canberra Corridor Strategy (the Strategy) and State Infrastructure Strategy 2008-2018 of little relevance.

The Strategy requires that rural-residential development should only be undertaken on the basis of an agreed local government area wide settlement strategy. Council's settlement Strategy, Goulburn Mulwaree 2020, makes no in-depth consideration for rural residential lands.

However, Goulburn Mulwaree Local Environmental Plan (Amendment No.2) 2009 provided Council's largest single review of rural lands planning delivering over 200 rural-residential lots. This Amendment was gazetted on the 13 July 2012.

The inclusion of Kingsdale within this planning proposal is the result of submissions received by a landowner to the public exhibition of the Rural Lands Planning Proposal. Council resolved to defer this matter and include it in a future LEP (this Amendment) so as not to further delay the Rural Lands Planning Proposal.

The relevant Ministerial Section 117 Directions have been addressed within the planning proposal and the proposal is not inconsistent with any Directions.

1.2 The provision of infrastructure (utilities, transport, open space and communications) is costed and economically feasible based on government methodology for determining infrastructure development contributions.

The planning proposal seeks to reduce the Minimum Lot Size (MLS) from 100ha to 10ha for the creation of an additional 23 Rural Residential Lots.

The applicant will demonstrate road access at the subdivision stage. The 10ha proposed lot size does not require connection to reticulated water services; rather septic tank water treatment is considered adequate. A 2ha MLS is generally considered the lowest MLS before having an impact on the water table (for example, Run-O-Waters estate in South Goulburn).

The option to connect to a power supply lies with the land owner. They may seek connection to an existing line through agreement with the power provider or create their own on-site electricity generation (e.g. solar).

Goulburn Mulwaree Council will collect development contributions for the provision of works (e.g. rural road construction/upgrade) under Goulburn Mulwaree Council Section 94A Levy Development Contributions Plan 2009.

2 Access

Accessible transport options for efficient and sustainable travel between homes, jobs, services and creation to be existing or provided.

2.1 Location/land use – to existing networks and related activity centres

The subject site is located 5km north west from the Goulburn City Centre via Crookwell Road and borders the Urban Release Area of Marys Mount. Goulburn is identified as a major regional centre under the Sydney-Canberra Corridor Regional Strategy.

Council has recently considered a planning proposal to allow neighbourhood centre including a 3,200m² supermarket on the corner of Marys Mount and Crookwell Road only 2Km from the subject area. This will provide additional services within close proximity to the subject area.

The subject area abuts existing rural-residential subdivision, including six (6) 10ha sites to the north along Kingsdale Road. Additionally, LEP (Amendment No. 2) 2009 gazetted on the 13 July 2012 further reduced the Minimum Lot Size for lots to the east and south of the site (Refer to **Appendix 1**)

2.2 Network – the area's potential to be serviced by economically efficient transport services

Crookwell Bus Service Pty Ltd operates a school bus service from Crookwell to Goulburn via Crookwell Road. It is expected that this service will benefit from additional users travelling from Kingsdale to Goulburn for school.

PBC Bus Services currently runs school bus services along Marys Mount Road and to the junction of Marys Mount and Crookwell Road. This location is approximately 2.5km from the southern edge of the subject site.

PBC also runs public bus loop services that enter the southern side of the Marys Mount precinct along Gibson St (Refer to **Appendix 2**). This location is about 3km from the subject site.

Goulburn has a rail station that provides links to Sydney and Canberra via City Rail and Country Link. This station is located within the town centre of Goulburn, which is about 5km from the subject site.

The subject area extends along Crookwell Road which provides easy access to Goulburn City. The site's access to this road will not adversely impact upon efficient traffic movements along Crookwell Road given the low density being proposed. Any impacts can be managed through a subsequent subdivision application.

2.3 Catchment – the area's ability to contain, or form part of the larger urban area which contains adequate transport services. Capacity for land use/transport patterns to make a positive contribution to achievement of travel and vehicle use goals.

The subject area is located at Kingsdale just 5 minutes drive north west of Goulburn along Crookwell Road.

Goulburn's urban areas are largely contained within a small 3 kilometre radius. Adequate school bus services operate throughout the urban areas of Goulburn, while other school bus services link Goulburn with surrounding villages.

As discussed previously, Crookwell Bus Service Pty Ltd operates a school bus service from Crookwell to Goulburn via Crookwell Road.

2.4 No net negative impact on performance of existing subregional road, bus, rail and freight network.

As discussed, public transport services are largely confined to school bus services and taxi cabs for daily travel purposes. Services operating in Goulburn will benefit from the development of land along existing bus routes, such as Crookwell Road.

Cycling is a popular mode of transport for recreational and daily travel purposes. This is in part due to Goulburn's large road reserve widths and easy access to long country roads with little traffic. *Goulburn Mulwaree Bicycle Strategy 2008-2018* is a comprehensive plan for improving the environment for people who ride bicycles for transport, health and fitness. Under this strategy, a Bicycle Network Route is identified to increase ease of using Goulburn's roads for cycling. It is envisaged that rural-residential development at Kingsdale will benefit from excellent access to Crookwell Road and the already completed Bicycle/Pedestrian path along Marys Mount Road and Wollondilly River.

3 Housing Diversity

Provide a range of housing choices to ensure a board population can be housed.

3.1 Contributes to the geographic market spread of housing supply, including any government targets established for aged, disabled or affordable housing.

