

STATEMENT OF ENVIRONMENTAL EFFECTS

471-506 Goonoo Goonoo Road, Hillvue NSW



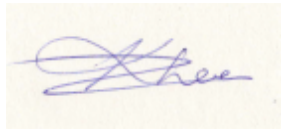
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Project No.: HPS 2012.007
Project Address: 471-506 Goonoo Goonoo Road, Hillvue NSW
Local Government Area: Tamworth Regional Council
Client: TransGrid
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Date: 5 September 2012

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TABLE OF CONTENTS

1	INTRODUCTION.....	1
2	THE SITE & SURROUNDING LOCALITY	3
2.1	Site Owner and Operator – TransGrid	3
2.2	Site Details & Existing Uses.....	3
2.3	The Surrounding Locality	4
3	THE PROPOSED DEVELOPMENT	6
3.1	Purpose of Proposed Development	6
3.2	Demolition	6
3.3	Proposed Works – Building 01	6
3.4	Proposed Works – Building 02.....	7
3.5	Proposed Works – Site Access, Parking & Outdoor Areas.....	7
3.6	Future Works	8
3.7	Design Principles	8
4	ENVIRONMENTAL IMPACT ASSESSMENT	10
4.1	The Provisions of any Environmental Planning Instrument (Section 79C(1)(a))	10
4.2	The Provisions of any Development Control Plan (Section 79C(1)(a)(iii))	17
4.3	The Likely Impacts of the Development (Section 79C(1)(b))	24
4.4	The Suitability of the Site for the Development (Section 79C(1)(c))	28
4.5	Submissions Made in Response to the Application (Section 79C(1)(d)).....	28
4.6	The Public Interest (Section 79C(1)(e)).....	28
5	CONCLUSIONS & RECOMMENDATIONS	29

FIGURES

Figure 01:	Site Plan
Figure 02:	Site Context Map
Figure 03:	Broader Context Map
Figure 04:	LEP Zoning Map
Figure 05:	Obstacle Height Map

TABLES

Table 01:	Industrial Development Controls
Table 02:	General Development Specifications

APPENDICES

Appendix 01:	Architectural Drawings, prepared by pvh
Appendix 02:	Site Survey, prepared by Brown & Krippner
Appendix 03:	Landscape Plans, prepared by Arcadia
Appendix 04:	BCA Assessment Report, prepared by BCA Logic
Appendix 05	Transport Assessment Report, prepared by GTA Consultants
Appendix 06	Hazmat Report, prepared by Hazmat Services
Appendix 07	Geotechnical Report, prepared by Douglas Partners

1 INTRODUCTION

This Statement of Environmental Effects (the Report) has been prepared by Hamptons Property Services Pty Ltd (Hamptons) on behalf of TransGrid (the Client).

This Report has been prepared to accompany a Development Application (DA) for the site located at 471-506 Goonoo Goonoo Road, Hillvue (the site), known as the TransGrid Tamworth Regional Depot.

This DA seeks development consent for the demolition of a number of existing structures, as well as the construction of new maintenance, workshop and office/administration buildings, as detailed on the accompanying Architectural Drawings. This application is required as part of broader works that will be undertaken to upgrade the existing substation on the site and the works to which this application relates enable the first stage in that process. However, works to the substation themselves, will be dealt with in a separate development application.

Tamworth Regional Council (the Council) is the consent authority for the purpose of this DA.

The site is subject to the provisions of the *Tamworth Regional Local Environmental Plan 2010* (the LEP) which identifies the site as being located within the **RU4 – Primary Production Small Lots**. In accordance with the provisions of the LEP, the proposal is permissible with development consent.

In preparing this application, Hamptons has been assisted by the following specialist consultants:

- **Architect:** Peckvonhartel (pvh);
- **Site Survey:** Brown & Krippner;
- **Landscape Design:** Arcadia Landscape Architecture;
- **Building Code of Australia (BCA);** BCA Logic Pty Ltd
- **Traffic:** GTA Consultants Pty Ltd;
- **Hazmat:** Hazmat Services Pty Ltd.
- **Geotechnical and Contamination:** Douglas Partners

Reliance has been placed on these reports as part of the preparation of this application and these should be considered in conjunction with this Report¹.

¹ No responsibility is taken for any errors or omissions contained within their reporting.

This Report is set out as follows:

- **Chapter 2** provides a site and locality description;
- **Chapter 3** details the proposed development;
- **Chapter 4** provides an assessment of the proposed development in accordance with **Section 79C(1)** of the *Environmental Planning and Assessment Act 1979* (the Act); and
- **Chapter 5** concludes this report.

Overall, the proposed development is generally consistent with the relevant provisions and requirements for the site, pursuant to the applicable environmental planning instruments and policies. In this respect, the conclusions of this Report are that this application may be approved by the Council, subject to appropriate conditions.

Assuming that the Council is of a mind to approve the proposal which relates to crown application, the Client has the ability to review the draft Conditions of Consent, prior to determination by the consent authority. Accordingly, it is requested that a copy of the draft Conditions of Consent be provided, prior to the issue of a determination.

2 THE SITE & SURROUNDING LOCALITY

2.1 Site Owner and Operator – TransGrid

TransGrid owns, operates and manages a number of similar sites and electricity infrastructure facilities across NSW and was formed as a Statutory Authority in 1995, pursuant to the *Electricity Transmission Authority Act 1994*. After industry reform, TransGrid became a corporatised entity under the *State Owned Corporations Act 1989* on 14 December 1998².

Accordingly, pursuant to the following definition provided by the Act, TransGrid is a public authority:

Public authority means:

...

(e) a statutory State owned corporation (and its subsidiaries) within the meaning of the *State Owned Corporations Act 1989*, or

TransGrid's regional structure involves a combination of 'Regional Centres' and 'Satellite Depots', whereby the Regional Centres contain a larger number of staff and more facilities. Notably, the subject site operates as one of TransGrid's Regional depots.

2.2 Site Details & Existing Uses

The subject site is located at 471-506 Goonoo Goonoo Road, Hillvue, and is legally described as Lot 1 in Deposited Plan 999499 and Lot 1 in Deposited Plan 516989 (**Figure 01**).

Figure 01: Site Plan



Source: <http://maps.six.nsw.gov.au>

² Source: www.transgrid.com.au

The site is approximately 2.8 hectares in area and, as documented on the Architectural Drawings, currently includes a number of buildings and works:

- An existing 132KV electricity substation at the northern end of the site, including associated power lines and structures;
- Existing workshop and maintenance facilities buildings positioned around a courtyard area, located at the southern end of the site. These include workshop, training, administration and oil separation buildings, as well as a number of metal sheds;
- Two existing hard stand car parking areas for staff and TransGrid vehicles ; and
- A series of overhead powerlines and perimeter palisade fencing.

