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The General Manager
Goulburn Mulwaree Council
Locked Bag 22
GOULBURN NSW 2580

Attention: Scott Martin / Kate Wooll

**RE: Lot 10 DP 1247119
LANSDOWNE STREET REZONING**

Dear Scott and Kate

I refer to previous discussions regarding the above matter and please find attached a submission in support of the rezoning of Lot 10 DP 1247119 from B6 Enterprise Zone to R5 Large Lot Residential Zone and for the land to have a minimum lot size of 1,000m². An Industrial Noise Intrusion Assessment report prepared by Harwood Acoustics is separately attached as well as plans prepared by CPC Land Development Consultants Pty Ltd and an electronic copy of the documentation.

If you require any additional information or clarification, please contact me on 0428 483 558 or at robansue@bigpond.net.au

Yours sincerely

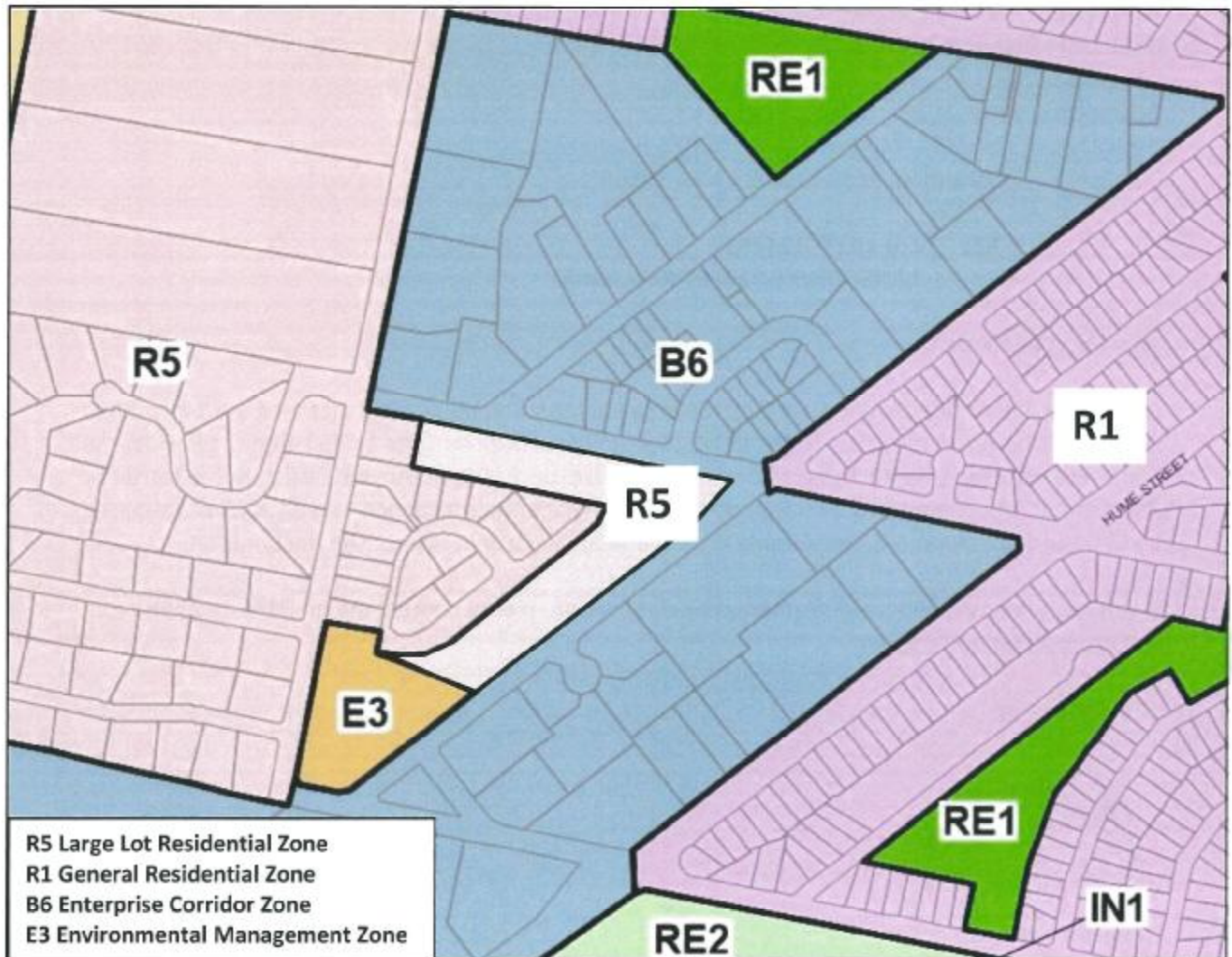


Robert Mowle
DIRECTOR
KINGSDALE CONSULTING PTY LTD
17 June 2019

SUBMISSION

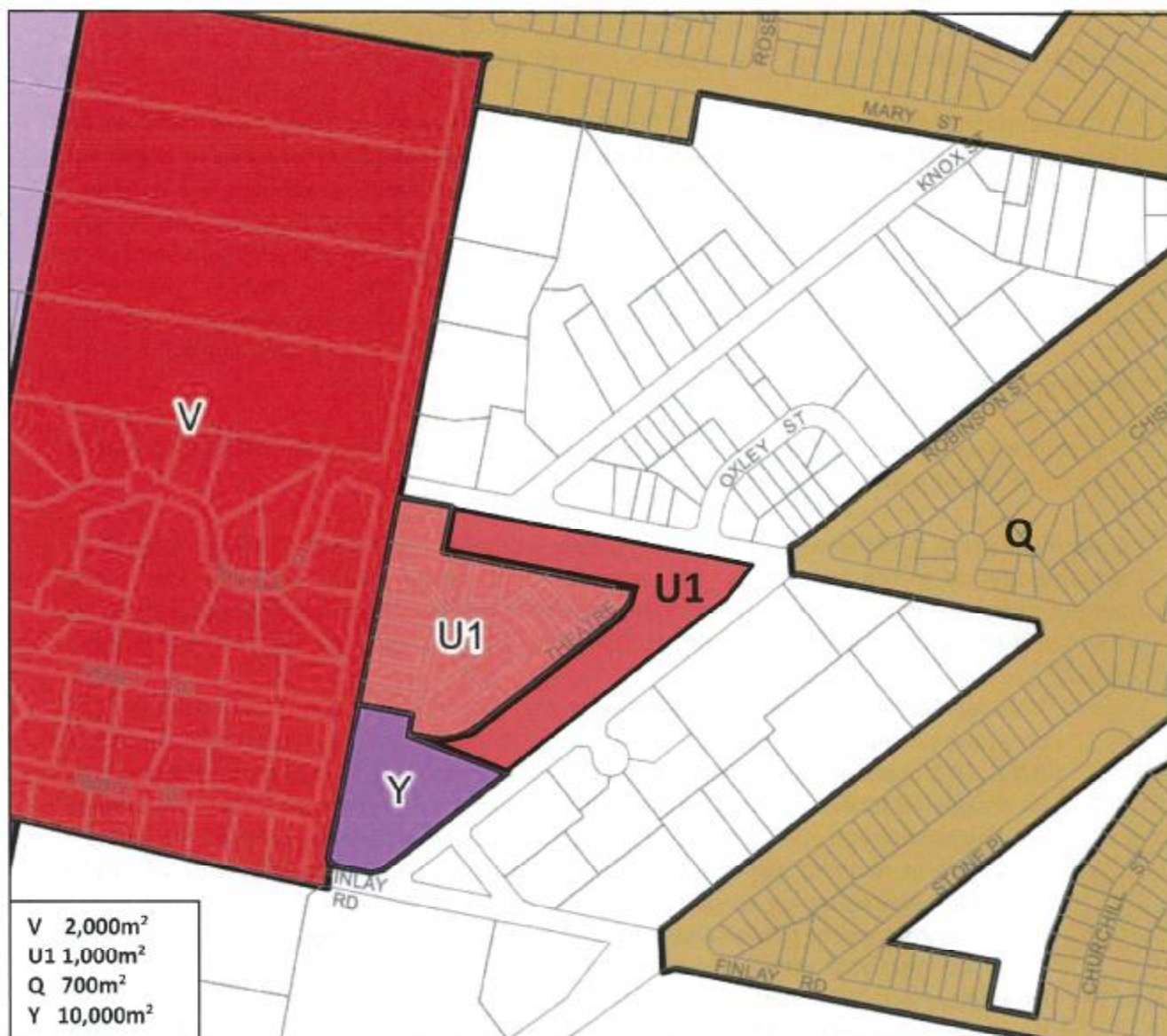
This submission on behalf of Simgrow Pty Ltd is submitted to the Goulburn Mulwaree Council to request an amendment to *Goulburn Mulwaree LEP 2009* (LEP) to rezone Lot 10 DP 1247119 from B6 Enterprise Zone to R5 Large Lot Residential Zone and to enable Lot 10 DP 1247119 to have a minimum lot size of 1,000m² – see maps below:

- (1) *Amending Goulburn Mulwaree Land Zoning Map Sheet LZN_001D by rezoning Lot 10 DP 1247119 from B6 (Enterprise Corridor Zone) to R5 (Large Lot Residential Zone).*



Amendment to Goulburn Mulwaree Land Zoning Map – Sheet LZN_001D
(Map Source: NSW Legislation website)

- (2) Amending Goulburn Mulwaree Land Lot Size Map Sheet LSZ_001D by identifying Lot 10 DP 1247119 having a minimum lot size of 1,000m² (U1) – see map below.