The Goulburn Mulwaree LGA has a significant supply of rural residential lots created through the Rural Lands Planning Proposal LEP (gazetted 13 July 2012).

In total, the minimum lot size for over 20,000ha of rural land was reduced from 100 hectares to 40ha, 20ha or 10ha. The following table illustrates the total area of rural land zoned for additional rural-residential lifestyle housing:

Minimum Lot Size (LGA wide)	LEP 2009 (ha)	LEP 2009 Am No 2 (ha)	Difference (ha)
100ha	310,300	289,700	-20,600
40ha	0	9,550	+ 9,550
20ha	0	10,250	+ 10,250
10ha	569.6	1,932	+ 1,362

The following table indicates the theoretical development yield that has been created.

Potential Additional Lots created by Am No 2 (LGA-wide)	Potential (lots)
40ha	32
20ha	144
10 ha	53
TOTAL	229

The proposal will further contribute to the supply of rural residential lifestyle lots within close proximity to the existing town centre of Goulburn.

4 Employment Lands

Provide regional/local employment opportunities to support the Sydney-Canberra Corridor's expanding role in the wider regional and NSW economies.

4.1 Maintain or improve existing level of subregional employment self-containment.

The subject proposal is for rural-residential lifestyle lots. This section is not applicable for the subject proposal.

4.2 Meets subregional employment projections.

The subject proposal is for rural-residential lifestyle lots. This section is not applicable for the subject proposal.

4.3 Employment-related land is provided in appropriately zoned areas.

The subject proposal is for rural-residential lifestyle lots. This section is not applicable for the subject proposal.

5 Avoidance of Risk

Land use conflicts, and risk to human health and life, avoided.

5.1 No residential development within 1:100 floodplain.

The subject site is not located within the 1:100 year floodplain.

5.2 Avoidance of physically constrained land

Planning constraint investigations and mapping has been undertaken for the subject site. The constraints investigated are referenced in the following table.

Constraint	Reference	Attachments
Land Soil Capability	Section 6.2.1	Appendix 4
Slope	Section 5.2.1	Appendix 3
Resources	Section 6.2.2	Appendix 7
Aboriginal Significance	Section 7.5	Appendix 8
Bushfire Prone lands	Section 5.4	Appendix 5
Groundwater	Section 6.1	Appendix 6

5.2.1 High slope

The subject site has minimal area that has a slope of greater than 20%. Land Soil Capability Mapping detailed in section 6.2.1 describes the slope for the entire site to range between 3-10%.

Refer to **Appendix 3** for a map displaying slope.

5.2.2 Highly erodible

Land Soil Capability Mapping illustrates that the site's soils have a moderate to high ability to ability to sustain impacts. Scores ranging from 2 to 5 for water and wind erosion are provided in section 6.2.1.

Refer to **Appendix 4** for Land Soil Capability mapping.

5.3 Avoidance of land use conflicts with adjacent or existing or future land use as planned under relevant subregional or regional strategy

The proposed reduction in MLS is consistent with surrounding sites to the north, east and west

Refer to Section 2.1

5.4 Where relevant, available safe evacuation route (flood and bushfire).

The subject site has direct access to Crookwell Road providing a safe evacuation route.

The site is not situated within a floodplain and has limited vegetation cover. The site is easily buffered from bushfire prone lands as a result of its low vegetation cover.

Refer to **Appendix 5** for Bushfire Prone Lands.

6 Natural Resources

Natural resource limits not exceeded/environmental footprint minimised.

6.1 Demand for water within infrastructure capacity to supply water and does not place unacceptable pressure on environmental flows.

The proposal will not connect to council's water infrastructure network. This is the nature of rural-residential development and the subject requirements for on-site septic tanks and water collection.

The site is located within the Sooley Dam Catchment. The development the site and the water harvesting that will result (e.g. water tanks) will have only a minor impact on the quantity of water entering Sooley Dams reservoirs.

A hydrological assessment undertaken as part of the Goulburn Mulwaree Strategy identified that the Kingsdale limestone area should be afforded special protection to ensure that water quality and quantity are not comprised by future land use activities (Refer to **Appendix 6**). The subject area is currently zoned E3 Environmental Management under Goulburn Mulwaree LEP 2009, which provides this protection.

6.2 Demonstrates the most efficient/suitable use of land:

6.2.1 Avoids identified significant agricultural land

The subject site has been identified to have some agricultural value compared to other lower value areas of the LGA. The land is currently used for non-intensive agricultural (i.e. grazing) and rural-residential purposes with no evidence of pastoral improvements being made.

Agricultural Land Suitability Classification Mapping has not been completed for the subject site. The next best source of information was Land Capability mapping summarised in the table below.

Reference	% Site	Rating	Slope	Soil Type	Water Erosion	Wind Erosion	Overall	Fertility
Monastery Hill	70	IV	>5<10%	Red Podzolic Soils- less fertile	3	3	4	Moderately Low
Sooley	20	IV	>5<10%	Yellow Podzolic Soils- less fertile	3	3	4	Moderately Low
Narrangarril variant b	5	IV	3-5%	Black Earths	3	3	3	High
Bungonia SRA variant b	5	IV	3-5%	Terra Rossa Soils	3	2	4	Moderate
Bumana Creek	<5	IV	3-5%	Soloths	5	2	5	Moderately Low
Narrangarril	<5	IV	3-5%	Chocolate Soils	4	3	3	Moderately High

Overall, a Land Suitability Class of IV is evidenced. This class identifies the land as having moderate capability to sustain physical disturbance and is best suited to land uses that only occasionally disturbs the soil (e.g. grazing).