The existing buildings on the site house works associated with the operation and maintenance of the existing electricity substation at the site, as well as other TransGrid operations in the Tamworth region.

2.3 The Surrounding Locality

The site is located within the Hillvue locality, with its direct context comprising a mix of land uses, including the Australian Equine and Livestock Events Centre, on the opposite side of Goonoo Goonoo Road to the site, golf courses, bulky goods and fast food retailing, and rural land and low density residential development (**Figure 02**).

Figure 02: Site Context Map

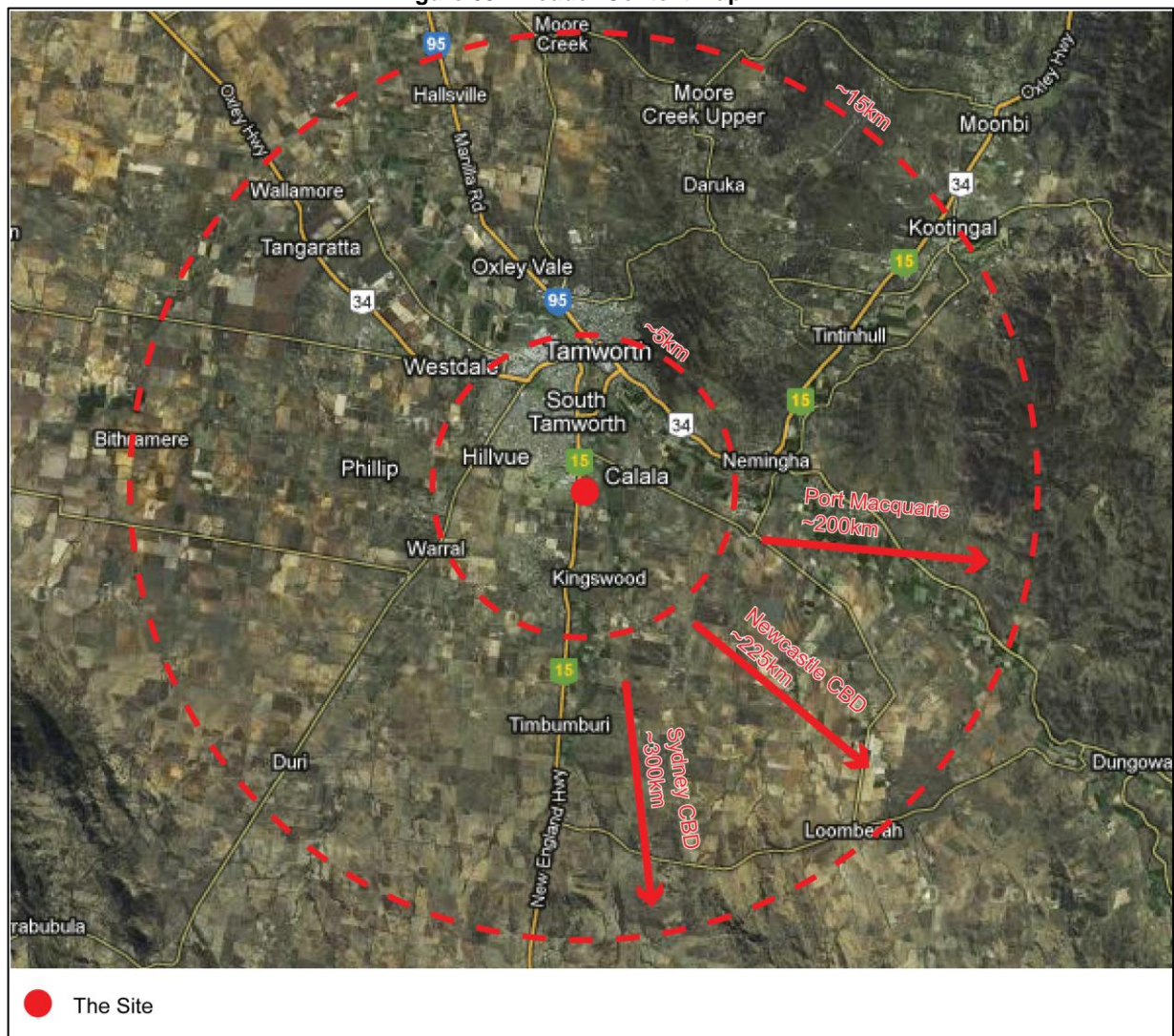


Source: www.maps.google.com.au

The site benefits from direct access to the New England Highway (of which Goonoo Goonoo Road forms part of). This provides regional access to and from the site for both freight and private vehicles.

The New England Highway provides a connection to areas such as Tamworth CBD (five kilometres to the north) Port Macquarie (approximately 200km to the east), Newcastle CBD (approximately 225km to the south-east) and Sydney (approximately 300km to the south) as shown at **Figure 03**.

Figure 03: Broader Context Map



Source: www.maps.google.com.au

3 THE PROPOSED DEVELOPMENT

3.1 Purpose of Proposed Development

TransGrid have undertaken a 'Business Needs Analysis' in 2011 which identified that the current facilities at the site no longer satisfy their functional requirements. Accordingly, the purpose of the proposed is to provide new facilities because the location of the proposed new substation requires existing facilities to be demolished.

The proposal seeks to deliver purpose-built facilities and improve building functionality at this facility through the development of a new depot complex, comprising self-contained office space with integrated fit out, amenities, and maintenance and workshop facilities.

Overall, the proposal will provide for a total of 3,223m² and accommodate up to 64 staff.

The proposal will form part of a broader reconfiguration of works on the site, which will include construction of a new substation, and decommissioning of the existing substation. The works subject to this application are limited, as set out below, with the broader replacement of substation works being subject to separate and later applications.

3.2 Demolition

The proposal will involve a sequenced demolition of existing areas in a manner which will allow for the construction of the new buildings at the site.

Specifically, as part of this application, the demolition will involve the removal of the existing hardstand and landscaping areas, as well as the removal of the existing buildings located across the site, as indicated on the accompanying Demolition Plan.

3.3 Proposed Works – Building 01

The proposal involves the construction of a new building, 'Building 01', at the southern end of the site which will house the modernised facilities and works associated with the use of the existing electricity substation at the site. Building 01 will include the following components:

- At the eastern end: mains line storage, mains secure storage, a meeting room, a team leader room, an office, a main electrical switchboard room and a plant room for mechanical air cooled/heating recovery system.
- Along the southern edge: staff office areas, subs-secure storage, staff offices and amenities, a cleaners store, a male bathroom, a plant room, technical services and a gym.
- Along the northern end: training and meals rooms, a female bathroom, a communications room and technical services.