Amendment to Goulburn Mulwaree Lot Size Map – Sheet LSZ_001D
(Map Source: NSW Legislation website)

Council is also advised that when the *Goulburn Mulwaree Local Environmental Plan (GLEP) 2009* was introduced the subject land was zoned B6 Enterprise Corridor and it had previously been zoned for 4 industrial development under Goulburn LEP 1990. When the GLEP 2009 commenced, dwellings were permitted with Council consent in the B6 zone. The zone also had an objective "To provide for residential uses, but only as part of a mixed use development."

An application for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street) was approved by Council on 7 December 2011. This approval (which had been commenced) consisted of 17 lots for residential purposes plus a single residue lot (with frontage to both Lansdowne and Robinson Streets) and a single lot in the southern corner being subject to a Conservation Management Plan. On 19 October 2012 Council amended its LEP without any consultation with the land owners to remove the objective relating to residential development and to prohibit residential accommodation in the B6 zone. This has created a situation where the subdivision for 17 lots (for the purpose of residential development) was lawfully permitted, but future applications for dwellings on those lots were not permitted.

This matter was considered by Council at its meeting held on the 18 December 2018 and a copy of the Council report is attached at Appendix 1.

Council will recall that the whole site was originally a drive-in theatre which was purchased by Simgrow Pty Ltd in the late 1980's. The proposed development of this land has seen many permutations over the years varying from light industrial / commercial to residential development. The report to the Council meeting of the 18 December 2018 included the following background details:

*"Development Application 50/1011/DA for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street - the site of the former drive-in theatre) was approved on 7 December 2011. The approved subdivision consisted of 17 Lots for residential purposes plus a single lot designated for future industrial commercial activities (with frontage to both Lansdowne and Robinson Street) and a single lot in the southern corner of the subject site for the purpose of protecting remnant native vegetation. The Subdivision Certificate for the approved subdivision was issued on 30 August 2018. It is understood that prior to this, the 17 Lot residential component of the subdivision had been put on the market with many lots sold. These lots were sold with Section 10.7 Planning Certificates (Environmental Planning and Assessment Act, 1979) that identified the land as being zoned B6 Enterprise Corridor under Goulburn Mulwaree Local Environmental Plan 2009 (GM LEP 2009) upon which Residential Accommodation (this definition including detached dwellings and dual occupancies) is prohibited. When the GM LEP 2009 was introduced the subject land was zoned B6 enterprise Corridor. It had previously been zoned "4 Industrial" under Goulburn LEP 1990. At the time LEP 2009 commenced, dwellings were permitted with Council consent in the B6 Enterprise Corridor zone. The zone also had an objective "to provide for residential uses, but only as part of a mixed use development". On October 2012 Council amended GM LEP 2009 to remove the objective relating to residential development and prohibit residential accommodation in the B6 Enterprise Corridor zone. This created a situation where the subdivision for 17 lots could still be enacted, but future applications for dwellings on those lots were prohibited. **It is this situation that Council is trying to address with a current Planning Proposal to rezone the land to zone R5 Large Lot Residential under GM LEP 2009.**" (bold text by writer).*

Council resolved as follows:

"RESOLUTION 2018/602

- 1. The report of the Senior Strategic Planner regarding the Lansdowne Street Planning Proposal be received.*
- 2. Council endorse the current Planning Proposal to amend the Goulburn Mulwaree Local Environmental Plan 2009 to:*
 - a) Rezone land being Lots 11- 27 DP1247119 (Theatre Drive Subdivision), 150 Lansdowne Street Goulburn (Lot 1 DP 1018281)*
 - b) Rezone lot 28 DP 1247119 from B6 Enterprise Corridor to zone E3 Environmental Management;*
 - c) Remove existing Floor Space Ratio (FSR) controls for lots no longer proposed to be rezoned B6 Enterprise Corridor; and*
 - d) Apply a Minimum Lot Size of 1000 m2 (in R5 Large Lot Residential) and a 1 Hectare Lot Size (E3 Environmental Management) under Goulburn Mulwaree Local Environmental Plan 2009.*
- 3. The decision on any zoning matter for Lot 10 DP 1247119 be deferred at this time.*
- 4. A Draft Instrument be prepared that is consistent with the above Amendment;*
- 5. The Planning Proposal and relevant documentation be forwarded to the Department of Planning and Environment for making as soon as possible.*
- 6. Council thank those who made a submission and advise the proponent accordingly.*
- 7. Future development applications for development on land in DP1247119 (Theatre Drive Subdivision), Lot 1 DP 1018281 (150 Lansdowne Street) and Lot 28 DP 1247119 include restrictions on the title of each lot as generally outlined in this report and in Attachment 2 pursuant to Section 88B of the Conveyancing Act, 1919.*
- 8. In pursuance of paragraph 2 and 6 of this resolution, site specific development control plan (DCP) provisions are developed to ensure that the mitigation measures are considered as applicable in future development application assessment including: a) Construction standards for all development and boundary fencing in relation to noise and vibration. b) Restrictions on the title of lots on land identified in paragraph 7 above.*
- 9. The DCP provisions in paragraph 4 are publicly exhibited.*

SUPPLEMENTARY RESOLUTION 2018/603

That the applicant be requested to consider a proposed alternate access to this subdivision directly on to both Cathcart and Robinson Streets and to consider proposing the closure of Theatre Drive access onto Lansdowne Street."

In respect to this Resolution, Simgrow Pty Ltd have:

1. Redesigned the proposed subdivision of Lot 10 DP 1247119 and:

- Removed direct access from Theatre Drive to Lansdowne Street.
- Provided direct access from Theatre Drive to Robinson Street.
- Provided a range of lot sizes from 1100m² to 1679m² along Lansdowne Street with the larger lots being located to the east of Lansdowne Street.
- Provided an area for the establishment of a playground area particularly for young children in the Theatre Drive and Abbey Road areas.
- Provided for pedestrian access from Cathcart Street to Theatre Drive.

No direct vehicular access has been provided to Cathcart Street from Theatre Drive at this



2. Carried out a Traffic Count Analysis:

It is noted that the report to the meeting of Council included the following comments:

The business operators also questioned whether traffic counts in Robinson or Lansdowne Street had been undertaken. Unfortunately, counts are unavailable for this section of Lansdowne St, but traffic counts were available for Robinson Street (undertaken in 2016) as follows:

ClassMatrix-382
 Site: ST682-39.0.05N
 Description: 150m south of Mary St on Robinson St at number 39
 Filter time: 10:21 Monday, 23 May 2016 => 13:56 Tuesday, 7 June 2016
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Speed (km/h)	1	2	3	4	5	6	7	8	9	10	11	12	Speed Totals
10 - 20	78	-	3	4	2	-	-	-	-	-	-	-	79 0.5%
20 - 30	232	4	27	12	-	-	2	9	1	1	-	-	287 1.7%
30 - 40	1105	36	195	40	7	4	2	13	4	1	-	-	1407 8.5%
40 - 50	5961	141	692	63	9	18	18	1	5	3	-	-	6910 42.6%
50 - 60	8002	66	620	7	-	5	8	-	1	-	-	-	8709 40.4%
60 - 70	1034	9	80	-	-	-	-	-	-	-	-	-	1119 6.7%
70 - 80	75	-	6	-	-	-	-	-	-	-	-	-	81 0.5%
80 - 90	17	-	-	-	-	-	-	-	-	-	-	-	17 0.1%
90 - 100	3	-	-	-	-	-	-	-	-	-	-	-	3 0.0%
100 - 110	1	-	-	-	-	-	-	-	-	-	-	-	1 0.0%
110 - 120	-	-	-	-	-	-	-	-	-	-	-	-	0 0.0%
120 - 130	-	-	-	-	-	-	-	-	-	-	-	-	0 0.0%
130 - 140	-	-	-	-	-	-	-	-	-	-	-	-	0 0.0%
140 - 150	-	-	-	-	-	-	-	-	-	-	-	-	0 0.0%
150 - 160	-	-	-	-	-	-	-	-	-	-	-	-	0 0.0%
	14520	252	1624	106	18	27	31	21	11	3	0	0	16613
	97.4%	1.5%	9.8%	0.6%	0.1%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	Avg 110.7
	Class Totals												

The graph suggests a relatively high vehicle usage rate over the count period from 10.21 on Monday 23 May through to 1.56pm Tuesday 7 June being 16,613 vehicles (approximately 1,186 per day). Heavy vehicles are classes 3 – 12 using Austroads vehicle classification system. Therefore heavy vehicles accounted for 1,841 movements (131.5 per day). It is likely that the number of heavy vehicle and car movements has increased since that time. Essentially the traffic count demonstrates the relatively high level of vehicle and heavy vehicle usage of Robinson Street, it would be anticipated that Lansdowne Street would have a similarly high usage level. The issues raised above have been considered further in the options section of this report.

The report also includes the following comments:

It is considered that measures will be put in place via the proponent's response (88B Instrument and lot configuration) to address some of the concerns of objectors. This would also necessitate site specific development control plan provisions being in place as a means of alerting assessment staff and purchasers to likely construction standards or restrictions on lots. However, the usage of Robinson Street and Lansdowne Street by heavy freight and other industrial type businesses is potentially going to be an ongoing cause for dispute between landowners. The measures outlined only go a part of the way to solving these ongoing land use conflicts. The activity and noise levels by 24 hour a day truck usage of Lansdowne and Robinson Street should not be underestimated. Whilst dwellings can be constructed with increased standards for noise and vibration, amenity levels of private open space etc. will still be reduced. The traffic counts for Robinson Street are very high in a residential context aside from the heavy vehicle component. This traffic activity will

be ongoing and whilst the mitigation measures proposed go some way to address the problems they are not a "complete" solution.