6.2.2 Avoids productive resource lands- extractive industries, mining and forestry.

The subject site forms part of the Sooley Volcanics geological area, which is a potential resource of base metals, gold, limestone across 8,100ha (Refer to **Appendix 7**). The current zone, E3 Environmental Management currently prohibits mining and extractive industries, however these activities are permitted under SEPP (Mining, Petroleum Production and Extractive Industries) 2007.

Despite this, the potential for extractive industry is limited due to the surrounding Marys Mount Urban Release Area and the catchment area for the Sooley Dam water supply.

6.3 Demand for energy use does not place unacceptable pressure on infrastructure capacity of supply energy, requires demonstration of efficient and sustainable supply solution.

The energy demand from the potential of twenty-three (23) lots will not place pressure on existing infrastructure. The feasibility of connecting to existing power lines or developing standalone systems will be determined by the eventual landowner/developer.

The site is in close proximity to existing power infrastructure due to it boarding the northern urban footprint of Goulburn.

7 Environmental Protection

Protect and enhance biodiversity, air quality, heritage and waterway health.

7.1 Consistent with government-approved regional conservation plan (if available)

Regional Conservation Plans (RCP) has been development for the coastal regions of NSW. The South Coast RCP does not extend as far as Goulburn as therefore does not apply to this planning proposal.

7.2 Maintains or improves areas of regionally significant terrestrial and aquatic biodiversity (as mapped and agreed by DECC). This includes regionally significant vegetation communities, critical habitat, threatened species, population, ecologically significant communities and their habitats.

The subject area consists of cleared undulating land that has been used for limited agricultural and rural-residential purposes. The subject area is currently zoned for E3 Environmental Management.

The Goulburn Mulwaree Biodiversity Strategy 2007 does not identify any significant vegetation communities, critical habitat, threatened species, population, ecological communities and their habitats.

7.3 Maintain or improve existing environmental condition for air quality.

The proposal for rural-residential lifestyle development will have limited measurable impact on the environmental condition for air quality.

7.4 Maintain or improve existing environmental condition for water quality.

The proposal has the potential to impact on the Kingsdale Limestone Area and Sooley Dam Catchment. The Goulburn Mulwaree Strategy 2020 adopted by the Department of Planning in 2006 states:

“that the high quality groundwater within the Kingsdale Limestone Area is also potentially vulnerable to contamination. This is because the highly fractured nature of the sandstone provides a quick flow path for groundwater recharge, but also for potential contaminants’ (p.185).”

“Based on this hydrological assessment, the following areas should be afforded special protection to ensure that water quality and quantity are not comprised by future land use activities:

- *The Kingsdale Limestone area*
- *The catchment for Sooley Dam*
- *The Lake Bathurst internal drainage basin (p.188)”*

Sydney Catchment Authority may request a NorBe test be undertaken during the consultation process to demonstrate neutral impact in water quality.

7.5 Consistent with water quality objectives for recreational water use and river health (DEH and CMA)

Hawkesbury Nepean Catchment Management Authority (HNCMA) River Health Strategy identifies four key management objectives for river health:

1. Maintain the condition of reaches in natural or near natural condition
2. Maintain and improve reaches in good condition
3. Improve the environmental condition in the remaining reaches
4. Achieve the highest environmental and community gain for resources

The HNCMA identifies that Water Quality Objectives are to be addressed through Ministerial Direction 5.2- Sydney Drinking Water Catchments. Refer to Section 3.7.5 of the planning proposal.

Provided that the Goulburn Mulwaree LGA is within the Sydney drinking water catchment it is considered appropriate that the Sydney Catchment Authority and HNCMA be consulted.

7.6 Consistent with catchment and stormwater management planning (CMA and council)

The rural residential nature of the planning proposal limits the need for broad stormwater management principles.

Eventual development applications for permissible dwellings will have to make reference to council's controls for water retention.

7.7 Protects areas of Aboriginal cultural heritage value (as agreed by DEH)

The subject site is identified to have potential to contain aboriginal cultural value. The relevant studies to ascertain actual heritage value will have to be undertaken at the development application stage.

Refer to **Appendix 8**.

8 Quality and Equity in Services

Quality health, education, legal, recreational, cultural and community development and other government services are accessible.

8.1 Available and accessible services:

8.1.1 Do adequate services exist?

The minor nature of the proposal will not create significant need for further services.

8.1.2 Are they at capacity or in some capacity available?

There are no known capacity issues relating to service provision.

8.1.3 Has Government planned and budgeted for further service provision?

The government continues to plan a budget for services based on population projections and consequential growth. This planning proposal will not impact on population growth, but rather provide housing diversity for this expected population growth.

8.1.4 Developer funding for required service

The minor nature of this proposal does not require further services.

Indirect services will be provided through the Council's collection of land rates and for direct works through Council's s94A Development Contributions Plan.