- At the western end: additional staff office area, foyer, reception and project utilities room.

The aforementioned integrated components have been designed to meet the current and future needs of TransGrid.

The primary pedestrian entry to Building 01 is provided at its western end, adjacent to a landscaped courtyard and primary car parking areas, described at **Section 3.5**.

Building 01 is a single storey structure with a total of 2,098m² in Gross Floor Area (GFA). However, given the uses which will be undertaken within this structure, Building 01 will have a height of 11.25 metres providing sufficient floor to ceiling height required to accommodate the operations which would be occurring within this.

The external materials and finishes of Building 01 include a mix of woodland grey coloured cladding, shale grey colourbond long line, translucent sheet cladding, almond boral design block smooth face and shale grey powercoat.

Further details may be found on the accompanying Architectural Drawings.

3.4 Proposed Works – Building 02

The proposal also involves the construction of a new storage building, Building 02, along the northern boundary of the site. The western component incorporates a battery bay, battery charger, demin plant, a bathroom, an office, oil storage, oil process store, and a chemical store. The eastern component incorporates undercover vehicle parking, trailer storage, technical services, mains, subs and a wash bay. Underground at the eastern building frontage, it is proposed to incorporate three rainwater tanks.

Building 02 is positioned to the north of Building 01 and totals 1,013m² in GFA (excluding the 112m² wash bay). This single storey structure will have an overall building height of 10.62 metres and the same external materials and finishes as Building 01.

Further details may be found on the accompanying Architectural Drawings.

3.5 Proposed Works – Site Access, Parking & Outdoor Areas

The proposal utilises Entry 3 to provide vehicular access from Goonoo Goonoo Road to the proposed buildings and hardstand car parking areas.

Along the western boundary of the site, it is proposed to locate 22 staff car spaces, three visitor park spaces and one disabled car space. To the northern frontage of building 01 it is proposed to locate 18 staff car spaces.

The proposal incorporates a total of 36 staff car spaces, eight truck spaces, three visitor spaces and one disabled space.

A concrete hardstand area is proposed at the eastern frontage of Building 01 as well as three rainwater tanks. A courtyard is located at the entrance to the building.

Positioned along the eastern boundary is a mains outdoor storage area, subs outdoor storage, waste and recycling facilities and seven truck spaces

Building 02 runs parallel to the northern site boundary. To the eastern end of Building 02 it is proposed to incorporate three rainwater tanks and a gated vehicle entry providing access to the substation.

The proposed site access, parking and outdoor areas will be subject to the proposed landscaping works, as documented in the Landscape Plans, including:

- Plantings at the entrance to the site;;
- Generous perimeter plantings around the primary car parking area;
- A small paved courtyard space, adjacent to the reception area of Building 01.

Further details may be found on the accompanying Architectural Drawings and Landscape Plans.

3.6 Future Works

Subsequent to the completion of the works which are the subject of this application, TransGrid intends to construct a new substation, to the south of the existing substation.

These works will be undertaken pursuant to Part 5 of the Act and do not form part of this application.

3.7 Design Principles

The following Design Statement has been provided by pvh in relation to the proposed new works:

Façade Design, External Materials and Finishes

The material palette for the Tamworth Regional Depot has been selected in response to the wider environment of the site. The palette is considered to be neutral and conservative to reflect the earthy tones of the grass paddocks and surrounding farmland.

Design Principles

Site Strategy and Staging

The proposed project for the TransGrid Regional Depot is part of a wider site strategy within the land owned by TransGrid that looks to the future as well as addressing the immediate requirements. The siting of the project site within TransGrid property addresses the following issues:

- Allow for future location of a new substation (outside the scope of this project) while retaining the existing substation;*
- Maintain existing containment areas to the Eastern boundary of the site;*
- Maintain reasonable access from the road and create an aesthetically pleasing gateway into the town of Tamworth through integration of architecture and landscape, as this is one of the first built up sites on the highway; and*
- Respond to the larger scale developments in the immediate area.*

As a result, the proposed project site has been located to the South-East corner of the TransGrid property. A staging plan has been created to describe the existing, proposed and future works required on the property. Refer to architectural drawing SC-052 for more detail.

Design Philosophy

The functional requirements of the project require 2 separate buildings across the site which address:

- East-West orientation of the buildings that maximises natural day lighting and the existing view to the South, while the mirrored asymmetrical roof lines and translucent clerestory breaks down the building mass.*
- Expressed lines that articulate varying of volumes in the external cladding add a richness and intricacy to the large facade.*
- Design of the mirrored asymmetrical building form creates a subtle play on the traditional industrial shed and utilises a neutral palette to complement and nestle into the surrounding landscape.*

4 ENVIRONMENTAL IMPACT ASSESSMENT

This application is made pursuant to **Part 4** of the Act. Notably, pursuant to **Section 79C(1)** of the Act, an applicant is required to take into consideration the following matters, as part of a development application:

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

- (i) any environmental planning instrument, and*
- (ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the draft instrument has been deferred indefinitely or has not been approved), and*
- (iii) any development control plan, and*
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),*

that apply to the land to which the development application relates,

- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- (c) the suitability of the site for the development,*
- (d) any submissions made in accordance with this Act or the regulations,*
- (e) the public interest.*

Such matters are addressed in the following sections of this report.

4.1 The Provisions of any Environmental Planning Instrument (Section 79C(1)(a))

4.1.1 Environmental Planning & Assessment Act 1979 – Integrated Development

In addition, **Section 91** deals with **Integrated Development** and in accordance with **Section 91(1)**, development is integrated development if it requires consent to connect to a Classified Road, pursuant to **Section 138** of the *Roads Act 1993*.

However, **Section 91(3)** also states that :

- (3) *Development is not integrated development in respect of the consent required under section 138 of the [Roads Act 1993](#) if, in order for the development to be carried out, it requires the development consent of a council and the approval of the same council.*

In this instance, as the proposed connection to Goonoo Goonoo Road, being a Classified Road, does not require development consent from the Council, by virtue of the zoning of the land. Such works are permissible without development consent. Therefore, the proposal is Integrated Development for the purposes of the Act and concurrence of NSW Roads and Maritime Services (RMS) is required.