It is noted that this traffic count was undertaken in June 2016 and only in Robinson Street at a location 150m south of Mary Street – it is not considered appropriate to use this traffic count information to predict traffic levels adjacent to the subject development and traffic counts adjacent to the site should have been taken prior to the Council meeting. However, Council did undertake traffic counts during January 2019 in Robinson Street and Lansdowne Street as noted in the results shown below:

Class Speed Matrix

ClassMatrix-163

Site: ST682-99.0.1NS
Description: Robinson Street 30m north of Finlay Rd
Filter time: 13:53 Tuesday, 15 January 2019 => 13:53 Tuesday, 29 January 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12	
10- 20	80	1	10	17	0	0	1	0	0	0	0	0	88 0.8%
20- 30	100	15	130	67	0	0	1	0	10	0	0	0	567 5.2%
30- 40	3140	100	457	43	0	0	1	14	0	0	0	0	3804 35.1%
40- 50	4282	57	370	0	0	0	0	0	0	0	0	0	4797 44.3%
50- 60	1107	0	0	0	0	0	0	0	0	0	0	0	1334 12.3%
60- 70	0	0	0	0	0	0	0	0	0	0	0	0	225 2.1%
70- 80	0	0	0	0	0	0	0	0	0	0	0	0	15 0.1%
80- 90	0	0	0	0	0	0	0	0	0	0	0	0	2 0.0%
90-100	0	0	0	0	0	0	0	0	0	0	0	0	2 0.0%
100-110	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
110-120	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
120-130	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
130-140	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
140-150	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
150-160	0	0	0	0	0	0	0	0	0	0	0	0	1 0.0%
Total	9323	162	1101	135	11	12	15	17	24	13	0	0	10833
	86.1%	1.7%	10.2%	1.2%	0.1%	0.1%	0.1%	0.2%	0.2%	0.1%	0.0%	0.0%	

ADD 774

Class Speed Matrix

ClassMatrix-164

Site: ST682-89.0.1SN
Description: Robinson St 40m south of Lansdowne St
Filter time: 13:53 Tuesday, 15 January 2019 => 13:57 Tuesday, 29 January 2019
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12	
10- 20	0	0	0	0	0	0	0	0	0	0	0	0	246 1.6%
20- 30	400	11	100	0	11	0	0	1	10	0	0	0	668 5.0%
30- 40	2979	0	519	0	0	0	10	0	10	0	0	0	3729 27.9%
40- 50	6403	0	742	0	0	0	0	0	0	0	0	0	7019 52.6%
50- 60	1607	0	168	0	0	0	0	0	0	0	0	0	1580 11.6%
60- 70	0	0	0	0	0	0	0	0	0	0	0	0	100 0.7%
70- 80	0	0	0	0	0	0	0	0	0	0	0	0	12 0.1%
80- 90	0	0	0	0	0	0	0	0	0	0	0	0	2 0.0%
90-100	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
100-110	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
110-120	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
120-130	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
130-140	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
140-150	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
150-160	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
Total	11230	194	1584	219	24	16	22	23	35	7	2	0	13356
	84.1%	1.5%	11.9%	1.6%	0.2%	0.1%	0.2%	0.2%	0.3%	0.1%	0.0%	0.0%	

ADD 354

Class Speed Matrix

ClassMatrix-165

Site:

ST593-125.0.1WE

Description:

Lansdowne Street 20m west of Lansdowne Place

Filter time:

13:55 Tuesday, 15 January 2019 => 14:03 Tuesday, 29 January 2019

Scheme:

Vehicle classification (AustRoads94)

Filter:

Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TBT 12	
10- 20	170	0	0	0	0	0	0	0	0	0	0	0	170 0.7%
20- 30	4570	0	0	0	0	0	0	0	0	0	0	0	1965 8.0%
30- 40	2724	0	0	0	0	0	0	0	0	0	0	0	4064 16.5%
40- 50	5009	0	0	0	0	0	0	0	0	0	0	0	9887 40.2%
50- 60	6876	0	0	0	0	0	0	0	0	0	0	0	7374 30.0%
60- 70	905	0	0	0	0	0	0	0	0	0	0	0	1028 4.2%
70- 80	82	0	0	0	0	0	0	0	0	0	0	0	90 0.4%
80- 90	16	0	0	0	0	0	0	0	0	0	0	0	16 0.1%
90-100	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
100-110	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
110-120	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
120-130	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
130-140	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
140-150	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
150-160	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
Total	20089	516	2396	408	134	59	47	46	452	449	11	0	24603
	81.7%	2.1%	9.7%	1.6%	0.5%	0.2%	0.2%	0.2%	1.8%	1.8%	0.0%	0.0%	ADD 1787

Class Speed Matrix

ClassMatrix-166

Site:

ST593-137.0.1EW

Description:

Lansdowne Street at the Intersection of Oxley St

Filter time:

13:54 Tuesday, 15 January 2019 => 14:06 Tuesday, 29 January 2019

Scheme:

Vehicle classification (AustRoads94)

Filter:

Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

km/h	Class												Total
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TBT 12	
10- 20	197	0	0	0	0	0	0	0	0	0	0	0	216 1.5%
20- 30	407	0	0	0	0	0	0	0	0	0	0	0	733 5.1%
30- 40	1005	0	0	0	0	0	0	0	0	0	0	0	1794 12.4%
40- 50	4646	0	0	0	0	0	0	0	0	0	0	0	5515 38.2%
50- 60	4045	0	0	0	0	0	0	0	0	0	0	0	4820 33.4%
60- 70	1001	0	0	0	0	0	0	0	0	0	0	0	1162 8.1%
70- 80	115	0	0	0	0	0	0	0	0	0	0	0	147 1.0%
80- 90	30	0	0	0	0	0	0	0	0	0	0	0	32 0.2%
90-100	4	0	0	0	0	0	0	0	0	0	0	0	4 0.0%
100-110	1	0	0	0	0	0	0	0	0	0	0	0	1 0.0%
110-120	1	0	0	0	0	0	0	0	0	0	0	0	1 0.0%
120-130	1	0	0	0	0	0	0	0	0	0	0	0	1 0.0%
130-140	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
140-150	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
150-160	0	0	0	0	0	0	0	0	0	0	0	0	0 0.0%
Total	11972	329	1173	347	117	25	49	10	215	188	1	0	14426
	83.0%	2.3%	8.1%	2.4%	0.8%	0.2%	0.3%	0.1%	1.5%	1.3%	0.0%	0.0%	ADD 1080

The Austroads Vehicle Classification System is detailed on the following page 10.

In respect to the Council traffic counts above, the following information is obtained:

- Robinson Street 30m North of Finlay Road:
Classes 3 to 12 95 movements per day in both directions.
AADT 774 movements per day in both directions.
- Robinson Street 40m South of Lansdowne Street:
Classes 3 to 12 138 movements per day in both directions.
AADT 954 movements per day in both directions.

- Lansdowne Street 20m West of Lansdowne Place:**
 Classes 3 to 12 285 movements per day in both directions.
 AADT 1757 movements per day in both directions.
- Lansdowne Street 20m West of Lansdowne Place:**
 Classes 3 to 12 151 movements per day in both directions.
 AADT 1030 movements per day in both directions.

The Austroads Vehicle Classification System is detailed below:

AUSTROADS Vehicle Classification System						
Level 1 Length (m)	Level 2 Axles and Axle Groups	Level 3 Vehicle Type	AUSTROADS Classification			
Type	Axles	Groups	Typical Description	Class	Parameters	Typical Configuration
LIGHT VEHICLES						
Short up to 5.5m	1 or 2	1 or 2	Short Sedan, Wagon, AWD, Utility, Light Van, Bicycle, Motorcycle, etc.	1	$d(1) \leq 3.2m$ and axles = 2	
		3, 4 or 5	Short - Towing Trailer, Caravan, Boat, etc.	2	groups = 3 $d(1) \geq 2.1m$, $d(1) \leq 3.2m$, $d(2) \leq 2.1m$ and axles = 3, 4 or 5	
Medium 5.5m to 14.5m	2	2	Two Axle Truck or Bus	3	$d(1) \leq 3.2m$ and axles = 2	
		3	Three Axle Truck or Bus	4	axles = 3 and groups = 2	
		> 3	Four Axle Truck	5	axles = 3 and groups = 2	
Long 14.5m to 19.5m	3	3	Three Axle Articulated Three axle articulated vehicle, or Rigid vehicle and trailer	6	$d(1) \leq 3.2m$, axles = 3 and groups = 3	
		4	Four Axle Articulated Four axle articulated vehicle, or Rigid vehicle and trailer	7	$d(2) < 2.1m$ or $d(1) + 2.1m$ or $d(1) \geq 3.2m$ axles = 4 and groups = 2	
		5	Five Axle Articulated Five axle articulated vehicle, or Rigid vehicle and trailer	8	$d(2) < 2.1m$ or $d(1) + 2.1m$ or $d(1) \geq 3.2m$ axles = 5 and groups = 2	
		> 5	Six Axle Articulated Six axle articulated vehicle, or Rigid vehicle and trailer	9	axles = 5 and groups = 2 or axles = 6 and groups = 3	
Medium Combination 17.5m to 34.5m	4	4	8 Double 8 Double, or Heavy truck and trailer	10	groups = 4 and axles = 6	
		5 or 6	Double Road Train Double road train, or Medium articulated vehicle and one dog trailer (MAD)	11	groups = 5 or 6 and axles = 6	
Large Combination Over 33.0m	> 4	> 6	Triple Road Train Triple road train, or Heavy truck and three trailers	12	groups = 6 and axles = 6	

Definitions:
 Group: Axle group, where adjacent axles are less than 2.1m apart
 Groups: Number of axle groups
 Axles: Number of axles (maximum axle spacing of 10.5m)

$d(1)$: Distance between first and second axle
 $d(2)$: Distance between second and third axle