References

Ecological Australia. 2007, '*Goulburn Mulwaree Biodiversity Strategy*'

Goulburn Mulwaree Council. 2009, '*Section 94A Development Contributions Levy*'

Hawkesbury Nepean Catchment Management Action Plan. 2007, '*Hawkesbury Nepean Catchment Management Strategy*' (Online) Available: < www.hn.cma.nsw.gov.au > Accessed: 6 August 2012

NSW Department of Environment, Climate Change and Water. 2009, '*Action for Air- 2009 Update*' (Online) Available: < <http://www.environment.nsw.gov.au> > Accessed: 6 August 2012

NSW Department of Environment, Climate Change and Water. 2010, '*South Coast Regional Conservation Plan*' (Online) Available: < <http://www.environment.nsw.gov.au> > Accessed: 6 August 2012

Parsons Brinckerhoff. 2006, '*Goulburn Mulwaree strategy 2020*'

Roads and Traffic Authority. 2002, '*Guide to Traffic Generating Developments (Version 2.2)*' (Online) Available: < <http://www.rta.nsw.gov.au> > Accessed: 6 August 2012

Appendix 1- Minimum Lot Size Context



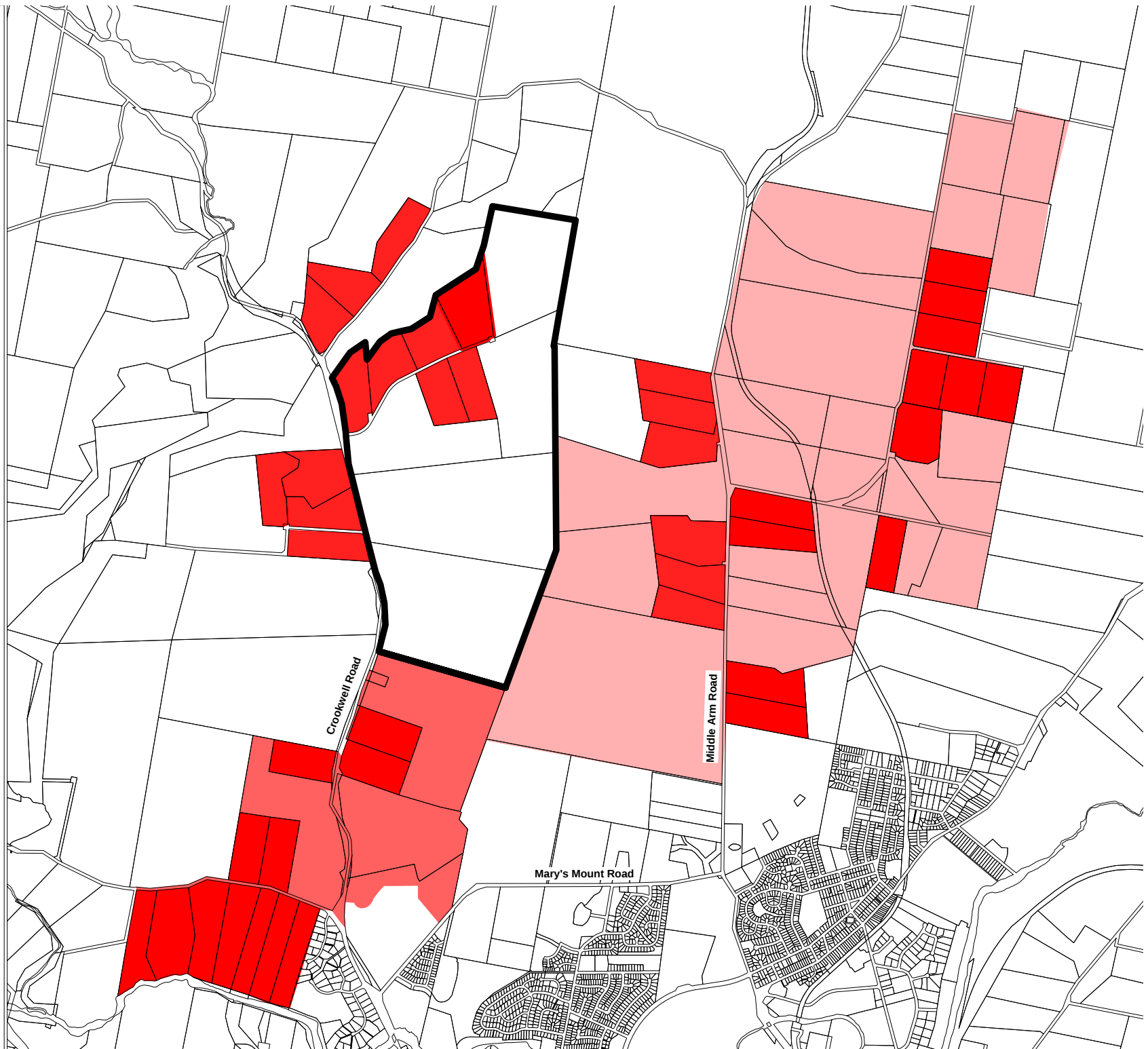
Kingsdale Locality MLS

 Kingsdale Locality
Amendment No.6

 Existing 10ha

 Potential10ha
Amendment No.2

 Potential 20ha
Amendment No.2



Appendix 2- PBC Bus Loop Service

PBC Goulburn

www.pbcgoulburn.com.au



Street Legend
1. Caoura Cr
2. Towrang Av

Crestwood

821A

821B

Kenmore

Bradfordville

• Bus Depot

North Goulburn

Goulburn CBD

West Goulburn

South Goulburn

Eastgrove

Legend

- Bus Route
- Occasional service
- 823** Route Number
- Hospital
- School
- Educational Institution
- Shopping Centre