4.1.2 State Environmental Planning Policy 33 – Hazardous and Offensive Development

In accordance with **Clause 3**, the definition of a ‘Potentially Hazardous Industry’ includes a ‘Hazardous Storage Establishment’, which is defined by **Clause 4** as follows:

***hazardous storage establishment** means any establishment where goods, materials or products are stored which, when in operation and when all measures proposed to reduce or minimise its impact on the locality have been employed (including, for example, measures to isolate the establishment from existing or likely future development on the other land in the locality), would pose a significant risk in relation to the locality:*

- (a) *to human health, life or property, or*
- (b) *to the biophysical environment.*

In this instance, the proposal includes allocated storage areas for oil process, chemicals and batteries, which are captured by the aforementioned definition. As such, pursuant to **Clause 12**, a Preliminary Hazard Analysis is required to be prepared. This is addressed in the Hazmat Report at **Appendix 06**

4.1.3 State Environmental Planning Policy 55 – Remediation of Land

In accordance with **Clause 7**, a consent authority must consider whether or not a site is contaminated before granting consent to development. In this regard, the required contamination assessment is currently being undertaken and the subsequent reporting will be supplied to Council under separate cover in due course.

4.1.4 State Environmental Planning Policy (Infrastructure) 2007

Clause 101 deals with **Development with Frontage to a Classified Road**, being relevant in this instance as the New England Highway is a Classified Road, of which Goonoo Goonoo Road is part of. Notably, in accordance with **Clause 101(2)**, the consent authority must not grant consent unless it is satisfied that:

- (a) *where practicable, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The proposed development utilises Entry 3 as the main entry and egress point into this part of the site. This entrance has been located slightly north of its original position. Vehicular access to the site will have no adverse impact on the safety, efficiency and ongoing operation of Goonoo Goonoo Road.

In addition, the proposed uses are not considered to be sensitive to traffic noise or vehicle emissions, being primarily of an industrial nature, thereby suitable in relation to (c) above.

Overall, the proposal is adequate in relation to **Clause 101** and may be approved in this regard.

Clause 104 relates to Traffic-Generating Development and requires referral of the application to RMS where captured by **Schedule 3**. In this instance, the proposal involves car parking for less than 50 spaces and therefore a referral is not required to RMS.

Accordingly, the application will be referred to the RMS for consideration as part of the assessment process.

Overall, the proposed development is suitable and acceptable in terms of the relevant provisions contained in this policy.

4.1.5 Tamworth Local Environmental Plan 2010

The site is subject to the provisions of the LEP which was gazetted on 21 January 2011.

Clause 1.2 stipulates the **Aims** of the LEP. The proposal is generally consistent with the relevant Aims, on the following grounds:

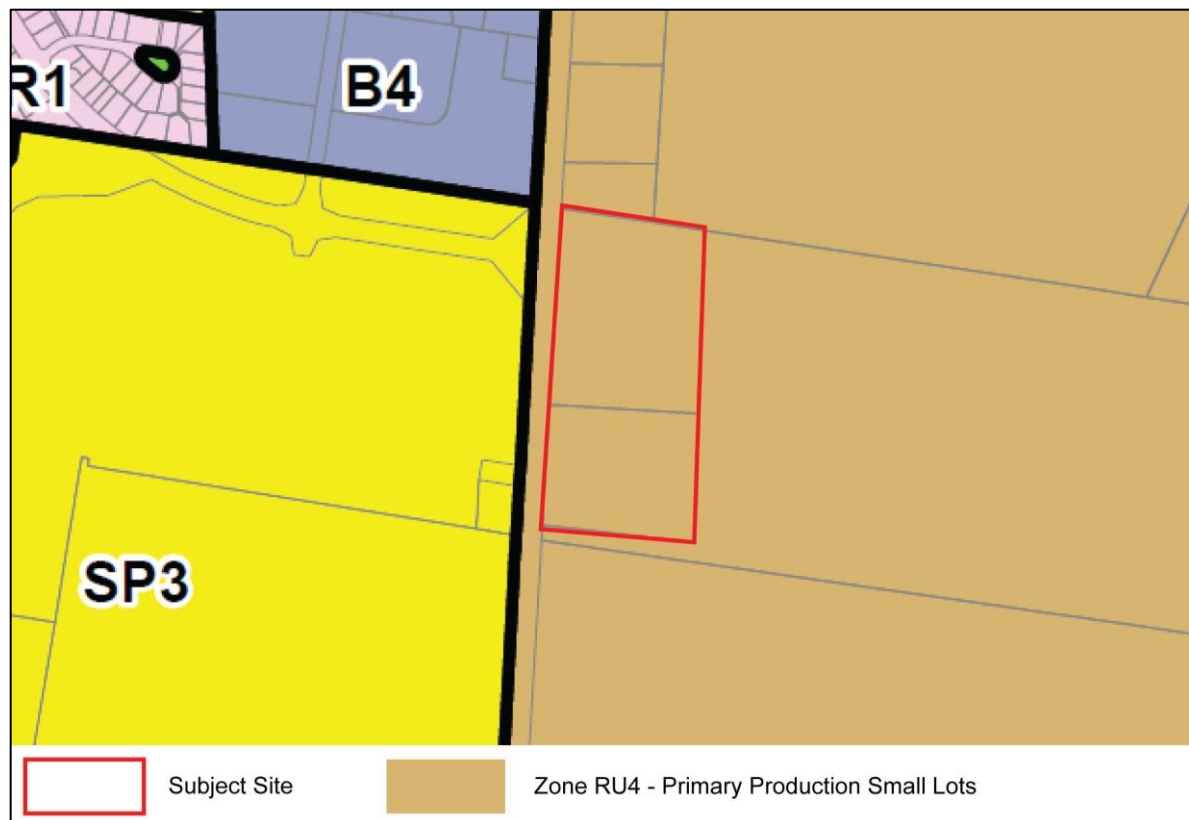
- The position of the new works ensures that there will be no significant or unreasonable adverse impact to the natural attributes of the site, including the natural resources contained therein;

- The location of the site, being physically distanced from any residential or sensitive land uses, will not result in any detrimental impacts to residential amenity;
- The proposal seeks to meet the current and future needs of TransGrid for this site and, by doing so, will continue to provide employment opportunities within the region;
- The site does not contain an item of heritage value, nor is it located within proximity of any such items. As such, the proposal will not have any adverse heritage implications; and
- The proposed works will be contained within the existing site boundaries and will therefore not result in the loss or fragmentation of any productive agricultural land.

In accordance with **Clause 1.6**, the Council is the consent authority for the purposes of this LEP.

Pursuant to **Clause 2.2**, the site is located within the **RU4 – Primary Production Small Lots** Zone, as illustrated below at **Figure 04**.