Simgrow Pty Ltd have also had traffic counts undertaken in Robinson Street and Lansdowne Street by Austraffic which provide an hourly analysis of traffic during the period 18 February 2019 to the 24 February 2019. A volume summary and total average daily vehicle classification of these counts is shown on the pages 12 to 17 and a vehicle type summary is indicated in the tables on page 11 and schematically at page 18. The vehicle types have been categorized by Austraffic as:

Light Vehicle	Austroads Classes 1 and 2
Small Truck	Austroads Class 3
Medium Truck	Austroads Classes 4 and 5
Large Truck	Austroads Classes 6 to 12

(a) Robinson Street:

Vehicle Type	Southbound		Northbound	
	Weekday	Weekend	Weekday	Weekend
Light Vehicles	1301	782	817	482
Small Trucks	72	19	100	23
Medium Trucks	28	7	33	2
Large Trucks (LT)	12(0.8%)	2 (0.2%)	7 (0.7%)	1 (0.2%)
LT – 12.00am to 6.00am	1	1	1	1
LT –6.00pm to 12.00am	1	0	0	0

(b) Lansdowne Street (East of Oxley Street)

Vehicle Type	Westbound		Eastbound	
	Weekday	Weekend	Weekday	Weekend
Light Vehicles	1159	753	1228	781
Small Trucks	102	20	83	12
Medium Trucks	87	17	84	22
Large Trucks (LT)	68 (4.8%)	9 (1.1%)	76 (5.2%)	9 (1.1%)
LT – 12.00am to 6.00am	10	1	25	2
LT –6.00pm to 12.00am	4	1	6	2

(c) Lansdowne Street (East of Knox Street)

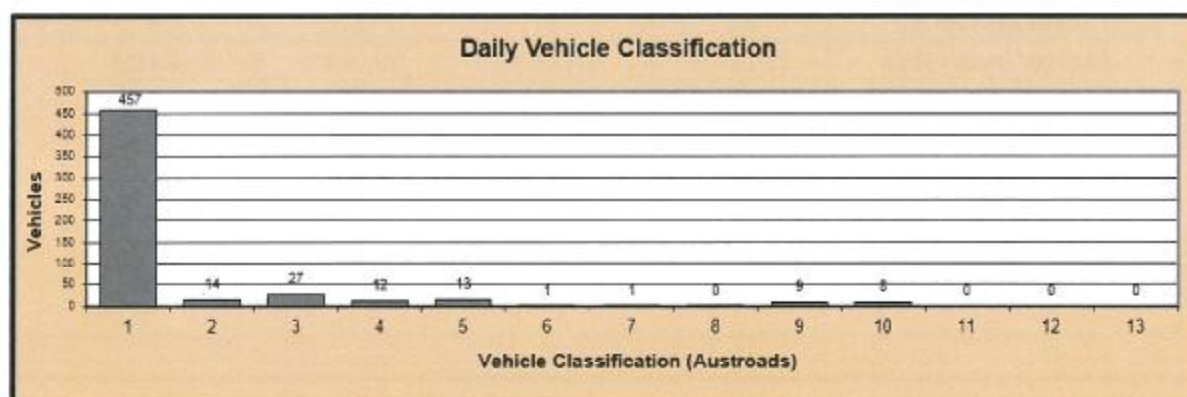
Vehicle Type	Westbound		Eastbound	
	Weekday	Weekend	Weekday	Weekend
Light Vehicles	518	355	542	343
Small Trucks	35	7	52	23
Medium Trucks	31	11	37	13
Large Trucks (LT)	23 (3.7%)	6 (1.6%)	29 (4.4%)	6 (1.6%)
LT – 12.00am to 6.00am	3	0	8	3
LT –6.00pm to 12.00am	1	0	2	0

(Data Source: Austraffic)

Road	Lansdowne St	
Location	Btw Knox St & Oxley St	
Suburb	Goulburn	
Site No.	8602_2	
Start Date	Monday 18/02/2019	
Direction	Westbound	
		Average Weekday 607 All Day Average 542 Weekday Heavy's 14.7% All Day Heavy's 13.0%

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	52	53	43	39	48	50	25		
PM Peak	68	56	61	53	68	36	45		
0:00	2	2	1	1	0	1	3	1	1
1:00	0	2	3	5	2	2	2	2	2
2:00	0	2	1	1	2	0	0	1	1
3:00	3	4	3	4	3	0	1	3	3
4:00	2	6	1	2	1	1	0	2	2
5:00	5	7	14	10	6	4	2	8	7
6:00	30	28	27	27	20	8	3	26	20
7:00	13	21	20	31	21	9	4	21	17
8:00	32	53	40	36	48	23	8	42	34
9:00	40	34	30	33	42	37	14	36	33
10:00	38	36	37	39	42	47	25	38	38
11:00	52	32	43	37	39	50	24	41	40
12:00	53	36	46	46	38	36	45	44	43
13:00	36	36	41	36	43	30	29	38	36
14:00	52	49	44	49	54	23	25	50	42
15:00	68	50	61	53	68	30	24	60	51
16:00	59	45	53	52	62	32	27	54	47
17:00	46	56	53	41	55	23	31	50	44
18:00	31	33	33	39	24	17	17	32	28
19:00	14	24	20	25	22	15	12	21	19
20:00	17	20	12	10	15	11	13	15	14
21:00	11	14	8	14	12	11	7	12	11
22:00	5	3	13	3	8	7	9	6	7
23:00	2	1	3	1	3	9	5	2	3
Total	611	594	607	595	630	426	330	607	542
% Heavy's	15.1%	14.6%	14.0%	16.3%	13.7%	7.5%	4.2%	14.7%	13.0%

Lansdowne Street – Westbound – Between Knox Street and Oxley Street
Volume Summary

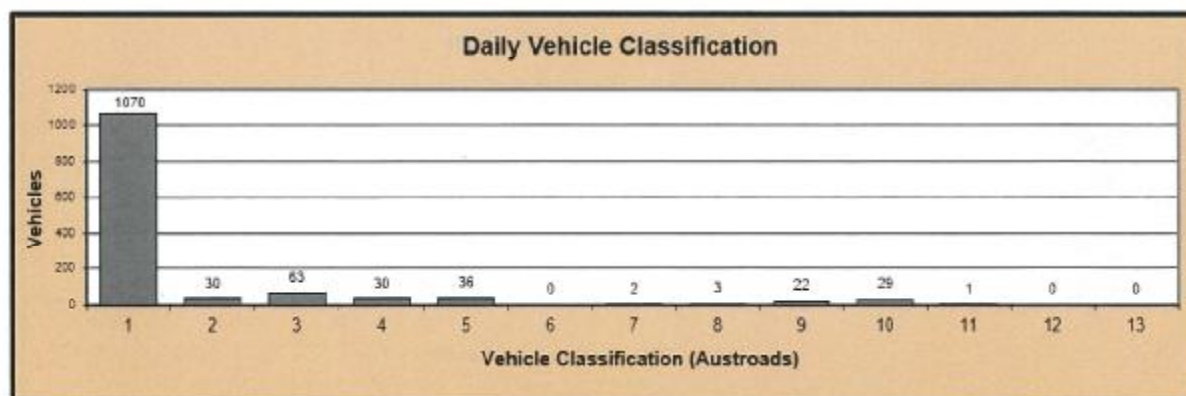


Lansdowne Street – Westbound – Between Knox Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Lansdowne St		
Location	Btw Knox St & Oxley St	Average Weekday	659
Suburb	Goulburn	All Day Average	580
Site No.	8602_2	Weekday Heavy's	17.7%
Start Date	Monday 18/02/2019	All Day Heavy's	16.4%
Direction	Eastbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	54	64	52	60	69	63	37		
PM Peak	66	56	77	50	77	44	34		
0:00	2	1	2	3	0	2	1	2	2
1:00	1	2	1	2	4	2	2	2	2
2:00	5	1	2	1	4	0	1	3	2
3:00	3	5	5	7	3	0	0	5	3
4:00	5	10	7	6	10	2	0	8	6
5:00	21	17	24	27	20	10	2	22	17
6:00	27	38	35	26	33	11	11	32	28
7:00	41	46	45	51	40	13	14	45	36
8:00	44	64	47	60	69	37	14	57	48
9:00	54	57	52	43	49	37	37	51	47
10:00	49	34	46	38	45	63	31	42	44
11:00	47	36	47	43	60	40	33	47	44
12:00	48	38	45	41	39	44	26	42	40
13:00	48	37	52	40	46	31	34	45	41
14:00	58	56	37	36	43	24	32	46	41
15:00	60	53	77	50	77	24	27	63	53
16:00	66	42	62	48	55	23	13	55	44
17:00	35	34	45	32	32	19	23	36	31
18:00	16	25	21	25	22	12	16	22	20
19:00	13	15	23	17	19	7	15	17	16
20:00	7	14	7	14	12	2	12	11	10
21:00	4	6	2	2	5	6	4	4	4
22:00	5	2	1	2	3	2	5	3	3
23:00	2	1	2	1	7	3	1	3	2
Total	661	634	687	615	697	414	354	659	580
% Heavies	17.2%	17.4%	18.8%	17.1%	18.1%	11.8%	9.3%	17.7%	16.4%

Lansdowne Street – Eastbound – Between Knox Street and Oxley Street
Volume Summary