North



Trains to Canberra and Melbourne

Trains to Southern Highlands and Sydney

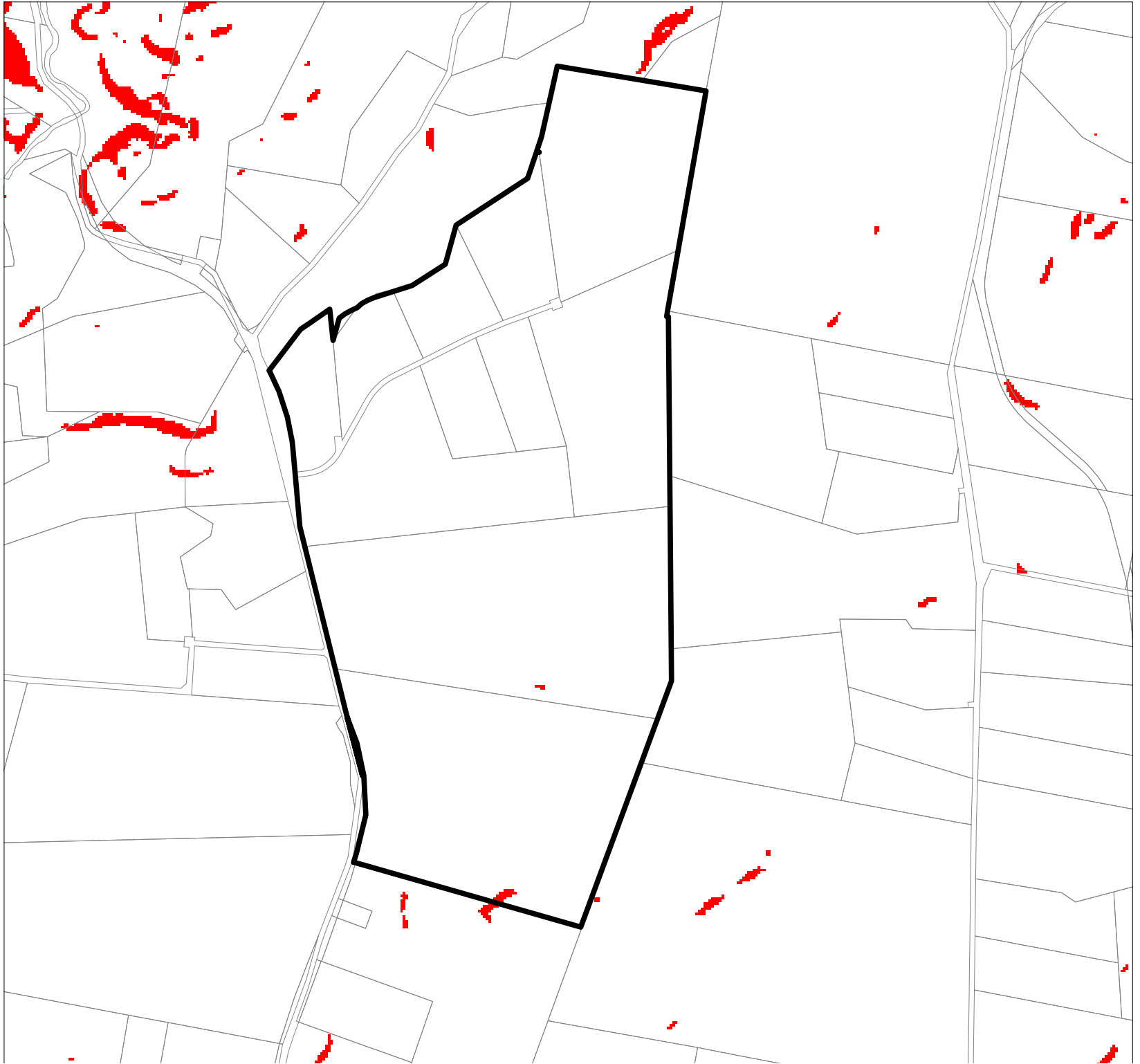
Base Map : UBD DG8/01
Cartography: TransitGraphics