Figure 04: LEP Zoning Map



Source: www.legislation.nsw.gov.au

Clause 2.7 requires development consent for demolition. As such, pursuant to this Clause, development consent is sought for the proposed demolition works, as indicated on the Architectural Drawings.

The **Land Use Table** provides the **Zone Objectives** which have been addressed below:

- *To enable sustainable primary industry and other compatible land uses.*

In this instance, the proposal relates to new facilities associated with an existing electricity substation. This existing operation and its level of compatibility with the surrounding land uses will not be altered by the proposal and is considered to be adequate in relation to this Objective.

- *To encourage and promote diversity and employment opportunities in relation to primary industry enterprises, particularly those that require smaller lots or that are more intensive in nature.*

The proposed works will ensure that this facility will meet the current and future needs of TransGrid, thereby continuing to maintain local employment opportunities within the region, despite the works not specifically relating to primary industry enterprises. On this basis, the proposal is adequate in relation to this Objective.

- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*

As illustrated previously at **Figure 03**, the site adjoins a number of different zones, namely **B4 – Mixed Use** and **SP3 – Tourist**. In this regard, it is understood that the existing electricity substation and associated facilities have been operating without conflict with these adjoining zones, and indeed without conflict with any adjoining land uses.

The proposed works will not alter this relationship in a manner which may otherwise be detrimental. Notably, the proposal will modernise these existing associated facilities and buildings, improving their aesthetic appearance and functionality, which is anticipated to result in an improvement to their relationship with adjoining uses, consistent with this Objective.

Overall, the proposal is generally consistent with the Objectives of this zone.

The **Land Use Table** also specifies the types of development which are **Permitted with Consent**, which specifically includes 'light industries', as well as any development which is not specified as being exempt or prohibited. In this instance, the aspects of the proposal are captured by the definitions of 'depot' and 'light industries', being defined as follows:

***depot** means a building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking) when not required for use, but does not include a farm building.*

***light industry** means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following:*

- (a) high technology industry,*
- (b) home industry.*

Accordingly, as 'light industry' is listed as being permitted with consent and 'depot' is not listed as exempt or prohibited, the proposal is permissible with consent. Notably, the office and administration aspects of the works are ancillary to, and associated with, the primary permissible uses at on the land.

Clause 5.9AA relates to the **Preservation of Trees or Vegetation**. Pursuant to this Clause, consent from Council is sought for the removal of the existing vegetation, as indicated on the accompanying Landscape Plans. The removal of this is required to accommodate the proposed works and, in order to offset the loss of the existing vegetation, the proposal includes substantial additional plantings, as indicated in the accompanying Landscape Plan.

Overall, it is considered that the proposed removal of some of the existing vegetation, in this instance, is acceptable as the proposed landscaping will result in a far superior outcome over the existing situation, particularly in terms of both quality and presentation of the site when viewed from the public domain.

Clause 5.10 deals with **Heritage**. However, the subject site does not contain an item of heritage significance, nor is it located within the vicinity of such an item and, accordingly, these provisions are not relevant to this application.

Clause 7.1 relates to **Earthworks**. The proposal will require earthworks as part of the preparation of the site for the new buildings and outdoor areas. The extent of earthworks required in this instance is considered to be acceptable and will be undertaken in accordance with any Conditions of Consent which may be imposed by the Council.

Further details in this regard may be provided at the Construction Certificate stage and protection measures may be suitably incorporated into the Construction Management Plan, as required.

Clause 7.6 addresses development in the flight path of Tamworth Airport. As illustrated below at **Figure 05**, the site is subject to the provisions of this Clause, which restricts the construction of buildings to 45 metres in height. In this instance, the proposed structures reach a maximum height of 11.25 metres and will therefore comply with **Clause 7.6**.

In addition, it is acknowledged that the Council is required to give notice of this application to the relevant Commonwealth Body and consider any comments made by the relevant Commonwealth Body in relation to this application, pursuant to **Clause 7.6(3)**.

Figure 05: Obstacle Height Map



Source: www.legislation.nsw.gov.au

Overall, the proposed development is consistent with the relevant provisions of the LEP and is permissible with development consent from the Council. In this respect, the application is suitable and may be approved having regard to the requirements of the LEP.

4.2 The Provisions of any Development Control Plan (Section 79C(1)(a)(iii))

4.2.1 Tamworth Development Control Plan 2010

The site is subject to the requirements of the Tamworth Development Control Plan 2010 (the DCP).

As the proposal relates to light industry and depot uses, the **Industrial Development Controls** provided at **Step 2** are relevant in this instance, despite the zoning of the land. Accordingly, the following table provides an assessment against the relevant controls.

Table 01: Industrial Development Controls

Building Setbacks	
Control	Assessment
<i>Street setback must be a minimum of 5m.</i>	The proposed building setbacks are compliant with this requirement.
<i>Street setback must be landscaped.</i>	
<i>A reduced landscaped setback, to a minimum of 3 metres, is permitted where car parking is provided immediately behind the landscaped area.</i>	
<i>Side and rear setbacks to meet BCA requirements.</i>	The street setback area is landscaped and therefore compliant with this control. The side and rear setbacks have been designed to achieve the relevant BCA requirements.
Design	
Control	Assessment
<i>Building elevations to the street frontage or where visible from a public road, reserve, railway or adjoining residential area are to incorporate variations in façade treatments, roof lines and building materials.</i>	The proposed Building 01, being the main building which will be visible from the public domain and closest to the street, has been desirably designed by pvh and incorporates variations in façade treatment and roof design, consistent with this control.
<i>Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or not visible from a public road.</i>	The roof pitch does not exceed 17 degrees on building one or two.

Utilities and Services	
Control	Assessment
<i>Servicing strategy required to demonstrate the availability and feasibility of providing water, sewer and stormwater services appropriate for the scale and nature of development.</i>	It is understood that the proposed buildings will utilise existing service supply and capacity to the site, which are adequate in this regard.
<i>Applications must demonstrate adequate provision for storage and handling of solid wastes.</i>	The Waste Management Plan provides details pertaining to the storage and handling of wastes, consistent with this control.
<i>Liquid Trade Waste Application and facilities are required where liquid wastes (excluding domestic waste from a hand wash basin, shower, bath or toilet) are to be discharged to Council's sewerage system.</i>	Noted. Where this is required, the appropriate applications will be made.
<i>Onsite stormwater capture and reuse shall be provided for maintenance of landscaping. Storage tanks shall be appropriately located and screened. NB – reuse facilities shall not form part of stormwater calculations.</i>	Rainwater tanks for the reuse of water for landscaping purposes are provided as part of this application.
<i>Buildings and structures are to be located clear of utility infrastructure.</i>	Noted. The design of the proposed buildings has considered the location of the relevant utility infrastructure and is consistent with this control.
<i>For sewer mains, structures are to be located a minimum of one metre plus the equivalent invert depth from the centreline of the main. See Council Policy "Excavating/Filling or Building Adjacent to or Over Existing Sewer Mains" for further detail.</i>	Existing services and infrastructure is to be relied upon as part of this application.
Landscaping	
Control	Assessment
<i>Landscaping is required:</i> <ul style="list-style-type: none"> <i>in the front 5m of street setback;</i> <i>side and rear setbacks where visible from public place or adjoining residential area; and</i> <i>areas adjacent to building entrances and customer access points.</i> 	As demonstrated by the Landscape Plans, the proposal is consistent with these controls, providing landscaping within the required setback areas and adjacent to access points.