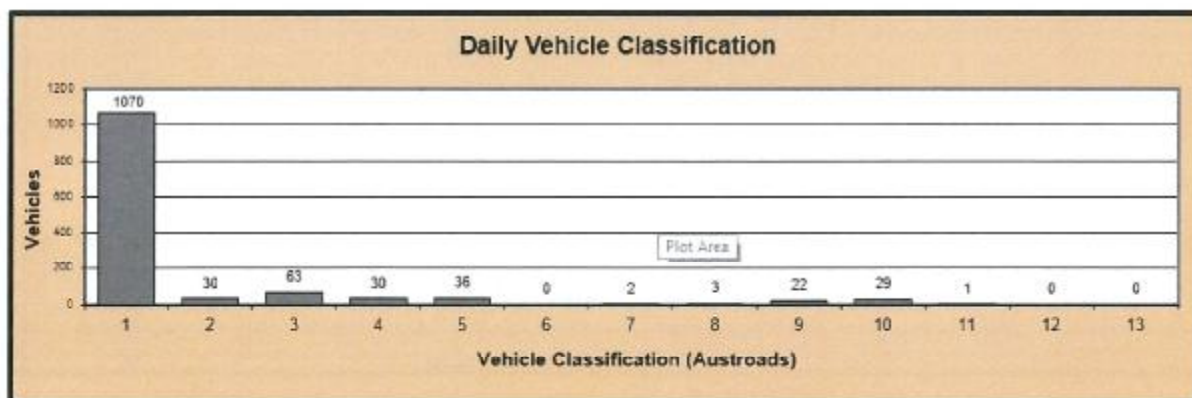


Lansdowne Street – Eastbound – Between Knox Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Lansdowne St	Average Weekday	1470
Location	Btw Robinson St & Oxley St	All Day Average	1286
Suburb	Goulburn	Weekday Heavy's	16.5%
Site No.	8602_1	All Day Heavy's	14.4%
Start Date	Monday 18/02/2019		
Direction	Eastbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Sat 23-Feb	Sun 24-Feb		
AM Peak	122	134	122	140	140	106	64		
PM Peak	148	114	162	116	174	78	100		
0:00	4	2	6	8	10	6	2	6	5
1:00	2	6	4	4	6	6	4	4	5
2:00	14	4	10	4	12	2	2	9	7
3:00	6	16	12	24	12	6	2	14	11
4:00	12	32	16	16	24	8	0	20	15
5:00	46	38	52	62	36	18	12	47	38
6:00	54	78	90	52	60	30	24	67	55
7:00	86	110	102	124	102	44	18	105	84
8:00	78	134	122	140	140	68	16	123	100
9:00	122	134	112	100	124	106	58	118	108
10:00	102	90	102	94	92	86	50	96	88
11:00	100	84	106	110	70	78	64	94	87
12:00	110	86	90	104	100	78	64	98	90
13:00	98	86	116	92	92	54	78	97	88
14:00	114	114	82	78	106	74	70	99	91
15:00	124	110	162	116	174	54	100	137	120
16:00	148	102	160	110	104	46	54	125	103
17:00	74	84	100	86	76	50	46	84	74
18:00	34	56	40	52	38	34	26	44	40
19:00	34	30	50	36	38	18	24	38	33
20:00	18	30	22	28	24	18	16	24	22
21:00	8	12	8	8	16	2	12	10	9
22:00	12	8	4	4	6	6	10	7	7
23:00	4	4	4	2	10	2	2	5	4
Total	1404	1450	1572	1454	1472	894	754	1470	1286
% Heavy's	15.4%	16.6%	15.8%	17.6%	17.3%	6.3%	4.0%	16.5%	14.4%

Lansdowne Street – Eastbound – Between Robinson Street and Oxley Street
Volume Summary

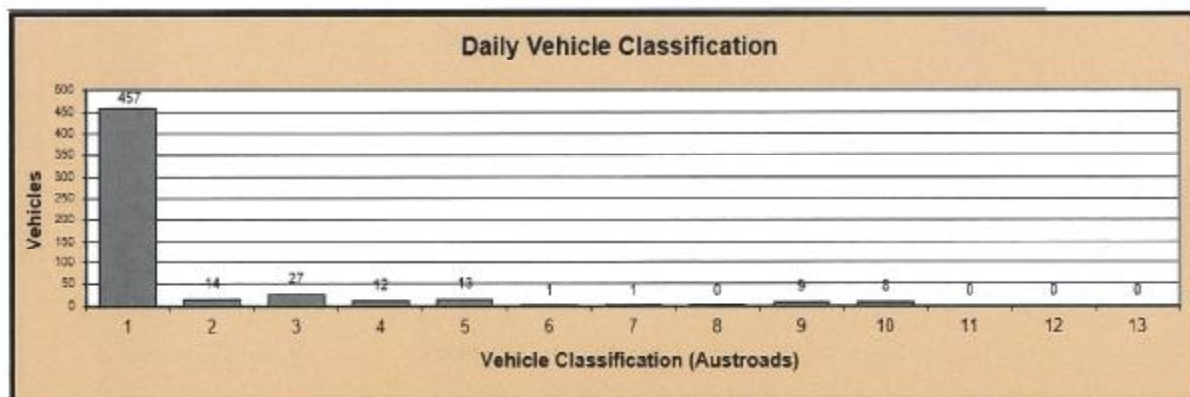


Lansdowne Street – Eastbound – Between Robinson Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Lansdowne St	
Location	Btw Robinson St & Oxley St	Average Weekday 1416
Suburb	Goulburn	All Day Average 1239
Site No.	8602_1	Weekday Heavy's 18.1%
Start Date	Monday 18/02/2019	All Day Heavy's 15.9%
Direction	Westbound	

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	112	120	106	98	102	86	168		
PM Peak	154	124	154	128	142	74	78		
0:00	4	6	2	12	12	2	4	7	6
1:00	0	12	12	8	4	12	2	7	7
2:00	2	10	2	10	8	8	6	6	7
3:00	6	8	12	12	10	2	0	10	7
4:00	6	22	2	6	8	6	4	9	8
5:00	20	26	42	34	26	6	6	30	23
6:00	68	66	68	72	52	14	6	65	49
7:00	40	58	68	82	70	30	8	64	51
8:00	78	120	106	80	86	38	16	94	75
9:00	98	76	80	84	102	72	26	88	77
10:00	86	78	78	92	80	70	168	83	93
11:00	112	84	90	98	98	86	52	96	89
12:00	122	90	110	100	104	66	44	105	91
13:00	88	82	98	78	104	52	62	90	81
14:00	108	120	96	116	114	68	40	111	95
15:00	154	108	154	128	142	74	52	137	116
16:00	136	108	130	122	130	62	78	125	109
17:00	102	124	122	86	104	58	64	108	94
18:00	68	80	44	82	52	30	50	65	58
19:00	32	48	44	46	32	24	22	40	35
20:00	32	40	24	26	36	22	20	32	29
21:00	22	32	16	32	18	8	22	24	21
22:00	10	8	26	6	18	16	10	14	13
23:00	4	4	4	2	16	4	6	6	6
Total	1398	1410	1430	1414	1426	830	768	1416	1239
% Heavy's	17.2%	17.3%	17.9%	19.4%	18.9%	7.5%	3.9%	18.1%	15.9%

Lansdowne Street – Westbound – Between Robinson Street and Oxley Street
Volume Summary

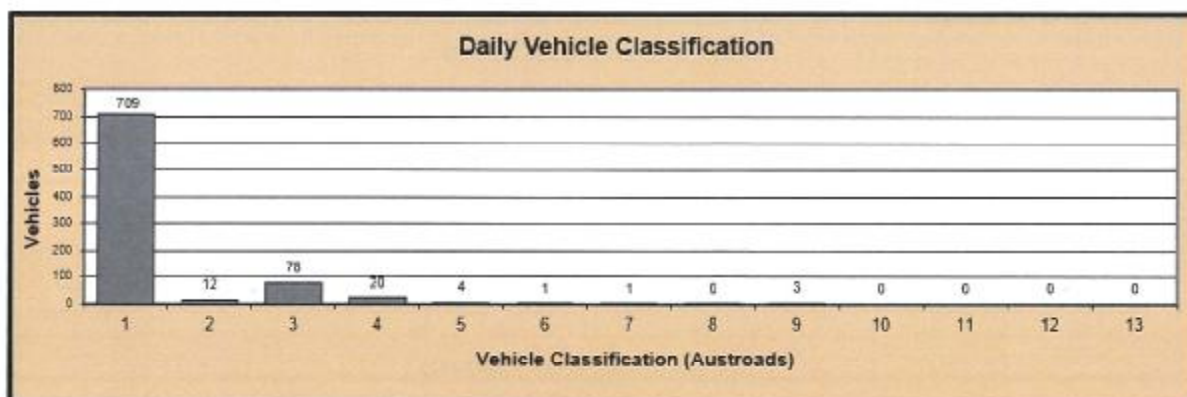


Lansdowne Street – Westbound – Between Robinson Street and Oxley Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

Road	Robinson St	Average Weekday	957
Location	South of Lansdowne St	All Day Average	829
Suburb	Goulburn	Weekday Heavy's	14.6%
Site No.	8602_3	All Day Heavy's	12.9%
Start Date	Monday 18/02/2019		
Direction	Northbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon 18-Feb	Tue 19-Feb	Wed 20-Feb	Thu 21-Feb	Fri 22-Feb	Sat 23-Feb	Sun 24-Feb		
AM Peak	98	92	70	78	78	70	46		
PM Peak	116	96	108	114	108	66	48		
0.00	2	2	2	0	0	0	0	1	1
1.00	0	0	2	2	2	2	6	1	2
2.00	2	4	0	2	4	4	0	2	2
3.00	2	2	8	4	0	2	0	3	3
4.00	2	4	2	0	8	2	2	3	3
5.00	2	4	2	2	0	2	4	2	2
6.00	24	18	22	16	18	4	2	20	15
7.00	38	28	40	46	44	22	12	39	33
8.00	86	92	58	78	66	20	2	76	57
9.00	98	72	66	56	78	50	16	74	62
10.00	60	58	68	66	64	70	46	63	62
11.00	62	64	70	58	70	64	46	65	62
12.00	82	80	78	114	74	44	48	86	74
13.00	74	58	70	72	62	46	48	67	61
14.00	54	56	76	62	76	34	44	65	57
15.00	84	78	72	86	86	42	40	81	70
16.00	116	80	98	114	108	66	34	103	88
17.00	86	96	108	86	88	40	26	93	76
18.00	46	34	34	58	40	24	34	42	39
19.00	20	28	32	26	28	8	18	27	23
20.00	20	24	10	14	12	16	12	16	15
21.00	12	4	10	12	8	8	0	9	8
22.00	8	22	8	8	14	2	4	12	9
23.00	4	0	6	4	14	0	0	6	4
Total	984	908	942	986	964	572	444	957	829
% Heavy's	14.2%	16.1%	14.6%	13.2%	14.9%	6.6%	3.2%	14.6%	12.9%