Appendix 3- Slope >20%



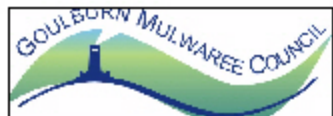
— Kingsdale Locality

■ Slope >20%



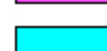
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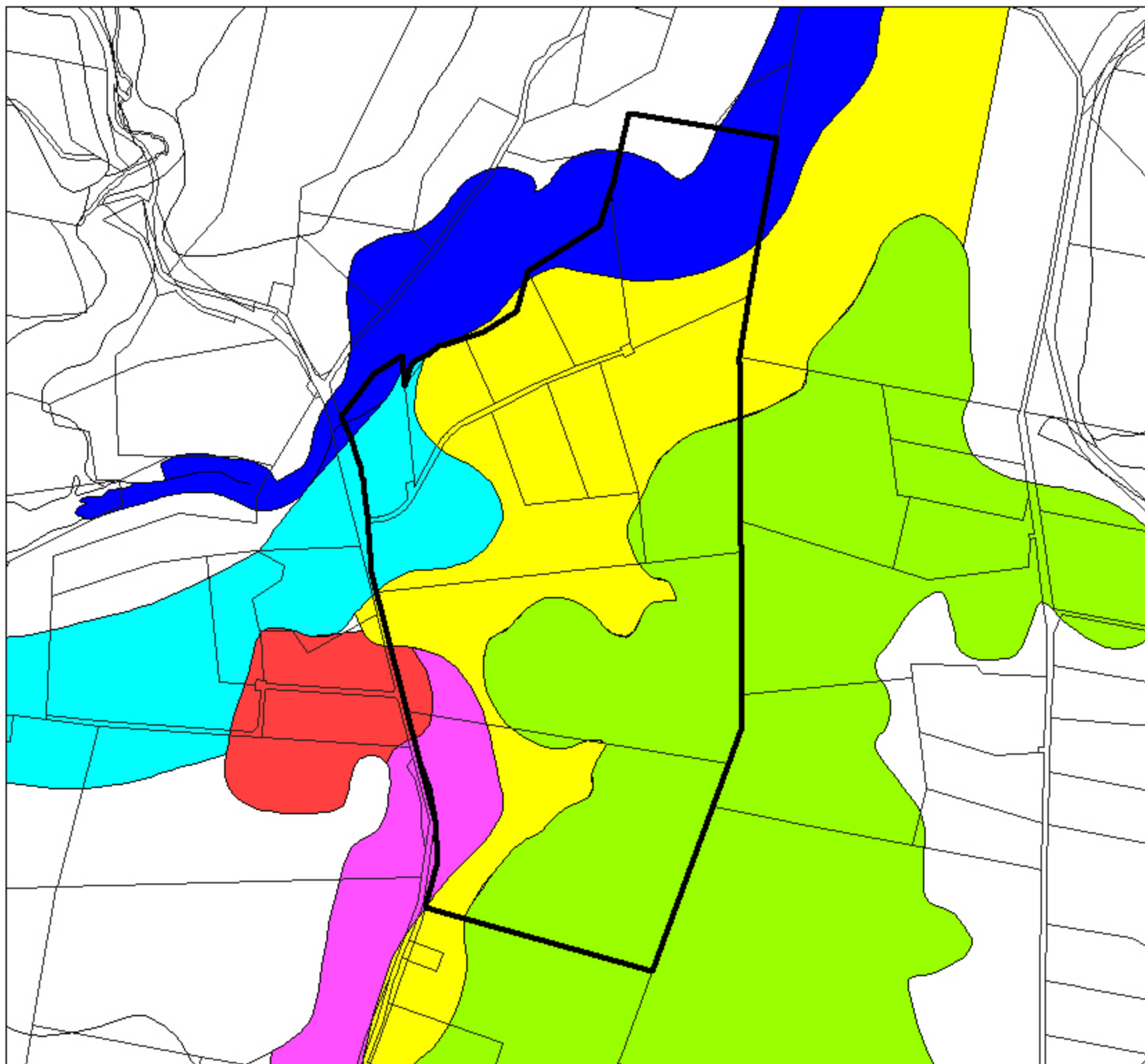