<i>Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.</i>	Consistent with this control, the primary car parking area is provided with significant plantings and landscaping treatment, which will soften the visual impact of this area.
<i>Landscaping shall comprise only low maintenance, drought and frost tolerant species.</i>	The species selection, as documented on the Landscaping Plans, is considered to be acceptable in terms of their maintenance and tolerance attributes.
Fencing	
Control	Assessment
<i>Open work or storage areas visible from a public place or street must be fenced by masonry materials or pre-coloured metal cladding of minimum 2m height. Fencing to be located behind the building setback.</i>	The proposed works will be located within a new secure area of the TransGrid site, being surrounded by palisade fencing within the building setback areas, consistent with these controls.
<i>Security fencing must be also located behind the building setback area except when of a decorative nature to be integrated in the landscaped area.</i>	
Traffic and Access	
Control	Assessment
<i>The Traffic Assessment is required to demonstrate the adequacy of:</i> <ul style="list-style-type: none">• road network,• geometric design for intersections, including pavement impacts,• site access,• loading/unloading facilities, and• safe on-site manoeuvring for largest design vehicle• wearing surfaces for access driveways, parking areas, loading/unloading facilities and associated vehicle manoeuvring areas relative to the design vehicle.	The Transport Impact Assessment provides an assessment of the adequacy of these aspects, consistent with this control.
<i>Unsealed vehicle movement areas are not acceptable due to environmental management impacts.</i>	The proposal does not include any unsealed vehicle movement areas, consistent with this control.
<i>All vehicles must be able to enter and exit the site in forward direction.</i>	Consistent with this control, vehicles can enter and exit the site in a forward direction.

<p><i>Site access not permitted:</i></p> <ul style="list-style-type: none"> • <i>Close to traffic signals, intersection or roundabouts with inadequate sight distances;</i> • <i>Opposite other large developments without a median island;</i> • <i>Where there is heavy and constant pedestrian movement on the footpath;</i> • <i>Where right turning traffic entering the site may obstruct through traffic.</i> 	<p>The Transport Impact Assessment addresses the adequacy of site access, the conclusions of which confirm that the proposed arrangements are acceptable.</p>
<p><i>Separate signposted entrance and exit driveways are required for developments requiring more than 50 parking spaces or where development generates a high turnover of traffic.</i></p>	<p>The Transport Impact Assessment addresses the proposed site access, parking and internal layout of the proposal. The conclusions of this are that these will operate satisfactorily.</p>
<p><i>The number of access points from a site to any one street frontage is limited to 1 ingress and 1 egress.</i></p>	
<p><i>Driveways must be provided in accordance with AS2890.1 Parking Facilities.</i></p>	<p>The Transport Impact Assessment confirms compliance in this regard.</p>
<p><i>Portion of customer parking to be provided convenient to the public entrance.</i></p>	<p>Where required, visitors to the site have been provided with allocated parking areas, being sufficient in this instance.</p>
<p><i>Adequate space and facilities are required to be provided wholly within the site.</i></p>	<p>The Transport Impact Assessment confirms that the proposal is suitable in relation to these aspects.</p>
<p><i>Loading and delivery bays must be designed to allow vehicles to enter and exit the site in a forward direction.</i></p>	
<p><i>Loading bay(s) must be sited to avoid use for other purposes such as customer parking or materials storage and be linemarked and signposted.</i></p>	

In addition, **Step 3** provides the **General Development Specifications** which have been reproduced and addressed in the following table.

Table 02: General Development Specifications

Parking		
Control	Assessment	
<i>Parking must be provided as per the Schedule in Appendix A.</i>	As documented in the Transport Impact Assessment, the proposed quantity of car parking is consistent with these controls and is deemed to be satisfactory in this instance.	
<i>Parking and traffic requirements will be based on consideration of:</i> <ul style="list-style-type: none"><i>likely peak usage times;</i><i>the availability of public transport;</i><i>likely demand for off street parking generated by the development;</i><i>existing traffic volumes on the surrounding street network; and</i><i>efficiency of existing parking provision in the location.</i>		
<i>Comply with AS2890.1 Parking Facilities.</i>		The Transport Impact Assessment has assessed the proposal in relation to AS2890.1 and, in this respect, confirms that the parking facilities will operate satisfactorily.
Landscaping		
Control	Assessment	
<i>Location and grouping of plant types shall be multi-functional providing privacy, security, shading and recreation functions.</i>	As previously noted, the proposal includes desirable and substantial plantings, as documented in the Landscaping Plans, consistent with these Controls.	
<i>Landscaping or shade structures shall be provided in outdoor car parking areas where >10 spaces are required, to provide shading and soften the visual impact of large hard surfaces.</i>		
<i>Landscaping shall comprise low maintenance, drought and frost tolerant species.</i>		
Outdoor Lighting		
Control	Assessment	
<i>All developments shall demonstrate compliance with AS4282 Control of Obtrusive Effects of Outdoor Lighting.</i>	Where outdoor lighting is to be provided within the site, compliance with AS4282 will be achieved.	