Robinson Street – Northbound – South of Lansdowne Street
Volume Summary

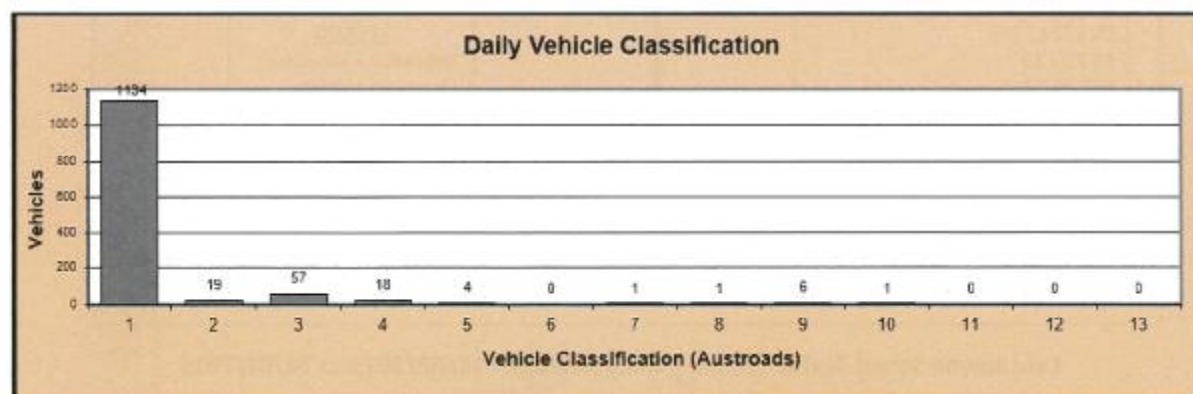


Robinson Street – Northbound – South of Lansdowne Street
Total Average Daily Vehicle Classification
(Data Source: Austraffic)

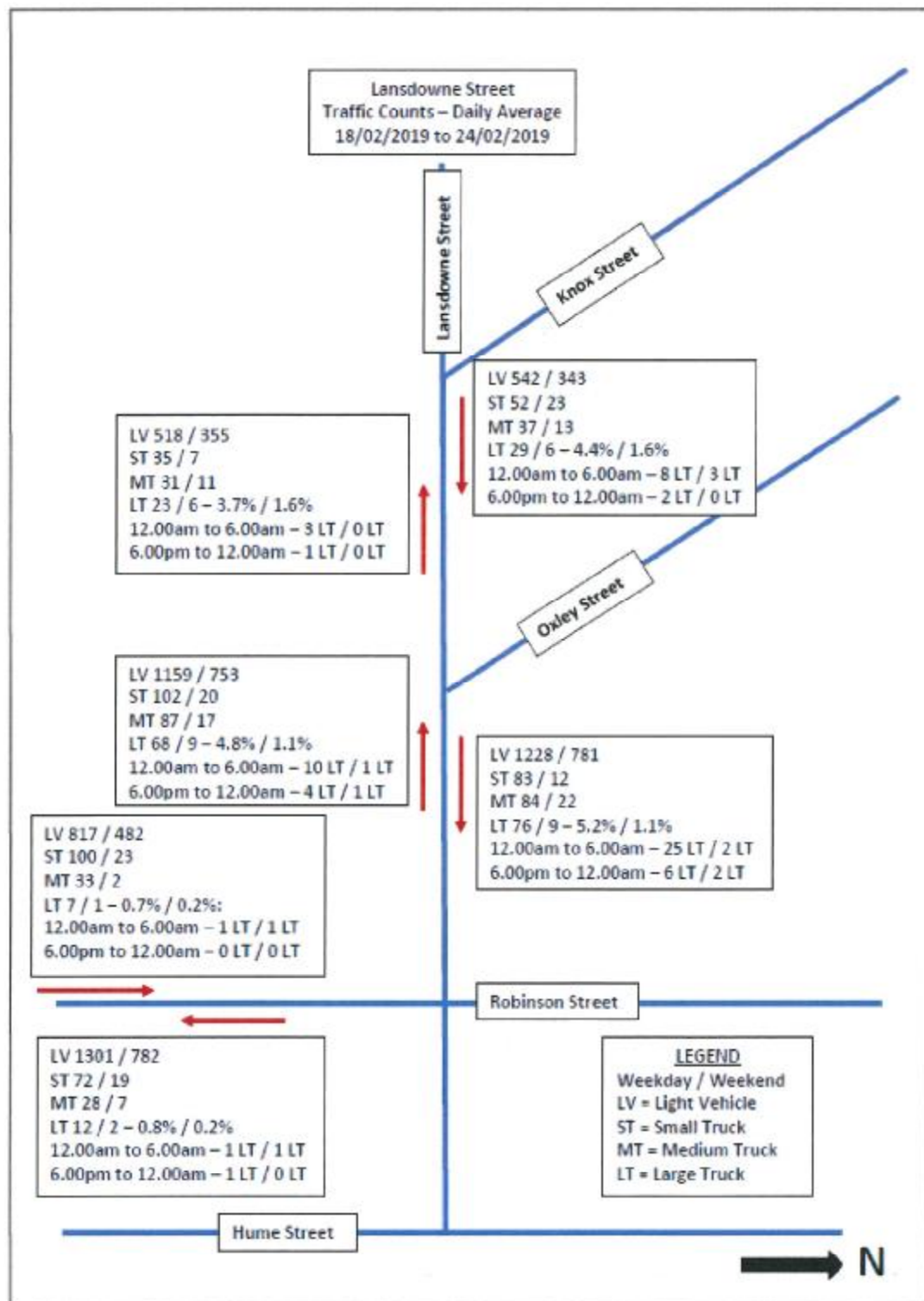
Road	Robinson St	Average Weekday	1414
Location	South of Lansdowne St	All Day Average	1241
Suburb	Goulburn	Weekday Heavy's	8.0%
Site No.	8602_3	All Day Heavy's	7.1%
Start Date	Monday 18/02/2019		
Direction	Southbound		

Starting Time	Day of Week							Ave W'day	All Days Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	18-Feb	19-Feb	20-Feb	21-Feb	22-Feb	23-Feb	24-Feb		
AM Peak	130	164	118	160	138	108	84		
PM Peak	148	130	160	138	168	102	76		
0:00	2	2	0	4	0	4	0	2	2
1:00	0	0	2	6	0	4	2	2	2
2:00	0	4	0	4	6	2	0	3	2
3:00	2	0	4	0	0	4	2	1	2
4:00	10	12	10	14	16	6	0	12	10
5:00	20	20	28	26	14	2	4	22	16
6:00	44	44	40	40	54	14	8	44	35
7:00	124	108	84	126	106	36	16	110	86
8:00	130	164	118	160	138	68	20	142	114
9:00	122	122	112	102	108	86	38	113	99
10:00	92	112	92	118	80	108	76	99	97
11:00	96	84	88	78	90	90	84	87	87
12:00	64	94	94	94	104	102	62	90	88
13:00	104	74	126	64	92	38	64	92	80
14:00	114	98	100	94	108	56	76	103	92
15:00	140	130	160	124	168	68	66	144	122
16:00	148	102	124	138	132	48	58	129	107
17:00	92	78	92	96	74	66	40	86	77
18:00	38	60	40	58	52	44	32	50	46
19:00	30	28	32	50	46	18	32	37	34
20:00	22	28	22	18	24	16	24	23	22
21:00	12	16	14	20	20	4	14	16	14
22:00	4	8	2	2	12	12	2	6	6
23:00	0	0	0	2	6	2	2	2	2
Total	1410	1388	1384	1438	1450	898	722	1414	1241
% Heavy's	6.2%	6.6%	9.0%	9.6%	8.4%	3.8%	3.0%	8.0%	7.1%

Robinson Street – Southbound – South of Lansdowne Street
Volume Summary



Robinson Street – Southbound – South of Lansdowne Street
Total Average Daily Vehicle Classification
 (Data Source: Austraffic)



Lansdowne Street Traffic Counts – Daily Average - 18/02/2019 to 24/02/2019
(Data Source: Austraffic)

Some observations from this data:

- The majority of the traffic on Lansdowne Street is between Robinson Street and Oxley Street.
- There is a significant reduction in traffic during weekends on Lansdowne Street and Robinson Street.
- There is minimal large truck traffic between 6.00pm and 6.00am.
- There is minimal large truck traffic in Robinson Street.
- Traffic volumes are not considered to be high particularly in respect to large trucks.
- The vast majority of traffic in Lansdowne Street and Robinson Street is class 1 sedan motor vehicles

3. Carried out a Noise Assessment

Simgrow Pty Ltd engaged Harwood Acoustics to undertake a Noise Assessment (copy attached) which includes the following comments and recommendations:

"The author visited the Site on several occasions throughout November and December 2018 and January 2019 to carry out attended noise surveys of noise emission from industrial activity at various locations across the development Site, as shown in Figure 1.