Appendix 4- Land Soil Capability



Kingsdale
Land Soil Capability

Legend

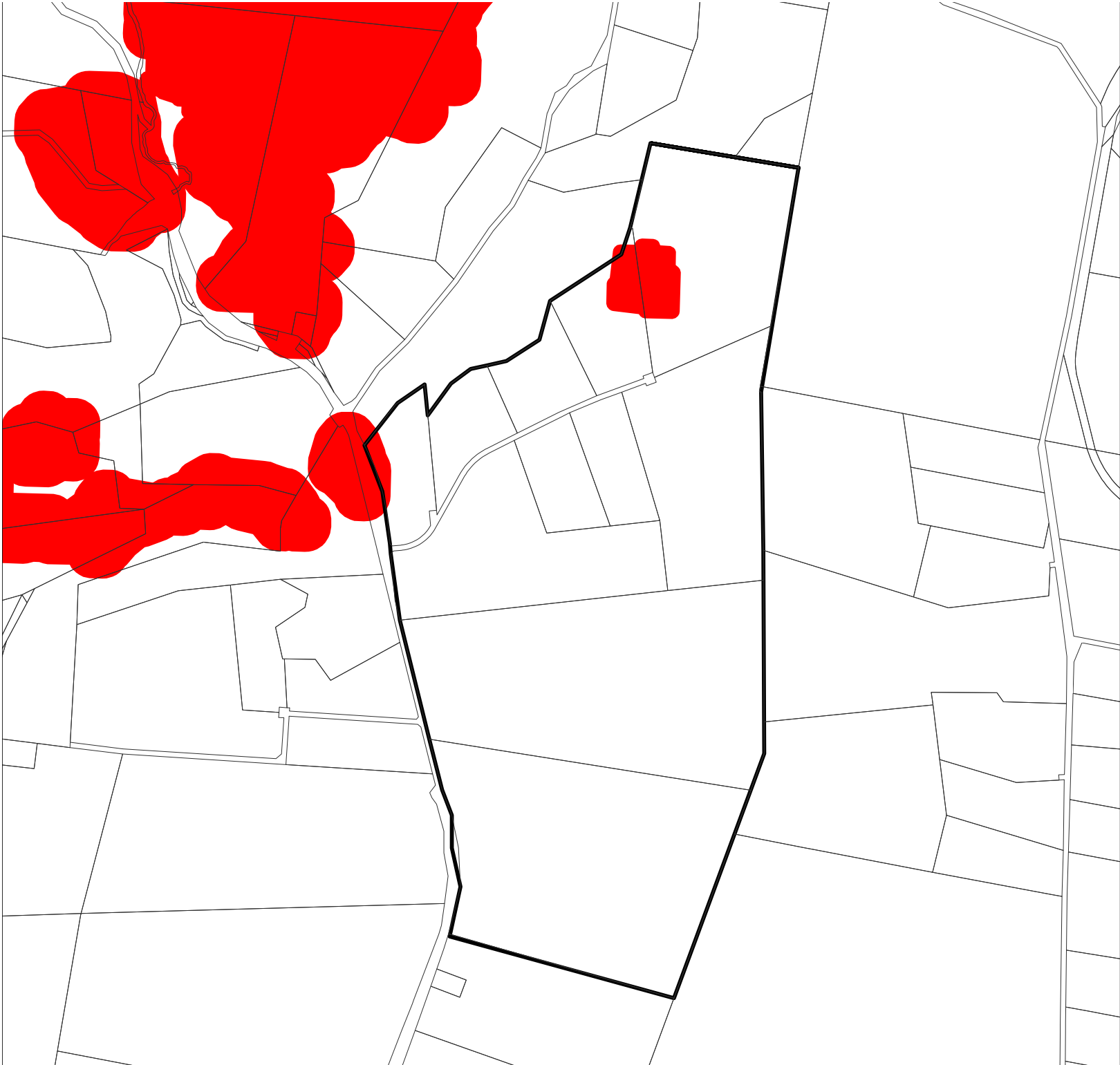
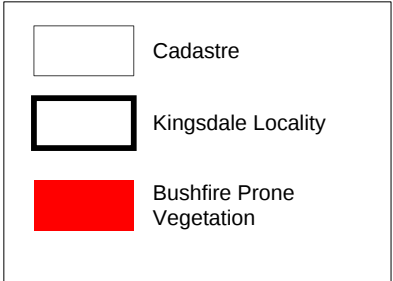
-  Kingsdale Locality
-  Narrangarril
-  Bumana
-  Narrangarril b
-  Bungonia
-  Sooley
-  Monastery Hill