Environmental Effects	
Control	Assessment
<p><i>The application documentation shall identify any potential environmental impacts of the development and demonstrate how they will be mitigated. These impacts may relate to:</i></p> <ul style="list-style-type: none"> • Traffic 	Refer to Transport Impact Assessment.
<ul style="list-style-type: none"> • Construction impacts 	Construction impacts will be addressed as part of the Construction Management Plan which will be prepared in accordance with any Conditions of Consent and provided at the CC stage.
<ul style="list-style-type: none"> • Solid and Liquid Waste 	The Waste Management Plan provides the relevant details in this respect.
<ul style="list-style-type: none"> • Air quality (odour and pollution) 	No adverse air quality impacts are anticipated as part of this application, consistent with the current outcomes on the site.
<ul style="list-style-type: none"> • Noise emissions 	The proposed new facilities buildings are positioned within the existing site boundaries and are not located within the vicinity of any residential properties or other sensitive land uses. Accordingly, the proposal will not, in any manner, have any adverse air quality, noise or vibrational impacts.
<ul style="list-style-type: none"> • Water quality 	Water quality will be protected during the construction period through industry standard construction methods and impact mitigation measures.
<ul style="list-style-type: none"> • Sustainability 	The design of the proposed works have incorporated sustainability features, including the installation of rainwater tanks to Building, in order to allow harvesting and use of collected rainwater at the site. Overall, the proposed design of the works exhibit adequate sustainability measures, consistent with this Control.
Soil and Erosion Control	
Control	Assessment
<p><i>Runoff shall be managed to prevent any land degradation including offsite sedimentation.</i></p>	Soil and erosion controls during the construction period will be documented within the Construction

<i>Reference shall be made to the NSW Governments Managing urban stormwater: soils and construction, Volume 1 (available from Landcom), commonly referred to as “The Blue Book”.</i>	Management Plan (CMP), which will be prepared at the CC stage. The CMP will be prepared in accordance with the standard industry practices and will be consistent with the any Conditions of Consent imposed by the Council in this regard. Cut and fill associated with the proposed works are minimal. The site will remain stabilised both during and after construction.
<i>Cut and fill will be minimised and the site stabilised during and after construction.</i>	
<i>Arrangements in place to prompt revegetation of earthworks to minimise erosion.</i>	
Vegetation	
Control	Assessment
<i>Development design shall accommodate the retention of any significant trees and vegetation.</i>	<p>The Landscaping Plan details the extent of vegetation removal required to accommodate the proposed works. In this instance, it is noted that this includes the removal of 10 trees across the site.</p> <p>However, as evidenced in the Landscape Plans, in order to offset the loss of these trees, the proposal will include substantial additional plantings which will result in a far superior outcome over the existing situation.</p>
Waste Management	
Control	Assessment
<i>General waste storage and collection arrangements shall be specified.</i>	The Waste Management Plan provides details in relation to waste storage and collection arrangements, consistent with this Control.

Step 5 – Discretionary Development Standards are relevant where there has been a non-compliance identified at either **Step 3** or **Step 4**. In this instance, it is noted that the proposed removal of vegetation is the only non-compliance with the relevant controls of **Step 3** and **Step 4**.

Accordingly, **Section 1.44** of **Step 5** is relevant which deals with **Vegetation** and provides the following Standards:

- a) *Existing trees may be removed from the proposed building footprint where it can be shown there is no acceptable alternative design.*
- b) *All trees removed must be replaced by comparable native and mature trees.*
- c) *Non-native plants may be used where they are shown to be non-invasive and pivotal to the overall amenity of the development.*

In this instance, the proposed removal of the existing vegetation is a direct result of the need to accommodate the new works at the site, as well as the intended future works detailed at **Section 3.7**. The design and siting of the new works is considered to be the most desirable outcome, as documented by the Design Statement provided by pvh at **Section 3.8**.

The removal of the existing vegetation is acceptable as it allows for the most desirable configuration and design of the new facilities, consistent with this Standard.

In addition, as documented on the planting schedule, forming part of the Landscaping Plans, the proposal includes a number of native and non-native plantings, being a suitable and desirable combination and outcome.

Overall, the proposal will result in a net improvement in the overall quantity and quality of vegetation and is considered acceptable.

Overall, the proposed development is generally consistent with the relevant matters contained within the DCP and is suitable from this perspective.

4.3 The Likely Impacts of the Development (Section 79C(1)(b))

4.3.1 Context & Setting

The proposed development involves the construction of two new buildings and associated landscaping and car parking areas.

In this regard, pvh have appropriately designed the built form to ensure that it is suitably integrated within the surrounding context, so as to minimise potential impacts on adjacent properties to the east and south of the site, while accommodating the needs of the day to day operations.

The materials treatment proposed will provide a design outcome that is suited to the rural landscape and has adequate regard for more recent constructed buildings within the vicinity.

The scale of the buildings is suited to the overall context of the site in its rural setting and will result in an improved visual outcome over the existing situation, having regard to the quality and condition of existing buildings on the site.

The proposal is acceptable in terms of its impacts on the context and setting of the site as a whole and will improve upon the site's overall relationship with the public and private domains within the vicinity of this.

4.3.2 Access, Transport & Traffic

The Transport Impact Assessment has reviewed the proposed car parking and internal site layout in terms of the relevant access and parking requirements, the conclusions of which anticipate the proposal to operate satisfactorily.

In terms of traffic impacts, the following conclusion is made by GTA Consultants:

Given that Goonoo Goonoo Road has been designed to accommodate an increase in traffic volumes as detailed in the Draft South Tamworth Rural Lands Master Plan, the traffic generated by the proposed development is similar to that generated by the existing on-site uses and could not be expected to compromise the safety or function of the surrounding road network.

Accordingly, the proposal is satisfactory in relation to its traffic impacts.

Overall, it is evident that the proposed development is acceptable in terms of its access, transport and traffic implications.

4.3.3 Public Domain

As previously highlighted, the elements of Building 01 and Building 02 have been suitably integrated into the proposed landscaping treatment and plantings, so as to soften their appearance when viewed from the public domain.

Furthermore any adverse impact as a result of the bulk of both buildings is mitigated by their orientation, being inward to the site, as opposed to facing the public domain to any large scale than if their orientation were altered.

Overall, the proposal is considered to have a positive impact on the public domain, with an aesthetically pleasing built form outcome and landscaping treatment.

4.3.4 Utilities

The proposed development will incorporate the supply and connection of all of the required services to the new facilities and buildings. It is anticipated that there is sufficient capacity to cater for the additional demand generated by the proposal; however, the appropriate investigations with the relevant authorities will be made in due course.

4.3.5 Heritage

The site does not contain an item of heritage significance, nor is it located within the vicinity of such an item. As such, the proposal will not have any adverse heritage impacts and is acceptable in this regard.

4.3.6 Water & Soils

During the construction period, water and soil quality will be protected through industry standard construction methods and impact mitigation measures. As works will be undertaken in accordance with any Conditions of Consent, there are no unreasonable or material impacts anticipated to occur during construction.

Overall, the proposal is considered to be acceptable in terms of water and soil implications.

4.3.7 Flora & Fauna

As previously discussed, the proposal requires the removal of a number of existing trees in order to accommodate the proposed works. However, despite this, the proposal will have a net benefit to the site and locality in terms of vegetation presence and, on the basis that that proposal will result in a substantial landscaping and vegetation improvement above the existing situation, the proposed removal of trees is acceptable in this instance.