The acoustical environment during all noise surveys was dominated by activity at Boral Concrete which included the loading of cement trucks from the hoppers, washing cement trucks (or adding water to the mix).

Other industrial activity included noise emanating from Goulburn Farm Machinery, Allmac Welding and heavy vehicle movements along Lansdowne Street. The level of noise emission from premises along Robinson Street was significantly lower than those along Lansdowne Street, particularly near to Boral Concrete. The level of noise emission from the eastern end of Lansdowne Street was considerably less than the Boral site." (Page 9)

"6. CONCLUSION

An industrial noise intrusion assessment has been undertaken in relation to a planning proposal seeking to rezone land at Lot 10 in DP 1018281 Lansdowne and Robinson Streets, Goulburn, NSW to facilitate residential subdivision.

Industrial noise levels and heavy vehicle movement noise levels have been established across the Site based on attended noise surveys undertaken in November and December 2018 and January 2019. Industrial noise levels range from 51 to 62 dBA during the day and noise emitted from heavy vehicles are from 54 to 56 dBA at night at the least exposed and most exposed potential future dwellings respectively. These measured and established noise levels have been used to determine the potential for compliance with the internal noise design goals derived from Australian Standard AS2107:2016 'Acoustics – Recommended design sound levels and reverberation times for building interiors' (AS2107).

These design goals can be achieved for any future residences based on typical example constructions outlined in Section 5 of this report. Individual assessments of future dwellings may be undertaken prior to issue of construction certificates.

This may be facilitated by the inclusion of 88b instruments on burdened lots.

Any acoustical treatment, where required will not be onerous and result typically in

an upgrade to standard glazing thicknesses and or standard plasterboard thickness in some ceilings.

The approach of including 88b instruments that require internal noise design goals to be met in accordance with AS2107:2016 is in keeping with the approved residential subdivision on the adjoining parcel of land at Theatre Drive.

This assessment does not address potential for compliance with external noise goals derived from the EPA's Noise Policy for Industry (2017) for noise emission arising from industrial premises impacting on future residents. However, advice is provided in Section 5.3 to reduce external noise impacts in the design stage of future dwellings so far as is reasonably practicable." (Page 14)

As a response to the traffic and noise assessments, Simgrow Pty Ltd have initiated the following actions:

- Removed direct access from Theatre Drive to Lansdowne Street.
- Proposed the erection of a lapped and capped timber fence (density 15kg/m²) 2.10m high along the Lansdowne Street boundary of lots 32 to 38 inclusive as a sound barrier as well as to provide privacy and amenity to the area – see example below. The attached Industrial Noise Intrusion Assessment report includes the following statement regarding this barrier - *"This will provide attenuation of between 5 and 6 dB from noise emission arising from industrial sites and trucks passing on Lansdowne Street. The proposed boundary fence will provide a reduction in external noise levels which will improve external noise amenity in gardens and courtyards and also potentially reduce the level of construction required to meet the recommended internal noise design goals."*
- Proposed the erection of a lapped and capped timber fence 1.8m high along the Robinson Street boundary of lots 38 to 48 inclusive to provide privacy and amenity to the area – see example below.

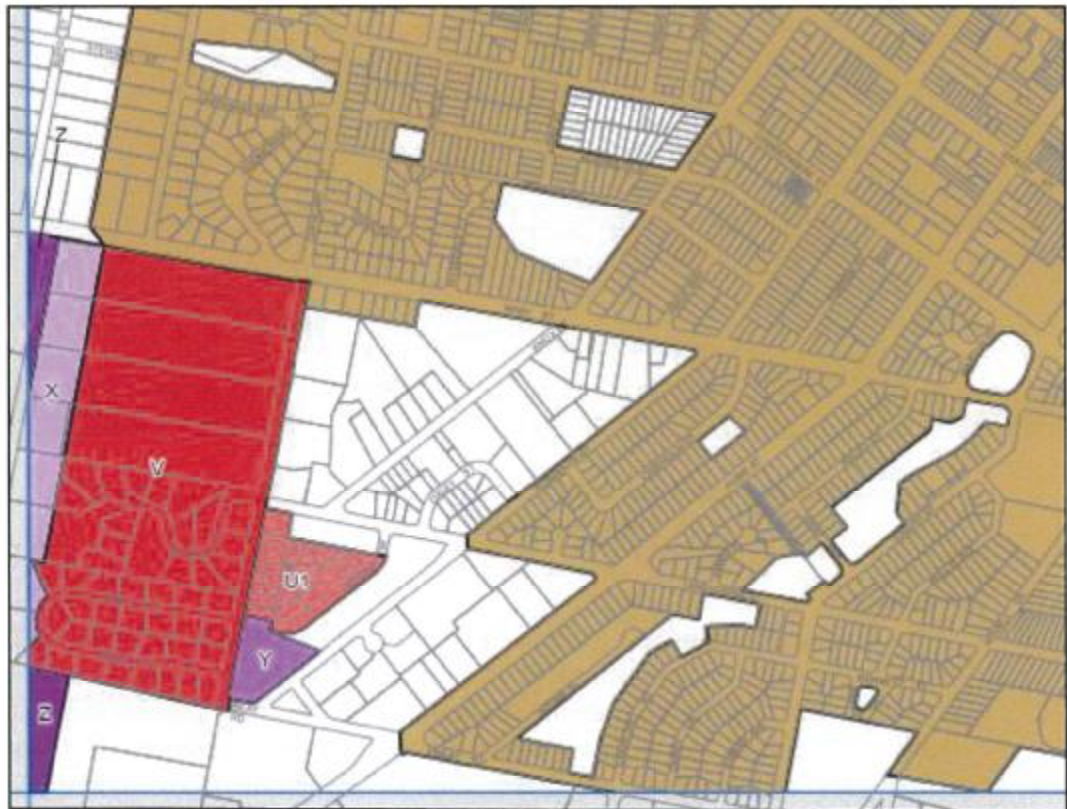


Typical Lapped and Capped Timber Fence

In respect to other matters associated with this rezoning request:

1. Lot Size

The minimum lot size proposed by Simgrow Pty Ltd is 1000m² and is consistent with that applying to the existing Theatre Drive development. The proposed conceptual subdivision proposes lots having a boundary with Lansdowne Street having areas varying between 1100m² (similar area to the subdivision of Lot 1 DP 1018281) located towards the west to 1679m² being the eastern most lot with lots progressively increasing in area towards the east. Lots fronting Robinson Street are proposed to be generally 1000m² with larger lots towards the north. These lot sizes are consistent with the Theatre Drive development and will have no impact on the amenity of the area. It is also noted that the minimum lot size in the Abbey Road development to the west is 2000m² (V) and 700m² (Q) in the residential areas to the north and east – see map below. The proposed 1000m² (U1) minimum lot size is a sensible size for lots located between these areas.



Lot Size Map

(Map Source: NSW Legislation website)

It is also noted that Council resolved to include 150 Lansdowne Street Goulburn (Lot 1 DP 1018281) as part of the R5 rezoning and 1000m² minimum lot size. The rezoning of this parcel of land certainly sets a precedent for the Simgrow Pty Ltd land being within the impact area to the Boral site insofar that it is reasonable to assume that proposed allotments fronting Lansdowne Street generally west of Knox Street can have direct access to Lansdowne Street as well. Lot 1 DP 1018281 has an area of 2150m² and on

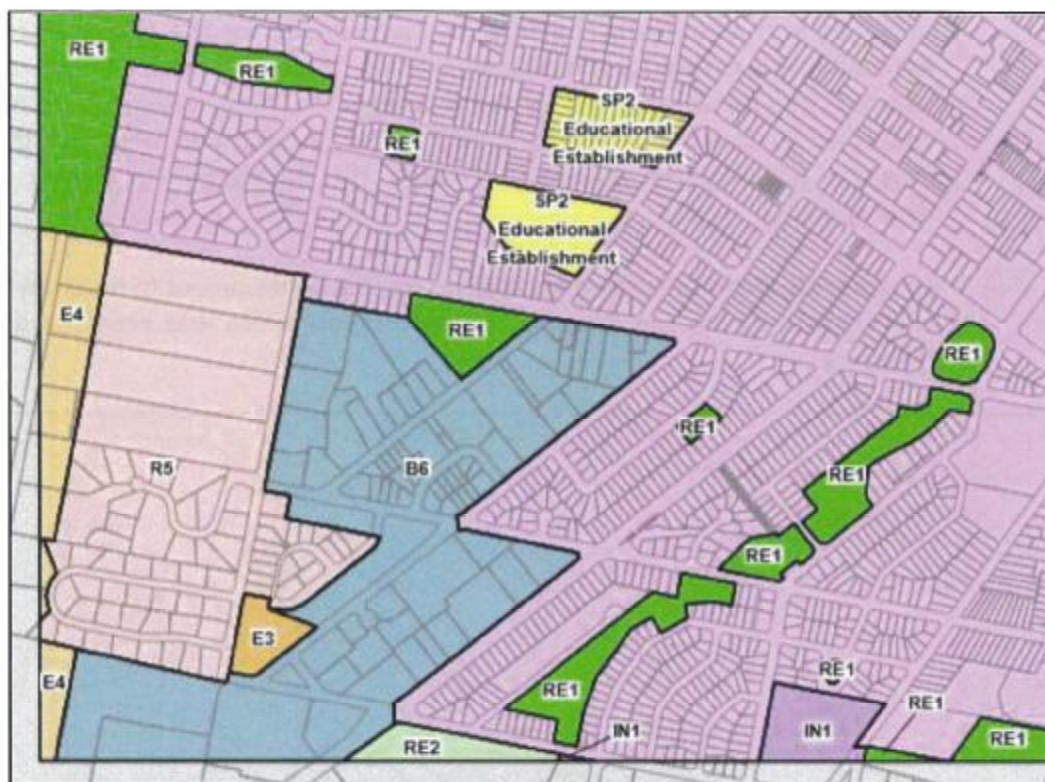
the assumption that this lot will be subdivided in the future, each lot will have an area of 1075m² with access from Lansdowne Street. It is logical to assume that the Simgrow Pty Ltd land generally west of Knox Street should be able to have a similar development potential – see aerial photograph below.