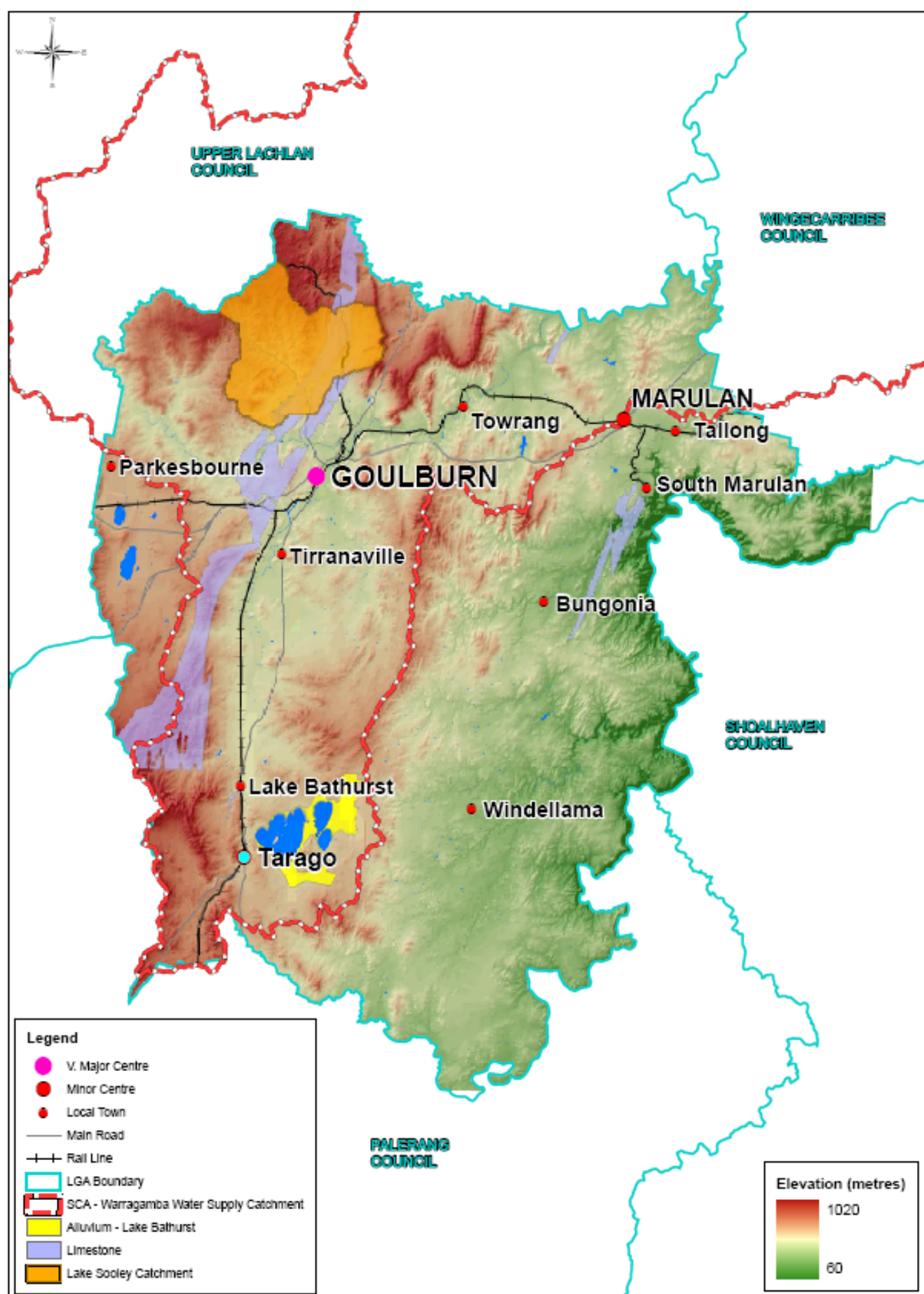
Appendix 5- Bushfire Prone Lands



Kingsdale
Bushfire Prone Buffer



Appendix 6- Groundwater

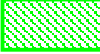


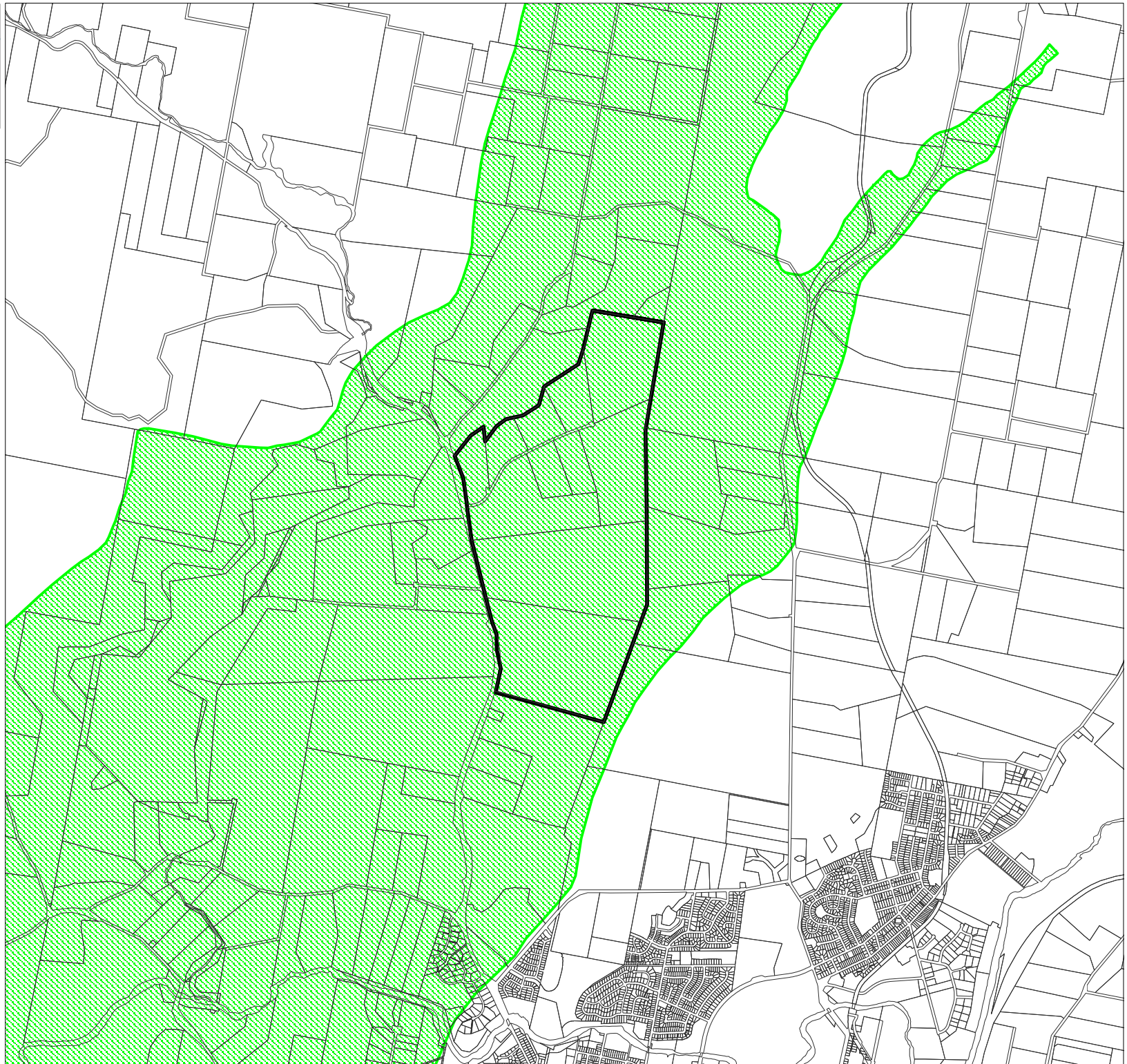
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Appendix 7- Potential Resource

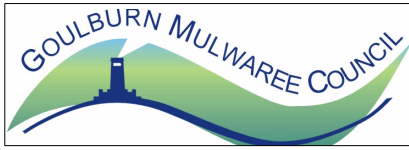


Kingsdale
Potential Resource

-  Cadastre
-  Kingsdale Proposed Rural Lot Size Study Area
-  Resource Buffer Zone
-  Identified Resource
-  Potential Resource



Appendix 8- Aboriginal Cultural Heritage



Kingsdale
Potential Aboriginal Significance

Legend



Kingsdale Locality
Boundary



Potential Aboriginal
Significance



Cadastre