Accordingly, with the overall vegetation improvement, it is anticipated that the proposal will have a positive impact on local flora and fauna and is acceptable in this regard.

4.3.8 Waste

The accompanying Waste Management Plan has been prepared by pvh, which demonstrates that waste will be managed in accordance with the relevant requirements and standards during the demolition, construction and on-going operational phases of the site.

4.3.9 Noise & Vibration

The proposed new facilities are positioned within the existing site boundaries and are not located within the vicinity of any residential properties or other sensitive land uses. Accordingly, the proposal will not, in any manner, have any adverse noise or vibrational impacts.

Noise and vibrational impact will be controlled during the construction period in accordance with standard industry practices and any Conditions of Consent, thereby having only reasonable and minimal impacts during this period.

Overall, the proposal is acceptable in terms of its noise and vibration impacts.

4.3.10 Natural and Technical Hazards

In relation to natural hazards, the site is not subject to any bushfire or flood prone land classifications. Therefore, any potential hazards in this respect are not relevant.

In relation to technical hazards, as previously detailed, a Preliminary Hazard Analysis is being prepared as is the required contamination assessment.

4.3.11 Safety, Security & Crime Prevention

The design and siting of the buildings are such that passive surveillance opportunities are afforded over the key areas within the site, including the building entry and courtyard spaces in front of Building 01, improving the perceived level of safety for pedestrians. The passive surveillance opportunities are achieved through the inclusion of windows and openings which provide outlook over these areas.

The plant selection and landscaping design around the primary car parking area are such that users will have a degree of perceived safety, as a result of the sufficient sightlines and minimal hiding places being created within this space.

In addition, the proposed works are located within an area which is surrounded by a palisade fence.

This, along with the existing security operations of the TransGrid site, contribute to the safety and security of its users.

Overall, the proposal is acceptable from a safety, security and crime prevention perspective.

4.3.12 Social and Economic Impacts

As a result of the nature of this application and the context of the proposed works, there will not be any social impacts, whatsoever, which will result from the implementation of this proposal. Rather, it is anticipated that the improved facilities which are proposed will result in superior working conditions having a positive social outcome.

In terms of the economic impacts, the proposal will meet the current and future needs of TransGrid at the site, therefore continuing to maintain local employment and contributing to the local economy. In this manner, the proposal will provide a positive economic contribution. In addition, the proposal will provide positive economic impacts through the construction period, with the use of local services.

4.3.13 Site Design and Internal Design

As demonstrated by this Report and the accompanying documentation, the proposed development represents a positive response to the opportunities and constraints afforded by the site, whilst providing for the requirements and needs of TransGrid. Specifically, the design of the proposed works, in particular the proposed landscaping areas, is a sensitive and desirable response to both the natural setting and built form characteristics.

The proposed development provides a desirable outcome in terms of the quality of site and internal design and will not have any material impacts on the adjoining properties.

In addition, as documented in the BCA Assessment Report, the design is capable of complying with the BCA for the purposes of development consent, further demonstrating the suitability of the site and internal design.

Overall, it is considered that the proposal represents a desirable built form and design outcome.

4.3.14 Construction

Construction of the proposed works will be in accordance with standard industry practice and limited by any Conditions of Consent imposed by the Council. In addition, given the location and context of the proposed works, being substantially away from any sensitive land uses, there will be limited construction related impacts generally.

As such, there are no significant or unreasonable impacts anticipated in relation to the construction of the proposed works.

4.3.15 Cumulative Impacts

As evidenced by this Report and the accompanying documentation, the site is suitable for the proposed development, particularly with regards to its limited environmental impacts generally. Notably, the proposal is suitable given the physical and environmental context of the site, as well as its individual attributes, being reflected in the accompanying documentation.

In this respect, there are no anticipated adverse cumulative impacts associated with the proposed works and the proposal is suitable in this regard.

4.4 The Suitability of the Site for the Development (Section 79C(1)(c))

It has been demonstrated by this Report that the site is suitable for the proposed works, particularly with regards to the minimal environmental impacts in general and the limited impacts to the surrounding properties. In addition, the proposed works, as designed by pvh, are considered to be of a high quality design and responsive to the site's individual opportunities and constraints.

Overall, the site is suitable for the proposed development.

4.5 Submissions Made in Response to the Application (Section 79C(1)(d))

No submissions have been made at this time in accordance with the Act or the Regulations. Should submissions be made as part of the notification process, the applicant would be willing to respond to these accordingly.

4.6 The Public Interest (Section 79C(1)(e))

The public interest is best served through the implementation of the proposed works as these represent a positive and beneficial use of the site, whilst providing an outcome that minimises impacts to the surrounding properties and the environment in general. Overall, the proposed development will, in no way, adversely impact upon the public interest.

5 CONCLUSIONS & RECOMMENDATIONS

This DA seeks development consent for the demolition of a number of existing structures at the site, as well as the construction of new maintenance and workshop buildings, as detailed on the accompanying Architectural Drawings.

In response to a 'Business Needs Analysis' undertaken by TransGrid in 2011, which identified that the current facilities at the site no longer fit their functional requirements, the purpose of the proposed development is to replace the out-dated facilities with modern facilities which align with TransGrid's current best practice standards.

As such, the proposed works will cater for the needs and requirements of TransGrid, while appropriately responding to existing site characteristics and attributes.

As demonstrated by this Report and the accompanying documentation, the proposed development generally satisfies the statutory planning controls which apply to the site and is therefore suitable in environmental terms.

Overall, the proposed development will, in no way, adversely impact upon the public interest, nor result in any adverse environmental impacts to the locality.

In this manner, it is recommended to the Council that this DA be approved, subject to the appropriate Conditions of Consent. As previously stated, this is a Crown DA and, as such, it is requested that a copy of the draft Conditions of Consent be provided for review, prior to determination of the application.

APPENDIX 01: ARCHITECTURAL DRAWINGS, PREPARED BY PVH

APPENDIX 02: SITE SURVEY, PREPARED BY BROWN & KRIPPNER

APPENDIX 03: LANDSCAPE PLANS, PREPARED BY ARCADIA

APPENDIX 04: BCA ASSESSMENT REPORT, PREPARED BY BCA LOGIC

APPENDIX 05: TRANSPORT ASSESSMENT REPORT, PREPARED BY GTA CONSULTANTS

APPENDIX 06: HAZMAT REPORT, PREPARED BY HAZMAT SERVICES

APPENDIX 07: GEOTECHNICAL REPORT, PREPARED BY DOUGLAS PARTNERS