Aerial Photograph – Lot 1 DP 1018281 and Part Lot 10 DP 1247119
(Map Source: Six Maps)

2. Zoning

The zoning proposed by Simgrow Pty Ltd is R5 Large Lot Residential Zone to be consistent with the zoning located and adjoining the land to the west – see map below on page 23. It is noted that the B6 boundary in this area (Hume Street, Lansdowne Street, Robinson Street, Mary Street, Cathcart Street) generally all follow a street boundary to, at least, separate this development from adjacent residential development by a 20m wide road reserve. There is no logical reason why this should not happen in this area with the controls detailed above in this submission.



Zoning Map

(Map Source: NSW Legislation website)

3. Council Fees

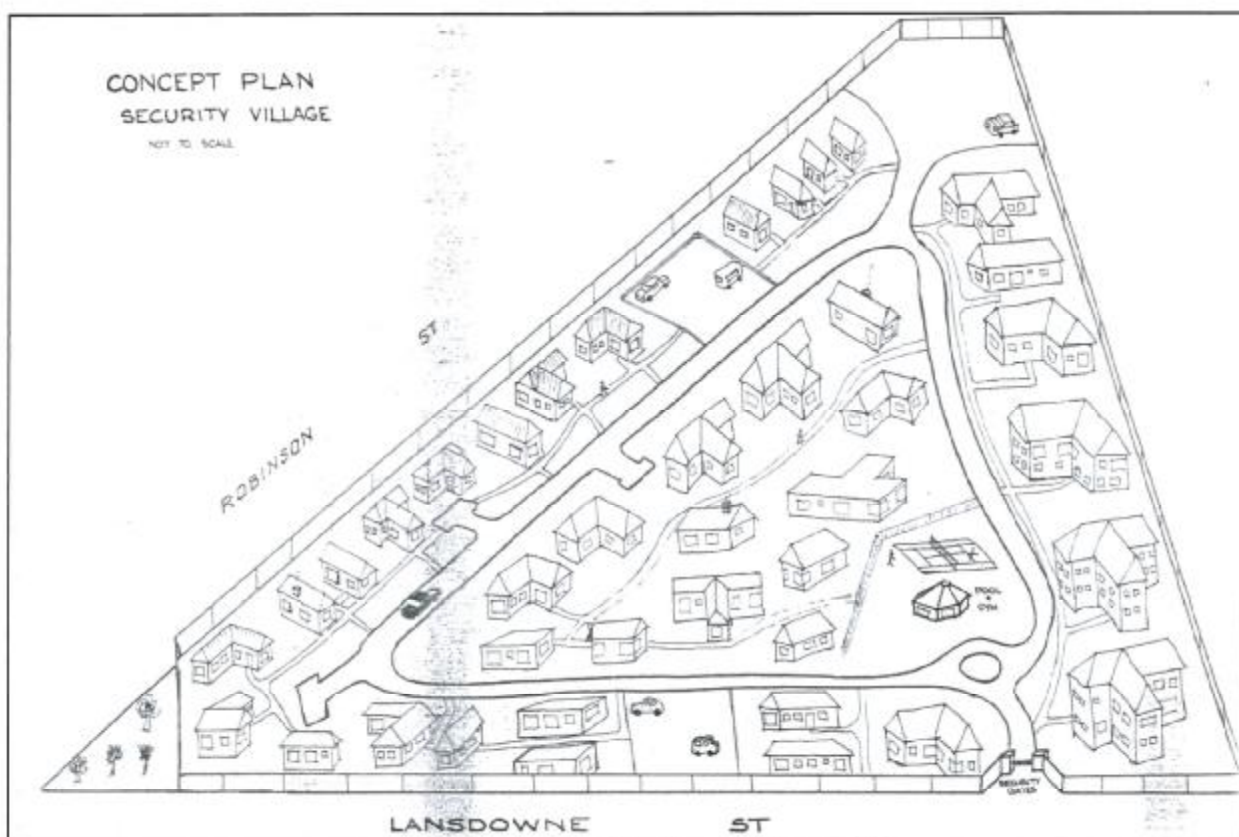
Subject to this request being supported by Council, Council is requested to waive any fees for the processing of this request for the rezoning the subject land. This rezoning of Lot 10 DP 1247119 essentially comprises part of the Planning Proposal initiated by Council at its meeting held on the 18 December 2016 – see Item 4 (History) below. Simgrow Pty Ltd will be responsible for all the capital costs associated with the variations to the internal road layout and the development of this site has been ongoing for many years being the subject of discussions with various Councils and staff and Simgrow Pty Ltd have always cooperated with Council requirements. This current predicament has not been initiated by the land owners but was precipitated by Council with a change to the LEP. Waiving of any fee is considered a reasonable request.

4. History

As indicated in this submission above, the whole site was originally a drive-in theatre which was purchased by Simgrow Pty Ltd in the late 1980's. The proposed development of this land has seen many permutations over the years varying from light industrial / commercial to residential development. Development Application 50/1011/DA for the subdivision of Lot 2 DP 1018281 (150 Lansdowne Street - the site of the former drive-in theatre) was approved on 7 December 2011. The approved subdivision consisted of 17 Lots for residential purposes plus a single lot designated for future industrial commercial activities (with frontage to both Lansdowne and Robinson Street) and a

single lot in the southern corner of the subject site for the purpose of protecting remnant native vegetation. The situation where the subdivision for 17 lots could still be enacted, but future applications for dwellings on those lots were prohibited was addressed by Council at its meeting held on the 18 December 2018 with the Planning Proposal rezoning the 17 lots R5 Large Lot Residential to permit residential development.

Simgrow Pty Ltd have always expected residential development to occur on this land as is evidenced by the concept plan indicated below which was prepared during 2004 (approx.).



Preliminary Residential Concept Plan
(Plan Source: Unknown)

It is therefore erroneous to suggest that, historically, the land adjacent to Lansdowne Street and Robinson has been intended for industrial / commercial use. The current approved plan of subdivision was the result of discussions between Council staff and Simgrow Pty Ltd being a compromise between residential and industrial / commercial development on the B6 zoned land – it really is not a desirable long term development concept. The rezoning of this parcel of land was initially considered by Council at its meeting held on the 20 December 2016 and a copy of this report is attached at Appendix 2. Some relevant statements within this report are:

1. *The purpose of the report is to recommend that Council initiate a planning proposal to amend the Gou/burn Mulwaree Local Environmental Plan 2009 to*

alter the zone, minimum lot size and floor space ratio controls for land at 150 and 170 Lansdowne Street, Goulburn (Lots 1 and 2 DP 1018281). The proposal is that the subject land be rezoned from B6 Enterprise corridor to part RS Large Lot Residential and part E3 Environmental Management.

Comment: The Planning Proposal prepared by Council included the whole of Lot 2 DP 1018281 to be rezoned for residential development.

- II. *The objective of the B6 zone including residential development (when it was first brought in) was to provide some flexibility to development where residents can work and live in the same locality. This can reduce the potential for a clash of incompatible uses as workers and residents have a shared interest. It can act as a small business incubator for "start-up" businesses to keep their costs down in the establishment phase. In this case the rezoning to R5 will probably lead to the entire site being subdivided for large lot residential development. This is fine on the western side where it abuts existing rural residential development. However the existing development across Lansdowne Street and Robinson Street includes uses such as a concrete batching plant and truck depots. These may not be compatible with the lifestyle expectations of new residents. Council may need to consider generous setbacks, landscaping and noise attenuation measures in any future development application for lots that have frontage to Lansdowne Street and Robinson Street. Avoiding the potential conflict between residential traffic and industrial / business related traffic will also be a challenge.*

Comment: Simgrow Pty Ltd have initiated measures for noise attenuation in Lansdowne Street and Robinson Street by the erection of a timber lapped and capped fence having a minimum density of 15kg/m² as well as removing the opportunity for traffic conflict in Lansdowne Street particularly.

CONCLUSION

The inclusion of the following measures being:

- Removed direct access from Theatre Drive to Lansdowne Street.
- Provided direct access from Theatre Drive to Robinson Street.
- Provided a range of lot sizes from 1100m² to 1679m² with the larger lots being located to the east of Lansdowne Street and north of Robinson Street.
- Provided an area for the establishment of a playground area particularly for young children in the Theatre Drive and Abbey Road areas.
- The erection of a lapped and capped timber fence (density 15kg/m²) 2.10m high along the Lansdowne Street boundary of lots 32 to 38 inclusive as a sound barrier as well as to provide privacy and amenity to the area.
- The erection of a lapped and capped timber fence 1.8m high along the Robinson Street boundary of lots 38 to 48 inclusive to provide privacy and amenity to the area.

will ameliorate any concerns of the existing businesses in the area and in particular will:

- Create a permanent interface barrier between existing businesses in Lansdowne Street and Robinson Street and this residential development.
- Remove any interaction between traffic in Lansdowne Street with residential and pedestrian traffic from Theatre Drive.
- Not create an environment for on-going conflict between the existing businesses and this residential development.
- Result in a buffer between the residential development and existing businesses being provided by the proposed timber lapped and capped timber (15kg/m²) boundary fence in Lansdowne Street and Robinson Street.